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April 11, 2014

BY HAND DELIVERY

Lloyd J Jordan, Esq
Chairperson
Office of Zoning
441 Fourth Street, NW
Suite 210
Washington, DC 20001

RECEIVED
OFFICE OF ZONING
2014 APR 11 AM 10:10

Re. BZA Case No 18740: Trip Generation Study for Sheridan School
4400 36th Street, N W (Square 1968, Lot 10)

Dear Chairperson Jordan and Members of the Board:

Enclosed please find the original and ten (10) copies of the above-referenced Trip Generation Study for filing with the D C Board of Zoning Adjustment

For good cause shown, the Applicant respectfully requests the Board to waive 11 DCMR §3113.8 to allow this report to be filed in the record in support of the Application. In August 2013, DDOT and the Applicant's traffic consultant, Wells & Associates, agreed upon the required "scope" of the traffic study for this Application. The agreed upon traffic study was submitted to DDOT on January 23, 2014, prior to the filing of this Application. However, on March 20, 2014, DDOT for the first time requested the Applicant to conduct current traffic counts at the School. As a result of the School's spring break the week of March 24, the traffic counts could not be performed until April 1st and 3rd. The counts were completed and this report was submitted to DDOT on April 4 after the Board's 14-day filing deadline.

Significantly, the report confirms that the School is generating far fewer trips than what was predicted in the 2003 traffic study prepared for BZA Application No. 16977. These results confirm the long-term success and commitment of Sheridan School to its Traffic Management planning and implementation. Based on its established track record of successful traffic management, periodic traffic monitoring is not warranted and would be unduly burdensome to a small private school with limited resources.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18740

EXHIBIT NO. 27

Board of Zoning Adjustment
District of Columbia
CASE NO. 18740
EXHIBIT NO. 27

Lloyd J Jordan, Esq
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Thank you for your assistance in this matter. If you have any questions, please do not hesitate to have the staff at the Office of Zoning contact the undersigned.

Very truly yours,
GREENSTEIN DELORME & LUCHS, P.C.

By _____
John Patrick Brown, Jr

By _____
Kate M Olson

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that a copy of this Trip Generation Study was sent on April 11, 2014 to the following

ANC 3F

Advisory Neighborhood Commission 3F
4401-A Connecticut Ave, NW Box 244
Washington, DC 20008-2322
(By U.S Mail)

Commissioner Adam Tope, Chair of ANC 3F

4319 Reno Road NW
Washington, DC 20008
(Electronically adam@adamtope.com)

Ms. Karen Thomas

D.C. Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024
(Electronically karen.thomas@dc.gov)

Mr. Jamie Henson

D.C. Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003
(Electronically jamie.henson@dc.gov)

A handwritten signature in cursive script that reads "Kate M. Olson". The signature is written in black ink and is positioned above a horizontal line.

Kate M Olson, Esq

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road
Suite 610
Tysons, Virginia 22102
703-917-6620
703-917-0739 FAX
www.mjwells.com

To: Jonathan Rogers, District Department of Transportation

Cc: Mike Stoll, Sheridan School
Gabrielle Koepfel, Sheridan School
John Patrick Brown, Greenstein DeLorme & Luchs

From: Jami L. Milanovich, P.E.

Date: April 4, 2014

Re: Trip Generation Study for Sheridan School (BZA Case # 18740)
4400 36th Street, NW (Square 1968, Lot 10)
Washington, DC

Per your request on March 20, 2014, Wells + Associates has conducted a trip generation study for Sheridan School. The number of vehicle trips generated by the school was determined based on a combination of vehicle counts and intercept surveys conducted at the school on Tuesday, April 1, 2014 and Thursday, April 3, 2014.

School begins for all grades at 8:25 AM. The school offers Extended Day hours in the morning from 7:45 AM to 8:15 AM. Peak drop-off for the school begins at approximately 8:10 AM and the majority of the drop-off activity is complete by 8:25 AM. Therefore, to ensure that the peak hour was captured, the morning data collection was undertaken from 7:30 AM to 8:45 AM. During this time, personnel were stationed outside of the school on 36th Street and on Alton Place. Personnel on 36th Street recorded the number of vehicles entering and exiting the drop-off lane on the west side of 36th Street and the number of vehicles parking on 36th Street between Alton Place and Yuma Street. The number of parked vehicles was counted as the cars parked (inbound trip) and as they left (outbound trip). People approaching the school on foot from the south (Yuma Street and beyond) were intercepted as they entered the school and were asked if they drove to the school. Those that indicated they drove were counted as an inbound trip and an outbound trip, except in one instance when an individual entered but did not exit. In that case, they were counted only as an inbound trip.

