WDCSITE 2019 Project of the Year:
DDOT Guidance for Comprehensive Transportation Review (CTR)

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November 14, 2019
Introduction

Why Update the CTR Guidelines?

- First update since 2012 – industry is rapidly evolving
- Shift away from LOS and traffic impacts
- Parking ratio is primary evaluation metric – First in the Nation!
- Improve TDM programming for each site
- Focus on site design + public realm design + Vision Zero
- Make simple to understand, give consistent guidance, incentivize high-quality development that supports non-auto lifestyles
- Flexibility in CTR study scope to better meet needs of project

CTR Guidelines can be found at: https://ddot.dc.gov/publication/ddot-guidelines-comprehensive-transportation-review-ctr-requirements
Why Minimize Off-Street Parking with New Development?

There are so many benefits...

- Permanent site design feature and driver of vehicle trips
- Availability of parking induces more driving, reinforces auto dependency
- Proxy for traffic impacts – control the parking, control the traffic
- Allows for more density while generating minimal new personal vehicle trips
  - 88% of new DC households are car-free (Census, ‘14 Chung GGW Article)
  - 78% of new development within ½ mile of Metrorail (‘14 DC Dev Report)
- Support local transit lines – brings “transit-ready” residents / workforce
- Housing affordability – more units and cost savings can be passed on to residents
- Site design flexibility – more green space, no need for a curb cut or driveway

Source: MAPC Perfect Fit Parking Initiative
Areas Adjacent to Transit – Reduced Off-Street Parking Expected

¼, ½, and 1 mile from Metrorail

¼ mile from Streetcar / Priority Bus

Interactive maps can be found here:

Metrorail
https://arcg.is/19ajqu

Streetcar/Priority Bus
https://arcg.is/1CHTeb
DDOT’s Preferred Maximum Parking Ratios for Project Evaluation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>&lt; ¼ mile of Metrorail</th>
<th>&lt; ½ mile of Metrorail OR &lt; ¼ mile of Priority Bus/Streetcar</th>
<th>&lt;1.0 mile of Metrorail</th>
<th>&gt;1.0 mile of Metrorail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(spaces/unit)</td>
<td>0.30 or less</td>
<td>0.40 or less</td>
<td>0.50 or less</td>
<td>0.60 or less</td>
</tr>
<tr>
<td></td>
<td>1 per 3.3 units</td>
<td>1 per 2.5 units</td>
<td>1 per 2 units</td>
<td>1 per 1.67 units</td>
</tr>
<tr>
<td>Office</td>
<td>0.40 or less</td>
<td>0.50 or less</td>
<td>0.65 or less</td>
<td>0.85 or less</td>
</tr>
<tr>
<td>(spaces/1k SF)</td>
<td>1 per 6.25 employees</td>
<td>1 per 5 employees</td>
<td>1 per 4 employees</td>
<td>1 per 2.85 employees</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.40 or less</td>
<td>0.45 or less</td>
<td>0.60 or less</td>
<td>0.75 or less</td>
</tr>
<tr>
<td>(spaces/1k SF)</td>
<td>1 per 6 rooms</td>
<td>1 per 5 rooms</td>
<td>1 per 4 rooms</td>
<td>1 per 3 rooms</td>
</tr>
<tr>
<td>Retail</td>
<td>1.00 or less</td>
<td>1.25 or less</td>
<td>1.60 or less</td>
<td>2.00 or less</td>
</tr>
<tr>
<td>(spaces/1k SF)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Table 2, Guidance for Comprehensive Transportation Review

- **Residential**: ParkRightDC parking demand data collected at 115 residential buildings
- **Office**: MoveDC and Comp Plan non-auto home-work modeshare goal of 75%
- **DDOT-preferred parking maximums on par with the *minimums* required prior to the 2016 zoning rewrite!!
### Mitigation Matrix

**TRAFFIC IMPACTS**

<table>
<thead>
<tr>
<th>PARKING SUPPLY</th>
<th>No Impacts (no intersections degrade to unacceptable levels)</th>
<th>Minor Impacts at One Intersection (signal timing or cycle length adjustments only)</th>
<th>Minor Impacts at Multiple Intersections (signal timing or cycle length adjustments only)</th>
<th>Severe Impacts at One or More Intersections (physical roadway improvements beyond signal timing adjustment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>At or Below Benchmark</td>
<td>Baseline TDM Plan</td>
<td>Baseline TDM Plan</td>
<td>Enhanced TDM Plan</td>
<td>Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD</td>
</tr>
<tr>
<td>Up to 10% Over-Parked</td>
<td>Baseline TDM Plan</td>
<td>Enhanced TDM Plan</td>
<td>Enhanced TDM Plan + Additional TDM OR Non-Auto Upgrades to be Negotiated</td>
<td>Enhanced TDM Plan + Direct Mitigation OR Additional TDM OR Monetary Contribution OR Non-Auto Upgrades OR Performance Monitoring TBD</td>
</tr>
<tr>
<td>Up to 20% Over-Parked</td>
<td>Enhanced TDM Plan</td>
<td>Enhanced TDM Plan + Additional TDM OR Non-Auto Upgrades to be Negotiated</td>
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- Must mitigate both high parking ratio and traffic impacts
- Developers get consistent mitigation “asks” from DDOT
- DDOT gets lower parking ratios and better TDM programming
- Yellow area = only TDM is required for mitigation
Standardized TDM Plans by Land Use and Impact

- Standardized TDM Plans for Residential, Office, Retail, Hotel/Tourism
- Strategies tailored to users: residents, employees, visitors, customers
- Three Tiers of TDM Plans based on parking and traffic impacts
  - Baseline
  - Enhanced
  - Menu of Add’l Strategies
Vision Zero Design Strategies

- Install curb extensions to shorten crossing distances
- Reduce curb radii to modern standards (15 feet or less)
- Remove slip lanes / channelized turn lanes to slow traffic
- Head-in / head-out loading so truck drivers can see peds
- Minimize # of curb cuts to reduce conflicts b/w vehs and peds
- Install treeboxes and street trees as pedestrian buffer
- Convert bike lanes to protected bikeways
- No laybys since they cause a jog in sidewalk, encourage faster driving, preclude trees
- Road diets, narrower lanes, lower design speeds
- Upgrade all sidewalks, curb ramps, crosswalks, etc. to ADA
Early Results

• Prevented creation of 1,000+/- parking spaces in 2017-2019
  • Getting harder to track since almost all new developments are meeting benchmarks
• More buildings are getting approved with little or no parking
• Turned DDOT’s review from exercise in traffic impact analysis to “form-based” design review
  • Reduced number of TIA/CTRs by about one-third – meet TIA/CTR waiver
  • Scope of studies are better tailored to needs of project
  • Saving significant amount of staff time on scoping and reviewing
• Site design, parking supply, TDM, and mitigation negotiation all resolved earlier process
  • Prevents a lot of back-and-forth w/developer in week leading up to zoning hearing
  • More discussions on ped realm and Vision Zero have resulted in more curb extensions + removal of slip lanes
• CTR Guidelines being considered as a case study in up-coming ITE Multi-Modal Transportation Impact Assessment (MTIA) publication
• Collaborating with Boston, Seattle, and Austin to develop a similar approach in those cities
Upcoming ITE Webinar

Thursday, November 21, 2019 Webinar

“Innovative Approaches to Multimodal Transportation Assessments”
https://www.pathlms.com/ite/courses/14647

DDOT – Incorporating Parking into the Development Review Process

San Francisco – Environmental Impacts and Innovations in Use of VMT
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