

Transportation Report

University of the District of Columbia
Van Ness Campus Plan
2020 – 2029

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Executive Summary

This report is an attachment to the University of the District of Columbia's (UDC) 2020-2029 Van Ness Campus Plan (Campus Plan). The purpose of this Transportation Statement is to evaluate the Campus Plan and present recommendations to improve multimodal connectivity and access to and from the Van Ness campus.

The transportation goals of the Campus Plan are based on the District's transportation goals and are as follows:

- Enhance pedestrian safety;
- Promote transit use;
- Reduce automobile dependency;
- Reinforce sustainability;
- Improve campus circulation; and
- Enhance pedestrian connectivity, including the introduction of pedestrian bridge connections.

Based on these goals, the strategy of the transportation component of the Campus Plan is to accommodate current and future population levels on the Van Ness campus without adding more parking supply or roadway capacity. UDC will take advantage of its location within a high quality transportation network served by multiple modes to grow without investment in vehicular-based infrastructure.

Over its course, the Campus Plan is not expected to generate significant changes to roadway traffic volumes, operations, or geometries. Thus, traffic impacts from the Campus Plan will be minimal. However, the Campus Plan is expected to lead to increased growth in walking, bicycling, and transit usage. The Campus Plan includes the following transportation recommendations:

- Endorse the implementation of the recommendations contained within District of Columbia and local area planning studies.

To improve the way the campus takes advantage of its urban, multimodal setting, UDC will cooperate with District of Columbia agencies and local stakeholders to advance multimodal facilities surrounding the campus.

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

A TDM plan was approved as part of the 2011 Campus Plan, which UDC now proposes to update based on current transportation amenities and trends.

- Improve campus circulation and enhance pedestrian connectivity.

The Campus Plan proposes several improvements to pedestrian circulation and connectivity, both externally at the campus's getaways from public streets, and internally between campus buildings.

Subsequent sections of this report will review these recommendations in detail.

Introduction

This report is an attachment to the University of the District of Columbia's (UDC) 2020-2029 Van Ness Campus Plan.

UDC's Van Ness campus is located in the Van Ness neighborhood of northwest Washington, DC. The campus is immediately adjacent to the Van Ness-UDC Metro station and is roughly bounded by Connecticut Avenue NW and commercial development to the east, Van Ness Street NW to the south, International Drive NW and a portion of the International Chancery Center on the west, and Yuma Street NW on the north. Figure 1 shows the campus location within the region and relative to major transportation facilities. Figure 2 shows the campus location within the Van Ness neighborhood.

This report presents the transportation elements of the Campus Plan, relevant background projects, impacts of the Campus Plan on transportation facilities, and a proposed Transportation Demand Management (TDM) plan. This information is organized into the following sections:

- Campus Plan Overview

This section of the report outlines the development plan and transportation components of the Campus Plan.

- Strategic Planning Documents and Projects

This section of the report outlines the background strategic planning documents and projects relating to the Campus Plan, and discusses the Campus Plan's implications for each.

- Existing Conditions and Campus Plan Impact by Mode

This section of the report reviews existing conditions and impacts of the Campus Plan for vehicular access, pedestrian facilities, bicycle facilities, transit service, UDC shuttle service, parking, and loading access.

- Transportation Demand Management (TDM) Plan

This section of the report reviews the Campus Plan's proposed Transportation Demand Management (TDM) plan, which aims to reduce the demand of single-occupancy, private vehicles during peak period travel times or to shift single-occupancy vehicular demand to off-peak periods.

- Safety Review

This section of the report includes a review of available crash data for intersections near the campus, safety recommendations at these intersections already included in the Campus Plan, and recommendations for potential additional safety improvements.

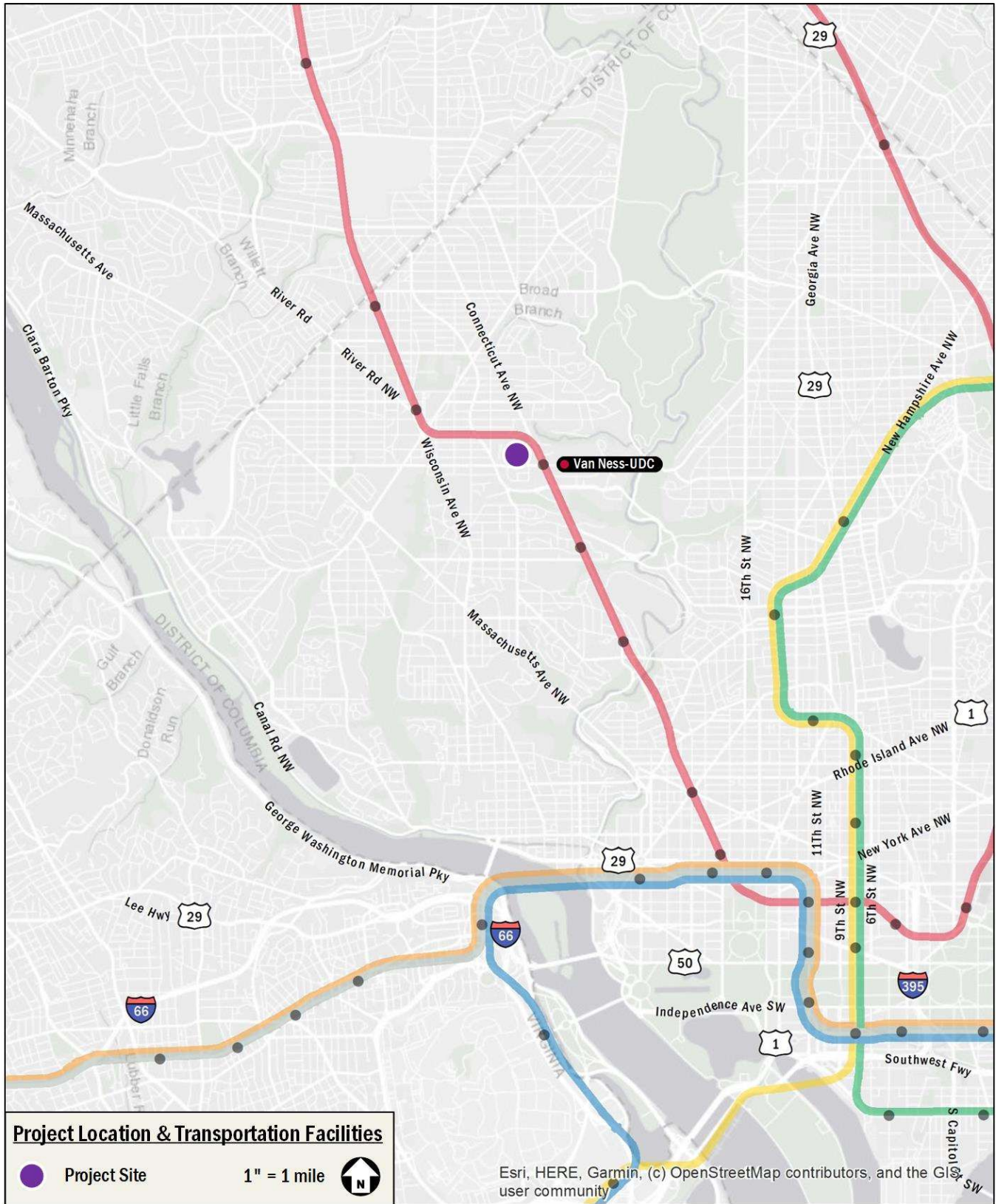


Figure 1: Project Location and Major Transportation Facilities

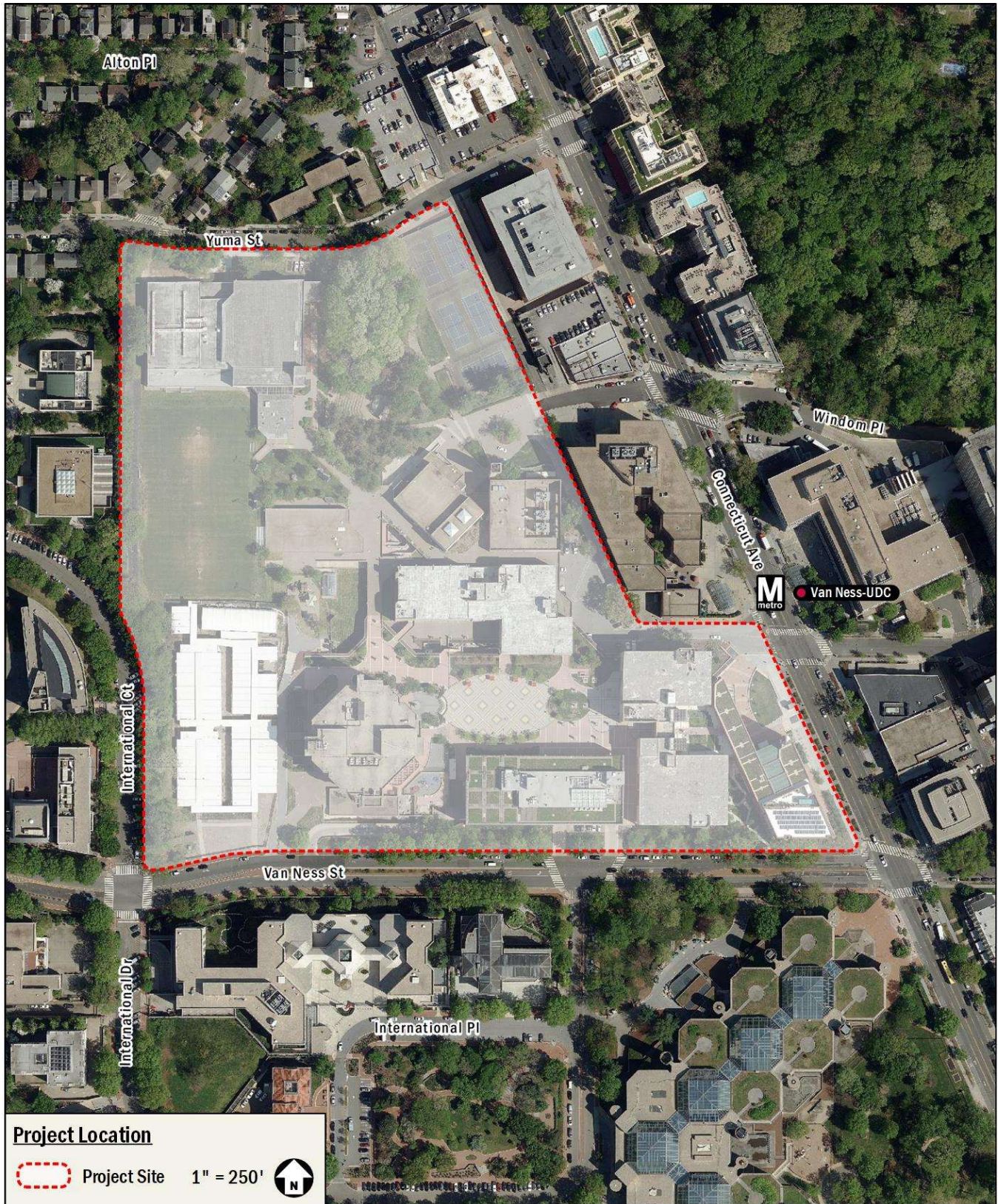


Figure 2: Project Location

Campus Plan Overview

This section presents an overview of the Campus Plan as it relates to transportation.

Campus Development

The Campus Plan includes the various campus developments identified in UDC's 2021 – 2026 Capital Improvement Plan (CIP), which was adopted by the UDC Board in 2020. These developments include existing facilities to be decommissioned, removed, renovated, and/or reprogrammed, as well as newly acquired existing facilities and potential new facilities. These proposed facility changes include the following, which are also shown on Figure 3:

- Building 32 – School of Engineering and Applied Sciences/Mathematics: Expand Engineering programs and upgrade existing classrooms. Some existing academic programs will remain. The HVAC system and other building infrastructure will be upgraded.
- Building 38 – School of Business and Public Administration/Career Services / Student Success Center: Additional classrooms and student development spaces will be added and a new library will occupy the entire “B” level of Buildings 38 and 39. The HVAC system and other building infrastructure will be upgraded.
- Building 39 – Administration / Financial Aid / Registrar: Administrative operations will remain and a new library will occupy the entire “B” level of Buildings 38 and 39. The HVAC system and other building infrastructure will be upgraded.
- Building 41 – College of Arts and Science / Library: UDC will continue to relocate occupants from Building 41 to other locations. There are three potential outcomes for Building 41:
 - Decommissioned and District archives will be consolidated into Building 41;
 - Building 41 will be rehabilitated for use as academic space; or
 - Building 41 will be reprogrammed to be used as student housing containing 158,277 sq. ft.
- Building 42 – School of Engineering and Applied Sciences: Expand Engineering programs and upgrade existing classrooms. Some existing academic programs will remain and outdoor space to the rear of the building will be utilized as outdoor learning space. The HVAC system and other building infrastructure will be upgraded.
- Building 43 – Power Plant: The power plant will be gradually phased out after each campus building is outfitted with its own separate heating and cooling system. Once the plant is decommissioned, the building will be converted into an academic or administrative space.
- Building 44 – College of Agriculture, Urban Sustainability, and Environmental Science (CAUSES) / Life Sciences / Health Services: Existing programs will be relocated to the recently purchased building at 4250 Connecticut Avenue NW. The existing building may be refurbished as a four-story 110,421 sq. ft. residence hall.
- Building 46E – Theatre of the Arts: Improvements to the building envelope will be made and the HVAC system will be upgraded.
- Building 46W – Performing Arts: This building will be renovated or decommissioned/razed.
- Building 47 – Sports Complex: Roof upgrades will be made (consideration of triple-yield green roof/solar panel installation).
- Building 56 – Student Center: Interior renovations have recently been made to accommodate a new data center. The UDC cafeteria will be constructed here.

- Dennard Plaza: Install additional green landscaping and stormwater collection. Paved walkways to the north of the plaza and towards Building 47 can be reduced to also increase greenspace.
- Amphitheater and other outdoor spaces: Improve landscaping, lighting, electrical, and maintenance. Develop urban gardens/outdoor study spaces, and spaces for informal gathering and meditation.
- Potential building sites: Identify potential sites for green roof construction, athletic fields, outdoor spaces, and new academic and/or student housing facilities.

