Agenda

- Project Overview
- GW Campus Plan
- Design
- Transportation Overview
- Benefits and Amenities
- Summary / Conclusion
Transportation Overview

- Trip Generation
- Proposed Improvements
  - TDM Plan
  - Other Transportation Improvements
- DDOT Conditions
- Conclusions
## Trip Generation

### Site Trip Generation Summary – Proposed Uses

<table>
<thead>
<tr>
<th>Vehicular Trips</th>
<th>AM Peak Hour</th>
<th></th>
<th>PM Peak Hour</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</td>
</tr>
<tr>
<td>Office</td>
<td>132</td>
<td>18</td>
<td>150</td>
<td>23</td>
</tr>
<tr>
<td>Retail</td>
<td>8</td>
<td>5</td>
<td>13</td>
<td>23</td>
</tr>
<tr>
<td>Proposed Vehicle Trips</td>
<td>140</td>
<td>23</td>
<td>163</td>
<td>46</td>
</tr>
</tbody>
</table>

### Site Trip Generation Summary – Net New Vehicle Trips

<table>
<thead>
<tr>
<th>Vehicular Trips</th>
<th>AM Peak Hour</th>
<th></th>
<th>PM Peak Hour</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</td>
</tr>
<tr>
<td>Existing Vehicle Trips</td>
<td>111</td>
<td>17</td>
<td>128</td>
<td>33</td>
</tr>
<tr>
<td>Proposed Vehicle Trips</td>
<td>140</td>
<td>23</td>
<td>163</td>
<td>46</td>
</tr>
<tr>
<td>Net New Vehicle Trips</td>
<td>29</td>
<td>6</td>
<td>35</td>
<td>13</td>
</tr>
</tbody>
</table>
Transportation Demand Management Plan

• Designate Transportation Management Coordinator

• Provide Transit Screen

• Provide Commuter Connection Rideshare Program, Guaranteed Ride Home, and Pool Program

• Provide shower and changing facilities

• Provide covered bicycle parking and bike lane in the garage

• Provide bicycle repair station on P1 level of the garage

• Provide six electric car charging stations in the garage

• Designate Two Car Sharing Spaces—or—$25,000 towards Bikeshare memberships for tenants of the building

• Designate preferred parking for carpools/vanpools in the garage
Other Transportation Improvements

• Install a traffic signal at I Street/21st Street

• Complete final design and construct pedestrian improvements at I Street/22nd Street

• Relocate bus shelter on Pennsylvania Avenue to meet WMATA and DDOT standards

• Relocate Capital Bikeshare Station, with final location to be determined

• Contribute $350,000 to WMATA to fund accessibility and capacity improvements at the Foggy Bottom Metro Station
DDOT Conditions

• Provide minimum of $25,000 in Capital Bikeshare memberships for building tenants, if car share provider does not opt to use dedicated spaces in garage - AGREED

• Provide six electric vehicle charging stations - AGREED

• Schedule deliveries using WB-40 for non-peak times – AGREED

• Provide additional $80,000 contribution to WMATA and conduct final design/install pedestrian improvements at 22nd Street/I Street – AGREED to fund full cost of design/permitting/installation of pedestrian improvements at 22nd Street/I Street. Estimated cost is $175,000 (today’s dollars).
Conclusions

• Proposed mixed-used development is anticipated to generate 35 AM net new peak hour vehicle and 46 PM net new peak hour vehicle trips

• Access to the below grade parking is proposed via the curb cut on I Street

• A traffic signal will be installed at I Street/21st Street intersection and parking will be restricted to allow southbound left turn lane during PM peak hour

• The proposed Loading Management Plan will be implemented with minor modification recommended by DDOT

• The proposed TDM plan will be implemented, with minor modification recommended by DDOT, to encourage the use of non-auto modes of transportation

• The bus shelter on the southwest corner of Pennsylvania Avenue/21st Street will be relocated to meet WMATA and DDOT standards