OSSE-DOT Bus Terminal, 1601 W Street N.E.

Community Outreach and Engagement

Agenda:

- Introductions of the Staff and Project Team
- Introductions of the Project by OSSE DOT
- Project Overview
- Recap
- Traffic Analysis
- Site Plan and Rendering
- Questions

Site Vicinity Map -

Location of Site

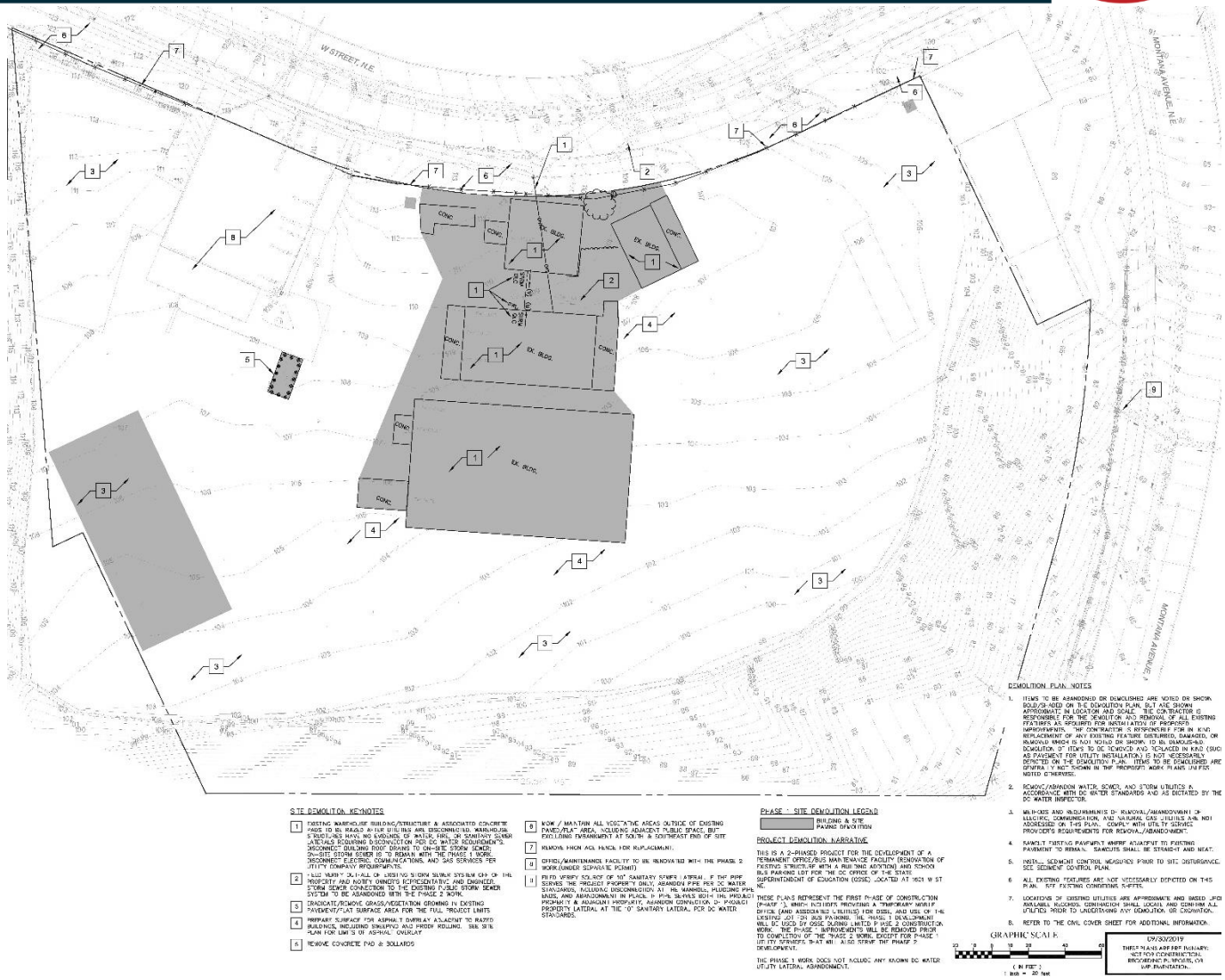
Courtesy of Google

Existing Site Photographs -

Phase I – Site Plan

Phase I Includes-

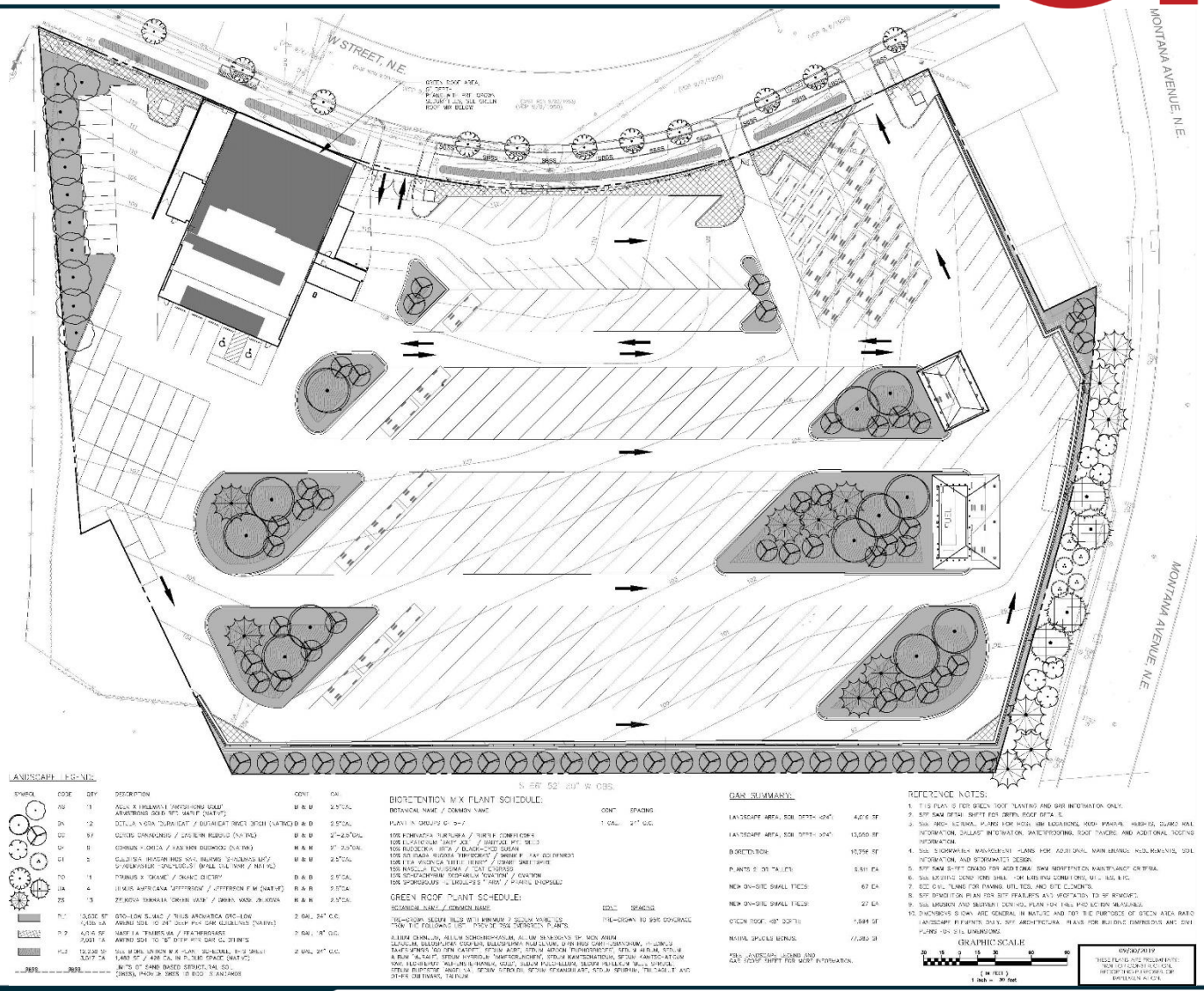
- Construction Screening on W St.
- Maintain Clean Site
- Maintain groomed W St. Green Scape
- Raze 4 abandoned Structures
- Temporary Guard Booths
- Temporary Trailer



Phase II – Site Plan

Phase II Includes -

- New decorative W Street Fence
- Removal of temporary Phase I elements
- Resurfacing Site
- Green Areas and Green Roof on new Bus Terminal
- Permanent Guard Booths
- New Bus Terminal
- Bus Wash Station
- Bus Fuel Station



Recap

1. *What is the timeline for construction to begin taking place on this site, and what impact will it have on the surrounding Community (e.g. times of construction, trucks moving in and out, noise, etc.)?*

2. *Are you able to provide any information on the number of buses to be housed there, workers, pollution generated, neighborhood impact, etc.?*

3. *Have there been any traffic studies done on the impact of placing this Terminal here, and are there any additional plans that neighbors should be aware of to change any existing traffic patterns?*

Recap

Question 1

- April 2020 Start of Construction
- The use of noise producing equipment during Construction shall occur during normal working hours 6:00am to 6:00pm Monday through Friday
- Dedicated Construction entrance into site and absolutely no street parking allowed for Construction activities.

