



Guidance for Comprehensive Transportation Review (CTR)


2019 Edition

Summary of Changes from 2012



June 12, 2019


Overview

- History and Evolution of CTRs in the District
 - “What’s New” in 2019 Edition
 - DDOT Site Review Priorities
 - DDOT Approach to Mitigation
 - Most Notable Changes: Preferred parking rates, Exemption from CTR, Standardized TDM Plans, TripsDC, Updated Scoping Form
 - Topics for Future Research/Exploration
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Evolution of CTRs in the District

- Pre-2012: Traditional Traffic Impact Study (TIS)
- 2012-2018: Multi-Modal CTR Study (“2012 Beta Version”)
 - DDOT was an early national leader in using person-trips methodology and multi-modal analysis
 - Changed from TIS to Comprehensive Transportation Review (CTR)
 - De-emphasized TIA/TIS as “be all, end all” of site review
 - Introduced concept that parking is a driver of vehicle trips
- 2019+: CTR w/greater focus on Site Design, Parking, TDM (“2019 v1.0”)
 - Introduces on-site vehicle parking benchmarks by use and proximity to transit
 - Moves toward a “form-based code of transportation planning”, reward for designing high quality project and incorporating DDOT Vision Zero principles
 - TIS/TIA now just one component of much broader multi-modal evaluation and only triggered in certain situations

What's New?

- Greater focus on site design, Vision Zero, connectivity, ADA accessibility
 - DDOT-preferred parking rates based on land use, distance to transit, and MoveDC 75% non-auto modeshare goal
 - Exemption from CTR/TIA for “Low Impact” infill developments
 - Standardized TDM plans by land use
 - Establish parameters for using TripsDC tool
 - Monetary contribution to DDOT is now an option for mitigation
 - Capital Bikeshare demand analysis now required
 - Parking garage queueing analysis now required (over 150 spaces)
 - Standardized Synchro/SimTraffic inputs
 - New street tree inventory w/in 3 blocks of site
 - Three-year collision analysis no longer required (replaced w/qualitative safety review surrounding site, Vision Zero Office will lead safety studies)
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Minor CTR/TIA Changes

- Peak hour trip thresholds for CTR: 100 total person trips OR 25 veh trips in peak direction (still 25 vehs in peak direction for TIA)
- Cannot take certain trip discounts in trip threshold calcs
- Include weekday daily total and Saturday peak trip gen for all projects
- Include existing site trip gen/driveway counts
- Include AutoTurn diagrams in body of CTR, when possible
- Provide traffic counts in DDOT spreadsheet format for TMC database
- Include more detail on trip distribution turning at intersections/driveways
- Clarified that V/C must also be provided with LOS and queueing analysis if TIA required, per the DEM

DDOT Site Review Priorities

- (1) **Site Access + Connectivity** – must be via alley if available, minimize # of curb cuts, provide connectivity with neighboring properties, break up superblocks
- (2) **Loading** – head-in/head-out from alley and berths, no backing through public space, accommodate loading/trash operations on private property
- (3) **Vehicle Parking** – minimize # of spaces, if parking exceeds DDOT's max rates must provide non-auto or TDM commitments, parking pricing
- (4) **Public Realm Design** – high quality streetscape w/ADA accessible ped facilities, do not externalize private site operations into public space
- (5) **Transit Supportive** – site is in close proximity and well connected to transit, other policies to encourage ridership
- (6) **Bike Facilities** – meet or exceed zoning requirements for bike parking and shower/changing facilities in easily accessible locations
- (7) **Transportation Demand Management** – must provide robust TDM plan to discourage driving and encourage transit usage, TDM Plans based on parking supply and impacts
- (8) **Curbside Management** – accommodate curbside needs of site, address rapidly evolving pick-up/drop-off trends
- (9) **Traffic Impact Analysis** – study intersection impacts if project meets trip gen threshold OR if change to roadway proposed (i.e., reverse direction or close road)


*** DDOT's Vision Zero principles are the key focus in all of these review priorities ***



DDOT Approach to Mitigation

- Must mitigate high parking ratio and intersection capacity impacts
- Must propose roadway mitigation to demonstrate they could work, but DDOT reserves right to request something else
- Signal timing/cycle length adjustments won't be implemented in conjunction w/specific developments since signals are in coordinated networks + not clear traffic will materialize as projected

