

EXHIBIT D

WELLS + ASSOCIATES
MEMORANDUM



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

To: Lewis Booker, DDOT

Cc: Jim Clay, School for Friends
Rev. Jeff Krehbiel, The Church of the Pilgrims
Tom Gallagher, E and G Group
Pat Brown, Greenstein DeLorme & Luchs, P.C.

From: Jami L. Milanovich, P.E.
Amelia R. Martin, E.I.T.

Date: February 5, 2015

Re: Transportation Assessment for School for Friends (BZA Case No.: 18926)
2201 P Street, NW (Square 2510, Lot 827)
Washington, DC

OVERVIEW

School for Friends (hereinafter “Applicant” or “School”) is a private pre-school that operates at the Church of the Pilgrims located at 2201 P Street (Square 2510, Lot 827) in the northwest section of Washington, DC. As shown on Figure 1, the site is generally bounded by Q Street to the north, 22nd Street to the east, P Street to the south, and an improved 20 foot wide public alley to the west. The property was first approved in 1964 by the District of Columbia Board of Zoning Adjustment (BZA) as a “pre-school group” and has been approved a number of times since its original approval.

The School currently operates with an enrollment cap of 50 students and a faculty/staff cap of 12 employees. The existing church surface parking lot provides 26 spaces, six of which are reserved for use by School for Friends. School for Friends is seeking to increase student and staff caps to 74 students and 18 employees, respectively. With the proposed cap increases, School for Friends currently meets the minimum parking requirement that at least five spaces must be reserved for school use.

To support the requested cap increases, the Applicant commissioned this transportation assessment. The scope of the transportation assessment contained herein was agreed upon by the District Department of Transportation (DDOT) as

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documented in the Comprehensive Transportation Review Scoping Form included in Attachment A. This memo specifically summarizes: (1) an inventory of alternative transportation options in the site vicinity, (2) a description of the school operations, (3) the anticipated trip generation for the school under existing and proposed caps, and (4) the school's parking and loading requirements.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

As shown on Figure 2, the subject site is located approximately $\frac{1}{3}$ mile west of the Dupont Circle Metro Station. The station provides access to the Metro's Red line. Riders can transfer to the Yellow and Green Lines at Gallery Place – Chinatown Metro Station or to the Blue, Silver, and Orange lines at Metro Center Metro Station. The minimum and maximum headways for the Red Line are summarized in Table 1.

Table 1
Metrorail Headways (in minutes)

Headway*	AM Rush 5:00 AM – 9:30 AM	Midday 9:30 AM – 3:00 PM	PM Rush 3:00 PM – 7:00 PM	Evening 7:00 PM – 9:30 PM	Late Night 9:30 PM – Close	Weekend Open – 9:30 PM
RED Line (Dupont Circle Station)						
Min	0:03	0:12	0:03	0:06	0:15	0:12
Max	0:03	0:12	0:03	0:10	0:18	0:15
* Headways presented represent headways in both directions.						

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) currently provides public bus service in the area surrounding the site. The Glover Park-Dupont Circle Line (Route D2), Sibley Hospital-Stadium Armory Line (Route D6), Glover Park-Federal Triangle Line (Route D1), Ivy City-Dupont Circle Line (Route D3), P Street-LeDroit Park Line (Route G2), Brookland-Potomac Park Line (Route H1), Connecticut Avenue Line (Route L1), and Massachusetts Avenue Lines (Routes N2, N3, N4, and N6) provide service within $\frac{1}{4}$ mile of the site. Table 2 presents the minimum, maximum, and average headways for the Metrobus routes in the site vicinity.



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Table 2
Metrobus Headways (in seconds)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM
Glover-Park Dupont Circle Line (D2)						
Min	0:08	0:21	0:09	0:04	0:19	0:10
Max	0:19	0:21	0:18	0:20	0:24	0:16
Avg	0:11	0:21	0:11	0:11	0:21	0:21
Sibley Hospital-Stadium-Armory Line (D6)						
Min	0:08	0:21	0:21	0:12	0:20	0:21
Max	0:19	0:24	0:24	0:22	0:23	0:30
Avg	0:12	0:13	0:13	0:17	0:21	0:23
Glover Park-Federal Triangle Line (D1)						
Min	N/A	N/A	0:27	0:00	N/A	N/A
Max	N/A	N/A	0:35	0:17	N/A	N/A
Avg	N/A	N/A	0:31	0:10	N/A	N/A
Ivy City-Dupont Circle Line (D3)						
Min	0:19	N/A	N/A	N/A	0:10	N/A
Max	0:27	N/A	N/A	N/A	0:30	N/A
Avg	0:24	N/A	N/A	N/A	0:25	N/A
P Street-LeDetroit Park Line (G2)						
Min	0:12	0:16	0:07	0:12	0:17	0:07
Max	0:19	0:20	0:08	0:21	0:20	0:08
Avg	0:15	0:18	0:07	0:16	0:17	0:07
Brookland-Potomac Park Line (H1)						
Min	N/A	0:20	N/A	0:15	N/A	N/A
Max	N/A	0:25	N/A	0:22	N/A	N/A
Avg	N/A	0:23	N/A	0:17	N/A	N/A
Connecticut Avenue Line (L1)						
Min	0:12	N/A	N/A	N/A	0:15	N/A
Max	0:19	N/A	N/A	N/A	0:26	N/A
Avg	0:14	N/A	N/A	N/A	0:18	N/A



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Table 2 continued
 Metrobus Headways (in seconds)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM
Massachusetts Avenue Line (N2)*						
Min	0:22	0:18	0:30	0:11	0:20	0:05
Max	0:33	0:24	0:30	0:24	0:30	0:31
Avg	0:28	0:20	0:30	0:17	0:26	0:28
Massachusetts Avenue Line (N3)						
Min	N/A	0:26	N/A	0:26	N/A	N/A
Max	N/A	0:30	N/A	0:33	N/A	N/A
Avg	N/A	0:28	N/A	0:29	N/A	N/A
Massachusetts Avenue Line (N4)						
Min	0:21	0:18	0:28	0:07	0:20	0:30
Max	0:34	0:29	0:30	0:25	0:30	0:31
Avg	0:27	0:21	0:30	0:12	0:25	0:30
* The Massachusetts Avenue Line (N6) also serves the area surrounding the subject site in the evening after 7:00 PM.						

The nearest bus stops are located on the southeast corner of the 22nd Street/Q Street intersection, the northeast corner of the 22nd Street/P Street intersection, and the southwest corner of the 23rd Street P Street intersection. The two bus stops on P Street (at 22nd and 23rd Streets) are equipped with shelters. The bus stop at 22nd Street/Q Street does not have a shelter.

Car-Sharing Services

Three car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from three plans: \$60 per year (pay as you go based on the standard hourly or daily rate), \$6 per month (pay as you go based on the standard hourly or daily rate), or \$50 per month (pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were retrieved. As shown on Figure 2, 12 Zipcars are located less than ½ mile from the site.

Car2Go requires a one-time \$35 application fee. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar,



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a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

Enterprise CarShare has a \$40 annual membership fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. As shown on Figure 2, nine Enterprise Carshare vehicles are located within a ½ mile of the subject site.

Capital BikeShare

Capital BikeShare also is available near the proposed site. Two BikeShare stations are located just outside ¼ mile of the site. One is located at 20th Street/O Street and houses 19 docks and the other BikeShare station is located at Massachusetts Avenue/Dupont Circle and houses 45 docks. One BikeShare station is located within a ½ mile of the site location at 18th/R Street NW and houses 19 docks. The Capital Bikeshare stations are shown on Figure 2.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (the Plan) seeks to create a more bicycle-friendly city by establishing high quality bicycle facilities and programs that are safe and convenient. Several dedicated bicycle lanes exist in the vicinity of the subject site. Between Massachusetts Avenue and 11th Street, Q Street has a dedicated bicycle lane on the south side of the roadway for eastbound bicycle traffic. Between Massachusetts Avenue and Florida Avenue, R Street has a dedicated bicycle lane on the north side of the roadway for westbound bicycle traffic. South of the subject site, N Street has a dedicated bicycle lane on the north side of the roadway for westbound traffic between 22nd Street and Connecticut Avenue. The Rock Creek Park Trails also exist in the vicinity of the subject site.

Additionally, the Plan indicates that 23rd Street and 22nd Street operate at a BLOS “E” in the study area. P Street operates at a BLOS “E” and Q Street operates at a BLOS “D” in the study area. Rock Creek and Potomac Parkway also operates at a BLOS “D” in the study area.

A bike rack is located on the property immediately south of the site driveway. Bicycle facilities and operating characteristics with ½ mile of the site are shown on Figure 3.



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Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (the Plan) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. The Plan estimates areas of pedestrian activity and deficiency. In the immediate vicinity of the site, P Street and 23rd Street consist of areas of average pedestrian activity and average pedestrian deficiencies. 22nd Street consists of areas of below average pedestrian activity and below average pedestrian deficiencies while Q Street consists of areas of low pedestrian activity and low pedestrian deficiencies. Rock Creek and Potomac Parkway consists of areas of moderate pedestrian activity and moderate pedestrian deficiencies.

As part of the plan, eight priority corridors (one in each ward) were identified based on areas of heavy pedestrian traffic and deficient walking conditions. The priority corridor in Ward 2 is New York Avenue from 15th Street, NW to Penn Street, NE. The New York Avenue Priority Corridor Recommendations are included in Attachment B.

Sidewalks are present in the study area, along with crosswalks in the site vicinity. At the Q Street/22nd Street intersection there are marked, high-visibility crosswalks on the east, west, and south legs of the intersection. Pedestrian crossing is not permitted on the north leg of the intersection due to the proximity to the Massachusetts Avenue intersection, located approximately 85 feet north. Pedestrian countdown heads and ADA ramps (with detectable warning strips and one ramp for each crosswalk) are provided for the three marked crosswalks.

At the Massachusetts Avenue/22nd Street/Florida Avenue intersection, marked, high visibility crosswalks are provided on all four legs of the intersection. Pedestrian countdown heads and ADA ramps (with detectable warning strips and one ramp for each crosswalk) also are provided for each crosswalk.