Recap

Question 2

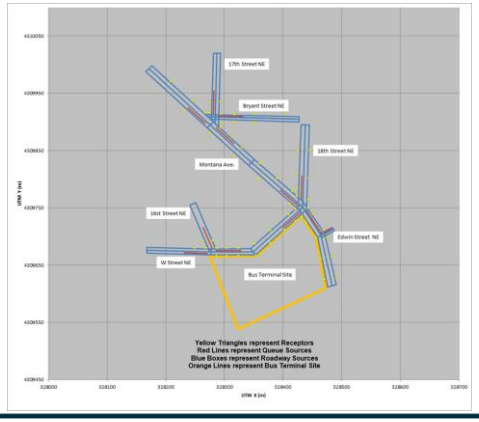
- In accordance with the National Ambient Air Quality Standards (NAAQS) and procedures developed by the Air Quality Division of the Department of Health of the DC Government (DC AQD, 2003), results concluded that the carbon monoxide emission rate for the new facility will be 24 grams/day, which is a minimal 0.08% increase from existing conditions. The modeled emission rate increase due to our new facility and resultant maximum predicted concentration increase of 0.38 ppm for 1-hour and 0.18 ppm for 8-hour averages for the entire neighborhood, shows that the total net concentration impact is well within the acceptable 1-hour and 8-hour ambient concentrations per NAAQS and DC AQD 2003.

- There will not be a noticeable difference in the surrounding area or poorer air quality, because of the very minimal increase in carbon monoxide emissions and resultant concentrations, which the DC AQD has defined in their modeling guidelines as a proxy for all other pollutants from motor vehicles.

