Edmund Burke School
Transportation Management Plan
Washington, D.C.

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Prepared for:
Edmund Burke School

Prepared by:
Wells & Associates, LLC

April 14, 2003

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Case No. 17022
Exhibit No. 6

Board of Zoning Adjustment
District of Columbia
CASE NO. 17022
EXHIBIT NO. 6

Edmund Burke School
Transportation Management Plan
Washington, D.C.

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Section 1
INTRODUCTION

Overview



Afternoon pick up on Upton Street in front of Burke



Burke shuttle bus

Edmund Burke School (Burke) is an urban, co-educational, independent, college preparatory school located at 2955 Upton Street in the northwest section of Washington, D.C. (see Figure 1-1). Two hundred ninety six (296) students of varied backgrounds are enrolled in grades 6 through 12 (i.e., middle and high schools).

Burke proposes to add a new building and increase enrollment. The new, four-story building would be located immediately west of the existing building, across a public alley, in the northeast quadrant of the Connecticut Avenue/Upton Street intersection. It would add 29,258 gross square feet of above-grade space and 47 parking spaces (36 self-parking spaces and 11 tandem spaces) on two underground parking levels.

Three shuttle bus parking spaces would be provided on the proposed new building site. Three existing parking spaces behind the existing building would be displaced by an enclosed trash compactor.

Enrollment is presently capped at 270 students. Burke initially wishes to increase the permitted enrollment to 300 students. A Transportation Management Plan (TMP) is proposed to manage the traffic impacts of this number of students. Burke proposes to further increase enrollment to 320 students after demonstrating the success of the TMP.

On March 5, 2002, Burke voluntarily implemented a TMP to better manage the transportation impacts of present enrollment. That program has successfully (though not entirely) reduced traffic congestion on Upton Street in front of the school and in the public alley adjacent to the school. Burke proposes to formally adopt a more aggressive TMP that is based on experience across the past year and neighbor input.

This report presents an analysis of existing transportation conditions in the Burke neighborhood; a detailed profile of Burke student, faculty, and staff transportation characteristics; as well as physical and management plans to accommodate increased enrollment and minimize impacts on immediate neighbors and the general public.

Conclusions

The conclusions of this study are as follows:

1. The voluntary TMP, adopted by Burke on March 5, 2002, has successfully reduced traffic congestion on Upton Street in front of the school and the obstruction of traffic in the public alleys adjacent to the school.

2. The current 295 students and 60 faculty and staff generate 140 AM peak hour inbound vehicle-trips and 74 PM peak hour outbound vehicle-trips during the ***school peak hours*** that begin at 7:15 AM and 3:30 PM, respectively. The school generates 113 AM peak hour inbound vehicle-trips and 54 PM peak hour outbound vehicle-trips during the ***street peak hours*** that begin at 7:45 AM and 5:30 PM, respectively.

3. Burke traffic accounts for less than one percent of all traffic on Connecticut Avenue during the AM and PM street peak hours. This small amount of traffic does not significantly affect peak hour levels of service or queues on Connecticut Avenue.

4. Burke traffic accounts for about one-quarter to one-third of all traffic on Upton Street in front of the school during the school peak hours and one-fifth of all traffic during the street peak hours.

5. Most Burke students and families comply with this voluntary program. Approved modes of travel, drop-off locations, parking locations, and morning carpool restrictions are observed by approximately three-quarters of all families and students; one quarter do not fully comply with all aspects of the TMP.

6. Burke and other school buses and cars occasionally block vehicular access via the east-west public alley behind Burke to the garages of immediate neighbors on the north side of Upton Street.

7. Increasing enrollment from 295 to 300 students would add only one or two vehicle-trips during the school and street peak hours. This small number of trips is inconsequential.

8. Increasing enrollment from 295 to 320 students would add only 11 to 14 vehicle-trips during the school peak hours and only six to seven vehicle-trips during the street peak hours. This small increase in traffic can be adequately accommodated by the proposed physical and traffic management plans.

9. The proposed building plan would nearly triple the number of on-site, off-street Burke parking spaces (from 24 to 71 spaces).

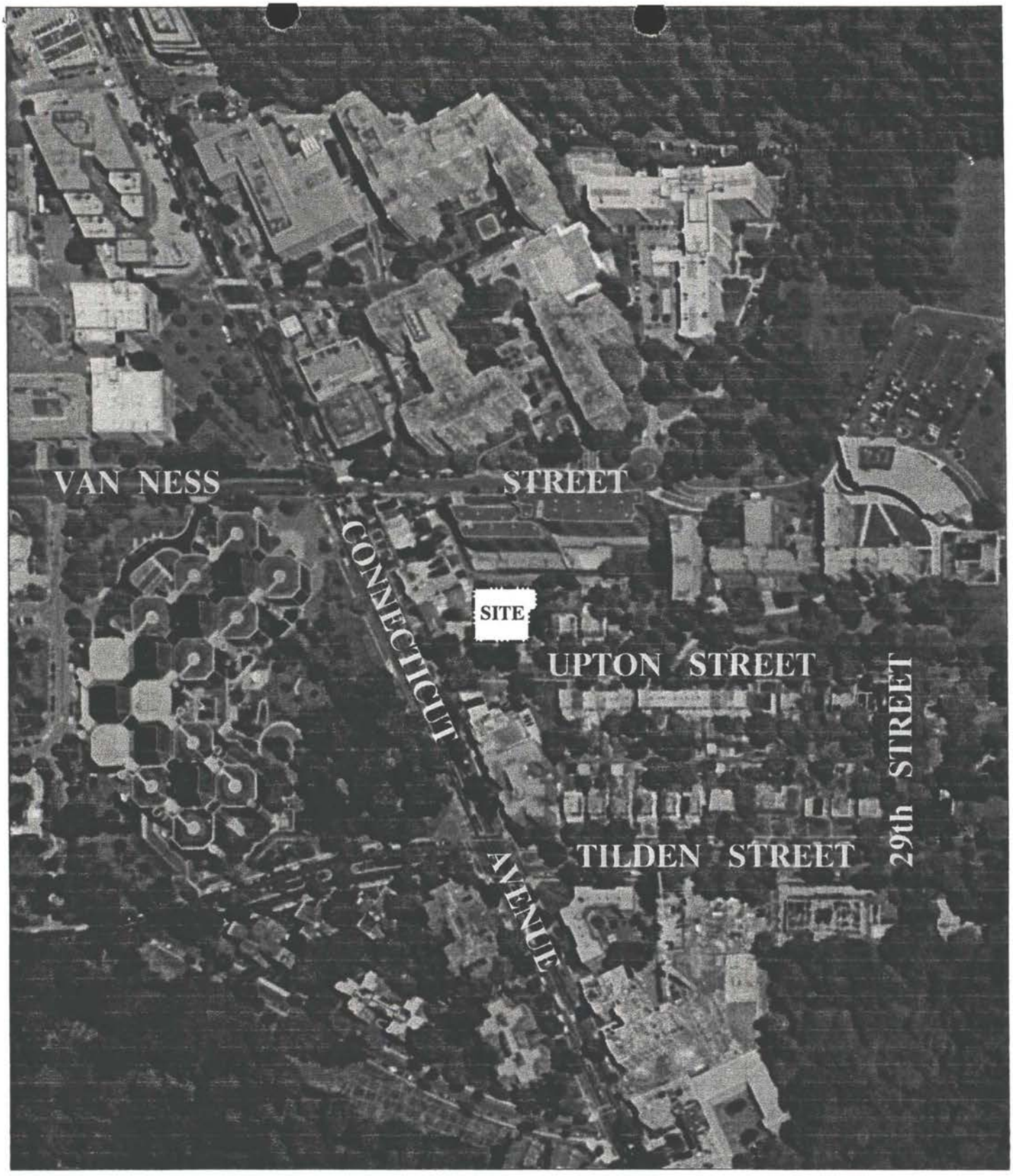
10. The proposed building plan would, for the first time, provide an off-street, drop-off/pick-up lane on school property. That lane, which would be restricted to carpools of two or more students, could accommodate up to 15 cars, which is triple the number of cars that can stand today on Upton Street in front of the school.

11. Burke shuttle buses would be moved to the new building site. These buses would no longer be parked behind the existing school.

12. Burke proposes to formally adopt a more aggressive TMP that is based on experience across the past year and neighbor input.

13. The proposed TMP emphasizes the use of public transportation and carpools, and stresses the use of Connecticut Avenue.

14. The proposed physical and traffic management plans would reduce Burke traffic on Upton Street by 8 to 22 percent during school peak hours, and by 6 to 13 percent during the street peak hours.



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Figure 1–1
Site Location

North
Schematic

Edmund Burke School
Washington, D.C.

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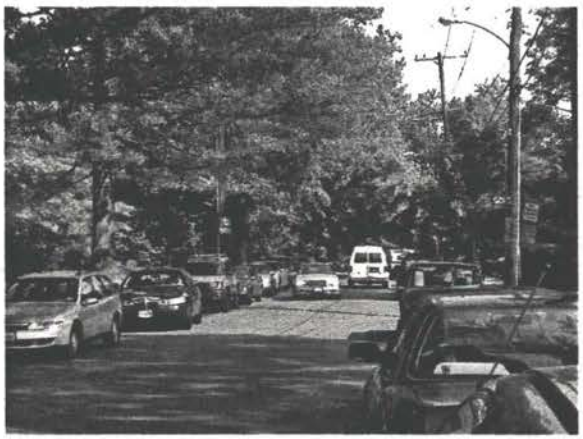
Section 2
BACKGROUND DATA

Public Road Network

Burke is served by a connected network of public streets that is supplemented by a public alley system. Existing lane use and traffic control is shown on Figure 2-1.

Upton Street is a 30-foot wide, local street that extends from Connecticut Avenue to Linnean Avenue. Curb parking is permitted at all times of day on both sides of the street, except for five (5) spaces on the north side adjacent to Burke, which are posted "No Parking,, 7 AM – 6:30 PM, Entrance, Monday – Friday." Both sides of Upton Street are posted for two-hour, Zone 3 residential permit parking on both sides of the school from 7 AM to 8:30 PM.

DDOT classifies Upton Street as a "local street." The posted speed limit on Upton Street is 25 miles per hour (mph). Upton Street is controlled by a stop sign at Connecticut Avenue.



Upton Street, in front of Burke, looking east

Connecticut Avenue is a six-lane, undivided, principal arterial street that extends from downtown Washington to Chevy Chase and beyond. Four lanes carry inbound traffic towards downtown Washington and two lanes carry outbound traffic during the morning commuter peak period of 7:00 to 9:30 AM. Conversely, two lanes carry inbound traffic and four lanes carry outbound traffic during the afternoon commuter peak period of 4:00 to 6:30 PM.

Two lanes operate in the inbound and outbound directions, and curb parking is permitted on both sides of the streets, at all other times of day.



Connecticut Avenue, south of Van Ness Street, looking north

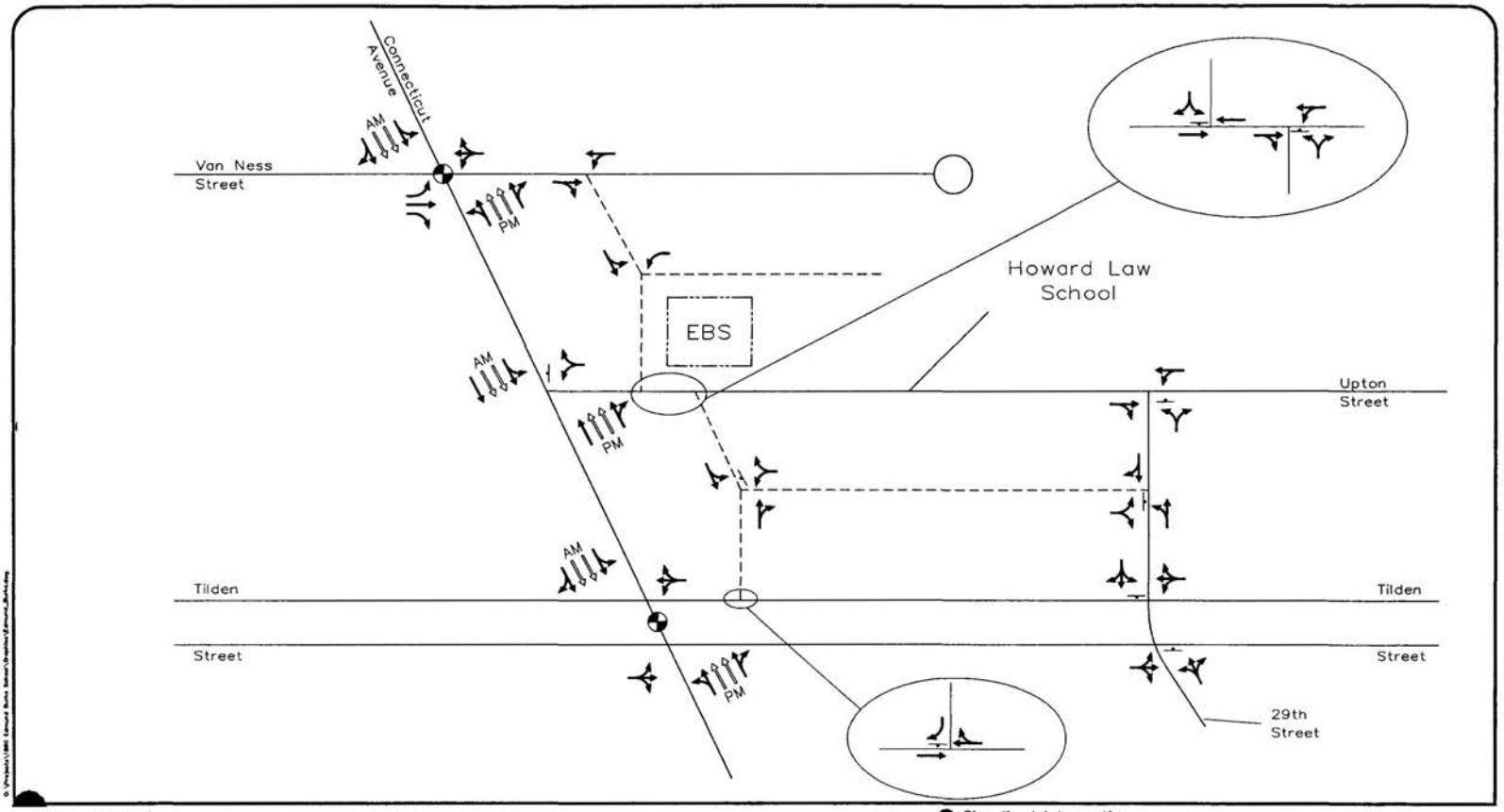
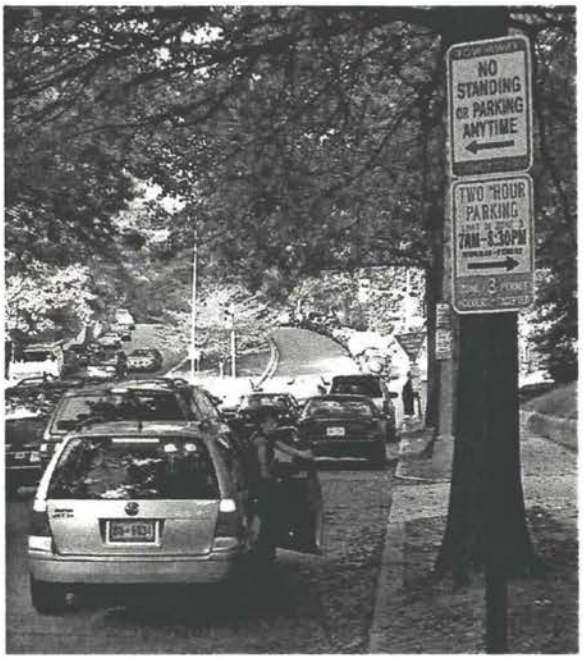


Figure 2–1
Existing Lane Use and Traffic Control

Edmund Burke School
Washington, D.C.