Existing pedestrian pathways and access points for each of these facilities are on Figure 19 in the Pedestrian Facilities section of this report, with proposed conditions with the Campus Plan shown on Figure 20. Existing bicycle parking locations in relation to each of these facilities are shown on Figure 22 in the Bicycle Facilities section of this report.

No significant impacts to vehicular travel are anticipated as a result of the Campus Plan. The proposed facility changes will not be accompanied by an increase in parking supply and in fact, the Campus Plan proposes a slight reduction in parking spaces. In addition, the robust actions proposed in the campus's updated Transportation Demand Management (TDM) plan are expected to shift the campus's transportation profile further toward non-auto modes, taking advantage of the campus' location within a high quality transportation network served by multiple modes.

Enrollment

Fall 2020 head count enrollment at UDC is 2,359 students – a reduction from 5,855 in 2010. UDC has proposed increasing the enrollment cap from 6,500 to 7,000 students through the end of this Campus Plan. Any population growth is expected to be gradual.

Transportation Recommendations

This section presents details about the transportation recommendations of the Campus Plan, which include the following:

- Endorse the implementation of the recommendations contained within District of Columbia and local area planning studies.
- Develop and implement a thorough set of Transportation Demand Management (TDM) programs and policies.
- Improve campus circulation and enhance pedestrian connectivity.

Endorse the implementation of the recommendations contained within DC-wide and local area planning studies

The UDC Van Ness campus benefits from its proximity to a Metro station and other multimodal transportation facilities. The Campus Plan seeks to increase and enhance the ways the campus takes advantage of its urban, multimodal setting. Both District of Columbia-wide and local planning studies include recommendations to increase the safety and quality of non-driving modes of transportation in the area surrounding the UDC Van Ness campus. When able, UDC will encourage the implementation of these recommendations. Although it does not have the purview or resources to implement the recommendations directly, it will cooperate with District of Columbia agencies and local stakeholders to support these recommendations and assist with their implementation.

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

A TDM plan is proposed as part of the Campus Plan. The goal of the TDM plan is not only to reduce the vehicular demand to the campus, but to provide a framework for organizing, marketing, and monitoring the TDM plan itself. A TDM plan was approved as part of the 2011 Campus Plan, which UDC now proposes to update based on current transportation amenities and trends. The proposed TDM plan is presented in this report.

Improve campus circulation and enhance pedestrian connectivity

The Campus Plan proposes several improvements to pedestrian circulation and connectivity, both externally at the campus's getaways from public streets, and internally between campus buildings. These proposed improvements are outlined in this report.

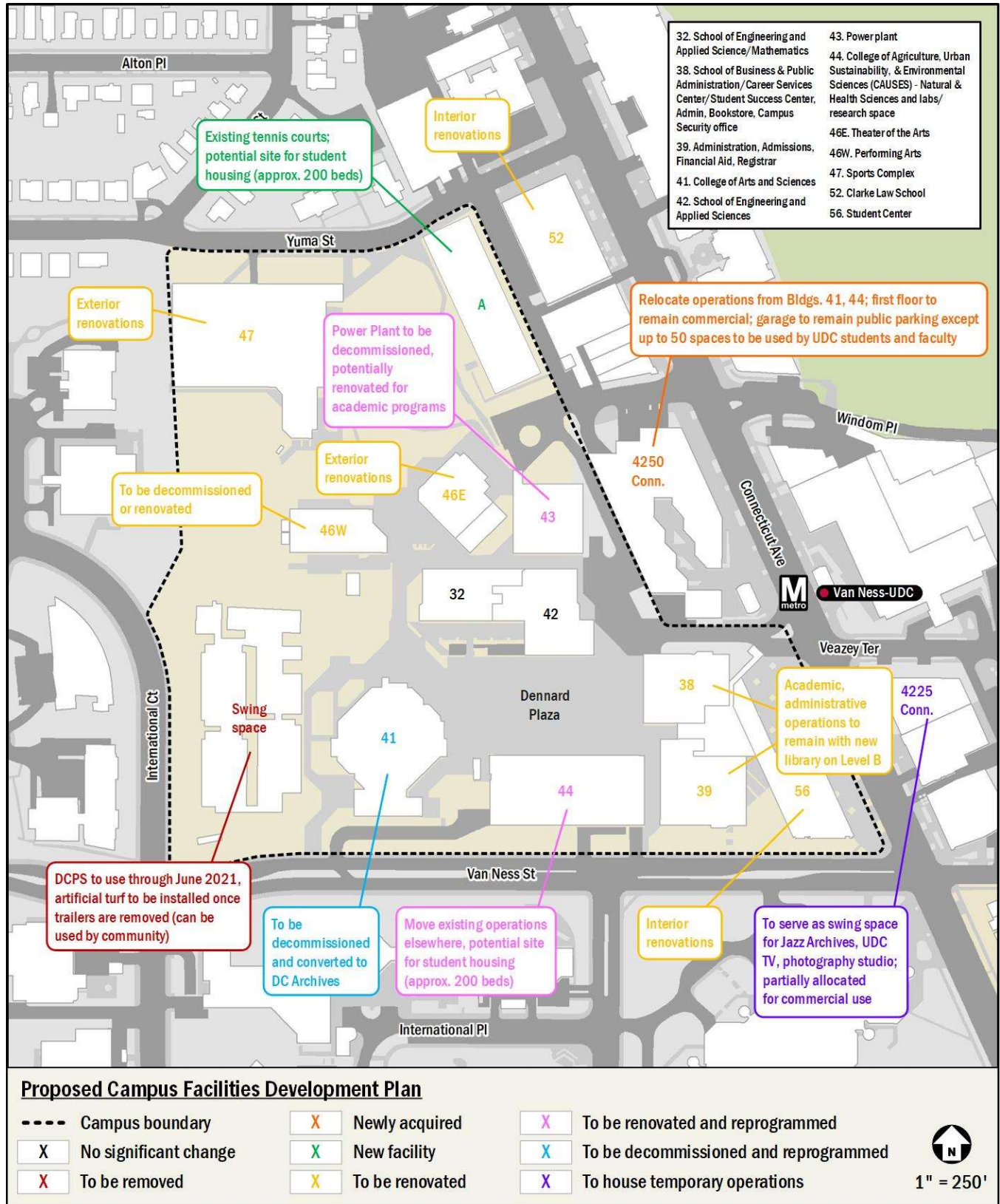


Figure 3: Proposed Campus Facilities Development Plan

Strategic Planning Documents and Projects

There are several District of Columbia-wide and local planning documents and projects located in the vicinity of the UDC campus. These items are summarized below, along with their implications for or relations to the UDC Campus Plan.

MoveDC

MoveDC is an implementation-based plan that provides a vision for the future of DC's transportation system. As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. The *MoveDC* plan was released in 2014 and is currently undergoing an update. The updated plan is scheduled to be completed in summer 2021.

The *MoveDC* report outlines recommendations by mode with the goal of having them complete by 2040. The plan hopes to achieve a transportation system for the District of Columbia that includes:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

In direct relation to the proposed development, the *MoveDC* plan recommends the following:

- A cycle track along the entire length of Connecticut Avenue within the District of Columbia;
- Bike lanes on Albermarle Street NW between 49th Street and Linnean Avenue;
- An extension of the existing bike lanes on Reno Road NW northward to Albermarle Street and southward via 34th Street to Garfield Street;
- High-capacity transit along the entire District of Columbia length of Wisconsin Avenue NW south of the Tenleytown-AU Metro station; and
- High-capacity transit along a route following Wisconsin Avenue, Van Ness Street, Connecticut Avenue, and Tilden Street.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District of Columbia through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006, updated in 2011, and as of December 2020 is currently being updated.

The April 2020 proposed amendments to the *Comprehensive Plan's* Rock Creek West Area Element, which includes the UDC Van Ness campus and its surroundings, contains the following policies and actions which are supported by the UDC Campus Plan:

- "*Policy RCW-1.1.8: Managing Institutional Land Uses*. Institutional land uses in the Rock Creek West Planning Area should be harmonious with surrounding uses, and potential adverse effects on neighboring properties should be minimized when institutions seek expansion. Redevelopment of institutional land should be compatible with the physical

character of the community, the changing nature of the District of Columbia, and not inconsistent with provisions of the Comprehensive Plan and the underlying zoning rules and regulations. Densities and intensities of any future development on such sites should reflect input from the local community, accommodating student housing on campuses and future infrastructure needs.”

- The UDC Campus Plan supports this policy by proposing pedestrian improvements along the edge of the campus which will enhance the physical character of the community, by adding student housing on campus, and by adhering to community input guidelines during Further Processing for any facility additions or modifications proposed in the Campus Plan.
- “Policy RCW-1.1.11: Managing Transportation Demand. Support the implementation of transportation demand management programs and other measures to more efficiently use the area’s road network by reducing the volume of vehicle trips generated by new developments. Encourage new developments to provide multimodal transportation options and implement traffic calming to reduce development impacts on surrounding neighborhoods.”
 - The UDC Campus Plan supports this policy by proposing a robust TDM program that aims to reduce the demand of single-occupancy, private vehicles during peak period travel times or to shift single-occupancy vehicular demand to off-peak periods.
- “Policy RCW-1.1.12: Reduce Single Occupancy Vehicle Trips. Encourage land use decisions that support multimodal transportation options including walking, biking, and transit use in areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations to reduce single occupancy vehicle trips. When planned unit developments (PUDs) are proposed in these areas, site design and mitigation measures should prioritize non-automobile modes. Pedestrian and bicycle facilities, enhanced transit stops, and car-sharing services should be integrated into site designs, in addition to measures addressing passenger, delivery, and service vehicles.”
 - The UDC Campus Plan supports this policy by proposing a robust Transportation Demand Management (TDM) program that aims to reduce the demand of single-occupancy, private vehicles during peak period travel times or to shift single-occupancy vehicular demand to off-peak periods.
- “Policy RCW-1.1.13: Parking. Support parking management strategies to encourage multimodal options for accessing the area’s residential and commercial districts.”
 - The UDC Campus Plan supports this policy through items in its proposed Transportation Demand Management (TDM) plan. In the TDM plan, UDC commits to adjusting parking rates in its main parking garage to help deter single-occupant driver parking and raise revenue for TDM programs. The student, faculty and staff rates will be adjusted periodically to maintain a peak occupancy level within the parking garage of 80-90% on a typical weekday. In the TDM plan, UDC also commits to monitoring parking rate structures to prevent non-UDC patrons (public) parking within the UDC garage at lesser rates than public garages in the Van Ness neighborhood.
- “Policy RCW-1.1.15: Metrorail Access. Prioritize pedestrian, bicycle, and bus access to the five Metro station areas, and improve their visual and urban design qualities. Space for car-share and rideshare vehicles should be provided near the stations where feasible to reduce parking congestion in neighborhoods and to encourage alternatives to vehicle ownership.”
 - The UDC Campus Plan supports this policy through its recommendation to improve the pedestrian experience at the intersection of Connecticut Avenue and Veazey Terrace (adjacent to the Van Ness-UDC Metro station entrance) by closing Veazey Terrace to vehicles. The Campus Plan also recommends installing an elevator from the proposed pedestrian plaza at the Metro station entrance up to Dennard Plaza, the main pedestrian

center of the UDC campus. This will improve pedestrian access between the Metro station and the UDC campus.

- “Policy RCW-2.3.1: Public Space in Van Ness. Enhance the linear public space on both sides of Connecticut Avenue NW with larger landscaped areas and increased café seating where appropriate. Create focal points with public art and activate plazas with temporary placemaking and other programming.”
 - The UDC Campus Plan supports this policy through its recommendation to improve the pedestrian experience at the intersection of Connecticut Avenue and Veazey Terrace (adjacent to the Van Ness-UDC Metro station entrance) by closing Veazey Terrace to vehicles and replacing it with a pedestrian plaza.
- “Policy RCW-2.3.5: UDC and Van Ness Community. Continue to enhance coordination and communication between UDC officials, Van Ness Main Street, and the surrounding Van Ness community on issues such as parking, traffic, property maintenance, and facility development. UDC and community stakeholders should collaborate to leverage UDC’s cultural resources and promote activities that can enliven the street and serve the community.”
 - The UDC Campus Plan supports this policy by virtue of the Campus Plan itself, which contains proposals addressing these topics, as well as by adhering to community input guidelines during Further Processing for any facility additions or modifications proposed in the Campus Plan.
- “Action RCW-2.3.A: Van Ness Streetscape Improvements. Improve the streetscape on Connecticut Avenue in Van Ness to support commercial revitalization of ground-floor retail, enhance public life on the street, and reduce impervious area between building face and curb.”
 - The UDC Campus Plan supports this policy through its recommendation to improve the pedestrian experience at the intersection of Connecticut Avenue and Veazey Terrace (adjacent to the Van Ness-UDC Metro station entrance) by closing Veazey Terrace to vehicles and replacing it with a pedestrian plaza.

Vision Zero Action Plan

DDOT’s *Vision Zero Action Plan* is the implementation strategy of DC’s Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC’s transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets;
- Protect Vulnerable Users;
- Prevent Dangerous Driving; and
- Be Transparent and Responsive.

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The *Vision Zero Action Plan* also calls for partners external to District of Columbia government to ensure accountability and aid in implementation.

While the *Vision Zero Action Plan* does not propose any location-specific actions that relate to the UDC Campus Plan, the Campus Plan supports DC’s overall Vision Zero goals by recommending roadway modifications which will shorten pedestrian crossing lengths, reduce the number of curb cuts, and create a safer and more comfortable pedestrian environment in and around the UDC Van Ness campus.

Capital Bikeshare Development Plan

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District of Columbia. The most recent update of the Development Plan was released in 2020 and proposes several new Capital Bikeshare stations in the Van Ness neighborhood. While none of these proposed stations are within a quarter-mile of the UDC campus, they will increase the ease and convenience of bicycling in the neighborhood generally.

Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit

The Connecticut Avenue Pedestrian Action (CAPA) group was formed in 2009 by residents of DC from the Chevy Chase, Forest Hills, Cleveland Park, and Woodley Park neighborhoods; ANC Commissioners from ANC 3G, 3F, and 3C; DC Councilmember Mary Cheh; IONA Senior Services; the Coalition for Smarter Growth; DCPED, a pedestrian advocacy group; the DC chapter of AARP; the Murch and Oyster-Adams Elementary Schools' Safe Routes to School Programs; the Cleveland Park and Chevy Chase Citizen Associations; and Ward 3 Vision. The purpose of the group was to create a pedestrian friendly environment on Connecticut Avenue by evaluating barriers such as dangerous crosswalks, inadequate time for pedestrians to cross streets at traffic lights, motorists speeding, and motorists not yielding to pedestrians. Their goal was to create a Connecticut Avenue where all residents can safely cross the street in crosswalks, traffic lights provide ample time for pedestrians to cross the street, motorists obey the speed limit and stop for pedestrians in crosswalks, bus shelters are sighted in ways that provide greater visibility of pedestrians, businesses thrive from pedestrian traffic, all sidewalks and curbs are ADA-compliant, pedestrian injuries and fatalities no longer occur, and more residents walk.

The final report from the Pedestrian Safety Audit was published to the public on February 16, 2011 by the Toole Design Group. The project focuses on the stretch of Connecticut Avenue between Calvert Street, near Rock Creek Park, and Western Avenue, at the border of the District of Columbia and Maryland. The study area includes 43 blocks of roadway, 44 intersections (26 signalized, 18 unsignalized), and three midblock crossings. 50 bus stops serving 11 Metrobus routes and three Metrorail stations on the red line are located within the study area. The study presents the existing pedestrian system, which was surveyed by a group of volunteer data collectors who documented existing conditions and behaviors at 43 intersections and 23 block segments, and identifies key barriers to walking. Additionally, the report provides general recommendations for system-wide improvements along Connecticut Avenue and a more detailed analysis and recommendations for five case-study intersections.

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. In general, recommendations at the study area intersections included installing and repainting, removing, and repaving crosswalks; installing curb ramps and tactile surfaces; removing pedestrian push buttons; correcting visual and physical obstructions; retiming traffic signals to increase "walk" time; adding a leading pedestrian interval; adjusting countdown displays; installing traffic signals; and installing "No Turn on Red" signs. The improvements recommended for the six intersections near UDC (not including Connecticut Avenue and Veazey Terrace) total approximately \$100,000 according to the estimates provided in the CAPA study.

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 4 shows the proposed recommendations for the intersection of Connecticut Avenue and Veazey Terrace from the CAPA study.

The UDC Campus Plan includes two recommendation alternatives for this intersection, titled Veazey Terrace (Alternative A) and Veazey Terrace (Alternative B). Both are described in detail later in this report. In Alternative A, shown in Figure 15, the Campus Plan proposes an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This alternative would eliminate many of the pedestrian concerns noted for this intersection in the CAPA study.

In Alternative B, the Campus Plan proposes keeping Veazey Terrace open to vehicles, but reconfiguring the western (UDC) side of the Veazey Terrace and Connecticut Avenue intersection to prioritize pedestrians and reduce vehicle speeds. Plans for this scenario have not been developed at this time, but would likely incorporate elements of the reconfigured intersection designs proposed in the CAPA study and/or Gorove Slade’s recommendation in the 2011 Campus Plan, shown in Figure 4 and Figure 10, respectively. This alternative would incorporate some or all of the recommendations presented for this intersection in the CAPA study.

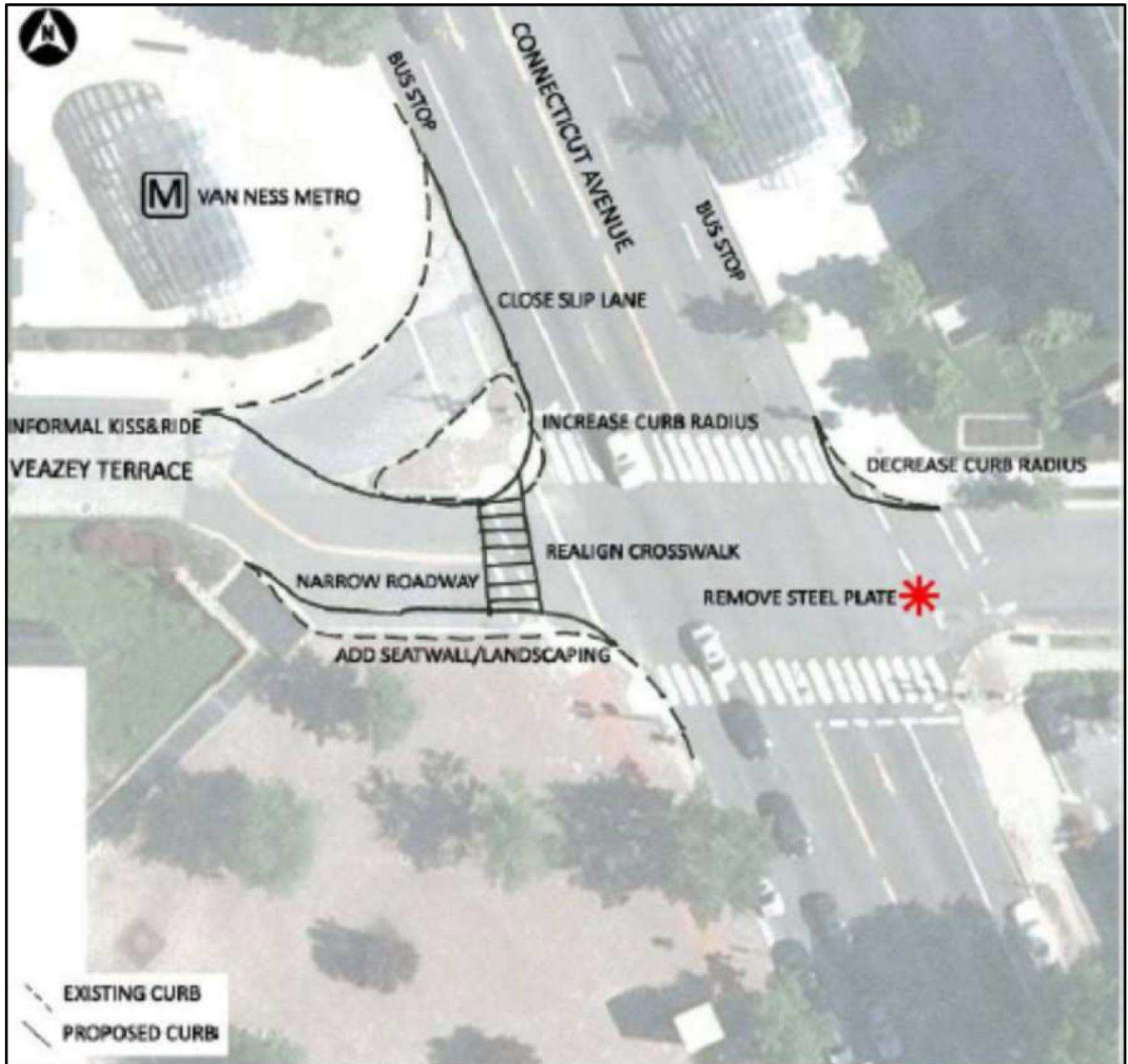


Figure 4: CAPA Recommendations for Intersection of Connecticut Avenue and Veazey Terrace

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, with a concentration on transportation safety and quality of life issues for all users.

The draft final recommendations for the RCW2 Livability Study were presented to public in October 2010, and based on public comments and additional analysis, the draft final recommendations were presented to the public in December 2010. The final report for the project was posted in February 2011, following the closing of the public comment period. The study focuses on an area of Northwest DC including the neighborhoods of American University Park, Chevy Chase, Forest Hills, Friendship Heights,

and Tenleytown, and community anchors such as public schools, recreation centers, community centers, libraries, and three (3) universities, including UDC. The study area is bounded by Rock Creek Park and the Maryland state line.

Near the UDC Van Ness campus, several corridors and intersections were included in the RCW2 study. Table 1 shows the reported issues, final recommendations, expected impacts from the proposed changes, and a 2020 status update of each recommendation.

Table 1: Rock Creek West II Livability Study Recommendations and Status Updates

Location	Reported Issue	Final Recommendation	Expected Impacts	2020 Status Update
36th 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.	Has been designated as an on-street bicycle route.
Albemarle Street between 43rd Street and Reno Road	No bicycle facilities.	Add bike sharrows in both directions.	Alert drivers to bicycle traffic; increased cyclist volumes.	No change since study.
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.	Street has bike lanes between Reno Road and Connecticut Avenue, shared lanes on the rest of the segment.
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.	Street segment has been restriped for new bike lanes, which reduce vehicle lanes to one in each direction.
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.	New striping plan at eastbound Van Ness Street includes one left turn lane, one through-right lane, and an increased distance (10') between vehicle stop line and crosswalk to accommodate a bike box. This increased distance should improve pedestrian safety.
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.	No change since study.

Connecticut Avenue Van Ness-UDC Commercial Corridor Enhancement Study

The *Connecticut Avenue Van Ness – UDC Commercial Corridor Enhancement Study* is an exploratory study for the Connecticut Avenue/Van Ness area which was undertaken by the DC Office of Planning in 2010.

The goal of the study was to create a vision for the Connecticut Avenue corridor from Albemarle Street to Tilden Street, specifically to:

- Explore Low Impact Development (LID) design techniques and identify implementation opportunities along the corridor to better manage storm water, better protect creeks and waterways while enhancing the pedestrian experience on the Avenue;

-
- Establish streetscape typologies that will organize and improve the identity of the corridor;
 - Provide recommendations for revitalizing public spaces along the corridor; and
 - Improve pedestrian and bicycle connections between the Van Ness-UDC Metro station, existing businesses, and adjacent communities and institutions.

The final study, published in 2011, included new design options for private and public spaces to be further analyzed by DDOT. Relating to the UDC Campus Plan, the study included recommendations for Veazey Terrace and Windom Place, which are outlined below.

Veazey Terrace

Figure 5 shows the Connecticut Avenue Van Ness – UDC Commercial Corridor Enhancement Study’s recommendations for the Veazey Terrace pedestrian crossing.

The UDC Campus Plan includes two recommendation alternatives for this intersection, titled Veazey Terrace (Alternative A) and Veazey Terrace (Alternative B). Both are described in detail later in this report. In Alternative A, shown in Figure 15, the Campus Plan proposes an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This alternative would eliminate the need for the *Connecticut Avenue Van Ness – UDC Commercial Corridor Enhancement Study’s* recommendations for this intersection by turning Veazey Terrace into a pedestrian plaza.

In Alternative B, the Campus Plan proposes keeping Veazey Terrace open to vehicles, but reconfiguring the western (UDC) side of the Veazey Terrace and Connecticut Avenue intersection to prioritize pedestrians and reduce vehicle speeds. Plans for this scenario have not been developed at this time, but would likely incorporate elements of the reconfigured intersection designs proposed in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit and/or Gorove Slade’s recommendation in the 2011 Campus Plan, shown in Figure 4 and Figure 10, respectively. This alternative, while not implementing the exact recommendations presented for this intersection in the *Connecticut Avenue Van Ness – UDC Commercial Corridor Enhancement Study*, would advance the study’s goals of revitalizing public spaces and improving pedestrian connections.

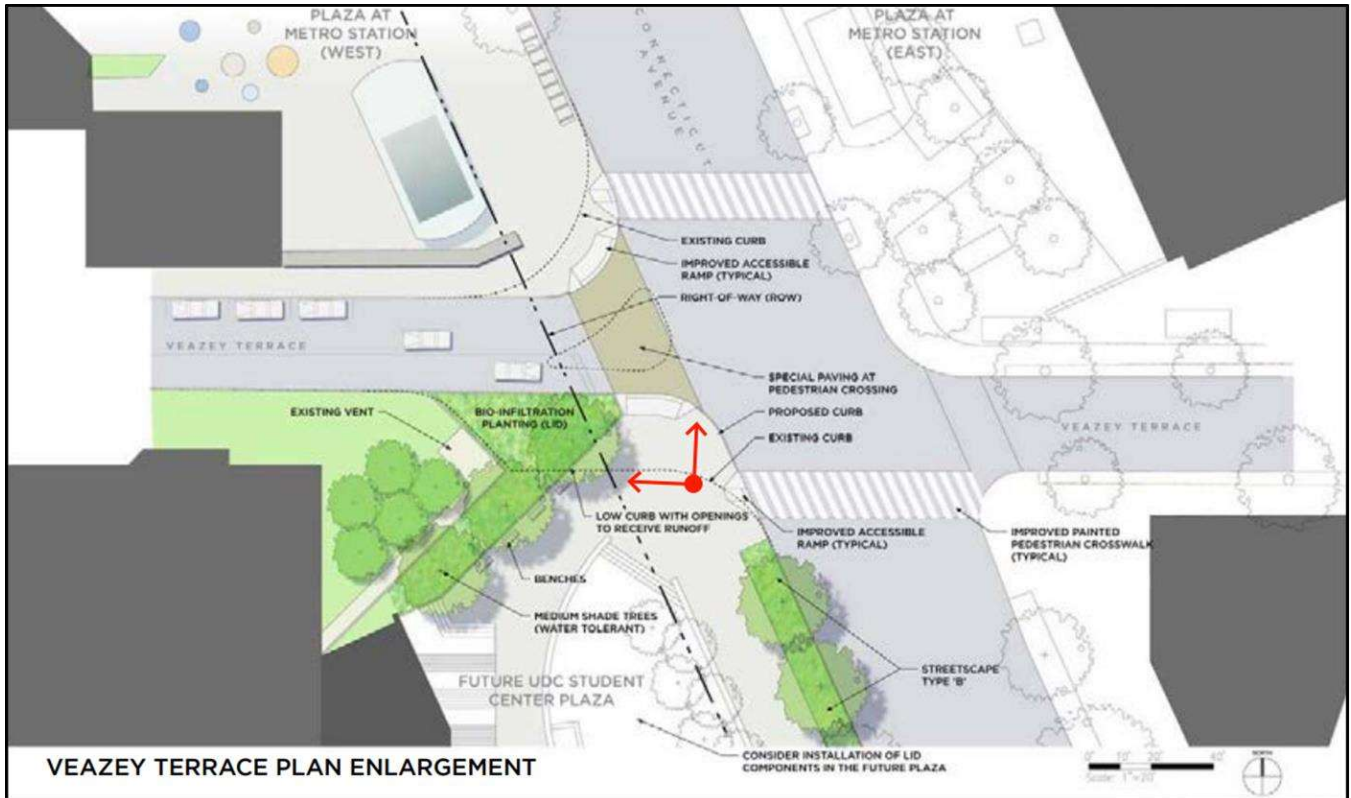


Figure 5: Connecticut Ave-Van Ness-UDC Commercial Corridor Enhancement Study Recommendations for Veazey Terrace

Windom Place

Figure 6 shows the *Connecticut Avenue Van Ness – UDC Commercial Corridor Enhancement Study’s* recommendations for Windom Place. The UDC Campus Plan’s recommendation to improve pedestrian facilities on Windom Place, shown in Figure 16, either incorporates or improves upon many of these recommendations.

