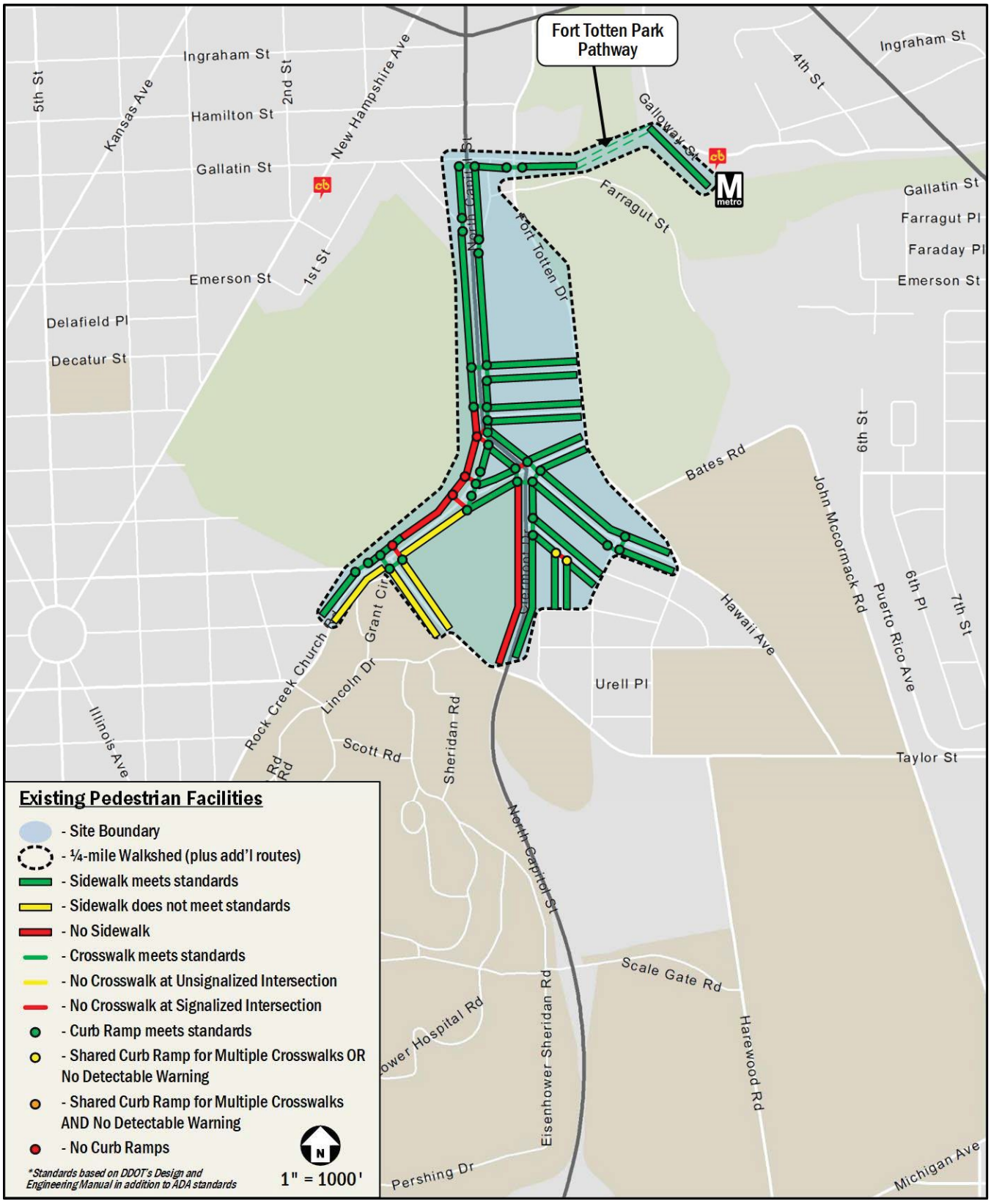

Figure 10: Existing Pedestrian Infrastructure

Figure 11: Pedestrian Pathways to Bus Stops

BICYCLE FACILITIES

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

The following conclusions are reached within this chapter:

