


Transportation Supplemental Report

UDC New Student Center

Washington, DC

April 18, 2011



GOROVE / SLADE

Transportation Planners and Engineers

ZONING COMMISSION
District of Columbia
CASE NO.11-02A
EXHIBIT NO.12L

Prepared by:



GOROVE / SLADE

Transportation Planners and Engineers

1140 Connecticut Avenue
Suite 600
Washington, DC 20036
Tel: 202.296.8625
Fax: 202.785.1276

3914 Centreville Road
Suite 330
Chantilly, VA 20151
Tel: 703.787.9595
Fax: 703.787.9905

7001 Heritage Village Plaza
Suite 220
Gainesville, VA 20155
Tel: 703.787.9595
Fax: 703.787.9905

www.goroveslade.com

This document, together with the concepts and designs presented herein, as an instrument of services, is intended for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Gorove/Slade Associates, Inc., shall be without liability to Gorove/Slade Associates, Inc.

TABLE OF CONTENTS

List of Figures	ii
List of Tables	ii
Introduction	1
Site Location and Program	3
Veazey Terrace Daily Observations	5
Peak Hours of Traffic	5
Passenger Vehicle Observations	5
Bus Observations	5
Truck Observations	5
Pedestrian Observations	6
New Student Center Access	7
Pedestrian Facilities	7
Existing	7
Pedestrian Master Plan	7
CAPA Study	7
New Student Center Pedestrian Considerations	10
Bicycle Facilities	11
Existing	11
Bicycle Master Plan	11
New Student Center Bicycle Considerations	12
Transit	12
Existing	12
Future	17
New Student Center Transit Considerations	17
Vehicle and Parking Access	17
Existing	17
Future	18
New Student Center Vehicle Considerations	18
Service Vehicle Access	18
Existing	18
Future	18
New Student Center Service Considerations	18
Summary	24

LIST OF FIGURES

Figure 1: New Student Center Location.....	4
Figure 2: CAPA Recommendations for Intersection of Connecticut Avenue and Veazey Terrace	9
Figure 3: Alternate Design Suggested for Veazey Terrace.....	11
Figure 4: Existing Bicycle Conditions.....	13
Figure 5: 2005 DDOT Bicycle Master Plan.....	14
Figure 6: Bicycle Parking Recommendations	15
Figure 7: Existing Transit Service	16
Figure 8: Student Center Service Vehicle Access – 30’ Single Unit Truck	20
Figure 9: Student Center Service Vehicle Access – 55’ Semi-tractor Trailer.....	21
Figure 10: Student Center Service Vehicle Access with Proposed Pedestrian Improvements – 30’ Single Unit Truck	22
Figure 11: Student Center Service Vehicle Access with Proposed Pedestrian Improvements – 55’ Semi-tractor Trailer.....	23

LIST OF TABLES

Table 1: Final Recommendations from Rock Creek West II Livability Study.....	10
Table 2: Bus Route Information	12

INTRODUCTION

This report is a supplement to the Transportation Report prepared for the University of the District of Columbia's (UDC) Campus Plan. It contains additional information specific to the further processing application for the New Student Center, which is under review simultaneously with the Campus Plan.

Over the course of the next ten years, the Campus Plan will not generate significant changes to roadway traffic volumes, operations or geometries. Thus, from a traditional impact analysis standpoint, impacts from the Campus Plan will be minimal. Although this may be the case, the Campus Plan will lead to a significant amount of growth in alternate modes of transportation. It is expected that student, faculty and staff use of Metrorail, Metrobus, Capital Bikeshare, and walking and bicycling in general will all increase over the life of the Campus Plan.

The Transportation Report for the Campus Plan made the following recommendations:

- Endorse the implementation of the recommendations contained within the CAPA and RCW2 studies and the DC Pedestrian and Bicycle Master Plans.

The exception to this recommendation is the detailed improvement from the CAPA study at Connecticut Avenue and Veazey Terrace. Currently as designed, this improvement would severely limit the ability of buses and other large vehicles to use this entrance to the University and the WMATA bus facility. This report recommends an alternative design be examined by the CAPA and UDC planning teams (presented in the main report).

- Develop and implement a thorough set of Transportation Demand Management (TDM) programs and policies.

The goal of TDM program and policies are not only to reduce the vehicular demand to a campus, but to organize, market, and monitor the different TDM strategies employed to ensure efficiency in their implementation. Currently, UDC does not implement any official TDM program.

The New Student Center is one of two major projects anticipated under the new Campus Plan. The other is the construction of a new residential building for which the site has been identified, but the design process has not been initiated. This component of the Campus will be addressed at a later time in a future further processing application.

The site for the New Student Center is located at the corner of Connecticut Avenue NW and Van Ness Street NW on what is presently an open plaza. This site was chosen because it will give UDC a greater presence on Connecticut Avenue and improve the urban environment by replacing an underutilized plaza. The New Student Center is immediately south of the Metrorail station and will serve as a new gateway welcoming students, faculty, staff and visitors to campus.

This report has two sections related to the New Student Center:

- Site Location and Program

This section of the report identifies the location of the New Student Center on the UDC campus and describes the elements of the building program.

- Veazey Terrace Daily Observations

This section relates some additional data that was collected for Veazey Terrace, which serves as a secondary access to the UDC Van Ness campus. This is the access to the service yard which accommodates all of the loading docks serving the campus.

- *New Student Center Access by Mode*

This section reviews how each of the transportation modes will relate to the New Student Center. The modes include: Pedestrian, Bicycle, Transit, Vehicular and Service Vehicles.

SITE LOCATION AND PROGRAM

UDC's transportation goals for the Campus Plan, which factored into site selection for the New Student Center, were based on the District's transportation goals. They are as follows:

- Enhance Pedestrian Safety
- Promote District Transit Use
- Reduce Automobile Dependency
- Reinforce Sustainability

Based on these goals, the strategy of the transportation component of the Campus Plan is to handle the increased population on campus without adding more parking supply or roadway capacity. The University will take advantage of its location within a high quality transportation network served by multiple modes to grow without investment in vehicular-based infrastructure.

The UDC Campus Plan focuses on growing without significant changes to its footprint and the transportation infrastructure remains largely the same with some enhancements. The strategy of the transportation component of the Campus Plan is to handle the increased population on campus without adding more parking supply or roadway capacity. The placement of the New Student Center on the existing plaza at the corner of Connecticut Avenue NW and Van Ness Street NW, as shown in Figure 1, is consistent with these goals. The New Student Center is strategically located by proximity to capitalize on the significant growth in the use of alternate modes of transportation. It is expected that student, faculty and staff use of Metrorail, Metrobus, Capital Bikeshare, and walking and bicycling in general will all increase over the life of the Campus Plan.

The New Student Center will serve as the new heart of student life at UDC. By providing new venues for dining, study, student organizations, fitness and social interaction it will improve the student experience and raise UDC's standing in the academic arena as it competes for new students and seeks to retain existing students. These activities are not new to the Van Ness campus; rather they are enhancements that will bring UDC to a level that is expected today in the academic marketplace. The only exception is that the New Student Center will include a ballroom that can seat up to 500 people. While events are presently held at UDC, this component of the building program could increase the size of events and the frequency of events. The use of the ballroom will mainly be evenings and weekends when traffic volumes on the surrounding roadways are not at their peak and there is parking available in the garage.

