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OFFICE OF ZONING

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December 17, 2012

District of Columbia Zoning Commission
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: ZC Case No. 12-15--Gallaudet University Campus Plan and Further Processing--Applicant's Response to DDOT Comments

Honorable Members of the Commission:

At the close of the public hearing on this case, DDOT summarized their request for additional items as follows:

1. More detail on the loading plan, specifically on the vehicular access points to the campus.
2. More detail on a pedestrian review and analysis.

Additionally, the Commission determined to address in the Order on this case the issue of whether there is a future need for a sidewalk on the west side of West Virginia Avenue, NE, abutting the east side of the Campus.

These items are further addressed below.

Loading Plan

At the close of the public hearing, DDOT asked that the Brentwood Parkway vehicular access point to the campus be analyzed for loading purposes (all other access points were previously addressed). DDOT also expressed concern that the Applicant's plan showing egress of 55 ft. trailer trucks from the Florida Avenue

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Gate at 8th Street, heading westbound on Florida Avenue, relies upon University security personnel to help control eastbound traffic on Florida during that operation. The attached report from Symmetra Design (Exhibit A) addresses those issues.

Pedestrian Review and Analysis

At the close of the public hearing, DDOT requested Gallaudet to conduct an assessment to determine if the curb ramps leading into the intersections surrounding the campus are up to ADA compliance and current DDOT standards. The attached Symmetra Design report at Exhibit A addresses this issue. Additionally, Mr. Bauman from the University pointed out in response to DDOT's comments that the University is committed to actively participating in DDOT's upcoming study and planning process for Florida Avenue and for 6th Street, similar to their active participation in the Florida Avenue Market Small Area Plan and the Metrorail Station studies.

West Virginia Avenue Sidewalk

The Commission determined at the close of the public hearing that the Campus Plan Order should indicate that at the time of review of any further processing requests for development on the east side of campus, there should be consideration of whether a sidewalk on the west side of West Virginia Avenue would be necessary in conjunction with that further processing.

The DDOT report filed in this case "note[d] that sidewalks are missing along the west side of West Virginia Avenue and Corcoran Street NE adjacent to the campus leading to the West Virginia Avenue Campus gate." The DDOT report further "recommends that the Applicant construct the missing sidewalk along their property on West Virginia Avenue and Corcoran Street, NE in order to improve pedestrian safety, access and mobility." In response to DDOT's comments, the University notes the following:

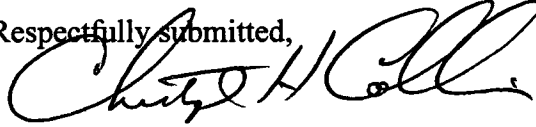
- the total distance of the University's property boundary along West Virginia Avenue and Corcoran Street NE where DDOT has recommended that the University construct public sidewalks is 0.6 miles.
- There is no entrance to the Campus along Corcoran Street, NE.

- There is only one Campus entrance along West Virginia Avenue, NE, at Penn Street, NE. There is a high-visibility pedestrian cross-walk at this location, allowing pedestrians using the sidewalk along the east side of West Virginia Avenue to cross the street in order to access the Campus entrance.
- DDOT records indicate that there is only 8 ft. of public space between the curb and the property line along the west side of West Virginia Avenue. There are mature trees growing in this public space. The actual public space width, as measured by Symmetra Design, is 6 ft., 8 in. See Exhibit A, page 7.
- DDOT's Design and Engineering Manual, Table 30-J on page 30-16, and Section 31.2.1 on page 31-1 (See Exhibit B) state that the minimum designated width of a sidewalk based on DDOT guidelines is a total of 10 ft., including 6 ft. for the paved sidewalk surface and 4 ft. (preferably 6 ft.) for a tree space. This standard cannot be met in the 6 ft., 8 in. to 8 ft. wide public space on the west side of West Virginia Avenue, as it would allow only a 4 ft. wide paved portion of the sidewalk, with a 4 ft. wide tree space. DDOT is already slated to review the inadequate sidewalk widths along both sides of Florida Avenue on the south side of the Campus. It is financially infeasible, and makes little sense, for the University to create 0.6 miles of additional inadequate sidewalks on the east side of the Campus.
- Per DDOT Administrative Order No. 01-2005, posted on the DDOT website (See Exhibit C), and the Sidewalk and Curbing Assessment Amendment Act of 2002 (DC Official Code Section 9-401.04), adjacent property owners are no longer required by the District to pay for the costs of sidewalk construction. The policy of the District, according to this Administrative Order, is that "there shall be a sidewalk on at least one side of every street or roadway where pedestrians are legally permitted in the District...". There is already an existing sidewalk on the east side of West Virginia Avenue, NE.

