GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

TO: Jerrily R. Kress, Director
Office of Zoning

FROM: Kenneth Laden, Associate Director
Transportation Planning and Policy Administration

DATE: September 1, 2004

SUBJECT: Sidwell Friends School, 3825 Wisconsin Avenue, NW
BZA Application Number 17149

In a memorandum dated July 12, 2004, The District Department of Transportation (DDOT) submitted a response to questions that were submitted by Ms. Barbara Beelar to DDOT and the Board of Zoning Adjustment (BZA) regarding the above referenced case. This memorandum will provide, for the record, answers to additional questions submitted by ANC 3F.

List 1

1. Onsite observations were conducted from 4/20/04 through 4/26/04 on 37th Street between Quebec and Upton Streets, NW, and on Wisconsin Avenue at the school driveway

2. Yes.

3. Traffic counts were conducted, not specifically for this report, but rather to determine school zone data. The data is very similar to that collected by Wells and Associates who performed the transportation study for Sidwell.

4. Yes, as stated in the Upton Street Traffic Calming study p.5, traffic volume was counted and speed recorded at various locations during May-June in 2003.

5. Yes, DDOT did consider alternatives for drop-off and pick-up activities including satellite locations. However DDOT did not consider the intersection of 37th and Upton Street, or the 3600 Block of Tilden Street as viable options, as the 3600 Block of Tilden Street is a dead-end, and there is no sidewalk provided on 37th Street between Upton Street and the Sidwell middle school entrance.

6. There is no sidewalk on 37th Street between the Washington Home site, located immediately north of the Sidwell campus, and Upton Street, so students would be walking in the street, which is unsafe. Tilden Street, which is aligned with the Washington Home driveway, is a dead end road.

BZA
Case No. 17149
Exhibit No. 92

Board of Zoning Adjustment
District of Columbia
CASE NO. 17149
EXHIBIT NO. 92

7. Based on the BZA application 16836 and materials DDOT reviewed for the site, DDOT did not consider any impacts between the Washington Home driveway and the location of the current entrance on 37th Street, which will not change and is not part of the application.

8. DDOT concluded that the drop off for 5th and 6th grades on 37th would be a better option. Adding traffic to Wisconsin Avenue will increase commuter cut through traffic; the proposed reduction by limiting drop off to 5th and 6th grade will have a positive impact on 37th Street.

9. No, see answer to question 8.

10. 149 unrestricted parking spaces

11. See attachment.

12. Upon observation on numerous site visits (both formal and informal), DDOT concluded that the spaces are rarely filled to capacity. In fact, full capacity was never observed during these site visits.

List 2

1. DDOT, as a general practice, is willing to meet with any and all concerned groups upon request. DDOT met with Sidwell on 10/10, 1/15, 3/11, and 5/11. The meetings with the community were held on 12/3 and 12/10. In addition, DDOT met internally to discuss this case on 2/26, 3/17, and 5/7. DDOT also communicated with community and school representatives through email and phone conversations.

2. The streets surrounding Sidwell are as follows: Wisconsin Avenue (principal arterial), 37th Street (local), Upton Street (local), Quebec Street (local), and Tilden Street (local).

3. See answer to question 1.

4. No, DDOT was not aware that ANC 3F requested MPD to monitor pick-up and drop-off.

5. DDOT conducted its own survey of 37th traffic in May 2004. However, the data collected by DDOT showed no major discrepancies between our data and that the data found in the Sidwell Friends School Transportation Study. On one Monday when DDOT was collecting data, school was not in session. During this day, there was a decrease in vehicular traffic on 37th Street, however, the vehicular traffic when school is in session still falls well within the capacity that a local road has been designed to carry.

6. Colleen Hawkinson, Lewis Booker, and Abdoulaye Bah monitored pick-up and drop-off activity, at times together, individually and with the community. Their observations and conclusions were included in the DDOT report to the BZA.

7. The traffic calming measures will cut down on speed, increasing safety for both the residents and students. DDOT has planned on conducting a follow-up study 6 months after implementation to determine diversion rates. In addition, there will NOT be a prohibition on right hand turns from Reno Road onto Upton Street.

