ShawPittman LLP

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November 18, 2003

By Hand Delivery

Geoffrey H. Griffis
Chairperson
D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Suite 210
Washington, DC 20001

Re: BZA Application No. 17022 - Application of Edmund Burke School

Dear Chairperson Griffis and Members of the Board:

During public hearing on October 28, 2003 in the above-captioned matter, the Board of Zoning Adjustment requested additional information from the Edmund Burke School with regard to testimony given by the School's traffic expert Martin J. Wells during the hearing. In response to the Board's request, enclosed please find a copy of pages 54, 57, and 91 of the Final Report of the Connecticut Avenue Transportation Study.

If there is any further information that the Board requests kindly have your staff contact either of the undersigned.

Very truly yours,

Phil Feola

Ashleigh Horne

Ashleigh Horne/27.

cc: Office of Planning – Jennifer Steingasser – By Hand
Office of Planning – Steve Cochran – By Hand
DOT – Ken Laden – By Hand
DOT – Colleen Smith – By Hand
David Shapiro – By Hand

BZA
Case No. 17022
Exhibit No. 191

Board of Zoning Adjustment
District of Columbia
CASE NO. 17022
EXHIBIT NO. 191

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

November 17, 2003

Geoffrey H. Griffis
Chairperson
D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: BZA Application No. 17022
Edmund Burke School

Dear Chairperson Griffis and Members of the Board:

As requested, please find attached pages 54, 57, and 91 of the Final Report, Connecticut Avenue Transportation Study, August, 2003, which I referred to in my rebuttal testimony before the Board at the October 28, 2003 hearing on the above-referenced case.

If there is any further information that the Board requires please have your staff contact me.

Sincerely,

Martin J. Wells, P.E.
President

1420 Spring Hill Road, Suite 600 • McLean, Virginia 22102 • 703 / 917-6620 • Fax: 703 / 917-0739

Connecticut Avenue Transportation Study

Final Report



Prepared by:
DMJM+HARRIS, Inc.
for:
District Department of Transportation
District of Columbia

August 2003

elsewhere and is reflected in the overall increase in Burke Traffic (18 trips in the AM peak and 13 trips in the PM peak, as noted above).

Evening peak hour trips on Connecticut Avenue are expected to increase by anywhere from 21 to 46 trips per intersection, while the increase in Saturday peak hour trips will range from approximately 15 to 20.

TOTAL TRIP ASSIGNMENTS

In order to forecast the total number of vehicular trips that are expected to travel through the study area during the forecast year of 2012, the Study Team added the following layers of traffic volumes:

1. Existing traffic
2. Growth in background traffic
3. Trips generated by developments within the study area

Figures 27 and 28 respectively show total volumes for the study area for the AM and PM peak hours, and for the evening and Saturday peak hours.

SITE IMPACTS

The Study Team evaluated the impacts of development traffic on the study area intersections. Site impacts indicate what proportion of the forecast total traffic at a particular intersection is generated by new site traffic. The Study Team calculated site impacts by dividing the additional development-generated traffic by the total forecast traffic at each intersection.

Site impacts of less than five percent are low and generally reflect negligible effects on traffic operations and delays. Site impacts between five and 15 percent are moderate and minor effects on traffic operations and delays are expected at intersections with site impacts at these levels. Site impacts of more than 15 percent are significant and generally result in significant degradation of traffic operations and increased delays. The intersections most affected by the site traffic are those located in the immediate vicinity of the development sites. Site impacts generally decrease with increased distance to the site that generates the trips.

Table 9 shows that the intersections of Reno Road with Yuma and Van Ness Streets will be impacted the most by site traffic. The impact is expected to be negligible, though, with only four percent of their overall volume caused by site traffic. Most other intersections will see site impacts of one or two percent during the AM and PM peak hours, while all studied intersections are expected to see site impacts of one percent during the evening and Saturday peak hours.

Table 9
Impact of Site Traffic on Area Intersections

Intersection	2012 AM Peak Hour Site Impact	2012 AM Peak Hour Site Impact	2012 Evening Peak Hour Site Impact	2012 Saturday Peak Hour Site Impact
1. Reno Road & Albemarle St.	1%	3%	N/A	N/A
2. Reno Road & Yuma St.	2%	4%	N/A	N/A
3. Reno Road & Van Ness St.	3%	4%	N/A	N/A
4. Reno Road & Tilden St.	2%	2%	N/A	N/A
5. Connecticut Ave. & Albemarle St.	2%	1%	1%	1%
6. Connecticut Ave. & Yuma St.	2%	1%	1%	1%
7. Connecticut Ave. & Windom Place	2%	1%	1%	1%
8. Connecticut Ave. & Veazey Terrace	2%	1%	1%	1%
9. Connecticut Ave. and Van Ness St.	2%	1%	1%	1%
10. Connecticut Ave. & Upton St.	2%	1%	1%	1%
11. Connecticut Ave. & Tilden St.	1%	1%	1%	1%
12. Linnean Ave. & Albemarle St.	2%	2%	N/A	N/A
13. Linnean Ave. & Tilden St.	1%	2%	N/A	N/A

N/A – intersections were not analyzed during evening or Saturday peak hours

FUTURE LEVELS OF SERVICE WITH DEVELOPMENT TRAFFIC

Using the Synchro traffic analysis software, the Study Team evaluated traffic conditions at the thirteen intersections within the study area for 2012 conditions with background and development traffic. SimTraffic, Synchro's associated traffic simulation software, was used to assist in the development of a model depicting expected future traffic conditions with background and development traffic.

