SCMAGLEV Project Draft Environmental Impact Statement
Released on January 15, 2021
District Department of Transportation Comments

Date Comments Submitted:		5/24/2021	
DEIS Page#	DEIS Chapter	DEIS Section	DDOT Comments
ES-16	Executive Summary	ES.4.3.1	Property impacts: There is no reference to District private property or public space impacts in this section
3-1	3	General	Were other locations for a station explored and why was Union Station, an existing regional rail hub, ruled out?
3-1	3	General	Why were other secondary stations under early consideration, like NoMa, ruled out?
3-11	3	3.3.2.	Instead of providing a 1,000 parking space garage, project should evaluate availability capacity at existing garages downtown and at satelite locations in Maryland and Virginia and provide a plan to direct passengers who arrive by personal vehicle to those locations. The addition of a new 1,000 space garage will attract more traffic to an already congested downtown and discourage use of adjacent transit lines. Appendix Section D.2A.12.1 acknowledges that there are approximately 30 parking facilities and 3,000 parking spaces within a 3 block radius of the convention center.
3-11	3	3.3.2.	Mt. Vernon East Station should be designed in such a way that it is integrated underground with the two adjacent existing Metrorail Stations (Convention Center and Chinatown).
3-11	3	3.3.2.	Mt. Vernon East Station entrances (either within existing office buildings or external on the street) should be identified and a pick-up/drop-off plan developed for persons arriving by taxis or ridehailing vehicles. Signage and marking plan will need to also be developed to address any changes to curbside restrictions. If station entrances are external to building then additional review and DDOT permitting will be necessary to ensure there is adequate sidewalk space.
3-11	3	3.3.2.	What type of bicycle facilities are going to be provided at the station? e.g., long-term bike rooms, showers/lockers for employees, inverted U-racks at street level near building entrances.
3-38	3	Table 3.4-7	Permanent Closure of Adams Pl - Portions of streets that were acquired with Federal aid or were a part of a Federal aid participation projects have to receive FHWA approval prior to closure and may require fair market value compensation. Also requires DC Council approval of closure

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4.1-1	4.1	4	Although background on their methodology for projecting ridership were provided in Appendix D.2D, there are no information was provided regarding mode split, trip generation assumptions, or origins-destinations for people traveling from home to the MAGLEV stations. It would be helpful to understand who is traveling to Mount Vernon East station from around the DC area, where their trips originate, and which modes they are using. Some projections are scattered throughout the chapter, but it would be appreciated to have these numbers in an easily readible table.
4.2-1	4.2	General	The proposed analysis, methodology, and results are unclear and too vague to understand. DDOT would like to know what's your study area for the proposed Mount Vernon East Station? What kinds of tools did you use for the transportation analysis? What's the base-year condition, and what kinds of data you've collected for the traffic study? What's the assumptions adopted, and how the traffic models were created and calibrated to the existing condition? What's the current year, opening year, and horizontal year's ODs? What kinds of sensitivity analysis had been included in the modeling process to understand demand change and the relationship between demand and the ticket price and other factors? How do you calculate the diverted demand? And how those changes will be reflected in the multi-modal network?
4.2-1	4.2	General	Please clarify how do you define the study area for the proposed Mount Vernon East Station
4.2-7	4.2	4.2.3	Table 4.2-3: How did you calculate the trip diversion? Have you performed any survey or study to support those numbers? Based on the information provided in the ES, the ticket price is "roughly seven times the cost of an existing MARC commuter train fare." It's difficult to understand why still 94% of the Amtrak trips and 32% of the MARC trips will divert to the SCMAGLEV. For the auto related diversion, please see my detailed comment on Section 4.2.7, 4.2.10, 4.2.14, and 4.2.16. Lastly, since you've mentioned the bus related diversion, inter-city buses should also be included in the analysis.

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4.2-15	4.2	4.2.6.3	The first paragraph reads that "In addition, VRE commuter rail service provides connections from Northern Virginia and Washington, D.C. at Union Station and Commuter buses from both Virginia and Maryland also provide connections to the District. Finally, inter-city Amtrak rail service serves Washington Union Station (also the terminal for project area commuter rail service).", seems this is irrelevant to the local transit system.
4.2-17	4.2	4.2.6.6	Please indicate what's the impact on the Metro and bus transit? Does Metro or the bus have enough capacity to handle the induced demand?
4.2-20	4.2	4.2.7.4	First, it's misleading to compare the 57,000 daily diverted trips to the entire 4,401,899 daily auto trips. It should directly compare to the OD pairs between the DC-BWI-Baltimore. Secondly, 57,000 diverted trips seem too high to be true. Assuming the K-factor is 0.12, which means there would be more than 6800 trips changed from the auto to the SCMAGLEV during the peak hour. Please provide the envidence to support your conclusion.
4.2-24	4.2	4.2.10	Please define your study area and list the intersections to be included in the analysis. The intersections shown in the report and its' appendix didn't cover the entire project's impact area.
4.2-24	4.2	4.2.10.3	1) Please clarify why it requires 1000 parking spaces? Please re-calculate it based on the DC OP's recommendation and DDOT CTR guidelines. 2) What are the proposed ingresses and egresses to access underground parking? Didn't see how these ingress/egress tied to the existing network and coded in your model also.
4.2-24 4.2-25	4.2	4.2.10.4	Based on the data listed in Appendix D.2, DDOT cannot verify the data and traffic model's validity, so as reported results. We require a more comprehensive study to be performed to fully analyze the impact of the new station.

