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MEMORANDUM

To: Fleming A. El-Amin II, AICP
Citywide Transportation Planner
District Department of Transportation

From: Christopher L. Kabatt, P.E.
Kristen D. Raber

Re: Traffic Impact Study,
Maret School;
Washington, D.C.

Date: December 6, 2013



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www.mjwells.com

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Introduction

The purpose of this memorandum is to document the transportation impacts of the proposed increase of 15 students and 6 staff members to the Maret School.

The subject site is located at 3000 Cathedral Avenue, NW and presently consists of a K-12 private school. The applicant is proposing to increase the student enrollment cap from 635 to 650 students throughout the lower, middle and upper schools and to increase staff from 129 to 135.

Currently, 644 students are enrolled at Maret School, nine more students than their 635-student enrollment cap. The lower school (grades K-4) begins at 8:15 AM Monday through Friday and ends at 3:00 PM on Monday, Tuesday, Thursday and Friday. The lower school dismisses at 1:15 on Wednesdays. The middle and upper schools (grades 5 - 12) begin at 8:15 AM Monday through Friday and generally end at 3:15 PM on Monday, Tuesday, Thursday and Friday. Upper school students have varying class schedules. The middle and upper schools dismiss at 1:30 PM on Wednesdays. Maret School offers after schools programs, including arts, athletics, and clubs to students. Most after schools activities are complete by 10:00 PM.

Morning drop-off and afternoon pick-up occurs on the one-way, two-lane, semi-circle, main driveway on the campus. A police officer is stationed at each driveway assisting motorists entering and exiting Maret School and on Cathedral Avenue, NW. Doors to the buildings open at 7:45 AM and lower school students are encouraged to arrive by 8:00 AM. Those picking up lower school students at 3:00 PM must have yellow signs displayed in their front windshield to get onto campus. Those picking up middle school students are not permitted on campus until 3:15 PM or 1:40 PM on Wednesdays. Those picking up upper school students are not permitted on campus

Transportation Consultants
INNOVATION + SOLUTIONS

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO.

EXHIBIT NO.

18715
8

Board of Zoning Adjustment
District of Columbia 1
CASE NO.18715
EXHIBIT NO.8



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MEMORANDUM

until 3:10 PM or 1:45 on Wednesday. A "Parking and Traffic Reminders and Guidelines" memorandum that outlines Maret School's policies is distributed to every parent and is posted on the school's webpage.

Per the District Department of Transportation's (DDOT) Comprehensive Transportation Review (CTR) Requirements, the scope of this transportation study was agreed to with DDOT staff. A scoping form, Attachment A was completed and submitted to DDOT. Based on the proposed increase in students from 635 to 650 and staff from 129 to 135 and the number of vehicle and pedestrian trips anticipated to be generated during the AM, school PM and PM peak hours by the increase, discussed later in this memorandum, a comprehensive review of each mode of transportation is not triggered. However, per the Guidelines a minimal CTR as outlined in the scoping form is required.

Accordingly, this memorandum includes a discussion on the site access, trip generation analysis, pedestrian and transit facilities in and around the school's campus, and the Maret's transportation demand management (TDM) strategies.

Sources of data for this analysis included DDOT, and Maret School and traffic counts conducted by Wells + Associates, Inc.

Site Access

There are three existing unsignalized driveways on Cathedral Avenue providing vehicular access to the site. Pedestrian access to the school is provided at three driveways on Cathedral Avenue, NW, a gate just west of the Woodley Road, NW intersection, and a gate on Garfield Street, NW at the eastern property boundary. There would be no change in the existing site access or the curb cuts on Cathedral Avenue with the proposed expansions.

Future Trip Generation

The number of peak hour bicycle, pedestrian and vehicle trips generated by the existing school and the increase of 15 students was determined based on data collected at the school. Traffic counts were also collected at two intersections on Cathedral Avenue, NW at 29th Street, NW and 32nd Street, NW.

To determine the existing mode splits and trip generation, as shown in Tables 1 and 2, existing AM peak hour, School PM peak hour, and commuter PM peak hour traffic counts and pedestrian surveys were conducted at all driveways and pedestrian gates in September 2013 when D.C. Public Schools and Congress were in session. The mode splits were calculated based on the calculated peak hours for school trips at the driveway of 7:30-8:30 AM, 2:45-3:45 PM (school peak), and 5:15-6:15 PM (commuter peak). The traffic counts and survey results are summarized in Attachment B.



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Table 1 indicates that 91.3 percent of AM peak hour trips, 91.7 percent of school PM peak hour trips, and 90.1 percent of commuter PM peak hour trips are by vehicle. The second highest mode of transportation was walking at 7.1 percent, 6.3 percent, and 6.7 percent for the AM, School PM, and PM peak hours, respectively.

The existing trip generation in Table 2 was used to calculate trip generation rates for the three peak hours, as shown in Table 3. Based on a current student enrollment of 644 students, vehicle-trips per student were calculated to be 1.2, 0.57, and 0.44 for the AM, School, and PM peak hours, respectively. Students were used as the variable in the trip rate. However, all school trips are included in the existing and future trip generation, i.e. the increase in teachers/staff is reflected in the number of trips generated by the additional 15 students.

The number of vehicle peak hour trips generated by the proposed 15 additional students and 6 staff members is 18 AM peak hour trips, 9 School PM peak hour trips, and 7 PM peak hour trips. These trips were distributed on the network based on the existing trip distributions ascertained from the existing driveway counts. The trip distributions and assigned traffic exhibits can be found in Attachment C.

Maret School has published traffic guidelines that indicate no vehicles may make a left turn into or out of the campus from 7:45-8:15 AM and 2:50-3:30 PM. These hours overlap with the AM and School PM peak hours, but observations indicate that a small percentage of the existing vehicular traffic continues to make left turns to/from Cathedral Avenue, NW during these times.

Existing Pedestrian and Transit Facilities

The subject site is served by the Metrobus X3 and 96 lines, with stops along Cathedral Avenue, NW and 29th Street, NW. The Woodley Park Metrostation (Red Line) is approximately 0.5 miles walking distance from the site. Metro-bus and rail riders use the pedestrian gate located on Garfield Street, NW and access points on Cathedral Avenue, NW.

Bicycle racks are located near the main doors of the school. Based on existing counts, cyclists were observed using the driveways on Cathedral Avenue, NW and the gate on Garfield Street, NW during the peak hours.

Transportation Demand Management

Maret School provides incentives for reducing the number of peak hour vehicle-trips currently generated by the school.

Beginning in September 2008, the school implemented the following transportation management measures:



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1. Added a "Carpool Finder" to the school website, which families are encouraged to use to arrange carpools.
2. Inform families of the benefits of carpooling at school events, in printed announcements, and on the school's website.
3. Proactively work with individual families to help them form or maintain carpools and proactively work with individual faculty/staff to take public transportation, carpool, or walk/bicycle to school.
4. Encouraged Maret faculty/staff and older students to use Metrorail and Metrobus services, by offering a Metro stipend of \$100 per month to financial aid students living in Maryland and Virginia and encouraging District of Columbia students to take advantage of the Student Metro Transportation Card.
5. Provided a \$100 per month Metrocheck to each faculty member who does not drive to campus.
6. Staggered Lower, Middle, and Upper School drop-off and pick-up times.
7. At the request of the ANC, left turns onto the Maret campus were prohibited at the East Gate between 7:45 and 8:15 AM and 2:50 and 3:30 PM on school days, as well as 1:20 PM and 2:00 PM on Wednesday. All traffic entering the East Gate must travel eastbound on Cathedral Avenue, NW and turn right into the driveway. Traffic on Cathedral Avenue, NW continues to be monitored by two off-duty, uniformed, Metropolitan police officers in order to enforce the left turn prohibition and keep traffic flowing smoothly during peak drop-off and pick-up times.
8. Installed a third bicycle rack.
9. Reinforced with all student drivers the need to display a parking decal on their rear windows.
10. Instructed student drivers to park only in legal parking locations, and not to park on certain neighborhood streets.
11. Provided 15 on-campus parking spaces for students.
12. Implemented additional sustainability initiatives such as becoming a founding member of the Green Schools Alliance as well as making significant progress towards reducing the School's carbon footprint.



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These measures are described more fully on the Maret School Parking and Traffic Reminders & Guidelines, Attachment D, which also are posted on the school's website (www.maret.org).

Conclusions

The Maret School is seeking to increase its student enrollment cap from 635 to 650 students. With the increase of 15 students, six (6) teachers/staff are anticipated to be added as well. This modest increase in student enrollment would not have a significant impact on the surrounding transportation network. Approximately 8 to 10 percent of all peak hour trips generated by the Maret School are by some other mode of transportation than a passenger vehicle. The Maret School TDM program, encourages students, faculty, staff and parents to utilize the many transportation options available in the schools vicinity.

Table 1
Maret School
Mode Split

Mode	AM Peak Hour (7:30-8:30)			School Peak Hour (2:45-3:45)			PM Peak Hour (5:15-6:15)		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle	49.8%	41.5%	91.3%	42.0%	49.7%	91.7%	39.2%	51.0%	90.1%
Bus	0.4%	0.0%	0.4%	0.0%	0.8%	0.8%	0.0%	1.3%	1.3%
Metro	0.8%	0.0%	0.8%	0.0%	0.8%	0.8%	0.0%	1.0%	1.0%
Walk	7.0%	0.1%	7.1%	0.5%	5.8%	6.3%	1.3%	5.4%	6.7%
Bike	0.47%	0.0%	0.5%	0.0%	0.5%	0.5%	1.0%	0.0%	1.0%
			100.0%			100.0%			100.0%

Table 2
Maret School
Existing Trip Generation

	AM Peak Hour			School Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle	421	351	772	167	198	365	123	160	283
Other	73	1	74	2	31	33	7	24	31
Total	494	352	846	169	229	398	130	184	314

Table 3
Maret School
Trip Rates ^{(1),(2)}

	AM Peak Hour		School Peak Hour		PM Peak Hour	
	Total Trips	Trips per Student	Total Trips	Trips per Student	Total Trips	Trips per Student
Vehicle	772	1.20	365	0.57	283	0.44
Other	74	0.11	33	0.05	31	0.05
Total	846	1.31	398	0.62	314	0.49

Notes: (1) Trips per Student based on existing enrollment of 644 students.
(2) Vehicle and Other total trips include staff trips.

Table 4
Maret School
Site Trip Generation Analysis ⁽¹⁾

Type	Amount	Unit	AM			School			PM		
			In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips	15	Students	10	8	18	4	5	9	3	4	7
Other Trips	15	Students	2	0	2	0	1	1	0	1	1
New Site Trips			12	8	20	4	6	10	3	5	8

Notes: (1) Trip generation based on existing trip rates shown in Table 3.