The University believes that it is important to state this information for the record, in response to the DDOT request. The University agrees that it would be prudent to explore whether there is a future need for a sidewalk along a portion of West Virginia Avenue, and whether and to what extent that sidewalk could be accommodated, in conjunction with any further processing applications for buildings along the east side of campus that include a pedestrian access from the Campus directly onto West Virginia Avenue.

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Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris H. Collins". The signature is fluid and cursive, with the first name "Chris" and last name "Collins" clearly distinguishable.

Christopher H. Collins

CHC/lc

cc: Anna Chamberlain, DDOT
Steve Mordfin, Office of Planning

#11892627_v2

EXHIBIT A



symmetra design

To: Anna Chamberlin District Department of Transportation
Murat Omay District Department of Transportation

From: Nicole White, P.E., PTOE

Date: December 17, 2012

Re: Gallaudet University 2022 Campus Plan Supplemental TIS Memorandum

INTRODUCTION

The following memorandum has been prepared in response to the District Department of Transportation's (DDOT) requests for additional information at the November 26, 2012 Gallaudet University 2022 Campus Plan Zoning Commission hearing. This memorandum provides supplemental information to address the agency's request for additional information on truck access from Brentwood Parkway and pedestrian facilities adjacent to the campus.

TRUCK ACCESS TO GALLUADET CAMPUS

During the Zoning Commission hearing DDOT requested an understanding of loading access at the Brentwood Parkway gate to supplement the loading information already submitted¹ for the other campus gates. The majority of delivery vehicles to the University are accommodated in single unit trucks no larger than 30 feet. On occasion the University receives deliveries, particularly associated with construction activity, that require larger delivery vehicles (i.e. 55 foot trucks). The following is a summary of loading operations for large delivery vehicles at each of the campus gates:

Florida Avenue/8th Street, NE – Delivery vehicles primarily enter the campus from the main gate at Florida Avenue, NE and 8th Street, NE. Maneuvering diagrams, as shown in the TIS, for the main campus gate indicate large trucks (i.e. 55 foot trucks or greater) exiting the campus to the right must encroach on the opposing lane of travel along Florida Avenue, NE. The University has established management measures to address this issue such as prohibiting trucks from making a right turn out of the main gate for routine deliveries. For special deliveries associated

¹ November 23, 2012 Transportation Impact Study

with construction projects or other special situations on campus, Gallaudet proposes the use of the gate for right turns only if appropriate construction or flag personnel manage the maneuver. There would be an opportunity to improve maneuvering operations at the gate as part of the pending DDOT Florida Avenue project. In the meantime, routine large delivery vehicles will be required to either make a left turn out of the Florida Avenue gate or else use the West Virginia Avenue gate to exit the campus.

West Virginia Avenue – The West Virginia Avenue, NE entrance is located at the north-east corner of the campus. This entrance provides direct access to the University's athletic and recreational facilities and the Clerc Center. Large trucks are encouraged to utilize West Virginia Avenue (during times that do not conflict with the elementary school drop-off or pick up times) as trucks can maneuver into and out-of this gate and the access provides direct access to several loading area including Central Receiving and the Central Utilities Building.

6th Street – As outlined in the November TIS, the only truck access permitted at the 6th Street gate are small trucks accessing the Kellogg Center loading facility which is situated immediately after entering the gate in the rear of the building. All other delivery vehicles are restricted from using the 6th Street gate due to on-campus circulation constraints.

Brentwood Parkway - The Brentwood Parkway gate is situated within the northern part of the campus and primarily provides access to the Clerc Center uses (KDES and MSSD). Upon entering the gate, the roadway splits with one section terminating at a roundabout in front of the MSSD building and a second part of the roadway which connects to the West Virginia campus access via a circuitous route and also connects to the southern section of the campus via Switzer Drive.