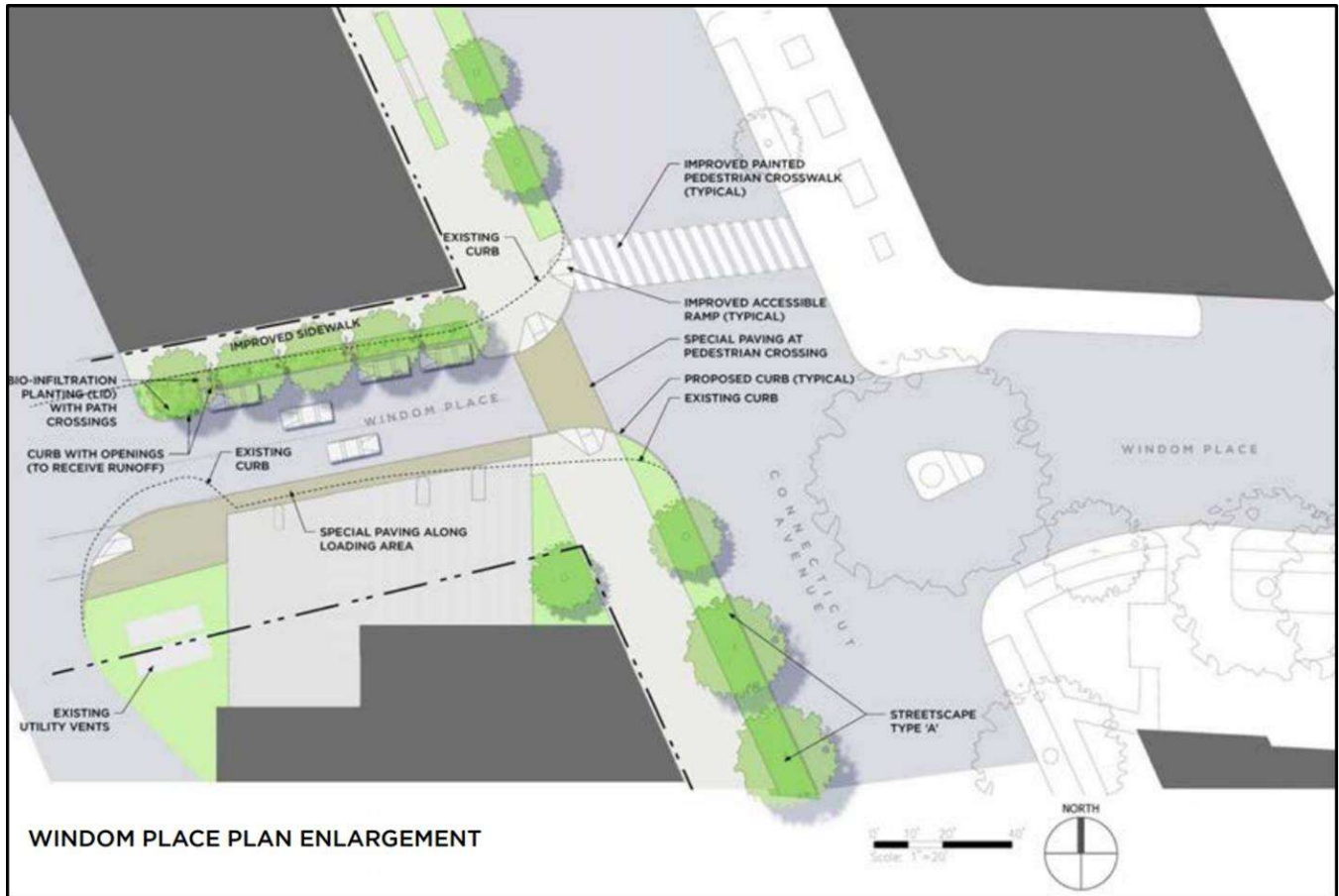


Figure 6: Connecticut Ave-Van Ness-UDC Commercial Corridor Enhancement Study Recommendations for Windom Place

Van Ness Commercial District Action Strategy

The *Van Ness Commercial District Action Strategy* is a strategic planning effort released in 2016 by the DC Office of Planning which delivers a high level vision for the Van Ness neighborhood and identifies key implementation items to direct public investment and private investments. Specifically, the *Strategy* provides a framework to reinvigorate retail, enhance public space, increase sustainability, and guide development along Connecticut Avenue between Van Ness Street and Albermarle Street.

The *Strategy* recommends the following actions relating to transportation and the UDC campus:

- Incorporate bicycle parking into the streetscape;
- Work with institutional and community partners to activate Windom Place;
- Pursue a UDC sustainability showcase along the corridor;
- Build out UDC Law School (Building 52) arcade; and
- Improve wayfinding at the Van Ness-UDC Metro entrance to nearby attractions.

The Campus Plan will address several of these actions. First, the Campus Plan's Transportation Demand Management (TDM) plan includes considering adding short-term bicycle parking outside existing buildings.

Secondly, the Campus Plan proposes several pedestrian improvements along Windom Place, which would aid in efforts to activate this street.

Finally, the Campus Plan includes two recommendation alternatives for the intersection of Connecticut Avenue and Veazey Terrace, titled Veazey Terrace (Alternative A) and Veazey Terrace (Alternative B). Both are described in detail later in this report. In Alternative A, shown in Figure 15, the Campus Plan proposes an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This alternative would serve *the Van Ness Commercial District Action Strategy's* goal of improving wayfinding at the Van Ness-UDC Metro entrance by implementing an enhanced pedestrian gateway to the campus.

In Alternative B, the Campus Plan proposes keeping Veazey Terrace open to vehicles, but reconfiguring the western (UDC) side of the Veazey Terrace and Connecticut Avenue intersection to prioritize pedestrians and reduce vehicle speeds. Plans for this scenario have not been developed at this time, but would likely incorporate elements of the reconfigured intersection designs proposed in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit and/or Gorove Slade's recommendation in the 2011 Campus Plan, shown in Figure 4 and Figure 10, respectively. This alternative would serve *the Van Ness Commercial District Action Strategy's* goal of improving wayfinding at the Van Ness-UDC Metro entrance by allowing a more inviting pedestrian realm and more space for potential wayfinding elements.

Existing Conditions and Campus Plan Impacts by Mode

This section of the report reviews existing conditions and impacts of the Campus Plan for vehicular access, pedestrian facilities, bicycle facilities, transit service, UDC shuttle service, parking, and loading access.

Vehicular Facilities

Existing Vehicular Facilities

Vehicular access to the UDC Van Ness campus is facilitated by several principal and minor arterials, including Connecticut Avenue, Reno Road, and Tilden Street. Major collector roadways include Albemarle Street and Van Ness Street. Key local access roads include Yuma Street, Windom Place, Veazey Terrace, Upton Street, International Court, 35th Street, and 36th Street.

Vehicular access points to the campus itself are shown on Figure 7. Vehicular circulation between public streets and campus vehicular facilities are shown on Figure 8. Existing curbside designations within a two-block radius of the campus are shown on Figure 9.

The UDC campus has several areas of high passenger pick-up/drop-off demand, including:

- Windom Circle, near Buildings 43 and 46E;
- The intersection of Connecticut Avenue and Veazey Terrace, near the Metro entrance and Building 56; and
- The driveway under Building 44 off Van Ness Street.

None of these areas currently have designated pick-up/drop-off zones but are expected to continue experiencing high demand with the implementation of the Campus Plan. Several recommendations for pick-up/drop-off operations are included later in this chapter.

