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March 29, 2010

D.C. Zoning Commission
441 4th Street, NW
Suite 210S
Washington, DC 20001

Re: Zoning Commission Case No. 09-03 (Skyland Town Center) – Submission of the Fort Baker Drive Party.

Dear Members of the Commission:

Attached please find a summary report by MCV, Associates, Inc., traffic engineer for the Fort Baker Drive Party. As requested, this report summarizes Joe Mehra's February 17 presentation and includes applicable pages from the Gorove/Slade traffic study, as identified by Mr. Mehra.

Sincerely,

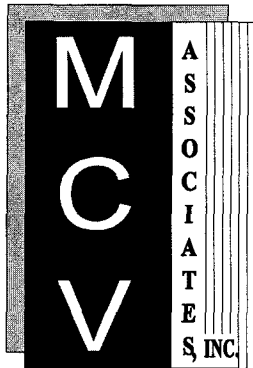


Martin P. Sullivan

cc: Paul Tummonds, Esq.
ANC 7B
OP
DDOT

ZONING COMMISSION
District of Columbia

CASE NO. 09-03
EXHIBIT NO. 102



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PLANNING . ENGINEERING . INFORMATION TECHNOLOGY

MEMORANDUM

TO: Martin P. Sullivan
FROM: Joe Mehra, P.E. PTOE
SUBJECT: Skyland Town Center
DATE: March 29, 2010

JOB: J-710

REVIEW OF "TRAFFIC IMPACT STUDY FOR THE SKYLAND TOWN CENTER PUD,
prepared by Gorove/Slade Associates, Inc., dated September 2009.

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. Some of the discrepancies and shortcomings of the traffic analysis are presented.

STUDY AREA INTERSECTIONS – The study analyzed intersections that are adjacent to the site and included only one intersection farther away from the site (Alabama Avenue/Branch Avenue). Figure 8 (attached here as Exhibit 1) shows that 35% of the site traffic (more than a third) will be coming on Naylor Road, to and from the north. However, Gorove/Slade did not include a single intersection on this approach route for analysis. The intersection of Naylor Road/Minnesota Avenue should have been included in the analysis. Similarly, 25% of the site traffic will be coming on Good Hope Road, to and from the northwest. However, Gorove/Slade did not include a single intersection on this approach route for analysis. The intersection of Good Hope Road/Minnesota Avenue should have been included in the analysis. DDOT had similar concerns, as noted in their report.

Fort Baker Drive is a good candidate for cut-through traffic. The intersection of Fort Baker Drive and 30th Street should have been included in the analysis.

EXISTING CONDITIONS TRAFFIC DATA – All traffic analysis is based on traffic data collected in the year 2006. The data is three years old. This data was used by Gorove/Slade in the Synchro model in December 2008 (more than two years after the data was collected). The Institute of Transportation Engineers (ITE) Recommended Practice for Traffic Impact Analysis for Site development states, that traffic volume data should be no older than one year. Gorove/Slade should have collected traffic data at a typical intersection in the year 2008 and compared with the older data to show that the traffic volumes have not changed significantly since the data was collected three years ago and the use of such data would not result in erroneous results.

EXISTING CONDITIONS LEVELS OF SERVICE – Gorove/Slade used the Synchro model to compute levels of service during the AM and PM peak hours. The Synchro Model worksheets with limited information was provided. Critical information, such as queue lengths, have not been reported. A comparison of the worksheets and the summary results included in Table 1 (attached here as Exhibit 2) show several discrepancies. For example, the vehicle delay for the intersection of Good Hope Road/Naylor Road/25th Street is reported as 60.2 seconds per vehicle, whereas the model shows 76.6 seconds (attached here as Exhibit 3), almost 27 percent higher. Similarly, the vehicle delay for the intersection of Alabama Avenue/Naylor Road is shown as 39.1 seconds per vehicle, whereas the model shows 50.2 seconds (attached here as Exhibit 4), almost 28 percent higher.

