

# Final Report

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for:  
District Department of Transportation  
District of Columbia

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## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>ES-1</b>
<b>I. INTRODUCTION .....</b>	<b>1</b>
<b>II. EXISTING CONDITIONS.....</b>	<b>3</b>
EXISTING TRANSPORTATION FEATURES.....	3
<i>Major Roadways in the Study Area .....</i>	<i>3</i>
<i>Public Transportation .....</i>	<i>9</i>
<i>Traffic Volumes .....</i>	<i>11</i>
<i>Speed and Travel Times .....</i>	<i>13</i>
<i>Safety .....</i>	<i>19</i>
<i>Queues at Studied Intersections .....</i>	<i>19</i>
<i>Existing Levels of Service.....</i>	<i>22</i>
EXISTING TRANSPORTATION ISSUES AND RECOMMENDED IMPROVEMENTS.....	24
<i>3<sup>rd</sup> Street .....</i>	<i>24</i>
<i>4<sup>th</sup> Street.....</i>	<i>24</i>
<i>6<sup>th</sup> Street.....</i>	<i>27</i>
<i>7<sup>th</sup> Street.....</i>	<i>27</i>
<i>I Street .....</i>	<i>29</i>
<i>Area-Wide.....</i>	<i>30</i>
<b>III. FUTURE CONDITIONS.....</b>	<b>32</b>
FUTURE CONDITIONS WITHOUT NEW SITE DEVELOPMENT (TOTAL BACKGROUND SCENARIO).....	32
<i>Background Growth.....</i>	<i>32</i>
<i>Waterside Mall .....</i>	<i>32</i>
<i>Other Area Developments .....</i>	<i>33</i>
<i>Trip Assignments for Other Area Developments and Existing Waterside Mall.....</i>	<i>37</i>
<i>Pedestrian Movements .....</i>	<i>38</i>
<i>Levels of Service with Background Traffic.....</i>	<i>38</i>
FUTURE CONDITIONS WITH SITE DEVELOPMENT AND WITHOUT 4 <sup>TH</sup> STREET VEHICULAR CONNECTION.....	42
<i>Site Traffic Trip Generation .....</i>	<i>42</i>
<i>Trip Distributions for Site Developments.....</i>	<i>46</i>
<i>Trip Assignments for Site Developments.....</i>	<i>47</i>
<i>Total Trip Assignments with Site Development.....</i>	<i>47</i>
<i>Site Impacts .....</i>	<i>53</i>
<i>Pedestrian Movements .....</i>	<i>56</i>
<i>Future Levels of Service with Site Development Without 4<sup>th</sup> Street Connection .....</i>	<i>56</i>
FUTURE CONDITIONS WITH SITE DEVELOPMENT AND WITH 4 <sup>TH</sup> STREET CONNECTION..	58
<i>Site Traffic Trip Generation .....</i>	<i>58</i>
<i>Trip Distributions for Site Developments.....</i>	<i>58</i>
<i>Trip Assignments for Site Developments.....</i>	<i>58</i>
<i>Total Trip Assignments with Site Development.....</i>	<i>62</i>
<i>Site Impacts .....</i>	<i>62</i>

<i>Pedestrian Movements</i> .....	67
<i>Future Levels of Service with Site Development and 4<sup>th</sup> Street Connection</i> .....	68
FUTURE CONDITIONS WITH SITE DEVELOPMENT AND SERVICE ROAD CONNECTION .....	70
OTHER ALTERNATIVES.....	73
<i>Connecting 4<sup>th</sup> Street to K Street</i> .....	73
<i>Operating the Service Roads as a One-Way Pair</i> .....	75
<i>Operating 3<sup>rd</sup> and 6<sup>th</sup> Streets as a One-Way Pair</i> .....	76
FUTURE PUBLIC TRANSPORTATION.....	77
<b>IV. SUMMARY OF FINDINGS AND RECOMMENDATIONS.....</b>	<b>79</b>
COMPARISON BETWEEN THE SCENARIO WITH A 4 <sup>TH</sup> STREET VEHICULAR CONNECTION AND THE SCENARIO WITHOUT A VEHICULAR CONNECTION.....	81
<i>Site Impacts</i> .....	81
<i>Level of Service</i> .....	84
<i>Queuing</i> .....	87
<i>Pedestrians</i> .....	87
RECOMMENDATIONS FOR FUTURE CONDITIONS .....	87
<i>4<sup>th</sup> Street</i> .....	87
<i>I Street</i> .....	90
<i>M Street/Access Driveways</i> .....	90
<i>Additional Long-Term Mitigation Measures</i> .....	93

## LIST OF FIGURES

### FIGURE

1. Study Area.....	2
2. Existing (2002) Peak Period Lane Configurations.....	4
3. Daytime Parking Restrictions.....	5
4. Generalized Land Use Map.....	6
5. 4 <sup>th</sup> Street at Southwest Freeway.....	7
6. Public Transit.....	10
7. Location of Turning Movement Counts.....	12
8. 2002 Existing Peak Hour Traffic Volumes.....	14
9. Existing (2002) Peak Hour Pedestrian Counts.....	15
10. AM Peak Period Travel Times.....	17
11. PM Peak Period Travel Times.....	18
12. Observed Queues at Studied Intersections.....	21
13. Existing Levels of Service (LOS).....	23
14. Existing Transportation Issues.....	25
15. Existing Schools and School Crossings.....	31
16. Other Area Developments.....	34
17. Total Background (2010) AM and PM Peak Hour Volumes.....	39
18. Total Background (2022) AM and PM Peak Hour Volumes.....	40
19. Site Distribution for Residential Development without 4 <sup>th</sup> Street Connection.....	48
20. Site Distribution for Commercial Development without 4 <sup>th</sup> Street Connection.....	49
21. Site Traffic for 2010 without 4 <sup>th</sup> Street Connection.....	50
22. Site Traffic for 2022 without 4 <sup>th</sup> Street Connection.....	51
23. Future/Proposed Peak Period Lane Configurations without 4 <sup>th</sup> Street.....	52
24. Total (2010) AM and PM Peak Hour Volumes without 4 <sup>th</sup> Street Connection.....	54
25. Total (2022) AM and PM Peak Hour Volumes without 4 <sup>th</sup> Street Connection.....	55
26. Future/Proposed Peak Period Lane Configurations with 4 <sup>th</sup> Street.....	59
27. Site Distribution for Residential Development with 4 <sup>th</sup> Street Connection.....	60
28. Site Distribution for Commercial Development with 4 <sup>th</sup> Street Connection.....	61
29. Site Traffic for 2010 with 4 <sup>th</sup> Street Connection.....	63
30. Site Traffic for 2022 with 4 <sup>th</sup> Street Connection.....	64
31. Total (2010) AM and PM Peak Hour Volumes with 4 <sup>th</sup> Street Connection.....	65
32. Total (2022) AM and PM Peak Hour Volumes with 4 <sup>th</sup> Street Connection.....	66
33. Scenario with Service Road Connections.....	71
34. Possible Alignment of 4 <sup>th</sup> Street Extension to K Street.....	73
35. Proposed LRT Starter Line – Anacostia Waterfront to Minnesota Ave.....	77
36. Recommended Improvements to Address Existing Transportation Issues.....	80
37. Site Impacts for 2010 Total Traffic with and without 4 <sup>th</sup> Street Connection.....	82
38. Site Impacts for 2022 Total Traffic with and without 4 <sup>th</sup> Street Connection.....	83
39. 2010 Levels of Service.....	85
40. 2022 Levels of Service.....	86
41. PM Maximum Queues for 2010 with and without 4 <sup>th</sup> Street Vehicular Connection.....	88
42. PM Maximum Queues for 2022 with and without 4 <sup>th</sup> Street Vehicular Connection.....	89
43. Recommended Layout for 4 <sup>th</sup> Street Vehicular Connection.....	91
44. M Street Driveways.....	92

45. Additional Long-Term Mitigation Measures .....	94
46. 2022 Levels of Service (LOS) with Additional Mitigation Measures .....	96
47. PM Maximum Queues for 2022 with Additional Mitigation Measures .....	97

## **LIST OF TABLES**

### **TABLE**

1. Average Travel Speed at Selected Segments .....	16
2. Travel Times and Speeds – Entire 4 <sup>th</sup> Street Corridor.....	19
3. Summary of Accident Data.....	20
4. Summary of Trip Generation for Currently Vacant Waterside Mall Office Space...	33
5. Summary of Trip Generation for Other Area Development .....	36
6. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Background and Other Area Developments, 2022 Total Background and Other Area Developments.....	41
7. Summary of Development Levels .....	43
8. Summary of 2010 Trip Generation for Site – PUD Level of Development.....	44
9. Summary of 2022 Trip Generation for Site – PUD Level of Development.....	45
10. Total Site Trips Comparison.....	46
11. Impact of Site Traffic on Area Intersections without 4 <sup>th</sup> Street Connection.....	53
12. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – Without 4 <sup>th</sup> Street Vehicular Connection ..	57
13. Impact of Site Traffic on Area Intersections with 4 <sup>th</sup> Street Connection.....	67
14. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – with 4 <sup>th</sup> Street Vehicular Connection .....	69
15. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – Service Road Scenario.....	72
16. Level of Service and Delay per Vehicle Comparison with 4 <sup>th</sup> Street Vehicular Connection – Existing Conditions, 2022 Total Traffic, and 2022 Total Traffic with Additional Long-Term Mitigation Measures .....	95

## **LIST OF APPENDICES**

### **APPENDIX**

A. Scope of Work
B. Bus Routes and Timetables
C. Traffic Count Data
D. Recorded Speeds for Studied Segments in the Study Area
E. Accident Data
F. Description of Level of Service for Signalized and Unsignalized Intersections
G. Trip Generation – Other Area Developments
H. Trip Distribution – Other Area Developments
I. Trip Generation – Site Development
J. Trip Distribution – Other Area Developments with 4 <sup>th</sup> Street Vehicular Connection
K. Preliminary Planning Cost Estimate

## EXECUTIVE SUMMARY

The District of Columbia Department Transportation (DDOT) conducted a study that evaluated the potential impacts of proposed redevelopment at Waterside Mall. The study area is located in Southwest Washington, DC and is shown in Figure ES-1.

### EXISTING CONDITIONS

The major roadways in the Study area are 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, I and M Streets SW. 4<sup>th</sup> Street is discontinuous between M and I Streets. The Washington Metropolitan Area Transit Authority provides extensive bus and rail service in the study area. The Waterfront Metrorail station, served by the Green line, is located at the intersection of 4<sup>th</sup> Street and M Street SW.

M Street/Maine Avenue is the most traveled road in the study area, with over 30,000 vehicles using it daily. The intersection of 7<sup>th</sup> Street and Maine Avenue is the location with the largest number of accidents in the study area.

Traffic congestion is greatest during the PM peak hours. Two intersections, 4<sup>th</sup> and I Streets and 4<sup>th</sup> and M Streets, are operating at level of service (LOS) D during the PM peak hour. This indicates that traffic volumes are approaching the capacity of these intersections.

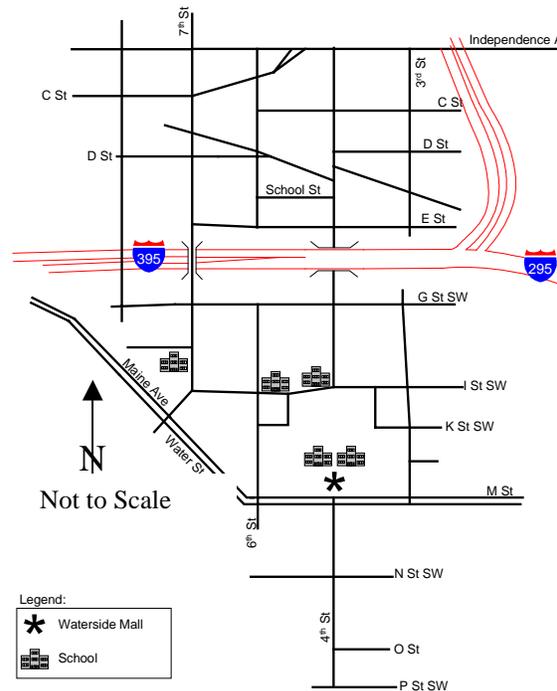
The Study Team conducted an extensive field evaluation of the transportation infrastructure in the study area. The Study Team identified existing transportation issues on 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, G, I and M Streets, and area-wide issues associated with pedestrian safety around school buildings. Detailed descriptions of the existing transportation issues are presented in the study. In addition, many recommendations are made for improvements to these existing problems.

### FUTURE DEVELOPMENT SCENARIOS

The Study Team evaluated the following scenarios for future conditions for the years 2010 and 2022:

1. Total Background Scenario with Other Area Developments and without New Development at Waterside Mall

**Figure ES-1 – Study Area Map**



2. With PUD Level of Development at Waterside Mall and without a Vehicular Connection Along 4<sup>th</sup> Street Between I and M Streets
3. With PUD Level of Development at Waterside Mall and with a Vehicular Connection Along 4<sup>th</sup> Street Between I and M Streets
4. With PUD Level of Development at Waterside Mall and with a Vehicular Connection Along the Eastern and Western Waterside Mall Service Roads Between I and M Streets

At the request of citizens, the Study Team conducted evaluations of three more options. One option assumed that an extension of 4<sup>th</sup> Street would be constructed to 6<sup>th</sup> Street via K Street. Another option assumed that the proposed service roads at the site would be operated as a one-way pair. The last option evaluated assumed that 3<sup>rd</sup> Street and 6<sup>th</sup> Street would be operated as a one-way pair. The Study team found that these three options would have significant detrimental effects on traffic operations in the study area and therefore are not recommended for implementation.

The Study Team included in the analysis of future conditions all other area developments between Independence Avenue and Buzzards Point and between Washington Channel and 4<sup>th</sup> Street SW. The Southeast Federal Center and the Anacostia Waterfront Initiative are expected to be the largest trip generators. Table ES-1 summarizes the existing, by-right and Planned Unit Development (PUD) levels of development at Waterside Mall.

**Table ES-1  
Summary of Waterside Mall Development Levels**

<b>Land Use</b>	<b>Existing</b>	<b>By-Right<sup>1</sup></b>	<b>2010 PUD</b>	<b>2022 PUD</b>
Office	1,117,500 Sq. Ft. <sup>2</sup>	1,754,100 Sq. Ft.	1,693,500 Sq. Ft.	2,051,500 Sq. Ft.
Retail	104,500 Sq. Ft.	554,700 Sq. Ft.	75,000 Sq. Ft.	75,000 Sq. Ft.
Residential	0 Units	584 Units	200 Units	400 Units
Supermarket	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.

<sup>1</sup>Likely scenario based on existing zoning. The by-right scenario represents the maximum level of development that may be constructed with the existing zoning. However, based on the PUD application, it is highly unlikely that the property would be developed at the by-right levels.

<sup>2</sup>1,000,000 Sq. Ft. of existing office space is vacant.

The Waterside Mall PUD development is expected to generate 3,732 and 4,870 daily trips in 2010 and 2022, respectively. The likely by-right scenario would generate 19,860 daily trips.

## **SUMMARY OF FINDINGS**

### **Scenario 1**

The Study Team conducted a full evaluation of the scenarios listed above for 2010 and 2022. The assessment of the scenario with background growth, other area development and no new development at Waterside Mall indicates that for 2010 and 2022, several

intersections are expected to operate at LOS F during the peak hours. Therefore, mitigation measures would be needed to address the expected deficiencies in the study area even without new development at the Waterside Mall.

### **Scenarios 2 and 3**

The scenarios with and without a 4<sup>th</sup> Street vehicular connection have different effects on traffic operations in the study area and on pedestrian conditions. The vehicular connection on 4<sup>th</sup> Street between M and I Streets would help minimize the impact of new development on traffic operations in the study area. The implementation of the 4<sup>th</sup> Street vehicular connection would help reduce traffic on 3<sup>rd</sup>, I and 6<sup>th</sup> Streets. While pedestrian movements would be safer with the scenario that does not include a vehicular connection, the conflicts between vehicles and pedestrians can be minimized with the implementation of mitigation measures throughout the connection.

### **Scenario 4**

The analysis indicates that traffic conditions under the scenario that uses service roadways east and west of 4<sup>th</sup> Street as an alternative to a vehicular connection of 4<sup>th</sup> Street between I and M Streets are significantly worse than under the scenario with a 4<sup>th</sup> Street vehicular connection. The proximity of the service roads to 3<sup>rd</sup> and 6<sup>th</sup> Streets precludes the installation of traffic signals at the intersections of the service roads with M and I Streets. The lack of traffic signals would result in long queues forming on the service roads and poor levels of service for study area intersections.

