

JEWISH PRIMARY DAY SCHOOL OF THE NATION'S CAPITAL

Washington, DC

TRANSPORTATION IMPACT STUDY

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PREFACE

This revised Transportation Impact Study (TIS) is an update to the December 8, 2015 version prepared for the Jewish Primary Day School of the Nation's Capital (JPDS-NC). The document has been updated in response to comments received from the District Department of Transportation (DDOT). Since submitting the December 8, 2015 study, the applicant and the transportation consultant have also participated in the Preliminary Design Review Meeting (PDRM) and an Office of Planning (OP) meeting. The following sections have been incorporated in this revised version:

- Performance Monitoring Plan
- Special Events Plan
- Bicycle Parking

The following sections have been modified:

- Introduction
- Future JPDS-NC Campus – Parking
- Future JPDS-NC Campus – School Bus Drop-off/Pick-up
- Site Plan
- Recommendations
- Conclusion

INTRODUCTION

Project Overview

The following revised Transportation Impact Study (TIS) summarizes transportation impacts associated with the Jewish Primary Day School of the Nation's Capital (JPDS-NC) proposal to expand its North Campus and increase its enrollment. The school is also seeking a variance under 11 DCMR §3103.1 from the off-street parking requirements. Per zoning, 48 spaces are required¹. JPDS-NC will provide 47 daily-use spaces as follows: 8 standard spaces, 14 daily-use tandem spaces and 25 spaces off-site at Ohr Kodesh Synagogue. The school will also provide an additional 14 spaces (the back row of the daily use tandem parking spaces) to be used outside of school drop-off and dismissal time periods. Off-site spaces and the front row of the tandem spaces (39 spaces total) will be used on a daily basis but have not been included in the count towards the zoning requirement. Thus, a variance is being requested for 40 spaces.

The JPDC-NC has two campuses, the North Campus and the South Campus. The North Campus houses grade two through grade six and is located at 6045 16th Street in Northwest Washington, D.C. The South Campus is located at 4715 16th Street, Northwest approximately 1.7 miles south of the North Campus. The South campus houses the pre-kindergarten, kindergarten and grade 1 academic programs. This TIS included herein assesses existing and future transportation conditions associated with the North Campus location exclusively. There are no proposed changes at the South Campus. The North and South campuses are illustrated in **Figure 1**. **Figure 2** is an aerial of the North Campus.

¹ 2 for each 3 teachers and other employees

The JPDS-NC is seeking to increase enrollment from 275 students (the current student cap) to 350 students and will also seek an increase in the maximum cap of staff from 56 to 72. With the proposed population increases, the school will introduce a middle school component for 7th and 8th grade classes. The introduction of the middle school component will be phased with the first 7th grade class starting the fall 2018 school year. The School anticipates the enrollment would be at the cap beyond 2021². Infrastructure improvements are also being proposed with significant construction consisting of 14,700 square feet of selective renovation, 8,400 square feet of aggressive renovation and 32,200 square feet of new construction.

Symmetra prepared a Traffic Impact Study in 2012 to assess the traffic and transportation impacts associated with the JPDS-NC's South Campus expansion. At that time, JPDS-NC also requested an increase in the North Campus enrollment from 275 students (current student cap) to 300 students and an increase in the maximum cap of staff from 56 to 72. The Board of Zoning Adjustment (BZA) approved the 300 student enrollment and 72 staff cap in 2013; however, the school did not obtain the certificate of occupancy therefore the population cap was maintained at 275.

Scope of Study

This TIS includes report sections on existing and future transportation and traffic conditions. Traffic operational analyses have been provided for Existing Conditions (Year 2015) and Future Conditions (Year 2021 including the JPDS-NC's proposed population increases).

² The exact timeline is not known.

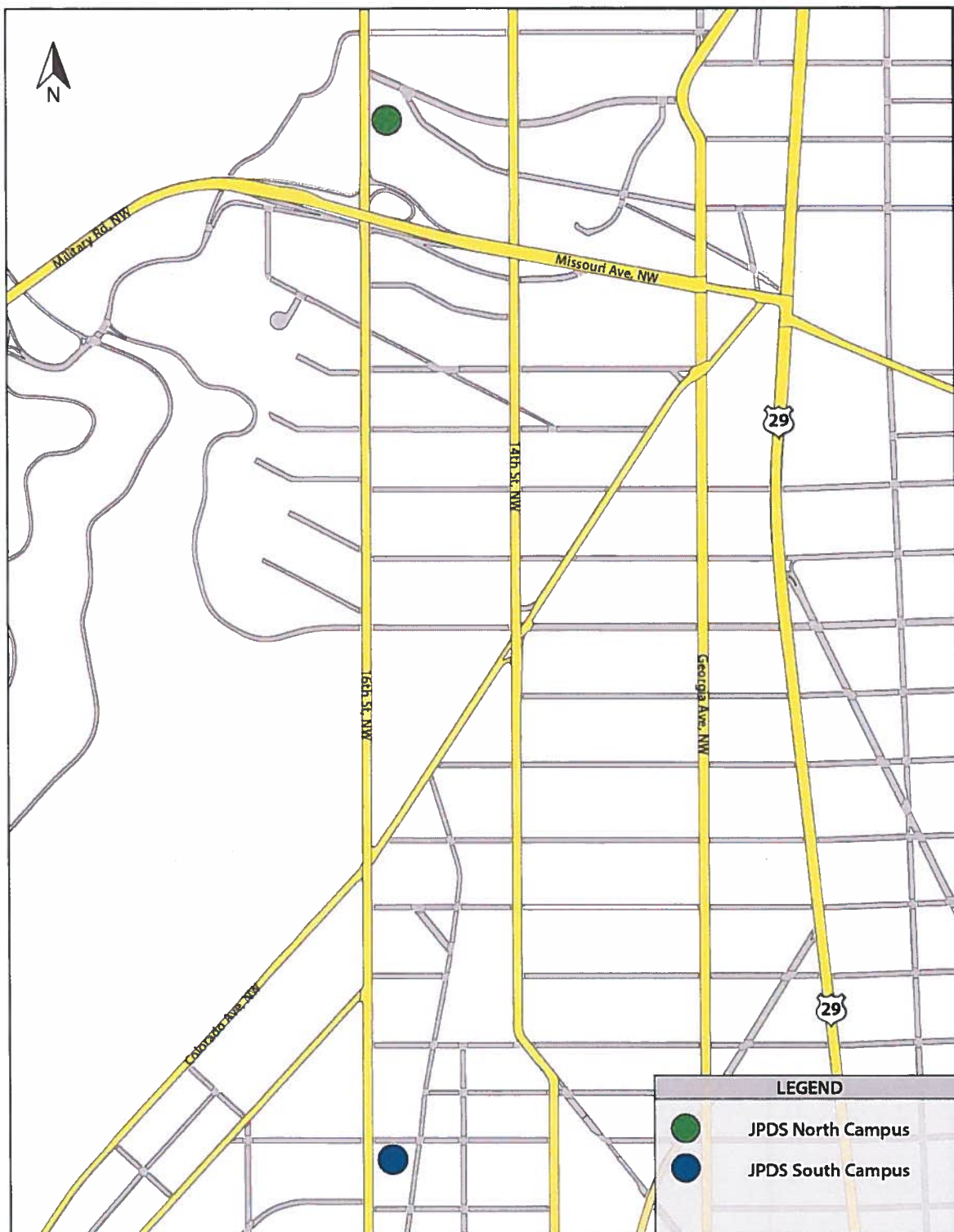


Figure 1: JPDS-NC North and South Campuses

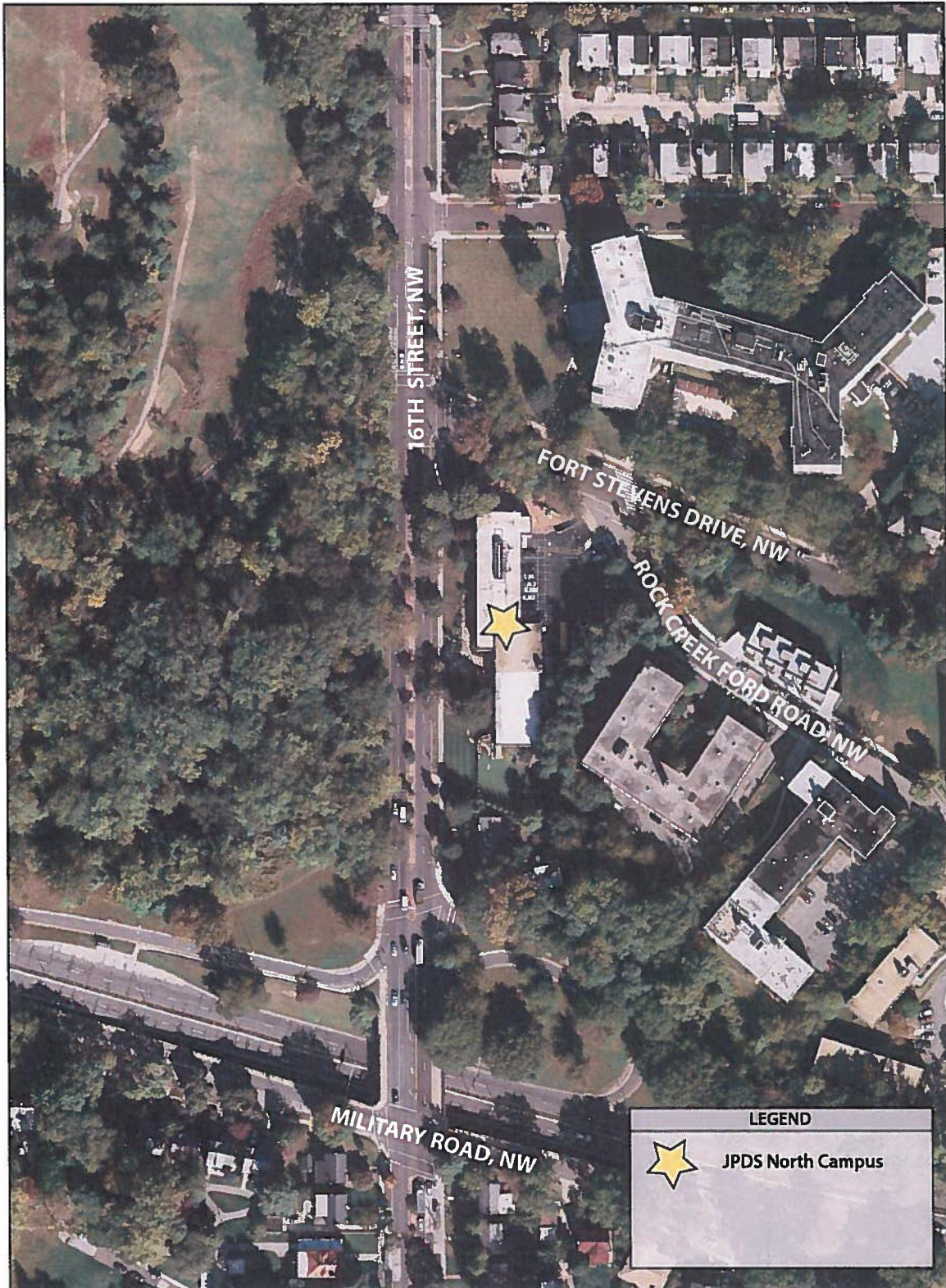


Figure 2: JPDS-NC North Campus Aerial

The primary conclusions of the study are as follows:

- The JPDS-NC is seeking to increase enrollment from 275 students (current student cap) to 350 students and increase the maximum cap of staff from 56 to 72.
- Increasing student enrollment from 275 to 350 students would result in an increase in 43 AM, 23 school PM and 9 commuter PM peak hour trips.
- Traffic capacity analysis results indicate all study area intersections currently (under Existing Conditions) operate above the Level of Service standards set forth by the District Department of Transportation (DDOT). With the proposed enrollment increases, capacity analysis results indicate the study area intersections would continue to operate above the Level of Service standard.
- Ingress/egress to JPDS-NC will continue to be provided via the school's driveway along Rock Creek Ford Road. No new site driveways are being introduced. Pedestrians will continue to access the school via the entrance in the rear of the building (via the surface parking lot) during drop-off and pick-up periods. Access via 16th Street will continue to be provided for students arriving/departing by bus. Pedestrian circulation via the rear of the building will be improved with new sidewalks and a new school entryway. The secured pedestrian gate will be relocated and setback further into the school's driveway. The school's Site Plan will also allow for 16 new outdoor bicycle racks.
- JPDS-NC will provide 47 daily-use spaces as follows: 8 standard spaces, 14 daily-use tandem spaces and 25 spaces off-site at Ohr Kodesh Synagogue. The school will also provide an additional 14 spaces (the back row of the daily use tandem parking spaces) to be used outside of school drop-off and dismissal time periods. The school has coordinated with Ohr Kodesh, a synagogue located at 8300 Meadowbrook Lane in Chevy Chase, Maryland, to secure an agreement for satellite parking. Designated staff members will be responsible for transporting teachers to/from the satellite parking location and the school. Each of these staff members will have reserved or preferential parking on-site.
- School dismissal is planned to be staggered by 15 minutes in the future to help manage queuing.
- The maximum off-site queue is projected to increase from 2 to 13 during afternoon dismissal. The maximum queue would last for approximately five minutes and would not extend to any adjacent streets. During morning drop-off the entire queue will be maintained on-site. JPDS-NC has proposed a performance monitoring plan to mitigate the off-site queue in the future (see Performance Monitoring Plan).
- A number of improvements are being proposed to increase safety during drop-off and pick-up operations. The improvements include the introduction of new school bus loading

zones and stationing a school representative to manage traffic and pedestrian circulation at the Fort Stevens Drive/ Rock Creek Ford Road intersection.

- The JPDS-NC will enhance its current transportation management policies and measures to manage the circulation of traffic at the School's driveway and reduce trip generation to the school. The JPDS-NC has also committed to a Performance Monitoring Plan and provided a Special Events Plan.