BACKGROUND CONDITIONS LEVELS OF SERVICE – The Synchro Model was used to compute levels of service in the background conditions similar to the existing conditions. The industry practice is to use the same signal timings and phasings as the existing conditions, unless the signal phasings are being changed. Further, since the signals are generally on a coordinated system, changing of signal timing at one intersection can impact the overall system. Changes should not be made unless DDOT concurs with the changes. It seems that Gorove/Slade has changed traffic signal timings at several intersections in the background conditions in comparison to the existing conditions. The signal timing changes has actually resulted in the background conditions operating better than the existing conditions due to individual intersection signal timing change, even though there is an increase in traffic volumes. An example is the intersection of Alabama Avenue/Naylor Road, the 50.2 seconds per vehicle delay in existing conditions decreases to 39.8 seconds per vehicle in the background conditions (Table 3 attached here as Exhibit 5).

SITE TRAFFIC GENERATION – Gorove/Slade used the ITE Trip Generation Report to compute AM and PM peak hour trips and reduced them to account for passer-by

trips, synergy reductions and Alternate mode reductions. The 25% reduction in passer-by trips is reasonable. In terms of the reduction due to synergy, Table 6 (attached here as Exhibit 6) shows that almost 46 percent of the vehicle trips leaving the apartments in the PM peak hour are going to the on-site retail. There is no justification for using such a high synergy factor. A 25 percent synergy would be an acceptable number.

Table 6 also shows that the vehicle trips to and from the site were further reduced by 30 percent due to the Naylor Road Metrorail station, located approximately one mile from the site. Further, Gorove/Slade refers to the WMATA 2005 Development-Related Ridership Survey II as the source for this percentage reduction and a quote from the traffic report, " Using the models provided in the study and given the distance from the Naylor Road Metrorail, a 30% reduction was applied to the residential and commercial trips." A review of this WMATA study shows that all residential and commercial sites that were studied were within approximately one-half mile of a metrorail station. No sites were one mile away from the station. Further, the study showed that the metrorail mode share for residential uses was 31% for one-half mile distance from the station (Table 11, Page 32 of the WMATA Report, (attached here as Exhibit 7)). Further, the WMATA report shows that the average Metrorail mode share for all retail sites surveyed was 29%, See Table 15 (attached here as Exhibit 8) of WMATA Report (all sites were within 1,700 feet of a Metrorail station). The WMATA data clearly shows that using 30% mode share for a Metrorail station located one mile away is too high.

The use of reasonable and acceptable reduction factors for synergy trips and mode share trips will result in an increase of vehicular trip generation shown in Table 6 of Gorove/Slade report. On a daily basis, approximately 13,000 vehicles will be entering and exiting this site. This is more than the total traffic that is currently traveling on Good Hope Road or Alabama Avenue.

TOTAL CONDITIONS LEVELS OF SERVICE – As noted earlier, the signal timing should be the same as in the existing conditions and background conditions. Gorove/Slade changed the signal timing at most of the intersections in analyzing the levels of service with the site traffic. The intersection of Alabama Avenue/Branch Avenue is projected to operate at better levels of service than the background conditions without any roadway improvements but with a significant increase in traffic. In some cases the clearance intervals have been reduced when analyzing the levels of service. This results in a better level of service than otherwise. The clearance intervals are a major safety issue. The clearance intervals cannot be changed unless roadway geometry changes. Due to these reasons the computed levels of service are erroneous and cannot be used to evaluate the impact of the project.

The traffic study as well as DDOT has emphasized the need to accommodate pedestrian crossings and pedestrian safety in the traffic analysis. The levels of service analysis does not incorporate an increased level of pedestrian activity. The incorporation of the increased pedestrian activity can reduce the intersection levels of service.