## **RECOMMENDATIONS**

Because of improved levels of service, reduced delay and queue lengths, and reduced traffic on local residential streets, the Study Team recommends that 4<sup>th</sup> Street be connected between I and M Streets and that this connection be made available to vehicles. Mitigation measures would have to be implemented to accommodate future growth in background traffic, other area developments and development at the Waterside Mall site. Figures ES-2 and ES-3 summarize existing transportation issues and recommended improvements. Figure ES-4 summarizes recommendations to mitigate the effects of future development on transportation operations in the study area. The preliminary planning cost estimates for these mitigation measures are presented in Appendix K of the report.

**SELECT TO VIEW:**

*ES-2 Existing Transportation Issues*

**SELECT TO VIEW:**

*ES-3 Recommended Improvements to Address Existing Transportation Issues*

**SELECT TO VIEW:**

*ES-4 Long-Term Mitigation Measures*

## I. INTRODUCTION

In response to the planned unit development (PUD) application for proposed redevelopment at Waterside Mall SW, the District of Columbia Department Transportation (DDOT) conducted a study that evaluated the potential impacts of this development upon vehicle, pedestrian and bicycle mobility and safety in the Southwest residential neighborhood. The consulting firm DMJM+HARRIS, Inc. (Consultant) conducted the study with assistance from DDOT staff. In this report the team of Consultant and DDOT staff is referred to as the “Study Team.”

As detailed in the Scope of Work presented in Appendix A, the main goals of the study were to address existing traffic conditions in the study area, and estimate traffic impacts associated with the PUD level of redevelopment of Waterside Mall (throughout the report, Waterside Mall is referred to as “site”). This report summarizes findings on the following:

- Chapter II - The assessment of existing conditions, with recommended improvements;
- Chapter III - The effects on traffic due to other nearby developments that are in the planning, proposal or construction stages; and
- Chapter IV - The impact of redevelopment at Waterside Mall under various alternatives, including with and without a proposed 4<sup>th</sup> Street connection between I and M Streets SW, and with service roads.

This report also includes recommendations to improve pedestrian safety, mobility, traffic safety and compliance with speeding regulations.

The study area, shown in Figure 1, includes the following:

- 3<sup>rd</sup> Street SW between Eye and M Streets SW;
- 4<sup>th</sup> Street SW between Independence Avenue and P Street SW;
- 6<sup>th</sup> Street SW between G and M Streets SW; and
- 7<sup>th</sup> Street SW between Independence and Maine Avenue Avenues

The study was conducted with assistance from area residents. The Study Team held one meeting with area residents to discuss transportation issues and potential improvement options and two additional meetings to receive additional input from the residents and present findings. Area residents provided additional input via e-mail and regular correspondence. Input from residents was helpful in the identification of key transportation issues noted in this report and in the development of recommendations with respect to transportation improvements. The Washington DC Office of Planning, Gorove/Slade Associates, Inc., Shalom Baranes Associates and The Kaempfer Company provided additional information to the Study Team.

**SELECT TO VIEW:**

***1. Study Area***

## II. EXISTING CONDITIONS

### EXISTING TRANSPORTATION FEATURES

The Study Team conducted an extensive data collection effort to gain an understanding of existing conditions in the study area. In addition to collecting data for the quantitative assessment of existing conditions, the Study Team conducted field evaluations throughout the study area during peak and off-peak hours to further assist in the assessment of existing conditions. This section of the report summarizes the data collected for the study and addresses issues and deficiencies in the transportation infrastructure.

### **MAJOR ROADWAYS IN THE STUDY AREA**

The study area is located in Southwest Washington, DC and is shown in Figure 1. The following are the major roadways in the study area:

- 3<sup>rd</sup> Street SW between Eye and M Streets SW;
- 4<sup>th</sup> Street SW between Independence Avenue and P Street SW;
- 6<sup>th</sup> Street SW between G and M Streets SW;
- 7<sup>th</sup> Street SW between Independence and Maine Avenue Avenues;
- I Street SW between 3<sup>rd</sup> and 7<sup>th</sup> Streets; and
- M Street/Maine Avenue between 3<sup>rd</sup> and 7<sup>th</sup> Streets

While most of the studied roadways continue beyond the above terminals, their associated characteristics will only be described within these limits.

#### **3<sup>rd</sup> Street**

3<sup>rd</sup> Street<sup>1</sup> is a two-way local street<sup>2</sup> running north-south between I Street and M Street. There is one lane in each direction, as shown in Figure 2, with parking permitted all day on both sides of the street, as shown in Figure 3. The intersections of 3<sup>rd</sup> Street with I and M Streets are signalized, while the intersections with K Street/Wesley Place and L Street are stop-controlled on the minor streets. The speed limit is 25 mph, but there are no posted speed limit signs. Both sides of the road have sidewalks.

As shown in Figure 4, land usage along 3<sup>rd</sup> Street is primarily medium-density residential, with medium-density commercial use where it borders the Waterside Mall property.

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<sup>1</sup> All of the streets in the study area are located in the southwest quadrant of the District. Therefore, throughout this report where the SW designation is omitted, it should be understood that the street is located in the southwest quadrant of the District.

<sup>2</sup> All roadway classifications were taken from the District of Columbia Functional Classification Map, Draft, January 1, 2002.

**SELECT TO VIEW:**

2. *Existing (2002) Peak Period Lane Configurations*

**SELECT TO VIEW:**

3. *Daytime Parking Restrictions*

**SELECT TO VIEW:**

4. *Generalized Land Use Map*

## **4<sup>th</sup> Street**

4<sup>th</sup> Street is a two-way minor arterial running north-south between Independence Avenue and I Street, as well as a collector running north-south between M Street and P Street. The existing Waterside Mall occupies 4<sup>th</sup> Street right-of-way between I and M Streets. The speed limit is 25 mph, but there are no posted speed limit signs. 4<sup>th</sup> Street generally operates with one lane in each direction, although some sections of it have a second lane. Parking restrictions vary throughout the corridor – parking is generally permitted all day between E and P Streets. Between Independence Avenue and E Street, parking restrictions range from no parking at all, to off-peak parking, to all-day permitted parking. Signalized intersections along this portion of 4<sup>th</sup> Street include C, E, G, I, M, N and P Streets, as well as Independence and Virginia Avenues.

North of the Southeast-Southwest Freeway (I-395), shown in Figure 5, 4<sup>th</sup> Street is a mix of medium-high density commercial and Federal use. Between the freeway and I Street, it passes through a medium density residential neighborhood, ending at a park just south of the intersection with I Street. Waterside Mall, occupying 4<sup>th</sup> Street right-of-way between I and M Streets, is a medium density commercial use. South of M Street, 4<sup>th</sup> Street goes through another medium density residential neighborhood, before ending at Ft. McNair. Sidewalks are present on both sides of 4<sup>th</sup> Street throughout the corridor.

**Figure 5**  
*4<sup>th</sup> Street at Southwest Freeway*



## **6<sup>th</sup> Street**

6<sup>th</sup> Street is a two-way local street running north-south between G Street and M Street/Maine Avenue. It has one lane in each direction with all-day parking permitted on both sides of the street. The speed limit is 25 mph, but there are no posted speed limit signs. The intersections of 6<sup>th</sup> Street with I Street and M Street/Maine Avenue are signalized. Sidewalks are present on both sides of 6<sup>th</sup> Street throughout the corridor.

Land usage along 6<sup>th</sup> Street is primarily medium-density residential, with medium-density commercial use where it borders the Waterside Mall property.

## **7<sup>th</sup> Street**

7<sup>th</sup> Street is a two-way minor arterial running north-south between Independence and Maine Avenues. During peak periods, it generally operates with three lanes in each direction and has no peak period parking. Parking is allowed at other times of the day. However, parking is permitted on 7<sup>th</sup> Street between G and I Streets at all times of the day, with only two lanes available to traffic. The speed limit is 25 mph, but there are no posted speed limit signs throughout the corridor. Sidewalks are present on both sides of 7<sup>th</sup> Street throughout the corridor.

North of I-395, land uses along 7<sup>th</sup> Street are primarily Federal, with some medium-high density commercial development. South of the freeway, land usage on the east side is medium density residential. The west side of 7<sup>th</sup> Street is a mix of institutional, medium density residential, a school and low density commercial.

## **I Street**

I Street is a two-way principal arterial running east-west through the study area, between 3<sup>rd</sup> and 7<sup>th</sup> Streets. I Street operates with one lane in each direction, except at the westbound approach to 4<sup>th</sup> Street, where there are two lanes. Parking is generally permitted throughout the day on both sides of I Street, except between 3<sup>rd</sup> and 4<sup>th</sup> Streets, where there are parking restrictions. These and all other parking restrictions throughout the study area are shown in Figure 3. Sidewalks are present on both sides of I Street. The speed limit is 25 mph, but there are no posted speed limit signs.

Aside from the park along the south side of I Street between 3<sup>rd</sup> and 6<sup>th</sup> Streets, I Street is entirely medium density residential through the study area.

## **M Street/Maine Avenue**

M Street is a minor arterial running east-west between 3<sup>rd</sup> and 6<sup>th</sup> Streets, where it becomes Maine Avenue and continues northwest-southeast to 7<sup>th</sup> Street. M Street/Maine Avenue has three through lanes in each direction and is divided by a median. Exclusive left turn lanes are provided on M/Maine in both directions at 4<sup>th</sup> and 7<sup>th</sup> Streets; for eastbound traffic at 3<sup>rd</sup> street; and for westbound traffic at 6<sup>th</sup> Street. Parking restrictions

vary throughout the corridor and can be viewed in Figure 3. The posted speed limit on M Street/Maine Avenue is 25 mph. Sidewalks are present on both sides of the street.

Land usage along M Street is primarily medium density residential, except the medium density Waterside Mall. After M Street becomes Maine Avenue, land usage is a mixture of low-density commercial and medium density residential.

## **PUBLIC TRANSPORTATION**

The Washington Metropolitan Area Transit Authority (WMATA) provides extensive bus and rail service in the study area. As shown in Figure 6, 28 routes serve the study area, with ten serving Waterside Mall and adjacent streets. There are also private buses serving major employers in the study area. The Waterfront-SEU Metrorail station (Green Line) is located at the intersection of 4<sup>th</sup> and M Streets, directly in front of Waterside Mall. The L'Enfant Plaza (Orange, Blue, Yellow, Green Lines) and Federal Center SW (Orange, Blue Lines) Metrorail stations are also located within the study area. Bus routes operating in the immediate vicinity of Waterside Mall are as follows. Detailed timetables and route maps may be found in Appendix B.

### **WMATA Route A9 – South Capitol Street Line**

Route A9 provides inbound service between 6:21 and 10:16 AM and outbound service between 3:17 and 6:51 PM, Monday-Friday. No service is provided at other times. AM headways at the stop located at 4<sup>th</sup> and M Streets range from 10 to 32 minutes, while PM headways range from 10 to 24 minutes.

### **WMATA Routes A42,46,48 – Anacostia-Congress Heights Line**

Routes A42,46,48 operate on M Street/Maine Avenue and 7<sup>th</sup> Street through the study area, providing bus service 7 days a week during non-rail hours.

### **WMATA Routes P1,2,6 – Anacostia-Eckington Line**

Routes P1,2,6 operate on I, 3<sup>rd</sup> and M Streets in the vicinity of Waterside Mall and continue through the eastern side of the study area, including Federal Center SW. Inbound, this route operates at an approximate headway of 20 minutes during the AM peak period and approximately 40 minutes during the PM peak period. There is no outbound service during the AM peak period. During the PM peak period, outbound headways are approximately 20 minutes. There is no weekend service in the vicinity of Waterside Mall.

### **WMATA Routes V7,8,9 – Minnesota Avenue-M Street Line**

Routes V,7,8,9 operate on M, 3<sup>rd</sup>, I and 7<sup>th</sup> Streets in the vicinity of the Waterside Mall. Headways for inbound AM peak period service range from 7 to 12 minutes. Inbound PM

**INSERT FIGURE 6 HERE:**

**6. *Public Transit***

peak period headways range from 9 to 16 minutes. Outbound headways range from 8 to 15 minutes during the AM peak period, and from 8 to 11 minutes during the PM peak period. Weekend service is offered on this route.

### **WMATA Routes 70,71 – Georgia Avenue-7<sup>th</sup> Street Line**

In the vicinity of Waterside Mall, routes 70 and 71 operate on 7<sup>th</sup>, I, 6<sup>th</sup>, M and 4<sup>th</sup> Streets, as well as Maine Avenue. Headways during the AM peak period range from 6 to 14 minutes, while PM peak period headways range from 7 to 12 minutes. Weekend service is offered on this route.

### **TRAFFIC VOLUMES**

In order to evaluate existing traffic conditions throughout the study area, the Study Team collected turning movement counts at eight intersections during the peak periods. Additionally, the Study Team collected daily traffic counts at key locations throughout the study area. Figure 7 shows the intersections where the Study Team collected turning movement count data:

1. 3<sup>rd</sup> and I (Eye) Streets<sup>1</sup>
2. 4<sup>th</sup> and I (Eye) Streets
3. 6<sup>th</sup> and I (Eye) Streets
4. 7<sup>th</sup> and I (Eye) Streets
5. 7<sup>th</sup> Street and Maine Avenue
6. 6<sup>th</sup> Street and Maine Avenue/M Street
7. 4<sup>th</sup> and M Streets
8. 3<sup>rd</sup> and M Streets<sup>1</sup>

Each of the intersections was counted during the AM and PM peak periods, 7:00-9:00 AM and 4:30-6:30 PM, respectively. Four counts were taken at each intersection during the AM and PM peak periods. Counts taken previously, during the month of February 2002 were included in the sample and were averaged with new counts taken as part of this study during the month of August 2002.

Since the majority of counts were taken during the summer months, when traffic volumes are typically lower than during other seasons, a seasonal adjustment factor of 13 percent was used to raise the summer counts to fall levels. This adjustment factor was derived from counts taken by DDOT at nearby locations during the summer and fall months. Finally, the “seasonally adjusted” counts were averaged with the February counts to create the raw volumes used for the study.

Because of the averaging process, there were minor discrepancies in the overall balance of traffic volumes throughout the study area network. In order to improve the modeling

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<sup>1</sup> The intersections on 3<sup>rd</sup> Street were not part of the original Scope of Work, but were added later as part of a complete study of Waterside Mall.

**SELECT TO VIEW:**

7. *Location of Turning Movement Counts*

of existing traffic conditions, the Study Team applied standard traffic engineering techniques to adjust the turning movement counts at intersections where minor unjustified imbalances were found. Figure 8 presents the existing (2002) balanced peak hour turning movement counts for the study area. Appendix C presents the raw volume counts for the eight intersections shown in Figure 8. Accompanying pedestrian counts are presented in Figure 9.

As shown in Figure 8, the intersections in the study area with the highest turning movement volumes can be found on M Street, with the intersection of 4<sup>th</sup> and M Streets the highest overall. The intersection of 6<sup>th</sup> and I Streets had the lowest turning movement volumes. Figure 9 shows that, as expected, the highest number of pedestrians can be found at 4<sup>th</sup> and M Streets, the intersection closest to the Metro station. Other high pedestrian volumes can be found along the predominantly residential I Street.

The Study Team collected automated Average Daily Traffic (ADT) counts over a one-week period, throughout September 2002, at the following locations:

- 3<sup>rd</sup> Street SW between L and M Streets
- 4<sup>th</sup> Street SW directly north of I Street
- 4<sup>th</sup> Street SW directly south of M Street
- 6<sup>th</sup> Street SW between K and M Streets
- 7<sup>th</sup> Street SW between G and I Streets
- M Street SW between 4<sup>th</sup> and 6<sup>th</sup> Streets

Figure 9 shows that M Street/Maine Avenue is the most heavily traveled roadway in the study area, with over 30,000 vehicles using it daily. 4<sup>th</sup> Street has the next highest volumes, with over 11,000 vehicles using the southern portion, and 7,500 using the northern section. 3<sup>rd</sup> Street has an ADT of 4,800 vehicles, which is high for a local street. Much of this 3<sup>rd</sup> Street traffic can be attributed to the lack of a direct connection on 4<sup>th</sup> Street between I and M Streets.

## **SPEED AND TRAVEL TIMES**

In order to gain an understanding of driving patterns and to gather information needed in the development of the traffic model for the study area, the Study Team collected information on speed and travel times on the major corridors. The Study Team collected the data on travel times and delay on September 19, 2002.