Hierarchy of mitigation, in order of DDOT preference:

- (1) Establish optimal site design
 - (2) Reduce vehicle parking
 - (3) Implement more TDM
 - (4) Upgrade ped/bike/transit facilities
 - (5) Monetary contribution toward non-auto facilities
 - (6) Roadway capacity changes (only if deemed necessary by DDOT)
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Parking Rates for DDOT's Project Evaluation

Table 2 | DDOT-Preferred Vehicle Parking Rates

Land Use		Less than ¼ Mile from Metrorail	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	½ to 1 Mile from Metrorail	More than 1 Mile from Metrorail
Residential <i>(spaces/unit)</i>	DDOT: ZR16 Min-Max:	0.30 or less 0.17* - 0.67	0.40 or less 0.17* - 0.67	0.50 or less 0.33 – 0.67	0.60 or less 0.33 – 0.67
Office <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	0.40 or less 0.25* - 1.00	0.50 or less 0.25* - 1.00	0.65 or less 0.50 – 1.00	0.85 or less 0.50 – 1.00
Hotel <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	0.40 or less 0.25* - 1.00	0.45 or less 0.25* - 1.00	0.60 or less 0.50 – 1.00	0.75 or less 0.50 – 1.00
Retail *** <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	1.00 or less 0.67* - 2.66	1.25 or less 0.67* - 2.66	1.60 or less 1.33 – 2.66	2.00 or less 1.33 – 2.66
Other Uses	DDOT: ZR16 Min-Max:	75% of § 701.5 or less 50% - 200% of § 701.5*	90% of § 701.5 or less 50% - 200% of § 701.5*	120% of § 701.5 or less 100% - 200% of § 701.5	150% of § 701.5 or less 100% - 200% of § 701.5

Notes:

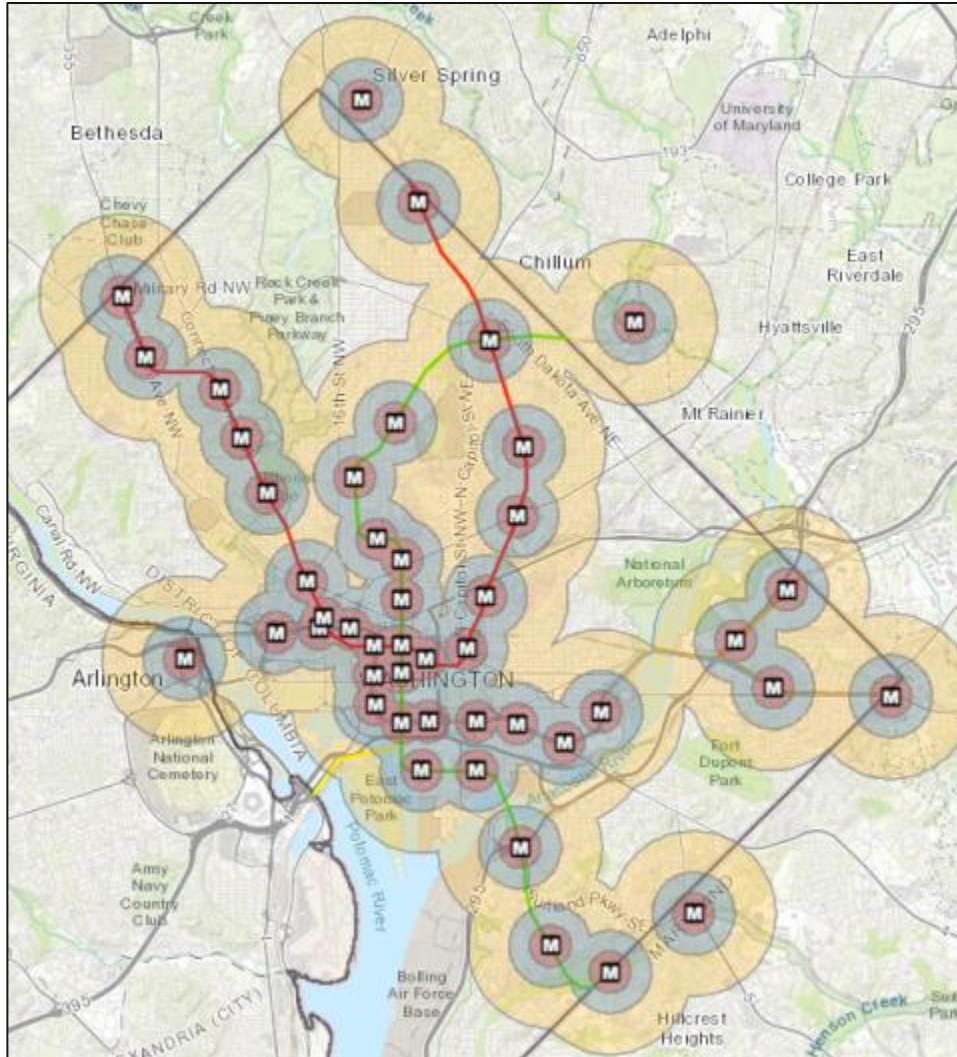
* There is no vehicle parking requirement in Downtown “D” and several other zones. DDOT strongly encourages Applicants to provide no on-site vehicle parking where allowable by zoning.