- 235 Busses Max

- 25 Full Time Staff

- 1 Driver and 1 Attendant per Bus



Recap

Question 3

- Traffic Analysis Results

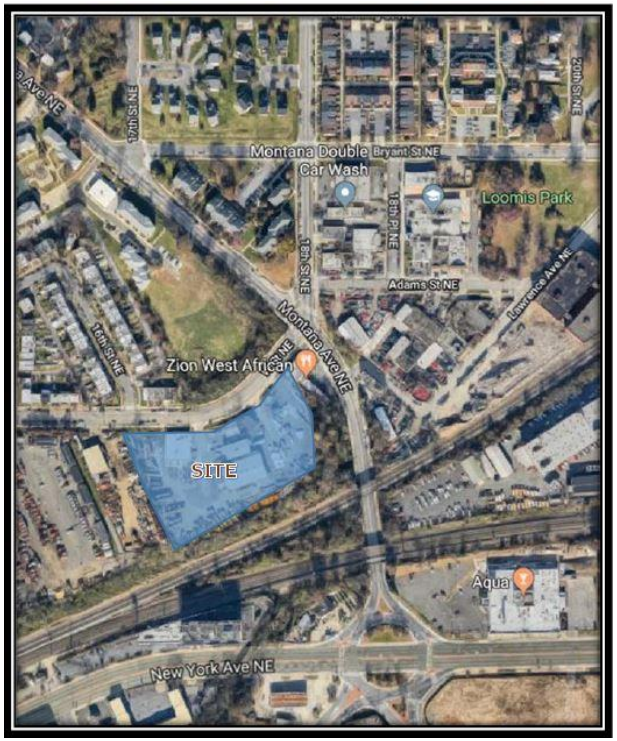


Figure 2 – Site Access Point for Bus from W Street, NE

Figure 3 – Site Access Point for Cars from W Street, NE

Figure 4 – Montana Avenue, NE

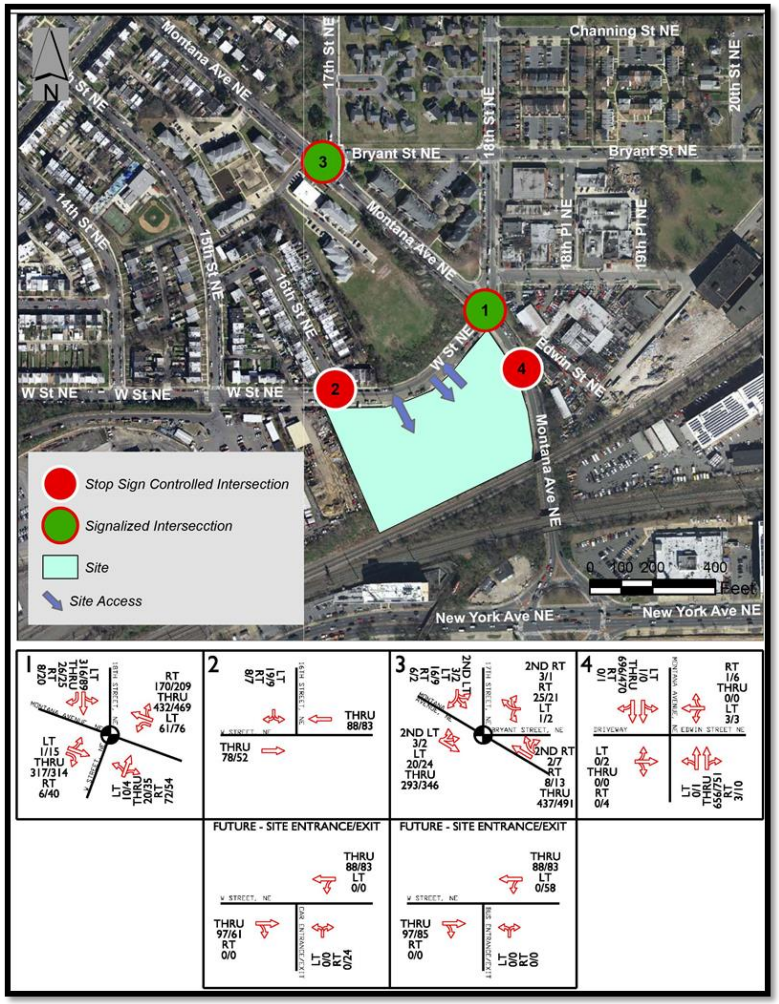
Traffic Analysis

Four study area intersections include:

1. Montana Avenue, NE and W Street, NE/18th Street, NE
2. W Street, NE and 16th Street, NE
3. Montana Avenue, NE and 17th Street, NE/Bryant Street, NE
4. Montana Avenue, NE and Edwin Street, NE

Data collection and traffic analysis included:

1. Existing turning movement counts collected Wednesday, April 24th between 6:30AM and 7:00PM
2. Future traffic volume forecasts for 2021
3. Site trip generation to reflect changes in traffic patterns associated with future development



Study Area Future Conditions Peak Hour Volume Forecasts

Traffic Analysis

moveDC, DC's Multimodal Long-Range Transportation Plan, references two Future Plan Elements inside the study area:

(1) Bike lane(s) (Tier 2 priority) along Montana Avenue between New York Ave and 18th St, NE

(2) New street (Tier 4 priority) extending between the intersections of New York Ave and 16th St, NE and W St and 14th St, NE.

