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FACSIMILE TRANSMISSION

DATE: 04/21/00 **G/SA PROJECT #:**

TO:	**COMPANY:**	**FAX #**
John Nyarku		202-727-6072

CC:	**COMPANY:**	**FAX #**

FROM: Nicole A. White (initial) (initial) (initial)

REMARKS:

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BZA
Case No. 16553
Exhibit No. 129

Board of Zoning Adjustment
District of Columbia
CASE NO.16553
EXHIBIT NO.129

- All roadway links within the Campus Plan boundaries, except "G" and 19th Streets, will have enough capacity to accommodate future traffic volumes. "G" Street westbound is projected to have slightly more vehicles (23) than the calculated capacity; however, in a grid roadway system such as this, motorists will likely relocate to an alternate east/west street. 19th Street has traffic volumes that are higher than the calculated capacity; however, it should be noted that the vast majority of the traffic on 19th Street is not University related.
- Pedestrians currently cross some streets at mid-block locations. In an effort to make these mid-block crossing areas safer for pedestrians and to promote more consistent traffic flow, the University is developing special "mid-block crossings" at strategic locations throughout the campus. The components of design for the mid-block crossings may include pavement characteristics, traffic control devices and/or other design features such as special lighting.
- An off-street parking inventory range between 2,700 and 3,240 spaces is recommended to accommodate future population growth.

Transportation Management Plan

The GW TMP consists of the following components:

- Traffic Demand Management consists of applying program measures in association with the Campus Plan to reduce the traffic demand associated with the GW campus. These measures would be geared to emphasize alternative commuting means to reduce single occupancy vehicles.
- Traffic Operations Management consists of managing University related traffic in order to minimize unnecessary circulation and reduce pedestrian/vehicular conflicts. This also includes the effective management of the GW shuttle system.
- Parking Demand Management consists of reducing the demand for parking spaces on campus by reducing the number of single occupancy vehicles that need to park. Parking demand management has a significant effect on the resulting traffic demand associated with GW.
- Parking Operations Management consists of managing the operation of the off-street parking supply through means such as designating the acceptable users of the supply, or by increasing parking rates.

The University currently has the following TMP programs in place:

1. Companion Access Card Program
2. On-site Transit Pass Distribution
3. GW Parking Permit Distribution and Lot Designation
4. Way-finding Signs
5. Kennedy Center Parking
6. Stacked Parking/Attendant-aided Parking
7. Shuttle Service to Mount Vernon College Campus & Kennedy Center
8. Carpool Parking Rates