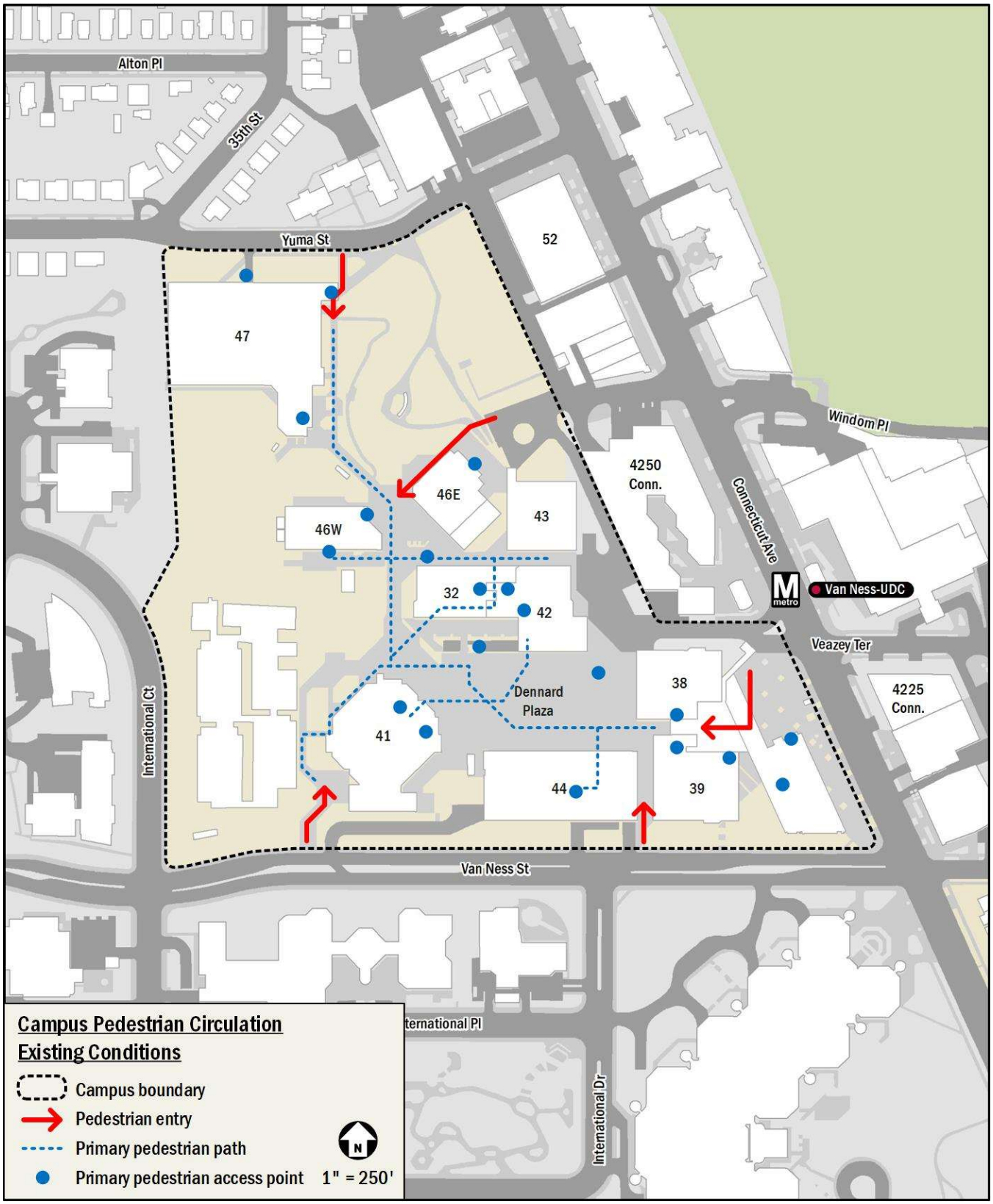

Figure 19: Existing Campus Pedestrian Circulation

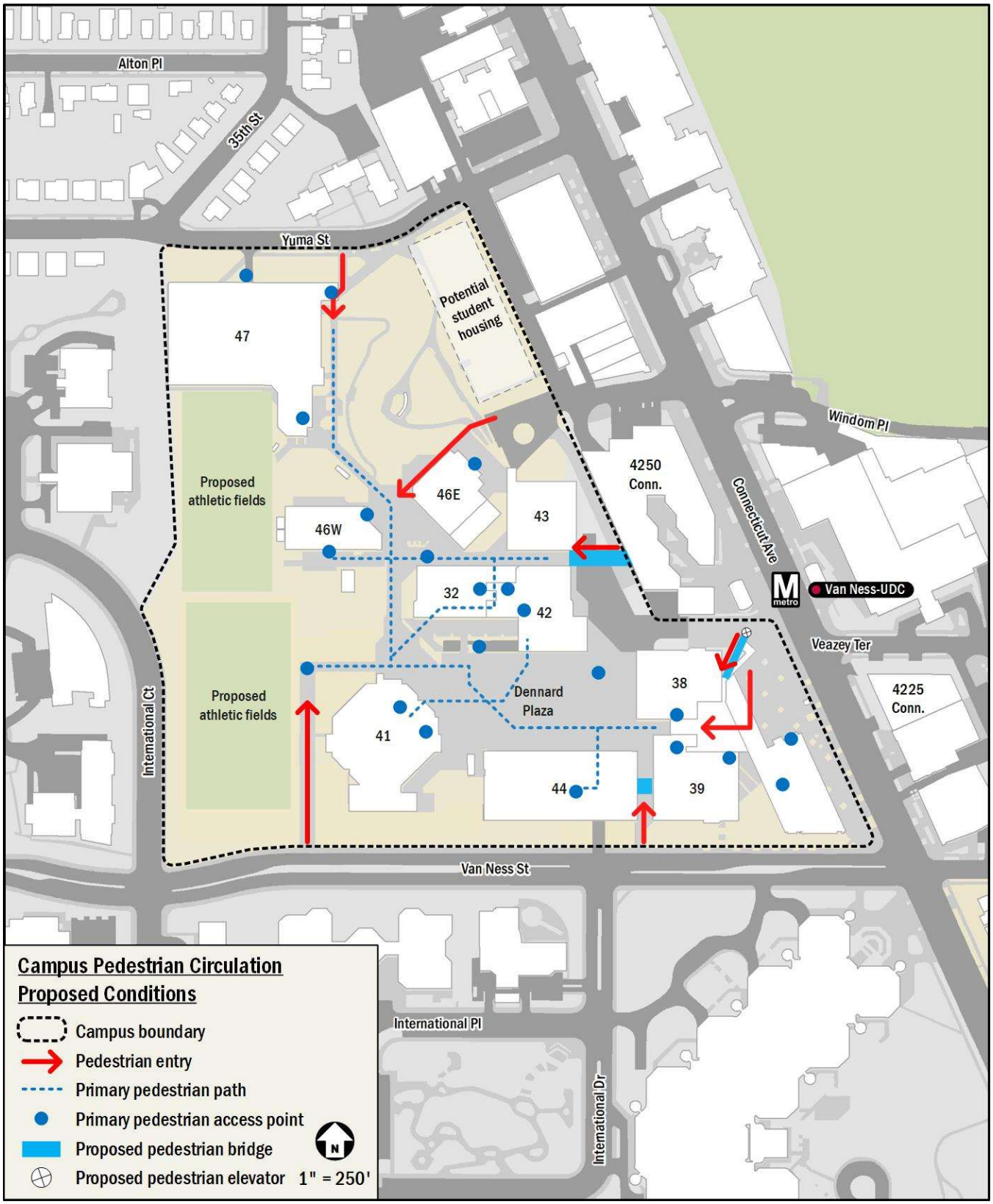

Figure 20: Proposed Campus Pedestrian Circulation

Bicycle Facilities

Existing Bicycle Facilities

UDC's Van Ness campus has access to several existing on-street bicycle facilities.

Bike lanes are provided on the following streets:

- Tilden Street NW between Reno Road and Shoemaker Street, where there is a connection with the Rock Creek Trail;
- Reno Road NW between Van Ness Street and Rodman Street in the southbound direction, with a shared lane in the northbound direction; and
- Van Ness Street NW between Reno Road and Connecticut Avenue.

Shared lanes are provided on Van Ness Street between Wisconsin Avenue and Reno Road, and between Reno Road and Connecticut Avenue.

Signed bike routes are provided along 36th Street, Warren Street, and 37th Street west of the campus.

Existing bicycle facilities near the campus are shown on Figure 21.

Existing Bicycle Parking

Under current conditions, the UDC Van Ness campus does not have long-term bicycle parking spaces. There are 75 short-term bicycle parking spaces within the campus boundary, with 60 located at the Student Center and 15 located at the breezeway under Building 44. There are 46 additional short-term bicycle parking spaces adjacent to the campus, with 28 located at the WMATA Kiss and Ride driveway, and 18 adjacent to the Van Ness-UDC Metro station entrance. These locations are shown on Figure 22.

Capital Bikeshare

The Capital Bikeshare program provides an additional bicycling option for UDC students, staff, faculty, and visitors. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. There is one 14-dock Capital Bikeshare station directly adjacent to the campus at the Van Ness-UDC Metro station entrance (Connecticut Avenue and Veazey Terrace NW). There are two (2) other stations within a quarter-mile of the campus, including a 19-dock station at Connecticut Avenue and Yuma Street NW and a 14-dock station at Connecticut Avenue and Tilden Street NW. Existing Capital Bikeshare station locations are shown on Figure 21.

The 2020 update of the Capital Bikeshare Development Plan proposes several new stations in the Van Ness neighborhood. None of these proposed stations are within a quarter-mile of the UDC campus, but are shown on Figure 23 along with other proposed bicycle facilities.

Personal Mobility Devices

Personal Mobility Device (PMD) service in the District of Columbia is provided by nine (9) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies including Bird, Bolt, HelBiz, Jump, Lime, Lyft, Razor, Skip, and Spin. These PMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many PMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, they are parked in public space, most commonly in the "furniture zone" (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, parking meters, etc. are found). PMD pilot/demonstration programs are currently underway in the District of Columbia, Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County.

