

2 LANDUSE AND TRANSPORTATION INFRASTRUCTURE

This chapter describes the study area and documents existing conditions with respect existing land use, road network characteristics (functional classification of roadways), inventories of the transportation infrastructure, and a summary of crash data for the past three years. Inventories related to pedestrian and bicycle facilities, transit, and other system characteristics are presented in later chapters on those subjects.

2.1 EXISTING LAND USE

A physical survey was conducted to identify key land-use and use and transportation system elements relevant to this study. Land-use zoning for Mount Pleasant area is presented in Figure 1- 3.

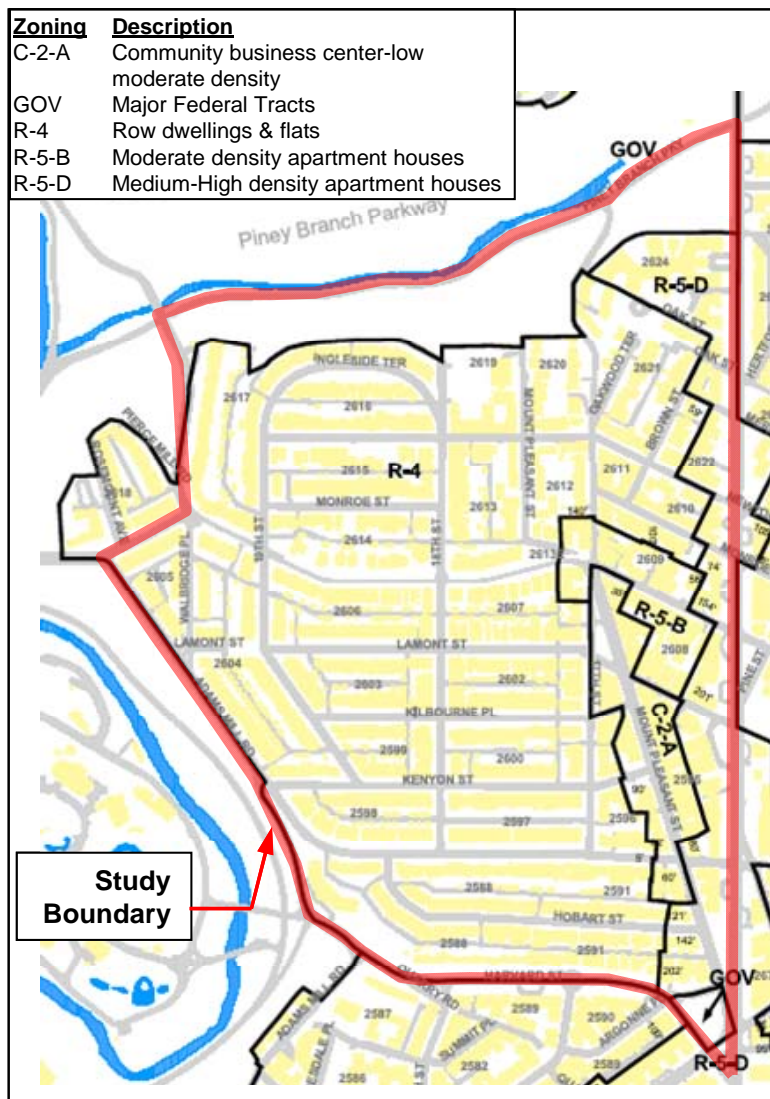


Figure 1- 3 Zoning Map of the Study Area

2.2 ROAD NETWORK CHARACTERISTICS

Functional classifications are based on the “function” or “use” of the roadway and the traffic volumes those roadways are expected to carry. Functional Classifications of roadways in the Mount Pleasant study are presented graphically on Figure 1- 4. Principal arterials are shown in green, minor arterials are shown in turquoise, collector roads are shown in yellow, and local streets are shown in white. Roadway designations are also summarized in Table 1- 1.

