

Introduction & Background

DDOT's Role in Development Review
 The District Department of Transportation (DDOT) is the agency responsible for the comprehensive transportation network and public right-of-way within the District of Columbia. As part of its mission to deliver more sustainable travel practices, safer streets, and access to goods and services, DDOT evaluates public and private development proposals that come before the District of Columbia Office of Zoning. These reviews ensure that proposed alterations and impacts to the transportation network are consistent with transportation policies and practices and do not adversely impact multi-modal strategic objectives and the Transportation Element of the Comprehensive Plan. Prior development review practice was predicated on the impact of vehicular traffic on the District's roadway network. However, this focus on automobile impacts and mitigation came at the expense of investments made in other modes of transportation that compete for the same shared space. The District's recent booming population growth and increase in development – centered largely around its Metro Stations, where residents and commuters are far less likely to drive – expedited the need for a multimodal approach to development review. Therefore, to better reflect existing travel modes, investment, and policy, DDOT has transitioned away from the traditional Traffic Impact Statement to a Comprehensive Transportation Review.

- PRIOR FOCUS**
- Vehicle Level of Service
 - Signal/stop warrants
 - Vehicle queuing
 - Turn lanes / deceleration lanes

What went wrong



Walking as an afterthought

VEHICLE CONTEXT DOES NOT REFLECT NEEDS

- *60% of Resident trips are non-vehicle*
- 40% transit
- 12% walk
- 3% bike
- 5% work at home
- *ROW constraints require sharing across modes*
- ROW constraints limits ability to mitigate via lane widening
- Traditional vehicle mitigation could *reduce* person throughput
- *Multimodal Investments are not efficiently utilized or leveraged*
- MetroRail/MetroBus
- Pedestrian/Bike Master Planning
- Capital Bikeshare



Unsafe Sidewalks

Comprehensive Transportation Review

- Changes from Standard Transportation Impact Study**
- Improved and standardized Public Review Process
 - Standardized Documentation and Communication forms
 - Internal\external development review Procedures Manual
 - New Comprehensive Transportation Review guidelines as supplement to TIS
 - **Ten Focus areas**

<p>1. Planning Documents Requires Developers to reference program In city-wide planning context and local area planning context</p>	<p>2. Vehicle Roadway Network Prior art retained. In addition, site access to be complementary to non-vehicle modes. Auto Mode split higher than DDOT goals. Mitigation cannot effect other modes.</p>
<p>3. Bikes & Pedestrians Requires mapping of pedestrian & bike generators near site. Said routes are reviewed quantitatively (capacity, delay, safety) and qualitatively (quality, barriers, network gaps, lighting, etc.). Pedestrian/bike counts.</p>	<p>4. Public Transit Transit trip generation estimates required. Existing\proposed stops with headway, span of service and ADA compliance data are required. Larger developments must look at carrying capacity of local bus network.</p>
<p>5. Site Access and Loading Site access for all modes is required. Curb cuts are to located in alleys first, then secondary streets, as a last resort. Delivery loading on-site is not allowed to incorporate backing maneuvers in public space.</p>	<p>6. Parking Curbside utilization rates and parking schemes are required for large developments and those seeking relief from zoning required parking. No leasing of extra parking spaces is allowed.</p>
<p>7. Safety If bike, pedestrian or vehicle exposure increased where existing safety deficiencies noted, then partial mitigation required. Horizontal and vertical sight distances are to be measured. Conflicts points are shown.</p>	<p>8. Streetscape Intended public use space for private business must be documented. Ramping of underground garages is not allowed to begin in the sidewalk. DDOT pedestrian clear zones must be maintained.</p>
<p>9. Transportation Demand Management Reduction of single vehicle trips is a policy goal. Incorporation of TDM measures required for large developments. Assumptions of TDM effectiveness must be validated.</p>	<p>10. Performance Monitoring For large-scale developments or those that are heavily reliant on TDM, performance monitoring of trip generation is require to and provides an enforcement mechanism to increase future TDM measures.</p>

- 1. Review Process Improvement**
 - Smoother Transparent Review Process
 - Early Engagement between DDOT and Developer
 - Coordination site access (public space) with site design (private space)
- 2. Incorporation of TDM Strategies by Developers** to reduce vehicle trips and take advantage of investments made in public transit.
- 3. Performance Monitoring Requirements**
 - Monitoring Trip generation to correlate TDM performance with vehicle trip reduction and to enforce adherence to vehicle trip generation estimates
- 4. Higher quality Site Design and Public Amenities**

Common TDM Strategies

- Unbundling Parking from Lease
- Capital Bike Share Membership
- Capital Bike Share Docking Station
- Pre-paid SmarTrip Card
- Dedicated Car Sharing Space
- Real-time Transit info Display in Lobbies

Benefits

Site Design and Public Amenities

NEW YORK AVE

- Employee Bike Racks
- Delivery Loading on-site
- Single entry point Ingress-only
- Vehicle egress thru Alley
- Widened sidewalk