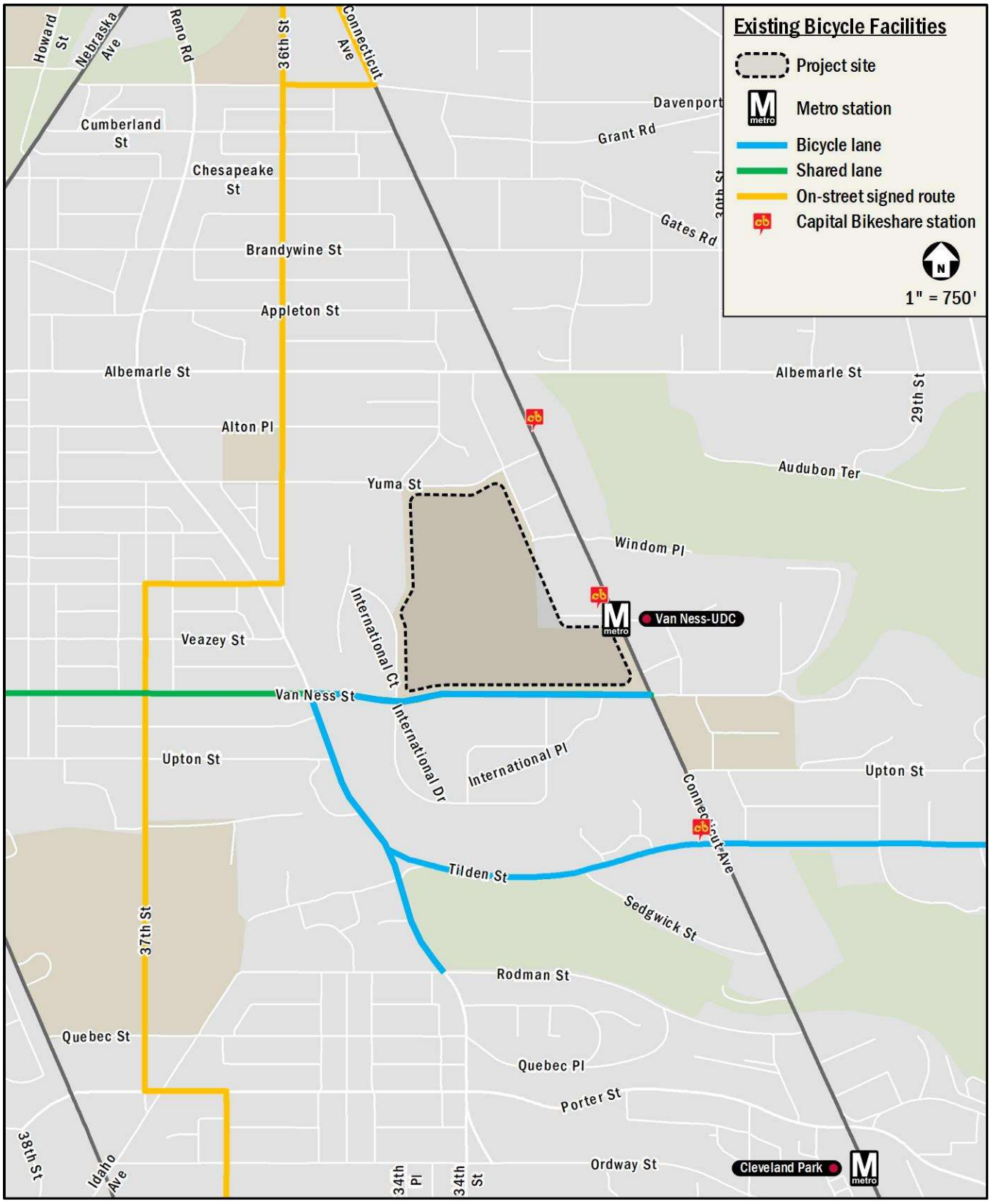

Figure 21: Existing Bicycle Facilities

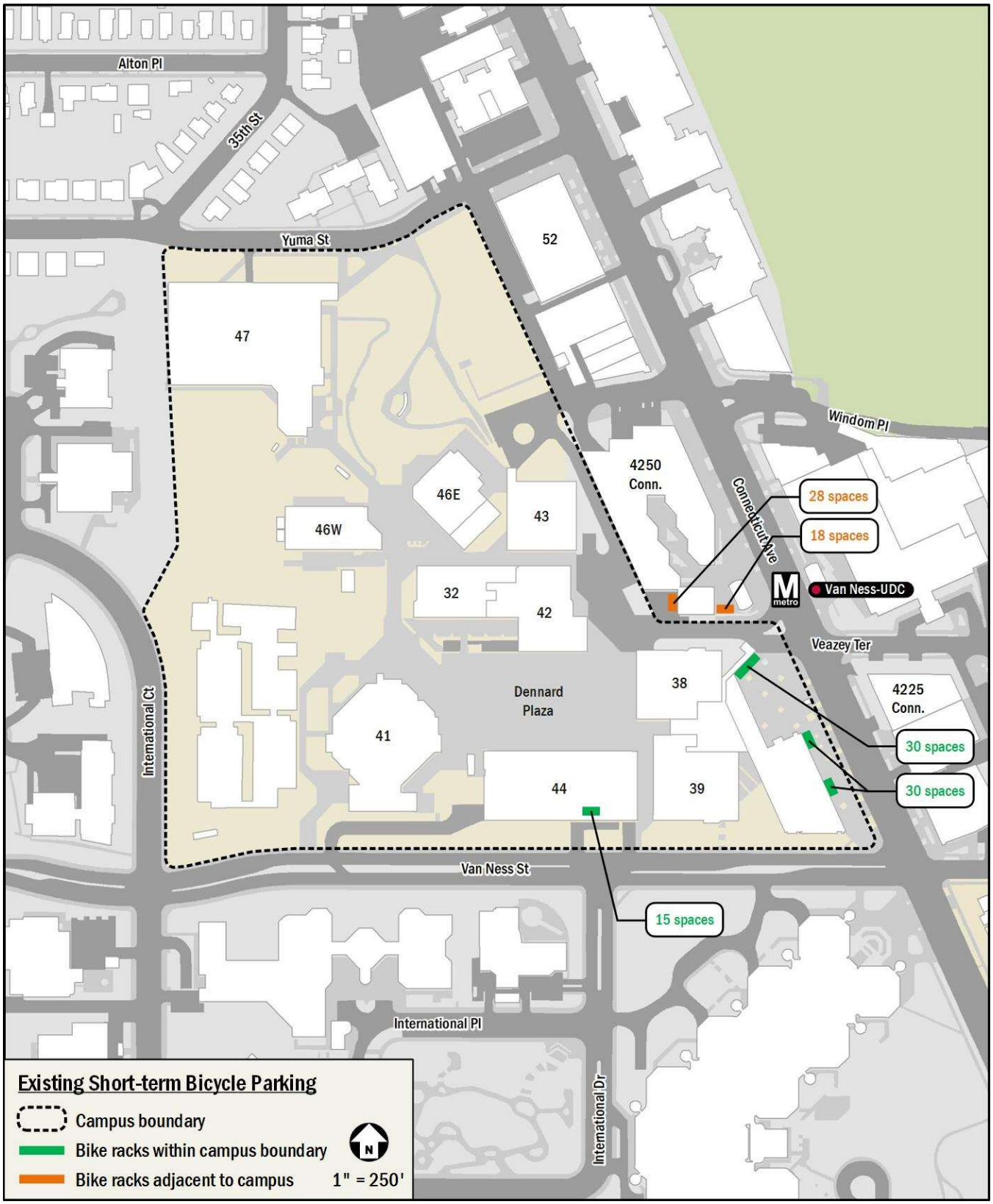

Figure 22: Existing Short-term Bicycle Parking

Proposed Bicycle Facilities

Proposed bicycle facilities will improve bicycle safety and connectivity near the campus.

MoveDC is the District of Columbia's long-range transportation plan which was originally released in 2014 and is currently undergoing an update. The original 2014 plan proposes the following bicycle improvements in the vicinity of the UDC campus:

- A cycle track along the entire length of Connecticut Avenue within the District of Columbiat;
- Bike lanes on Albermarle Street NW between 49th Street and Linnean Avenue; and
- An extension of the existing bike lanes on Reno Road NW northward to Albermarle Street and southward via 34th Street to Garfield Street.

Existing and proposed bicycle facilities near the campus are shown on Figure 23.

Impacts of Campus Plan

The Campus Plan's proposed Transportation Demand Management (TDM) plan includes several actions that will enhance the ease and comfort of bicycling to and from the Van Ness campus. These include:

- Providing information about bicycle routes between the campus and major destinations in the District of Columbia;
- Incorporating bicycle parking into new buildings;
- Considering adding more short-term bicycle parking outside existing buildings;
- Considering offering bicycle commuter benefits;
- Marketing and encouraging use of the Capital Bikeshare station on campus;
- Reserving space for a potential future Capital Bikeshare station near the southern edge of the campus;
- Continuing to make shower and changing facilities available to bicycle commuters; and
- Monitoring inventory and occupancy of bicycle racks.

In addition to the bicycle-related TDM items, UDC will coordinate with DDOT and other District of Columbia agencies on any District of Columbia-funded bicycle improvements within or near the Van Ness campus.

Figure 23: Existing and Proposed Bicycle Facilities

Transit Service

Existing Transit Service

UDC's Van Ness campus is adjacent to the Van Ness-UDC Metro station, which is served by the Red Line. The Red Line provides service between Shady Grove and Glenmont and runs every five (5) to 15 minutes on weekdays and every 12 to 15 minutes on weekends. According to 2019 Metrorail data, approximately 5,600 riders enter and exit the Van Ness-UDC station on a typical weekday.

In addition to Metrorail, UDC's Van Ness campus is served by two (2) local bus routes along Connecticut Avenue and Van Ness Street with multiple bus stops located along the campus boundary. These bus routes connect the campus to many areas of Washington, DC, as well as Metro stations where transfers can be made to reach further areas in the District of Columbia, Virginia, and Maryland.

Table 3 provides information for all bus routes stopping within a half-mile of the campus, including frequency, headway, and distance to the stop nearest to the UDC campus. Table 4 shows WMATA's recommended amenities for each type of bus stop, and Table 5 shows which of these recommended amenities are present at each of the 35 bus stops serving the campus area.

Figure 24 shows existing transit service stopping within a half-mile of the campus, as well as a depiction of the amenity information in Table 5.

Table 3: Existing Bus Route Information

Route Number	Route Name	Service Hours at Stop Closest to Site			Headway (minutes)	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
H2, H4	Crosstown Line	5:14am-12:23am	5:14am-12:16am	5:23am-12:27am	6 - 40	Adjacent to campus
L2	Connecticut Avenue Line	6:16am-12:21am	6:09am-12:18am	6:08am-11:52pm	19 - 32	400 ft (2 min)

Table 4: WMATA Recommended Bus Stop Amenities

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA *Bus Stop Amenity Reference Guide*

Table 5: Existing Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & sched.	Land-ing pad	Side-walk	Bench	Shel-ter	Dy-namic info sign	Light-ing	Trash recp.
Connecticut Ave & Davenport St NW (NB)	1002539	L2	●	●	●	●	●	●		●	
Connecticut Ave & Cumberland St NW (SB)	1002535	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Chesapeake St NW (SB)	1002528	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Chesapeake St NW (NB)	1002517	L2	●	●	●	●					●
Connecticut Ave & Brandywine St NW (SB)	1002509	L2	●	●	●	●	●	●	●	●	●
Connecticut Ave & Brandywine St NW (NB)	1002502	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Albemarle St NW (SB)	1002490	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Albemarle St NW (NB)	1002477	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Yuma St NW (SB)	1002468	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Veazey Ter NW (NB)	1002416	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Veazey Ter NW (SB)	1002415	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Van Ness St NW (NB)	1002372	L2, H2	●	●	●	●	●	●		●	●
Connecticut Ave & Van Ness St NW (SB)	1002369	L2, H2	●	●	●	●	●	●		●	●
Connecticut Ave & Tilden St NW (SB)	1002331	L2, H2	●	●	●	●	●	●		●	●
Connecticut Ave & Tilden St NW (NB)	1002312	L2, H2	●	●	●	●				●	
Connecticut Ave & Sedgwick St NW (SB)	1002296	L2, H2	●	●	●	●	●	●		●	●
Connecticut Ave & Sedgwick St NW (NB)	1002285	L2, H2	●	●	●	●	●	●		●	●
Connecticut Ave & Rodman St NW (SB)	1002271	L2	●	●	●	●	●	●		●	●
Connecticut Ave & Porter St NW (NB)	1002240	L2, H2	●	●	●	●	●	●	●	●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & sched.	Land-ing pad	Side-walk	Bench	Shel-ter	Dy-namic info sign	Light-ing	Trash recp.
Connecticut Ave & Porter St NW (SB)	1002235	L2, H2	●	●	●	●				●	●
Porter St & Quebec St NW (WB)	1002228	H4	●	●	●	●				●	●
Porter St & Connecticut Ave NW (EB)	1002231	H4	●	●	●	●				●	●
Van Ness St & Connecticut Ave NW (WB)	1003730	H2	●			●					●
Van Ness St & International Dr NW (E) (EB)	1003128	H2	●			●				●	
Van Ness St & UDC Building #41 (WB)	1003126	H2	●			●					●
Van Ness St & International Dr NW (W) (EB)	1003127	H2	●			●				●	
Van Ness St & Reno Rd NW (WB)	1003731	H2	●			●				●	
Van Ness St & Reno Rd NW (EB)	1002378	H2	●	●	●	●				●	
Veazey St & Reno Rd NW (WB)	1002394	H2	●			●				●	
Veazey St & 37th St NW (WB)	1002395	H2	●			●				●	
Van Ness St & 37th St NW (EB)	1002380	H2	●		●	●				●	
Veazey St & 38th St NW (WB)	1002396	H2	●			●					
Van Ness St & 38th St NW (EB)	1002382	H2	●		●	●				●	
Veazey St & 39th St NW (WB)	1002397	H2	●			●					
Van Ness St & Wisconsin Ave NW (EB)	1002377	H2	●	●	●	●				●	

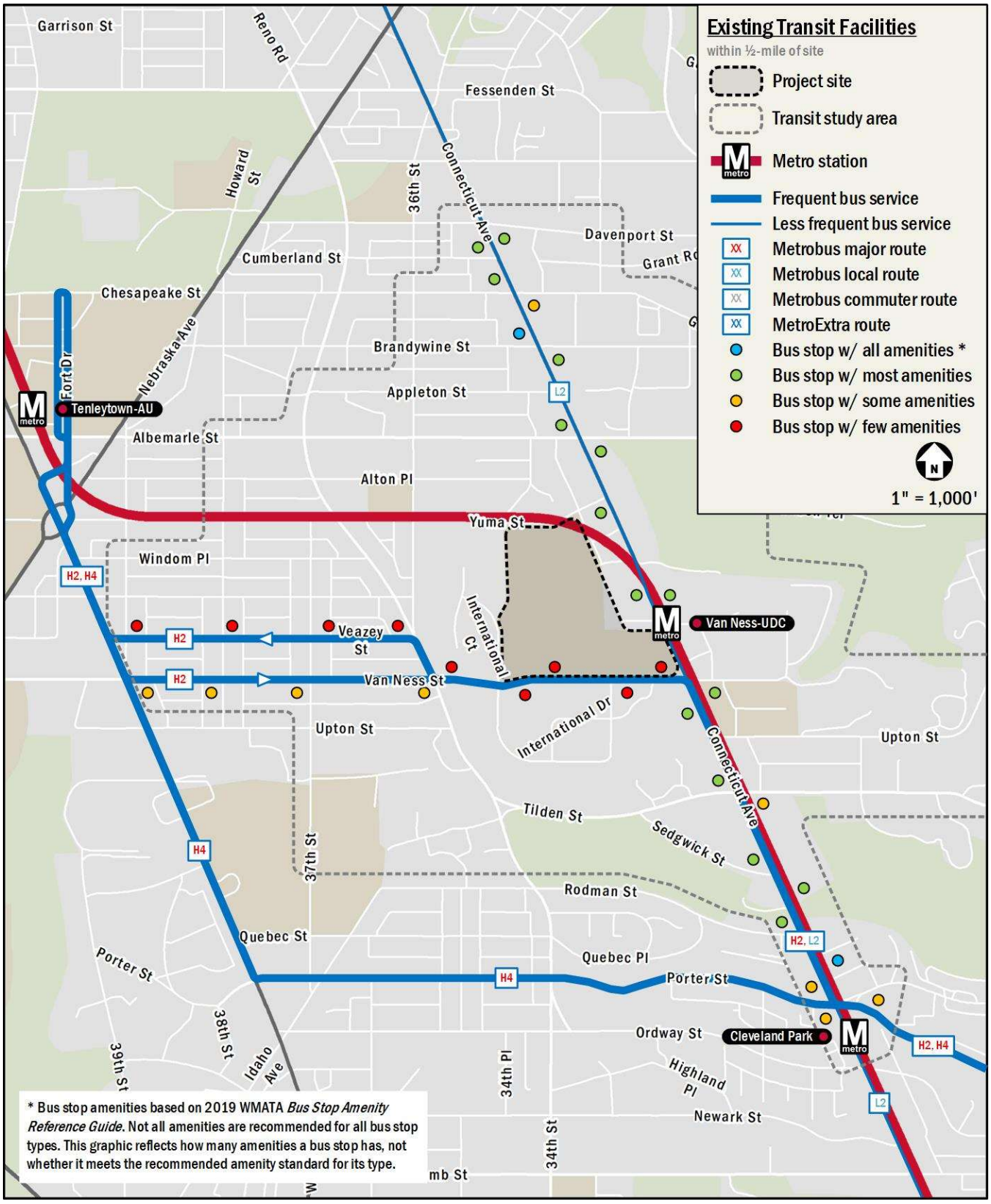

Figure 24: Existing Transit Facilities

Proposed Transit Service

MoveDC is the District of Columbia's long-range transportation plan which was originally released in 2014 and is currently undergoing an update. The original 2014 plan proposes the following transit improvements in the vicinity of the UDC campus:

- 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.