8. See answer to question 5.

9. Sidwell will not be moving the 37th Street entrance based on the BZA application and information DDOT has reviewed

10. See answer to question 9.

11. DDOT expects the school to take appropriate measures to encourage mass transit usage.

12. DDOT in its supplemental report states that unrestricted parking is open to all, and a large number of unrestricted parking spaces are located on 37th Street and Quebec Street, adjacent to the Sidwell campus. Sidwell and the neighbors may come to an agreement regarding use of those unrestricted parking spaces. DDOT has not discussed this matter with the residents of Quebec Street, however, as stated above, existing curbside parking regulations currently allow unrestricted parking.

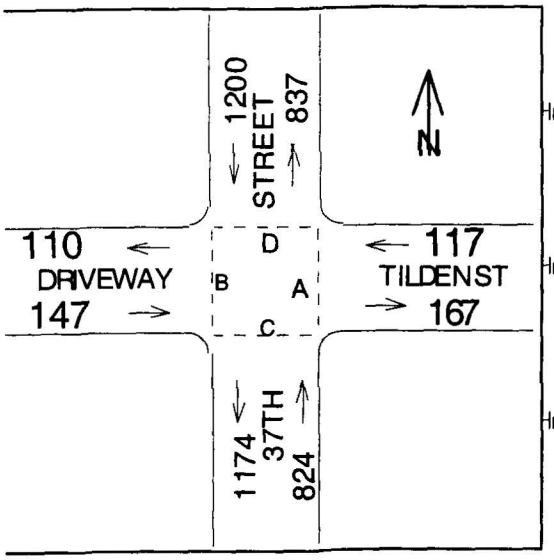
4/22/2004

37TH STREET, NW & TILDEN STREET

VEHICLE AND PEDESTRIAN COU NW
DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC SERVICES
xruby08x.xls-1/26/95 C_C_C_C_.XRB (9/19/95)

HKD BY
29-Apr

moving to> leg & LOS:am/pm NHS?
DAY - THUR
WEATHER - CLEAR
POSTED BY - JJ
INTERSECTION ID 10370400
CONTROLLED BY
STOP SIGN



PEDESTRIANS (10hr) 175
10-HR FACTORS (default=.6)
X = 0.60
Y = 0.60
Z = 0.60
W = 0.60

PEAK HOURS SUMMARY:

AM PkHr. (starting)	7:15 AM
AM PkHr Vol =	540
AM PkHr Factor =	.81
AM LOS =	
AM V/C =	
AM PkHr % OF24 =	14.2%
PM PkHr (starting)	5:00 PM
PM PkHr Vol =	318
PM PkHr Factor =	.88
PM LOS =	
PM V/C =	
PM PkHr % OF 24 =	8.3%

file name DISI xx
37THTILNW.04N
zone(s)
5674

10 HOUR TOTAL
A. M. PEAK HOUR
P. M. PEAK HOUR
5674 24 Hr (estimate)

LEG I.D. [#]