Project Name & Applicant Team: Maret School	
Case Type & No. (PUD, LTR, etc.): BZA application	
Street Address: 3000 Cathedral Avenue Northwest; Washington D.C. 20008	
Current Zoning and/or Overlay District:	
Date of Filing: Anticipated late October or early November	
Estimated Date of Hearing: Late January or early February	
Description of Project: The subject site is located south of Cathedral Avenue NW, between 32 nd Street NW and 29 th Street NW. The site is presently occupied by the Maret School, a K-12 private school. The applicant proposes to increase student enrollment from 635 to 650 students and to increase staff from 129 to 135. There would be no change in existing access to the site, but the school would be expanded to accommodate operations.	
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. Proposed Documents: The Comprehensive Plan, the DDOT Design and Engineering Manual, and the Public Realm Design Manual	
2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items
<u>Vehicle Trip Generation Assumptions</u> Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information. Proposed preliminary mode split and supporting documentation: See attachment 1. Trip generation and mode splits are based on vehicle counts and pedestrian surveys taken on September 19, 2013. The increase in students and faculty will not generate more than 50 person trips or 25 peak direction trips during the either the AM or PM peak hours	
<u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. Access Location(s): Three Existing driveways on Cathedral Avenue. Access Control: Existing driveways are unsignalized. Existing curb cuts utilized: No changes to existing curb cuts. Existing curb cuts abandoned: No changes to existing curb cuts. Proposed curb cuts: No changes to existing curb cuts. Curb cut width and radii: No changes to existing curb cuts.	
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is	

required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: Existing Conditions Future Conditions	
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area Intersections, including access points (attach figure at end of Scoping Form as needed): 1. Woodley Avenue NW/Cathedral Avenue NW 2. Site Exit/Cathedral Avenue NW 3. Site Entrance/Cathedral Avenue NW 4. Cathedral Avenue NW/29th Street NW 5. Cathedral Avenue NW/32nd Street NW	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count Intersections: Counts were conducted on Thursday, September 19, 2013 from 6:30 AM to 9:30 AM and from 2:00 PM to 7:00 PM at all study intersections when DC Public Schools and Congress were in session. In addition, a pedestrian survey was conducted at all pedestrian access points.	
<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. Proposed roadway improvements: NA	
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: NA	
<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth:	

NA	
Site Trip Distribution & Assignment Guidelines: Trips generated by the site will be distributed throughout the study area network See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form): NA	

<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: NA	
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle and Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for Bike and Pedestrian Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
<u>CTR Bike and Pedestrian Study Area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: The CTR will show the proposed on-site pedestrian and bike accommodations including a description of access facilities for pedestrian and bicyclists and parking/storage location for bicyclists.	
<u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed bike and pedestrian network and facilities analysis: Analysis not triggered. NA.	
<u>Mitigation for Bike and Pedestrian Network</u> Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	

4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for Transit Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required.	
<u>CTR Transit Study Area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: The CTR will identify adjacent bus stops and Woodley Park Metro station and discuss access to Maret.	
<u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: NA	
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
5. Site Access and Loading	
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight/Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed loading analysis: NA	

6. Parking	
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines. Proposed loading analysis: NA	
7. Transportation Demand Management	
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines. Proposed TDM Plan: Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be discussed with DDOT.	
8. Performance Monitoring & Measurement	
Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed safety analysis: NA	
10. Streetscape/Public Realm	
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	

Information/Data Requests (List requested data from DDOT after each field below:

- District planning documents:
- Local planning documents, including small area plans:
- Information on programmed and/or funded roadway improvements in study area:
- Studies for background developments in study area:
- Signal Timings:
- Crash:

Proposed Scheduled:

Submit Scoping Document:

DDOT comments on Scoping Document:

Transportation Consultant/Applicant responses to comments:

Submission of Report to DDOT:

Zoning Commission or BZA Hearing Date:

Attach any Figures, Tables, and Appendices here:

Table 1

Maret School

Mode Split

Mode	AM Peak Hour (7:30-8:30)			School Peak Hour (2:45-3:45)			PM Peak Hour (5:15-6:15)		
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Bus	0.4%	0.0%	0.4%	0.0%	0.8%	0.8%	0.0%	1.3%	1.3%
Metro	0.8%	0.0%	0.8%	0.0%	0.8%	0.8%	0.0%	1.0%	1.0%
Walk	7.0%	0.1%	7.1%	0.5%	5.8%	6.3%	1.3%	5.4%	6.7%
Bike	0.47%	0.0%	0.5%	0.0%	0.5%	0.5%	1.0%	0.0%	1.0%
			100.0%			100.0%			100.0%

Table 2

Maret School

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Maret School

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Notes: (1) Trips per Student based on existing enrollment of 644 students

(2) Vehicle and Other total trips include staff trips.





Cathedral Ave NW

Cathedral Ave NW

2014 Phase 2
Infill Addition

2015- 2016 Phase 3
Upper Story Addition

Garfield St NW

2015- 2016
Phase 3
On-Grade Addition

Garfield St NW

MARET SCHOOL
PROJECTS 2014-2016
cgs architects 09.20.2013

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Total Vehicles

PROJECT		Maret School 5871		DATE		9/19/2013 Thursday		SOUTHBOUND ROAD		29th Street NW														
W+A JOB NO				DAY				NORTHBOUND ROAD		29th Street NW														
INTERSECTION		Cathedral Ave. & 29th Street		WEATHER		clear		WESTBOUND ROAD		Cathedral Avenue NW														
LOCATION		Washington DC		COUNTED BY		Luz & Victor		EASTBOUND ROAD		Cathedral Avenue NW														
				INPUTED BY		agan																		
Time Period	Southbound 29th Street NW					Westbound Cathedral Avenue NW					Northbound 29th Street NW					Eastbound Cathedral Avenue NW					North & South	East & West	Total	
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF				
15 Minute Volumes																								
6:30 AM - 6:45 AM	1		3	4			6		6			6	7	13			4	5	9			17	15	32
6:45 AM - 7:00 AM	3	2	3	8			9	1	10			2	7	9			6	5	11			17	21	38
7:00 AM - 7:15 AM	4	4	3	11			7	1	8			3	8	11			3	11	14			22	22	44
7:15 AM - 7:30 AM	5	2		7			7		7			3	16	19			15	12	27			26	34	60
7:30 AM - 7:45 AM	13	5	4	22			5	1	6			7	31	38			24	27	51			60	57	117
7:45 AM - 8:00 AM	3	11	8	22			12	4	16			8	17	25			32	46	78			47	94	141
8:00 AM - 8:15 AM	12	10	4	26			6	5	11			12	15	27			53	57	110			53	121	174
8:15 AM - 8:30 AM	3	11	8	22			6	6	12			10	13	23			35	53	88			45	100	145
8:30 AM - 8:45 AM	3	13	10	26			9	5	14			25	22	47			32	37	69			73	83	156
8:45 AM - 9:00 AM	6	16	8	30			13	7	20			17	16	33			33	25	58			63	78	141
9:00 AM - 9:15 AM	2	9	3	14			7	4	11			12	25	37			20	18	38			51	49	100
9:15 AM - 9:30 AM	6	5		11			4	2	6			8	13	21			16	14	30			32	36	68
9:30 AM - 9:45 AM																								
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2:15 PM - 2:30 PM		4	1	5			6		6			5	11	16			8	15	23			21	29	50
2:30 PM - 2:45 PM	4			4			10		10			7	14	21			8	15	23			25	33	58
2:45 PM - 3:00 PM	3			3			18	2	20			17	9	26			11	21	32			29	52	81
3:00 PM - 3:15 PM	2	9	3	14			13	3	16			14	22	36			11	33	44			50	60	110
3:15 PM - 3:30 PM	2	2	1	5			12	1	13			18	15	33			19	27	46			38	59	97
3:30 PM - 3:45 PM	1	1	2	4			10		10			10	19	29			16	35	51			33	61	94
3:45 PM - 4:00 PM	1	3	5	9			8	1	9			14	11	25			19	30	49			34	58	92
4:00 PM - 4:15 PM	1		3	4			10		10			10	15	25			19	21	40			29	50	79
4:15 PM - 4:30 PM	4	2	4	10			10	1	11			14	18	32			14	14	28			42	39	81
4:30 PM - 4:45 PM	2	6	2	10			17	1	18			11	14	25			18	28	46			35	64	99
4:45 PM - 5:00 PM	3	9	4	16			6	2	8			13	20	33			18	20	38			49	46	95
5:00 PM - 5:15 PM	1	3	3	7			16	2	18			11	22	33			27	28	55			40	73	113
5:15 PM - 5:30 PM	4	4	1	9			13	2	15			11	17	28			23	21	44			37	59	96
5:30 PM - 5:45 PM		10	1	11			14	1	15			6	20	26			20	38	58			37	73	110
5:45 PM - 6:00 PM	5	7	5	17			19	2	21			25	23	48			17	27	44			65	65	130
6:00 PM - 6:15 PM		2	2	4			27	2	29			18	24	42			19	39	58			46	87	133
6:15 PM - 6:30 PM	8	5	3	16			14	2	16			11	24	35			17	28	45			51	61	112
6:30 PM - 6:45 PM	1	2		3			24	3	27			17	20	37			12	19	31			40	58	98
6:45 PM - 7:00 PM	3	2	2	7			15	4	19			29	20	49			11	21	32			56	51	107
7:00 PM - 7:15 PM																								
7:15 PM - 7:30 PM																								
7:30 PM - 7:45 PM																								
Total	108	160	98	366			0	359	65	424		381	0	537	918		589	798	0	1387		1284	1811	3095

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Total Vehicles

PROJECT		Maret School		DATE		9/19/2013		SOUTHBOUND ROAD		0														
W+A JOB NO		5871		DAY		Thursday		NORTHBOUND ROAD		School Entrance														
INTERSECTION		Cathedral Ave. & School Entr		WEATHER		clear		WESTBOUND ROAD		Cathedral Avenue NW														
LOCATION		Washington,DC		COUNTED BY		Majda		EASTBOUND ROAD		Cathedral Avenue NW														
				INPUTED BY		agan																		
Time Period	Southbound 0					Westbound Cathedral Avenue NW					Northbound School Entrance					Eastbound Cathedral Avenue NW					North & South	East & West	Total	
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF				
15 Minute Volumes																								
6:30 AM - 6:45 AM						15	1	16									10		10			26	26	
6:45 AM - 7:00 AM						14	2	16									2	13	15			31	31	
7:00 AM - 7:15 AM						13	3	16									2	15	17			33	33	
7:15 AM - 7:30 AM						17	10	27									12	22	34			61	61	
7:30 AM - 7:45 AM						38	15	53			3		3	6			69	37	106		6	159	165	
7:45 AM - 8:00 AM						40	5	45									131	51	182			227	227	
8:00 AM - 8:15 AM						43	2	45									70	102	172			217	217	
8:15 AM - 8:30 AM						17	3	20									5	86	91			111	111	
8:30 AM - 8:45 AM						34		34									6	67	73			107	107	
8:45 AM - 9:00 AM						29	3	32									3	59	62			94	94	
9:00 AM - 9:15 AM						25	1	26									6	40	46			72	72	
9:15 AM - 9:30 AM						23	5	28									1	31	32			60	60	
9:30 AM - 9:45 AM																								
9:45 AM - 10:00 AM																								
10:00 AM - 10:15 AM																								
10:15 AM - 10:30 AM																								
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1:15 PM - 1:30 PM																								
1:30 PM - 1:45 PM																								
1:45 PM - 2:00 PM																								
2:00 PM - 2:15 PM						16		16									2	20	22			1	38	39
2:15 PM - 2:30 PM						17		17									3	19	22				39	39
2:30 PM - 2:45 PM						21		21									11	18	29				50	50
2:45 PM - 3:00 PM						23	7	30									17	32	49				79	79
3:00 PM - 3:15 PM						41	1	42									42	39	81				123	123
3:15 PM - 3:30 PM						36	2	38									36	36	72				110	110
3:30 PM - 3:45 PM						34	5	39									10	42	52				91	91
3:45 PM - 4:00 PM						16	3	19									3	43	46				65	65
4:00 PM - 4:15 PM						28	3	31									7	36	43				74	74
4:15 PM - 4:30 PM						23	8	31									8	22	30				61	61
4:30 PM - 4:45 PM						26	5	31									12	43	55				86	86
4:45 PM - 5:00 PM						23	13	36									15	34	49				85	85
5:00 PM - 5:15 PM						40	5	45									7	38	45				90	90
5:15 PM - 5:30 PM						30	10	40									26	40	66				106	106
5:30 PM - 5:45 PM						35	6	41									20	52	72			1	113	114
5:45 PM - 6:00 PM						40	12	52									10	36	46				98	98
6:00 PM - 6:15 PM						46	8	54									7	50	57				111	111
6:15 PM - 6:30 PM						37	5	42									5	37	42				84	84
6:30 PM - 6:45 PM						44	1	45			1						1	31	32			1	77	78
6:45 PM - 7:00 PM						38	6	44									5	30	35				79	79
7:00 PM - 7:15 PM																								
7:15 PM - 7:30 PM																								
Total		0	0	0	0		0	922	150	1072		4	0	5	9		554	1231	0	1785		9	2857	2866