Impact of Campus Plan

No impacts to existing transit service or facilities are recommended in the Campus Plan. However, the Campus Plan's Transportation Demand Management (TDM) plan proposes enrolling in WMATA's U-Pass program, which offers unlimited Metrorail and Metrobus rides to students at a substantial discount, and which students are automatically enrolled in. The TDM plan also proposes continuing to offer and promote the Smartbenefits transit commuting benefits programs for faculty and staff.

UDC Shuttle Service

Existing Shuttle Service

UDC operates several shuttle routes serving its different campus locations across the District of Columbia. The only route serving the Van Ness campus connects the Van Ness campus with the 801 North Capitol Street NE campus. This route operates on weekdays from 8:40am to 8:40pm, departing every 80 minutes. The first and last departures from the Van Ness campus are at 9:20am and 8:00pm, respectively. The Van Ness campus shuttle stop is located at the Building 44 roundabout off Van Ness Street.

Impact of Campus Plan

The Campus Plan's proposed roadway modifications at the driveway under Building 44 off Van Ness Street, noted in Figure 13, would impact shuttle service. The reconfigured driveway would no longer be able to accommodate the turning radius of the shuttle, and as such the existing shuttle stop located under Building 44 would need to be relocated. Potential locations for the relocated stop would be along the curb of Van Ness Street adjacent to Building 44, which would require converting approximately 40' of on-street parking to a shuttle stop, or in the drop-off circle of Windom Place adjacent to Buildings 43 and 46A, which would require a minor reconfiguration of the circle as part of landscape improvements proposed in the Campus Plan. These two (2) locations are shown in Figure 25 and Figure 26, respectively.

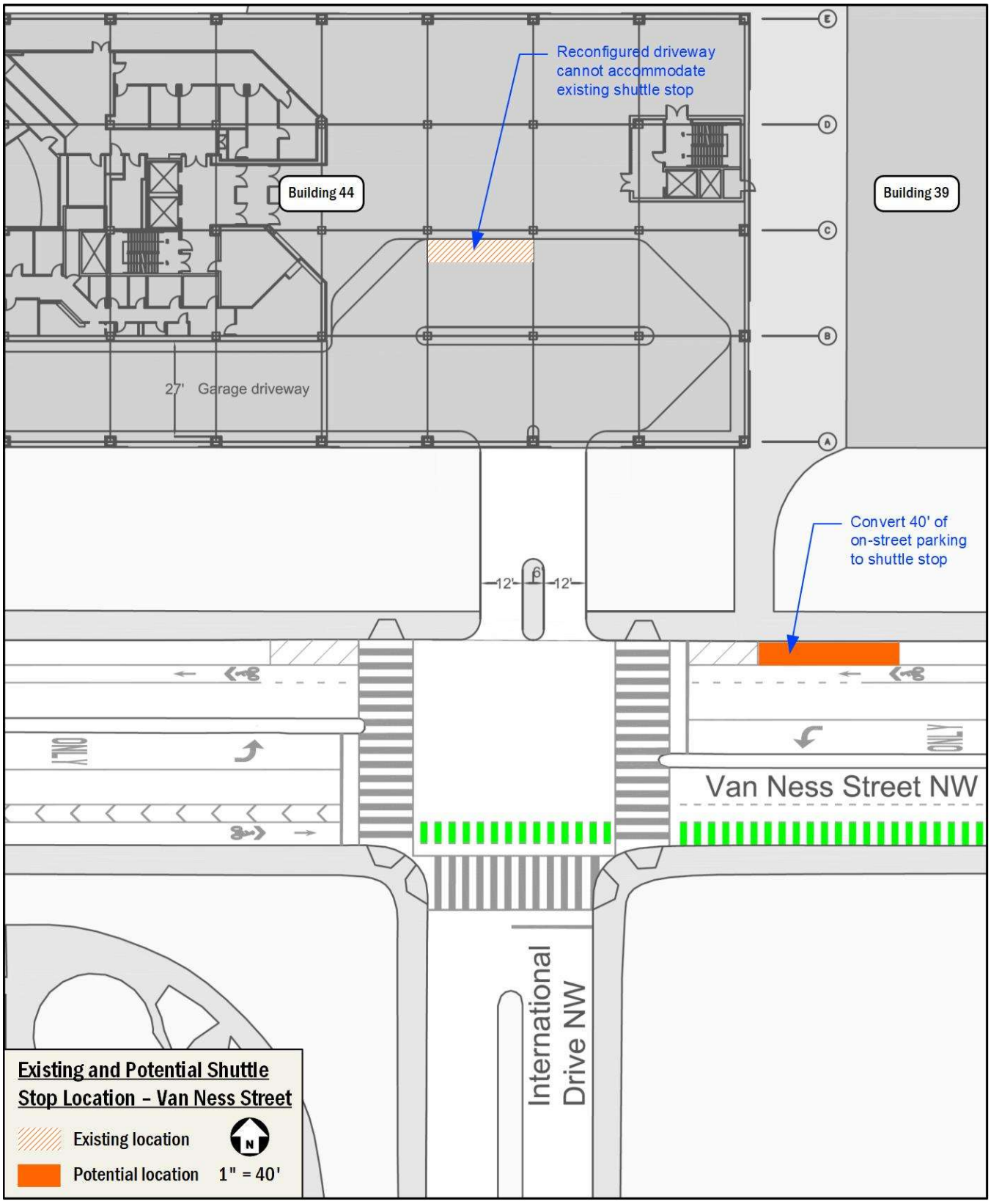

Figure 25: Existing and Proposed Shuttle Stop Locations – Van Ness Street

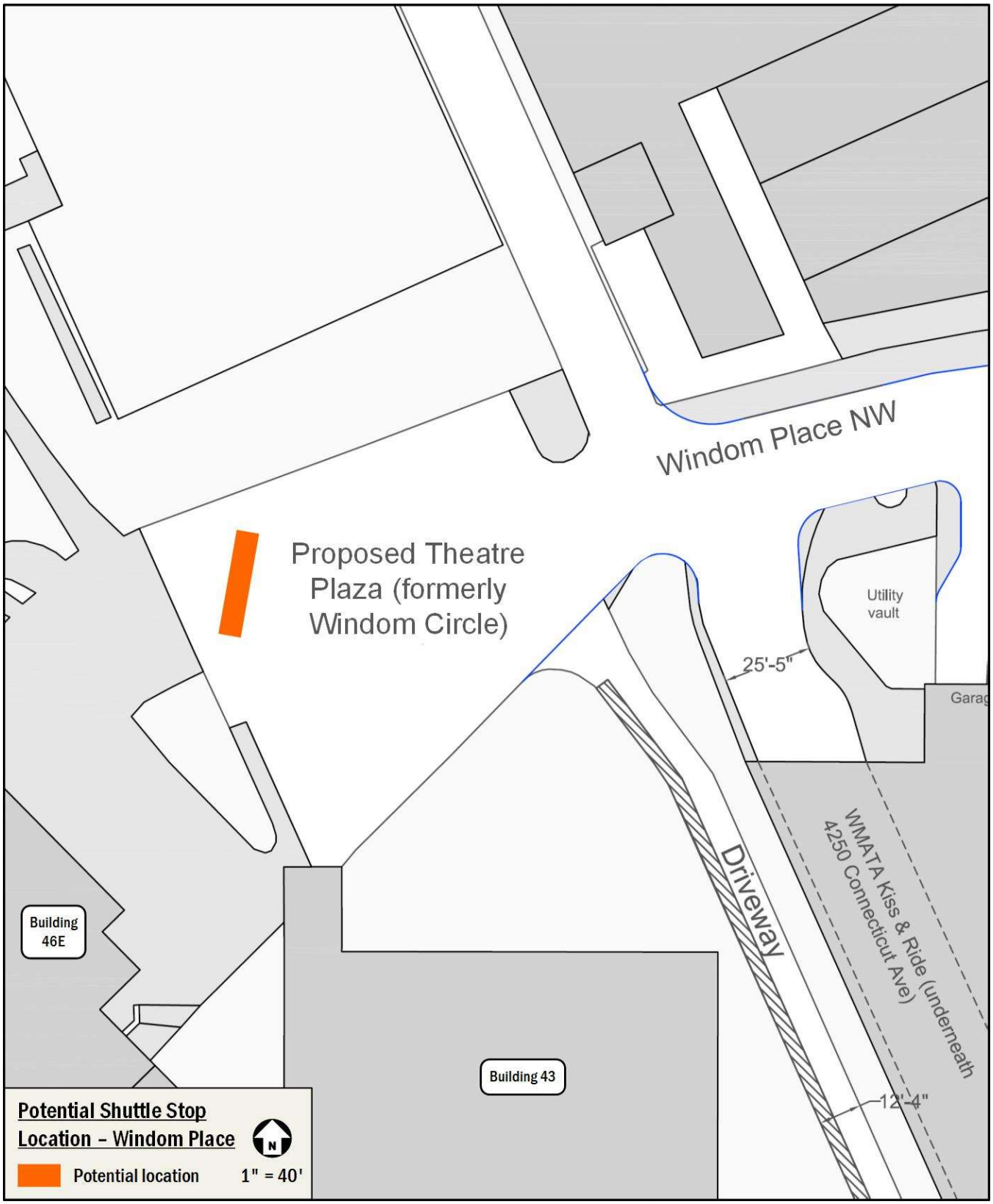

Figure 26: Proposed Shuttle Stop Location – Windom Place

Parking

Existing Parking Facilities

UDC currently provides parking for students, faculty, and staff in several locations. The Van Ness Campus Garage contains 715 spaces. It is open for public use but offers discounted parking rates for UDC students, staff, and faculty. The garage is controlled on weekdays from 9:00am to 10:00pm, but is open 24 hours a day, seven (7) days a week. The Building 52 garage contains 65 spaces. It is open for public use but offers discounted parking rates for UDC students, staff, and faculty. The Days Inn garage is shared through a Memo of Understanding between Days Inn and UDC. The UDC-controlled portion contains 40 spaces (32 unrestricted and 8 reserved), located on the top portion of the garage. Finally, there are a total of 17 surface parking spaces within the campus boundary, including 11 in the Veazey Terrace service court and six (6) in the Building 44 driveway off Van Ness Street. Parking supply totals are shown in Table 6.

Table 6: Existing Parking Supply

Location	Spaces
Van Ness Campus Garage (UDC Garage)	715
Building 52	65
UDC-controlled Days Inn spaces	40
Veazey Terrace service court	11
Building 44 driveway	6
Total	**837**

Permitting

Parking permits are available for students, staff, and faculty at the rates shown in Table 7. Permits are sold by the Parking Operations Office. Campus police enforce the parking policy and issue citations to vehicles who do not comply. Daily parking is also available for both the public and UDC students, staff, and faculty at the rates shown in Table 8. These rates were adjusted as part of the Transportation Demand Management (TDM) commitments of the 2011 Campus Plan. As part of the 2020 Campus Plan, UDC will continue monitoring campus parking demand and adjusting parking rates accordingly.