Study Team data collectors drove the 4<sup>th</sup> Street, 7<sup>th</sup> Street, I Street and M Street/Maine Avenue corridors several times in each direction during both the AM and PM peak hours, and recorded the elapsed travel times at predetermined travel points and the distance between the selected travel points. For the travel time runs, the data collectors were instructed to drive at the same speed as most of the vehicles traversing the study area. Thus, in some sections of the corridors, the data collectors traveled at speeds above the speed limit.

**SELECT TO VIEW:**

8. *2002 Existing Peak Hour Traffic Volumes*

**SELECT TO VIEW:**

**9. *Existing (2002) Peak Hour Pedestrian Counts***

The Study Team calculated average speed for each roadway segment as well as an overall average speed for the corridor using the data collected on travel times and distances between time points. Due to the numerous traffic signals along most of the corridors, as well as moderate to heavy peak period traffic volumes, overall average speeds are considerably slower than the speed limits of the roadways. However, there are individual sections on all of the corridors except I Street where average speeds met or exceeded the speed limit, as can be seen in Table 1. In particular, traffic traveling on 4<sup>th</sup> Street northbound between E and D Streets; 4<sup>th</sup> Street southbound between M and N Streets; M Street eastbound between 6<sup>th</sup> and 4<sup>th</sup> Streets; and 6<sup>th</sup> Street in both directions between I and M Streets exceeded the speed limit by several miles per hour.

As shown in Figures 10 and 11, due to signal coordination, the 4<sup>th</sup> Street corridor (north of I Street) and 7<sup>th</sup> Street corridor have higher northbound speeds in the morning, and higher southbound speeds in the afternoon. Speeds on M Street/Maine Avenue are generally consistent regardless of direction or time period, with the exception of westbound M Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets, which has a considerably slower segment speed than any of the other segments. Average speeds on I Street are consistent regardless of direction, but AM speeds are higher than PM speeds. For individual segments, the approaches to 4<sup>th</sup> Street and the segment between 6<sup>th</sup> and 7<sup>th</sup> Streets are noticeably slower than all other segments.

**Table 1**  
**Average Travel Speed at Selected Segments**

Roadway and Direction	Segment	Speed Limit (mph)	AM Peak	PM Peak
3 <sup>rd</sup> Street Northbound	M Street – I Street	25	24.9	23.7
3 <sup>rd</sup> Street Southbound	I Street – M Street	25	37.9	23.4
4 <sup>th</sup> Street Northbound (N)	E Street – D Street	25	38.3	21.6
4 <sup>th</sup> Street Southbound (N)	D Street – E Street	25	12.3	18.1
4 <sup>th</sup> Street Northbound (S)	N Street – M Street	25	17.5	12.3
4 <sup>th</sup> Street Southbound (S)	M Street – N Street	25	24.5	41.7
6 <sup>th</sup> Street Northbound	M Street – I Street	25	36.5	20.6
6 <sup>th</sup> Street Southbound	I Street – M Street	25	36.2	20.3
7 <sup>th</sup> Street Northbound	D Street – C Street	25	26.2	16.0
7 <sup>th</sup> Street Southbound	C Street – D Street	25	22.3	22.3
I Street Eastbound	4 <sup>th</sup> Street – 3 <sup>rd</sup> Street	25	18.9	18
I Street Westbound	3 <sup>rd</sup> Street – 4 <sup>th</sup> Street	25	9.1	5.5
M Street / Maine Avenue Eastbound	6 <sup>th</sup> Street – 4 <sup>th</sup> Street	25	29.1	16.4
M Street / Maine Avenue Westbound	4 <sup>th</sup> Street – 6 <sup>th</sup> Street	25	21.8	22.5

Appendix D presents a list of the recorded speeds for all the studied segments in the Study Area.

Due to the fact that 4<sup>th</sup> Street is not constructed between I and M Streets, traffic wishing to pass through the study area on 4<sup>th</sup> Street must go by way of I Street and M Street, and use either 3<sup>rd</sup> or 6<sup>th</sup> Street. Most vehicles choose to utilize 3<sup>rd</sup> Street rather than 6<sup>th</sup> Street. The length of this route between Independence Avenue and P Street is 1.3 miles.

**SELECT TO VIEW:**

*10. AM Peak Period Travel Times*

**SELECT TO VIEW:**

*11. PM Peak Period Travel Times*

Table 2 shows that, as expected, travel speeds are highest for northbound traffic during the AM peak period and southbound traffic during the PM peak period. Should 4<sup>th</sup> Street be connected between I and M Streets, these travel times may decrease.

**Table 2**  
***Travel Times and Speeds – Entire 4<sup>th</sup> Street Corridor<sup>1</sup>***

<b>Direction</b>	<b>Peak Period</b>	<b>Total Time</b>	<b>Average Speed</b>
Northbound	AM Peak	4:22	17.8 mph
Southbound	AM Peak	5:53	13.3 mph
Northbound	PM Peak	6:32	11.9 mph
Southbound	PM Peak	3:48	20.5 mph

## **SAFETY**

In order to assess safety conditions in the study area, the Study Team obtained accident data from the District Department of Transportation (DDOT) for each of the five corridors, for the years 1999 through 2001. As the information summarized in Table 3 indicates, the intersection of 7<sup>th</sup> Street and Maine Avenue is the location with the largest number of accidents in the study area, with 15 during the three analyzed years. Rear end and side-swipes were the most prevalent type of accidents at this intersection. This indicates that enhancements to signing and signalization at this location may be needed to improve the safety of traffic operations. Recommendations are listed in a later section of this report.

The intersection with the next highest number of accidents between 1999 and 2001 is 3<sup>rd</sup> and M Street, with a total of 11 accidents. Ranking third was the intersection of 6<sup>th</sup> and I Streets, with 8 overall accidents and five right angle accidents.

Pedestrian accidents occurred at the intersections of 3<sup>rd</sup> and I Streets, 3<sup>rd</sup> and M Streets and 4<sup>th</sup> and I Streets. While no pedestrian accidents were reported at the intersection of 4<sup>th</sup> and M Streets, pedestrian safety issues were observed at this intersection. These issues are described in the next section of this report. Detailed accident data is presented in Appendix E.

## **QUEUES AT STUDIED INTERSECTIONS**

The Study Team collected information on existing queues – the number of vehicles lined up at an intersection during the red phase of a traffic signal – at analyzed intersections in the study area. This information was needed to adequately develop a computerized model of existing traffic conditions. The Study Team took samples of maximum queues of each approach at the eight studied intersections. The Study Team calculated the average of the maximum queues for each of the approaches. Figure 12 summarizes the average of the observed maximum queues for the eight intersections. The longest queues

<sup>1</sup> 4<sup>th</sup> Street from Independence Avenue to I Street; I Street from 4<sup>th</sup> Street to 3<sup>rd</sup> Street; 3<sup>rd</sup> Street from I Street to M Street; M Street from 3<sup>rd</sup> Street to 4<sup>th</sup> Street; 4<sup>th</sup> Street from M Street to P Street.

**SELECT TO VIEW:**

**3. *Summary of Accident Data***

**SELECT TO VIEW:**

**12. *Observed Queues at Studied Intersections***

were observed on westbound Maine Avenue at 7<sup>th</sup> Street during the AM and PM peak hours. Another location with long queues is northbound 4<sup>th</sup> Street at M Street.

The Study Team used the queue information to develop the traffic model. The results of the traffic simulations were compared to the observed queues. Where the Study Team found significant discrepancies between modeled conditions and observed conditions, the input data used to set up the model was examined to eliminate the possibility of errors in the development of the model. After errors were ruled out, discrepancies were reconciled by making adjustments to the traffic model parameters to make the model replicate more accurately observed traffic conditions.

## **EXISTING LEVELS OF SERVICE**

The Consultant used SYNCHRO, a traffic modeling/analysis program, to evaluate existing traffic conditions at the eight studied intersections. For the evaluation, the Consultant entered existing traffic volumes, lane configurations, pedestrian volumes and signal timings into SYNCHRO to develop a base case, existing conditions model. SimTraffic, SYNCHRO's associated traffic simulation software, was used to assist in the development of a model that accurately replicates existing conditions.

The Consultant used the SimTraffic software results to calculate levels of service (LOS) and the delay per vehicle for the eight analyzed intersections in the study area. The LOS evaluation uses a six-letter grade scale (A to F) to rank the overall traffic handling ability of an intersection or a network. LOS A indicates excellent traffic operations with minimal delays. LOS F represents failing conditions with long delays. Levels of service E and F are generally considered undesirable. Appendix F provides a description of the different levels of service and their associated delays for both signalized and unsignalized intersections.

As Figure 13 indicates, traffic congestion is greater during the PM peak hour. For three of the eight intersections, AM and PM LOS is the same. Four of the remaining five intersections drop by one letter grade from AM to PM.

Two intersections, 4<sup>th</sup> and I Streets and 4<sup>th</sup> and M Streets are operating at LOS D during the PM peak hour. LOS D indicates that the existing traffic volumes are approaching the capacity of these two intersections and traffic delays are approaching undesirable levels during the PM peak hour.

The Consultant used the existing levels of service to identify locations where future improvements - such as signalization, changes in signal timing/phasing and additional lanes - could be implemented. These issues are described in the next section of this report.

**SELECT TO VIEW:**

**13.    *Existing Levels of Service (LOS)***

## **EXISTING TRANSPORTATION ISSUES AND RECOMMENDED IMPROVEMENTS**

In addition to conducting the traffic assessments with the use of the SYNCHRO computerized transportation model and reviewing accident data, the Study Team reviewed correspondence from citizens and citizen groups, and conducted field evaluations to assess existing conditions. In addition to congested operations at the intersections currently operating at LOS D, the Study Team identified a number of issues at locations throughout the study area.

The following is a discussion of existing transportation issues and recommended improvements throughout the study area. Locations where issues were identified are shown in Figure 14<sup>1</sup>.

### **3<sup>RD</sup> STREET**

**Issue:**

1. Safety of pedestrian operations at 3<sup>rd</sup> and I Streets

**Recommended Improvement:**

- Replace existing crosswalks with zebra-striped crosswalks.

### **4<sup>TH</sup> STREET**

**Issue:**

2. Inadequate pavement striping between Independence Avenue and I Street.

**Recommended Improvement:**

- Re-stripe centerline markings.

**Issue:**

3. Safety of traffic and pedestrian operations at 4<sup>th</sup> and C Streets

**Recommended Improvement:**

- Re-stripe crosswalks. Add stop bars to pavement on 4<sup>th</sup> Street.

**Issue:**

4. Safety of traffic and pedestrian operations at 4<sup>th</sup> Street and Virginia Avenue

**Recommended Improvements:**

- Add stop bar for northbound 4<sup>th</sup> Street at westbound leg of Virginia Avenue.
- Place crosswalk across 4<sup>th</sup> Street north of Virginia Avenue. Place crosswalk to connect the handicapped ramps on each side of 4<sup>th</sup> Street.
- Place stop bar for southbound 4<sup>th</sup> Street traffic 40 feet before signal heads.

**Issue:**

5. Safety of traffic and pedestrian operations at 4<sup>th</sup> and E Streets.

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<sup>1</sup> The Summary of Findings and Recommendations chapter of this report includes a graphic showing the location of the recommended improvements discussed within this section.

**SELECT TO VIEW:**

**14. *Existing Transportation Issues***

**Recommended Improvements:**

- Add stop bars on 4<sup>th</sup> Street.
- Add pedestrian signals on all four approaches.

**Issue:**

6. Safety of traffic and pedestrian operations at 4<sup>th</sup> and G Streets.

**Recommended Improvements:**

- Add stop bars on all four approaches.
- Add crosswalks on all four approaches.

**Issue:**

7. Safety of traffic and pedestrian operations at 4<sup>th</sup> and I Streets.

**Recommended Improvements:**

- Replace existing crosswalks with zebra-striped crosswalks.
- Police enforcement of right turn on red restrictions.

**Issue:**

8. Traffic operations at 4<sup>th</sup> and M Streets. Northbound 4<sup>th</sup> Street is operating as two left turn lanes, but is not signed or striped for it.

**Discussion:**

- Due to the large number of left turns at this intersection, and the split-phase operation of 4<sup>th</sup> Street/Waterside Mall driveway, this approach should be allowed to continue to operate with two left turn lanes. However, signing and striping should accompany the operation, to alert drivers to it.

**Recommended Improvement:**

- Place pavement marking arrow in the right lane of the northbound 4<sup>th</sup> Street approach indicating shared left/through/right operation. Install signage on the approach indicating the operation of the right lane.

**Issue:**

9. Traffic operations at 4<sup>th</sup> and M Streets. Traffic entering Waterside Mall tends to queue onto M Street.

**Recommended Improvement:**

- Reconfigure entrance to Waterside Mall and move parking gates away from M Street. This improvement would not have to be implemented if a vehicular connection is constructed on 4<sup>th</sup> Street between M and I Streets.

**Issue:**

10. Pedestrian operations at 4<sup>th</sup> and M Streets. Pedestrians cross on the west side of the intersection, despite the lack of crosswalk and pedestrian signal.

**Recommended Improvements:**

- Increase police enforcement of pedestrian laws.
- Make pedestrians aware of the crosswalk on the east side of the intersection.

**Issue:**

11. Safety of pedestrians crossing M Street at 4<sup>th</sup> Street. There are heavy pedestrian volumes during the peak periods.

**Discussion:**

- This intersection has the largest number of pedestrian crossings in the study area, as well as the highest traffic volumes. A pedestrian underpass would help improve both safety and intersection operations. However, the cost of constructing a grade-separated pedestrian tunnel across M Street at 4<sup>th</sup> Street would be high, and neighborhood residents have strong objections to this proposal based on pedestrian security and physical barriers. Therefore, a pedestrian underpass is not recommended.

**Recommended Improvements:**

- Increase pedestrian crossing time.
- Install “No Right Turn on Red When Pedestrians Are Present” signs on all approaches where right turns on red are permitted.

**Issue:**

12. Blind pedestrians crossing 4<sup>th</sup> and M Streets

**Discussion:**

- Audio buzzers are used at other locations around the city to assist blind pedestrians at busy intersection crossings. They should be installed at the two intersections closest to the metro station: 4<sup>th</sup> and I Streets and 4<sup>th</sup> and M Streets.

**Recommended Improvement:**

- Equip pedestrian signals with audio buzzers at the intersection of 4<sup>th</sup> and M Streets and at the intersection of 4<sup>th</sup> and I Streets.

**6<sup>TH</sup> STREET****Issue:**

13. Safety of traffic and pedestrian operations at 6<sup>th</sup> and I Streets.

**Recommended Improvements:**

- Replace existing crosswalks with zebra-striped crosswalks.
- Police or camera enforcement of right turn on red restrictions.

**7<sup>TH</sup> STREET****Issue:**

14. Inadequate pavement striping on 7<sup>th</sup> Street.

**Recommended Improvement:**

- Re-stripe crosswalks at 7<sup>th</sup> and C Streets.

**Issue:**

15. Traffic Operations at 7<sup>th</sup> and I Streets. Due to the skewed geometry of the legs of 7<sup>th</sup> Street, some southbound vehicles continue south on the red light, thinking they are actually making a legal right turn on red.

**Recommended Improvement:**

- Install “No Right Turn on Red” sign on southbound 7<sup>th</sup> Street at I Street.

**Issue:**

16. Missing sign at 7<sup>th</sup> and I Streets. The “No Right Turn on Red” sign for northbound 7<sup>th</sup> Street traffic is missing.

**Recommended Improvement:**

- Replace “No Right Turn on Red” sign on northbound 7<sup>th</sup> Street at I Street.

**Issue:**

17. Pedestrian and traffic operations at 7<sup>th</sup> and I Streets. Westbound right turns on red conflict with pedestrian crossings.

**Recommended Improvement:**

- Install “No Right Turn on Red when Pedestrians are Present” sign on westbound I Street at 7<sup>th</sup> Street.

**Issue:**

18. Pedestrian and traffic operations at 7<sup>th</sup> and I Streets.

**Recommended Improvement:**

- If the Special Traffic Operations Patrol program<sup>1</sup> is implemented in the District, station an officer at this intersection.

**Issue:**

19. One-way operation of G Street between 7<sup>th</sup> and 9<sup>th</sup> Streets.

**Discussion:**

- The land on the north side of G Street between 7<sup>th</sup> and 9<sup>th</sup> Streets was used as a parking lot prior to the construction of the Capitol Square residential development. Residents of this development find it difficult to access their homes due to the one-way eastbound nature of G Street. Under current conditions, they can only access their homes via 9<sup>th</sup> Street. The Study Team conducted a field evaluation of conditions on G Street and at the intersection of G and 9<sup>th</sup> Streets and found that G Street can safely and effectively be converted to two-way operation.