At the P Street/22nd Street intersection marked, high-visibility crosswalks are present on all four legs of the intersection. Pedestrian countdown heads and ADA ramps (with detectable warning strips and one ramp for each crosswalk) are located at each corner of the intersection.

At the P Street/23rd Street intersection marked, high-visibility crosswalks are located on all five legs of the intersection. The crosswalks on the west and northwest legs of the intersection are faded and do not have good visibility. Pedestrian countdown heads are provided on the four main legs of the intersection, but no pedestrian heads



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are provided for the ramp to Rock Creek Parkway. Ramps without detectable warning strips are provided for each crosswalk. Asphalt paving as the result of a utility project has impacted ramps on the northwest corner of the intersection. Pictures are provided in Attachment C.

Where 23rd Street merges with 22nd Street, there are ramps without detectable warning strips and a marked crosswalk.

Pedestrian facilities and likely walking routes to the nearest bus stops within a ¼ mile of the site are shown on Figure 4.

SCHOOL YEAR OPERATIONS

During the calendar year, School for Friends currently operates with an enrollment of 50 students and 12 faculty and staff. The school offers all-day sessions for pre-school children. Parents begin dropping-off their children at 8:00 AM and must pick them up by 6:00 PM. The school's operational procedure for dropping-off and picking-up students is summarized below:

AM Drop-off:

- No parking on the west side of 22nd Street.
- Children are dropped-off by cars on site in the parking lot adjacent to the rear entrance to the building.
- Parents park temporarily and walk children into the school.
- Parents are instructed to park in the following locations, in order of priority:
 - Undesignated spaces on the west side of the lot,
 - Other undesignated spaces,
 - Spaces designated for School for Friends, and
 - Behind vehicles parked in School for Friends spaces (blocking them temporarily).
- A “right-turn-only” sign on Florida Avenue (22nd Street) prohibits vehicles from making a left out of the parking lot driveway.
- Traffic is monitored for the drop-off of children with one employee acting as an on-site traffic monitoring coordinator.



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- Parents are instructed not to leave vehicles in the lot during any part of the day while parents are shopping or working.

PM Pick-Up:

- No parking on the west side of 22nd Street.
- Parents park temporarily and pick up children from the school. Parents are instructed not to block in other cars unless there is a driver in the car.
- Parents are instructed to park in the same locations identified above in the drop-off procedures,
- A “right-turn only” sign on Florida Avenue (22nd Street) prohibits vehicles from making a left out of the parking lot driveway.
- Traffic is monitored for the pick-up of children with one employee acting as an on-site traffic monitoring coordinator.
- Parents wanting to use the school playground after their child’s session are instructed to arrive early so they can leave the school parking lot at the end of their session.

Parking and pick-up/drop-off procedures are outlined in the parents’ handbook. Additionally, the school provides a handout to each parent at the start of the school year that outlines parking, drop-off, and pick-up procedures.

W+A conducted field observations at the School for Friends on Thursday, December 18, 2014 during the AM and PM peak periods. AM observations occurred between 8:00 AM and 9:00 AM. The majority of parents dropping-off children by car used the six spaces on the west side of the church parking lot. No more than four vehicles were parked at any given time while parents were dropping-off children, leaving two spots open at all times. Only one parent was observed using the parking lot adjacent to the school playground. At no time were parents required to block vehicles parked in designated School for Friends spaces. Parents take approximately 10 to 15 minutes to drop-off their children before returning to their parked car.

Teachers typically arrive at the school around 8:00 AM, 9:00 AM, and 9:30 AM. Faculty and staff driving to school parked on the north and east sides of the parking lot in the spaces specifically designated for the school’s faculty/staff.

PM peak field observations were conducted from 5:30 PM to 6:00 PM. During the PM peak period, the maximum number of vehicles in the lot picking-up children at one time was seven. The majority of vehicles picking-up children used the six spaces on the western side of the parking lot. When those spaces were full, vehicles parked in



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other available spaces in the parking lot. Only one parent was observed using the parking lot adjacent to the school playground when picking up their child. At no time were parents required to block vehicles parked in designated School for Friends spaces. Parents take approximately 12 to 15 minutes to pick-up their children before returning to their parked car.

Parking Occupancy Counts

Wells + Associates conducted parking occupancy counts during the AM drop-off and PM pick-up periods to determine whether sufficient capacity exists to accommodate the increase in pick-up/drop-off traffic associated with the increased enrollment.

The parking occupancy counts were conducted on Tuesday, February 3, 2015 from 7:30 AM to 9:30 AM and from 4:30 PM to 6:30 PM in 15 minute increments. Parking occupancy counts are included in Attachment D.

In general, school pick-up/drop-off operations and faculty/staff parking are limited to the surface parking lot adjacent to 22nd Street. A total of 19 spaces are available in the lot, with 6 reserved for the school's faculty/staff. Because the parking demand for the church is low during the pick-up and drop-off operation for the school, at no time was the parking lot full during the AM or PM peak 15 minute periods.

During the AM and PM peak periods, all six faculty/staff spaces were occupied and six additional spaces were occupied by parents picking-up/dropping-off. Given the proposed cap increases, it is expected faculty/staff parking occupancy will increase by three spaces and parent pick-up/drop-off parking occupancy will also increase by three spaces. As shown in Charts 1 and 2, a minimum of seven unoccupied spaces are available during the AM and PM drop-off/pick-up periods. Therefore, it is anticipated that sufficient capacity exists to accommodate the increase in traffic associated with the cap increases.

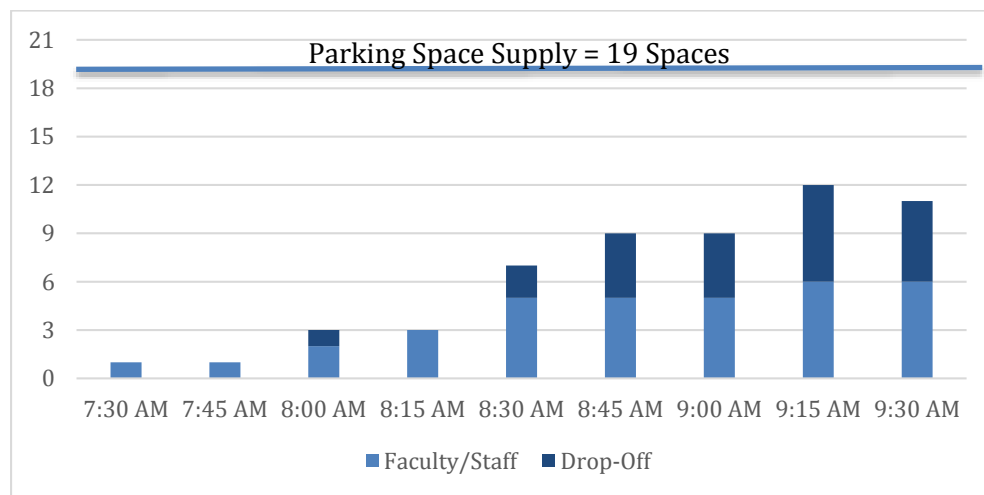


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Chart 1

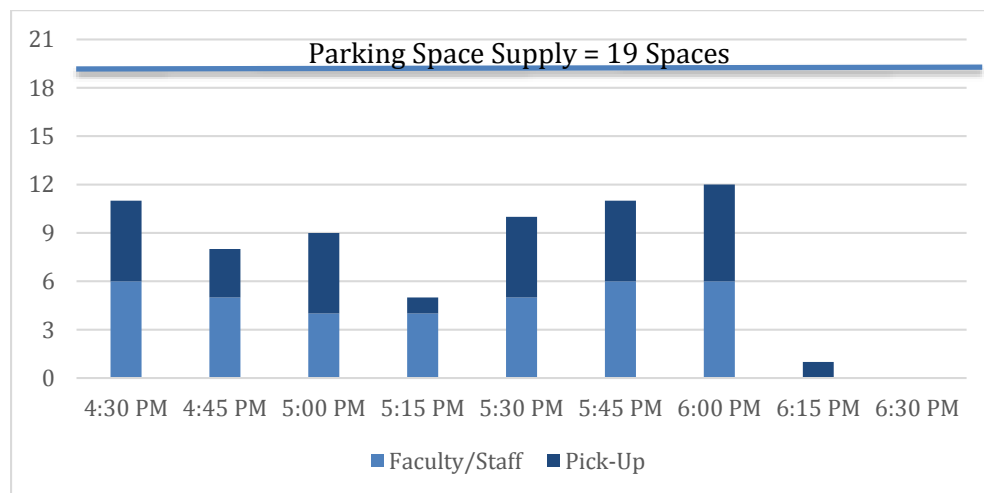
AM Parking Occupancy[†]



[†] Note that the chart does not reflect the seven parking spaces located adjacent to the playground since the school is not permitted to use them.

Chart 2

PM Parking Occupancy[†]



[†] Note that the chart does not reflect the seven parking spaces located adjacent to the playground since the school is not permitted to use them.

Vehicle Site Trip Generation

The school proposes an increase in its student staff caps, from 50 students and 12 staff to 74 students and 18 staff. Wells + Associates conducted a trip generation count on December 11, 2014. As shown in Table 3, 50 students and 12 employees



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generate 42 AM peak hour trips and 38 PM peak hour trips. The increase to 74 students and 18 faculty/staff would result in just 21 additional AM peak hour trips and 19 additional PM peak hour trips.

Table 3
Trip Generation Summary

Group	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<i>Total Existing Trips</i> ¹	25	17	42	17	21	38
<i>Trip Generation Rate (trips/employee)</i> ²	2.08	1.42	3.50	1.42	1.75	3.17
New Vehicle Trips	12	9	21	9	10	19
¹ Based on trip generation count conducted on December 11, 2014. ² As there was a 48 percent increase in the student cap, compared to a 50 percent increase in the faculty cap, the increase in the faculty cap was used for a more conservative analysis.						