BACKGROUND

Student Enrollment

As of the spring 2015 semester, there were 188 students and 56 full-time equivalent staff at the JPDS-NC North Campus. Residential zip code data indicated 54% of JPDS-NC students resided in Maryland, 45% resided in the District of Columbia and the remaining 1% percent of students resided in Virginia. **Table 1** provides a summary of residential distribution of students from the spring 2015 semester.

Table 1: Residential distribution of Students by Jurisdiction

Location	Students	Percentage
Washington, DC		
Ward 1	6	3%
Ward 2	2	1%
Ward 3	41	22%
Ward 4	33	18%
Ward 5	2	1%
Washington, DC Total	84	45%
Virginia		
Fairfax County, VA	1	0.5%
Alexandria, VA	1	0.5%
Virginia Total	2	1%
Maryland		
Montgomery County, MD	102	54%
Maryland Total	102	54%
Total	188	100%

Other report sections in this TIS, particularly the traffic counts and existing and future trip generation, are based on fall 2015 semester statistics (204 students and 56 staff members).

Staff Count

The staff residential location summary is shown in **Table 2**.

Table 2: Residential distribution of Faculty by Jurisdiction

Jurisdiction	Staff	Percentage
Washington, DC		
Ward 1	6	11%
Ward 2	1	2%
Ward 3	3	5%
Ward 4	1	1%
Ward 5	2	4%
Washington, DC Total	13	23 %
Virginia		
Arlington, VA	1	2%
Virginia Total	1	2%
Maryland		
Montgomery County, MD	42	74%
Maryland Total	42	74%
Total	56	100%

As shown in Table 2, 74 % of JPDS-NC staff live in Maryland, 23% reside in the District of Columbia and the remaining 2 % of staff members reside in Virginia.

Hours of Operation

School hours are from 8:30 AM to 3:30 PM on Mondays, Wednesdays and Thursdays. On Tuesdays there are two dismissals, one at 3:30 PM and a late dismissal at 4:30 PM. On Fridays, the school day is shorter with dismissal at 2:15 PM. The JPDS-NC also offers an on-site after-school program from 3:30 PM to 6:30 PM, Monday through Thursday and from 2:15 PM to 6:00 PM on Fridays.

Transportation Modal Split

Traffic (including passenger vehicles and school buses), pedestrian, bicycle and vehicle occupancy counts were conducted during the spring 2015 semester. The counts were conducted at the school driveway and along neighboring roadways such as Fort Stevens Drive and Rock Creek Ford Road. The data was analyzed to develop the school's existing transportation modal split (i.e. number of students driven alone, carpools, and walk/bike mode shares) for students and staff to the school. Table 3 provides the student transportation modal split (based on June 3, 2015 counts and observations).

Table 3: Student Transportation Mode Share

	AM		PM	
	%	Students Counted	%	Students Counted
Driven Alone	28%	51	27%	53
Carpool (<i>two-student</i>)	25%	44	20%	38
Carpool (<i>three-student</i>)	5%	9	3%	6
Carpool (<i>four-student</i>)	0%	0	2%	4
Metrobus	0%	0	0%	0
School Bus	39%	69	48%	93
Walk	3%	5	0%	0
Bike	0%	0	0%	0
Total	100%	178	100%	194 ³

AM (6:30-9:30)

PM (2:30-6:30)

As shown in **Table 3**, the school has a noteworthy participation in its school bus program with 39% of students arriving via the school bus in the morning and 48% departing the school via school bus in the afternoon. About half of the school's students arrive via automobile (including both single occupant vehicles and carpools).

Table 4 provides the observed transportation modal split (based on June 3, 2015 counts and observations) for staff members.

Table 4: Staff Transportation Modal Split⁴

Staff Transportation Mode Share		
	%	Staff
Drove Alone	81%	34
Carpool	5%	2
Metrobus	2%	1
Walk	10%	4
Bike	2%	1
Total	100%	42

As indicated in **Table 4**, 81% of the school's staff drove to school alone and the remaining 19% either carpooled, took public transportation and/or walk/biked to school.

³ This number was slightly higher than the spring 2015 student population (188 students) as some students from the South Campus took a bus to the North Campus to depart the school. An additional 6 South Campus students were counted departing the school via the North Campus.

⁴ Counted during morning observations

EXISTING TRANSPORTATION CONDITIONS

Roadway Network

The roadways surrounding the JPDS-NC site are described below:

- 16th Street is a four-lane, median-divided, principal arterial that extends from K Street to the south to Eastern Avenue in the north. Parking is permitted on the northbound curb-lane between Fort Stevens Drive and the Military Road ramp from 9:30 AM to 4:00 PM. The posted speed limit on 16th Street is 30 miles per hour (mph).
- 14th Street is a two-way minor arterial that extends from U Street to the south to Aspen Street in the north. The arterial allows for four-lanes south of Military Road and a two-lanes north of Military Road. Curb parking is permitted on 14th Street north of Military Road on both sides of the street (except between 7:00 AM and 9:30 AM Monday through Friday). The posted speed limit on 14th Street is 25 mph.
- Fort Stevens Drive is a two-lane local road that extends from 13th Street in the east to 16th Street in the west. Curb parking is permitted. On Tuesday's, street cleaning restrictions are enforced along the south side of the roadway from 9:30 AM to 11:30 AM. Street cleaning restrictions are also enforced on Mondays along the north side of the roadway.
- Rock Creek Ford Road is a two-lane local road that extends from 14th Street in the east to Fort Stevens Drive in the west. Curbside parking is permitted.

School Access and Circulation

Vehicles

Vehicular access is provided via the school's driveway along Rock Creek Ford Road.

Pedestrians

Pedestrian access is provided via the main entrance to the school along 16th Street. Pedestrians may also access the school in the rear of the building (from the surface parking lot) during drop-off and pick-up periods. Outside of those times, the driveway to the surface lot is gated and pedestrian and vehicular access requires use of a key fob.

Drop-off/Pick-up Operations and Queuing

Drop-Off

School drop-off operations were observed on Wednesday, June 3, 2015 from 6:30 AM to 9:30 AM. Parents primarily enter the driveway from the east and west along Fort Stevens Drive.

Staff members are stationed along the drop-off area to assist with carpool and a security officer is on-guard helping to direct parents entering the driveway. The school's driveway is closed and gated outside of drop-off and pick-up hours. Key fob access is required during non-peak times. The security officer opened the gate at approximately 8:00 AM and closed the gate by 8:45 AM.

Peak drop-off activity occurred between 8:11 AM and 8:23 AM. During this period, the maximum number of cars queued was 5 vehicles. This maximum queue lasted for no more than one minute and was contained within the school premises.

Pick-up

Afternoon pick-up operations were observed on Wednesday, June 3, 2015 from 2:30 PM to 6:30 PM. The security officer opened the gate at approximately 3:11 PM and closed the gate by 4:00 PM. There is a maximum storage capacity within the school's surface parking lot of 20 vehicles for pick-up. Parents line up in rows of 5 vehicles across and 5 vehicles behind each car at the beginning of each line. Peak activity occurring between 3:15 PM and 3:45 PM. Children began exiting the school promptly at 3:30 PM. There was a maximum of 20 cars observed stacked within the driveway by 3:34 PM. Groups of parent vehicles enter and exit the school driveway when instructed by the security officer. The vehicle queue within the surface lot fluctuates and by 3:45 PM there were 8 vehicles remaining stacked waiting to load children. The last parent vehicle departed the parking lot at about 3:53 PM. No more than 2 parent vehicles were observed queued along westbound Fort Stevens Drive at any one time. The off-site queue lasts for no more than two minutes at any one time; one vehicle at 3:33 PM for about one minute and two vehicles at 3:41 PM for two minutes.

School Bus Program

There are five school bus routes offered to students. They include the Georgetown-Columbia Heights route, the Beth El Friendship Heights route, the Kemp Mill-Silver Spring-Takoma Park route, the Cleveland Park route and the Silver Spring-Chevy Chase route. The routes service designated stops instead of door-to door service. These designated stops reduce the length of the routes and also reduces the amount of time students spend on the bus. The current bus routes service both the North and South Campuses. JPDS-NC encourages families to drop off their children at the South Campus where younger siblings attend classes and take the school bus to the North Campus. This service is offered free of charge to parents and greatly reduces traffic to the North campus.

School bus service is fee-based but is heavily subsidized by the school. Parents may choose to have students ride one-way or roundtrip.

The majority of the school's students (154 out of 204 students) are enrolled in the school bus program. There are however a number of families that sign up for bus service in order to reserve a seat but only use the service as needed.

School Bus Drop-off/Pick-up

Students are dropped-off at the main entrance to the school. On average, school bus unloading takes about one to two minutes. During spring 2015 observations⁵, the first school bus arrived at 8:11 AM and departed the school by 8:13 AM. The last bus arrived at 8:21 AM unloaded children and departed within a minute. The average observed number of students departing each school bus was 17. This ridership did not include students whom were dropped-off at the South Campus (prior to this stop).

School bus operations vary for afternoon pick-up on select days of the week. On Mondays and Wednesdays through Fridays, children load buses along 16th Street consistent with morning operations. During spring 2015 observations (on a Wednesday), the first school bus arrived to the school at 3:00 PM and departed the school by 3:30 PM. The final of five buses arrived at the school at 3:38 PM and departed the school at 3:40 PM. All buses were gone prior to the start of rush hour parking restrictions along 16th Street.⁶ There were no more than two buses on 16th Street at any one time staging or loading students. The average observed number of students entering each school bus was 19. This ridership did not include students already on each school bus whom were picked-up at the South Campus.

On Tuesdays, students are loaded on the school buses at the 4:30 PM dismissal during which time bus staging occurs along Fort Stevens Drive and Rock Creek Ford Road; since standing on 16th Street is not permitted. During spring 2015 observations (on a Tuesday), the first bus arrived at the school at 3:20 PM. This bus parked curbside just west of the existing crosswalk along Fort Stevens Drive and did not impede vehicular traffic or the crosswalk. All buses arriving to the school after the first bus (at about 3:34 PM) double parked along Fort Stevens Drive and Rock Creek Ford Road; one bus parked in the southbound direction on Rock Creek Ford Road, two buses parked in the eastbound direction along Fort Stevens Drive and one bus (the final bus to arrive on campus) parked in the westbound direction along Fort Stevens Drive. There are minor impacts to general through traffic along Fort Stevens Drive given some buses protrude into travel lanes. In addition, double parked buses narrows the two-lane roadway to function as one-way to get around the buses. This staging impedes driver sight distance for both school-related motorists entering and exiting the driveway and motorists traversing Fort Stevens Drive and Rock Creek Ford Road. All buses were gone by approximately 4:50 PM.

An illustration of pedestrian access, vehicular circulation (within the school driveway) and school bus staging areas for drop-off is shown in **Figure 3**. **Figures 4 and 5** are illustrations of pedestrian access, vehicular circulation and school bus staging for pick-up on typical days (Monday and Wednesday through Friday) and for Tuesday afternoons.

⁵ There were four morning bus routes during this semester.

