

Samantha Williams

From: Samantha Williams
Sent: Friday, November 23, 2012 6:03 PM
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Cc: Nicole White; Kelvin Robinson; hansel.bauman@gallaudet.edu; chris.collins@hklaw.com; liletha.davidson@gallaudet.edu
Subject: Gallaudet Updated Technical Appendix
Attachments: Gallaudet University Transportation Impact Study_Revised 112312.pdf; Gallaudet University Revised Technical Appendix - 112312.pdf

All,

Attached is an updated TIS and Appendix. The TIS has been updated since the November 12th version to include a revised loading section (see pages 57-67 and page 114) and loading maneuvering diagrams at West Virginia Avenue gate (See figure 22-25). The TIS also includes measures to address right turn maneuverability for truck at the main campus access. We also made a minor revision to the Capital Bikeshare section on page 112.

The technical appendix has been updated to include trip generation and parking demand methodology (Updated Appendix C and F) and a summary of Kellogg Center events held during observations days (April 24-26, 2012) Appendix K.

Please let us know if you have any other questions.

Thanks,
Samantha

ZONING COMMISSION
District of Columbia
CASE NO. 12-15
EXHIBIT NO. 31

- The MSSD loading area is utilized at most once or twice a year. MSSD deliveries are typically sent to central receiving. On limited occasions some deliveries are sent from central receiving to the MSSD loading area.

There are a number of other buildings on campus that provide smaller loading areas including the Hall Memorial Building, the Field House, Elstad Auditorium, Sorensen Language & Communication Center, College Hall, Peet Hall, Fowler Hall and the Washburn Fine Arts Building.

Trucks primarily enter the campus from the main gate at Florida Avenue, NE and 8th Street, NE. The majority of delivery vehicles to the University are accommodated in single unit trucks no larger than 30 feet. On occasion the University receives deliveries, particularly associated with construction activity, that require larger delivery vehicles (i.e. 55 foot trucks). As shown in the maneuvering diagram conducted for the main campus gate (see Figure 21), delivery vehicles exiting the campus to the right must encroach on the opposing lane of travel. The University has established the following measures to mitigate the right-turn maneuvering issue:

- Large delivery vehicles will be prohibited from making a right turn out of the main gate for routine deliveries. For special deliveries associated with construction projects or other special situations on campus, large vehicles may be permitted to make a right turn out of the main gate only with the assistance of campus security or other personnel to help direct and manage vehicular and pedestrian traffic. The University maintains a security station at the main entry staffed every day of the year for twenty four hours.
- Large delivery vehicles will be encouraged to use the West Virginia Avenue gate (during times that do not conflict with the elementary school drop-off or pick up times). The University cannot allow large deliveries to use the 6th Street gate due to on-campus circulation constraints. Only small trucks accessing the Kellogg Center enter the campus from 6th Street and proceed to the loading area in the rear of the building.