** Priority transit includes the H Street Streetcar, Streetcar Benning Road Extension, DC Circulator, and Priority Corridor Network Metrobus Routes defined by zoning in DCMR 11, Subtitle C § 702.1(c).

*** Retail rates can be used for either standalone buildings or first floor users of mixed-use projects. The Retail category also includes a wide range of related uses such as fast casual restaurant, bank, drinking establishment, pet grooming, coffee shop, grocery, etc.

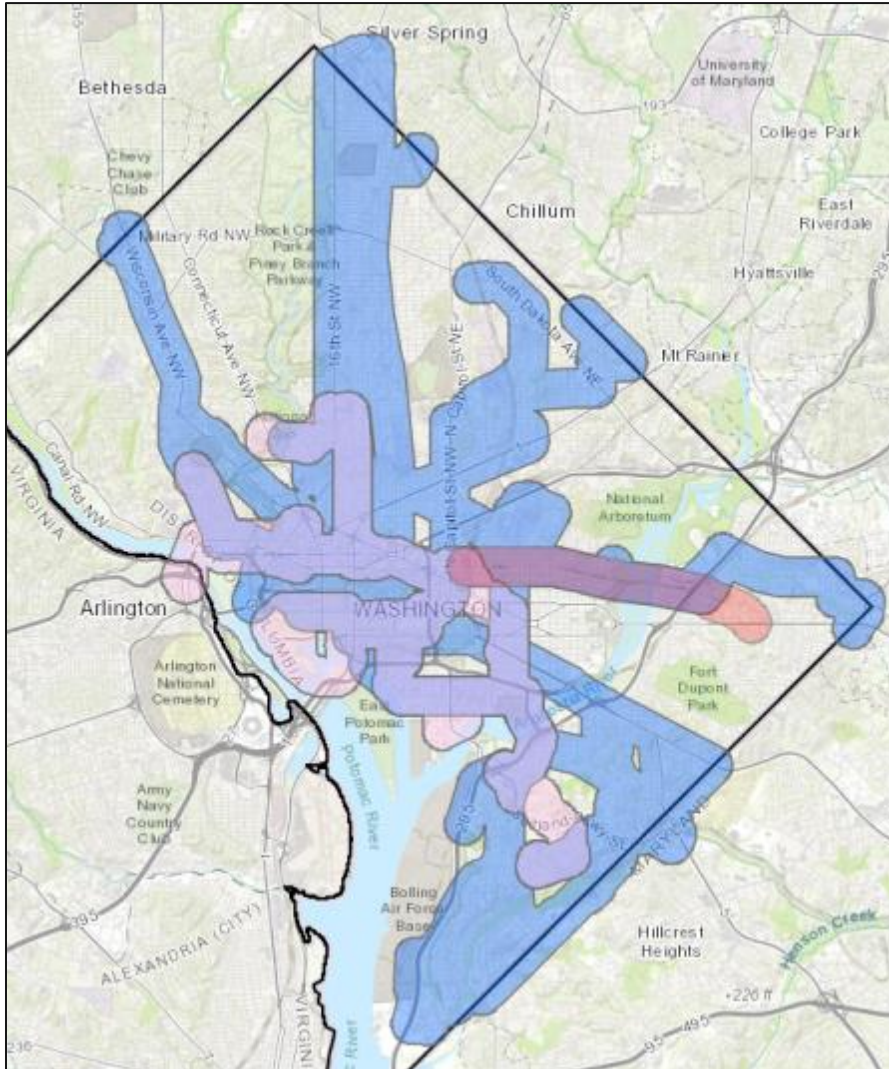
*** Parking rates correspond to maps on the next slides ***

