GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

DEC - 7 2005

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2005 DEC 12 PM 2:42

TO: **Jerrily R. Kress**
Director, Office of Zoning

FROM: **Ken Laden**
Associate Director

SUBJECT: **Z.C. Case No. 05-27 - American University**

This is in response to your request that DDOT review additional requests from the ANC and comment on several scenarios related to the positioning of the driveway of the proposed SIS building As provided by HNTB in their report entitled "Transportation Analysis of the SIS Parking Facility - Relocation of Entrance of Reeves Gate" the scenarios are as follows

1 Reposition the parking garage entry to the existing Reeves Gate driveway, keep the Reeves Gate driveway and Nebraska Avenue as an un-signalized intersection

Disadvantages of repositioning the parking garage entry to the existing Reeves Gate Driveway.

- Reduces capacity on the corridor which creates excessive delay and unnecessary stops on Nebraska avenue between Newark Street NW and New Mexico Avenue NW
- This configuration may increase the frequency and severity of certain types of crashes, especially right-angle collisions

2 Reposition the parking garage entry to the existing Reeves Gate driveway, Up-date the Reeves Gate Driveway and Nebraska to a signalized intersection

District of Columbia
CASE NO. 05-27
EXHIBIT NO. 30

ZONING COMMISSION
District of Columbia
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- This intersection would not warrant for traffic signal therefore this driveway would be unsignalized intersection

3 Keep the parking garage entry as proposed, adding the fourth leg to the intersection of Nebraska Avenue and New Mexico Avenue. Optimize the signal timing and provide a northbound protected left into the garage from Nebraska Avenue

- This operation could work without Northbound Protected Left turn

4 Keep the parking garage entry as proposed, adding the fourth leg to the intersection of Nebraska Avenue and New Mexico Avenue. Prohibit the northbound left turn from Nebraska Avenue.

Advantages to keep the parking garage entry as proposed, by adding the fourth leg to the intersection of Nebraska Avenue and New Mexico Avenue.

- It increases the traffic-handling capacity and allows the signal timing to be review and updated on a regular basis to ensure the traffic demands.

- It provides coordination of traffic signals at a definite speed along the corridor This traffic signal coordination reduces delay and unnecessary stops at the corridor as well as at the traffic signal.

- Insignificant impact on the existing traffic signal operation

- Improves mobility and access through the area

- It provide for the orderly movement of traffic.

- Reduces vehicle accidents in the area

After careful analysis of the proposed scenarios and the analysis DDOT believes that our original concurrence with the recommendation for the widening of Nebraska Avenue and the signalized intersection at New Mexico Avenue provides for the best accommodation of traffic and pedestrians and their safety While it is true that intersection of New Mexico will realize a small increase in traffic - the provision of a four-way traffic signal at this intersection will greatly enhance the opportunity for traffic control and pedestrian safety.

DDOT would like to recommend that in addition to the intersection enhancements, American University and its consultants should embark upon a comprehensive neighborhood traffic audit This audit should look at street systems in the immediate proximately that would allow for cut through traffic and present an analysis to DDOT that recommends and outlines specific streets which are candidates for left-turn prohibitions during peak hours. This comprehensive analysis and implementation forces commuter traffic onto the major arterials, rather into the neighborhoods We also realize that this to will cause some hardship and burden to individuals who live in the neighborhood and who will be impacted by the prohibition. However, any new proposed development will generate additional traffic.

Other consideration was given to utilizing the internal roadway systems in the University We believe that this will produce additional concerns related to pedestrian safety We believe indirect access the underground parking facility causes greater opportunities for pedestrian and vehicular conflict to occur