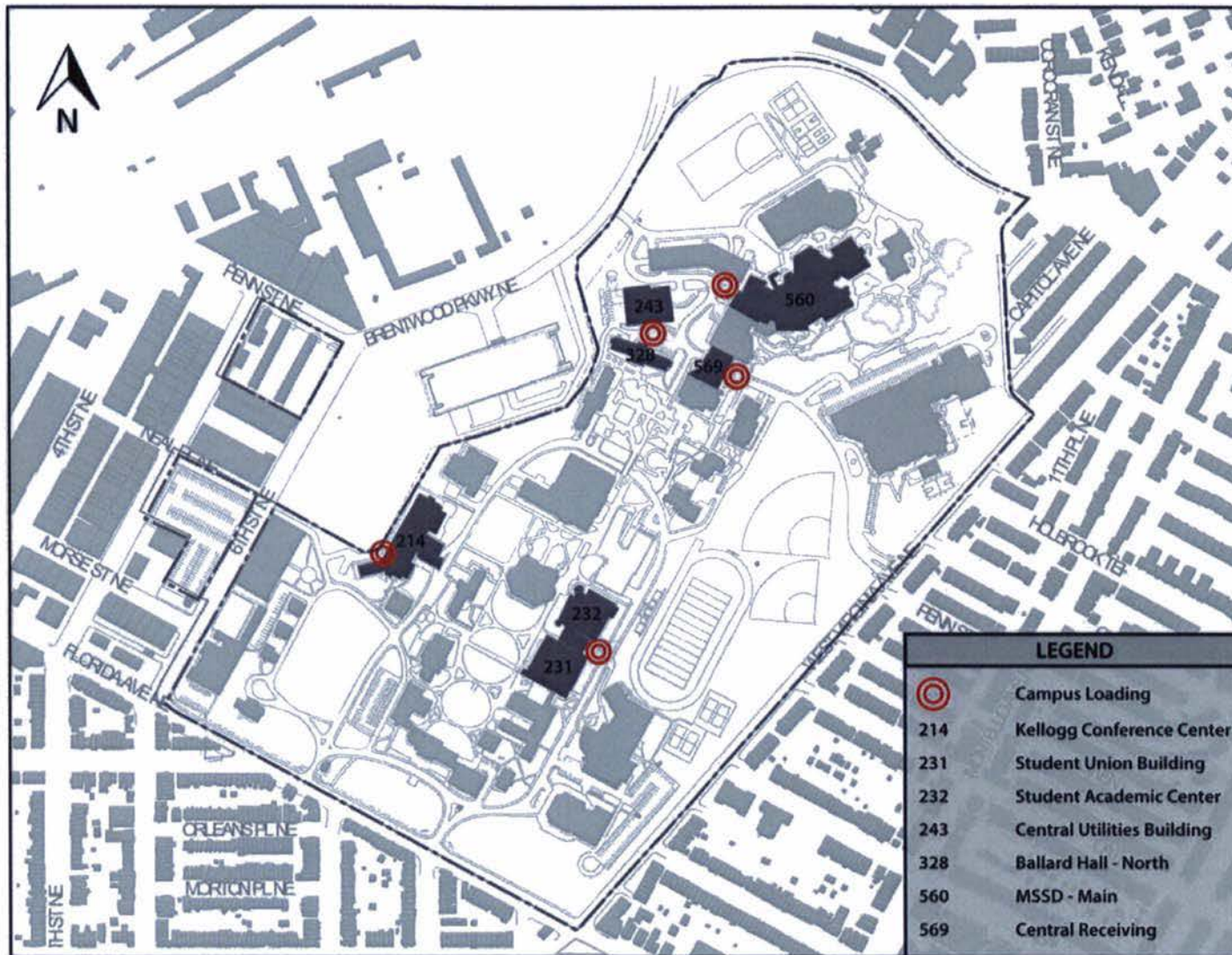


Figure 17: On-campus Loading Area

Maneuvering diagrams showing the inbound (left and right turn-in) and outbound (left and right turn-out) path of a 55-foot is shown in Figures 18, 19, 20 and 21. Figures 22 through 25 illustrate inbound and outbound truck maneuvering for a 55 foot truck at the West Virginia Avenue campus entrance.