Mode Split Survey

The school conducted a survey in January 2015 of both the parents and faculty/staff to determine their travel characteristics. Out of 50 students, parents of 26 students responded to the survey resulting in a 52 percent response rate. 100 percent of the faculty and staff responded to the survey. The results are summarized in Table 4 and are included in Attachment E.

Table 4
Summary of Mode Split Survey

Travel Mode	Walk	Bike	Metrobus/ Metrorail	Car
Students	8%	13%	13%	66%
Faculty/Staff	6.3%	0%	37.5%	56.2%

Note that of the students who were reported to have arrived by car, one (or 3.8 percent) reported being part of a carpool. Similarly, one faculty/staff member (or 6.3 percent) carpools with a spouse.

The school currently provides incentives for faculty/staff to use alternative modes of transportation, including Flexible Benefits for Metro. The school also plans on doubling parking fees over the next two years.



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PARKING REQUIREMENTS

Off-Street Parking

Child development centers in the R-3 District are required to provide one space for every four teachers and staff. Accordingly, the school would be required to provide five parking spaces for the proposed cap of 18 faculty/staff.

Currently, six of the spaces on site are designated for use by the school.

LOADING REQUIREMENTS

There are no loading requirements for the subject site since the church was built in the early 1900s prior to the 1958 zoning regulations. Therefore, the loading requirements would not apply to the site unless there was a 25 percent increase in the size of the building or intensity of the use (i.e. seating capacity). Since neither of these applies, the church remains without any loading requirements. The school itself was established in 1984 and occupies approximately 18,000 square feet of space, which is less than the minimum 30,000 SF of gross floor area that would trigger loading requirements under the current zoning regulations.

Trash and recycling for the church and school currently are picked up in the alley adjacent to the site two times per week. Deliveries typically are made via FedEx or UPS. FedEx and UPS drivers typically pull into the parking lot when making deliveries.

CONCLUSIONS

In summary, the requested special exception extension request for School for Friends will have no discernible impact to the traffic demands of the site. The increase in student and faculty/staff caps would increase the number of peak hour trips by just 21 trips during the AM and 19 trips during the PM peak hours.

School for Friends has implemented a detailed, defined pick-up/drop-off procedure to ensure safe and efficient drop-off/pick-up operations. Additionally, the school has a designated on-site traffic monitoring coordinator to provide oversight and to disseminate policies regarding pick-up/drop-off procedure. As such, the vast majority of the parents/guardians adhered to the established procedure and all parents/guardians drop-off and pick-up students in the parking lot on site. The proposed increases in faculty/staff and students are expected to generate the need for three additional faculty/staff parking spaces and three additional parking spaces for the drop-off/pick-up operation. Sufficient parking



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spaces are available to accommodate the additional parking demand. It is anticipated the proposed cap increases will not require additional staff to act as traffic monitoring coordinators.

Considering all of the transportation related elements discussed herein, the requested special exception will not have an adverse impact on the traffic operations of the surrounding roadway network. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Should you require any additional information, please do not hesitate to contact me at 703-676-3608 or jlmlanovich@mjwells.com.



Figures

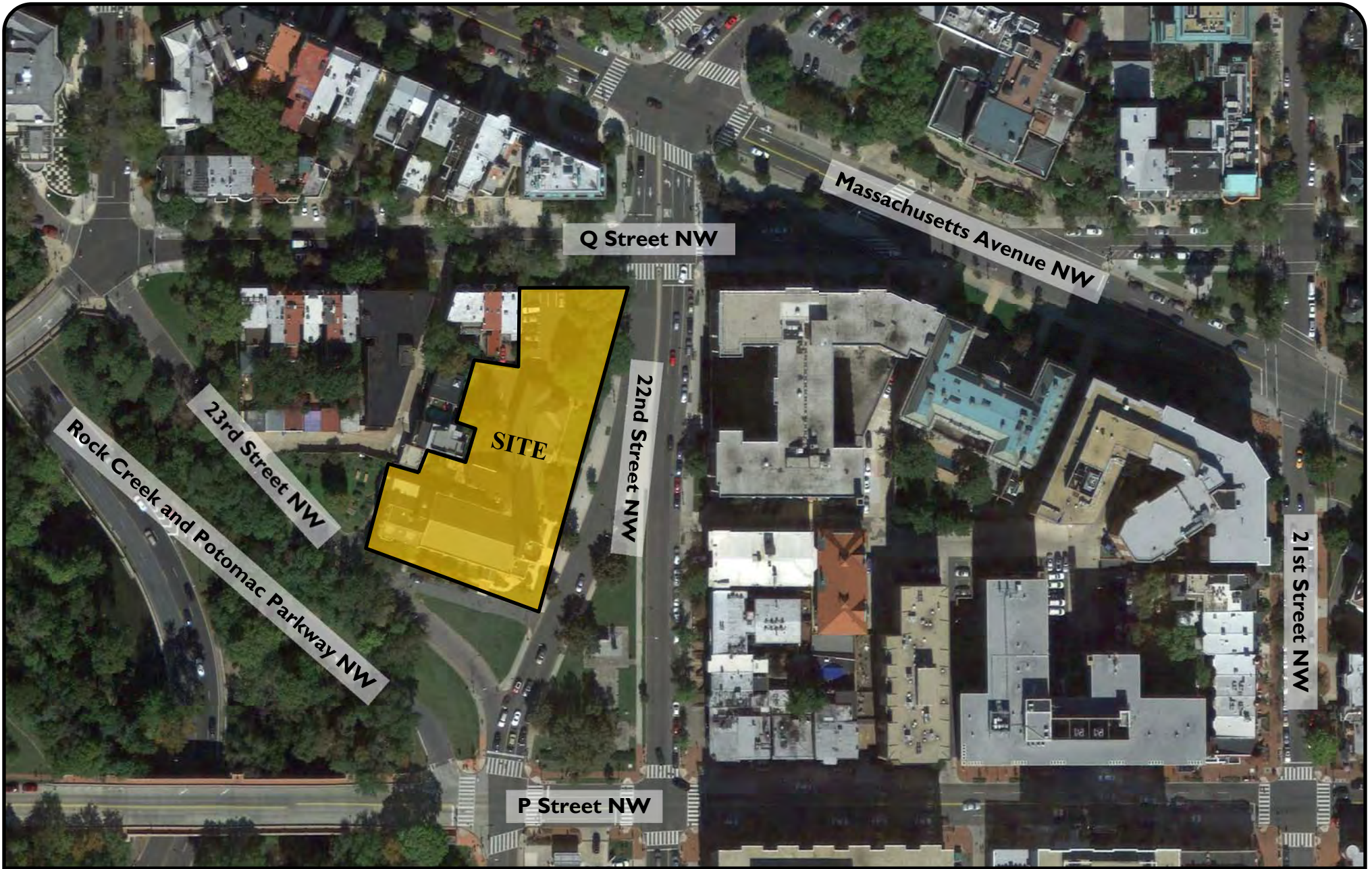


Figure I
Site Location



School For Friends
2201 P Street, NW
Washington, DC

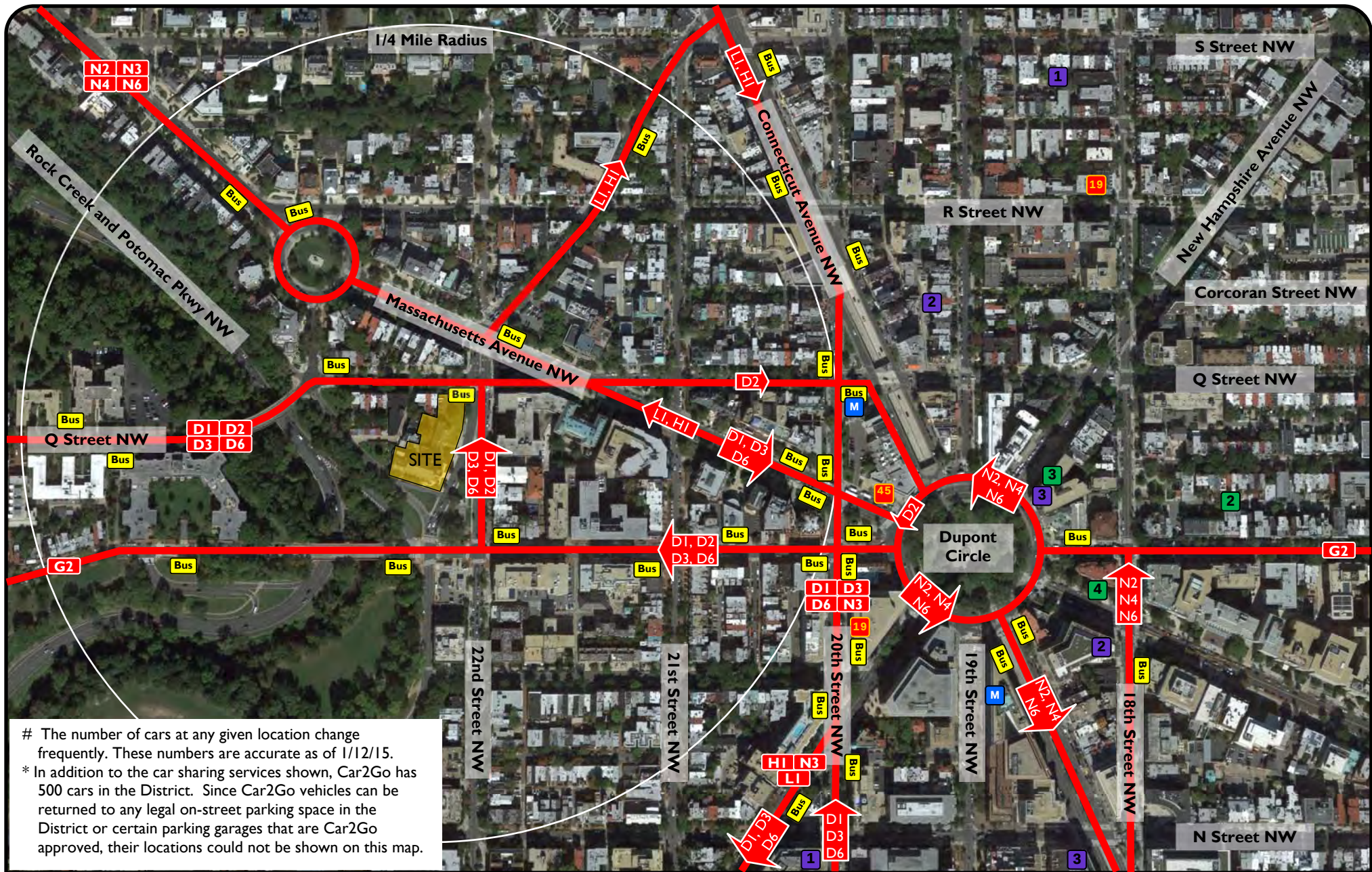


Figure 2
Alternate Modes of Transportation

Zipcar Locations (Number of Zipcars)

