• The University will file for permit and diligently pursue completion of stormwater management improvements in the following timeframes:
  – At the completion of Ames Hall, GW will remove the W Street parking lot and replace with a combination of lawn and landscaping to improve natural stormwater infiltration. The W Street driveway will be replaced with GrassPave (or similar product) porous paving.
  – As part of new projects developed on the campus, the University will install a new stormwater management facilities to handle stormwater run-off. Specific technologies and implementation will be subject to approval by the District Department of the Environment.
• Met with DDOT to Scope Study

• Data Collection
  – Traffic Counts
  – Parking Counts

• Future Conditions without Changes to Mount Vernon Campus
  – Regional Growth
  – Nearby Planned/Approved Developments

• Future Conditions with Proposed Changes to Mount Vernon Campus
  – Site Trip Generation

• Recommendations
  – Roadway and/or operational improvements
  – Parking
  – Loading
  – Multimodal
  – Transportation Demand Management
Study Area

1. 1 W Street
2. Foxhall Road Reservoir Road
3. Boulevard Reservoir Road
4. Reservoir Road
5. Boulevard Reservoir Road
6. Reservoir Road
7. Reservoir Road
8. Reservoir Road
9. Reservoir Road
10. Deerfield Road
Summary of Findings:

- Traffic associated with the increased enrollment will account for one percent or less of traffic at the study intersections
- This increase in traffic will be virtually imperceptible at the study intersections
- The shuttle between the Mount Vernon and Foggy Bottom Campuses is widely used by both faculty and students
- The number of shuttle buses will be expanded as necessary during peak periods
- The University will expand its existing TDM and Parking Management programs to ensure that traffic impacts on the neighborhood are minimized
Proportional Impact

MacArthur Boulevard Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>MacArthur Boulevard/W Street</td>
<td>2243</td>
<td>1808</td>
</tr>
<tr>
<td>MacArthur Boulevard/Reservoir Road</td>
<td>2458</td>
<td>2009</td>
</tr>
<tr>
<td>MacArthur Boulevard/Whitehaven Parkway</td>
<td>344</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>384</td>
<td>2737</td>
</tr>
<tr>
<td></td>
<td>22 (1%)</td>
<td>2023</td>
</tr>
</tbody>
</table>

- **Existing Volumes**
- **Background Volumes**
- **Site-Generated Volumes**

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WASHINGTON DC

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Proportional Impact (continued)

Foxhall Road Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foxhall Road/ W Street</td>
<td>1816</td>
<td>1474</td>
</tr>
<tr>
<td>Foxhall Road/ Deerfield Road</td>
<td>1605</td>
<td>1371</td>
</tr>
<tr>
<td>Foxhall Road/ Whitehaven Parkway</td>
<td>1794</td>
<td>1432</td>
</tr>
<tr>
<td>Foxhall Road/ Reservoir Road</td>
<td>2594</td>
<td>2406</td>
</tr>
</tbody>
</table>

Existing Volumes | Background Volumes | Site-Generated Volumes
Existing Transportation Demand Management

Existing TDM Measures:

- The Vern Express
- Zipcar
- NuRide
- Reduced parking rates for carpools
- Significant bicycle parking
- Shopping cart loan program
Trip Generation

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Trips Associated with Pelham Project</th>
<th>Additional Trips Associated with Campus Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak 7:45 - 8:45</td>
<td>21</td>
<td>14</td>
</tr>
<tr>
<td>PM Peak 5:15 - 6:15</td>
<td>23</td>
<td>14</td>
</tr>
</tbody>
</table>