As shown in Figure 1, there are several curved sections of the roadway (highlighted by red dashed circles) that would make maneuvering difficult for trucks entering/exiting the campus via Brentwood Parkway. Maneuvering for large trucks could not be accommodated at the locations shown in Figure 1 due to the extremely tight turning radius. Due to on-campus circulation restrictions, ingress and/or egress for larger trucks is prohibited via Brentwood Parkway.



Figure 1: Brentwood Parkway Campus Gate and Vehicular circulation

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Transportation Planning, Traffic Engineering

PEDESTRIAN FACILITIES ASSESSMENT

At the request of DDOT, Symmetra has prepared a Pedestrian Assessment to determine if pedestrian facilities adjacent to the Gallaudet Campus are adequate and in compliance with DDOT and Americans with Disabilities Act guidelines.

The study area for the assessment is listed below and shown in Figure 2.

1. Florida Avenue, NE (between 6th Street and West Virginia Avenue)
2. West Virginia Avenue, NE (between Florida Avenue and Corcoran Street)
3. 6th Street, NE (between Florida Avenue and Penn Street)
4. Brentwood Parkway, NE (between Penn Street and Mount Olivet Road)



Figure 2: Pedestrian Study Area

The following DDOT and ADA requirements were used as a basis to evaluate the pedestrian facilities in the assessment area:

DDOT & ADA Standards

The 2009 DDOT Design & Engineering Manual and 2010 ADA Standards for Accessible Design were used as a basis for the criterion to evaluate the pedestrian facilities adjacent to the campus. The following tables outline the current DDOT and ADA guidelines for sidewalks and curb ramps.

Table 1 - Sidewalk Requirements

DDOT Guidelines²	- Sidewalk Pavement – 6 ft. minimum clear paved surface width, free of obstructions - Sidewalk including Tree Space – 10 ft. surface width
ADA Standards³	Clear Width – 36 inches minimum clear width of walking surface

Table 2 – Curb Ramp Requirements

DDOT Guidelines⁴	All pedestrian facilities be designed in accordance with the most recent ADA regulations
ADA Standards⁵	- Slopes steeper than 1:10 but not steeper than 1:8 have a maximum rise of 3 inches - Slopes steeper than 1:12 but not steeper than 1:10 have a maximum rise of 6 inches - Slope Steeper than 1:8 prohibited - Landing – 36 inches minimum

Pedestrian Facilities

A detailed inventory of sidewalks, crosswalk types and pedestrian signals in and around the study area are shown in Figure 3.

² DDOT Design & Engineering Manual – Section 29.4.1.1, Section 30.11.2 Table 30-J

³ ADA Standards – Section 403.5.1

⁴ DDOT Design & Engineering Manual – Section 29.3, Section 29.5

⁵ ADA Standards – Section 405.2 Table 405.2, Section 406.4



Figure 3: Pedestrian Facilities

Sidewalks

Sidewalks are continuous throughout the study area with the exception of the west side of Brentwood Parkway, the west side of West Virginia Avenue, and sections of Corcoran Street. There is very limited use of Gallaudet-related pedestrian traffic along those areas since there are no land uses that would generate pedestrian traffic on either side of this section of Brentwood Parkway and the Universities' existing fence along West Virginia Avenue limit need for Gallaudet related use.

Table 3 outlines existing sidewalk widths. Sidewalk widths were compared to ADA requirements (3 feet or 36 inches clear width) and DDOT design standards (6 feet).

Table 3 Study Area Sidewalk Widths

Street	Total Sidewalk Width (including tree space) ⁶	Effective Sidewalk Width ⁷
Florida Avenue, NE	North Side – 9' – 10' South Side – 4'-6'8"	North Side – 4'- 6.5" South Side – 4'
West Virginia Avenue, NE	East Side – 7'6" – 8'10" West Side – 6'8"	East Side – 3'-9' West Side – N/A
6th Street, NE	West Side – 9'7" East Side – 7'2" – 9'	West Side – 9.5' East Side – 4.5'-7'
Brentwood Parkway, NE	East Side – 8'4"- 10' West Side – N/A	East Side – 6'-8' West Side – N/A
Mount Olivet Road, NE	North Side – 10'10" South Side – 10'10"	North Side – 6' South Side – 6'
Corcoran Street, NE	North Side – 8'7" South Side – N/A	North Side – 6' South Side – N/A

As shown in Table 3, most of the sidewalks within the study area meet and/or exceed the minimum 36 inch clear width of walking surface as required by ADA. Along the south-side of

⁶ DDOT Design & Engineering Manual – Section 30.11.2, sidewalk width includes the tree space

⁷ Clear paved path, not including, utility structures, street furniture, grass buffer and/or other encroachments

Florida Avenue, there is an insufficient clear path for pedestrians due to a light pole fixture obstructing the sidewalk (see Figure 4 for an illustration). The light pole's base is approximately 15 inches which reduces the clear width of the sidewalk to below the ADA requirement needed for a wheel chair to safely access this route. This was the only location in the study area in which the sidewalk width did not meet the minimum pedestrian clear path in accordance with ADA guidelines.