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Tilden Street is a minor arterial street with on wide travel lane and one parking lane in each direction, divided by a wide landscaped median.

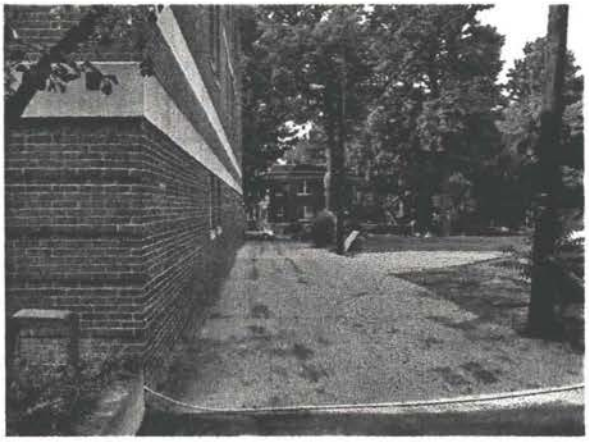


Tilden Street, west of Connecticut Avenue, looking east

Van Ness Street is classified as a collector street west of Connecticut Avenue and as a local street east of Connecticut Avenue.

29th Street is a local street that connects Upton Street with Tilden Street east of Burke.

Public alleys connect Veasey Terrace, Van Ness Street, Upton Street, Tilden Street, and 29th Street. The Van Ness-Upton alley operates one-way southbound. The other alleys operate two ways.



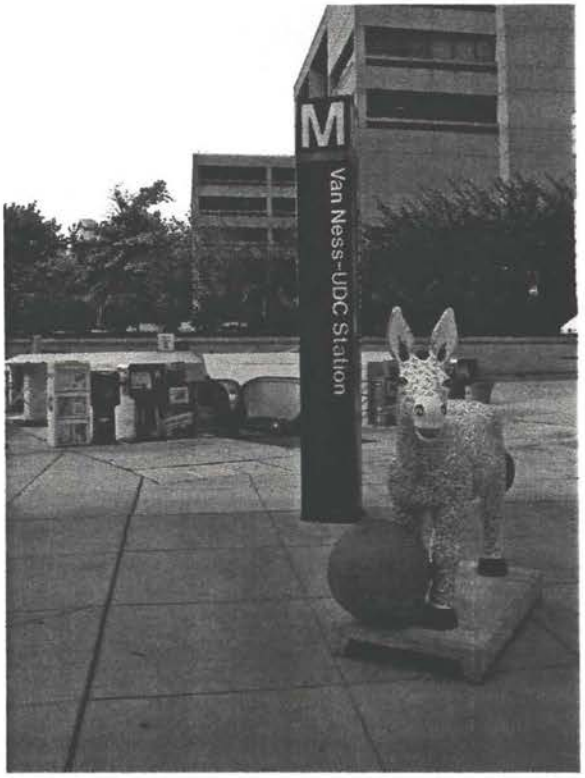
Van Ness – Upton alley, adjacent to Burke, looking south

Transit Services and Facilities

Overview. Burke is served by both Metrorail and Metrobus.

Metrorail. Burke is served by the UDC-Van Ness Metrorail station on the Metro Red Line. The U-shaped Red Line extends from Shady Grove in Montgomery County, Maryland, through the District of Columbia, to the Glenmont Station in Montgomery County.

The UDC-Van Ness station is located beneath Connecticut Avenue between Upton and Van Ness Streets. The mezzanine is located at the north end of the station. A lateral passageway connects the mezzanine with station entrances located on both sides of Connecticut Avenue. Pedestrians can use this underground passageway to cross Connecticut Avenue, without entering the paid area of the station. The station entrance on the east side of Connecticut Avenue is located one block north of Burke.



Metrobus. Metrobus service is provided on Connecticut Avenue by the D32, H2, L1, L2, L4, and N8 Metrobus lines. Bus stops are located on the east and west sides of Connecticut Avenue.

Intersection Traffic Counts

Vehicular Traffic. Manual turning movement counts were conducted by Wells & Associates on Tuesday, January 14, 2003, from 7:00 to 9:00 AM and from 2:30 to 7:00 PM, at the following intersections:

1. Connecticut Avenue/Tilden Street.
2. Connecticut Avenue/Upton Street.
3. Connecticut Avenue/Van Ness Street.
4. Tilden Street/29th Street.
5. Upton Street/29th Street.
6. Van Ness Street/Van Ness-Upton Alley.
7. Upton Street/Van Ness-Upton Alley.
8. Upton Street/Upton-Tilden Alley.
9. Tilden Street/Upton-Tilden Alley.

The commuter traffic peak hours on Connecticut Avenue were 7:45 to 8:45 AM and 5:15 to 6:15 PM. Burke traffic peak hours occurred at 7:15 to 8:15 AM and from 3:30 to 4:30 PM, as presented in detail later in this report. Thus, the Burke peak hours did not coincide with street peak hours. The Burke peak hour occurred one-half hour earlier than the street peak hour in the morning, and 1:45 hours earlier than the street peak hour in the afternoon.

AM and PM street peak hour traffic counts are presented in Appendix A and summarized on Figure 2-2. AM and PM Burke peak hour traffic counts are presented in Appendix A and summarized on Figure 2-3.

Two-way traffic counts during the street and Burke peak hours on selected links are presented below:

Street	Street AM	Burke AM	Street PM	Burke PM
Upton Street, E. of Alley	171	141	179	170
Conn. Ave., . Upton/Van Ness:	3,719	3,188	3,024	2,163

Pedestrian Traffic. Manual counts of the number of pedestrians crossing each leg of these intersections were also conducted by Wells & Associates. The pedestrian counts are presented in Appendix B and summarized on Figures 2-2 and 2-3 for the street and Burke peak hours, respectively.



Alley Traffic Counts

Two-way traffic counts during the street and Burke peak hours on selected links are presented below:

Alley	Street AM	Burke AM	Street PM	Burke PM
Van Ness-Upton, North End.	37	39	47	47
Van Ness-Upton, South End.	42	35	63	49
Upton-Tilden, North End	15	18	17	15
Upton-Tilden, South End	12	11	11	9

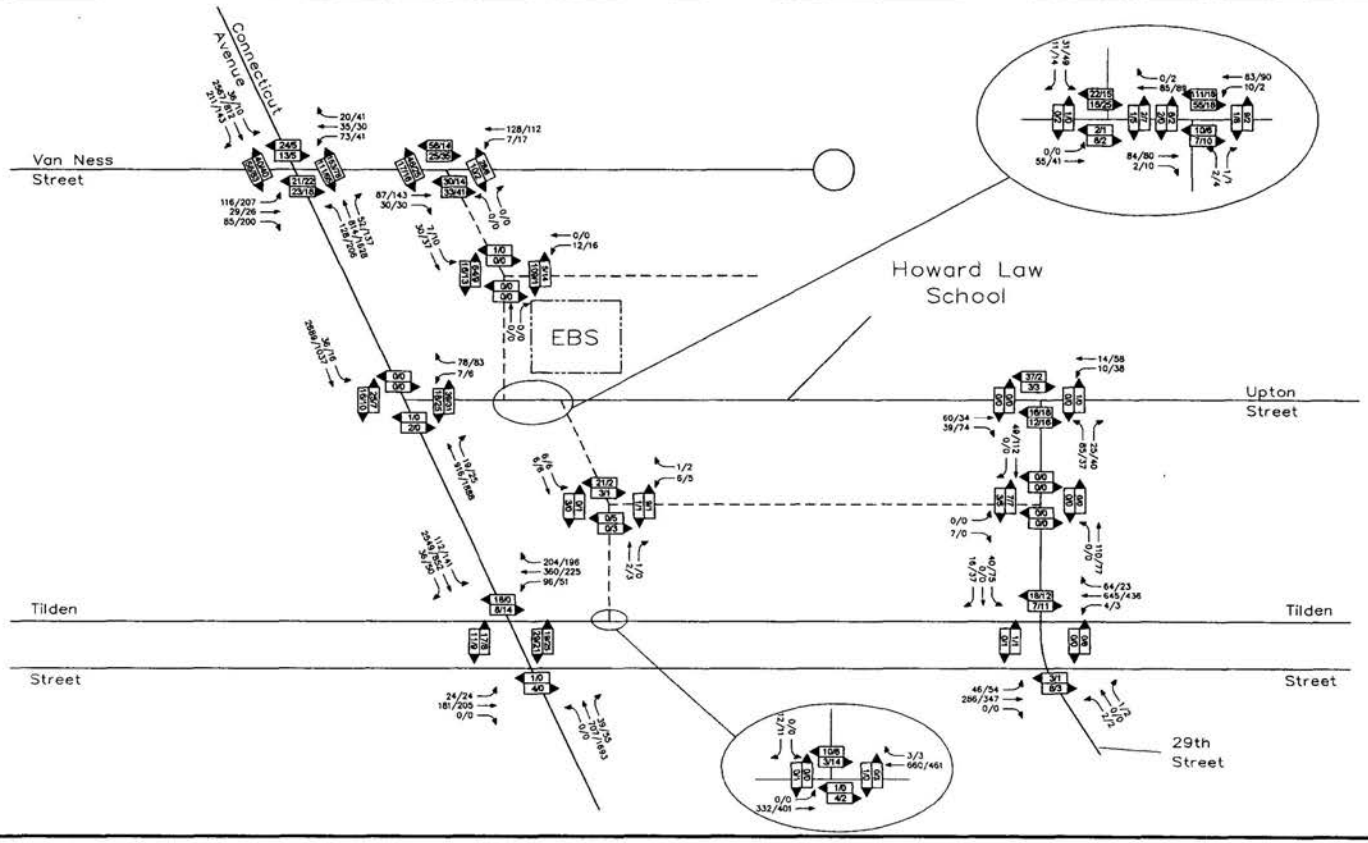


Figure 2–2
Existing Street Peak Hour Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Edmund Burke School
Washington, D.C.

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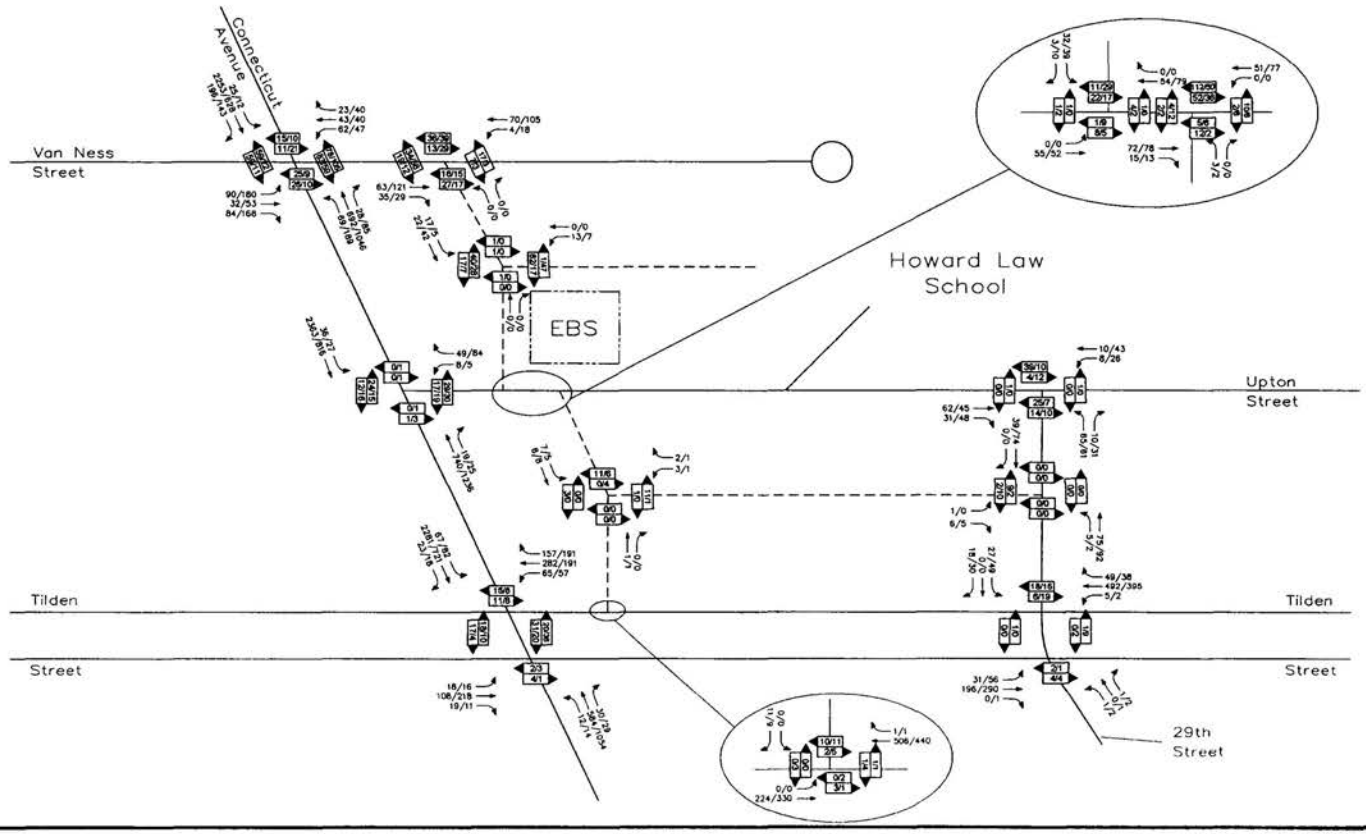


Figure 2–3
Existing School Peak Hour Traffic Counts

Edmund Burke School
Washington, D.C.

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Section 3
Student and Faculty/Staff Transportation Surveys

Overview

Burke students and faculty/staff were surveyed to identify current transportation patterns. Students were asked about their place of residence; arrival and departure times and modes; vehicle approach and exit routes; pick-up, drop-off, and parking locations; vehicle occupancy; and after-school activities. Faculty and staff were asked similar questions. The survey forms are presented in Appendix C.

