

FIGURES

SIDWELL FRIENDS SCHOOL



Figure 1
Site Location



Sidwell Friends School
Washington, DC

REVISED PROPOSED SITE PLAN



ennead architects October 9, 2015

Figure 2
Site Plan

Source: ennead architects
Date: 10/9/2015



Sidwell Friends School
Washington, DC



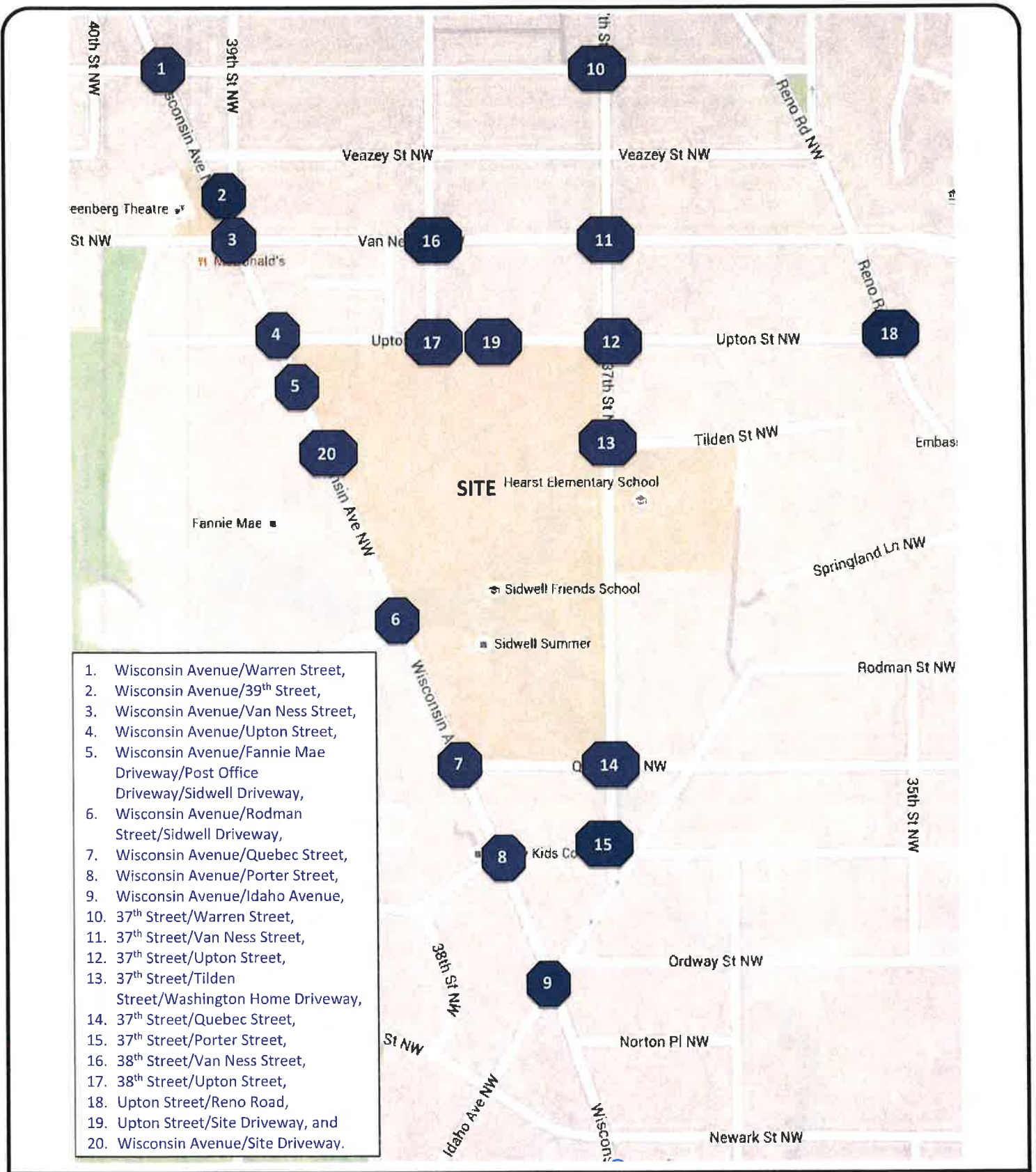


Figure 3
Study Intersections



Sidwell Friends School

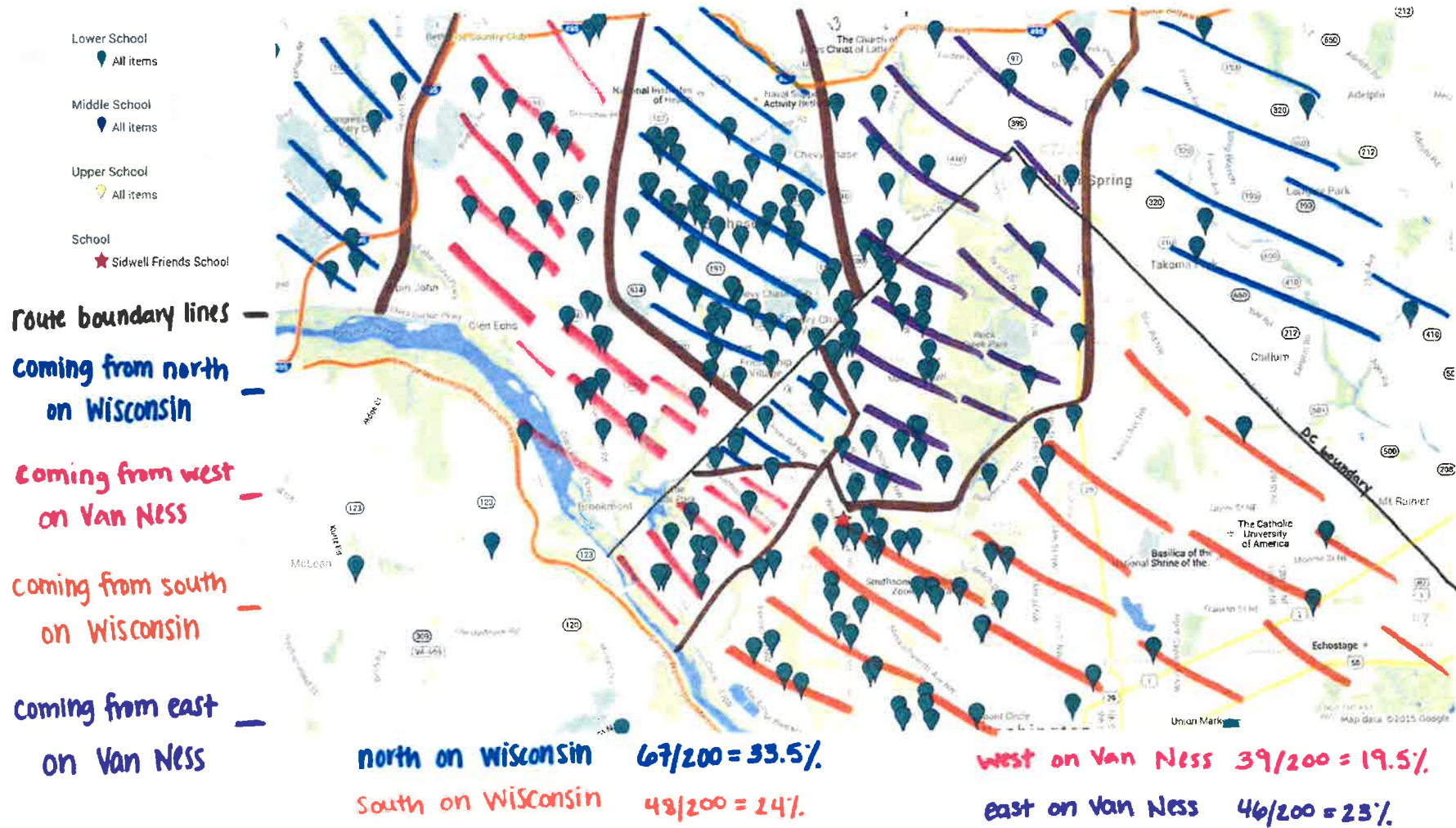


Figure 5
Area Trip Distributions



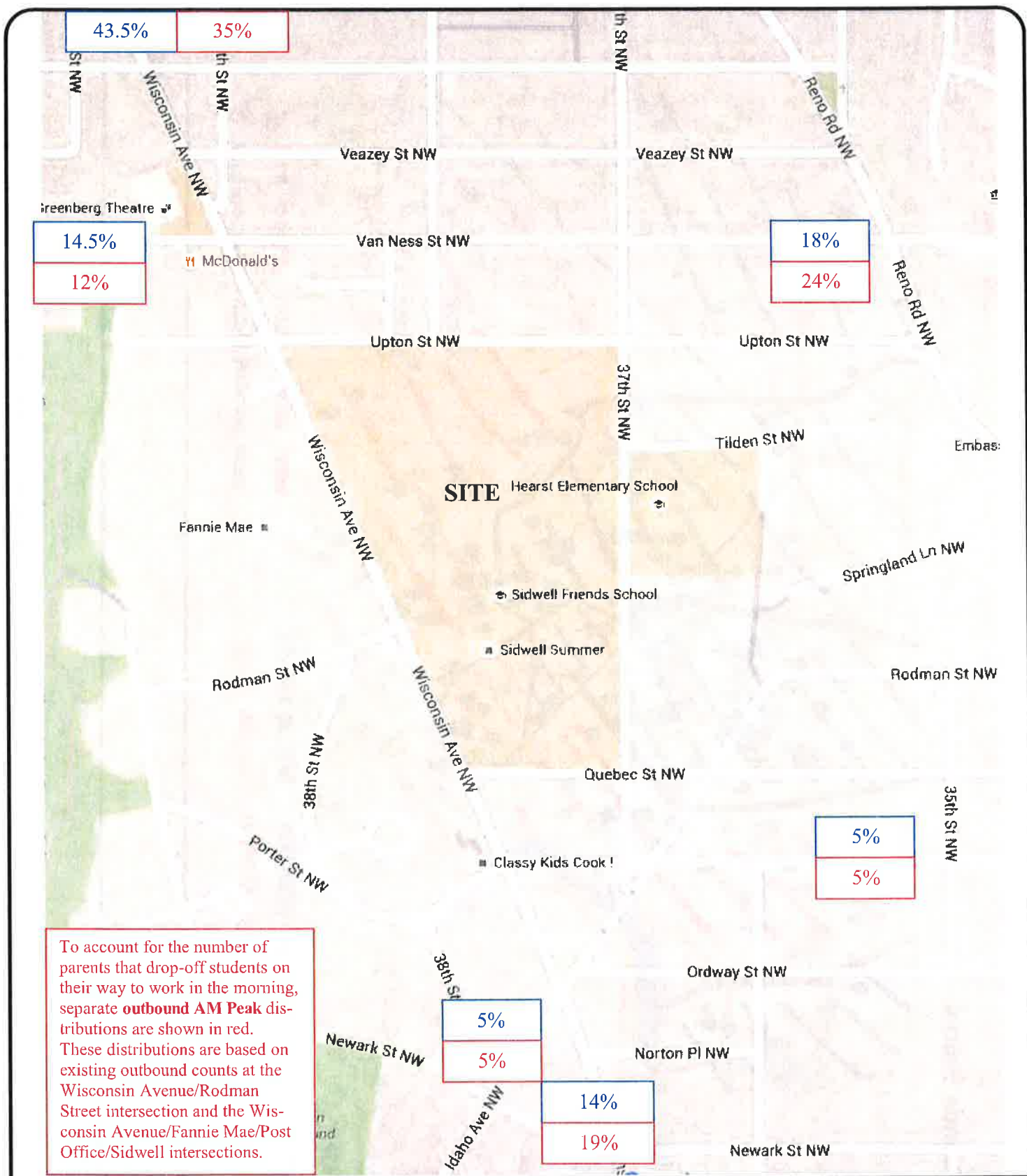


Figure 6
Network Trip Distributions



Figure 7
Alternate Modes of Transportation

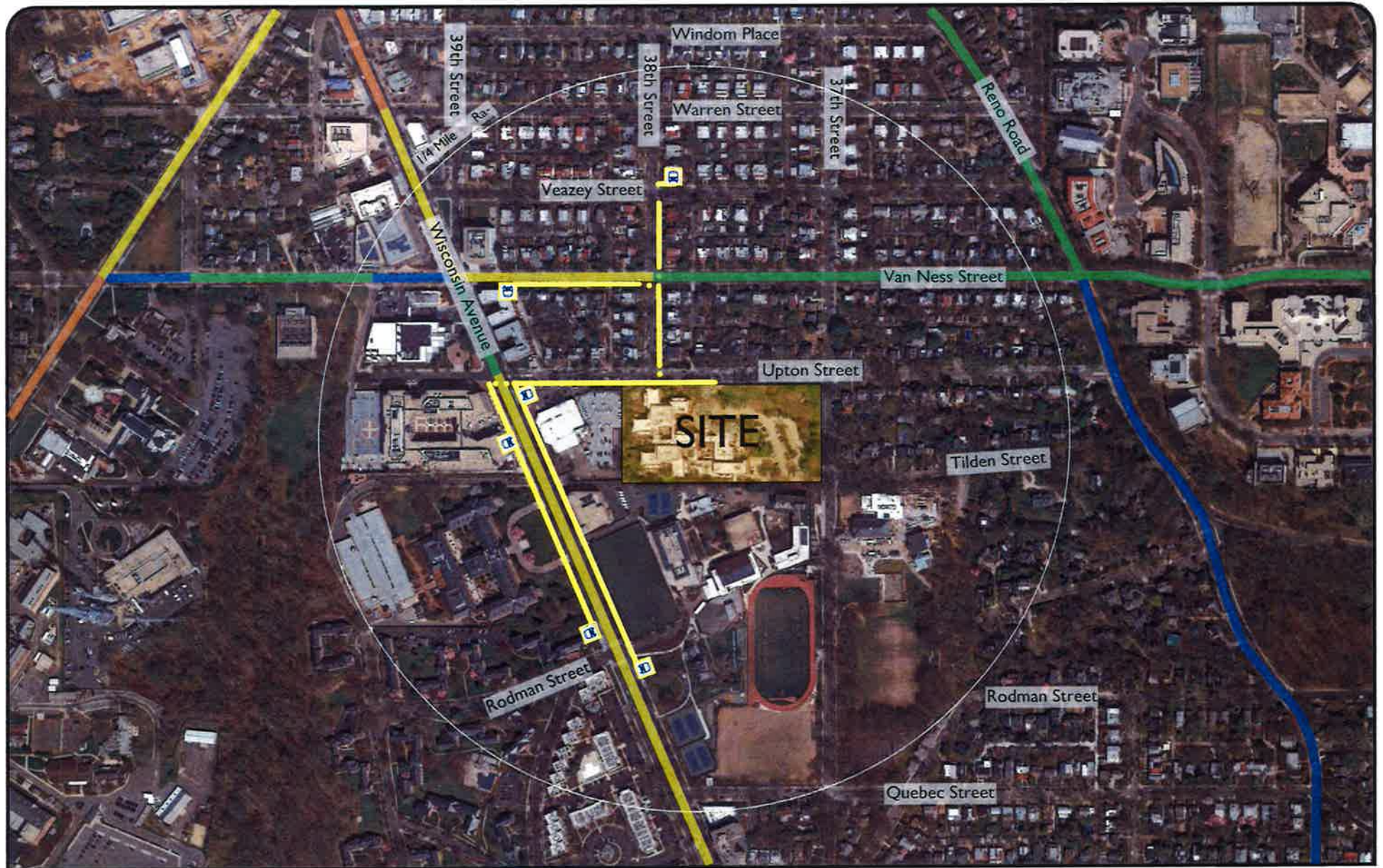


Figure 8
One Quarter Mile Walk Shed

 Bus Stops
 Likely Walking Routes to/from Bus Stops
 Sidewalk  Crosswalk

 High Pedestrian Activity and Deficiency
 Low Pedestrian Activity and Deficiency





Figure 9
One Mile Bike Shed

— Dedicated Bike Lane
— Likely Bike Routes to/from Transit Stops

M Metrorail Station
B Bus Stop



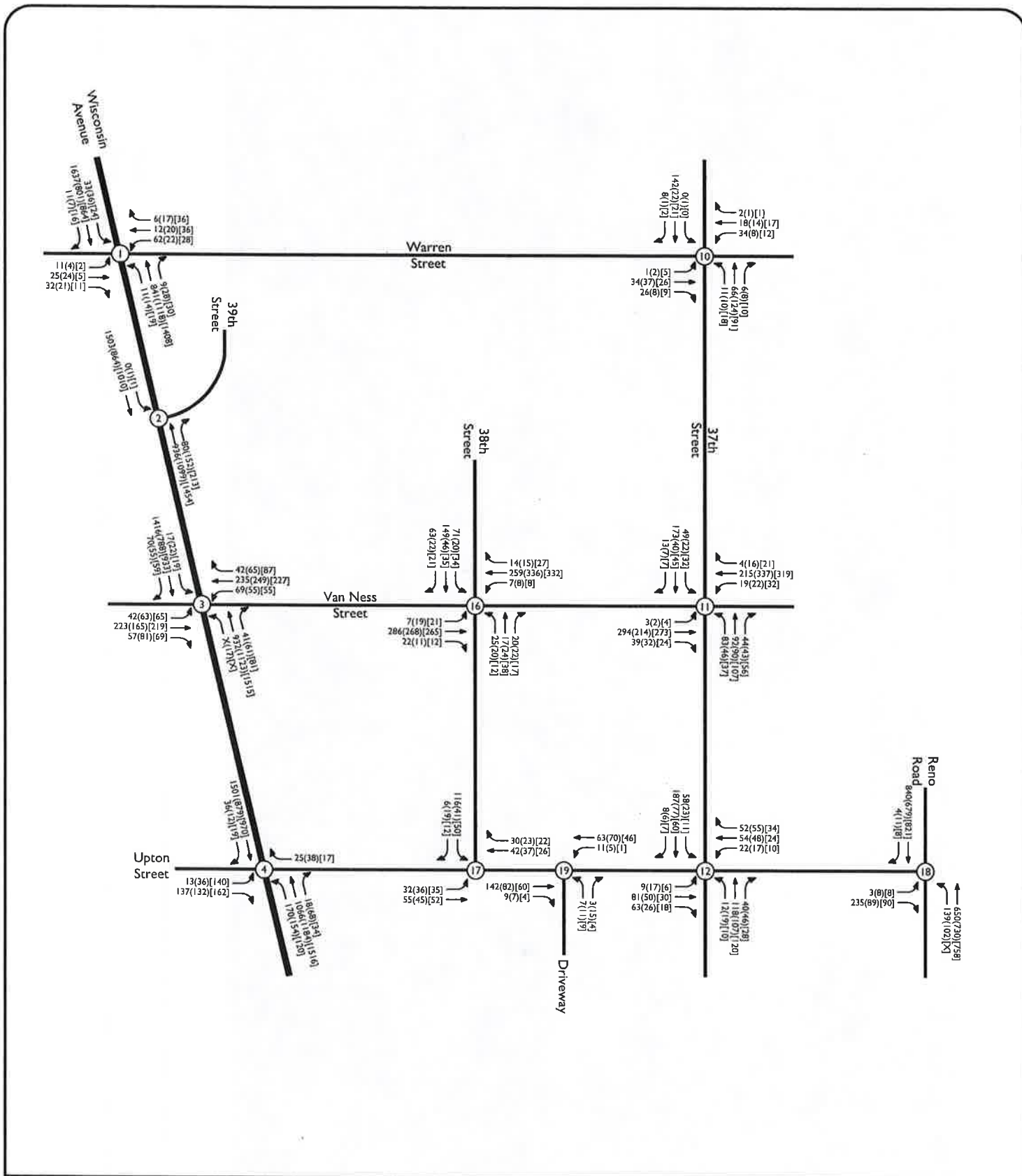


Figure 10A
Existing Peak Hour Traffic Volumes

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

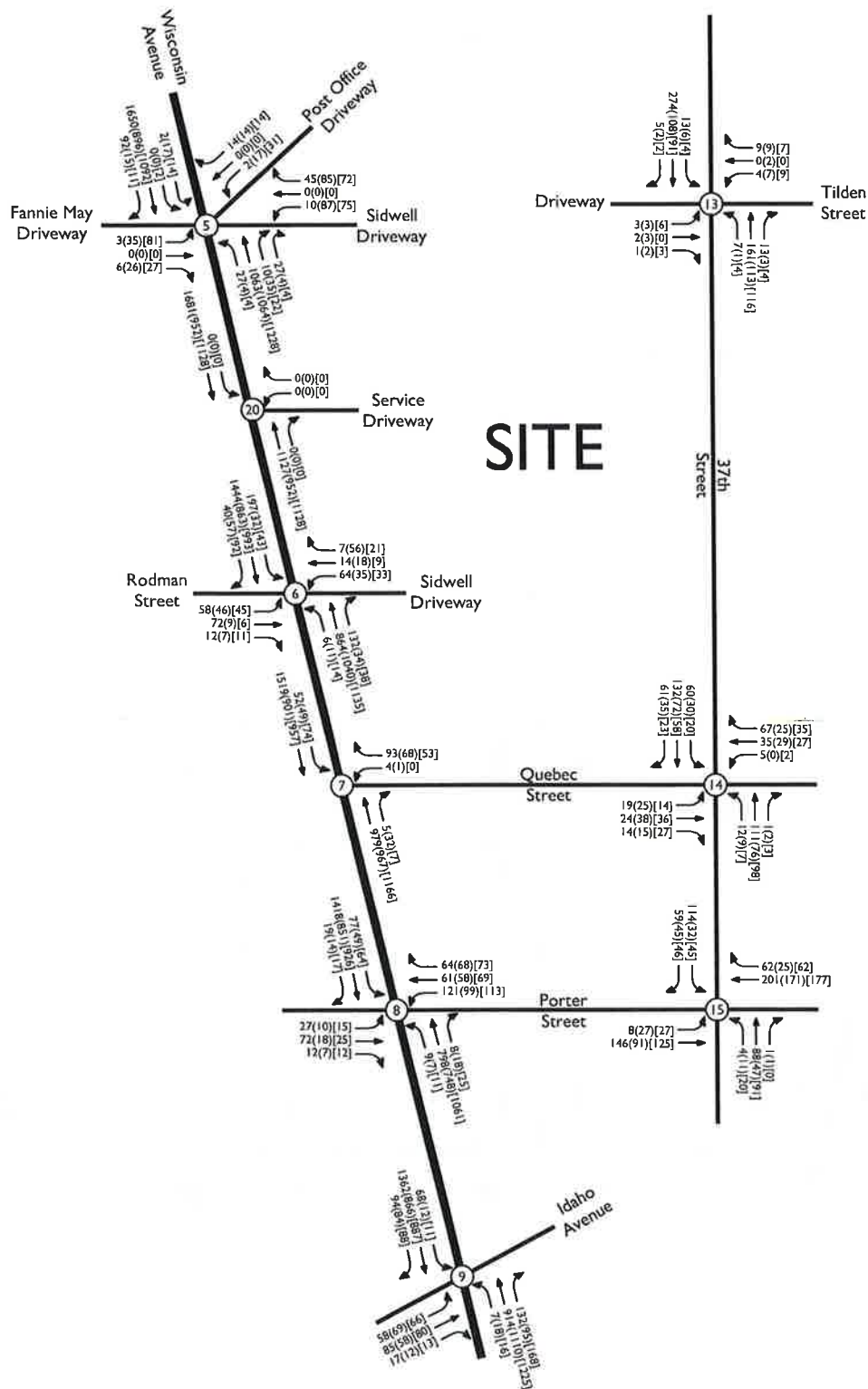


Figure 10B
Existing Peak Hour Traffic Volumes

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

Sidwell Friends School
Washington, DC



Wells + Associates

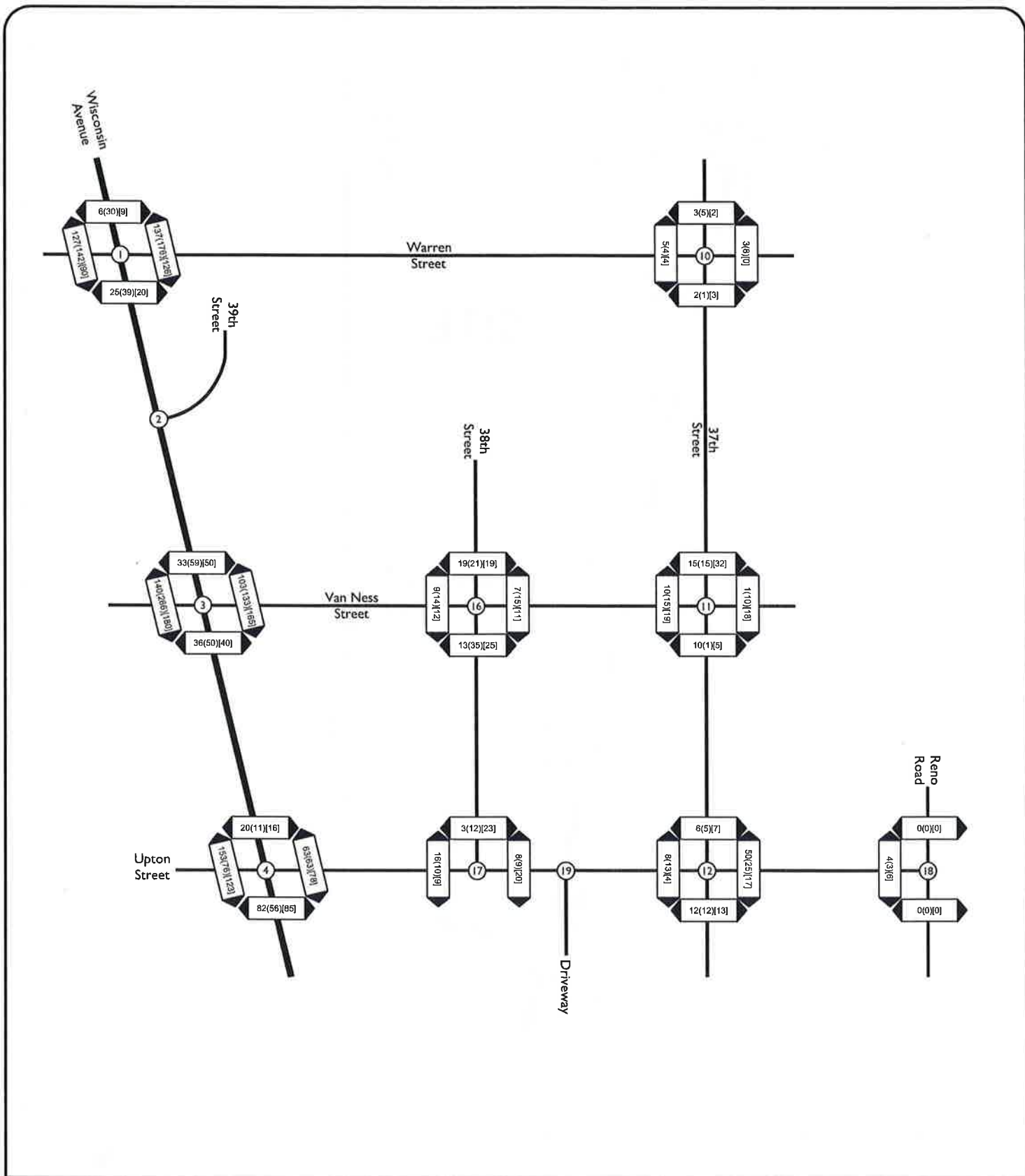


Figure 11A
Existing Peak Hour Pedestrian Volumes

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) [000]