Figure 4: Obstructing Light Fixture along Florida Avenue (south-side between M Street and 7th Street)

The following sidewalk segments do not meet the DDOT Design and Engineering Manual requirement of 6 feet:

- Sidewalks on Florida Avenue generally⁸ do not meet the width requirement including the north-side of the sidewalk where there are street trees encroaching on the sidewalk from 6th Street to 8th Street
- Along West Virginia Avenue sections of the sidewalk (along the east-side of the roadway) do not meet DDOT's requirement due to street trees (providing 3 feet to 4 feet of paved surface width)
- Sidewalks along 6th Street meet DDOT's minimum requirement except in areas where street trees encroach of the sidewalk (such as the east-side between the Gallaudet campus entrance and Penn Street)

⁸ A section of sidewalk along the north-side of Florida Avenue, between 8th Street and West Virginia Avenue, provides the required 6 feet pavement width (due to wider pavement and narrower grass buffer/tree space). Along the south-side of the street, between 9th Street and West Virginia Avenue, the required the pavement width is provided

Field observations along 6th Street and West Virginia Avenue indicated a few locations where there are un-level sections of sidewalk due to exposed tree roots. Sudden changes in level can be hazardous to pedestrians. Figures 5 and 6 illustrate the un-level section of sidewalk surfaces along 6th Street and West Virginia Avenue.



Figure 5: 6th Street east-side near
Gallaudet campus entrance



Figure 6: West Virginia Avenue east-side

Crosswalks

There are two types of crosswalks provided in the assessment area including the standard parallel line crosswalks and high visibility crosswalks with longitudinal stripes.

High visibility crosswalks alert drivers of preferred crossing locations for pedestrians and are located at the following key locations:

- 6th Street and Neal Place (crossing 6th Street north-side only)
- 6th Street and Florida Avenue (all approaches)
- Florida Avenue and M Street (all approaches of three legged intersection)
- 9th Street and Florida Avenue (crossing Florida Avenue)
- 7th Street and Florida Avenue (crossing Florida Avenue)
- 8th Street and Florida Avenue (crossing 8th Street and east-side of Florida Avenue)
- Florida Avenue and West Virginia Avenue (all approaches)
- West Virginia Avenue and Gallaudet campus entrance (crossing West Virginia Avenue)

The above listed high visibility crosswalks are stationed primarily along the southern borders of the campus along Florida Avenue (adjacent to the campus core) where most pedestrian-related traffic entering and exiting the campus is concentrated.

Accessible Pedestrian Signals

As shown in Figure 3, there are a number of accessible pedestrian signals (APS) within the study area. The provided APS's provide a speech message during the walk interval and push-button information in Braille. Speech messages provide various information such as roadway names and also direct pedestrian on when to walk. Figure 5, shows the APS located at the intersection of 6th Street, NE and Florida Avenue, NE.



Figure 5: APS 6th Street, NE/ Florida Avenue, NE

In some locations, pedestrians are required to push a button in order to call for the walk signal. Figure 6 shows the APS signage at the Mount Olivet Road / NY Ave Ramp intersection.



Figure 6: APS Signage Mount Olivet Road / NY Ave Ramp

Pedestrian countdown timings for intersections near the campus are shown in Table 4.