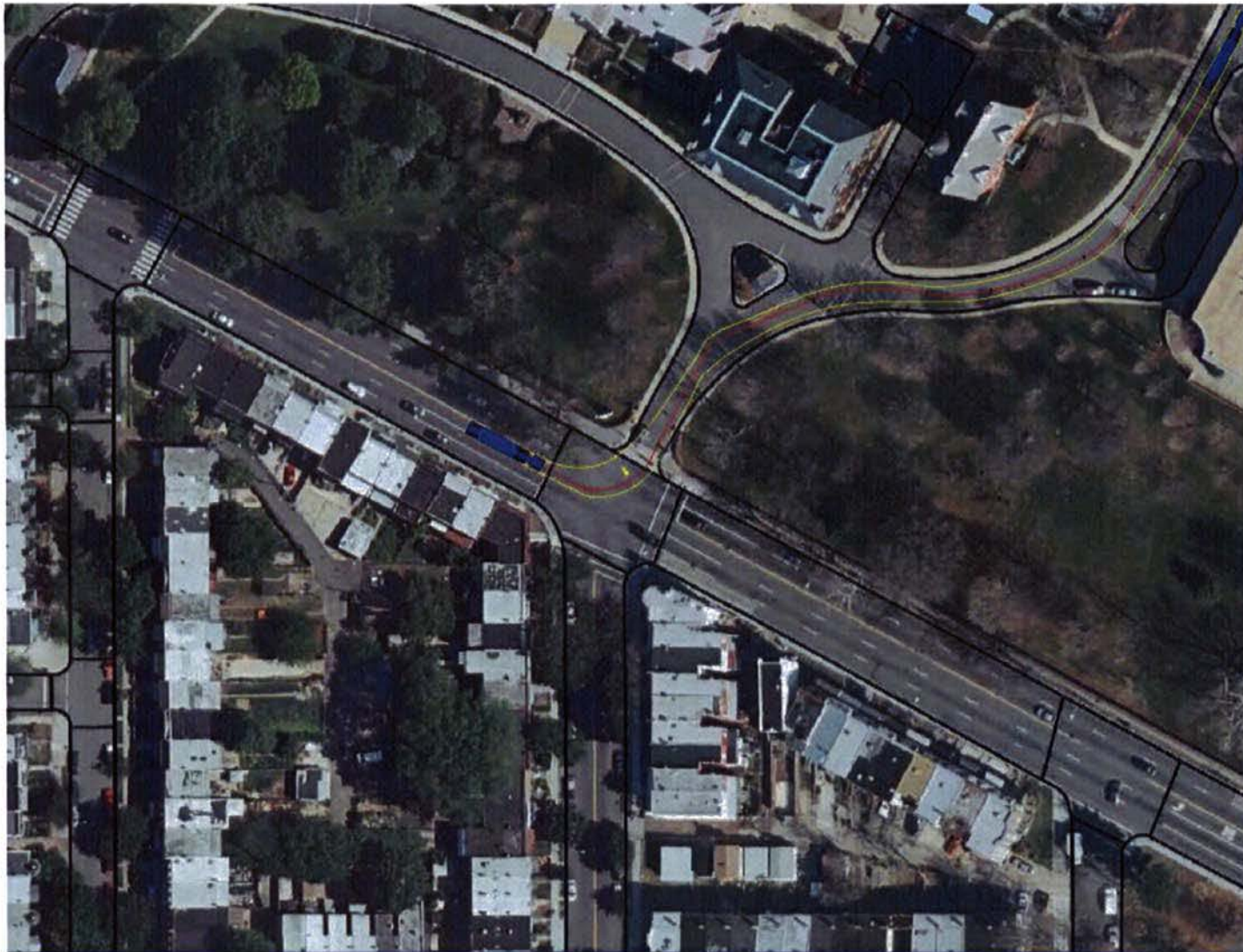


Figure 18: Florida Avenue Gate Truck Maneuvering Diagram (55-foot Truck Inbound Left-turn)



Figure 19: Florida Avenue Gate Truck Maneuvering Diagram (55-foot Truck Inbound Right-turn)



Figure 20: Florida Avenue Gate Truck Maneuvering Diagram (55-foot Truck Outbound Left-turn)