[X] 37TH STREET NW
Moving north [S LEG]
Counted By JONES

	Left	Thru	Right	TOTAL	COUNTER-FLOW	Peds A
	W	N	E		S	
7:00		31	3	34	46	2
7:15		27	4	31	74	7
7:30		31	3	34	93	6
7:45	1	22		23	131	8
Hr Tot	1	111	10	122	344	23
8:00		27	3	30	72	11
8:15		23	3	26	35	6
8:30		27		27	32	5
8:45		29	1	30	29	3
Hr Tot		106	7	113	168	25
9:00		26	2	28	33	5
9:15		23	2	25	15	3
9:30	1	16		17	20	3
9:45		13		13	31	2
Hr Tot	1	78	4	83	99	13
10:00		15		15	17	2
10:15	1	9		10	14	1
10:30		7	1	8	3	6
10:45	1	3	1	5	9	2
Hr Tot	2	34	2	38	43	11
11:00		8	1	9	7	1
11:15	1	7		8	23	1
11:30		5		5	13	
11:45		8	1	9	13	2
Hr Tot	1	28	2	31	56	4
12:00		3	1	4	10	4
12:15		8	2	10	12	
12:30		6	2	8	10	3
12:45		7	1	8	19	2
Hr Tot		24	6	30	51	9
2:00		17	1	18	14	
2:15		11	3	14	20	4
2:30		10	4	14	13	1
2:45		16	2	18	21	3
Hr Tot		54	10	64	68	8
3:00	1	20	2	23	28	2
3:15		21	1	22	29	2
3:30		28		28	23	3
3:45	1	31	1	33	30	4
Hr Tot	2	100	4	106	110	11
4:00	1	35		36	31	4
4:15		15	2	17	23	2
4:30	2	12	1	15	21	2
4:45		17		17	23	1
Hr Tot	3	79	3	85	98	9
5:00		22	1	23	27	
5:15	1	40	2	43	36	3
5:30		44	1	45	38	1
5:45		40	1	41	36	1
Hr Tot	1	146	5	152	137	5
	11	760	53	824	1174	118
A. M. PEAK HOUR	1	107	10	118	370	32
P. M. PEAK HOUR	1	146	5	152	137	5
5674 24 Hr (estimate)	18	1267	88	1373	1957	197

HPMS# 10370399

[X] 37TH STREET NW
Moving south [N LEG]
Counted By SHARPE

	Left	Thru	Right	TOTAL	COUNTER-FLOW
	E	S	W		N
7:00		43	1	44	38
7:15	2	67	2	71	32
7:30	7	88	4	99	36
7:45	6	124	1	131	27
Hr Tot	15	322	8	345	133
8:00	6	68	4	78	32
8:15	2	33	1	36	23
8:30	2	27	2	31	27
8:45	1	24	1	26	32
Hr Tot	11	152	8	171	114
9:00	2	27		29	31
9:15	2	15	2	19	27
9:30		19		19	18
9:45		30	2	32	17
Hr Tot	4	91	4	99	93
10:00		17		17	15
10:15		13	1	14	10
10:30		3		3	7
10:45		8		8	3
Hr Tot		41	1	42	35
11:00	3	7		10	9
11:15	2	21		23	8
11:30	1	13		14	5
11:45		12		12	9
Hr Tot	6	53		59	31
12:00		8	1	9	5
12:15	3	11	2	16	9
12:30	2	10		12	6
12:45	1	19		20	9
Hr Tot	6	48	3	57	29
2:00		13		13	19
2:15		18		18	11
2:30	2	13	2	17	10
2:45	1	21	2	24	20
Hr Tot	3	65	4	72	60
3:00		27	3	30	21
3:15		29	2	31	21
3:30		23	1	24	28
3:45	1	29		30	31
Hr Tot	1	108	6	115	101
4:00		29	1	30	35
4:15	2	23	2	27	17
4:30	3	21		24	15
4:45		20	3	23	20
Hr Tot	5	93	6	104	87
5:00	2	24		26	22
5:15	1	34		35	43
5:30		37	2	39	45
5:45		36		36	44
Hr Tot	3	131	2	136	154
	54	1104	42	1200	837
A. M. PEAK HOUR	21	347	11	379	127
P. M. PEAK HOUR	3	131	2	136	154
5674 24 Hr (estimate)	90	1840	70	2000	1395

