3430 34th Place NW
Washington, D.C. 20016

My name is Andrew Hamilton. I live at 3430 34th Place, N.W. I am here today to address the growth of traffic from the National Child Research Center and its effect on my neighborhood.

I wish to make three points.

First, BZA records and testimony presented during this case demonstrate that unregulated traffic impacts of NCRC have more than tripled in the past forty years although the capacity of neighboring streets has not changed. The records of the BZA show that in 1963, 40 years ago, traffic impacts of the school were a major complaint by neighbors, and a major factor in the board's decision to reject an appeal by the school to increase enrollment from 70 to 80 and build a new principal building. I note that the record shows that at the time, actual enrollment was 70 students. Since then traffic has increased greatly. (See Chart and accompanying table) This has come about principally because the school has increasingly interpreted the certificate of occupancy (CO) as controlling only the number of students present at any one time. Daily traffic is generated, however, by the total number of visits to the school by drivers dropping off and picking up students, by staff, including part-time workers, and by visitors. The evidence is unmistakable that daily traffic has increased by a much greater factor than the increase in the CO. It has even increased significantly since 1998.

Second, the traffic impacts of the school have implications for the neighborhood beyond Highland Place and the corresponding block of Ordway. Police have testified that the intersections of Ordway and Newark with 34th St. are among the most dangerous in this part of Washington. My street connects to Ordway and Newark west of 34th St. If I wish to go east, Ordway and Newark are my most direct routes. Because of the configuration of city streets in the neighborhood, traffic exiting Highland must go to Newark, and northbound traffic, especially at rush hour, must turn left to 34th St., since there is no left turn (and no light) at Connecticut. Traffic count data collected by the Vehicle Volume Recording Company in 2002 show the added traffic on Highland (trips in and out) generated by the school is 525 trips daily, which is clearly additive to normal traffic on Newark as well. Department of Public Works data submitted to the BZA show that 65 percent of the accidents recorded at Newark and 34th St. over the period from Jan. 1, 1999 to Dec. 31, 2001, occurred at times coinciding with peak traffic to and from NCRC as measured by the VVRC. I submit that traffic from NCRC has a statistically significant correlation with the hazards of this intersection. The traffic from NCRC also poses a threat of secondary effects on the neighborhood if, as has been suggested, the Department of Transportation decides to abate risks at Newark and 34th by installing a traffic signal. Newark Street on both sides of the intersection is not designed for the additional traffic flow that would inevitably result, particularly in light of the planned modernization and expansion of the Giant Food Store at Newark and Wisconsin. Nor is narrow 34th Place, where I live. We already get commuter traffic seeking to get around bottlenecks on 34th