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4.2-25 4.2-26	4.2	4.2.10.5	The proposed mitigations are too vague. More detailed intersection-level or corridor-level tactical solutions should be proposed to mitigate the significant impact from the project. Based on the DDOT's DEM, the significant impact is defined as "By LOS: •When the proposed project causes any one or more intersection approaches to exceed the established LOS threshold. This threshold will be set for each project and will be defined as LOS “E” or “F” as requested by DDOT; or •When the proposed project causes any one or more intersection approaches with an existing LOS “E” or “F” to experience an increase in vehicle delay of 5 percent or more. Or By 95th -percentile of Queue Lengths: • When the proposed project causes the 95th percentile queue length to exceed the available capacity of an approach or turn lane; or • When the proposed project causes any 95th percentile queue lengths that exceed the available capacity in the short- or long-term planning horizon to experience an increase in queue of 150 feet or more. Or By V/C ratio: •When the proposed project causes the v/c ratio to increase above 1.0; or •When the proposed project causes any existing v/c ratios to increase by 5 percent or more. There’re other measurements listed in the DEM to define if it has the significant impact. I just listed the 3 measurement more directly related to this project."
4.2-32 4.2-33	4.2	4.2.14.3	Please clarify why the project requires 1000 on-site parking spaces? Please re-calculate it based on the DC OP's recommendation and DDOT CTR guidelines.
4.2-37 4.2-38	4.2	4.2.16.4	Based on the estimated PUDO demand listed in Appendix D.2, 2500+ PUDO activities/hour will significantly impact the surface network. However, we don't see PUDO activities have been properly analyzed. There is no clear information has been documented in the DEIS to quantify the impact from the project induced traffic.

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4.3-1	4.3	4.3.	Are any zoning or comp plan changes needed to facilitate constructing the MAGLEV project or the Mt. Vernon East station? Additionally, there is no information about how this project will conform to the moveDC Mobility Plan.
4.3-1	4.3	4.3.2.1	Regulatory Plan: moveDC has a more recent 2020 report that should be finaled by later this summer
4.3-4	4.3	4.3.3.1	Can Tables 4.3-1 and 4.3-3 breakdown the DC vs. MD private and public ownership impacts?
4.3-6	4.3	4.3.3.1	Transportation - (Missing integral information on one of DC's main arteries) New York Ave is an original street from the L'Enfant pland and a major east–west route in the city's Northwest and Northeast quadrants and connects downtown with points east and north of the city via Cheverly, Maryland, the John Hanson Highway, the Baltimore–Washington Parkway, and eventually, Interstate 95. It is DC's most heavily trafficked road.
4.3-10	4.3	4.3.4.2	Can Tables 4.3-4 breakdown the DC vs. MD private and public areas of impact and number of parcels?
5-1	5	5	Aside from communication with various groups during public outreach phase of this DEIS, how does the project intend to evaluate and ensure equitable access to service for District residents of different socio-economic backgrounds, languages, abilities, and geographic locations?
General	General	General	With New York Ave and 7th St through 9th St intersections being congested and high traffic areas and evenmoreso with the full operation of pedestrian traffic of the convention Center activities; would another DC location be more ideal and less of an impact to District and it's residents, ie. Union Station, Rhode Island
A.8-33	Appendix D-2	D.2A.8.1	Figure D.2-11 Didn't fully show the station and the impact area. The figure should cover the entire study area, study intersections, also illustrate the station entrances.

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A.8-34	Appendix D-2	D.2A.8.1	I'm not sure where did you get the AADT volume information shown in Table D.2-21. The numbers are just too off from the ground truth.
A.8-34 ~ A.8-37	Appendix D-2	D.2A.8.2	There are so many extra steps that should be discussed before showing the MOEs of the Build Conditions. As earlier mentioned, the following steps should be included in the analysis and appropriately documented: * Determine the Study Area and intersections to be included; * Data collection and existing data analysis; * Report the existing transportation condition; * Development and calibration of the existing condition transportation demand model; * Development of the transportation demand model for the opening year and horizontal year under the no-build condition; * Development of the transportation demand model for the opening year and horizontal year under the build condition; * Derive the trip sets from the traffic demand models, and apply those to the meso- or microscopic traffic model;
A-51~ A-52	Appendix D-2	D.2A.14.2	Please also clarify how do you plan to use 8~13 on-street spaces to handle ~1000 PUDO activities during the peak hour?
PDF Page 9	Appendix G-A	Appendix G Part A	Will the DC Station Entrance and Parking Garage be above ground on below? What are lots 818, 845, 799, 846, 870 being used for? Is DC Station Operations above or below ground? Will the support facility be below or above ground? If above, will it require closure of of 7th and/or Mount Vernon Pl/US Hwy 1?
PDF Page 15	Appendix G-A	Appendix G Part A	Is the FA/EE & substation above ground?
PDF Page 17	Appendix G-A	Appendix G Part A	Please provide a list of the public ROWs that will be crossed