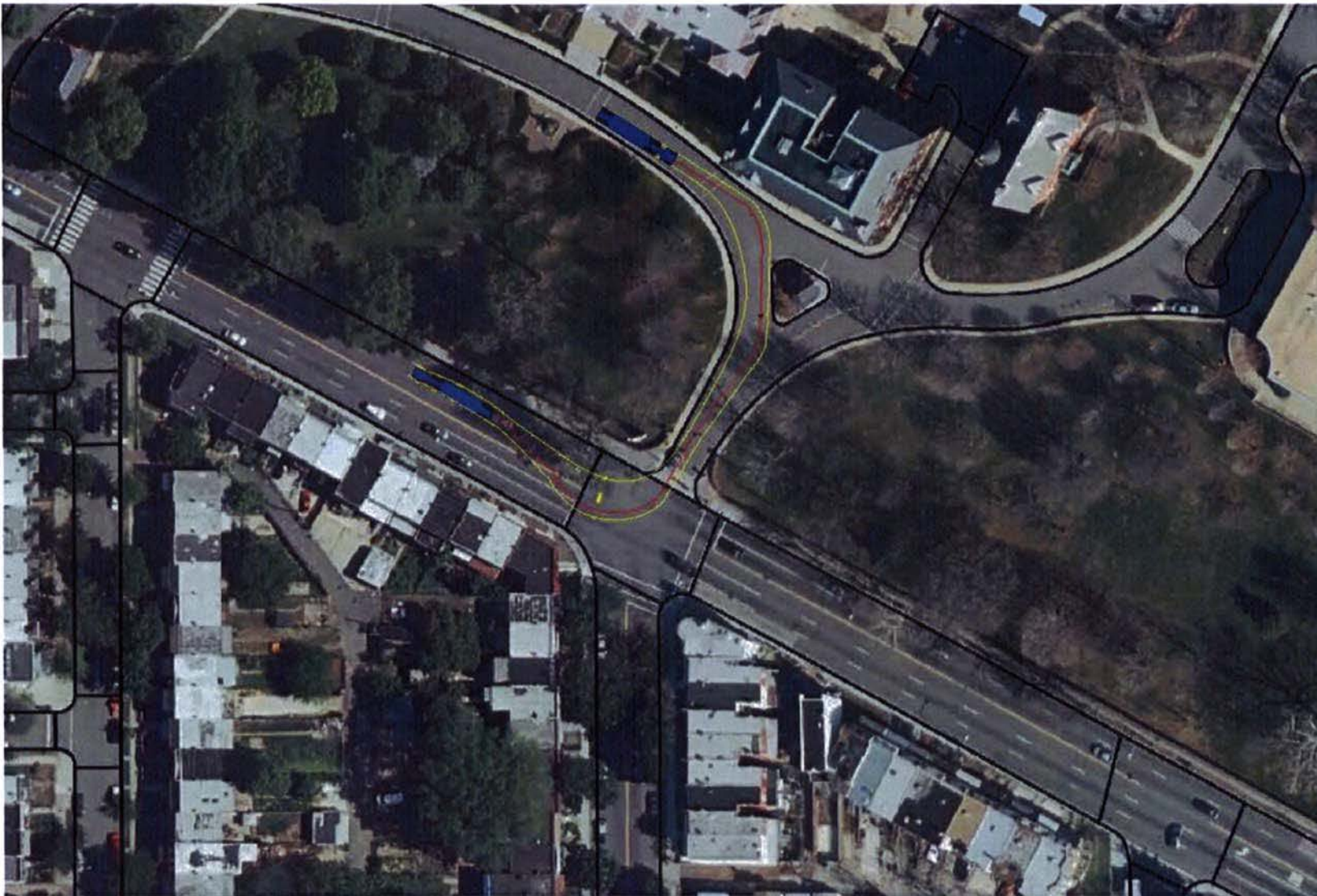


Figure 21: Florida Avenue Gate Truck Maneuvering Diagram (55-foot Truck Outbound Right-turn)



Figure 22: West Virginia Avenue Gate Truck Maneuvering Diagram (55-foot Truck Inbound Left-turn)

