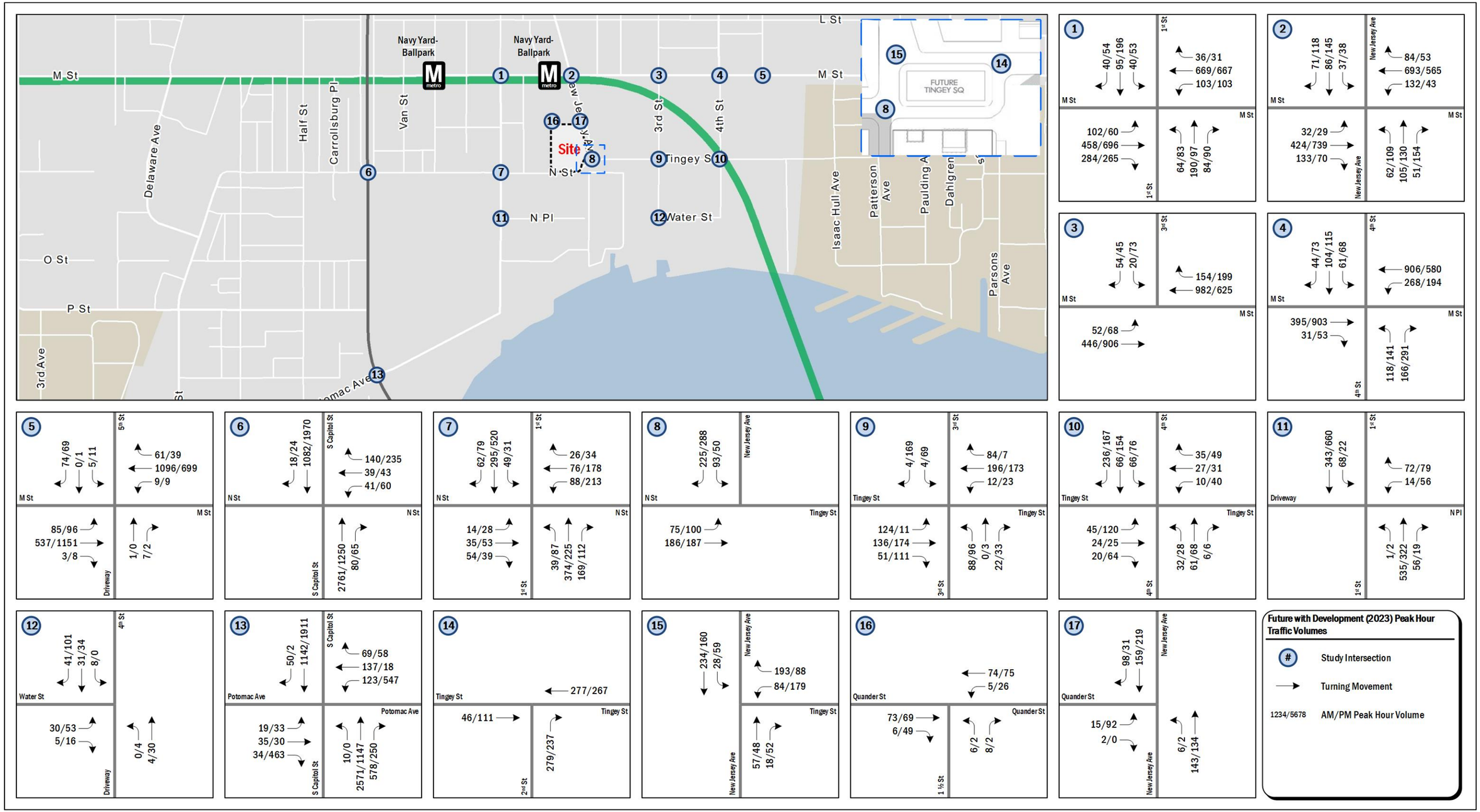

Figure 22: Future with Development (2023) Peak Hour Traffic Volumes

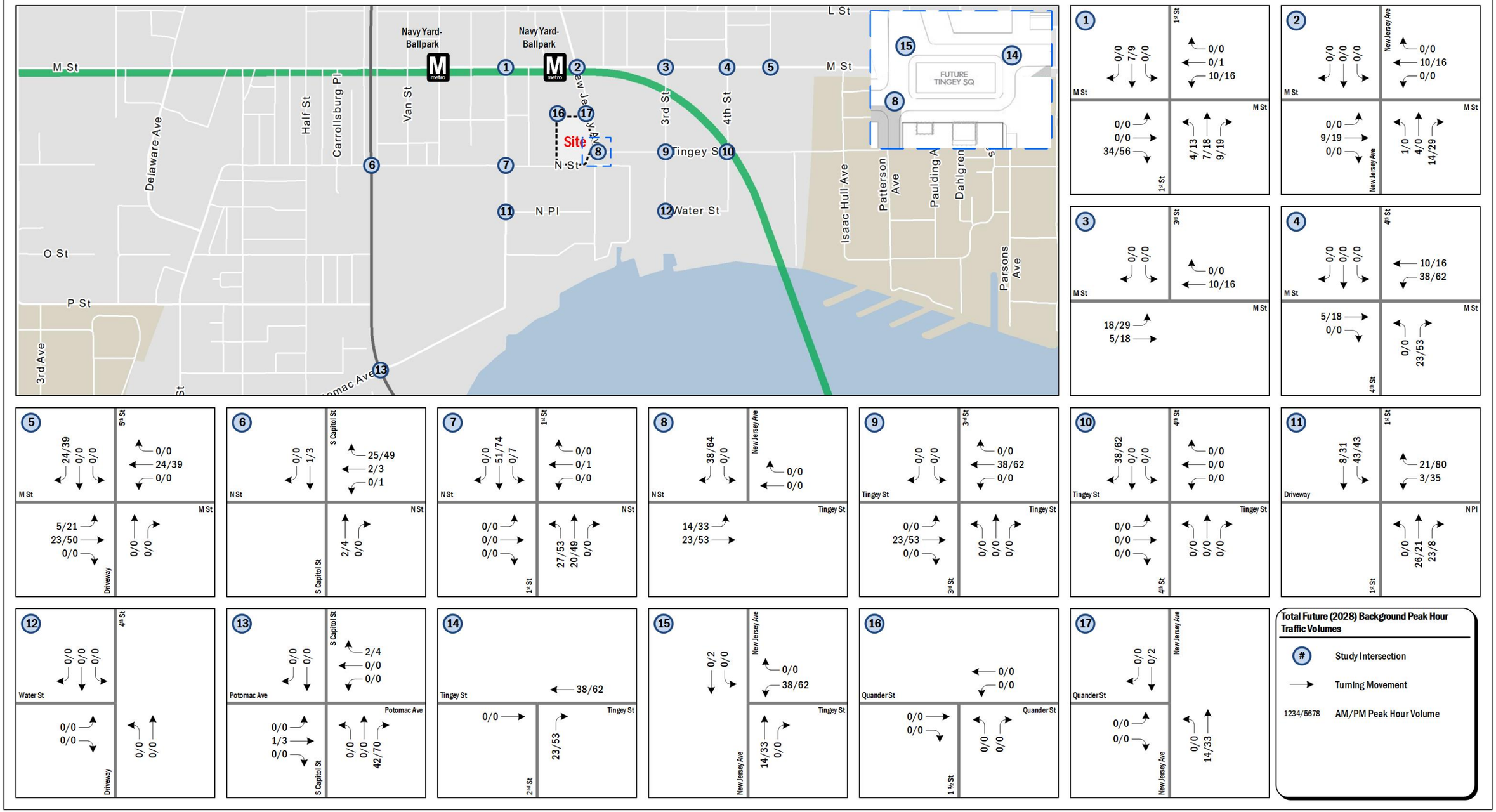

Figure 23: Total Future (2028) Background Peak Hour Traffic Volumes

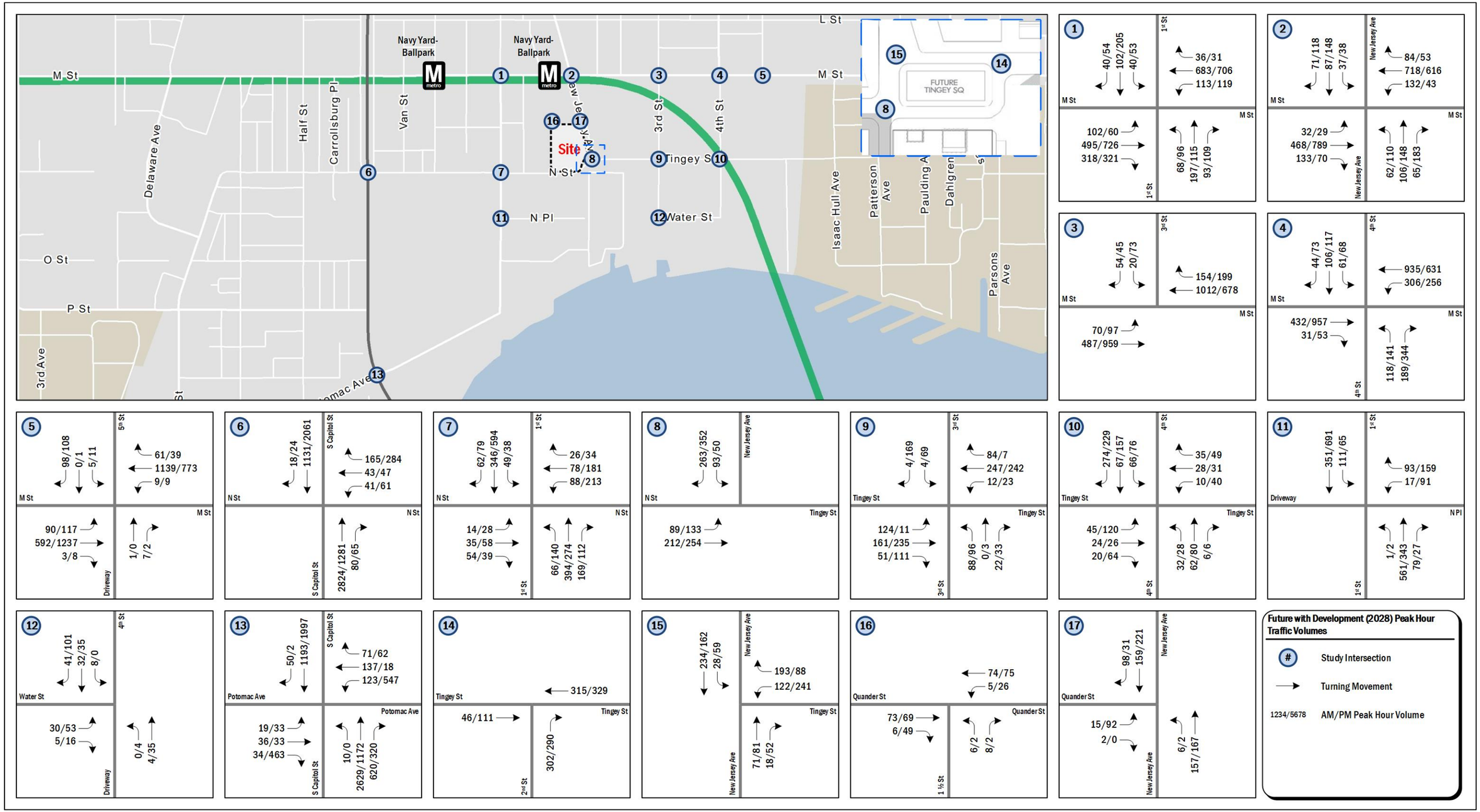

Figure 24: Future with Development (2028) Peak Hour Traffic Volumes

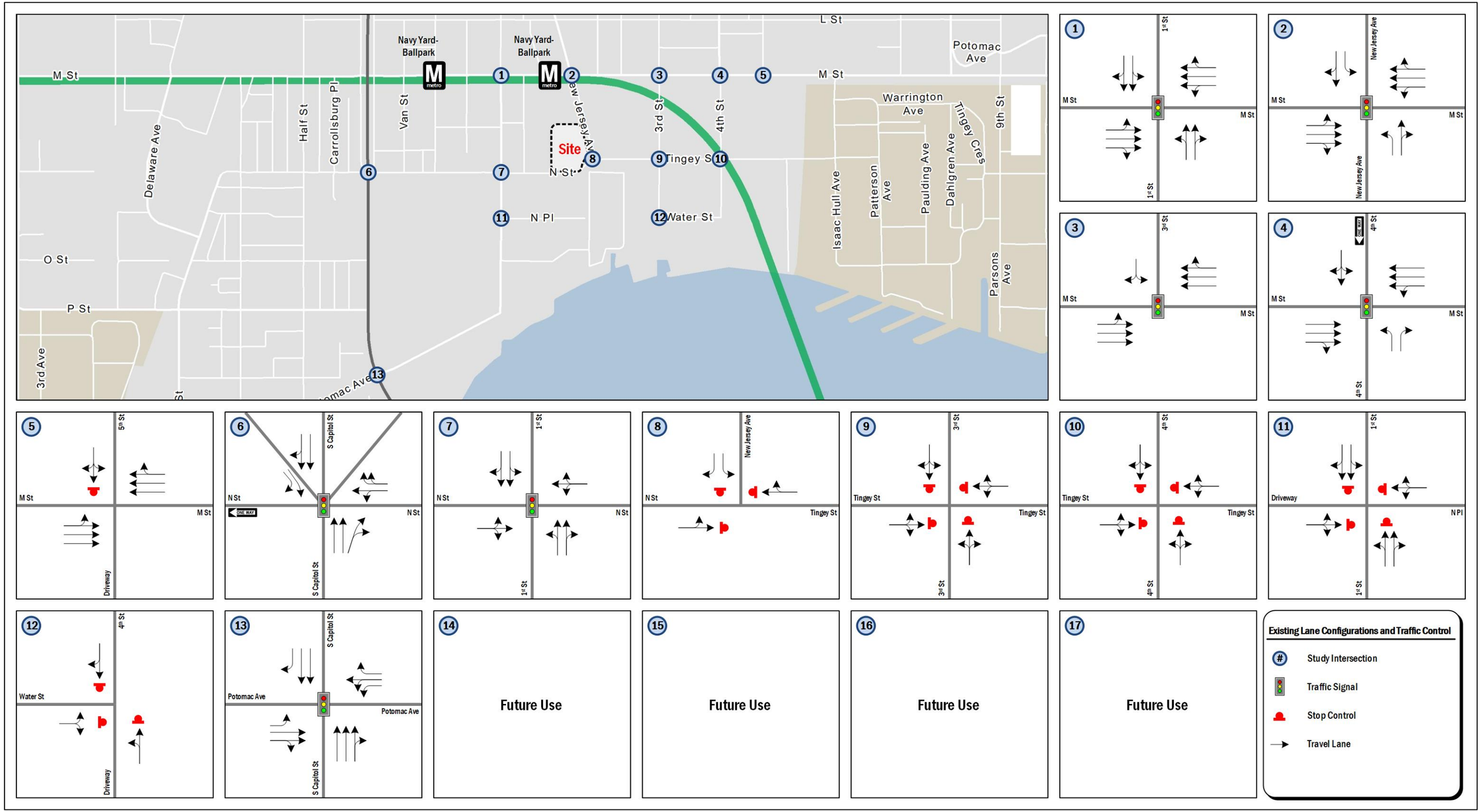

Figure 25: Existing Lane Configuration and Traffic Control

Figure 26: Background Transportation Network Improvements

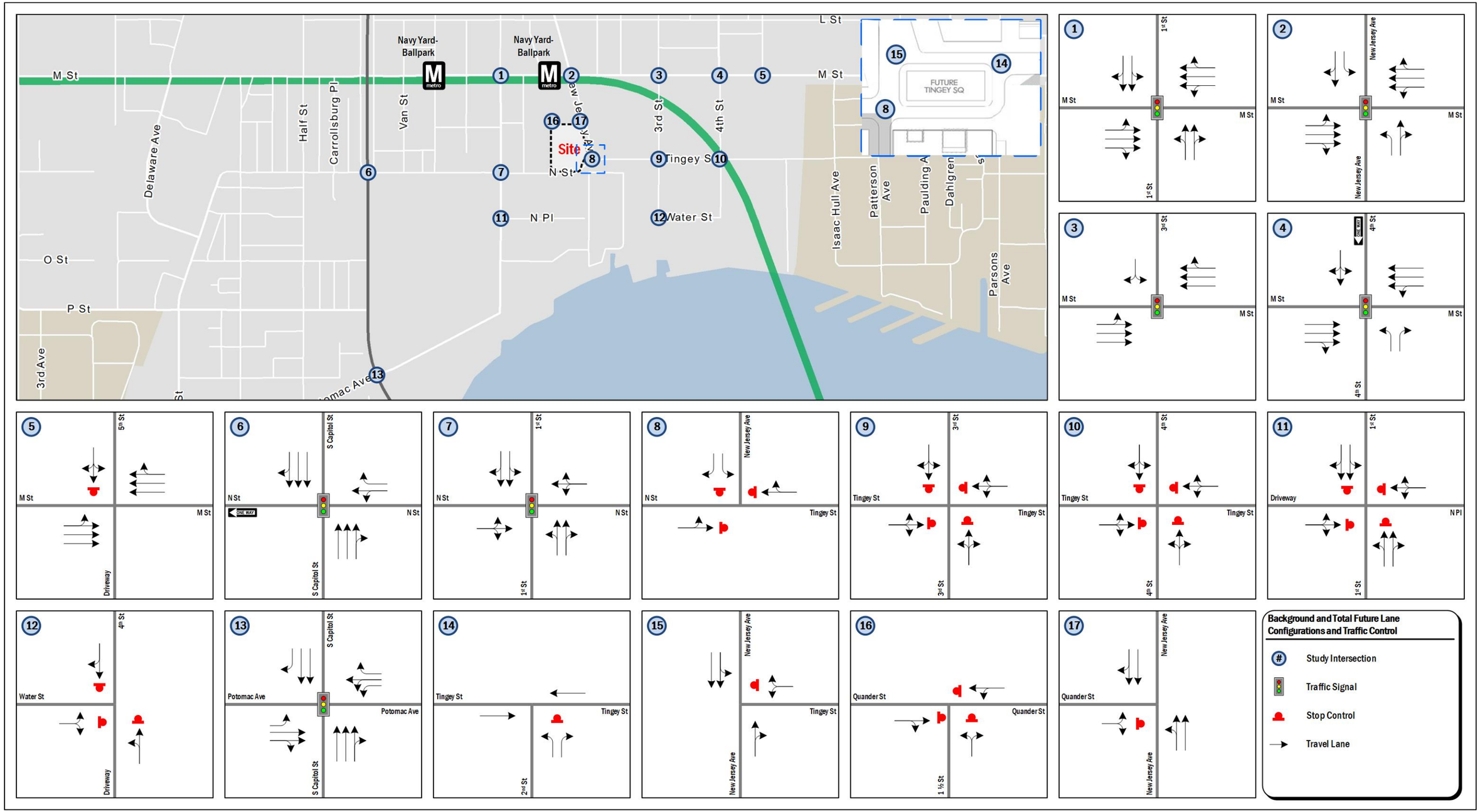

Figure 27: Background and Total Future Lane Configuration and Traffic Control

Table 8: LOS Results

	Intersection		Existing (2019)				Background (2023)				Total Future (2023)				Total Future (2028)			
			AM Peak Hour		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*	
		Approach	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	**1st Street SE & M Street SE**	**Overall**	**13.1**	**B**	**17.8**	**B**	**15.0**	**B**	**19.3**	**B**	**16.8**	**B**	**20.7**	**C**	**18.4**	**B**	**22.8**	**C**
		Eastbound	17.7	B	18.7	B	21.1	C	21.8	C	23.6	C	22.8	C	26.3	C	25.6	C
		Westbound	3.8	A	9.0	A	4.5	A	9.2	A	4.6	A	9.4	A	4.7	A	10.3	B
		Northbound	22.4	C	30.5	C	22.8	C	33.7	C	24.7	C	39.0	D	27.0	C	42.1	D
		Southbound	23.6	C	26.4	C	24.4	C	27.1	C	24.5	C	27.2	C	24.7	C	27.7	C
2.	**M Street SE & New Jersey Avenue SE**	**Overall**	**11.3**	**B**	**15.1**	**B**	**13.9**	**B**	**17.9**	**B**	**17.5**	**B**	**23.5**	**C**	**18.8**	**B**	**29.4**	**C**
		Eastbound	16.5	B	7.5	A	21.4	C	8.1	A	22.7	C	8.3	A	23.7	C	9.0	A
		Westbound	4.1	A	19.2	B	4.8	A	19.7	B	10.6	B	20.2	C	12.2	B	20.2	C
		Northbound	21.2	C	24.1	C	22.9	C	28.5	C	25.1	C	49.4	D	26.5	C	78.0	E
		Southbound	22.7	C	23.7	C	23.9	C	33.2	C	25.0	C	39.4	D	25.2	C	40.1	D
3.	**M Street SE & 3rd Street SE**	**Overall**	**10.5**	**B**	**6.9**	**A**	**10.6**	**B**	**7.2**	**A**	**10.6**	**B**	**8.0**	**A**	**10.5**	**B**	**8.9**	**A**
		Eastbound	9.8	A	4.9	A	9.7	A	5.4	A	9.7	A	6.9	A	10.5	B	8.1	A
		Westbound	10.4	B	6.7	A	10.6	B	6.9	A	10.3	B	7.0	A	9.8	A	7.7	A
		Southbound LR	21.4	C	24.4	C	21.4	C	24.5	C	21.9	C	24.8	C	21.9	C	24.8	C
4.	**M Street SE & 4th Street SE**	**Overall**	**16.8**	**B**	**14.6**	**B**	**19.0**	**B**	**19.6**	**C**	**19.7**	**B**	**22.1**	**C**	**21.0**	**C**	**30.7**	**C**
		Eastbound	13.5	B	5.7	A	14.6	B	5.9	A	14.3	B	6.6	A	14.2	B	6.8	A
		Westbound	13.9	B	11.0	B	15.5	B	12.2	B	16.8	B	12.4	B	18.6	B	13.4	B
		Northbound	26.7	C	34.5	C	32.4	C	55.6	E	33.1	C	67.8	E	35.7	D	111.1	F
		Southbound	28.1	C	29.9	C	28.5	C	32.6	C	28.5	C	32.6	C	28.7	C	32.8	C
4.	**M Street SE & 4th Street SE (Mitigated)**	**Overall**	***These Scenarios Are Not Mitigated***										**19.3**	B	***These Scenarios Are Not Mitigated***			
		Eastbound											9.1	A				
		Westbound											14.5	B				
		Northbound											45.9	D				
		Southbound											27.2	C				