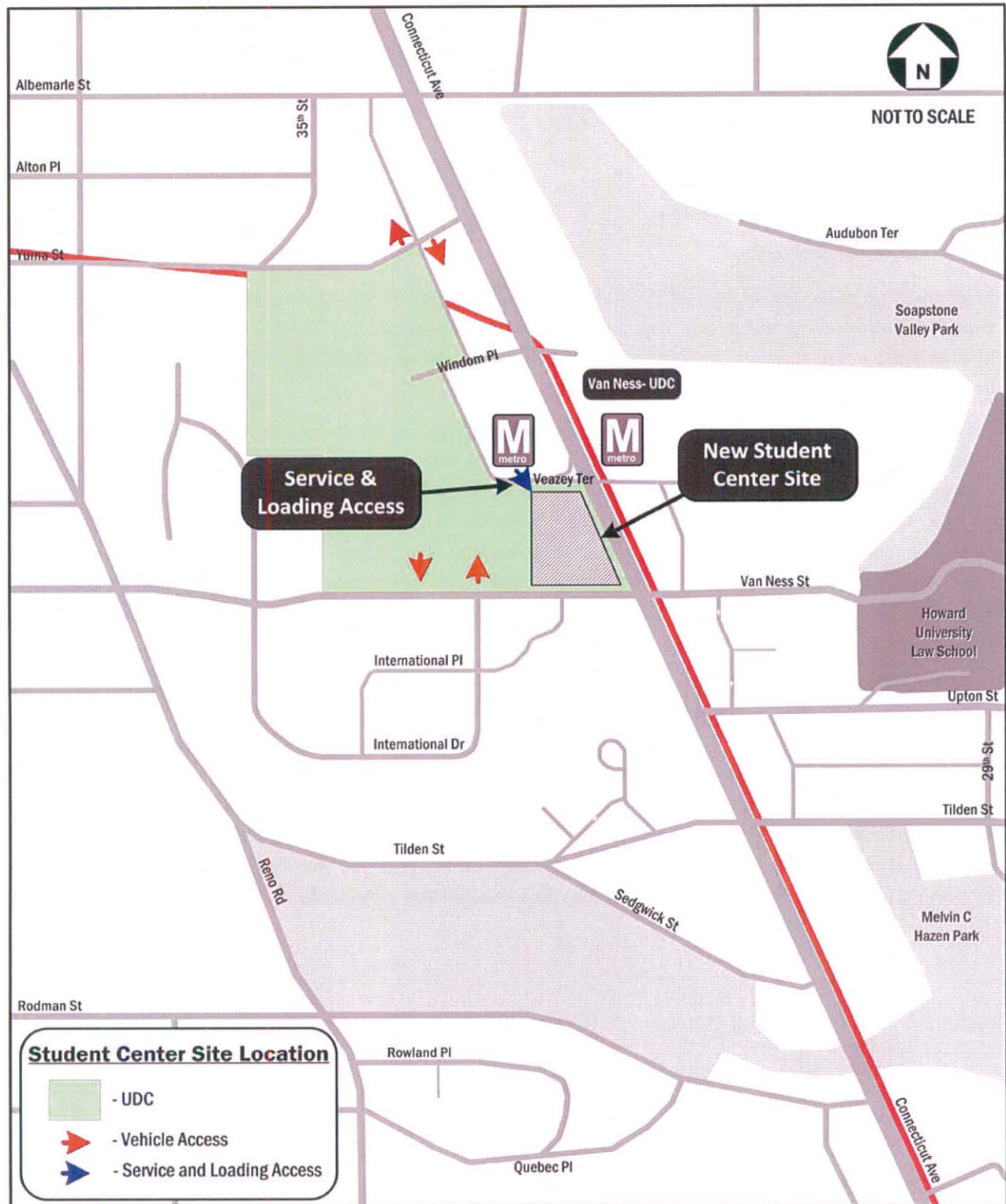


Figure 1: New Student Center Location

VEAZEY TERRACE DAILY OBSERVATIONS

The intersection of Connecticut Avenue and Veazey Terrace is located adjacent to the New Student Center. Pedestrian traffic walking to campus and going to/from transit will likely use this intersection or cross Veazey Terrace. Veazey Terrace is also the entrance to the UDC service yard that will be used to receive truck traffic for the Student Center.

Additional data was collected for an entire day at this intersection to determine existing patterns, particularly entering/exiting the UDC service yard, and to gain a better understanding as to how the New Student Center will impact the intersection. This data supplements the commuter peak hour information presented in the Campus Plan Transportation Report.

Vehicular counts classified by type (passenger car, box/single unit truck, semi, WMATA bus or other bus) were collected on March 30, 2011, from 7am to 7pm. In addition, pedestrian volumes were collected during the same period. A review of this data revealed the following at the Veazey Terrace intersection:

Peak Hours of Traffic

- AM Peak Hour – 8:15am - 9:15am
- Mid-day Peak Hour – 1:15pm - 2:15pm
- PM Peak Hour – 5:15pm - 6:15pm (also highest hour of the day)

Passenger Vehicle Observations

- Veazey Terrace access was mostly passenger vehicles (volumes below are vehicles only) to/from the secondary parking garage access
- AM Peak Hour – 55 entering/32 exiting
- Mid-day Peak Hour – 35 entering/31 exiting
- PM Peak Hour – 44 entering/67 exiting

Bus Observations

- Majority of buses (both Metrobus and other) were traveling north and south on Connecticut Avenue
- No Metrobuses used Veazey Terrace, occasionally other buses turned left from northbound Connecticut Avenue (1 in each peak period).
- No buses were counted exiting Veazey Terrace
- Total number of buses traveling north and south on Connecticut Avenue:
 - AM Peak Hour – 20 Metrobuses/21 other
 - Mid-Day Peak Hour – 8 Metrobuses/3 other
 - PM Peak Hour – 21 Metrobuses/3 other

Truck Observations

- Very little truck traffic used Veazey Terrace on the day observed. Most was on Connecticut Avenue.

- No semi-tractor trailers used Veazey Terrace during the 12 hour count.
- Box/single unit trucks entering/exiting Veazey Terrace:
 - AM Peak Hour – 1 entering/1 exiting
 - Mid-day Peak Hour – 1 entering/0 exiting
 - PM Peak Hour – 0 entering/0 exiting

Pedestrian Observations

- Pedestrian peak hour volumes occurred from 1:00pm - 2:00pm with 1,099 total pedestrians (319 crossing Connecticut, 780 crossing Veazey).
- Pedestrian traffic was higher in the afternoon than the morning but with consistently large volumes:
 - AM Peak Hour – 805 total, 232 crossing Connecticut/573 crossing Veazey
 - Mid-day Peak Hour – 1,049 total, 273 crossing Connecticut/776 crossing Veazey
 - PM Peak Hour – 1,034 total, 216 crossing Connecticut/818 crossing Veazey

NEW STUDENT CENTER ACCESS

A detailed review of the transportation modes serving the UDC Van Ness Campus is summarized in the Campus Plan Transportation Report. This section will revisit each of the modes in relation to the New Student Center specifically and provide additional detail as appropriate.

Pedestrian Facilities

Existing

The roadways in the immediate vicinity of UDC provide satisfactory pedestrian facilities and connectivity throughout the area. Sidewalks are located along the roadway networks with crosswalks linking segments at intersections within the study area. Adequate crosswalks are provided at the majority of intersections near the University. Controlled crosswalks are provided where traffic signals exist to help control the flow of vehicles. Uncontrolled crosswalks are provided at the other intersections, where traffic volumes and speeds do not prohibit safe pedestrian movements.

Although most roadways and intersections near UDC have sidewalks and crosswalks, respectively, the amount of traffic on Connecticut Avenue can create an intimidating pedestrian environment. This is notable during commuter rush hours during the loss of the on-street parking buffer between moving vehicles and pedestrians. In addition, the wide width of Connecticut Avenue is a deterrent to crossing the street, as the marked crosswalks are long. Due to activity on both sides of the street, jaywalking is common and the wide width of the street exacerbates pedestrian/vehicular conflicts.

Pedestrian Master Plan

The *DC Pedestrian Master Plan* from April 2009 identifies several recommendations in order to reduce the number of pedestrians killed and injured in crashes with motor vehicles and to increase pedestrian activity by making walking a comfortable and accessible mode of travel throughout all parts of the District. These recommendations include constructing new sidewalks where missing on streets in the Districts, improving pedestrian access and safety at controlled and uncontrolled crossing and intersections, and improving pedestrian access and safety at bus stops while maximizing transit efficiency.

CAPA Study

The Connecticut Avenue Pedestrian Action (CAPA) final report from the Pedestrian Safety Audit was published to the public on February 16, 2011 by the Toole Design Group. Near UDC, seven intersections were included in the CAPA study, with the intersection of Connecticut Avenue and Veazey Terrace selected for a more detailed analysis. This intersection is located to the north of the New Student Center between the new building and the Metrorail station.

The analysis of the intersection of Connecticut Avenue and Veazey Terrace presents the following existing conditions observations:

- The Van Ness/UDC Metrorail station is located north of the intersection. Metrobus stops are also located on both sides of the Connecticut Avenue, north of the intersection. An additional Metrobus stop is located on westbound Veazey Terrace, west of the intersection, which was observed as an informal drop-off zone for the Metrorail station. The eastbound approach of Veazey Terrace has relatively low traffic volumes because it is primarily an entrance for businesses.

- Veazey Terrace west of Connecticut Avenue is split by a pedestrian refuge island, which creates a slip lane for vehicles turning right from southbound Connecticut Avenue. The curb radius is relatively large and the wide cross-section of Veazey Terrace leads to faster vehicle speeds. The pedestrian refuge island includes a split pedestrian phase, although pedestrians were observed to continue crossing one at the refuge, even when they were not provided with a “Walk” signal.
- Pedestrians crossing Veazey Terrace on the west side of the intersection frequently do not stay within the marked crosswalk but instead cross farther west of the intersection to create a more direct route to the Van Ness/UDC Metrorail station.
- Motorists were observed U-turning on westbound Veazey Terrace at the Metrobus stop and informal drop-off zone, resulting in conflicts with pedestrians crossing Veazey Terrace away from the marked crosswalks.