North
Not to Scale

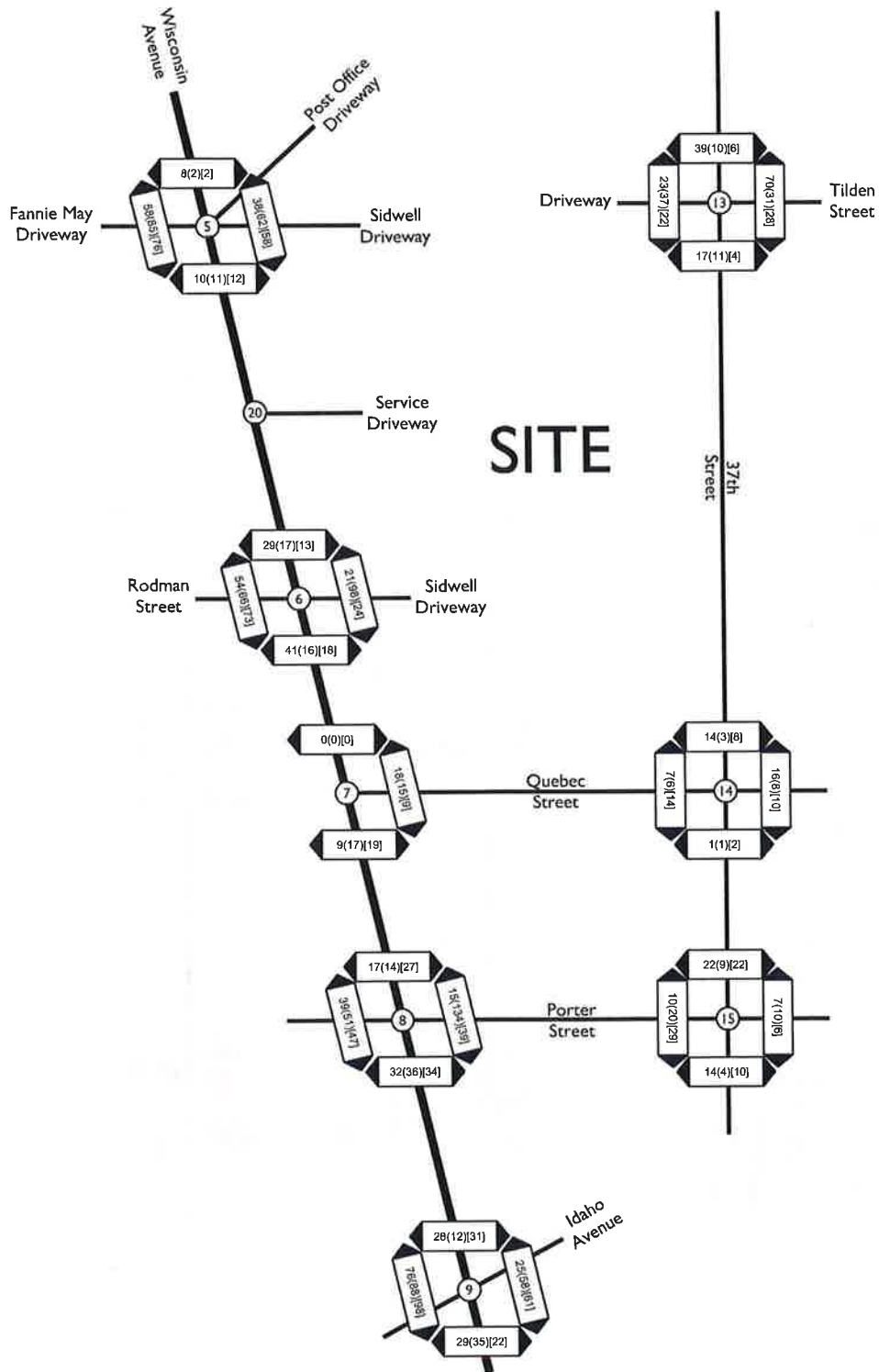


Figure 11B
Existing Peak Hour Pedestrian Volumes

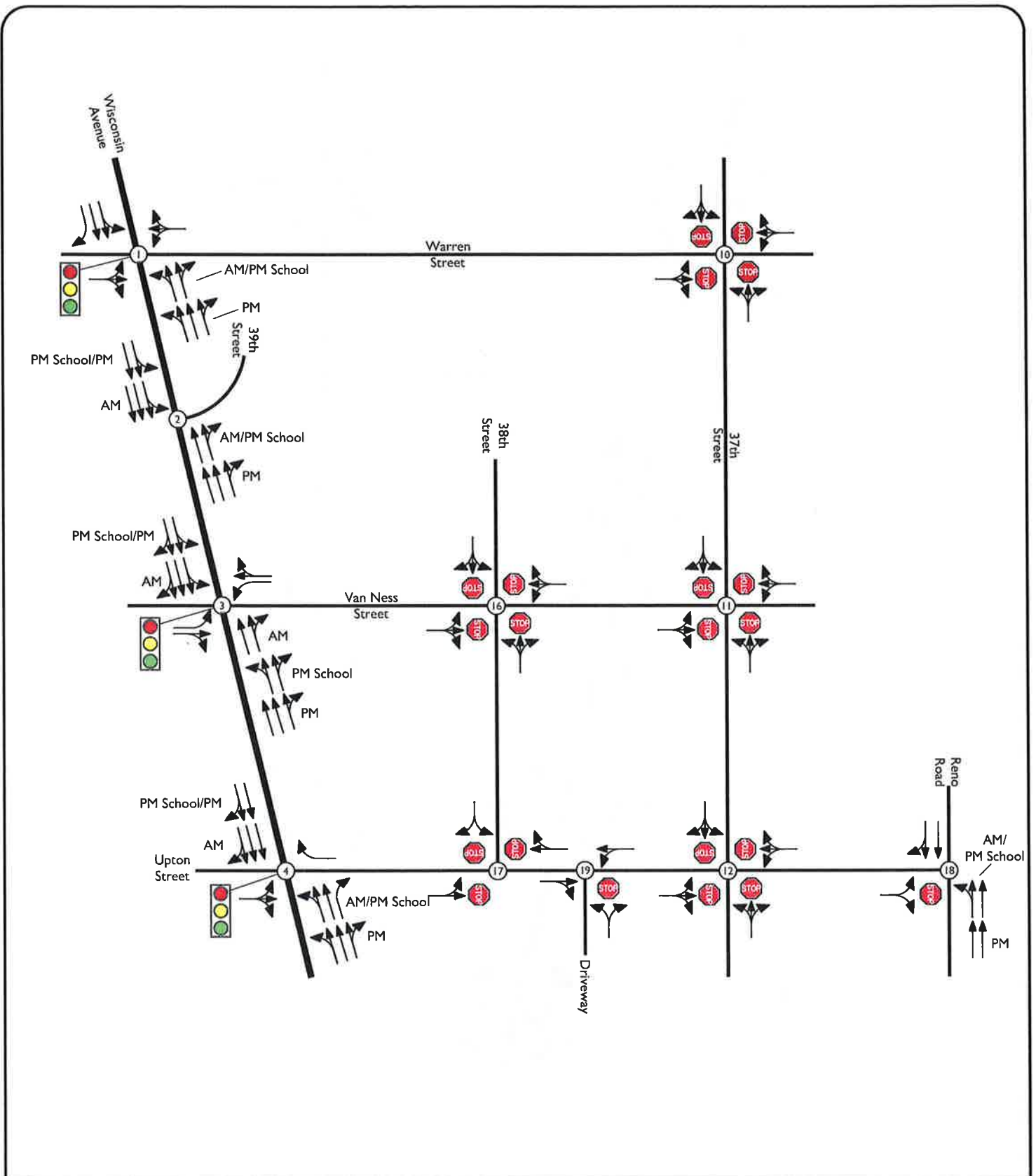


Figure 12A
Existing Lane Use and Traffic Control

← Represents One Travel Lane
 Signalized Intersection
 Stop Sign


 North
 Not to Scale

Sidwell Friends School
 Washington, DC

 Wells + Associates

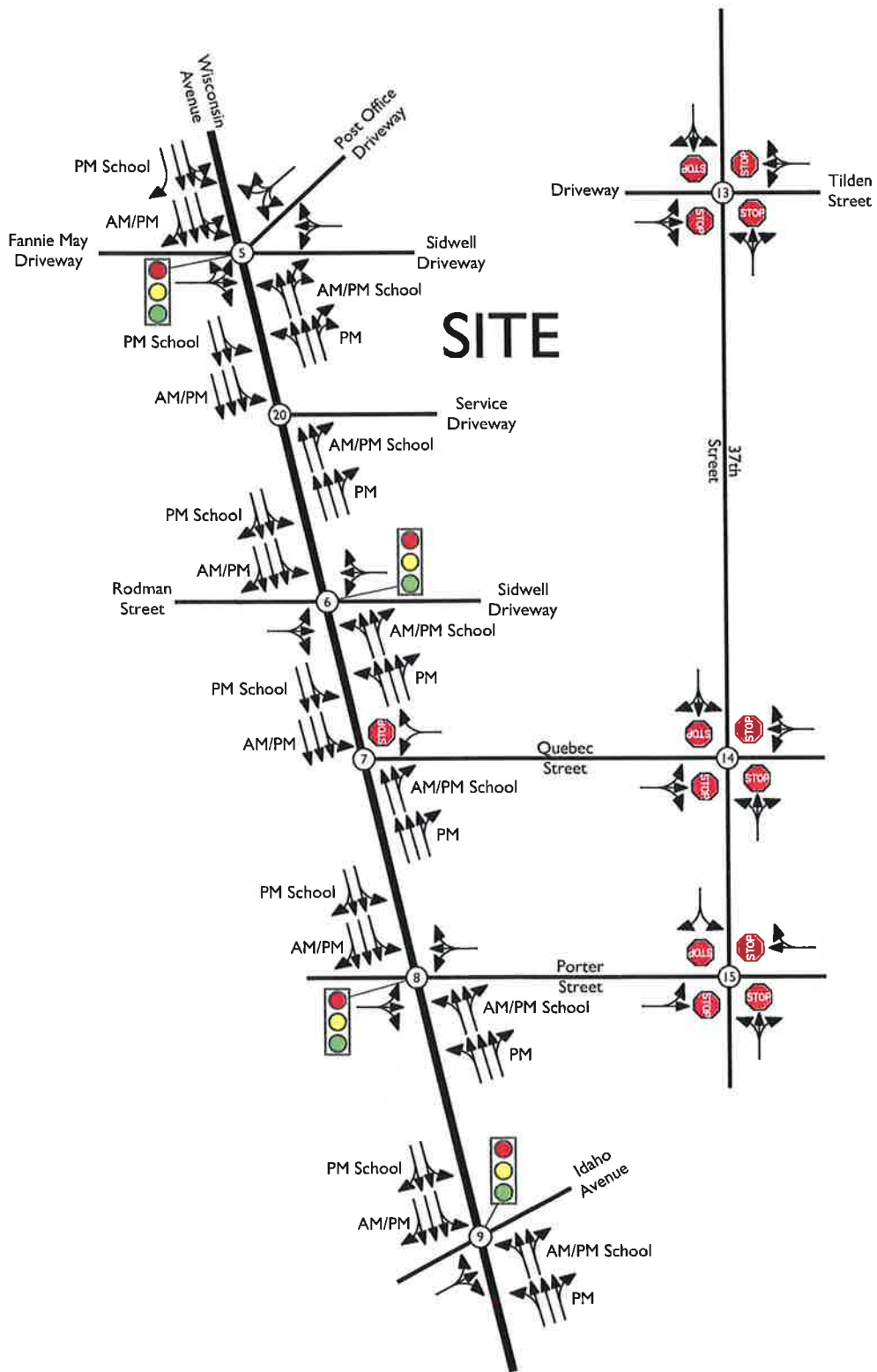


Figure 12B
Existing Lane Use and Traffic Control

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

Sidwell Friends School
Washington, DC



Wells + Associates

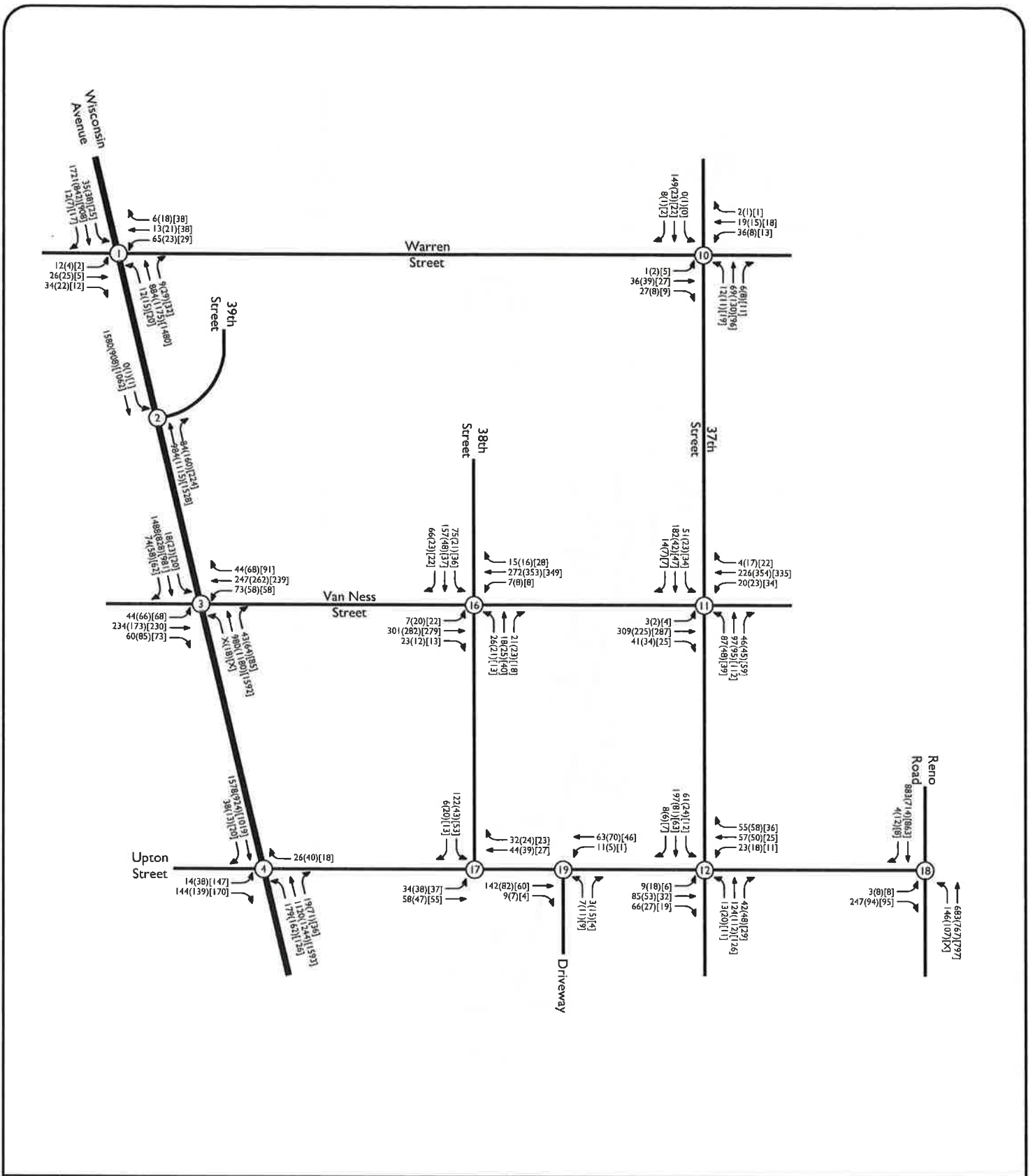


Figure 13A
Existing Volumes with Regional Growth

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour

North
Not to Scale

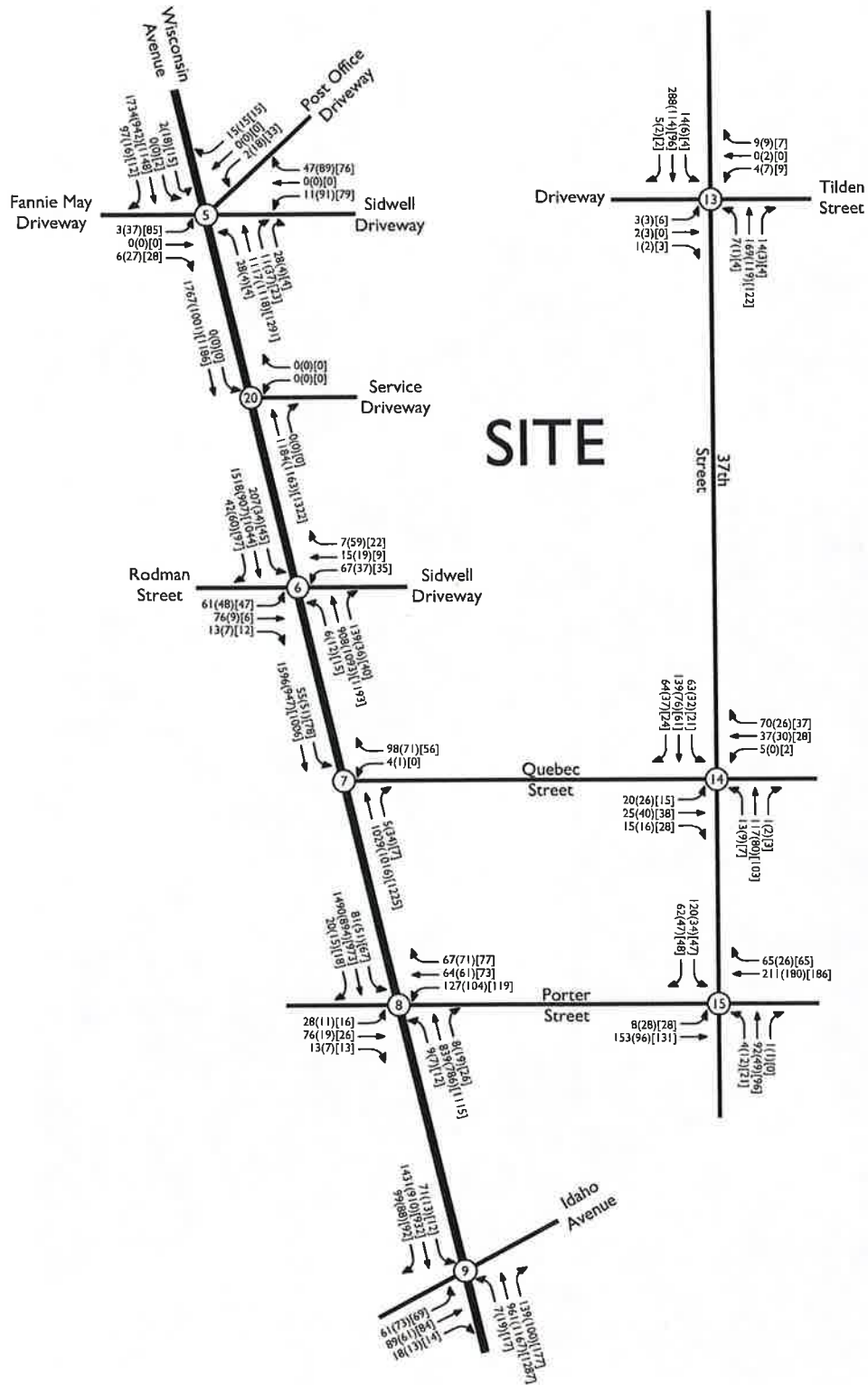


Figure 13B
Existing Volumes with Regional Growth

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