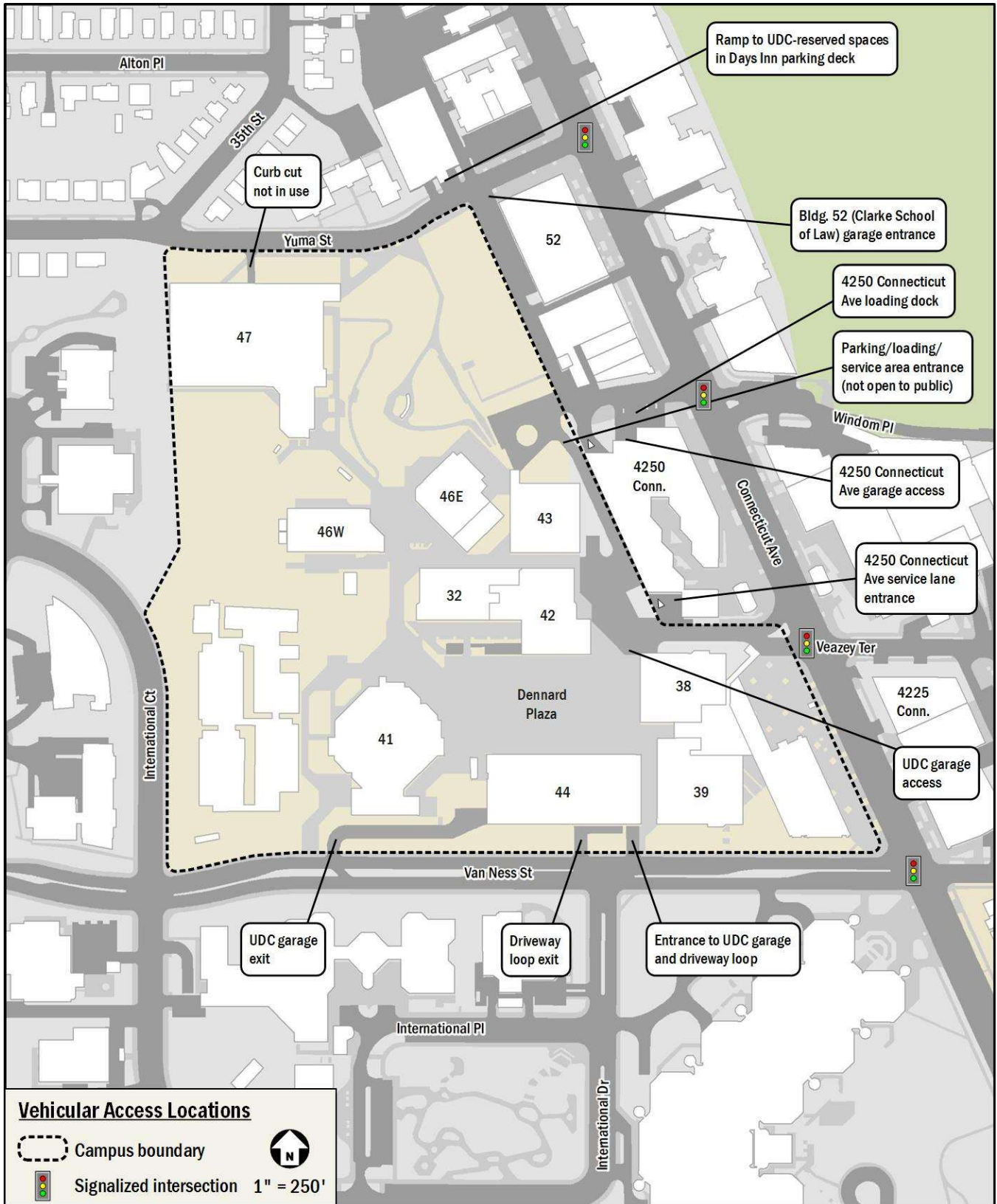


Figure 7: Vehicular Access Locations

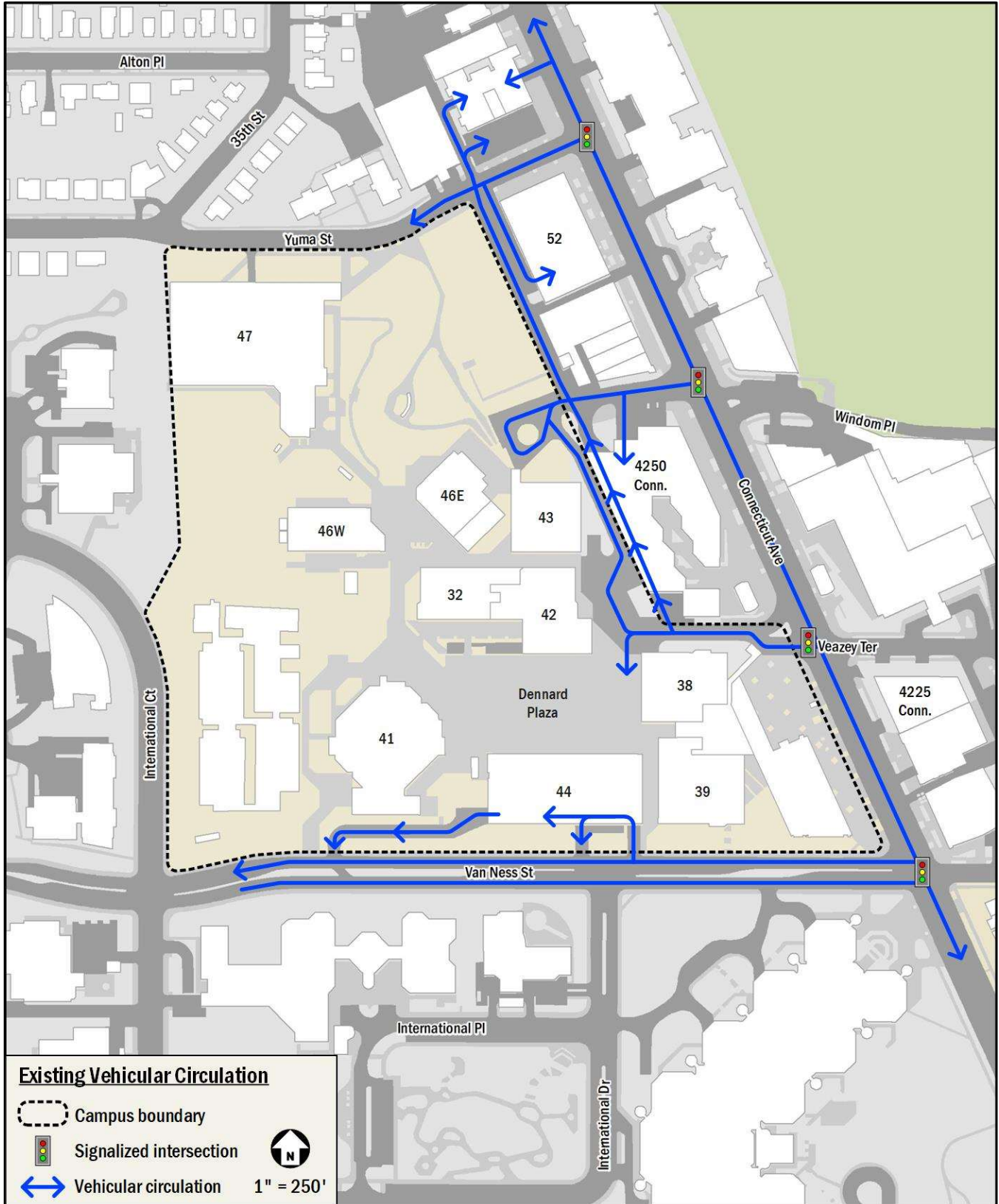


Figure 8: Existing Vehicular Circulation

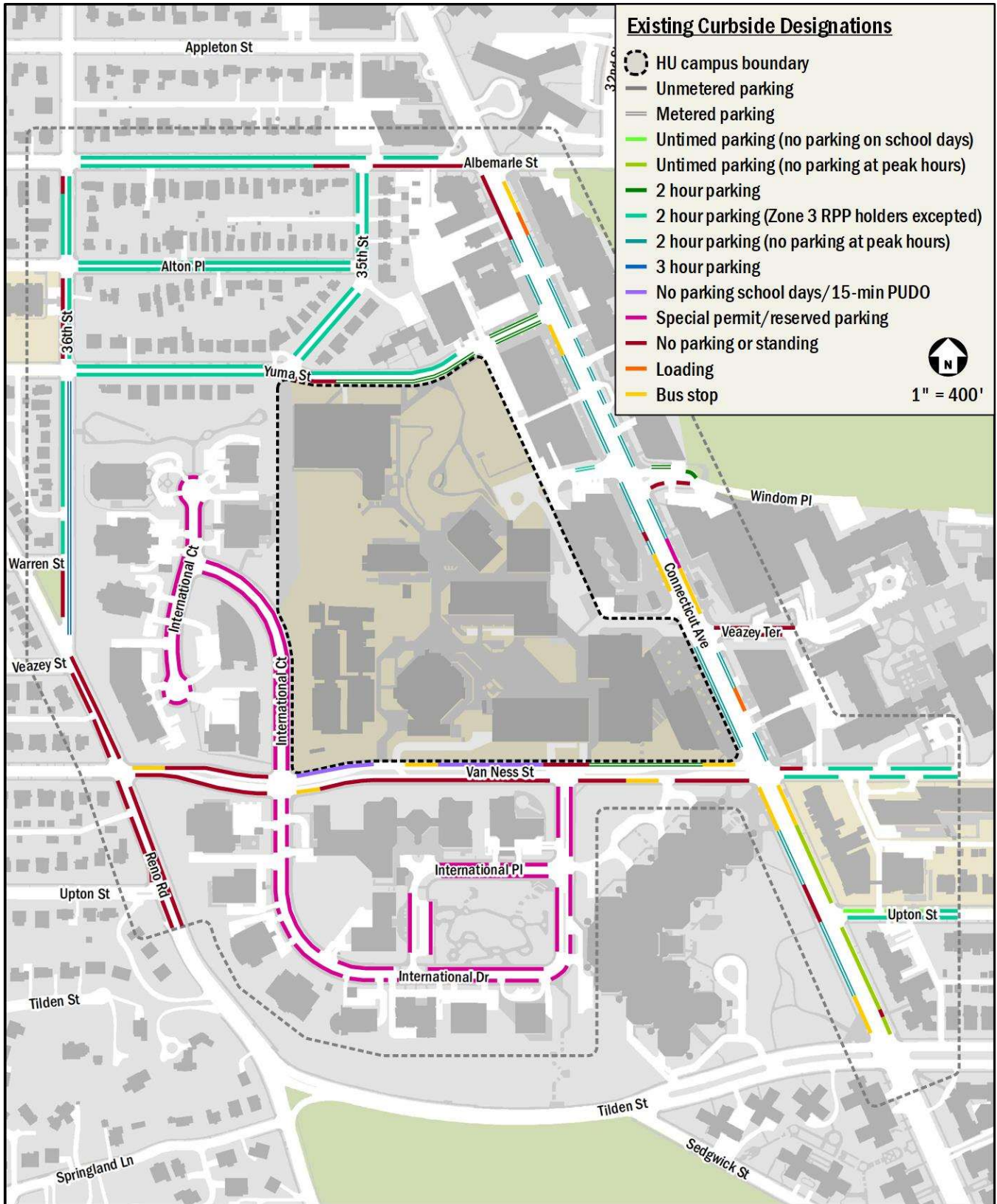


Figure 9: Existing Curbside Designations

Impacts of Campus Plan

The Campus Plan proposes several pedestrian improvements at the campus's getaways from public streets, which will involve modifications to roadways and vehicular operations. The locations of these modifications are shown on Figure 11 and presented in further detail below.

A map published by DDOT's Urban Forestry Division (UFD) of street trees in public areas near the campus is shown on Figure 12. None of the proposed roadway modifications are expected to interfere with trees shown on this map. However, the proposed modifications on Van Ness Street and on Veazey Terrace will impact some trees on UDC property. These impacts are outlined in the sections below.

Van Ness Street/Building 44

The Campus Plan proposes reconfiguring the driveway under Building 44, accessed from the intersection of Van Ness Street and International Drive. This proposal includes consolidating the two (2) existing driveways from Van Ness Street into one. Doing so will accomplish the following:

- Reduce the number of curb cuts on the northern side of Van Ness Street;
- Allow a simpler and more compact intersection geometry at Van Ness Street and International Drive;
- Improve vehicular operations at the intersection of Van Ness Street and International Drive; and
- Allow shorter pedestrian crossing distances across Van Ness Street.

These modifications will reconfigure vehicular access into and out of the UDC garage under Building 44. Currently, vehicles enter the garage at the driveway loop off Van Ness Street and exit the garage at a dedicated exit ramp further west on Van Ness Street. These two locations are noted on Figure 7. Under proposed conditions, both inbound and outbound vehicles would use a reconfigured driveway in the approximate location of the current entrance driveway under Building 44. The garage ramp down from this driveway is 27' wide, which is sufficient for two-way vehicle movement. The existing and proposed conditions for this intersection are both shown on Figure 13.

As noted on Figure 13, the proposed conditions would result in two (2) trees being removed from the existing driveway area. Whether these are Special Trees or Heritage Trees has not been confirmed at this time.

As seen on Figure 13, the proposed conditions would result in a more compact intersection geometry. Consolidating the two (2) existing garage driveways into one and narrowing the width between the two (2) crosswalks crossing Van Ness Street accordingly will add approximately 55' of additional space on the northern curb of Van Ness Street for on-street parking. However, as noted on Figure 25 later in this report, about 40' of this space would be needed for a potential location of the relocated UDC shuttle stop, leaving approximately 15' of added space for on-street parking.

Due to the continued expectation of high passenger pick-up/drop-off demand near this location, it is recommended that a formal pick-up/drop-off zone be implemented either in the Building 44 driveway in the same location as the current UDC shuttle stop, or curbside on Van Ness Street.

Due to the proposed two-way operations on the eastern driveway, the dedicated exit ramp further west on Van Ness Drive will no longer be needed, creating an opportunity for it to be removed and replaced with landscaping or other non-vehicular programming. Removing the exit ramp will also eliminate the need for the median break on Van Ness Street at this location. The proposed removals of the exit ramp and median break are shown on Figure 14.

Veazey Terrace (Alternative A)

Alternative A is the preferred option between two (2) alternatives proposed by the Campus Plan for Veazey Terrace.

In Alternative A, the Campus Plan proposes an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This enhanced gateway would be coupled with a proposed elevator from the street level up to Dennard Plaza by way of a pedestrian bridge between the elevator and Buildings 38 and 52.

The closing of Veazey Terrace to vehicles would reroute all loading vehicles bound for the service court through the existing Metro Kiss and Ride driveway under 4250 Connecticut Avenue. This driveway, which has sufficient vertical clearance to accommodate trucks, and is 24 feet and 11 inches wide at its narrowest point, would be converted from one-way to two-way directionality.

Accommodating two-way traffic on the Kiss and Ride driveway would also require relocating the curb at the intersection of the driveway with Veazey Terrace to allow truck maneuvers between the driveway and the service court. As noted on Figure 15, there is one (1) existing tree located within the island whose curb would need to be reconfigured. Based on the truck turning maneuver diagrams included in this report, this tree would not be impacted by the curb relocation as currently proposed, and is mentioned here only for reference. Whether the tree in question is a Special Tree or Heritage Tree has not been confirmed at this time.

These proposed modifications are intended to improve pedestrian connections between the campus and the Van-Ness UDC Metro station entrance, both by creating a spacious, inviting pedestrian plaza at the station entrance and by creating a visually prominent pedestrian route by way of the proposed elevator. The proposed plaza would meet Americans with Disabilities Act (ADA) and DDOT standards.

These proposed modifications are consistent with the recommendations presented in the *DC Comprehensive Plan*, which calls for institutional land uses that are harmonious with surrounding areas (Policy RCW-1.1.8); prioritization of non-vehicular access to Metro stations (Policy RCW 1.1.15) and; enhancing public space along Connecticut Avenue (Policy RCW 2.3.1 and RCW 2.3.A).

This proposal also addresses many of the pedestrian safety concerns at the intersection of Connecticut Avenue and Veazey Terrace that were presented in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit.

Additionally, this proposal is consistent with the *Connecticut Avenue Van Ness-UDC Commercial Corridor Enhancement Study*, which recommends revitalizing public spaces along Connecticut Avenue and improving pedestrian and bicycle conditions between the Van Ness-UDC Metro station and adjacent institutions.

Finally, this proposal is consistent with the *Van Ness Commercial District Action Strategy*, which recommends improving wayfinding between the Van Ness-UDC Metro station entrance and nearby attractions.

The Veazey Terrace (Alternative A) proposed modifications are shown on Figure 15.

Veazey Terrace (Alternative B)

The Veazey Terrace Alternative A scenario would rely on reaching an agreement with WMATA to close the Kiss and Ride driveway under 4250 Connecticut Avenue. If such an agreement is not possible, the Campus Plan proposes keeping Veazey Terrace open to vehicles, but reconfiguring the western (UDC) side of the Veazey Terrace and Connecticut Avenue intersection to prioritize pedestrians and reduce vehicle speeds. Plans for this scenario have not been developed at this time, but would likely incorporate elements of the reconfigured intersection designs proposed in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit and/or Gorove Slade's recommendation in the 2011 Campus Plan, shown in Figure 4 and Figure 10, respectively.

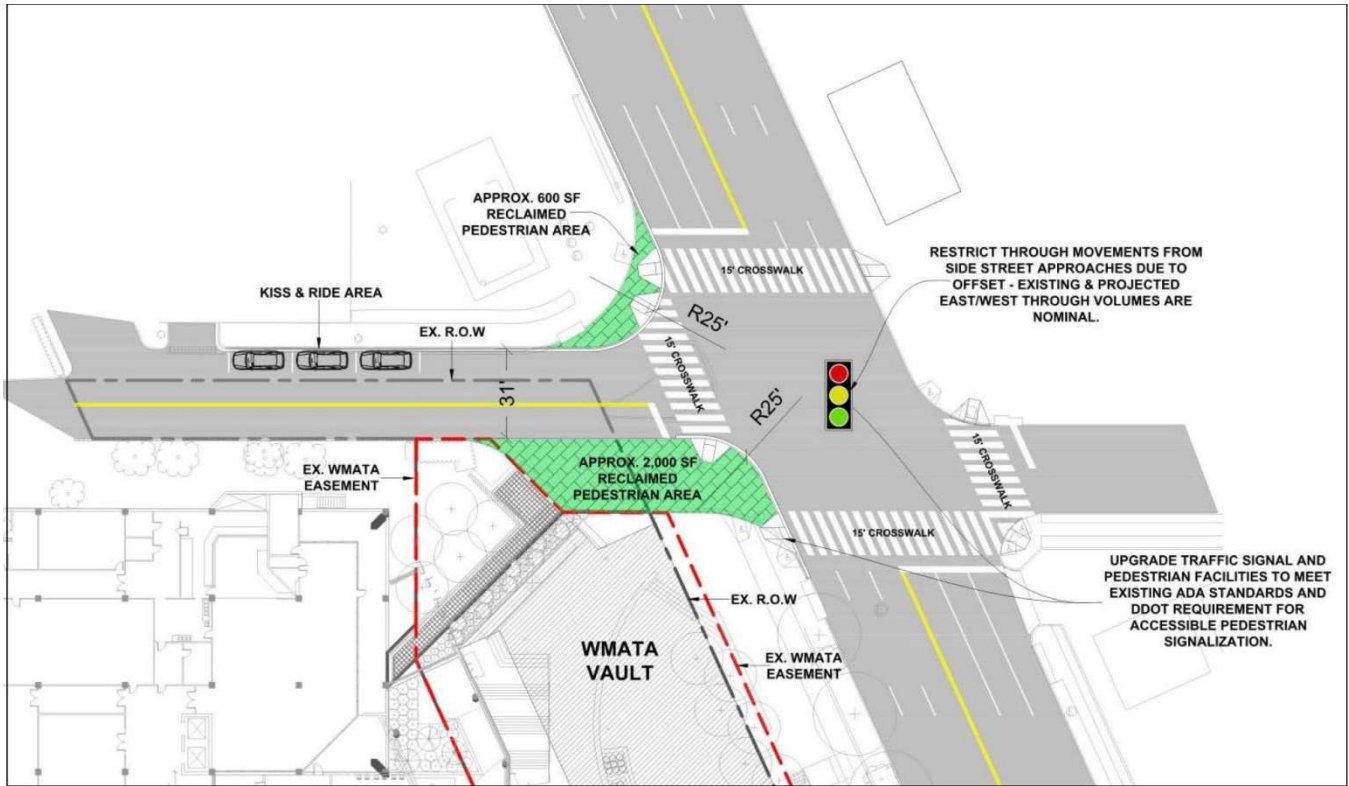


Figure 10: Gorove Slade 2011 Campus Plan Recommendation for Connecticut Avenue and Veazey Terrace