⁶ No standing Monday through Friday 7:00 AM to 9:30 AM and 4:00 PM to 6:30 PM

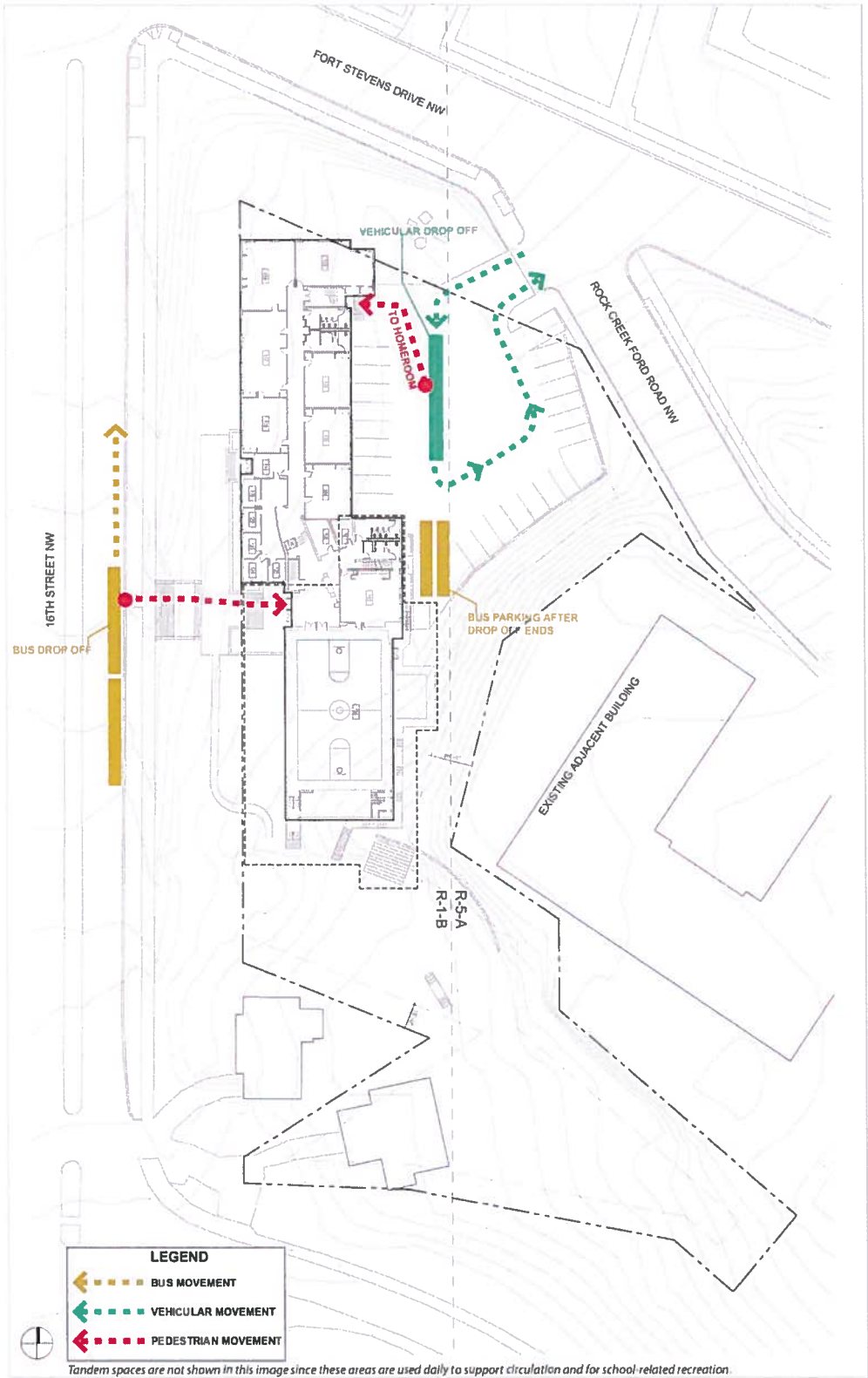


Figure 3: Drop-off Circulation and School Bus Staging

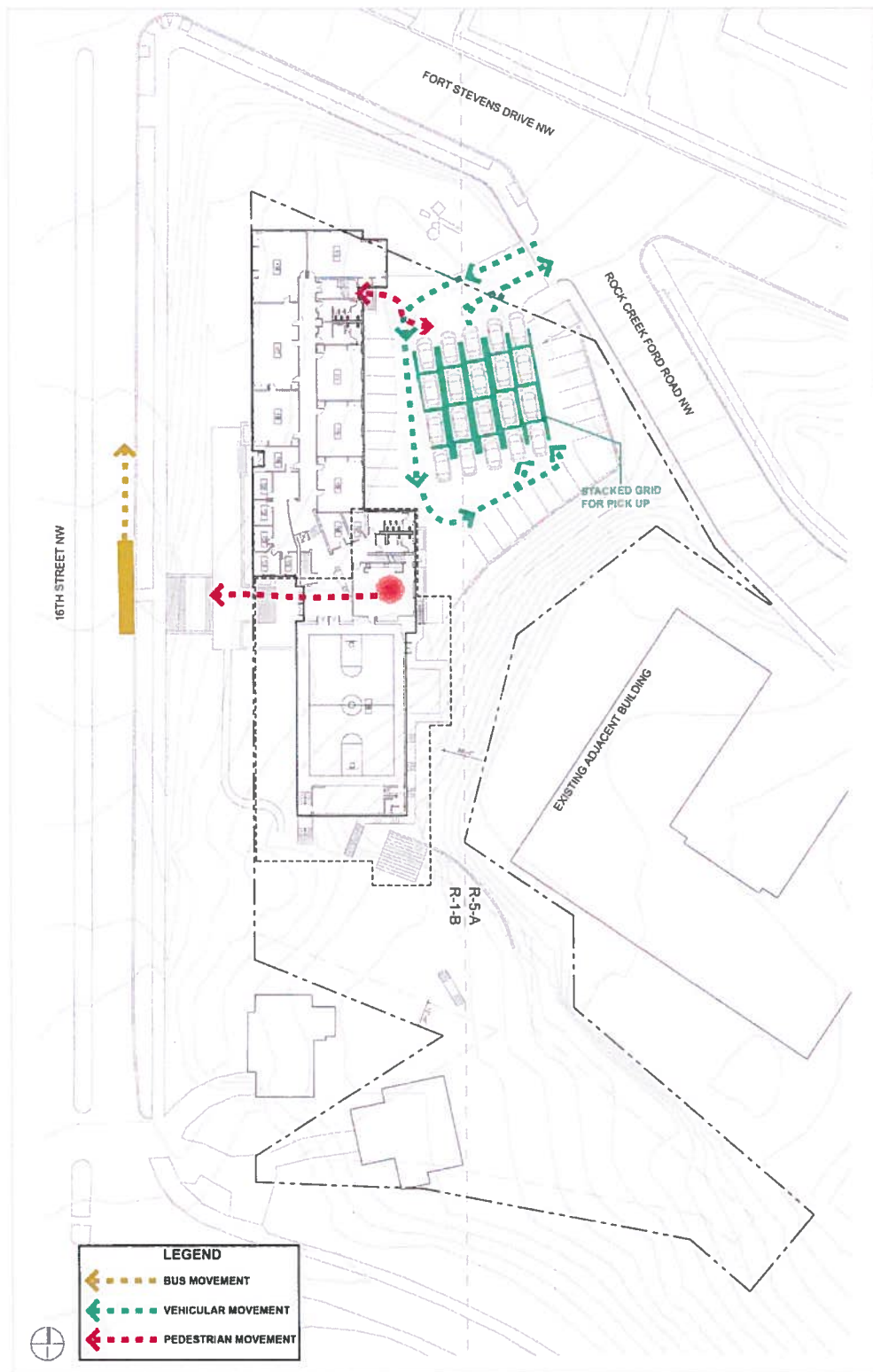


Figure 4: Monday and Wednesday through Friday Pick-up Circulation and School Bus Staging

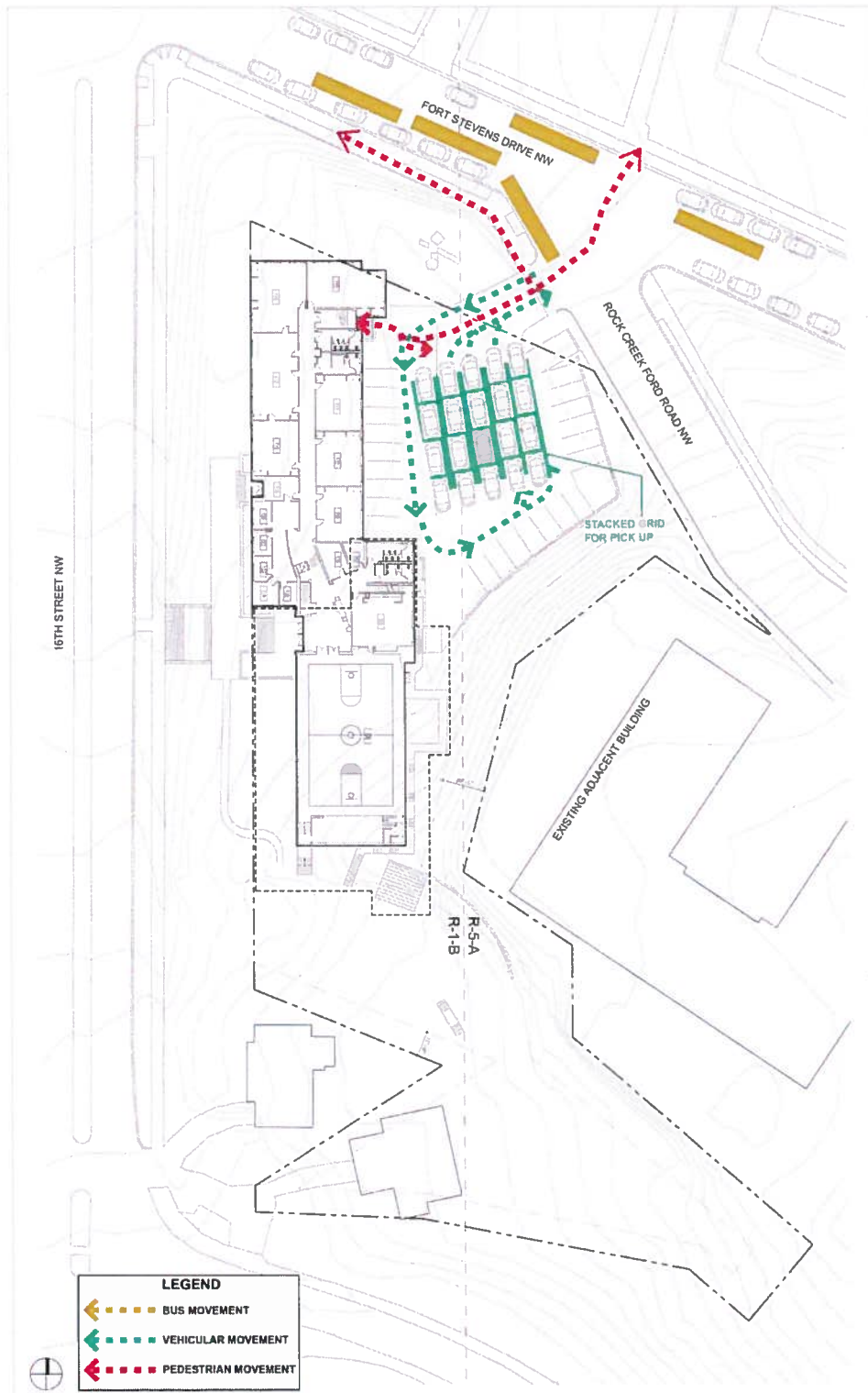


Figure 5: Observed Tuesday Pick-up Circulation and School Bus Staging

On-Site Parking Supply

The school's parking lot accommodates 24 parking spaces (37 stacked). The stacked spaces serve as recreational area for the school and also serve as circulation space for parent vehicles during pick-up operations.

After the morning drop-off on June 3, 2015, 23 of 24 parking spaces were occupied and 1 bus was parked on-site.

Off-Site Parking Conditions

On-street parking surveys were conducted to determine existing parking restrictions, control, supply and occupancy. The surveys also quantified the number of staff members utilizing on-street parking.

The survey was conducted within a block of the school and included the following street segments:

- 16th Street (between Military Road and Rittenhouse Street)
- Fort Stevens Drive (between 16th Street and 14th Street)
- Rock Creek Ford Road (between Fort Stevens Drive and 14th Street)
- 14th Street (between Fort Stevens Drive and Rock Creek Ford Road)

The parking study area is shown in **Figure 6**. A summary of parking supply and is provided in **Table 5**.

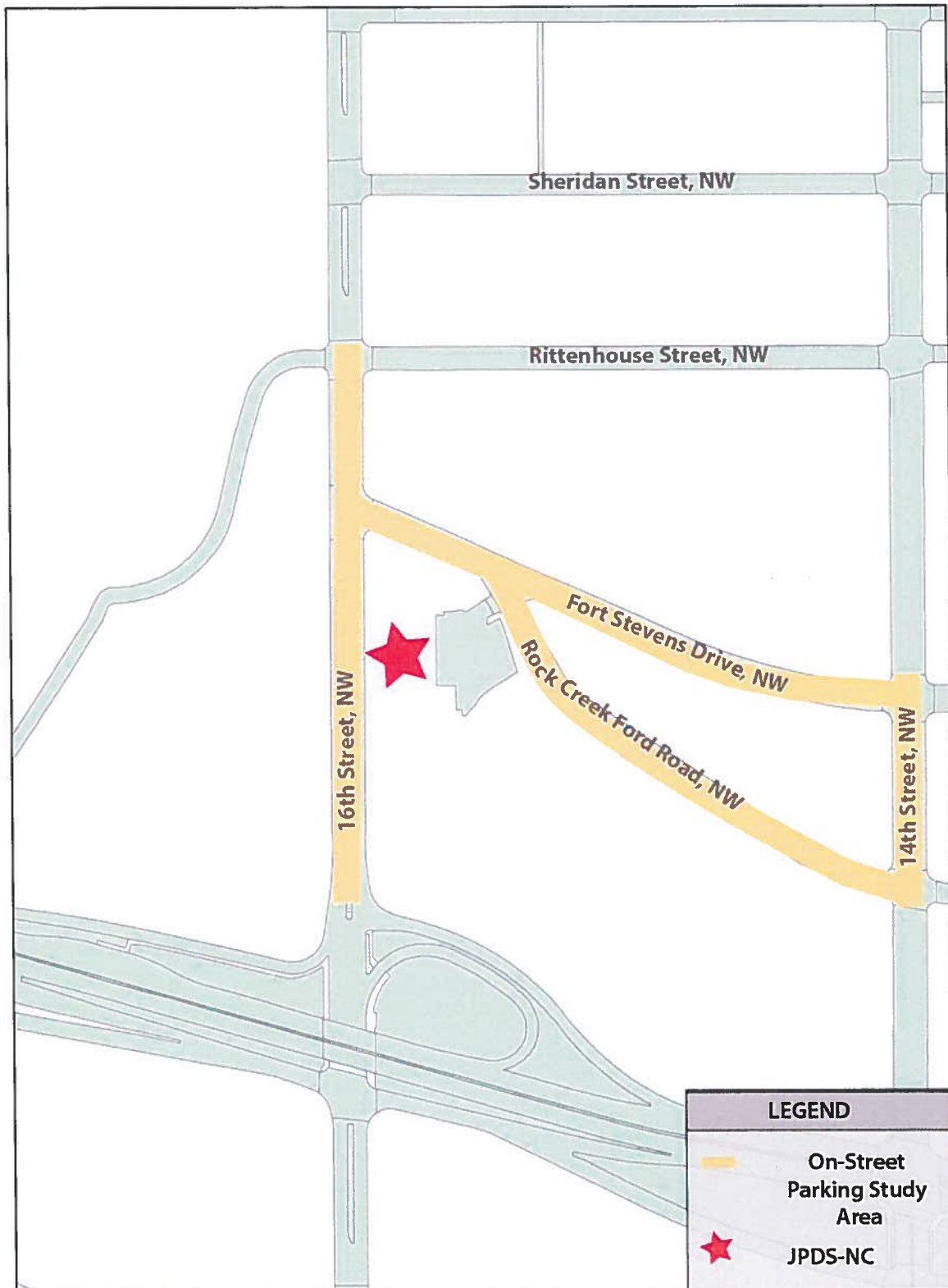


Figure 6: On-Street Parking Study Area

Table 5: Parking Supply and Control

Street	Block	Supply		Parking Control
16th Street	Military to Fort Stevens Drive	East side	11	No Standing 7:00 -9:30 AM and 4:00 PM to 6:30 PM Monday through Friday
		West side	0	No Parking
	Fort Stevens Drive to Rittenhouse Street	East side	4	No Standing 7:00 -9:30 AM and 4:00 PM to 6:30 PM Monday through Friday
		West side	0	No Parking
	Total		15	
Fort Stevens Drive	16th Street to Rock Creek Ford Road	North side	7	Unrestricted; Street Cleaning Monday 9:30 AM -11:30 AM
		South side	5	Unrestricted; Street Cleaning Tuesday 9:30 AM -11:30 AM
	Rock Creek Ford Road to 14th Street	North side	20	Two Hour Limit Zone 4A Permit Monday through Friday 7:00 AM to 8:30 PM; Street Cleaning Monday 9:30 AM -11:30 AM
		South side	26	Unrestricted; Street Cleaning Tuesday 9:30 AM -11:30 AM
	Total		58	
Rock Creek Ford Road	Fort Stevens Drive to 14th Street	East side	20	Unrestricted
		West side	29	Unrestricted (10); Two Hour Limit in Zone 4A Monday through Friday 7:00 AM to 8:30 PM (19)
14th Street	Fort Stevens Drive to Rock Creek Ford Road	East side	3	Unrestricted
		West side	3	Unrestricted
	Total		55	
Total Study Area		128		

A total of 128 parking spaces were inventoried within the study area. Of these, 30% (39 spaces) are Two-Hour Residential Permit Parking (RPP), 58% are unrestricted at all times and the remaining 12% (15 spaces along 16th Street) are unrestricted outside of rush hours⁷.