5.	**M Street SE & 5th Street SE**	Eastbound	1.4	A	0.4	A	2.6	A	1.0	A	2.9	A	1.1	A	3.0	A	1.4	A
		Westbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
		Southbound	22.5	C	13.4	B	21.4	C	13.8	B	22.5	C	14.1	B	24.5	C	15.4	C

	Intersection		Existing (2019)				Background (2023)				Total Future (2023)				Total Future (2028)			
			AM Peak Hour		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*	
		Approach	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6.	**South Capitol St & N Street SE**	**Overall**	**30.1**	**D**	**105.0**	**F**	**24.5**	**C**	**15.4**	**B**	**24.7**	**C**	**17.2**	**B**	**27.4**	**C**	**20.3**	**C**
		Westbound	54.3	D	56.0	E	51.4	D	52.6	D	51.9	D	55.3	E	53.0	D	57.8	E
		Northbound	27.2	D	8.4	A	28.5	C	10.0	B	28.5	C	10.9	B	32.3	C	12.7	B
		Southbound	22.5	C	52.8	C	9.2	A	13.8	B	9.2	A	14.9	B	9.4	A	18.2	B
		Southeastbound Right	91.4	F	434.5	F	--	--	--	--	--	--	--	--	--	--	--	--
		Southeastbound Right 2	54.9	D	45.2	D	--	--	--	--	--	--	--	--	--	--	--	--
6.	**South Capitol St & N Street SE (Mitigated)**	**Overall**											**17.9**	**B**				
		Westbound											54.4	D				
		Northbound					***These Scenarios Are Not Mitigated***						11.5	B	***These Scenarios Are Not Mitigated***			
		Southbound											15.9	B				
7.	**1st Street SE & N Street SE**	**Overall**	**12.8**	**B**	**17.5**	**B**	**15.8**	**B**	**21.0**	**C**	**15.8**	**B**	**25.0**	**C**	**15.8**	**B**	**29.1**	**C**
		Eastbound	26.4	C	15.2	B	28.7	C	16.4	B	28.7	C	16.4	B	28.7	C	16.6	B
		Westbound	34.4	C	26.1	C	45.8	D	35.6	D	48.4	D	45.7	D	48.8	D	47.3	D
		Northbound	8.0	A	16.3	B	8.3	A	18.4	B	9.5	A	20.5	C	10.3	B	32.5	C
		Southbound	6.9	A	12.9	B	6.6	A	13.5	B	6.4	A	15.8	B	6.5	A	17.9	B
8.	**N Street SE /Tingey Street SE & New Jersey Avenue SE**	Eastbound	9.2	A	8.9	A	10.0	B	10.3	B	10.7	B	11.4	B	11.7	B	15.3	C
		Westbound	8.5	A	9.7	A	--	--	--	--	--	--	--	--	--	--	--	--
		Southbound	8.0	A	7.7	A	8.1	A	8.4	A	8.5	A	9.4	A	9.2	A	11.8	B
9.	**Tingey Street SE & 3rd Street SE**	Eastbound	9.2	A	9.0	A	11.5	B	11.9	B	11.8	B	12.8	B	12.7	B	16.5	C
		Westbound	8.5	A	9.1	A	10.3	B	11.1	B	10.8	B	11.5	B	12.1	B	14.3	B
		Northbound	8.5	A	8.5	A	10.2	B	10.6	B	10.3	B	10.9	B	10.6	B	12.0	B
		Southbound	7.3	A	8.1	A	7.9	A	9.4	A	8.0	A	9.6	A	8.3	A	10.6	B
10.	**Tingey Street SE & 4th Street SE**	Eastbound	8.7	A	10.5	B	9.0	A	11.3	B	9.1	A	11.4	B	9.2	A	12.1	B
		Westbound	8.3	A	8.7	A	8.7	A	9.9	B	8.8	A	10.0	B	8.9	A	10.4	B
		Northbound	8.4	A	9.3	A	8.7	A	9.8	B	8.7	A	9.8	B	8.8	A	10.2	B
		Southbound	9.3	A	11.1	B	10.4	B	14.3	B	10.7	B	14.8	B	11.4	B	18.3	C

	Intersection		Existing (2019)				Background (2023)				Total Future (2023)				Total Future (2028)			
			AM Peak Hour		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*	
		Approach	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
11.	**N Place SE & 1st Street SE**	Westbound	11.7	A	11.8	B	14.1	B	14.2	B	14.7	C	15.1	C	17.2	C	21.4	C
		Northbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
		Southbound	0.8	A	0.1	A	1.5	A	0.2	A	1.9	A	0.4	A	2.9	A	1.0	A
12.	**4th Street & Water Street SE**	Eastbound	7.7	A	7.6	A	7.8	A	7.7	A	7.8	A	7.7	A	7.8	A	7.8	A
		Northbound	7.1	A	7.4	A	7.1	A	7.5	A	7.1	A	7.5	A	7.1	A	7.5	A
		Southbound	7.2	A	7.3	A	7.1	A	7.4	A	7.1	A	7.4	A	7.1	A	7.4	A
13.	**Potomac Avenue & South Capitol Street SE**	**Overall**	**80.9**	**F**	**91.2**	**F**	**91.6**	**F**	**95.7**	**F**	**103.7**	**F**	**97.5**	**F**	**115.8**	**F**	**108.4**	**F**
		Eastbound	62.7	E	68.4	E	62.9	E	69.2	E	62.9	E	69.2	E	62.9	E	69.3	E
		Westbound	68.2	E	94.5	F	66.3	E	90.9	F	66.3	E	106.4	F	66.2	E	106.1	F
		Northbound	108.4	F	27.0	C	124.7	F	28.2	C	142.2	F	28.6	C	160.4	F	30.1	C
		Southbound	15.0	A	140.5	F	15.2	B	152.6	F	15.2	B	152.6	F	15.8	B	177.9	F
14.	**2nd Street & Tingey Street (NE Node of Tingey Sq.)**	Northbound Right	*Future Node*				10.0	A	10.2	B	10.0	B	10.3	B	10.2	B	10.8	B
15.	**New Jersey Avenue & Tingey Street**	Westbound LR	*Future Node*				11.1	B	11.9	B	11.1	B	13.2	B	12.1	B	16.1	C
		Southbound LT					1.4	A	2.6	A	0.8	A	2.1	A	0.8	A	2.1	A
16.	**Quander Street SE & 1 1/2 Street SE**	Eastbound	*Future Node*								7.4	A	7.4	A	7.4	A	7.4	A
		Westbound									7.5	A	7.7	A	7.5	A	7.7	A
		Northbound									7.1	A	7.2	A	7.1	A	7.2	A
		Southbound									0.0	A	0.0	A	0.0	A	0.0	A
17.	**New Jersey Avenue SE & Quander Street SE**	Eastbound	*Future Node*								10.6	B	11.7	A	10.6	B	11.9	B
		Northbound									0.4	A	0.1	A	0.3	A	0.1	A
		Southbound									0.0	A	0.0	A	0.0	A	0.0	A

Table 9: AM Queueing Results (in Feet)

Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			AM Peak Hour		*AM Peak Hour*		*AM Peak Hour*		*AM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
1. 1st Street SE & M Street SE	Eastbound LTR	340	86	120	116	162	136	189	154	#215
	Westbound LTR	380	23	29	30	37	30	m44	30	m43
	Northbound LTR	660	51	75	55	m80	60	m93	61	m105
	Southbound LTR	255	33	59	39	67	39	68	41	70
2. M Street SE & New Jersey Avenue SE	Eastbound LTR	380	54	90	80	119	87	125	96	m128
	Westbound LTR	115	13	16	13	17	18	#27	18	#242
	Northbound Left	470	17	43	25	58	25	58	25	58
	Northbound TR	470	31	66	49	95	66	125	74	140
	Southbound Left	290	14	40	14	40	14	40	14	40
	Southbound TR	290	42	86	52	102	66	125	67	126
3. M Street SE & 3rd Street SE	Eastbound LTR	485	47	47	39	64	37	68	44	80
	Westbound LTR	330	148	156	147	154	142	150	135	144
	Southbound Left	285	8	30	8	32	8	40	8	40
4. M Street SE & 4th Street SE	Eastbound TR	330	36	61	51	60	53	57	55	59
	Westbound LT	235	109	142	124	161	135	175	147	188
	Northbound Left	470	39	86	52	#122	52	#122	52	#122
	Northbound Right	140	40	84	69	134	73	143	86	#185
	Southbound LTR	285	86	155	90	161	90	161	92	163
5. M Street SE & 5th Street SE	Eastbound LT	230	--	8	--	18	--	21	--	24
	Westbound TR	335	--	0	--	0	--	0	--	0
	Southbound LTR	285	--	8	--	21	--	30	--	42