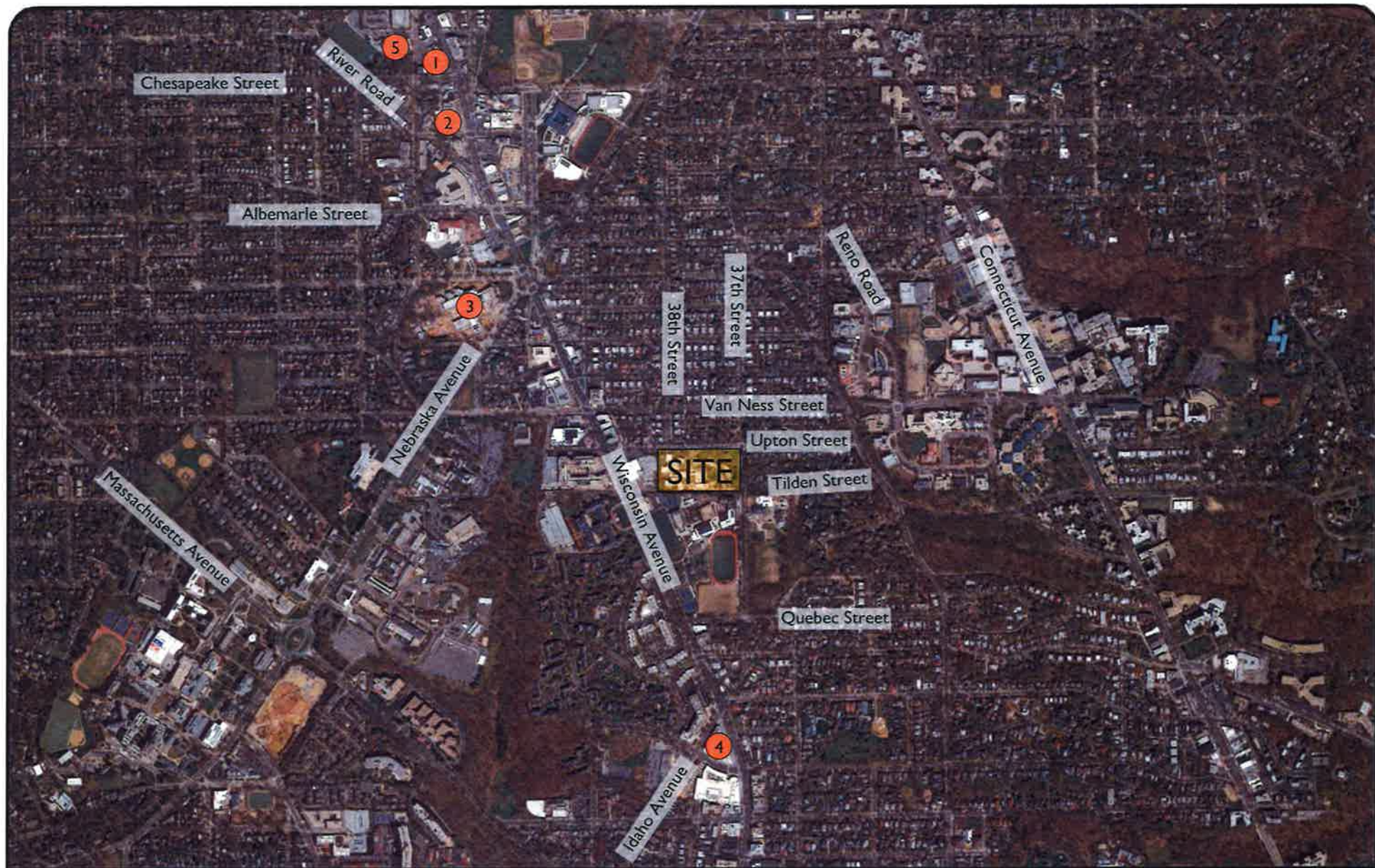


Figure 14
Pipeline Locations

- ① 4700 Wisconsin Avenue (Steak and Eggs)
- ② 4614 Wisconsin Avenue
- ③ Washington College of Law

- ④ Cathedral Commons
- ⑤ Georgetown Day School PUD



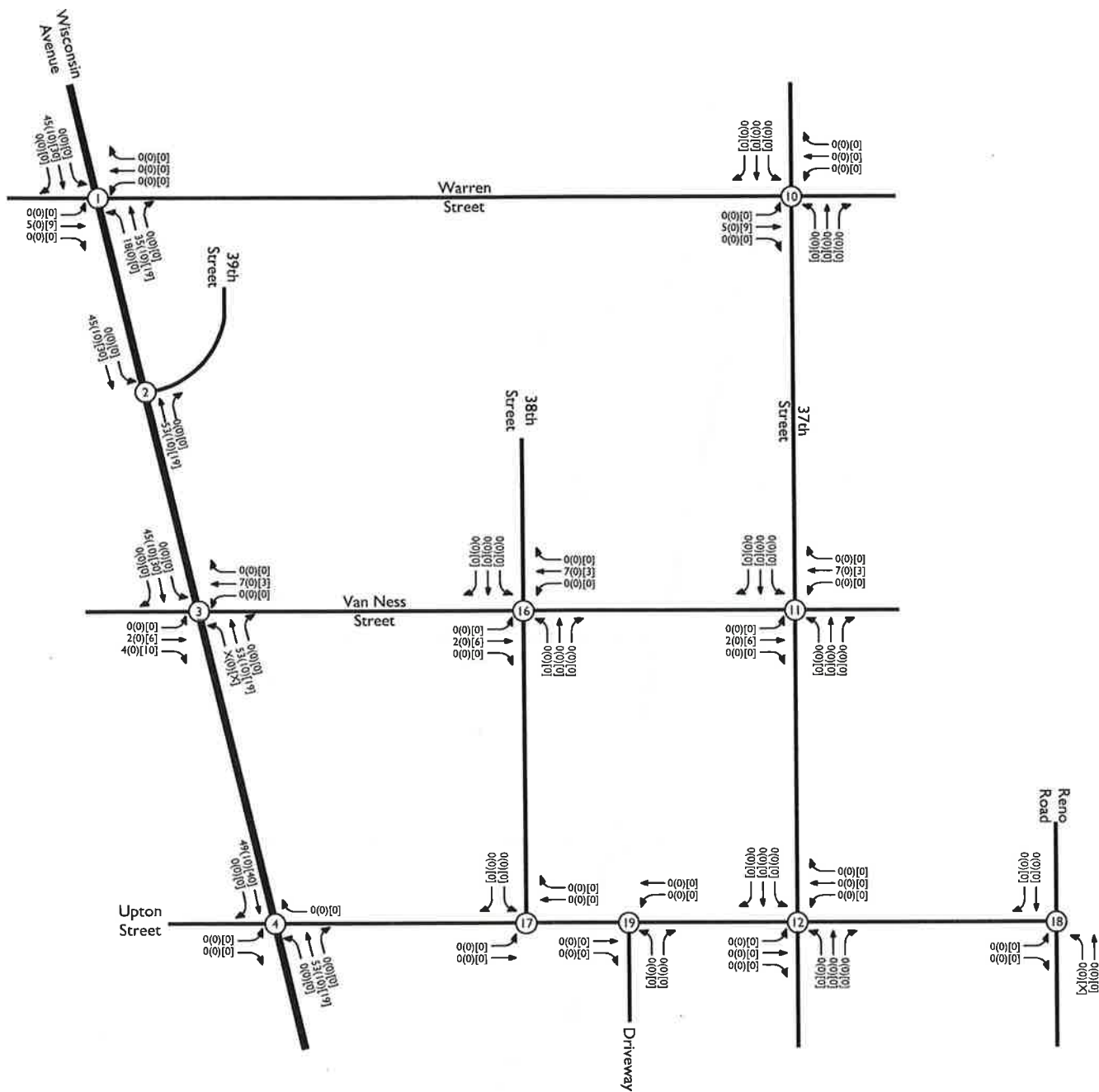


Figure 15A
Pipeline Traffic Volumes

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour

North
Not to Scale

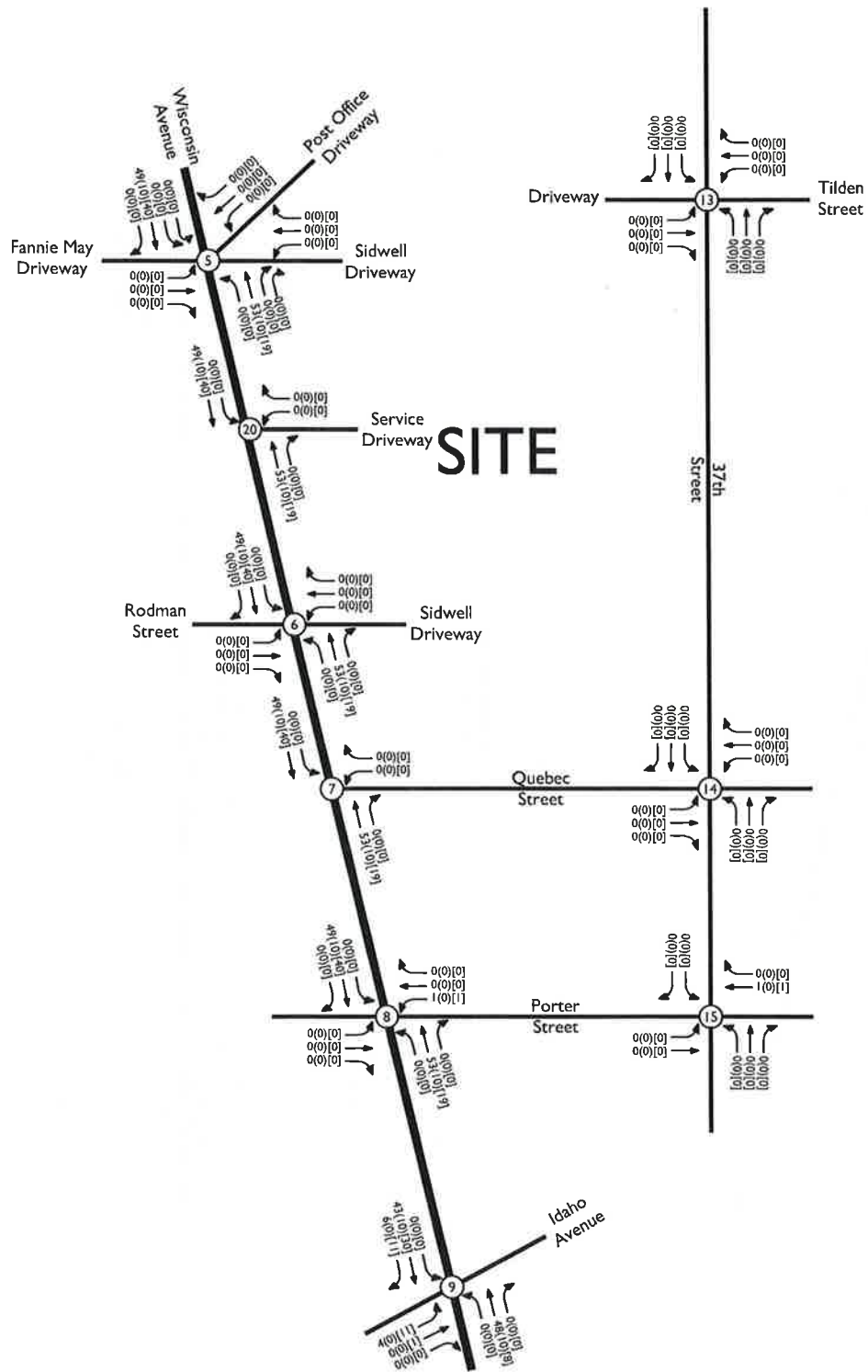


Figure 15B
Pipeline Traffic Volumes

Sidwell Friends School
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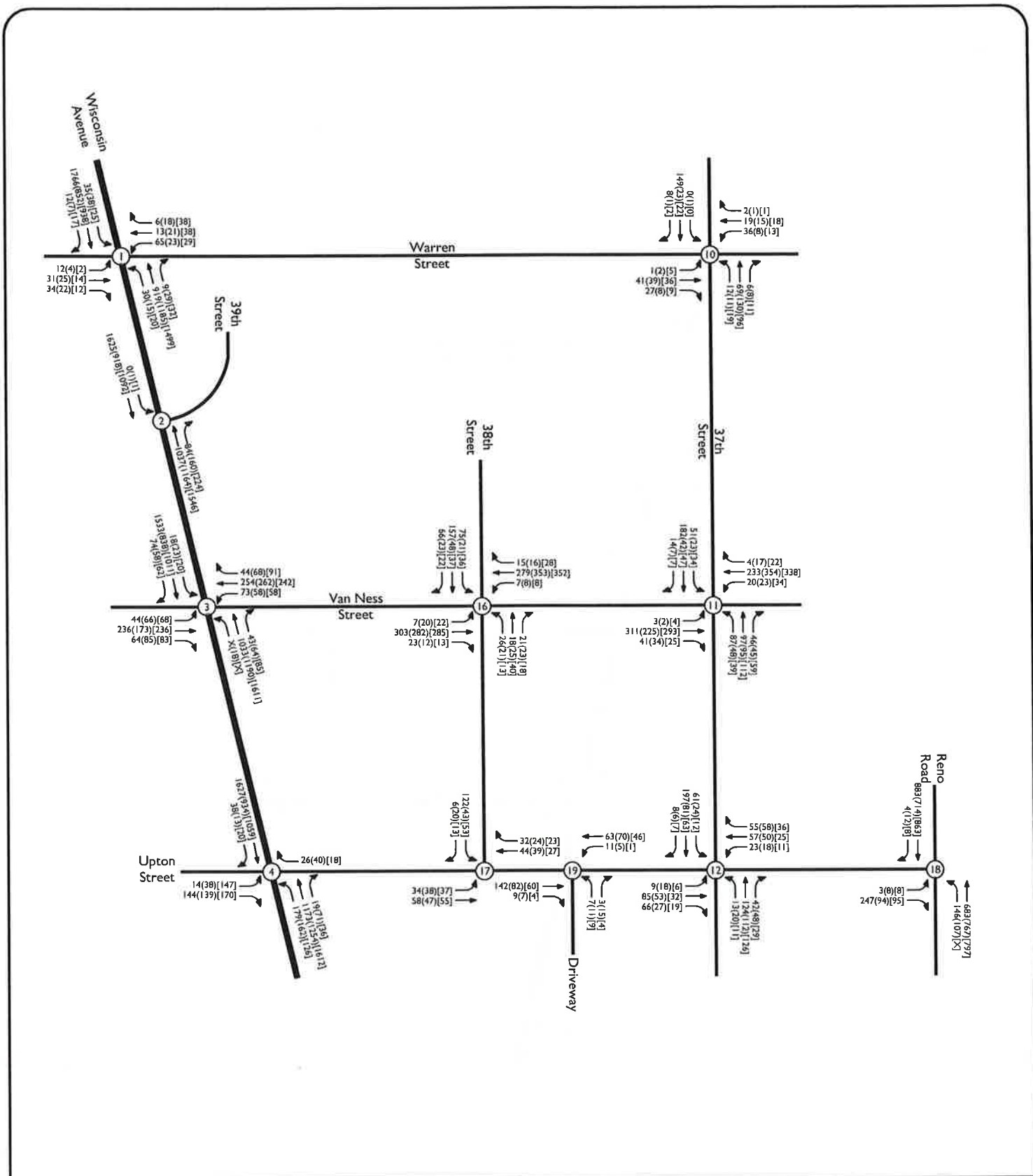


Figure 16A
2020 Background Traffic Volumes

Sidwell Friends School
Washington, DC



Wells + Associates

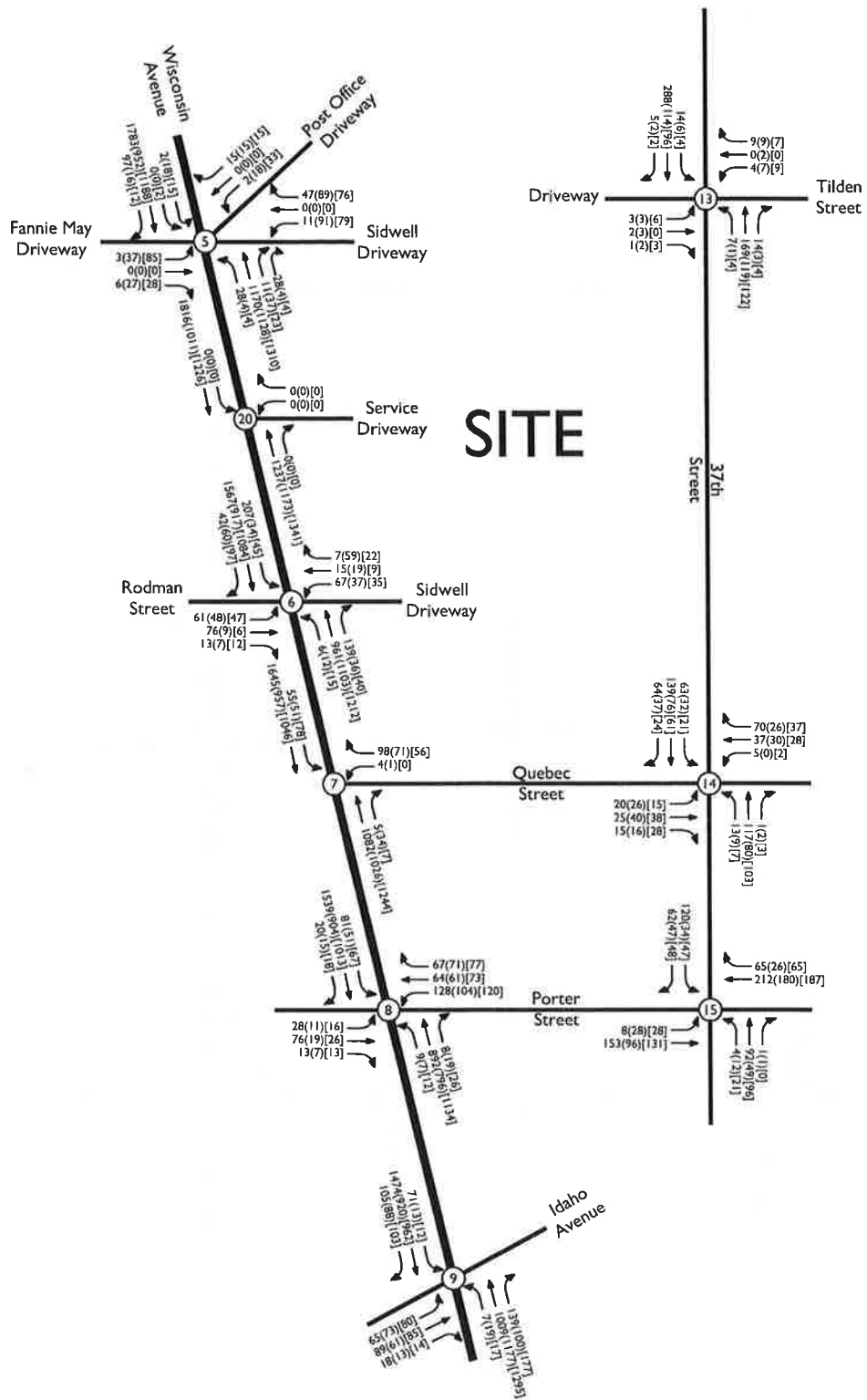


Figure 16B
2020 Background Traffic Volumes

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) [000]