Windom Place

The Campus Plan recommends several pedestrian improvements along Windom Place, including the following:

- Expanding and adding pedestrian refuge locations along the southern curb of Windom Place, which has several wide curb cuts serving the loading docks and garage entrances for 4250 Connecticut Avenue;
- Realigning the curbs at the intersection of Windom Place and the WMATA Kiss and Ride access;
- At the time the parcels on the northern curb of Windom Place are redeveloped by others, relocating the northern curb of Windom Place to narrow the overall width of the street;
- Closing the existing driveway directly west of the WMATA Kiss and Ride that connects the Windom Place drop-off area and the service court at the end of Veazey Terrace, converting the driveway into a new pedestrian path; and
- Converting the WMATA Kiss and Ride from one-way to two-way directionality to accommodate loading traffic bound for the Veazey Terrace service court, which will have been rerouted due to the closure of Veazey Terrace to vehicles.

These proposed modifications are consistent with the recommendations presented in the *DC Comprehensive Plan*, which calls for institutional land uses that are harmonious with surrounding areas (Policy RCW-1.1.8); prioritization of non-vehicular access to Metro stations (Policy RCW 1.1.15); enhancing public space along Connecticut Avenue (Policy RCW 2.3.1 and RCW 2.3.A).

This proposal is also consistent with the *Connecticut Avenue Van Ness-UDC Commercial Corridor Enhancement Study*, which recommends revitalizing public spaces along Connecticut Avenue and improving pedestrian and bicycle conditions between the Van Ness-UDC Metro station and adjacent institutions.

Finally, this proposal is consistent with the *Van Ness Commercial District Action Strategy*, which recommends improving wayfinding between the Van Ness-UDC Metro station entrance and nearby attractions.

These proposed modifications are shown on Figure 16.

Curbside Areas

As shown on Figure 9, the curbside areas on public streets adjacent to the UDC campus currently contain a range of uses including metered parking, bus stops, and 15-minute pick-up/drop-off zones near the former DCPS swing space in the southwest corner of the campus. The proposed changes to curbside designations directly related to the Campus Plan are the slight increase in available curb space along Van Ness Street noted in the “Van Ness Street/Building 44” section of this chapter, and the addition of a UDC shuttle stop on Van Ness Street, noted on Figure 25 later in this report.

With the DCPS swing space no longer occupying the southwest corner of the campus, the accompanying 15-minute pick-up/drop-off zones on the northern side of Van Ness Street may become available for other curbside uses.

Finally, the proposed closure of Veazey Terrace to vehicular traffic noted in the “Veazey Terrace (Alternative A)” section of this chapter would make additional curb space on the western side of Connecticut Avenue available. It is recommended that DDOT consider designating a pick-up/drop-off zone at this location due to the continued expectation of high campus-related pick-up/drop-off demand as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study.

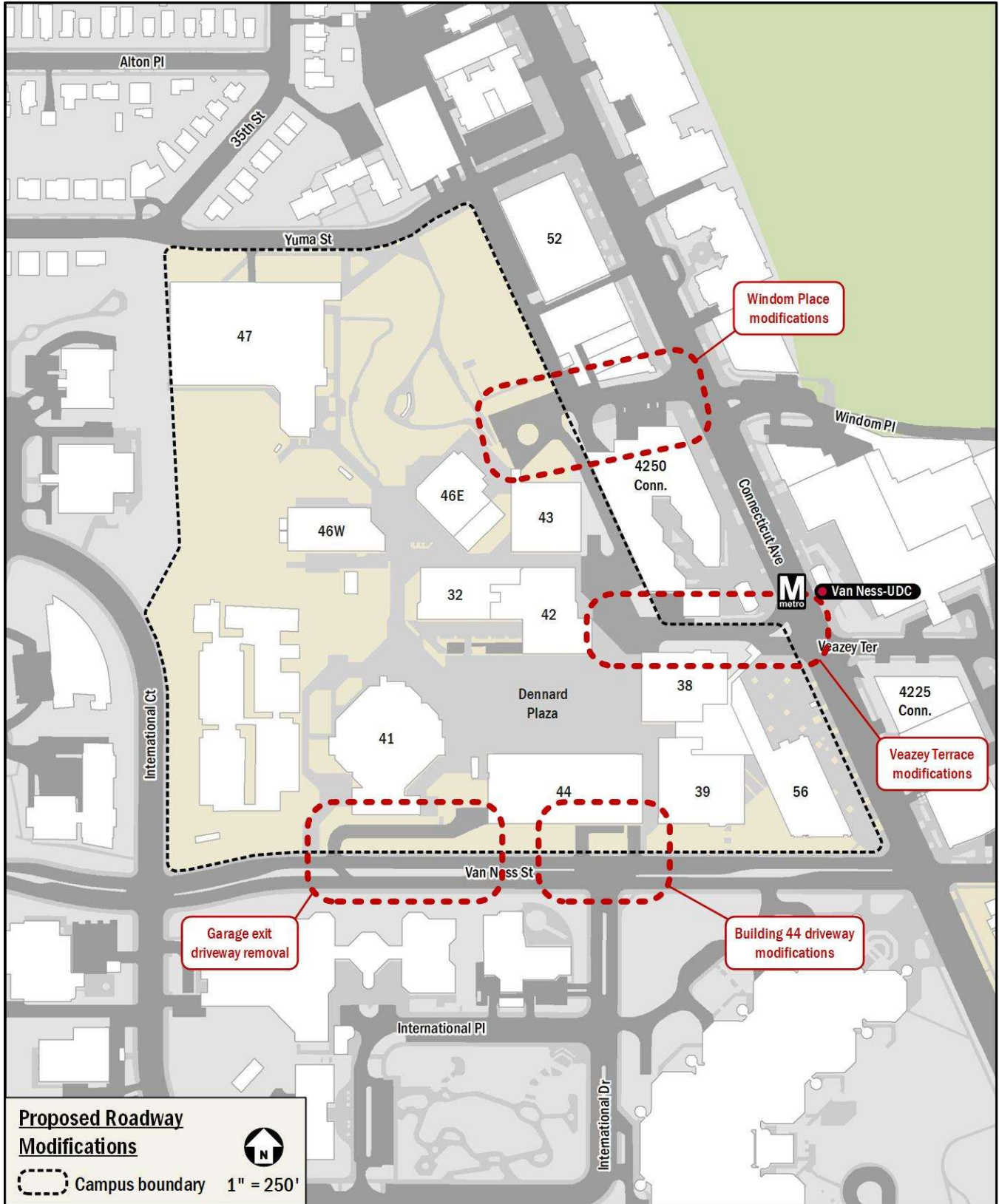


Figure 11: Proposed Roadway Modifications

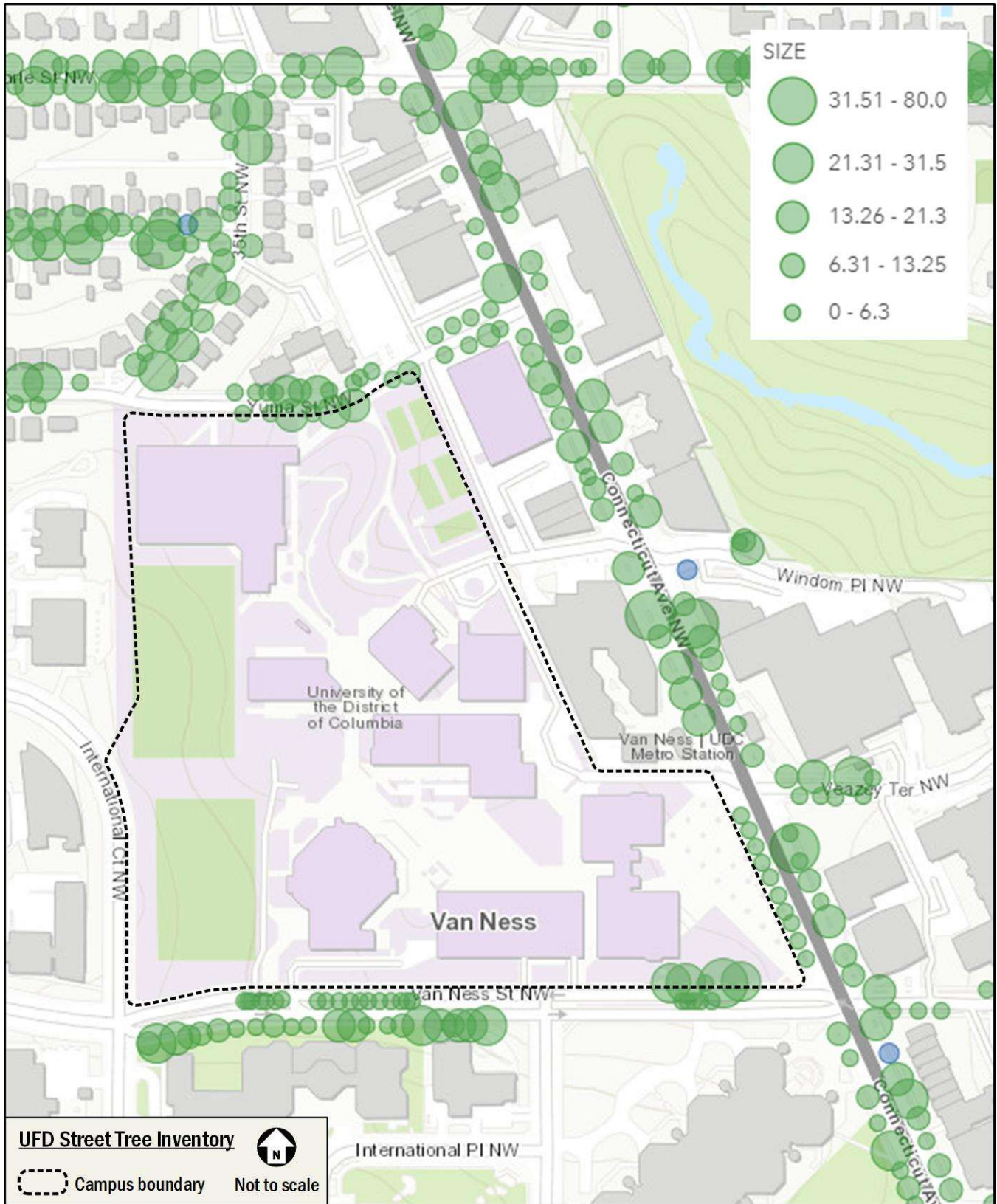


Figure 12: UFD Street Tree Inventory

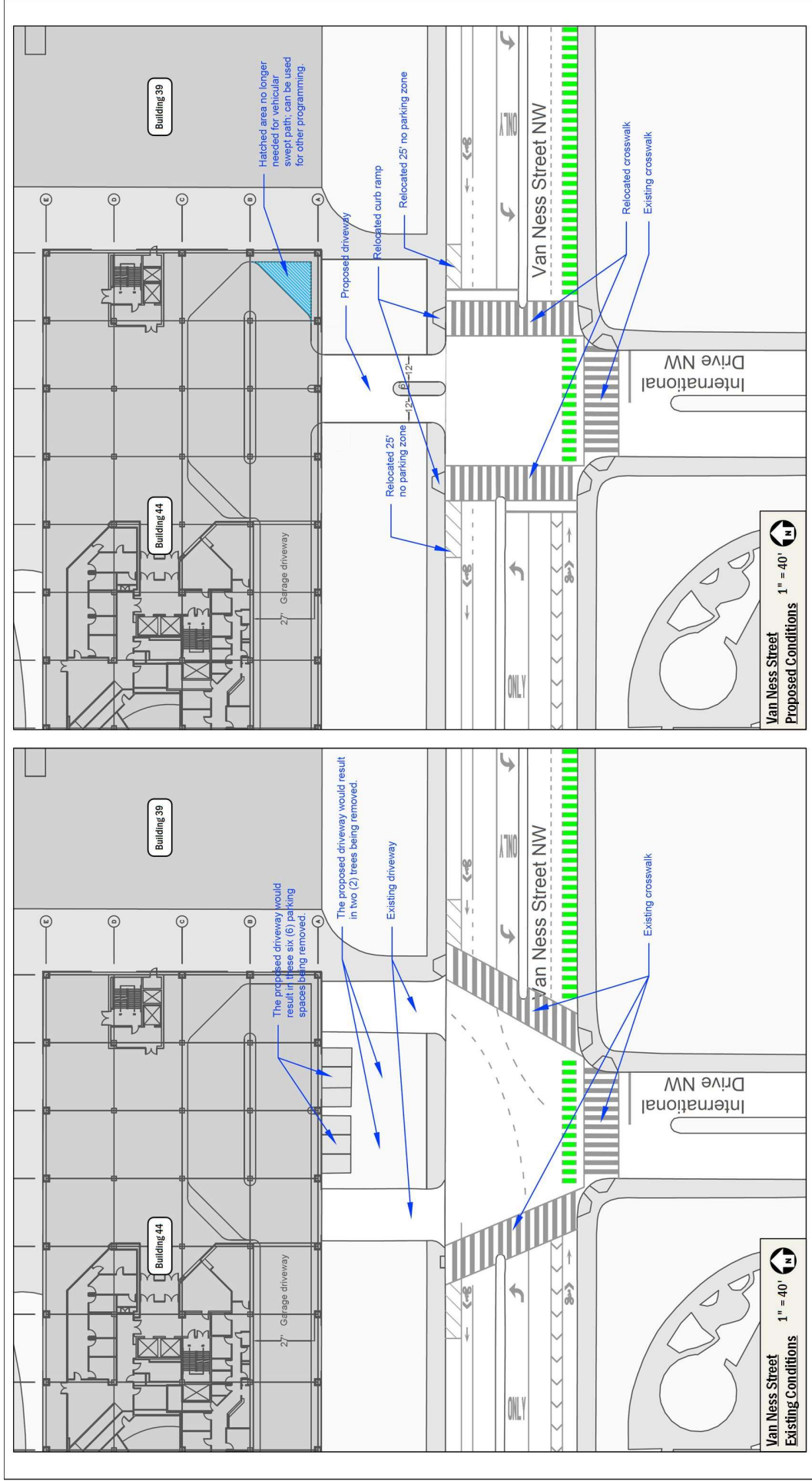


Figure 13: Proposed Roadway Modifications: Van Ness Street and Building 44 Garage Driveway Intersection Realignment