Currently, all traffic traveling south on 9<sup>th</sup> Street must stop at G Street, as well as traffic on the exit ramp from the Southwest Freeway. Northbound 9<sup>th</sup> Street traffic, which must turn right at G Street, is also controlled by a stop sign.

Additionally, in order to restrict westbound G Street traffic to turning left onto 9<sup>th</sup> Street, the pavement north of the island separating 9<sup>th</sup> Street from the Freeway exit ramp should be striped with 24” wide white pavement markings.

Finally, traffic signal hardware installation will be necessary at the intersection of 7<sup>th</sup> and G Streets to provide for two-way operation.

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<sup>1</sup> This program, which is under consideration, would place special traffic operations patrol officers at select intersections in the District during peak periods to help improve traffic operations.

**Recommended Improvements:**

- Convert G Street to two-way operation between 7<sup>th</sup> and 9<sup>th</sup> Streets.
- An all-way stop sign should be installed at the intersection of 9<sup>th</sup> and G Streets.
- Add pavement markings to area north of island separating 9<sup>th</sup> Street and exit ramp from Southwest Freeway.
- Upgrade traffic signal at 7<sup>th</sup> and G Streets.

**Issue:**

20. High number of accidents at the intersection of 7<sup>th</sup> Street and Maine Avenue.

**Discussion:**

- DDOT accident records indicate that there were 15 accidents at this intersection between 1999 and 2001, with rear-end and side-swipe accidents the most common. Field evaluations indicate that the pavement striping is missing, in poor condition or substandard on the 7<sup>th</sup> Street approaches. Additionally, the intersection pavement is in poor condition.

Due to poor sight distance to the left, as well as the parking lane on eastbound Maine Avenue, right turns on red onto Maine Avenue from northbound 7<sup>th</sup> Street should be prohibited. Traffic volumes for this movement are light, and the recommended prohibition is not expected to have an impact on current traffic operations.

The left lane of the southbound 7<sup>th</sup> Street approach to the intersection should operate as a left turn only lane due to the high number of left turns at this approach compared to the volume of through traffic.

**Recommended Improvements:**

- Install “Signal Ahead” advance traffic control signs on both approaches of Maine Avenue, 150 feet before the intersection.
- Replace the “Keep Right” sign on northbound 7<sup>th</sup> Street between Water Street and Maine Avenue (the existing sign is not in good condition).
- Stripe northbound 7<sup>th</sup> Street as 3 lanes between Water Street and Maine Avenue. Due to the short length of this approach, it should be striped with solid lines the entire length. To remain consistent with existing signage, the right lane should be designated as a right turn only lane with the appropriate pavement arrow and legend.
- Prohibit right turns on red for northbound 7<sup>th</sup> Street.
- Re-stripe pavement markings on southbound 7<sup>th</sup> Street approaching Maine Avenue.
- Convert the left lane of southbound 7<sup>th</sup> Street to a left turn only lane. Add the appropriate pavement arrow and legend.
- Re-pave the intersection.

**I STREET****Issue:**

21. Inadequate pavement striping on I Street.

**Recommended Improvement:**

- Re-stripe centerline markings from 4<sup>th</sup> Street to 7<sup>th</sup> Street.

**Issue:**

22. Vehicular congestion on I Street

**Recommended Improvement:**

- Improve coordination of traffic signals.

**AREA-WIDE**

**Issue:**

23. Pedestrian safety around school buildings. The Consultant observed pedestrian and vehicular traffic and safety around the following schools:

- Amidon Elementary School – 401 I Street
- Jefferson Junior High School – 801 7<sup>th</sup> Street
- Techworld Public Chartered – 401 M Street
- Washington Math Science Tech – 401 M Street
- Southeastern University – 501 I Street

**Recommended Improvement:**

- Figure 15 presents a list of issues and potential improvements associated with the areas around each of the observed schools.

**SELECT TO VIEW:**

**15. *Existing Schools and School Crossings***

### **III. FUTURE CONDITIONS**

#### **FUTURE CONDITIONS WITHOUT NEW SITE DEVELOPMENT (TOTAL BACKGROUND SCENARIO)**

In order to evaluate the impact of the Waterside Mall PUD, an analysis of future traffic conditions without Waterside Mall was performed.

The Study Team evaluated future conditions taking into consideration growth in background traffic and traffic generated by new and proposed developments in the study area. The background traffic and other area development traffic were added to existing traffic counts to determine future traffic volumes without new development at Waterside Mall.

#### **BACKGROUND GROWTH**

The calculated growth rate used for background traffic was 1.0 percent per year. This rate accounts for regional growth as well as significant development growth in the area adjacent to the study area. All balanced traffic volumes were grown by this percentage to determine background traffic volumes for the years 2010 and 2022, the two analysis years selected by the Study Team.

#### **WATERSIDE MALL**

The majority of the existing office space at Waterside Mall is currently vacant. The future conditions without new development scenarios presented in this study assume that this space would not remain vacant if Waterside Mall is not redeveloped. Therefore, background conditions were analyzed assuming full occupancy of the unused one million square feet of existing office space at the Waterside Mall site.

#### **Trip Generation For Waterside Mall**

Trip generation for the currently unoccupied office space in the Waterside Mall was calculated based on the available land use information and applying trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (6<sup>th</sup> Edition). Additionally, the number of trips was adjusted to account for transit usage based on information found in “Development Related Ridership Survey II,” published by the Washington Metropolitan Area Transit Authority (WMATA). As Table 4 shows, filling up the existing vacant office space at the Waterside Mall will generate more than 450 vehicular trips during the peak hours and approximately 3,000 daily trips.

#### **Trip Distribution for Waterside Mall**

Trips generated by the existing vacant office space of Waterside Mall were distributed based on existing entrance and exit locations, and on existing traffic patterns.

**Table 4**  
**Summary of Trip Generation for Currently**  
**Vacant Waterside Mall Office Space**

Development	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips (two-way)
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Waterside Mall Currently Vacant Office Space (1,000,000 sq. ft.)	1,028	140	1,168	204	996	1,200	7,779
<i>Transit Reduction = 61%</i>	<i>(627)</i>	<i>(85)</i>	<i>(712)</i>	<i>(124)</i>	<i>(607)</i>	<i>(731)</i>	<i>(4,745)</i>
<b>Net Waterside Mall Currently Vacant Office Space Trips</b>	401	55	<b>456</b>	80	389	<b>469</b>	<b>3,034</b>
Trip Generation information calculated based on ITE Code 710, General Office Building							

### OTHER AREA DEVELOPMENTS

Several developments in the vicinity of the study area are in the proposal, planning or construction stages. Traffic associated with these developments was analyzed and included in the future conditions scenario.

The boundaries used for other area developments in this study are as follows:

- North-south – Independence Avenue to Buzzards Point
- East-west – Washington Channel to 4<sup>th</sup> Street SE

Based on information provided by the District of Columbia Office of Planning, 15 developments in the area were identified. These developments, shown in Figure 16, are as follows:

1. Capital Park East – 422-unit multi-family rental development. Located at 301 G Street SW. Currently under construction.
2. Millennium Arts Center – 150,000 square foot studio arts center. Located at 65 I Street SW. Currently under construction.
3. Syphax School Housing – 41-unit single-family residential development. Located at Half and O Streets SW. Currently under construction.
4. Capitol Point – 750-unit multi-family residential development, with 1.35 million square feet of office development. Located at 2<sup>nd</sup> Street and Potomac Avenue SW. Currently in the planning stage.
5. Florida Rock II – 300-unit multi-family residential development. Located at South Capitol and S Streets SW. Currently in the planning stage.
6. Anacostia Waterfront Initiative (AWI) – Mixed-use development located along the current Water Street SW. The most current scenario calls for 800 residential units, a 300-room hotel, 217,000 square feet of retail space, and a 160,000 square foot museum at build-out. The expected level of development by 2010 is 560 residential units, 210 hotel rooms and 151,900 square feet of retail space.

**SELECT TO VIEW:**

**16. *Other Area Developments***

7. 20 M Street – 190,000 square foot office building planned for 20 M Street SE.
8. Arthur Capper-Carrollsborg – 1,500-unit planned residential development located on M Street SE between 3<sup>rd</sup> and 6<sup>th</sup> Streets. 800 units will be new construction, while the remaining 700 units are to be rehabilitated existing units.
9. Capitol Hill Towers – 342-unit planned residential development, located at L Street and New Jersey Avenue SE.
10. USDOT Headquarters – Relocation of the Department of Transportation headquarters to 3<sup>rd</sup> and M Streets SE. This building is expected to employ 5,500 people.
11. Federal Gateway – 297,000 square foot office building currently under construction at 140 M Street SE.
12. Florida Rock I – Mixed-use development, located at 100 Potomac Avenue SE, This development calls for 589,660 square feet of office space, 205 units of residential development, 55,000 square feet of retail space and a 600-room hotel.
13. Plaza of the Patriots – mixed-use development located at 4<sup>th</sup> and E Streets SW. Currently partially under construction. Current proposal calls for 300,000 square feet of office space and a 230-room hotel.
14. Potomac Place – Proposed 302-unit addition to currently existing residential development located at 800 4<sup>th</sup> Street SW.
15. Southeast Federal Center – Large, mixed-use development located between M Street and the Anacostia River in Southeast. Current proposals call for 2,900 residential units, 1,513,000 square feet of office space, 350,000 square feet of retail space, and a 100,000 square foot museum at build-out. The expected level of development by 2010 is 1,800 residential units, 713,000 square feet of office space, 160,000 square feet of retail space and 20,000 square feet of museum.

In addition to the developments listed above, Arena Stage, located at 6<sup>th</sup> and M Streets, is planning to undergo renovations. The proposed redevelopment at this site will generate only a marginal increase in peak hour traffic.

### **Trip Generation For Other Area Developments**

Table 5 summarizes AM and PM peak hour, and daily traffic volume forecasts for the other area developments analyzed in this study. The trips shown below are for the year 2022. AWI and Southeast Federal Center are expected to be partially complete by 2010, and built-out by 2022. Trip generation rates for area developments were calculated based on available land use information and applying trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (6<sup>th</sup> Edition). Additionally, the numbers of trips were adjusted to account for transit usage based on information found in “Development Related Ridership Survey II,” published by the Washington Metropolitan Area Transit Authority (WMATA). As the table indicates, the Southeast Federal Center and AWI, with their mixture of office, residential, retail and museum space, are expected to be the major traffic generators in the area.

**Table 5**  
**Summary of Trip Generation for Other Area Development<sup>1</sup>**

No.	Development	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips (two-way)
		IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Capital Park East	34	179	213	166	82	248	2,664
	<i>Transit Reduction = 45%</i>	(15)	(81)	(96)	(75)	(37)	(112)	(1,200)
	Net Trips	19	98	117	91	45	136	1,464
2	Millennium Arts Center	131	67	198	89	173	262	1,336 <sup>2</sup>
	<i>Transit Reduction = 42%</i>	(55)	(28)	(83)	(37)	(73)	(110)	
	Net Trips (See Note 2)	76	39	115	52	100	152	
3	Syphax School Housing	10	29	39	31	17	48	456
	<i>Transit Reduction = 30%</i>	(3)	(9)	(12)	(9)	(5)	(14)	(136)
	Net Trips	7	20	27	22	12	34	320
4	Capitol Point							12,670
<i>Transit Reduction = 0%</i>								
	Net Trips	1,361	343	1,704	423	1,419	1,842	
5	Florida Rock II							1,932
	<i>Transit Reduction = 0%</i>							
	Net Trips	24	128	152	119	60	179	
6	AWI <sup>4</sup>	245	570	815	1,025	1,028	2,053	21,190
	<i>Transit Reduction (varies<sup>1</sup>)</i>	(90)	(170)	(260)	(368)	(403)	(771)	(7,784)
	Net Trips	155	400	555	657	625	1,282	13,406
7	20 M Street	274	37	311	50	243	293	2,172
	<i>Transit Reduction = 61%</i>	(167)	(23)	(190)	(30)	(148)	(178)	(1,326)
	Net Trips	107	15	121	20	95	115	846
8	Arthur Capper-Carrollsborg	64	337	401	303	149	452	4,930
	<i>Transit Reduction = 50%</i>	(32)	(169)	(201)	(152)	(74)	(226)	(2,465)
	Net Trips	32	168	200	151	75	226	2,465
9	Capitol Hill Towers	28	145	173	137	67	204	2,184
	<i>Transit Reduction = 55%</i>	(15)	(80)	(95)	(75)	(37)	(112)	(1,202)
	Net Trips	13	65	78	62	30	92	982
10	DOT Headquarters	840	64	904	85	767	852	4,830 <sup>3</sup>
	<i>Transit Reduction = 45%</i>	(378)	(29)	(407)	(38)	(345)	(383)	
	Net Trips	462	35	497	47	422	469	
11	Federal Gateway	391	53	444	70	342	412	3,062
	<i>Transit Reduction = 61%</i>	(238)	(33)	(271)	(43)	(209)	(252)	(1,868)
	Net Trips	153	20	173	27	133	160	1,194
12	Florida Rock I	820	541	1361	549	863	1,412	13,782
	<i>Transit Reduction = 26%</i>	(213)	(140)	(353)	(43)	(209)	(252)	(3,584)
	Net Trips	607	401	1,008	506	654	1,160	10,198
13	Plaza of the Patriots	412	151	563	155	386	541	4,776
	<i>Transit Reduction (varies<sup>1</sup>)</i>	(171)	(52)	(223)	(55)	(157)	(212)	(1,802)
	Net Trips	241	99	340	100	229	329	2,974
14	Potomac Place	25	129	154	122	60	182	1,944
	<i>Transit Reduction = 46%</i>	(11)	(59)	(70)	(56)	(28)	(84)	(894)
	Net Trips	14	70	84	66	32	98	1,050

Table 5 (cont.)

15	SE Federal Center <sup>4</sup>	1,867	1,539	3,406	2,119	2,918	5,037	45,166
	<i>Transit Reduction (varies<sup>1</sup>)</i>	<i>(967)</i>	<i>(769)</i>	<i>(1,736)</i>	<i>(1,031)</i>	<i>(1,457)</i>	<i>(2,488)</i>	<i>(22,054)</i>
	Net Trips	900	770	<b>1,670</b>	1,088	1,461	<b>2,549</b>	<b>23,112</b>
<b>Total Other Area Development Traffic</b>		<b>4,171</b>	<b>2,671</b>	<b>6,842</b>	<b>3,431</b>	<b>5,392</b>	<b>8,823</b>	<b>72,613</b>

**Notes:**

1. The Table "Trip Generation For Area Development," included in Appendix G, presents more details on the square footage and number of units used in the calculations. It also presents detailed information on the ITE Trip Generation rates used in the calculations.
2. ITE provides no daily trip generation info for the land use chosen for Millennium Arts Center. The daily trips generated by Millennium Arts Center were estimated by averaging the AM and PM peak hours and using the standard engineering practice of the peak hour representing 10 percent of total daily volume.
3. Trip Generation for the USDOT headquarters was provided by the engineer for this project, and no daily trip generation was provided. The same methodology described in Note 2 was used to calculate the estimated daily trips that will be generated by the USDOT site.
4. This table shows the estimated number of trips for AWI and the Southeast Federal Center at build-out (2022). The number of estimated trips for the 2010 interim year are presented in Appendix G.

**Trip Distributions for Other Area Developments**

In order to distribute trips for other area developments, major regional population and employment centers were determined. Based on these locations, anticipated expressway and arterial routes were determined for the other area developments, and trips were distributed based on these anticipated routes. A significant proportion of the other area development traffic is expected to pass through the Waterside Mall study area. Separate trip distributions were developed for residential and commercial development. The greatest percentage of traffic enters and exits the study area via M Street/Maine Avenue, with a considerable amount of traffic entering and exiting via 4<sup>th</sup> and 7<sup>th</sup> Streets. Detailed distributions used for other area development traffic can be found in Appendix H.

**TRIP ASSIGNMENTS FOR OTHER AREA DEVELOPMENTS AND EXISTING WATERSIDE MALL**

The projected year 2010 and 2022 background trip assignments at each of the study area intersections were estimated by combining:

1. Trip assignments for the developments listed in Table 5
2. Full occupancy of the existing Waterside Mall office space
3. Existing traffic volumes increased by the one percent per-year growth rate.

Figure 17 shows anticipated 2010 volumes, while Figure 18 shows expected 2022 volumes with growth in background traffic and the addition of area developments. When compared to existing traffic volumes, the individual volume increases at each intersection can be seen.