Distance from Metrorail Stations



- 1/4, 1/2, 1 mile buffers from Metrorail stations shown (corresponds to Table 2 parking rates)
- DDOT prefers little or no parking spaces near Metrorail stations
- Interactive map can be found here: <https://arcg.is/19ajqu>

Distance from Priority Transit



- If site is over $\frac{1}{2}$ mile from Metrorail, defer to this map
- $\frac{1}{4}$ mile buffer from Streetcar, Circulator, and ZR16 Priority Bus Routes shown (corresponds to Table 2 parking rates)
- fewer parking spaces within these buffers helps support transit ridership
- Interactive map can be found here: <https://arcg.is/1CHTeb>

Exemption from CTR and TIA

Incentivize infill and transit-accessible development

Will theoretically have zero or minimal transportation impacts b/c of low parking ratio + TDM

Benefits


- Negotiate parking supply, TDM plan, non-auto improvements at beginning rather than at end of review process
- DDOT and Developer both get what they want out of project and both save time and money on writing/reviewing study
- No CTR = more money spent on TDM, peds, transit rather than a study
- Eliminates disputes over minor TIA/CTR assumptions

However...

- Will still need to provide a Transportation Statement explaining all agreed to commitments
- DDOT may still require analysis of site access, curbside uses, pick-up/drop-off, on-street/off-site parking, etc. depending on specific proposal
- Developer may still choose to do a “defensive TIA” to address specific concerns raised by the ANC and members of the community

Exemption from CTR and TIA - Criteria

Must meet all criteria:

- Be within ½ mile of Metrorail station or ¼ mile from Streetcar/Priority Bus
 - Proposed parking supply lower than amount calculated using DDOT preferred rates for under ¼ mile from Metrorail column (Table 2)
 - Total proposed parking supply must be 100 or fewer spaces
 - Implement “Enhanced” tier TDM Plan
 - Ensure complete ped network (install missing sidewalks/curb ramps, etc.)
 - Curb cuts and loading meet standards (or have been approved by PSC)
 - Meets bike parking and showers/lockers zoning requirements
 - Provide 2 EV charging stations
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Standardized TDM Plans by Land Use



Residential TDM Plans

Baseline Plan (Residential)

All PUDs, LTRs, Design Reviews, and other projects where TDM is required by DDOT will start with a Baseline Plan. This Plan is intended for developments that are up to 10% over-parked (per Table 2) AND no intersection impacts were identified in the TIA.

Include all of the following:

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the residents.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. [specify the minimum number provided]
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.

Enhanced Plan (Residential)

Intended for developments that are up to 20% over-parked (per Table 2) OR minor intersection impacts were identified in the TIA.

Include everything in Baseline Plan plus all of the following:

- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include



- information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Will not lease unused residential parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events), unless there is an agreement in place in which no parking is provided at the other property.
 - Designate [insert number] parking spaces in the vehicle parking garage for car-sharing services to use with right of first refusal. If an agreement has not been reached with a car-sharing service to occupy all of the dedicated spaces, the Applicant will provide one (1) [additional] year of membership to Capital Bikeshare for each resident after the building has opened.
 - Additional short- and long-term bicycle parking spaces above ZR16 requirements. [specify amount]
 - Provide a bicycle repair station in each long-term bicycle parking storage room.
 - Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of [insert number] to encourage residents to walk to the grocery shopping and run errands.
 - Promote transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.

Menu of additional strategies (Residential)

Intended for developments that are over-parked by more than 20% (per Table 2) OR impacts identified at multiple intersections OR severe intersection impacts were identified in the TIA.