In order to address the pedestrian concerns, the following recommendations were made to improve the pedestrian environment of the intersection:

- Close southbound slip lane from Connecticut Avenue to Veazey Terrace to slow turning vehicular traffic, better organize vehicular movements, and reduce pedestrian crossing distance across Veazey Terrace. Widen the remaining section of Veazey Terrace slightly to allow vehicles to turn from southbound Connecticut Avenue.
- Add an informal Kiss & Ride area behind the Metrobus stop on Veazey Terrace west of Connecticut Avenue for the Van Ness/UDC Metrorail station.
- Remove the steel plate in the roadway covering the east crosswalk leg, patch with asphalt, and restripe the crosswalk to increase pedestrian visibility and reduce the need for motorists to swerve to avoid driving over the plate.
- Install a seat wall or other landscaping elements along eastbound Veazey Terrace west of the intersection to channel pedestrian traffic to the crosswalk across Veazey Terrace.

Figure 2 shows the proposed recommendations for the intersection of Connecticut Avenue and Veazey Terrace from the CAPA study. The study also includes a cost estimate for their recommendations, totaling approximately \$600,000.

Rock Creek West II Livability Study

The Rock Creek West II (RCW2) Livability Study was initiated by the District Department of Transportation (DDOT) to take a big picture look at the roadway network and to identify concrete actions to increase transportation and safety options, concentration on transportation safety and quality of life issues for all users. Near UDC, several corridors and intersections were included in the RCW2 study. Table 1 shows the reported issues, the final recommendations, and the impacts expected from the proposed changes.

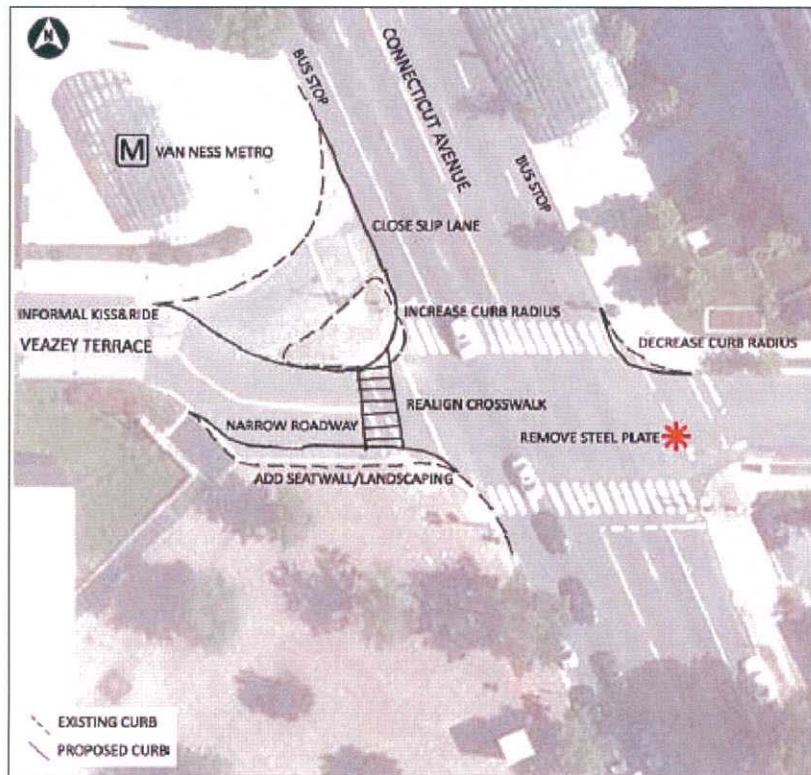


Figure 2: CAPA Recommendations for Intersection of Connecticut Avenue and Veazey Terrace

Table 1: Final Recommendations from Rock Creek West II Livability Study

Location	Reported Issue	Final Recommendation	Expected Impacts
36 th Street Corridor between Yuma Street and Linnean Avenue	No bicycle facilities.	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments.	Reduced vehicle speeds due to visual cues; increased cyclists.
Albemarle Street between 43 rd Street and Reno Road	No bicycle facilities.	Add bike sharrows in both directions.	Alert drivers to bicycle traffic; increased cyclist volumes.
Van Ness Street between Wisconsin Avenue and Connecticut Avenue	No bicycle facilities.	Add bike sharrows in both directions.	Alert drivers to bicycle traffic; increased cyclist volumes.
Van Ness Street between Reno Road and International Court	Unclear lanes.	Add centerline to meet new raised median.	Clarify lanes; reduce vehicle speeds by visually narrowing roadway.
Van Ness Street and Connecticut Avenue	Pedestrian safety and vehicle congestion.	Implement previous DDOT recommendations: increased pedestrian signal timing, right turn lane from eastbound Van Ness Street to southbound Connecticut Avenue.	Improved pedestrian safety; reduced vehicle congestion.
Yuma Street between Massachusetts Avenue and Connecticut Avenue	No bicycle facilities.	Designate as bicycle boulevard: add pavement markings and wayfinding signs; potential for other treatments.	Reduced vehicle speeds due to visual cues; increased cyclists.

New Student Center Pedestrian Considerations

The UDC Campus Plan endorses the implementation of the recommendations contained within the CAPA and RCW2 studies and the DC Pedestrian and Bicycle Master Plans. The exception to this recommendation is the detailed improvement from the CAPA study at Connecticut Avenue and Veazey Terrace. The configuration shown in the CAPA study does not adequately accommodate large vehicles, such as buses using the WMATA transfer facility, and some trucks accessing the UDC loading facilities. This report recommends altering the recommendation in the CAPA study to an alternate design that maintains the goals of improving conditions at the intersection while still providing necessary maneuvering room for large vehicles. Figure 3 shows the alternative concept. The preliminary estimate for these improvements was calculated to be \$1.6 Million. Additional maneuvering analysis is offered for trucks in the service vehicles section.

The addition of the New Student Center will add more services to the campus, thus enabling more trips to be made by walking than prior to the development of the student center. However, it was determined that due to timing and funding issues, the pedestrian improvements at Veazey Terrace would be part of the Campus Plan but could not be tied to the further processing for the New Student Center. Essentially, the New Student Center would be constructed in advance of the Veazey Terrace improvements.

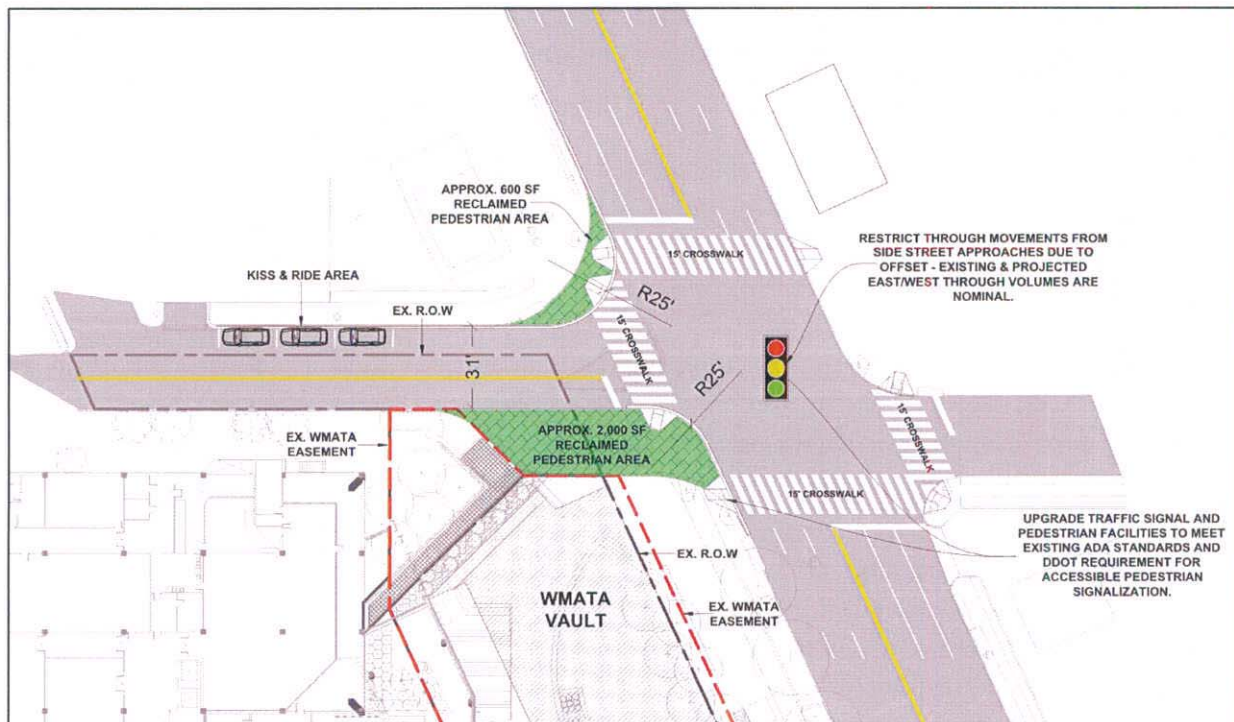


Figure 3: Alternate Design Suggested for Veazey Terrace

Bicycle Facilities

Existing

According to DDOT's March 2010 Bicycle Map, bicycling conditions near UDC range between good, fair, and poor. Some local streets provide adequate cycling conditions, but there are few attractive routes for trips between residential clusters and major destinations. Near campus, bike lanes are only provided along the portion of Tilden Street east of Connecticut Avenue. A signed bike route is provided along 36th Street, Warren Street, and 37th Street west of the University. This portion of the District has several major roads with high traffic volumes and speeds, man-made and natural barriers, and a lack of existing bicycle facilities. These conditions contribute to low bicycle ridership in the study area and discourage people from using bicycles for short trips. Figure 4 illustrates existing conditions.