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			AM Peak Hour		*AM Peak Hour*		*AM Peak Hour*		*AM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
6. N Street & South Capitol Street SE	Westbound LT	145	55	103	66	118	68	122	72	126
	Westbound Right	90	74	131	81	151	92	166	117	199
	Northbound Thru	505	508	606	859	958	859	958	921	#1060
	Northbound Right	505	931	#1350	--	--	--	--	--	--
	Southbound Thru	550	285	348	148	173	148	173	157	183
	Southeastbound Right	545	172	#303	--	--	--	--	--	--
	Southeastbound Right 2	545	0	0	--	--	--	--	--	--
7. N Street SE & 1st Street SE	Eastbound LTR	345	14	44	21	67	21	67	21	67
	Westbound LTR	435	59	119	85	#188	91	#201	92	#204
	Northbound LTR	225	27	48	31	54	58	93	72	113
	Southbound LTR	545	46	65	52	65	52	m63	58	m71
8. N/Tingey Street SE & New Jersey Avenue SE	Eastbound	315	**Not Available*		**Not Available*		**Not Available*		**Not Available*	
	Westbound	325								
	Southbound	475								
9. Tingey Street SE & 3rd Street SE	Eastbound	335	*Not Available		*Not Available		*Not Available		*Not Available	
	Westbound	330								
	Northbound	300								
	Southbound	100								
10. Tingey Street SE & 4th Street SE	Eastbound	325	*Not Available		*Not Available		*Not Available		*Not Available	
	Westbound	185								
	Northbound	295								
	Southbound	475								

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			AM Peak Hour		*AM Peak Hour*		*AM Peak Hour*		*AM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
11. N Place SE & 1st Street SE	Westbound LTR	510	--	2	--	4	--	19	--	29
	Northbound LTR	210	--	0	--	0	--	0	--	0
	Southbound LTR	230	--	2	--	5	--	7	--	13
12. 4th Street & Water Street SE	Eastbound	320	*Not Available		*Not Available		*Not Available		*Not Available	
	Northbound	100								
	Southbound	315								
13. Potomac Avenue & South Capitol Street SE	Eastbound Left	125	17	44	17	44	17	44	17	44
	Eastbound TR	465	27	52	32	57	32	57	32	57
	Westbound Left	815	100	165	100	165	105	171	105	171
	Westbound LT	815	148	232	148	232	148	232	148	232
	Westbound Right	205	0	0	0	45	0	45	0	46
	Northbound TR	1835	~1357	#1450	~1425	#1516	~1493	#1581	~1570	#1655
	Southbound Thru	355	351	438	363	452	363	452	390	485
	Southbound Right	355	0	10	0	10	0	10	0	10
14. 2nd Street & Tingey Street	Westbound Thru	50	*Future Approach*		--	0	--	0	--	0
	Northbound Left	25			--	0	--	0	--	0
	Northbound Right	25			--	30	--	31	--	35
15. New Jersey Avenue & Tingey Street	Westbound Left	50	*Future Approach*		--	35	--	37	--	49
	Westbound Right	50			--	35	--	37	--	49
	Northbound Thru	12.5			--	0	--	0	--	0
	Southbound Thru	37.5			--	1	--	2	--	2

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Intersection	Approach	Storage Length (ft)	Existing Conditions (2018)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			AM Peak Hour		*AM Peak Hour*		*AM Peak Hour*		*AM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
16. Quander Street SE & 1 1/2 Street SE	Eastbound LTR	270								
	Westbound LTR	220		*Future Approach*				*Not Available		
	Northbound LTR	260								
17. New Jersey Avenue SE & Quander Street SE	Eastbound LR	220					--	2	--	2
	Northbound LT	50		*Future Approach*			--	0	--	0
	Southbound TR	305					--	0	--	0

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Table 10: PM Queueing Results (in Feet)

Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			PM Peak Hour		*PM Peak Hour*		*PM Peak Hour*		*PM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
1. 1st Street SE & M Street SE	Eastbound LTR	340	122	163	150	201	159	213	181	242
	Westbound LTR	380	46	59	55	68	53	80	60	94
	Northbound LTR	660	45	m78	54	m87	70	m108	88	m110
	Southbound LTR	255	65	103	70	110	70	110	73	114
2. M Street SE & New Jersey Avenue SE	Eastbound LTR	380	32	40	38	47	38	53	43	m65
	Westbound LTR	115	68	92	78	105	82	110	89	112
	Northbound Left	470	35	77	46	101	47	#116	48	#119
	Northbound TR	470	50	98	77	144	141	#290	~194	#354
	Southbound Left	290	14	39	14	39	15	42	15	43
	Southbound TR	290	50	99	98	#201	125	#255	126	#258
3. M Street SE & 3rd Street SE	Eastbound LTR	485	32	40	36	56	54	m78	63	m84
	Westbound LTR	330	20	28	24	34	26	39	30	65
	Southbound Left	285	33	77	33	78	34	82	34	82
4. M Street SE & 4th Street SE	Eastbound TR	330	47	60	50	73	66	101	71	115
	Westbound LT	235	60	82	76	101	80	106	95	124
	Northbound Left	470	58	#137	68	#166	68	#166	68	#166
	Northbound Right	140	87	#177	139	#288	~156	#320	~228	#391
	Southbound LTR	285	102	179	120	#210	120	#210	121	#214
5. M Street SE & 5th Street SE	Eastbound LT	230	--	3	--	10	--	12	--	17
	Westbound TR	335	--	0	--	0	--	0	--	0
	Southbound LTR	285	--	5	--	14	--	16	--	27

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			PM Peak Hour		*PM Peak Hour*		*PM Peak Hour*		*PM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
6. N Street & South Capitol Street SE	Westbound LT	145	78	135	90	152	92	144	94	139
	Westbound Right	90	102	170	95	180	162	251	220	306
	Northbound Thru	505	132	162	196	225	196	273	219	324
	Northbound Right	505	169	238	--	--	--	--	--	--
	Southbound Thru	550	674	#846	394	441	394	534	464	670
	Southeastbound Right	545	~933	#1175	--	--	--	--	--	--
	Southeastbound Right 2	545	0	0	--	--	--	--	--	--
7. N Street SE & 1st Street SE	Eastbound LTR	345	17	42	27	65	27	65	30	68
	Westbound LTR	435	120	215	163	#324	199	#385	202	#390
	Northbound LTR	225	34	62	50	89	70	117	114	#211
	Southbound LTR	545	68	102	87	126	120	165	150	m189
8. N/Tingey Street SE & New Jersey Avenue SE	Eastbound	315	**Not Available*		**Not Available*		**Not Available*		**Not Available*	
	Westbound	325								
	Southbound	475								
9. Tingey Street SE & 3rd Street SE	Eastbound	335	*Not Available		*Not Available		*Not Available		*Not Available	
	Westbound	330								
	Northbound	300								
	Southbound	100								
10. Tingey Street SE & 4th Street SE	Eastbound	325	*Not Available		*Not Available		*Not Available		*Not Available	
	Westbound	185								
	Northbound	295								
	Southbound	475								

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

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Intersection	Approach	Storage Length (ft)	Existing Conditions (2019)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			PM Peak Hour		*PM Peak Hour*		*PM Peak Hour*		*PM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
11. N Place SE & 1st Street SE	Westbound LTR	510	--	5	--	20	--	29	--	82
	Northbound LTR	210	--	0	--	0	--	0	--	0
	Southbound LTR	230	--	0	--	1	--	2	--	6
12. 4th Street & Water Street SE	Eastbound	320	*Not Available		*Not Available		*Not Available		*Not Available	
	Northbound	100								
	Southbound	315								
13. Potomac Avenue & South Capitol Street SE	Eastbound Left	125	27	60	27	60	27	60	27	60
	Eastbound TR	465	247	#320	253	#338	253	#338	255	#341
	Westbound Left	815	280	#463	280	#463	304	#510	304	#510
	Westbound LT	815	280	#475	280	#475	~314	#515	~314	#515
	Westbound Right	205	0	0	0	37	0	37	0	41
	Northbound TR	1835	326	377	357	410	368	423	404	464
	Southbound Thru	355	~1228	#1363	~1270	#1403	~1270	#1403	~1365	#1497
	Southbound Right	355	0	0	0	0	0	0	0	0
14. 2nd Street & Tingey Street	Westbound Thru	50	*Future Approach*		--	0	--	0	--	0
	Northbound Left	25			--	0	--	0	--	0
	Northbound Right	25			--	25	--	28	--	38
15. New Jersey Avenue & Tingey Street	Westbound Left	50	*Future Approach*		--	39	--	48	--	78
	Westbound Right	50			--	39	--	48	--	78
	Northbound Thru	12.5			--	0	--	0	--	0
	Southbound Thru	37.5			--	3	--	3	--	3

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

Intersection	Approach	Storage Length (ft)	Existing Conditions (2018)		Future Background Conditions (2023)		Total Future Conditions (2023)		Total Future Conditions (2028)	
			PM Peak Hour		*PM Peak Hour*		*PM Peak Hour*		*PM Peak Hour*	
			50th	95th	50th	95th	50th	95th	50th	95th
16. Quander Street SE & 1 1/2 Street SE	Eastbound LTR	270								
	Westbound LTR	220		*Future Approach*				*Not Available		
	Northbound LTR	260								
17. New Jersey Avenue SE & Quander Street SE	Eastbound LR	220					--	14	--	14
	Northbound LT	50		*Future Approach*			--	0	--	0
	Southbound TR	305					--	0	--	0

~ 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.

