

Transportation Management Plan for 8th and H Street Planned Unit Development

INTRODUCTION

This document presents a proposed Transportation Management Plan (TMP) for the 8th and H Street Planned Unit Development. The development site is situated south of H Street between 8th and 10th Streets in Northeast Washington, D.C. The site is occupied by a shopping center, and would be redeveloped with mixed residential and retail uses supported by underground parking.

The primary goal of this TMP is to reduce traffic congestion and related pollution problems in the local and regional areas of the site by influencing traveling choices and patterns towards the use of transportation modes other than single-occupant motor vehicles. The primary objective is to minimize the potential traffic and parking impacts of the proposed development on internal and external roadways, and within the adjacent residential communities. The TMP therefore applies to the peak hour and daily trips that would be generated by all users of the development, including employees, residents, visitors and retail patrons.

This TMP document is in keeping with the requirements of the District Department of Transportation (DDOT), and the City's transit oriented development policies and strategies described in "*Trans-Formation: Recreating Transit-Oriented Neighborhood Centers in Washington, DC*" September 2002. The TMP also follows the guidelines presented in the GSA/MWCOG/NCPC Transportation Management Program Handbook¹. The key components of the TMP are presented below.

POTENTIAL TMP MEASURES

As indicated above, the primary objective of the TMP would be to reduce the potential impacts of the proposed development by managing traffic and parking demand. Towards this end, the following potential measures have been identified for consideration by the Development Team, DDOT and WMATA.

- **Transportation Services Coordinator**. This task will be the responsibility of the property management group. Responsibilities will include administering the TMP strategies, including the development and distribution of informational and promotional brochures regarding ridesharing and various transit services, and the administration of a ridesharing database and information matching system.

¹ "*Implementing a Successful Transportation Management Program, 2008*", General Services Administration (GSA), Metropolitan Washington Council of Governments (MWCOG), National Capital Planning Commission (NCPC).

- **Transit Services.**
 - **Continuation/Enhancement of Metrobus Services.** The Developer will work with DDOT and WMATA to enhance transit accessibility and ridership amenities (including improved bus shelters) along H and 8th Streets. These streets are used by several Metrobus routes which provide connections to several Metro stations and other areas of the District and adjacent jurisdictions. The District also plans to provide streetcar services along the site on both H and 8th Streets. The H Street Streetcar line would run between Union Station and the Benning Road Metro Station. The 8th Street streetcar line would run from H Street NE to M Street SE, with connections to additional streetcar lines serving the Anacostia waterfront and corridors east of the Anacostia River.
 - **Transit Subsidy.** At the commencement of the employment of a new employee, the property management group will request that retailers provide that employee with a SmarTrip Card with the value of \$20.00 to encourage the use of transit.
- **Shared Vehicles.** The Developer will reserve one (1) parking space within the proposed garage for use by a shared vehicle (such as a Zipcar).
- **Pedestrian and Bicycle Linkages.** The developer will encourage all alternative transportation modes including walking and bicycling to reduce the roadway traffic congestion and related environmental impacts. Wide sidewalks with good pedestrian lighting and tree shade will be provided along the site frontage. These improvements would create a pleasant walking and bicycling experience along the site and enhance access to and use of existing and future transit facilities and services. The proposed development will include approximately 75 bicycle parking spaces which would be significantly more than the DDOT requirement of 4 spaces (i.e., five percent of the required retail parking spaces). All bicycle parking spaces will comply with the Zoning Regulations.
- **Ride-matching/Ridesharing Program.** Employees and residents who wish to carpool would be provided a list of like-minded persons, and will also be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.
- **Guaranteed Ride Home Program.** Sponsored by the Metropolitan Washington Council of Governments and coordinated by the on-site Transportation Services Coordinator, this program ensures employee commuters who regularly carpool, vanpool, bike, walk or take transit to work with a reliable ride home when they need to work overtime, or another unexpected reason to leave arises. The ride, using a taxi or other transit, is free to the user.