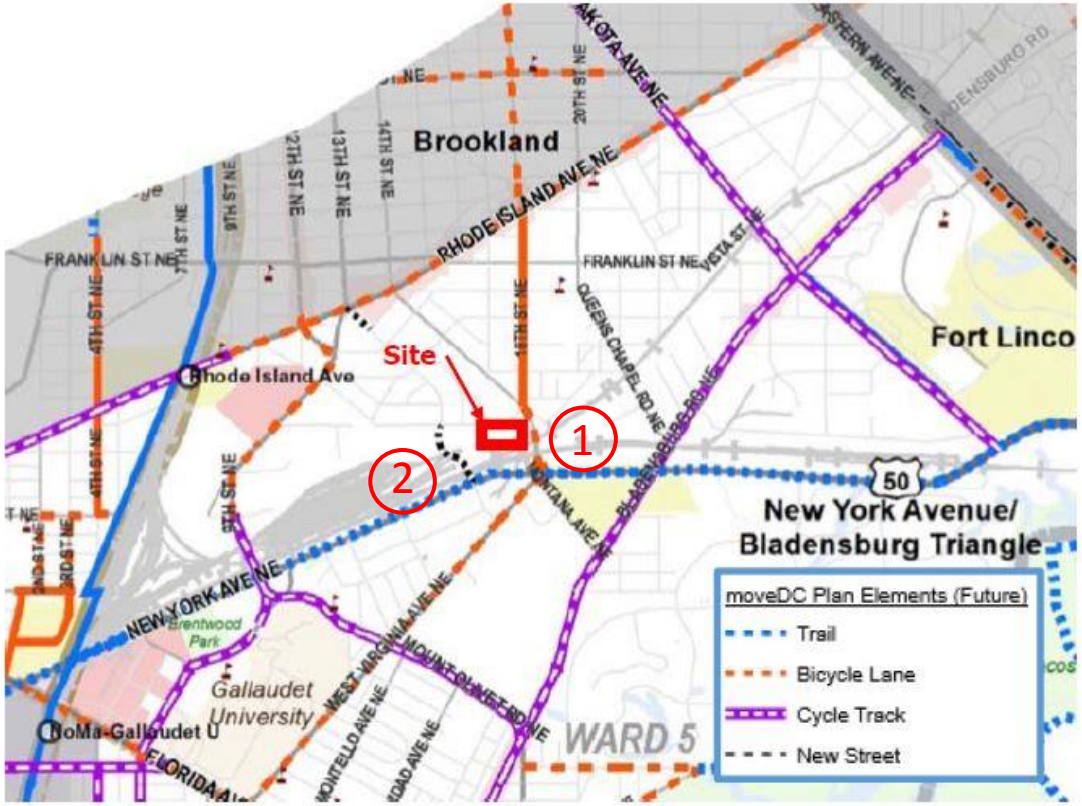


Figure 7 - moveDC – Study Area Future Roadway Network

moveDC Priorities:

Tier 1 – investments should be considered as part of DDOT's 6-year TIP

Tier 2 – Investments that may be eligible for additional project development in the early years of moveDC

Tier 3 – Investments considered low priority for project development in the early years of moveDC

Tier 4 - Investments considered lowest priority for project development in the early years of moveDC

Traffic Analysis

- Anticipate bus routes entering/leaving the sites
  - Going north 50%
  - Going south 50%
- Timing of buses leaving & returning each day
  - AM shift leave between 4:30am and 7:00am, returns between 8:30am 10:30am
  - PM shift leave between 12:00pm and 2:00pm, returns between 3:00pm 7:00pm
- Timing of staff vehicles entering & exiting each day
  - AM shift arrives 4:00am and leaves at 1:00shift arrives 10:00am thru 11:00am and leaves between 6:00pm and 7:00pmpm PM

Time of Day	3:45am–4:00am	10:00am–11:00am	1:00pm–1:15pm	6:00pm–7:00pm
Inbound Traffic Hourly Rate	23	24		
Outbound Traffic Hourly Rate			23	24

Site Trip Generation, Passenger Cars

Time of Day	4:30am–7:00am	8:30am–10:30am	12:00pm–2:00pm	3:00pm–7:00pm
Outbound Traffic Hourly Rate	230 buses / 2.5 hrs = 92		230 buses / 2 hrs = 115	
Inbound Traffic Hourly Rate		230 buses / 2 hrs = 115		230 buses / 4 hrs = 58

Site Trip Generation, Buses

Traffic Analysis

Conclusions:

The traffic impacts associated with the 1601 W Street, NE Bus Terminal site include:

(1) 0 additional AM peak hour trips will be generated

(2) 82 additional PM peak hour trips will be generated

(3) The new facility will not overburden the existing traffic patterns

(4) All key intersections are expected to continue to operate at existing efficiency

Location	Control	AM		PM	
		No-Build	Build	No-Build	Build
1. Montana Avenue, NE and W Street, NE/18th Street, NE	**Signal**	**D**	**D**	**C**	**C**
South Eastbound (Montana Avenue, NE)		B	B	A	A
North Westbound (Montana Avenue, NE)		D	D	C	C
North Eastbound (W Street, NE)		D	D	D	D
Southbound (18th Street, NE)		F	F	D	D
2. W Street, NE and 16th Street, NE	**ALL-WAY Stop**	**A**	**A**	**A**	**A**
Eastbound (W Street, NE)		A	A	A	A
Westbound (W Street, NE)		A	A	A	A
Southbound (16th Street, NE)		A	A	A	B
3. Montana Avenue, NE and Bryan Street, NE/17th Street, NE	**Signal**	**C**	**C**	**B**	**B**
South Eastbound (Montana Avenue, NE)		C	C	B	B
North Westbound (Montana Avenue, NE)		C	C	B	B
Westbound (Bryant Street, NE)		D	D	D	D
Southbound (17th Street, NE)		D	D	D	D
4. Montana Avenue, NE and Edwin Street, NE	**Stop**				
Eastbound (Driveway)		**C**	**C**	**C**	**C**
Westbound (Edwin Street, NE)		A	A	A	A
Northbound (Montana Avenue, NE) - Free					
Southbound (Montana Avenue, NE) - Free					

2021 No-Build and Build Intersection Level of Service

Rendered Site Plan-

Courtesy of Google

Building Rendering

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