* HCM methodology does not provide queuing results at all-way stop-controlled intersections

** HCM methodology does not provide 50th percentile queuing results at two-way stop-controlled intersections

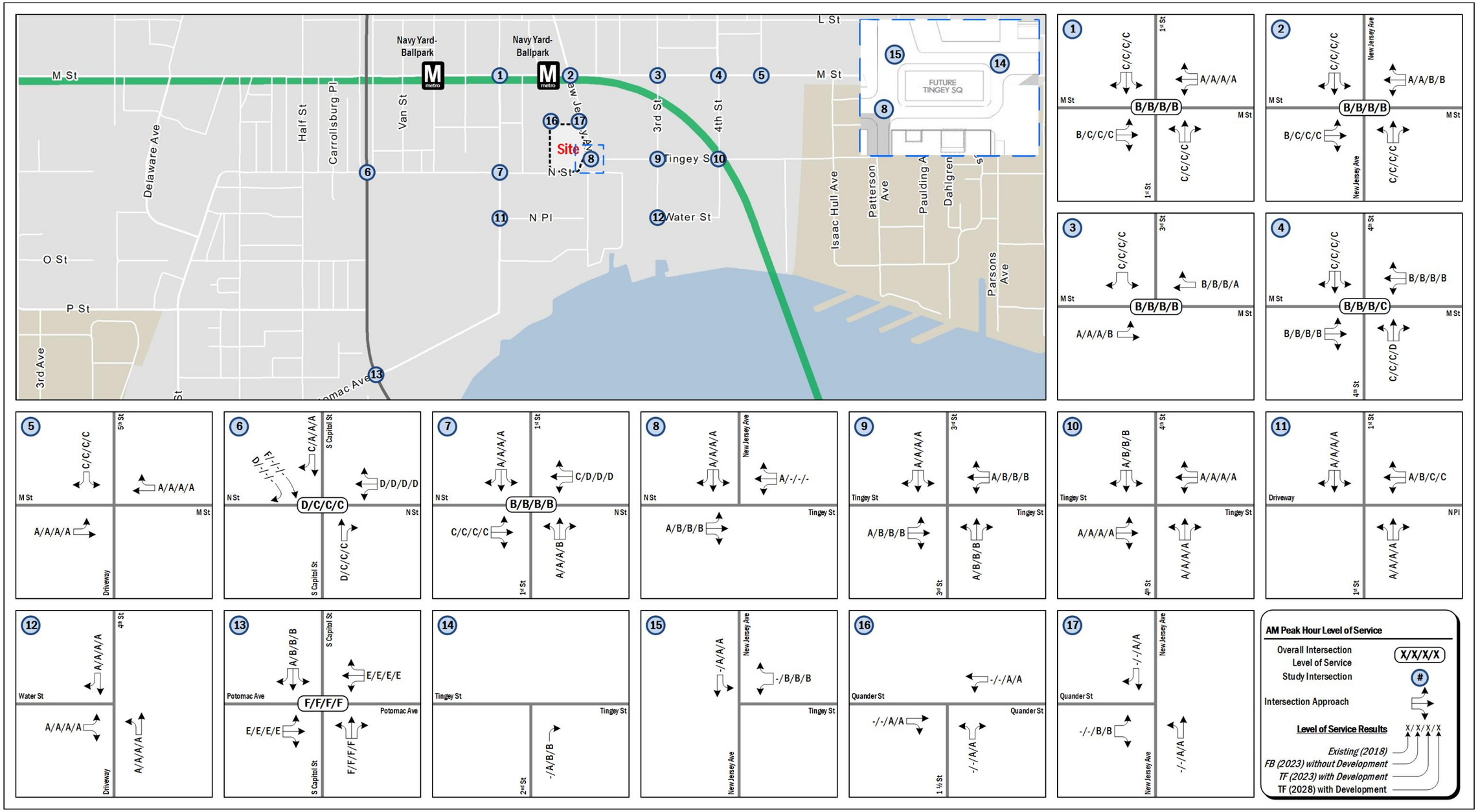

Figure 28: AM Peak Hour Level of Service

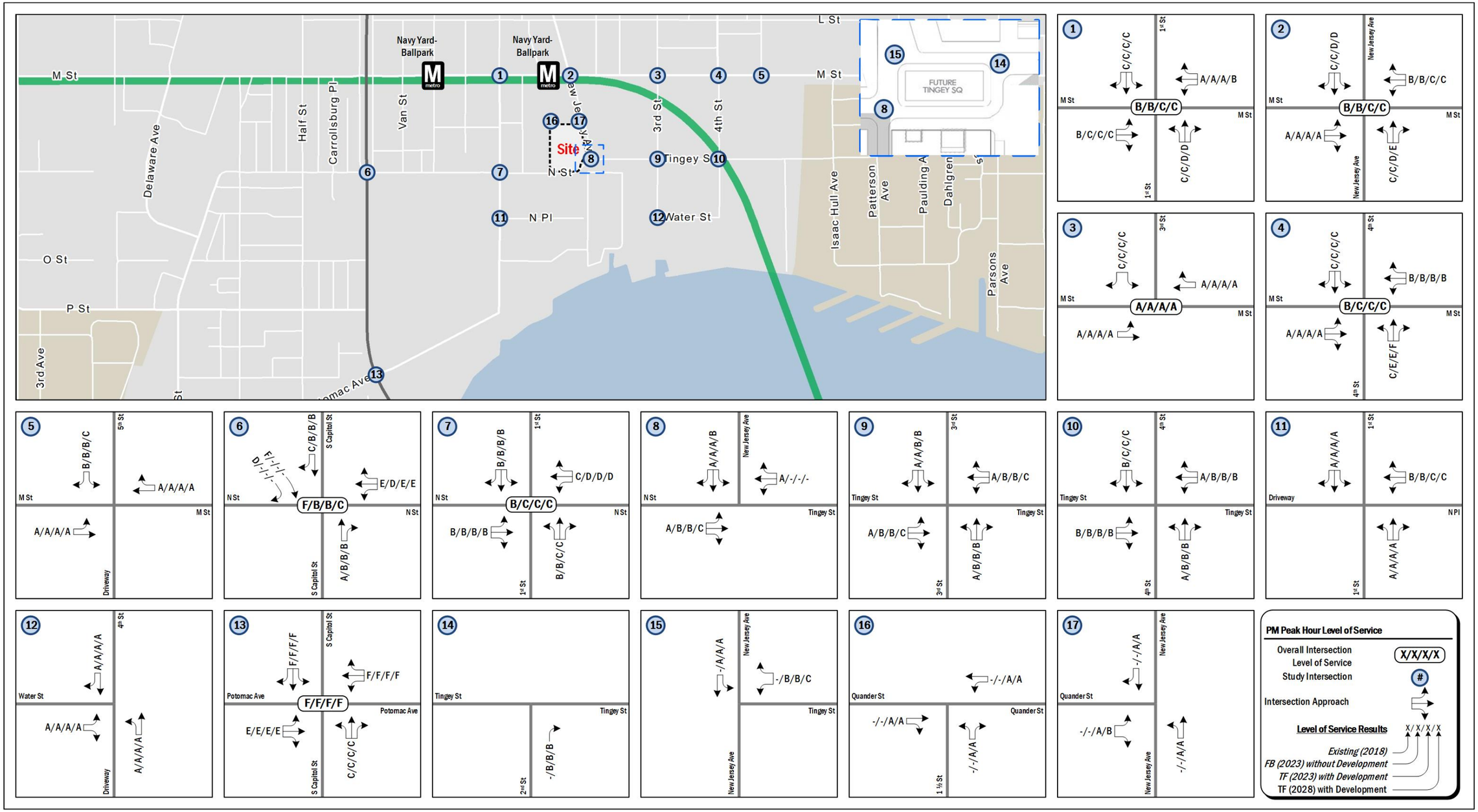

Figure 29: PM Peak Hour Level of Service

TRANSIT

This section discusses the existing and proposed transit facilities in the vicinity of the site, accessibility to transit, and evaluates the project's potential overall transit impacts.

This chapter concludes that:

- The project has excellent access to transit;
- The site is surrounded by several Metrobus routes that travel along multiple primary corridors; and
- The site is expected to generate a manageable amount of transit trips, and the existing service is capable of handling these new trips.

EXISTING TRANSIT SERVICE

The study area is well served by Metrorail, Metrobus, Circulator and several other regional commuter buses. Combined, these transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 30 identifies the major transit routes, stations, and stops in the study area.

The Navy Yard Metrorail station is located one (1) block from the site and is served by the Green Line which provides connections to areas in the District and Maryland. The Green Line connects Greenbelt with Branch Avenue while providing access to the District core. Trains run approximately every eight (8) minutes during the morning and afternoon peak hours. They run about every 12 minutes during weekday non-peak hours, every 15 to 20 minutes on weekday evenings after 9:30PM and 12 to 20 minutes on the weekends.

The site is also serviced by Metrobus, Circulator and several other regional commuter buses along multiple primary corridors. These bus lines connect the site to many areas of the District, Maryland and Virginia, including several Metrorail stations. Table 11 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.

An assessment on the existing conditions of the bus stops servicing the site was conducted using criteria that can be found in the Technical Appendix. The assessment included whether the bus stop had a sign, acceptable sidewalk clearance, seating, shelter, and other features.

PROPOSED TRANSIT SERVICE

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's infrastructure is challenged with the need for transportation investments to support the recent growth. In order to meet these challenges and capitalize on future opportunities, DDOT has developed a plan to identify transit challenges and opportunities and to recommend investments. This is outlined in DC's *Transit Future System Plan* report published by DDOT in April 2010, which includes the reestablishment of streetcar service in the District.

The Anacostia Waterfront was identified as a corridor in need of a Metro Express route by the *Transit Future System Plan* report. The suggested route would connect the Anacostia Waterfront, Barracks Row, H Street NE, NoMa, U Street NW, Adams Morgan, and Woodley Park commercial districts. The plan proposes the route service South Capitol Street and M Street near the project.

Additionally, WMATA and local transportation agencies in the District, Maryland, and Virginia have been reviewing Metrobus lines and system wide facilities for service improvements since 2009. In direct relation to the project, routes 90, 92, V1, and V4 were studied.

WMATA and DDOT published the *Metrobus U Street-Garfield Line Study*, which includes routes 90, 92, and 93, in March 2011. The purpose of this study was to improve issues such as poor customer experience, reliability, travel times, safety, and passenger crowding. In order to find solutions, rider surveys and public meeting were conducted. Many solutions were proposed such as implementing a limited-stop or express bus service, cameras and undercover officers to provide better security, and better supervision to monitor service along the line, maintain headway separation, and ensure that bus operators give their best effort.

WMATA and DDOT published the service recommendations section of the *Metrobus Service Evaluation Study: U-V Lines* in March 2015, which discusses route changes and improvements to Metrobus Routes U2, U4, U5/6, U8 and V7, 8, 9. Issues regarding reliability and crowding were cited as potential areas of concern. In June 2015 changes to the U and V lines were made, which were designed to improve service and better match the travel needs of riders. These changes included the

elimination of routes U2, V7, V8, shortening U8, extending V9, and the establishment of new routes U7, V1, V2, and V4.