Student survey forms were distributed, filled out, and collected in homeroom on Wednesday, January 15, 2003. Students, faculty, and staff were asked about their transportation behavior on the previous day, Tuesday, January 14, 2003.

Summary of Findings

The findings of these surveys can be summarized as follows:

1. Student arrivals are concentrated in time but dispersed over the area street network:
    A. Two-thirds (67 percent) of all students arrive between 7:45 and 8:15 AM.
    B. Students are dropped off in front of the school, elsewhere on Upton Street, on Van Ness Street, on Tilden Street, on Connecticut Avenue, at the Metro kiss-and-ride, and in the alleys.
2. Student departures are dispersed over time but concentrated at the school:
    A. Approximately one-quarter of all students left during the peak half hour of 3:15 to 3:45 PM.
    B. Nearly nine out of 10 auto passengers were picked up in front of the school.
3. Student auto occupancies were 1.33 students per vehicle in the morning and 1.24 students per vehicle in the afternoon.
4. Non-auto use is high: 19 percent of all students take Metro in the morning and 30 percent take Metro in the afternoon.
5. Eight out of 10 Burke faculty/staff drive. Nine out of 10 auto drivers park at the school.
6. Faculty/staff arrive at Burke before the students and leave after the students, as one would expect.

Survey Day

Students and faculty/staff were requested to answer questions regarding their trips to and from school on Tuesday, January 14, 2003.

Student Transportation Survey Results

Number of Responses. A total of 274 students, or 92.6 percent of the 296 students currently enrolled at Burke, responded to the survey, as shown in Table 3-1. This is a very high response rate, much higher than the one-third response rate typical of most surveys of this type.

Response rates vary from 92.1 percent of all District of Columbia students, to 91.2 percent of all Maryland students, to 83.9 percent of all Virginia students. The survey has no significant geographic bias.

The survey sample was expanded to the full 296-student enrollment based on standard survey techniques and actual field verification.

Table 3-1
2002-2003 Student Enrollment, by State and Grade

State/ Grade	Population	Percent Population	Responses	Response Rate	Percent Responses	Difference Responses vs. Population
District of Columbia						
6			5		1.8%	
7			20		7.3%	
8			16		5.8%	
9			32		11.7%	
10			24		8.8%	
11			24		8.8%	
12			17		6.2%	
NR			2		0.7%	
Subtotal	152	51.4%	140	92.1%	51.1%	-0.3%
Maryland						
6			6		2.2%	
7			11		4.0%	
8			11		4.0%	
9			19		6.9%	
10			19		6.9%	
11			18		6.6%	
12			19		6.9%	
NR			-		0.0%	
Subtotal	113	38.2%	103	91.2%	37.6%	-0.6%
Virginia						
6			1		0.4%	
7			-		0.0%	
8			-		0.0%	
9			9		3.3%	
10			6		2.2%	
11			5		1.8%	
12			5		1.8%	
NR			-		0.0%	
Subtotal	31	10.5%	26	83.9%	9.5%	-1.0%
No Response						
6			-			
7			1			
8			1			
9			-			
10			1			
11			1			
12			-			
NR			1			
Subtotal			5			
Total	296	100%	274		92.6%	

NR = No Response

Absenteeism. All but eight of the student respondents were present at school on Tuesday, January 14, 2003, the survey day, as shown in Table 3-2. Two hundred sixty six (266) of the 274 respondents (or 97.1 percent of all respondents) were at school on the previous day.

Student Arrival Times. Student arrival times sharply peak at 7:45 to 8:15 AM, when two-thirds (or 67 percent) of all students arrive at school (see Figure 3-1). Only 14 percent arrive before 7:45 AM and 19 percent arrive after 8:15 AM.

Student Departure Times. Student departure times were much more dispersed than arrival times, as shown in Figure 3-2. The greatest concentration of departures occurred at 3:15 to 3:45 PM, when 26 percent of all students depart. Only 18 percent of all students left school before 3:15 PM. More than half (or 56 percent) of all students left after 3:45 PM, due to participation in after-school activities.

Student Arrival Mode Split. As shown in Table 3-3, the most popular arrival modes for all students, in descending order, were as follows:

1. Passenger in an auto driven by a parent/guardian (150 respondents, or 56.4 percent of all respondents).
2. Metrorail (50 respondents or 18.8 percent).
3. Shuttle bus (17 respondents, or 6.4 percent).
4. Auto driver (15 respondents or 5.6 percent).
5. Activity bus (Swim team, 10 respondents or 3.8 percent).
6. Passenger in an auto driven by a faculty/staff member (seven respondents or 2.6 percent).
7. Metrobus (seven respondents, or 2.6 percent).
8. Walk (seven respondents or 2.6 percent)
9. Passenger in an auto driven by another student (two respondents, or 0.8 percent).
10. Bike (one respondent, or 0.4 percent).

Auto Passenger Drop-Off Locations. Passenger drop off locations were widely dispersed. As shown in Table 3-4, the most popular auto passenger drop-off locations in descending order were as follows:

1. In front of Burke on Upton Street (57 respondents or 39.0 percent).
2. Van Ness Street, west of Connecticut Avenue (30 respondents or 20.5 percent).
3. Metro kiss-and-ride (11 respondents or 7.5 percent).
4. Tilden Street, East of Connecticut Avenue (eight respondents or 5.5 percent).
5. Tilden Street, East of 29th Street (eight respondents or 5.5 percent).
6. Connecticut Avenue, West Side (six respondents or 4.1 percent).
7. Tilden Street, West of Connecticut Avenue (five respondents or 3.4 percent).
8. Van Ness Street, East of Connecticut (five respondents or 3.4 percent).
9. Alley between Van Ness and Upton (five respondents or 3.4 percent). [19 students were actually observed being dropped off in this alley during the morning peak period].
10. Elsewhere on Upton (four respondents or 2.7 percent).
11. Connecticut Avenue, East Side (three respondents or 2.1 percent).
12. Alley between Upton and Tilden (three respondents or 2.1 percent).
13. Elsewhere (one respondents or 0.7 percent).

Carpools on Upton Street. Carpool restrictions in front of Burke on Upton Street apply 7:30 to 8:15 AM. Approximately 65 percent of all students who claimed to have been dropped off in front of Burke at that time were passengers in high-occupancy carpools, carrying three or more students. Thirty-five (35) percent were passengers in low-occupancy vehicles, carrying only one or two students.

These findings suggest that the carpool restrictions work for the most part, but three out of ten students who are dropped off in front of the school are not carpool participants (or did not have the requisite number of student passengers on the survey day).

During the six-hour period between 1:00 and 7:00 PM, when carpool rules are not in effect, 90 percent responded that they were picked up in low-occupancy vehicles; 10 percent were picked up in carpools.

Table 3-2
Attendance on Tuesday, January 14, 2003, by State and Grade

State/ Grade	Attended School	Absent	Percent Attendance
District of Columbia			
6	5	-	100.0%
7	20	-	100.0%
8	16	-	100.0%
9	32	-	100.0%
10	24	-	100.0%
11	23	1	95.8%
12	17	-	100.0%
NR	2	-	100.0%
Subtotal	139	1	99.3%
Maryland			
6	6	-	100.0%
7	10	1	90.9%
8	10	1	90.9%
9	19	-	100.0%
10	19	-	100.0%
11	17	1	94.4%
12	17	2	89.5%
NR	-	-	N/A
Subtotal	98	5	95.1%
Virginia			
6	1	-	100.0%
7	-	-	N/A
8	-	-	N/A
9	9	-	100.0%
10	5	1	83.3%
11	5	-	100.0%
12	5	-	100.0%
NR	-	-	N/A
Subtotal	25	1	96.2%
No Response			
6	-	-	N/A
7	1	-	100.0%
8	1	-	100.0%
9	-	-	N/A
10	1	-	100.0%
11	-	1	0.0%
12	-	-	N/A
NR	1	-	100.0%
Subtotal	4	1	80.0%
Total	266	8	97.1%

Figure 3-1
Student Arrival Times

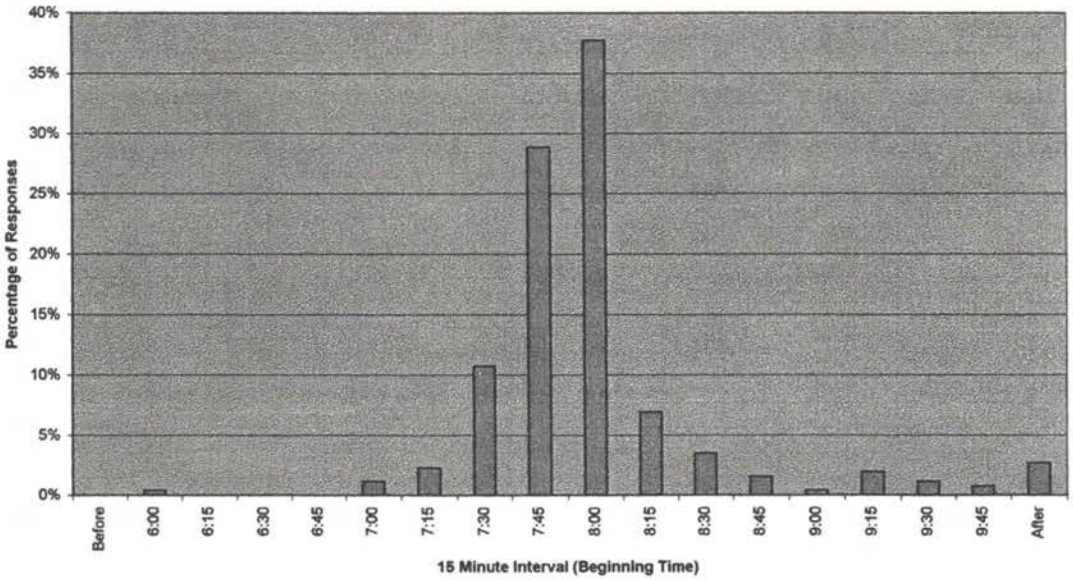


Figure 3-2
Student Dearture Times

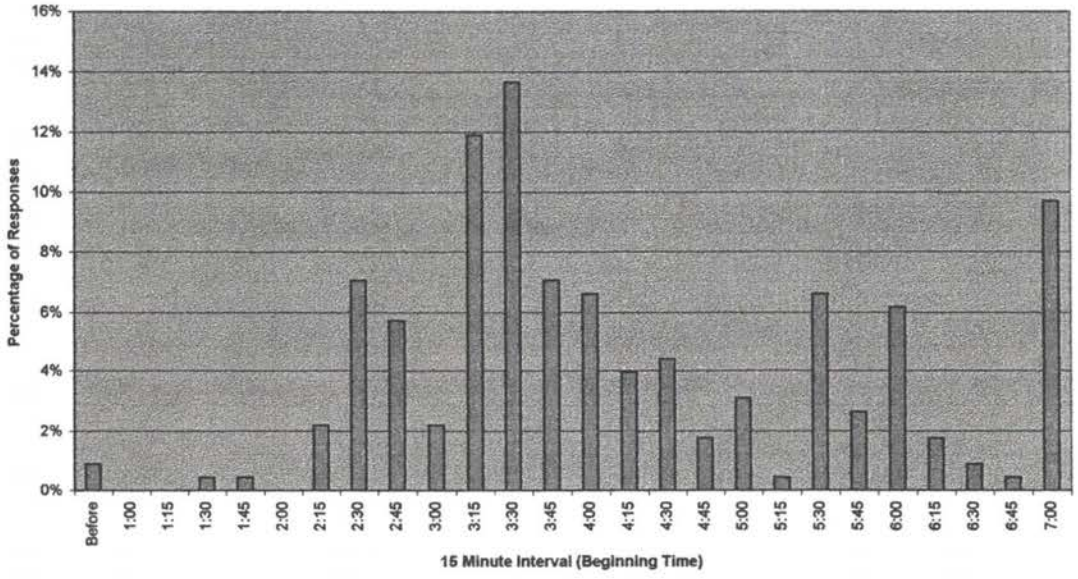


Table 3-3
Student Arrival Mode, by State and Grade

State/ Grade	Arrival Mode: Parent Passenger	Drove	Student Passenger	Staff Passenger	Shuttle Bus	Metro-rail	Metro-bus	Walk	Bike	EBS Activity Bus (1)	Responses Subtotal	No Response	Total
District of Columbia													
6	5	-	-	-	-	-	-	-	-	-	5	-	5
7	13	-	-	-	4	1	1	1	-	-	20	-	20
8	9	-	-	2	1	1		2	-	1	16	-	16
9	19	-	-	1		7	2	2	1	-	32	-	32
10	16	-	1	-	2	4	1	-	-	-	24	-	24
11	10	1	1	-	-	6	-	2	-	3	23	-	23
12	7	7	-	-	-	2	1	-	-	-	17	-	17
NR	2	-	-	-	-	-	-	-	-	-	2	-	2
Subtotal	81	8	2	3	7	21	5	7	1	4	139	-	139
Maryland													
6	3	-	-	-	3	-	-	-	-	-	6	-	6
7	8	-	-	-	1	-	-	-	-	1	10	-	10
8	8	-	-	-	-	1	1	-	-	-	10	-	10
9	12	-	-	-	3	3	-	-	-	1	19	-	19
10	9	-	-	3	1	6	-	-	-	-	19	-	19
11	6	3	-	1	-	4	-	-	-	3	17	-	17
12	7	4	-	-	2	3	1	-	-	-	17	-	17
NR	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	53	7	-	4	10	17	2	-	-	5	98	-	98
Virginia													
6	1	-	-	-	-	-	-	-	-	-	1	-	1
7	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-
9	5	-	-	-	-	4	-	-	-	-	9	-	9
10	4	-	-	-	-	1	-	-	-	-	5	-	5
11	1	-	-	-	-	4	-	-	-	-	5	-	5
12	2	-	-	-	-	2	-	-	-	1	5	-	5
NR	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	13	-	-	-	-	11	-	-	-	1	25	-	25
No Response													
6	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	-	-	-	-	-	-	-	-	-	1	-	1
8	1	-	-	-	-	-	-	-	-	-	1	-	1
9	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	1	-	-	-	-	1	-	1
11	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-
NR	1	-	-	-	-	-	-	-	-	-	1	-	1
Subtotal	3	-	-	-	-	1	-	-	-	-	4	-	4
Total	150	15	2	7	17	50	7	7	1	10	266	-	266
Rank	1	4	7	6	3	2	6	6	8	5			
296 Student Enrollment(2)(3)	174	15	3	6	17	52	6	6	3	9	290		
300 Student Enrollment(3)	176	15	3	6	18	53	6	6	3	9	294		
220 Student Enrollment(3)	188	16	3	6	19	56	6	6	3	9	314		