Table 4 Pedestrian Countdown Timings (Using 3.5 feet/second⁹)

Intersection	Given Pedestrian Time NB/SB (s)	Given Pedestrian Time EB/WB (s)	Calculated ¹⁰ Minimum. Ped. Time NB/SB (s)	Calculated ⁵ Minimum Ped. Time EB/WB (s)
6 th Street, NE / Florida Avenue, NE	40	52	18.9	25.7
7 th Street, NE / Florida Avenue, NE	20	75	16	13.3
8 th Street, NE / Florida Avenue, NE	22	65	15.4	15.7
West Virginia Avenue, NE / Florida Avenue, NE	17	48	15.9	14
Mount Olivet Road / NY Ave Ramp*	17	45	14.6	10
Mount Olivet Road / Brentwood Parkway, NE*	24	23	24	13.7

**Pedestrians must push button at this intersection to call for walk signal*

⁹ DDOT Design & Engineering Manual – Section 40.7.6.2 defines pedestrian walking speed as 3.5 feet per second

¹⁰ Using approximate distance of curb to curb along the center of the crosswalk

As shown in Table 4, each approach of the study area intersections are supplied with ample timing to facilitate pedestrian crossing. Field observations also confirmed this assessment.

Curb Ramps

Figure 7 shows the location of the curb ramps provided within the study area and Table 6 provides curb and landing widths and ramp slope for curb ramps.



Figure 7: Curb Ramps

Curb ramps are not provided at the following locations:

- 6th Street just north of Gallaudet Campus gate (see Figure 8)

- West Virginia Avenue just south of Gallaudet Campus gate (See Figure 9)¹¹
- 8th Street and Florida Avenue (west-side crossing 8th Street and crossing campus gate)¹²
- Brentwood Campus Gate



Figure 8: Missing Curb Ramp along 6th Street just north of Gallaudet Campus gate



Figure 9: Missing Curb Ramp along West Virginia Avenue just south of Gallaudet Campus gate

¹¹ As reported on page 7 of 18 a sidewalk is not provided along the west-side of West Virginia Avenue therefore an ADA ramp would not be warranted at this location.

¹² It is noted there is signage that states pedestrians should use east crosswalk.

As indicated in Table 5, all curb ramps are compliant with ADA and DDOT design standards with a 36 inch minimum landing and are below the maximum slope of 1:8 or 12.5%.

Table 5 Curb Ramp Statistics

Street	Provided		
	Ramp Width	Ramp Slope	Landing
Florida Avenue, NE	48"	8.4%	36"
West Virginia Avenue, NE	48"	7.3%	36"
	48"	8.4%	36"
	48"	8.4%	36"
6th Street, NE	48"	9.8%	36"
Brentwood Parkway, NE	48"	8.4%	48"
Mount Olivet Road, NE	48"	8.4%	36"
Corcoran Street, NE	48"	7.3%	36"

Pedestrian Signage

A number of pedestrian related signs are stationed in the study area. Signage is primarily located along 6th Street, Florida Avenue, and along West Virginia Avenue. The signage varies from warning/yield signs to alerts drivers of pedestrians crossing at crosswalks to signs that notify drivers of the hard of hearing population that may be present in the area. Figure 10, illustrates the various types of signs located within the study area.