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Total Vehicles

PROJECT		Maret School		DATE: 9/19/2013		SOUTHBOUND ROAD		0																
W+A JOB NO		5871		DAY Thursday		NORTHBOUND ROAD		School Parking Lot																
INTERSECTION		Cathedral Ave & Parking Lot		WEATHER clear		WESTBOUND ROAD		Cathedral Avenue NW																
LOCATION		Washington,DC		COUNTED BY Dragan		EASTBOUND ROAD		Cathedral Avenue NW																
				INPUTED BY agan																				
Time Period	Southbound 0					Westbound Cathedral Avenue NW					Northbound School Parking Lot					Eastbound Cathedral Avenue NW					North & South	East & West	Total	
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF				
15 Minute Volumes																								
6:30 AM - 6:45 AM						14			14							1	9		10			24	24	
6:45 AM - 7:00 AM						17			17								14		14			31	31	
7:00 AM - 7:15 AM						17	2		19							1	13		14			33	33	
7:15 AM - 7:30 AM						27			27		3			4			25		25		4	52	56	
7:30 AM - 7:45 AM						40	2		42		16		18	34			31		31		34	73	107	
7:45 AM - 8:00 AM						29			29		24		12	36			55		55		36	84	120	
8:00 AM - 8:15 AM						38			38		10		6	16			98		98		16	136	152	
8:15 AM - 8:30 AM						21			21		2		2	4			88		88		4	109	113	
8:30 AM - 8:45 AM						31	2		33		1			1			70		70		1	103	104	
8:45 AM - 9:00 AM						32			32								61		61			93	93	
9:00 AM - 9:15 AM						24	1		25		1		2	3			38		38		3	63	66	
9:15 AM - 9:30 AM						24			24				1	1			28		28		1	52	53	
9:30 AM - 9:45 AM																								
9:45 AM - 10:00 AM																								
10:00 AM - 10:15 AM																								
10:15 AM - 10:30 AM																								
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1:15 PM - 1:30 PM																								
1:30 PM - 1:45 PM																								
1:45 PM - 2:00 PM																								
2:00 PM - 2:15 PM						16	1		17							1	16		17			34	34	
2:15 PM - 2:30 PM						16			16				1	1		1	18		19		1	35	36	
2:30 PM - 2:45 PM						20			20		1			1			20		20		1	40	41	
2:45 PM - 3:00 PM						29	1		30		2			2		1	31		32		2	62	64	
3:00 PM - 3:15 PM						30	1		31		3		9	12		1	40		41		12	72	84	
3:15 PM - 3:30 PM						28	1		29		7		11	18			32		32		18	61	79	
3:30 PM - 3:45 PM						25			25		4		9	13			40		40		13	65	78	
3:45 PM - 4:00 PM						16			16		2		3	5			39		39		5	55	60	
4:00 PM - 4:15 PM						25			25		2		2	4			34		34		4	59	63	
4:15 PM - 4:30 PM						30			30		2		2	4			20		20		4	50	54	
4:30 PM - 4:45 PM						30	1		31		4		2	6			38		38		6	69	75	
4:45 PM - 5:00 PM						32			32		3		2	5		1	32		33		5	65	70	
5:00 PM - 5:15 PM						41			41		10		7	17		1	36		37		17	78	95	
5:15 PM - 5:30 PM						34	1		35		5		4	9		2	37		39		9	74	83	
5:30 PM - 5:45 PM						38	1		39		4		4	8		2	46		48		8	87	95	
5:45 PM - 6:00 PM						48	1		49		7		5	12		1	34		35		12	84	96	
6:00 PM - 6:15 PM						49	1		50		4		5	9			48		48		9	98	107	
6:15 PM - 6:30 PM						43			43		3		1	4		2	36		38		4	81	85	
6:30 PM - 6:45 PM						48			48		2			2			30		30		2	78	80	
6:45 PM - 7:00 PM						47			47								29		29			76	76	
7:00 PM - 7:15 PM																								
7:15 PM - 7:30 PM																								
-																								
Total		0	0	0	0		0	959	16	975		122	0	109	231		15	1186	0	1201		231	2176	2407

McLean, Virginia

PROJECT W-8 JOB NO. INTERSECTION LOCATION						DATE: 9/19/2013 DAY: Thursday WEATHER: clear COUNTED BY: Carmen & Alba INPUTED BY: agan						SOUTHBOUND ROAD NORTHBOUND ROAD: WESTBOUND ROAD EASTBOUND ROAD:						Woodley Street NW School Exit Cathedral Avenue NW Cathedral Avenue NW					
Time Period	Southbound Woodley Street NW					Westbound Cathedral Avenue NW					Northbound School Exit					Eastbound Cathedral Avenue NW					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
15 Minute Volumes																							
6:30 AM - 6:45 AM	1	1	6	8		10	2	1	13							2		2			8	15	23
6:45 AM - 7:00 AM		1	14	15		11	1	2	14							3		3			15	17	32
7:00 AM - 7:15 AM	1	10	11			6	3	4	13		2	1	1	4		5		5			15	18	33
7:15 AM - 7:30 AM	2	2	32	36		13		4	17		1	5	2	8		1	8	9			44	26	70
7:30 AM - 7:45 AM		2	67	69		33	6	2	41		13	9	4	26		1	27	28			95	69	164
7:45 AM - 8:00 AM	2	2	104	108		24	5		29		31	38	12	81		6	59	4	69		189	98	287
8:00 AM - 8:15 AM	4	3	78	85		32	6	1	39		32	24	16	72		2	55	1	58		157	97	254
8:15 AM - 8:30 AM			69	70		11	5	1	17		6	2		8		1	19	20			78	37	115
8:30 AM - 8:45 AM	2		60	62		21	7		28		2	2	1	5		15		15			67	43	110
8:45 AM - 9:00 AM		1	52	53		22	8		30		1	1	1	3				8			56	38	94
9:00 AM - 9:15 AM	1		37	38		19	6		25			1		1		8		8			39	33	72
9:15 AM - 9:30 AM			26	26		15	5		20			3	2	5		5		5			31	25	56
9:30 AM - 9:45 AM																							
9:45 AM - 10:00 AM																							
10:00 AM - 10:15 AM																							
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12:30 PM - 12:45 PM																							
12:45 PM - 1:00 PM																							
1:00 PM - 1:15 PM																							

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Total Vehicles

PROJECT		Maret School		DATE		11/7/2013		SOUTHBOUND ROAD		32nd Street NW																
W-A JOB NO		5871		DAY		Thursday		NORTHBOUND ROAD		32nd Street NW																
INTERSECTION		Cathedral Ave. & 32nd Street		WEATHER		clear		WESTBOUND ROAD		Cathedral Avenue NW																
LOCATION		Washington,DC		COUNTED BY		Majda & Alba		EASTBOUND ROAD		Cathedral Avenue NW																
				INPUTED BY		agan																				
Time Period	Southbound 32nd Street NW					Westbound Cathedral Avenue NW					Northbound 32nd Street NW					Eastbound Cathedral Avenue NW					North & South	East & West	Total			
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF						
15 Minute Volumes																										
6:30 AM - 6:45 AM								2		2				1				1				1	3	4		
6:45 AM - 7:00 AM			1					1	3		4			1		1		2				3	7	10		
7:00 AM - 7:15 AM			2						5	1	6				1		1				4	4	3	10	13	
7:15 AM - 7:30 AM			1					1	3	3	7			2				2				10	17	20		
7:30 AM - 7:45 AM			1	2					5	7	12			11	5	1	17			1	22	2	25	20	37	57
7:45 AM - 8:00 AM			2	3		4	9		2	19	8	29		29	7		36			42	2	44	45	73	118	
8:00 AM - 8:15 AM			1	4			5		1	18	13	32		11	2	1	14			2	27		29	19	61	80
8:15 AM - 8:30 AM			1	6			7			5	2	7			5	2	7			1	12		13	14	20	34
8:30 AM - 8:45 AM			3	3		1	7		1	8		9			2	4	6			1	6	1	8	13	17	30
8:45 AM - 9:00 AM			6		1		7			5	3	8			1	2	3				8	1	9	10	17	27
9:00 AM - 9:15 AM				4			4			6		6			6	2	8				10		10	12	16	28
9:15 AM - 9:30 AM				4			4		2	6	4	12			4		5				3		3	9	15	24
9:30 AM - 9:45 AM																										
9:45 AM - 10:00 AM																										
10:00 AM - 10:15 AM																										
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1:30 PM - 1:45 PM																										
1:45 PM - 2:00 PM																										
2:00 PM - 2:15 PM			2	3			5			4		4		1	4	1	6			4		4	11	8	19	
2:15 PM - 2:30 PM			1	1			2		1		1		2	2		4				5	2	7	6	1	7	
2:30 PM - 2:45 PM				1	1		2		1	4	1	6			3		3			5		7	5	13	18	
2:45 PM - 3:00 PM			1				1			9		9		7	1		8			1	7	2	9	9	18	27
3:00 PM - 3:15 PM				2	1		3		1	8	1	10		7	4	3	14			1	13		14	17	24	41
3:15 PM - 3:30 PM			4	11	2		17		2	12	7	21		8	6	1	15			2	14	1	17	32	38	70
3:30 PM - 3:45 PM				7			7		1	7	6	14		12	3		15			6		6	22	20	42	
3:45 PM - 4:00 PM			1	2		1	4		3	7	2	12		2	6		8			6	1	7	12	19	31	
4:00 PM - 4:15 PM				3			3		1	4	1	6		4	1	1	6			7		7	9	13	22	
4:15 PM - 4:30 PM				3	2		5			6	2	8			3		3		1	6		7	8	15	23	
4:30 PM - 4:45 PM			1	4	1		6		1	8	7	16			6	3		9		1	7		8	15	24	39
4:45 PM - 5:00 PM				3			3			4	1	5		2	5		7		2	6		8	10	13	23	
5:00 PM - 5:15 PM				2			2			10	2	12			5	2	7		1	8	3	12	9	24	33	
5:15 PM - 5:30 PM			1	2	1		4		1	6	4	11		4	2		6			6		8	10	19	29	
5:30 PM - 5:45 PM									1	4	1	6		2	4	1	7		1	5		6	7	12	19	
5:45 PM - 6:00 PM			1	1			2		1	7		8		5	5		10			5		5	12	13	25	
6:00 PM - 6:15 PM				3			3			12	1	13		1	6		7			5		5	10	18	28	
6:15 PM - 6:30 PM			1	2		1	4			4	2	6		1	2	1	4		1	4		5	8	11	19	
6:30 PM - 6:45 PM			1	1	2		3		1	2	1	4		3	3		6			4		4	9	8	17	
6:45 PM - 7:00 PM				3	1		4			8	1	9		1	3		4			1		1	8	10	18	
7:00 PM - 7:15 PM																										
7:15 PM - 7:30 PM																										
Total		21	90	19	130		23	211	81	315		141	97	13	251		15	267	17	299		381	614	995		

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Maret School W + A JOB NO: 5871 INTERSECTION: Cathedral Ave. & 29th Street LOCATION: Washington,DC DATE: 9/19/2013 DAY: Thursday WEATHER: clear COUNTED BY: Luz INPUTED BY: agan		29th Street NW Cathedral Avenue I Cathedral Avenue I 29th Street NW											
Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:30 AM - 6:45 AM	1		1				1	1					
6:45 AM - 7:00 AM	4	5	5	4	6	1	1	2					
7:00 AM - 7:15 AM		1		1	3								
7:15 AM - 7:30 AM		3	4		6	3							
7:30 AM - 7:45 AM	2	2	1	1	3	2	1	1					
7:45 AM - 8:00 AM	5		3		1								2
8:00 AM - 8:15 AM	5	4		4	5	1	1	17					
8:15 AM - 8:30 AM	1	6	1	6	7	1		6					
8:30 AM - 8:45 AM		1	1	5				1					
8:45 AM - 9:00 AM		5	4	7	4	5		9					
9:00 AM - 9:15 AM		5	1	2	3	6		1					
9:15 AM - 9:30 AM		2			1	2		1					
9:30 AM - 9:45 AM													
9:45 AM - 10:00 AM													
10:00 AM - 10:15 AM													
10:15 AM - 10:30 AM													
10:30 AM - 10:45 AM													
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1:15 PM - 1:30 PM													
1:30 PM - 1:45 PM													
1:45 PM - 2:00 PM													
2:00 PM - 2:15 PM	2				3	2		2					
2:15 PM - 2:30 PM	2	22	2	37	2			1					
2:30 PM - 2:45 PM	2		2		2	1		1					
2:45 PM - 3:00 PM	7		4		4	2		1					
3:00 PM - 3:15 PM	3	3	2	3	1	6	2						
3:15 PM - 3:30 PM		2		1	2	8	5						
3:30 PM - 3:45 PM		4				5		2					
3:45 PM - 4:00 PM	2	3	1	2	3	2							
4:00 PM - 4:15 PM	6		4			1	1						
4:15 PM - 4:30 PM	2	9	1	3	3	8	1	1					
4:30 PM - 4:45 PM	6	7	6	2	3	5	8	2					
4:45 PM - 5:00 PM	1	1			9	2							
5:00 PM - 5:15 PM		2	2		2	2		2					
5:15 PM - 5:30 PM	4	1			6	2	3	1					
5:30 PM - 5:45 PM	3	2	1		2	2	4	2					
5:45 PM - 6:00 PM		1	2	2	1	2	1						
6:00 PM - 6:15 PM	4	7	3	1	10	2							
6:15 PM - 6:30 PM	1	3	3	2	3	6	4						
6:30 PM - 6:45 PM	5	8	1	6		2	2						
6:45 PM - 7:00 PM	4	3	4	5		4		2					
7:00 PM - 7:15 PM													
7:15 PM - 7:30 PM													
Total	72	112	59	94	95	86	35	57					