(1) Swim team members from Wilson High School
(2) Verified in the field
(3) Assumes 98% attendance rate

Table 3-4
Auto Passenger Drop Off Location, by State and Grade

State/ Grade	Drop Off Location																
	Front of EBS on Upton A	Elsewhere on Upton B	Conn. Ave East C	Conn Ave West D	Tilden west of Conn E	Tilden east of Conn F	Tilden east of 29th G	Van Ness West H	Van Ness East I	Kiss and Ride J	Alley b/w VanNess & Upton K	Alley b/w Upton & Tilden L	Elsewhere (1) M	Response Subtotal	No Response	Total
District of Columbia																
6	1	-	-	-	-	2	-	1	-	-	-	1	-	5	-	5
7	5	-	1	-	1	-	1	3	-	1	1	-	-	13	-	13
8	1	1	-	1	1	-		2	-	-	1	-	-	7	2	9
9	6	-	-	1	-	-	1	5	3	1	-	1	1	19	-	19
10	3	-	-	2	2	1	1	4	-	1	1	1	-	16	-	16
11	4	-	-	-	1	1	-	2	1	1	-	-	-	10	-	10
12	3	-	-	1	-	-	-	2	-	-	1	-	-	7	-	7
NR	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
Subtotal	24	1	1	5	5	4	3	19	4	4	4	3	1	78	3	81
Maryland																
6	3	-	-	-	-	-	-	1	-	-	-	-	-	3	-	3
7	4	-	1	-	-	-	1	1	-	1	-	-	-	8	-	8
8	4	-	-	-	-	-	-	1	-	3	-	-	-	8	-	8
9	7	-	-	-	-	2	-	2	-	1	-	-	-	12	-	12
10	4	-	-	-	-	1	-	3	-	-	-	-	-	8	1	9
11	2	-	-	1	-	-	2	-	-	-	1	-	-	6	-	6
12	2	1	-	-	-	1	1	2	-	-	-	-	-	7	-	7
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	25	1	1	1	-	4	4	10	-	5	1	-	-	52	1	53
Virginia																
6	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	1
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	2	1	-	-	-	-	-	1	-	1	-	-	-	5	-	5
10	2	1	-	-	-	-	-	-	1	-	-	-	-	4	-	4
11	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	1
12	2	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	6	2	-	-	-	-	1	1	1	2	-	-	-	13	-	13
No Response																
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
8	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	1
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NR	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Subtotal	2	-	1	-	-	-	-	-	-	-	-	-	-	3	-	3
Total	57	4	3	6	5	8	8	30	5	11	5	3	1	146	4	150
Rank	1	7	8	5	6	4	4	2	6	3	6	8	9			
296 Student Enrollment(2)(3)	72	10	3	5	4	6	8	28	10	11	8	5	3	174		
300 Student Enrollment(3)	73	10	3	5	5	6	8	28	10	11	8	5	4	176		
320 Student Enrollment(3)	79	11	3	5	5	6	8	30	11	12	9	6	4	188		

(1) Dropped off by Dad
(2) Verified in the field
(3) Assumes 98% attendance rate

Student Passenger Approach and Exit Routes (Morning). Ninety seven (97), or 64.7 percent of the 150 students dropped off by a parent/guardian responded to the question regarding vehicle ***approach*** route. The distribution of ***approaching*** traffic (in descending order) is as follows:

1. Southbound Connecticut Avenue (31 respondents or 32.0 percent).
2. Eastbound Van Ness Street (17 respondents or 17.5 percent).
3. Westbound Tilden Street (17 respondents or 17.5 percent).
4. Northbound Connecticut Avenue (13 respondents or 13.4 percent).
5. Eastbound Tilden Street (13 respondents or 13.4 percent).
6. Southbound Beach Drive (six respondents or 6.2 percent).

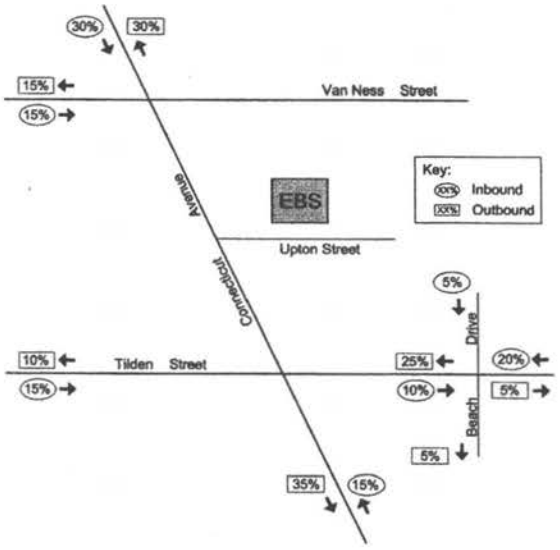
Seventy three (or 48.7 percent) of the 150 students dropped off by a parent/guardian responded to the question regarding vehicle ***exit*** route. The distribution of ***exiting*** traffic (in descending order) is as follows:

1. Southbound Connecticut Avenue (25 respondents or 34.2 percent).
2. Northbound Connecticut Avenue (24 respondents or 32.9 percent).
3. Westbound Van Ness Street (10 respondents or 13.7 percent).
4. Westbound Tilden Street (seven respondents or 9.6 percent).
5. Eastbound Tilden Street (four respondents or 5.5 percent).
6. Southbound Beach Drive (two respondents or 2.7 percent).
7. Northbound Beach Drive (one response or 1.4 percent).

These approach and exits routes are shown on Figure 3-3.

Arrival Vehicle Occupancy. Average student arrival vehicle occupancy across all drop-off locations was typical of the industry at 1.33 students per vehicle, as shown in Table 3- 5. Vehicle occupancy varied slightly by state, from 1.30 for District students, to 1.38 for Maryland students, to 1.42 for Virginia students.

Figure 3-3
Generalized Student Drop-Off Traffic Distribution (AM)



Shuttle Bus Approach and Exit Routes. Ten (10), or 58.8 percent of the 17 students who took the shuttle bus in the morning responded to the question regarding vehicle ***approach*** route. The distribution of ***approaching*** traffic (in descending order) is as follows:

1. Westbound Tilden Street (five (5) respondents or 50.0 percent).
2. Eastbound Tilden Street (two (2) respondents or 20.0 percent).
3. Southbound Beach Drive (two (2) respondents or 20.0 percent).
4. Northbound Beach Drive (one (1) or 10 percent).

Seven (7) (or 41.2 percent) of the 17 students who took the shuttle bus in the morning responded to the question regarding vehicle ***exit*** route. The distribution of ***exiting*** traffic (in descending order) is as follows:

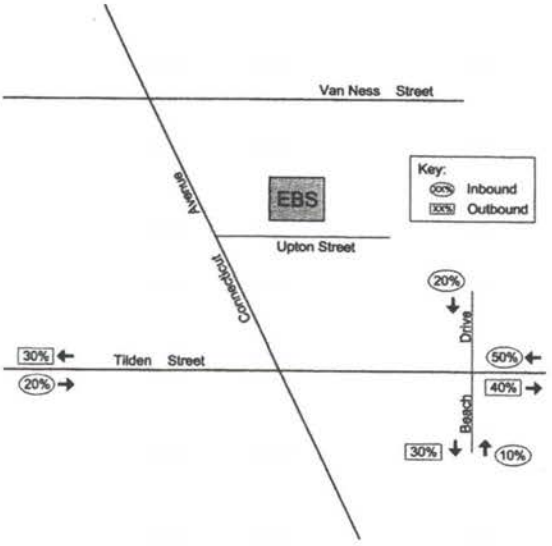
Table 3-5
Parent Drop Off Arrival Auto Occupancy, by State and Grade

State/ Grade	Number of Student Passengers 1	2	3	4	5	6+	Responses Subtotal	No Response	Don't Know	Total	Number of Vehicles	Average Student Passenger Occupancy
District of Columbia												
6	4	1	-	-	-	-	5	-	-	5	-	-
7	7	1	5	-	-	-	13	-	-	13	-	-
8	3	4	2	-	-	-	9	-	-	9	-	-
9	13	2	1	3	-	-	19	-	-	19	-	-
10	10	2	3	1	-	-	16	-	-	16	-	-
11	7	-	3	-	-	-	10	-	-	10	-	-
12	5	1	-	1	-	-	7	-	-	7	-	-
NR	1	-	-	-	-	-	1	-	1	2	1	-
Subtotal	50	11	14	5	-	-	80	-	1	81	61	1.30
Maryland												
6	1	1	-	1	-	-	3	-	-	3	-	-
7	6	-	1	-	-	-	7	-	1	8	-	-
8	5	-	3	-	-	-	8	-	-	8	-	-
9	5	2	2	1	1	1	12	-	-	12	-	-
10	3	3	1	1	-	-	8	-	-	8	-	-
11	4	-	1	1	-	-	6	-	-	6	-	-
12	5	1	-	1	-	-	7	-	-	7	-	-
NR	1	-	-	-	-	-	1	-	-	1	-	-
Subtotal	30	7	8	5	1	1	52	-	1	53	38	1.38
Virginia												
6	1	-	-	-	-	-	1	-	-	1	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-
9	3	1	-	1	-	-	5	-	-	5	-	-
10	3	-	1	-	-	-	4	-	-	4	-	-
11	-	1	-	-	-	-	1	-	-	1	-	-
12	-	-	1	1	-	-	2	-	-	2	-	-
NR	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	7	2	2	2	-	-	13	-	-	13	9	1.42
No Response												
6	-	-	-	-	-	-	-	-	-	-	-	-
7	1	-	-	-	-	-	1	-	-	1	-	-
8	1	-	-	-	-	-	1	-	-	1	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-
NR	1	-	-	-	-	-	1	-	-	1	-	-
Subtotal	3	-	-	-	-	-	3	-	-	3	3	1.00
Total Responses	90	20	24	12	1	1	148	-		150	111	1.33
Percent of All Responses	60.8%	13.5%	16.2%	8.1%	0.7%	0.7%	100.0%					
Number of Vehicles	90	10	8	3	0	0	111					
296 Student Enrollment	106	24	28	14	1	1	174					
Number of Vehicles	106	12	9	4	1	1	133					

1. Eastbound Tilden Street (three (3) respondents or 42.8 percent).
2. Westbound Tilden Street (two (2) or 28.6 percent).
3. Southbound Beach Drive (two (2) or 28.6 percent).

These approach and exit routes are shown on Figure 3-4.

Figure 3-4
Generalized Shuttle Bus Traffic Distribution (AM)



Student Parking Locations. Fourteen (14) of the 15 students who drove to school in their own cars reported their parking location. Five (5) or 35.7 percent parked on Upton Street east of 29th Street. Three (3) or 21.4 percent parked on Tilden Street east of 29th Street, two (2) each or 14.3 percent parked on Tilden Street west of 29th Street, Upton Street west of 29th Street, or elsewhere.

Student Passengers. The average occupancy in cars driven by Burke students was only 1.13 passengers, including the driver.

After School Activities. One hundred sixteen (116) respondents, or 53.5 percent of all those answering the question about such activities, participated in after school activities, as shown in Table 3-6. District and Maryland students were most likely to participate (at 45 percent) and Virginia students least likely to participate (at 36 percent).

Student Departure Mode Split. As shown in Table 3-7, the most popular departure modes for all students, in descending order, were as follows:

1. Passenger in an auto driven by a parent/guardian (114 respondents, or 45.1 percent of all respondents).
2. Metrorail (76 respondents or 30.0 percent).
3. Auto driver (15 respondents or 5.9 percent).
4. Activity bus (15 respondents or 5.9 percent).
5. Walk (14 respondents or 5.5 percent).
6. Metrobus (nine respondents, or 3.6 percent).
7. Passenger in an auto driven by another student (six respondents, or 2.4 percent).
8. Passenger in an auto driven by a faculty/staff member (two respondents or 0.8 percent).
9. Bike (one respondent, or 0.4 percent).
10. Taxi (one respondent or 0.4 percent).

Auto Passenger Pick-Up Locations. Passenger drop off locations were concentrated in front of the school. As shown in Table 3-8, the most popular auto passenger pick-up locations in descending order were as follows:

1. In front of Burke on Upton Street (92 respondents or 82.9 percent).
2. Connecticut Avenue, East Side (six (6) or 5.4 percent).
3. Elsewhere on Upton Street (five (5) respondents or 4.5 percent).
4. Connecticut Avenue, West Side; Tilden Street, West of Connecticut; Van Ness Street, West of Connecticut Avenue; Van Ness Street, East of Connecticut Avenue; and the alley between Upton and Tilden Streets (one (1) respondent each or 0.9 percent).
5. Three (3) students, or 2.7 percent, were met inside the school by their parent(s).

