

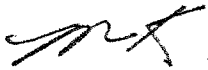
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Maurice Keys 
District Department of Transportation

DATE: June 14, 2011

SUBJECT: Z.C. Case # 10-32 (Georgetown University Campus Plan 2011-2020)
Supplemental report

In addition to the comments provided on May 5 and May 19, 2011 DDOT includes the following information in further support of its position provided.

DDOT has read through the Applicant's most recent submission. It should be noted the Zoning Commission requested for the Applicant's supplemental report to be delivered no later than June 1. The Applicant delivered a draft Technical Memorandum to DDOT after normal business hours, on June 2.

Due to the insufficient information to validate that the 10 year Campus Plan will avoid any transportation impacts, DDOT does not support the Applicant's request for approval of the Georgetown Campus Plan 2011-2020.

DDOT REVIEW of TECHNICAL MEMORANDUM

Traffic Congestion

DDOT's traffic engineers have reviewed the Applicant's June 2 Technical Memorandum and the key points are as follows:

- **Intersection of Reservoir Road/38th Street, N.W.**
Under the future traffic conditions with the 10 year Campus Plan in place, the AM peak hour westbound (WB) left-turn volume is projected to be 225 vehicles/hour. An exclusive left-turn lane is required to adequately serve this demand. The Applicant's June 2, 2011 report arrived at a much lower volume (153 vehicles/hour) in the horizon year 2030 – a figure even lower than the present day traffic volume. The Applicant's lack of justification for the lower traffic volume figures is a concern.
- **Trip Distribution For New Medical Trips**
Based on the Applicant's March submittal, 68% of the new medical trips appear to enter the Georgetown University campus from the southern side (Canal Road), in the AM peak hour of travel. As previously stated, DDOT does not agree with this observation. In response, the Applicant stated that the actual assignment of medical trips from the March traffic reports was in and out of gates on Reservoir Road, the regional traffic approaching from the south used local roadways to reach Reservoir Road (p.11; June 2, 2011 Draft Supplemental Transportation Analysis). The Applicant has not taken into account how these future Georgetown Hospital trips will have an impact on the narrow, neighborhood residential streets.
- **The Future Parking Supply**
The calculation of vehicle trip generation based on the data, is lacking and needs to be provided. The calculated trip generation rates are shown in Figure 6 of the Applicant's March 14, 2011 transportation report. However, it remains unclear how these trip generation rates were calculated.
- **Traffic Volumes**
In the future traffic models, volumes in the AM peak hour did not match with the future volume data calculated in the Applicant's June 2 transportation report. The data does not provide a complete analysis.
- **The Synchro Files**
The level of service (LOS) spreadsheet results included in the Technical Memorandum do not match with the results shown in the Synchro (traffic data software) files. The absence of this information does not allow for a thorough evaluation.

GUTS Access | Canal Road left turn

The Applicant has informed DDOT that the left hand turn, eastbound on to Canal Road during the morning peak hour, will be further investigated in the fall of 2011. This is a significant change to the GUTS routing system and therefore DDOT recommends a complete analysis. If the Canal Road access option is not acceptable, the addition of GUTS buses on Prospect Street and Q Street have the potential to create a significant impact and must be investigated.

Transportation Demand Management (TDM)

The June 2 Technical Memorandum states that the LOS grades on side-streets along Reservoir Road could be improved through changes in signal timing. The operation of these signals is prioritized to accommodate through traffic per DDOT's discretion. Changes to signal timing to alleviate side-street delays would have to be agreed to by DDOT, and are not necessary to alleviate any adverse impacts from the Campus Plan.

DDOT disagrees with the Applicant's recommendation to amend the signal timing for some, if not all, of the side streets along Reservoir Road. This action entails adjusting the signal timing, of up to 6 or more traffic signals within the local network of signals. Furthermore, DDOT believes that the University contributes to vehicle trips on Reservoir Road in the Georgetown neighborhood. A number of students and faculty use Reservoir Road when travelling north to exit the City, or to access residences in DC. DDOT believes the Applicant should implement a number of its TDM measures in advance of any signal timing adjustments.

The June 2 draft supplemental report states that the growth in 967 students will be largely from traditional graduate students. They are likely to come to campus by transit, walking or biking. This conclusion is supported by the responses to the mode split survey submitted by the Applicant. The 2010 Campus Plan proposes no increase in traditional undergraduate or medical students.

If this is a valid assumption, then Georgetown should guarantee DDOT and the residents of the surrounding community, by committing to a maximum automobile trip generation goal. With this condition, the recommended maximum number of personal passenger vehicle trips should match the University's existing total automobile trip generation rates, even with the proposed development within the University's boundaries (e.g. Georgetown University Hospital). GU should aim to meet the desired no net new vehicle trip goals through a variety of proactive programs, including revised vehicle parking fees, TDM strategies, incentives for alternative modes of travel, and parking management strategies. DDOT and Georgetown University would be able to monitor the success of these strategies through the implementation of a transportation performance monitoring study.

Parking Management

The community continues to be concerned about any improved parking management strategy for Georgetown and the surrounding neighborhoods.

In order to support TDM initiatives, DDOT recommends that specific parking management strategies be adopted and will work with Georgetown University to develop these. For example, enhanced Residential Permit Parking on residential streets abutting the Georgetown campus and the use of sanctions against students for parking offenses could be correlated to enrollment at the University.

Performance and Monitoring

The transportation management plan (TMP) for the Georgetown Campus Plan 2011-2020, will need to be thoroughly monitored. If the Office of Zoning case is approved, as part of the zoning order, DDOT believes the Applicant should conduct a transportation performance monitoring study every two years after the zoning order has been written, and provide a report summarizing the findings to DDOT, ANC 2E, the Burleith Citizens Association, the Citizens Association of Georgetown, Foxhall Community Citizens Association and ANC 3D.

The transportation monitoring study should include bicycle ridership numbers, pedestrian trips to and from the Georgetown University Campus, a meaningful review of whether the TDM strategies are being utilized and ridership numbers for the GUTS buses.

The University will be responsible to report what strategies it is using to curtail single occupancy vehicle trips and how the strategies (carpool, rideshare, etc) are working. Tracking the auto trips generated and the TDM measures implemented will provide the District, the surrounding neighborhood, and the University with clear information on the results of the Campus Plan and its transportation commitments. The report should also include a voluntary mode split survey and recommendations for the University to improve its sustainable transportation performance.

Summary and Recommendation

As directed at the May 12, 2011 Zoning Commission hearing, DDOT has reviewed the Applicant's supplementary memorandum submitted on June 2, 2011. The draft report is the document DDOT reviewed in anticipation of its June 15, 2011 deadline, set by the Zoning Commission.

From a technical and planning perspective, the Applicant has not adequately addressed DDOT's questions, concerns or requests for additional information and data in order to determine whether there will be adverse transportation impacts on the adjacent neighborhood.

In the event the Zoning Commission grants approval, DDOT suggests the following conditions be included:

- Adoption of a goal of no new net vehicle trips.
- Monitoring of transportation performance through the official report to DDOT.
- Develop of acceptable GUTS routes; including a new GUTS service on M Street during weekends.
- Introduction of parking management strategies to support the TDM initiatives and that satisfies the needs of the community.
- Require a Campus Plan Amendment for Georgetown University Hospital that includes a new, comprehensive transportation impact study.

MK:jj