

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Anthony Hood, Chairperson
City Administrator

FROM: Sam Zimbabwe, Associate Director
District Department of Transportation *SZ*

DATE: November 8, 2011

SUBJECT: ZC Case 10-32 (Georgetown University Campus Plan 2011-2020)
Supplemental Report

This report is supplemental to reports the District of Columbia Department of Transportation (DDOT) has provided on February 12, 2009, April 3, 2009 and June 14, 2011. The comments in this report are specifically provided in response to the request by the Zoning Commission from the Georgetown University Campus Plan ("Campus Plan") hearing of June 20, 2011.

BACKGROUND

The Georgetown neighborhood, located along the Potomac River in Northwest Washington DC has been evolving since its founding in 1751. Georgetown University was founded at its current location in 1789. DDOT recognizes the importance of balancing the needs of residents, visitors, employers and employees as well as those being educated in our City's education facilities with safety. It is with that balance in mind that DDOT submits this supplemental report for ZC Case 10-32.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) has reviewed the revised Transportation Impact Study (TIS) submitted by Georgetown University ("Applicant") on October 21st to the Zoning Commission and has no objections; however acknowledges that the overall Campus Plan will result in a number of adverse transportation impacts that will need to be mitigated.

Based on comments and studies presented to DDOT, DDOT has been especially concerned with the impact that these plans will have on the surrounding community. The strategies outlined in this report in response to the TIS will mitigate the adverse impacts associated with the Campus Plan. As we move forward, DDOT would like to emphasize the need for continued cooperation between the Applicant, the community and DDOT.

TRANSPORTATION ANALYSIS

This report focuses on four areas of mitigation that need to be addressed to accommodate the development and implementation of the Georgetown University Campus Plan. These elements are:

- 1) The Canal Road Gate access;
- 2) Reservoir Road/38th Street, N.W.;
- 3) Gate #3 (on Reservoir Road); and
- 4) Annualized reporting.

1. Canal Road Gate

The TIS provided by the Applicant's transportation consultant recommends that the rerouting of all Georgetown University Transportation Shuttle (GUTS) bus routes exit through the Canal Road Gate located on the southern portion of the campus. The TIS also recommends that GUTS buses be allowed to make a left hand turn onto Canal Road during AM peak hours through the Canal Road gate. Based on the traffic data that was provided and the analysis of that data done by DDOT, there is no indication of significant degradation of traffic operations by allowing GUTS buses to make the AM peak left hand turn onto Canal Road.

Therefore, in order to help relieve bus congestion in the neighborhood, the restriction on the southbound (SB) left turn movement exiting the Canal Road gate during AM peak hours should be lifted, under the following conditions:

- (a) The Applicant provides DDOT with a concept design for the Canal Road gate.
- (b) DDOT approves the concept design for the Canal Road gate prior to and as a condition of the Zoning Commission's approval of the Campus Plan.
- (c) The Applicant shall install control gates to assure that only GUTS buses are using this exit during AM peak hours.
- (d) The control gates must be completed in their entirety no later than two years from the final written order for the Campus Plan issued by the Office of Zoning.
- (e) Once operational, the control gates and the left turn during AM peak hours will be tested for a six (6) month pilot period. During this trial period, the applicant will evaluate the new operation. Within one month of the completion of the pilot period, the applicant will provide a report to DDOT about the effect the control gates and left turn during AM peak hours at the Canal Road gate. The report must, at a minimum, address the following issues:
 - (i) Frequent traffic backups on Canal Road,
 - (ii) Signal timing concerns caused by the traffic exiting through the gate,
 - (iii) Increase in intersection accidents, and
 - (iv) Illegal movements exiting through the Canal Road gate

Z.C. Case # 10-32 (Georgetown University Campus Plan 2011-2020)

Based on the report, DDOT will determine if lifting the left hand turn restriction on Canal Road had a negative impact on traffic conditions at this location and if additional conditions are required.

2. Reservoir Road/38th Street, N.W.

The study provided by the Applicant has demonstrated the need for a westbound (WB) left-turn only lane for vehicles entering the university campus from Reservoir Road, N.W. at the intersection with 38th Street, N.W. Installation of the WB left turn only lane with the appropriate tapers and storage lengths will require a redesign of the intersection including but not limited to:

- (f) traffic signal modification;
- (g) ADA ramp upgrades;
- (h) an assessment of bus stop locations and a determination of any bus stop relocations;
- (i) on-street parking restrictions; and
- (j) an evaluation of the intersection, including close coordination with the community, to determine if a realignment of the intersection is necessary.

This is considered a needed improvement for the adjacent transportation network and should not wait for the Georgetown University Hospital expansion to occur.

The evaluation, analysis, redesign and construction of this intersection is required to be completed within one year after the issuance of a decision by the Zoning Commission in order to mitigate congestion caused by the Campus Plan.

3. Gate #3 (on Reservoir Road)

Based on the information provided including the TIS, DDOT has determined that the intersection of Reservoir Road, N.W. with Gate 3 entering Georgetown University will experience undue traffic delays in the future. The installation of a traffic signal at this intersection is required to mitigate such delays.

Based on the evaluation of the future traffic conditions, DDOT will determine when, during the implementation of the Campus Plan, it will be necessary to install the traffic signal.

4. Annual Performance Monitoring Study

In an effort to ensure that the proposed changes to the transportation network are effective and that all mitigation strategies have been provided, DDOT requires the Applicant to furnish an annual performance monitoring study. Key elements of this study shall include:

- (a) A review of the GUTS bus operations, including ridership;
- (b) An analysis of daily vehicle trips to and from the campus;
- (c) An analysis of parking availability by time of day for the campus for all parking lots on the campus;
- (d) Pedestrian traffic analysis;
- (e) Pedestrian safety analysis;

Z.C. Case # 10-32 (Georgetown University Campus Plan 2011-2020)

- (f) Bicycle trips analysis;
- (g) A review of the unloading of freight to the campus;
- (h) A review of the effectiveness of the loading management plan;
- (i) On-Street Parking Analysis;
- (j) An intersection operation report for the Canal Road, N.W. gate exit, focusing on the AM peak hours;
- (k) An intersection operation report for the Reservoir Road, N.W. and 38th Street, N.W. intersection; and
- (l) An intersection operation report for the intersection between Reservoir Road, N.W. and Gate 3 into Georgetown University.

The report shall specifically include an all-day count of site-generated vehicle traffic and a voluntary mode split survey. The applicant shall submit the annual report to DDOT on or before September 30 of each year, in order to achieve a consistent comparison platform.

SUMMARY

The above four areas of mitigation must be implemented as outlined in order for DDOT to find no objections to the Campus Plan. In addition, the earlier requirements outlined in DDOT's previous reports, must still be addressed. Those requirements include:

- (a) From the May 5, 2011 Supplemental Report:
 - (i) Transportation Demand Management Strategies; and
- (b) From June 14, 2011 Supplemental Report:
 - (i) Parking Management Strategies;
 - (ii) Monitoring of Transportation Performance; and
 - (iii) A Campus Plan Amendment for Georgetown University Hospital with new comprehensive transportation impact study.