Table 3-6
Student Participation in After School Activities, by State and Grade

State/ Grade	Yes	Percent Yes	No	Percent No	No Response	Percent NR	Total
District of Columbia							
6	1	20%	3	60%	1	20%	5
7	9	45%	7	35%	4	20%	20
8	10	63%	3	19%	3	19%	16
9	17	53%	7	22%	8	25%	32
10	9	38%	12	50%	3	13%	24
11	11	48%	7	30%	5	22%	23
12	4	24%	12	71%	1	6%	17
NR	1	50%	-	0%	1	50%	2
Subtotal	62	45%	51	37%	26	19%	139
Maryland							
6	5	83%	1	17%		0%	6
7	4	40%	4	40%	2	20%	10
8	6	60%	2	20%	2	20%	10
9	5	26%	8	42%	6	32%	19
10	7	37%	10	53%	2	11%	19
11	8	47%	7	41%	2	12%	17
12	9	53%	5	29%	3	18%	17
NR	-	N/A	-	N/A	-	N/A	-
Subtotal	44	45%	37	38%	17	17%	98
Virginia							
6	-	0%	-	0%	1	100%	1
7	-	N/A	-	N/A	-	N/A	-
8	-	N/A	-	N/A	-	N/A	-
9	3	33%	4	44%	2	22%	9
10	1	20%	4	80%	-	0%	5
11	3	60%	2	40%	-	0%	5
12	2	40%	2	40%	1	20%	5
NR	-	N/A	-	N/A	-	N/A	-
Subtotal	9	36%	12	48%	4	16%	25
No Response							
6	-	N/A	-	N/A	-	N/A	-
7	1	100%	-	0%	-	0%	1
8	-	N/A	-	N/A	-	N/A	-
9	-	0%	-	0%	1	100%	1
10	-	0%	1	100%	-	0%	1
11	-	N/A	-	N/A	-	N/A	-
12	-	N/A	-	N/A	-	N/A	-
NR	-	0%	-	0%	1	100%	1
Subtotal	1	25%	1	25%	2	50%	4
Total	116	44%	101	38%	49	18%	266

Table 3-7
Student Departure Mode, by State and Grade

State/ Grade	Arrival Mode: Parent Passenger 1	Charter or Activity Bus 2	Drove 3	Student Passenger 4	Staff Passenger 5	Shuttle Bus 6	Metro-rail 7	Metro-bus 8	Walk 9	Bike 10	Other (1)	Responses Subtotal	No Response	Total
District of Columbia														
6	3	-	-	-	-	-	-	-	2	-	-	5	-	5
7	14	-	-	-	-	-	3	1	2	-	-	20	-	20
8	8	1	-	1	-	-	1	1	4	-	-	16	-	16
9	16	3	-	-	-	-	7	1	2	1	-	30	2	32
10	10	2	-	1	-	-	7	1	2	-	-	23	1	24
11	7	3	1	1	-	-	5	2	2	-	-	21	2	23
12	5	-	8	-	-	-	4	-	-	-	-	17	-	17
NR	1	-	-	-	-	-	-	1	-	-	-	2	-	2
Subtotal	64	9	9	3	-	-	27	7	14	1	-	134	5	139
Maryland														
6	5	-	-	-	-	-	-	-	-	-	-	5	1	6
7	6	1	-	-	-	-	2	-	-	-	-	9	1	10
8	3	-	-	-	-	-	7	-	-	-	-	10	-	10
9	11	-	-	1	-	-	6	-	-	-	-	18	1	19
10	9	-	-	1	1	-	8	-	-	-	-	19	-	19
11	3	3	3	-	1	-	6	1	-	-	-	17	-	17
12	3	1	3	1	-	-	6	-	-	-	-	14	3	17
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	40	5	6	3	2	-	35	1	-	-	-	92	6	98
Virginia														
6	1	-	-	-	-	-	-	-	-	-	-	1	-	1
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	2	-	-	-	-	-	3	-	-	-	1	8	1	9
10	2	-	-	-	-	-	1	1	-	-	-	5	-	5
11	1	-	-	-	-	-	4	-	-	-	-	5	-	5
12	-	1	-	-	-	-	3	-	-	-	-	4	1	5
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	7	1	-	-	-	-	12	1	-	-	1	23	2	25
No Response														
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	-	-	-	-	-	-	-	-	-	-	1	-	1
8	1	-	-	-	-	-	-	-	-	-	-	1	-	1
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	1	-	-	-	-	1	-	1
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NR	1	-	-	-	-	-	-	-	-	-	-	1	-	1
Subtotal	3	-	-	-	-	-	1	-	-	-	-	4	-	4
Total	114	15	15	6	2	-	76	9	14	1	1	253	13	266
Rank	1	5	3	7	8	9	2	6	4	9	8			
296 Student Enrollment	146	17	15	7	2	-	78	9	15	1	-	290		
320 Student Enrollment	158	19	16	8	2	-	85	9	16	2	-	314		

(1) Departed by Taxi

Table 3-8
Auto Passenger Pick Up Location, by Sector and Grade

Approach Route	Pick Up Location: Front of EBS on Upton A	Elsewhere on Upton B	Conn. Ave East C	Conn Ave West D	Tilden west of Conn E	Tilden east of Conn F	Tilden east of 29th G	Van Ness West H	Van Ness East I	Kiss and Ride J	Alley b/w Upton & Tilden K	Alley b/w VanNess & Upton L	Elsewhere(1)	Responses Subtotal	No Response	Total
District of Columbia																
6	2	-	1	-	-	-	-	-	-	-	-	-	-	3	-	3
7	11	1	-	-	1	-	-	-	-	-	-	-	1	14	-	15
8	6	-	1	-	-	-	-	-	-	-	-	-	-	7	1	8
9	11	2	1	-	-	-	-	-	1	-	1	-	-	16	-	16
10	9	1	-	-	-	-	-	-	-	-	-	-	-	10	-	10
11	5	-	1	-	-	-	-	-	-	-	-	-	-	6	1	7
12	4	-	-	-	-	-	-	1	-	-	-	-	-	5	-	5
NR	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Subtotal	49	4	4	-	1	-	-	1	1	-	1	-	1	62	2	64
Maryland																
6	3	-	-	-	-	-	-	-	-	-	-	-	1	4	1	5
7	6	-	-	-	-	-	-	-	-	-	-	-	-	6	-	6
8	3	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3
9	11	-	-	-	-	-	-	-	-	-	-	-	-	11	-	11
10	7	-	2	-	-	-	-	-	-	-	-	-	-	9	-	9
11	1	-	-	1	-	-	-	-	-	-	-	-	1	3	-	3
12	3	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	34	-	2	1	-	-	-	-	-	-	-	-	2	39	1	40
Virginia																
6	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	1	1				-	-	-	-	-	-	-	-	2	-	2
10	3					-	-	-	-	-	-	-	-	3	-	3
11	1					-	-	-	-	-	-	-	-	1	-	1
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	6	1	-	-	-	-	-	-	-	-	-	-	-	7	-	7
No Response																
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
8	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NR	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Subtotal	3	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3
Total	92	5	6	1	1	-	-	1	1	-	1	-	3	111	3	114
Rank	1	2	2	3	3			3	2				2			
Percent of All Responses	82.9%	4.5%	5.4%	0.9%	0.9%	0.0%	0.0%	0.9%	0.9%	0.0%	0.9%	0.0%	2.7%	100.0%		
All Students	107	8	6	1	1	-	-	-	8	-	4	5	3	143	3	
320 Students																

(1) Students picked up by parked parents or greeted inside

Student Passenger Approach and Exit Routes (Afternoon). Forty nine (49), or 42.9 percent of the 114 students picked up by a parent/guardian in the afternoon responded to the question regarding vehicle ***approach*** route. The distribution of ***approaching*** traffic (in descending order) is as follows:

1. Northbound Connecticut Avenue (17 respondents or 34.7 percent).
2. Southbound Connecticut Avenue (13 respondents or 26.5 percent).
3. Eastbound Tilden Street (eight (8) respondents or 16.3 percent).
4. Westbound Tilden Street (eight (8) respondents or 16.3 percent).
5. Eastbound Van Ness Street (two (2) respondents or 4.1 percent).
6. Northbound Beach Drive (one (1) respondent or 2.0 percent).

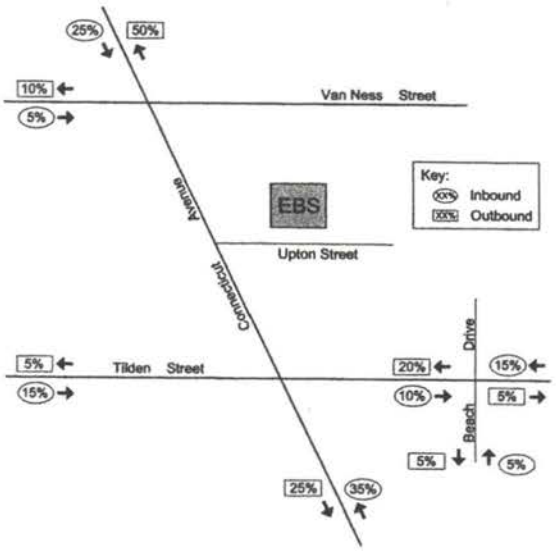
Sixty four (64), or 56.1percent, of the 114 students picked up in the afternoon by a parent/guardian responded to the question regarding vehicle ***exit*** route. The distribution of ***exiting*** traffic (in descending order) is as follows:

1. Northbound Connecticut Avenue (33 respondents or 51.6 percent).
2. Southbound Connecticut Avenue (14 respondents or 21.9 percent).
3. Westbound Van Ness Street (six (6) respondents or 9.4 percent).
4. Westbound Tilden Street (four (4) respondents or 6.3 percent).
5. Eastbound Tilden Street (three (3) respondents or 4.6 percent).
6. Northbound Beach Drive (two respondents or 3.1 percent).
7. Southbound Beach Drive (two respondents or 3.1 percent).

These approach and exit routes are shown on Figure 3-5.

Departure Vehicle Occupancy. Average auto occupancy in the afternoon was typical: 1.24 students per vehicle.

Figure 3-5
Generalized Student Pick-Up Distribution (PM)



Faculty/Staff Transportation Survey Results

Number of Responses. A total of 46 faculty/staff responded to the transportation survey. Eighty percent were full-time faculty/staff and twenty percent were part-time faculty/staff.

Faculty/Staff Arrival Times. One fifth faculty/staff (20 percent) arrived at Burke during the 15 minutes beginning at 7:15 AM, as shown on Figure 3-6. Twenty-eight (28) percent arrived before 7:15 AM and 52 percent arrived after 7:30 AM. Faculty/staff arrived at Burke before the students, as one would expect.

Faculty/Staff Departure Times. Faculty/staff departure times were widely dispersed, as shown on Figure 3-7. A peak of 14 percent left at 3:30 to 3:45 PM. Sixteen (16) percent left before 3:30 PM, and 70 percent left after 3:45 PM. Five percent left after 7:00 PM.

Faculty/Staff Arrival Mode Split. Thirty five faculty/staff survey respondents (or 81 percent) drove to school. None carpooled, six took Metrorail, and two walked.

Metro Benefit. Ten (or 23 percent of all 43 respondents) claimed to receive a Metro benefit; 33 (or 77 percent) did not.

Faculty/Staff Auto Passenger Drop-Off Locations. The one faculty/staff member who participated as a passenger in a carpool with someone outside of the Burke community was dropped off in front of the school on Upton Street.

Parking Locations. Slightly more than half (or 54 percent) of all faculty/staff auto drivers parked in the school lot or in the alley. Four parked on Tilden Street, seven on Upton Street, and five parked elsewhere. Only six out of 35 auto drivers (or 17 percent of all auto drivers) moved their car during the school day.

After-School Activities. A third of all respondents participated in after-school activities; two thirds did not.

Faculty/Staff Departure Mode Split. Faculty/staff departure modes mirrored arrival modes. Over eight out of 10 faculty/staff (83 percent) drove to school. One carpooled, six took Metro, and one walked.

Figure 3-6
Faculty Arrival Times

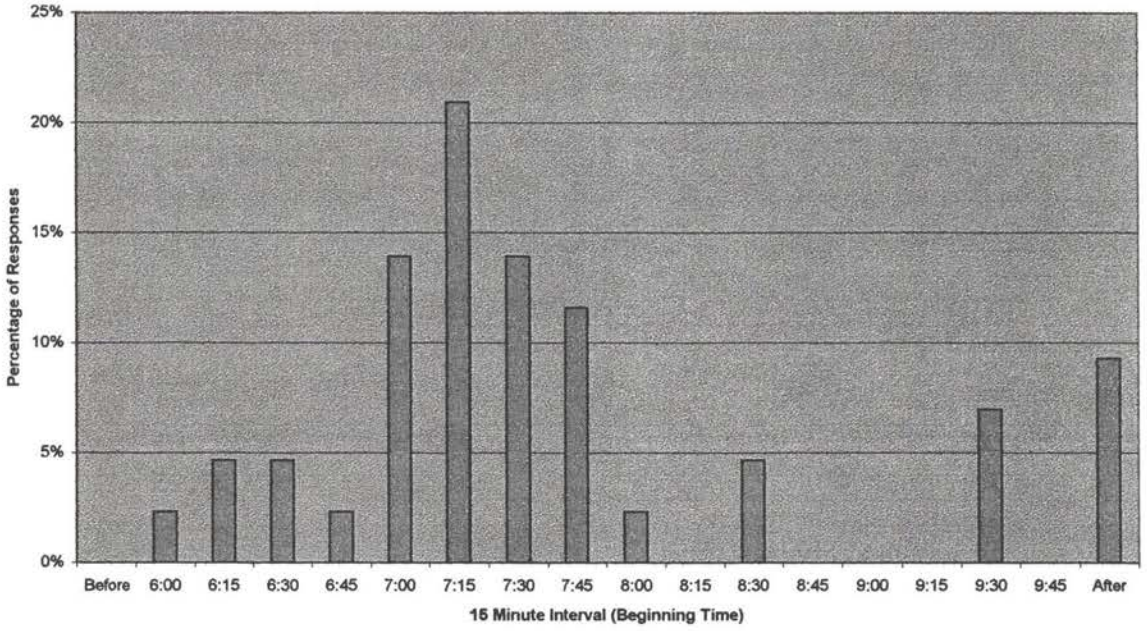
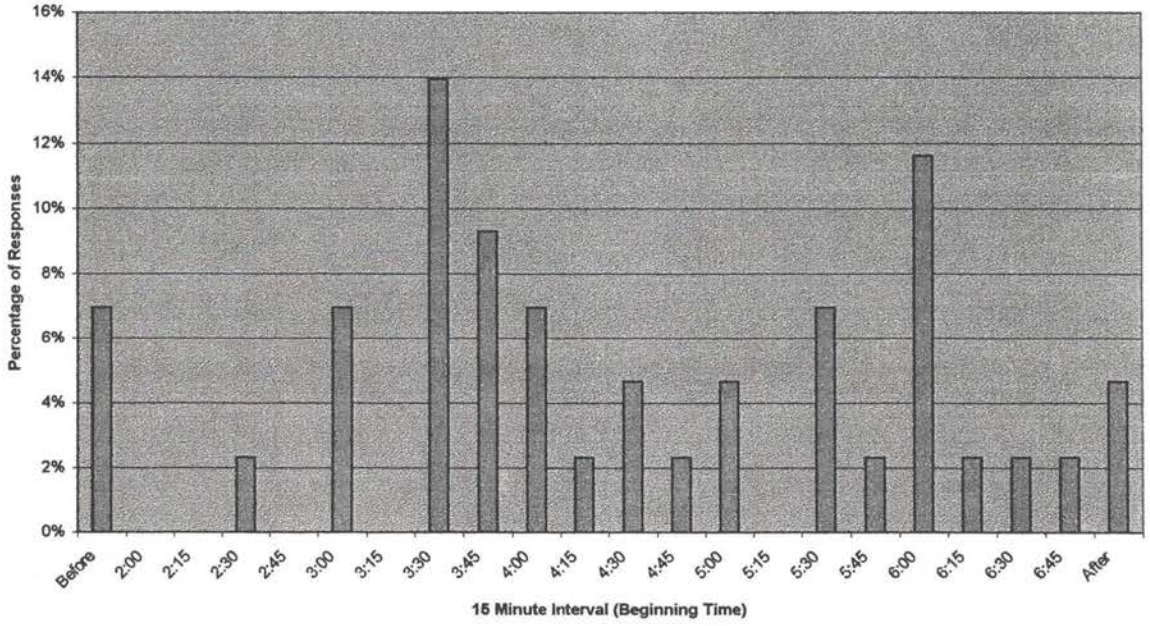


Figure 3-7
Faculty Departure Times



Section 4
ANALYSIS

Existing Levels of Service

Existing levels of service were calculated at each of the key intersections in the study area based on the existing lane use and traffic controls shown on Figure 2-1, existing vehicular and pedestrian traffic counts shown on Figures 2-2 and 2-3, existing traffic signal timings, the Synchro5 Traffic Signal Coordination Software, and the Highway Capacity Manual (HCM) capacity analysis methodology. The results are presented in Appendix D and summarized in Table 4-1.

