



September 28, 2006

Ms. Carol J. Mitten
Chairperson
District of Columbia Zoning Commission
441 Fourth Street
Washington, D.C. 20001

RE: **George Washington Campus Plan: 2006-2025**
(Case Nos. 06-11 and 06-12)
Supplemental Traffic Analyses

Dear Ms. Mitten:

At the Commission's request, the University analyzed the impact on levels of service in the event the combined faculty and staff population reaches 12,529 (headcount), the maximum permitted under the existing and proposed Campus Plans. With implementation of the mitigation measures listed herein (in addition to those already proposed), the impact of the additional faculty and staff would be mitigated back to levels of service similar to those experienced under the initially reported future conditions.

Transportation Survey Data

Based on data from a transportation survey conducted University-wide in October 2005, approximately 85% of students do not use automobiles as their mode choice and approximately 53% of faculty and staff do not use automobiles as their mode choice. Further, for faculty and staff, the average vehicle occupancy is approximately 1.21 employees per vehicle. The mode split data for students and faculty/staff are summarized below in Table I. The fact that the majority of faculty and staff do not use automobiles greatly reduces the impact of any increase in that population.

Table I
 Mode Split Data

Mode	Students		Faculty/Staff	
	No.	%	No.	%
Auto				
Drove Alone	202	13%	313	38%
Motorcycle	4	0%	3	1%
2-person Carpool	14	1%	49	6%
3-person Carpool	7	1%	14	2%
4+ person Carpool	0	0%	1	0%
Vanpool	5	0%	2	0%
Sub-total	232	14%	382	47%
Non-auto				
Private Bus	29	2%	5	1%
Public Bus	81	5%	51	6%
Metrorail	589	38%	304	37%
Walked/Jogged	544	35%	54	7%
Bicycle	51	3%	12	1%
Other	26	2%	8	1%
Sub-total	1,320	85%	434	53%
Total¹	1,552	100%	816	100%
¹ The total number presented is the total number of respondents who answered this question. Eighty-nine student respondents and nine faculty/staff respondents did not answer this question.				

Mitigation Measures

University traffic accounts for only a small percentage of the commuter traffic using the roadways and intersections through and around the campus. Even with the additional faculty and staff, the University would account for only 14 percent of the AM peak hour traffic and only 17 percent of the PM peak hour traffic. Further, mitigation measures as well as enhancements to the University's TMP can result in levels of service similar to those initially reported. Specifically, the following mitigation measures are recommended:

- Adjust signal timings at the following intersections:
 - 22nd Street/Pennsylvania Avenue intersection
 - 23rd Street/H Street intersection
 - 21st Street/H Street intersection
 - 21st Street/G Street intersection

- Restrict curb parking during the peak hours along G Street as follows:
 - on the north side of the westbound approach at the 24th Street/G Street intersection to provide a westbound right turn lane
 - on the south side of the westbound approach at the 23rd Street/G Street intersection to provide a westbound left turn lane
 - on the south side of the westbound approach at the 21st Street/G Street intersection to provide a westbound left turn lane

Assuming the implementation of these mitigation measures, locations that were projected to operate at a LOS D or better with 1,000 additional faculty and staff would continue to operate at a LOS D or better assuming population growth to the full faculty and staff cap. Locations that were projected to operate at a LOS E or LOS F with 1,000 additional faculty and staff would continue to operate at a LOS E or LOS F assuming population growth to the full faculty and staff cap. An estimated thirteen parking spaces on G Street would need to be restricted during peak hours in order to implement the mitigation measures.

The following two exceptions are noted:

1. 23rd Street/Virginia Avenue Eastbound
2. 22nd Street/F Street

At the 23rd Street/Virginia Avenue Eastbound intersection, the eastbound approach would drop from a LOS E to a LOS F during the PM peak hour assuming population growth to the full faculty and staff cap. At the 22nd Street/F Street intersection, the eastbound approach would drop from a LOS E to a LOS F assuming population growth to the full faculty and staff cap.

A signal at the 22nd Street/F Street intersection would mitigate the impact, if approved by DDOT. Additional TMP measures would need to be initiated to mitigate the 23rd Street/Virginia Avenue intersection.