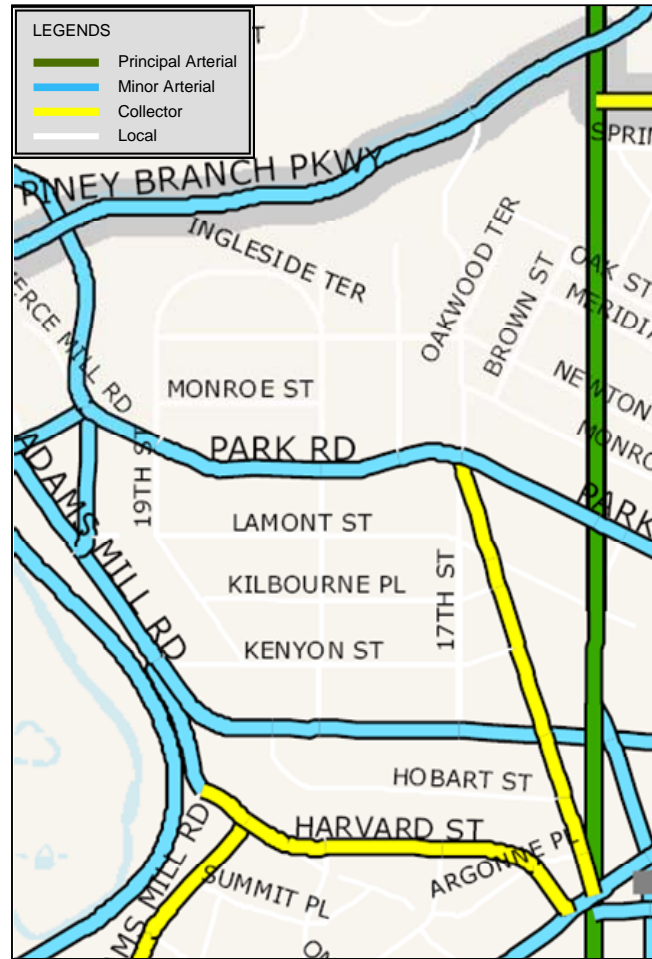


Figure 1- 4 Functional Classification of Study Area Road Network

16th Street, classified as a *Principal Arterial*, is an important commuter route which provides access to downtown Washington for cross-town traffic as well as for Mount Pleasant residents. Piney Branch Parkway, Adams Mill Road, Irving Street and Park Road are classified as *Minor Arterials*. Park Road and Irving Street serve as commuter routes for cross-town traffic, and provide access to the North Capitol area, including the hospital facilities and Catholic University located there.

Mount Pleasant Street, designated as a *Collector Street*, provides access to the commercial hub of the neighborhood. *Local Roads*, shown in white, provide access to residential units.

Table 1- 1 Roadway Functional Classifications in the Study Area

Road Classification	Roadways	Characteristics*	Traffic Volume, Average Daily Traffic (ADT)**
Principal Arterial	16th Street	Serves the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trips.	Greater than 15,000
Minor Arterial	Piney Branch Parkway Adams Mill Road Park Road Irving Street	Interconnects with and augments the urban principal arterial system and provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials.	8,000 to 15,000
Collector	Mount Pleasant Street	Provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.	2,000 to 8,000
Local	All others	Serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes.	Less than 2,000

* US DOT/Federal Highway Administration Guideline

** DC Practice

2.3 INFRASTRUCTURE INVENTORY

A comprehensive inventory of the characteristics and condition of the existing roadway system was conducted and are included in Appendix A. Information collected included, but was not limited to: a) roadway and sidewalk width, b) number and width of lanes (including parking lanes), c) condition of roadway, sidewalk, signs and markings and other roadway elements, and d) the presence of tree-space. Inventories of transit, bicycle, and pedestrian-related elements are described in Chapters 1-6 and 1-7.

2.4 CRASH DATA

Crash data for the years 2004 through 2006 were retrieved from the DDOT' TARAS crash database. The total number of reported crashes and crashes involving pedestrians and/or bicycles are presented by intersection in Figure 1- 5. Mid-block crashes are aggregated with data for the nearest intersection. Additional information related to pedestrian and bicycle-involved crashes is provided in Chapter 6.

DDOT Highway Safety Improvement Program (HSIP) focuses on identifying and correcting high crash locations. For this study, these crash data and their characteristics are used in combination with other information to develop recommendations and alternatives.