Table 4-1
Existing Levels of Service

Inter-Section	Street AM	Burke AM	Street PM	Burke PM
Conn. Ave./ Tilden St.	E (61.2)	C (31.2)	D (36.7)	C (26.9)
Conn. Ave./ Upton St. (Westbound)	C (18.5)	B (14.5)	E (46.3)	C (17.8)
Conn. Ave./ Van Ness St.	F (148.8)	F (85.5)	C (33.0)	C (29.6)
29th Street/ Tilden St.	D (31.4)	C (18.0)	D (29.6)	C (21.9)
29th Street/ Upton St.	A (10.0)	A (9.9)	B (10.0)	A (9.9)

(Note: Numbers in parentheses represent average delays, in seconds per vehicle).

Table 4-1 indicates that the 29th Street/Tilden Street and 29th Street/Upton Street intersections currently operate at level of service (LOS) "D" or better during both the school and street peak hours.

Traffic turning onto Connecticut Avenue from Upton Street operates near capacity at LOS "E" during the PM ***street peak hours***. These turns are made at acceptable levels of service during the AM ***street peak hour*** and the AM and PM ***school peak hours***.

The Connecticut Avenue/Van Ness Street intersection operates at capacity at LOS "F" in the morning, but at an acceptable LOS "C" in the afternoon.

The Connecticut Avenue/Tilden Street intersection operates near capacity at LOS "E" during the AM street peak hour and at LOS "D" or better at other times.

Burke Vehicle-Trip Generation

As shown in Table 4-2, the current 295 students and 60 faculty and staff generate the following numbers of vehicle-trips during the ***school peak hours***:

Table 4-2
Burke School Peak Hour Vehicle-Trip Generation

Component	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Parents	86	86	51	51
Shuttle	17	17	0	0
Students	12	0	0	5
Faculty/Staff	23	0	0	17
Buses	2	2	1	1
Total	140	105	52	74

As shown in Table 4-3, Burke currently generates the following numbers of vehicle-trips during the ***street peak hours***:

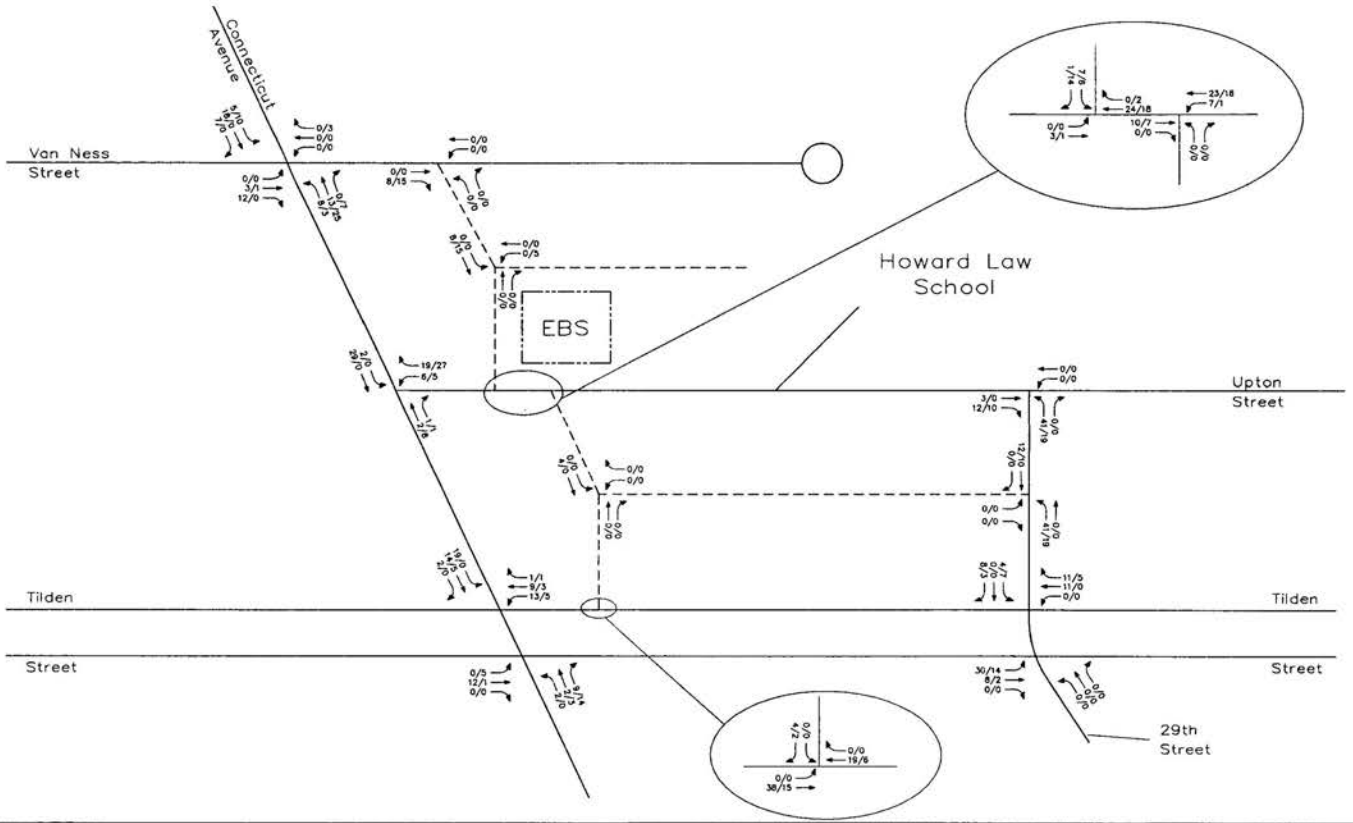


Figure 4–1
EBS Traffic During Street Peak Hours

Edmund Burke School
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

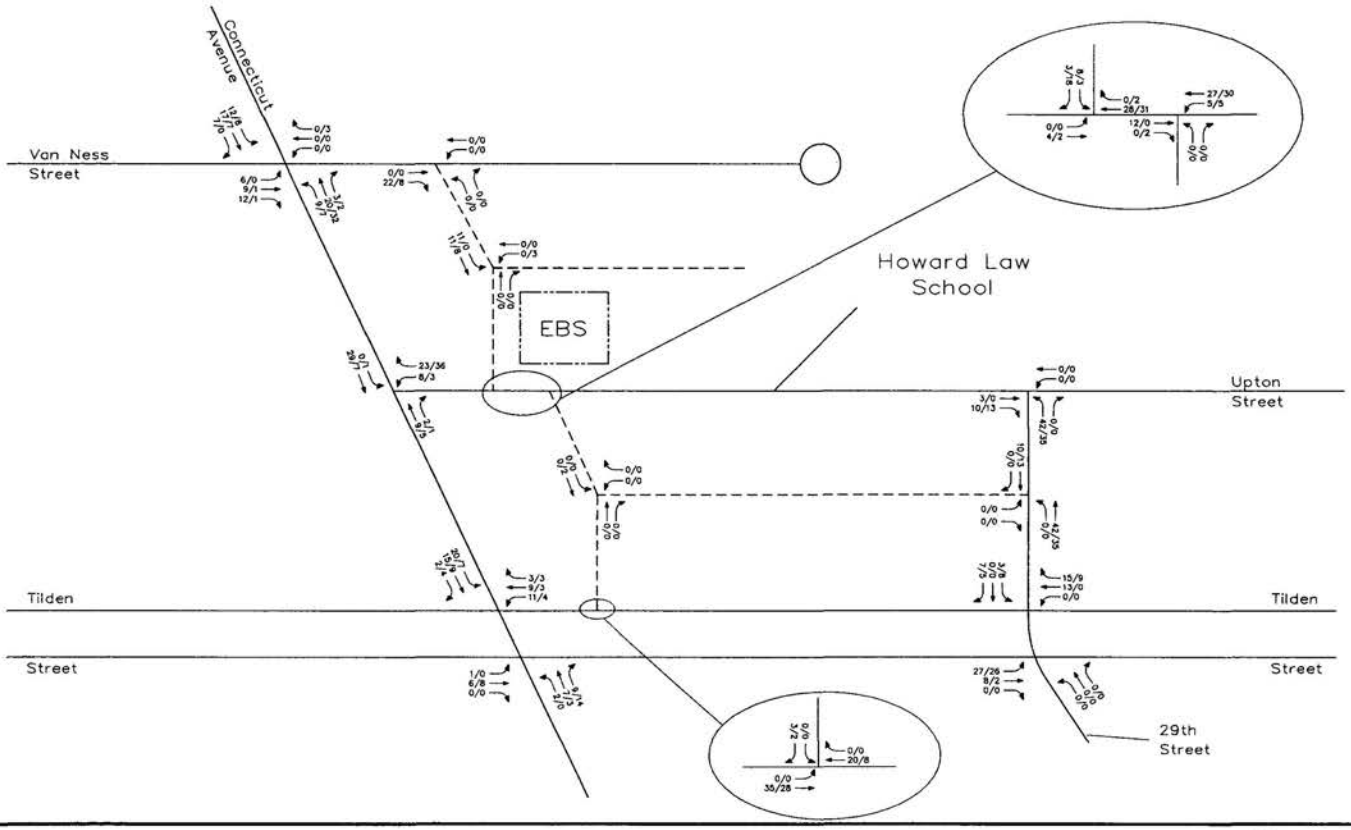


Figure 4–2
EBS Traffic During School Peak Hours

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Edmund Burke School
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

Table 4-3
Burke Street Peak Hour Vehicle-Trip Generation

Component	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Parents	78	78	40	40
Shuttle	11	11	0	0
Students	13	0	0	2
Faculty/Staff	9	0	0	11
Buses	2	2	1	1
Total	113	91	41	54

Burke Traffic Assignments

Burke traffic on public streets and alleys in the vicinity of the school is shown on Figures 4-1 and 4-2 for the street and school peak hours, respectively.

Burke Traffic on Upton Street

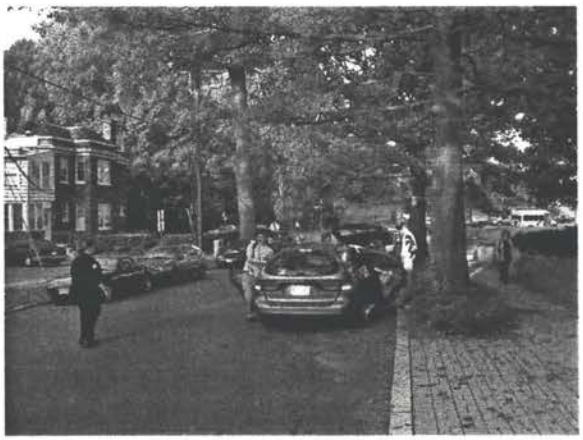
Burke traffic accounts for a third or less of all traffic on Upton Street. The school makes up 24 to 29 percent of all traffic in both directions on Upton Street during the school peak hours of 7:15 to 8:15 AM and 3:30 to 5:30 PM. School traffic accounts for 40 to 50 percent of all westbound traffic, and only four to seven percent of all eastbound traffic, on Upton Street.

During the street peak hours of 7:45 to 8:45 AM and 5:15 to 6:15 PM, the school accounts for only 15 to 19 percent of all traffic in both directions on Upton Street. School traffic accounts for 20 to 28 percent of all westbound traffic, and only two to six percent of all eastbound traffic.

Burke Traffic on Connecticut Avenue

Burke traffic accounts for less than one percent of all traffic on Connecticut Avenue.

On Tuesday, January 14, 2003, a total of 3,657 vehicles passed through the Connecticut Avenue/Upton Street intersection during the street peak hour of 7:45 to 8:45 AM. Burke accounts for only 34 of these vehicles (or 0.9 percent of all vehicles).



Morning drop off on Upton Street in front of Burke

A total of 2,699 vehicles pass through the Connecticut Avenue/ Upton Street intersection during the street peak hour of 5:15 to 6:15 PM. Burke accounts for only nine of these vehicles (or 0.3 percent of all vehicles).

Burke is an insignificant contributor to traffic in the Connecticut Avenue corridor. Traffic generated by the school is well within the day-to-day fluctuation in traffic volumes on Connecticut Avenue.

Observed Queues on Upton Street in Front of Burke

Queues of vehicles standing at the curb on westbound Upton Street in front of Burke were observed minute-by-minute on Tuesday, January 14, 2003 (see Table 4-4).

Five cars can park in front of the school without encroaching on the residential permit parking spaces or spilling out onto the public street.

During the two-hour morning peak period, between 7:00 and 9:00 AM, when students are dropped off, the median queue was only one vehicle. The 95th percentile queue was two vehicles (i.e., the queue was two or fewer vehicles 95 percent of the time). The maximum observed queue was four vehicles for only on minute.

During the school peak hour, between 7:15 and 8:15 AM, the average queue was less than one vehicle and the 95th percentile queue was three vehicles. The maximum observed queue was four vehicles.

Queues were longer in the afternoon. During the four-and-one-half hour period between 2:00 and 6:30 PM, when students are picked up, the median queue was less than two vehicles; the 95th percentile queue was five vehicles. The maximum queue was seven vehicles. Queues exceeded five vehicles during only four (4) minutes, or 1.5 percent of the 270-minute PM peak period.

During the school peak hour, between 3:30 and 4:30 PM, the median queue was two vehicles and the 95th percentile queue was less than five vehicles. The maximum observed queue was six vehicles.

The median dwell time for parents/guardians dropping off students in the morning was 34 seconds; the median dwell time for parents/guardians picking up students in the afternoon was 2:12 minutes.