The newly formed Capital Bikeshare was launched in late September 2010, replacing the DC SmartBike program. This program includes 110 bicycle-share stations across Washington, DC and Arlington, VA with approximately 1,100 bicycles provided. Near UDC, a Capital Bikeshare station was installed along the UDC side of Connecticut Avenue between Veazey Terrace and Windom Place¹.

Bicycle Master Plan

As shown in the *DC Bicycle Master Plan* from April 2005, DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development includes several multi-use trails, on-street bike lanes, and signed bicycle routes. The facilities will significantly improve bicycling conditions in the study area and may lead to higher rates of cycling. They also

¹ Capital Bikeshare: www.capitalbikeshare.com

provide additional links between the University and major residential and commercial destination in northwest, DC and beyond. Figure 5 illustrates future and proposed bicycle conditions from the Bicycle Master Plan.

Rock Creek West II Livability Study

As described above, the RCW2 study includes both pedestrian and bicycle recommendations. The majority of the recommendations contained in Table 1 are bicycle oriented, which, if implemented, would greatly increase the amount of bicycle facilities in the vicinity of the campus.

New Student Center Bicycle Considerations

Bicycles are common on campus and bicycling is a viable option for many trips. Bicycling promotes public health and reduces automobile trips. Recommendations to increase the cycling experience on campus are included in the TDM section of the Transportation Report. They include incorporating bike parking with new projects, providing secure bike parking for commuters in the existing garage, exploring adding a bike commuting benefit, reserving space for expansion of Capital Bikeshare, and increased marketing to students, faculty and staff.

Specific to the New Student Center, there will be bike racks located at several locations external to the building at strategic entrance locations. These locations will be defined in detail during the Public Space review. The bike parking recommendations for the Campus Plan, which include recommendations specific to the New Student Center, are shown in Figure 6. In addition, the new building will include shower facilities and there will be access to new secure bike parking for commuters in the garage. The commuter bike parking will be implemented as part of the Campus Plan improvements.

Transit

Existing

The Metrorail and Metrobus systems provide high quality public transportation access to campus. The Van Ness/UDC Metrorail station is located adjacent to the University, immediately north of the New Student Center. The nearest portal is located on the northwestern corner of the intersection of Connecticut Avenue and Veazey Terrace, and a second portal is located at the northeastern corner of the intersection, across Connecticut Avenue from the University.

Metrobus service is accessible to the University, with stops adjacent to the site on Connecticut Avenue and near UDC on other surrounding roadways. The majority of the Metrobus lines that serve the site converge at the Van Ness/UDC Metrorail station. These routes connect the site with several destinations throughout downtown DC and the surrounding areas. The University does not operate an on or off-campus shuttle.

Table 2 shows a summary of the bus route information for the lines that serve the site, including service hours and the headways. Figure 7 shows the existing rail and bus service.

Table 2: Bus Route Information

Route Number	Route Name	Service Hours	Headway
D32	Deal Junior High School Line	Monday – Friday 8:00 AM and 3:30 PM when schools are open	N/A – Only 1 bus
H2, 3	Crosstown Line	4:30 AM – 2:00 AM Monday – Friday 5:00 AM – 1:30 AM Saturday/Sunday	30 min for each route
L1, 2, 4	Connecticut Avenue Line	5:00 AM – 1:00 AM Monday – Friday 6:00 AM – 1:00 AM Saturday/Sunday	12 – 15 min for each route during peak, 30 min off-peak
N8	Tenleytown-Glover Park Loop	6:30 AM – 8:00 PM Monday – Friday	20 min during peak, 40 min during off-peak