Enterprise Car Share (Number of Cars)

Capital Bikeshare Locations (Number of Docks)

M Metro rail Station Entrance (Dupont Circle Station)

XX Metrobus Major Route

Bus Bus Stop



School For Friends
 2201 P Street, NW
 Washington, DC



Figure 3
One Half Mile Bike-Shed



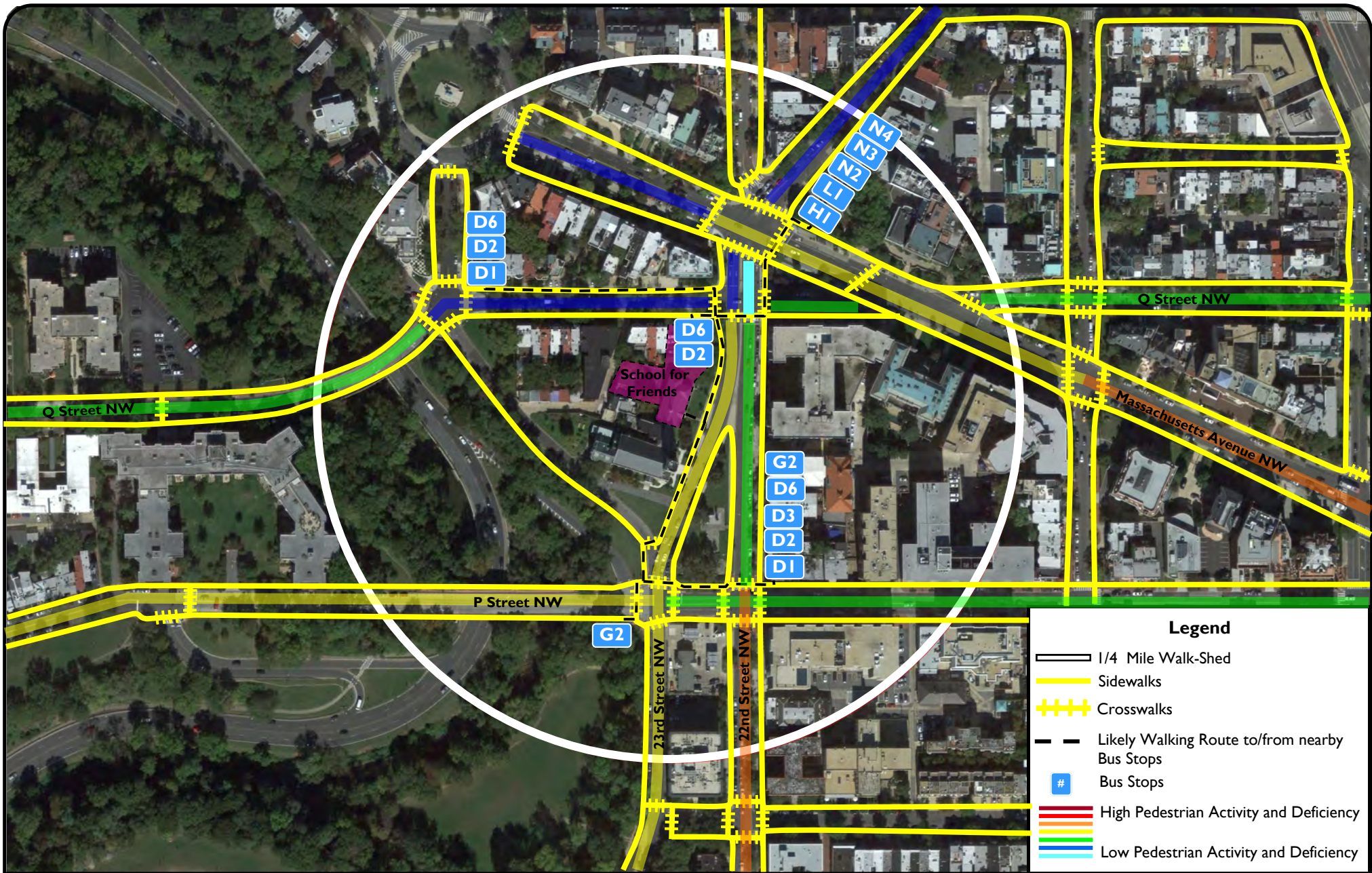


Figure 4
One Quarter Mile Walk-Shed





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

Attachment A

Comprehensive Transportation Review Scoping Form

Project Name & Applicant Team:	
Project Name:	School For Friends
Project Applicant:	The Church of the Pilgrims
	Jeff Krehbiel
	2201 P Street NW
	Washington, DC 20037
+	
	Traffic Consultant
	Wells + Associates
	Jami Milanovich/ Amelia Martin
	1420 Spring Hill Road, Suite 610
	Tysons, VA 22102
Case Type & No. (PUD, LTR, etc.):	BZA No. 18926
Street Address:	2201 P Street NW
	Washington, DC 20037
Current Zoning and/or Overlay District:	R-3
Date of Filing:	November 19, 2014
Estimated Date of Hearing:	February 24, 2015
Description of Project:	
The Applicant is seeking to increase student and staff caps at the School for Friends pre-school from 50 students and 12 staff to 74 students and 18 staff. The subject site generally is bounded by Q Street to the north, 22nd Street to the east, P Street to the south, and an improved 20 foot wide public alley to the west. The site is located on Square 2510 and zoned R-3. The site location is included as Figure 1. The property was first approved by the BZA as a “pre-school group” for 50 children in 1964 and this use has been approved seven additional times by the BZA. The most recent BZA approval was in 2010 when the Board approved 50 children and 12 staff for 10 years. In 2011, the BZA approved a minor modification to one of the conditions requiring an employee to be an on-site traffic monitoring coordinator. During that case, a DDOT employee observed the afternoon pick-up operation and found the operation to be well organized. A copy of Mr. Jennings email regarding his findings is enclosed in Attachment A. The existing church surface parking lot provides 26 spaces, six of which are reserved for use by the School For Friends. Access to the parking lot is via an existing 13 foot curb cut on 22nd Street. No new parking or curb cuts are proposed with the project.	



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: • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • DDOT Public Realm Design Guide • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board)	
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: A vehicular trip generation count for the school was conducted on December 11, 2014 to determine whether the projected increase in enrollment and faculty/staff caps would trigger a CTR Trip generation rates for the existing facility were determined by dividing the number of vehicle trips by the number of faculty/staff to yield the number of trips per employee. The trip generation rate was then multiplied by the proposed increase in faculty/staff to determine the number of new trips resulting from the proposed increase. Because the proposed percent increase in faculty/staff is slightly higher than the proposed percent increase in students (50 percent versus 48 percent), using faculty/staff as the independent variable in the trip generation calculations yields a slightly higher (and more conservative) trip generation. Trip generation details are shown below. Traffic counts conducted at the school driveway are included in Attachment B.	



School for Friends Trip Generation

			<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
Land Use	Size	Units	IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Preschool</i>								
Total Existing Trips ²	12	Faculty	25	17	42	17	21	38
Trip Generation Rate (trips/employee)			2.08	1.42	3.50	1.42	1.75	3.17
New vehicle trips	6	Faculty ¹	12	9	21	9	10	19
¹ As there was a 48 percent increase in the student cap, compared to a 50 percent increase in the faculty cap, the increase in the faculty cap was used for a more conservative analysis.								
² W + A conducted a preliminary trip generation count on December 11, 2014.								

Based on the trip generation presented above, the number of vehicle trips that would be generated by the change in development plan would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.

Vehicle Site Access

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): Access to the on-site parking is currently provided via a curb cut on 22nd Street.

Access Control: Access to the on-site parking is via RI/RO/LI movement, unsignalized access on 22nd Street.

Existing curb cuts utilized: The existing curb cut on 22nd Street will continue to be utilized.

Existing curb cuts abandoned: N/A

Proposed curb cuts: N/A

Curb cut width and radii: The existing curb cut is approximately 13 feet wide. The radii are unknown.

CTR Triggers for further vehicle analysis (for sections below)

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 *Roadway Network, Capacity & Operations* section of the scoping form is required.

Development Scenarios

Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.



Proposed Development Scenarios: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed.	
<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): N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.	
<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: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.	
<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: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.	
<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: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no background developments will be needed.	
<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: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.	



