

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

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D.C. OFFICE OF ZONING

RECEIVED

**To:** Sharon Schellin, Secretary  
Zoning Commission

**From:** Kenneth G. Laden  
Associate Director *Kenneth G. Laden*

**Date:** November 27, 2006

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

In addition to the comments the District of Columbia, Department of Transportation (DDOT) has provided on September 14, 2006, DDOT wishes to provide the additional following information and findings.

The District Department of Transportation has reviewed the points provided by the transportation witness, Joe Mehra, on behalf of The Foggy Bottom Association for the GWU Campus Plan Office of Zoning case.

The Department believes that the applicant has provided enough information for heavy truck vehicle use in its report. DDOT agrees that the higher truck proportion, the lower the levels of service as noted by Mr. Mehra's written testimony. DDOT believes that the hiring of a Transportation Management Coordinator by GW will assist in the coordination of truck deliveries and trash pick-up. Although GW has prepared a Truck Management Plan, DDOT requests GW to prepare a truck delivery map for the campus area and publish the map to its website and ensure all truck delivery, as well as service truck drivers have a copy. DDOT agrees with GW that restrictions on the timing of deliveries to off-street loading facilities need strict adherence.

The existing queues at known congested intersections are a topic DDOT can address with the applicant as the PUD process moves to the next stage. DDOT Traffic Services Administration engineers expect to have a continued dialog with the applicant about all of the GW building projects upon approval. Also, the applicant plans for a series of new underground garages that will try to assist in relieving some of the current intersection congestion.

ZONING COMMISSION  
District of Columbia

CASE NO. 06-12

EXHIBIT NO. 208

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CASE NO.06-12  
EXHIBIT NO.208

DDOT believes the applicant has gathered the proper amount of data for trip generation and future traffic conditions. Since the applicant has provided data associated with a faculty/staff future capacity population of 12,529, DDOT views the GW traffic analysis as conservative.

The applicant has proposed signal timing adjustments around the vicinity of the Foggy Bottom Campus. Signal engineers from DDOT Traffic Services Administration should endorse all final aspects for any proposed traffic signal timing optimization prior to obtaining any public space or building permit. DDOT requests the applicant meet with the traffic signal engineers in advance of any signal timing adjustment in the vicinity of the GW Foggy Bottom Campus.

In addition to the existing traffic signals in the GW Foggy Bottom campus area, DDOT projects activation of the traffic signal located at 22<sup>nd</sup> and F Streets, NW by the conclusion of 2006.

DDOT believes the applicant has performed its transportation study with a sufficient background traffic growth rate of .05 percent per year. DDOT initiated the Lower West End Transportation Study with a more conservative background traffic growth rate estimate of 1 percent per year but the study covered an area (study area is bounded by 29th Street in the west, 23rd Street in the east, and extends from K Street to M Street) just north of the GW Foggy Bottom Campus. However, both growth rates are reasonable for the specified areas in the Foggy Bottom/Lower West End neighborhoods. In the foreseeable future (next five years) the difference in the increase in traffic, as calculated by these two estimates, is relatively slight.

Based upon the October 11 Zoning Commission hearing, DDOT sought to verify the amount of parking citations written by the Department of Public Works (DPW) Parking Enforcement Division, in the area of the GW Foggy Bottom Campus. According to DPW Deputy Chief of Parking Enforcement George Carr, a total of 10,465 tickets were issued from October 1, 2005 thru September 30, 2006. Mr. Carr specified there is a routine beat monitored by DPW in the vicinity of the campus.

DDOT conducted a field visit on Thursday, November 9, 2006, in response to the concern for emergency service vehicles to reach GW Hospital. DDOT observed rush hour parking signs at the intersection of 23<sup>rd</sup> Street and I Streets, NW that have been ordered for removal. DDOT staff held a constructive conversation with a DPW Parking Control Aidc, James Norris, who made strategic suggestions about the noted intersection in order to improve capacity. Those suggestions included more 'No Parking' signs along 23<sup>rd</sup> Street, NW and the agency is acting on the request.

In addition to the parking citations, DDOT agreed to provide additional information on bicycle lanes it plans to install. The proposed bicycle lanes on 21<sup>st</sup> and 22<sup>nd</sup> Streets, NW can provide additional parking in the vicinity of the GW Foggy Bottom Campus by creating full-time parking to the right of the bicycle lanes where parking is currently prohibited during rush hour. As an example, on 22<sup>nd</sup> Street between K and L, parking is restricted on both sides from 7am to 9:30am and 4pm to 6:30pm. With a bicycle lane, the parking restrictions can be removed on the right (east) side, creating full-time parking. Based upon a field visit we estimated that approximately 100 full-time parking spaces can be created through this process. Rush hour restrictions would remain on the left (west) side of the street to allow for 2 lanes northbound at rush hour. We

**believe that the installation of the bicycle lanes in the campus vicinity will encourage more students and staff to use bicycles to get around the campus area.**

**DDOT continues to support the traffic management recommendations of the applicant's transportation study. We believe hiring a Transportation Management Coordinator who will monitor the GW Transportation Management Program is instrumental and should be included in the Zoning Order. As strongly recommended by the DDOT Transportation Demand Specialist Planner, some strategies for the GW Transportation Management Coordinator include the following: (1) contact Commuter Connections to become familiar with available resources and at least annually, coordinate a transportation fair through Commuter Connections that will expose faculty, staff and students to alternative commute choices, (2) adding hotlinks to [www.goDCgo.com](http://www.goDCgo.com) and [www.commuterconnections.com](http://www.commuterconnections.com) to the GWU website, intranet, and any electronic kiosks on campus, (3) working with car share companies to implement a college program that would allow 18-21 year olds to use car sharing services and (4) provide students with access to public transit through GWorld cards either through a direct subsidy or student fees. DDOT requests the TMC work with the DDOT Transportation Demand Management Planner staff member to ensure the necessary performance.**