- The site has access to several on- and off-street bicycle facilities including the Metropolitan Branch Trail. Additional improvements are proposed by DDOT along Rock Creek Church Road and Allison Street.
- 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 development site will include long-term bicycle parking within the building and short-term bicycle parking placed along the perimeter of the site.
- External bicycle improvements at and surrounding the intersection of Hawaii Avenue/Allison Street/Clermont Drive were evaluated, including the addition of a contraflow bike lane along Allison Street between Hawaii Avenue and Fort Totten Drive, and signage/striping improvements and/or an exclusive bicycle phase at the intersection of Hawaii Avenue/Allison Street/Clermont Drive. Given the minimal biking trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

EXISTING BICYCLE FACILITIES

Within the study area, bicycles have access to multi-use trails, on-street bike lanes, signed bike routes, and local and residential streets that facilitate cycling. The bicycle network provides good conditions for local trips with several routes for trips between the study area and other areas within the District.

The 1 Hawaii Avenue development is located 0.2 miles from the Metropolitan Branch Trail, which travels north-south and connects Union Station to Fort Totten providing connections to seven metro stations. Other notable facilities include shared bike lanes along Fort Totten Drive and bike lanes along Bates Road, Rock Creek Church Road and Upshur Street.

Figure 12 illustrates the existing bicycle facilities in the area and the anticipated access routes to and from the site.

No bicycle parking is provided along the perimeter of the site under existing conditions. This can result in cyclists using street signs, parking meters, or similar objects to secure their bicycles.

In addition, the Capital Bikeshare program allows for an additional cycling option. Users can choose to join the program for one day, three days, a month, or a year. Therefore, this program is perfect for both visitors and residents of the area. Users can rent a bike from the nearest docking station, ride the bike to their destination, and return the bike to a different docking station, making the system convenient for one-way and two-way trips. The Capital Bikeshare program has placed over 500 bicycle-share stations across Washington, D.C., Arlington County, Fairfax County and the City of Alexandria in Virginia, and Montgomery County and Prince George's County in Maryland, with over 4,300 bicycles provided. There are two Capitol Bikeshare station located in the vicinity of the site. One is located 0.6 miles from the site at New Hampshire Avenue and Farragut Street, NW. The is located 0.7 miles from the site near the Fort Totten Metrorail station. Combined, they provide a total of 37 docking stations.

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.
- *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.
- *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.

- *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.

Due to the timeline of the 1 Hawaii Avenue development, this report focuses on the Tier 1 and Tier 2 recommendations within the vicinity of the site. There is one Tier 1 recommendation near the site which is the proposed extension of the Metropolitan Branch Trail from Fort Totten to the Maryland State Line. Upon completion, the Metropolitan Branch Trail will be an 8-mile trail that spans from Union Station to Silver Spring.

Per coordination with DDOT, bicycle facilities are also proposed along Rock Creek Church Road between Upshur Street and Allison Street. Between Upshur Street and Harewood Road, the northbound bicycle facilities consist of a bike lane and the southbound bicycle facilities consist of sharrows. Between Harewood Road and Allison Street, protected bicycle lanes are proposed in both directions. Additionally, DDOT is proposing a cycle track along Allison Street between Rock Creek Church Road and Hawaii Avenue.

External Bicycle Facility Improvements

This section summarizes the potential external bicycle facility improvements between the site and the Metropolitan Branch Trail, as requested by DDOT during the scoping process for this project. As shown on Figure 13, an adequate connection between the site and the Metropolitan Branch Trail does not currently exist. The lack of connection effects bicyclist traveling to and from the site as well as the surrounding community. Per DDOT's request, minor physical and signal timing adjustments have been evaluated as part of this study; however, given the minimal bicycle trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

Existing Conditions

The main concern for bicyclist traveling to and from the site is the lack of an adequate connection between the site and the Metropolitan Branch Trail. Given the one-way diverging condition of Allison Street at the intersection of Hawaii Avenue/Allison Street/Clermont Drive, there is limited ability to use Allison Street as a connection to the Metropolitan Branch Trail without cycling on the sidewalk and traversing the intersection within the crosswalks.