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): N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the site trip distribution and assignment is not applicable.	
Analysis Methodology 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: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	
Vehicle Trip Mitigation 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
CTR Triggers for Bike and Pedestrian Mode Share 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.	
CTR Bike and Pedestrian Study Area Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	
Data Collection and Analysis of Bike and Pedestrian Network and Facilities 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: See above.	
Mitigation for Bike and Pedestrian Network 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	
<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 nearest Metro station (Dupont Circle Metro Station) is located approximately ¼ mile east of the site. The Dupont Circle Metro Station provides access to the Metro Red line. Riders can transfer to the Blue, Orange, and Silver lines at Metro Center Metro Station or to the Yellow and Green lines at Gallery Place-Chinatown Metro Station. There are numerous Metrobus Route stops at the 22nd Street/Q Street intersection.	
<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: The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report. Graphics will be prepared showing a ¼ mile walk shed and a ½ mile bike shed. Primary routes from the site to the nearest bus and Metro stops will be shown.	
<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.	BZA Order No. 18079 was modified in 18089-A to reduce the number of staff designated to assist with



<u>Freight/Delivery</u> The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. <u>Motorcoach</u> 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: <u>All other uses, All Districts:</u> <u>Loading Requirements (30,000 SF to 100,000 SF)</u> • One 30-foot loading berth • One 100 SF loading platform • One 20-foot delivery space Note that since the child development center will continue to occupy less than 30,000 SF of gross floor area, there would be no loading requirements.	student loading from three (3) employees to one (1). Will the proposed expansion require additional staff to assist with student loading? Noted. The number of staff designated to assist with student loading given the proposed expansion will be addressed in our report.
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 parking analysis: <u>R-3 District:</u> <u>Child Development Center Parking Requirements (18 staff)</u> • One space for each four teachers and staff • 5 spaces required The existing church surface parking lot provides 26 spaces, six of which are reserved for the School For Friends.	The Applicant Statement filed with the BZA (Statement of Support – Exhibit No. 6) states the property includes at least four (4) spaces reserved for school use in Section IV and at least five (5) spaces in Section VII. Please clarify. With a current staff/faculty cap of 12 staff, at least four (4) spaces must be reserved for school use by code. With the proposed increase in the staff/faculty cap to 18 staff, at least five (5) spaces must be reserved for school use by code.

		Thus, four spaces are required under existing conditions and five spaces are required under proposed conditions.
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 identified for the school's faculty and staff. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared. Additionally, we will prepare a brief survey for the parents of the school to determine the school's mode split.		
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: N/A		
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: N/A
- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash: N/A

Proposed Schedule:

Submit Scoping Document: December 23, 2014

DDOT comments on Scoping Document: January 9, 2015

Transportation Consultant/Applicant responses to comments: January 12, 2015

Submission of Report to DDOT: At least 20 days prior to BZA Hearing, as previously discussed with DDOT since a full CTR is not required.

Zoning Commission or BZA Hearing Date: February 24, 2015

Attach any Figures, Tables, and Appendices here:



FIGURES

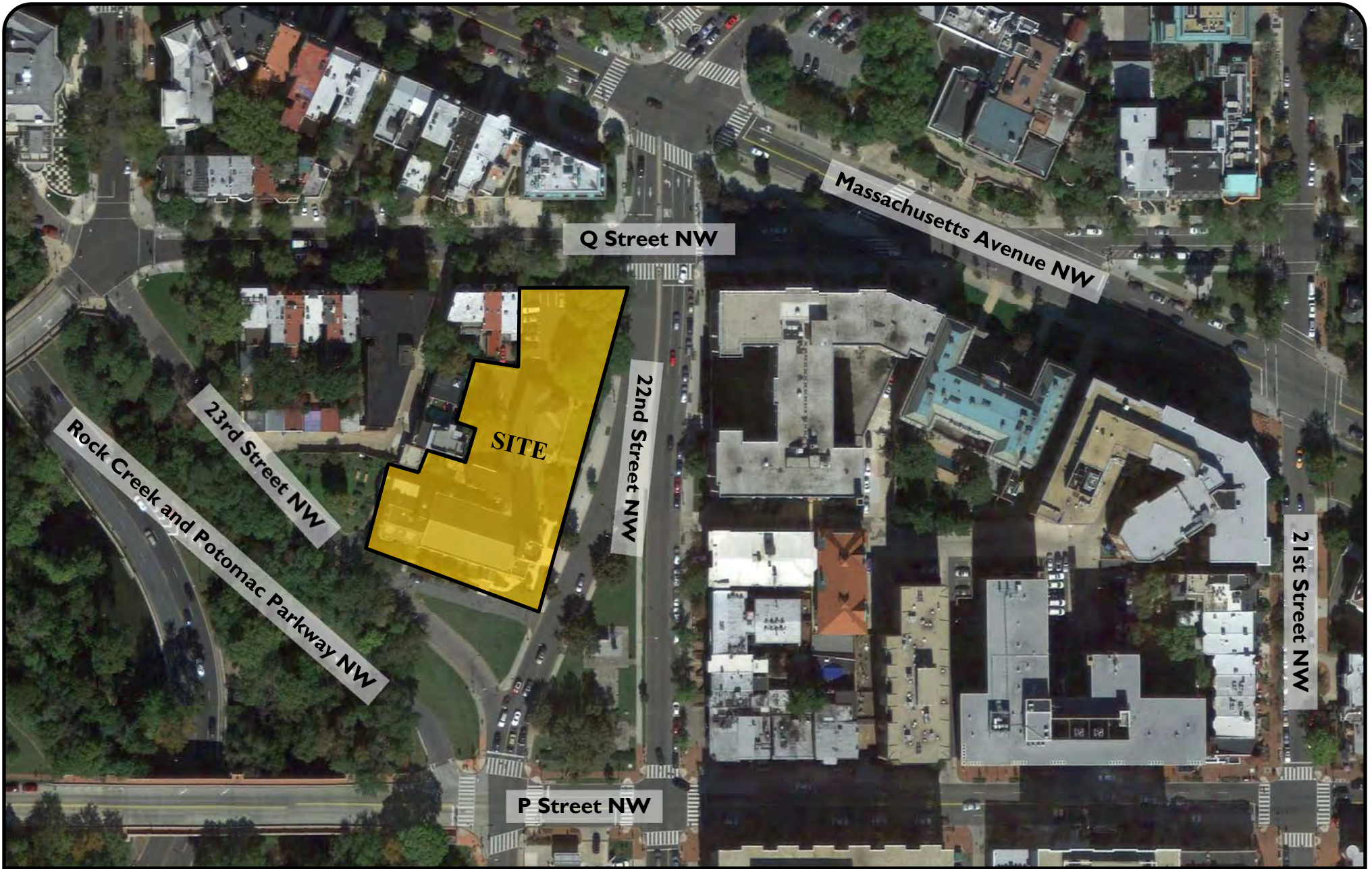


Figure I
Site Location



School For Friends
2201 P Street, NW
Washington, DC

Attachment A

DDOT Email Regarding Field Observations

From: Jennings, Jeffrey (DDOT)
Sent: Friday, February 11, 2011 6:38 PM
To: Goldstein, Paul (OP)
Subject: RE: Request for modification of BZA order

Paul:

I stopped by School for Friends (2201 P Street) this afternoon to observe the Friday

afternoon pick-up of children from the school.

In my opinion, the school performs very well and it does not need a traffic monitor to assist with the movement of vehicles in and out of the adjacent parking lot.

As you are aware, the school has approximately 50 students and approximately 14 employees. The school is well equipped with the number of employees to use a school employee as a traffic monitor if the traffic concerns call for it. However, I don't believe an employee is needed to assist with the parents/guardians to enter or exit out of the parking lot.

The afternoon pick-up was well organized and the staggered pick-up occurred from approximately 5PM until 5:45PM. I left around 5:50PM.

While standing in the parking lot, I spoke at length with Jim Clay and we had conversation about the school, its history and some of its future plans. He is intimately familiar with those picking up their children and appears

very comfortable with approaching a parent/guardian if they are not adhering to pick-up or drop-off rules School for Friends has in place.

During my observation period, a UPS truck entered the parking lot and typically this type of vehicle may cause a disruption to traffic patterns and vehicles attempting to park. Nothing unusual occurred and the UPS driver delivered the package and safely departed.

Please let me know if you may need more information in association with this case.

Jeff

Jeff Jennings

District Department of Transportation (d.)

Policy and Planning

2000 14th Street N.W.

7th floor

Washington, D.C. 20009

202.671.2730 phone I 202.671.0617 fax

jeffrey.jennings@dc.gov

Attachment B

Driveway Counts

Wells + Associates, Inc.