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

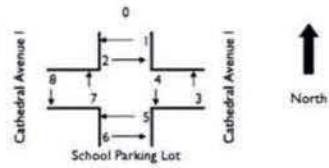
PROJECT: Maret School W + A JOB NO: 5871 INTERSECTION: Cathedral Ave. & School Entr. LOCATION: Washington,DC DATE: 9/19/2013 DAY: Thursday WEATHER: clear COUNTED BY: Majda INPUTED BY: agan		Cathedral Avenue School Entrance Cathedral Avenue		North									
Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:30 AM - 6:45 AM	1				1	2							
6:45 AM - 7:00 AM	2	1			1	3							
7:00 AM - 7:15 AM	4	4			8	7							
7:15 AM - 7:30 AM		3			2	2							
7:30 AM - 7:45 AM	3	2				2	1	3					
7:45 AM - 8:00 AM	1	3			1	2		1					
8:00 AM - 8:15 AM	1	5			2	2	2	2					
8:15 AM - 8:30 AM	3	2			1	4							
8:30 AM - 8:45 AM	4	6			1	6							
8:45 AM - 9:00 AM	2	3				2							
9:00 AM - 9:15 AM	2	3			1	3	1	2					
9:15 AM - 9:30 AM		4				3							
9:30 AM - 9:45 AM													
9:45 AM - 10:00 AM													
10:00 AM - 10:15 AM													
10:15 AM - 10:30 AM													
10:30 AM - 10:45 AM													
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1:00 PM - 1:15 PM													
1:15 PM - 1:30 PM													
1:30 PM - 1:45 PM													
1:45 PM - 2:00 PM													
2:00 PM - 2:15 PM	1	1			3	2	2						
2:15 PM - 2:30 PM	2				2	1							
2:30 PM - 2:45 PM	1					2	2						
2:45 PM - 3:00 PM	2				1								
3:00 PM - 3:15 PM		2			6	1							
3:15 PM - 3:30 PM	3	2	1		1	1							
3:30 PM - 3:45 PM		1											
3:45 PM - 4:00 PM		2			3	5	1						
4:00 PM - 4:15 PM	6					1	2						
4:15 PM - 4:30 PM	2	4			1	1	1						
4:30 PM - 4:45 PM	1	7			4	3							
4:45 PM - 5:00 PM	4	3			6	3							
5:00 PM - 5:15 PM	1	4			20								
5:15 PM - 5:30 PM	3	4			5								
5:30 PM - 5:45 PM	3	3			5	6							
5:45 PM - 6:00 PM		3			3	1							
6:00 PM - 6:15 PM	4	4			8	4							
6:15 PM - 6:30 PM	6	9			2	2							
6:30 PM - 6:45 PM	5	3			4	5							
6:45 PM - 7:00 PM	4	3			2	4							
7:00 PM - 7:15 PM													
7:15 PM - 7:30 PM													
Total	71	91	1	0	94	80	12	8					

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Maret School
W + A JOB NO: 5871
INTERSECTION: Cathedral Ave. & Parking Lot
LOCATION: Washington, DC
DATE: 9/19/2013
DAY: Thursday
WEATHER: clear
COUNTED BY: Dragan
INPUTED BY: agan



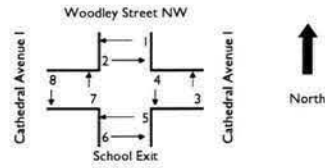
Time	Movement								1+2	3+4	5+6	7+8	Total
Period	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:30 AM - 6:45 AM	1				1	2							
6:45 AM - 7:00 AM	2	1			3	3							
7:00 AM - 7:15 AM	4	3		2	5	7							
7:15 AM - 7:30 AM		2			1	2							
7:30 AM - 7:45 AM	3	3			10	2							
7:45 AM - 8:00 AM	1	3		3	11	2	1	3					
8:00 AM - 8:15 AM	1	8		1	18	2	2	1					
8:15 AM - 8:30 AM	3	3			1	4	2	2					
8:30 AM - 8:45 AM	4	6			1	6							
8:45 AM - 9:00 AM	2	4			2	2							
9:00 AM - 9:15 AM	2	3			1	3		2					
9:15 AM - 9:30 AM		4				3							
9:30 AM - 9:45 AM													
9:45 AM - 10:00 AM													
10:00 AM - 10:15 AM													
10:15 AM - 10:30 AM													
10:30 AM - 10:45 AM													
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1:00 PM - 1:15 PM													
1:15 PM - 1:30 PM													
1:30 PM - 1:45 PM													
1:45 PM - 2:00 PM													
2:00 PM - 2:15 PM	3	1			3	2	2						
2:15 PM - 2:30 PM	2				3	1	1	1					
2:30 PM - 2:45 PM	1					2	2						
2:45 PM - 3:00 PM	1				4	4		1					
3:00 PM - 3:15 PM	2	1			6	8							
3:15 PM - 3:30 PM	1	2			3	12	1						
3:30 PM - 3:45 PM	1				2	4							
3:45 PM - 4:00 PM		2			3	7	1	3					
4:00 PM - 4:15 PM	5		1		1	3							
4:15 PM - 4:30 PM	3	4				5							
4:30 PM - 4:45 PM		8			5	6							
4:45 PM - 5:00 PM	4	3	1		10	3							
5:00 PM - 5:15 PM	3	1			19	2							
5:15 PM - 5:30 PM	1	6			7	2							
5:30 PM - 5:45 PM	4	1			1	5							
5:45 PM - 6:00 PM		1			3	5							
6:00 PM - 6:15 PM	4				5	4							
6:15 PM - 6:30 PM	7	5			1	8							
6:30 PM - 6:45 PM	5	5			3	7							
6:45 PM - 7:00 PM	1	4			1	4							
7:00 PM - 7:15 PM													
7:15 PM - 7:30 PM													
Total	71	84	2	6	134	132	12	13					

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Maret School
W + A JOB NO: 5871
INTERSECTION: Cathedral Ave. & Woodley St.
LOCATION: Washington, DC
DATE: 9/19/2013
DAY: Thursday
WEATHER: clear
COUNTED BY: Alba
INPUTED BY: agan



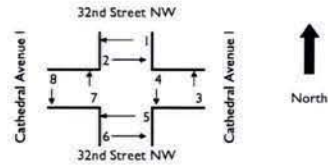
Time	Movement								1+2	3+4	5+6	7+8	Total
Period	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:30 AM - 6:45 AM		2			1	1							
6:45 AM - 7:00 AM		1		0	2	1	2		1				
7:00 AM - 7:15 AM		1		0	3	6	1						
7:15 AM - 7:30 AM					1		4	1					
7:30 AM - 7:45 AM				0	2								
7:45 AM - 8:00 AM					10	2	5	3	29				
8:00 AM - 8:15 AM			2	0	6	1	3	3	7				
8:15 AM - 8:30 AM					1	2	2		3				
8:30 AM - 8:45 AM		1	2		1		1		2				
8:45 AM - 9:00 AM					1		3		1				
9:00 AM - 9:15 AM		0					1		1				
9:15 AM - 9:30 AM		0				1	2		1				
9:30 AM - 9:45 AM													
9:45 AM - 10:00 AM													
10:00 AM - 10:15 AM													
10:15 AM - 10:30 AM													
10:30 AM - 10:45 AM													
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1:00 PM - 1:15 PM													
1:15 PM - 1:30 PM													
1:30 PM - 1:45 PM													
1:45 PM - 2:00 PM													
2:00 PM - 2:15 PM		1		2	2	4		2					
2:15 PM - 2:30 PM						2							
2:30 PM - 2:45 PM			1				4						
2:45 PM - 3:00 PM		1	1	4			6						
3:00 PM - 3:15 PM		1				5	2	5	1				
3:15 PM - 3:30 PM		1	3	5	1	1	1	10	3				
3:30 PM - 3:45 PM			1			1			2				
3:45 PM - 4:00 PM				18	1	4							
4:00 PM - 4:15 PM		4	5			3		2	1				
4:15 PM - 4:30 PM		4	1		18		4						
4:30 PM - 4:45 PM		1	1	2		4	2						
4:45 PM - 5:00 PM		1	4		7	4		2					
5:00 PM - 5:15 PM		5	2			1		2	3				
5:15 PM - 5:30 PM			2			7	6						
5:30 PM - 5:45 PM			1		1	3	1	1					
5:45 PM - 6:00 PM						3							
6:00 PM - 6:15 PM		1	2		1	4		2					
6:15 PM - 6:30 PM		2	2		2	2	2	1	2				
6:30 PM - 6:45 PM		2	2				6		2				
6:45 PM - 7:00 PM		2	1		1	2	4		1				
7:00 PM - 7:15 PM													
7:15 PM - 7:30 PM													
Total		31	33	31	62	64	62	34	60				

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Maret School
W + A JOB NO: 5871
INTERSECTION: Cathedral Ave. & 32nd Street
LOCATION: Washington, DC
DATE: 11/7/2013
DAY: Thursday
WEATHER: clear
COUNTED BY: Alba
INPUTED BY: agan



Time	Movement								1+2	3+4	5+6	7+8	Total
Period	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:30 AM - 6:45 AM					1	7		1					
6:45 AM - 7:00 AM				1	2								
7:00 AM - 7:15 AM		2	2		1			1					
7:15 AM - 7:30 AM		1	1	1	2			1					
7:30 AM - 7:45 AM	1			2	3	3						4	
7:45 AM - 8:00 AM	1	2	2	5	3	2						3	
8:00 AM - 8:15 AM	1			1		1						1	
8:15 AM - 8:30 AM		1		1	2	1							
8:30 AM - 8:45 AM					1	1				1			
8:45 AM - 9:00 AM	1				1	2							
9:00 AM - 9:15 AM		2			2	2							
9:15 AM - 9:30 AM					1	1							
9:30 AM - 9:45 AM													
9:45 AM - 10:00 AM													
10:00 AM - 10:15 AM													
10:15 AM - 10:30 AM													
10:30 AM - 10:45 AM													
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1:00 PM - 1:15 PM													
1:15 PM - 1:30 PM													
1:30 PM - 1:45 PM													
1:45 PM - 2:00 PM													
2:00 PM - 2:15 PM	1			1	1							1	
2:15 PM - 2:30 PM		1											
2:30 PM - 2:45 PM	2		1	2	2	1	1	1					
2:45 PM - 3:00 PM		1			1	1							
3:00 PM - 3:15 PM	1		1	1	3	2						1	
3:15 PM - 3:30 PM			2	1	5	1	1	2					
3:30 PM - 3:45 PM	1			1	2								
3:45 PM - 4:00 PM	1	1		2		1							
4:00 PM - 4:15 PM	2	1			1	1	15	17					
4:15 PM - 4:30 PM		1	3		2							1	
4:30 PM - 4:45 PM	1	1	3	1	1	1						1	
4:45 PM - 5:00 PM	1	1	1	1	2	1						1	
5:00 PM - 5:15 PM	2				2		1	1					
5:15 PM - 5:30 PM	2				2								
5:30 PM - 5:45 PM	1	1	3	1	1		2						
5:45 PM - 6:00 PM	2	1	2		2		1						
6:00 PM - 6:15 PM					2								
6:15 PM - 6:30 PM	2		2		2	1							
6:30 PM - 6:45 PM			1		1								
6:45 PM - 7:00 PM			1		1								
7:00 PM - 7:15 PM													
7:15 PM - 7:30 PM													
Total	23	17	26	21	52	30	24	36					