Overall, AM peak hour traffic is expected to increase by 52.5 percent between 2002 and 2010 and by 71.0 percent by 2022. PM peak hour traffic is expected to increase by 63.9 percent in between 2002 and 2010 and by 91.0 percent by 2022. Most of the increase in traffic is due to the additional trips generated by the developments listed on Table 5.

## **PEDESTRIAN MOVEMENTS**

Along with the increase in traffic associated with development in the vicinity of the Waterside Mall, as well as the anticipated full occupancy of the Waterside Mall office space, an increase in pedestrian traffic is anticipated. An annual increase in pedestrian volume of 4.0 percent was used. The Study Team calculated this annual increase based on the calculated annual increase in traffic volumes for the 2022 scenario.

## **LEVELS OF SERVICE WITH BACKGROUND TRAFFIC**

Using the SYNCHRO traffic analysis software, the Study Team evaluated traffic conditions at the eight intersections in the study area for future conditions with background traffic. SimTraffic, SYNCHRO's associated traffic simulation software, was used to assist in the development of a model depicting expected future traffic conditions with background traffic.

In the course of the initial 2010 scenario modeling, SimTraffic indicated conditions of gridlock throughout the network due to the impacts of the traffic generated by the developments listed in Table 5 on eastbound I Street. Thus, the Study Team modeled I Street with two eastbound lanes to address these gridlock conditions. Currently, there is metered parking along eastbound I Street between 6<sup>th</sup> and 3<sup>rd</sup> Streets. Field observations indicate that this parking is little used during the peak periods. All SimTraffic future scenarios were modeled with two eastbound through lanes on I Street, between 6<sup>th</sup> and 3<sup>rd</sup> Streets. At 3<sup>rd</sup> Street, the curb lane was modeled as an exclusive right turn lane.

The Study Team used the SimTraffic results to calculate LOS and the delay per vehicle for the intersections in the study area. Table 6 compares the levels of service and delay per vehicle for existing traffic conditions and for future background and other area development traffic during the AM and PM peak hours.

Traffic conditions at all of the intersections degrade in the 2010 model and further degrade in the 2022 model. As Table 6 indicates, with the background growth, other area developments and filling-in of the vacant office space at the Waterside Mall, most study area intersections are expected to operate at acceptable levels of service during the AM peak hour for the year 2010, with the exceptions of 3<sup>rd</sup> and 4<sup>th</sup> Streets with I Street, which are expected to operate at LOS F. However, without improvements, traffic conditions at

**SELECT TO VIEW:**

*17. Total Background (2010) AM and PM Peak Hour Volumes*

**SELECT TO VIEW:**

*18. Total Background (2022) AM and PM Peak Hour Volumes*

**SELECT TO VIEW:**

***Table 6. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Background and Other Area Developments, 2022 Total Background and Other Area Developments***

these intersections are expected to degrade significantly during the 2010 PM peak hour. The intersections of 3<sup>rd</sup> and 4<sup>th</sup> Streets with I Street, and 3<sup>rd</sup> and 7<sup>th</sup> Streets with M Street/Maine Avenue are expected to operate at LOS F during the 2010 PM peak hour.

For the year 2022, the intersections of 3<sup>rd</sup> and 4<sup>th</sup> Streets with I Street are expected to operate at LOS F during the AM peak hour and most of the intersections included in the analysis are expected to operate at LOS F during the PM peak hour. This level of service indicates that even without the PUD level of redevelopment of Waterside Mall, transportation improvements should be put in place prior to 2010 to accommodate the substantial growth in background traffic and to accommodate the needs of other area development traffic.

### **FUTURE CONDITIONS WITH SITE DEVELOPMENT AND WITHOUT 4<sup>TH</sup> STREET VEHICULAR CONNECTION**

The Study Team evaluated future conditions with site traffic under five scenarios. The first two scenarios analyzed traffic in the years 2010 and 2022 (the interim phase and the projected build-out year for Waterside Mall) without a vehicular connection of 4<sup>th</sup> Street between I and M Streets. These scenarios assumed that 4<sup>th</sup> Street would be constructed as a pedestrian promenade between I and M Streets, with vehicular traffic prohibited. The next two scenarios analyzed traffic with a 4<sup>th</sup> Street connection for the years 2010 and 2022. The fifth scenario analyzed the redevelopment project assuming that connections from M Street to I Street would be provided along service roads at the western and eastern ends of the Waterside Mall development instead of along a 4<sup>th</sup> Street connector.

### **SITE TRAFFIC TRIP GENERATION**

In order to gain an understanding of the impact of the traffic that would be generated by the PUD application for Waterside Mall, the land uses and associated trips generated by a “by-right” (allowable under current zoning) development were determined.

The Mall site includes Square 542, Lot 88 and Square 499, Lot 60, encompassing a total area of 584,656 square feet. The existing C-3-B zoning allows development up to a floor area ratio (FAR) of 5.0, with up to 4.0 FAR of an allowable nonresidential use. Based on this information, the property could be developed with approximately 2,923,300 square feet of construction, possibly consisting of:

- Up to 2,923,300 square feet (5.0 FAR) of residential uses representing approximately 2,923 apartments with average floor areas of 1,000 square feet;
- From 584,700 square feet (1.0 FAR) to 2,338,600 square feet (4.0 FAR) of retail and service uses, with the remaining floor area in residential use;
- From 584,700 square feet (1.0 FAR) to 2,338,600 square feet (4.0 FAR) of office uses, with the remaining floor area in residential use; and
- Any other combination of allowable residential and nonresidential uses.

The PUD level of development used in the estimation of site trips was based on PUD application information provided to the Study Team by the developer. As shown in Table 7, in the year 2010, the Waterside Mall PUD is expected to have a total of 1.6935 million square feet of office space, or 82.6 percent of the projected total office space at build-out of 2.0515 million square feet. 75,000 square feet of retail space will be provided, or 100 percent of the anticipated total at build-out. Finally, 200 apartment units will be complete, or 50 percent of the projected 400 units expected to be constructed at build-out. The PUD redevelopment proposal does not utilize the maximum allowable FAR. The existing 30,000 square foot supermarket will remain unchanged, and therefore was not included in the calculation of new trips. However, the 75,000 square feet of retail space is a reduction of 29,500 square feet from the existing 104,500 square feet of retail space at Waterside Mall. Only 117,500 square feet of the existing office space is currently occupied.

Trips for both scenarios were calculated based on the ITE Trip Generation Manual, 6<sup>th</sup> Edition. Net trips were calculated by subtracting the number of trips generated by the existing land uses from the number of trips generated by the proposed usage. Transit reduction rates were based on information provided in “Development Related Ridership Survey II,” published by WMATA. Trips were generated for the by-right scenario for comparison purposes only. No traffic modeling was performed with trips generated under the by-right scenario.

**Table 7**  
**Summary of Development Levels**

<b>Land Use</b>	<b>Existing</b>	<b>By-Right<sup>1</sup></b>	<b>2010 PUD</b>	<b>2022 PUD</b>
Office	1,117,500 Sq. Ft. <sup>2</sup>	1,754,100 Sq. Ft.	1,693,500 Sq. Ft.	2,051,500 Sq. Ft.
Retail	104,500 Sq. Ft.	554,700 Sq. Ft.	75,000 Sq. Ft.	75,000 Sq. Ft.
Residential	0 Units	584 Units	200 Units	400 Units
Supermarket	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.
<sup>1</sup> Likely scenario based on existing zoning. The by-right scenario represents the maximum level of development that may be constructed with the existing zoning. However, based on the PUD application, it is highly unlikely that the property would be developed at the by-right levels. <sup>2</sup> 1,000,000 Sq. Ft. of existing office space is vacant.				

Tables 8 and 9 show the net trip generation information for the proposed PUD level of development for the years 2010 and 2022, respectively. Detailed trip generation information for Waterside Mall, including by-right trip generation for three possible scenarios, is presented in Appendix I.

As shown in Table 10, when compared to full occupancy of the existing vacant office space at Waterside Mall, the proposed PUD redevelopment is expected to generate 170 additional AM peak hour trips in 2010; 319 additional AM peak hour trips in 2022; 209 additional PM peak hour trips in 2010; and 414 additional PM peak hour trips in 2022. The number of daily trips generated by the 1,000,000 square feet of vacant office space is 700 less than the number of daily trips generated by the redeveloped site in the year 2010.

**Table 8**  
**Summary of 2010 Trip Generation for Site – PUD Level of Development**

Land Use		AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips (two-way)
		IN	OUT	TOTAL	IN	OUT	TOTAL	
A	Proposed Total New Office - 1,693,500 SF	1,565	213	1,778	336	1,641	1,977	11,658
	<i>Transit Reduction = 61%</i> Net Trips	(955)	(130)	(1,085)	(205)	(1,001)	(1,206)	(7,112)
		610	83	693	131	640	771	4,546
B	Existing Occupied Office - 117,500 SF	(187)	(25)	(212)	(36)	(175)	(211)	(1,502)
	<i>Transit Reduction = 61%</i> Net Trips	(114)	(15)	(129)	(22)	(107)	(129)	(916)
		(73)	(10)	(83)	(14)	(68)	(82)	(586)
C	Net New Office Trips (A - B)	537	73	610	117	572	689	3,960
D	Proposed Retail - 75,000 SF	82	52	134	93	101	194	3,050
	<i>Transit Reduction = 46%</i> Net Trips	(38)	(24)	(62)	(43)	(46)	(89)	(1,402)
		44	28	72	50	55	105	1,648
E	Existing Retail - 104,500 SF	(100)	(64)	(164)	(130)	(141)	(271)	(4,250)
	<i>Transit Reduction = 46%</i> Net Trips	(46)	(29)	(75)	(60)	(65)	(125)	(1,954)
		(54)	(35)	(89)	(70)	(76)	(146)	(2,296)
F	Net New Retail Trips (D - E)	(10)	(7)	(17)	(20)	(21)	(41)	(648)
G	Proposed Residential (200 units)	16	86	102	85	42	127	1,332
	<i>Transit Reduction = 67%</i> Net Trips	(11)	(58)	(69)	(57)	(28)	(85)	(892)
		5	28	33	28	14	42	440
H	Net New Commercial Trips (C + F)	527	66	593	97	551	638	3,312
I	Net New Residential Trips (G)	5	28	33	28	14	40	420
J	Net New Total Trips (H + I)	532	94	626	125	565	678	3732
<p><b>Note:</b> Detailed trip generation information for West at inside Mall is presented in Appendix I.</p>								

**Table 9**  
**Summary of 2022 Trip Generation for Site – PUD Level of Development**

Land Use		AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips (two-way)
		IN	OUT	TOTAL	IN	OUT	TOTAL	
A	Proposed Total New Office – 2,051,500 SF	1,823	249	2,072	404	1,975	2,379	13,508
	<i>Transit Reduction = 61%</i>	(1,112)	(152)	(1,264)	(246)	(1,205)	(1,451)	(8,240)
	Net Trips	711	97	808	158	770	928	5,268
B	Existing Occupied Office – 117,500 SF	(187)	(25)	(212)	(36)	(175)	(211)	(1,502)
	<i>Transit Reduction = 61%</i>	(114)	(15)	(129)	(22)	(107)	(129)	(916)
	Net Trips	(73)	(10)	(83)	(14)	(68)	(82)	(586)
C	Net New Office Trips (A – B)	638	87	725	144	702	846	4,682
D	Proposed Retail – 75,000 SF	82	52	134	93	101	194	3,050
	<i>Transit Reduction = 46%</i>	(38)	(24)	(62)	(43)	(46)	(89)	(1,402)
	Net Trips	44	28	72	50	55	105	1,648
E	Existing Retail – 104,500 SF	(100)	(64)	(164)	(130)	(141)	(271)	(4,250)
	<i>Transit Reduction = 46%</i>	(46)	(29)	(75)	(60)	(65)	(125)	(1,954)
	Net Trips	(54)	(35)	(89)	(70)	(76)	(146)	(2,296)
F	Net New Retail Trips (D – E)	(10)	(7)	(17)	(20)	(21)	(41)	(648)
G	Proposed Residential (400 units)	32	170	202	158	78	236	2,532
	<i>Transit Reduction = 67%</i>	(21)	(114)	(135)	(106)	(52)	(158)	(1,696)
	Net Trips	11	56	67	52	26	78	836
H	Net New Commercial Trips (C + F)	628	80	708	124	681	805	4,034
I	Net New Residential Trips (G)	11	56	67	52	26	78	836
J	Net New Total Trips (H + I)	639	136	775	176	707	883	4,870
<b>Note:</b> Detailed trip generation information for Water at site Mall is presented in Appendix I.								

**Table 10  
Total Site Trips Comparison**

Level of Development	AM Peak Hour Net Trips			PM Peak Hour Net Trips			Daily Trips (two-way)
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Net Waterside Mall Existing Vacant Office Space Trips (1,000,000 SF)	401	55	456	80	389	469	3,034
By-right Net New Trips (1,754,100 SF Office, 584 Apartment Units, 554,700 SF Retail, 30,000 SF Supermarket)	815	277	1,092	679	1,194	1,873	19,860
2010 PUD Net New Trips (1,693,500 SF Office, 75,000 SF Retail, 200 Apartment Units)	532	94	626	125	565	678	3,732
2022 PUD Net New Trips (2,100,500 SF Office, 75,000 SF Retail, 400 Apartment Units)	639	136	775	176	707	883	4,870
<b>Note:</b> Detailed trip generation information for Waterside Mall is presented in Appendix I.							

When compared to the likely by-right scenario, the proposed 2022 PUD level of development is expected to generate 317 fewer trips during the AM peak hour; 990 fewer trips during the PM peak hour; and 14,990 fewer daily trips. Other possible by-right scenarios would generate a wide range of trips. For example, the scenario consisting solely of 2,923 residential units would be expected to contribute approximately 5,800 total trips, which is approximately 930 more than what is expected in 2022 under the PUD application. Finally, the scenario with 2,338,600 square feet of retail space and 584 apartment units would be expected to generate over 29,000 daily trips, a number far greater than anticipated by the PUD level of development<sup>1</sup>.

### **TRIP DISTRIBUTIONS FOR SITE DEVELOPMENTS**

As with the other area developments, in order to distribute the generated trips for the PUD development, major regional population and employment centers were determined. Based on these locations, anticipated expressway and arterial routes were determined for the other area developments, and trips were distributed based on these anticipated routes.

<sup>1</sup> The by-right scenario represents the maximum level of development that may be constructed with the existing zoning. However, based on the PUD application, it is highly unlikely that the property would be developed at the by-right levels. The trip generation of the by-right scenario is presented in this report to provide a comparison between the trips generated by the PUD level of development in the PUD and the maximum level of development that may be constructed with the existing zoning.

Unlike the other area developments, all trips associated with the Waterside Mall PUD originate or terminate within the study area. Separate trip distributions were developed for residential and commercial development for the 2010 and 2022 scenarios. Commercial and residential site traffic distributions are presented in Figures 19 and 20, respectively. It can be seen that the greatest percentage of traffic entering and exiting the site is via M Street/Maine Avenue, while a considerable amount of traffic enters and exits the site via 4<sup>th</sup> and 7<sup>th</sup> Streets.

## **TRIP ASSIGNMENTS FOR SITE DEVELOPMENTS**

The Study Team assigned the site trips generated by the Waterside Mall PUD to the study area network using the distributions shown in Figures 19 and 20. The estimated future year trip assignments for the scenario without the 4<sup>th</sup> Street connection are summarized in Figures 21 and 22. For site access, three main entry/exit points were used.

The developer proposes two full-movement driveways for M Street, as shown in Figure 23. One driveway is proposed between 3<sup>rd</sup> and 4<sup>th</sup> Streets, while the other is proposed between 4<sup>th</sup> and 6<sup>th</sup> Streets. Median breaks on M Street would be necessary for these driveways. The third major access point is on K Street/Makemie Place. A relatively small number of trips were assigned to the driveway on K Street/Wesley Place.

The addition of traffic volumes at the intersections increases with proximity to the proposed Waterside Mall driveway locations. M Street is expected to see the greatest overall increase in site traffic of all the studied intersections, with up to 168 trips added during the 2010 AM peak hour and 190 trips during the 2010 PM peak hour. When Waterside Mall is fully redeveloped in 2022, these numbers will increase during the AM and PM peak hours to 217 and 246, respectively. Of the studied intersections on I Street, the intersection of 6<sup>th</sup> and I Streets will see the largest amount of site trips, with 175 during the 2010 AM peak hour and 197 during the 2010 PM peak hour. In 2022, the AM and PM peak hour site traffic volumes are expected to increase to 225 and 256, respectively. 3<sup>rd</sup> Street between I and M Streets will see an increase of 71 vehicles during the 2010 AM peak and 81 vehicles during the 2010 PM peak. These numbers will increase with full development of Waterside Mall in 2022. 6<sup>th</sup> Street between I and M Street will see a similar increase in traffic generated by the site.