McLean, Virginia

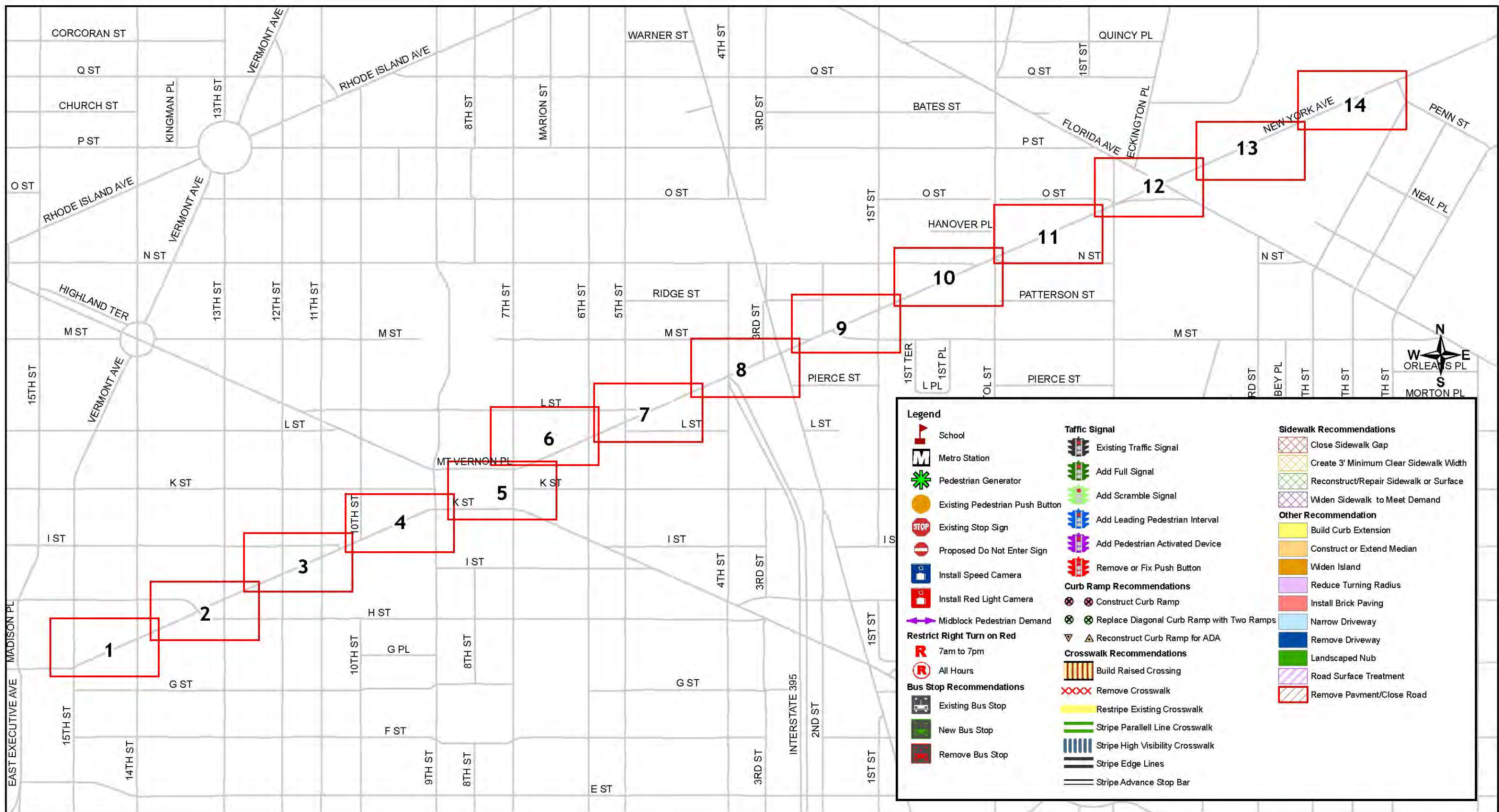
Turning Movement Count - All Vehicles

PROJECT: School for Friends W+A JOB NO: 6347 INTERSECTION: 22nd Street & Driveway LOCATION: Washington,DC					DATE: 12/11/2014 DAY: Wednesday WEATHER: clear COUNTED BY: Luz INPUTED BY: agan					SOUTHBOUND ROAD: 22nd Street NW NORTHBOUND ROAD: 22nd Street NW WESTBOUND ROAD: 0 EASTBOUND ROAD: School Driveway													
Time Period	Southbound 22nd Street NW					Westbound 0					Northbound 22nd Street NW					Eastbound School Driveway					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			
AM 15 Minute Volumes																							
7:00 AM - 7:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	1		0	1	1
7:15 AM - 7:30 AM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
7:30 AM - 7:45 AM	1	0	0	1		0	0	0	0		0	0	1	1		0	0	0	0		2	0	2
7:45 AM - 8:00 AM	1	0	0	1		0	0	0	0		0	0	2	2		0	0	0	0		3	0	3
8:00 AM - 8:15 AM	4	0	0	4		0	0	0	0		0	0	0	0		1	0	0	1		4	1	5
8:15 AM - 8:30 AM	3	0	0	3		0	0	0	0		0	0	2	2		1	0	0	1		5	1	6
8:30 AM - 8:45 AM	3	0	0	3		0	0	0	0		0	0	2	2		4	0	0	4		5	4	9
8:45 AM - 9:00 AM	2	0	0	2		0	0	0	0		0	0	0	0		1	0	1	2		2	2	4
9:00 AM - 9:15 AM	3	0	0	3		0	0	0	0		0	0	6	6		3	0	0	3		9	3	12
9:15 AM - 9:30 AM	6	0	0	6		0	0	0	0		0	0	3	3		4	0	4	8		9	8	17
9:30 AM - 9:45 AM	3	0	0	3		0	0	0	0		0	0	1	1		4	0	0	4		4	4	8
9:45 AM - 10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		3	0	2	5		0	5	5
Total	26	0	0	26		0	0	0	0		0	0	18	18		21	0	8	29		44	29	73
AM One Hour Volumes																							
7:00 AM - 8:00 AM	2	0	0	2	0.50	0	0	0	0	0.00	0	0	4	4	0.50	0	0	1	1	0.25	6	1	7
7:15 AM - 8:15 AM	6	0	0	6	0.38	0	0	0	0	0.00	0	0	4	4	0.50	1	0	0	1	0.25	10	1	11
7:30 AM - 8:30 AM	9	0	0	9	0.56	0	0	0	0	0.00	0	0	5	5	0.63	2	0	0	2	0.50	14	2	16
7:45 AM - 8:45 AM	11	0	0	11	0.69	0	0	0	0	0.00	0	0	6	6	0.75	6	0	0	6	0.38	17	6	23
8:00 AM - 9:00 AM	12	0	0	12	0.75	0	0	0	0	0.00	0	0	4	4	0.50	7	0	1	8	0.50	16	8	24
8:15 AM - 9:15 AM	11	0	0	11	0.92	0	0	0	0	0.00	0	0	10	10	0.42	9	0	1	10	0.63	21	10	31
8:30 AM - 9:30 AM	14	0	0	14	0.58	0	0	0	0	0.00	0	0	11	11	0.46	12	0	5	17	0.53	25	17	42
8:45 AM - 9:45 AM	14	0	0	14	0.58	0	0	0	0	0.00	0	0	10	10	0.42	12	0	5	17	0.53	24	17	41
9:00 AM - 10:00 AM	12	0	0	12	0.50	0	0	0	0	0.00	0	0	10	10	0.42	14	0	6	20	0.63	22	20	42
PM 15 Minute Volumes																							
3:00 PM - 3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	1		0	1	1
3:15 PM - 3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0
3:30 PM - 3:45 PM	1	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		1	0	1
3:45 PM - 4:00 PM	3	0	0	3		0	0	0	0		0	0	0	0		1	0	0	1		3	1	4
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5:45 PM - 6:00 PM	3	0	0	3		0	0	0	0		0	0	2	2		4	0	1	5		5	5	10
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7:45 PM - 8:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0
Total	13	0	0	13		0	0	0	0		0	0	7	7		21	0	6	27		20	27	47
PM One Hour Volumes																							
3:00 PM - 4:00 PM	4	0	0	4	0.33	0	0	0	0	0.00	0	0	0	0	0.00	1	0	1	2	0.50	4	2	6
3:15 PM - 4:15 PM	8	0	0	8	0.50	0	0	0	0	0.00	0	0	0	0	0.00	3	0	2	5	0.31	8	5	13
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4:00 PM - 5:00 PM	6	0	0	6	0.38	0	0	0	0	0.00	0	0	1	1	0.25	6	0	7	13	0.81	7	13	20
4:15 PM - 5:15 PM	5	0	0	5	0.42	0	0	0	0	0.00	0	0	1	1	0.25	7	0	7	14	0.70	6	14	20
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5:00 PM - 6:00 PM	11	0	0	11	0.92	0	0	0	0	0.00	0	0	6	6	0.50	9	0	5	14	0.70	17	14	31
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6:15 PM - 7:15 PM	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	1	0	0	1	0.25	0	1	1
6:30 PM - 7:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0
6:45 PM - 7:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0



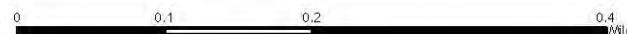
Attachment B

Pedestrian Plan – New York Avenue



New York Ave

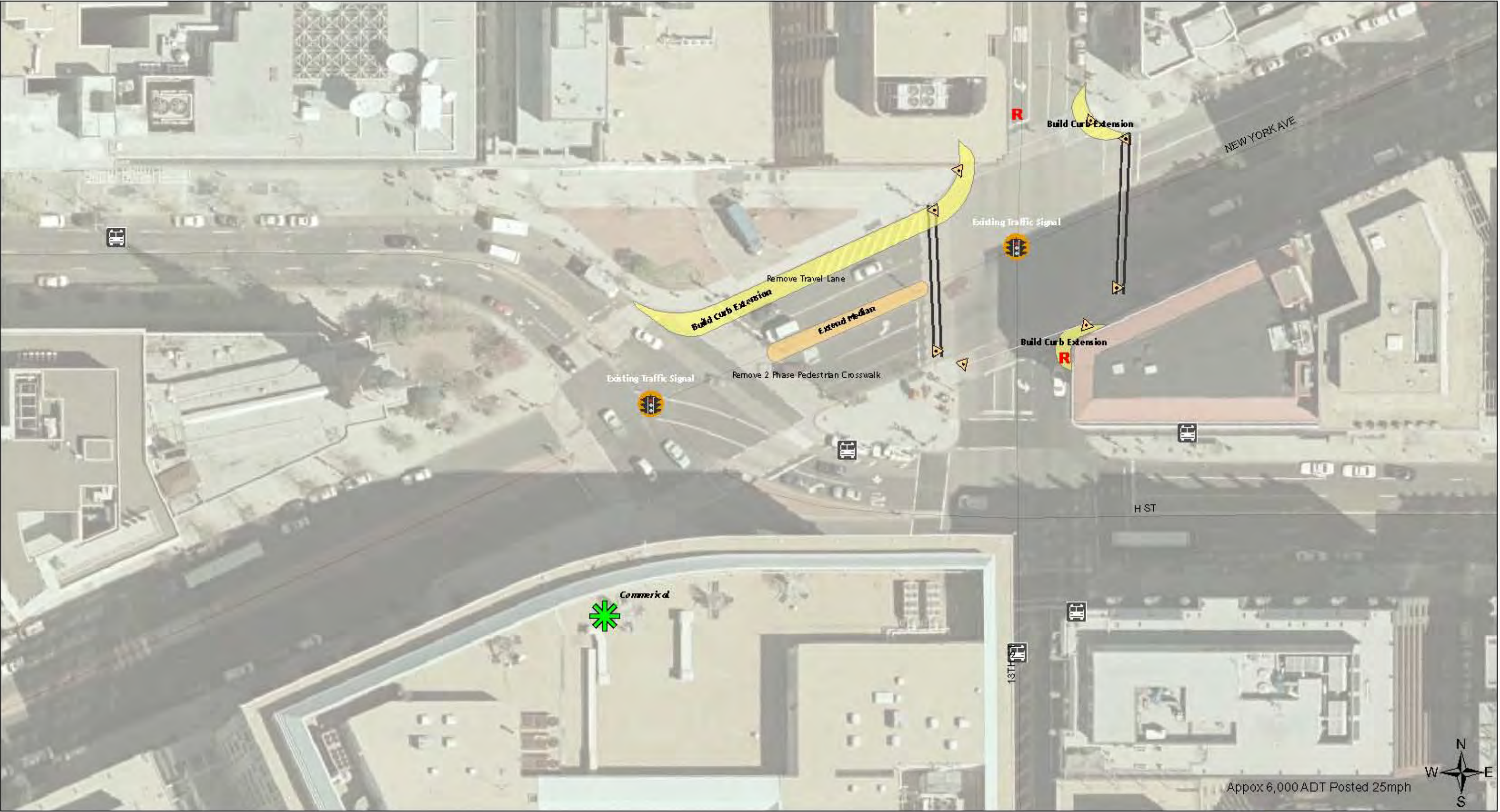
District of Columbia Pedestrian Master Plan Draft Recommendations