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Maret School		DATE: 9/19/2013		SOUTHBOUND ROAD: 29th Street NW																			
W+A JOB NO: 5871		DAY: Thursday		NORTHBOUND ROAD: 29th Street NW																			
INTERSECTION: Cathedral Ave. & 29th Street		WEATHER: clear		WESTBOUND ROAD: Cathedral Avenue NW																			
LOCATION: Washington,DC		COUNTED BY: Victor		EASTBOUND ROAD: Cathedral Avenue NW																			
		INPUTED BY: agan																					
Time Period	Southbound 29th Street NW				Westbound Cathedral Avenue NW				Northbound 29th Street NW				Eastbound Cathedral Avenue NW				North & South	East & West	Total				
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total							
15 Minute Volumes																							
6:30 AM - 6:45 AM			1	1								2	2		2		2	3	2	5			
6:45 AM - 7:00 AM												3	3		2		2	3	2	5			
7:00 AM - 7:15 AM												1	1	2	2	2	4	2	4	6			
7:15 AM - 7:30 AM												2	2			1	1	2	1	3			
7:30 AM - 7:45 AM												1	1					1		1			
7:45 AM - 8:00 AM												1	1			1	1	1		2			
8:00 AM - 8:15 AM							2	2				1	1		1	2	3	1	5	6			
8:15 AM - 8:30 AM			1	1			1	1				1	1					2	1	3			
8:30 AM - 8:45 AM																							
8:45 AM - 9:00 AM			2	2								2	2		7	2	9	4	9	13			
9:00 AM - 9:15 AM												2	2		1	1	2	2	2	4			
9:15 AM - 9:30 AM			2	2			1	2	3						2		2	5	7	7			
9:30 AM - 9:45 AM																							
9:45 AM - 10:00 AM																							
10:00 AM - 10:15 AM																							
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2:15 PM - 2:30 PM																							
2:30 PM - 2:45 PM																							
2:45 PM - 3:00 PM												1	1					1		1			
3:00 PM - 3:15 PM			1	1											2		2	1	2	3			
3:15 PM - 3:30 PM																							
3:30 PM - 3:45 PM																							
3:45 PM - 4:00 PM																							
4:00 PM - 4:15 PM							1	1				3	3		2	1	3	3	4	7			
4:15 PM - 4:30 PM																							
4:30 PM - 4:45 PM												2	2		2		2	2	2	4			
4:45 PM - 5:00 PM												1	1		1		1	1		2			
5:00 PM - 5:15 PM												1	1							1			
5:15 PM - 5:30 PM							1	1				3	3		2	1	3	3	4	7			
5:30 PM - 5:45 PM												2	2					2		2			
5:45 PM - 6:00 PM							2	2				2	2		4	2	6	2	8	10			
6:00 PM - 6:15 PM							2	2				5	5		6	3	9	5	11	16			
6:15 PM - 6:30 PM							1	1				3	3		3	1	4	3	5	8			
6:30 PM - 6:45 PM												1	1		2		2	1	2	3			
6:45 PM - 7:00 PM							2	2				1	1		1		2	3	4	7			
7:00 PM - 7:15 PM																							
7:15 PM - 7:30 PM																							
-																							
Total		0	6	1	7		0	15	2	17		1	3	40	44		36	24	0	60	51	77	128

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Maret School					DATE: 9/19/2013					SOUTHBOUND ROAD: 0									
W+A JOB NO: 5871					DAY: Thursday					NORTHBOUND ROAD: School Entrance									
INTERSECTION: Cathedral Ave. & School Entr.					WEATHER: clear					WESTBOUND ROAD: Cathedral Avenue NW									
LOCATION: Washington,DC					COUNTED BY: Majda					EASTBOUND ROAD: Cathedral Avenue NW									
					INPUTED BY: agan														
Time Period	Southbound				Westbound				Northbound				Eastbound				North & South	East & West	Total
	0				Cathedral Avenue NW				School Entrance				Cathedral Avenue NW						
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:30 AM - 6:45 AM						2		2						2		2		4	4
6:45 AM - 7:00 AM						3		3						2		2		5	5
7:00 AM - 7:15 AM						1		1						1		1		2	2
7:15 AM - 7:30 AM						1		1						3		3		4	4
7:30 AM - 7:45 AM						1		1						1		1		2	2
7:45 AM - 8:00 AM						2	1	3					2	3		5		8	8
8:00 AM - 8:15 AM						1		1						3		3		4	4
8:15 AM - 8:30 AM						2		2						3		3		5	5
8:30 AM - 8:45 AM						2		2						4		4		6	6
8:45 AM - 9:00 AM						2		2						4		4		6	6
9:00 AM - 9:15 AM						2		2						3		3		5	5
9:15 AM - 9:30 AM						1		1						1		1		2	2
9:30 AM - 9:45 AM																			
9:45 AM - 10:00 AM																			
10:00 AM - 10:15 AM																			
10:15 AM - 10:30 AM																			
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1:15 PM - 1:30 PM																			
1:30 PM - 1:45 PM																			
1:45 PM - 2:00 PM																			
2:00 PM - 2:15 PM	1			1		2		2					1		1	1	1	3	4
2:15 PM - 2:30 PM																			
2:30 PM - 2:45 PM																			
2:45 PM - 3:00 PM						1		1										1	1
3:00 PM - 3:15 PM														2		2		2	2
3:15 PM - 3:30 PM																			
3:30 PM - 3:45 PM																			
3:45 PM - 4:00 PM						2		2						1		1		3	3
4:00 PM - 4:15 PM						3		3	1			1		1		1	1	4	5
4:15 PM - 4:30 PM						1		1						1		1		2	2
4:30 PM - 4:45 PM						1		1						1		1		2	2
4:45 PM - 5:00 PM						5		5										5	5
5:00 PM - 5:15 PM						1	1	2						1		1		3	3
5:15 PM - 5:30 PM						1		1						3		3		4	4
5:30 PM - 5:45 PM						4		4						1		1		5	5
5:45 PM - 6:00 PM						3		3	1			1		2		2	1	5	6
6:00 PM - 6:15 PM						4		4						5		5		9	9
6:15 PM - 6:30 PM						3		3						2		2		5	5
6:30 PM - 6:45 PM														1		1		1	1
6:45 PM - 7:00 PM						5		5						2		2		7	7
7:00 PM - 7:15 PM																			
7:15 PM - 7:30 PM																			
-																			
Total	1	0	0	1	0	56	2	58	2	0	0	2	2	54	0	56	3	114	117

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Maret School					DATE: 9/19/2013					SOUTHBOUND ROAD: 0									
W+A JOB NO: 5871					DAY: Thursday					NORTHBOUND ROAD: School Parking Lot									
INTERSECTION: Cathedral Ave. & Parking Lot					WEATHER: clear					WESTBOUND ROAD: Cathedral Avenue NW									
LOCATION: Washington,DC					COUNTED BY: Dragan					EASTBOUND ROAD: Cathedral Avenue NW									
					INPUTED BY: agan														
Time Period	Southbound				Westbound				Northbound				Eastbound				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:30 AM - 6:45 AM			1	1		2		2						2	2		1	4	5
6:45 AM - 7:00 AM	1			1	2	3		5						2	2		1	7	8
7:00 AM - 7:15 AM						1		1						1	1			2	2
7:15 AM - 7:30 AM						1		1						3	3			4	4
7:30 AM - 7:45 AM						1		1					2	1	3			4	4
7:45 AM - 8:00 AM						2	1	3						3	3			6	6
8:00 AM - 8:15 AM						1	1	2						3	3			5	5
8:15 AM - 8:30 AM						2	2	4						3	3			7	7
8:30 AM - 8:45 AM						2	2	4						4	4			8	8
8:45 AM - 9:00 AM						2		2						4	4			6	6
9:00 AM - 9:15 AM						2		2						3	3			5	5
9:15 AM - 9:30 AM						1		1						1	1			2	2
9:30 AM - 9:45 AM																			
9:45 AM - 10:00 AM																			
10:00 AM - 10:15 AM																			
10:15 AM - 10:30 AM																			
10:30 AM - 10:45 AM																			
10:45 AM - 11:00 AM																			
11:00 AM - 11:15 AM																			
11:15 AM - 11:30 AM																			
11:30 AM - 11:45 AM																			
11:45 AM - 12:00 PM																			
12:00 PM - 12:15 PM																			
12:15 PM - 12:30 PM																			
12:30 PM - 12:45 PM																			
12:45 PM - 1:00 PM																			
1:00 PM - 1:15 PM																			
1:15 PM - 1:30 PM																			
1:30 PM - 1:45 PM																			
1:45 PM - 2:00 PM																			
2:00 PM - 2:15 PM						1	1	2						1	1			3	3
2:15 PM - 2:30 PM																			
2:30 PM - 2:45 PM																			
2:45 PM - 3:00 PM						1		1										1	1
3:00 PM - 3:15 PM														2	2			2	2
3:15 PM - 3:30 PM														1	1			1	1
3:30 PM - 3:45 PM									1			1					1	3	3
3:45 PM - 4:00 PM						2		2						1	1				
4:00 PM - 4:15 PM	1			1		4		4	1			1		1	1		2	5	7
4:15 PM - 4:30 PM						1		1						1	1			2	2
4:30 PM - 4:45 PM						1		1						1	1			2	2
4:45 PM - 5:00 PM						5		5										5	5
5:00 PM - 5:15 PM						1	1	2						1	1			3	3
5:15 PM - 5:30 PM						2		2						3	3			5	5
5:30 PM - 5:45 PM						3		3						1	1			4	4
5:45 PM - 6:00 PM						3		3	1			1		2	2		1	5	6
6:00 PM - 6:15 PM						2		2						5	5			7	7
6:15 PM - 6:30 PM						4		4	1			1		2	2		1	6	7
6:30 PM - 6:45 PM														1	1			1	1
6:45 PM - 7:00 PM						5		5						2	2			7	7
7:00 PM - 7:15 PM																			
7:15 PM - 7:30 PM																			
-																			
Total	2	0	1	3	2	55	8	65	4	0	0	4	2	25	30	57	7	122	129