In April 2016, WMATA published a final report evaluating the location of a third entrance to the Navy Yard Metrorail Station. The report proposes to locate the third entrance at the southwest corner of the intersection of New Jersey Avenue SE and M Street SE. The Applicant has integrated this potential entrance into its planning for Yards West, which focuses on 1½ Street SE as a critical spine linking this potential entrance to the riverfront. The proposed entrance would be located on the northern end of the "A2 Parcel". The approximate location of the third Metrorail entrance is shown on Figure 30.

SITE-GENERATED TRANSIT IMPACTS

The project is projected to generate 154 transit trips (131 inbound, 23 outbound) during the morning peak hour and 186 transit trips (40 inbound, 146 outbound) during the afternoon peak hour.

US Census data were used to determine the distribution of those taking Metrorail and those taking Metrobus. The site lies in TAZ 20367 but due to the lack of data in that region, TAZ 20372 and TAZ 20364 nearby were used. These TAZs show that approximately 96 percent of residential transit riders use Metrorail and the remainder use Metrobus. That said, with respect to the project, approximately 148 employees or other visitors to the site are projected to use Metrorail and 6 to use Metrobus during the morning peak hour; approximately 179 employees or other visitors are projected to use Metrorail and 7 to use Metrobus during the afternoon peak hour.

WMATA studied capacity of Metrorail stations in its *Station Access & Capacity Study (2008).* The study analyzed the capacity of Metrorail stations for their vertical transportation, for example the capacity of the station at elevators, stairs, and escalators to shuttle patrons between the street, mezzanine, and platforms. The study also analyzed a station's capacity to process riders at fare card gates. For both analyses, vertical transportation and fare card gates, volume-to-capacity ratios were calculated for existing data (from 2005) and projections for the year 2030. According to the study, the Navy Yard station can currently accommodate future growth at all access points.

WMATA released its *Navy Yard – Ballpark Station Access Improvements Study* in April 2016, which discusses the analysis of the required station and access facilities for a second East Entrance at the Navy Yard-Ballpark Metrorail station. The study focused on typical non-game day operations at the study as well as passenger activity at the East Mezzanine and East Entrance. As of 2014, the station had more than 10,000 passenger boardings on an average weekday. Ridership is expected to increase by close to 4,000 average daily passenger boardings by 2025 as the multiple phases of *The Yards* redevelopment and nearby projects are constructed. The study recommends WMATA perform internal station improvements at the East Mezzanine as well as include a new station entrance at the southwestern corner of the M Street SE /New Jersey Avenue SE intersection in its future plans in order to account for the increase of passengers.

WMATA studied capacity along Metrobus routes. DC's *Transit Future System Plan* (2010) lists the bus routes with the highest load factor (a ratio of passenger volume to bus capacity). A load factor is considered unacceptable if it is over 1.2 during peak periods or over 1.0 during off-peak or weekend periods. According to this study Metrobus routes that travel near the site operate at an acceptable load factor during all periods of the day.

Based on this information and the extensive Metrobus and Metrorail service surrounding the site, project-generated transit trips will not cause detrimental impacts to Metrobus or Metrorail service.

Table 11: Metrobus Route Information

Route Number	Route Name		Service Hours	Headway
74	Convention Center-SW Waterfront Line	Weekdays	Northbound: 5:03 am - 11:56 pm Southbound: 5:03 am - 11:56 pm	12 - 25 min
		Weekend	Northbound: 5:04 am - 12:05 am Southbound: 5:04 am - 12:05 am	20 min
90,92	U Street-Garfield Line	Weekdays	24 hours	6 - 30 min
		Weekend	24 hours	13 - 30 min
A9	Martin Luther King Jr Ave Limited Line	Weekdays	6:17 am - 9:18 am & 3:59 pm - 7:18 pm	15 min
P6	Anacostia-Eckington Line	Weekdays	Northbound: 4:40 am - 2:58 am Southbound: 4:22 am - 3:25 am	10 - 30 min
		Weekend	Northbound: 4:30 am - 2:30 am Southbound: 4:20 am - 3:02 am	10 - 30 min
V1	Benning Heights-M Street Line	Weekdays	Westbound: 5:33 am - 9:23 am Eastbound: 3:11 am - 7:12 am	22 min
V4	Capitol Heights-Minnesota Avenue Line	Weekdays	Westbound: 4:43 am - 2:22 am Eastbound: 4:50 am - 2:25 am	15 - 30 min
		Saturday	Westbound: 4:58 am - 2:12 am Eastbound: 5:03 am - 2:20 am	30 - 40 min
		Sunday	Westbound: 4:58 am - 1:02 am Eastbound: 5:05 am - 1:08 am	30 - 40 min
Circulator	Eastern Market-L'Enfant Plaza	Weekdays	6:00 am - 9:00 pm	10 min
		Weekends	7:00 am - 9:00 pm	10 min
Circulator	Congress Heights-Union Station	Weekdays	6:00 am - 9:00 pm	10 min
		Weekends	7:00 am - 9:00 pm	10 min
315	Columbia and Silver Spring to Washington DC MTA Line	Weekdays	Northbound: 2:40 am – 6:10 pm Eastbound: 6:12 am- 9:36 am	20 – 30 min
PRTC D-300	Dale City- Washington Navy Yard Omni-Ride Line	Weekdays	Eastbound: 4:38 am- 8:28 am Westbound: 12:13 pm- 9:03 pm	16-102 min
LCT	Loudon County Transit	Weekdays	Eastbound: 5:20 am -9:35 am Westbound: 12:45 pm- 7:39 pm	1-38 min

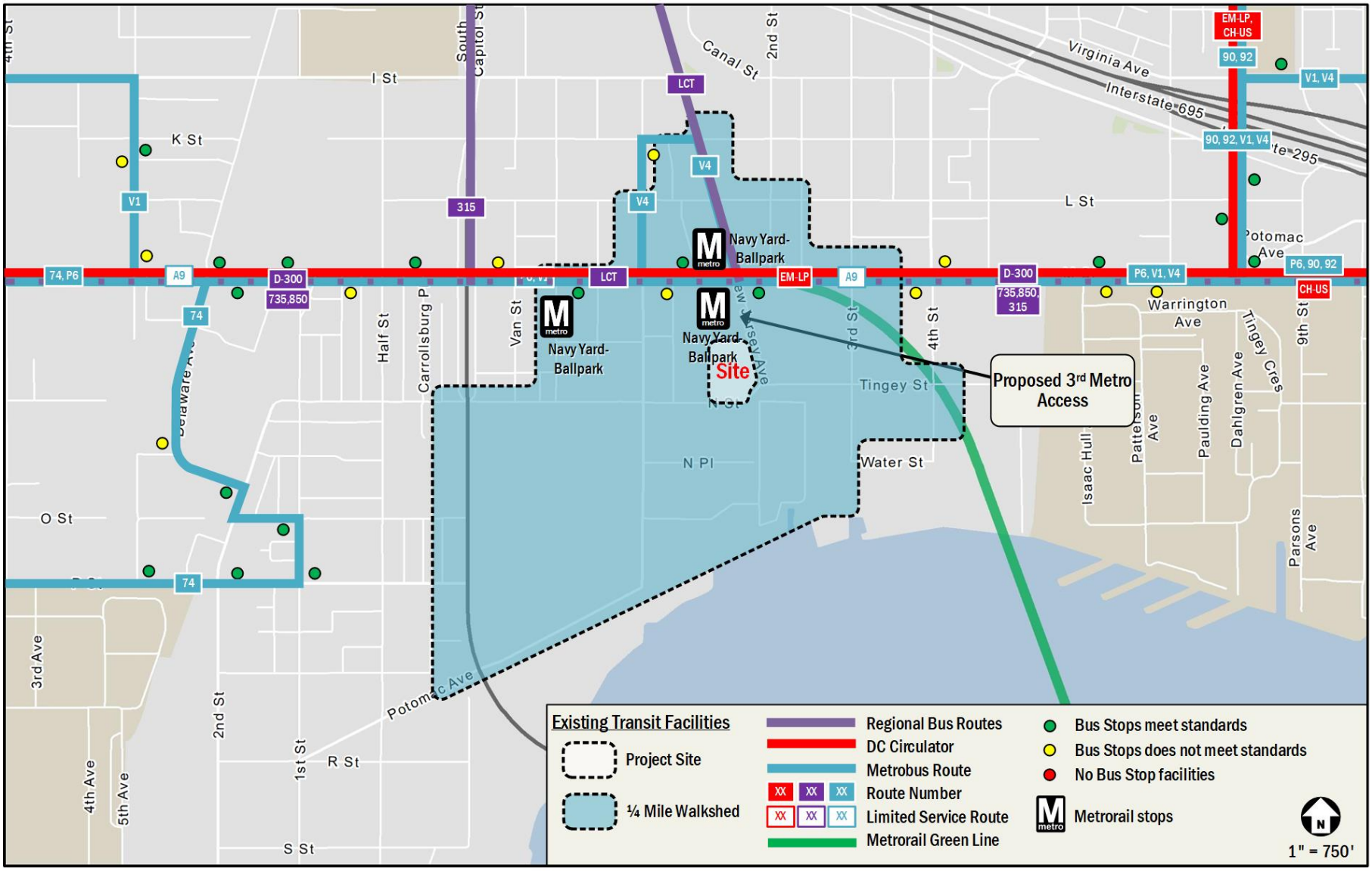

Figure 30: Existing Transit Service

PEDESTRIAN FACILITIES

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

This chapter concludes that:

- The existing pedestrian infrastructure surrounding the site provides a good walking environment. There are some gaps in the system, but there are sidewalks along all primary routes to pedestrian destinations.
- The site is not expected to generate a significant number of pedestrian trips; however, the pedestrian trips generated by walking to and from transit will be more substantial, particularly along M Street.

PEDESTRIAN STUDY AREA

Facilities within a quarter-mile of the site were evaluated as well as routes to nearby transit facilities and prominent retail and neighborhood destinations. The site is easily accessible to transit options such as bus stops along M Street and the Navy Yard Metro Station. There are some existing barriers and areas of concern within the study area that negatively impact the quality of and attractiveness of the walking environment. Areas of concern include roadway conditions that reduce the quality of walking conditions, narrow or nonexistent sidewalks, incomplete or insufficient crossings at busy intersections, and Interstate 695 that limits connectivity to the north. Figure 31 shows suggested pedestrian pathways, walking time and distances, and barriers and areas of concern.