## **TOTAL TRIP ASSIGNMENTS WITH SITE DEVELOPMENT**

In order to forecast the total number of vehicular trips that are expected to traverse the study area intersections during the forecast years of 2010 and 2022, the Study Team added the following layers of traffic volumes:

1. Existing traffic
2. Growth in background traffic
3. Trips generated by other area development
4. PUD site traffic

**SELECT TO VIEW:**

***19. Site Distribution for Residential Development without 4<sup>th</sup> Street Connection***

**SELECT TO VIEW:**

***20. Site Distribution for Commercial Development without 4<sup>th</sup> Street Connection***

**SELECT TO VIEW:**

*21. Site Traffic for 2010 without 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

*22. Site Traffic for 2022 without 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

***23. Future/Proposed Peak Period Lane Configurations without 4<sup>th</sup> Street***

Note that the existing, currently vacant office space of Waterside Mall was not used in this scenario. This scenario assumes that Waterside Mall will be developed as shown in Table 7. Figures 24 and 25 show total volumes for site development without a vehicular connection of 4<sup>th</sup> Street for 2010 and 2022, respectively.

## SITE IMPACTS

The Study Team evaluated the impacts of the PUD development traffic on the study area intersections. The site impacts indicate what proportion of the forecast total traffic at a particular intersection is generated by new site traffic. The Study Team calculated the site impacts by dividing the additional PUD-generated traffic by the total forecast traffic at each intersection.

Site impacts of less than five percent are low and generally reflect negligible effects on traffic operations and delays. Site impacts between five and 15 percent are moderate and minor effects on traffic operations and delays are expected at intersections with site impacts at these levels. Site impacts of more than 15 percent are significant and generally result in significant degradation of traffic operations and increased delays. The intersections most affected by the site traffic are those located in the immediate vicinity of the site. Site impacts generally decrease with increased distance to the site that generates the trips.

Table 11 shows that the intersections of I Street with 6<sup>th</sup> and 7<sup>th</sup> Streets will be impacted the most by site traffic. Site traffic is expected to have a significant impact on the intersection of 6<sup>th</sup> and I Streets. A large portion of site traffic is expected to pass through this intersection. While the impact at 7<sup>th</sup> and I Streets is in the moderate range, this intersection experiences the second highest impact of the studied intersections. Of the remaining intersections, 4<sup>th</sup> and I, 7<sup>th</sup> and Maine and 3<sup>rd</sup> & M are expected to experience a change in impact from 2010 to 2022 – increasing from low to moderate impact. All other studied intersections are expected to experience a low level of impact in 2010 and 2022.

**Table 11**  
**Impact of Site Traffic on Area Intersections without 4<sup>th</sup> Street Connection**

Intersection	2010	2022	2010	2022
	AM Peak Hour Site Impact	AM Peak Hour Site Impact	PM Peak Hour Site Impact	PM Peak Hour Site Impact
1. 3 <sup>rd</sup> and I Streets	3%	4%	3%	3%
2. 4 <sup>th</sup> and I Streets	4%	5%	4%	4%
3. 6 <sup>th</sup> and I Streets	16%	18%	14%	15%
4. 7 <sup>th</sup> and I Streets	10%	12%	9%	10%
5. 7 <sup>th</sup> Street and Maine Avenue	4%	5%	4%	4%
6. 6 <sup>th</sup> and M Streets	3%	3%	3%	3%
7. 4 <sup>th</sup> and M Streets	3%	3%	3%	3%
8. 3 <sup>rd</sup> and M Streets	4%	5%	5%	5%

**SELECT TO VIEW:**

***24. Total (2010) AM and PM Peak Hour Volumes without 4<sup>th</sup> Street Connection***

**SELECT TO VIEW:**

***25. Total (2022) AM and PM Peak Hour Volumes without 4<sup>th</sup> Street Connection***

## **PEDESTRIAN MOVEMENTS**

Along with the increase in traffic the redevelopment of Waterside Mall, an increase in pedestrian traffic is anticipated. Based on projected development growth, the Study Team calculated that pedestrian traffic is expected to increase at a rate of 4.1 percent per year. This scenario, with a pedestrian connection and no vehicular connection along 4<sup>th</sup> Street between M and I Streets, would be the safest for pedestrians. Without vehicles on the proposed 4<sup>th</sup> Street connection, there would be no conflicts between pedestrians and vehicles.

## **FUTURE LEVELS OF SERVICE WITH SITE DEVELOPMENT WITHOUT 4<sup>TH</sup> STREET CONNECTION**

As stated above, the two analysis years used in this study are 2010 and 2022. The year 2022 is the build-out year for Waterside Mall. Levels of service were calculated using the trips generated and assigned for the appropriate levels of development at each of these years.

In the course of the initial 2010 scenario modeling, SimTraffic indicated conditions of gridlock throughout the network due to site traffic added along eastbound I Street. Thus, the Study Team modeled I Street with two eastbound lanes to address the gridlock conditions. Currently, there is metered parking along eastbound I Street between 6<sup>th</sup> and 3<sup>rd</sup> Streets. Field observations indicate that this parking is little used during the peak periods. All SimTraffic scenarios with redevelopment at the site were modeled with two eastbound through lanes on I Street, between 6<sup>th</sup> and 3<sup>rd</sup> Streets. At 3<sup>rd</sup> Street, the curb lane was modeled as an exclusive right turn lane.

The Study Team used the SimTraffic results to calculate LOS and the delay per vehicle for the intersections in the study area. Table 12 compares the levels of service and delay per vehicle for existing traffic conditions and for total traffic conditions without the 4<sup>th</sup> Street connection for the years 2010 and 2022.

As noted above, without improvements, the study area intersections would operate at gridlock conditions during the peak hours. Nevertheless, even with the I Street improvement, the intersections of 3<sup>rd</sup> and 4<sup>th</sup> Streets with I Street are expected to operate at LOS F during the AM and PM peak hours for the years 2010 and 2022. The poor operation of these intersections is primarily attributed to motorists passing through the study area who must use I and 3<sup>rd</sup> Streets to access M Street or the southern portion of 4<sup>th</sup> Street. By 2022, even with the improvements on I Street, several intersections are expected to operate at LOS F during the PM peak hour. The intersections that are expected to operate at LOS F during the PM peak hour for the 2022 scenario are 3<sup>rd</sup> Street and I Street, 4<sup>th</sup> Street and I Street, 7<sup>th</sup> Street and Maine Avenue, 4<sup>th</sup> Street and M Street and 3<sup>rd</sup> Street and M Street. Thus, additional improvements would be needed to accommodate the 2010 and 2022 PUD levels of development at the Waterside Mall with a scenario that does not include a vehicular connection along 4<sup>th</sup> Street between M and I Streets.

**SELECT TO VIEW:**

***Table 12. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – Without 4th Street Vehicular Connection***

## **FUTURE CONDITIONS WITH SITE DEVELOPMENT AND WITH 4<sup>TH</sup> STREET CONNECTION**

The next alternative analyzed by the Study Team establishes a vehicular connection of 4<sup>th</sup> Street between I and M Streets. The developer has proposed a 55-foot cross-section. 4<sup>th</sup> Street is proposed to be five lanes wide. The curb lanes are to be used as parking lanes, there is to be one travel lane in each direction, while the center lane is proposed to be used for left turn bays.

As shown in Figure 26, at the intersection of 4<sup>th</sup> and M Streets, southbound 4<sup>th</sup> Street is proposed to have three approach lanes: an exclusive left turn lane, a shared left/through lane, and an exclusive right turn lane. This approach configuration is necessary due to the Waterfront Metro station skewing the geometry of the proposed intersection. The Study Team evaluated future conditions with a 4<sup>th</sup> Street vehicular connection for the AM and PM peak hours of the years 2010 and 2022.

### **SITE TRAFFIC TRIP GENERATION**

There is no change in site traffic trip generation under this scenario from the scenario without a 4<sup>th</sup> Street connection. Tables 8 and 9 show the net trip generation information for the proposed PUD site development for the years 2010 and 2022, respectively. Detailed trip generation information for Waterside Mall is presented in Appendix I.

### **TRIP DISTRIBUTIONS FOR SITE DEVELOPMENTS**

Trip distribution at the entry and exit points to the study area for site traffic under this scenario is the same as the scenario without the proposed 4<sup>th</sup> Street vehicular connection. All site traffic is assumed to enter the study area via the same routes with or without this vehicular connection. Figures 27 and 28 show these distributions. The distributions within the study area are different with the 4<sup>th</sup> Street vehicular connection.

Furthermore, there are differences in the distributions of both existing traffic and traffic associated with other area developments. The construction of 4<sup>th</sup> Street would provide an alternate route through the study area, reducing the need for vehicles to use I and 3<sup>rd</sup> Streets to access 4<sup>th</sup> and M Streets. In addition to diversions of a number of existing trips through the proposed 4<sup>th</sup> Street connection, some of the other area development trips would also be diverted to make use of the 4<sup>th</sup> Street connection. Trip distributions for other area developments under this scenario can be found in Appendix J.

### **TRIP ASSIGNMENTS FOR SITE DEVELOPMENTS**

Site trip assignments are different with the proposed 4<sup>th</sup> Street connection. As Figure 26 indicates, under this scenario, in addition to the two full-movement driveways proposed for M Street, two driveways are proposed for the 4<sup>th</sup> Street connection. One driveway is proposed to be approximately 270 feet north of M Street. This driveway would serve only the western portion of Waterside Mall and would therefore create a three-leg

**SELECT TO VIEW:**

***26. Future/Proposed Peak Period Lane Configurations with 4<sup>th</sup> Street***

**SELECT TO VIEW:**

*27. Site Distribution for Residential Development with 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

*28. Site Distribution for Commercial Development with 4<sup>th</sup> Street Connection*

intersection with 4<sup>th</sup> Street. The second driveway is proposed approximately 300 feet north of the first driveway. This full-movement driveway would serve both sides of Waterside Mall and would create a four-leg intersection with 4<sup>th</sup> Street.

The proposed vehicular connection of 4<sup>th</sup> Street, along with its two proposed driveways, reduces the amount of traffic that is expected to access the site via K Street and Makemie Place. Under this scenario, the major access points to the site are expected to be 4<sup>th</sup> Street at I and M Streets, and the two proposed driveways on M Street. A small amount of site traffic is expected to use K Street/Makemie Place, as well as a small amount expected to access the site via K Street/Wesley Place.

The estimated future year trip assignments for the scenario without the 4<sup>th</sup> Street connection are summarized in Figures 29 and 30. The addition of traffic volumes at the intersections increases with proximity to the proposed Waterside Mall driveway locations. Under this scenario, no additional site traffic is expected to be added to 3<sup>rd</sup> or 6<sup>th</sup> Streets between I and M Streets. The intersection of 4<sup>th</sup> and M Streets is expected to see the greatest increase in site traffic of all the studied intersections, with up to 263 trips added during the 2010 AM peak hour and 333 trips during the 2010 PM peak hour. When Waterside Mall is fully redeveloped in 2022, these numbers will increase during the AM and PM peak hours to 339 and 427, respectively. Of the studied intersections on I Street, the intersection of 4<sup>th</sup> and I Streets will see the largest amount of site trips, with 159 during the 2010 AM peak hour and 175 during the 2010 PM peak hour. In 2022, the AM and PM peak hour site traffic volumes are expected to increase to 207 and 229, respectively.

## **TOTAL TRIP ASSIGNMENTS WITH SITE DEVELOPMENT**

In order to forecast the total number of vehicular trips that are expected to traverse the study area intersections during the forecast years of 2010 and 2022, the Study Team added the following layers of traffic volumes:

1. Existing traffic
2. Growth in background traffic
3. Trips generated by other area development
4. PUD site traffic

This scenario assumes that Waterside Mall will be developed with the level of development shown in Table 7. Figures 31 and 32 show total volumes for site development with the proposed vehicular connection of 4<sup>th</sup> Street for 2010 and 2022, respectively.

## **SITE IMPACTS**

The Study Team evaluated the impacts of the PUD site development traffic, with the proposed 4<sup>th</sup> Street connection, on the intersections in the immediate vicinity of the site.

**SELECT TO VIEW:**

*29. Site Traffic for 2010 with 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

*30. Site Traffic for 2022 with 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

*31. Total (2010) AM and PM Peak Hour Volumes with 4<sup>th</sup> Street Connection*

**SELECT TO VIEW:**

*32. Total (2022) AM and PM Peak Hour Volumes with 4<sup>th</sup> Street Connection*

Site impacts indicate what proportion of the forecast total traffic at a particular intersection is generated by new site traffic. The Study Team calculated the site impacts by dividing the additional site generated traffic by the total forecast traffic at each intersection.

Site impacts of less than five percent are low and generally reflect negligible effects on traffic operations and delays. Site impacts between five and 15 percent are moderate and minor effects on traffic operations and delays are expected at intersections with site impacts at these levels. Site impacts of more than 15 percent are significant and generally result in significant degradation of traffic operations and increased delays. The intersections most affected by the site traffic are those located in the immediate vicinity of the site. Site impacts generally decrease with increase distance to the site that generates the trips.

Table 13 shows that the intersection of 6<sup>th</sup> and I Streets is the only intersection that will experience a significant site impact under this scenario for year 2022 conditions. All other intersections are expected to see low and moderate impact under the studied scenarios for 2010 and 2022 conditions.

**Table 13**  
**Impact of Site Traffic on Area Intersections with 4<sup>th</sup> Street Connection**

Intersection	2010	2022	2010	2022
	AM Peak Hour Site Impact	AM Peak Hour Site Impact	PM Peak Hour Site Impact	PM Peak Hour Site Impact
1. 3 <sup>rd</sup> and I Streets	5%	5%	4%	4%
2. 4 <sup>th</sup> and I Streets	9%	11%	8%	9%
3. 6 <sup>th</sup> and I Streets	13%	15%	11%	12%
4. 7 <sup>th</sup> and I Streets	8%	9%	7%	8%
5. 7 <sup>th</sup> Street and Maine Avenue	4%	5%	4%	4%
6. 6 <sup>th</sup> and M Streets	4%	5%	4%	4%
7. 4 <sup>th</sup> and M Streets	6%	7%	7%	7%
8. 3 <sup>rd</sup> and M Streets	4%	5%	5%	5%

## PEDESTRIAN MOVEMENTS

Along with the increase in traffic the redevelopment of Waterside Mall, an increase in pedestrian traffic is anticipated. Based on projected PUD development growth, the Study Team calculated that pedestrian traffic is expected to increase at a rate of 4.1 percent per year.

This scenario, with a vehicular connection along 4<sup>th</sup> Street between M and I Streets, would require pedestrians and vehicles to share transportation facilities and would result in more potential interaction than the alternative with an exclusive pedestrian connection. Under this scenario, there would be an increase in potential conflicts between pedestrians

and vehicles. These potential conflicts, however, can be minimized with the implementation of mitigation measures throughout the connection. These measures should be implemented if a vehicular connection is constructed along 4<sup>th</sup> Street between M and I Streets.

## **FUTURE LEVELS OF SERVICE WITH SITE DEVELOPMENT AND 4<sup>TH</sup> STREET CONNECTION**

The 4<sup>th</sup> Street connection adds an additional leg to the intersection of 4<sup>th</sup> and I Streets, changing intersection operation. Various minor changes were made to the signal operation at this intersection in the traffic model to provide for the additional movements. No changes were made to the existing 21-second pedestrian phase.

As with the scenario without the 4<sup>th</sup> Street connection, this scenario was modeled during the AM and PM peak hours in the years 2010 and 2022. This scenario was also modeled with two eastbound lanes on I Street, as above. Levels of service were calculated using the trips generated and assigned above for the appropriate PUD levels of development at each of these years.

The Study Team used the SimTraffic results to calculate LOS and the delay per vehicle for the intersections in the study area. Table 14 compares the levels of service and delay per vehicle for existing traffic conditions and for total traffic conditions with the 4<sup>th</sup> Street connection for the years 2010 and 2022.