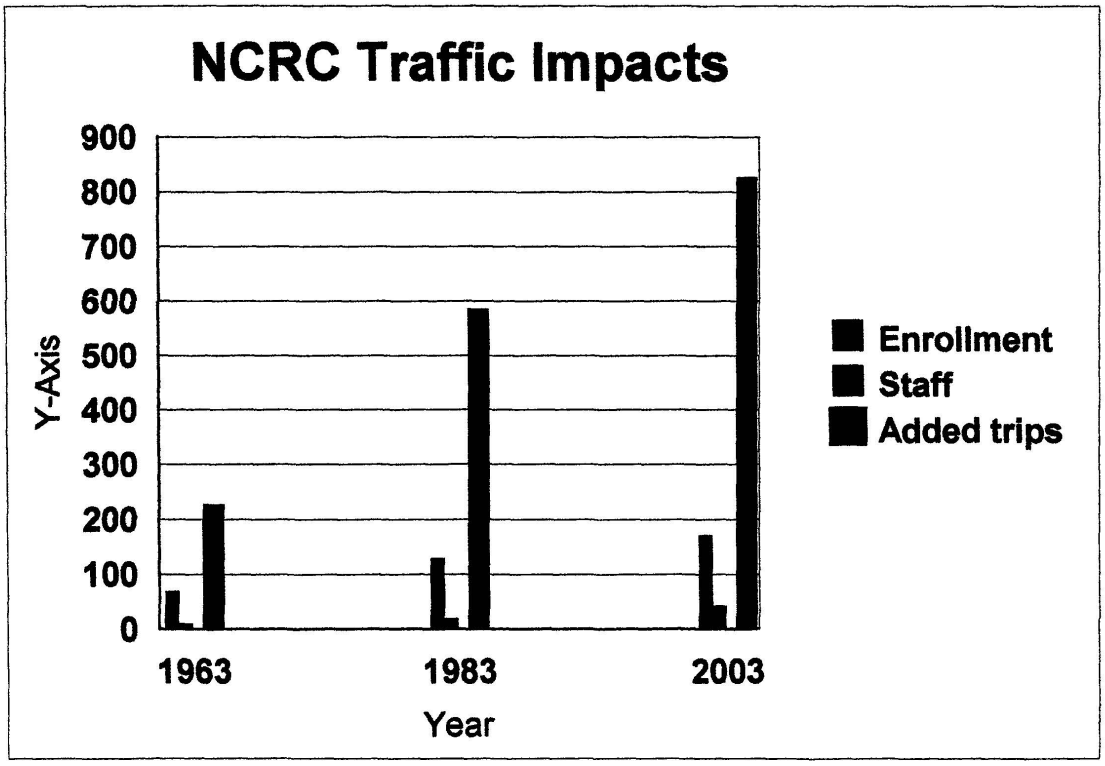
BZA
Case No. 16970
Exhibit No. 278

Board of Zoning Adjustment
District of Columbia
CASE NO.16970
EXHIBIT NO.278

during rush hour. We would inevitably get more if a light were installed at 34th and Newark.

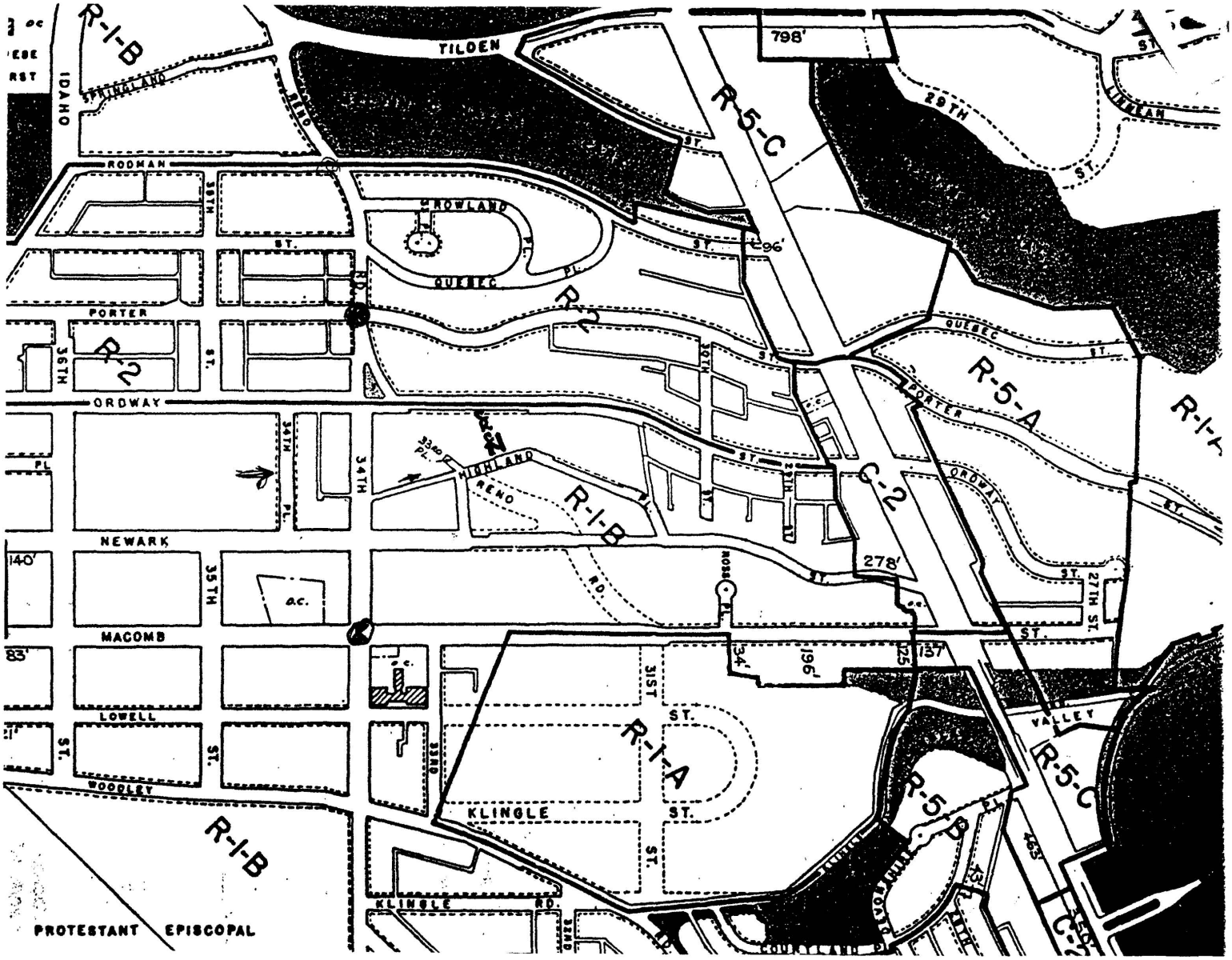
Third, I urge the BZA to consider a remedy that requires the school to significantly reduce traffic impacts on the neighborhood, as suggested in Option II of a Memorandum to Jerrily Kress from Kenneth Laden of DDOT dated April 14, 2003. In this connection, I note that the two occasions since 1963 when the school has obtained an increase in its CO leave questions about the basis for those decisions. There is apparently no record of a hearing in connection with the 1982 increase from 70 to 90. And as others have noted, I find the hearing record from 1998, when the BZA granted an increase in the CO for NCRC from 90 to 120, to be replete with misinformation from school representatives about the population of the school and about traffic impacts. For example, Matthew Watson, representing the school, was asked by Chairperson Reid on April 1, 1998 (transcript pp.58-59) about the impact of school traffic on Newark St. He replied, "...it would be totally unnoticed. We're talking about in the order of 30 cars or so..." I note that the VVRC data on Highland Place/33rd St. records 525 trips in and out that must, of necessity, use Newark. Even allowing for some growth in school population and visitors since 1998, Mr. Watson's number is simply not credible.