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Maret School		DATE: 9/19/2013		SOUTHBOUND ROAD: Woodley Street NW																		
W+A JOB NO: 5871		DAY: Thursday		NORTHBOUND ROAD: School Exit																		
INTERSECTION: Cathedral Ave. & Woodley St.		WEATHER: clear		WESTBOUND ROAD: Cathedral Avenue NW																		
LOCATION: Washington,DC		COUNTED BY: Alba		EASTBOUND ROAD: Cathedral Avenue NW																		
INPUTED BY: agan																						
Time Period	Southbound Woodley Street NW				Westbound Cathedral Avenue NW				Northbound School Exit				Eastbound Cathedral Avenue NW				North & South	East & West	Total			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total						
15 Minute Volumes																						
6:30 AM - 6:45 AM					3			3									3					
6:45 AM - 7:00 AM					2			2						1		1		3				
7:00 AM - 7:15 AM						2	2											2		2		
7:15 AM - 7:30 AM				1	1	2												2		2		
7:30 AM - 7:45 AM								1		1					1	1		2	3	3		
7:45 AM - 8:00 AM																						
8:00 AM - 8:15 AM						2	2							1		1		2	1	3		
8:15 AM - 8:30 AM						2	2	2			2						1		1			
8:30 AM - 8:45 AM				1	3	4		3			3								4	3	7	
8:45 AM - 9:00 AM						5	5												5		5	
9:00 AM - 9:15 AM						2	2		2			2							2	2	4	
9:15 AM - 9:30 AM								2				2					1		1	3	3	
9:30 AM - 9:45 AM																						
9:45 AM - 10:00 AM																						
10:00 AM - 10:15 AM																						
10:15 AM - 10:30 AM																						
10:30 AM - 10:45 AM																						
10:45 AM - 11:00 AM																						
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1:15 PM - 1:30 PM																						
1:30 PM - 1:45 PM																						
1:45 PM - 2:00 PM																						
2:00 PM - 2:15 PM								1			1								1	1		
2:15 PM - 2:30 PM																						
2:30 PM - 2:45 PM																						
2:45 PM - 3:00 PM								1	1		2								2	2		
3:00 PM - 3:15 PM						1	1											1		1		
3:15 PM - 3:30 PM						1	1	1	1		2							1	2	3		
3:30 PM - 3:45 PM						1	1											1		1		
3:45 PM - 4:00 PM						1	1	1	2		3							1	3	4		
4:00 PM - 4:15 PM						1	1	2			2							1	2	3		
4:15 PM - 4:30 PM								1			1								1	1		
4:30 PM - 4:45 PM						1	1	1			1							1	1	2		
4:45 PM - 5:00 PM						1	1	6			6							1	6	7		
5:00 PM - 5:15 PM						3	3	2			2	1		1				4	2	6		
5:15 PM - 5:30 PM						1	1	3			3							1	3	4		
5:30 PM - 5:45 PM						1	2	3	2		2							3	2	5		
5:45 PM - 6:00 PM						1	2	3	3		1	4					1		3	5	8	
6:00 PM - 6:15 PM						4	4	1	1		2					1		1	4	3	7	
6:15 PM - 6:30 PM						2	2	4	1		5							2	5	7		
6:30 PM - 6:45 PM						1	1	1	1		2							1	2	3		
6:45 PM - 7:00 PM						1	1	1	1		2							1	2	3		
7:00 PM - 7:15 PM																						
7:15 PM - 7:30 PM																						
-																						
Total				0	4	40	44	45	9	1	55	0	0	1	1	2	6	0	8	45	63	108

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Maret School		DATE: 11/7/2013		SOUTHBOUND ROAD: 32nd Street NW															
W+A JOB NO: 5871		DAY: Thursday		NORTHBOUND ROAD: 32nd Street NW															
INTERSECTION: Cathedral Ave. & 32nd Street		WEATHER: clear		WESTBOUND ROAD: Cathedral Avenue NW															
LOCATION: Washington,DC		COUNTED BY: Alba		EASTBOUND ROAD: Cathedral Avenue NW															
		INPUTED BY: agan																	
Time Period	Southbound 32nd Street NW				Westbound Cathedral Avenue NW				Northbound 32nd Street NW				Eastbound Cathedral Avenue NW				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:30 AM - 6:45 AM																			
6:45 AM - 7:00 AM																			
7:00 AM - 7:15 AM																			
7:15 AM - 7:30 AM																			
7:30 AM - 7:45 AM																			
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6:15 PM - 6:30 PM																			
6:30 PM - 6:45 PM																			
6:45 PM - 7:00 PM																			
7:00 PM - 7:15 PM																			
7:15 PM - 7:30 PM																			
-																			
Total	1	0	0	1	0	6	1	7	0	1	0	1	0	4	0	4	2	11	13

Maret Entrance

Survey Time	Q 1		Q2	Question 3						Question 4							Question 5					
	Arriving	Leaving	If Leaving Arrival Time = ?	Faculty	Staff	Therapist	Student	Parent	Visitor	Drove	Passenger	Drop-off	Bus	Metro/Shuttle	Walk	Bike	Other (Specify)	Cathedral Avenue	Woodley Road	Garfield Street	29th Street	Other (Please Specify)
7:10	1				1									1								
7:10	1				1									1								
7:25	1						1								1							
7:30	1						1									1						
7:33	1						1								1							
7:34	1						1								1							
7:40	1						1								1							
7:41	1			1						1												
7:42	1						1			1												
7:42	1						1			1												
7:42	1						1			1												
7:42	1						1			1												
7:43	1						1							1								
7:43	1			1											1							
7:44	1						1					1								1		
7:45	1						1								1							
7:45	1						1								1							
7:45	1			1						1												
7:46		1						1							1							
7:48	1					1						1						1				
7:49	1						1								1							
7:49	1						1								1							
7:49	1							1							1							
7:50	1						1								1							
7:51	1						1								1							
7:53	1						1								1							
7:53	1						1								1							
7:53	1							1							1							
7:54	1						1					1						1				
7:54	1						1					1						1				
7:55	1						1					1						1				
7:56	1						1					1								1		
7:56	1						1					1								1		
7:56	1			1										1								
7:57	1						1					1										1
7:57	1						1									1						
7:57	1						1									1						
7:58	1							1		1								1				
7:59	1						1								1							

4:06	1		1					1			
4:06	1			1			1				
4:07	1		1				1				
4:10	1				1	1				1	
4:14	1			1					1		
4:15	1		1						1		
4:15	1				1	1				1	
4:20	1		1						1		
4:25	1		1			1				1	
4:28	1			1			1				
4:28	1			1			1				
4:35	1			1			1				
4:39	1		1						1		
4:39	1				1		1				
4:40	1			1					1		
4:41	1			1			1				
4:41	1			1					1		
4:41	1			1					1		
4:46	1				1		1				
4:50	1		1						1		
4:55	1			1					1		
5:03	1				1	1				1	
5:05	1			1					1		
5:15	1		1				1				
5:16	1			1			1				
5:16	1			1					1		
5:17	1			1			1				
5:20	1			1					1		
5:27	1			1					1		
5:31	1			1			1				
5:34	1			1					1		
5:34	1			1					1		
5:35	1		1					1			
5:35	1		1					1			
5:40	1			1			1				
5:43	1			1					1		
5:45	1			1			1				
5:46	1			1					1		
5:46	1			1			1				
5:47	1			1					1		
5:50	1			1			1				
5:51	1			1					1		
6:00	1			1					1		
6:10	1			1			1				
6:12	1			1					1		
6:12	1			1			1				
6:17	1		1						1		
6:18	1			1					1		
6:19	1		1							1	
6:22	1			1					1		
6:35	1		1				1				
6:36	1		1						1		
6:38	1		1						1		

Maret Exit

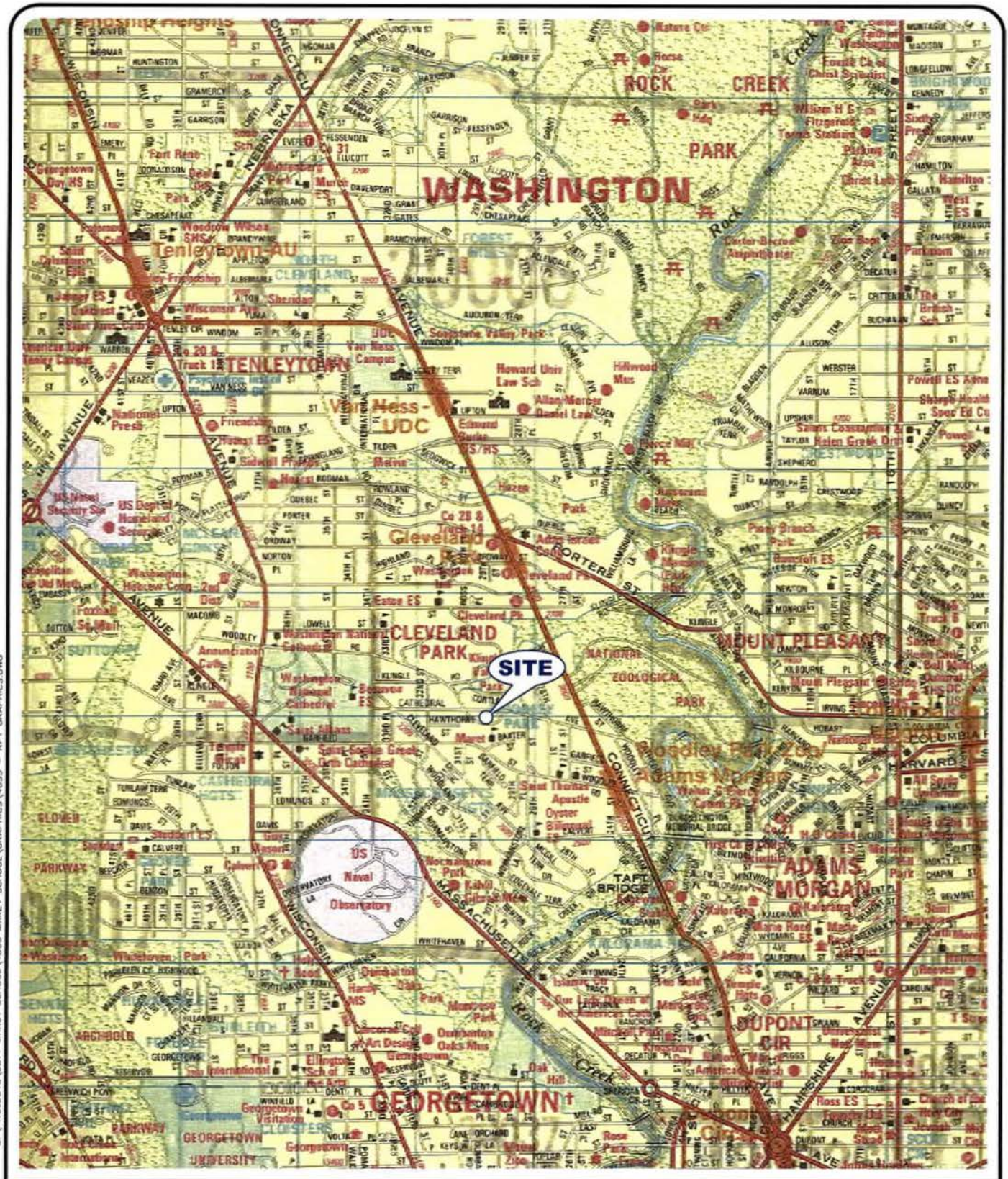
Survey Time	Q 1		Q2	Question 3						Question 4						Question 5						
	Arriving	Leaving	If Leaving Arrival Time = ?	Faculty	Staff	Therapist	Student	Parent	Visitor	Drove	Passenger	Drop-off / Pickup	Bus	Metro/Shuttle	Walk	Bike	Other (Specify)	Cathedral Avenue	Woodley Road	Garfield Street	29th Street	Other (Please Specify)
7:12	1			1									1									
7:14	1			1									1									
7:20	1			1						1									1			
7:22	1						1					1						1				
7:23	1						1								1							
7:29	1			1												1						
7:35	1			1											1							
7:38	1			1									1									
7:38	1			1									1									
7:39	1			1												1						
7:40	1						1			1												1
7:43	1						1			1												1
7:44	1						1								1							
7:45	1						1					1										1
7:45	1						1			1									1			
7:46	1						1					1							1			
7:46	1						1					1							1			
7:46	1						1								1							
7:46	1						1								1							
7:47	1						1								1							
7:47	1						1					1						1				
7:48	1						1					1						1				
7:49	1			1											1							
7:49	1						1								1							
7:49	1						1								1							
7:49	1						1								1							
7:50	1						1					1										1
7:51	1						1								1							
7:52	1						1			1									1			
7:53	1						1					1										1
7:53	1						1					1										
7:53	1						1								1							
7:53	1						1					1										
7:54	1						1					1										
7:54	1						1					1										
7:54	1						1								1							
7:54	1						1								1							
7:55	1						1			1									1			
7:56	1						1					1										
7:56	1						1					1						1				
7:56	1						1					1						1				
7:57	1						1					1						1				
7:57	1						1			1												1
7:58	1						1								1							
7:58	1						1					1							1			
7:58	1						1					1						1				1
7:58	1						1					1						1				