10370401

eds	[Z] DRIVEWAY NW Moving east [W LEG] Counted By JONES					Peds	[Z] TILDEN STREET NW Moving west [E LEG] Counted By SHARPE					Peds	TOTALS		
B	Left	Thru	Right	TOTAL	COUNTER-FLOW	C	Left	Thru	Right	TOTAL	COUNTER-FLOW	D	[X]	[Z]	Peds
	N	E	S		W		S	W	N		E				
	4		3	7	5			4	3	7	3	2	78	14	4
	3		4	7	2		3		2	5	6	4	102	12	11
	4		3	7	4		2		1	3	10	2	133	10	8
	2		3	5	2		4		3	7	6	7	154	12	15
	13		13	26	13		9	4	9	22	25	15	467	48	38
	3			3	4		4		2	6	9	2	108	9	13
					1		2			2	5		62	2	6
			3	3	2		2			2	2	3	58	5	8
	1		4	5	1		1		2	3	2	3	56	8	6
	4		7	11	8		9		4	13	18	8	284	24	33
	1		4	5			2		4	6	4	2	57	11	7
	2			2	3			1	2	3	4	5	44	5	8
	1			1	1		1		1	2			36	3	3
	3			3	2		1		1	2			45	5	2
	7		4	11	6		4	1	8	13	8	7	182	24	20
													32		2
	1			1	2		1			1			24	2	1
											1		11		6
		1	1	2	1						2		13	2	2
	1	1	1	3	3		1			1	3		80	4	11
	1	1		2							5		19	2	1
	1		2	3	2			1		1	2	2	31	4	3
											1		19		
	1		1	2							1		21	2	2
	3	1	3	7	2			1		1	9	2	90	8	6
	2			2	3		2	2		4	1		13	6	4
	1		1	2	3			1		1	5		26	3	
											4		20		3
		3		3					2	2	5		28	5	2
	3	3	1	7	6		2	3	2	7	15		87	14	9
	1	3	1	5	4			4	1	5	4		31	10	
		1	2	3	3	4		3		3	4		32	6	8
		2		2	4			2		2	8	3	31	4	4
	2	12		14	7	3		5	2	7	15		42	21	6
	3	18	3	24	18	7		14	3	17	31	3	136	41	18
	1	5	1	7	8			4		4	7		53	11	2
		5		5	2	4					6		53	5	6
		4		4	2			1		1	4		52	5	3
		3	1	4	1	1					5		63	4	5
	1	17	2	20	13	5		5		5	22		221	25	16
		4	2	6	8			6		6	4	2	66	12	6
	1	4		5	8			6	1	7	8	1	44	12	3
	1	1		2	6			4	2	6	5	2	39	8	4
		5	3	8	6			3	3	6	5	3	40	14	4
	2	14	5	21	28			19	6	25	22	8	189	46	17
		3	3	6	1			1		1	6		49	7	
	3	3	2	8	3			2		2	6		78	10	3
			1	1	6			4	1	5	1	1	84	6	2
	2			2	3			3	2	5	1	1	77	7	2
	5	6	6	17	13			10	3	13	14	2	288	30	7
	42	60	45	147	110	12	25	57	35	117	167	45	2024	264	175
	12		10	22	12		13		8	21	31	15	497	43	47
	5	6	6	17	13			10	3	13	14	2	288	30	7
	70	100	75	245	183	20	42	95	58	195	218	75	3373	440	292

18612369

<1338 [redacted] (REAR) G STREET, SE WASHINGTON, [redacted] 20003>>
<<202-698-5633>>

*** Basic Count Print (#302) *** Request/Special

****

Site ID : 90370012N
Info 1 : 37TH ST NW
Info 2 : UPTON/TILDEN

Data Starts : 00:00 on 04/20/04
Data Ends : 23:30 on 04/26/04
Adj. Factor : 1.000%

****

Lane #1 Info : NBD
Lane Mode : Normal

Sensor Used : Axle

****

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/20/04	00:00	1	0	1
	01:00	1	1	2
	02:00	0	0	0
	03:00	0	0	0
	04:00	3	2	5
	05:00	4	5	9
	06:00	6	17	23
	07:00	42	74	116
	08:00	97	131	228
	09:00	88	53	141
	10:00	50	48	98
	11:00	38	26	64
	12:00	55	53	108
	13:00	40	61	101
	14:00	74	70	144
	15:00	113	100	213
	16:00	109	75	184
	17:00	126	133	259
	18:00	81	61	142
	19:00	64	38	102
	20:00	19	14	33
	21:00	16	11	27
	22:00	10	6	16
	23:00	11	10	21