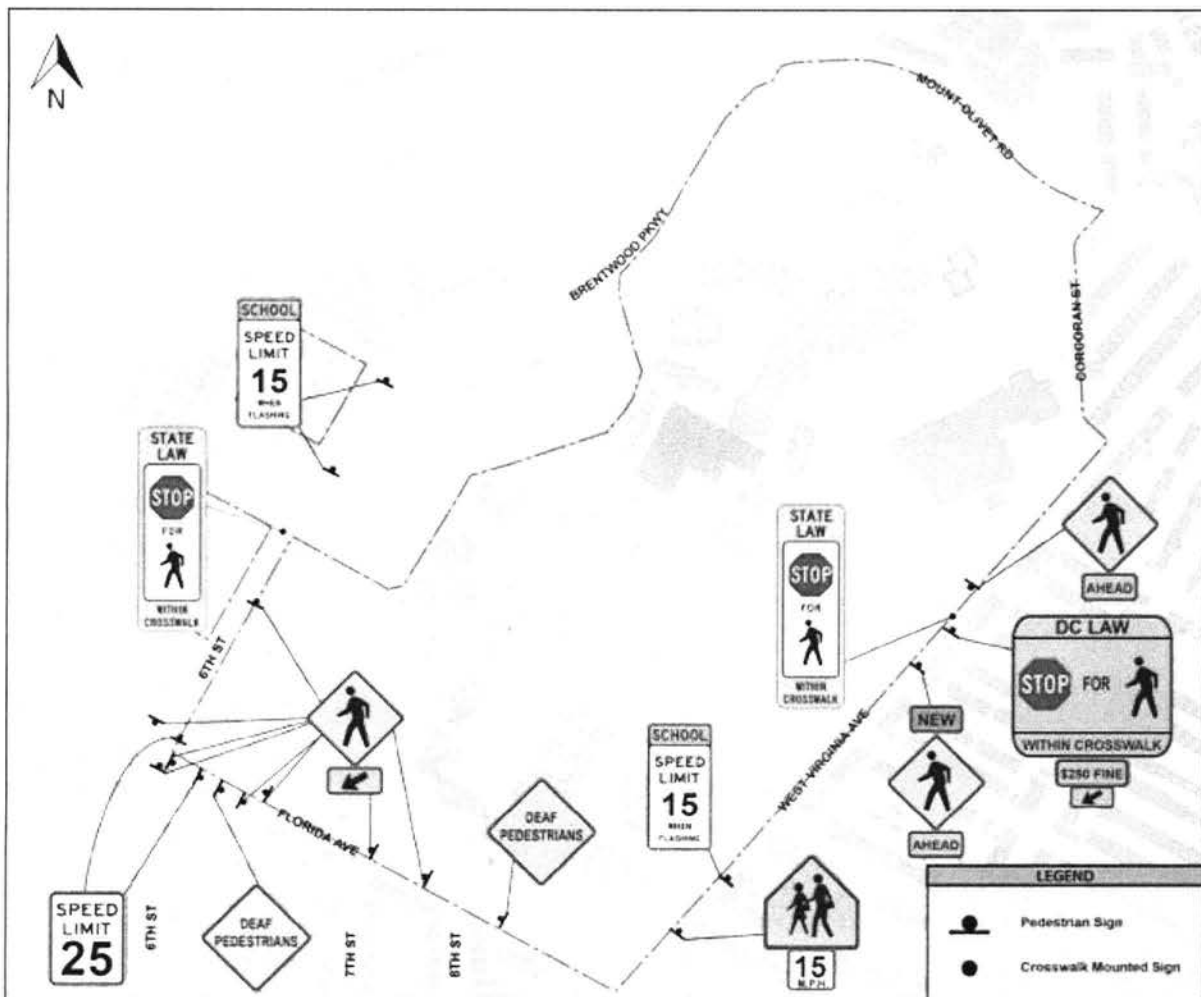


Figure 10: Pedestrian Signage

CONCLUSIONS

The primary conclusions that were presented in this study are as follows:

LOADING

- Deliveries are primarily made by 30 foot trucks, On occasion when 55 foot delivery vehicles need to access the campus they will be directed to use the Florida Avenue entrance or the West Virginia Avenue entrance. Large delivery vehicles will be prohibited from making a right turn out of the Florida Avenue entrance except for special deliveries associated with construction projects or other special situations on campus. In those instances if a right turn is required to exit a construction or flag personnel would manage the maneuver. The 6th Street and Brentwood Parkway entrances cannot be used by larger vehicles due to on-campus circulation restrictions. Use of 6th Street is permitted for small trucks accessing the Kellogg Center but however is prohibited for larger trucks that would need to access other loading areas on-campus.

PEDESTRIAN FACILITIES

- All sidewalks within the study area meet and/or exceed the ADA requirements with the exception of one location along the south-side of Florida Avenue. There are sections on Florida Avenue, West Virginia Avenue and 6th Street that do not meet the DDOT requirement due to encroaching street trees and/or light poles or other obstructions.
- Available curb ramps are compliant with ADA and DDOT design standards. Curb ramps are not provided at 6th Street and Neal Place and at the West Virginia Avenue campus gate. No curb ramps are provide for crossing of the Brentwood Campus gates and at the west-side of the main campus gate along Florida Avenue¹³.

¹³ It is noted there is signage that states pedestrians should use east crosswalk.

