

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



ZONING COMMISSION
District of Columbia

Transportation Policy and Planning Administration

CASE NO. 06-11

EXHIBIT NO. 79

2006 SEP 20 AM 11:20

D.C. OFFICE OF ZONING

RECEIVED

To: Carol Mitten, Chair
Zoning Commission

From: Kenneth G. Laden
Associate Director

Date: September 14, 2006

Re: Zoning Commission Case No. 06-11 & 06-12
George Washington University Campus Plan & PUD

The District Department of Transportation has reviewed the proposed Transportation Impact Study (TIS) for The George Washington University Foggy Bottom Campus Plan: 2006-2025. Upon thorough review, DDOT agrees with most of the conclusions and recommendations of the TIS, and we support the application with provided that the University fully implement the proposed transportation management plan (TMP) that includes public transportation passes, shuttle bus service, GW parking facility permits, carpool programs, attendant parking and a parking deduction program.

The Department believes that the AM and PM trips generated by the University, as described in the traffic analysis, accurately reflects current traffic counts. DDOT continues to strongly encourage the applicant to implement programs and policies to reduce the number of vehicle trips to the greatest extent possible. DDOT believes the TMP will enable the applicant to control the trips generated during AM and PM peak hours.

DDOT agrees with the GW Campus Plan to disperse traffic across the campus by providing parking facilities at various locations, rather than concentrating parking at the University Parking Garage located at 2211 H Street, NW. Currently, the University Parking Garage houses the largest amount of student parking with 1,482 spaces. As part of the proposed Campus Plan, parking structures will be located throughout campus to minimize impacts on the surrounding neighborhoods and provide convenient access to major commuting routes. The campus has a total of 3,467 off street parking spaces in the 19 on-campus parking lots and garages. There is also a parking permit system in place that allows the purchase of daily/occasional parking permits. GW has recognized the ability to provide over 1,100 additional off-street parking spaces to meet campus-parking needs. DDOT feels these spaces should be kept available

especially during on-site construction. GW has observed that its current off-street parking supply adequately accommodates current parking demands.

The Foggy-Bottom-GWU Metrorail Station is located at the 23rd Street/Eye Street intersection within the boundaries of the campus. Based upon a 2002 WMATA survey, approximately ten percent of all passengers using the noted Foggy Bottom-GW Metrorail Station were GW-related. Approximately 8 WMATA bus routes serve the GW Foggy Bottom Campus population. All of the routes are easily accessible from the GW Campus. In addition to the WMATA bus service, GW Campus Transportation provides three forms of inter-campus transportation.

While DDOT recognizes that the applicant's Transportation Impact Study recommends the restriction of curb parking spaces during travel peak hours, we require GW to provide more accurate information on the restricted parking in the noted blocks. DDOT seeks to review more information on the restricted curb parking during peak hours for 11 metered spaces and six Zone 2 spaces to accommodate queuing at intersections.

Additionally, GW's Parking Guidelines, on the GW Parking Services website, lacks needed information for first year and second year undergraduate students. Although first and second year undergraduate students are discouraged from bringing vehicles to the Foggy Bottom campus, there is no indication the students will be denied parking privileges. DDOT believes a more stringent policy is needed for first and second year students. Providing that measure may compliment the applicant's TMP and will additionally maximize the use of off-street parking that GW provides.

DDOT recognizes the concerns of residents of the Foggy Bottom neighborhood that the GW Foggy Bottom Campus Plan may cause additional congestion. DDOT will agree to monitor traffic conditions in the study area after additions and redevelopment of the noted campus areas is complete to determine if additional transportation improvements are needed.

In conclusion, DDOT supports the applicant's analysis that the Foggy Bottom Campus Plan proposes no increase to the population caps set forth under the existing Campus Plan for student enrollment, faculty and staff. One of the more important factors of the TMP, GW's strong attempts to house its students near mass transit, deserves necessary attention as it will serve everyone. GW-related traffic accounts for no more than 10 percent of all traffic on streets within the campus during the AM and PM peak hours.

DDOT further supports the traffic management recommendations of the applicant's transportation study. DDOT recommends that GW continue its efforts to make available as many undergraduate residential facilities within the study area. We request that GW continue its current campaign to reduce vehicle trips and congestion around the Foggy Bottom Campus. We further recommend that transit subsidies be provided to faculty and staff to encourage transit use. Finally, we request that GW provide quarterly reports to DDOT and ANC 2A regarding utilization of transit services, and number of vehicles entering and leaving the campus on a daily basis.