Daily Total : 2037
AM Total : 687 (33.7%)
PM Total : 1350 (66.3%)
Peak AM Hour: 08:00= 228 (11.2%)
Peak PM Hour: 17:00= 259 (12.7%)

Average Period: 41.6
Average Hour : 84.9

Peak AM Factor: 0.870
Peak PM Factor: 0.974

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/21/04	00:00	2	0	2
	01:00	0	0	0
	02:00	3	0	3
	03:00	0	2	2
	04:00	2	1	3
	05:00	6	6	12
	06:00	9	13	22
	07:00	29	94	123
	08:00	92	133	225
	09:00	84	52	136
	10:00	40	39	79
	11:00	36	52	88
	12:00	50	47	97
	13:00	63	58	121
	14:00	46	61	107
	15:00	129	115	244
	16:00	87	88	175
	17:00	90	116	206
	18:00	110	67	177
	19:00	45	27	72
	20:00	16	10	26
	21:00	5	8	13
	22:00	13	5	18
	23:00	9	8	17

Daily Total : 1968
AM Total : 695 (35.3%)
PM Total : 1273 (64.7%)
Peak AM Hour: 08:00= 225 (11.4%)
Peak PM Hour: 15:00= 244 (12.4%)

Average Period: 40.2
Average Hour : 82.0

Peak AM Factor: 0.846
Peak PM Factor: 0.946

14:35:00

<<TRAFFIC SERVICES ADMINISTRATION>>
<<1338 [redacted]EAR) G STREET, SE WASHINGTON, [redacted]20003>>
<<202-698-5633>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/22/04	00:00	4	1	5
	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	3	0	3
	05:00	1	12	13
	06:00	5	13	18
	07:00	20	90	110
	08:00	71	118	189
	09:00	71	52	123
	10:00	31	23	54
	11:00	34	28	62
	12:00	44	45	89
	13:00	43	38	81
	14:00	56	38	94
	15:00	112	103	215
	16:00	64	38	102
	17:00	77	99	176
	18:00	81	46	127
	19:00	47	25	72
	20:00	6	9	15
	21:00	12	5	17
	22:00	6	4	10
	23:00	11	7	18

Daily Total : 1593
AM Total : 577 (36.2%)
PM Total : 1016 (63.8%)
Peak AM Hour: 08:00= 189 (11.9%)
Peak PM Hour: 15:00= 215 (13.5%)

Average Period: 32.5
Average Hour : 66.4

Peak AM Factor: 0.801
Peak PM Factor: 0.960

14:35:00

TRAFFIC SERVICES ADMINISTRATION>>
[redacted]EAR) G STREET, SE WASHINGTON, [redacted] 20003>>
<<202-698-5633>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/23/04	00:00	1	0	1
	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	3	16	19
	06:00	1	8	9
	07:00	18	40	58
	08:00	70	86	156
	09:00	58	32	90
	10:00	24	32	56
	11:00	37	39	76
	12:00	59	37	96
	13:00	19	51	70
	14:00	54	69	123
	15:00	113	120	233
	16:00	85	55	140
	17:00	90	52	142
	18:00	114	54	168
	19:00	42	25	67
	20:00	9	15	24
	21:00	11	10	21
	22:00	10	6	16
	23:00	9	7	16

Daily Total : 1582
AM Total : 466 (29.5%)
PM Total : 1116 (70.5%)
Peak AM Hour: 08:00= 156 (9.9%)
Peak PM Hour: 15:00= 233 (14.7%)

Average Period: 32.3
Average Hour : 65.9

Peak AM Factor: 0.907
Peak PM Factor: 0.971

<1338 [redacted] EAR) G STREET, SE WASHINGTON, [redacted] 20003>>
<<202-698-5633>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/24/04	00:00	5	6	11
	01:00	0	1	1
	02:00	1	0	1
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	2	2
	06:00	1	4	5
	07:00	8	5	13
	08:00	8	19	27
	09:00	18	20	38
	10:00	15	33	48
	11:00	29	45	74
	12:00	18	35	53
	13:00	20	21	41
	14:00	26	30	56
	15:00	31	33	64
	16:00	22	23	45
	17:00	26	16	42
	18:00	23	23	46
	19:00	18	15	33
	20:00	10	16	26
	21:00	7	8	15
	22:00	6	5	11
	23:00	13	17	30