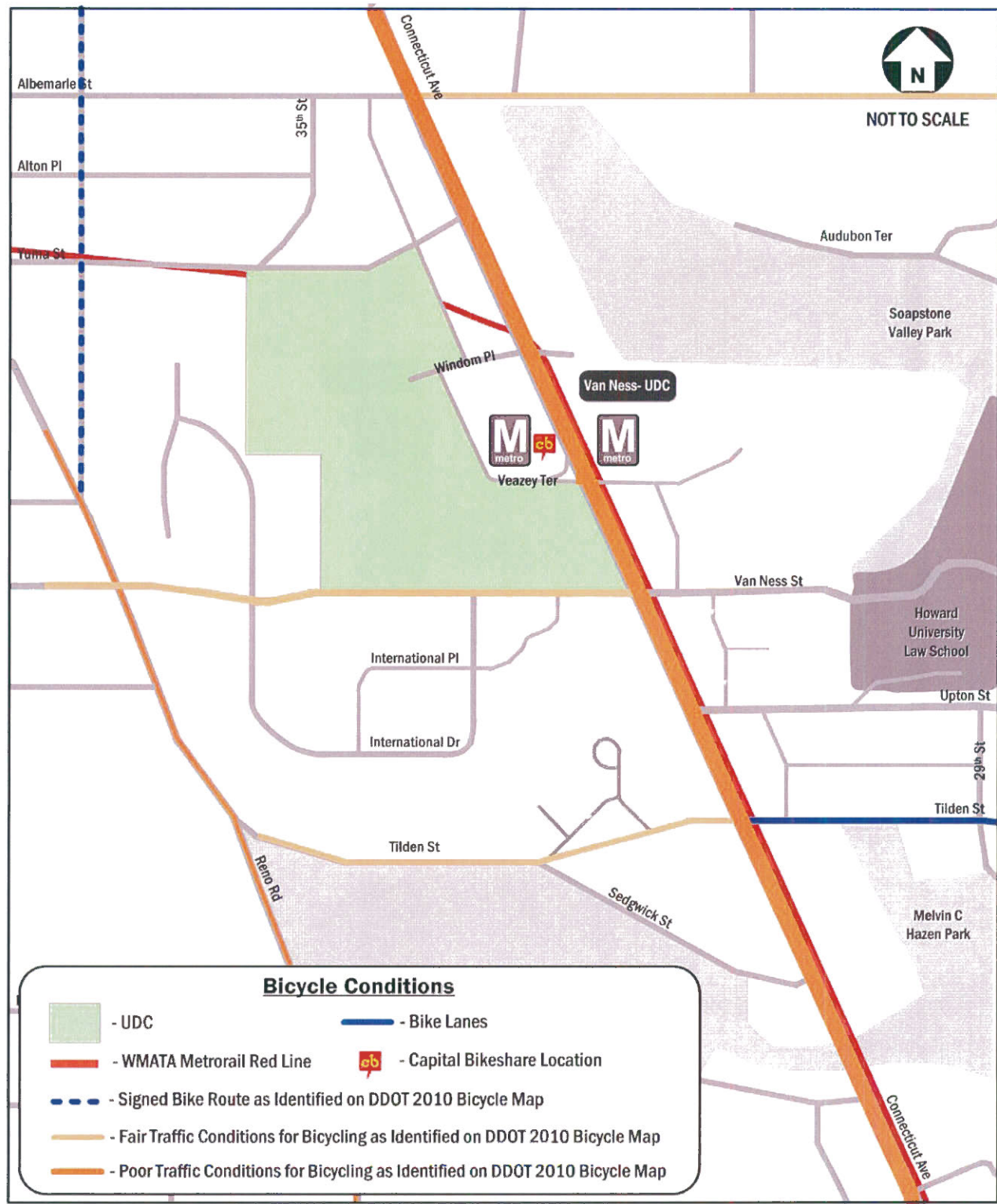


Figure 4: Existing Bicycle Conditions

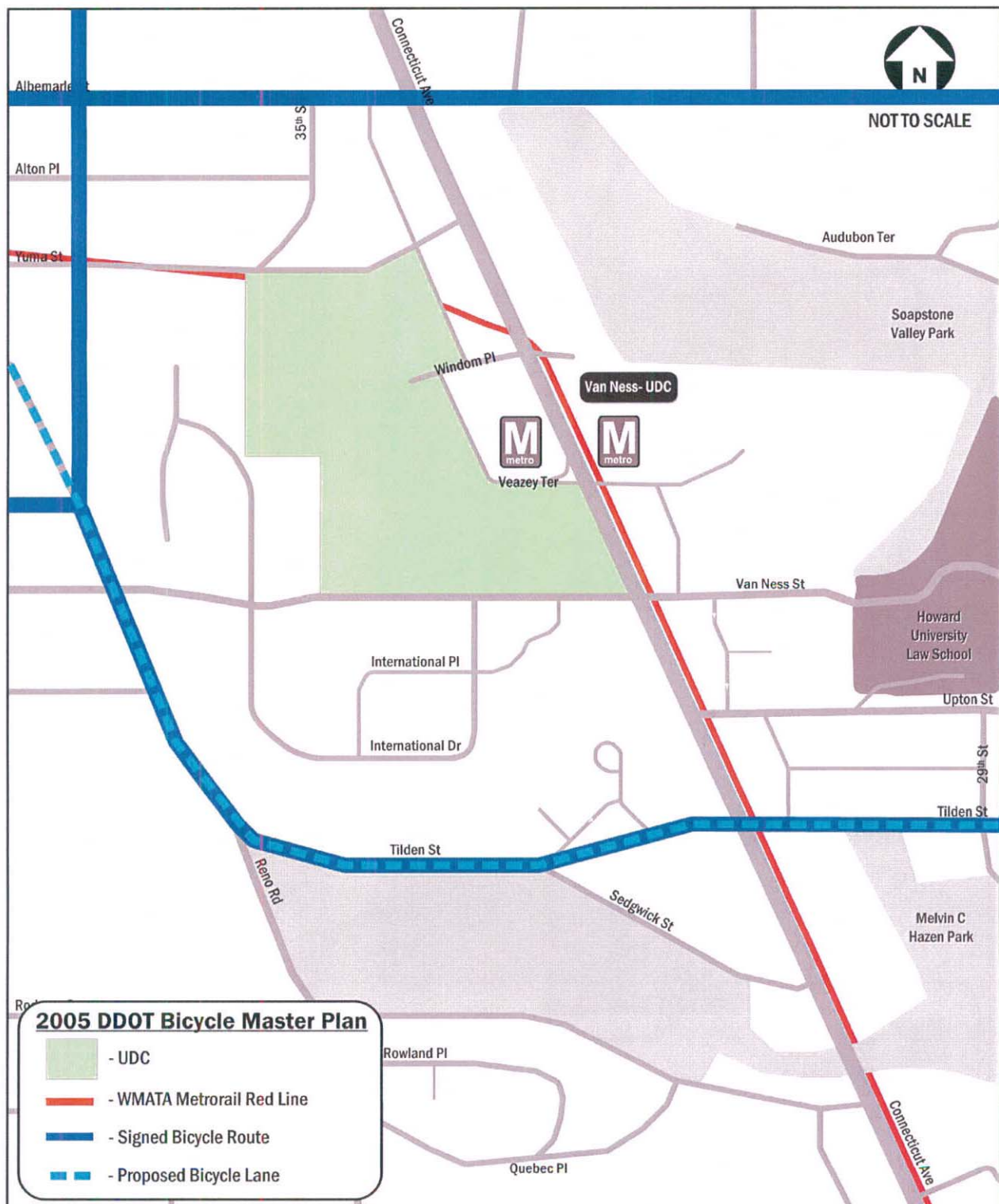


Figure 5: 2005 DDOT Bicycle Master Plan

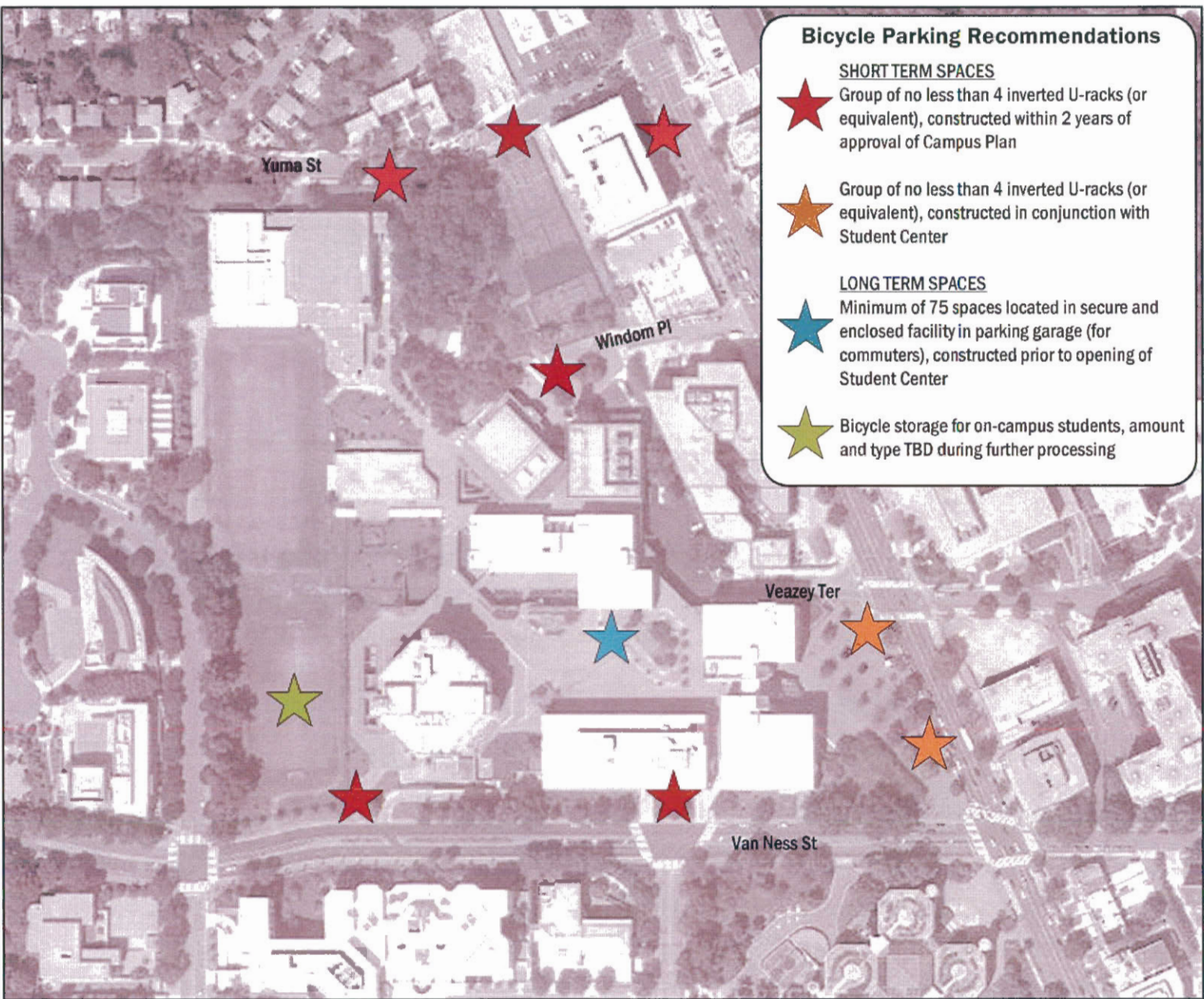


Figure 6: Bicycle Parking Recommendations

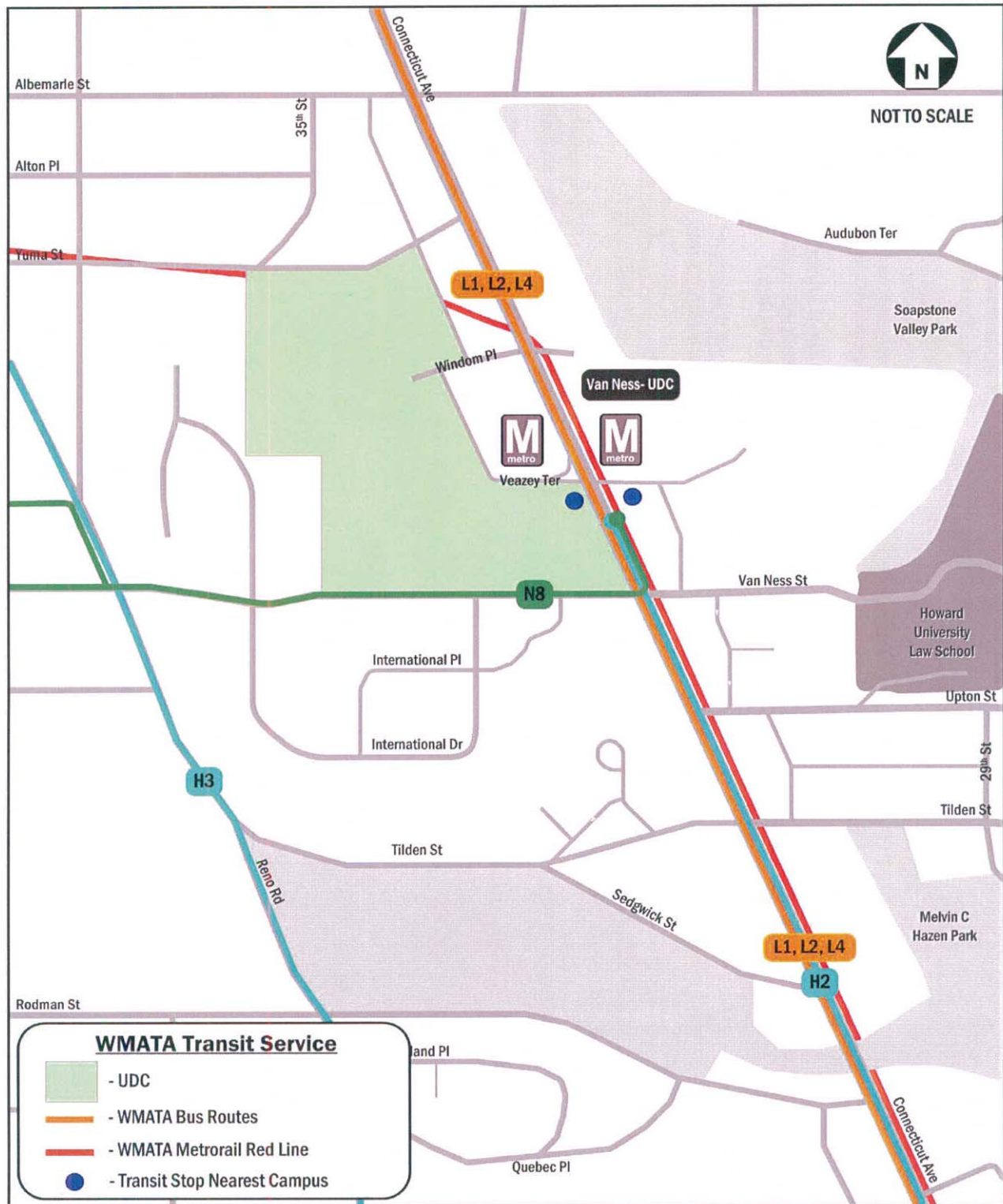


Figure 7: Existing Transit Service

Future

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and further strengthen neighborhoods. In order to meet these challenges and capitalize on future opportunities, the District Department of Transportation (DDOT) has developed a plan to identify transit challenges and opportunities and to recommend investments. This is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010. This plan includes the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors near the proposed development.

The streetcar system element of the plan does not include any routes that would serve UDC. However, the Woodley Park/Adams Morgan to Brookland Line and the Woodley Park/Adams Morgan to Congress Heights Line will be located approximately one mile from the UDC campus. These routes will be accessible via Metrorail and Metrobus. The Metro Express limited-stop bus service element of the plan also does not include any routes that would directly serve the University. However, the network of new limited-stop bus service ("Metro Express") will consist of high-frequency bus services using specially marked vehicles, operated by WMATA, which will supplement the existing Metro Express routes that operate along Calvert Street and Wisconsin Avenue south and west of the site, respectively. Stops will generally be located every ¼- to ½-mile along the routes. The Metro Express bus services will also include traffic signal priority and real-time Next Bus arrival displays.

In addition to the *DC's Transit Future System Plan* report, the DC Circulator has outlined a number of proposed corridors for future expansion of the system². These corridors were identified at public open house meetings run by DDOT and the DC Circulator. The network of new Circulator routes includes a corridor connecting Tenleytown to Brookland, which would travel along Connecticut Avenue near the University. This route would provide an additional connection to areas of the District not currently served by a direct transit connection.

New Student Center Transit Considerations

The New Student Center is well served by a public transit system that links UDC with the city and region; this is especially beneficial for faculty, staff, commuter students, and visitors. Transit reduces private automobile trips and is a low cost option that ensures access and mobility for all users. The TDM recommendations developed for the Campus Plan include adding a SmartBenefits program that will benefit the overall UDC population that will use the New Student Center and encourage their use of transit.

Vehicle and Parking Access

Existing

UDC provides parking for students, faculty, and staff members. The majority of parking spaces are located in the Underground Parking Garage, which contains a total of 758 spaces. This parking is accessed from Van Ness Street and the primary garage exit is also out to Van Ness Street. There is a secondary access for the garage from the service yard, which is accessed via Veazey Terrace from Connecticut Avenue. This access was reopened within the past year to be used by permit holders only during peak times. Other sources of on-campus parking are small groups of surface spaces located between and behind buildings, such as those on the Circle/Breezeway, near Building 47, and at the loading dock.

² <http://www.dccirculator.com/images/pdf/CirculatorRecommendedCorridors-11-8-10.pdf>