Parking occupancy data was collected on Wednesday, June 3, 2015 at 10:00 AM and on Tuesday, June 9, 2015 at 2:00 PM. Utilization results are shown in Table 6. Table 7 outlines parking utilization by type of parking space.

⁷ Monday through Friday 9:30 to 4:00 PM and 6:30 PM to 7:00 AM

Table 6: On-Street Parking Occupancy and Availability by Hour

	Time	
	10:00 AM	2:00 PM
Occupancy	73	84
Available Spaces	55	44
Supply	128	
% Occupancy	57%	66%

The study area was 57% parked during the 10:00 AM survey and 66% parked during the 2:00 PM survey. This occupancy includes demand associated with the school along Fort Stevens Drive and Rock Creek Ford Road. Staff members were observed parking and walking into the school. There were 22 staff vehicles parked on the street during the 10:00 AM survey.

Table 7: On-Street Peak Hour Parking Utilization Summary

Space Type	Spaces	10:00 AM			Peak Hour Occupancy (2:00 PM)		
		Occupancy	% Utilization	Available	Occupancy	% Utilization	Available
RPP	39	21	54%	18	30	77%	9
Unrestricted	74	52	70%	22	53	72%	21
Unrestricted (outside of rush hours)	15	0	0%	15	1	7%	14
All On-Street spaces	128	73	57%	55	84	66%	44

Occupancy levels, shown in Table 7, indicate demand for on-street parking ranged by type of space. There were 44 spaces available during the peak parking survey (2:00 PM) of which 21 were unrestricted spaces.

Pedestrian and Bicycle Facilities

Sidewalks along 16th Street, Fort Stevens Drive and Rock Creek Ford Road provide pedestrian access to the JPDS-NC. Sidewalk are generally adequate and in good condition. A section of sidewalk is however incomplete along the south side of Fort Stevens Drive between Rock Creek Ford Road and 14th Street. Some school-related pedestrians utilize on-street parking along this area and were observed walking in the street to access the School.

The District of Columbia Bicycle Map indicates the following bicycle facilities within a half (1/2) mile radius of the JPDS-NC:

- Bike Lanes along 14th Street from Aspen Street to Columbia Road
- On-street Signed Routes along 13th Street from Piney Branch Road to New York Avenue

There are no bike share locations within a half (1/2) mile from the JPDS-NC site. The closest bike share site is located at the 14th Street/ Decatur Street intersection.

An inventory of sidewalks, crosswalks, pedestrian signals, and ADA ramps within the study area is illustrated in **Figure 7**.

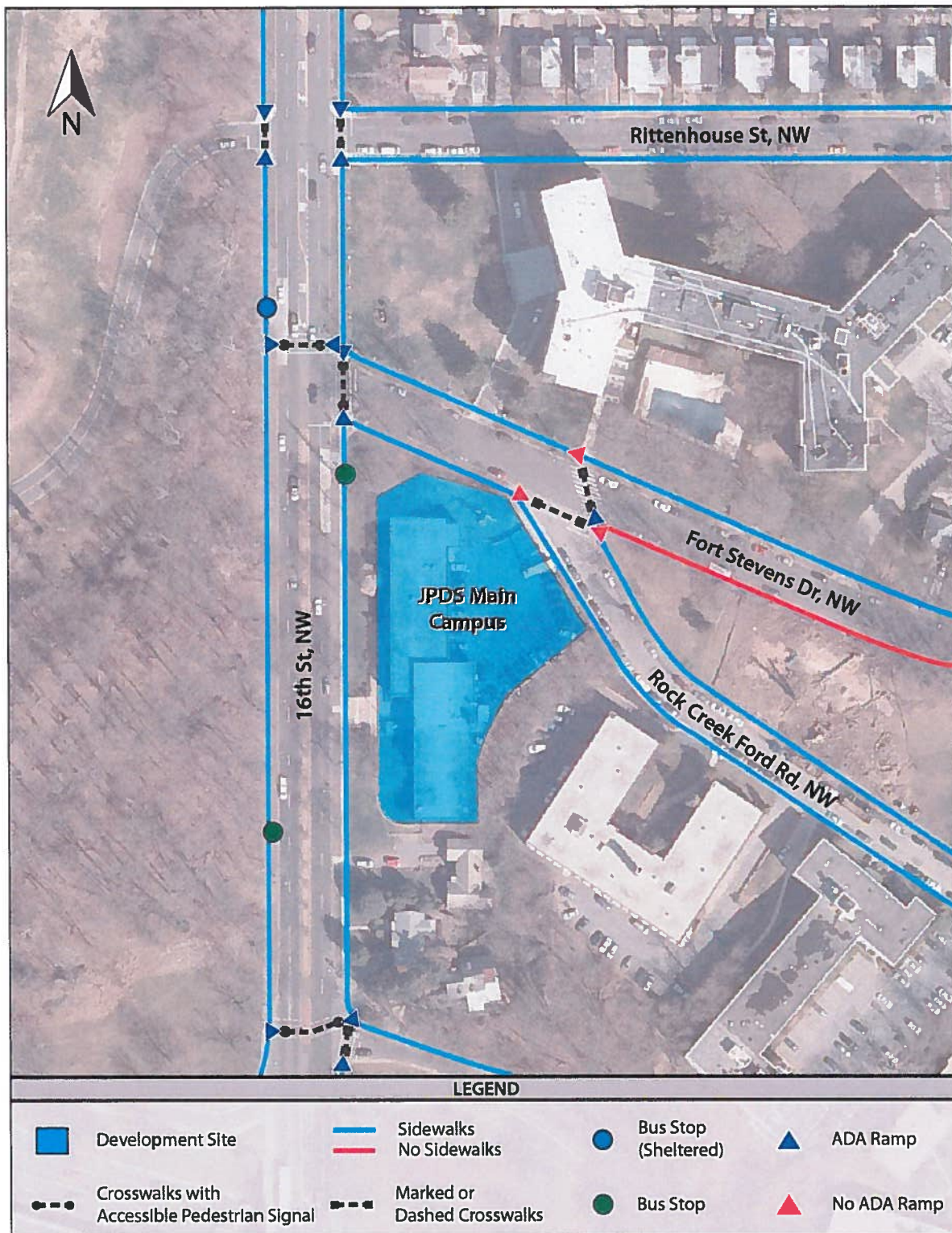


Figure 7: Pedestrian Facilities and Bus Stops

Transit Conditions

The following Metrobus routes provide service within the vicinity of the JPDS-NC:

- Military Road–Crosstown Lines (E2, E3, E4)
- 14th Street Lines (52, 53, 54)
- 16 Street Lines (S2, S4 and S9)
- 16th Street –Potomac Park Line (S1)

Bus stops (shown on **Figure 6**) are conveniently located adjacent to the school along the northbound and southbound approaches of the 16th Street/Ford Stevens Drive intersection.

EXISTING TRAFFIC CONDITIONS

Traffic Counts and Field Observations

During the initial spring 2015 counts and observations, there was significant construction underway at the 16th Street/ Military Road intersection associated with the bridge replacement project. As a result there was a reduction in the number of available lanes for northbound and southbound through traffic and a signed detour along Fort Stevens Drive. Construction at the 16th Street/ Military Road intersection was completed by fall 2015, thus counts and corresponding analysis (excluding the transportation mode split and queueing) were based on fall 2015 data collection. Intersection turning movements, pedestrian counts and bicycle counts were conducted on Wednesday, October 21, 2015 from 6:30 AM to 9:30 AM and 2:30 PM to 6:30 PM.

The intersection peak hour is the one hour period out of each observation in which traffic entering an intersection is the highest. The peak hour may vary for each individual intersection within a transportation network. **Figure 8** is an illustration of each individual intersection peak hour traffic volumes observed during the AM (6:30 AM to 9:30 AM), School PM (2:30 to 4:30 PM) and Commuter PM (4:30 PM to 6:30 PM) peak periods.

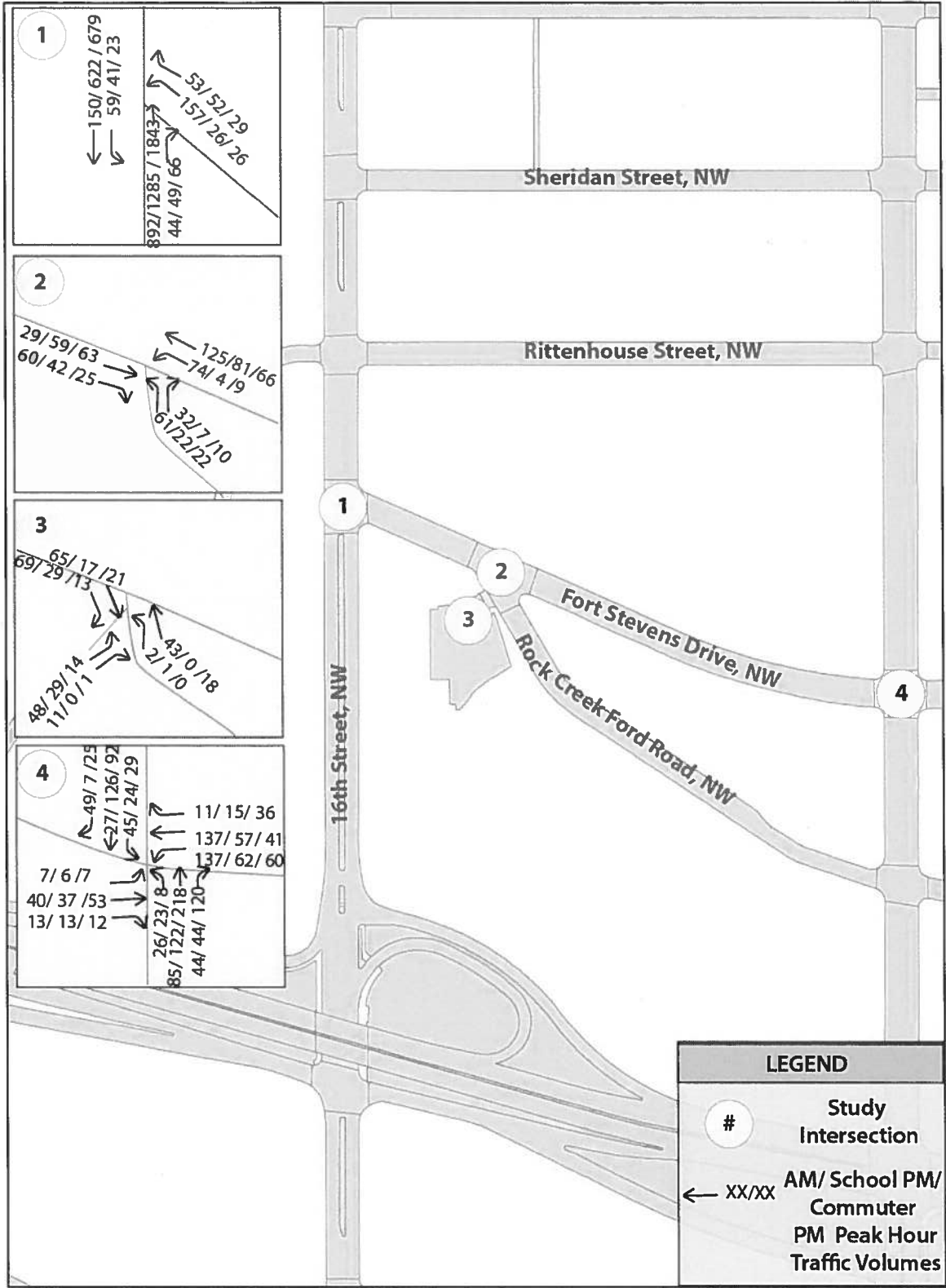


Figure 8: Peak Hour Traffic Volumes

School Trip Generation

Trip generation for the school was determined by summing the vehicle trips entering and exiting the school driveway (shown in **Figure 8**) on Wednesday, October 21, 2015 during which time the JPDS-NC had a student population of 204 students and 56 staff members. The trip generation calculation also includes vehicle trips (staff and parents) observed along Fort Stevens Drive, Rock Creek Ford Road and 16th Street (primarily bus trips only). The off-site vehicles trips were counted during the spring 2015 semester⁸. **Table 8** shows existing (a combination of spring and fall 2015) AM peak hour (7:45 am to 8:45 am), school PM peak⁹ (3:00 pm to 4:00 pm) and Commuter PM Peak hour (5:15 pm to 6:15 pm) trip generation.