Table 7: Parking Permit Rates (Fall 2020)

Classification	One semester	Fall and spring	Fall, spring, and summer	First summer term	Second summer term	Both summer terms
Student	$75	-	-	$25	$25	$50
Staff	$150	$300	$375	-	-	$75
Faculty	$150	$300	$375	$40	$35	$75
Reserved	$175	$350	$425	-	-	$75

Table 8: Daily Parking Rates

Duration	Public	UDC students, staff, and faculty
0 - 30 minutes	Free	Free
30 minutes - 1 hour	$5	$4
1 - 3 hours	$8	$4
3 - 6 hours	$12	$4
6 - 24 hours	$20	$4

Existing Parking Occupancy

The most recent parking occupancy data for UDC and its surroundings was collected in 2016 as part of a Transportation Demand Management study draft prepared for UDC. Due to the ongoing COVID-19 emergency it was not feasible to collect current parking occupancy data. Therefore, a summary of the 2016 data is presented in this section. The full 2016 Transportation Demand Management study draft is included in the Technical Attachments of this report.

On-street Parking Occupancy

As part of the 2016 study, on-street parking occupancy data was collected at block faces near the UDC campus during the hours of 10:00 to 11:00am, 2:00 to 3:00pm, and 7:00 to 8:00pm. Figure 27 through Figure 29 present the parking occupancies observed during each of these periods. As shown in the figures, the majority of block faces with available parking were observed to be less than 70 percent occupied during all time periods, particularly in the residential areas to the west of the campus. East of the campus, residential block faces were observed to be more heavily occupied, likely due to denser residential uses. Surrounding the campus, where parking is primarily metered, occupancy varied, but some block faces were less than 50 percent occupied during all data collection periods, implying that there is an appropriate supply of metered parking.

Overall, parking occupancy across the study area and throughout the day generally remained consistent. Parking was 64 percent occupied at 10:00am, 66 percent occupied at 2:00pm, and 68 percent occupied at 7:00pm.

A more detailed analysis of on-street parking occupancy is available in the 2016 Transportation Demand Management study draft, which is included in the Technical Attachments of this report.

Off-street Parking Occupancy

For the 2016 study, off-street parking occupancy data was collected hourly between 7:00am and 7:00pm. This data was collected for the three (3) garages that are at least partially designated for UDC use. These garages and their associated inventories are shown in Table 9. Note that the total spaces analyzed for the UDC Garage is slightly less than the current number shown in Table 6, most likely due to restriping of spaces. Also note that the 2016 study analyzed the entire Days Inn Garage, which includes 16 non-UDC spaces.

Table 10 presents the hourly parking occupancy of these three (3) facilities. As shown, parking at Building 52 was highly utilized midday and into the evening, with a significant amount of illegal parking observed. The UDC garage was observed to be over 90 percent occupied for five continuous hours from noon to 5:00 PM. The Days Inn garage was utilized to the lowest extent, which is to be expected given that the other two garages are more conveniently located and for short-term parking, metered parking is likely more desirable.

A more detailed analysis of off-street parking occupancy is available in the 2016 Transportation Demand Management study draft, which is included in the Technical Attachments of this report.

Table 9: Off-street Parking Inventory at Facilities Analyzed in 2016 TDM Study

Location	Spaces
UDC Garage	703
Building 52 Garage	65
Days Inn Garage (incl. non-UDC spaces)	56
Total	**824**

Table 10: 2016 Off-street Parking Occupancy Summary

Garage Location	Off-Street Parking Occupancy												
	7a	*8a*	*9a*	*10a*	*11a*	*12p*	*1p*	*2p*	*3p*	*4p*	*5p*	*6p*	*7p*
Days Inn Garage	2	10	21	28	36	40	36	40	42	37	39	41	47
% occupied	*4%*	*18%*	*38%*	*50%*	*64%*	*71%*	*64%*	*71%*	*75%*	*66%*	*70%*	*73%*	*84%*
Bldg. 52 Garage	11	15	19	39	63	66	67	71	69	60	55	57	49
% occupied	*17%*	*23%*	*29%*	*60%*	*97%*	*102%*	*103%*	*109%*	*106%*	*92%*	*85%*	*88%*	*75%*
UDC Garage	105	153	262	420	557	654	670	665	660	652	617	625	519
% occupied	*15%*	*22%*	*37%*	*60%*	*79%*	*93%*	*95%*	*95%*	*94%*	*93%*	*88%*	*89%*	*74%*
Total	**118**	**178**	**302**	**487**	**656**	**760**	**773**	**776**	**771**	**749**	**711**	**723**	**615**
% occupied	***14%***	***22%***	***37%***	***59%***	***80%***	***92%***	***94%***	***94%***	***94%***	***91%***	***86%***	***88%***	***75%***

Impact of Campus Plan

The proposed roadway modifications in the Campus Plan will result in 11 surface parking spaces being removed. Five (5) of the 11 spaces in the Veazey Terrace service court will be removed as shown on Figure 13, and all six (6) spaces in the Building 44 driveway off Van Ness Street will be removed as shown on Figure 15.

In addition to these reductions, UDC will stop using the 40 spaces in the Days Inn parking facility and will begin using up to 50 spaces in the garage under 4250 Connecticut Avenue, which UDC recently acquired. The 4250 Connecticut Avenue garage will remain public except for these spaces.

Proposed parking supply under Campus Plan conditions will be 836 spaces, compared to 837 spaces under existing conditions. Proposed parking supply totals are shown in Table 11.

Table 11: Proposed Parking Supply

Location	Quantity
UDC Garage	715
Building 52	65
4250 Connecticut Avenue	50
Service court	6
Total	**836**

The Campus Plan's Transportation Demand Management (TDM) plan also includes the following elements which aim to reduce parking demand and encouraging non-auto modes of travel to and from campus:

- Monitor parking rates in the UDC garage to help deter single-occupant driver parking;
- Monitor parking rates in the UDC garage to prevent non-UDC (public) parking in the garage at a lesser rate than public garages in the Van Ness neighborhood;
- Designate at least two (2) preferential carpooling spaces and at least one (1) preferential vanpooling space in the UDC garage;
- Designate at least two (2) preferred parking spaces for alternative fuel vehicles and at least two (2) electric vehicle charging stations on campus; and
- Perform annual monitoring of parking inventory and occupancy on a typical weekday, number of parking permits sold, and parking availability on surrounding neighborhood streets.

Figure 27: 2016 On-street Parking Occupancy (10:00 – 11:00am)

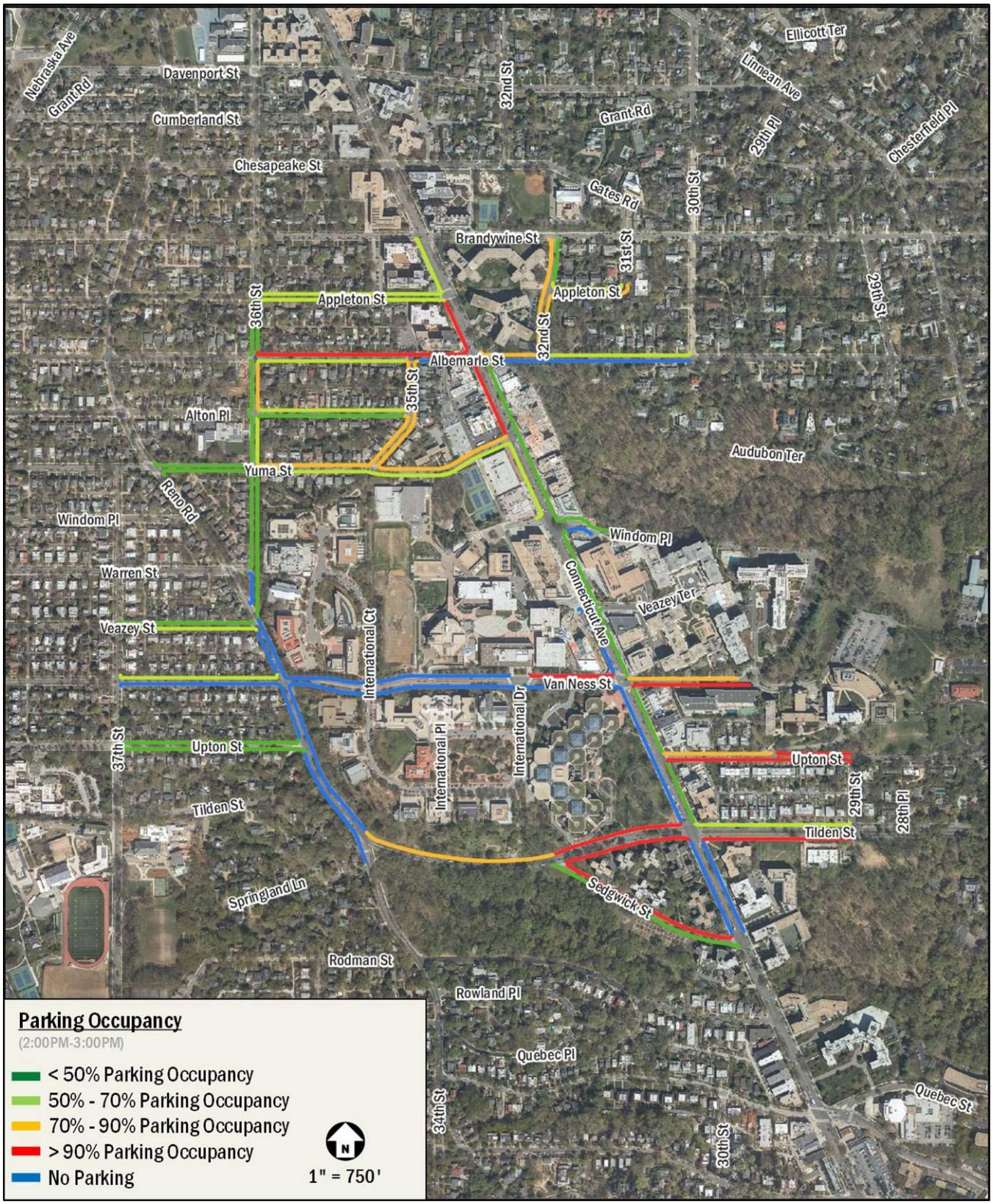

Figure 28: 2016 On-street Parking Occupancy (2:00 – 3:00pm)

Figure 29: 2016 On-street Parking Occupancy (7:00 – 8:00pm)

Loading

Existing Loading Facilities

Existing loading operations for the campus occur at the following facilities:

- Three (3) 12' x 30' loading berths under Building 38 (C Level of the parking garage), accessed from the Veazey Terrace service court, which is the only designated waste removal and delivery location for the Van Ness UDC campus;
- A driveway at Windom Circle adjacent to Buildings 43 and 46E allowing brief loading by smaller vehicles, but no marked service/delivery spaces;
- A surface loading area at Building 38 with room for smaller loading vehicles to park nearby, but no marked service/delivery spaces, accessed from the Veazey Terrace service court; and
- A surface loading area at Building 42 with room for smaller loading vehicles to park nearby, but no marked service/delivery spaces, accessed from the Veazey Terrace service court.

These locations are shown on Figure 30.

Impact of Campus Plan

Access to the Veazey Terrace service court and its loading facilities would be impacted by the following recommendations of the Campus Plan:

- The proposed closing of Veazey Terrace to vehicular traffic, which would route loading access to the service court from Windom Place via the former WMATA Kiss and Ride driveway under 4250 Connecticut Avenue, instead of from Veazey Terrace;
- The proposed realigning of curbs at the intersection of Veazey Terrace and the WMATA Kiss and Ride driveway;
- The proposed realigning of curbs at the intersection of Windom Place and the WMATA Kiss and Ride driveway; and
- The proposed relocation of the northern curb of Windom Place to narrow the overall width of the street.

Truck turning maneuver diagrams have been prepared for the above scenarios for all anticipated loading vehicles traveling between Connecticut Avenue and the Veazey Terrace service court. These diagrams demonstrate that all existing loading procedures will still be possible under proposed arrangements. Inbound and outbound SU-30 truck maneuvering diagrams are shown in Figure 31 and Figure 32, respectively. Inbound and outbound WB-50 truck maneuvering diagrams are shown in Figure 33 and Figure 34, respectively.