Daily Total : 682
AM Total : 220 (32.3%)
PM Total : 462 (67.7%)
Peak AM Hour: 11:00= 74 (10.9%)
Peak PM Hour: 15:00= 64 (9.4%)

Average Period: 13.9
Average Hour : 28.4

Peak AM Factor: 0.822
Peak PM Factor: 0.970

<<DISTRICT DEPARTMENT OF TRANSPORTATION>>
<<TRAFFIC SERVICES ADMINISTRATION>>
<<1338 [redacted]EAR) G'STREET, SE WASHINGTON, [redacted]20003>>
<<202-698-5633>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/25/04	00:00	3	1	4
	01:00	2	2	4
	02:00	2	2	4
	03:00	0	0	0
	04:00	2	1	3
	05:00	0	1	1
	06:00	1	2	3
	07:00	6	5	11
	08:00	7	8	15
	09:00	10	9	19
	10:00	5	7	12
	11:00	11	30	41
	12:00	19	29	48
	13:00	19	20	39
	14:00	19	11	30
	15:00	28	14	42
	16:00	19	25	44
	17:00	20	17	37
	18:00	17	11	28
	19:00	12	15	27
	20:00	16	10	26
	21:00	4	4	8
	22:00	0	1	1
	23:00	9	2	11

Daily Total : 458
AM Total : 117 (25.5%)
PM Total : 341 (74.5%)
Peak AM Hour: 11:00= 41 (9.0%)
Peak PM Hour: 12:00= 48 (10.5%)

Average Period: 9.3
Average Hour : 19.1

Peak AM Factor: 0.683
Peak PM Factor: 0.828

<1338 [redacted]EAR) G STREET, SE WASHINGTON, [redacted]20003>>
<<202-698-5633>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
04/26/04	00:00	1	3	4
	01:00	1	1	2
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	2	2	4
	06:00	3	6	9
	07:00	12	33	45
	08:00	55	93	148
	09:00	47	29	76
	10:00	18	13	31
	11:00	14	30	44
	12:00	18	16	34
	13:00	16	17	33
	14:00	21	23	44
	15:00	70	52	122
	16:00	47	33	80
	17:00	76	74	150
	18:00	55	40	95
	19:00	26	11	37
	20:00	9	3	12
	21:00	0	3	3
	22:00	3	4	7
	23:00	4	2	6

Daily Total : 987
AM Total : 364 (36.9%)
PM Total : 623 (63.1%)
Peak AM Hour: 08:00= 148 (15.0%)
Peak PM Hour: 17:00= 150 (15.2%)

Average Period: 20.1
Average Hour : 41.1

Peak AM Factor: 0.796
Peak PM Factor: 0.987

GRAND TOTALS

********** LANE 1 FINAL **********

Grand Total :	9307	Average Period:	27.1
# Of Days :	7.15	ADT :	1302
AM Total :	3126 (33.6%)	Average Hour :	55.4
PM Total :	6181 (66.4%)		
Peak AM Hour:	08:00= 228 (04/20/04)	Peak AM Factor:	0.870
Peak PM Hour:	17:00= 259 (04/20/04)	Peak PM Factor:	0.974

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*** Basic Count Print (#302) ***

Request/Special

te ID : 90370052S
nfo 1 : 37TH ST NW
nfo 2 : UPTON/TILDEN

Data Starts : 00:00 on 04/20/04
Data Ends : 23:30 on 04/26/04
Adj. Factor : 1.000%

ne #1 Info : SBD
ne Mode : Normal

Sensor Used : Axle

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
/20/04	00:00	1	1	2
	01:00	2	1	3
	02:00	0	1	1
	03:00	0	1	1
	04:00	1	2	3
	05:00	3	14	17
	06:00	10	21	31
	07:00	56	245	301
	08:00	136	152	288
	09:00	58	31	89
	10:00	29	34	63
	11:00	24	17	41
	12:00	37	35	72
	13:00	28	45	73
	14:00	74	46	120
	15:00	54	44	98
	16:00	40	44	84
	17:00	62	81	143
	18:00	41	46	87
	19:00	30	25	55
	20:00	14	17	31
	21:00	6	18	24
	22:00	10	8	18
	23:00	6	2	8

aily Total : 1653
M Total : 840 (50.8%)
M Total : 813 (49.2%)
eak AM Hour: 07:30= 381 (23.0%)
eak PM Hour: 17:00= 143 (8.7%)