Table 8: JPDS-NC Peak Hour Vehicular Trip Generation

	AM Peak			School PM Peak			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
School Driveway	71	59	130	30	29	59	13	15	28
Fort Stevens Drive/ Rock Creek Ford Road	16	4	20	5	9	14	2	3	5
16 th Street (school buses) ¹⁰	4	4	8	5	5	10	0	0	0
Total	91	67	158	40	43	83	15	18	33

The JPDS-NC currently generates 158 AM peak hour trips, 83 school PM peak hour and 33 commuter PM peak hour vehicle trips. Isolating vehicles entering and exiting the school driveway indicates there are 130 trips during the AM Peak hour and 59 trips during the School PM peak hour. **Figure 9** is an illustration of vehicle turn movements at the school driveway during each peak hour.

⁸ The school had 188 students enrolled and 56 staff members

⁹ The school PM peak hour is the period during the afternoon when the school driveway traffic is highest.

¹⁰ 16th Street was primarily utilized for school bus-related drop-off and pick-up. There was one parent vehicle observed used 16th Street for pick-up during the school pm peak hour which has been included in the summation.

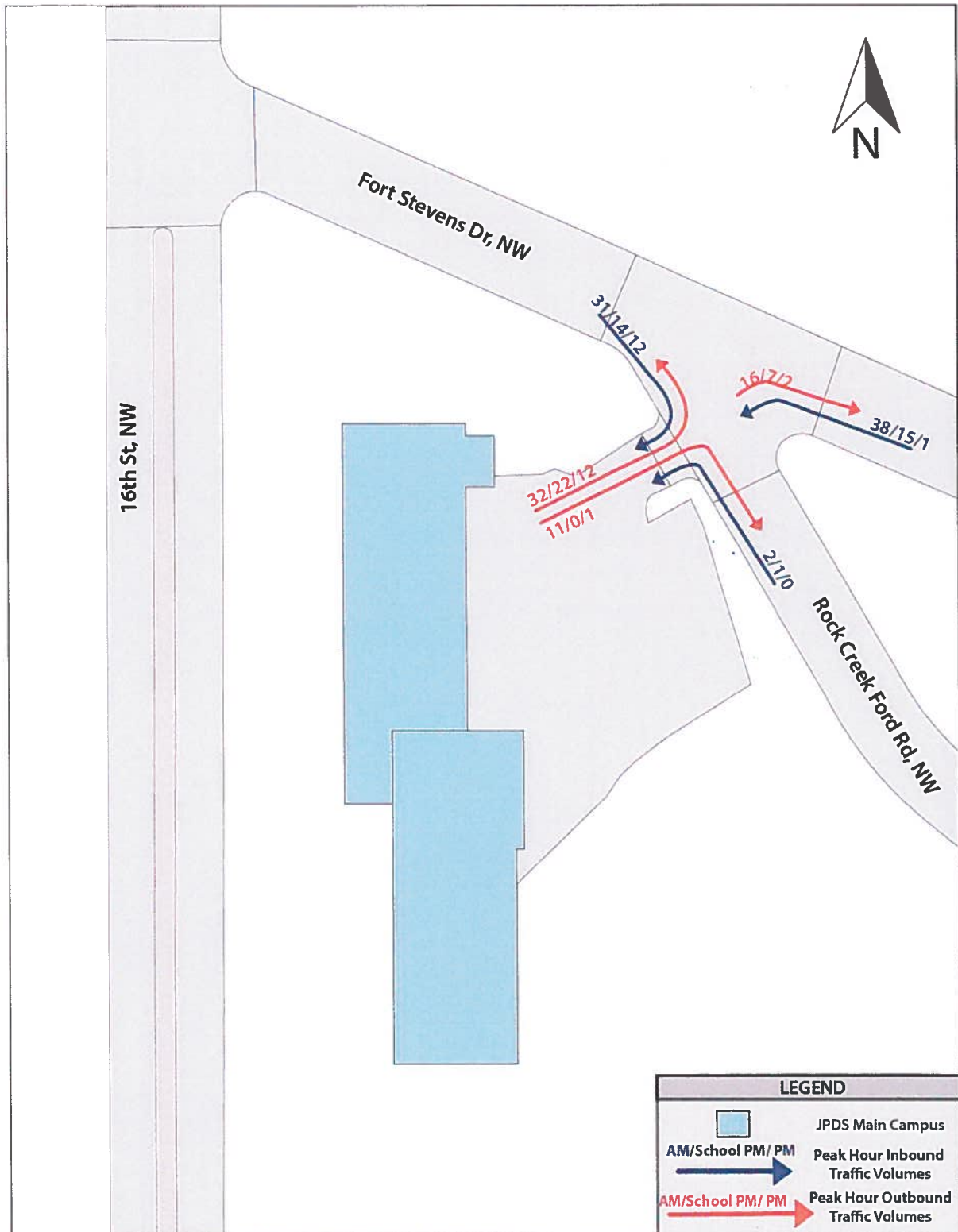


Figure 9: JPDS-NC Driveway Peak Hour Vehicle Turn Movements

Directional Distribution

The directional distribution to the school was calculated using the existing peak hour trip generation and general traffic patterns at the adjacent study area intersections. While the directional distribution was based on existing count data at study area intersections, the distribution was consistent with student/staff residential information in terms of direction of approach for AM in and PM out. The directional distribution of traffic entering and exiting the school during the AM Peak Hour, School PM Peak Hour and Commuter PM Peak Hour is shown in Figures 10, 11 and 12.

