

Georgetown University Campus Plan

Comprehensive and Final Transportation Report
Zoning Commission Hearing – 11/17/11



GOROVE / SLADE

Transportation Planners and Engineers

Revised Study Process

- July & August 2011 – met and coordinated with DDOT
- September 2011 – new data collected and analysis conducted with Wells + Associates peer review
- October 2011 – reviewed with DDOT
 - Identified potential impacts
 - Agreed upon mitigation measures

Revised Scope/Methodology

- Developed trip generation based on student growth and size of hospital – most conservative
- Assumed 1% background growth
- Additional studies
 - Canal Road L-turn
 - Simulations
 - Safety analysis
 - On-street parking study

Summary of Findings

- Mode Split
 - Regional average ('inner core' of DC region)
 - Comprehensive TDM plan
- Mid Campus Bus Turnaround
 - Positive benefits to campus and to community
- Capacity Study
 - Identified impacts and agreed upon mitigation with DDOT

Canal Road AM Left Turn

- AM left turn for GUTS will work without adverse impact
- DDOT requirements:
 - Limit to GUTS buses only during 6:15-10:15 am
 - Implement physical controls
 - Must be implemented within 2 years
 - Report to DDOT after six months
- Tied to Mid Campus turnaround construction

Reservoir Road & Gate #1/38th Street

- Study determined potential impacts could be mitigated by westbound left turn lane
- GU committing to design and construct with 1 year
- Annual studies for up to 3 years to determine if realignment needed

Reservoir Road & Gate #3

- Study found that signal may not be warranted
- DDOT expressed concerns about potential impacts and want to reserve right to install signal
- GU commits to a contribution for signal installation

Other DDOT Requirements

- Monitoring and Reporting
 - New counts and data compiled each September
 - Due to DDOT by November 15th
- Other requirements
 - TDM – October 21st
 - Parking Management
 - Hospital amendment requires new comprehensive traffic study

Peer Review of the Transportation Report for the Georgetown University Campus Plan

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Principal Associate

Wells + Associates

Role of Wells + Associates

- Provide input on the proposed scope of work and methodology based on our experience with other similar projects, including:
 - The George Washington University Foggy Bottom Campus Plan
 - The George Washington University Mount Vernon Campus Plan
 - Suburban Hospital
 - INOVA Hospital (Fairfax, Lorton, and Springfield)
- Provide ongoing input and comments on Gorove/Slade's technical analyses
- Conduct a peer review of the final revised transportation study submitted to DDOT

Scope and Methodology

- Study area included 19 intersections
 - major signalized intersections near the GU Campus
 - minor intersections that would be impacted directly by the Campus Plan
- Growth Rate
 - Historical data supports growth rate of 0.87%
 - 1.0% was used, which provides a conservative analysis
- Trip Generation
 - ITE used as baseline
 - Adjustments made to account for urban environment
 - Comparison to gate counts to confirm adequacy of selected methodology

Review of Technical Analyses

- Reviewed traffic analyses for various conditions
 - Thorough review of all model inputs
 - Thorough review of the results
 - The analyses were determined to be acceptable
- Reviewed Proposed Mitigation Measures
 - Mitigation measures will adequately mitigate the impact of the Campus Plan

Transportation Demand Management

- The University currently has an exemplary TDM program
 - Provides significant alternative transportation component
- GUTS is the cornerstone of the TDM program
 - GUTS buses account for nearly 2 million person trips per year
- As part of the Campus Plan, the University has proposed several enhancements to the TDM Program, including on-going monitoring of the TDM program to evaluate effectiveness and refine/enhance the program

Summary

Based on our review of the scope, methodology, and technical analyses, Wells + Associates believes that the impact of the GU Campus Plan has been evaluated adequately and that proper mitigation strategies have been proposed and agreed to by both DDOT and the University to mitigate any potential impacts.