In addition to the on-campus parking locations, an overflow lot for the Underground Parking Garage is provided at the Days Inn lot. The two-story lot is owned by the Van Ness Limited Partnership and is located off Connecticut Avenue on Yuma Street. The lot is shared through a Memo of Understanding between the Days Inn and the University. The University-controlled portion contains 56 spaces located on the top portion of the garage. An additional parking garage is located in Building 52, which contains 100 parking spaces. However, this parking garage is currently utilized by Wilson Senior High School. Prior to Wilson's presence on the campus, daily patrons and permit holders were allowed to park in the garage.

In addition to the Underground Parking Garage access, there is a pick-up/drop off porte-cochere area under Building 44. Other than the access points for the parking facilities described above, this is the only other significant vehicular circulation feature on campus.

Future

The parking facilities described above serve the UDC Van Ness campus today and will continue to do so with the New Student Center.

New Student Center Vehicle Considerations

It is not anticipated that the New Student Center will increase the demand for parking or vehicular traffic during peak periods. The New Student Center is an amenity for the existing UDC population to use during their time on campus. There will be a ballroom in the new building that will have the capacity to seat up to 500 people. When a large event in the ballroom occurs, it will be in the evening or weekend and will not overlap the weekday peak periods when traffic on the surrounding streets is peaking. Additionally, as reviewed in the Campus Plan Transportation Report, the campus parking facilities have excess capacity in the evenings and weekends and would be able to accommodate any demand created by ballroom events. Lastly, any pick up/drop off activity or valet parking for the New Student Center events will occur under in the porte-cochere under Building 44.

Service Vehicle Access

Existing

All service vehicle activity to the UDC Van Ness campus occurs from Veazey Terrace. The service yard contains loading docks under Dennard Plaza north of Building 38 and under Building 42 which connect with internal service corridors that access the entire campus. As given earlier in this report, the amount of service vehicle activity on the day observed was light. Only two trucks during the AM peak hour, one truck during the Mid-day peak hour and none during the PM peak hour. The loading facilities were designed to accommodate the maneuvering needs of semi-tractor trailers.

Future

The loading facilities described above serve the UDC Van Ness campus today and will continue to do so with the New Student Center. The internal service corridor will connect the New Student Center to the dock under Dennard Plaza north of Building 38.

New Student Center Service Considerations

It is not anticipated that the New Student Center will increase the demand for service vehicle activity on a daily basis. Food service, garbage and delivery vehicles already come to campus. There is no reason to believe this will significantly increase.

The only exception could be events in the ballroom that utilize outside catering instead of the foodservice provider on campus.

Figure 8 and Figure 9 show the maneuvering analysis for a 30' single-unit truck and a 55' semi-tractor trailer accessing the existing dock under Building 42 that will serve the New Student Center. Figure 10 and Figure 11 show the same maneuvering analysis with the proposed pedestrian improvements to Veazey Terrace. The analysis shows there will be no issue for trucks to access the loading dock.