PEDESTRIAN INFRASTRUCTURE

This section outlines the existing and proposed pedestrian infrastructure within the pedestrian study area.

Existing Conditions

A review of pedestrian facilities surrounding the project shows that most facilities meet DDOT standards and provide a quality walking environment. Figure 32 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. 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 widths and requirements for the District are shown below in Table 12.

Within the area shown, most roadways are considered non-downtown retail and commercial which require wider sidewalks while some areas north of M Street SE are considered residential with low to moderate density. Most of the sidewalks surrounding the site comply with DDOT standards; however, there are some existing areas which have inadequate sidewalks or no sidewalks at all that are located directly north, west, and east of the site. Most non-existent sidewalks are due to current construction of new developments and are in areas expected to have new sidewalks in the near future. All primary pedestrian destinations are accessible via routes with sidewalks, most of which met DDOT standards.

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 is not desired. As shown in the figure, under existing conditions most with crosswalks and curb ramps are present near the site.

Pedestrian Infrastructure Improvements

Pedestrian facilities along the perimeter of the site will be improved. The project will improve sidewalks adjacent to the site such that they meet or exceed DDOT requirements and provide an improved pedestrian environment.

SITE IMPACTS

This section summarizes potential impacts of the project on the overall pedestrian operations in the vicinity of the site.

Table 12: Sidewalk 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

Pedestrian Trip Generation

The project is expected to generate 60 walking trips (50 inbound, 10 outbound) during the morning peak hour and 76 walking trips (18 inbound, 58 outbound) during the afternoon peak hour. The origins and destinations of these trips are likely to be:

- Employees living near the site providing opportunities to walk to work; and
- Retail locations at the site.

In addition to these trips, the transit trips generated by the project will also generate pedestrian demand between the site and nearby transit stops.

Currently the existing pedestrian network has the capacity to absorb the newly generated trips from the site. The project will incorporate a new sidewalk along the proposed 1½ Street SE on the west frontage and a new sidewalk along Quander Street SE on the north frontage. The new Quander Street SE provides additional east-west pedestrian connectivity between 1st Street SE and New Jersey Avenue SE through an area where a parking lot currently exists. Similarly, the new 1 ½ Street SE provides a north-south pedestrian friendly environment from Quander Street SE to N Place SE where a parking lot currently exists. The planned sidewalk and pedestrian landscape improvements on Tingey Street SE with the new Quander Street SE and 1 ½ Street SE complying with DDOT standards will further improve and expand the pedestrian network in the vicinity of the site.

Figure 31: Pedestrian Pathways

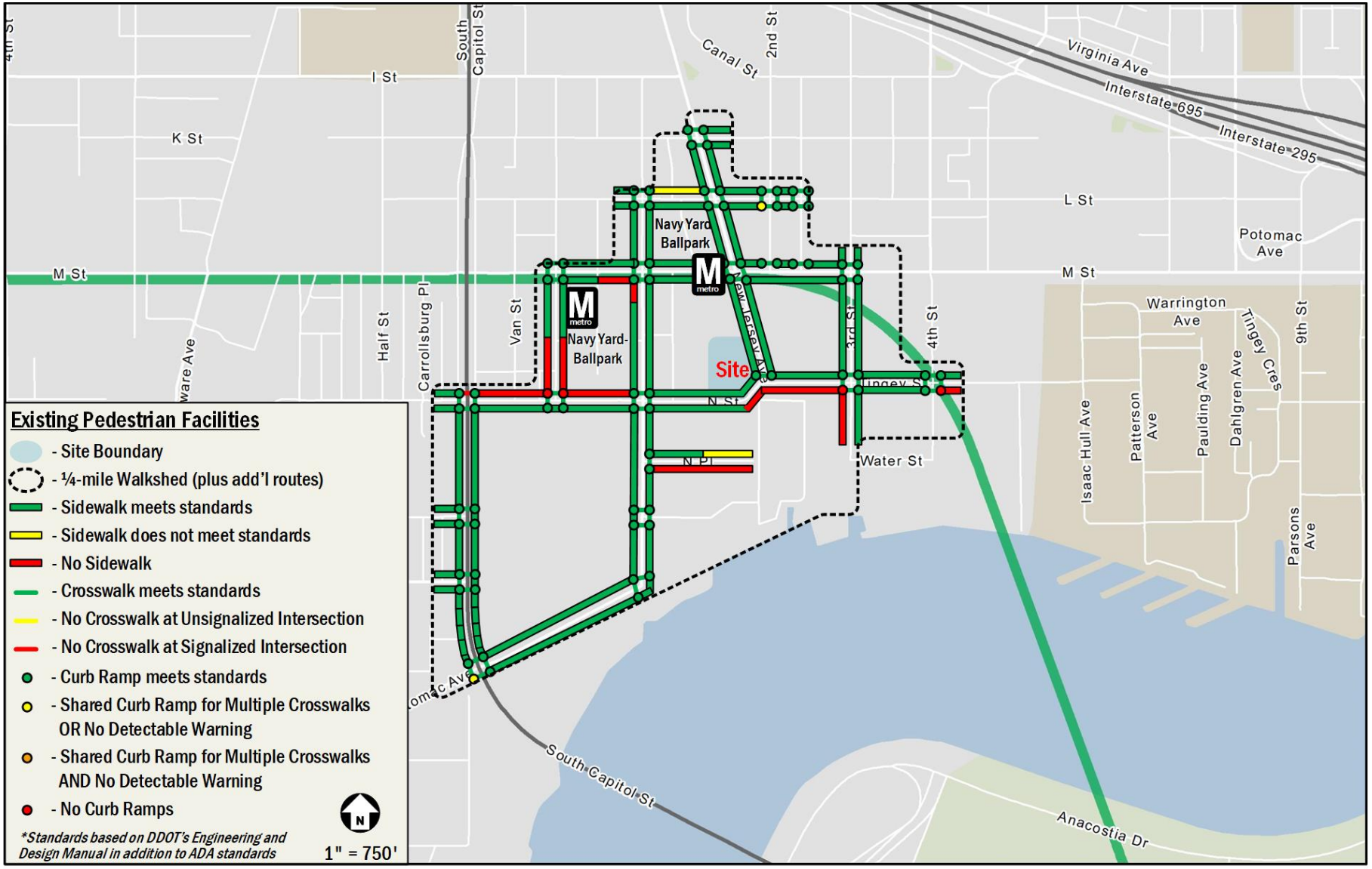

Figure 32: Existing Pedestrian Infrastructure

BICYCLE FACILITIES

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

This chapter concludes that:

- The site has access to a bike trail located to the south of the site, as well as bike lanes to the east and west.
- The site is not expected to generate a significant amount of bicycle trips; therefore, all site-generated bike trips can be accommodated on existing infrastructure.
- The project will include secure bicycle parking on site, and short-term bicycle racks along the perimeter of the site.

EXISTING BICYCLE FACILITIES

The site is adequately connected to existing on- and off-street bicycle facilities. Connectivity to the south is provided along the Anacostia River Trail. There are bicycle lanes located to the east of the site along 4th Street SE and to the west of the site along 1st Street SE that provide connectivity to the north. Figure 33 illustrates the existing bicycle facilities in the area.

In addition to personal bicycles, the Capital Bikeshare program provides additional cycling options for residents, employees, and patrons of the project. The Bikeshare program has placed over 500 Bikeshare stations across Washington DC, Arlington, and Alexandria, VA, Montgomery County, MD and most recently Prince George's County, MD, with over 4,300 bicycles provided. Within a quarter-mile of the site, there are three Bikeshare stations that house a total of 72 bikes. Figure 33 illustrates the existing Capital Bikeshare facilities in the area as well as the proposed Capital Bikeshare facility.

PROPOSED BICYCLE FACILITIES

The MoveDC plan outlines several bicycle improvements in the vicinity of the site. These improvements are broken up into four tiers that rank the priority for implementation. The four tiers are broken down as follows:

- *Tier 1*
  Investments should be considered as part of DDOT's 6-year TIP and annual work program development, if they are not already included. Some projects may be able to move directly into construction, while others become high priorities for advancement through the Project Development Process.

  The Capitol South Trail is a bicycle trail planned from Southwest Drive SE to M Street SE. This will greatly improve the bicycle connectivity near the site.

- *Tier 2*
  Investments within this tier are not high priorities in the early years of MoveDC implementation. They could begin moving through the Project Development Process if there are compelling reasons for their advancement.

  There are no tier 2 improvements planned in the vicinity of the site.

- *Tier 3*
  Investments within this tier are not priorities for DDOT-led advancement in the early years of MoveDC's implementation. They could move forward earlier under circumstances such as real estate development initiatives and non-DDOT partnerships providing the opportunity for non-District-led completion of specific funding.

  The Anacostia Riverwalk at Buzzard Point is planned from D Street SW to Potomac Avenue SE. This will provide additional bicycle connectivity near the site.

- *Tier 4*
  Generally, investments within this tier are not priorities for DDOT-led advancement and are lower priority for project development in the early years of implementation.

  There are no tier 4 improvements planned in the vicinity of the site.

Although these projects are discussed in the MoveDC plan, they are not currently funded or included in DDOT's Transportation Implementation Plan thus they will not be assumed as complete for this analysis.

SITE IMPACTS

This section summarizes the impacts of the project on the overall bicycle operations surrounding the site and develops recommendations for connectivity improvements.

Bicycle Trip Generation

The project is expected to generate 23 bicycle trips (19 inbound, 4 outbound) during the morning peak hour and 38

bicycle trips (12 inbound, 26 outbound) during the afternoon peak hour. Bicycling is an important mode for getting to and from the site, with significant facilities located on site and in a signature location on the ground floor of the project, and existing and planned routes to and from the site, so the project is well positioned to take full advantage of the future expansion of bicycle infrastructure in the area. In the meantime, the surrounding low volume neighborhood streets provide suitable interim connectivity for bicycles.

On-Site Bicycle Elements

The project will provide amenities that cater to cyclists including short-term bicycle racks around the perimeter of the site as well as on-site secure long-term bicycle parking, showers and lockers, which will increase the attractiveness of cycling to the site.