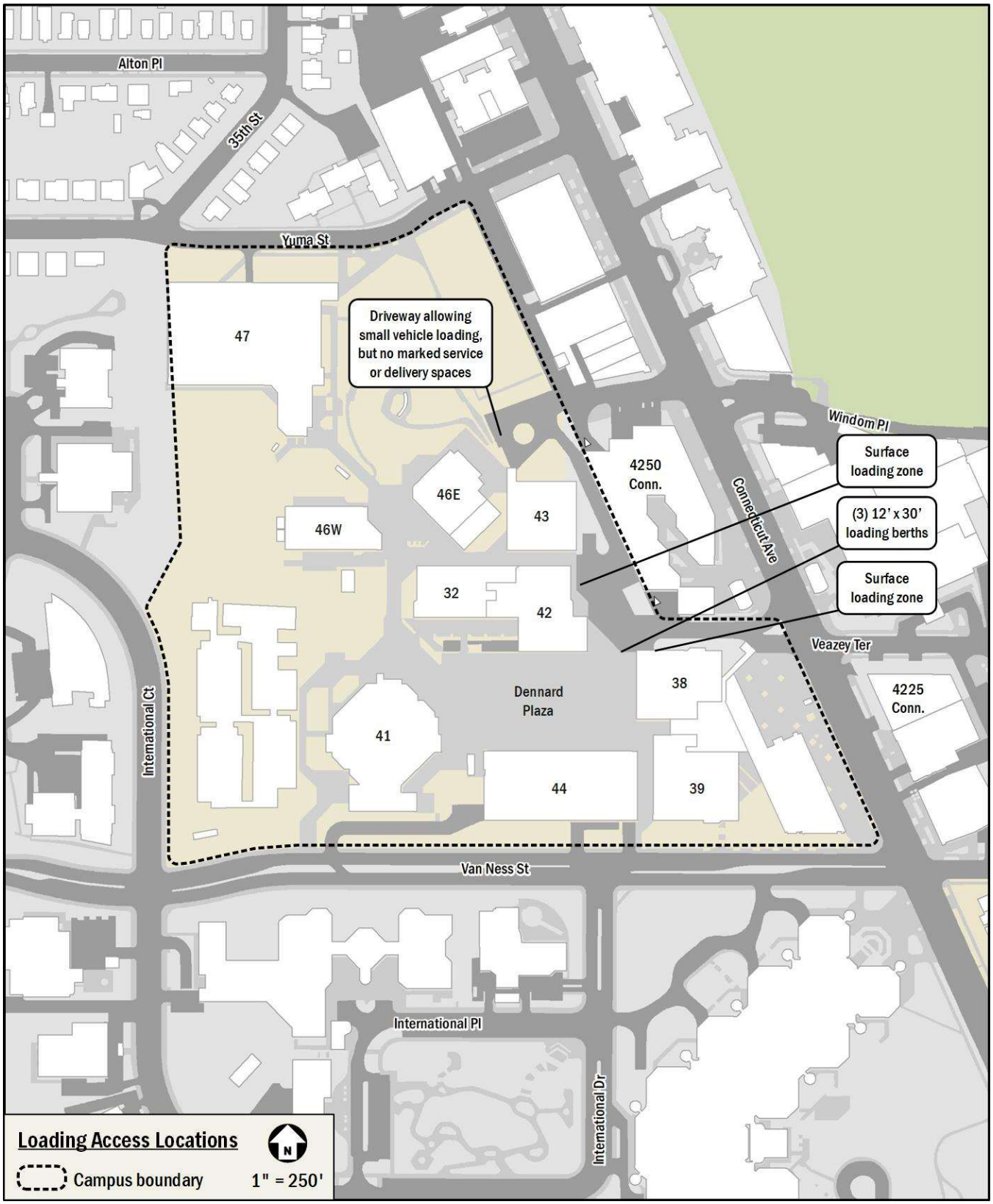

Figure 30: Loading Access Locations

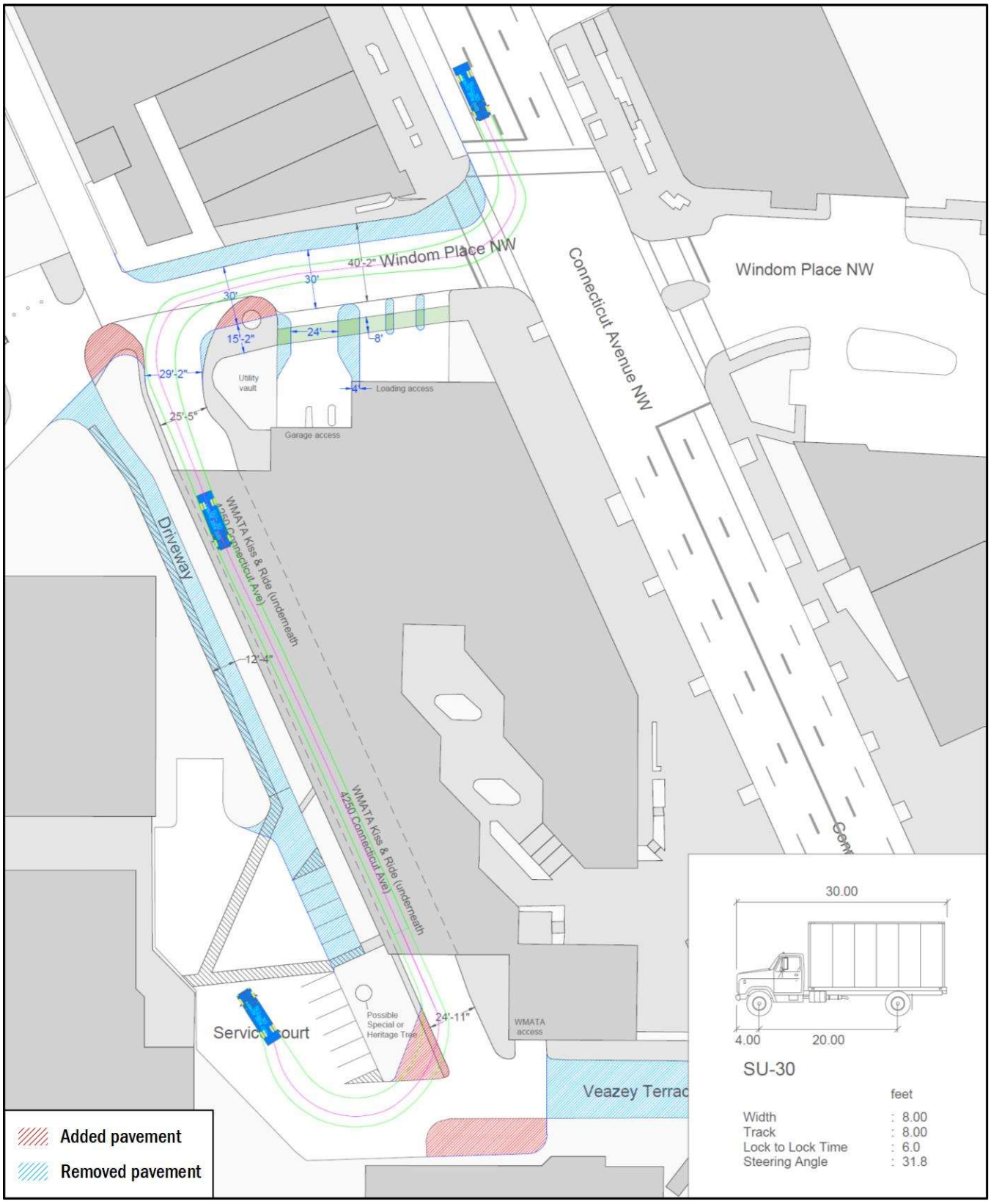

Figure 31: SU-30 Inbound Turning Maneuvers from Connecticut Avenue to Service Court

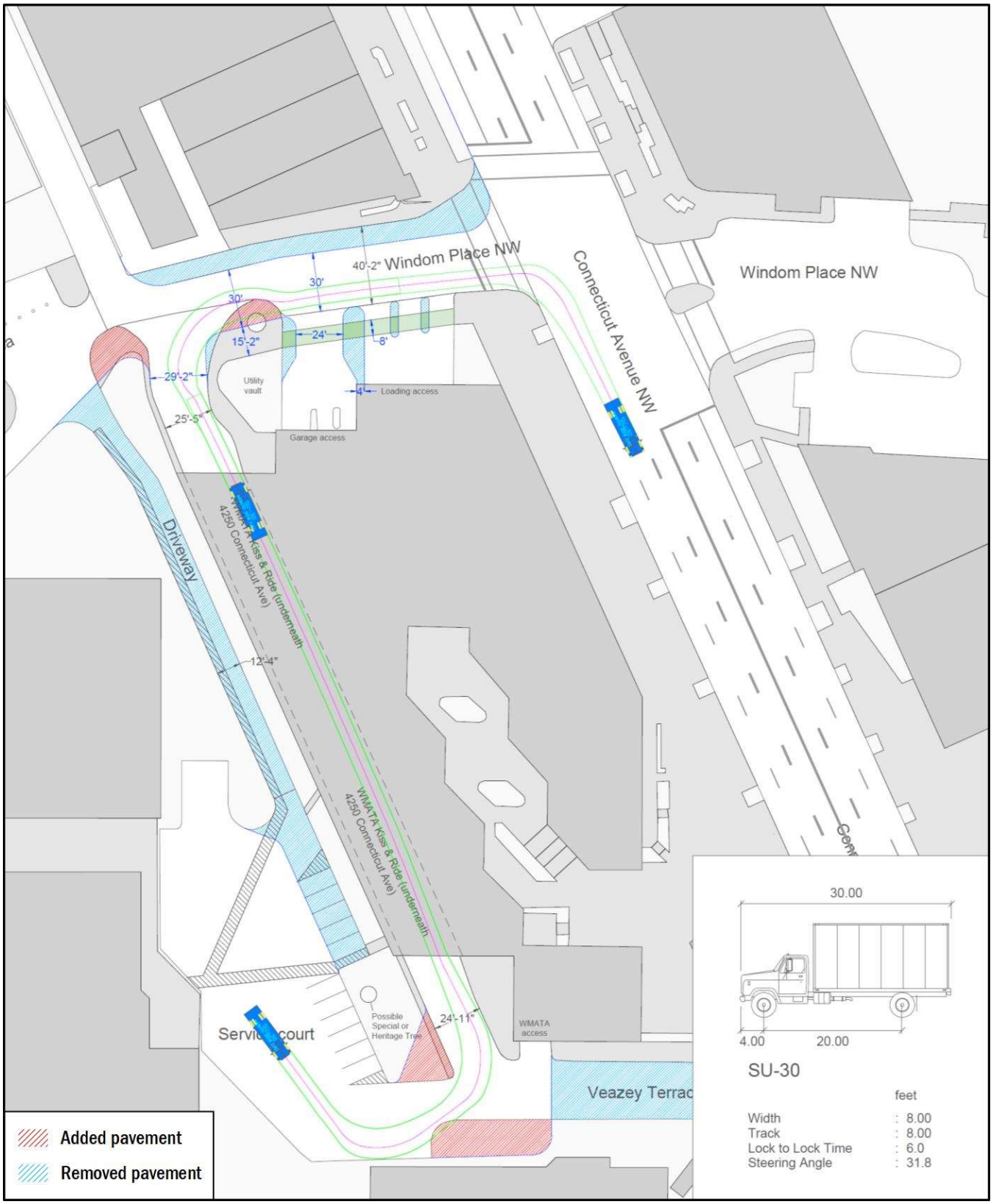

Figure 32: SU-30 Outbound Turning Maneuvers from Service Court to Connecticut Avenue

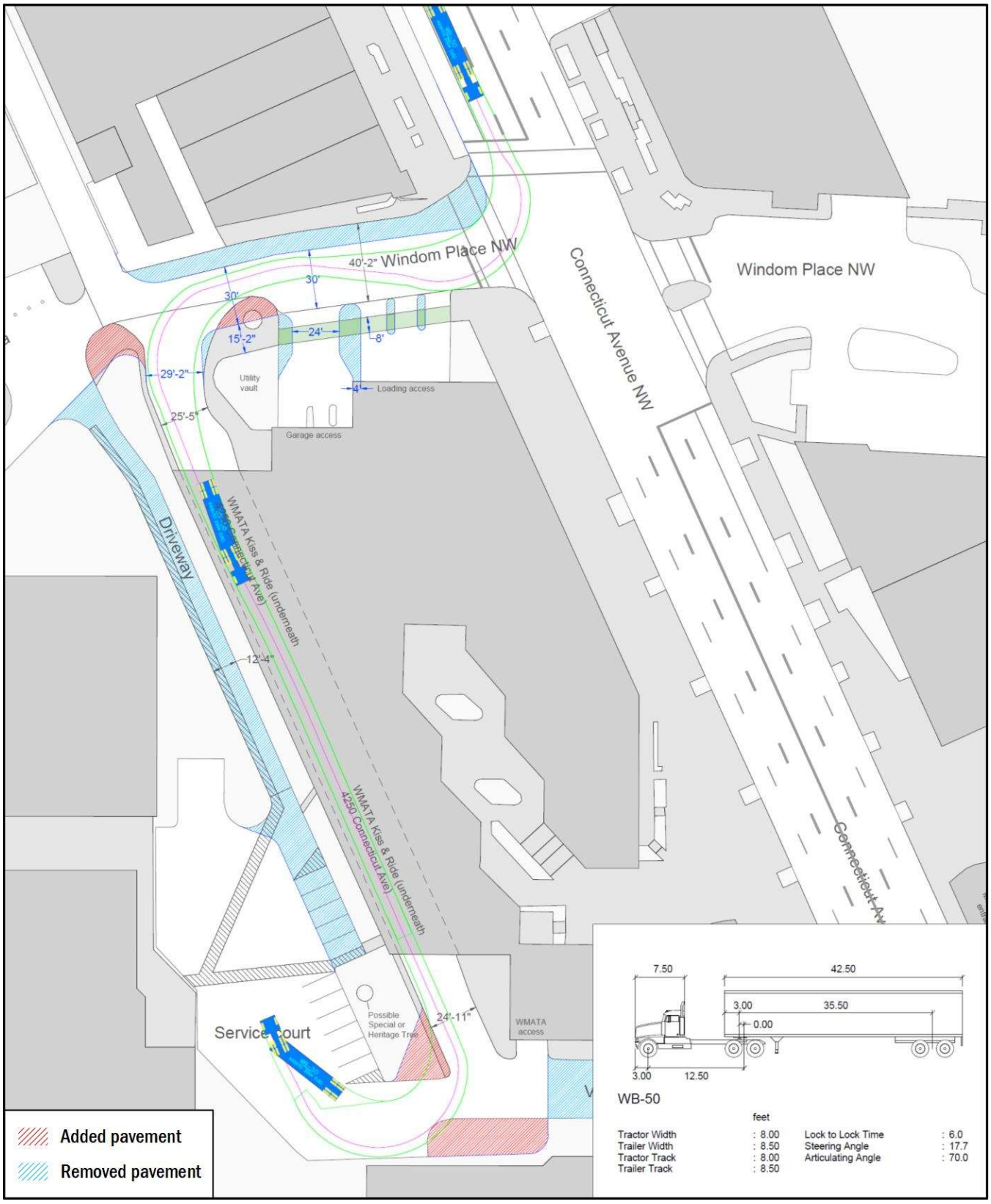

Figure 33: WB-50 Inbound Turning Maneuvers from Connecticut Avenue to Service Court