CONCLUSIONS – The traffic analysis has the following shortcomings:

1. Did not incorporate critical intersections in the analysis even though a significant portion of the site traffic would be passing by these intersections
2. Made some assumptions that are clearly invalid in terms of vehicle trip generation. Correcting for these assumptions would result in an increase in site trip generation.
3. The levels of service analysis has not used the signal timing consistently, with the consequence, that background conditions are projected to be better than the existing conditions even though there is an increase in traffic and no intersection improvements were included. Further, the conditions with the site developed are also projected to be better than the background conditions without any intersection improvements but including a significant increase in traffic.
4. The clearance intervals have been reduced in comparison to the existing conditions data.
5. The use of the correct data in trip generation, pedestrian activity and levels of service analysis may result in several more intersections failing with the site traffic.
6. Due to the above listed shortcomings, the traffic study results are invalid and cannot be used to assess the site impacts.

SIMULATION - Due to the close proximity of the various intersections, queuing will result in spillbacks and block adjacent intersections. This will further deteriorate the levels of service. MCV developed the AM peak hour Synchro Model using traffic data and signal timing from the Gorove/Slade Report for the total conditions with the site developed. At the February 17 hearing, we presented the simulation of traffic flow through the roadway network. This simulation model is used widely in the industry. The time period that you saw was approximately 8:00 AM. Pursuant to this simulation, the queues on all critical roadways are extensive and in almost all cases extend in to adjacent intersections. Exhibit 9 presents a summary of the queues in number of vehicles per lane and in feet. Queues of over 2,000 feet or approximately one half of a mile is projected on Branch Avenue, Good Hope Road and Naylor Road.

The average speed in the network is simulated to be four (4) miles per hour during the morning peak hour.