Table 4-4
Observed Minute-by-Minute Queues on Upton Street in Front of EBS
Tuesday, January 14, 2003

	Observed Minute-by-Minute Queues								
	0	1	2	3	4	5	6	7	Total
Morning Drop Off									
7:00-7:15	9	6	0	0	0	0	0	0	15
7:15-7:30	8	5	2	0	0	0	0	0	15
7:30-7:45	0	9	5	1	0	0	0	0	15
7:45-8:00	3	2	7	2	1	0	0	0	15
8:00-8:15	8	7	0	0	0	0	0	0	15
8:15-8:30	8	7	0	0	0	0	0	0	15
8:30-8:45	7	6	2	0	0	0	0	0	15
8:45-9:00	14	1	0	0	0	0	0	0	15
Total	57	43	16	3	1	0	0	0	120
Percent	47.5%	35.8%	13.3%	2.5%	0.8%	0.0%	0.0%	0.0%	100.0%
Cum. Percent	47.5%	83.3%	96.7%	99.2%	100.0%	100.0%	100.0%	100.0%	
7:15 to 8:15 AM									
Total	19	23	14	3	1	-	-	-	60
Percent	31.7%	38.3%	23.3%	5.0%	1.7%	0.0%	0.0%	0.0%	100.0%
Cum. Percent	31.7%	70.0%	93.3%	98.3%	100.0%	100.0%	100.0%	100.0%	
Afternoon Pick-Up									
2:00-2:15	10	3	2	0	0	0	0	0	15
2:15-2:30	0	0	1	10	2	1	1	0	15
2:30-2:45	0	2	2	1	4	4	1	1	15
2:45-3:00	4	10	1	0	0	0	0	0	15
3:00-3:15	0	5	10	0	0	0	0	0	15
3:15-3:30	0	5	9	1	0	0	0	0	15
3:30-3:45	0	0	10	3	2	0	0	0	15
3:45-4:00	1	4	7	3	0	0	0	0	15
4:00-4:15	2	4	5	1	0	3	0	0	15
4:15-4:30	0	0	1	1	8	4	1	0	15
4:30-4:45	0	0	2	7	5	1	0	0	15
4:45-5:00	2	6	4	2	1	0	0	0	15
5:00-5:15	6	8	1	0	0	0	0	0	15
5:15-5:30	0	0	6	5	3	1	0	0	15
5:30-5:45	0	1	7	3	4	0	0	0	15
5:45-6:00	0	8	7	0	0	0	0	0	15
6:00-6:15	0	8	6	1	0	0	0	0	15
6:15-6:30	0	4	6	4	1	0	0	0	15
Total	25	68	87	42	30	14	3	1	270
Percent	9.3%	25.2%	32.2%	15.6%	11.1%	5.2%	1.1%	0.4%	100.0%
Cum. Percent	9.3%	34.4%	66.7%	82.2%	93.3%	98.5%	99.6%	100.0%	
3:30 to 4:30 PM									
Total	3	8	23	8	10	7	1	0	60
Percent	5.0%	13.3%	38.3%	13.3%	16.7%	11.7%	1.7%	0.0%	100.0%
Cum. Percent	5.0%	18.3%	56.7%	70.0%	86.7%	98.3%	100.0%	100.0%	

Section 5
BURKE TRANSPORTATION MANAGEMENT PLAN (TMP)

Overview

This section presents the Burke Traffic Management Plan (TMP). It includes discussions of traffic management prior to spring, 2002, the current traffic management plan, and the proposed traffic management plan. The proposed traffic management plan is presented in terms of the physical (or building) elements, traffic management elements, monitoring, and compliance.

History

Prior to March, 2002, at the time the Board of Zoning Adjustments (BZA) heard the previous, unsuccessful application to build a new building and increase enrollment to 360 students, Burke had no meaningful traffic management plan.

Current Traffic Management Plan

On March 5, 2002, Burke implemented a TMP that addressed most if not all of Burke's traffic issues and greatly improved traffic conditions in front of and around the school. The current plan consists of the following elements:

1. Encourage use of Metro by offering faculty and staff reduced Metro fares and extending Metro benefits to Maryland and Virginia students
2. Restrict drop-offs on Upton Street to carpools of three or more students between 7:30 and 8:15 AM.
3. Prohibit drop-offs in the Van Ness-Upton alley.
4. Provide shuttle bus service for non-carpoolers.
5. Permit use of the following approved drop-off locations:
   a. Van Ness-UDC Metro Kiss-and-Ride.
   b. Tilden Street, east of 29th Street.
   c. Van Ness Street, west of Connecticut Avenue.
6. Hire an off-duty, uniformed Metropolitan Police Officer to direct traffic on Upton Street.
7. Prohibit students from parking in Zone 3 residential parking permit spaces, even if they have Zone 3 permits.
8. Require charter buses to pick up on Connecticut Avenue in the afternoon, instead of Upton Street.

Compliance with this plan is voluntary.

Proposed Transportation Management Plan

Goals. The goals of the proposed TMP are to:

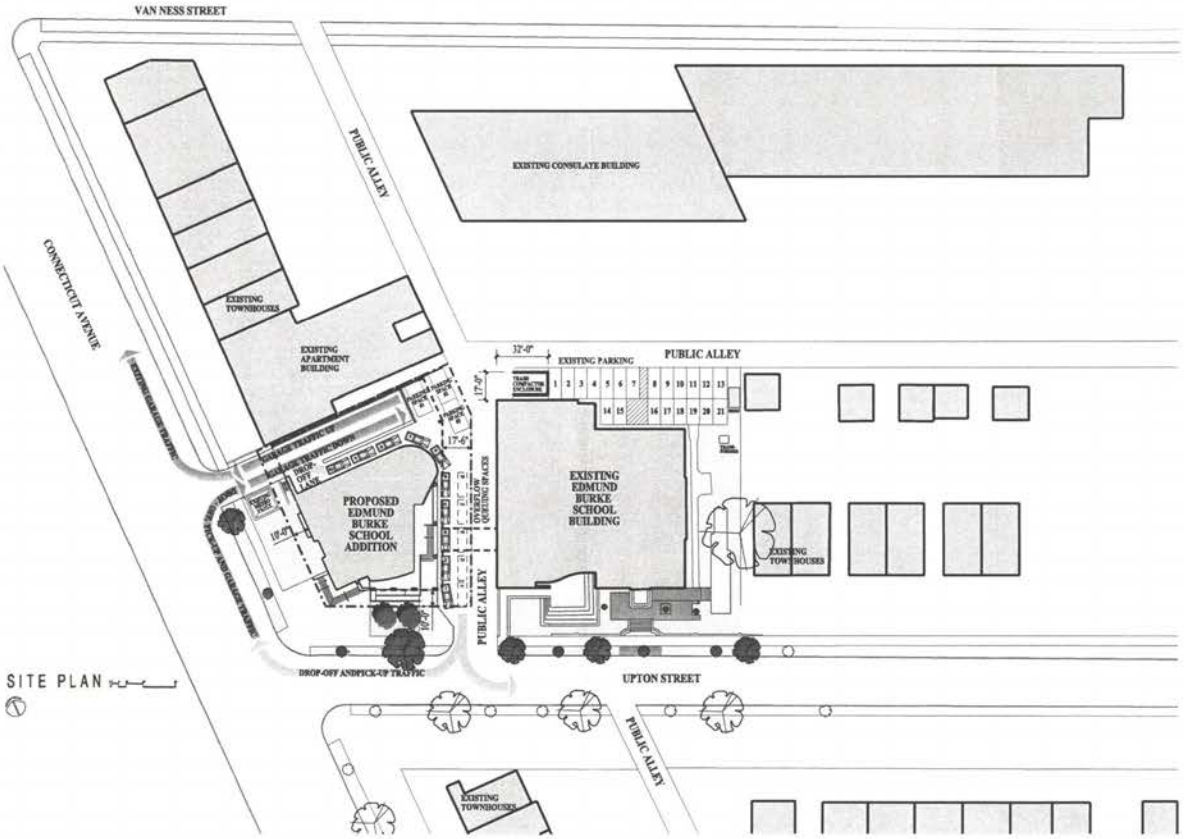
1. Encourage the use of public transportation.
2. Substantially reduce traffic on Upton Street without burdening other residential streets and/or alleys.

Physical Plan. The physical plan consists of the following traffic and parking elements.

Traffic. Approximately 15 on-site drop-off/pick-up spaces will be provided on the ground level beneath the new building. These spaces would be provided in a single lane on the north side of the new building and in two lanes on the east side of the new building, adjacent to the Van Ness-to-Upton alley. These two lanes would merge into a single lane before merging with the alley.

The number of Burke drop-off/pick-up spaces will be increased three-fold, from five spaces on Upton Street to 15 spaces on school property.

Access to the below-grade parking and the drop-off/pick-up lane will be provided exclusively by Connecticut Avenue. Connecticut Avenue access/egress will be restricted to right turns in/right turns out only. Left turns in and out of the Connecticut Avenue driveway will be prohibited.



SITE PLAN

OWNER: EDMUND BURKE SCHOOL
ARCHITECT: BOWIE GRIDLEY ARCHITECTS
CIVIL ENGINEER: CAS ENGINEERING
TRAFFIC ENGINEER: WELLS & ASSOCIATES

SPECIAL EXCEPTION

EDMUND BURKE SCHOOL

SE- 1
APRIL 11
2003

Two off-duty, uniformed Metropolitan Police officers will monitor and direct traffic at the Connecticut Avenue/Burke driveway and alley/Upton Street intersections.

Parking. Forty seven parking spaces (36 self-parking spaces and 11 tandem spaces) would be provided on two underground parking levels beneath the new building. Three shuttle bus parking spaces also would be provided on the proposed new building site. Three of the 24 existing parking spaces behind the existing building would be displaced by an enclosed trash compactor.

A total of 71 parking spaces will be provided (i.e., 47 + 3 +24 -3 = 71). The parking supply would nearly triple, from 24 to 71 spaces.

All parking for Burke faculty, staff, and visitors will be provided on-site, in the existing surface lot behind the existing building and in the two underground parking levels in the new building. Twelve spaces will be provided in the garage for Burke students.

Traffic Management Plan. The traffic management plan (TMP) consists of the following elements:

1. Operations:

    A. Regular operation of the school will be limited to the programs and activities of the Edmund Burke School.
    B. The number of students shall not exceed 320 and the total number of faculty and staff shall not exceed 70. An annual report of student enrollment will be made available to the Compliance Committee and the Advisory Neighborhood Commission (ANC) each September.
    C. All non-school-related use of the building shall be limited to no more than the three events per month.
    D. The School will not rent or lease its proposed theater or existing gym to any outside organization. From time to time the School will donate use of its theater or gym as a public service, such as to serve as a polling place for local elections or for meetings of public bodies.

2. Faculty, staff, and students who live close to the school are encouraged to walk.

3. Students, staff, and students who cannot walk to school are encouraged to take public transportation.

    A. Burk students who live in the District of Columbia are eligible for a Metro Benefit that provides families with a 50 percent fare rebate. Burke will offer that benefit to all Virginia and Maryland families whose children use public transportation to come to and from school.
    B. Metro benefit for faculty and staff.

4. Those who choose to drive or be driven to school by a parent or guardian are encouraged to carpool. Families who register as carpools of two or more students will be given numbered "CARPOOL #" signs to display on their dashboards. Each vehicle in the carpool will receive its own carpool sign.

5. The morning (7:30 to 8:15 AM) drop-off plan consists of the following:

    A. No Burke cars will be permitted to approach the school traveling westbound on Upton Street.
    B. The on-site drop-off lane will be designated for carpools of two or more students.
    C. An off-duty, uniformed, Metropolitan police officer would control traffic at the Connecticut Avenue driveway. Management would focus on prohibiting left turns into or out of the driveway and prohibiting queues of standing Burk traffic on Connecticut Avenue.

D. The drop-off lane would merge with the public alley just north of Upton Street. The Burk driveway traffic will yield to all traffic in the public alley.
E. An off-duty, uniformed, Metropolitan Police officer would control traffic at this intersection during the morning and afternoon school peak periods. Management will focus on maintaining traffic flow from Upton Street to Connecticut Avenue.
F. Traffic exiting the drop-off lane would be permitted to turn left or right onto Upton Street, but not to use the Upton-Tilden alley.
G. Use of public alleys by Burke parents/guardians to access the drop-off/pick-up lane or dropping students off will be prohibited. Prohibited alleys are:

1. Veazy-Van Ness.
2. Van Ness-Upton.
3. Upton-Tilden.
4. 29th Street/Upton-Tilden.

H. If and when the drop-off lane is filled to capacity or blocked, the police officer will direct overflow families to pass the Connecticut Avenue driveway and use the Van Ness-Upton alley to make another approach to the drop-off/pick up lane driveway. This is expected to occur very rarely, if at all.

6. Burke will continue to operate shuttle bus service between the school and Shoemaker Street, just across from Pierce Mill, from 7:30 to 8:15 AM. Students who ride the shuttle will be dropped off in the Burke on-site drop-off lane. If demographics make another location more practical, the school will change the pick-up location.

7. Single-occupancy vehicles will be permitted to drop off students at the following approved locations:

A. The Burke shuttle bus stop on Shoemaker Street, across from Pierce Mill.
B. The Van Ness Metro kiss-and-ride lot on Connecticut Avenue. (On days when dropping off students at the kiss-and-ride proves impossible, families should drop students at the Burke shuttle).
C. Tilden Street, east of 29th Street.
D. Van Ness Street, west of Connecticut Avenue.

8. Single-occupancy vehicles will be prohibited from dropping off at the following locations:

A. Anywhere on Upton Street, including the north side in front of the school and the south side, near 29th Street.
B. The Howard Law School driveway on Upton Street.
C. The Veasey-Van Ness, Van Ness-Upton, and Upton-Tilden alleys.
D. Van Ness Street at the north end of the Van Ness-to-Upton alley.
E. Tilden Street at the south end of the Upton-to-Tilden alley.
F. Anywhere on Connecticut Avenue during the morning peak period.

9. The afternoon (2:30 to 6:00 PM) pick-up plan consists of the following:

A. All afternoon pick-ups will occur within the drop-off/pick-up lane beneath the new building.
B. Pick-ups on Upton Street in front of the existing school building will be prohibited.
C. No Burke cars will be permitted to approach the pick-up lane on westbound Upton Street.
D. Traffic exiting the pick-up lane would be permitted to turn left or right onto Upton Street, but not to use the Upton-Tilden alley.
E. Cars will leave the Burke driveway in a single lane.
F. The Burk driveway traffic will yield to all traffic in the public alley.
G. Off-duty, uniformed, Metropolitan Police officers will manage traffic at both ends of the Burke driveway in the afternoon, similar to the morning.

10. Student drivers are required to register their cars' makes and license plate numbers with the school, and to affix a Burke parking sticker to the back window of their cars. Students, even those with Zone 3 residential parking permits, are not allowed to park in any restricted spaces on the 2900 block of Upton Street. Students will be assigned parking spaces on school grounds to the fullest extent possible.

11. Faculty, staff, students, and visitors are advised to obey all traffic regulations, including crossing streets only at designated crosswalks.

12. Prohibit parking on school days on the north side of Upton Street between Connecticut Avenue and the alley.

13. Parking for events that are anticipated to bring 50 or more cars to the site will be managed as follows:

    A. Burke will distribute to the community timely notification through an annual calendar of events and monthly updates.
    B. Events will be scheduled to begin at 6:30 PM or later during normal weeks to take advantage of non-peak period parking available on Connecticut Avenue.
    C. Shuttle bus service will be provided to accommodate off-site parking.
    D. Personnel will be available to insure proper traffic management around the site, including a street monitor on Upton Street to enforce a no-parking rule for Burke parents and staff during these events. (The school will not be able to enforce this parking ban during the two Open Houses).
    E. No more than six large events will be scheduled each year.
    F. The new garage will be made available during these events, and school personnel will assist in maximizing capacity and safety, including the use of the stacked spaces.

14. Burke busses and visiting school busses/vans:

    A. The three Burke, 14-passenger activity buses will be parked within the ground floor of the new building.
    B. Burk activity busses will load and unload passengers in front of the existing building and/or in the Burke driveway, but not in the alley system.
    C. Visiting school buses and vans will be instructed to park in front of the existing school building and on Connecticut Avenue, when available.