North
Not to Scale

Sidwell Friends School
Washington, DC

WA
Wells + Associates

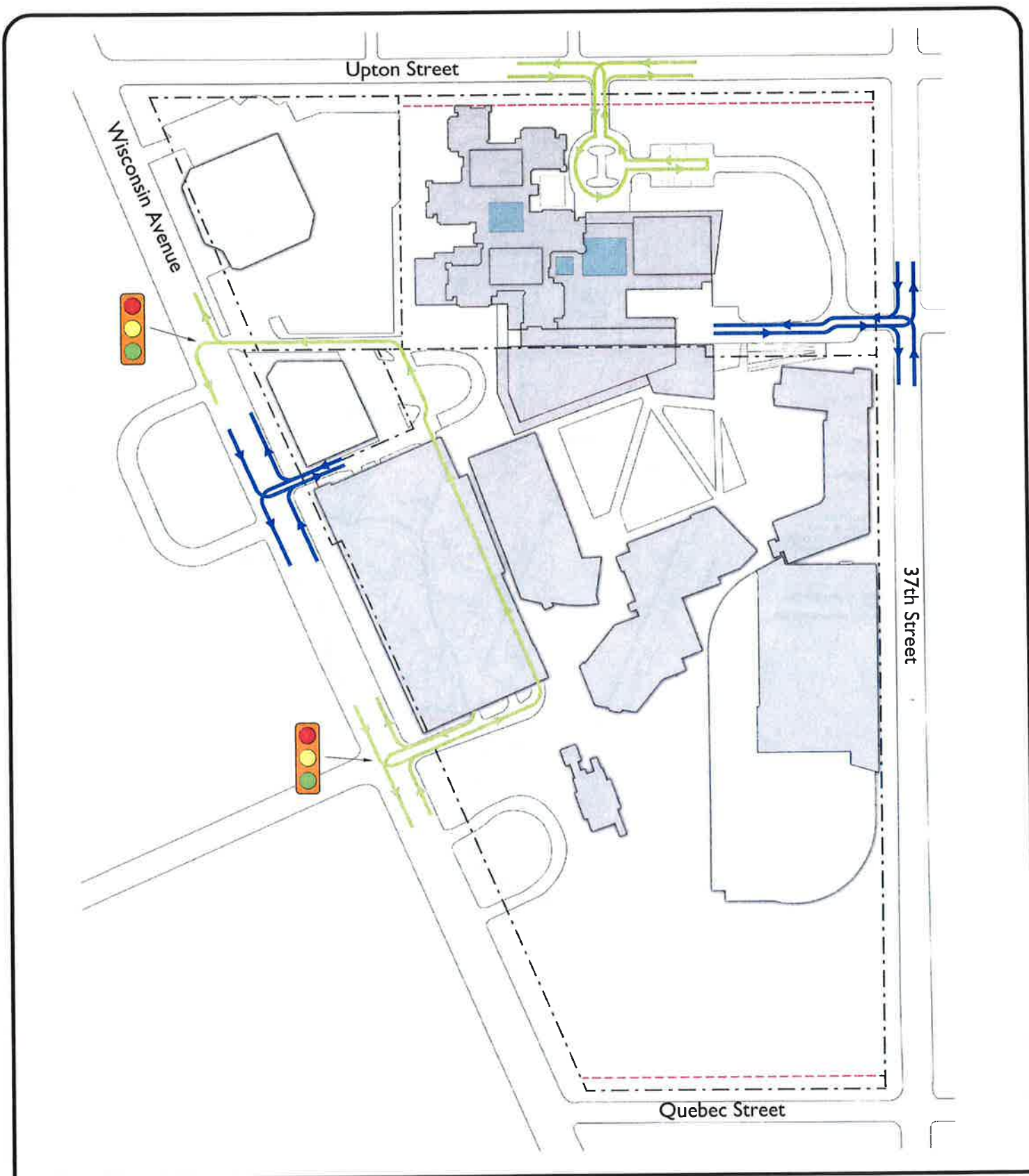


Figure 17
Site Circulation Plan

 Parking Access
 Service Access



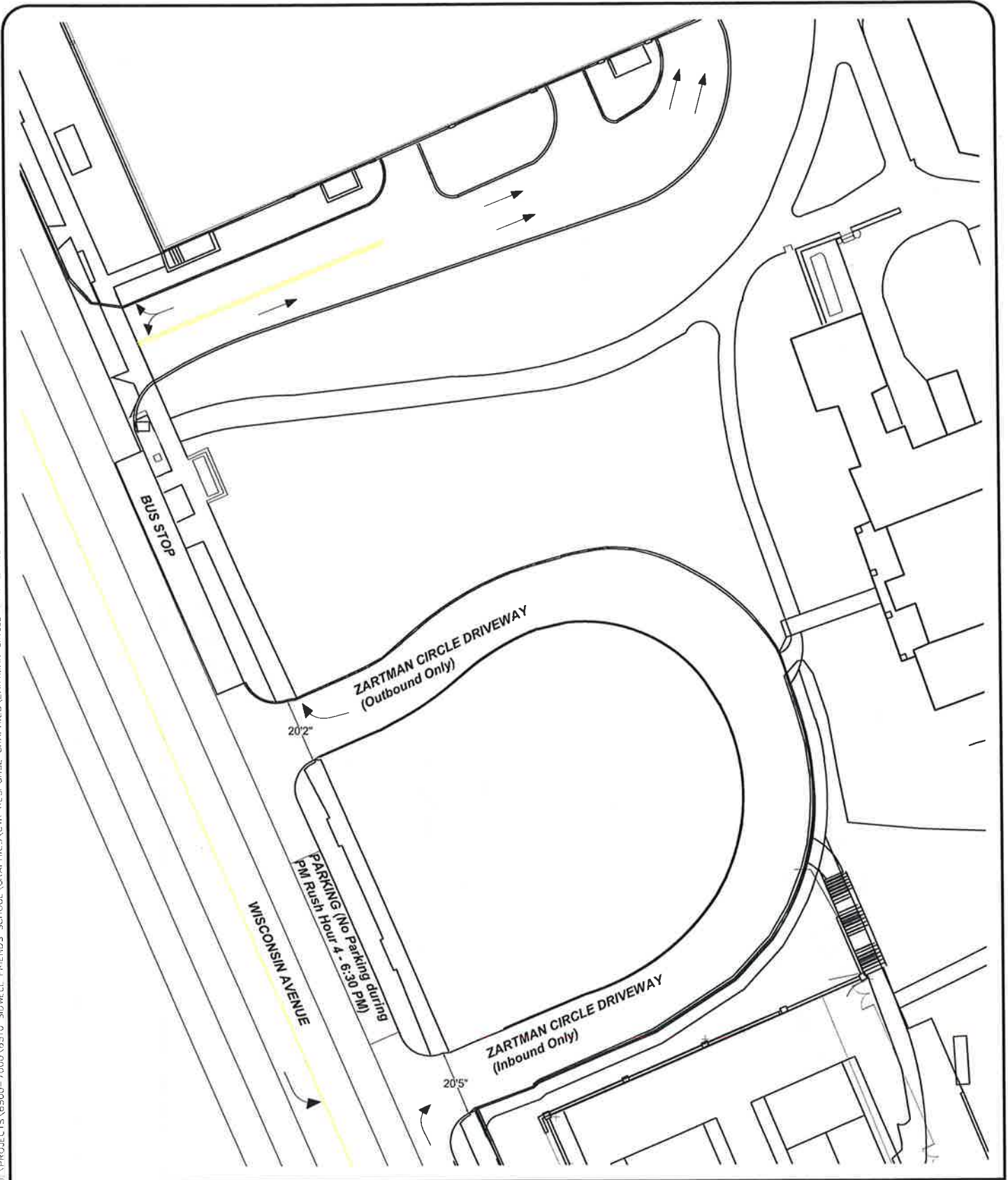


Figure 19
Zartman Circle



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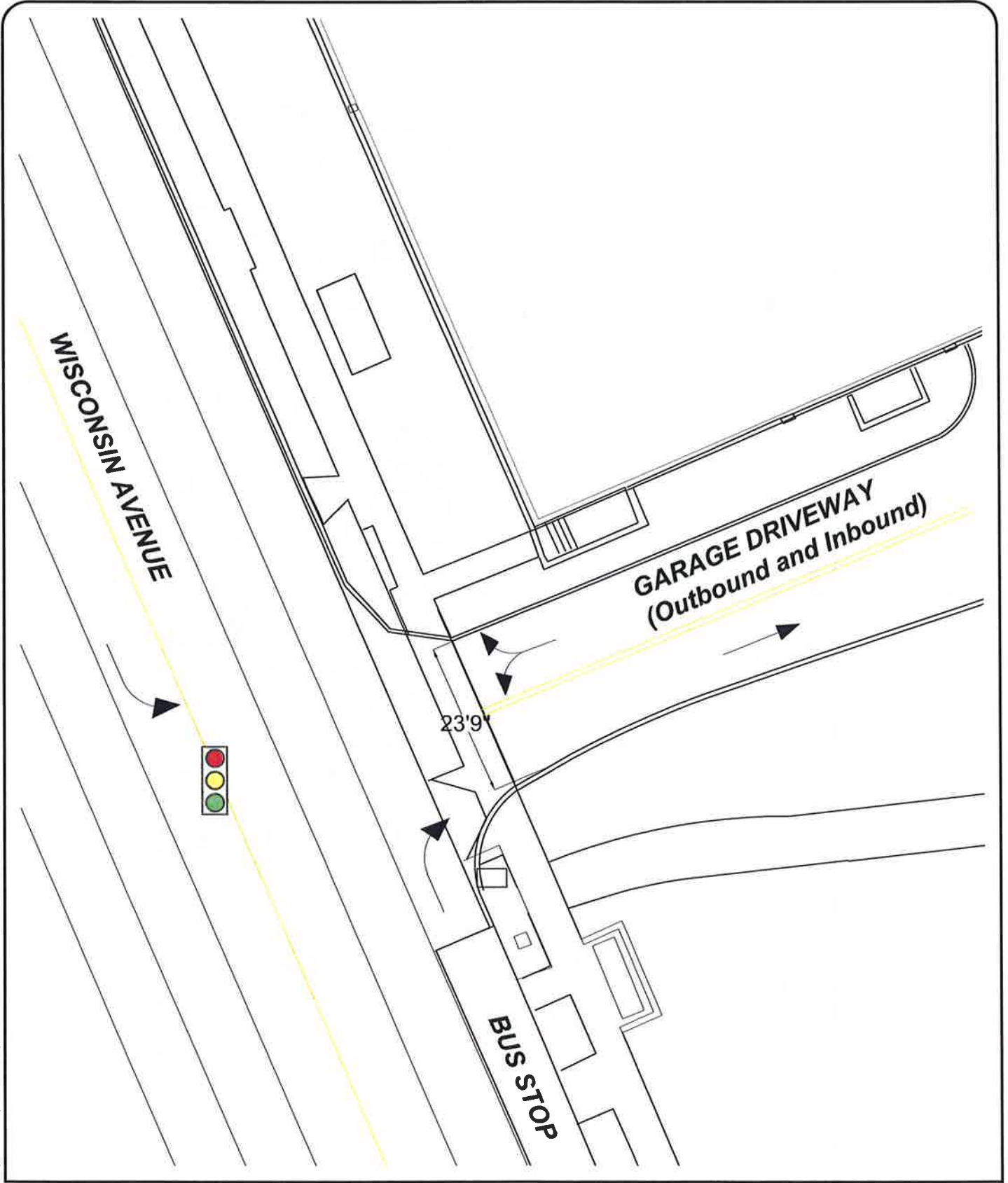


Figure 21
Rodman Street



ARW

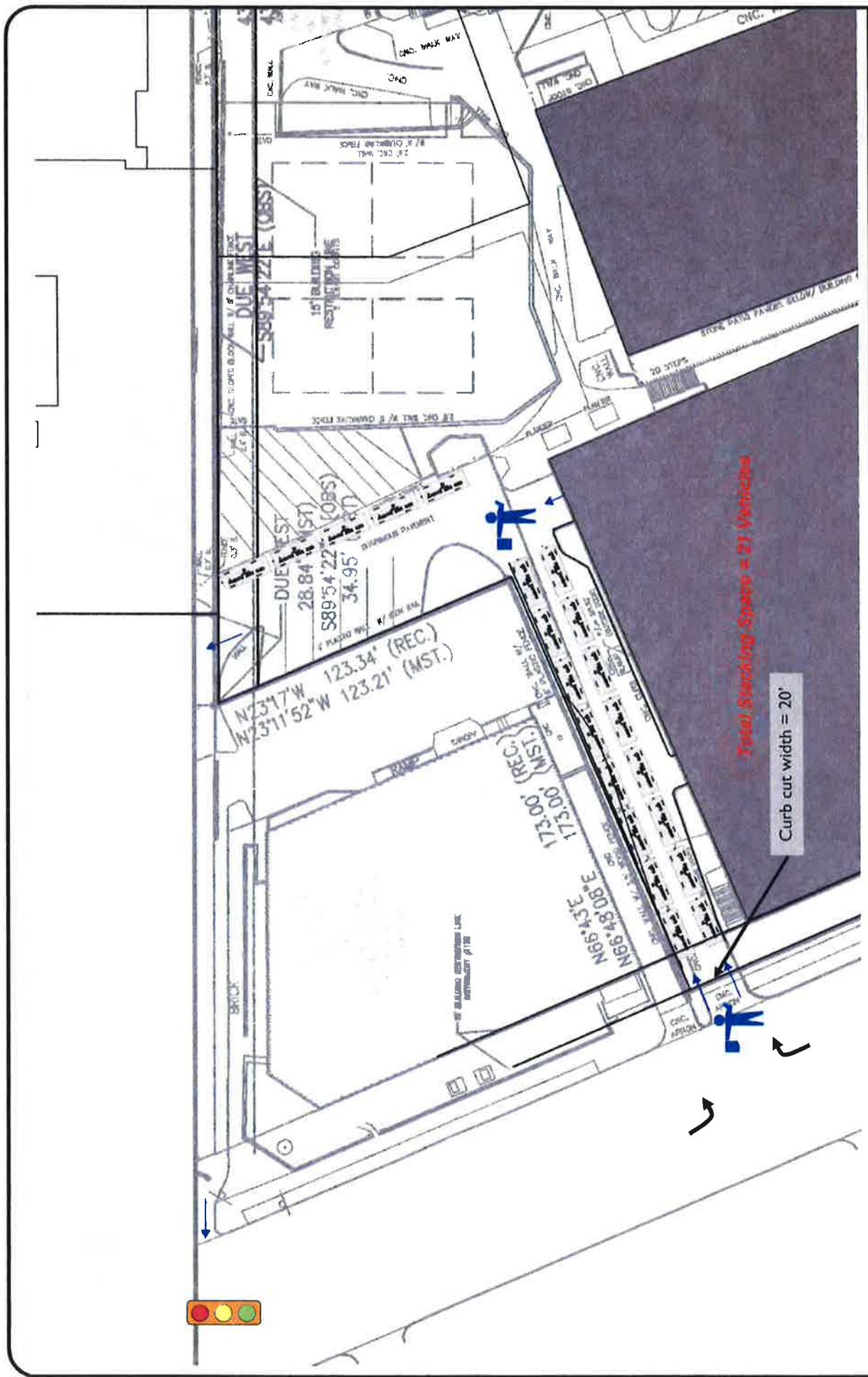
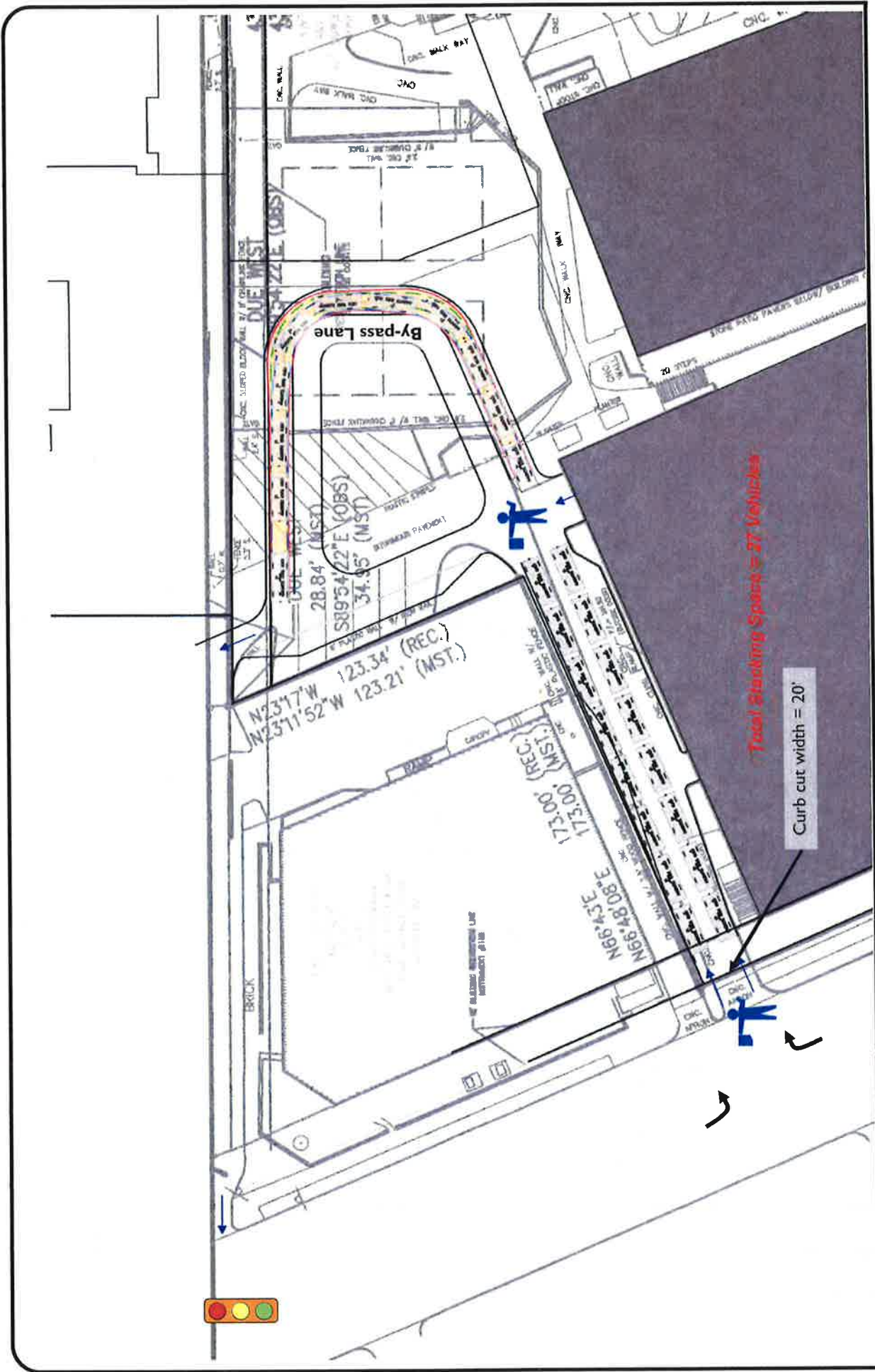


Figure 22
New Loop Design (Interim)





North

Figure 23
New Loop Design (Tennis Courts Relocated)

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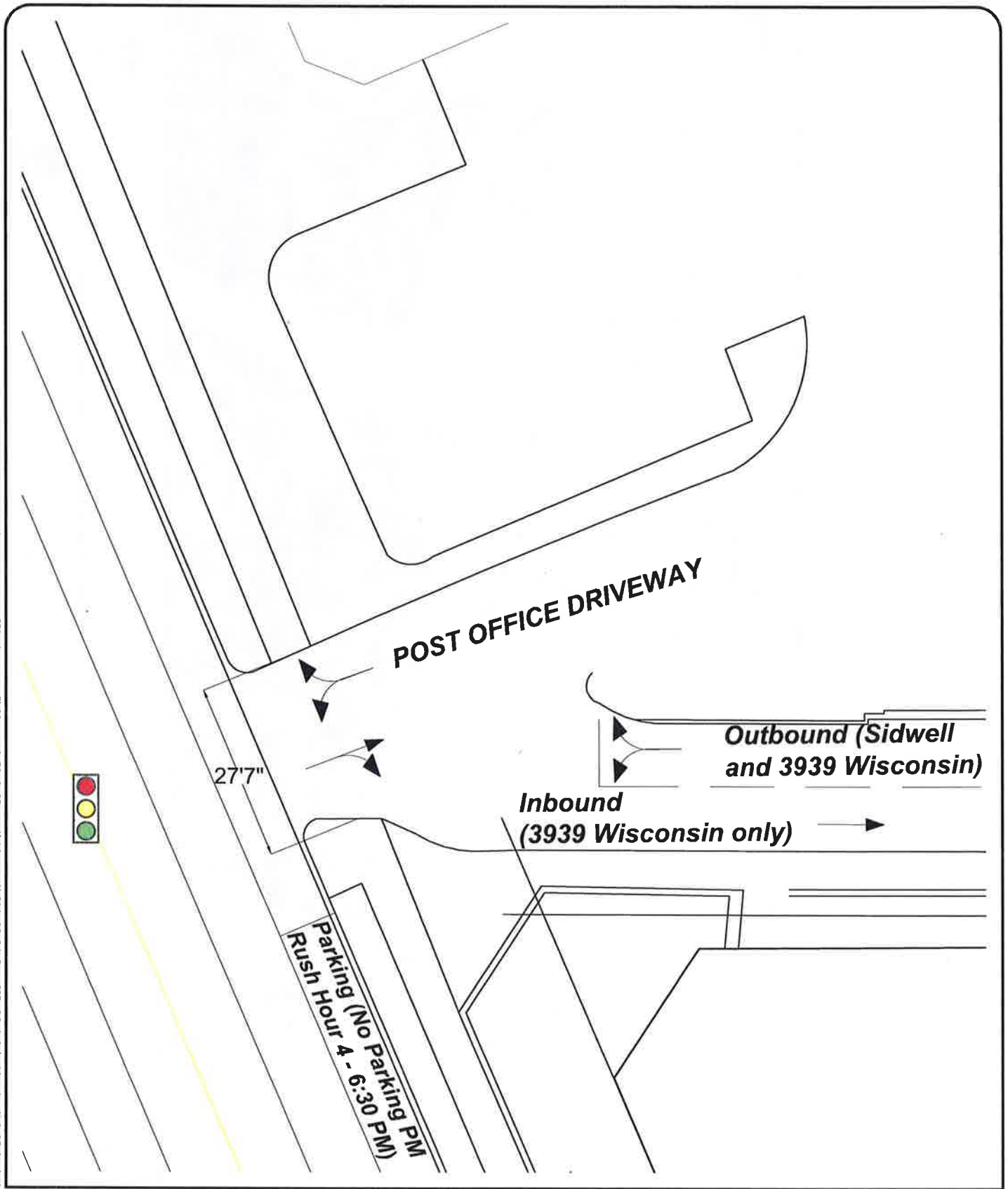