7:58	1			1		1													
7:59	1			1		1													
7:59	1			1				1											
7:59	1			1				1											
7:59	1		1			1													
7:59	1		1							1									
8:00	1			1				1											
8:00	1			1				1											
8:00	1			1				1											
8:01	1			1				1											1
8:01	1			1				1											1
8:03	1		1							1									
8:03	1		1						1										
8:03	1			1				1								1			
8:03	1			1						1									
8:03	1		1							1									
8:04	1			1				1								1			
8:04	1			1				1								1			
8:04	1			1				1								1			
8:05	1		1					1									1		
8:05	1			1				1								1			
8:05	1			1						1									
8:06	1			1				1								1			
8:06	1			1				1									1		
8:07	1			1				1								1			
8:07	1			1				1								1			
8:08	1			1				1									1		
8:12	1			1				1								1			
8:15	1			1				1											1
8:38	1			1							1								
2:40	1		1							1									
2:43	1		1							1									
2:52	1			1				1								1			
2:54	1			1				1								1			
2:54	1			1				1								1			
2:55	1			1				1								1			
2:56	1			1				1									1		
2:57	1			1				1								1			
2:57	1			1				1								1			
2:57	1			1				1									1		
2:58	1			1				1									1		
3:00	1			1				1									1		
3:08	1			1				1								1			
3:12	1			1				1								1			
3:13	1		1					1											1
3:14	1			1				1								1			
3:14	1			1				1								1			
3:17	1			1				1									1		
3:17	1			1							1								
3:20	2			2						2									
3:20	1			1				1									1		
3:21	1			1				1									1		
3:22	1			1				1											1
3:23	1			1							1								
3:26	1			1				1									1		
3:26	1			1								1							
3:27	1		1							1									
3:30	1			1				1									1		
3:31	1			1				1								1			
3:34	1			1						1									
3:35	1			1							1								

Garfield Gate

Survey Time	Q 1	Q2	Question 3					Question 4						Question 5				
	Arriving Leaving	If Leaving Arrival Time = ?	Faculty Staff Therapist Student Parent Visitor					Drove Passenger Drop-off Bus Metro/Shuttle Walk Bike Other (Specify)						Cathedral Avenue Woodley Road Garfield Street 29th Street Other (Please Specify)				
7:09	1																	
7:17	1		1															
7:34	1							1							1			
7:34	1		1						1									
7:35	1								1									
7:37	1								1									
7:37	1								1									
7:38	1		1					1							1			
7:40	1									1								
7:40	1									1								
7:41	1		1					1							1			
7:43	1		1							1								
7:44	1								1									
7:44	1										1							
7:44	1										1							
7:44	1										1							
7:48	1										1							
7:49	1								1									
7:49	1								1									
7:50	1								1									
7:50	1										1							
7:50	1										1							
7:50	1							1							1			
7:50	1					1		1							1			
7:52	1								1									
7:54	1										1							
7:54	1										1							
7:55	1								1									
7:56	1										1							
7:56	1										1							
7:58	1								1									
7:59	1								1									
8:01	1								1									
8:01	1								1									
8:02	1								1									
8:02	1										1							
8:02	1										1							
8:03	1								1									
8:03	1										1							
8:04	1								1									
8:04	1								1									
8:05	1		1					1							1			
8:05	1		1					1							1			
8:06	1									1								
8:11	1								1									
8:13	1							1							1			
8:13	1					1		1							1			
8:15	1								1									
8:16	1		1							1								
8:20	1										1							
8:50	1		1					1							1			
9:01	1		1							1								

6:12	1			1			1						1	
6:13	1		1					1						
6:18	1			1		1							1	
6:25	1		1			1							1	
6:37	1			1				1						
6:40	2			2			1							



Attachment C-1
Site Location Map



29TH STREET NW

34/43/74
23/5/7

64/56/60
66/67/91

30/11/11
50/15/24
24/6/13

172/125/132
155/65/73

128/112/169
2/3/4

52/16/20
38/29/18

CATHEDRAL AVENUE NW

138/134/151
25/15/36

272/143/165
0/2/5

MARET SCHOOL PARKING LOT

MARET SCHOOL ENTRANCE

SITE

WOODLEY STREET NW

100/108/129
22/22/42
4/1/0

82/29/30
73/66/48
32/11/20

MARET SCHOOL EXIT

318/147/147
7/2/4
7/4/3

5/3/5
160/60/53
10/1/2

32ND STREET NW

3/7/2
47/34/28
30/16/14

56/29/12
16/19/15
2/4/2

4/4/2
15/22/11
4/5/2

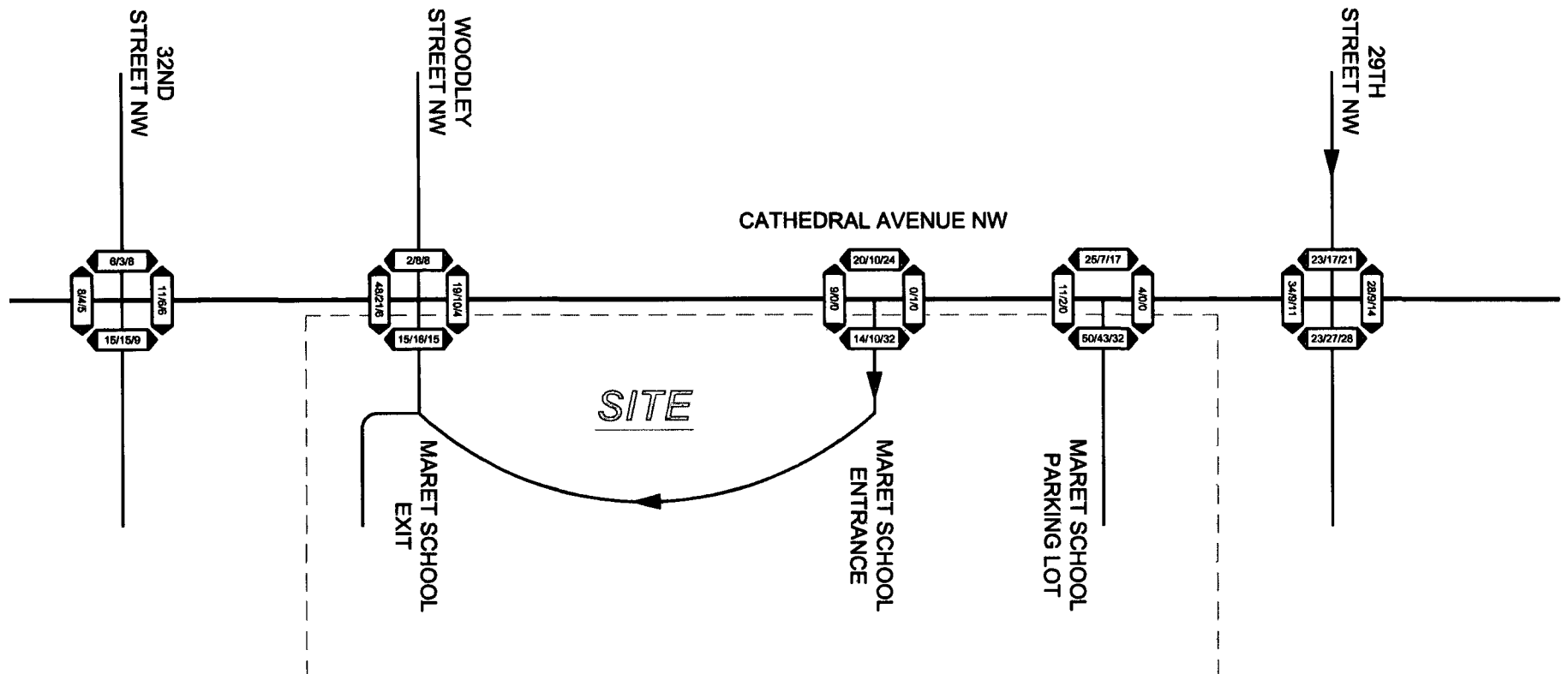
4/2/5
103/39/27
4/3/4

Attachment C-2 Existing Peak Hour Traffic Volumes

North
AM PEAK HOUR
000 / 000 / 000
SCHOOL PEAK HOUR
000 / 000 / 000
PM PEAK HOUR



Maret School
Washington, D C

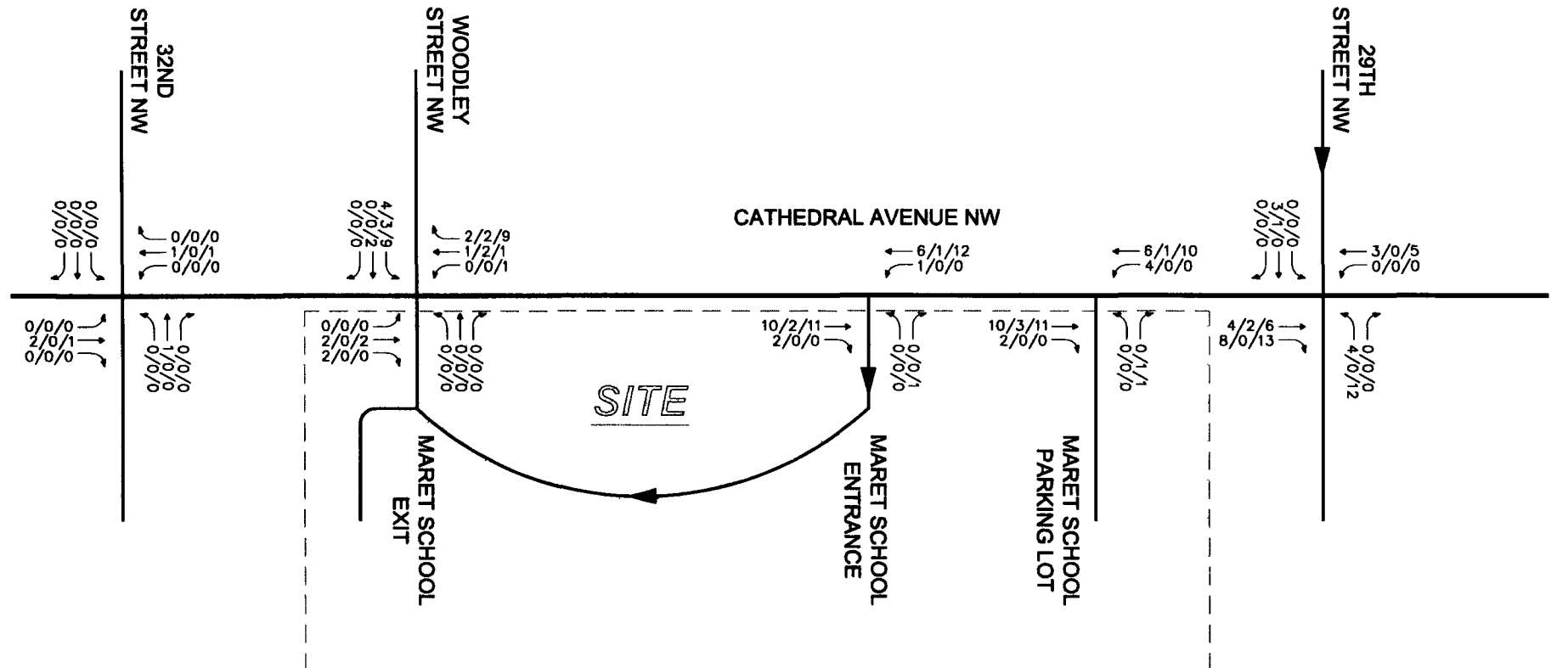


27 / 10 / 6 pedestrians were observed using the western driveway/gate on Cathedral Avenue
 24 / 12 / 13 pedestrians were observed using the eastern driveways on Cathedral Avenue
 19 / 9 / 9 pedestrians were observed using the Garfield gate