Personnel on Alton Place counted the number of vehicles entering and exiting the staff parking lot, the number of vehicles stopping to drop off students on Alton Place, and the number of cars parking on Alton Place. The number of vehicles dropping off students or parking was recorded as both inbound and outbound trips (unless the parked car did not

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leave during the time the data collection was performed). People approaching the school on foot from the east and west on Alton Place and from the north on 36th Street that were not in a vehicle that was counted were asked if they drove to school. Those that indicated they drove were counted as an inbound trip and an outbound trip.

In the afternoon, kindergarten dismisses at 2:30 PM and the remainder of the school dismisses at 3:30 PM (except for those students participating in after school activities and except on Wednesdays when everyone dismisses at 2:30). The school offers Extended Day Hours in the afternoon from 2:30 PM to 6:00 PM. The vast majority of students are picked up at the 3:30 dismissal time. Therefore, in order to capture the peak hour, counts were conducted from 3:15 PM to 4:15 PM on Tuesday and from 2:15 to 4:15 on Thursday. In the afternoon, parents are required to sign students out before leaving school grounds, except 7th and 8th grade students. All parents enter the school through the playground to sign out their children. Therefore, parents were surveyed as they entered the school and asked if they drove to school. If they drove to school, they were counted as an inbound and outbound trip. Students in 7th and 8th grade were surveyed as they left the building and asked whether they were being picked up in a car. If they were being picked up in a car, they were counted as an inbound and outbound trip. On Thursday, people surveyed also were asked how many students were riding in each car. Personnel also counted the number of vehicles parked in the staff parking lot at the beginning, middle, and end of the peak hour to determine the number of peak hour vehicular staff-trips. The parking lot on 36th Street also was counted during the peak hour to determine the number of staff trips that exited during the peak.

The vehicular trip generation for the school is summarized in Table 1. Today the school has a student enrollment of 230 students and employs 55 faculty and staff. For comparison purposes, Table 1 also includes the forecasted number of trips for 230 students and 55 faculty and staff based on the trip generation rates from the 2003 Sheridan School Transportation Study.



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Table 1
Trip Generation Summary
Tuesday, April 1, 2014

AM PEAK HOUR			PM PEAK HOUR		
In	Out	Total	In	Out	Total
Trip Generation Based on 2003 Rates (230 Students and 55 employees)					
199	174	373	173	190	363
Trip Generation Based on April 2014 Counts (230 Students and 55 employees)					
151	133	284	61	73	134
Difference 2014 vs. 2003					
-48	-41	-89	-112	-117	-229
-24%	-24%	-24%	-65%	-62%	-63%

As shown in Table 1, the actual number of trips generated by the Sheridan School is less than the number of trips predicted based on the rates determined in the 2003 study. Specifically, the AM trip generation is 24 percent lower and the PM trip generation is 63 percent lower.

In order to validate the morning counts conducted on Tuesday, we used mode split data from the Spring 2013 survey. Based on the survey data, 82.3 percent of parents reported that they drop their student(s) off by car. The remaining parents use non-auto modes of transportation. While the school has a total enrollment of 230 students, the number of families enrolled at the school is 180 (i.e., a number of families have multiple children enrolled). Applying the 82.3 percent auto mode split to 180 families yields 148 vehicles dropping off students in the morning. Based on the Tuesday morning counts, a total of 155 vehicles arrived during the AM peak hour and a total of 133 vehicles departed during the peak hour. Since the number of inbound vehicles includes faculty and staff, the number of outbound vehicles (133) should be comparable to the number of vehicles dropping off students (148), as calculated above. While the number of vehicles counted is slightly lower than the number of vehicles calculated, the difference can be attributed to absenteeism and students dropped off outside of the peak hour. Based on this review of the data, we conclude that the counts conducted on Tuesday morning are valid and are 24 percent lower than that predicted from the 2003 study.

In the afternoon, the Tuesday counts were significantly lower than that predicted by the 2003 study. Because of the significant difference, we recounted in the afternoon on Thursday, April 3rd. The results of Thursday's counts are presented in Table 2. Again, for reference, Table 2 also includes the forecasted number of trips for 230 students and 55 faculty and staff based on the trip generation rates from the 2003 Sheridan School Transportation Study.