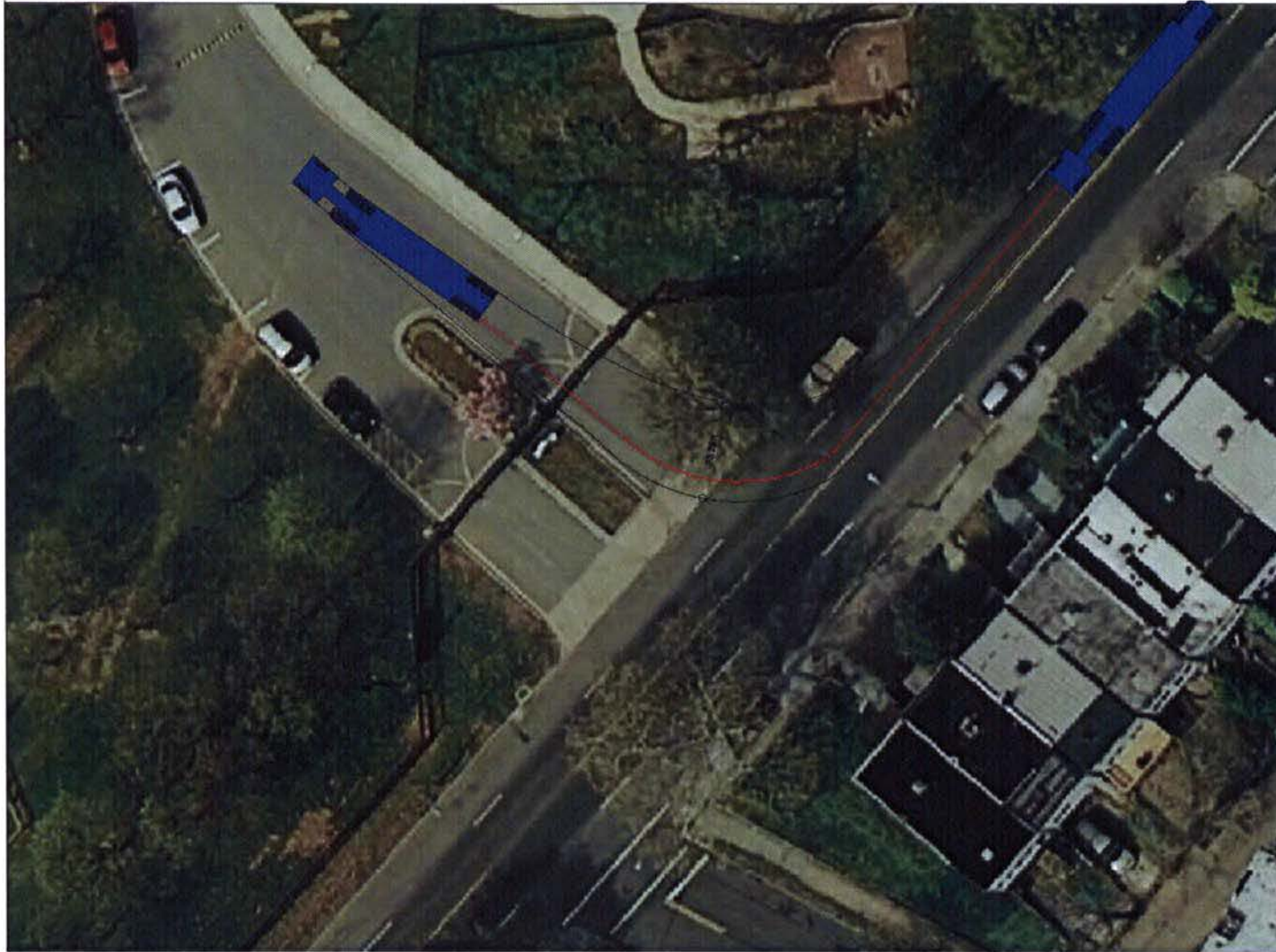


Figure 23: West Virginia Avenue Gate Truck Maneuvering Diagram (55-foot Truck Inbound Right-turn)