Average Period: 33.7
Average Hour : 68.9

Peak AM Factor: 0.778
Peak PM Factor: 0.883

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
1/21/04	00:00	4	0	4
	01:00	0	0	0
	02:00	0	1	1
	03:00	1	2	3
	04:00	2	4	6
	05:00	3	7	10
	06:00	7	24	31
	07:00	61	241	302
	08:00	111	130	241
	09:00	44	35	79
	10:00	23	22	45
	11:00	25	31	56
	12:00	28	27	55
	13:00	36	40	76
	14:00	35	40	75
	15:00	70	68	138
	16:00	57	46	103
	17:00	51	79	130
	18:00	44	35	79
	19:00	27	21	48
	20:00	19	9	28
	21:00	13	10	23
	22:00	13	9	22
	23:00	11	2	13

aily Total : 1568
M Total : 778 (49.6%)
M Total : 790 (50.4%)
eak AM Hour: 07:30= 352 (22.4%)
eak PM Hour: 15:00= 138 (8.8%)

Average Period: 32.0
Average Hour : 65.3

Peak AM Factor: 0.730
Peak PM Factor: 0.986

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
/22/04	00:00	3	3	6
	01:00	0	0	0
	02:00	0	1	1
	03:00	3	1	4
	04:00	0	2	2
	05:00	3	6	9
	06:00	5	23	28
	07:00	57	258	315
	08:00	134	148	282
	09:00	48	30	78
	10:00	34	25	59
	11:00	19	35	54
	12:00	27	36	63
	13:00	31	32	63
	14:00	34	50	84
	15:00	79	77	156
	16:00	59	52	111
	17:00	62	89	151
	18:00	73	71	144
	19:00	34	13	47
	20:00	9	18	27
	21:00	19	11	30
	22:00	7	5	12
	23:00	7	1	8

aily Total : 1734
M Total : 838 (48.3%)
M Total : 896 (51.7%)
eak AM Hour: 07:30= 392 (22.6%)
eak PM Hour: 17:30= 162 (9.3%)

Average Period: 35.4
Average Hour : 72.3
Peak AM Factor: 0.760
Peak PM Factor: 0.910

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
4/23/04	00:00	6	1	7
	01:00	0	0	0
	02:00	0	1	1
	03:00	0	2	2
	04:00	1	0	1
	05:00	2	10	12
	06:00	7	22	29
	07:00	50	259	309
	08:00	117	152	269
	09:00	57	26	83
	10:00	28	37	65
	11:00	27	37	64
	12:00	39	37	76
	13:00	22	58	80
	14:00	58	87	145
	15:00	66	92	158
	16:00	52	42	94
	17:00	64	69	133
	18:00	126	39	165
	19:00	33	26	59
	20:00	11	12	23
	21:00	17	7	24
	22:00	10	14	24
	23:00	11	4	15

aily Total : 1838
M Total : 842 (45.8%)
M Total : 996 (54.2%)
eak AM Hour: 07:30= 376 (20.5%)
eak PM Hour: 17:30= 195 (10.6%)