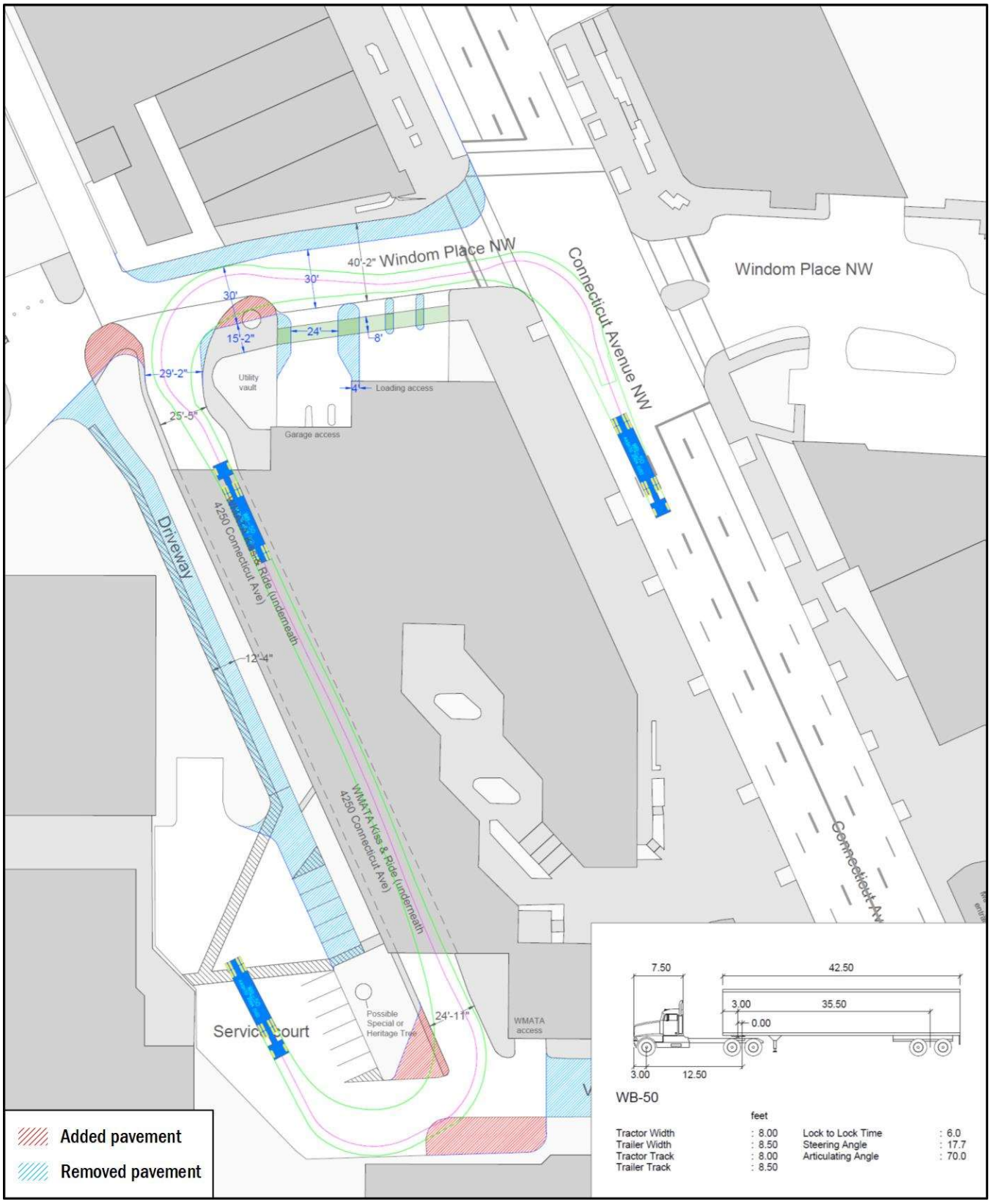

Figure 34: WB-50 Outbound Turning Maneuvers from Service Court to Connecticut Avenue

Previous Transportation Trends

2011 and 2016 Mode Split Trends

In 2011, a travel mode to campus survey was conducted for market research for the proposed UDC Student Center. The results of that survey are shown in Table 12.

Table 12: 2011 Travel Modes to Campus

Mode	Staff	Students
Auto	61.6%	27.8%
Transit	31.5%	64.5%
Bike	4.1%	2.0%
Walk	1.4%	5.7%
Bike	1.4%	0.0%

In 2016, a Transportation Demand Management report was prepared for UDC that included a survey of staff and students' existing and preferred transportation modes. Existing travel modes from this report are summarized in Table 13, with existing and preferred travel modes shown in further detail in Table 14. As can be seen, the auto mode split among staff decreased between 2011 and 2016, while it increased among students.

Table 13: 2016 Existing Travel Modes to Campus

Mode	Staff	Students
Auto	53.7%	33.6%
Transit	39.9%	59.4%
Bike	1.3%	0.9%
Walk	2.5%	3.9%
Bike	2.6%	2.2%

Table 14: 2016 Existing and Preferred Travel Modes to Campus

Mode	Staff		Students	
	Existing	Preferred	Existing	Preferred
Driving a car alone	48.1%	39.1%	27.9%	24.6%
Driving a car with passengers	3.8%	4.7%	2.6%	5.7%
As a passenger in a car	0.6%	3.0%	0.9%	5.7%
Carshare	0.6%	0.0%	0.0%	1.4%
Motorcycle	0.0%	0.0%	0.0%	0.7%
Metrobus	8.9%	7.1%	25.8%	14.9%
Metrorail	31.0%	29.6%	33.6%	28.5%
Rideshare	0.6%	1.8%	2.2%	5.3%
Bicycle	1.3%	4.1%	0.9%	1.1%
Walk/jog/run	2.5%	2.4%	3.9%	3.2%
Intercampus shuttle	0.0%	4.1%	0.0%	7.1%
Other	2.5%	4.1%	2.2%	1.8%

Based on the existing versus preferred survey results, staff members were observed to rely more heavily on personal vehicles than students with just over half of the staff members traveling to campus by vehicle, of which 48 percent drive alone. Metrorail

usage was similar to that of students, but a much smaller percentage of staff members traveled on Metrobus compared to students. The overall percentage of staff members walking or biking to campus was similar to that observed by students.

In addition to existing mode splits, the survey results also revealed the preferred mode splits for students and staff members. As shown in Table 14, both groups would prefer to rely less on personal vehicle travel with increased preference for carpooling and ridesharing. For staff members this shift would likely result in fewer vehicles traveling to and from campus, but for students this number would likely increase due primarily to the increased preference for ridesharing services such as Uber and Lyft.

For both staff members and students there was a noticeable decrease in preference for Metrobus and Metrorail. Based on survey results, this may be due to the cost burden associated with public transit. Students in particular did not find public transportation to be a reliable or cost effective way to travel to and from campus. This decrease may also be as a result of the potential future option of an intercampus shuttle in the 2016 survey. The UDC shuttle has since been implemented.

Overall, little change was observed between students' existing versus preferred walking or biking mode splits; however, there were many more staff members who would have preferred to bike to campus. Despite the availability of bicycle parking and a Capital Bikeshare station near the site, there were not many bicycle facilities on the roadways surrounding the campus at the time of the survey. Therefore, the preferred bicycle mode share may have been less related to on-campus facilities and more related to future plans for bicycle facilities surrounding the campus. Since the 2016 survey, bike lanes have been added to Van Ness Street and Reno Road near the campus.

Looking Towards the 2020 Campus Plan

Since the 2016 Transportation Demand Management (TDM) study, the UDC shuttle has been implemented, offering a free alternative for students for whom the cost of public transit may have been a deterrent. The proposed TDM plan accompanying the 2020 Campus Plan also includes participation in WMATA's U-Pass program, which offers unlimited Metrorail and Metrobus rides to students at a substantial discount, and which students are automatically enrolled in.

Combined with the proposed TDM plan's other programs to deter single-occupant driving and promote non-auto modes, the pedestrian access improvements proposed in the Campus Plan, and the District of Columbia's planned bicycle facility improvements near the campus, the transportation profile of the UDC Van Ness campus is expected to continue shifting away from driving and toward non-auto modes.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The 2011 UDC Campus Plan included a series of Transportation Demand Management (TDM) commitments. The TDM plan proposed in the current Campus Plan either renews, modifies, or replaces these commitments. Table 15 shows the 2011 commitments, the status of those commitments, and the proposed corresponding commitments of the 2020 TDM plan.

Table 15: 2011 TDM Commitments, Current Statuses, and Proposed 2020 TDM Commitments

2011 Commitment	Current Status	Proposed 2020 Commitment
UDC will designate a TDM Coordinator, who will be responsible for implementing, monitoring, and marketing the TDM programs. The TDM Coordinator is Shauna Brew, Auxiliary Services Business Manager – Facilities & Real Estate; UDC will update DDOT if this position changes in the future. The TDM Coordinator will provide personalized commuter counseling to help members of the UDC population understand their options.	Has been implemented.	UDC will continue designating a TDM Coordinator, who will implement, monitor, and market the TDM programs, provide personalized commuter counseling to help members of the UDC population understand their options, and act as a point of contact with DDOT, goDCgo, and Zoning Enforcement.
UDC will dedicate at least $25 of the Sustainability Fee paid by students each semester to be used toward any of the following transportation options: • SmarTrip card with at least $20 preloaded • Annual Zipcar carsharing membership (or other appropriate carsharing provider) • Annual Capital Bikeshare membership	Has not been implemented.	UDC will participate in WMATA's U-Pass program which offers unlimited Metrorail and Metrobus rides to students at a substantial discount, and which students are automatically enrolled in.
UDC will adjust 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 yearly over the next 3 to 5 years to maintain a peak occupancy level within the parking garage of 80-90% on a typical weekday. This adjustment will begin no later than the fall 2011 semester.	Has not been implemented.	UDC will continue 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.
UDC parking rate structure will be adjusted to market rates to prevent non-UDC patrons (public) parking within the UDC garage at lesser rates than public garages in the Van Ness neighborhood. Additionally, UDC will no longer offer free parking at any time. (Currently due to the limits of the garage management controls, parking is free nights and weekends.) This change will begin no later than the fall 2011 semester with the implementation of a new automated revenue control system.	At this time, hourly and daily public parking rates at UDC garages are generally consistent with other public parking garages within the Van Ness Neighborhood as to not encourage parking by non-UDC patrons. Parking at the UDC garages remains free after 6 PM Monday thru Friday and all day on weekends to encourage UDC students, faculty, and attendees of evening events to use the parking garage rather than park off-street in the surrounding neighborhoods and to maintain high garage occupancy levels.	UDC will continue monitoring parking rate structures to deter non-UDC patrons (public) parking within the UDC garage at lesser rates than public garages in the Van Ness neighborhood.
UDC will provide preferred parking for carpools in the parking garage, at a discounted rate; the carpool parking rate will be at least half the typical parking rate. UDC will begin and market a ride-matching service, possibly through Zimride.com, and will require all carpool participants to register with Commuter Connections.	Has not been implemented.	UDC will provide employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future. UDC will also designate a minimum of two (2) preferential carpooling spaces and one (1) preferential vanpooling space in a convenient location within the parking garage for employee use.
UDC will interact with ZipCar to seek the placement of carsharing spaces on the Van Ness Campus and additional vehicles in the vicinity of campus.	There is one (1) space allocated to Zipcar parking on the Van Ness Campus.	UDC will interact with car-sharing service providers to seek the placement of car-sharing spaces within or near the Van Ness campus consistent with demand.
UDC will provide preferred parking for alternative fuel vehicles.	Has not been implemented.	UDC will designate at least two (2) preferred parking spaces for alternative fuel vehicles and provide at least two (2) electric vehicle charging stations on campus.
UDC is seeking to provide at least one (and possibly more) electric vehicle charging station and intends to do so subject to infrastructure or other constraints that are presently under review.	This TDM measure has not been implemented to date; however, two (2) EVgo charging stations are available directly across Connecticut Avenue from the Van Ness Campus.	N/A (addressed in above item).
UDC will promote transit commuting benefits for faculty and staff via the SmartBenefits program. Currently the maximum pre-tax allowed amount is $230 a month.	SmartBenefits is currently available to staff during benefit open enrollment season.	UDC will continue promoting transit commuting benefits for faculty and staff via the SmartBenefits program.
UDC will enhance its bicycle parking inventory on campus. The current inventory contains two bicycle racks, located at Building 44 and Building 39. Over the course of the Campus Plan, UDC will add short and long-term spaces to enhance supply for a total number of at least 150 bicycle parking spaces. The utilization of bicycle parking will be evaluated with the TDM monitoring and additional parking will be added when the bike parking is consistently occupied and there is a demonstrated need.	There are currently 75 short-term bicycle parking spaces on campus, including 60 at the Student Center and 15 at the breezeway under Building 44. There are currently no long-term bicycle parking spaces on campus.	UDC will provide information about bicycle riding in the District of Columbia, bicycle routes between the Van Ness campus and major destinations, and bicycle parking locations on campus. UDC will incorporate quality bicycle parking into new buildings and at all new residence halls. UDC will consider adding more short-term bicycle parking outside existing buildings. UDC will market and encourage use of the existing Capital Bikeshare location on the Van Ness campus. UDC will reserve space for an additional future Capital Bikeshare location, possibly along Van Ness Street south of the Van Ness campus.