As noted above, without improvements, the study area intersections would operate at gridlock conditions during the peak hours. However, as shown in Table 14, with the operation of I Street between 6<sup>th</sup> and 3<sup>rd</sup> Streets with two eastbound lanes during the peak periods and with a 4<sup>th</sup> Street connection between 4<sup>th</sup> and 6<sup>th</sup> Street, traffic conditions at most of the intersections are adequate for the 2010 and 2022 AM peak scenarios. None of the intersections are expected to operate at LOS F for 2010 AM peak hour conditions. Only the intersection of 3<sup>rd</sup> and I Streets is expected to operate at LOS F for the 2022 AM peak hour scenario. During the 2010 PM peak hour only one of the studied intersections, 4<sup>th</sup> Street at M Street, is expected to operate at LOS F. However, all intersections with the exception of 6<sup>th</sup> and I Streets are expected to operate at LOS F during the PM peak hour for the 2022 scenario. Traffic mitigation measures will be required to reduce congestion. This indicates that improvements would need to be implemented to accommodate the expected 2022 traffic volumes.

**SELECT TO VIEW:**

***Table 14. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – with 4th Street Vehicular Connection***

## **FUTURE CONDITIONS WITH SITE DEVELOPMENT AND SERVICE ROAD CONNECTION**

In response to citizen suggestions, the Study Team also analyzed 2010 and 2022 scenarios that utilized service roads proposed by the developer as a means of connecting I and M Streets. These service roads, located east and west of 4<sup>th</sup> Street, as shown in Figure 33, are proposed as the driveway points to the site from M Street and continue north to join with Makemie Place in the west and Wesley Place in the east.

Due to insufficient right-of-way to construct adequate roadway width for two-way operation, the western service road would need to operate one-way northbound<sup>1</sup>. The eastern service road could serve both north and southbound traffic.

A full analysis of this option, including trip distribution and assignment, as well as SYNCHRO/SimTraffic analysis, was performed. The results of this analysis show that these service roads are not viable options to connect I and M Streets. Because of their proximity to 3<sup>rd</sup> and 6<sup>th</sup> Streets, the ability of the service roads to divert through traffic from 3<sup>rd</sup> and 6<sup>th</sup> Streets is very limited.

Furthermore, the proximity of the service roads to 3<sup>rd</sup> Street and 6<sup>th</sup> Street precludes the installation of traffic signals at the intersections of the service roads with M and I Streets. The SimTraffic modeling shows that the lack of a signalized access point at the intersections of the eastern access route with I and M Streets, combined with high traffic volumes, makes left turns from the access road very difficult. The high traffic volumes and congestion on I Street also preclude the installation of an all-way stop sign at the intersections of the service roads with I Street. Additionally, the proposed geometry of the eastern service road is not adequate for high volumes of through traffic. Finally, this access road would do nothing to reduce traffic volumes on I Street east of 4<sup>th</sup> Street.

The SimTraffic modeling indicates that northbound queues would extend the full length of the service roadway from I Street to M Street under the 2010 and 2022 scenarios. Additionally, vehicle delays at the intersections of 3<sup>rd</sup> and I Streets and 3<sup>rd</sup> and M Streets, as shown in Table 15, are considerably worse under this scenario than under than under the scenario with a 4<sup>th</sup> Street vehicular connection.

With regards to the western access roadway, the lack of a signalized left turn from M Street into the site would encourage drivers to continue to use I Street as a means of accessing the western portion of the site. As a result, no reduction of site traffic on I Street would occur.

While the service roadways alone do not represent a solution to traffic congestion in the study area, they will provide additional capacity if used in conjunction with the proposed 4<sup>th</sup> Street vehicular connection.

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<sup>1</sup> Based on plans provided by the developer of Waterside Mall, this service roadway is expected to be 16 feet wide at its narrowest point.

**SELECT TO VIEW:**

*33. Scenario with Service Road Connections*

**SELECT TO VIEW:**

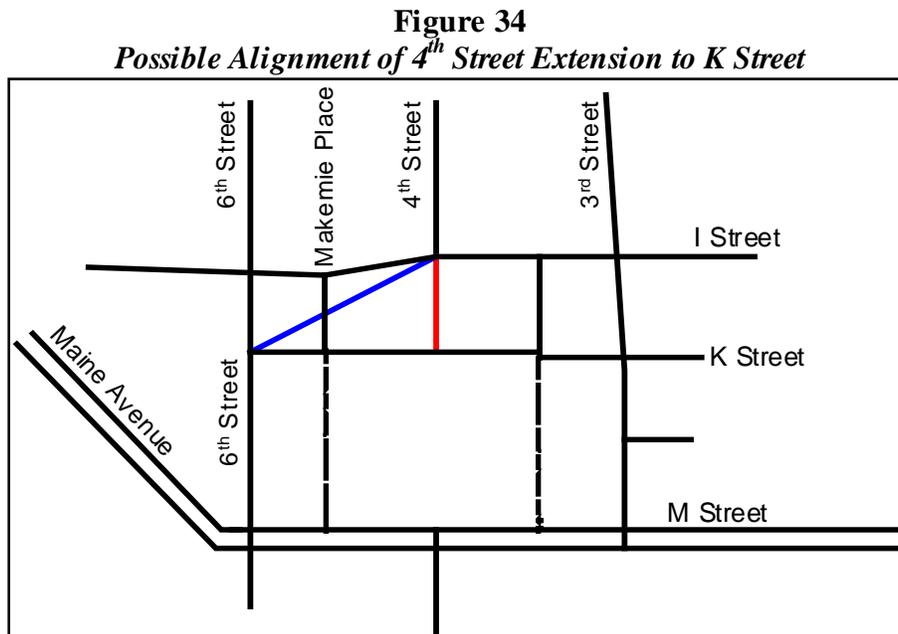
***Table 15. Level of Service and Delay per Vehicle Comparison – Existing Conditions, 2010 Total Traffic, and 2022 Total Traffic – Service Road Scenario***

## OTHER ALTERNATIVES

The following scenarios were analyzed in response to citizen comments.

### **CONNECTING 4<sup>TH</sup> STREET TO K STREET**

This scenario explores the feasibility of constructing an extension of 4<sup>th</sup> Street from I Street to K Street, shown in red in Figure 34, or directly to the intersection of 6<sup>th</sup> Street and K Street, as shown in blue. Waterside Mall service roads are shown as dashed lines. The diagonal connection directly to 6<sup>th</sup> and K Streets is not feasible due to geometric constraints. Therefore, based on analysis of available resources, the most likely scenario would be to extend 4<sup>th</sup> Street southward from its current terminus at I Street to form a T-intersection with K Street. Traffic bound for Waterside Mall would access the mall at the intersection of Makemie Place and K Street. Through traffic could continue to 6<sup>th</sup> Street.



There are two potential outcomes associated with this alternative. The first assumes that a considerable amount of through traffic would access M Street via this extension of 4<sup>th</sup> Street and 6<sup>th</sup> Street. The second potential outcome would be that most through traffic would avoid using the 4<sup>th</sup> Street extension and would continue to use 3<sup>rd</sup> Street to reach points south and east of the intersection of 4<sup>th</sup> Street and M Street.

#### **Outcome 1 – Through Traffic Uses the 4<sup>th</sup> Street Extension**

Based on projected 2022 traffic volumes and patterns used elsewhere in this study, up to approximately 300 vehicles could be expected to use this vehicular connection during the AM peak hour. Of these 300, approximately 250 vehicles are expected to be through traffic that would then turn left onto 6<sup>th</sup> Street at the intersection with Makemie Place. Unsignalized intersection capacity analysis, based on procedures outlined in the Highway

Capacity Manual (Transportation Research Board, 2000), indicates that westbound traffic on Makemie Place would operate at LOS F, with approximately 70 seconds of delay per vehicle. This delay would create long queues extending into the Waterside Mall site and would affect internal site circulation.

Based on criteria found in §4C.04 of the *Manual on Uniform Traffic Control Devices* (USDOT, December 2000), the Study Team evaluated the intersection of 6<sup>th</sup> Street and Makemie Place to determine if signalization warrants were met. §4C.04 is known as “Warrant 3, Peak Hour.” The MUTCD states:

“The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This signal warrant shall be applied only in unusual cases. Such cases include, but are not limited to, office complexes...that attract or discharge large numbers of vehicles over a short time.

“The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.”

Based on projected AM 2022 volumes at the intersection of 6<sup>th</sup> Street and Makemie Place:

**A1.** Total stopped delay on Makemie Place (the minor street) = 5.2 hours (268 vehicles x 70.1 seconds/vehicle). *Criteria is met*

**A2.** Volume on the minor street = 268 vehicles. *Criteria is met*

**A3.** Total entering volume = 839. *Criteria is met*

As all three criteria listed in category A are met, a traffic signal would be warranted at this intersection. However, close proximity to the signalized intersection of 6<sup>th</sup> and I Streets precludes a signal installation at this intersection. As a result, the projected poor levels of service and high delays would remain.

The additional traffic added to the intersection of 6<sup>th</sup> Street and Makemie Place would then require an increased amount of southbound green time at the signal of 6<sup>th</sup> and M Streets, taking time away from M Street and increasing delay in the east-west direction. Through traffic bound for the South Capitol Street area would also pass through the intersection of 4<sup>th</sup> and M Streets, requiring additional green time for M Street. The

outcome of changing the signal timing at this intersection would be greater delays for northbound traffic on the southern portion of 4<sup>th</sup> Street.

### **Outcome 2 – Through Traffic Uses 3<sup>rd</sup> Street**

While Outcome 1 is a possible result of extending 4<sup>th</sup> Street to K Street, a more likely result can be expected based on existing and projected traffic patterns. The field observations and data collected for this study indicates that through traffic prefers to travel east on I Street to access M Street, indicating that this extension of 4<sup>th</sup> Street would not be heavily used by through traffic. Additionally, a large percentage of other area development traffic is destined for the area east of South Capitol Street. A more likely outcome of connecting 4<sup>th</sup> Street to 6<sup>th</sup> Street is that through traffic, particularly traffic bound for the South Capitol Street area, would continue to use I and 3<sup>rd</sup> Streets to access M Street. Under that scenario, no relief would be provided to these residential streets and the extension of 4<sup>th</sup> Street would primarily serve as an access point to Waterside Mall.

To summarize, extending 4<sup>th</sup> Street to connect with K Street would have a detrimental effect on traffic operations in and around Waterside Mall. Relief would not be provided to I and M Streets, and traffic volumes would increase on 6<sup>th</sup> Street. This scenario would also be expected to increase traffic volume and congestion on M Street.

### **OPERATING THE SERVICE ROADS AS A ONE-WAY PAIR**

This scenario assumes that the service roads proposed by the developer and discussed above would operate as a one-way pair; i.e., one would run one-way northbound, and the other would run one-way southbound.

The analysis indicates that eastbound volumes on M Street during the PM peak hour (under all alternatives) are too high to allow for drivers to exit the driveway west of 4<sup>th</sup> Street and turn left onto eastbound M Street. Therefore the driveway west of 4<sup>th</sup> Street would have to be constructed as a right-in or a right-out driveway only. If the western service roadway were to run northbound, only traffic accessing the site from westbound M Street would be able to use it. Eastbound traffic on M Street wishing to go to Waterside Mall would need to turn left on 6<sup>th</sup> Street, right on I Street, right on 3<sup>rd</sup> Street and right on M Street. If this roadway were to run southbound, vehicles would only be able to exit onto westbound M Street. This increased travel will increase traffic congestion in the study area.

This alternative would do nothing to decrease traffic on I and 3<sup>rd</sup> Streets. Additionally, operating the service roads as a one-way pair would result in a large number of left turns at the unsignalized intersections they form with I Street. Due to the projected traffic volumes on I Street, long queues can be expected both on I Street and within the Waterside Mall site. The high traffic volumes and congestion on I Street also preclude the installation of an all-way stop sign at the intersections of the service roads with I Street.

Finally, the extra volume crossing 4<sup>th</sup> Street on M Street would require additional green time for M Street at this already congested intersection. The result would be increased queues for northbound 4<sup>th</sup> Street traffic.

In conclusion, this scenario would not operate as a viable solution to traffic congestion in and around Waterside Mall due to the limited capacity of the service roads, maintenance of high traffic volumes on I Street and increased congestion and volume on M Street.

### **OPERATING 3<sup>RD</sup> AND 6<sup>TH</sup> STREETS AS A ONE-WAY PAIR**

This scenario assumes that 3<sup>rd</sup> and 6<sup>th</sup> Street would operate as a one-way pair between I and M Streets; i.e., one would run one-way northbound and the other would run one-way southbound.

Access to Waterside Mall would not be improved under this alternative; numerous left turns at unsignalized intersections would still be required. Additional green time at M Street would be required on whichever roadway ran southbound, taking green time away from the already-congested M Street. Additionally, the extra volume crossing 4<sup>th</sup> Street on M Street would require additional green time for M Street at this already congested intersection. The result would be increased queues for northbound 4<sup>th</sup> Street traffic.

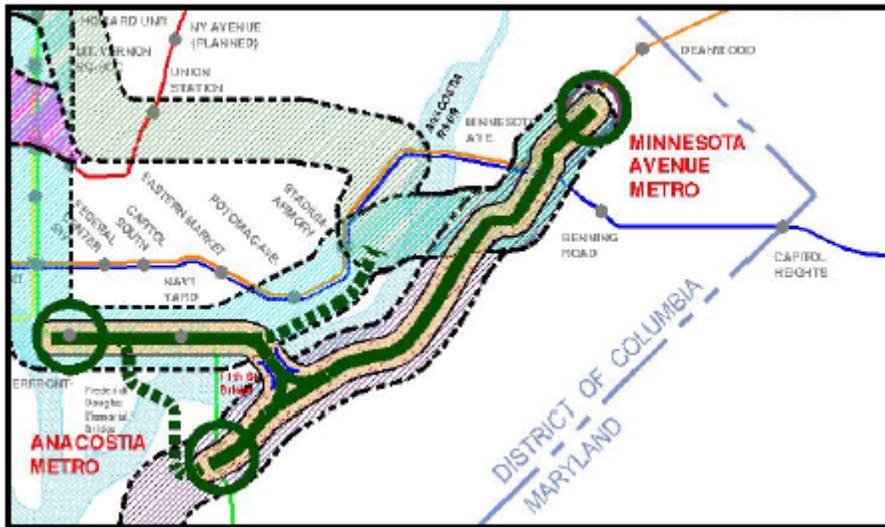
Operating these roadways as a one-way pair would fundamentally change the nature of 3<sup>rd</sup> and 6<sup>th</sup> Streets from local, residential streets to heavily traveled arterials. In addition, it would decrease pedestrian safety due to increased vehicle speeds on the one-way streets.

The Study Team does not recommend the implementation of this alternative due to the effect of changing 3<sup>rd</sup> and 6<sup>th</sup> Streets from residential streets to arterials. Additionally, increased speeds and decreased safety could be expected, as well as additional volume and congestion throughout the study area.

## FUTURE PUBLIC TRANSPORTATION

WMATA is currently undertaking a study exploring the possibility of various alternative forms of public transit, including light rail transit (LRT) in different locations throughout the city. Their currently proposed LRT starter route would run east on Maine Avenue/M Street from the Southwest Waterfront and cross the Anacostia River to the Anacostia and Minnesota Avenue Metro stations, as shown in Figure 35. This starter route is expected to be operational by 2010.

**Figure 35**  
*Proposed LRT Starter Line – Anacostia Waterfront to Minnesota Ave.*



Trolleys are the most likely mode of transportation to be implemented in this corridor. These trolleys would share one lane with motor vehicles in each direction of Maine Avenue and M Street. Trolleys would require no exclusive right-of-way, nor would there be any loss of parking or sidewalks throughout the study area. At the current time, no information is available concerning station spacing or headways.

In the traffic analysis and modeling, no adjustments were made to account for the implementation of this transit mode. The positive and negative effects of the trolley route on vehicular traffic will be offsetting. While there will be increased friction on Maine Avenue and M Street due to trolley stops and vehicles passing the trolleys, there will be a decrease in the number of vehicular trips due to the increased use of the transit mode.

WMATA has received requests for an extension of the N22 line from the Washington Navy Yard to the Waterside Mall area. This extension would provide access to the Eastern Market for Southwest residents. The Study Team recommends that this extension be tested for a period of six months once funding is secured.

At this time, WMATA has no plans for bus service on the proposed 4<sup>th</sup> Street vehicular connection. However, should service be implemented, the proposed width of the roadway is adequate for bus operation. If the decision is made to implement bus service, a bus pad would need to be constructed adjacent to the Metro.

#### IV. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The first two phases of this study included the evaluation of existing conditions around the Waterside Mall and the assessment of the impacts of its redevelopment. The Study Team conducted a full evaluation of existing conditions around Waterside Mall and determined the locations where transportation issues need to be addressed. A map with the identified existing transportation issues was developed and is presented in Figure 14. Figure 35 summarizes the recommended improvements to address these issues.

