GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

Office of the Director

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TO: Jerrily Kress, FAIA
Director

FROM: Rachel MacCleery Rachel MacCleery.
Transportation Policy and Planning, DDOT

DATE: July 5, 2002

SUBJECT: Supplemental Statement No. 2
St. Patrick's Episcopal Day School
BZA Case 16852

At the July 2, 2002 BZA hearing on the St. Patrick's Episcopal Day School zoning case, DDOT stated that it had some outstanding questions about the Carpool Initiative (CI) put forward by the applicant. DDOT has since worked with the applicant to answer these questions and now believes they have been satisfactorily addressed.

They include the following:

1. DDOT requested clarification about the timing of the initiative, including when St. Patrick's believes the Average Vehicle Occupancy (AVO) goals will be met.

   St. Patrick's has responded that it expects to achieve its AVO goals in September, but also expects there to be some cumulative improvement in AVO numbers across the fall - whether or not the AVO goals are met right away - as the preferential dismissal times take hold and have the desired incentive effect, and as more reluctant carpoolers recognize that the school is serious about the CI.

2. DDOT requested clarification about when the financial disincentives will kick in if the Carpool Initiative's goals are not met.

   St. Patrick's has responded that if it hasn't achieved the AVO goals in September and October, based on the informal counts its personnel will conduct periodically and the "official" October counts to be conducted by Marty Wells, it will inform parents of that fact and re-double its educational and marketing efforts. As part of those efforts, St.

BZA Case No. 16852 Exhibit No. 297

Board of Zoning Adjustment
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CASE NO.16852
EXHIBIT NO.297

Patrick's will remind families of the possibility of financial disincentives for not carpooling if it continues to fail to meet its goals.

If the "official" December counts, likely taken within the first ten days of the month, show that St. Patrick's is not meeting the goals, the school will move to implement the financial disincentives identified as a possibility in the CI plan. These financial disincentives would take effect on January 1, 2003, as this date is the beginning of the next tuition billing cycle.

3. DDOT requested clarification about what will happen if the AVO goals are still not met after the financial disincentives are levied.

   St. Patrick's replied that if it continues to fall short of the AVO goals, it will have become apparent across the fall of 2002. The School will have already begun conversations with the traffic consultant, DDOT, and the parent community to design revised initiatives.

DDOT believes that these answers sufficiently address our questions about timing, implementation of financial disincentives, and finally, next steps if the CI program has still not met its AVO goals. The "next steps" portion is clearly still a work in progress, but since mandatory carpooling is a new program, not just for St. Patrick's but also for the District, some flexibility is necessary. If indeed the AVO targets are still not being met, DDOT will work with the applicant to design additional incentives and disincentives.

Thank you for the opportunity to file this additional statement.