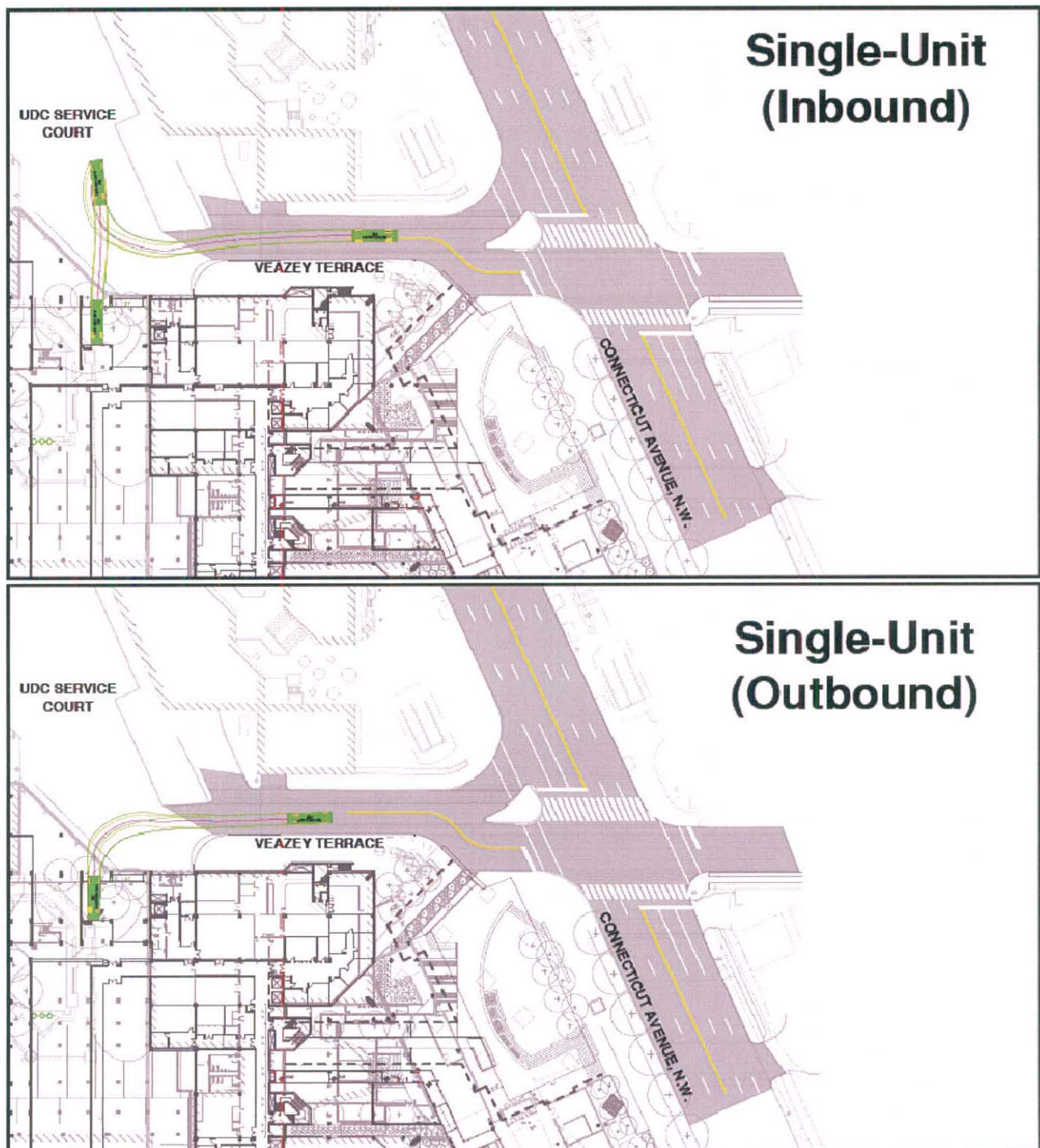


Figure 8: Student Center Service Vehicle Access – 30' Single Unit Truck

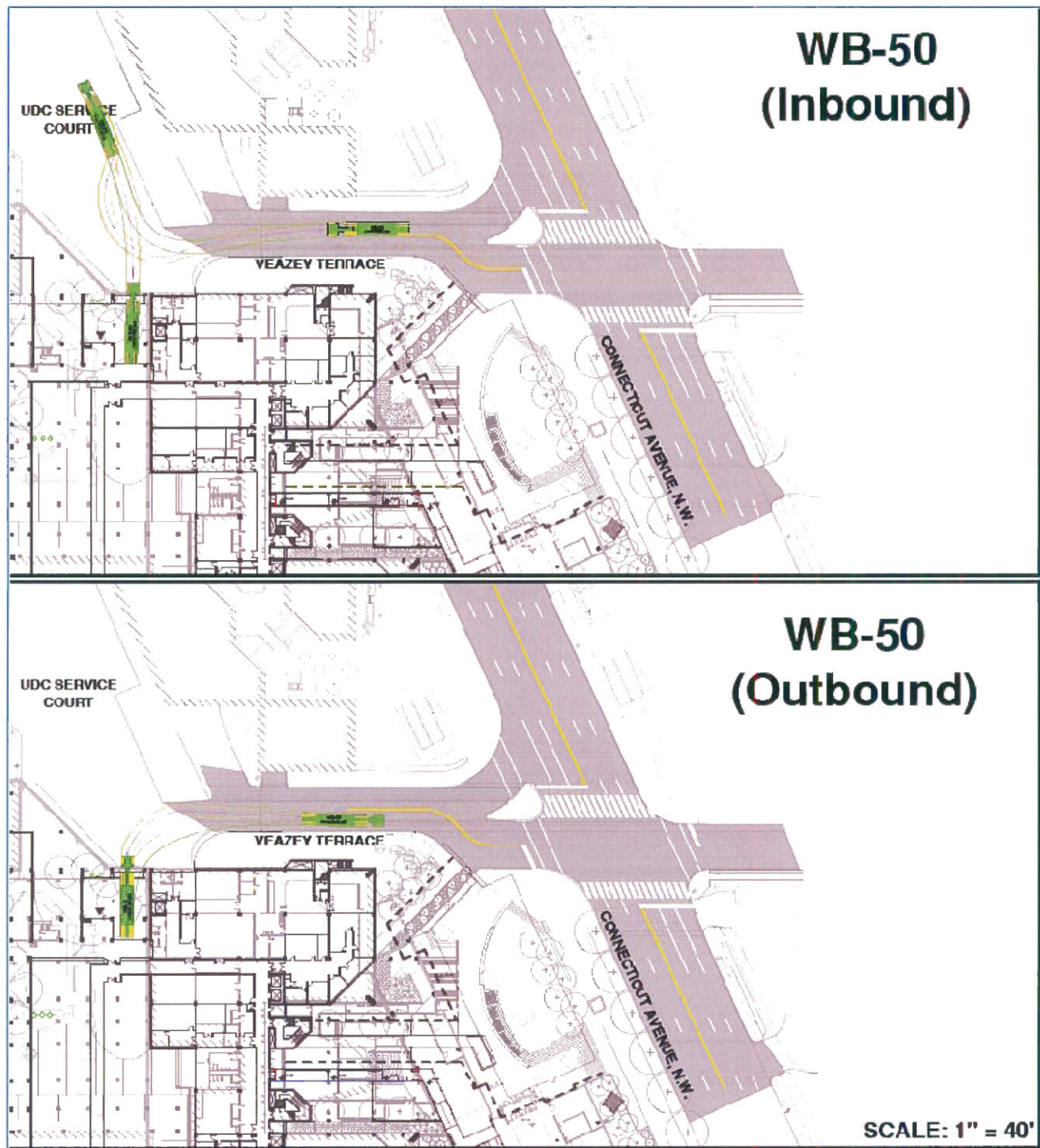


Figure 9: Student Center Service Vehicle Access – 55' Semi-tractor Trailer

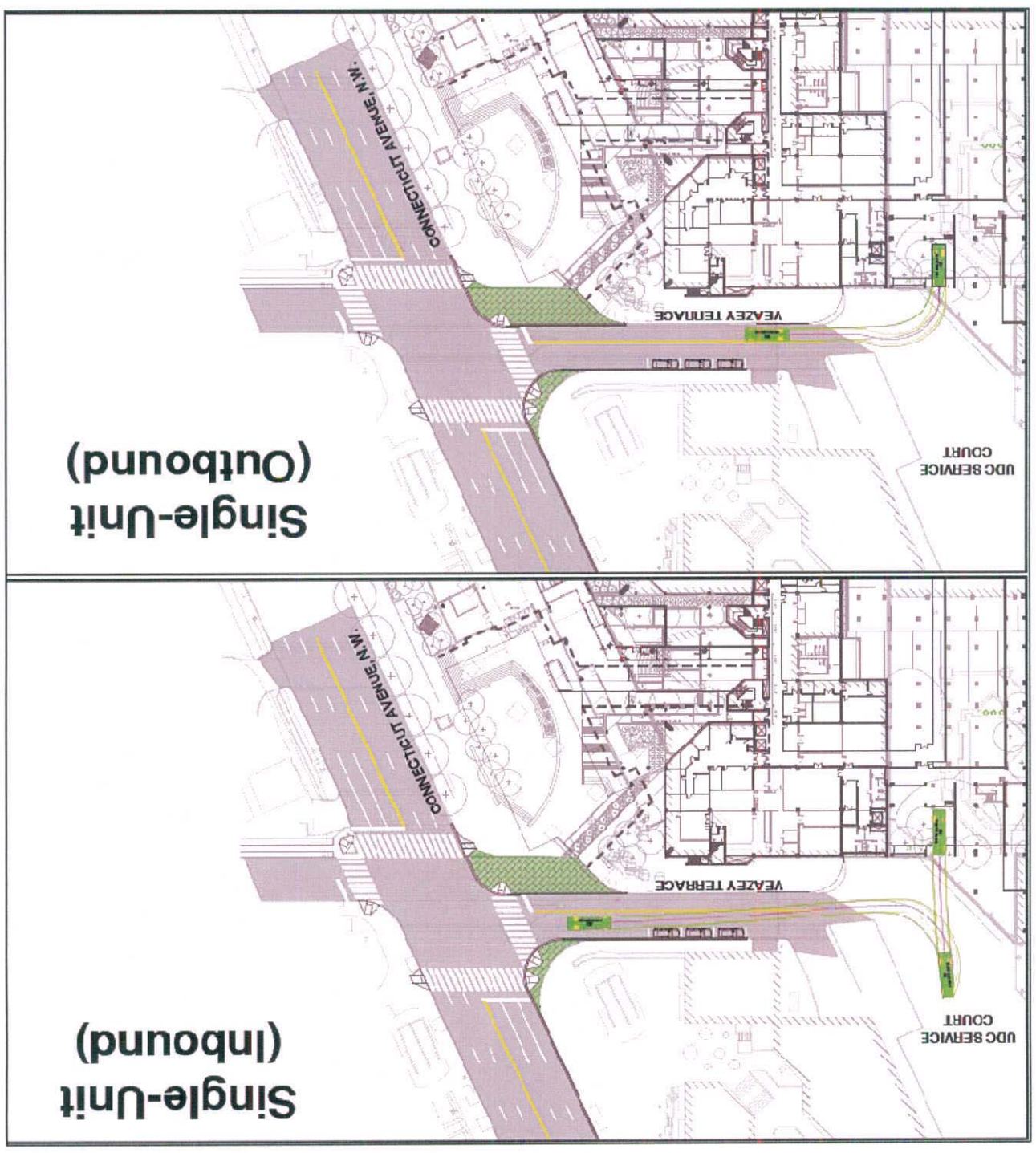


Figure 10: Student Center Service Vehicle Access with Proposed Pedestrian Improvements – 30' Single Unit Truck

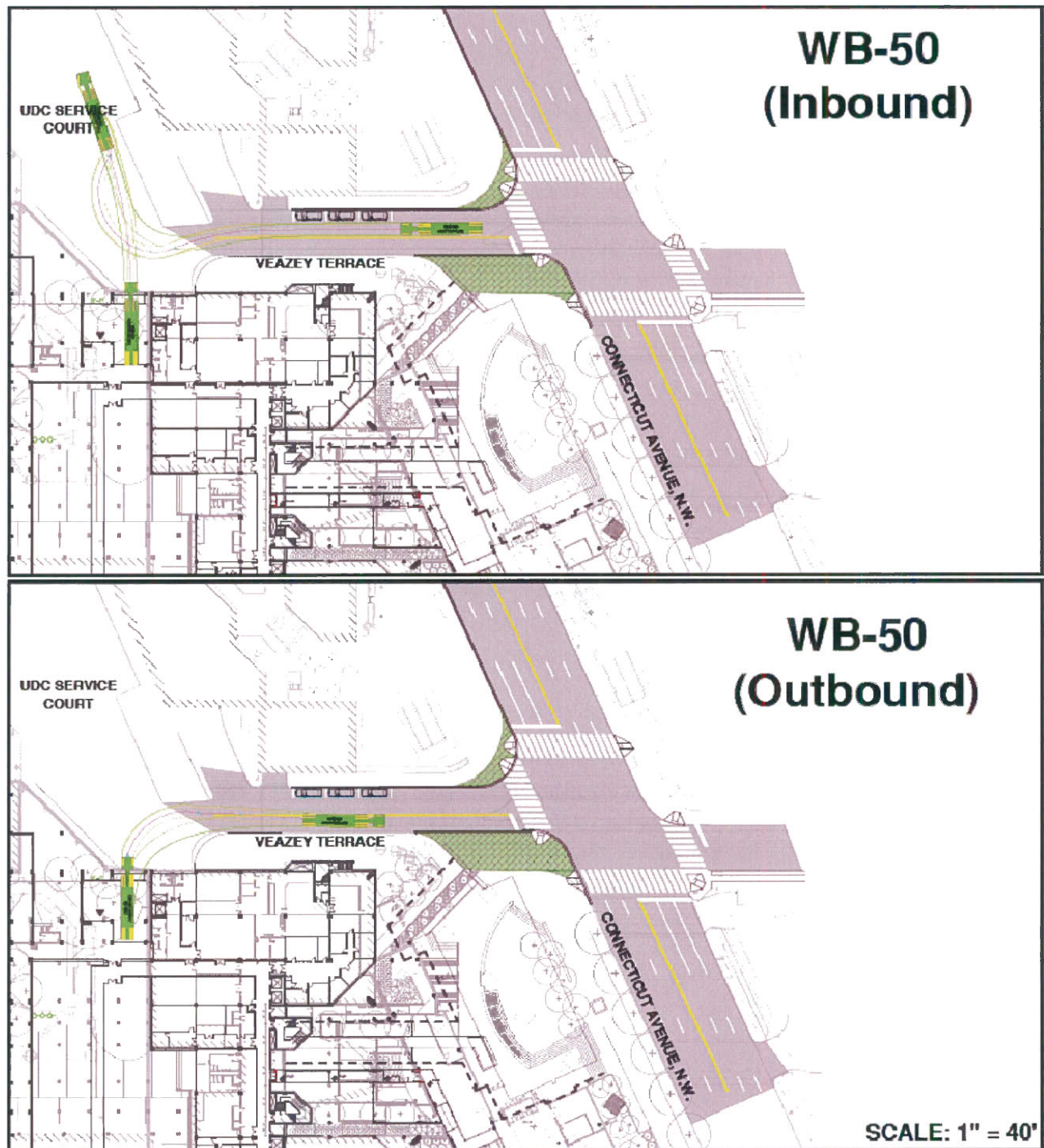


Figure 11: Student Center Service Vehicle Access with Proposed Pedestrian Improvements – 55' Semi-tractor Trailer

SUMMARY

The site for the New Student Center was chosen because it will give UDC a greater presence on Connecticut Avenue and improve the urban environment by replacing an underutilized plaza. The New Student Center is immediately south of the Metrorail station and will serve as a new gateway welcoming students, faculty, staff and visitors to campus.

The UDC Campus Plan focuses on growing without significant changes to its footprint and the transportation infrastructure remains largely the same with some enhancements. The strategy of the transportation component of the Campus Plan is to handle the increased population on campus without adding more parking supply or roadway capacity. The placement of the New Student Center on the existing plaza at the corner of Connecticut Avenue NW and Van Ness Street NW is consistent with these goals. The New Student Center is strategically located by proximity to capitalize on the significant growth in the use of alternate modes of transportation.