2011 Commitment	Current Status	Proposed 2020 Commitment
UDC will make shower and changing facilities available to faculty, staff and students that wish to commute by bicycle.	Shower facilities are available within the Student Center's recently opened Wellness Center. The current hours are limited but shall be expanded.	UDC will continue making shower and changing facilities available to faculty, staff and students that wish to commute by bicycle.
UDC will implement commuting benefits for bicycle riders by participating in the tax-free $20 per month bicycle commuting benefit.	Has not been implemented.	UDC will offer commuting benefits for bicycle riders by participating in the tax-free $20 per month bicycle commuting benefit.
UDC will market these programs, as well as MetroRail, MetroBus, ZipCar, Capital Bikeshare and any other transportation programs via a detailed website, an information kiosk on campus (possibly located in the new Student Center), and other targeted events such as the Sustainability Transportation Campaign slated for Fall 2011. UDC will reach out to WMATA to investigate adding a SmarTrip kiosk on campus. The website will contain sections oriented to different users, including faculty/staff, students, and visitors. Any students living on-campus will be provided with a packet of information upon or prior to moving-in. New faculty/staff hires will be provided with a similar packet of information.	Has not been implemented.	UDC's Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and students, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on relevant websites and in any relevant internal newsletters, communications, or displays. These materials will contain sections oriented to different users, including faculty/staff, students, and visitors. Any students living on-campus will be provided with a packet of information upon or prior to moving-in. New faculty/staff hires will be provided with a similar packet of information.

Safety Review

At DDOT's request, a qualitative safety review of the adjacent roadways and intersections was conducted as part of this report at the following intersections and shown on Figure 35:

- Connecticut Avenue and Yuma Street NW
- Connecticut Avenue and Windom Place NW
- Connecticut Avenue and Veazey Terrace NW
- Connecticut Avenue and Van Ness Street NW
- Van Ness Street and Building 44 Driveway/International Drive NW
- Van Ness Street and International Court/International Drive NW

This chapter includes a review of available crash data within the study area, a pedestrian facilities review of each intersection, safety recommendations already included in the Campus Plan, and recommendations for potential additional safety improvements.

This review concludes that:

- One (1) intersection near the site, Van Ness Street and International Court/International Drive NW, experiences a crash rate of over 1.0 MEV under existing conditions. Based on the review conducted in this chapter, this report posits that this could be due to the security barriers at intersection approaches or the lane configurations and operations of the intersection which may have since been addressed through restriping and the addition of a bike lane in 2020. Because 2010 traffic volumes at this intersection meet the criteria for an all-way stop warrant (although pedestrian and bike volumes from 2010 are unknown), this report recommends exploring implementing an all-way stop at the intersection. This report also recommends that DDOT perform a safety audit at this intersection as part of its Traffic Safety Assessment program, so as to further evaluate the extent of the safety issue and determine if any action is needed.
- There are several improvements already recommended in the Campus Plan at the intersections of Connecticut Avenue and Windom Place, Connecticut Avenue and Veazey Terrace, and Van Ness Street and Building 44 Driveway/International Court, that may reduce the likelihood of crashes at these intersections.

Historical Crash Data Analysis

A crash analysis was performed to determine if there was an abnormally high crash rate at any study area intersection. DDOT provided the last three years of intersection crash data, from 2017 to 2019 for the study area. This data was reviewed and analyzed to determine the crash rate at each location. For intersections, the crash rate is measured in crash per million entering vehicles (MEV). The crash rates per intersection are shown in Table 16. Detailed crash report data is presented in the Technical Appendix.

According to the Institute of Transportation Engineers' (ITE) Transportation Impact Analysis for Site Development, a crash rate of 1.0 or higher is an indication that further study is required. One (1) of the six (6) intersections in this study area, Van Ness Street and International Court/Drive NW, meets this criterion (as shown in Table 16 and detailed in Table 17). The Campus Plan should be developed in a manner to help alleviate, or at minimum not add to, the conflicts at this intersection.

A rate over 1.0 does not necessarily mean there is a significant problem at an intersection, but rather it is a threshold used to identify which intersections may have higher crash rates due to operational, geometric, or other deficiencies. Additionally, the crash data does not provide detailed location information. In some cases, the crashes were located near the intersections and not necessarily within the intersection.

For those intersections, the crash type information from the DDOT crash data was reviewed to see if there was a high percentage of certain crash types. Generally, the reasons for why an intersection has a high crash rate cannot be derived from crash data, as the exact details of each crash are not represented. However, some summaries of crash data can be used to develop general trends or eliminate possible causes. Table 17 contains a breakdown of crash types reported for the one (1) intersection with a crash rate over 1.0 per MEV.

Table 16: Intersection Crash Rates (2017 – 2019)

Intersection	Total Crashes	Ped Crashes	Bike Crashes	Rate per MEV*
1. Connecticut Ave & Yuma St NW	43	3	1	0.97
2. Connecticut Ave & Windom Pl NW	19	0	0	0.43
3. Connecticut Ave & Veazey Terr NW	26	4	0	0.59
4. Connecticut Ave & Van Ness St NW	44	3	1	0.89
5. Van Ness St & International Dr NW	5	0	0	0.57
6. Van Ness St & International Ct/International Dr NW	10	0	0	**1.14**

** - Million Entering Vehicles; Volumes estimated based on turning movement count data*

Table 17: Detailed Crashes

Intersection	Rate per MEV	Right Angle	Left Turn	Right Turn	Rear End	Side Swiped	Head On	Parked	Fixed Object	Ran Off Road	Ped. Involved	Backing	Non-Collision	Under/Over Ride	Unspecified	Total
Van Ness St & International Ct/International Dr NW	**1.14**	0 *0%*	0 *0%*	1 *10%*	1 *10%*	1 *10%*	0 *0%*	2 *20%*	4 *40%*	0 *0%*	0 *0%*	1 *10%*	0 *0%*	0 *0%*	0 *0%*	**10**

Van Ness Street and International Court/International Drive NW

As shown in Table 17, the intersection of Van Ness Street and International Court/International Drive is over the threshold of 1.0 crashes per MEV, with a rate of approximately 1.14 crashes per MEV over the course of the 3-year study period. Of the 10 total crashes at this intersection, four (4) were fixed object crashes, which may be related to the security barriers on the southern curb of Van Ness Street just west of the intersection. Also of note is that the most recent DDOT crash data set is through the end of 2019 and therefore does not account for the bike lanes and restriping of Van Ness Street that occurred in 2020. This restriping may alleviate the safety concerns at this intersection stemming from lane configurations and operations.

This report performed an all-way stop warrant analysis for this intersection. Based on 2010 volumes, the intersection has an average of 631 vehicles per hour in the AM period and 549 vehicles per hour in the PM period on the major street, both of which exceed the major street volume threshold of 300 vehicles per hour for an all-way stop warrant. (Pedestrian and bicycle volumes were not available from the 2010 data, leaving it undetermined whether the intersection met the minor street threshold of 200 combined vehicles, pedestrians, and bicycles.) Although not all criteria for an all-way stop are currently met, this report recommends DDOT still consider installing an all-way stop at this intersection. In rare circumstances, DDOT installs all-way stops without all criteria being met if other safety concerns are present. As noted later this chapter, the crosswalks on the eastern and western legs of the intersection require an in-street “stop for pedestrians” sign and do not currently have one. If DDOT does not install an all-way stop, this report at least recommends upgrading these two (2) crosswalks to meet standards, as noted later in this chapter.

This report also recommends that DDOT perform a safety audit at this intersection as part of its Traffic Safety Assessment program.

Connecticut Avenue and Yuma Street NW

As shown in Table 16, the intersection of Connecticut Avenue and Yuma Street, while not having a crash rate of over 1.0 MEV, has a notable number of pedestrian- and bike-involved crashes, with three (3) pedestrian crashes and one (1) bike crash. The notable pedestrian crash rate may be due to the relatively high number of pedestrians crossing the intersection compared to others in the area. According to DDOT's Connecticut Avenue NW Reversible Lane Safety and Operations Study, this intersection's AM, midday, and PM pedestrian volumes rank 5th out of 25 intersections included in the study, with 2,033 total pedestrians during the AM, midday, and PM peak hours. Unlike pedestrian volumes, bicycle volumes are not notably high at this intersection. However, vehicular volumes on Yuma Street are higher than on other cross streets of Connecticut Avenue included in the Reversible Lanes Study, which may contribute to the bike crash rate.

This report recommends that DDOT perform a safety audit at this intersection as part of its Traffic Safety Assessment program or as part of its ongoing Connecticut Avenue NW Reversible Lane Safety and Operations Study.

Connecticut Avenue and Veazey Terrace NW

As shown in Table 16, the intersection of Connecticut Avenue and Veazey Terrace, while not having a crash rate of over 1.0 MEV, has four (4) pedestrian crashes, the highest of any intersection included in this study. The notable pedestrian crash rate may be due to the relatively high number of pedestrians crossing the intersection compared to others in the area. According to DDOT's Connecticut Avenue NW Reversible Lane Safety and Operations Study, this intersection's AM, midday, and PM pedestrian volumes rank 2nd out of 25 intersections included in the study, with 2,421 total pedestrians during the AM, midday, and PM peak hours.

As noted below in the "Safety Improvements Recommended in the Campus Plan" section of this chapter, the 2011 Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit included several pedestrian safety recommendations at this intersection, many of which are incorporated in this Campus Plan's recommendations for the intersection.

In addition to the Campus Plan recommendations, this report recommends that DDOT perform a safety audit at this intersection as part of its Traffic Safety Assessment program or as part of its ongoing Connecticut Avenue NW Reversible Lane Safety and Operations Study.

Connecticut Avenue and Van Ness Street NW

As shown in Table 16, the intersection of Connecticut Avenue and Van Ness Street, while not having a crash rate of over 1.0 MEV, has a notable number of pedestrian- and bike-involved crashes, with three (3) pedestrian crashes and one (1) bike crash. The notable pedestrian crash rate may be due to the relatively high number of pedestrians crossing the intersection compared to others in the area. According to DDOT's Connecticut Avenue NW Reversible Lane Safety and Operations Study, this intersection's AM, midday, and PM pedestrian volumes rank 8th out of 25 intersections included in the study, with 1,660 total pedestrians during the AM, midday, and PM peak hours. Unlike pedestrian volumes, bicycle volumes are not notably high at this intersection. However, vehicular volumes on Van Ness Street are higher than on other cross streets of Connecticut Avenue included in the Reversible Lanes Study, which may contribute to the bike crash rate.

This report recommends that DDOT investigate decreasing the curb radius of the northwest corner of this intersection in order to reduce the pedestrian crossing distance. The current curb radius of the northwest corner is approximately 20 feet, which is above the minimum curb return radii of 15 feet for street intersections, as noted in DDOT's *Design and Engineering Manual* (DEM). The DEM also notes that curb radii may be increased depending on the road's geometry and context, as well as the frequency of different types of running vehicles. Because no WMATA bus routes appear to make the southbound right turn from Connecticut Avenue onto Van Ness Street, it is recommended that DDOT determine whether other large vehicles make this turn frequently enough to justify the large curb radius, and to reduce the radius if possible.

This report also recommends that DDOT perform a safety audit at this intersection as part of its Traffic Safety Assessment program or as part of its ongoing Connecticut Avenue NW Reversible Lane Safety and Operations Study.

Existing Pedestrian Facilities of Study Area Intersections

The following are descriptions of existing pedestrian facilities at the six (6) study area intersections adjacent to the Van Ness campus included in this safety analysis. Each intersection's review includes the following:

- Whether the intersection's rate of crashes per MEV exceeds the Institute of Transportation Engineers (ITE) threshold of 1.0 for further study;
- Whether the intersection's sidewalks and crosswalks meet DDOT standards;
- Whether the intersection's curb ramps meet ADA standards; and
- Recommendations to improve pedestrian facilities; if applicable.

Analysis of crosswalks at each intersection are based on crosswalk treatment required outlined in DDOT's *Design and Engineering Manual* (DEM). These crossing treatments are shown in Table 18, while Table 19 shows a breakdown of each crosswalk at each intersection, including the recommended crosswalk treatment.

Connecticut Ave and Yuma Street NW

This intersection's rate of crashes per MEV does not exceed the Institute of Transportation Engineers (ITE) threshold of 1.0 for further study. All sidewalks and crosswalks meet DDOT standards. All curb ramps meet ADA standards.