Figure 24
Shared Post Office Driveway



ARM

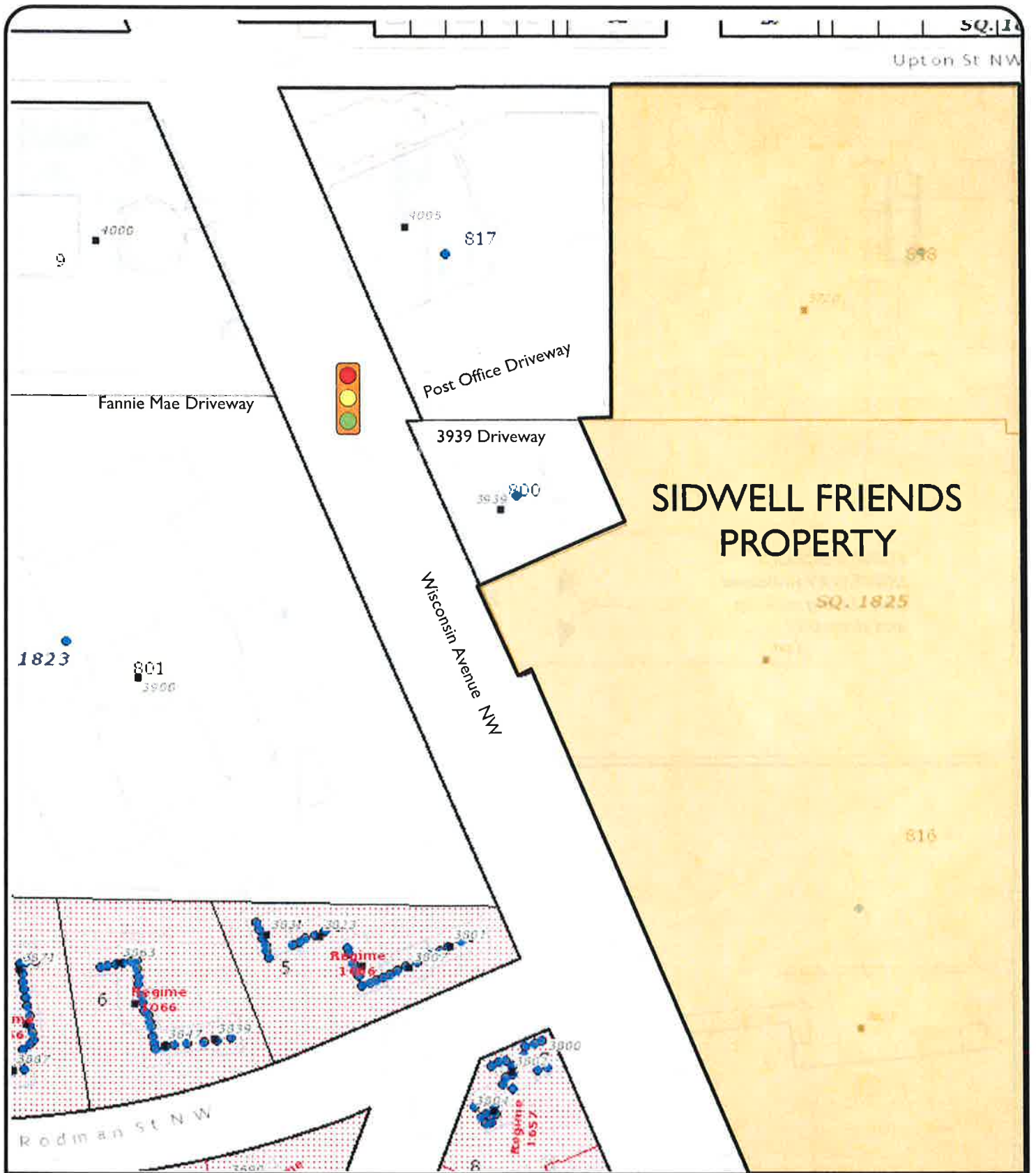


Figure 25
Sidwell Friends Property



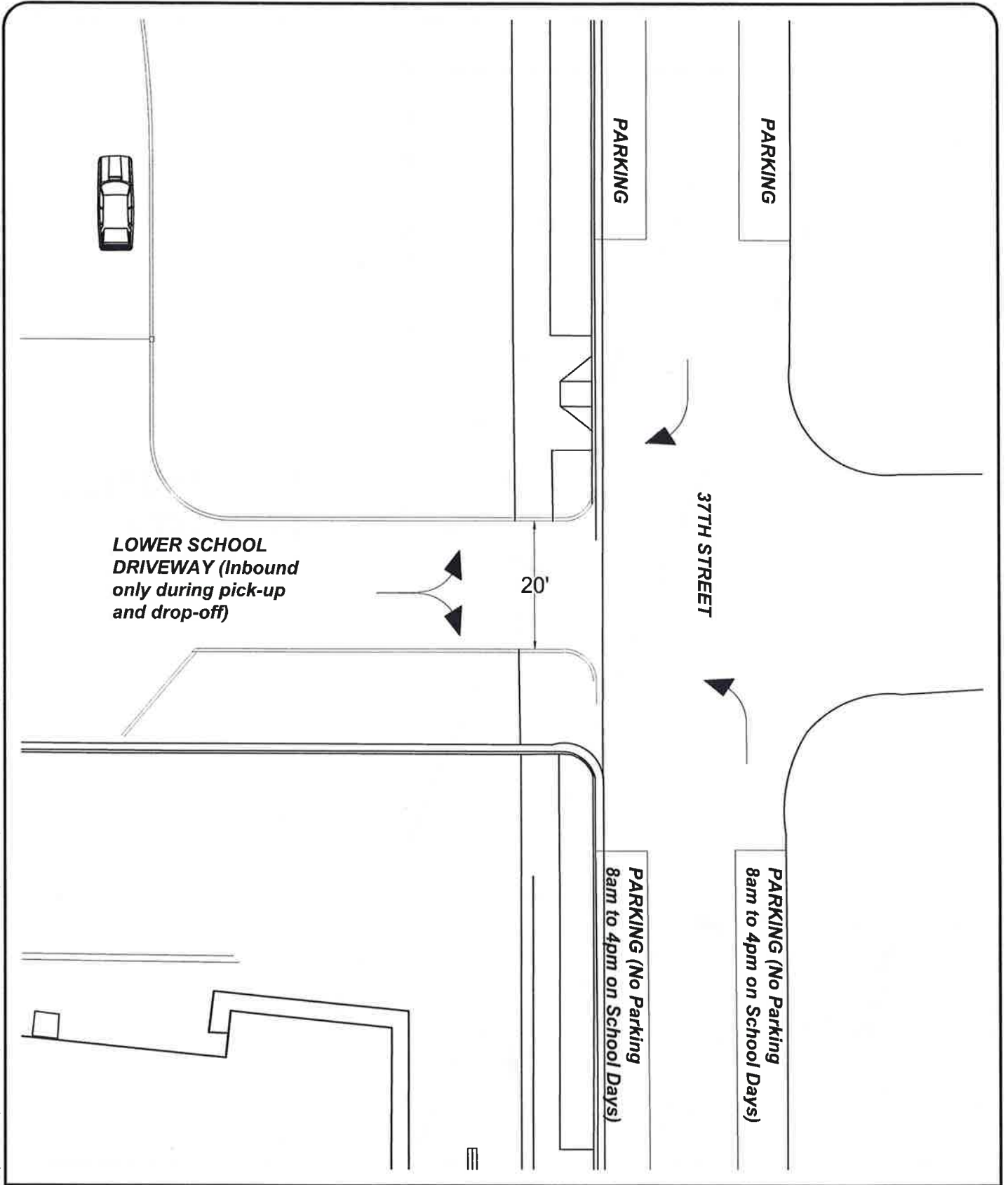


Figure 26
37th Street



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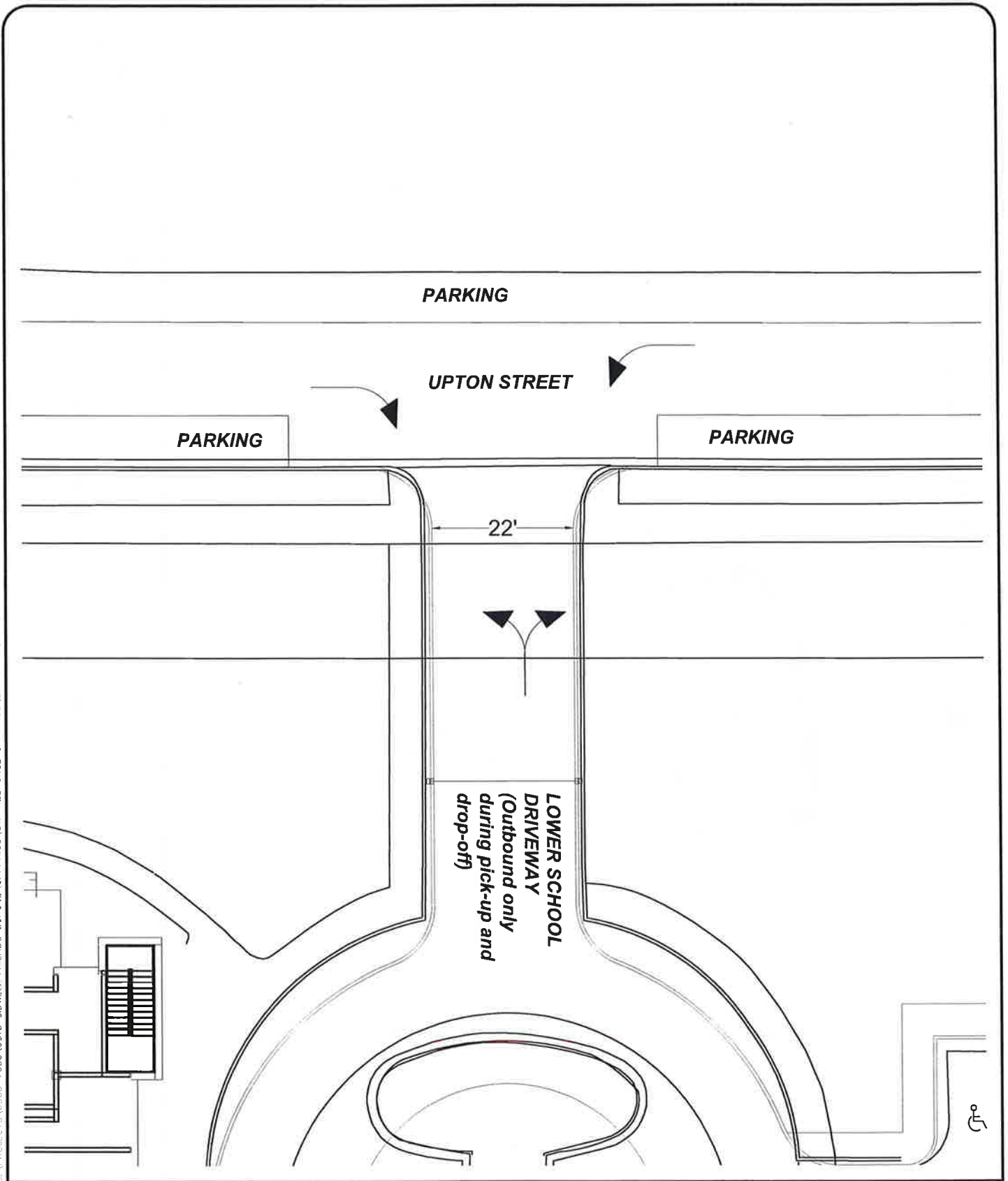
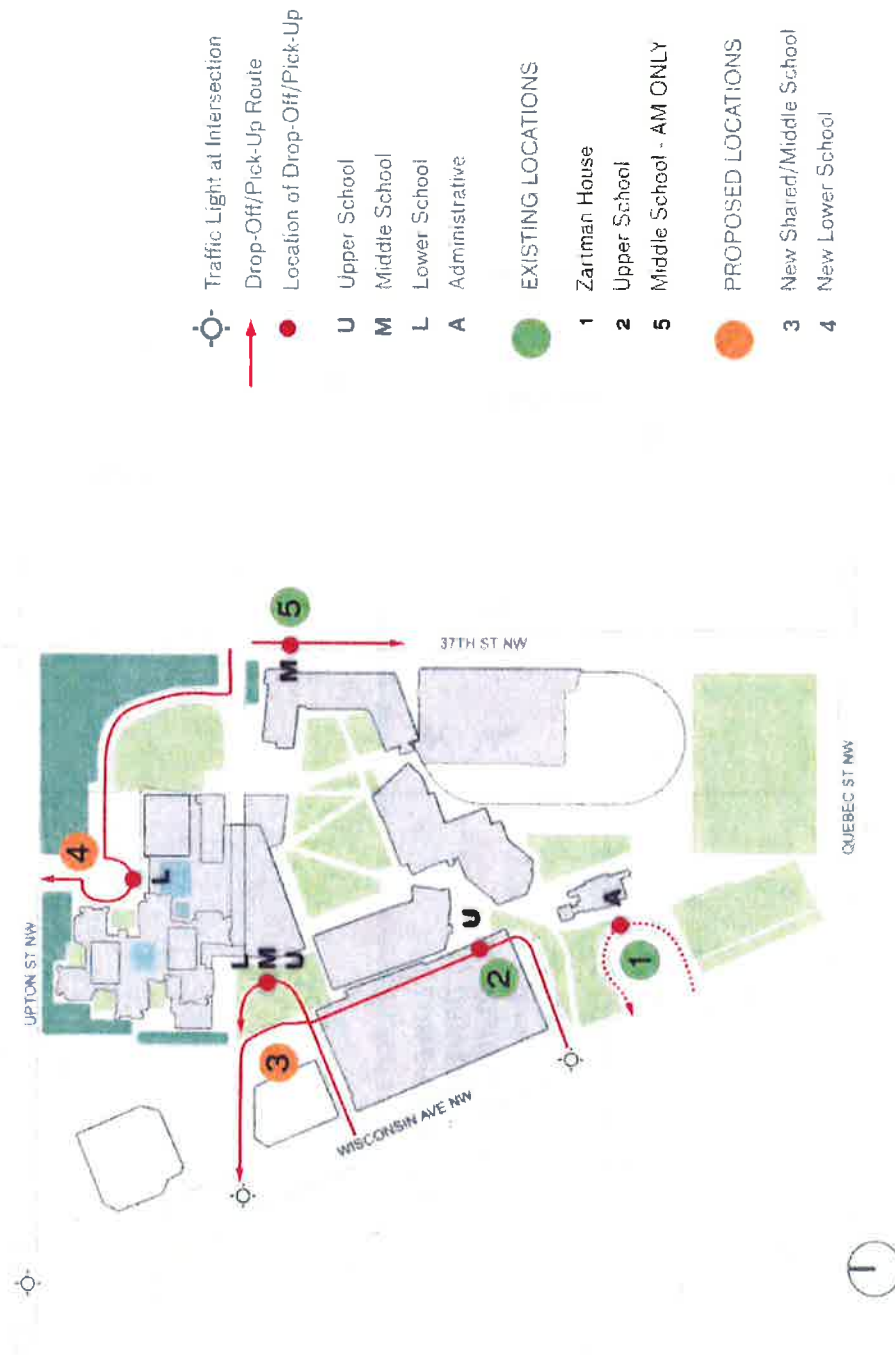


Figure 27
Upton Street



ARW

REVISED EXISTING AND PROPOSED CAMPUS DROP-OFF/PICK-UP LOCATIONS



enneed architects October 9, 2015

Figure 28
Pick-up/Drop-off Locations

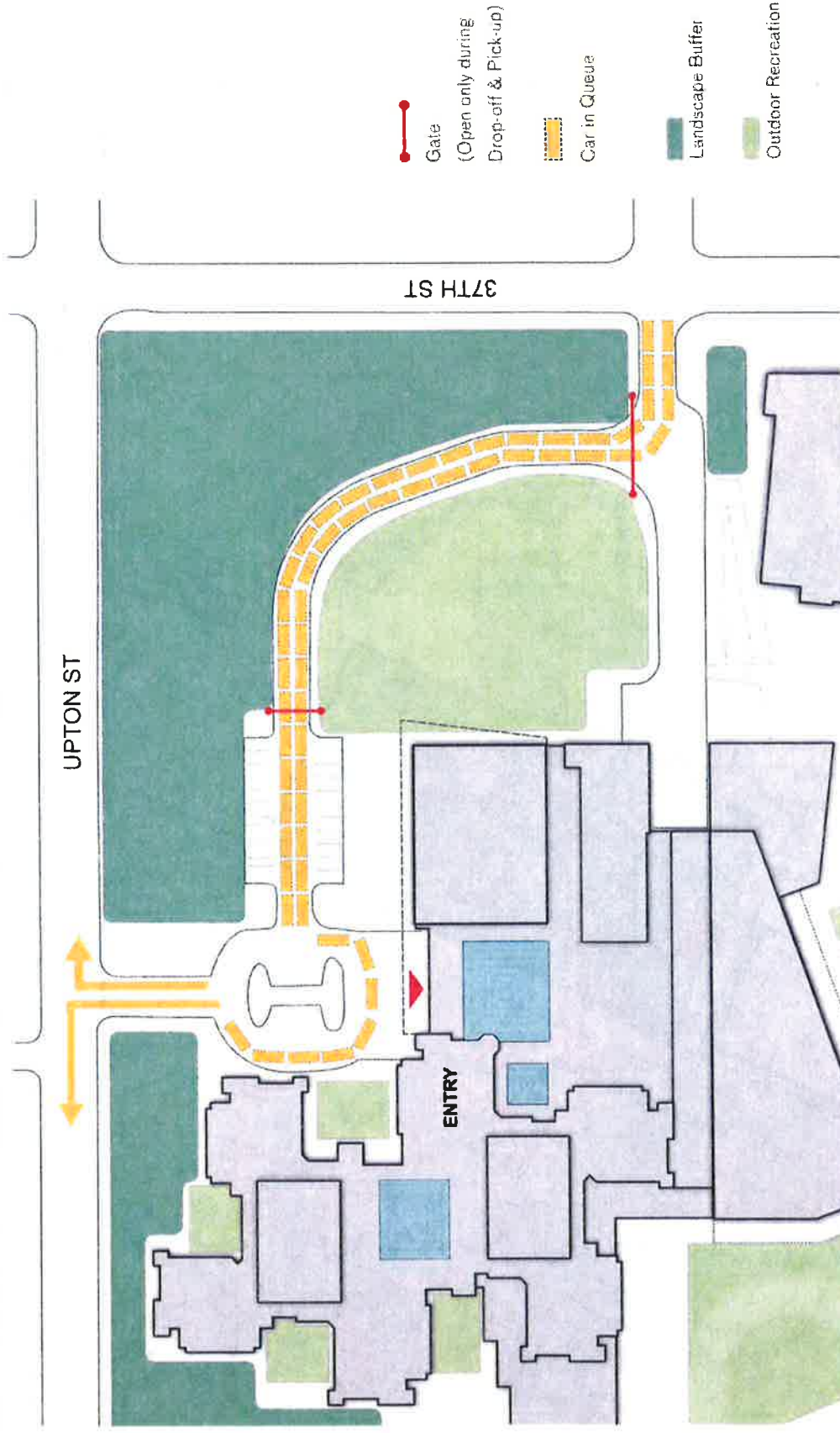
Source: enneed architects
Date: 10/9/2015



Sidwell Friends School
Washington, DC



REVISED LOWER SCHOOL DROP-OFF/PICK-UP QUEUE



ennead architects October 9, 2015

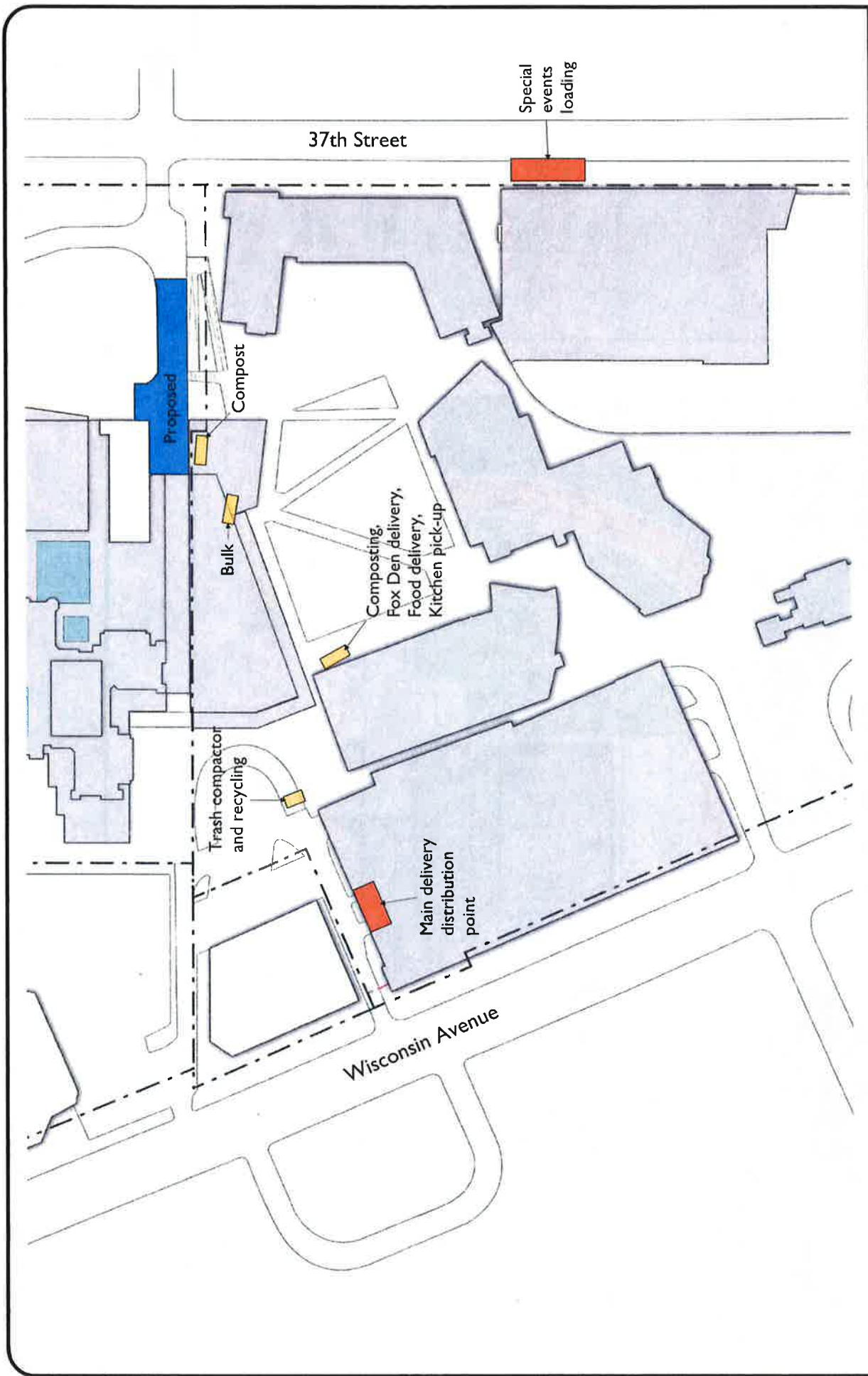
Figure 29
Lower School Pick-up/Drop-off Design