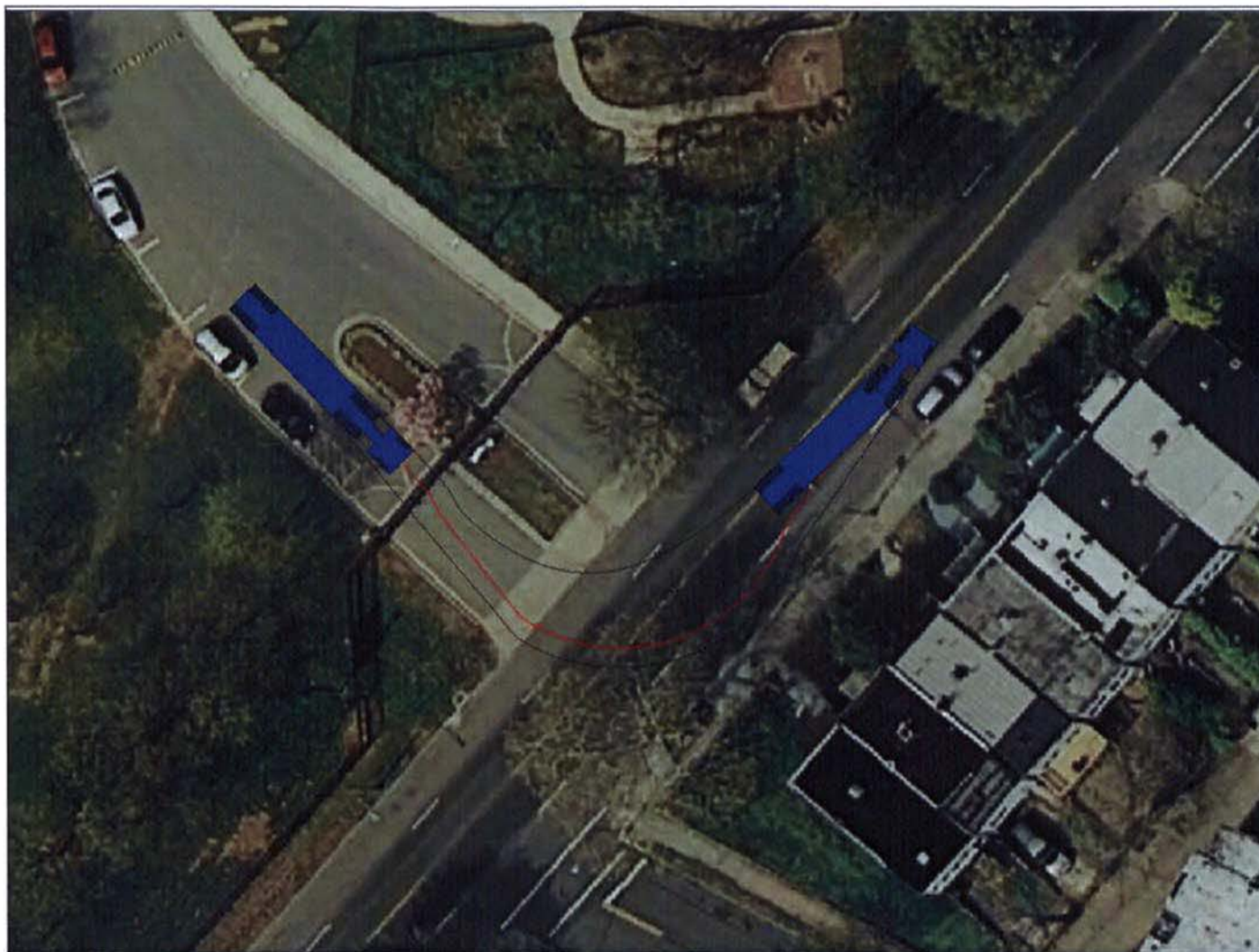


Figure 24: West Virginia Avenue Gate Truck Maneuvering Diagram (55-foot Truck Outbound Left-turn)