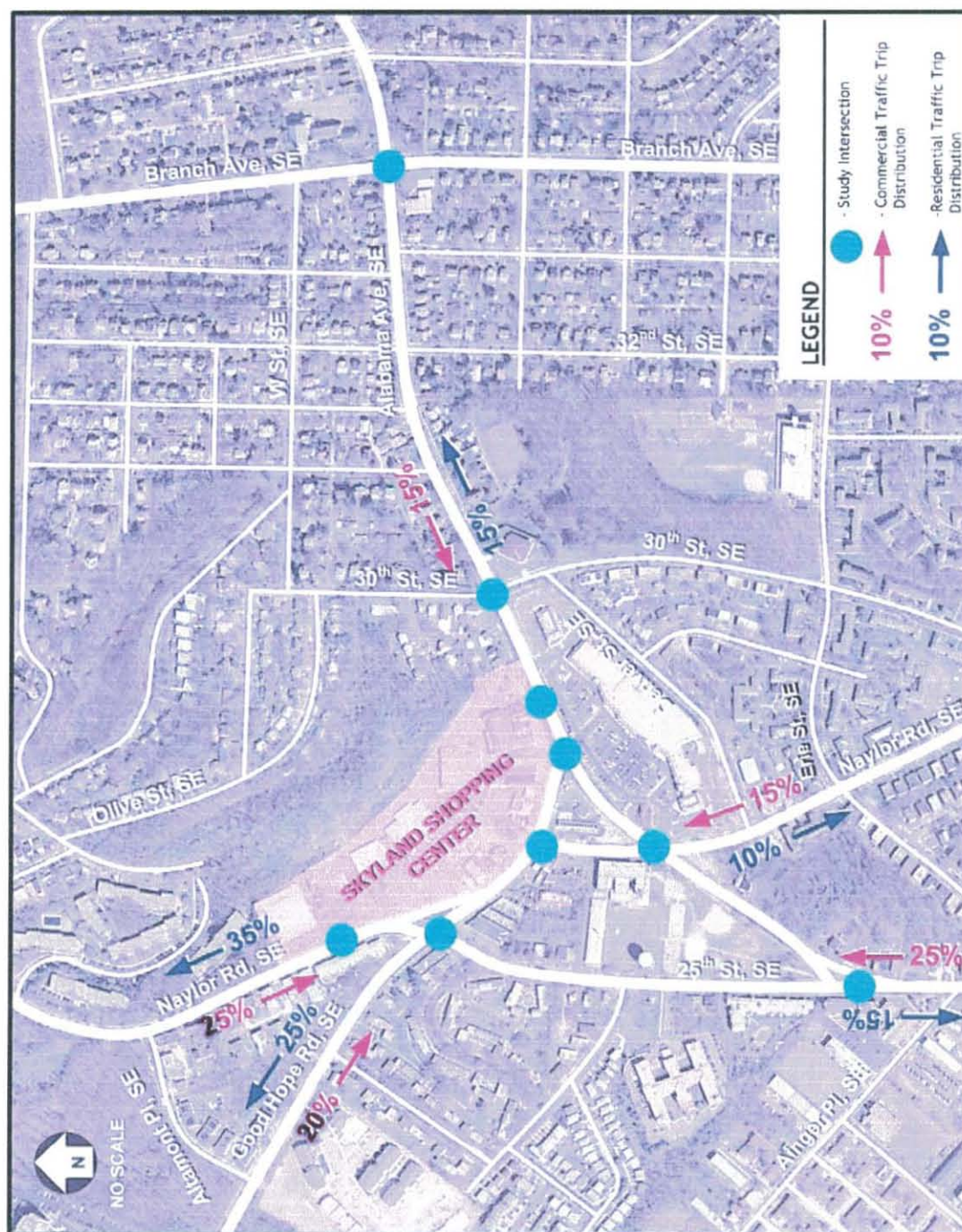


Figure 8 – Directional Trip Distributions

**Table 1 – Existing Levels of Service**

Intersection (Approach)	Existing Conditions	
	AM Peak Hour	PM Peak Hour
	Level of Service	Level of Service
Good Hope Road & Naylor Road/25th Street SE		
Overall	E (60.2)	C (22.8)
Eastbound	C (23.1)	C (27.1)
Westbound	C (34.1)	C (23.4)
Northbound	F (123.3)	C (27.7)
Southbound	B (15.0)	C (17.5)
Alabama Avenue & Naylor Road SE		
Overall	D (39.1)	C (24.2)
Eastbound	C (25.9)	C (29.1)
Westbound	D (33.2)	D (32.6)
Northbound	D (51.9)	B (12.2)
Southbound	B (13.7)	B (18.7)
Alabama Avenue & 30th Street SE		
Overall	B (12.8)	B (14.1)
Eastbound	B (13.1)	A (5.3)
Westbound	A (5.2)	A (6.1)
Northbound	D (41.9)	D (35.5)
Southbound	D (36.1)	D (45.2)
25th Street & Alabama Avenue SE		
Overall	C (34.4)	B (17.3)
Eastbound	..	..
Westbound	B (18.5)	B (19.5)
Northbound	D (49.6)	B (16.6)
Southbound	B (16.1)	B (14.8)
Good Hope Road/Naylor Road SE		
Overall	B (19.2)	B (11.6)
Eastbound	C (23.4)	A (6.7)
Westbound	C (31.9)	A (6.3)
Northbound	A (9.7)	C (32.7)
Southbound	A (9.9)	D (45.5)
Good Hope Road/Skyland Entrance & Alabama Avenue SE		
Overall	C (30.6)	C (21.3)
Eastbound	B (19.8)	C (20.9)
Westbound	C (22.4)	C (25.0)
Northbound	C (20.9)	B (15.1)
Southbound	D (37.2)	C (34.6)
Branch Avenue/Alabama Avenue SE		
Overall	F (111.5)	F (221.1)
Eastbound	E (61.0)	F (81.5)
Westbound	D (48.6)	F (96.6)
Northbound	F (209.5)	C (29.1)
Southbound	D (50.0)	F (510.4)