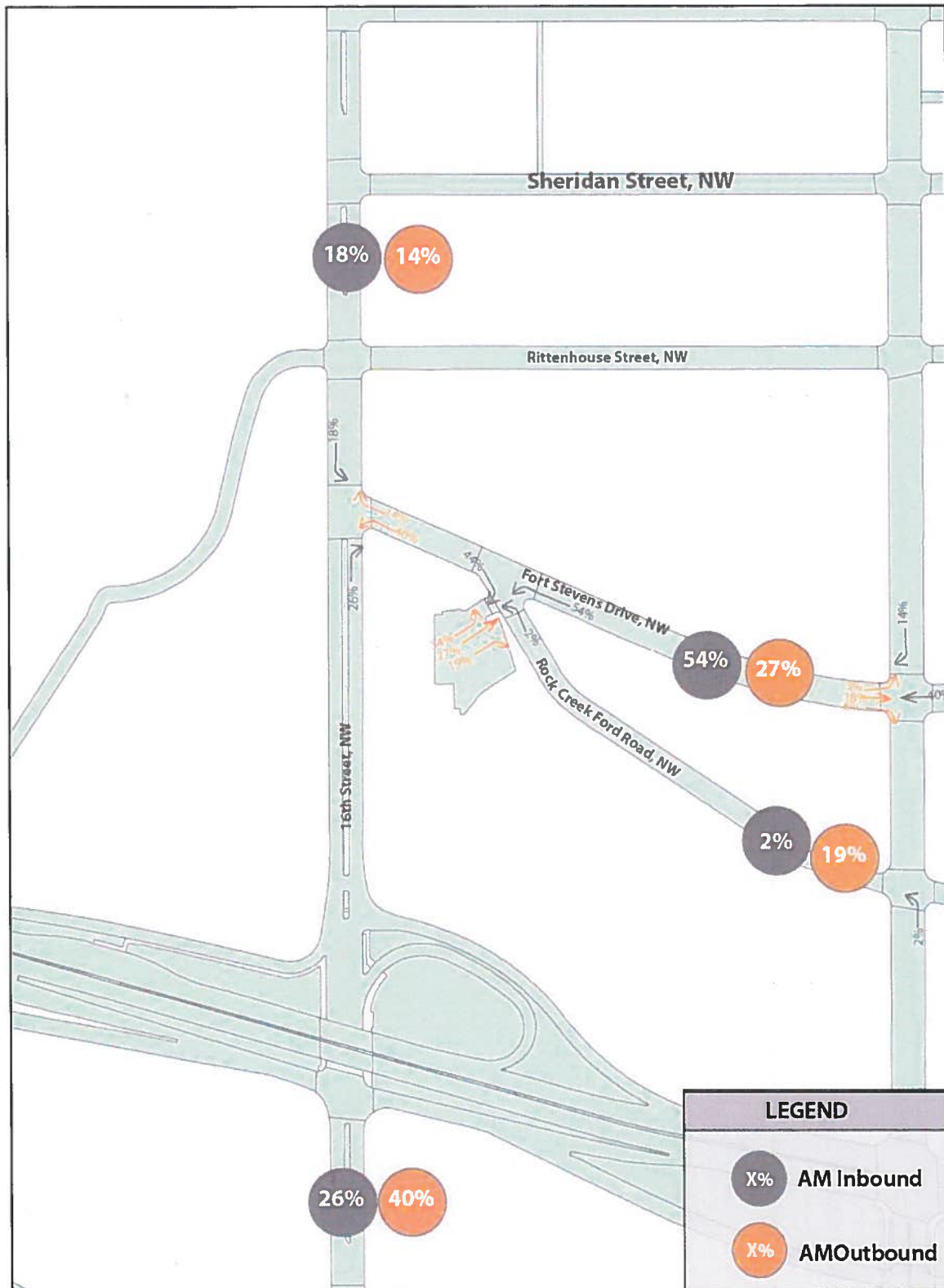


Figure 10: AM Peak Hour Directional Distribution

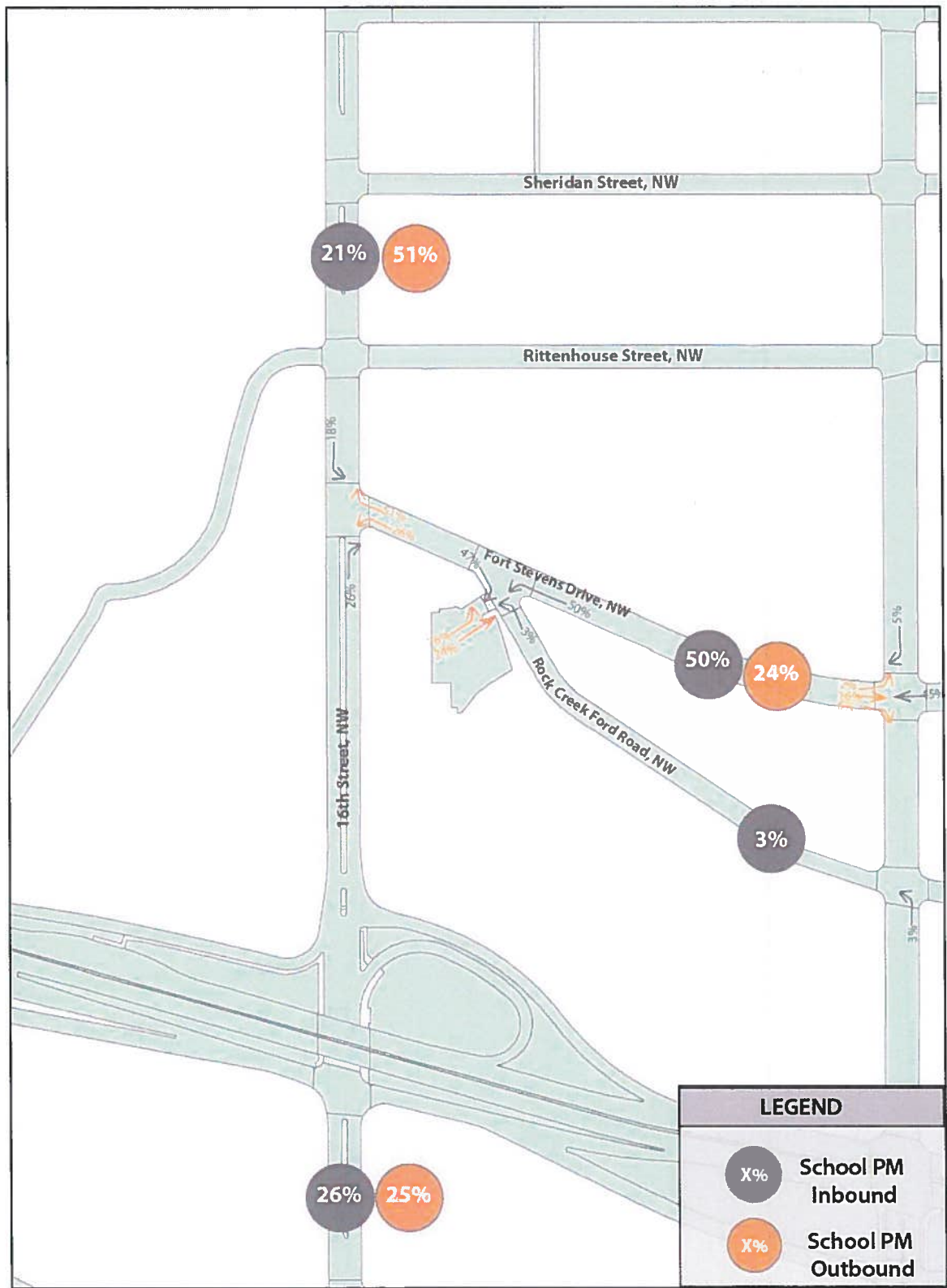


Figure 11: School PM Peak Hour Directional Distribution

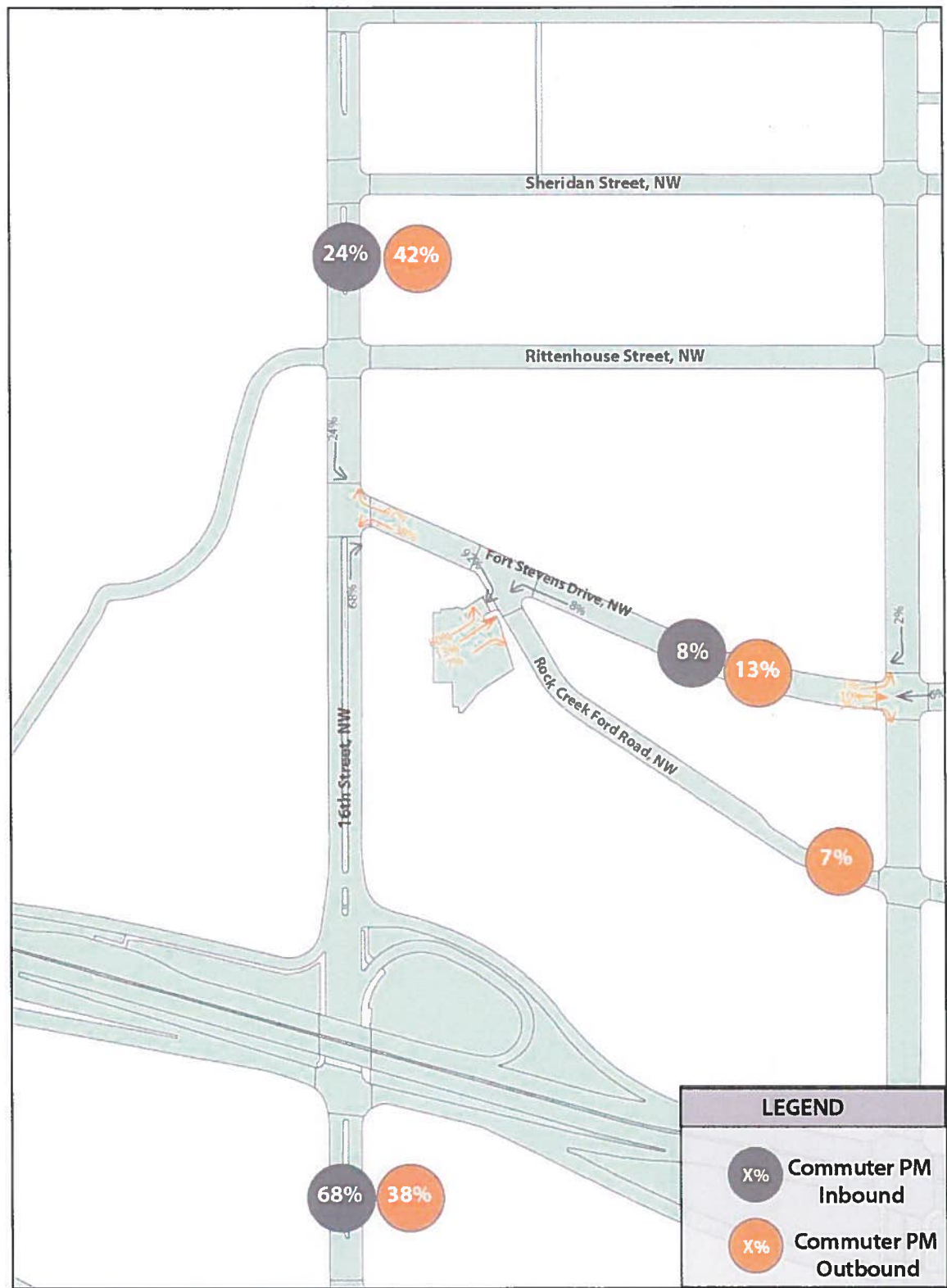


Figure 12: Commuter PM Peak Hour Directional Distribution

Capacity Analysis

This study was prepared in accordance with industry standards and the District Department of Transportation Design and Engineering Manual guidelines. Existing Capacity Analysis was conducted for three scenarios including AM Peak Hour, School PM Peak hour and Commuter PM Peak hour.

Pedestrian and vehicular volume data and a number of operational parameters such as the number of lanes and traffic signal timing (for the signalized intersection) were entered into traffic software (SYNCHRO version 8.0) and analyzed using Highway Capacity Manual 2010 (HCM) methodology. The output of the analysis is in the form of Level of Service and delay. Level of Service (LOS) is a measure of the average control (i.e. stop sign) delay experienced by all motorists arriving to an intersection. There are six representative levels of service defined for intersections and they are designated using letters "A" through "F", with LOS "A" representing the best operating conditions and LOS "F" representing the worst. Safety of the intersection is not included in the measures used to calculate LOS.

Level of Service is defined separately for signalized intersections and unsignalized intersections. For signalized intersections, delay is evaluated for the overall intersection; while at unsignalized intersection delay is analyzed for each movement separately (i.e. northbound, southbound, eastbound or westbound traffic). The thresholds for the intersection levels of service are shown in Table 9.

Table 9 Intersection Level of Service Thresholds

Level of Service Threshold for Delay (seconds/vehicle)		
LOS	Signalized	Unsignalized
A	0-10 sec	0-10 sec
B	> 10-20 sec	> 10-15 sec
C	> 20-35 sec	> 15-25 sec
D	> 35-55 sec	> 25-35 sec
E	> 55-80 sec	> 35-50 sec
F	> 80 sec	> 50 sec

Per the DDOT Design and Engineering Manual guidelines, LOS "D" or better is acceptable in the District. Table 10 shows existing conditions LOS and delay for the study area intersections.

Table 10: Existing Conditions Level of Service and Delay

Study Area Intersections		AM Peak		School PM Peak		Commuter PM Peak	
		LOS	Delay	LOS	Delay	LOS	Delay
1	16 th Street/ Fort Stevens Drive	B	12.2	A	9.5	B	13.1
2	Fort Stevens Drive/ Rock Creek Ford Road	B	14.3	A	9.7	A	9.6
3	JPDS-NC School Driveway/ Rock Creek Ford Road	B	10.3	A	8.8	A	8.9
4	14 th Street/ Fort Stevens Drive	B	11.8	A	9.2	B	11.7

As shown in Table 10, the study area intersections currently operate within the acceptable threshold at LOS "C" or better during each analysis period. Synchro output worksheets are included in the appendix.

FUTURE JPDS-NC CAMPUS

Site Plan

As previously stated, there is significant construction planned at the school consisting of 14,700 square feet of selective renovation, 8,400 square feet of aggressive renovation and 32,200 square feet of new construction. The site plan is shown in **Figure 13**.

Site Access

The existing driveway to the school will be maintained and will continue to provide access to on-site parking. No new curb curbs will be introduced.

Pedestrian access will continue to be provided along 16th Street and in the rear of the building (via the surface parking lot) during drop-off and pick-up periods. A section of sidewalk will be introduced in rear of the school along the building perimeter. The sidewalk will provide a continuous walkway from the existing sidewalk network along Rock Creek Ford Road and will support pedestrian access to the new school entryway. Students will enter the school via the new entryway and will not need to cross parked cars to access the building. The security pedestrian gate will also be relocated and setback further into the school's driveway.

Bicycle Parking

Per zoning, there is no formal bicycle requirement for private schools. The JPDS-NC is however committed to reducing its carbon footprint and incentivizing non-automobile travel to the school. In light of this commitment and the requested parking relief, the site plan allows for a total of 30 new bicycle racks/spaces; 17 on-site and 13 bicycle parking spaces on public space.

Pick-up Circulation and Stacking Storage

The existing maximum storage capacity for pick-up allows for 20 vehicles stacked within the surface parking lot. Parents currently line up in rows of 5 vehicles across and 4 vehicles behind each car at the beginning of each line. The future site plan will result in a slight modification to the surface parking lot configuration. In the future, the surface lot could accommodate a maximum of 18 vehicles; this includes 11 vehicles stacked in 3 rows and 7 vehicles along the drive aisle. An illustration of the maximum storage capacity is illustrated in **Figure 14**.

Queuing Projections

Based on existing observations, the school is able to process approximately 13 cars on-site per five minute period during afternoon dismissal. The existing (spring 2015) maximum queue length was 22 cars.^[1] In the future, the processing rate will decrease slightly (by approximately 10%) due to a reduction in on-site storage capacity from 20 to 18 vehicles. To reduce off-site impacts, the school will introduce a 15-minute staggered dismissal. With the staggered dismissal, the maximum off-site queue

^[1] 20 cars within the school's surface parking lot and 2 cars on Fort Stevens Drive

would increase from approximately 2 vehicles (based on June observations) to approximately 13 vehicles. The maximum queue would last no more than five minutes. There would be an additional 15 minutes throughout the dismissal period when approximately 1 to 6 cars would queue off site. See the appendix for queueing calculations.

The vehicle queue associated with drop-off (during the mornings) will be maintained on-site. The existing (spring 2015) maximum queue length during the morning was 5 cars. This queue length was increased linearly by applying the total projected increase in student enrollment 86% (from 188 students to 350 students or spring 2015 enrollment to full enrollment) to project the future maximum queue. This results in an increase of 4 vehicles for a total of 9 vehicles queued.

The JPDS-NC has proposed a Performance Monitoring Plan to mitigate future potential impacts associated with off-site queuing. See the Performance Monitoring Plan section of this report.