None of these mitigation measures, either in the original or this revised analysis are required under existing conditions. However, traffic impact analyses will be required at the time of each second-stage PUD application. At such time as those future traffic impact analyses indicate that a signal timing adjustment, curb parking restriction, or traffic signal is required to mitigate the impacts related to the proposed development, the costs associated with such mitigation measure would be borne by the applicant. For example, the original traffic analysis indicated that over the course of the implementation of the Plan, a signal may be required at the intersection of 22nd Street and I Street. In the event that a signal is deemed necessary to mitigate the traffic impacts in connection with the Square 54 consolidated PUD pending review by the Zoning Commission, the cost of the signal will be attributed to GW, Boston Properties and KSI Services, Inc. as the Square 54 PUD applicants. Likewise, if the potential signal at the intersection of 22nd and F Street is deemed necessary to mitigate the traffic impacts in

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connection with a future GW second-stage PUD application, then the cost of the signal will be attributed to GW as the second-stage PUD applicant.

GW is committed to working with DDOT and the community on enhancements to its TMP and will update the Commission during each second-stage application on those changes. Many of these will focus specifically on faculty and staff with additional incentives to encourage greater transit usage as GW's faculty and staff numbers increase within the cap.

We trust that the information provided herein will be helpful to the Commission in rendering its decision. Please do not hesitate to contact me at 724-933-9010 or jlmilanovich@mjwell.com should you have any questions on the enclosed.

Sincerely,



Jami L. Milanovich, P.E.
Senior Associate



THE GEORGE
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October 5, 2006

TO: Jeff Jennings
District Department of Transportation

FROM: Sherry K. Rutherford 
Managing Director, Real Estate Planning & Development

SUBJECT: *Foggy Bottom Campus Plan: 2006 – 2025*
Transportation Management Plan

As set forth in the Transportation Impact Study completed by Wells & Associates, LLC in connection with the *Foggy Bottom Campus Plan: 2006 – 2025*, the University currently has a comprehensive Transportation Management Plan (TMP) that promotes safe and efficient traffic operations within the campus and maximizes the use of GW's parking facilities to efficiently serve the demand for on-campus parking. The Plan currently consists of the following measures:

- **Public Transportation Pass.** The Foggy Bottom campus is served by the Foggy Bottom-GWU Metrorail station, conveniently located within the campus, and also numerous Metrobus lines. GW offers a pre-tax transportation benefits program to employees (regular full-time and part-time) to promote the use of public transportation. This program allows employees to purchase a SmarTrip Card or Metro "Checks" which can be used on Metrorail, Metrobus, and also on MARC or VRE commuter trains. In addition, GW provides an introduction to the WMATA public transportation program for all new students during their orientation.
- **GW Parking Facility Permits.** Permits are issued to students, faculty, staff, residents, and physicians who drive and park on campus. The permits are sold with monthly contracts or on an occasional/daily basis and are assigned to a specific parking facility. Visitors are required to pay hourly rate fees, but do not need to purchase a permit.
- **Carpool Programs.** Carpooling is encouraged at GW through the Carpool Program, which allows employees to park any car registered in their carpool group in one group-shared parking space in any parking facility.
- **On-Campus Parking Pre-tax Deduction Program.** A pre-tax deduction for on-campus parking fees is offered to all regular GW employees.
- **Off-Campus Parking Pre-Tax Deduction Program.** This program allows employees who pay for parking at a Metro station or at a commercial parking facility to participate in a pre-tax parking program.

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- **Attendant Parking.** When class attendance is high or when special events occur on campus, attendant parking is available at specific parking facilities to provide additional parking spaces.
- **Shuttle Bus Service Plan.** GW provides three forms of campus shuttle bus transportation – the Colonial Express Shuttle Buses, the Vern Express, and the University Police Department (UPD) Escort Service.

In addition to these existing measures, University has worked with Wells & Associates and DDOT to identify several additional measures to enhance the TMP program over the term of the proposed Campus Plan:

- **Transportation Management Coordinator.** The University will designate a Transportation Management Coordinator responsible for implementing and monitoring the TMP program, including
 - advising students, faculty and staff of the various TMP initiatives through student and faculty/staff orientation programs;
 - marketing and promoting TMP program initiatives through printed materials and online resources;
 - working with students, faculty and staff to evaluate appropriate locations for bike racks and lockers to encourage more members of the GW community to bike to campus; and
 - working with appropriate University offices to promote public transportation for special events on campus.
- **Technology Initiatives.** The University will continue to promote the use of video conferencing, podcasts, online library resources, the Bb@GW on-line course management system (based on the Blackboard Learning System™), and administrative document management systems to reduce the need for physical movement to and between the Foggy Bottom and other GW campuses.
- **Web-based Transit Purchases.** GW will explore opportunities to provide access and links through appropriate website portals to allow members of the University community to purchase transit fare media, including SmarTrip fare cards and bus passes, online.
- **Parking Management During On-Site Construction.** As necessary throughout the term of the Campus Plan, when existing parking facilities are being renovated or redeveloped, attendant parking at various campus parking facilities can be utilized to help ensure that campus parking demands are adequately met.
- **Truck Management Program.** GW has prepared a Truck Management Plan to avoid adverse impacts on the surrounding neighborhood (see attached Exhibit A).

If you have any questions regarding the foregoing or require any additional information, please do not hesitate to contact me.

EXHIBIT A

THE GEORGE WASHINGTON UNIVERSITY **TRUCK MANAGEMENT PLAN FOR THE FOGGY BOTTOM CAMPUS**

The George Washington University is committed to operating in a manner that is sensitive to our community. Specific to truck management, the University aims to conduct its loading and delivery operations to avoid adverse impacts on the surrounding neighborhood.

Currently, the University's truck management efforts consist of a number of general operating principles, including the establishment of central off-street loading facilities as well as specific efforts related to the management of loading operations covered under existing zoning orders. In an effort to develop a more comprehensive framework for managing loading and delivery activities, the University has developed the following Truck Management Plan for the Foggy Bottom Campus that builds upon the operating principles and building-specific efforts that are currently in place.

General Deliveries

- GW will schedule the location and timing of University deliveries and the disposal of trash/recycling on the Foggy Bottom Campus in a manner intended to avoid adverse impacts on the surrounding community.
- GW will direct large regular deliveries (not including deliveries to the loading dock at the GW Hospital which is covered by a specific zoning order and is dedicated to hospital operations) to take place at central, off street loading facilities, currently located at the Support Building at 2025 F Street, NW, the Marvin Center at 800 21st Street, NW, and Ross Hall at 2300 Eye Street, NW. This includes large bulk items mailed to students, faculty and staff which are delivered to GW Mail Services currently located in the Support Building, deliveries for events and operations located at the Marvin Center, and deliveries associated with the Medical Center at Ross Hall.
- GW will have appropriate on-site personnel to handle ordinary and emergency truck deliveries at central delivery locations.
- GW will accommodate large deliveries and loading for event venues such as Lisner Auditorium and The Charles E. Smith Center in a manner intended to limit adverse impacts on the surrounding neighborhood. Specifically, with respect to Lisner Auditorium, the University will conduct loading at the existing off-street loading facility. With respect to the Smith Center (which does not have off-street loading accommodations), the University will schedule loading activities to minimize their impact on traffic and parking in the surrounding area. Further, the University will continue to conduct these activities in a manner that complies with District regulations.

- GW will provide those responsible for large regular deliveries to the University with a recommended truck circulation route that identifies preferred routes to access the central loading facilities on campus specifically encouraging the use of major commuter routes (e.g., 19th, 21st and 23rd Streets).
- GW will abide by all delivery and loading restrictions that may be included in existing or future zoning orders related to specific University buildings. Such orders include restrictions on the timing of deliveries made to off-street loading facilities (as is the case with 1957 E Street and the GW Hospital) as well as direction regarding appropriate locations from which to load (1957 E Street).

Deliveries to Retail Venues on Campus

- GW will direct retail tenants operating in campus facilities that are used for purposes related to university use (i.e., education, research and the support thereof) to arrange for deliveries to be made in a manner intended to avoid adverse impacts on the surrounding community.
- GW will provide retail tenants with the recommended truck circulation route, referenced above, and will direct each vendor to forward this route to those responsible for its regular deliveries.

Student Move-in and Move-out Procedures

- GW will coordinate procedures for students moving into on campus residence halls in the fall, as well as procedures for students moving out of these residence halls in the spring, in a manner intended to avoid or minimize adverse impacts on the surrounding community.
- GW will plan all such activities in conjunction with the Metropolitan Police Department and the Department of Transportation and will seek required District approvals.
- GW will communicate with students and their families the requirements of the plan adopted for the move-in and move-out procedures for specific residence halls in advance of these activities.
- GW will notify the Advisory Neighborhood Commission 2A and the Advisory Committee of the dates and times of move-in and move-out activities each school year.