Average Period: 37.5
Average Hour : 76.6

Peak AM Factor: 0.726
Peak PM Factor: 0.774

/04/04
:45:33

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
/24/04	00:00	4	0	4
	01:00	2	0	2
	02:00	1	0	1
	03:00	0	1	1
	04:00	0	0	0
	05:00	1	5	6
	06:00	2	9	11
	07:00	17	10	27
	08:00	8	30	38
	09:00	29	30	59
	10:00	37	31	68
	11:00	39	38	77
	12:00	33	60	93
	13:00	35	57	92
	14:00	36	34	70
	15:00	35	40	75
	16:00	38	24	62
	17:00	40	33	73
	18:00	46	37	83
	19:00	35	17	52
	20:00	13	10	23
	21:00	10	15	25
	22:00	7	12	19
	23:00	11	6	17

aily Total : 978
1 Total : 294 (30.1%)
1 Total : 684 (69.9%)
eak AM Hour: 11:00= 77 (7.9%)
eak PM Hour: 12:30= 95 (9.7%)

Average Period: 20.0
Average Hour : 40.8

Peak AM Factor: 0.987
Peak PM Factor: 0.792

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
4/25/04	00:00	8	1	9
	01:00	1	0	1
	02:00	5	1	6
	03:00	2	2	4
	04:00	0	1	1
	05:00	0	3	3
	06:00	1	10	11
	07:00	6	7	13
	08:00	2	18	20
	09:00	35	20	55
	10:00	9	20	29
	11:00	28	21	49
	12:00	19	15	34
	13:00	23	17	40
	14:00	20	37	57
	15:00	35	19	54
	16:00	28	43	71
	17:00	28	22	50
	18:00	14	18	32
	19:00	14	19	33
	20:00	26	17	43
	21:00	4	3	7
	22:00	9	7	16
	23:00	4	0	4

aily Total : 642 Average Period: 13.1
M Total : 201 (31.3%) Average Hour : 26.8
M Total : 441 (68.7%)
eak AM Hour: 09:00= 55 (8.6%) Peak AM Factor: 0.786
eak PM Hour: 14:30= 72 (11.2%) Peak PM Factor: 0.973

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GRAND TOTALS

********** LANE 1 FINAL **********

and Total	:	9690	Average Period:	28.3
Of Days	:	7.15	ADT :	1356
I Total	:	4361 (45.0%)	Average Hour :	57.7
I Total	:	5329 (55.0%)		
eak AM Hour:	07:30=	392 (04/22/04)	Peak AM Factor:	0.760
eak PM Hour:	17:30=	195 (04/23/04)	Peak PM Factor:	0.774

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********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
/26/04	00:00	1	1	2
	01:00	0	0	0
	02:00	0	1	1
	03:00	0	2	2
	04:00	1	1	2
	05:00	4	5	9
	06:00	6	19	25
	07:00	25	61	86
	08:00	128	147	275
	09:00	37	36	73
	10:00	23	26	49
	11:00	18	26	44
	12:00	32	23	55
	13:00	35	29	64
	14:00	31	48	79
	15:00	51	40	91
	16:00	39	31	70
	17:00	87	64	151
	18:00	44	35	79
	19:00	39	13	52
	20:00	19	15	34
	21:00	7	10	17
	22:00	6	5	11
	23:00	5	1	6

aily Total : 1277
M Total : 568 (44.5%)
M Total : 709 (55.5%)
eak AM Hour: 08:00= 275 (21.5%)
eak PM Hour: 17:00= 151 (11.8%)

Average Period: 26.1
Average Hour : 53.2

Peak AM Factor: 0.935
Peak PM Factor: 0.868

8/27/2004

Sidwell Friends School – Area Parking Survey

Street	Boundaries	Curbside - Length E	W	N	S	Parking Spaces E	W	N	S	Total
Quebec Street, NW	Idaho Avenue - 37th Street	-	-	165'	0'	-	-	9	0	**9**
	37th - Wisconsin Avenue	-	-	170' / 212'	35' / 46'	-	-	20	4	**24**
37th Street, NW	Quebec Street - Upton Street	407'	663'	-	-	22	36	-	-	**58**
	Tilden Street - School Entrance	241'	245'	-	-	13	13	-	-	**26**
Idaho Avenue, NW	3700 Block - Adjacent to Park	307'	283'	-	-	17	15	-	-	**32**

Total Unrestricted Parking Spaces: 149

Note: Parking space length used is 18'