By providing new venues for dining, study, student organizations, fitness and social interaction the New Student Center will improve the student experience and raise UDC's standing in the academic arena as it competes for new students and seeks to retain existing students. These activities are not new to the Van Ness campus; rather they are enhancements that will bring UDC to a level that is expected today in the academic marketplace.

The UDC Campus Plan endorses the implementation of the recommendations contained within the CAPA and RCW2 studies and the DC Pedestrian and Bicycle Master Plans. The exception to this recommendation is the detailed improvement from the CAPA study at Connecticut Avenue and Veazey Terrace. This report recommends altering the recommendation in the CAPA study to an alternate design that maintains the goals of improving conditions at the intersection while still providing necessary maneuvering room for large vehicles. It was determined that due to timing and funding issues, the pedestrian improvements at Veazey Terrace would be part of the Campus Plan but could not be tied to the further processing for the New Student Center.

It is not anticipated that the New Student Center will increase the demand for parking or vehicular traffic during peak periods. It is also not anticipated that the New Student Center will increase the demand for service vehicle activity on a daily basis and any service vehicles can be accommodated by the existing infrastructure. The New Student Center will include a ballroom that can seat up to 500 people. The use of the ballroom will mainly be evenings and weekends when traffic volumes on the surrounding roadways are not peaking and there is parking available in the UDC parking facilities. Additionally, any pick up/drop off activity or valet parking for the New Student Center events will occur under in the porte-cochere under Building 44.