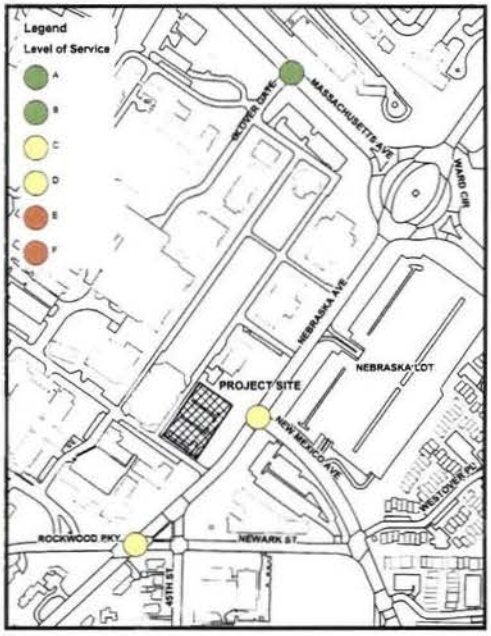
American University

Transportation Analysis of the SIS Parking Facility
Future Conditions Assessment

Executive Summary

HNTB Corporation (HNTB) conducted a study for the American University (AU) to analyze future traffic and parking for the future School of International Service (SIS) parking facility. Although existing queuing of traffic on Nebraska Avenue is expected to continue into the future, the SIS will produce no significant change on surrounding traffic operations.

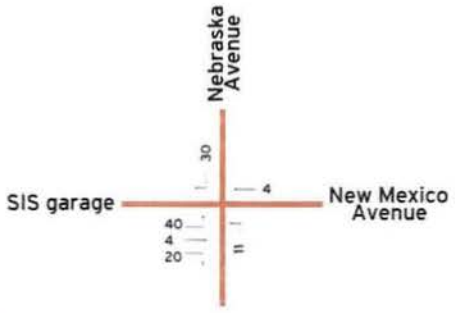
HNTB studied existing traffic operations on streets surrounding AU and parking behavior at AU lots. The parking characteristics of the proposed SIS parking facility will be similar to those of other parking facilities on the AU campus. Two scenarios were examined as a basis for estimating future parking activities. The first scenario assumed that all trips to the proposed SIS parking facility are new auto trips to AU, and represents a "worst case" scenario. The second scenario assumed that the total number of auto trips to AU would remain constant and that these trips would be redistributed from existing parking facilities on the main campus to the proposed SIS parking facility.



In the worst case scenario, new trips to and from the proposed SIS parking facility would create a slight increase in turning movements at the intersections within the study area. However, all intersections in the study area would continue to operate at Level of Service (LOS) C or better. (LOS D is acceptable under District of Columbia guidelines.) Vehicular queues from Ward Circle are not related to the University and would be expected to continue into the future. As the number of University parking spaces will increase, no increase in pressure on off-campus parking is anticipated. With proper site design, the SIS Building and its parking facilities will not interfere with pedestrians crossing Nebraska Avenue.



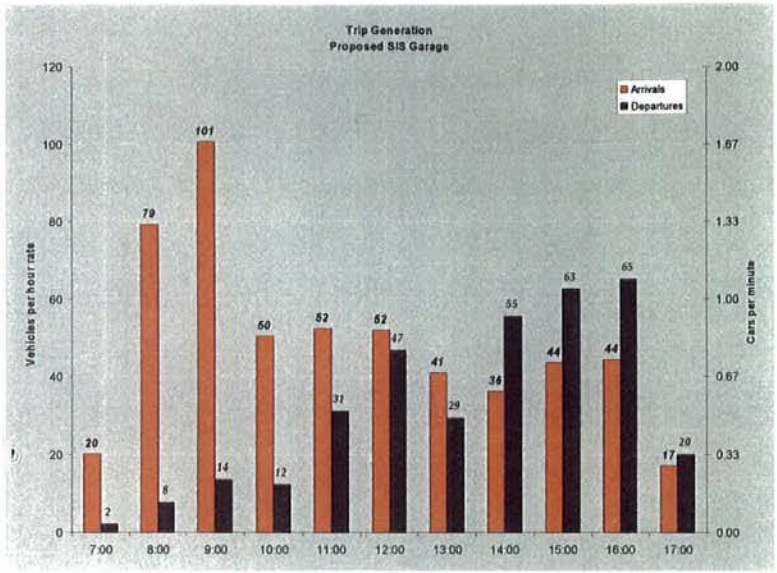
Trips generated by SIS, 8 - 9 a.m.



Trips generated by SIS, 5 - 6 p.m.

ZONING COMMISSION
CASE No. 05-27
EXHIBIT No. 10

ZONING COMMISSION
District of Columbia
CASE NO.05-27
EXHIBIT NO.10



For signalized and unsignalized intersections, the *Highway Capacity Manual* defines level of service (LOS) in terms of control delay. The average control delay per vehicle (time stopped due to the traffic signal or stop sign) is estimated for each approach to the intersection. This delay is then aggregated for the intersection as a whole, using an average weighted for approach volume.

LOS	Control Delay per Vehicle (seconds/vehicle)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

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