Attachment C-3 Existing Peak Hour Pedestrian Traffic Volumes

AM PEAK HOUR
 SCHOOL PEAK HOUR
 PM PEAK HOUR
 000 / 000 / 000





4 / 2 / 3 cyclists were observed accessing the site

Attachment C-4
Existing Peak Hour Bicycle Traffic Volumes

AM PEAK HOUR
SCHOOL
PM PEAK HOUR
000 / 000 / 000
North

S:\PROJECTS\5871 MARET SCHOOL\GRAPHICS\5871 - RPT GRAPHICS.DWG

29TH
STREET NW

CATHEDRAL AVENUE NW

WOODLEY
STREET NW

32ND
STREET NW

SITE

MARET SCHOOL
PARKING LOT

MARET SCHOOL
ENTRANCE

MARET SCHOOL
EXIT

1%/2%/4%

18%/11%/15%
14%/19%/13%

8%/12%/32%

0%/2%/4%

1%/0%/0%
1%/0%/0%

85%/81%/55%

1%/0%/0%

29%/19%/22%
26%/44%/35%
11%/7%/15%

2%/2%/4%

3%/1%/1%

AM PEAK HOUR
000 / 000 / 000
SCHOOL
PM PEAK HOUR
000 / 000 / 000
PM PEAK HOUR
North

Attachment C-5
Trip Distributions



Wells + Associates, INC

Maret School
Washington, D C

29TH STREET NW

CATHEDRAL AVENUE NW

WOODLEY STREET NW

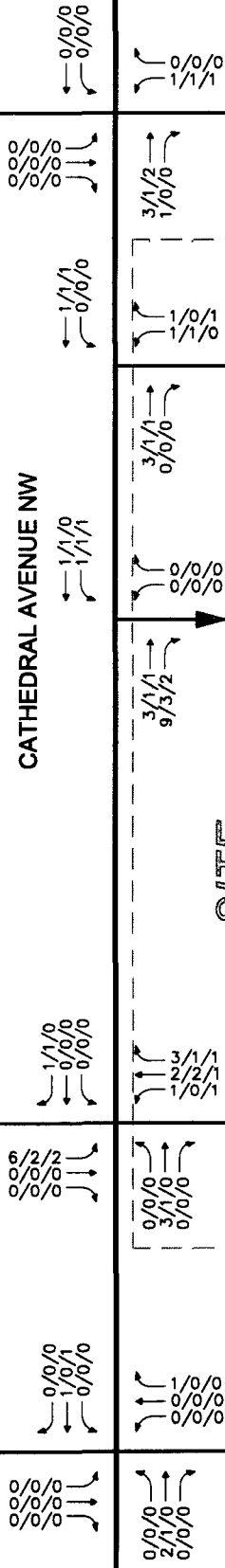
32ND STREET NW

MARET SCHOOL PARKING LOT

MARET SCHOOL ENTRANCE

MARET SCHOOL EXIT

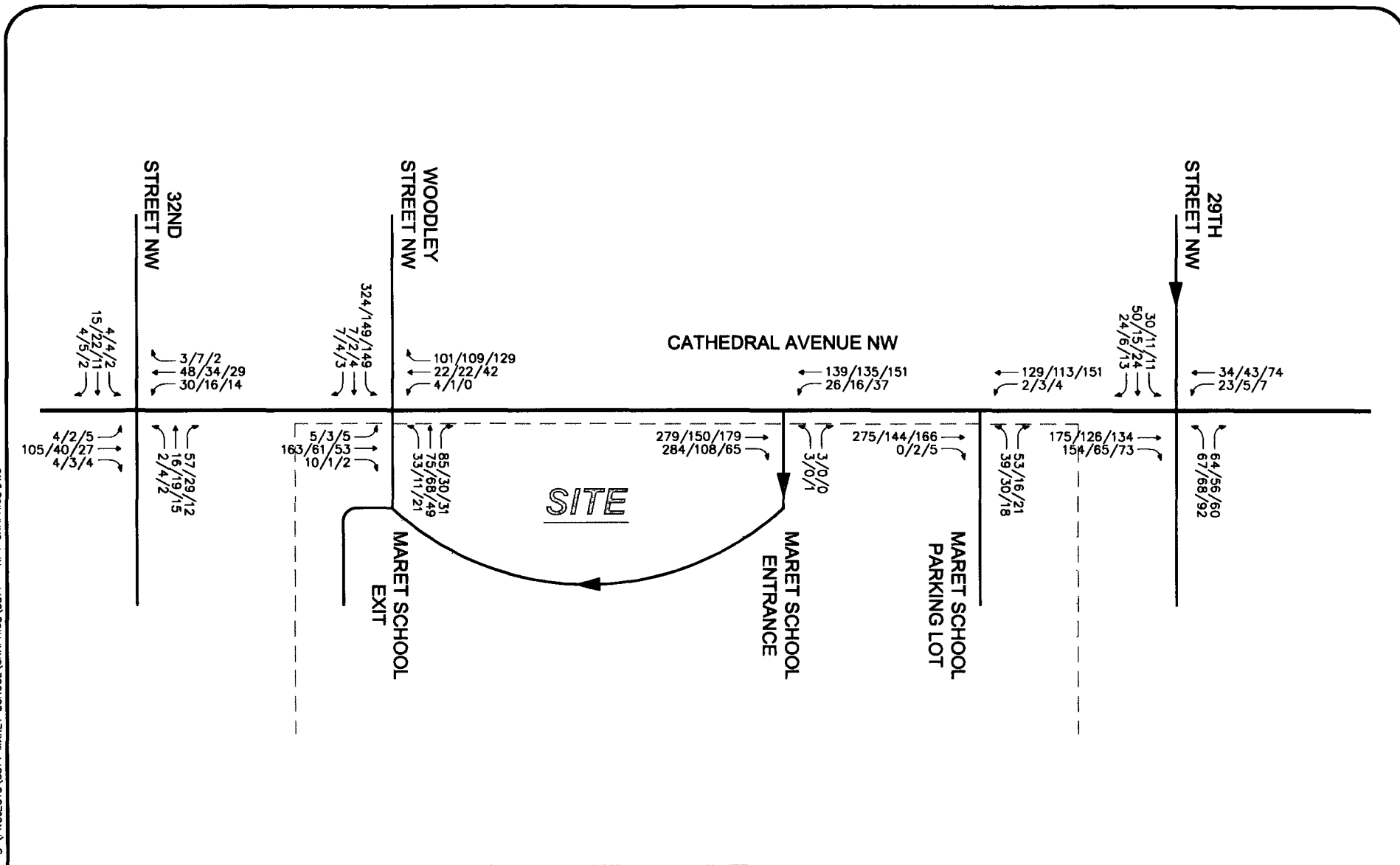
SITE



AM PEAK HOUR
SCHOOL PEAK HOUR
PM PEAK HOUR
000 / 000 / 000
North

Attachment C-6
New Site Trips

S:\PROJECTS\5871 MARET SCHOOL\GRAPHICS\5871 - RPT GRAPHICS.DWG



Attachment C-7
Total Future Peak Hour Traffic Volumes

AM PEAK HOUR
SCHOOL PEAK HOUR
PM PEAK HOUR
000 / 000 / 000
North

Maret School

- Inquire Now
- Apply
- Make a Gift

Parking and Traffic Reminders and Guidelines

It is so important that we model good and safe behavior for our children. Our neighbors are asked to be tolerant of our pick-up and drop-off lines and we, in turn, try to make these periods as smooth as possible.

In addition to getting drivers through car line as efficiently as possible, safety is our top priority. To this end, we would like to remind you to be both patient and polite when driving on campus. Please be mindful of your speed (the speed limit is 10 mph), avoid cell phone use, and watch for students—large and small—crossing the driveway.

If you have any questions, please call the Main Office at 202-939-8848.

Carpooling, Metrorail, and Metrobus

CARPOOLING

Maret encourages families to arrange carpools and a **Carpool Finder** feature is available on our website to assist you. Using the online directory and Google maps, our secure Carpool Finder allows families to search a radius from their address to other Maret families. Go to www.maret.org, click on Parents and then the Carpool Finder button.

METRORAIL

Maret encourages faculty and older students to use Metrorail services. The School is approximately a 12-minute walk from the Woodley Park/Zoo Metrorail stop on the Red Line.

METROBUS

D.C. Metrobus #92 stops in front of Maret School on Cathedral Avenue.

If you are the parent of an US student who drives on campus, or have adults other than Maret parents drop off or pick up your child, please share the information in this memo with them.

- Please follow the directions of the traffic personnel during drop-off and pick-up.
- We would like all of our **LOWER SCHOOL** students to arrive on campus by 8:00 am. The doors will be open to the building at 7:45 am.
- Those picking up **LOWER SCHOOL** students must have yellow signs displayed in their front windshield to get onto campus for dismissal (3:00 pm on M, T, Th, & F, 1:30 pm on Wed). If you need extra copies of these signs, please email [Chris Appleby at \[chris.appleby@maret.org\]\(mailto:chris.appleby@maret.org\)](mailto:chris.appleby@maret.org).
- Those picking up **MIDDLE SCHOOL** students are not permitted on campus until 3:15 pm on Monday, Tuesday, Thursday, and Friday or 1:40 pm on Wednesday. Those picking up **UPPER SCHOOL** students, given class schedules vary, are not permitted on campus until 3:10 pm on Monday, Tuesday, Thursday, and Friday or 1:45 on Wednesday. If you arrive prior to that, you will be asked to come back later so that you do not get mixed up in the Lower School care line. You are also not allowed to wait across the street on Cathedral Avenue—it causes problems for our immediate neighbors. If you need to pick up a **MIDDLE OR UPPER SCHOOL** student earlier, you should plan to pick them up on Garfield Street.
- Please do not leave your car, even for a minute, on the front drive or on Cathedral Avenue during car line.
- If you are dropping off students at the Activities Building (the Middle School), please do not block the intersection on the driveway in front of the AB Building. If you are going straight down the driveway, stop to let off your child along the curb, so that others can circle around toward the Swiss Embassy behind you. If you are turning left to exit the school by the Swiss Embassy, pull as far forward as you can so other cars can pull in behind you.

Please keep Cathedral Avenue passable during pick-up. To help ensure this:

- No one may make a left hand turn onto campus from 7:45 to 8:15 am or from 2:50 to 3:30 pm (on M, T, Th, & F, 12:20-2:00 on Wed). Similarly, no one may make a left turn exiting campus from 7:45 to 8:15 am or from 2:50 to 3:30 pm (on M, T, Th, & F, 12:20-2:00 on Wed).
- Those picking up **LOWER SCHOOL** students, please arrive on campus by 2:50 (M, T, Th, & F; 1:20 on Wed). If you arrive later, you risk getting caught up in the Middle/Upper School line. Once Middle/Upper School cars begin to back up on to Cathedral Avenue, drivers will be asked to form a second line on the driveway until the Middle Schoolers begin to exit and you will not be able to pass through at all.
- Those picking up **MIDDLE/UPPER SCHOOLERS**, please plan your arrival for after 3:10 (M, T, Th, & F; 1:40 on Wed) when the Lower School car line has finished.
- If you are visiting campus, visitor spaces are only available on the circular drive in pullouts into the front lawn.
- All other parking spaces are reserved for faculty, and cars without faculty stickers may be towed. There is no parking on the circle driveway during the academic day, which is a designated fire lane and must be kept clear.
- When leaving campus during heavy traffic, we strongly recommend that you plan to go straight up Woodley or that you turn left onto Cathedral. Turning right onto Cathedral puts you back into the car line and causes gridlock.
- Alleyway cut-throughs (such as Cortland at Cathedral directly in front of the School) **SHOULD NOT** be used.

For Students Driving to Maret

- Upper school students who drive must get a parking decal and fill out appropriate vehicle information. Decals are available through Assistant Director of Upper School **David Walker**. The decals must be placed in the rear window. We have identified a number of parking areas which are not zoned and will provide maps for interested students (see Student Parking). Though some of these areas require a five- to ten-minute walk to school, they do afford “ticket free” parking. There is no parking on Cathedral Avenue between Woodley Road and 29th Street and no parking on Hawthorne Street or Garfield Terrace. **UPPER SCHOOL STUDENTS** may not park on campus until after 4:00 pm during the school day (Monday-Friday).
- Alleyway cut-throughs (such as Cortland at Cathedral directly in front of the School) **SHOULD NOT** be used.
- If we learn that students are parking in areas where they are not supposed to park, we will have them move their cars and instruct them not to park in those locations in the future. Students typically receive a warning for a first violation and increasingly severe punishments, such as limited off-campus privileges, for repeat violations, however, multiple violations could lead to suspension.

Our neighbors are well aware of these guidelines and have been asked to contact us if there are any infractions. If we learn that these guidelines are not followed either Darwin Walker, the Business Manager, or I will be in contact with the appropriate parents. We do expect our families to respect the neighborhood, to drive and park carefully, and to obey all traffic and parking laws.

Thank you for your cooperation.

Marjo Talbott
Head of School