15. In almost all cases, the school will use the front of the old building for deliveries.

16. The trash receptacles will be located so as to be accessed via the main alley and not the dead end leg of the alley. Trash pick-ups will be scheduled during business hours.

Compliance

Parents and Students. Enrollment agreement contractually obliges parents and students to follow the Traffic Management Plan.

Penalties for non-compliance are as follows:

1. First violation: Parent will be required to meet with the Head of School, who will explain again that each student's enrollment is contingent upon that child and that child's parent abiding by the Compliance Plan and Pledge. The Head of School will remind the parent of the penalties to be applied for future violations.
2. Second violation: Parent will be fined $100.
3. Third violation: Parent will be fined $250.
4. Fourth violation: Child will not be enrolled for the following academic year. In the case of senior students or non-returning students disciplinary action will be taken (some consideration is being given for more flexibility on this consequence).

Burke Compliance. The School will establish a Compliance Committee made up of three neighbors, one Burke parent, and one Burke administrator. The Compliance Committee will assess the school on the adherence to the school's Transportation Management Plan. Institutional "fines" in the form of enrollment reduction will be applied if the school is unable to remedy unsatisfactory reports from the Compliance Committee.

Section 6

ANALYSIS OF BURKE TRANSPORTATION MANAGEMENT PLAN (TMP)

Overview

This section presents an analysis of the Burke TMP, including compliance with the current plan,

Current Compliance

Approximately three-quarters of all Burke families and students presently comply with all aspects of the voluntary TMP during the morning drop off; approximately one-quarter do not comply with all aspects of the TMP. Non-compliance during the morning includes:

1. Parents/guardians drop off students at prohibited locations, such as Upton Street west of the school, the foot of the Veasey-Van Ness alley, the head of the Van Ness-Upton alley, the foot of the Upton-Tilden alley, or in the alley themselves.

2. Parents/guardians drop off students in low-occupancy vehicles (only one or two students) on Upton Street in front of the school between 7:30 and 8:15 AM.

3. Student drivers park at prohibited locations, such as Tilden Street west of 29th Street or on Upton Street.

The proposed compliance plan, which is an integral component of the proposed TMP, would address these violations.

Traffic Forecasts

Figures 6-1 and 6-2 show projected Burke traffic during the AM and PM street and school peak hours, respectively, with 320 students and 70 faculty and staff. Figures 6-3 and 6-4 show the school forecasts superimposed on existing non-school traffic counts during the street and school peak hours, respectively.

The proposed TMP is forecasted to have the following impacts on public streets and alleys during the school peak hours:

Street/ Movement	AM	PM
Upton Street, Westbound to School	-27	-30
Upton Street, Westbound to Connecticut	-21	-9
Upton Street, Eastbound from School	-4	+30
Van Ness Street, Eastbound to Alley	-11	-8
Tilden Street, Westbound to Connecticut	+8	+19
Tilden Street, Eastbound to Connecticut	+29	+18
29th Street, Southbound	-2	+17
29th Street, Northbound	-42	-35

Levels of Service

Intersection levels of service, with 320 students and 70 faculty/staff, were computed based on the existing lane use and traffic controls shown on Figure 2-1, projected vehicular traffic forecasts shown on Figures 6-2 and 6-3, existing traffic signal timings, the Synchro5 Traffic Signal Coordination Software, and the Highway Capacity Manual (HCM) capacity analysis methodology. The results are presented in Appendix E and summarized in Table 6-1.

Table 6-1
Future Levels of Service, with 320 Students and 70 Faculty/Staff

Inter-Section	Street AM	Burke AM	Street PM	Burke PM
Conn. Ave./ Tilden St.	E (60.6)	C (31.8)	C (33.5)	C (33.0)
Conn. Ave./ Upton St.	B (14.4)	B (11.0)	D (26.8)	C (15.8)
Conn. Ave./ Van Ness St.	F (146.8)	F (82.8)	C (33.5)	B (29.3)
29th Street/ Tilden St.	D (26.9)	C (16.7)	D (27.4)	C (20.1)
29th Street/ Upton St.	A (9.6)	A (9.5)	B (9.7)	A (9.5)

Comparison of existing and future levels of service in Tables 4-1 and 6-1, respectively, indicates that the proposed increase to 320 students would have little impact in peak hour levels of service.

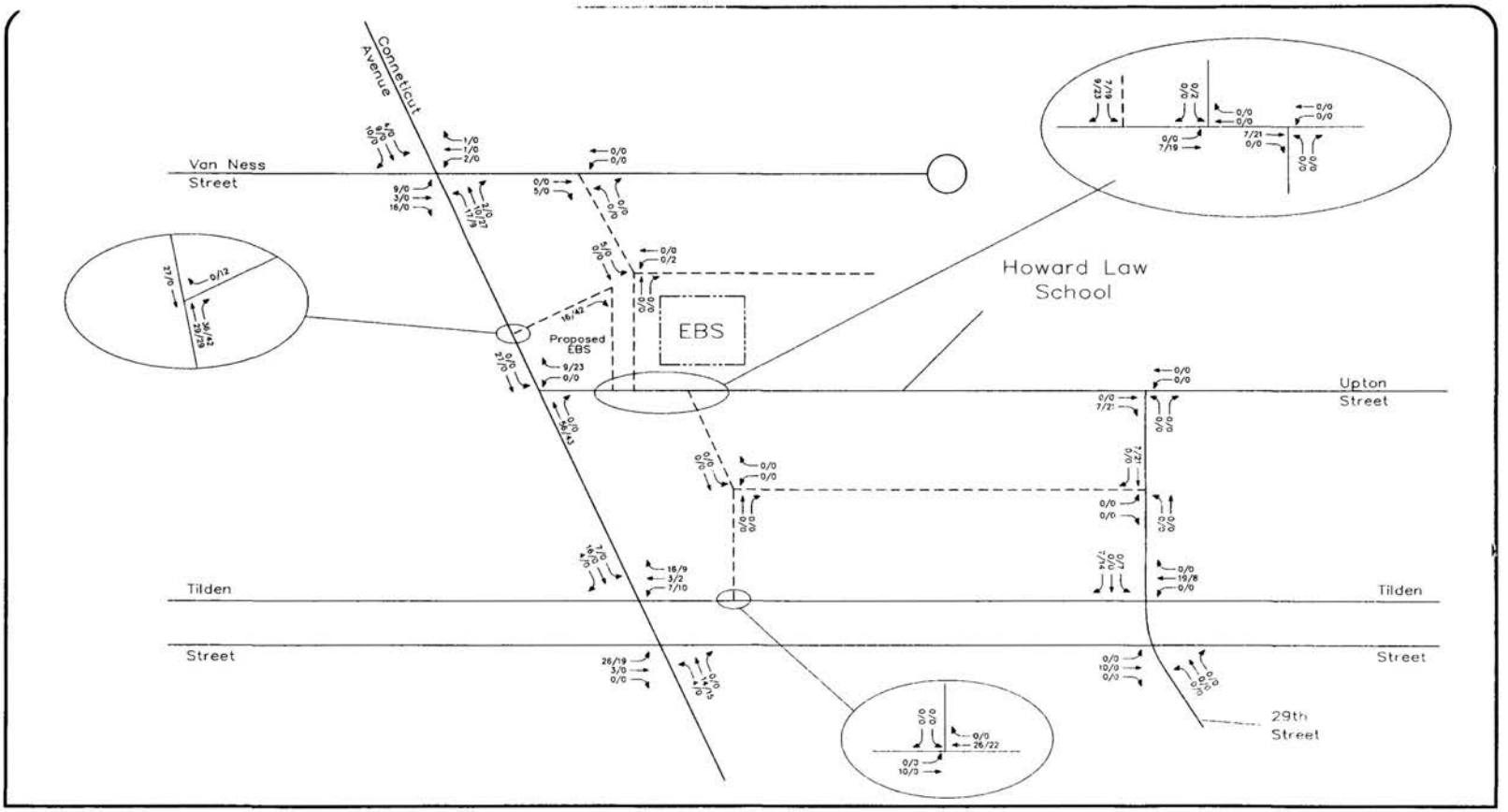


Figure 6–1
Future EBS Traffic During Street Peak Hours

Edmund Burke School
Washington, D.C.

WELLS & ASSOCIATES, LLC

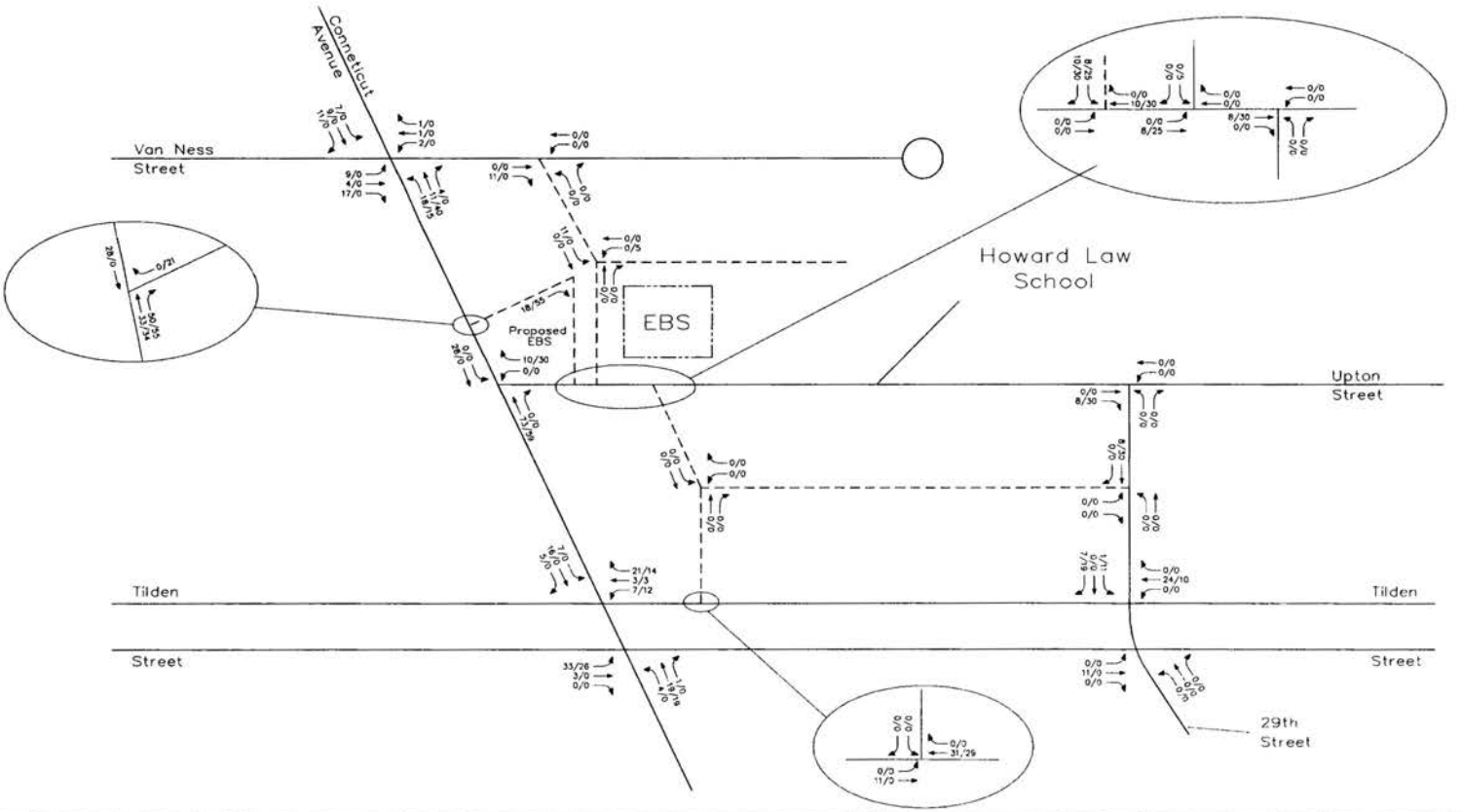


Figure 6–2
Future EBS Traffic During School Peak Hours

North Schematic

Edmund Burke School
Washington, D.C.

WELLS & ASSOCIATES, LLC

Section 7
CONCLUSIONS

The conclusions of this study are as follows:

1. The voluntary TMP adopted by Burke on March 5, 2002, has successfully reduced traffic congestion on Upton Street in front of the school and the obstruction of traffic in the public alleys adjacent to the school.

2. The current 295 students and 60 faculty and staff generate 140 AM peak hour inbound vehicle-trips and 74 PM peak hour outbound vehicle-trips during the ***school peak hours*** that begin at 7:15 AM and 3:30 PM, respectively. The school generates 113 AM peak hour inbound vehicle-trips and 54 PM peak hour outbound vehicle-trips during the ***street peak hours*** that begin at 7:45 AM and 5:30 PM, respectively.

3. Burke traffic accounts for less than one percent of all traffic on Connecticut Avenue during the AM and PM street peak hours. This small amount of traffic does not significantly affect peak hour levels of service or queues on Connecticut Avenue.

4. Burke traffic accounts for about one-quarter to one-third of all traffic on Upton Street in front of the school during the school peak hours and one-fifth of all traffic during the street peak hours.

5. Most Burke students and families comply with this voluntary program. Approved modes of travel, drop-off locations, parking locations, and morning carpool restrictions are observed by approximately three-quarters of all families and students; one quarter do not fully comply with all aspects of the TMP.

6. Burke and other school buses and cars occasionally block vehicular access via the east-west public alley behind Burke to the garages of immediate neighbors on the north side of Upton Street.

7. Increasing enrollment from 295 to 300 students would add only one or two vehicle-trips during the school and street peak hours. This small number of trips is inconsequential.

8. Increasing enrollment from 295 to 320 students would add only 11 to 14 vehicle-trips during the school peak hours and only six to seven vehicle-trips during the street peak hours. This small increase in traffic can be adequately accommodated by the proposed physical and traffic management plans.

9. The proposed building plan would nearly triple the number of on-site, off-street Burke parking spaces (from 24 to 71 spaces).

10. The proposed building plan would, for the first time, provide an off-street, drop-off/pick-up lane on school property. That lane, which would be restricted to carpools of two or more students, could accommodate up to 15 cars, which is triple the number of cars that can stand today on Upton Street in front of the school.

11. Burke shuttle buses would be moved to the new building site. These buses would no longer be parked behind the existing school.

12. Burke proposes to formally adopt a more aggressive TMP that is based on experience across the past year and neighbor input.

13. The proposed TMP emphasizes the use of public transportation and carpools, and stresses the use of Connecticut Avenue.

14. The proposed physical and traffic management plans would reduce Burke traffic on Upton Street by eight to 22 percent during school peak hours, and by six to 13 percent during the street peak hours.