Exhibit 2

Skyland Shopping Center
2: 25th Street SE & Good Hope Road SE

Existing AM Peak Hour
5/11/2007

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			0.95			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			0.99			0.98	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Fr _t		0.99			1.00			0.98			0.97	
Fl _t Protected		0.99			0.97			1.00			1.00	
Satd. Flow (prot)		1821			3428			3410			3384	
Fl _t Permitted		0.77			0.53			0.80			0.95	
Satd. Flow (perm)		1418			1869			2742			3218	
Volume (vph)	197	542	55	209	181	12	11	176	32	12	838	170
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	214	589	60	227	197	13	12	191	35	13	911	185
RTOR Reduction (vph)	0	3	0	0	2	0	0	14	0	0	17	0
Lane Group Flow (vph)	0	860	0	0	435	0	0	224	0	0	1092	0
Confl. Peds. (#/hr)			1			26			39			30
Turn Type	Perm			D.P+P			Perm			Perm		
Protected Phases		3		2	2 3			1			1	
Permitted Phases	3			3			1			1		
Actuated Green, G (s)		47.0			51.0			34.0			34.0	
Effective Green, g (s)		48.0			53.0			35.0			35.0	
Actuated g/C Ratio		0.48			0.53			0.35			0.35	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		681			1069			960			1126	
v/s Ratio Prot					c0.02							
v/s Ratio Perm		c0.61			0.20			0.08			c0.34	
v/c Ratio		1.26			0.41			0.23			0.97	
Uniform Delay, d1		26.0			14.1			23.0			32.0	
Progression Factor		1.17			1.00			1.00			1.00	
Incremental Delay, d2		122.7			1.1			0.6			20.5	
Delay (s)		153.2			15.2			23.6			52.5	
Level of Service		F			B			C			D	
Approach Delay (s)		153.2			15.2			23.6			52.5	
Approach LOS		F			B			C			D	
Intersection Summary												
HCM Average Control Delay		76.6									E	
HCM Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		100.0						12.0				
Intersection Capacity Utilization		103.8%									G	
Analysis Period (min)		15										
c Critical Lane Group												

Skyland Shopping Center
5: Naylor Road SE & Alabama Avenue SE

Existing AM Peak Hour
5/11/2007

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frft		1.00			0.98			1.00			1.00	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1856			1795			3499			3499	
Flt Permitted		1.00			0.98			0.73			0.91	
Satd. Flow (perm)		1854			1755			2567			3194	
Volume (vph)	3	1029	15	5	195	44	73	258	1	23	367	3
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	1118	16	5	212	48	79	280	1	25	399	3
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1137	0	0	257	0	0	360	0	0	426	0
Confl. Peds. (#/hr)			64			27			21	76		
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Actuated Green, G (s)		49.0			49.0			27.0			27.0	
Effective Green, g (s)		57.0			57.0			35.0			35.0	
Actuated g/C Ratio		0.57			0.57			0.35			0.35	
Clearance Time (s)		12.0			12.0			12.0			12.0	
Lane Grp Cap (vph)		1057			1000			898			1118	
v/s Ratio Prot												
v/s Ratio Perm		c0.61			0.15			c0.14			0.13	
v/c Ratio		1.08			0.26			0.40			0.38	
Uniform Delay, d1		21.5			10.8			24.6			24.4	
Progression Factor		1.00			1.22			1.00			1.43	
Incremental Delay, d2		50.3			0.6			1.3			0.9	
Delay (s)		71.8			13.8			25.9			35.7	
Level of Service		E			B			C			D	
Approach Delay (s)		71.8			13.8			25.9			35.7	
Approach LOS		E			B			C			D	
Intersection Summary												
HCM Average Control Delay		50.2										
HCM Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		90.9%										
Analysis Period (min)		15										
c Critical Lane Group												