Source: ennead architects
Date: 10/9/2015



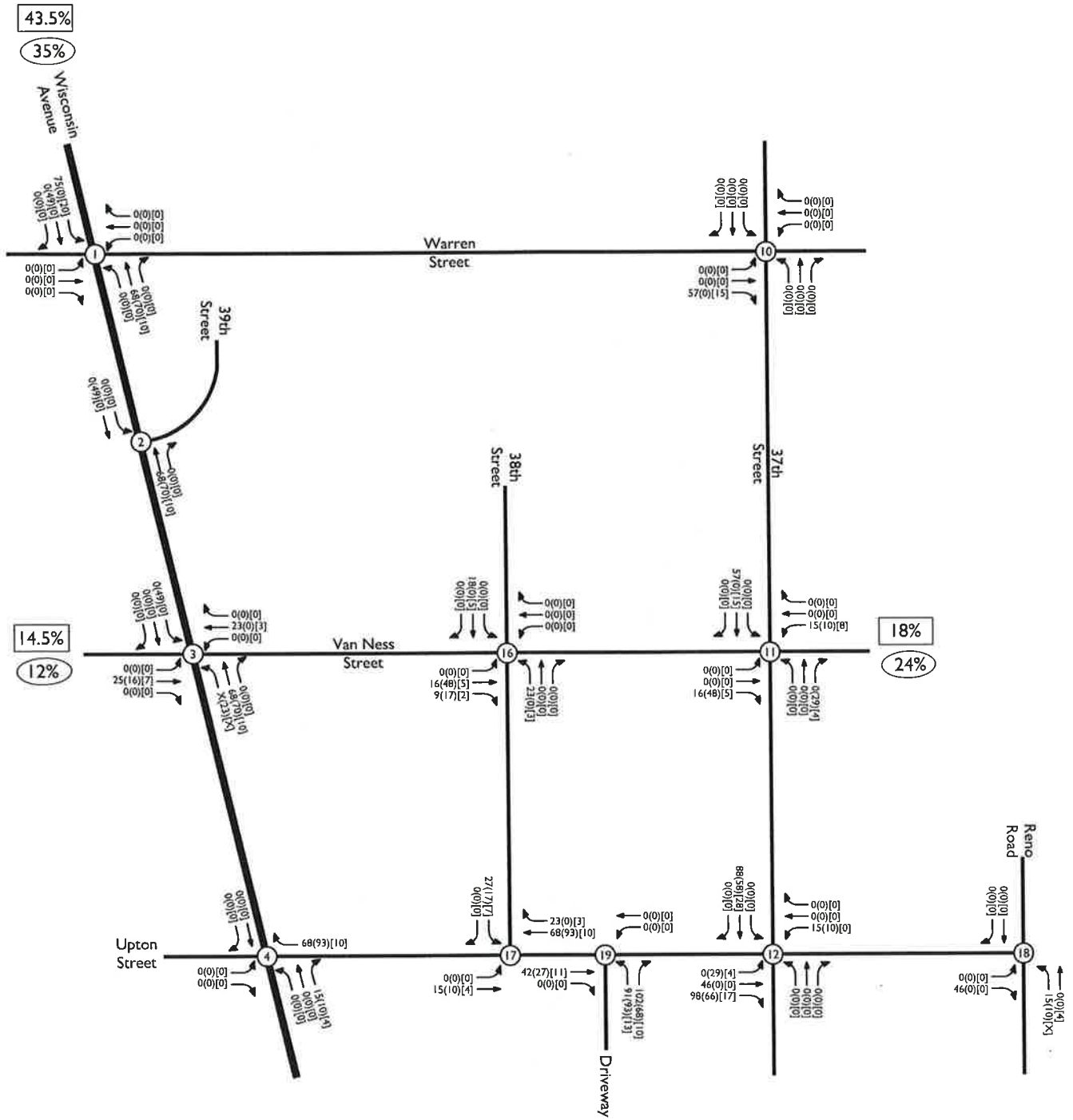
Sidwell Friends School
Washington, DC





- Existing Delivery Area to be replaced
- Existing Delivery Area to continue to be used
- Proposed Delivery Area

Figure 30
Existing and Proposed Delivery Areas



XX% Site Trip Distribution

XX% AM Outbound Site Trip Distribution

To account for the number of parents that drop-off students on their way to work in the morning, separate outbound AM Peak distributions are shown.

Figure 31A
Lower School Site Trip Distribution and Assignment

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour

North
Not to Scale

Sidwell Friends School
Washington, DC



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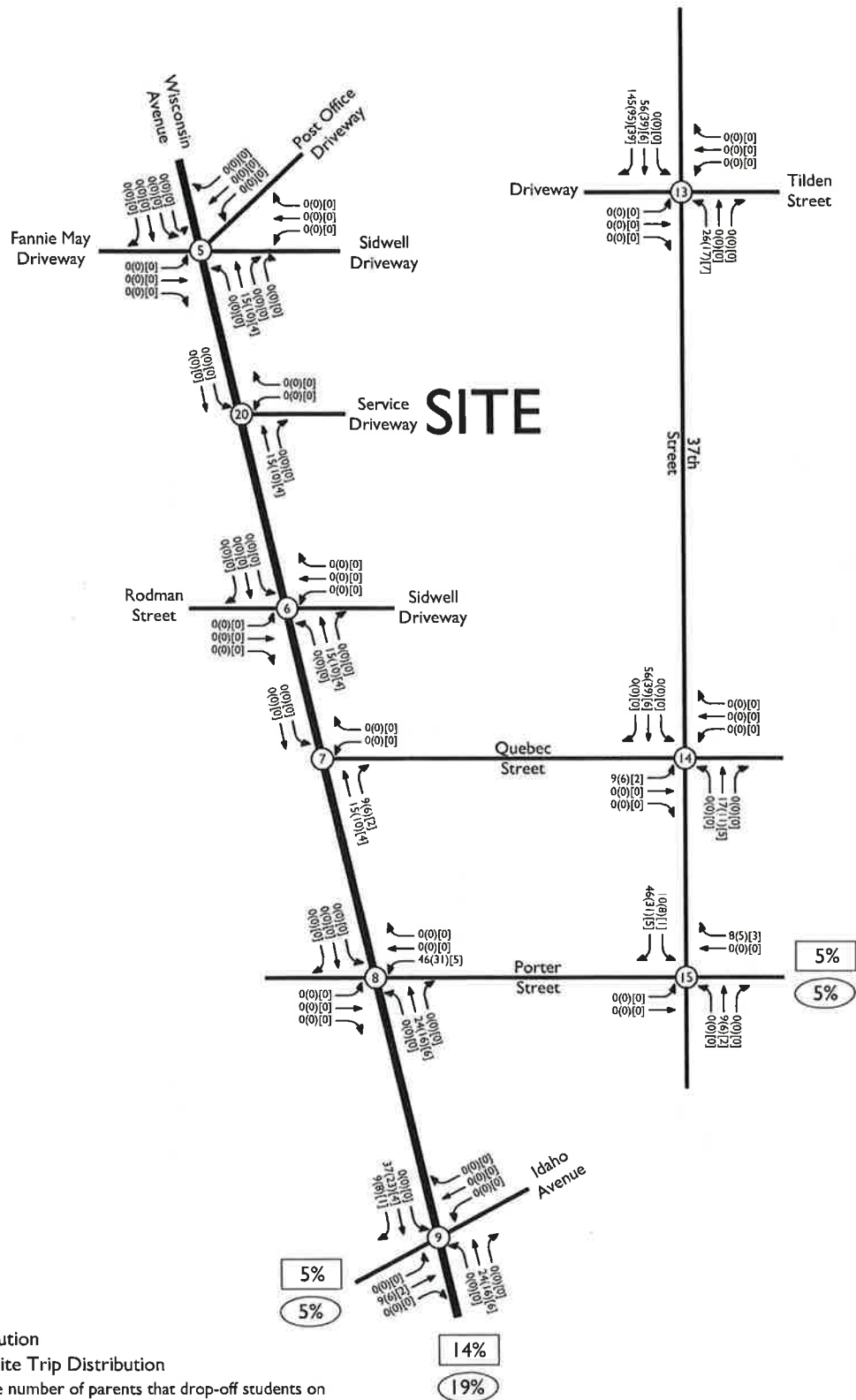


Figure 31B
 Lower School Site Trip Distribution and Assignment

AM Peak Hour
 PM School
 Peak Hour
 PM Peak Hour
 000 (000) [000]

North
 Not to Scale

Sidwell Friends School
 Washington, DC



Wells + Associates

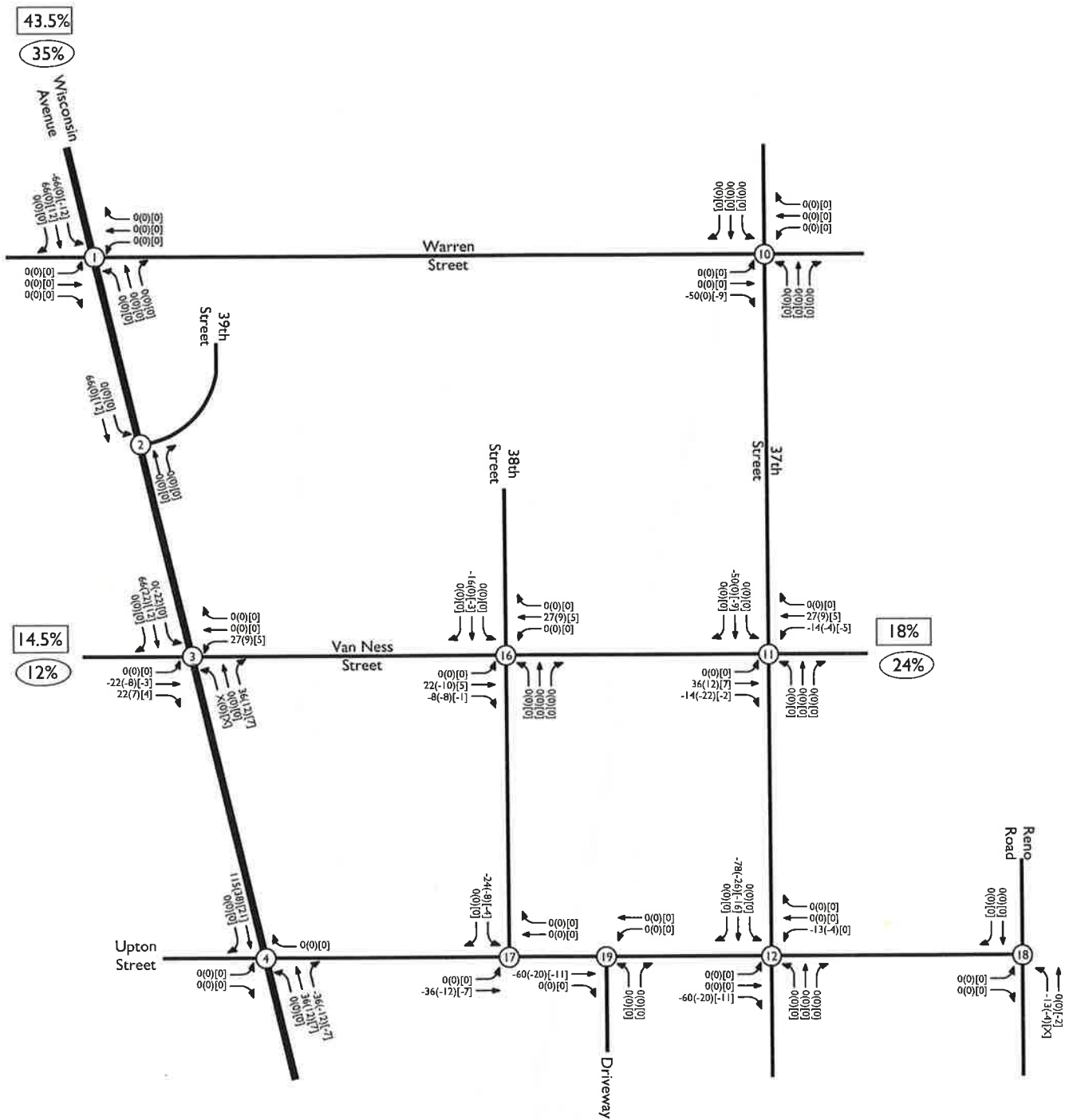


Figure 32A
Middle School Rerouted Site Trip
Distribution and Assignment

Sidwell Friends School
Washington, DC



Wells + Associates

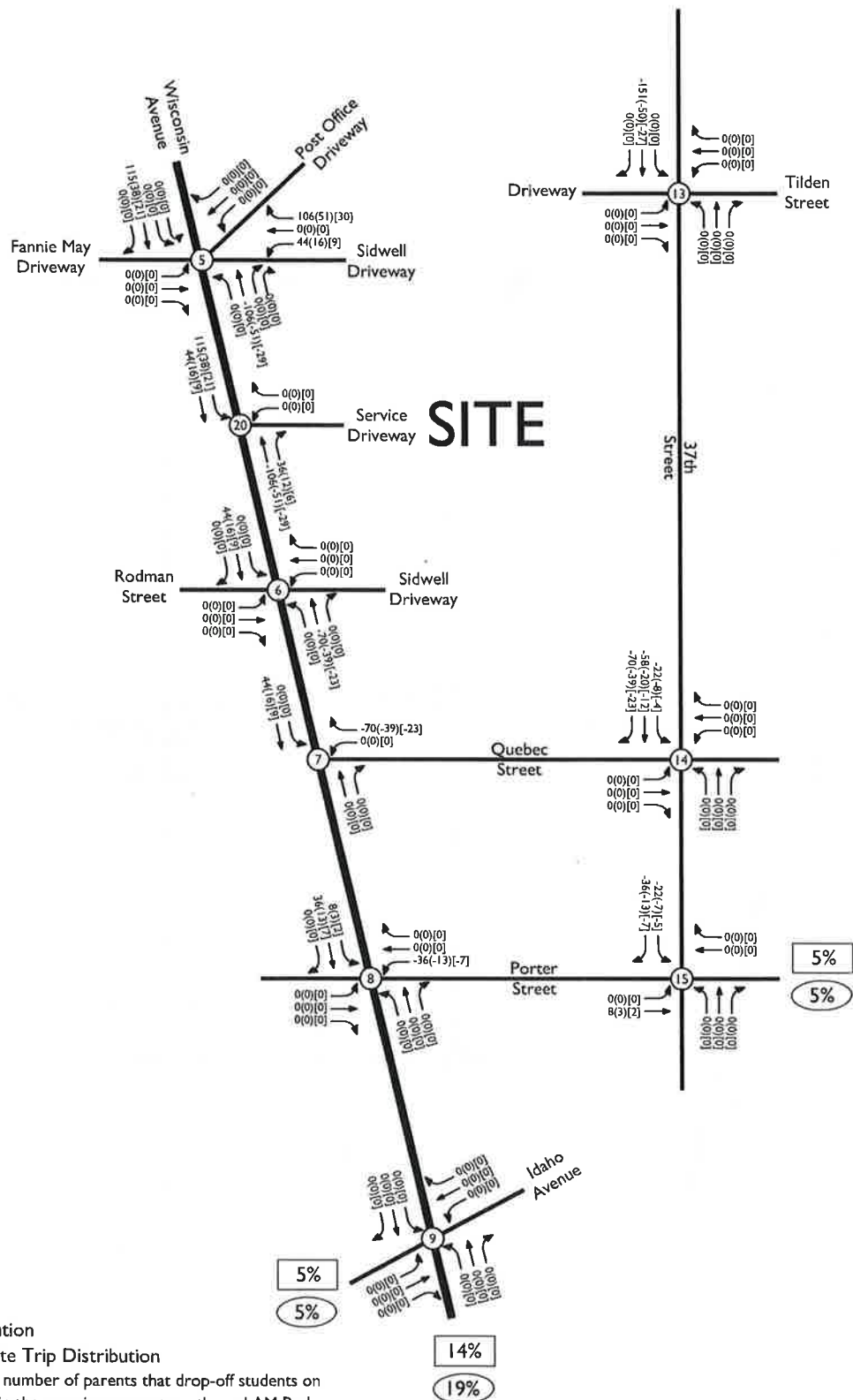


Figure 32B
Middle School Rerouted Site Trip
Distribution and Assignment

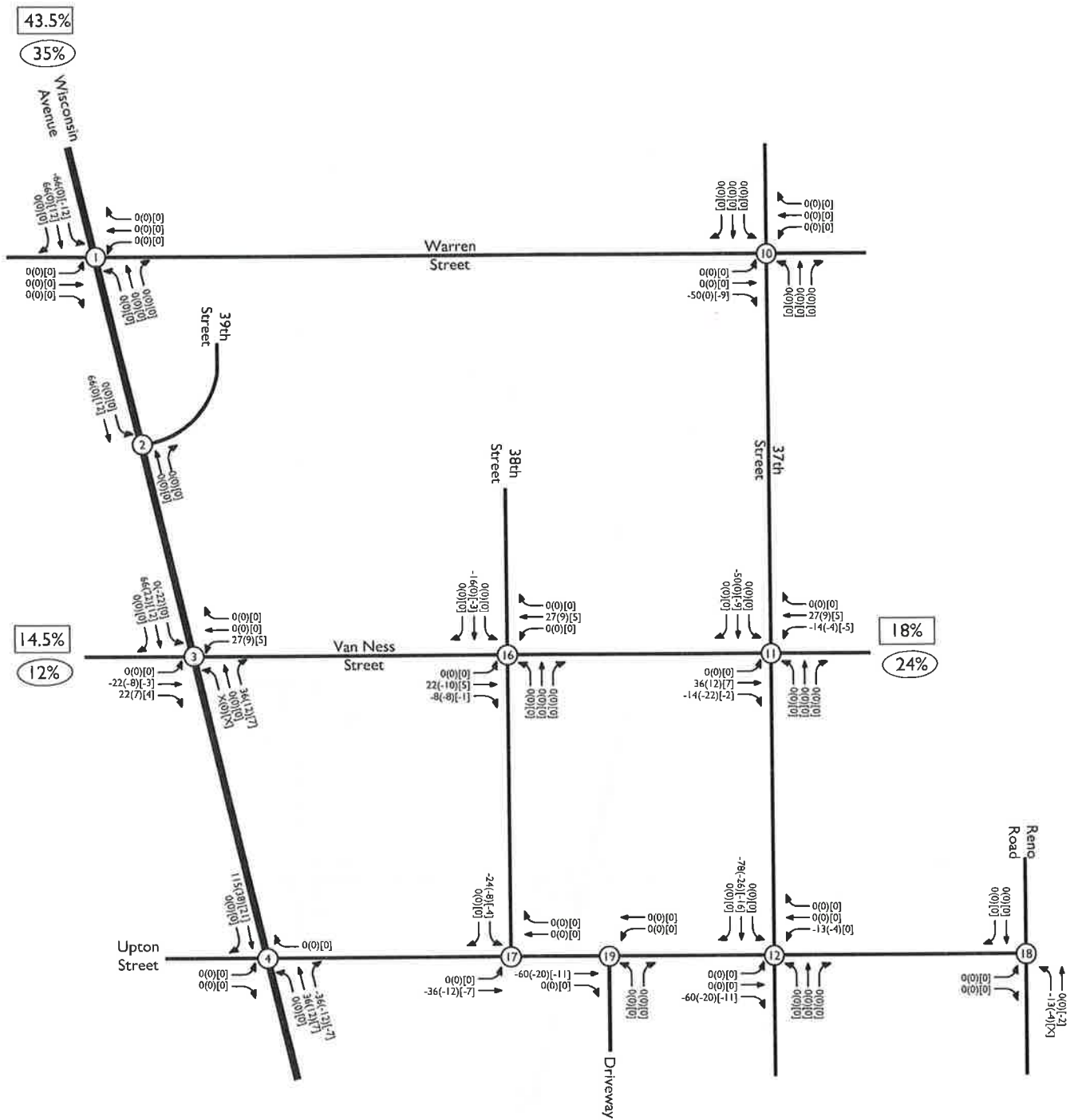
Sidwell Friends School
Washington, DC

AM Peak Hour
PM School
Peak Hour
PM Peak Hour

North
Not to Scale



Wells + Associates



XXX% Site Trip Distribution
 XXX% AM Outbound Site Trip Distribution
 To account for the number of parents that drop-off students on their way to work in the morning, separate outbound AM Peak distributions are shown.