Additionally, because Allison Street is one-way eastbound between Hawaii Avenue and Fort Totten Road, cyclists traveling from the Metropolitan Branch Trail to the site must take a circuitous route, as shown on Figure 13.

Potential Improvements

This section outlines the potential improvements evaluated to improve bicycle connectivity to the Metropolitan Branch Trail.

Allison Street Contraflow Bike lane

A contraflow bike lane along Allison Street between Hawaii Avenue and Fort Totten Drive would allow bicyclists to travel westbound along Allison Street from Fort Totten Drive. Currently this section of Allison Street operates as one-way eastbound. The contraflow bike lane would give direct access from the Metropolitan Branch Trail to the site (and other areas west of the Trail) by allowing bicyclists to travel westbound along Allison Street. This could be done by placing the contraflow lane next to the parking lane, similar to the G Street/I Street NE contraflow bike lanes, or by shifting the parking lane and situating the contraflow lane between the parking lane and the curb, similar to R Street NE between Harry Thomas Way and 2nd Street NE. In coordination with a contraflow lane, sharrow striping could also be installed along the eastbound travel way.

Hawaii Avenue/Allison Street/Clermont Drive Improvements

In coordination with the proposed cycle track along Allison Street, the contraflow bicycle lane discussed above, and the potential signal timing adjustments discussed in the Pedestrian section of this report, two potential bicycle improvements were evaluated at the intersection of Hawaii Avenue/Allison Street/Clermont Drive.

- *Improved Signage/Striping*
  One of the potential improvements discussed in the Pedestrian section of this report is changes to the signal phasing. The changes proposed would improve pedestrian connectivity but would not allow for a designated phase in which bikes could cross from one side of Allison Street to the other; thus, improved signage/striping could be implemented in coordination with the phasing changes. It

would be recommended that signage be added instructing bicyclists to traverse the intersection within the crosswalks. If possible, striping could be added to designate space for bicyclists within the appropriate crosswalks.

- *Exclusive Bicycle Phase*
  One of the potential improvements discussed in the Pedestrian section of this report is an exclusive pedestrian phase. If an exclusive pedestrian phase is incorporated into the signal, it may be beneficial to also incorporate an exclusive bicycle phase. Because of the one-way diverging condition of Allison Street at this intersection, there is currently no phase in which bicycles can cross Allison Street.

  Therefore, as an alternative to the previously discussed improvement, an exclusive bicycle phase could be incorporated by removing the walk phases at the Allison Street crosswalks during the exclusive pedestrian phase. This would allow bicyclists to travel directly between the two-way cycle track on the south side of Allison Street and the contraflow lane/sharrow on the opposite side of Allison Street without the need for two-stage turn queue boxes. However, changes to the internal intersection islands would be required as part of this option as well.

SITE IMPACTS

This section summarizes the impacts of the development on the overall bicycle operations surrounding the site.

Bicycle Trip Generation

The planned development is expected to generate one (1) net bicycle trip (0 inbound, 1 outbound) during the morning peak hour and one (1) net bicycle trip (1 inbound, 0 outbound) during the afternoon peak hour. Despite the low number of anticipated bicycle trips, bicycling will be an important mode getting to and from the site, given the proximity to the Metropolitan Branch Trail and the proposed bicycle facility improvements.

On-Site Bicycle Elements

The development will supply 48 secure long-term bicycle spaces, which exceeds ZR16 requirements for a building of this size.

The development will also provide short-term bicycle parking placed along the perimeter of the site. Twelve (12) short-term spaces will be provided in the form of six (6) bicycle racks, exceeding the ZR16 requirements. The bicycle racks will be located along the perimeter of the site.