The Study Team used the SimTraffic results to calculate LOS and the delay per vehicle for the intersections in the study area for the AM and PM peak hours. Additionally, the seven studied intersections along Connecticut Avenue were also analyzed for the evening (6:30-7:30 PM) and Saturday midday peak hours.

It can be seen in Figures 29 and 30 that development traffic has a relatively minor effect on the LOS of the studied intersections. During the AM or PM peak hours, five intersections experience degradation in LOS. With the exception of the intersection of Reno Road and Tilden Street, which degrades from LOS D to LOS F during the PM peak hour, the remaining affected intersections are only expected to drop by one letter grade. No degradation in LOS is expected in either the evening or Saturday peak hours.

Table 11- LOS Comparison Table with Optimized Signal Timings and Recommended Improvements

	AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour	
	2002		2002 with Improvements		2012		2012 with Improvements		2002		2002 with Improvements		2012		2012 with Improvements	
Intersection	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1. Reno Road & Albemarle St	35.7	D	47.4	D	90.2	F	54.5	D	32.3	C	22.2	C	42.7	D	26.9	C
2. Reno Road & Yuma St	30.2	D	34.6	D	9.8	A	7.5	A	53.6	F	24.5	C	4.6	A	4.8	A
3. Reno Road & Van Ness St	47.5	D	30.2	C	149.0	F	146.6	F	43.7	D	26.4	C	105.6	F	64.6	E
4. Reno Road & Tilden St	148.5	F	13.3	B	244.7	F	20.7	C	29.6	C	17.9	B	112.5	F	39.0	D
5. Connecticut Ave & Albemarle St	29.3	C	30.2	C	70.7	E	77.3	E	10.0	A	12.6	B	10.9	B	26.1	C
6. Connecticut Ave & Yuma St	10.4	B	12.0	B	24.0	C	32.8	C	6.1	A	6.9	A	9.3	A	28.4	C
7. Connecticut Ave & Windom Pl	16.2	B	21.2	C	33.2	C	39.5	D	38.6	D	35.4	D	91.4	F	94.5	F
8. Connecticut Ave & Veazey Terr	14.0	B	21.8	C	38.6	D	36.6	D	46.9	D	30.6	C	38.4	D	43.8	D
9. Connecticut Ave and Van Ness St	33.4	C	42.7	D	48.9	D	52.4	D	130.2	F	123.2	F	179.5	F	160.1	F
10. Connecticut Ave & Upton St	10.2	B	10.4	B	4.2	A	8.7	A	26.7	D	10.7	B	9.9	A	6.1	A
11. Connecticut Ave & Tilden St	49.9	D	19.9	B	74.9	E	39.9	D	78.8	E	24.8	C	116.6	F	26.8	C
12. Albemarle Ave & Linnean Ave	4.1	A	4.0	A	4.6	A	4.3	A	7.0	A	6.7	A	5.5	A	6.0	A
13. Tilden St & Linnean Ave	65.0	F	9.6	A	33.8	C	5.1	A	9.4	A	6.1	A	5.1	A	2.9	A

	Change in Delay (s)[1]		Change in Delay (s)[1]	
Intersection	2002	2012	2002	2012
1. Reno Road & Albemarle St	11.8	(35.7)	(10.2)	(15.8)
2. Reno Road & Yuma St	4.4	(2.3)	(29.1)	0.2
3. Reno Road & Van Ness St	(17.3)	(2.3)	(17.3)	(40.9)
4. Reno Road & Tilden St	(135.2)	(224.0)	(11.7)	(73.5)
5. Connecticut Ave & Albemarle St	1.0	6.6	2.7	15.2
6. Connecticut Ave & Yuma St	1.6	8.7	0.8	19.1
7. Connecticut Ave & Windom Pl	5.0	6.2	(3.3)	3.1
8. Connecticut Ave & Veazey Terr	7.8	0.1	(16.3)	5.3
9. Connecticut Ave and Van Ness St	9.3	3.5	(7.0)	(19.4)
10. Connecticut Ave & Upton St	0.2	4.5	(16.0)	(3.9)
11. Connecticut Ave & Tilden St	(30.0)	(35.0)	(54.0)	(89.7)
12. Albemarle Ave & Linnean Ave	(0.1)	(0.3)	(0.3)	0.6
13. Tilden St & Linnean Ave	(55.4)	(28.7)	(3.3)	(2.2)

[1]Change in Delay calculated by subtracting unimproved delay from delay with improvements

ShawPittman LLP

Certificate of Service

I hereby certify that on November 18, 2003, a copy of the foregoing material was sent via first class mail and/or hand delivered to the following:

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