The project will provide 85 secure bicycle parking spaces on the ground floor of the proposed development. In addition, 12 exterior bicycle parking spaces will be provided by the applicant in the public space. Each inverted "U" shaped bicycle rack will comply with DDOT's *Bicycle Rack Design and Placement Guidelines*. The Applicant is working in conjunction with DDOT to determine the exact locations of bicycle racks within public space.

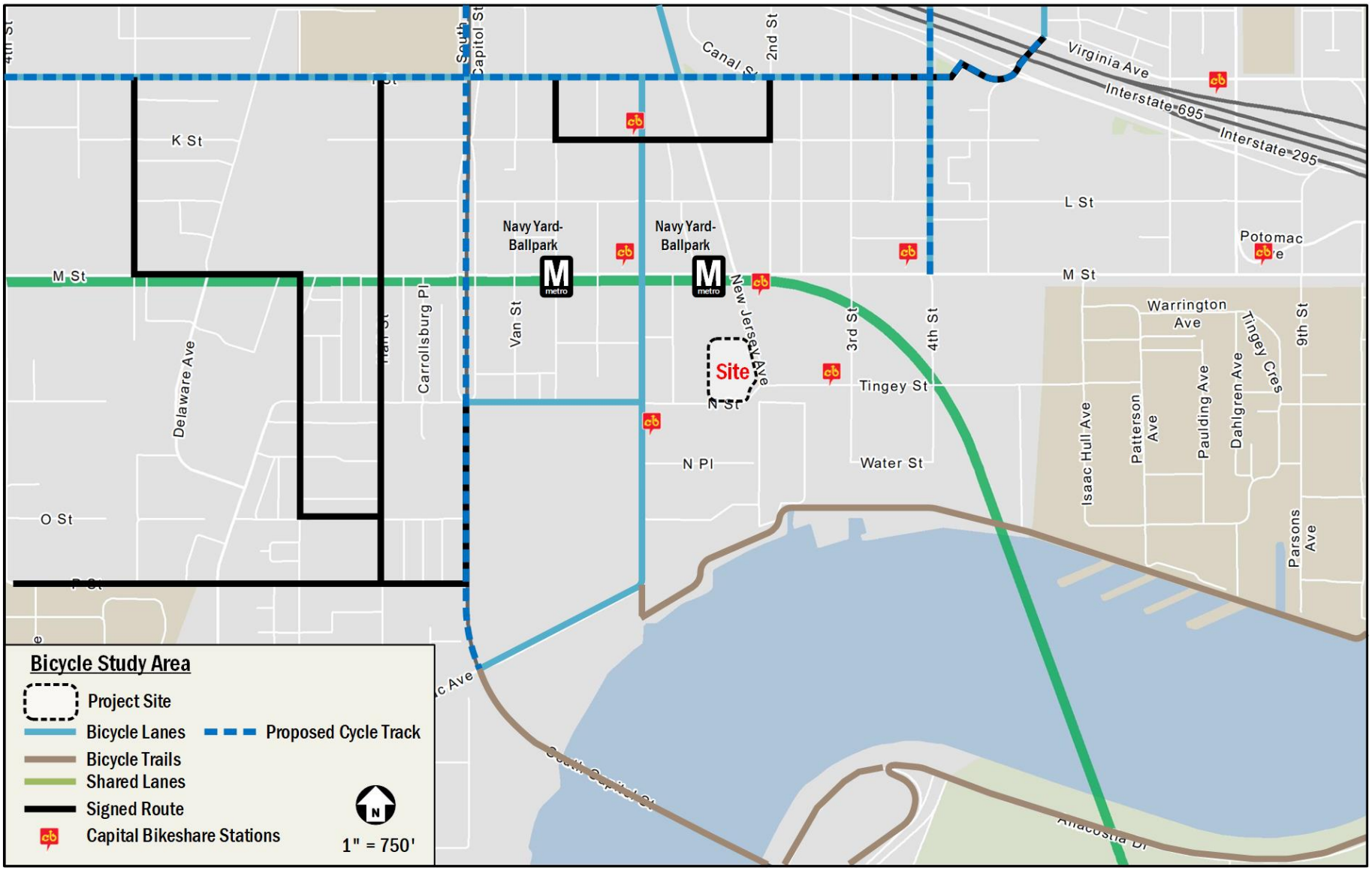

Figure 33: Existing Bicycle Facilities

SAFETY ANALYSIS

This section of the report qualitatively reviews any vehicle, pedestrian, or bicycle conflicts at study area intersections or street links within the study area. DDOT will use this analysis to follow up on observed conflicts outside of the zoning process.

SUMMARY OF SAFETY ANALYSIS

A safety analysis was performed to determine if there are any intersections that pose any obvious conflicts with vehicles, pedestrians, or bicyclists. Based on observations and familiarity with the area, two (2) intersections or links were identified with potential conflicts. The following section details the conflicts at study area intersections.

POTENTIAL IMPACTS

This section reviews the two (2) intersections or links that were identified to pose potential conflicts to vehicles, pedestrians, or bicyclists.

- *1st Street SE between M Street SE & N Street SE*
  This link has a high observed number of jaywalkers who exit the metro station at the corner of M Street SE and New Jersey Avenue SE and use the pathway through the Yards Park (Parcel A) to access the mixed residential retail uses on the west side of 1st Street SE. Given the long length of the block between M Street SE and N Street SE, a midblock crossing would create an opportunity for pedestrians to cross 1st Street SE without jaywalking. Enforcement in the form of jaywalking infractions would discourage pedestrian from not using crosswalks at adjacent intersections.

- *1st Street SE & N Place SE*
  This is a four-legged intersection with the fourth leg being a driveway into Nationals Park. No crosswalks currently exist crossing 1st Street. With the proposed developments near this intersection, mid-block crossings will create a create an opportunity for pedestrians for future pedestrians when the developments will be complete without jaywalking. Enforcement in the form of jaywalking infractions would discourage pedestrian from not using crosswalks at adjacent intersections.

SUMMARY AND CONCLUSIONS

The purpose of this study is to review the design of the project and evaluate whether the project will generate a detrimental impact to the surrounding transportation network. 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 assuming that all planned site design elements (including the loading, curbside, parking, transportation demand measures, and mitigation measures proposed herein) are implemented.

Proposed Project

The Yards Parcel G site currently serves as the temporary site for the existing trapeze school. The site is generally bound by Yards Parcel A to the north, New Jersey Avenue SE to the east, N Street SE to the south, and an existing surface parking lot (Yards Parcel F) to the west. Quander Street SE is proposed as a new street to the north of the site and 1 ½ Street SE is proposed as a new street to the west of the site separating Parcel G and Parcel F.

The application proposes to develop the site into a mixed-use development including office and retail uses. The project will include one structure containing approximately 300,231 square feet of office space, up to 13,680 square feet of ground-floor retail, and approximately 167 below-grade parking spaces. Parking and loading will be accessed through two curb cuts from the private Quander Street SE on the northern frontage of the site.

Pedestrian facilities along the perimeter of the site will be improved to include sidewalk and buffer widths that meet or exceed District Department of Transportation (DDOT) requirements. The ground floor of the development will supply 87 secure long-term bicycle parking spaces, meeting the current zoning requirements. Furthermore, 12 short-term bicycle parking spaces will be provided around the perimeter of the site.

The 167 below-grade parking spaces, three (3) 30' loading bays, and one (1) 20' loading bay provided by the project will adequately serve the demands set forth by the project's program.

Multi-Modal Impacts and Recommendations

Transit

The site is served by regional and local transit services such as Metrorail, Circulator, and Metrobus. The site is one block south of the Navy Yard Metrorail Station portal at New Jersey Avenue SE and M Street SE, and many Metrobus stops are located within a block of the site along M Street SE. Although the project will generate new transit trips, existing facilities have enough capacity to handle the new trips.

Pedestrian

The site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius of the site provide sidewalks and acceptable crosswalks and curb ramps, particularly along the primary walking routes. There are some pedestrian barriers, such as the Interstate to the north. Additional pedestrian connections will be created with the build out of Quander Street SE and 1 ½ Street SE. Quander Street SE will provide an east-west connection between 1st Street SE and New Jersey Avenue SE. 1 ½ Street SE will provide a north-south connection from Quander Street SE to N Place SE and is designed as a pedestrian friendly street to provide access to the proposed development and other developments in the area.

Pedestrian facilities along the perimeter of the site will be improved, including those along the future Tingey Square to the east, and the future Canal Street SE south of the site. The project will further improve sidewalks adjacent to the site such that they meet or exceed DDOT requirements and provide an improved pedestrian environment.

Bicycle

Capital Bikeshare stations can be found within a block of the site. The nearest stations are located near the intersections of New Jersey Avenue SE and M Street SE and 3rd Street SE and Tingey Street SE. The site is also just blocks away from trails and bike lanes, such as the Anacostia River Trail to the south and bike lanes along 1st Street SE and 4th Street SE to the west and east of the site respectively. On site, the project will provide short-term bicycle parking around the perimeter of the site and secure indoor long-term bicycle parking for employees.

Vehicular

The site is well-connected to regional roadways such as I-295 and I-695, primary and minor arterials such as New Jersey

Avenue SE and 4th Street SE, and an existing network of collector and local roadways.

In order to determine if the project will have a negative impact on this transportation network, this report projects future conditions with and without the project and performs analyses of intersection delays and queues. These delays are compared to the acceptable levels of delay set by DDOT standards to determine if the project will negatively impact the study area. Delays were found at a few intersections under all study scenarios; however, most of the delays were not a result of the project and can be found under the existing and background conditions. There were impacts at the following two (2) intersections as a result of the project:

- M Street SE & 4th Street SE (PM)
- South Capitol Street & N Street SE (PM)

The analyses conclude that the planned project will not have adverse impacts on the surrounding transportation network, assuming the proposed mitigations are employed.

Summary and Recommendations

This report concludes that the project will not have a detrimental impact to the surrounding transportation network assuming that all planned site design elements (including the loading, curbside, parking, and transportation demand measures proposed herein) are implemented.

The project has several positive elements that minimize potential transportation impacts, including:

- The site's close proximity to Metrorail.
- The inclusion of secure long-term bicycle parking spaces and on-street, short-term bicycle spaces.
- The proposed improvements to pedestrian facilities adjacent and surrounding the site. These improvements include creating a new sidewalk along the proposed Quander Street SE, creating a new sidewalk along the proposed 1 ½ Street SE, and enhancing the sidewalks adjacent to the project.
- A comprehensive TDM plan aimed at reducing overall trips to the site.