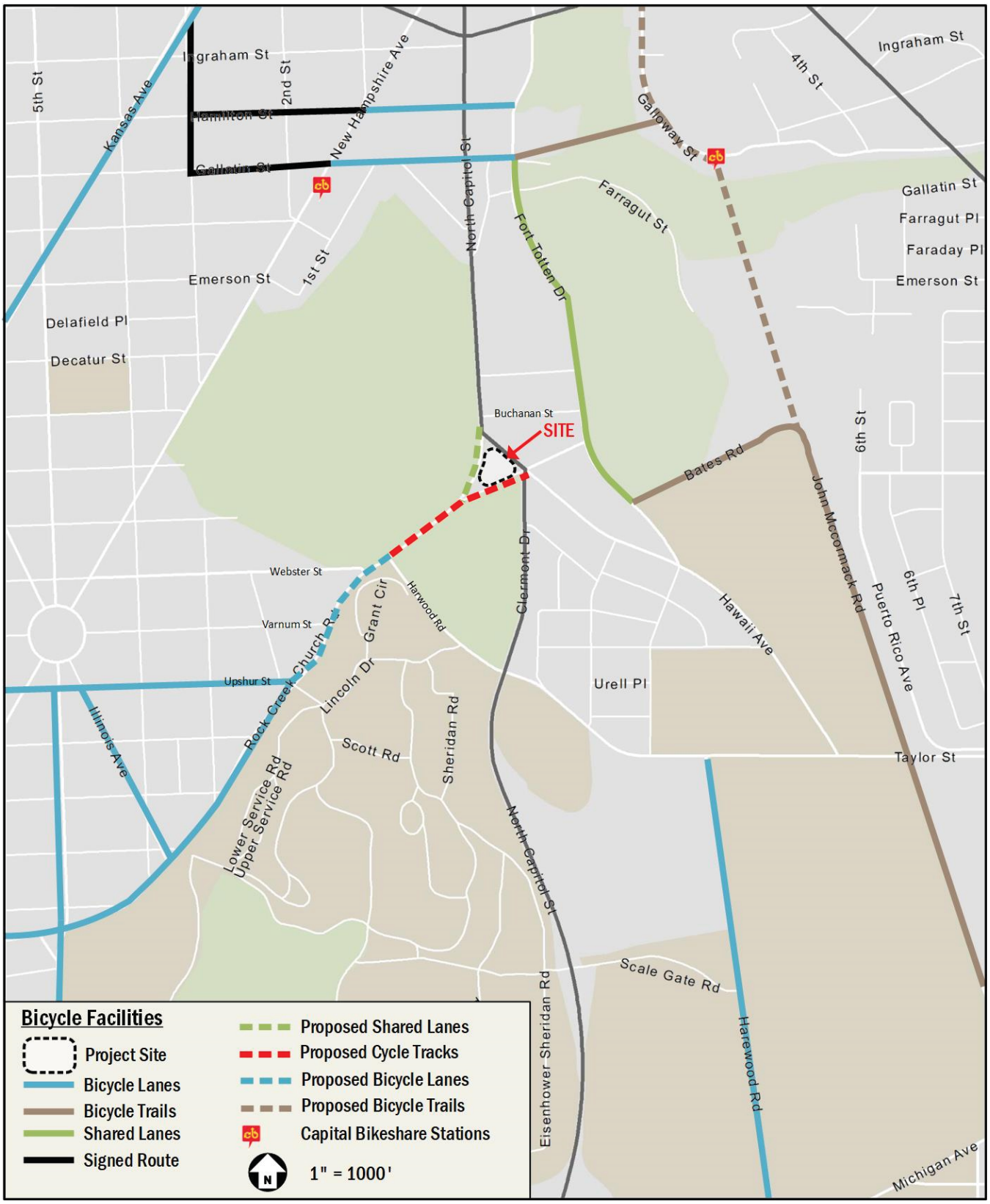

Figure 12: Bicycle Facilities

Figure 13: Bicycle Pathways

SUMMARY AND CONCLUSIONS

The following report is a Comprehensive Transportation Review (CTR) for the for the 1 Hawaii Avenue NE project. This report reviews the transportation aspects of the project's Planned Unit Development (PUD) application. This report concludes that **the project will not have a detrimental impact** to the surrounding transportation network assuming that all planned site design elements are implemented.