Connecticut Avenue and Windom Place NW

This intersection's rate of crashes per MEV does not exceed the ITE threshold of 1.0 for further study. Sidewalks on both sides of Windom Place, both east and west of Connecticut Avenue, do not meet DDOT standards. All crosswalks meet DDOT standards. All curb ramps meet ADA standards.

This report recommends DDOT explore widening the sidewalks on Windom Place that currently do not meet standards.

Connecticut Avenue and Veazey Terrace NW

This intersection's rate of crashes per MEV does not exceed the ITE threshold of 1.0 for further study. Sidewalks on both sides of Veazey Terrace, both east and west of Connecticut Avenue, do not meet DDOT standards. The south side of the west leg of Veazey Terrace does not have a sidewalk at all. The west leg of the intersection has a long pedestrian crossing distance, split by a pedestrian refuge island. All crosswalks meet DDOT standards. All curb ramps meet ADA standards.

This report recommends DDOT explore widening the sidewalks on Veazey Terrace that currently do not meet standards.

Connecticut Avenue and Van Ness Street NW

This intersection's rate of crashes per MEV does not exceed the ITE threshold of 1.0 for further study. Sidewalks on both sides of Van Ness Street, both east and west of Connecticut Avenue, do not meet DDOT standards. All crosswalks meet DDOT standards. All curb ramps meet ADA standards.

This report recommends DDOT explore widening the sidewalks on Van Ness Street that currently do not meet standards.

Van Ness Street and Building 44 Driveway/International Drive NW

This intersection's rate of crashes per MEV does not exceed the ITE threshold of 1.0 for further study. No sidewalks meet DDOT standards. All crosswalks meet DDOT standards, except the those on the eastern and western legs of the intersection, which require an in-street "stop for pedestrians" sign and do not currently have one. All curb ramps meet ADA standards.

This report recommends DDOT explore widening the sidewalks on all sides of the intersection that currently do not meet standards. This report also recommends DDOT install an in-street "stop for pedestrian sign" on both the eastbound and westbound approaches of the intersection.

Van Ness Street and International Court/International Drive NW

This intersection's rate of 1.14 crashes per MEV exceeds the ITE threshold of 1.0 for further study. No sidewalks meet DDOT standards except the one on the western side of International Drive south of the intersection. All crosswalks meet DDOT standards, except the those on the eastern and western legs of the intersection, which require an in-street "stop for pedestrians" sign and do not currently have one. All curb ramps meet ADA standards.

This report recommends DDOT explore widening the sidewalks on all sides of the intersection that currently do not meet standards. This report also recommends DDOT install an in-street "stop for pedestrian sign" on both the eastbound and westbound approaches of the intersection.

Table 18: Crossing Treatment Selection Criteria

Roadway Configuration	Crossing Treatment Selection				
	< 1,500 Vehicles Per Day	1,500-9,000 VPD	9,000-12,000 VPD	12,000-15,000 VPD	>15,000 VPD
2 Lanes [1]	Parallel Crosswalk	A	A	A or B	B or C
2 Lanes with Channelized Turn Lanes [1]	Parallel Crosswalk	A	A	B	B or C
2 Lanes One Way	Parallel Crosswalk	B	B	C	C
4 Lanes with Raised Median [2]	Parallel Crosswalk	B	B	C	C
3 Lanes No Median [3]	Parallel Crosswalk	B	B	C	C
5 Lanes with Raised Median [3]	Parallel Crosswalk	B	B	C	C
6 Lanes with Raised Median [4]	Parallel Crosswalk	B	B	C	D
4 Lanes No Median [4]	Parallel Crosswalk	B	B or C	C	D
5 Lanes No Median [3]	Parallel Crosswalk	B	B or C	D	D
6 Lanes No Median [4]	Parallel Crosswalk	B	B or C	D	D

Notes:
1. This assumes a two-way road with 1 lane in each direction at the crossing location
2. The road may be one-way or two-way with unbalanced lanes at the crossing location
3. The road may be one-way or two-way at the crossing location
4. The relationship of traffic volume, number of lanes, and speed for "C" treatments require additional evaluation to determine their effectiveness, as these features are relatively new devices
5. Lane configurations should be determined at peak hour vehicular volume conditions

Crossing Treatment Types:
Treatment A – High-Visibility Crosswalk and Side of Street Pedestrian Law Sign
Treatment B – In-Street Stop for Pedestrians Sign and/or Traffic Calming (See Chapter 40). Advance Stop Sign should be used for all Multi-Lane Crossings.
Treatment C – Activated Pedestrian Device (Rapid Flash Beacon, Flashing Beacon, In-Roadway Lights)
Treatment D – Signal (Pedestrian Hybrid, Full Signal) or Grade Separation

Table 19: Pedestrian Crossing Treatments Surrounding Site

Intersection	Crossing(s)	Existing Roadway Configuration	Vehicles per Day*	Crossing Treatment per DEM	Does Existing Crossing Treatment meet DEM Standards?
Connecticut Ave & Yuma St NW	Northern Leg	6 Lanes No Median	38,448	D	Yes
	Eastern Leg	2 Lanes	260	None	Yes
	Southern Leg	6 Lanes No Median	39,325	D	Yes
	Western Leg	2 Lanes	2,633	A	Yes
Connecticut Ave & Windom Pl NW	Northern Leg	6 Lanes No Median	39,033	D	Yes
	Eastern Leg	2 Lanes	1,885	A	Yes
	Southern Leg	6 Lanes No Median	39,325	D	Yes
	Western Leg	2 Lanes	1,268	None	Yes
Connecticut Ave & Veazey Ter NW	Northern Leg	6 Lanes No Median	39,033	D	Yes
	Eastern Leg	2 Lanes	2,113	A	Yes
	Southern Leg	6 Lanes No Median	39,098	D	Yes
	Western Leg	2 Lanes	488	None	Yes
Connecticut Ave & Van Ness St NW	Northern Leg	6 Lanes No Median	39,098	D	Yes
	Eastern Leg	2 Lanes	3,803	A	Yes
	Southern Leg	6 Lanes No Median	40,203	D	Yes
	Western Leg	3 Lanes No Median	7,703	B	Yes
Van Ness St & Bldg 44 Dwy/International Dr NW	Northern Leg [1]	1 Lane	NA	NA	Yes
	Eastern Leg	3 Lanes No Median	8,000	B	No
	Southern Leg	2 Lanes	NA	NA	Yes
	Western Leg	3 Lanes No Median	8,000	B	No
Van Ness St & International Ct/International Dr NW	Northern Leg	2 Lanes	NA	NA	Yes
	Eastern Leg	3 Lanes No Median	8,000	B	No
	Southern Leg	1 Lane	NA	NA	Yes
	Western Leg	3 Lanes No Median	8,000	B	No

Volumes estimated based on turning movement count data and DDOT AADT where turning movement data was not available.
[1] This leg consists of two (2) one-lane driveways separated a 70' length of sidewalk.

Safety Improvements Recommended in the Campus Plan

The following are safety improvements already included as recommendations in the Campus Plan.

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.

A diagram of these proposed modifications is shown earlier in this report on Figure 16.

Connecticut Avenue and Veazey Terrace

The 2011 Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit included the following pedestrian safety recommendations at Connecticut Avenue and Veazey Terrace:

- 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.

A diagram of these recommendations from the CAPA study is shown earlier in this report on Figure 4.

The UDC Campus Plan's recommendation to close Veazey Terrace to vehicular traffic (described as Veazey Terrace Alternative A earlier in this report) is shown in Figure 15 and eliminates many of the pedestrian concerns noted for this intersection in the CAPA study. Veazey Terrace Alternative B, as described earlier in this report, proposes to incorporate elements of this CAPA recommendation in the event that Veazey Terrace cannot be closed to vehicular traffic.

Van Ness Street and Building 44 Driveway/International Drive

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.

A diagram of this proposal is shown earlier in this report on Figure 13.

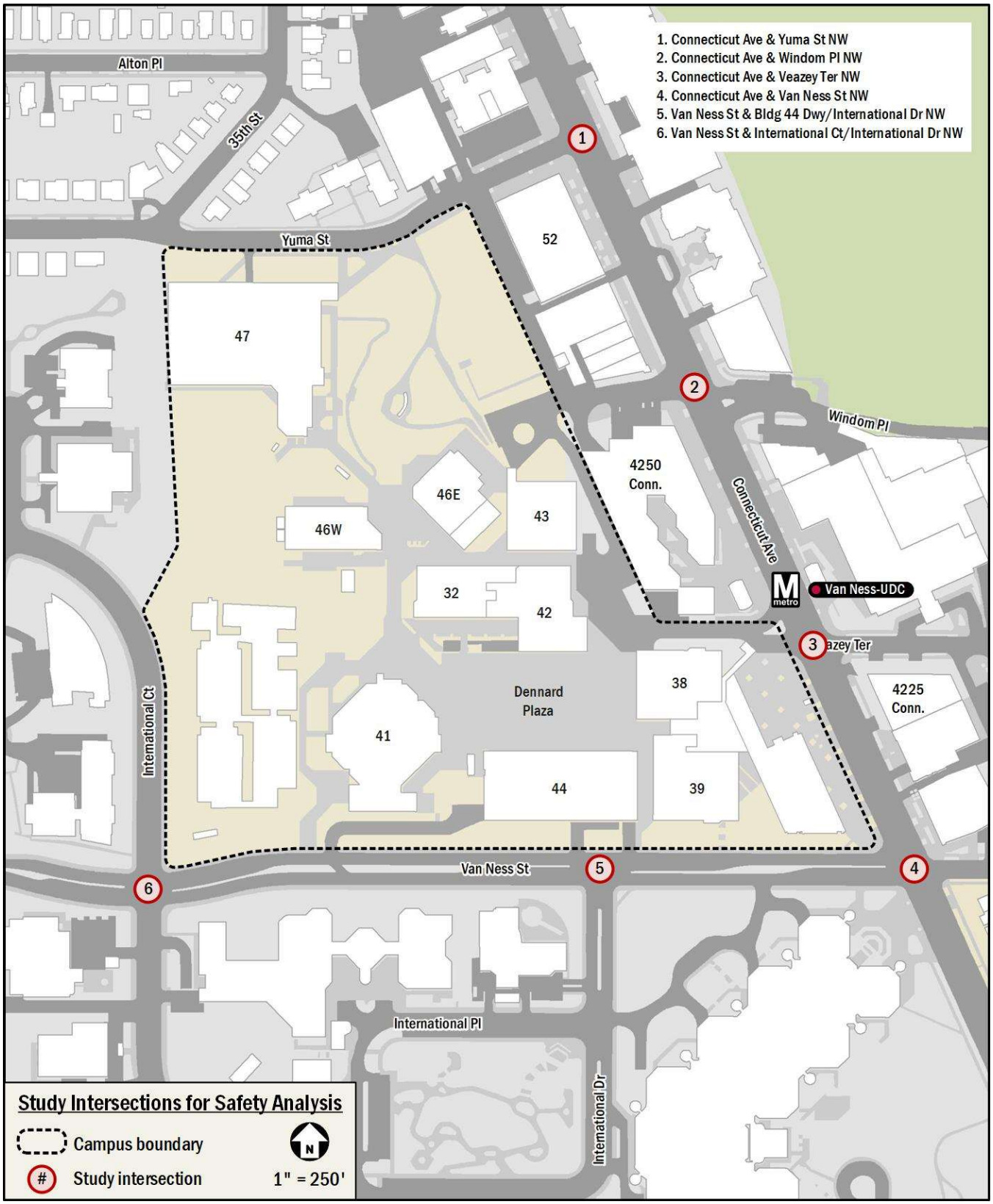

Figure 35: Study Intersections for Safety Analysis

Summary and Conclusions

This report has evaluated UDC's 2020-2029 Van Ness Campus Plan and presented recommendations to improve multimodal connectivity and access to and from the campus.

The Campus Plan's transportation strategy 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.
- Develop and implement a thorough set of Transportation Demand Management (TDM) programs and policies.
- Improve campus circulation and enhance pedestrian connectivity.

In its review of these recommendations and proposals for implementing them, this report has concluded the following:

- The proposed transportation-related actions of the 2020 – 2029 UDC Van Ness Campus Plan include campus building modifications or additions, endorsing District of Columbia-wide and local planning studies that increase the safety and quality of non-driving modes of transportation, developing a thorough set of Transportation Demand Management (TDM) programs and policies, and improving pedestrian circulation and connectivity.
- The Campus Plan supports the goals of various District of Columbia-wide and local planning documents and projects.
- The Campus Plan proposes several roadway modifications which will enhance pedestrian access and have manageable effects on vehicular, loading, and shuttle access.
- This report included a safety review of all major intersections adjacent to the campus. This safety review included historical crash data and existing safety conditions for each intersections, followed by recommendations for addressing safety concerns.
- The Campus Plan's proposed Transportation Demand Management (TDM) plan includes actions aimed at reducing the demand of single-occupancy, private vehicles during peak period travel times and/or shifting single-occupancy vehicular demand to off-peak periods. This plan includes items specifically intended to enhance the ease and comfort of bicycling, promote transit usage, and reduce parking demand. The TDM plan also includes a commitment to monitor UDC's progress towards TDM goals.