The Study Team conducted a full evaluation of total background traffic scenarios for the years 2010 and 2022. These scenarios include existing traffic, growth in background traffic, traffic from other area developments using roads in the study area, and the assumed full occupancy of the currently vacant Waterside Mall office space. The assessment of this scenario indicates that for 2010 and 2022 several intersections are expected to operate at LOS F during the peak hours. Therefore, transportation improvements (mitigation measures) would be needed to address the expected deficiencies in the study area.

The Study Team also conducted a full evaluation of the PUD level of redevelopment of Waterside Mall under three scenarios for the years 2010 and 2022. The first scenario assumes that a connection of 4<sup>th</sup> Street between I and M Streets is not open to vehicles and serves strictly as a pedestrian promenade between these two roadways. The second scenario assumes that 4<sup>th</sup> Street is connected between I and M Streets and this connection is made available to vehicles. The final scenario uses service roadways proposed by the developer as an alternative to a vehicular connection of 4<sup>th</sup> Street between I and M Streets. As discussed in the Future Conditions with Site Development and Service Road Connection section of this report, while these service roadways alone do not represent a solution to traffic congestion in the study area, they will provide additional capacity if used in conjunction with the proposed 4<sup>th</sup> Street vehicular connection.

At the request of citizens, the Study Team conducted evaluations of three more options. One option assumed that an extension of 4<sup>th</sup> Street would be constructed to 6<sup>th</sup> Street via K Street. Another option assumed that the proposed service roads at the site would be operated as a one-way pair. The last option evaluated assumed that 3<sup>rd</sup> Street and 6<sup>th</sup> Street would be operated as a one-way pair. The Study team found that these three options would have significant detrimental effects on traffic operations in the study area and therefore are not recommended for implementation.

**SELECT TO VIEW:**

***36. Recommended Improvements to Address Existing Transportation Issues***

## **COMPARISON BETWEEN THE SCENARIO WITH A 4<sup>TH</sup> STREET VEHICULAR CONNECTION AND THE SCENARIO WITHOUT A VEHICULAR CONNECTION**

The scenarios with and without a 4<sup>th</sup> Street vehicular connection have different effects on traffic operations in the study area and on pedestrian conditions. The scenario with a vehicular connection on 4<sup>th</sup> Street between M and I Streets would help reduce traffic on 3<sup>rd</sup> Street and would minimize the impacts of new development on this residential street.

### **SITE IMPACTS**

Site impacts indicate what proportion of the forecast total traffic at a particular intersection is generated by new site traffic. The Study Team calculated the site impacts by dividing the additional site generated traffic by the total forecast traffic at each intersection.

Site impacts of less than five percent are low and generally reflect negligible effects on traffic operations and delays. Site impacts between five and 15 percent are moderate and minor effects on traffic operations and delays are expected at intersections with site impacts at these levels. Site impacts of more than 15 percent are significant and generally result in significant degradation of traffic operations and increased delays. The intersections most affected by the site traffic are those located in the immediate vicinity of the site. Site impacts generally decrease with increase distance to the site that generates the trips.

Figures 37 and 38 show that site traffic has the greatest impact on the intersection of 6<sup>th</sup> and I Streets in both scenarios. However, if the scenario with the 4<sup>th</sup> Street vehicular connection is implemented, site impacts at this intersection are expected to be reduced by approximately four percent during the AM and PM peak hours. Another intersection expected to see reduced impact is 7<sup>th</sup> and I Streets. The reduced impacts at these intersections show that the addition of a vehicular connection between M and I Streets would encourage fewer drivers entering the study area from the west to use I Street to access the site.

As expected, the site impacts at the intersections of 4<sup>th</sup> Street with I and M Streets increase with the 4<sup>th</sup> Street vehicular connection. These increased impacts are due to the creation of an additional approach at each intersection and the large amount of site traffic expected to use 4<sup>th</sup> Street between I and M Streets. When comparing the two scenarios, it can be seen that the expected impacts at the intersection of 3<sup>rd</sup> and I Streets increase with the 4<sup>th</sup> Street connection. However, the increase in site impact is associated with a *reduction* in overall volume at this intersection. Both site traffic and background traffic are expected to utilize the 4<sup>th</sup> Street extension. Due to the large volume of background traffic expected to be diverted away from this intersection, this intersection's percentage of site traffic is expected to be higher with the 4<sup>th</sup> Street vehicular connection than without it, but overall intersection volume will be less.

**SELECT TO VIEW:**

*37. Site Impacts for 2010 Total Traffic with and without 4th Street Connection*

**SELECT TO VIEW:**

***38. Site Impacts for 2022 Total Traffic with and without 4th Street Connection***

## LEVEL OF SERVICE

It can be seen in Figure 39, Figure 40, Table 12 and Table 14 that the proposed 4<sup>th</sup> Street vehicular connection is expected to improve LOS and reduce delays at the two studied intersections on 3<sup>rd</sup> Street. This is primarily due to the effect of background and other area development trips that would divert away from this local, residential street to 4<sup>th</sup> Street. Without the 4<sup>th</sup> Street vehicular connection, the total daily traffic on 3<sup>rd</sup> Street is expected to increase from the existing 4,800 vehicles per day to 6,800 vehicles per day. With the 4<sup>th</sup> Street vehicular connection, the daily traffic volume on 3<sup>rd</sup> Street is expected to be 2,800 vehicles per day, which represents a significant reduction compared to existing conditions.

With a vehicular connection between I and M Street, total daily traffic on 4<sup>th</sup> Street north of I Street is expected to increase from the existing 7,500 vehicles per day to 17,000 vehicles under 2022 conditions. Under 2022 total background conditions, the daily volume on this segment is expected to be 16,200, indicating that 800 new daily trips are the impact at this location of the PUD level of redevelopment of Waterside Mall. The proposed 4<sup>th</sup> Street vehicular connection between M and I Streets is expected to have a daily traffic volume of 12,000 in 2022, indicating that this roadway will operate at or near capacity, discouraging further diversions from existing parallel traffic routes. A portion of this volume represents through trips on 4<sup>th</sup> Street that no longer need to use 3<sup>rd</sup> or 6<sup>th</sup> Streets to reach 4<sup>th</sup> Street south of M Street.

The Waterside Mall PUD and other area developments, either with or without the 4<sup>th</sup> Street vehicular connection, would create congestion throughout the study area without the implementation of traffic mitigation measures. Thus, the study team conducted the analysis of both of these scenarios assuming that parking would be prohibited on the south side of I Street during peak hours to accommodate the traffic needs. This additional lane would be needed to accommodate the additional traffic generated by other area developments and background growth even if there is no redevelopment at the Waterside Mall site. As expected, the intersection of 4<sup>th</sup> and I Streets will perform worse under the scenario with the 4<sup>th</sup> Street vehicular connection than under the scenario without the vehicular connection. However, the impact is minimal during the AM peak hour, and PM impacts are expected to occur on the proposed northbound leg. Transportation mitigation measures would be needed to further reduce congestion.

For the intersections on M Street/Maine Avenue, the intersections with 6<sup>th</sup> and 7<sup>th</sup> Streets will operate with approximately the same delay per vehicle under each of the proposed scenarios. The intersection of 4<sup>th</sup> and M Street will degrade, as expected, with the addition of the 4<sup>th</sup> Street connection. However, this degradation is expected to take place on the proposed southbound leg of 4<sup>th</sup> Street. The remaining legs of this intersection are expected to operate approximately equally under all scenarios. Finally, with the 4<sup>th</sup> Street vehicular connection, the intersection of 3<sup>rd</sup> and M Streets is expected to improve significantly, due to trips diverted to 4<sup>th</sup> Street.

**SELECT TO VIEW:**

*39. 2010 Levels of Service*

**SELECT TO VIEW:**

*40. 2022 Levels of Service*

## **QUEUING**

A vehicular connection on 4<sup>th</sup> Street is expected to reduce queuing on 3<sup>rd</sup> Street, as shown in Figures 41 and 42. The reduction is primarily due to the background and other area development trips that will be diverted away from 3<sup>rd</sup> Street onto 4<sup>th</sup> Street. Southbound queues on 4<sup>th</sup> Street at I Street, and northbound queues on 4<sup>th</sup> Street at M Street are expected to be greater with the 4<sup>th</sup> Street vehicular connection. The increase in queue length is directly associated with the additional approach that was added to each intersection. The additional approach, additional volume and changes to signal timing necessary to accommodate the increased volumes result in longer queues. However, by 2022, the queues are approximately equal with or without the vehicular connection. Queues at other locations are expected to be similar with or without the vehicular connection.

## **PEDESTRIANS**

With regards to pedestrians, the scenario without the proposed vehicular connection of 4<sup>th</sup> Street is the safer alternative. Without vehicles on the proposed 4<sup>th</sup> Street connection, pedestrians and vehicles would not be sharing the same right-of-way. However, the conflicts associated with a vehicular connection of 4<sup>th</sup> Street can be minimized with the implementation of mitigation measures throughout the connection. These measures should be implemented if a vehicular connection is constructed between I and M Streets.

## **RECOMMENDATIONS FOR FUTURE CONDITIONS**

Based on higher levels of service, decreased delay and shorter queue lengths on 3<sup>rd</sup> Street, as well as reduced site impacts on I Street, the Study Team recommends the construction of the vehicular connection of 4<sup>th</sup> Street SW between I and M Streets. The primary effect of constructing this roadway will be decreased traffic on neighborhood residential streets, including 3<sup>rd</sup> and I Streets. Additionally, service roads proposed by the developer should be available to vehicles as a supplement to the recommended 4<sup>th</sup> Street vehicular connection.

## **4<sup>TH</sup> STREET**

The recommended connection of 4<sup>th</sup> Street between I and M Streets should be open to vehicles. The roadway should have a five-lane cross-section. Parking should be permitted at all times on the curb lanes. There should be one travel lane in each direction, and the center lane should be used for left turn bays into the two proposed site driveways on 4<sup>th</sup> Street.

The increase in vehicular traffic associated with the redevelopment of Waterside Mall should not come at the expense of pedestrians. Measures should be implemented to ensure that vehicles travel at low speeds on the 4<sup>th</sup> Street connector. Additionally, the existing 21-second pedestrian phase at the intersection of 4<sup>th</sup> and I Streets should remain.

**SELECT TO VIEW:**

***41. PM Maximum Queues for 2010 with and without 4<sup>th</sup> Street Vehicular Connection***

**SELECT TO VIEW:**

*42. PM Maximum Queues for 2022 with and without 4<sup>th</sup> Street Vehicular Connection*

The analysis indicates that this can be obtained through the use of a 100-second cycle length at the intersections on I Street.

Due to both the Metro station and the expected increase in pedestrian activity along the proposed connection, motorists should be discouraged from using 4<sup>th</sup> Street as a through route. Recommendations to aid in accomplishing this are as follows:

- Rather than standard asphalt pavement, the new 4<sup>th</sup> Street connection should be constructed of a texturized pavement surface.
- Raised crosswalks should be constructed across 4<sup>th</sup> Street at M Street, at the driveway located north of the Metro station and at I Street.
- Parking should be permitted at all times in the curb lanes of 4<sup>th</sup> Street.
- A taxi stand zone should be designated on the west side of 4<sup>th</sup> Street adjacent to the intersection with M Street (next to the Metro Station entrance).

Figure 43 shows the recommended layout for the 4<sup>th</sup> Street vehicular connection, including pavement markings and crosswalks.

## **I STREET**

In order to accommodate the traffic associated with the increase in background traffic, other area developments and the redevelopment of Waterside Mall, parking should be prohibited in the eastbound curb lane of I Street between 6<sup>th</sup> and 3<sup>rd</sup> Streets, during AM (7:00 – 9:30 AM) and PM (4:00 – 6:30) peak periods. Field observations indicate that this parking is little used during these periods. The curb lane should operate as an exclusive right turn lane at 3<sup>rd</sup> Street, allowing only the center lane to continue east towards South Capitol Street.

## **M STREET/ACCESS DRIVEWAYS**

The developer of Waterside Mall is proposing two full-movement driveways on M Street, with median breaks to support them. One driveway is proposed to be located east of 4<sup>th</sup> Street and the other one is proposed to be located west of 4<sup>th</sup> Street. The analysis indicates that eastbound volumes on M Street during the PM peak hour are too high to allow for drivers to exit the driveway west of 4<sup>th</sup> Street onto eastbound M Street. This driveway, west of 4<sup>th</sup> Street, should be constructed as a right-in, right-out driveway only.

Figure 44 illustrates the driveway configuration proposed by the developer, as well as that proposed by the Study Team. Plans submitted by the developer indicate that the proposed M Street driveways serve as two separate entry/exit points to the site, creating a dangerous condition where conflicting movements are likely to occur. The site plan should be redesigned with the elimination of one of the access points at each driveway. The driveways proposed by the Study Team have one lane in and one lane out instead of the two lanes in and two lanes out that the developer is proposing. The analysis indicates that this proposed full-movement driveway between 3<sup>rd</sup> and 4<sup>th</sup> Streets would operate satisfactorily with only one lane out and one lane into the development.

**SELECT TO VIEW:**

*43. Recommended Layout for 4<sup>th</sup> Street Vehicular Connection*

**SELECT TO VIEW:**

*44. M Street Driveways*

## **ADDITIONAL LONG-TERM MITIGATION MEASURES**

The Study Team compiled a list of additional recommended long-term mitigation measures, shown in Figure 45, intended to lessen the impact of the redeveloped Waterside Mall. These measures were implemented in SYNCHRO and modeled in SimTraffic. Table 16 and Figure 46 show that a substantial reduction in delay and improved levels of service can be achieved in the year 2022 with the implementation of these measures, while Figure 47 shows that reduced queues can be expected. Without these additional measures, seven of the eight studied intersections can be expected to operate at LOS F during the 2022 peak hour. However, with the implementation of these measures, only three of the eight will operate at LOS F, and two of the three will see substantial reductions in delay with the mitigation measures. During the 2022 AM peak hour, no intersections are expected to operate at LOS F.

- **3<sup>rd</sup> and I Streets**
  1. Signal Optimization
- **4<sup>th</sup> and I Streets**
  1. Signal Optimization
- **6<sup>th</sup> and I Streets**
  1. Signal Optimization
- **7<sup>th</sup> and I Streets**
  1. Signal Optimization
  2. Eliminate parking on southbound 7<sup>th</sup> Street between H Street (school driveway) and I Street during PM peak period (4:00 – 6:30 PM).
  3. Install signage concerning new parking restrictions.
- **7<sup>th</sup> Street and Maine Avenue**
  1. Convert southbound 7<sup>th</sup> Street operation to the following lane configuration: left, through/left, right
  2. Construct an additional eastbound left turn lane on Maine Avenue. Maintain three through lanes.
  3. Convert 7<sup>th</sup> Street signal timing/phasing to split phase.
  4. Signal optimization.
- **6<sup>th</sup> Street and Maine Avenue/M Street**
  1. Construct 80-foot eastbound left turn lane in existing median.
  2. Signal optimization. Do not create protected left turn phase for Maine Avenue/M Street traffic.
  3. Signal Optimization

**SELECT TO VIEW:**

*45. Additional Long-Term Mitigation Measures*

**SELECT TO VIEW:**

***Table 16. Level of Service and Delay per Vehicle Comparison with 4th Street Vehicular Connection – Existing Conditions, 2022 Total Traffic, and 2022 Total Traffic with Additional Long-Term Mitigation Measures***

**SELECT TO VIEW:**

***46. 2022 Levels of Service (LOS) with Additional Mitigation Measures***

**SELECT TO VIEW:**

*47. PM Maximum Queues for 2022 with Additional Mitigation Measures*

- **4<sup>th</sup> and M Streets**

1. Construct 300-foot eastbound right turn lane, creating three eastbound through lanes.
2. On the eastbound M Street approach to 4<sup>th</sup> Street, allow non-peak parking up to 60 feet before the intersection.
3. On the eastbound receiving side of M Street, prohibit parking for the first 200 feet at all times.
4. Prohibit peak period parking between 4<sup>th</sup> and 3<sup>rd</sup> Streets.
5. Install signage concerning new parking restrictions.
6. Signal optimization

**3<sup>rd</sup> and M Streets**

1. Prohibit peak period parking on eastbound M Street between 4<sup>th</sup> and 3<sup>rd</sup> Streets.
2. Signal optimization

A preliminary planning cost estimate of all recommended improvements is presented in Appendix K.