Rec'd
FEB 23 2000

Homes at Woodmont
Proposed Traffic Management Strategies

The studies performed in support of the KSI application have demonstrated that the proposed use will not create appreciable adverse traffic conditions within the area. However, in recognition that some problems do exist, KSI proposes the following as part of a Traffic Management and Enhancement Plan for the area.

1) ***Vehicle Trip Reduction – General***

   KSI will appoint a Community Transportation Coordinator (CTC), from among its site management staff, to distribute information to residents of both the multi- and single-family communities to encourage ridesharing, or carpooling and other non single-occupant vehicle modes of travel.

2) ***Enhancement of Public Transportation Usage***

   a) KSI's CTC will provide information on public transportation routes, schedules, services, etc., and provide for on-site sales of transit passes.

   b) KSI will investigate the feasibility of subsidizing transit fares for residents;

   c) KSI will enter into discussions with the management of neighboring apartments to promote the establishment of a "Good Hope Road Transit Users Association," that would generate leverage with WMATA and influence the quality of bus service, including schedules, provision of shelters, etc., within the area; and

   d) KSI will provide bus shelters at the transit stops in the immediate vicinity of the Homes at Woodmont along Good Hope Road.

3) ***Community/Sub Area Traffic Planning and Management***

   a) KSI proposes to commission a traffic management study that would collect and analyze supplementary traffic data, consider input from the community, develop mitigation measures, and provide documentation for submission to Department of Public Works, Office of Intermodal Planning.

   b) Recommendations, (resulting from 3a), could include improved signage and pavement markings to facilitate pedestrian movement at strategic locations (particularly in vicinity of schools, community facilities, etc.), and to facilitate minor street ingress and egress.

   c) Through Item 3a, KSI will bring to the attention of the Department of Public Works the impact of through traffic on the area, to stimulate further regional and sub-area planning regarding mobility.

BZA
Case No. 16457
Exhibit No 120

Board of Zoning Adjustment
District of Columbia
CASE NO.16457
EXHIBIT NO.120