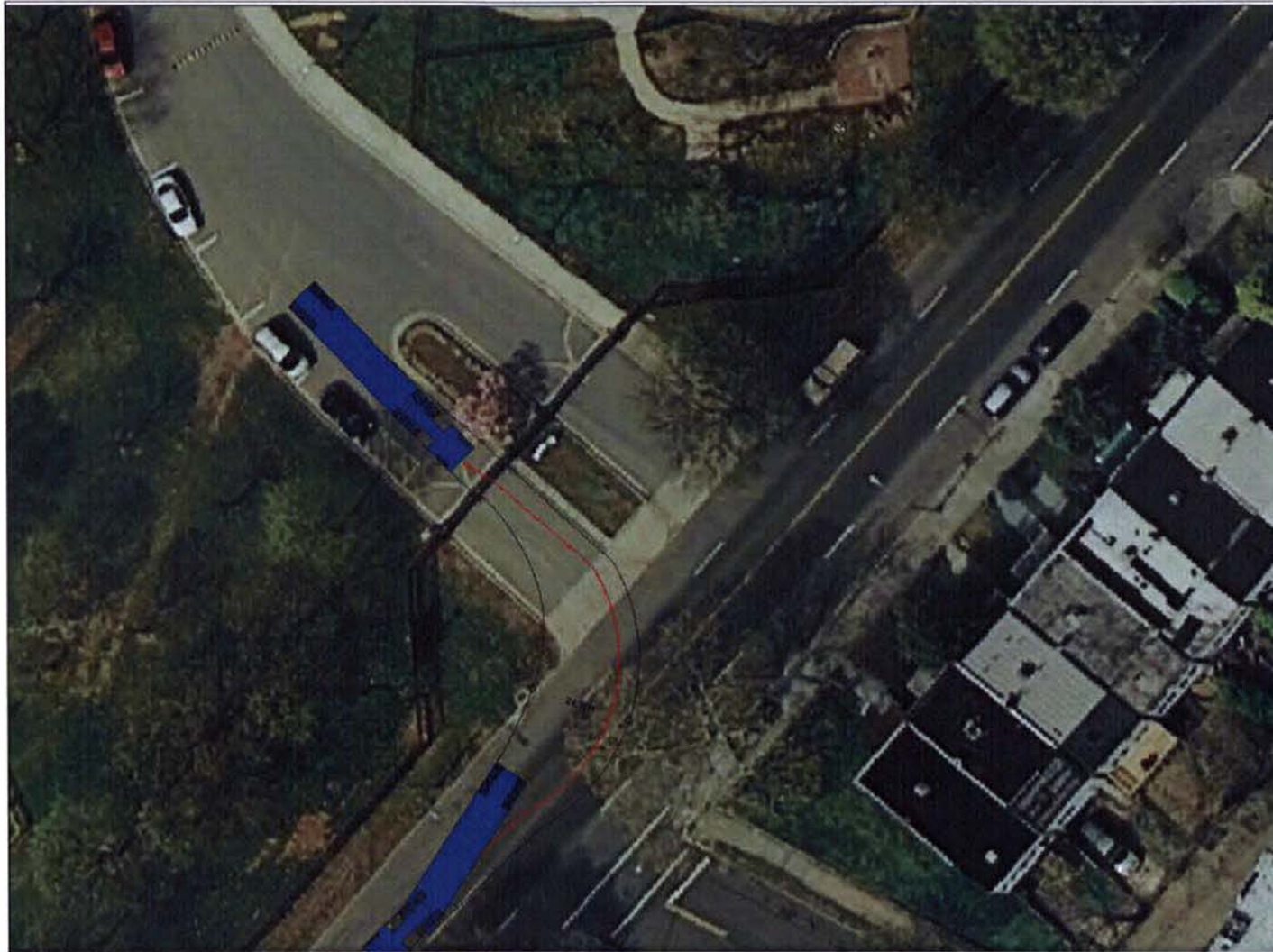


Figure 25: West Virginia Avenue Gate Truck Maneuvering Diagram (55-foot Truck Outbound Right-turn)

As shown in Figure 37, a new Capital Bikeshare station may be installed at Benson Hall, based on future demand. Benson Hall is a dormitory located centrally within the Gallaudet campus (near Clerc Hall and Carlin Hall). This proposed Capital Bikeshare location would create more accessible bicycle facilities near residence halls and make bicycling a more attractive transportation mode for students.

Additionally, a new Capital Bikeshare station may be considered at the 6th Street PUD Neal Place Parcel^[1]. The proposed 6th Street Capital Bikeshare location could support faculty/staff and student bicycle usage to/from the proposed 6th Street development to the Gallaudet Campus and surrounding attractions.

Enrollment Projections

Table 26 outlines future 2022 enrollment projections. The projections assume a 3% annual growth rate per year in population to academic year 2022.

Table 26: 2022 Student Enrollment Projections

Student Category	Actual Year – 2011		Projected Year 2022	
	Enrollment	FTE's	Enrollment	FTE's
University Full Time	1329	1329	1846	1846
University Part Time	282	113	392	157
University Enrollment Total	1611	1442	2238	2003
Clerc Center: KDES	97	97	125	125
Clear Center: MSSD	165	165	200	200
Clerc Center	262	262	325	325
Gallaudet Enrollment Totals	1873	1704	2563	2328

^[1] This Bikeshare location would be considered as part of the planning effort for the 6th Street PUD

Table 27: Future Parking Demand

Population	Existing Demand	Future Growth	Future Demand
Students	295	37%	410
Staff	577	0%	577
Conference Center	188	50%	250
Total	1060		1237

Peak future parking demand is projected to increase to approximately 1,237 or approximately 89% of the proposed future parking supply of 1388 spaces. The projected parking demand would be accommodated within the available parking supply.

Loading

Within the ten year time frame of the new campus plan, there are no major changes proposed to the loading areas.. It is however noted that as a result of the relocation of the Student Activity Center (SAC) to the Hall Memorial Building, there may be shifted loading demand at the proposed SAC location. Phase III plans include a new addition to the existing Hall Memorial Building to accommodate a new dining hall. The addition would include a loading dock. Major food services deliveries would be relocated from central receiving, where deliveries occur today, to the proposed dining hall and loading at the Hall Memorial Building.

Deliveries will continue to utilize the campus gates as they do today. The University has established loading management measures that address DDOT's concern for large delivery vehicles that make right turns out of the main campus onto Florida Avenue. The number of typical daily deliveries is not expected to increase as a result of projected population increases or conference center growth. It is expected that the supply of food, books, etc may increase but would result in greater loading accommodated within the same number of vehicles.

Proposed Transportation Demand Management

As outlined in the Existing Transportation Demand Management section of this report, only 4% of University students currently drive alone to campus; whereas, 69% of faculty/staff currently drive alone to campus.