

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



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Transportation Policy and Planning Administration

MEMORANDUM

To: Alberto P. Bastida
Secretary to the Zoning Commission

From: Kenneth Laden
Associate Director

Date: March 20, 2003

Re: Zoning Commission Case No. 02-17C: 5401 Western Avenue, NW

Below is DDOT's response to the information requested by the Zoning Commission in a Memorandum dated March 11, 2003.

- 1. Does income by itself effect modal split rates? Are there census tracts in areas with income levels comparable to Friendship Heights that have modal splits of fifty percent which would support the use of that figure for the subject project?*

DDOT is comfortable with its use of census tract information. Income is by no means the sole determining factor when analyzing modal split data. However, there are other Census Tracts, as reported in the 2000 Census, that have a similar median household income to Tract #11 (Friendship Heights) and a high public transit use and walk to work percentage. An example is Census Tract 53.01 near the Dupont Circle Metro. This tract has a median household income of \$103,111 while 37% of the residents use transit, and another 42.7% walk to the nearby office, retail and shopping developments.

Additionally, DDOT considers metrorail and metrobus use along with biking and walking to be part of a modal split analysis. It is DDOT's professional judgment that the walking distance proximity to office, retail and shopping developments further justifies the 50% modal split.

- 2. Please provide a copy of the analysis conducted by the Metropolitan Washington Council of Governments for another residential development project in the Friendship Heights area to the Commission so that it may compare the residential*

ZONING COMMISSION
District of Columbia
Case 02-17C
Exhibit 224

developments proposed.

We have not been able to locate a copy of the report, however, we will continue to search for it. It is the recollection of DDOT staff that this study, completed in the 1980's, was comparable to the current study and therefore DDOT feels comfortable with using a 50% modal split for Zoning Commission Case No. 02-17C.

3. *Is fifty percent a realistic expectation for the modal split for this project?*

Yes, DDOT continues to firmly believe a fifty percent modal split is a realistic expectation for this project.

4. *The Zoning Commission would like confirmation that DDOT has reviewed the impact of changes in signal timing and would endorse such a change.*

As is standard procedure, DDOT's Traffic Services Administration always reviews the impact of changes in signal timing, as it did in this case. Additionally, DDOT has been working with Montgomery County to work on synchronization of signals between District of Columbia's jurisdiction and that of Montgomery County's.

5. *The Zoning Commission would like to know whether a more refined estimate of future levels of service and the impact of the proposed development can be obtained using these different assumptions for the rate of growth for background traffic.*

DDOT uses a 1-2% growth increase as standard natural growth pattern.

6. *FHORD asserts that 328 additional trips are created by Chase Tower and that these trips were not included in the Applicant's traffic study. If these trips were not included and now are, would this change DDOT's conclusion?*

These trips were included in the study as Chase Towers was partially occupied during the time that the traffic counts were completed. Construction was completed in November of 2001.

7. *In summary, does DDOT continue to find that the project, if approved, would not have objectional traffic impacts?*

DDOT continues to find that the proposed project will have a negligible impact on traffic conditions.