Proposed Project

The project will redevelop the 1 Hawaii Avenue NE site, which is currently occupied by a 34-unit affordable apartment building. The development consists of:

- 78 affordable residential units;
- A curb cut along Allison Street NE that will provide access to parking and loading;
- Twelve (12) parking spaces in the below-grade garage;
- One (1) 30-foot loading berth and one (1) 20-foot service space;
- A long-term bicycle storage room with room for 48 bicycles; and
- Twelve (12) short-term bicycle parking spaces in the form of six (6) bicycle racks.

Multi-Modal Impacts and Recommendations

Transit

The site is served by regional and local transit services such as Metrorail and Metrobus. The site is 0.5 miles radially from the Fort Totten Metrorail Station and several Metrobus stops are located within a block of the site. 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 sufficient pedestrian network. Most roadways north of the site within a quarter-mile radius provide sidewalks, curb ramps, and crosswalks particularly along the primary walking routes. There are areas west and south of the site which lack buffers, curb ramps, or crosswalks that meet DDOT and ADA standards. There are areas along Rock Creek Church Road and Clermont Drive which lack sidewalks all together. Additionally, there are missing crosswalks at signalized intersections, adjacent to the site.

As requested by DDOT, external pedestrian improvements at the intersection of Hawaii Avenue/Allison Street/Clermont Drive were evaluated, including the addition of a crosswalk along the northern leg in conjunction with signal timing adjustments. Given the minimal walking trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

Bicycle

The site has access to several on- and off-street bicycle facilities including the Metropolitan Branch Trail which connects Union Station to Fort Totten. An extension of the Metropolitan Branch Trail between Fort Totten and Silver Spring is proposed as part of the MoveDC plan.

Bicycle facilities are also proposed by DDOT along Rock Creek Church Road between Upshur Street and Allison Street. Between Upshur Street and Harewood Road, the northbound bicycle facilities consist of a bike lane and the southbound bicycle facilities consist of sharrows. Between Harewood Road and Allison Street, protected bicycle lanes are proposed in both directions. Additionally, DDOT is proposing a two-way cycle track along Allison Street between Rock Creek Church Road and Hawaii Avenue.

Per DDOT request, external bicycle improvements at and surrounding the intersection of Hawaii Avenue/Allison Street/Clermont Drive were evaluated, including the addition of a contraflow bike lane along Allison Street between Hawaii Avenue and Fort Totten Drive, and signage/striping improvements and/or an exclusive bicycle phase at the intersection of Hawaii Avenue/Allison Street/Clermont Drive. Given the minimal biking trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

The development site will exceed zoning requirements by including 48 long-term bicycle parking spaces within the building and twelve (12) short-term bicycle parking spaces placed along the perimeter of the site.

Vehicular

The site is accessible from major arterials such as North Capitol Street, Missouri Avenue and South Dakota Avenue. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95.

The project is expected to generate fewer than 25 trips per hour in the peak direction during both the morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required per CTR guidelines, as confirmed with DDOT during the scoping process.

The proposed development is expected to generate approximately four (4) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and approximately (1) residential delivery, calculated based on an average unit turnover of 18 months with two deliveries per turnover (one move in and one move-out). Based on the expected frequency of truck deliveries, the loading plan for the 1 Hawaii Avenue development is adequate to accommodate demand.

Summary and Conclusions

Based on the site design elements and the analysis contained within, this report concludes that **the proposed Project will not have a detrimental impact** to the surrounding transportation network.