



seven (7) intersections as a result of the overall Fannie Mae campus redevelopment. The total future scenario includes the removal of the existing Fannie Mae trips and the addition of site-generated trips for both 3900 Wisconsin Avenue and 4000 Wisconsin Avenue. (The 3939 Wisconsin Avenue building is being absorbed into the Sidwell Friends School campus). As such, these seven (7) intersections are impacted by the combination of the redevelopments and the applicability of mitigation measures as a result of the 3900 Wisconsin Avenue development was appropriately and proportionately reviewed. Mitigation measures were tested at these intersections and following conclusions were made:

- *Van Ness Street & 40th Place*
The addition of traffic generated by the 4000 Wisconsin Avenue redevelopment, adjacent to the 3900 Wisconsin Avenue site, causes the northbound approach at this intersection to operate under unacceptable conditions in the future scenario. Therefore, this report does not recommend any mitigations to this intersection as part of the 3900 Wisconsin Avenue redevelopment. We anticipate that mitigations to this intersection will occur as part of the redevelopment of the neighboring property.
- *Wisconsin Avenue & Van Ness Street*
Signal timings can be adjusted during the morning and afternoon peak periods as recommended in an existing study for 4000 Wisconsin Avenue by Wells and Associates, dated August 2017, such that and the eastbound and westbound approaches receive more green time. Additional signal timing adjustments are recommended during the Saturday peak period in order to allow more green time for the northbound and southbound movements.
- *Wisconsin Avenue & Upton Street*
This report recommends improving this intersection by adjusting signal timings. Signal timings can be adjusted such that green time is shifted from the northbound protected left turn to the southbound movement.
- *Wisconsin Avenue & Fannie Mae/Sidwell Friends Driveway*
This report recommends adjusting signal timings such that the northwestbound movement at the Sidwell Friends driveway receives more green time versus northbound and southbound movements along Wisconsin Avenue. Additionally, it is recommended that parking along the

northbound approach be restricted during the Saturday peak period in order to allow the intersection to more adequately process the heavy northbound thru traffic.

- *Wisconsin Avenue & Quebec Street*
This intersection was evaluated to determine if restriping would improve operations, but there is not enough width curb to curb to create an additional lane. Signal warrants were also performed but were not met. Therefore, this report does not recommend any mitigations to this intersection.
- *Wisconsin Avenue & Porter Street*
The intersection can be improved by adjusting signal timings such that the westbound phase receives more green time. It is also recommended that parking along the southbound approach along Wisconsin Avenue be restricted during the Saturday peak period.
- *Wisconsin Avenue & Semi-Circle Site Driveway*
Given that the queue lengths at the eastbound approach are low and are able to be contained on-site, no mitigations are recommended at this intersection.

Four (4) of these intersections were already operating at unacceptable levels under the existing conditions, therefore the proposed mitigation measures will also help improve existing some traffic concerns.

Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact to the surrounding transportation network assuming that all planned site design elements and operational recommendations at study intersections are implemented.

The development has numerous positive elements contained within its design that minimize potential transportation impacts and improve multi-modal travel, including:

- The inclusion of secure long-term bicycle parking spaces within the development that meet or exceed zoning requirements.
- The installation of short-term bicycle parking spaces at the site that meet or exceed zoning and DDOT requirements.
- The creation of an internal roadway network that will promote pedestrian safety and comfort and improve porosity and circulation for pedestrians through the site.