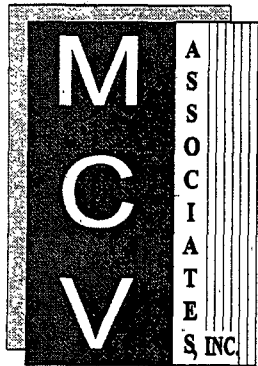


05-26



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**Joe Mehra, P.E.**

REVIEW OF "TRAFFIC IMPACT STUDY FOR THE TILDEN STREET PUD", prepared by Wells and Associates, LLC, dated October 2004 and Addendum # 1, dated April 14, 2006.

The traffic study follows the generally accepted industry guidelines for conducting a traffic impact study. However, several assumptions that were made to arrive at the conclusions are not valid or have not been confirmed.

Existing Conditions - Turning movement counts were made by Wells; however, queue lengths for the existing conditions are not reported (and probably not recorded). The report presents "computed" queue lengths. There is a major discrepancy between the computed queue lengths and the queue lengths observed by the DDOT consultant for the Connecticut Avenue Transportation Study. For example, the westbound queues on Tilden Street at Connecticut Avenue during the AM peak hour was observed to be 25 vehicles (or 625 feet at 25 feet per vehicle). Wells has estimated the existing queue length at 335 feet (approximately half the length of the observed queues).

Safety - The intersection of Connecticut Avenue and Tilden Street experienced the highest number of accidents in the Connecticut Avenue study area during the 1999 to 2001 three year time period (based on the DDOT Connecticut Avenue Transportation Study). Rear end, left turn and side-swipe incidents were the most common types of accidents and also included a head-on collision.

Future Background Conditions - The study notes that two developments were considered in the future background conditions. The Sheridan School's traffic (34 AM trips and 33 PM trips) were considered to be "inconsequential" and not included in the background conditions. Incidentally, the Sheridan School will be generating more trips than the proposed residential development (according to Wells report - 22 AM and 26 PM). The trips from the Sheridan School should be included in the impact study.

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**ZONING COMMISSION  
 District of Columbia**

CASE NO. 05-26

EXHIBIT NO. 102

ZONING COMMISSION  
 District of Columbia  
 CASE NO. 05-26  
 EXHIBIT NO. 102

Our site visit showed construction activity on Van Ness Street, just west of Connecticut Avenue, for the Chinese Chancery. The trips from this development activity (under construction) was not included in the background conditions. The inclusion of traffic from this development would result in worse conditions than projected by Wells.

The study made a fundamental assumption that a right turn lane will be installed on westbound Tilden Street to northbound Connecticut Avenue between the Alley and Connecticut Avenue, after elimination of on-street parking spaces. Such a recommendation was made in the DDOT Connecticut Avenue Transportation Study. However, the Wells report does not mention if DDOT has programmed this improvement to occur by 2007. If DDOT does not make this improvement, is the developer (Clark Realty) committing to make this improvement, since they are relying on this turn lane to improve levels of service?

Site Analysis - The report fails to mention that a wide tree-lined median exists in front of the proposed site driveway on Tilden Street. The developer is proposing a full-access driveway from the development on to Tilden Street and this will require that the median be cut along with large mature tree(s). This median break will be approximately 235 feet from Connecticut Avenue. Further, as noted above, the existing queue (Year 2002) on westbound Tilden Street was 625 feet. With the growth in traffic between 2002 and 2007, this queue length will also increase. This median opening would be blocked by the westbound queues during the AM and PM peak hours. The report does not mention if they have received conceptual approval for a full-access driveway on Tilden Street from DDOT. This median opening should not be permitted due to the reasons noted.

The site plan does not allow for an efficient and safe trash pick-up. Due to the limited travel way on Tilden Street and no on-site circulation, trash trucks will have to back the full length of the driveway either on entering or exiting the new driveway. This would lead to unsafe maneuvers on Tilden Street and conflicts with pedestrians on sidewalks, bicyclists on the bicycle lane and vehicles on Tilden Street, .

Total Future Conditions - This analysis assumes a right turn lane on westbound Tilden Street and also assumes a full-access site entrance. No assurances are provided that these two roadway changes can be implemented in the 2007 time frame. If these changes cannot be implemented, then the traffic study assumptions are not valid and the study should be redone with realistic assumptions.

## CONCLUSIONS

Wells traffic analysis shows that with a full-access site driveway and a westbound right turn lane on Tilden Street to northbound Connecticut Avenue, the westbound Tilden Street traffic will experience an increased delay of 17.1 seconds during the AM peak hour (or a cumulative delay of 2.4 hours). No mitigation is being provided by the developer for the increased delay to motorists on Connecticut Avenue and Tilden Street.

The Addendum # 1 to the traffic study was prepared on April 14, 2006. This addendum noted that the total units have been now reduced to 49 instead of the 53 units noted in the traffic study. However, the addendum does not mention that a bicycle lane is being implemented on both sides of Tilden Street between Connecticut Avenue and 29<sup>th</sup> Street and eastwards. This bicycle lane is 4 feet wide and is between the travel lane and the on-street parking area. The bicycle lane striping on Tilden Street ends at Connecticut Avenue. This striping does not account for a westbound right turn lane on Tilden Street to northbound Connecticut Avenue.

Based on the above review, it can be concluded, that the Wells traffic study needs to be redone using the correct assumptions regarding lane usage on Tilden Street and a right turn in and right turn out driveway on Tilden Street (instead of a full-access driveway). This would require the exiting traffic to make u-turns on 29<sup>th</sup> Street to head west on Tilden Street. Further, incoming traffic from the east on Tilden Street will have to make u-turns at Connecticut Avenue or use alternative routes to access the site. This would require the need to study the intersection of Tilden Street and 29<sup>th</sup> Street also.

And lastly, the DDOT Connecticut Avenue study has shown that the intersection of Tilden Street at Connecticut Avenue has experienced the highest number of accidents in the study area. Any further increase in traffic on Tilden Street will exacerbate the situation. This application should be denied based on traffic and safety impacts.