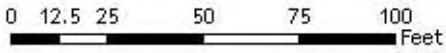
New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

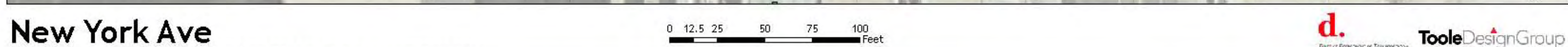


New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



TooleDesignGroup

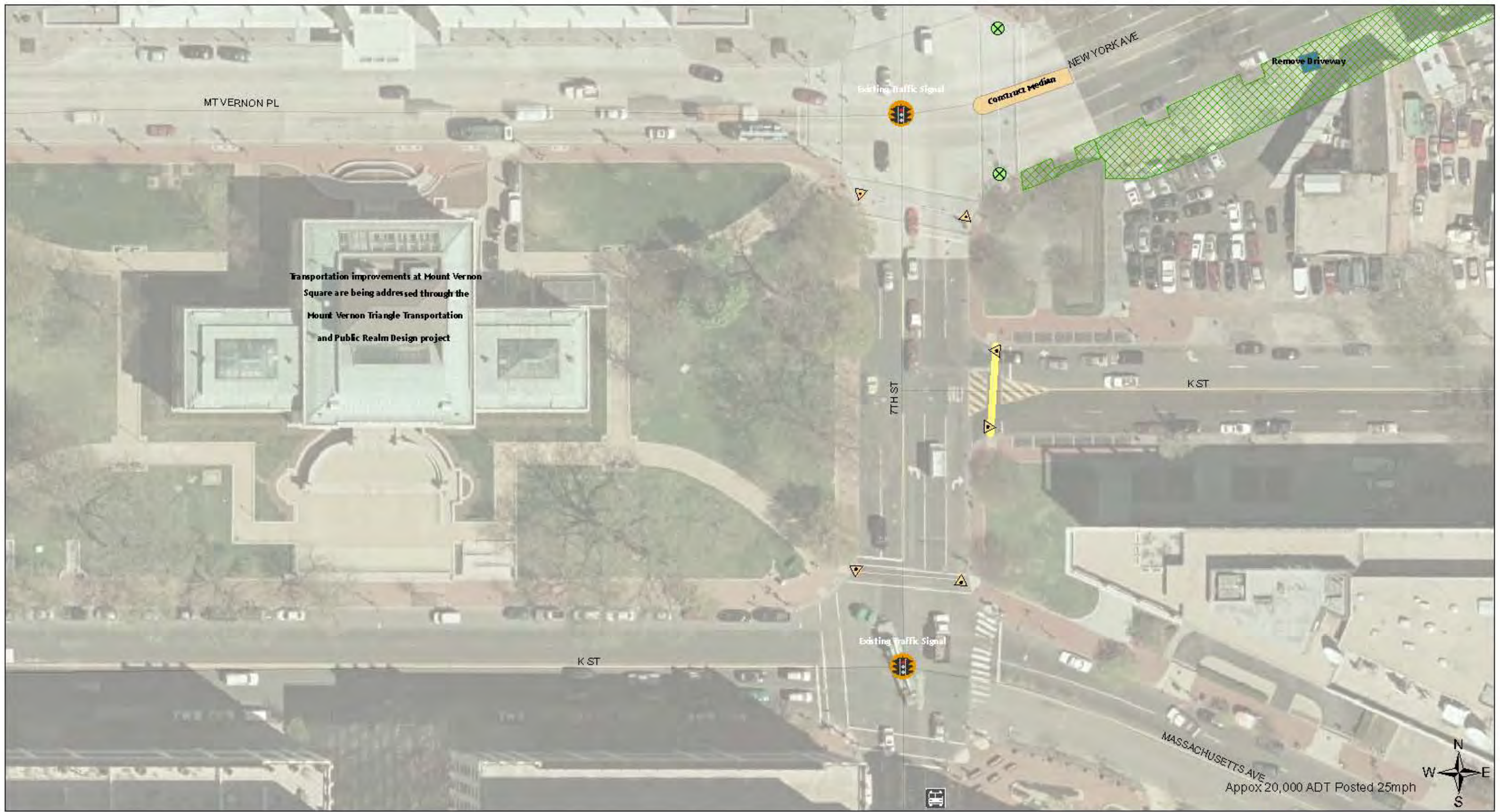




New York Ave

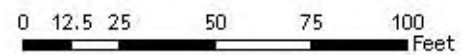
District of Columbia Pedestrian Master Plan Draft Recommendations