Figure 33A
Middle School Site Trip
Distribution and Assignment

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
 PM School Peak Hour
 PM Peak Hour

North
 Not to Scale

Sidwell Friends School
Washington, DC



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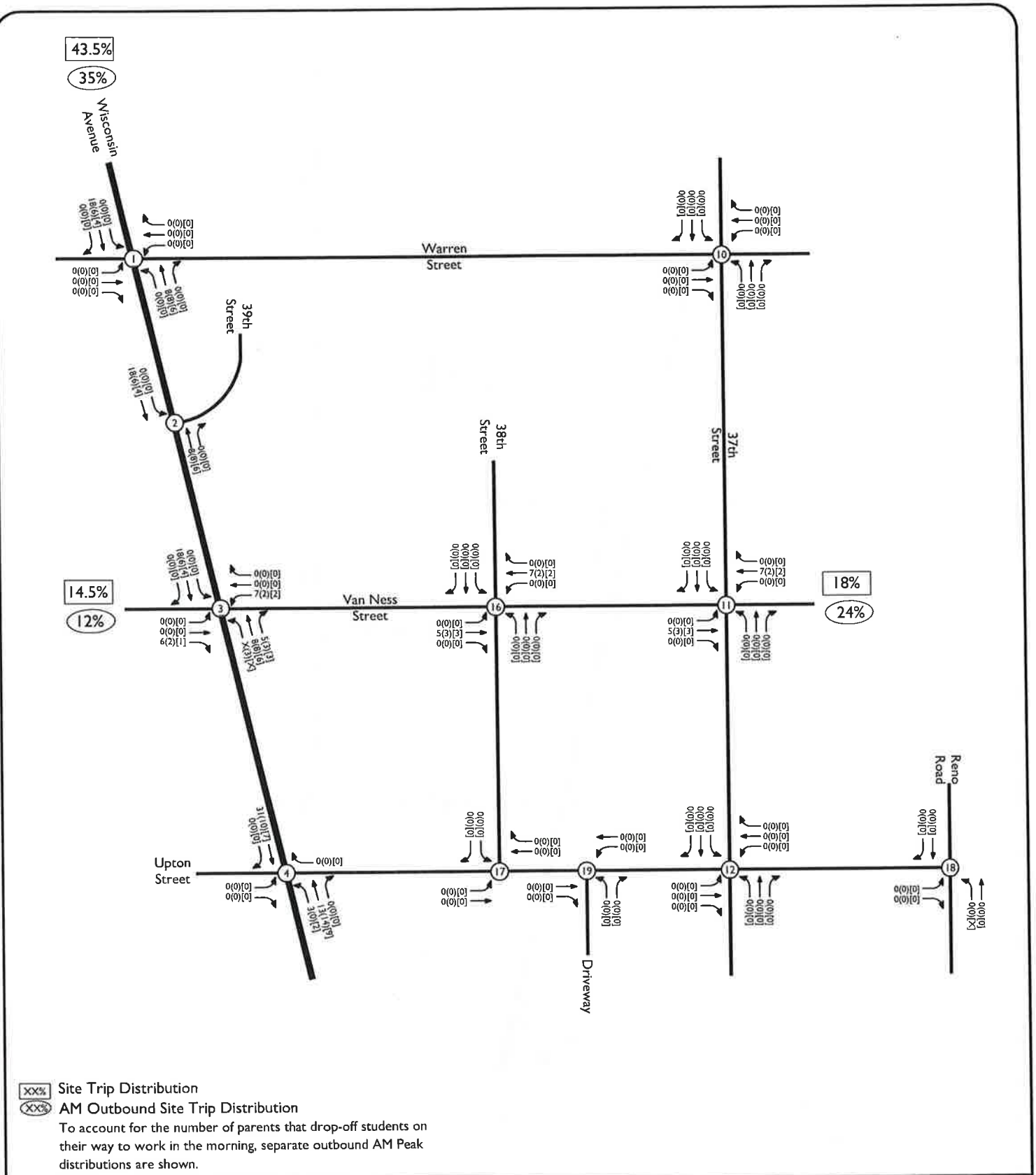


Figure 34A
Upper School Site Trip Distribution and Assignment

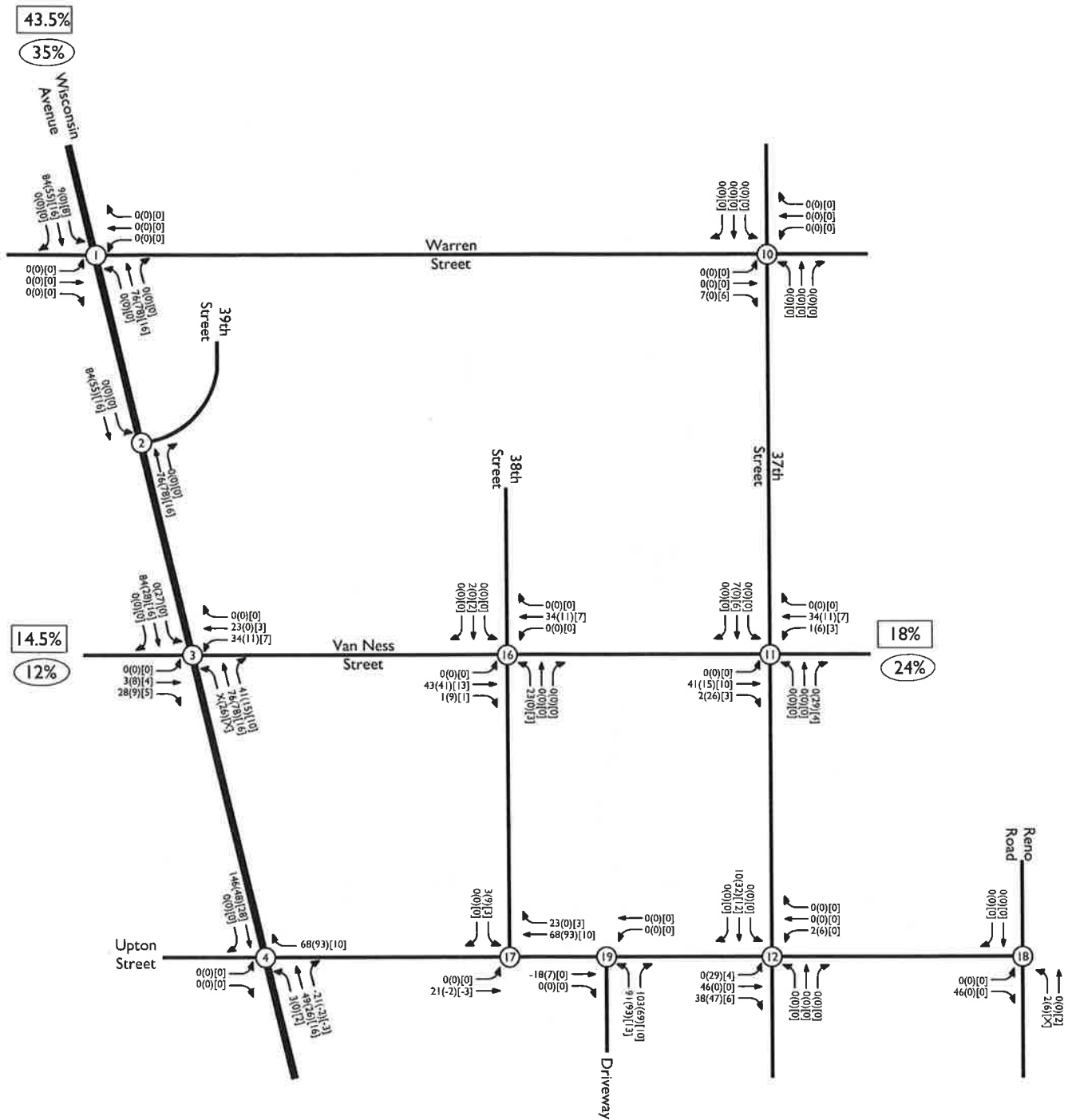


Figure 35A
Total Site Trip Distribution and Assignment

X indicates movement is a prohibited movement during the indicated timeperiod.
 AM Peak Hour
 PM School Peak Hour
 PM Peak Hour
 000 (000) (000)
 North
 Not to Scale

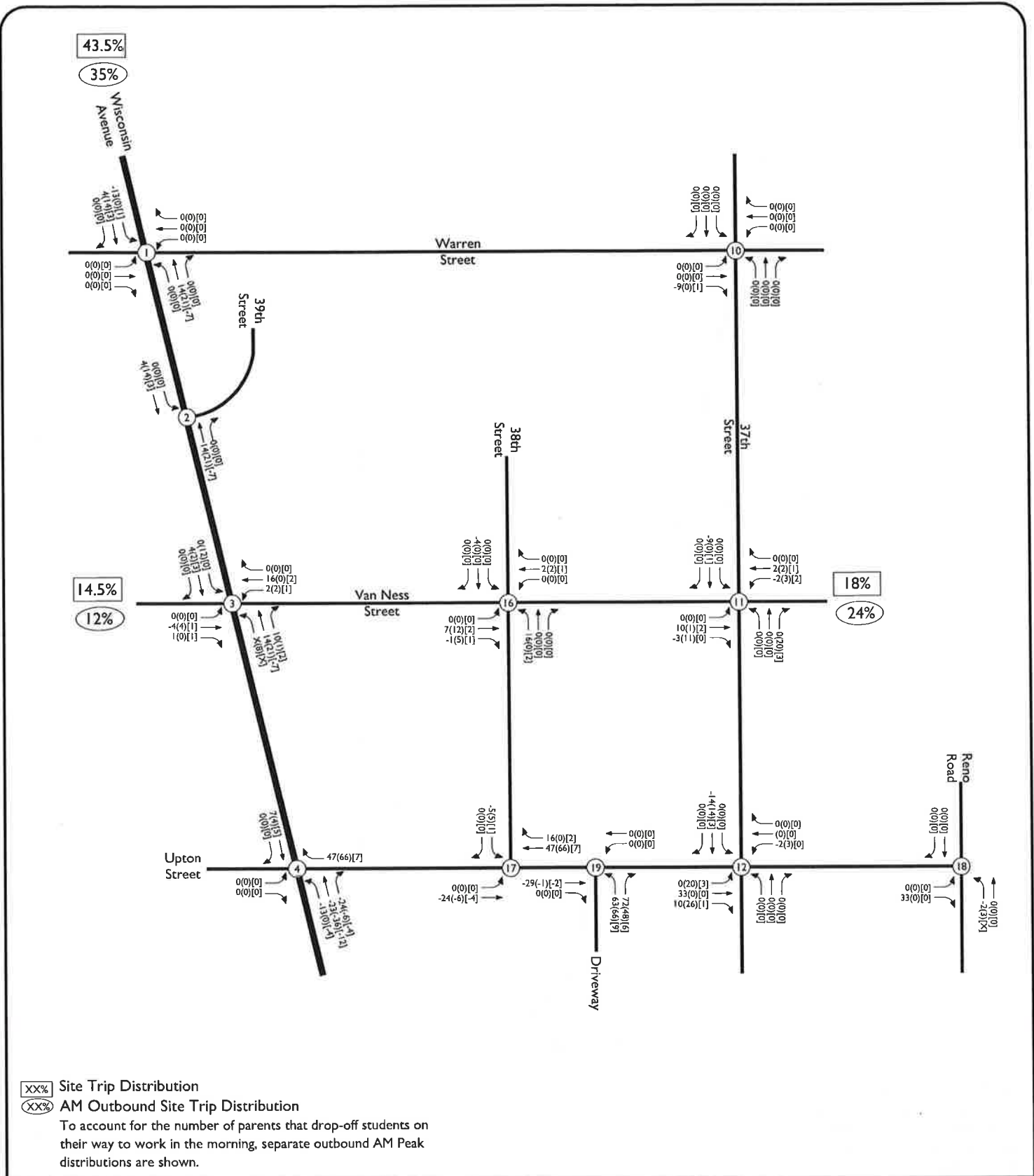
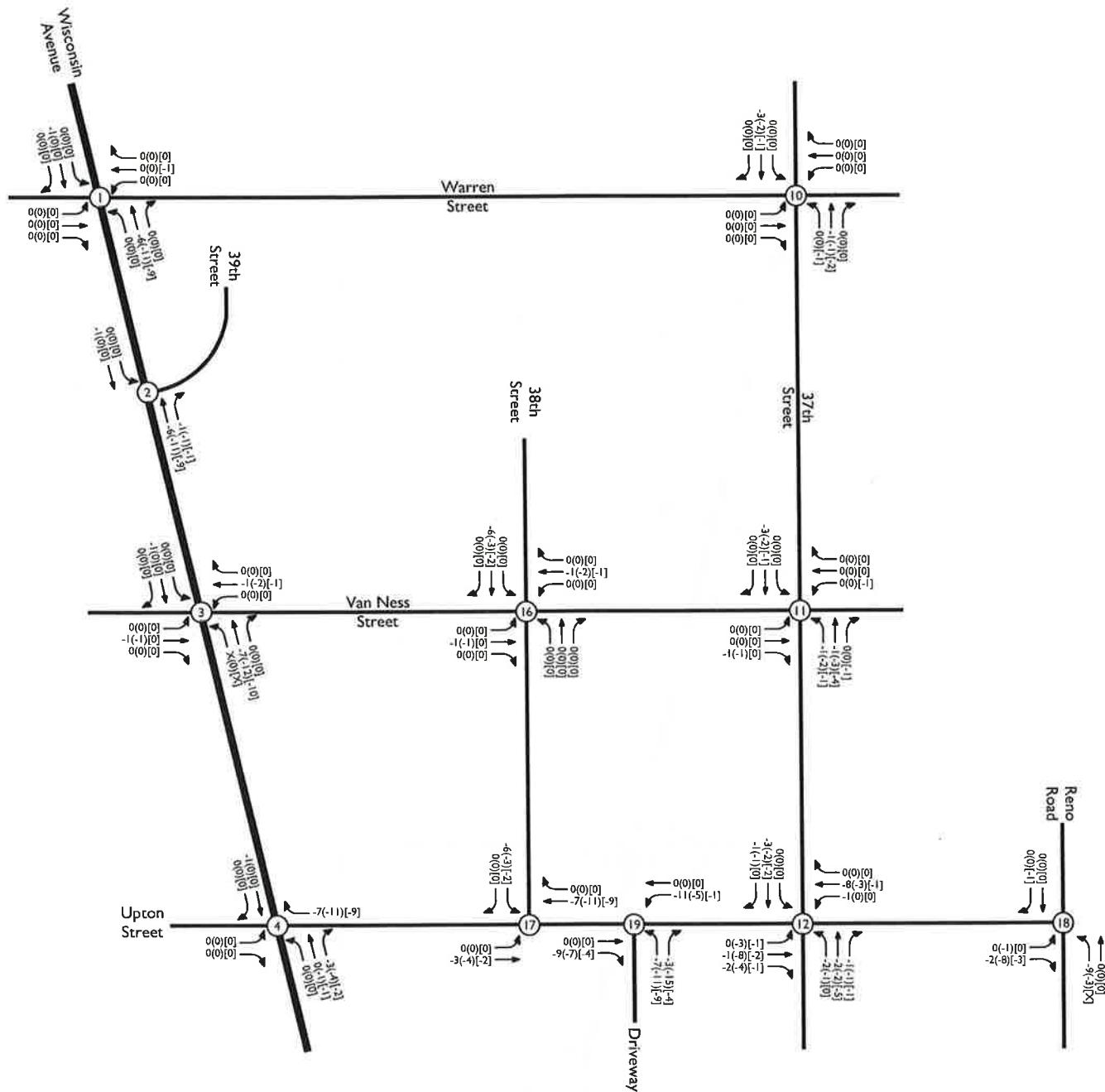


Figure 36A
Total Site Trip Distribution and Assignment with
30 Percent TDM Reduction

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour

North
Not to Scale

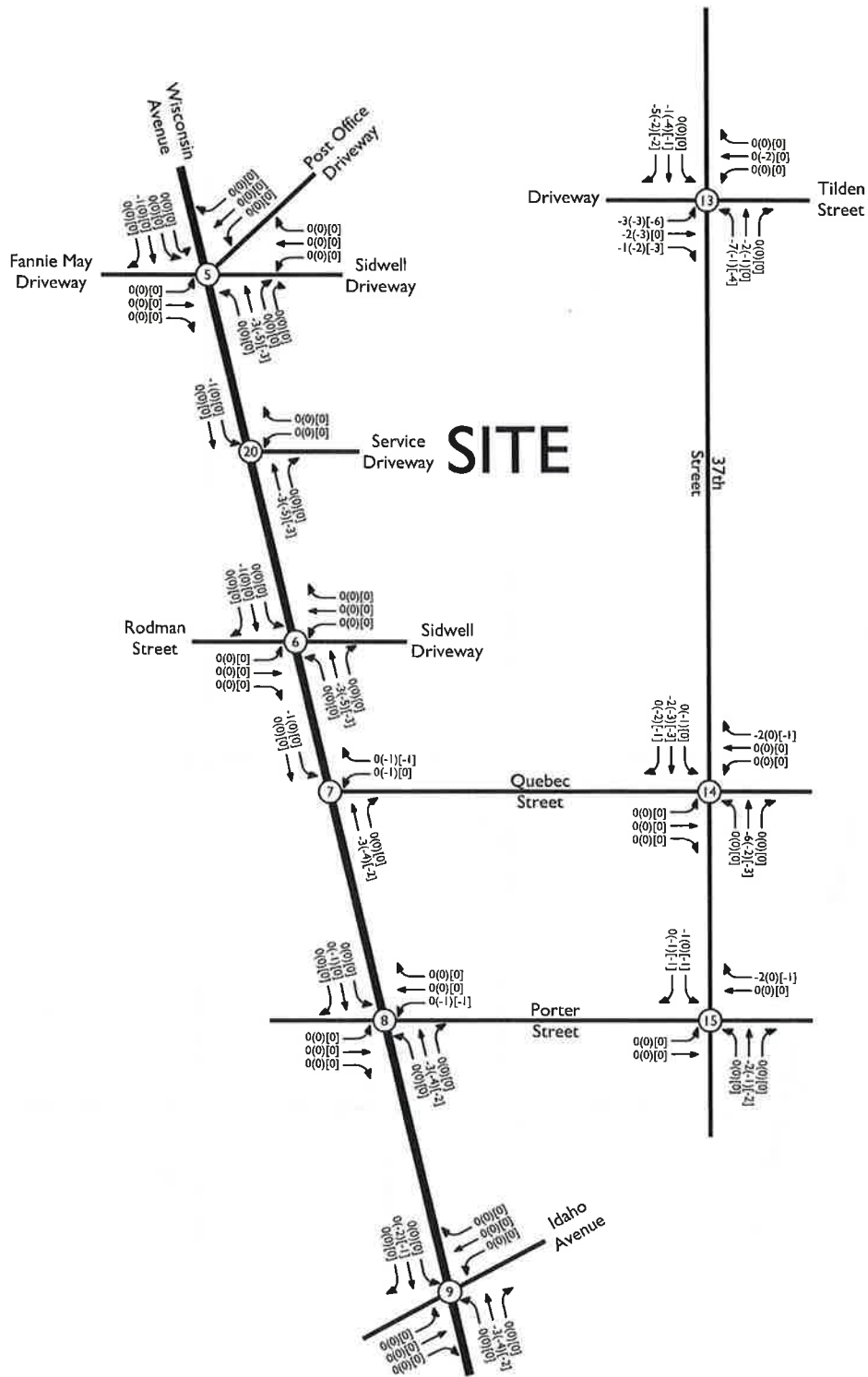


Note that in/out trips shown on this graphic for the Washington Home do not match with those shown in Table 10 of the report. As one of the driveways is at an intersection, volumes for the peak hour of the generator were not used. Therefore, the trips removed from the network do not represent the maximum trip generation and the analysis is conservative.

Figure 37A
Removed Washington Home Trips

X indicates movement is a prohibited movement during the indicated timeperiod. 000 (000) (000)
AM Peak Hour
PM School
PM Peak Hour
PM Peak Hour

North
Not to Scale



Note that in/out trips shown on this graphic for the Washington Home do not match with those shown in Table 10 of the report. As one of the driveways is at an intersection, volumes for the peak hour of the generator were not used. Therefore, the trips removed from the network do not represent the maximum trip generation and the analysis is conservative.

Figure 37B
Removed Washington Home Trips

AM Peak Hour
PM School
Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

Sidwell Friends School
Washington, DC



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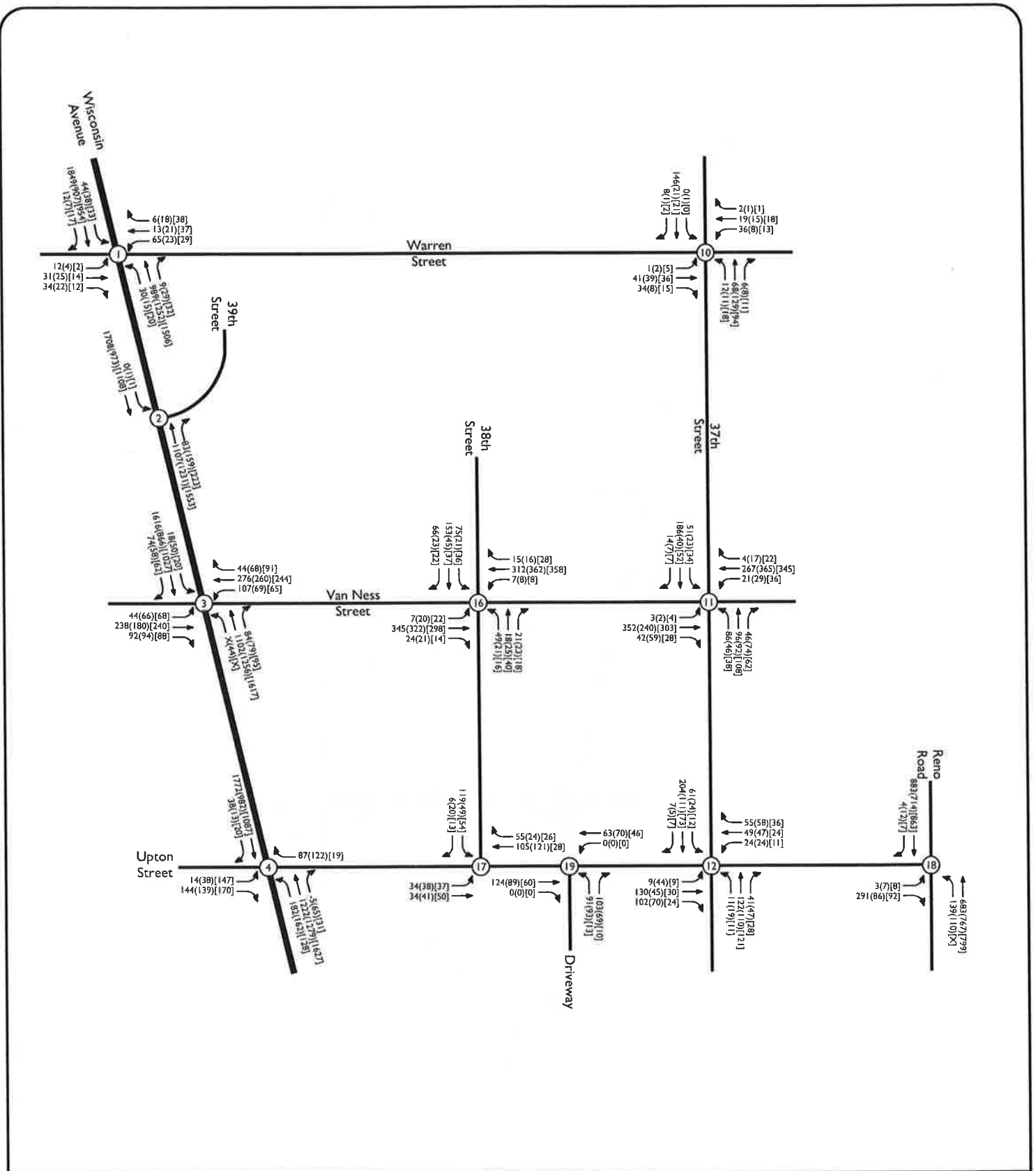


Figure 38A
2020 Total Future Traffic Volumes

X indicates movement is a prohibited movement during the indicated timeperiod.