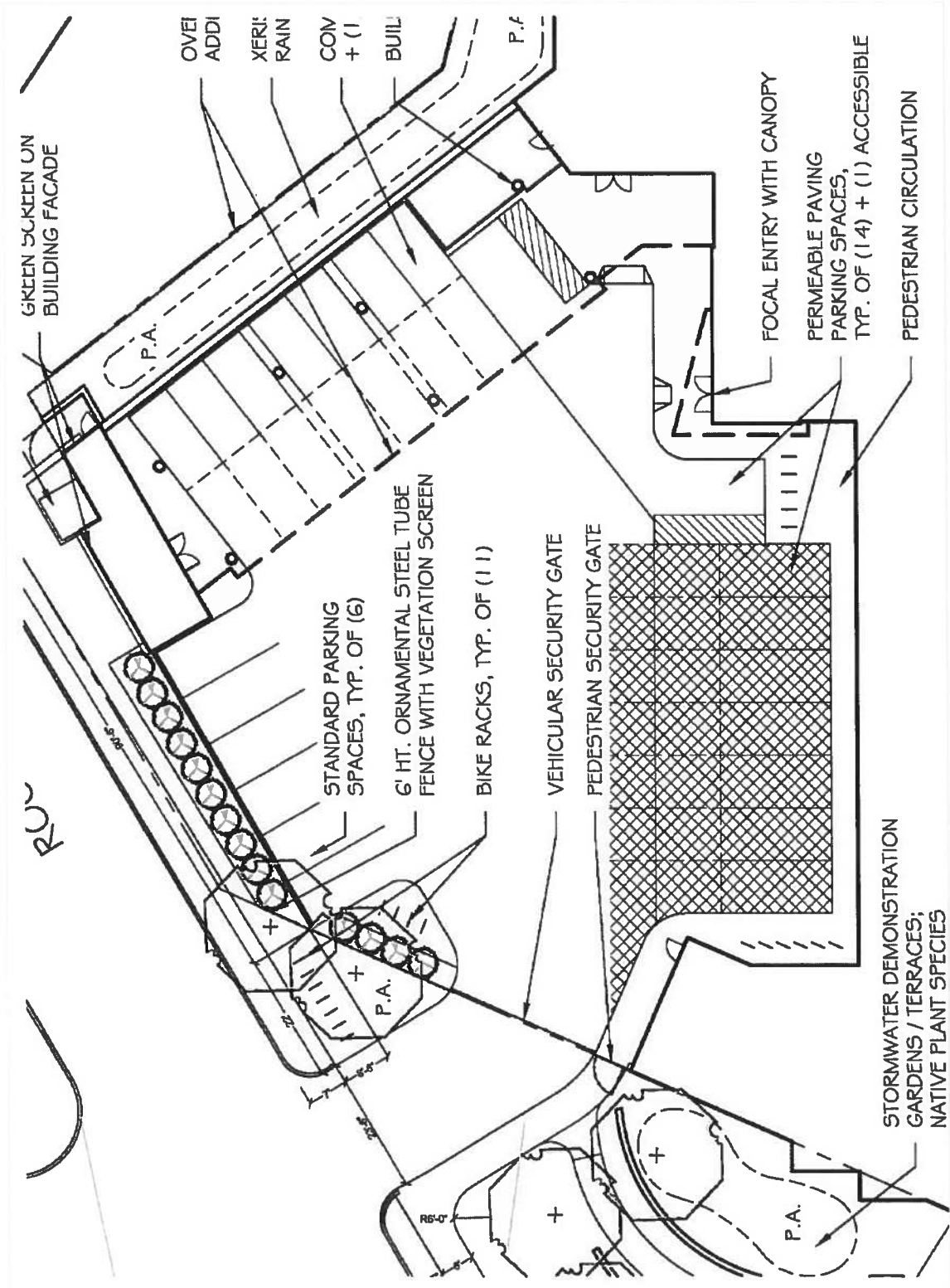


Figure 13: Site Plan

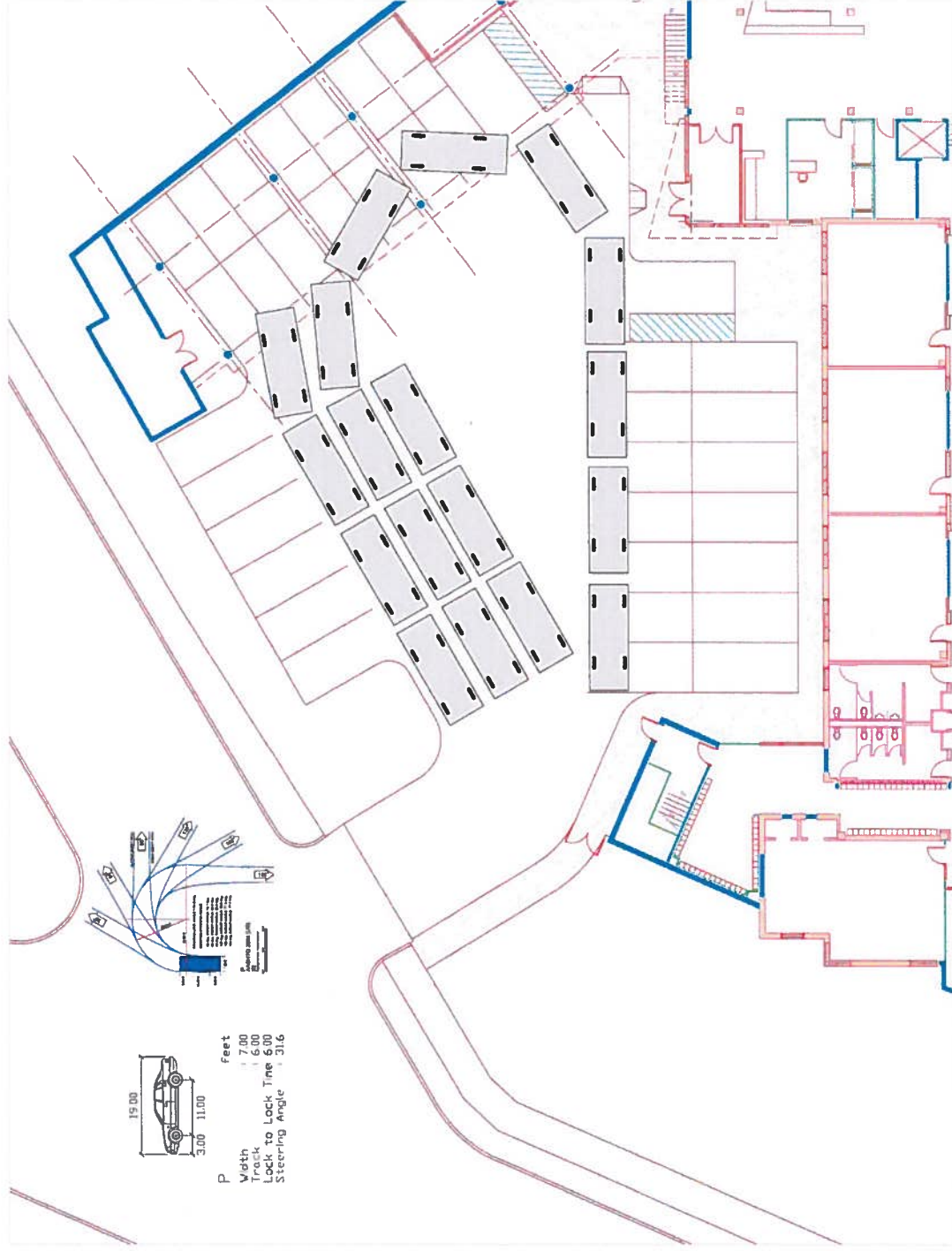


Figure 14: Future Maximum Parking Lot Storage Capacity

School Bus Program

JPDS-NC plans to incorporate a 6th bus route when enrollment approaches 275 students (anticipated by the 2018-19 school year with the first 7th grade class). A 7th bus route would be introduced in conjunction with the school approaching the 350 student enrollment cap.

JPDS-NC plans to continue to evaluate the routes and stops on a yearly basis using surveys. Surveys query parents on their satisfaction with the bus service and collect information aimed to maximize ridership and minimize travel time for students.

School Bus Drop-off/ Pick-up

The existing bus staging is proposed to be modified in an effort to increase safety for students, parents and general motorists using Fort Stevens Drive and Rock Creek Ford Road. Bus staging will be removed from 16th Street in the future. Bus parking will be relocated to Fort Stevens Drive and Rock Creek Ford Road. The school has requested school loading zones along the south side of Fort Stevens Drive between 16th Street and on Rock Creek Ford Road fronting the school. JPDS-NC will coordinate with DDOT to determine appropriate signage.

The school loading zones will require a loss of 5 to 21 unrestricted parking spaces depending on the final size and location of the zones. This would ultimately allow for a number of safety improvements with regard to student circulation during dismissal since students would no longer need to cross parked vehicles to load buses. Driver visibility would also be improved given buses would no longer need to double park or protrude into travel lanes.

The potential school loading zones are shown in **Figure 15**. The zones could accommodate 6 to 7 buses. While a total of 7 bus routes are being proposed by 2021, the school will manage bus arrival in the future (particularly for buses not owned by the school) so all 7 buses will not be on-site at any one time. In terms of pick-up, 3 of the 7 buses would load students at the North Campus and then head to the South Campus. The remaining 4 buses would simultaneously load students at the South Campus and then head to the North Campus. The same shifting of bus arrival/departure is proposed for drop-off in the mornings.

Parking

The school is seeking a variance under 11 DCMR §3103.1 from the off-street parking requirements for a private school. JPDS-NC will provide 47 daily-use spaces as follows: 8 standard spaces, 14 daily-use tandem spaces and 25 spaces off-site at Ohr Kodesh Synagogue. The school will also provide an additional 14 spaces (the back row of the daily use tandem parking spaces) to be used outside of school drop-off and dismissal time periods. The school has coordinated with Ohr Kodesh, a synagogue located at 8300 Meadowbrook Lane in Chevy Chase, Maryland, to secure an agreement for satellite parking. Designated staff members will be responsible for transporting teachers to/from the satellite parking location and the school. Each of these staff members will have reserved or preferential parking on-site.

The JPDS-NC has a total existing parking demand for 46 spaces (24 on-site plus 22 on the street). In the future, the staff population is anticipated to increase from 56 to 72, resulting in a projected increase of

29%. Applying the 29% to the existing parking demand would result in a total projected future parking demand for 59 staff parking spaces. Therefore, 37 spaces (59 minus 22) will need to be provided off-site. Approximately 22 staff members currently utilize on-street parking spaces thus there would be a net increase in demand for 15 spaces. This additional parking demand will be accommodated through a combination of satellite parking and on-street parking spaces.

Some staff members may also continue to utilize on-street parking in the future. The existing on-street parking survey indicated there are available parking spaces (21 unrestricted spaces during the peak survey period) to accommodate additional demand, if needed. There would however be a reduction in on-street parking supply as a result of the proposed school loading zones. The area currently has 44¹¹ total available parking spaces during the peak afternoon period. Thus, there is adequate supply to restrict some parking spaces (exact number to be determined) for school use. In addition, the south side of Fort Stevens Drive has an existing street cleaning restriction on Tuesday mornings which is proposed to be extended to Tuesday afternoons to support the proposed loading zone.

¹¹ 21 unrestricted, 14 unrestricted outside of rush hour and 9 RPP

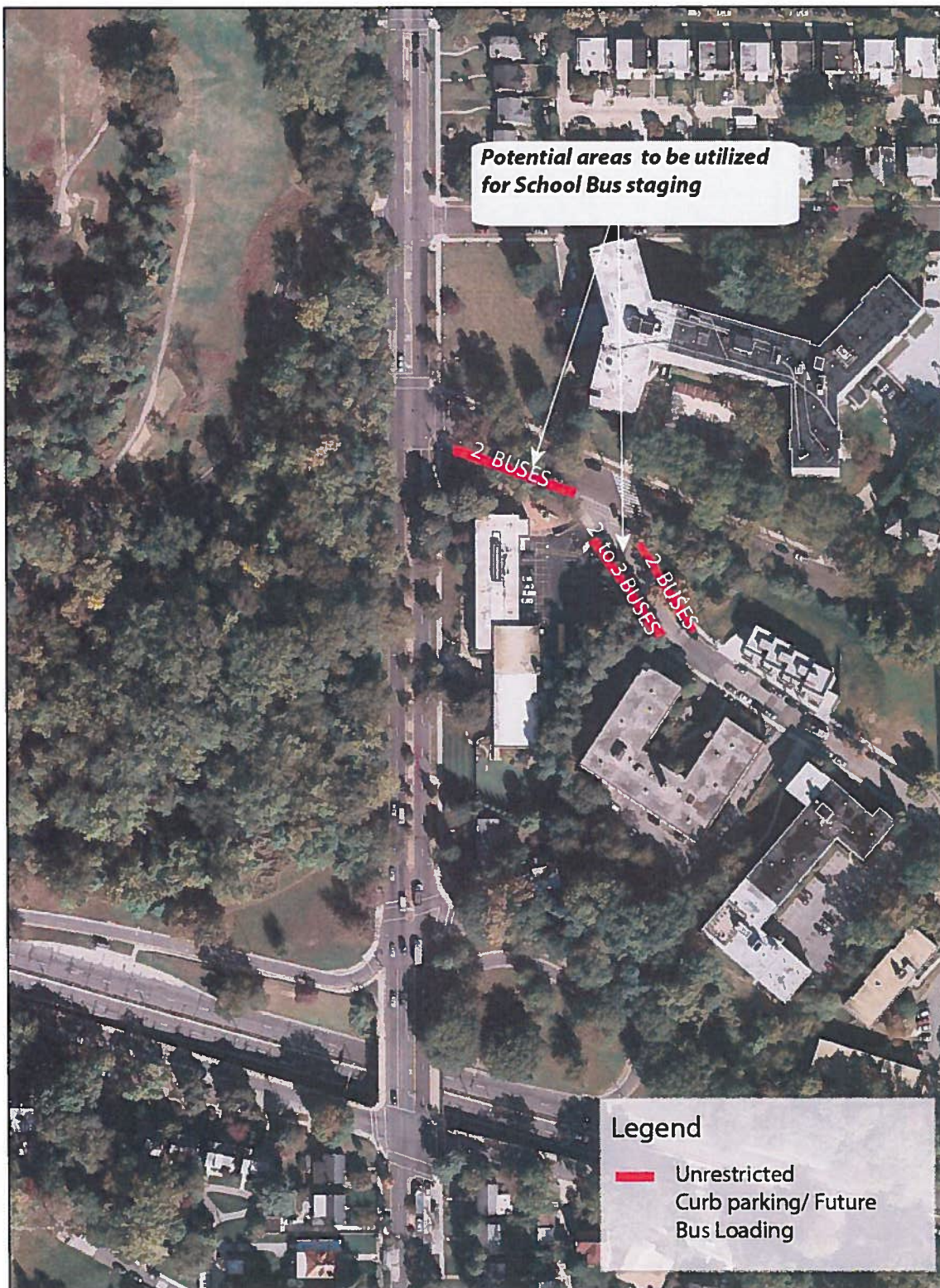


Figure 15: School Loading Zones

FUTURE TRAFFIC CONDITIONS

The Future Traffic Conditions section analyzes traffic impacts associated with the JPDS-NC's population increases as well as regional growth and other planned projects in the vicinity. There are no planned development projects in the area. Additionally, average daily traffic volumes have decreased from 2010 to 2013¹²; thus, the future traffic conditions scenario considers existing traffic plus JPDS-NC related traffic increases. No additional regional growth rate was applied to existing traffic volumes.

School Trip Generation

Table 11 summarizes existing JPDS-NC trip generation, additional trip generation under the existing population cap (not included in the proposed action) and the resulting total baseline trip generation.

Table 11: Existing, Current Cap and Baseline Peak Hour Trip Generation

	School AM Peak			School PM Peak			Commuter PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Trip Generation	91	67	158	40	43	83	15	18	33
Increase permitted under current cap (204 to 275 students; 35% growth)	25	21	45	10	10	20	5	5	10
Baseline(Existing Permitted)	123	90	213	54	58	112	20	24	44

The School's future peak hour vehicular trip generation, under the proposed action for the JPDS-NC's application, is shown in **Table 12**.

Table 12: Future Peak Hour Trip Generation

Future	School AM Peak			School PM Peak			Commuter PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Baseline(Existing Permitted)	123	90	213	54	58	112	20	24	44
BZA Net Increase (275 to 350 students; 27% growth)	25	18	43	11	12	23	4	5	9
Total Future JPDS-NC (350 students)	148	108	256	65	70	135	24	29	53

In the future, with the proposed population increases, the JPDS-NC is anticipated to generate 256 AM peak hour, 70 School PM peak hour and 53 Commuter peak hour vehicle trips. This represents a net

¹² See appendix for the data used to show this decline on 14th and 16th Streets

increase in 98 AM peak hour, 52 School PM peak hour and 20 Commuter PM peak hour vehicle trips as shown in Table 13. These trips were added to the transportation network assuming existing travel patterns or directional distribution (see Figures 10 – 12).

Table 13: Net Increase in Peak Hour Trip Generation

	School AM Peak			School PM Peak			Commuter PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Future JPDS-NC (350 students)	148	108	256	65	70	135	24	29	53
Existing Trip Generation	91	67	158	40	43	83	15	18	33
Total Net Increase in Trip Generation from Existing	57	41	98	25	27	52	9	11	20

NOTE: Table 13 indicates the net increase in trip generation compared to existing conditions. The trip generation associated with the requested enrollment increase from 275 to 350 is much lower as shown in Table 12. Increasing student enrollment would result in an increase in 43 AM, 23 school PM and only 9 commuter PM peak hour trips.

The total future traffic volumes are illustrated in Figure 16.