Table 3 – Background Levels of Service

Intersection (Approach)	Background Conditions		Background Conditions with Improvements	
	AM Peak Hour Level of Service	PM Peak Hour Level of Service	AM Peak Hour Level of Service	PM Peak Hour Level of Service
Good Hope Road/Naylor Road/25th Street				
Overall	F (110.3)	C (30.7)	D (42.8)	C (20.2)
Eastbound	C (28.4)	C (23.9)	C (28.4)	C (23.9)
Westbound	D (48.2)	B (18.6)	C (24.0)	B (13.2)
Northbound	F (288.1)	F (87.0)	D (50.4)	C (30.9)
Southbound	C (27.6)	C (21.1)	D (48.2)	B (18.6)
Alabama Avenue/Naylor Road				
Overall	D (39.8)	C (23.5)	D (39.8)	C (23.5)
Eastbound	E (70.2)	C (33.0)	E (70.2)	C (33.0)
Westbound	C (29.7)	C (22.2)	C (29.7)	C (22.2)
Northbound	D (36.0)	B (11.2)	D (36.0)	B (11.2)
Southbound	A (8.5)	C (21.4)	A (8.5)	C (21.4)
Alabama Avenue/30th Street				
Overall	C (21.1)	B (13.8)	C (21.1)	B (13.8)
Eastbound	A (9.7)	A (5.4)	A (9.7)	A (5.4)
Westbound	C (22.2)	A (6.4)	C (22.2)	A (6.4)
Northbound	D (42.0)	D (35.6)	D (42.0)	D (35.6)
Southbound	D (36.2)	D (45.7)	D (36.2)	D (45.7)
25th Street SE/Alabama Avenue				
Overall	C (30.6)	B (19.5)	C (30.6)	B (19.5)
Eastbound	...	...	...	...
Westbound	B (19.1)	C (22.1)	B (19.1)	C (22.1)
Northbound	D (43.8)	B (18.0)	D (43.8)	B (18.0)
Southbound	B (15.3)	B (17.0)	B (15.3)	B (17.0)
Good Hope Road SE & Naylor Road SE				
Overall	C (22.8)	B (13.7)	C (22.8)	B (13.7)
Eastbound	C (23.9)	A (7.4)	C (23.9)	A (7.4)
Westbound	C (31.0)	A (7.3)	C (31.0)	A (7.3)
Northbound	B (17.4)	D (42.4)	B (17.4)	D (42.4)
Southbound	A (9.9)	D (50.2)	A (9.9)	D (50.2)
Good Hope Road SE/Skyland Entrance & Alabama Avenue SE				
Overall	D (39.3)	C (24.7)	D (39.3)	C (24.7)
Eastbound	B (19.8)	C (33.3)	B (19.8)	C (33.3)
Westbound	C (22.4)	C (29.6)	C (22.4)	C (29.6)
Northbound	C (22.1)	B (15.1)	C (22.1)	B (15.1)
Southbound	D (52.3)	C (34.6)	D (52.3)	C (34.6)
Branch Avenue/Alabama Avenue				
Overall	F (120.2)	F (155.9)	F (120.2)	F (155.9)
Eastbound	D (54.5)	D (54.9)	D (54.5)	D (54.9)
Westbound	F (161.0)	F (305.9)	F (161.0)	F (305.9)
Northbound	F (142.8)	C (22.0)	F (142.8)	C (22.0)
Southbound	D (45.6)	F (189.5)	D (45.6)	F (189.5)



Table 6 – Projected Site Trip Generation

Skyland Component	ITE Code	Amount	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Residential</u>								
Apartment	220	448 Units	45	178	223	172	92	264
Retail Synergy			-	-	-	-46	-42	-88
Residential Subtotal			45	178	223	126	50	176
Alternate Mode red. (30%)			-14	-53	-67	-38	-15	-53
Residential Total			32	125	156	88	35	123
<u>Residential</u>								
Townhouse	230	20 Units	2	12	14	11	5	16
Retail Synergy			-	-	-	-3	-3	-6
Residential Subtotal			2	12	14	8	2	10
Alternate Mode red. (30%)			-1	-4	-4	-2	-1	-3
Residential Total			1	8	10	6	1	7
<u>Retail</u>								
Retail	820	315,520 SF	190	122	312	641	695	1,336
Residential Synergy			-	-	-	-45	-49	-94
Retail Subtotal			190	122	312	596	646	1,242
Alternate Mode red. (30%)			-57	-37	-94	-179	-194	-373
Retail Subtotal			133	85	218	417	452	869
Retail Pass-by Trips (25%)			-	-	-	-104	-113	-217
Retail Total			133	85	218	313	339	652
Total Future Site Trips (with reductions)			166	218	384	407	376	783
Existing Site Trips			39	28	67	125	89	214
Net New Site Trips			127	190	317	282	287	569