Include everything in Baseline and Enhanced plans plus choose from the following (non-exhaustive) menu based on severity of impacts and parking ratio:

- To encourage teleworking, a business center will be provided on-site and available for free to residents 24 hours per day, 7 days per week. Access to a copier and internet services will be included.
- Provide an annual membership to Bikeshare to each resident for [insert number] year(s) after the building opens.
- Provide SmartTrip cards pre-loaded with [insert \$] for all new [residents or employees] for [insert number] year(s) after the building opens.
- Fund and install a 19-dock Capital Bikeshare (CaBi) station with 12 bikes and fund one-year of maintenance and operations costs.
- Fund and install the expansion of the Capital Bikeshare (CaBi) station located at [insert location] by [insert number] docks.
- Will hold a transportation event for residents, employees, and members of the community once per year for a total of [insert number] years. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).


TripsDC Tool

- Trip gen based on data collected at 55 residential buildings
- More accurate for urban context than ITE Trip Gen Manual
- Takes into account parking supply, distance to transit, access to employment, layout of street network
- <https://tripsdc.org/>
- Criteria for use (must meet all):
 - For residential-over-retail projects only, no standalone residential
 - Site within ½ mile of Metro or ¼ mile of Circulator, Streetcar, Priority Bus
 - Has between 75 and 750 units
 - Has parking ratio between 0.3 and 0.7 spaces per unit
 - Contains neighborhood-oriented retail or grocers that is not considered “destination retail” (full-size brands like Target are allowed)
 - Surrounding neighborhood is established without significantly changing employment or street networks

Updated CTR Scoping Form

- Reordered sections in order of DDOT priority and matching the Guidelines
- Shorter and more streamlined, easier to fill out
- More clarity on DDOT policies and specific graphics to include w/Form
- TIA section separated from rest of CTR to avoid conflating terms
- DDOT wants to hear more about ANC and community discussions earlier

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Deadlines: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this Scoping Form with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the Scoping Form are required for every action, and there may be situations where additional analysis and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the Scoping Form has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information	
Date(s) Scoping Form Submitted to DDOT:	
DDOT Case Manager:	
Date(s) Scoping Form Comments Returned to Applicant:	
Date Scoping Form Finalized:	

Project Overview	Proposed Development Program
Project Name:	Use(s):
Case Type & No. (ZC, BZA, PSC, etc.):	Residential (dwelling units):
ANC/SMD:	Retail (square feet):
Applicant/Developer Name:	Office (square feet):
Transportation Consultant and Contact Info:	Hotel (rooms):
Land Use Counsel and Contact Info:	Other:
Site Street Address:	# of Vehicle Parking Spaces:
Site Square & Block:	# of Carshare spaces:
Current Zoning and/or Overlay District:	# of Electric Vehicle Stations:
Estimated Date of Hearing:	# of Bicycle Parking Spaces (long- and short-term):
Small Area Plan (if applicable):	Long-term:
Livability Study (if applicable):	Short-term:
Within 1/2 Mile of Metrorail or 1/4 mile of Streetcar/Consulator/Priority Bus?	Loading Berths/Spaces:

1

CTR Scoping Form Version 3.0 - June 2019

Topics for Future Research/Exploration

- Explore use of VMT or VMT/capita at site level
- Implications of ride-hailing on trip gen, auto ownership, transit ridership, curbside usage, and mode shift
- Splitting vehicle trip gen into trips by personal veh and ride-hailing vehs
- Relationship between parking, auto-ownership, veh trip gen
- Metrics for non-automotive modes (beyond connectivity + ADA)
- Quantify impacts of individual and cumulative TDM strategies
- Respond to rapidly evolving urban freight and curbside challenges
- Measure impacts of micro-mobility and other last-mile travel options
- Differing needs/travel patterns between affluent and affordable projects
- Explore implementation of development and/or transit impact fees
- Prepare for autonomous vehicles and ensure they do not encourage SOVs and undermine transit

(more topics listed in *Guidance for Comprehensive Transportation Review*)



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District Department of Transportation (DDOT)
Planning and Sustainability Division (PSD)
Neighborhood Planning Branch

Stop by DDOT's poster presentation on the CTR Guidelines update at the ITE Annual Meeting in Austin, TX (July 23, 2019)

QUESTIONS?