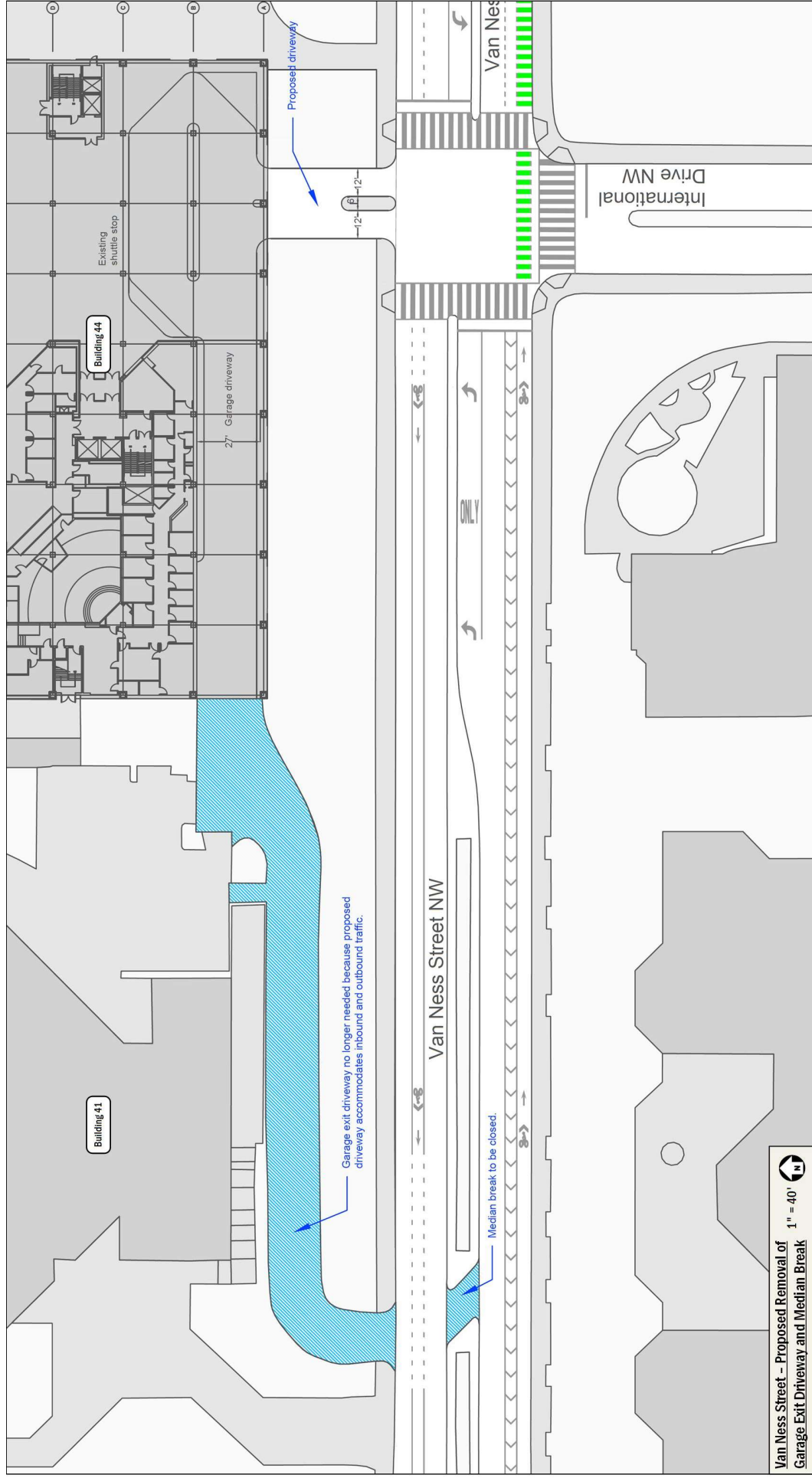


Figure 14: Proposed Roadway Modifications: Van Ness Street and Building 44 Garage Exit Driveway

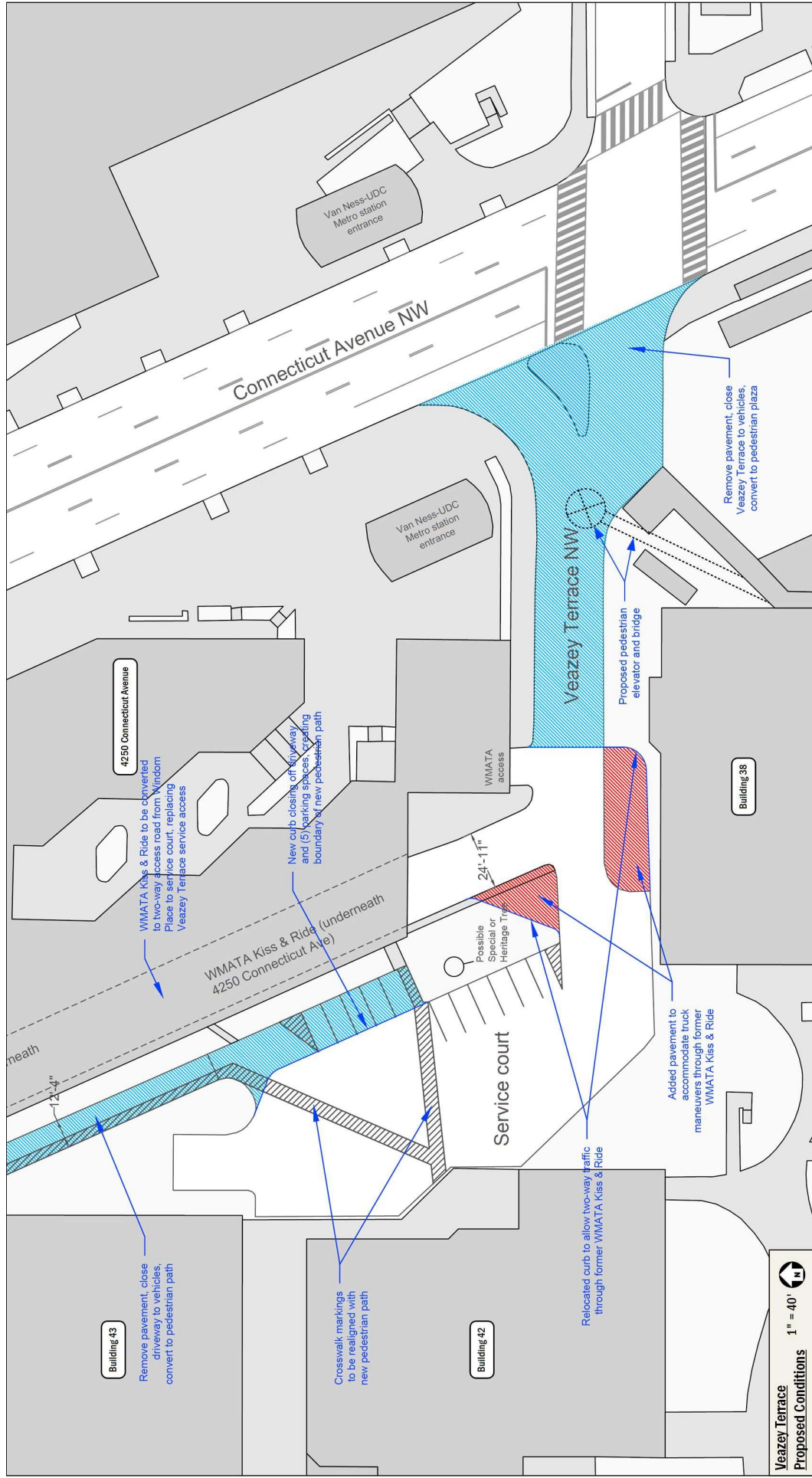


Figure 15: Proposed Roadway Modifications: Veazey Terrace Alternative A

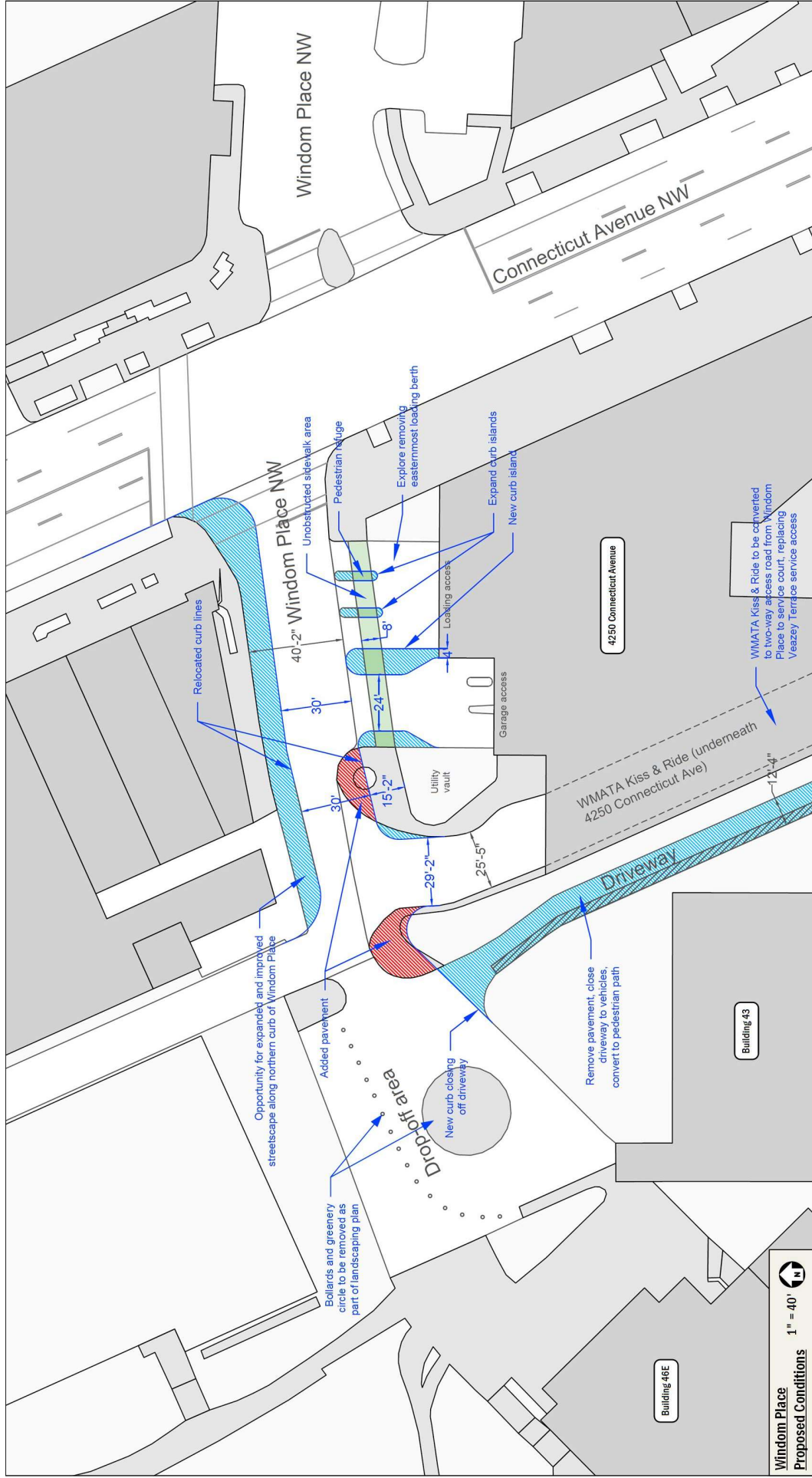


Figure 16: Proposed Roadway Modifications: Windom Place

Pedestrian Facilities

Existing Off-campus Pedestrian Facilities

The existing pedestrian network surrounding the UDC Van Ness campus is mostly well-connected and of decent quality. The campus’s pathways combine with the sidewalks and urban street grid surrounding the campus to form a fairly continuous and comfortable pedestrian network, though not without exception. A review of pedestrian facilities within a quarter-mile area is shown on Figure 17. This review is based DDOT’s sidewalk minimum width requirements, which are shown in Table 2, and ADA crosswalk and curb ramp standards.

A notable exception to the high-quality pedestrian environment around the campus is Yuma Street NW west of campus, which lacks sidewalks on one side of the street, and 35th Street NW north of campus, which lacks sidewalks on both sides of the street. In many cases where a sidewalk is shown as not meeting DDOT requirements, the sidewalk meets the unobstructed clear width requirement but not the tree/furnishing zone requirement. In other cases, the sidewalk is in a high-density residential or mixed use area as designated in DC’s Official Zoning Map, but it only meets the width requirements for low- to moderate-density residential areas. Nearly every intersection near the campus has ADA-compliant curb ramps and crosswalks. Pedestrian pathways from the campus to major local destinations are shown on Figure 18.