0 12.5 25 50 75 100 Feet



New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



TooleDesignGroup

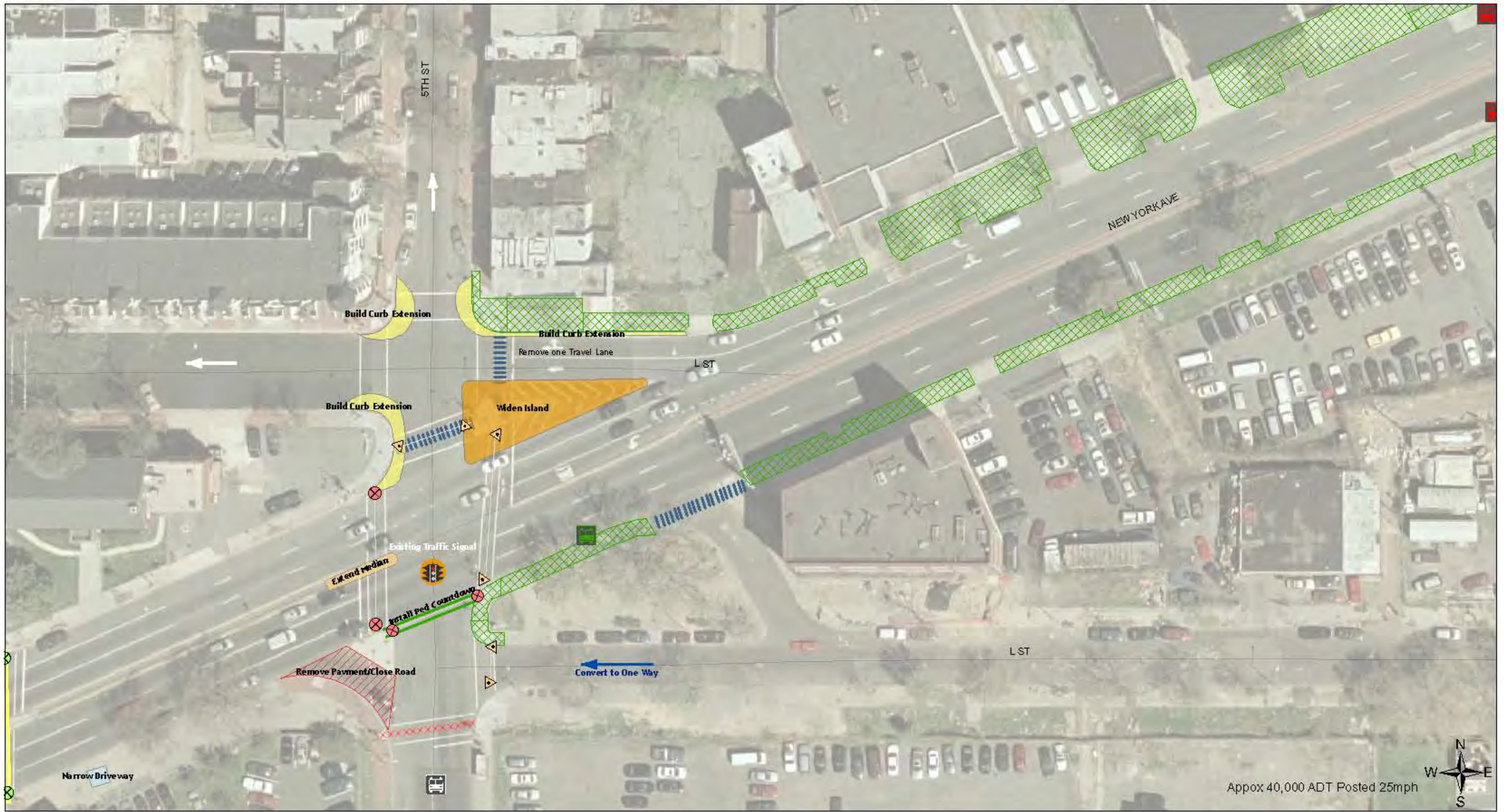


New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



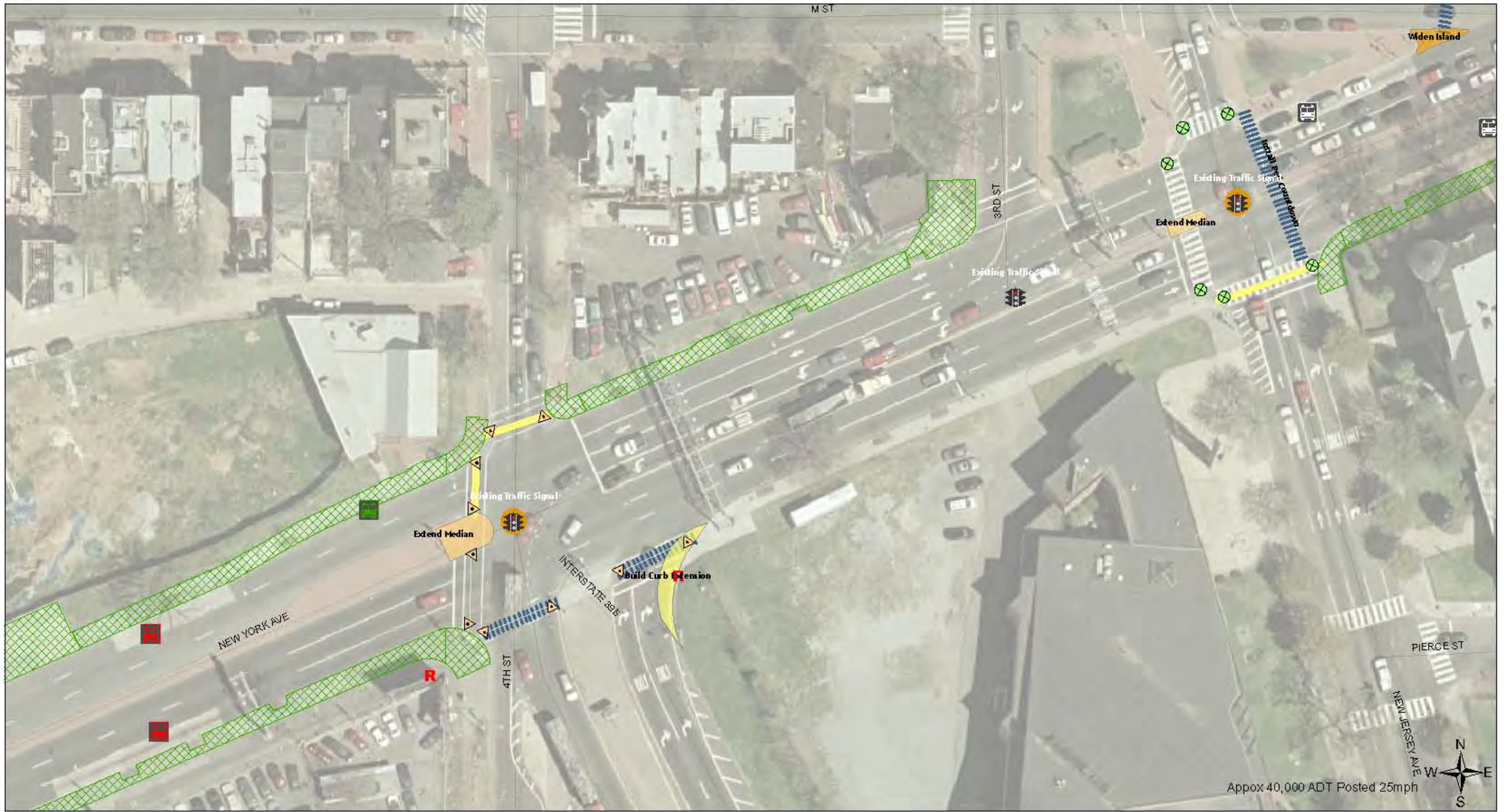
TooleDesignGroup



New York Ave

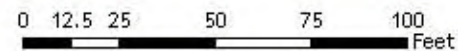
District of Columbia Pedestrian Master Plan Draft Recommendations

0 12.5 25 50 75 100 Feet



New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations





New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

0 12.5 25 50 75 100 Feet

d.
District Department of Transportation

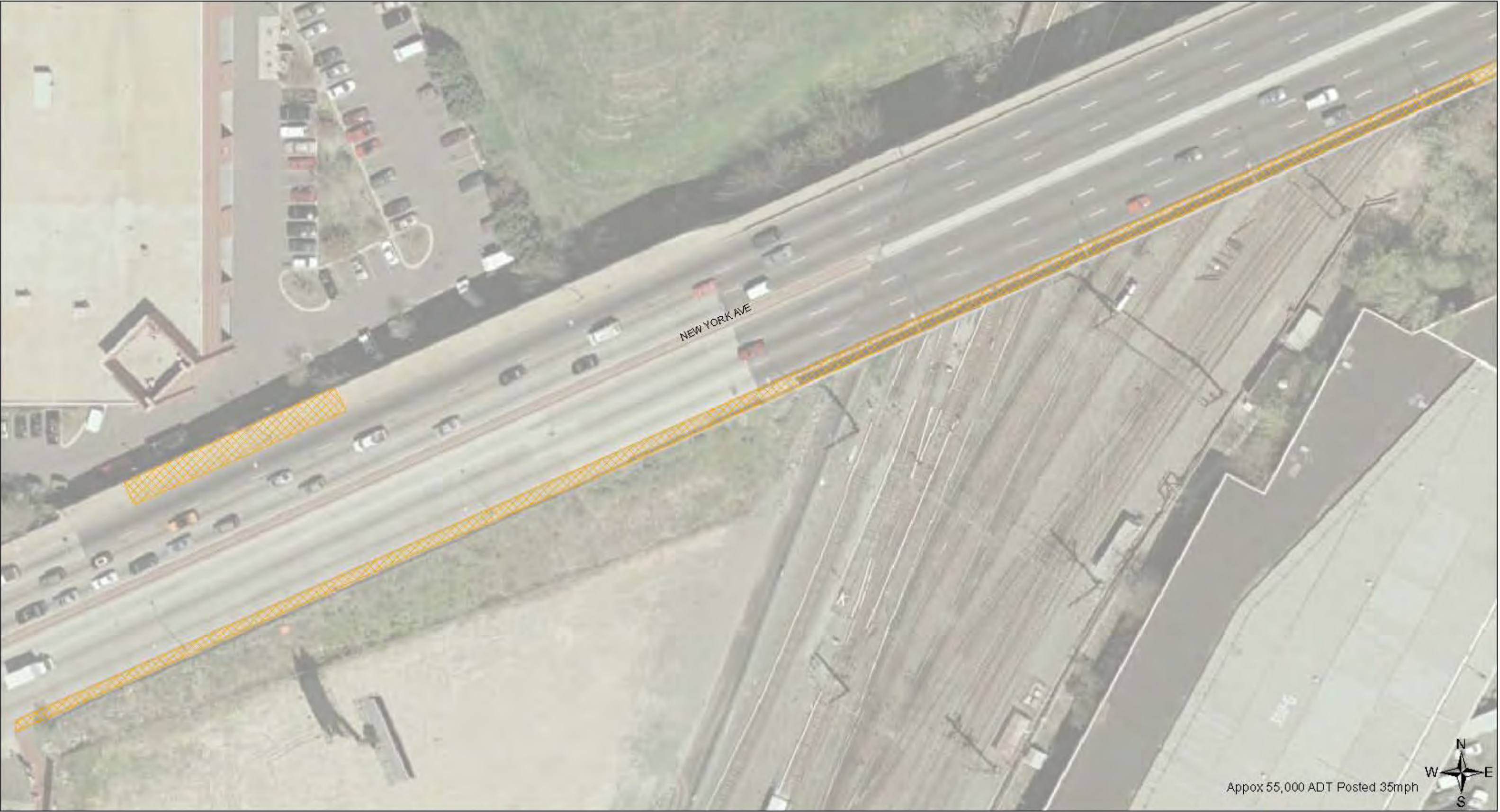
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District of Columbia Pedestrian Master Plan Draft Recommendations





New York Ave

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New York Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Attachment C

Field Pictures



Western Crosswalk Faded

Asphalt Paving

P Street/23rd Street Intersection



Northwestern Crosswalk Faded
(visibility impaired)

Asphalt Paving

P Street/23rd Street Intersection (ramp to Rock Creek Parkway)



Attachment D

Parking Occupancy Counts

Parking Occupancy Count

6347

Surveyor: Josip

Hours: 6:30-9:30am & 4:30-6:30pm

Date: 3-Feb

Weather: Clear

Spaces	Reserved for School		Visitor		Playground		Total	
Occupancy	Cars	% Occupied	Cars	% Occupied	Cars	% Occupied	Cars	% Occupied
7:30 AM	1	17%	0	0%	0	0%	1	4%
7:45 AM	1	17%	0	0%	0	0%	1	4%
8:00 AM	2	33%	1	8%	1	14%	4	15%
8:15 AM	3	50%	0	0%	0	0%	3	12%
8:30 AM	5	83%	2	15%	2	29%	9	35%
8:45 AM	5	83%	4	31%	2	29%	11	42%
9:00 AM	5	83%	4	31%	3	43%	12	46%
9:15 AM	6	100%	6	46%	3	43%	15	58%
9:30 AM	6	100%	5	38%	3	43%	14	54%
4:30 PM	6	100%	5	38%	0	0%	11	42%
4:45 PM	5	83%	3	23%	0	0%	8	31%
5:00 PM	4	67%	5	38%	0	0%	9	35%
5:15 PM	4	67%	1	8%	0	0%	5	19%
5:30 PM	5	83%	5	38%	0	0%	10	38%
5:45 PM	6	100%	5	38%	0	0%	11	42%
6:00 PM	6	100%	6	46%	0	0%	12	46%
6:15 PM	0	0%	1	8%	0	0%	1	4%
6:30 PM	0	0%	0	0%	0	0%	0	0%
Total Spcs.	6		13		7		26	



Attachment E

Mode Split Survey

Mode Split Survey**#6347**

Students		
Mode	Number of Responses	Percent
Car	16	62%
Carpool	1	4%
Walk	2	8%
Bike ¹	3.5	13%
Metrobus/Metrorail ²	3.5	13%
Total	26	100%
¹ One response indicated they bike or drive depending on the weather.		
² One response indicated they drive in the morning and metrorail in the evening.		

Faculty		
Mode	Number of Responses	Percent
Car ¹	8	50.00%
Carpool	1	6.25%
Walk	1	6.25%
Bike	0	0.00%
Metrobus/Metrorail	6	37.50%
Total	16	100.00%
¹ Four of the eight faculty who drive work half-days, resulting in 12 full-time equivalent staff members.		