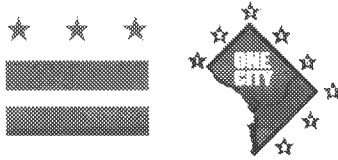


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe *Sam*
Associate Director, PPSA
District Department of Transportation

DATE: January 7, 2013

SUBJECT: ZC Case No. 12-15 – Gallaudet University 2022 Campus Plan Supplemental Report

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SUMMARY AND RECOMMENDATION

The District Department of Transportation (DDOT) reviewed the December 17, 2012 Supplemental Traffic Impact Study (TIS) Memorandum submitted by the Applicant. The report contained an analysis of existing pedestrian facilities and truck access as requested by DDOT. DDOT reviewed the analysis and believes the Applicant should:

- Construct the missing curb ramps on both sides of the crosswalk leading to their West Virginia Avenue gate in order to meet ADA and DDOT standards for safety and access;
- Construct a sidewalk along the west side of West Virginia Avenue NE from Florida Avenue NE to their gate entrance in order to facilitate pedestrian access and safety;
- Construct the missing curb ramps on both sides of the crosswalk on 6th Street NE connecting the campus to the Florida Avenue Market in order to meet ADA and DDOT standards for safety and access; and
- Establish a DDOT approved loading and truck access routing plan for trucks larger than 30 feet that eliminates encroachments on existing curbs and opposing traffic lanes by requiring all right-turn movements to enter and exit the campus.

TRANSPORTATION ANALYSIS

Gallaudet University is a walking campus. Approximately 95% of students and 30% of faculty either live on campus or use a commute mode that ends in a walk trip (p12, Transportation Impact Study). As such, it is imperative that area pedestrian facilities are adequate. DDOT requests that the Zoning Commission require, as part of the campus plan, the following improvements related to pedestrian access and safety.

West Virginia Avenue Pedestrian Improvements

According to the original TIS submitted by the Applicant, the pedestrian gate at West Virginia is utilized by 80 pedestrians during the peak hour. Pedestrian facilities at the gate currently lack ADA ramps at the crosswalk across West Virginia Avenue. The Applicant should make improvements at this location to address the needs of students accessing the campus.

In accordance with current District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. The Applicant should construct a sidewalk along the west side of West Virginia Avenue at the same time as construction of facilities on the eastern edge of the campus. These facilities are described to be community serving. In order for the community to access the amenity, sidewalk access should be provided.

Florida Avenue and 6th Street Pedestrian Improvements

A DDOT Florida Avenue NE study is expected to begin in early 2013 to improve multimodal safety and access along this corridor. As part of the study, all non-compliant sidewalks, crosswalks, curb ramps, and signal infrastructure will be reviewed and addressed on Florida Avenue NE. However, DDOT has not identified capital funds to implement potential recommendations but looks forward to working with the Applicant to accommodate the needs of its student population on this busy corridor.

As identified in the supplemental memorandum, various curb ramps are missing at crosswalks used by pedestrians entering and exiting the campus. Curb ramps are missing at the campus access point on 6th Street near the existing parking structure. The Applicant should construct the missing curb ramps on both sides of the crosswalk at the 6th Street entrance and at their West Virginia Avenue gate.

Site Access and Loading

There are four vehicular entrances to the campus; Florida Avenue and 8th Street, 6th Street and Neal Place, West Virginia Avenue, and Brentwood Parkway. According to the TIS, trucks primarily enter the campus from the main gate at Florida Avenue and 8th Street, but occasionally use the other three access points depending on the delivery destination. The memorandum clarified that large trucks are not permitted access at the 6th Street and Brentwood Parkway entrances due to existing roadway and circulation constraints within the campus.

According to the analysis, a 55-foot truck at the Florida Avenue gate swings out onto an oncoming traffic lane during an outbound right-turn and jumps the curb during an inbound right-turn. At the West Virginia Avenue gate, a 55-foot truck could hit a parked vehicle on the east side of West Virginia Avenue and jumps the curb during an inbound right-turn, and jumps the curb and swings out onto an oncoming traffic lane during an outbound right-turn. This is a safety concern and is unacceptable. DDOT requests that the Zoning Commission require a truck routing plan that restricts trucks larger than 30 feet from all inbound and outbound right-turn movements at both the West Virginia Avenue and Florida Avenue gates.