Exhibit 6

Table 11
Regression Equation Summary for All Residential and Residential Commute/School
Metrorail Trips by Distance from Station

Distance (mile)	Metrorail Mode Share	
	Overall	Commute/School
0	54%	65%
1/4	43%	54%
1/2	31%	44%

SOURCE: WMATA (2005 Development-Related Ridership Survey)



Table 11 from WMATA Report

Exhibit 7

Table 15
Mode Shares at Retail, Hotel and Entertainment Sites

Site Name	Site Type	Mode			
		Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area					
Ballston Common	R	23%	7%	43%	27%
Holiday Inn Arlington	H	17%	0%	67%	17%
Regal Cinemas	E	35%	9%	39%	17%
Crystal City Station Area					
Crystal Plaza Shops	R	36%	5%	24%	36%
The Underground	R	31%	6%	27%	35%
Crystal Gateway Marriott	H	27%	7%	24%	42%
Crystal Hyatt Regency	H	48%	3%	21%	28%
Eisenhower Avenue Station Area					
AMC Hoffman Theaters	E	12%	1%	83%	4%
Friendship Heights Station Area					
Embassy Suites Chevy Chase Pavilion	H	33%	5%	25%	36%
Silver Spring Station Area					
Silver Spring Neighborhood Center	R	9%	10%	67%	14%
Holiday Inn Silver Spring	H	8%	4%	54%	33%
AFI Silver Theater	E	39%	2%	49%	10%
The Majestic 20	E	19%	13%	56%	13%
U Street/African American Civil War Memorial/Cardozo Station Area					
U St Main Street	R	44%	13%	19%	25%
Average Among Sites					
Retail Sites	R	29%	8%	36%	27%
Hotel Sites	H	27%	4%	38%	31%
Entertainment Sites	E	26%	6%	57%	11%

Notes: ¹ Includes multimodal trips that may have involved auto or bus use in combination with Metrorail.
² Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.
³ Includes trips as driver and passenger of a private automobile.
⁴ Includes cycling and any other form of transportation one may use.
R: Retail
H: Hotel
E: Entertainment (Movie Theater)

SOURCE: WMATA (2005 Development-Related Ridership Survey)



Table 15 from WMATA Report

Exhibit 8

Maximum Queues at about 8:00 AM

Street	at	Queue (ft)	Queue (vehicles)	Extends Upto
25th Street SE NB	Good Hope Rd SE	1663	67	Alabama Ave SE
26th Street SE NB	Alabama Ave SE	1261	50	Irving St SE
Good Hope Rd SE SE	25th Street SE NB	2217	89	22nd St SE
Alabama Ave SE WB	Branch Ave SE	1425	57	37th St SE
Branch Ave SE NB	Alabama Ave SE	2042	82	Erie St SE
Naylor Rd SE NB	Alabama Ave SE	1916	77	30th St SE
Naylor Rd SE SB	Site Access	1505	60	27th St SE



Planning • Engineering • Information Technology

Queue Summary from Model
Simulation

Exhibit 9

CERTIFICATE OF SERVICE

I hereby certify that on March 29, 2010, a copy of this submission was mailed by U.S. Mail, or hand-delivered, to the following:

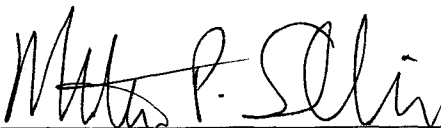
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