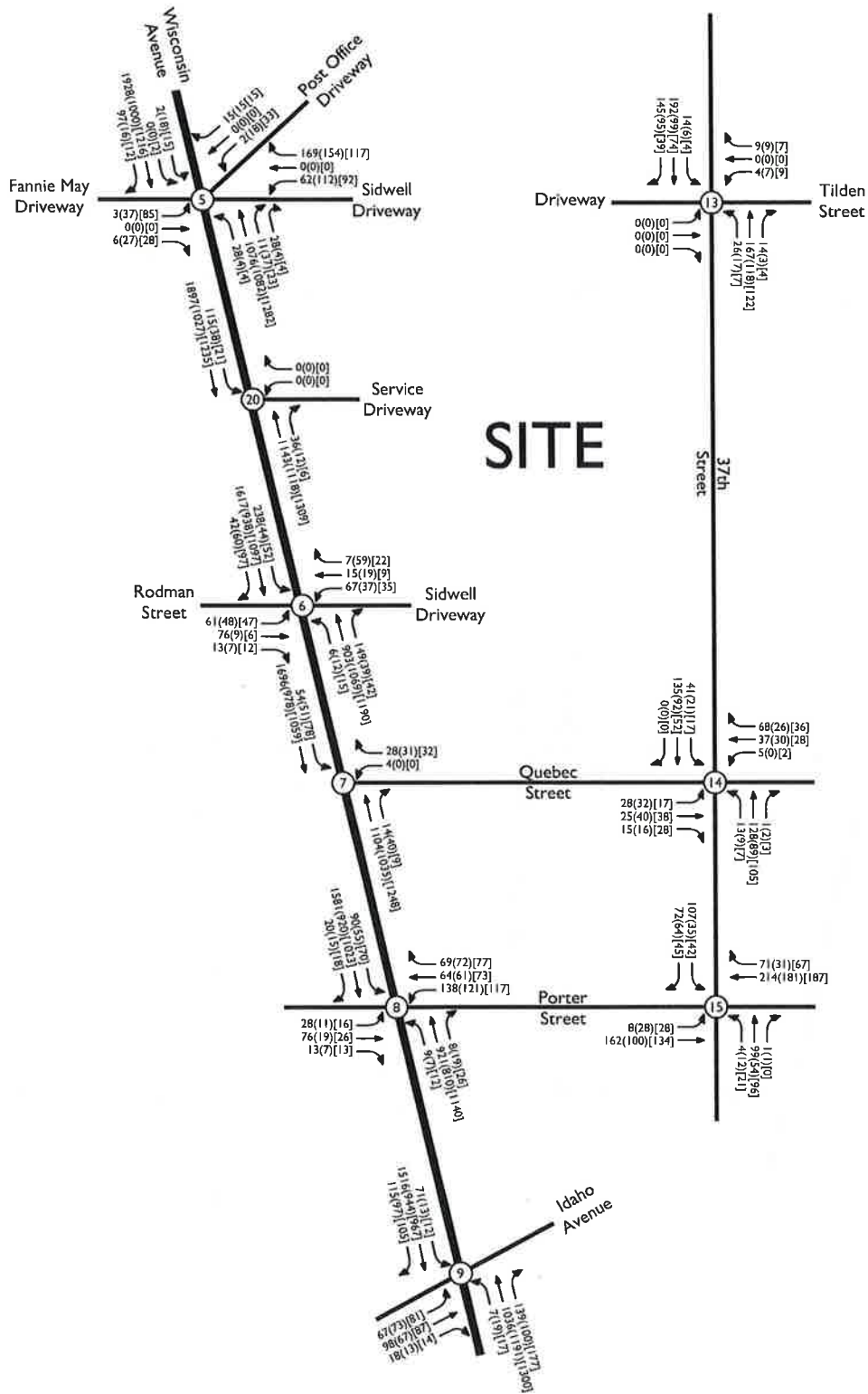
AM Peak Hour
PM School Peak Hour
PM Peak Hour
000 (000) [0000]

North
Not to Scale

Sidwell Friends School
Washington, DC



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SITE

Figure 38B
2020 Total Future Traffic Volumes

AM Peak Hour
PM Peak Hour
000 (000) [000]

North
Not to Scale

Sidwell Friends School
Washington, DC



Wells + Associates

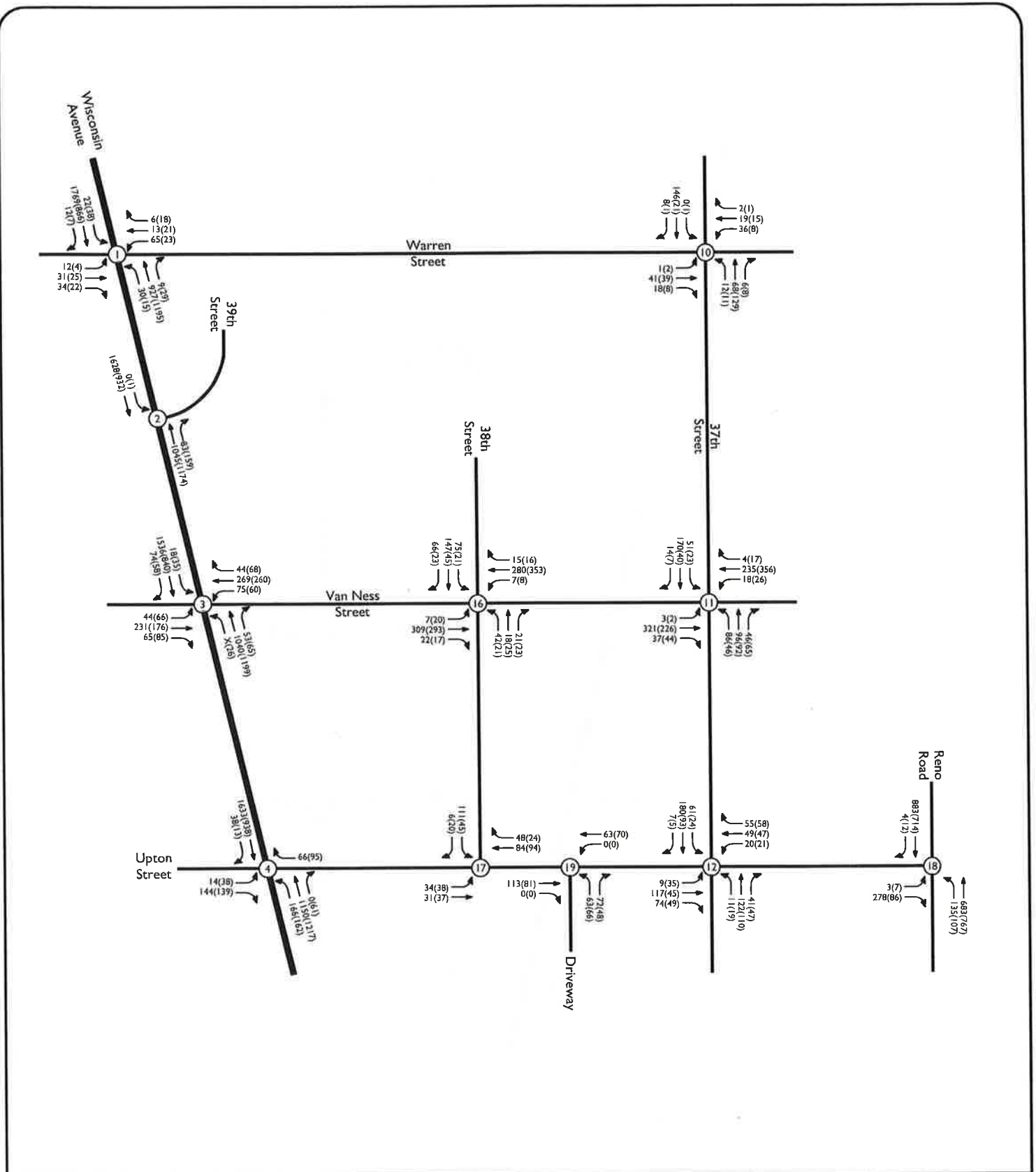


Figure 39A
 2020 Total Future Traffic Volumes with
 30 Percent TDM Reduction

Sidwell Friends School
 Washington, DC



Wells + Associates

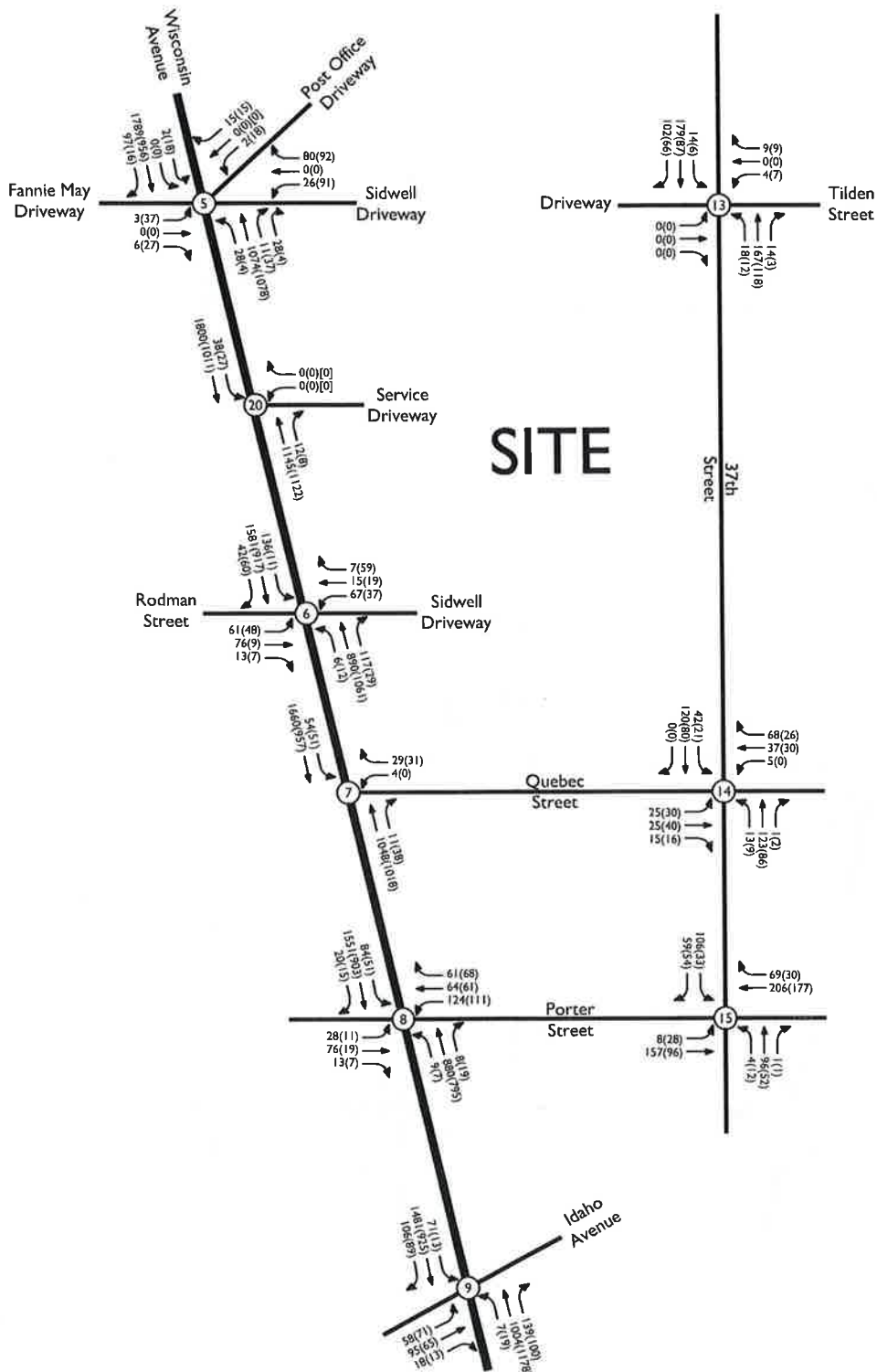


Figure 39B
2020 Total Future Traffic Volumes with
30 Percent TDM Reduction

AM Peak Hour
PM School
Peak Hour
000 (000)

North
Not to Scale

Sidwell Friends School
Washington, DC



Wells + Associates

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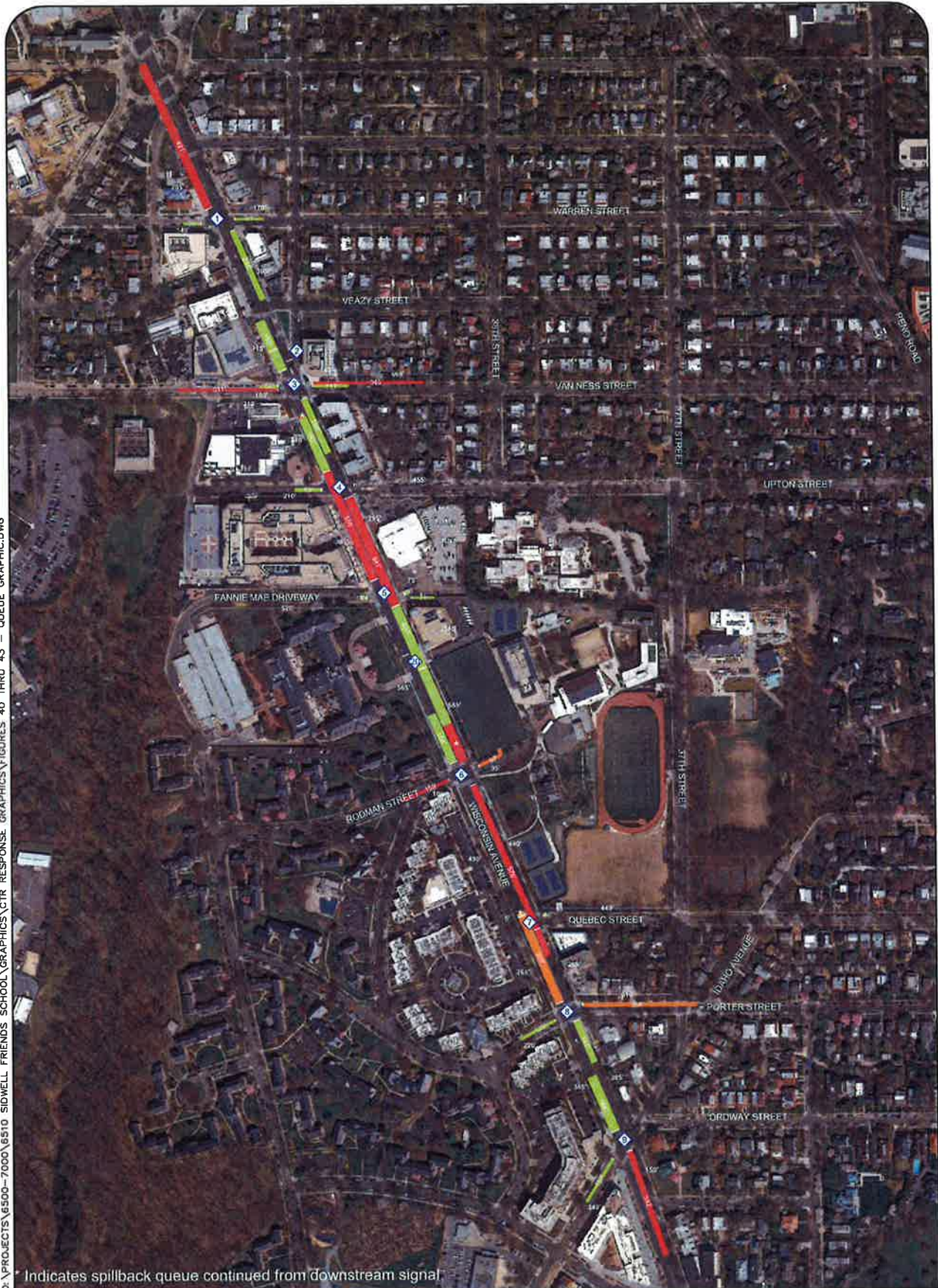


Figure 40
Wisconsin Avenue Queues (AM Peak)
Existing Conditions

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Figure 41
Wisconsin Avenue Queues (AM Peak)
Background Conditions

- Queue within available storage
- Queue within 2 car lengths of available storage
- Queue exceeds available storage

All queue lengths represent Synchro 95th percentile queues.



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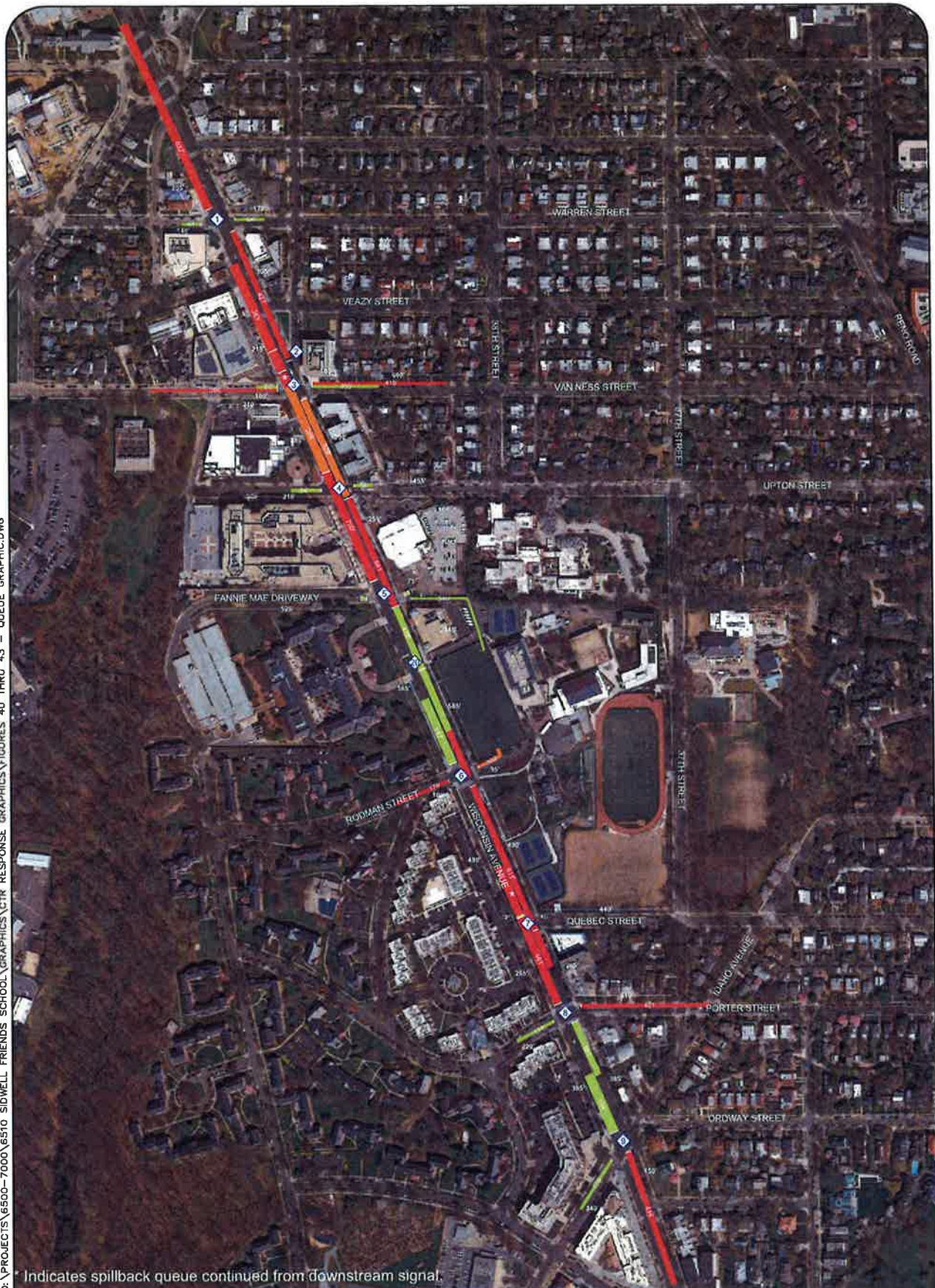


Figure 42
Wisconsin Avenue Queues (AM Peak)
Total Future Conditions

- Queue within available storage
- Queue within 2 car lengths of available storage
- Queue exceeds available storage

All queue lengths represent Synchro 95th percentile queues.



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Figure 43
Wisconsin Avenue Queues (AM Peak)
Total Future Improvements

- Queue within available storage
- Queue within 2 car lengths of available storage
- Queue exceeds available storage

All queue lengths represent Synchro 95th percentile queues.



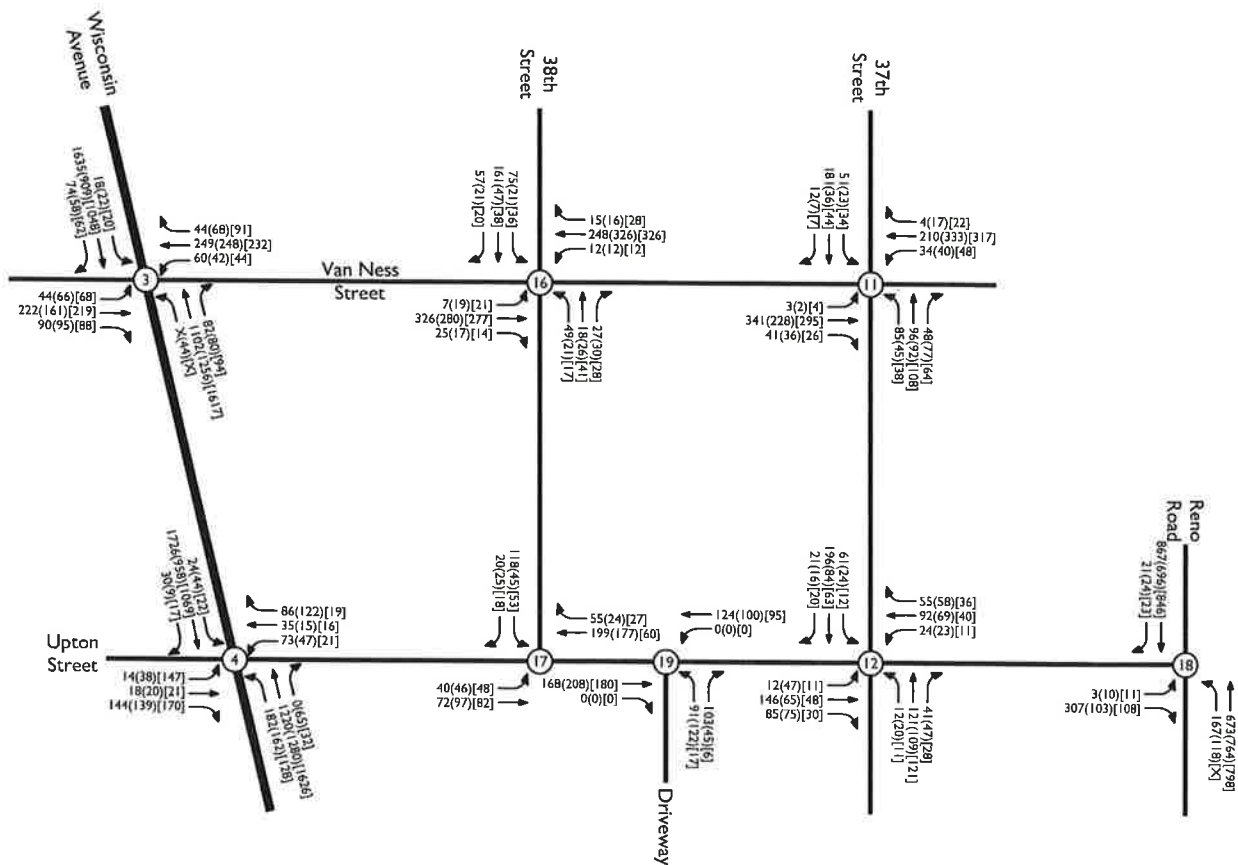


Figure 44
2020 Total Future Traffic Volumes for
Upton Street Analysis

X indicates movement is a prohibited movement during the indicated timeperiod.

AM Peak Hour
PM School Peak Hour
PM Peak Hour
000 (000) (000)

North
Not to Scale

Sidwell Friends School
Washington, DC



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