You have an opportunity to correct previous administrative mistakes and restore our neighborhood to a more balanced relationship between the homes, schools and businesses that make up its treasured, and rightly preserved, character and fabric. I call on you to rise to the occasion.


NCRC Traffic Impacts
900
800
700
600
500
400
300
200
100
0
Y-Axis
1963
1983
2003
Year
Enrollment
Staff
Added trips

Year	1963	1983	2003
C of O	70	90	120
Enrollment	70	129	171
Staff	10	19	43
Added trips	220	578	820

METHODOLOGY: The Institue of Transportation Engineers publication Trip Generation, 6th Edition (1997) gives two methods for calculating trips generated by day-care facilities. One is an unadjusted average of many observations. The other uses regression analysis of observed data to derive an equation for making predictions. The average of the two methods produces an estimate that each enrolled student produces an average of 4.5 trips a day, taking into account trips to and from the center twice daily plus a a factor representing trips by staff and visitors to the center. Source: Steve Peterson, traffic consultant
Evidence from BZA files suggests that fewer trips per student occurred in 1963, when the average number of students per car car observed arriving at NCRC over a three day period (Oct. 15-18) was 2.1, compared to a load factor of 1.25 students per car arriving at NCRC on April 30-May 1, 2002, as cited in previous testimony here. The estimate for 1963 adjusts for this difference. The estimate for 1983 uses the ITE average factor of 4.8 trips per student. The data for 2003 reflects traffic counts in 2002 taken by the Vehicle VolumeThis data shows NCRC generated 525 additional trips on Highland Place and over 300 additional trips on Ordway.


TILDEN
R-1-B
IDAHO
SPRINGLAND
RENO
ROSMAN
36TH
ST.
CROWLAND
PL.
QUEBEC
PORTER
R-2
ORDWAY
34TH
NEWARK
35TH
MACOMB
LOWELL
WOODLEY
R-1-B
PROTESTANT EPISCOPAL
HIGHLAND
R-1-B
R-1-A
KLINGLE
RD.
31ST
R-5-C
798'
29TH
R-5-A
C-2
27TH ST.
278'
196'
137'
125'
VALLEY
R-5-B
483'
140'
83'
396'
340'