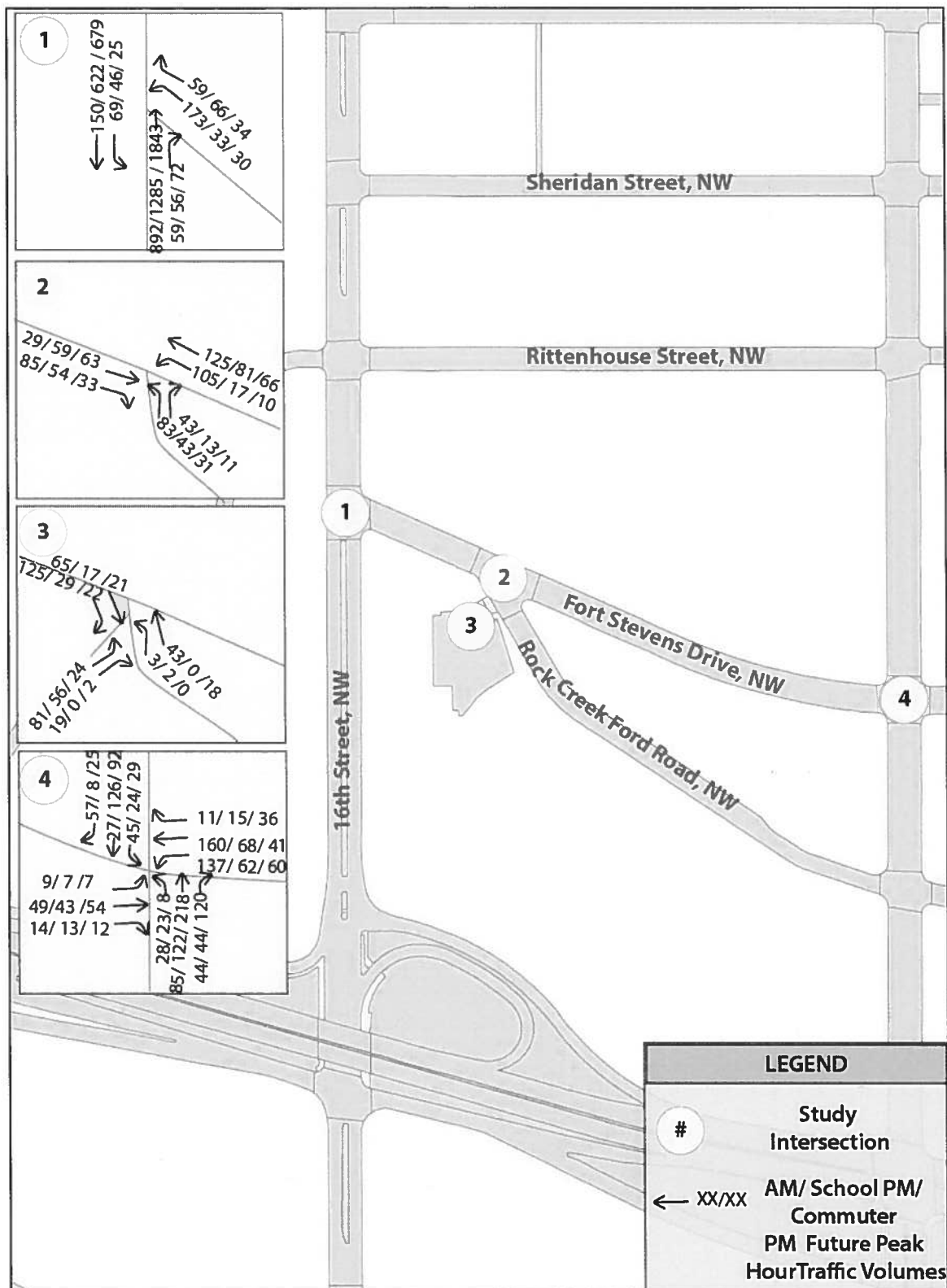


Figure 16: Future Peak Hour Traffic Volumes

Capacity Analysis

The future traffic capacity analysis incorporates existing traffic volumes, JPDS-NC's existing trip generation and net traffic increases (Table 13). The Level of Service and delay for future 2021 operating conditions is shown in Table 14.

Table 14: Future Conditions Level of Service and Delay

Study Area Intersections		AM Peak		School PM Peak		Commuter PM Peak	
		LOS	Delay	LOS	Delay	LOS	Delay
1	16 th Street/ Fort Stevens Drive	B	12.9	B	10.0	B	13.3
2	Fort Stevens Drive/ Rock Creek Ford Road	C	19.5	B	10.2	A	9.8
3	JPDS-NC School Driveway/ Rock Creek Ford Road	B	11.9	A	9.6	A	9.1
4	14 th Street/ Fort Stevens Drive	B	12.1	B	12.6	B	11.7

With the proposed population and traffic increases, all study area intersections would continue to operate at LOS "C" or better and would remain within the acceptable standards.

TRANSPORTATION DEMAND MANAGEMENT PLAN

The JPDS-NC is implementing a Transportation Demand Management Plan (TDMP) to reduce vehicular trip generation to the school through programs such as the school bus, carpool programs, use of public transportation, improved bicycle facilities on-site and walk-to-school initiatives. The TDMP is a working document and will be updated as needed in-line with the gradual increases in student enrollment.

Existing TDM Measures

The JPDS-NC has an active TDM program. Existing TDM measures employed by the school include the following:

- Subsidized School Bus Program – JPDS-NC has a successful bus program with 75% (154 students of the 204 students) 75% of the total North Campus population enrolled in the program. The JPDS-NC subsidizes ridership cost to incentive use of ridership.
- Carpool Program– A zip-code roster is available to all parents to facilitate carpool arrangements. Parents can view this information online and choose zip-codes from the drop-down menu. Zip-code rosters are also available from the school office. The school maintains and updates the online carpool registry throughout the school year.
- Intercampus School Bus Connection (Free of charge to parents) – JPDS-NC school buses transport children to/from the North Campus and South Campus. Families who drive to school with siblings in both campuses have a single drop off point at one campus and the sibling(s) that attends the other campus are shuttled via the school bus.
- Annual Parent Transportation Surveys – The school issues transportation surveys to parents annually.
- School TDM Coordinator- The school has a designated TDM Coordinator whom is charged with management of the school's TDM and awareness initiatives.
- Public Transportation Subsidy for Staff- JPDS-NC offers staff members a 50% reimbursement (up to \$50) for monthly transit costs. There are 13 staff members actively participating in this program.

Proposed TDM Measures

Parents and staff determine mode choice to the school on the basis of time, convenience and cost. Each factor weighs differently with everyone based on their income, time availability, personal characteristics and other reasons. In most cases, certain changes in these factors will cause people to reconsider their mode of travel. The JPDS-NC is proposing the following additional measures to foster changes in existing mode of travel to school.

- Provide Outdoor Bike Racks– The bike racks (shown in **Figure 13**) would be conveniently located at the entrances to the school along 16th Street at along Rock Creek Ford Road. The bike racks would support students and staff bikers.

- Satellite Parking– JPDS-NC will utilize parking at the Ohr Kodesh synagogue located at 8300 Meadowbrook Lane in Chevy Chase, Maryland. A leasing agreement between the JPDS-NC and the owner of the proposed location is underway.
- Shower Facilities – JPDS-NC will provide shower facilities as an incentive for staff members whom choose to bike to the school.
- Increase School Bus Ridership – The school plans to promote the benefit of using the school bus program on a daily basis to parents and continue to coordination with parents on the efficiency of the schools' routes and stops. The middle school component also presents the opportunity for increased ridership as older children would likely take the school bus to school.
- Implement a Walk to School Program – The school plans to develop a walk to school program and target students living within a 0.25 to 0.5 mile radius of the school. The school would also coordinate with DDOT's Safe Routes to School Coordinator on this effort.
- Provide bikes and bike helmets for staff members whom have expressed interest in traveling by bike between the North and South Campuses
- Enroll the school in the Commuter Connections program
- Encourage participation in carpool and other transportation programs by distributing literature and publications

SPECIAL EVENTS PLAN

The Special Events Plan for the JPDS-NC is shown below. The Plan includes existing and future operational information on the number and frequency of events, attendance, parking demand and parking allocation.

Activity	Frequency	Time/ Duration	Existing Attendance/ Parking Demand	Existing Operational Plan	Future Attendance/ Parking Demand (@350Students)	Future Operational Plan
Event 1	1/year	1:30-3:00pm 6:30-8:30pm*	50-75 - afternoon - 20 cars on/off-site 300-350 - evening - 20 cars on- site/100 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off-site parking	75-100 - afternoon - 20 cars on/off-site 375-425 - evening - 20 cars on-site/140 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking
Event 2	1/year	8:30am- 1:30pm	240-250 - 20 cars on-site/60 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off-site parking	250-275 - 20 cars on-site/75 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking
Event 3	1/year	10:00am- 12:00pm	150-175 - 15 cars on-site/40 cars off-site	Provide handicapped parking in lot and street parking	150-175 - 15 cars on-site/40 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking
Event 4	1/year	6:30pm- 8:30pm*	100-125 - 10 cars on-site/30 cars off-site	Provide handicapped parking in lot and street parking	100-125 - 10 cars on-site/30 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking

Activity	Frequency	Time/ Duration	Existing Attendance/ Parking Demand	Existing Operational Plan	Future Attendance/ Parking Demand (@350Students)	Future Operational Plan
Event 5	1/year 2/year w/MS	6:30pm- 8:30pm*	150-200 - 15 cars on-site/40 cars off-site	Staff will use tandem parking spaces and parents use street parking	100-125 - 15 cars on-site/30 cars off-site each event	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking
Event 6	1/year	6:30pm- 8:30pm*	150-200 - 15 cars on-site/40 cars off-site	Staff will use tandem parking spaces and parents use street parking	175-225 - 15 cars on-site/50 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking
Event 7	On Occasion	6:30pm- 10:00pm*	240-250 - 20 cars on-site/60 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off-site parking and Valet Service to golf course parking lot.	400-450 - evening - 20 cars on-site/140 cars off-site	Provide handicapped parking in lot, street parking and provide shuttle to/from off- site parking and Valet Service to golf course parking lot.
Event 8	1-2/month	9:00am- 11:00am	40-50/20 parked cars off- site	Parents use street parking	40-50/20 parked cars off- site	Parents use street parking

PERFORMANCE MONITORING PLAN

The Performance Monitoring Plan has been requested by the District Department of Transportation (DDOT) as mitigation for potential off-site queuing impacts associated with the proposed action.

The purpose of the Performance Monitoring Plan is to ensure there is a mechanism in-place to monitor off-site vehicle queuing associated with the school's drop-off and pick-up operations. Ultimately, the Plan should ensure there are no adverse impacts to vehicular and pedestrian circulation, traffic operations and safety along the adjacent roadway network. Where impacts are identified, the Plan would trigger the need for adjustments to transportation operations through transportation demand management programs such as increased bus ridership and carpool.

The Transportation Coordinator will prepare a report outlining the school's existing enrollment and associated off-site vehicle queuing. The report will contain driveway counts and the number of vehicles queued off-site during drop-off and pick-up. The report will be made available to DDOT, the Planning Department, Staff, Parents, and the Advisory Neighborhood Commission.

Performance Measures

A list of the metrics to be included in each report is as follows:

- Existing trip generation to include driveway counts during arrival and dismissal periods
- Travel mode split for students and staff
- Average and maximum on-site and off-site queue and duration of off-site queue
- Description of any adverse transportation conditions associated with drop-off and pick-up activity

Performance Goal

The number of vehicles queued off-site will fluctuate (increase or decrease) as the school increases its' enrollment and implements transportation demand management measures. It is recommended vehicle queuing be within limits as to not impact adjacent intersections including 16th Street/ Fort Stevens Drive, 14th Street intersections with and Rock Creek Ford Road and Fort Stevens Drive and driveways to private residences/apartments. If the vehicle queues exceeds this threshold this would trigger further action to reduce vehicle queuing off-site.

Terms of Reporting

The initial Performance Monitoring Plan would be submitted upon completion of on-site construction at the JPDS-NC. The second report would be submitted when the school reaches 275 enrolled students. Once the school reaches the 275 student enrollment, then three annual reports indicating no adverse impact would be required. If reporting indicates extensive queues that impact 14th or 16th Streets, then the JPDS-NC would be required to continue monitoring until it has demonstrated three successful annual monitoring reports.

RECOMMENDATIONS

The JPDS-NC is proposing to implement the following measures to improve safety and reduce existing and future impacts to the transportation network:

- Request new school bus loading zones along Fort Stevens Drive and Rock Creek Ford Road as shown in **Figure 15**. The loading zones will allow for safer pedestrian and vehicular circulation.
- Station a school representative at the Fort Stevens Drive/ Rock Creek Ford Road intersection during morning drop-off and afternoon dismissal. This representative would manage traffic flow and stop traffic when students are crossing.
- Stagger school dismissal by 15 minutes to help manage off-site queuing.
- Install a high visibility crosswalk along Rock Creek Ford Road and restripe the stop bar. The school would coordinate with DDOT on this improvement.
- Implement a Performance Monitoring Plan as mitigation for potential off-site queuing impacts associated with the proposed action.
- Provide a Special Events Plan that outlines existing and proposed procedures to accommodate activities on-site.

CONCLUSIONS

- The JPDS-NC is seeking to increase enrollment from 275 students (current student cap) to 350 students and increase the maximum cap of faculty/staff from 56 to 72.
- Increasing student enrollment from 275 to 350 students would result in an increase in 43 AM, 23 school PM and 9 commuter PM peak hour trips.
- Traffic capacity analysis results indicate all study area intersections currently (under Existing Conditions) operate above the Level of Service standards set forth by the District Department of Transportation. With the proposed enrollment increases, capacity analysis results indicate the study area intersections would continue to operate above the Level of Service standard.
- Ingress/egress to JPDS-NC will continue to be provided via the school driveway along Rock Creek Ford Road. No new site driveways are being introduced. Pedestrians will continue to access the school via the entrance in the rear of the building (via the surface parking lot) during drop-off and pick-up periods. Access via 16th Street will continue to be provided for students arriving/departing by bus. Pedestrian circulation via the rear of the building will be improved with new sidewalks and a new school entryway. The secured pedestrian gate will be relocated and setback further into the school's driveway.
- JPDS-NC will provide 47 daily-use spaces as follows: 8 standard spaces, 14 daily-use tandem spaces and 25 spaces off-site at Ohr Kodesh Synagogue. The school will also provide an additional 14 spaces (the back row of the daily use tandem parking spaces) to be used outside of school drop-off and dismissal time periods. The school has coordinated with Ohr Kodesh, a synagogue located at 8300 Meadowbrook Lane in Chevy Chase, Maryland, to secure an agreement for satellite parking. Designated staff members will be responsible for transporting teachers to/from the satellite parking location and the school. Each of these staff members will have reserved or preferential parking on-site.
- School dismissal is planned to be staggered by 15 minutes in the future to help manage queuing.
- The maximum off-site queue is projected to increase from 2 to 13 during afternoon dismissal. The maximum queue would last for approximately five minutes and would not extend to any adjacent streets. During morning drop-off the entire queue will be maintained on-site.
- A number of improvements are being proposed to increase safety during drop-off and pick-up operations. The improvements include the introduction of new school bus loading zones and stationing a school representative to manage traffic and pedestrian circulation at the Fort Stevens Drive/ Rock Creek Ford Road intersection.

- The JPDS-NC will enhance its current transportation management policies and measures to manage the circulation of traffic at the School's driveway and reduce trip generation to the school. The JPDS-NC has also committed to a Performance Monitoring Plan and provided a Special Events Plan.