Table 2: DDOT Sidewalk Minimum Requirements

Street Type	Tree/Furnishing Zone	Unobstructed Clear Width	Total Minimum Sidewalk Width
Low to Moderate Density Residential	4-6 feet	6 feet	10 feet
High Density Residential	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

Existing On-campus Pedestrian Circulation

The pedestrian network surrounding the UDC Van Ness campus connects with the campus’s internal walkways at several key campus entrances, located on Yuma Street, Windom Place, Veazey Terrace, and Van Ness Street. These walkways provide pedestrian access to each building on campus, with Dennard Plaza serving as a “crossroads” at the center of the campus where many pedestrian paths intersect. Existing on-campus pedestrian circulation patterns, including entrances from public streets and primary pedestrian paths, are shown on Figure 19.

Impact of Campus Plan

The Campus Plan’s Transportation Demand Management (TDM) plan includes promotion of pedestrian-focused transportation events like Car-free Day and National Walking Day.

The Campus Plan also proposes several improvements to pedestrian circulation and connectivity, both externally at the campus’s getaways from public streets, and internally between campus buildings. Pedestrian circulation patterns under Campus Plan proposals are shown on Figure 20. Other proposed pedestrian improvements are outlined below.

Van Ness Street/Building 44

The Campus Plan proposes reconfiguring the driveway under Building 44, accessed from Van Ness Street. This proposal includes consolidating the two (2) existing driveways from Van Ness Street into one, allowing fewer curb cut interruptions on Van Ness Street, a simpler and more compact intersection, and shorter pedestrian crossing distances across Van Ness Street.

Proposed pedestrian facilities at Van Ness Street are included in the roadway modifications exhibit for this location in Figure 13.

Veazey Terrace (Alternative A)

Alternative A is the preferred option between two alternatives proposed by the Campus Plan for Veazey Terrace.

In Alternative A, the Campus Plan proposes an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This enhanced gateway would be coupled with a proposed elevator from the street level up to Dennard Plaza by way of a pedestrian bridge between the elevator and Buildings 38 and 52.

These proposed modifications are intended to improve pedestrian connections between the campus and the Van-Ness UDC Metro station entrance, both by creating a spacious, inviting pedestrian plaza at the station entrance and by creating a visually prominent pedestrian route by way of the proposed elevator.

These proposed modifications are consistent with the recommendations presented in the *DC Comprehensive Plan*, which calls for institutional land uses that are harmonious with surrounding areas (Policy RCW-1.1.8); prioritization of non-vehicular access to Metro stations (Policy RCW 1.1.15); enhancing public space along Connecticut Avenue (Policy RCW 2.3.1 and RCW 2.3.A). This proposal also addresses many of the pedestrian safety concerns at the intersection of Connecticut Avenue and Veazey Terrace that were presented in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit.

Additionally, this proposal is consistent with the *Connecticut Avenue Van Ness-UDC Commercial Corridor Enhancement Study*, which recommends revitalizing public spaces along Connecticut Avenue and improving pedestrian and bicycle conditions between the Van Ness-UDC Metro station and adjacent institutions. Finally, this proposal is consistent with the *Van Ness Commercial District Action Strategy*, which recommends improving wayfinding between the Van Ness-UDC Metro station entrance and nearby attractions.

Proposed pedestrian facilities at Veazey Terrace are included in the roadway modifications exhibit for this location in Figure 15.

Veazey Terrace (Alternative B)

The Veazey Terrace Alternative A scenario would rely on reaching an agreement with WMATA to close the Kiss and Ride driveway under 4250 Connecticut Avenue. If such an agreement is not possible, the Campus Plan proposes keeping Veazey Terrace open to vehicles but reconfiguring the western (UDC) side of the Veazey Terrace and Connecticut Avenue intersection to prioritize pedestrians and slow vehicles. Plans for this scenario have not been developed at this time but would likely incorporate elements of the reconfigured intersection designs proposed in the Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit and/or Gorove Slade's recommendation in the 2011 Campus Plan, shown in Figure 4 and Figure 10, respectively.

Windom Place

The Campus Plan recommends several pedestrian improvements along Windom Place, including the following:

- Expanding and adding pedestrian refuge locations along the southern curb of Windom Place, which has several wide curb cuts serving the loading docks and garage entrances for 4250 Connecticut Avenue;
- Realigning the curbs at the intersection of Windom Place and the WMATA Kiss and Ride access;
- At the time the parcels on the northern curb of Windom Place are redeveloped by others, relocating the northern curb of Windom Place to narrow the overall width of the street; and
- Closing the existing driveway directly west of the WMATA Kiss and Ride that connects the Windom Place drop-off area and the service court at the end of Veazey Terrace, converting the driveway into a new pedestrian path.

These proposed modifications are consistent with the recommendations presented in the *DC Comprehensive Plan*, which calls for institutional land uses that are harmonious with surrounding areas (Policy RCW-1.1.8); prioritization of non-vehicular access to Metro stations (Policy RCW 1.1.15); enhancing public space along Connecticut Avenue (Policy RCW 2.3.1 and RCW 2.3.A).

This proposal is also consistent with the *Connecticut Avenue Van Ness-UDC Commercial Corridor Enhancement Study*, which recommends revitalizing public spaces along Connecticut Avenue and improving pedestrian and bicycle conditions between the Van Ness-UDC Metro station and adjacent institutions.

Finally, this proposal is consistent with the *Van Ness Commercial District Action Strategy*, which recommends improving wayfinding between the Van Ness-UDC Metro station entrance and nearby attractions.

Proposed pedestrian facilities at Windom Place are included in the roadway modifications exhibit for this location in Figure 16.

Pedestrian Bridges

The Campus Plan proposes pedestrian bridge connections at the following locations:

- Between Buildings 44 and 39 at Level 2;
- Between Buildings 42 and 43 and 4250 Connecticut Avenue NW at the A Level; and
- Between Building 38 at Level A and proposed vertical transportation down to Connecticut Avenue NW.

These proposed pedestrian bridges, along with their effects on overall pedestrian circulation, are shown on Figure 20.

Wayfinding

The Campus Plan recommends the design and implementation of a signage plan to improve wayfinding on the campus and its surroundings. This is intended not only to improve wayfinding, but enhance the campus's visual identity in the Van Ness neighborhood. The Campus Plan proposes including street signage, exterior building signage, directional signs, pathway markings, and campus map kiosks in the signage plan. The Campus Plan also recommends naming and adding paving material, colors, and signage to pathways to make them more intuitive.

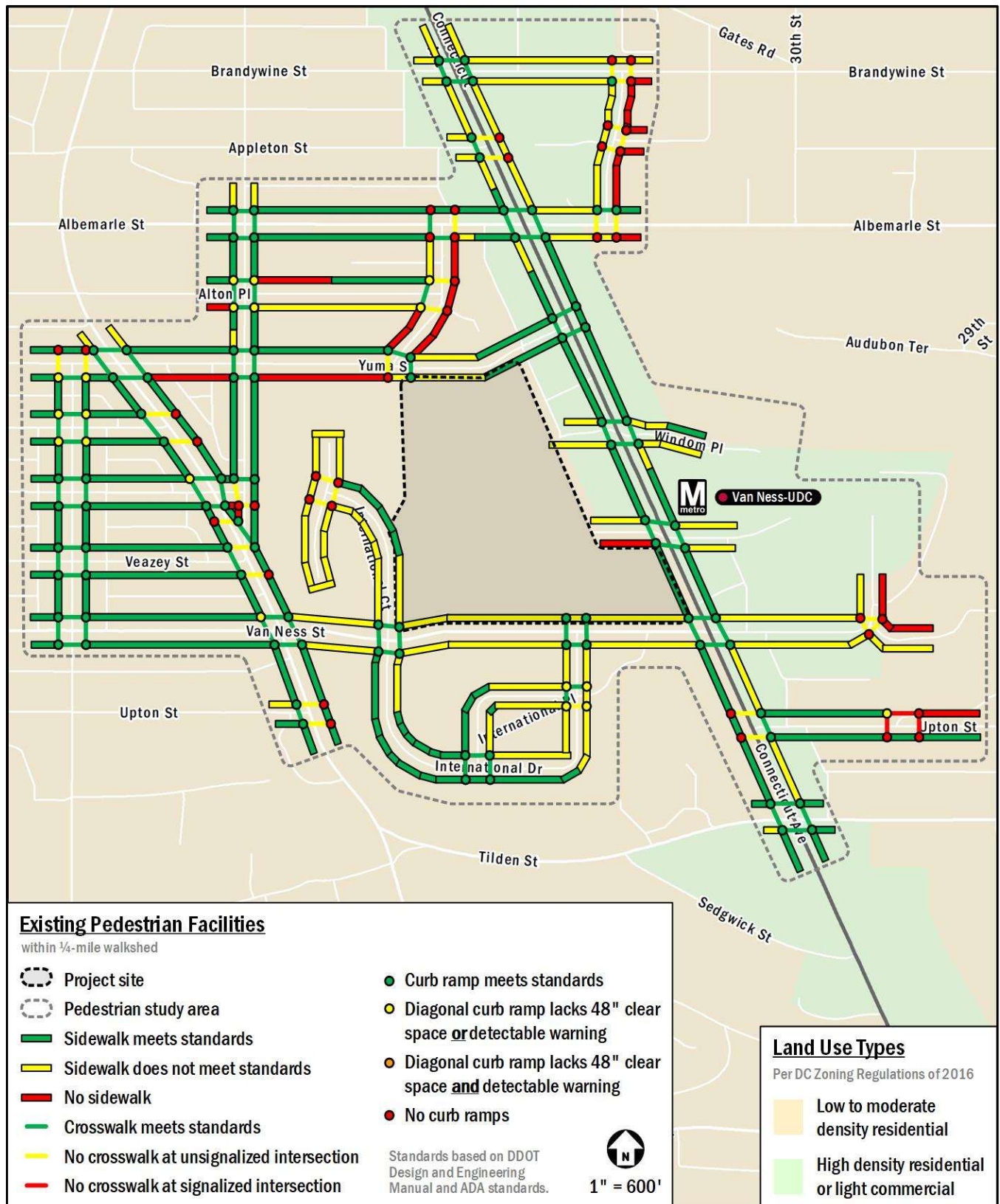


Figure 17: Existing Pedestrian Facilities

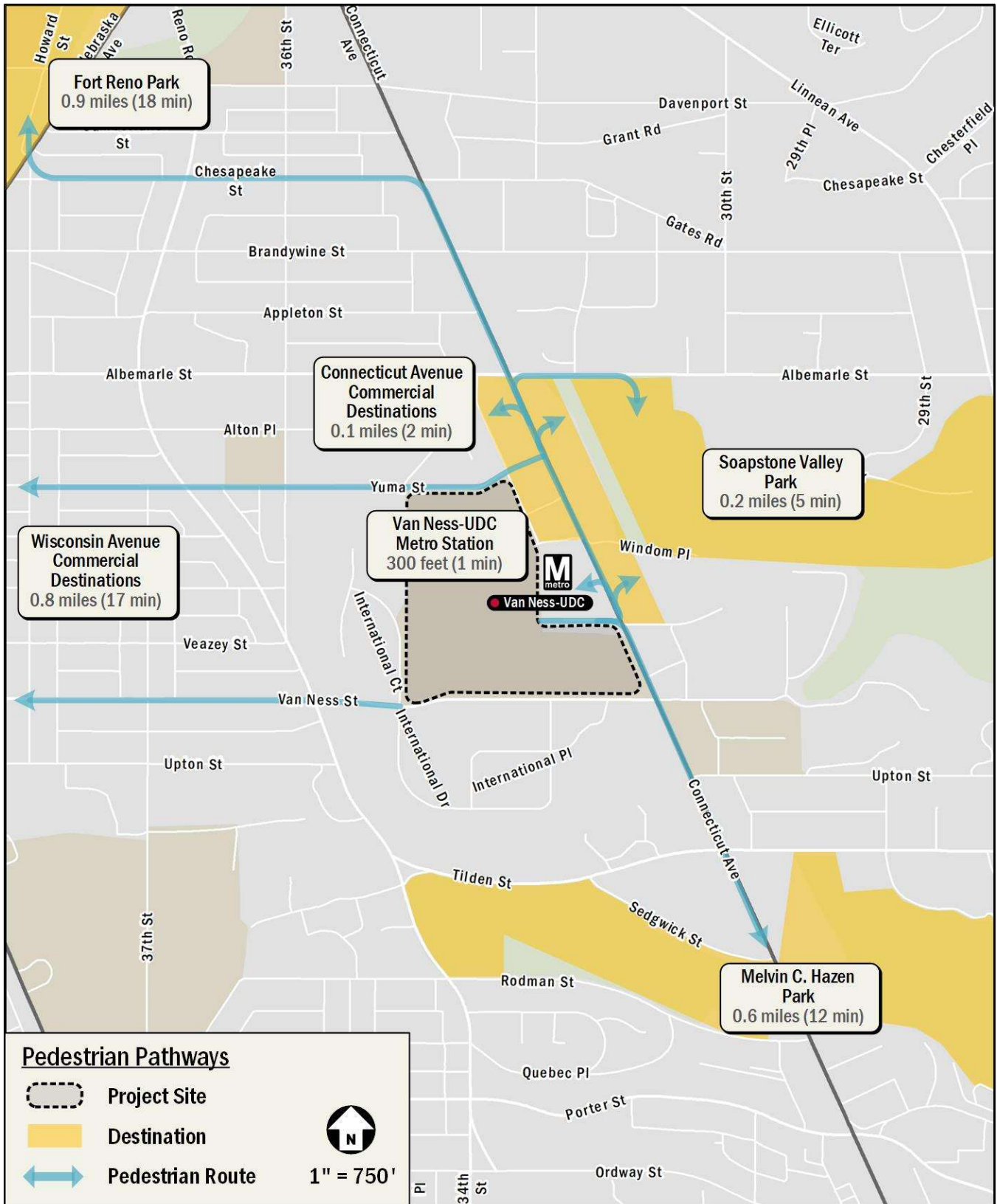


Figure 18: Pedestrian Pathways