EXHIBIT B

DISTRICT OF COLUMBIA

DEPARTMENT OF TRANSPORTATION



DESIGN AND ENGINEERING

MANUAL

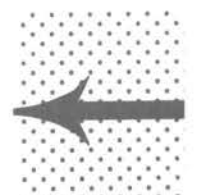
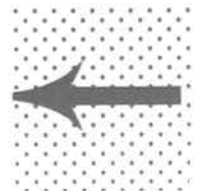
April 2009

Table 30-J:
Standard Roadway Elements Widths

ROADWAY	THE STANDARD WIDTH BASED ON DDOT GUIDELINE
The Minimum ROW for One-way travel Road	55' with 10' setback both sides
The Minimum ROW for Two-way Travel Road	75' with 10' setback both sides
Two-way Street, one lane each, with Parking both sides	36' Paved Surface Width (Prefer 38')
Two-way Street one lane each with one side parking	32' Paved Surface Width (Prefer 34')
One-way Street one lane with two side parking	30' Paved Surface Width
One-way Street one lane with one side parking	22' Paved Surface Width
Driving Lane	10' to 12' Paved Surface Width
Driving Lane having Buses	11' Paved Surface Width
Driving Lane, with parking	18' Paved Surface Width*
Driving Lane, with Parking and Have Buses	19' Paved Surface Width
Parking Lane	8' Paved Surface Width
Bicycle Lane one way	5' Paved Surface Width
Shared Use Path (Two-Way)	10' - 12' Paved Surface Width (14' if heavy use)
Sidewalk Pavement	6' Paved Surface Width**
Sidewalk including 4-foot tree space	10' Surface Width**
Middle of Road median	4' Minimum Surface Width
Shoulder Width	10' Surface Width

*Driving and parking lane width together = 19 ft. (11 ft. adjacent maneuvering lane). 8 ft. is the standard width for parallel parking and requires a minimum 11 ft. adjacent maneuvering lane, without going over the adjacent travel lane and/or double yellow lines. When the parallel parking lane is narrower than the standard 8 ft. wide parallel lane, then it requires another foot added to the adjacent maneuvering lane. For example, if the parallel parking lane is 7 ft. wide, then the adjacent maneuvering lane must be 12 ft. wide.

**Each street in the District has a designated sidewalk width for public space. The minimum designated width is 10 ft., which includes a 6 ft.



sidewalk and 4 ft. tree space. However, each street within the District of Columbia has a designated sidewalk width for each street, and if a particular street has a higher designated minimum width than 10 ft. minimum width then higher width will become the minimum width for that street and it must be met. If there is no designated sidewalk width, then the minimum 10 ft. designated sidewalk width must be used. (Note: The sidewalk width usually includes the tree space).

30.13 Lane Widths

Lane widths have a great influence on vehicle safety of all road users. On freeways the predominant lane width is 12 ft. In an urban setting, select lane widths between 10 and 12 ft based on the following:

- Design speed—lanes 10-ft. wide may be considered on collector and arterial streets with design speeds of 35 mph or less. Use the wider end of the range (11 to 12 ft.) at design speeds of 35 to 40 mph.
- Design vehicle—vehicles such as transit buses or large tractor-trailers require wider lanes, particular in combination with higher design speeds if they frequently use the thoroughfare. Consider wider lanes only if appropriate for the frequency of the design vehicle.
- Right-of-way—balance the provision of the required design elements of the thoroughfare with the available right-of-way. This balance can mean reducing the width of all elements or eliminating lower priority elements.
- Width of adjacent bicycle and parking lanes—the width of adjacent bicycle and parking lanes influences the selection of lane width. If the adjacent bicycle or parking lane is narrower than recommended, first consider widening the bicycle lane. If a design vehicle or design speed justify, provide a wider travel lane to provide better separation between lanes.

Where bike access is provided, the outside lane width should be 1 ft. wider than the adjacent thru-lane width.

30.14 Roadway-Rail Grade Crossings

All roadway/rail crossings should be coordinated with the railroad to provide a consistent surface and traffic control. To properly accommodate bicyclists, at grade roadway/rail crossings should be at right angle to the rails. If the crossing is less than 45 degrees, an additional paved shoulder should be provided to permit the bicyclist to cross the track at a safer angle. Refer to the **AASHTO Guide for the Development of Bicycle Facilities** for additional information.

The railroad company will provide the design and special provisions for inclusion in the contract plans. The District will provide funds for construction of the Roadway-Rail Grade Crossing with participation of FHWA.

CHAPTER 31

SIDEWALKS, CURB AND GUTTER, MEDIANS, DRIVEWAYS AND ALLEYS

31.1 General

A **Policy on Geometric Design of Highways and Streets**, published by the American Association of State Highway and Transportation Officials, AASHTO and DC Streetscape Guideline were used as a reference within this chapter.