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Table 2
Trip Generation Summary
Thursday, April 3, 2014

PM PEAK HOUR		
In	Out	Total
Trip Generation Based on 2003 Rates (230 Students and 55 employees)		
173	190	363
Trip Generation Based on April 2014 Counts (230 Students and 55 employees)		
67	68	135
Difference 2014 vs. 2003		
-106	-122	-228
-61%	-64%	-63%

As shown on Table 2, the Thursday counts were nearly identical to the Tuesday counts. In order to further validate the afternoon counts, we undertook a detailed accounting of the numbers. During the count period (from 2:15 PM to 4:15 PM), 68 vehicles picked up a total of 89 students (for an average vehicle occupancy of 1.31). An additional 10 students were counted walking from the school. Therefore, a total of 99 students were counted during the two hour count window. Several students remained at the school, either in Aftercare or for after school activities. Table 3 displays a detailed breakdown of the student enrollment.

Table 3
Detailed Accounting of Student Enrollment
Thursday, April 4, 2014

Component	No. of Students
Students Counted from 2:15 to 4:15 PM	99
Absent	4
Early Dismissal	0
Aftercare - Playground	17
Aftercare - Cafeteria	42
Music Practice	14
Musical Practice	16
Breakdancing, Chess, Tutoring	30
Total Students Accounted for	222
Total enrollment	230
Capture rate	97%



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Note that while slightly less than half of the students were counted during the two hour window, students who remain at the school after 4:15 in Aftercare or in after school activities leave gradually between 4:15 and 6:00 PM.

Based on the fact that counts on both Tuesday afternoon and Thursday afternoon are nearly identical and based on the detailed accounting above, we conclude that the counts are valid and are 63 percent lower than that predicted from the 2003 study.

While the difference between this week's counts and 2013 trip generation rates is significant (especially in the afternoon), the reduction in vehicular trips is likely attributable to the following factors:

- The counts conducted for the 2003 study were conducted in January when fewer people walk, bike, or take transit (due to the walk from the bus stop or Metro station). In contrast, the recent counts were conducted on Tuesday, which was mostly sunny with a high temperature of 62° and Thursday, which although was cloudy, had a high temperature of 57°.
- The school has very few after school activities in January compared to the spring.
- The school has seen an increase in non-auto mode split and carpooling. A review of the data collected in 2003 indicates that in order to attain the trip generation rates derived from the data, the non-auto mode split would have had to have been much higher than it is today or the average number of students per vehicle would have had to have been much lower.

Should you require any additional information, please do not hesitate to contact me at jlmlanovich@mjwells.com or (703) 917-6620.

W:\Projects\5780 Sheridan School\Documents\5780 Summary of Counts.docx

Wells + Associates, Inc
Tysons, Virginia

Counters	Mike	Hours	7 30 AM - 8 45 AM
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Date 4/1/2014 **Location** Alton Place

Traffic and Parking Survey

Sheridan School

	On-Street Parking		Staff Parking Lot	
	In	Out	In	Out
7:30-7 45 AM	0	0	2	7
7 45 - 8 00 AM	0	0	6	0
8 00 -8 15 AM	5	1	3	3
8:15 - 8 30 AM	4	3	2	0
8 30 - 8 45 AM	1	2	1	0

Wells + Associates, Inc
Tysons, Virginia

Counters Jason Hours 7 30 AM - 8 45 AM

Date 4/1/2014 Location 36th Street & Yuma Street

Traffic and Parking Survey
Sherdan School

	On-Street Parking		36th Street Parking Lot	
	In	Out	In	Out
7 30-7 45 AM	4	3	1	1
7:45 - 8:00 AM	15	14	2	0
8 00 -8.15 AM	27	27	2	0
8 15 - 8 30 AM	68	69	0	0
8 30 - 8 45 AM	14	14	1	0

Wells + Associates, Inc.
Tysons, Virginia

Counters: Jason/Mike/School Assistant

Date: 4/1/2014

Hours: 3:15 PM - 4:15 PM

Location: 36th Street/School Entrance

Traffic and Parking Survey
Sheridan School

15 Minute Intervals	Faculty/Staff ¹ Parent ²	Mode of Transportation				
		Drove	Bus	Metro	Bike	Walk
3:15 PM	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2					2
	1	1				
	1	1				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	1		1			
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2	2				
	2					2
	2	2				
	2	2				
3:30 PM	2	2				
	2					2
	2	2				
	2	2				
	2	2				
	2	2				

¹ Faculty/Staff trips counted as outbound movements only

² Parent trips counted as inbound and outbound movements

Mode of Transportation

[illegible]

Counters: Jason/Mike
Date: 4/3/2014

Hours: 2:15 PM - 4:15 PM

Location: 36th Street/School Entrance

Traffic and Parking Survey

Sheridan School

[illegible]