All facilities shall be designed in accordance with **ADA** regulations, the requirements of this Design Manual IPMA requirements and all other DDOT requirements. This chapter sets forth the minimum criteria to be used in the design of all sidewalks, curb ramps, and other pedestrian and ADA facilities within the ROW, and other public easements.

31.2 Sidewalks, Alleys and Driveway (Non-Historical)

All sidewalks shall have a minimum of 4 in. depth of concrete. Alleys and driveway entrances shall be 7 in. minimum of depth of concrete. Commercial and heavy truck traffic entrances shall be 8 in. minimum. The scoring pattern, texture and color of the sidewalk paving should be continued across the alley or driveway entrance

31.2.1 Sidewalks

All sidewalks shall have a minimum width of 6 ft. when separated from the roadway by a buffer strip. The width of the buffer strip should be a minimum of 4 ft. preferably 6 ft. for tree space. Sidewalk width shall be based on adjacent land uses: 6 ft. for low and moderate density residential, 8 ft. for high density residential, and 10 ft. for commercial areas outside of the downtown. "Standards for sidewalk treatment in downtown areas shall meet the current requirements of the DDOT Downtown Streetscape Regulations. All downtown streets shall have a minimum sidewalk width of 16 ft. with 6 ft. buffer strip. Where no buffer strip is provided, the width of the sidewalk should be 16 ft., especially where there is no shoulder (aids in preventing truck overhangs or side view mirrors from hitting pedestrians). Where utility poles, sign supports, fire hydrants, tree boxes etc., are provided in the sidewalk, the minimum usable width of sidewalk shall be 3 ft. to allow for wheelchair passage.

A sidewalk which is constructed to serve as a bicycle facility will be considered a multi-use trail and will be built to a 10 ft. min.

If the DCRA allows or requires a builder to extend the building projection into the public space right-of-way of a street, that issue must be addressed

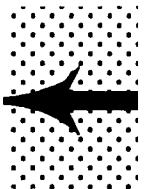


EXHIBIT C

**DISTRICT DEPARTMENT OF TRANSPORTATION
ADMINISTRATIVE ORDER**

DEPARTMENTAL ORDER NO. 01-2005

SUBJECT: Revised DDOT Sidewalk Construction Policy

I. Purpose:

The purpose of this issuance is to mandate the use of a new District Department of Transportation Sidewalk Construction Policy.

DDOT's goal is to improve pedestrian access and safety for all District residents and to provide a continuous and safe sidewalk network that serves customers' multi-modal transportation needs with sensitivity to vital stakeholders' interests.

II. Overview:

Prior to 2002, communities that requested sidewalk construction were required to follow a formal petition process that included a public hearing. Sidewalk installation would commence only if a simple majority of adjacent property owners were in favor of the sidewalk. After installation of the sidewalk, DDOT assessed all adjacent property owners 50 percent of the cost of sidewalk construction. The Sidewalk and Curbing Assessment Amendment Act of 2002 removed the requirement for adjacent property owners to pay 50 percent of the cost of sidewalk construction. The elimination of the requirement for private contribution provided the opportunity for a new city-wide sidewalk construction program.

III. Authority

DDOT has authority to revise the sidewalk construction policy pursuant to Section 5(1)(B) of the Department of Transportation Establishment Act of 2002.

IV. Policy:

There shall be a sidewalk on at least one side of every street or roadway where pedestrians are legally permitted in the District of

Columbia. Priority shall be given to sidewalks that provide access to schools, parks and recreation facilities, transit stops, and locations where substantial safety risks exist.

V. Procedures:

1. DDOT shall analyze all streets in the District to establish a priority list of streets to receive sidewalk installation.
2. Priority will be given to the following areas: missing sidewalks in school areas; routes that provide access to parks and recreational facilities; transit stops; and locations where substantial safety risks exist.
3. DDOT shall construct sidewalks in these priority areas.
4. Sidewalk requests may also be made through the existing petition process.
5. Requests for sidewalks will be evaluated for compliance with the new DDOT sidewalk policy.
6. DDOT will construct sidewalks on all streets and roadways as part of roadway reconstruction projects.
7. DDOT will make every effort to minimize the negative impacts of sidewalk construction on adjacent property owners.

VI. Issuance Applicability

This Departmental issuance is to be given to each DDOT employee for his or her review based on the applicability of this policy to his or her job.

VII. Effective Date

This policy shall take effect immediately upon the execution of this Order.