

EXHIBIT A



WELLS + ASSOCIATES

ST. PATRICK'S EPISCOPAL DAY SCHOOL CAMPUS UNIFICATION

COMPREHENSIVE TRANSPORTATION REPORT

August 2026



ST. PATRICK'S EPISCOPAL DAY SCHOOL

CAMPUS UNIFICATION

Comprehensive Transportation Review

August 2026

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INTRODUCTION

OVERVIEW

St. Patrick's Episcopal Day School (referred to herein as St. Patrick's or the school) currently operates a Lower School (Pre-K through Grade 5) and Infant and Toddler Center (six weeks to three years) at 4700 Whitehaven Parkway NW¹ and a Middle School (Grades 6 through 8) at 4590 MacArthur Boulevard. In order to fulfill the school's vision of unifying St. Patrick's on one academic campus, the school proposes to construct a new middle school building on Whitehaven Parkway.

The proposed campus unification will strengthen the school's program while deepening the connections across divisions. Shared campus spaces, including the school's ball fields, arts facilities, and outdoor learning areas, will become even more integrated into the daily life of Middle School students. The unification also allows St. Patrick's to make thoughtful use of land they already steward, just steps away from the Lower School building and gymnasium, in a manner that allows for more efficient use of resources.

Site Location

St. Patrick's Whitehaven Campus is located in the R-1-B zone and is located on both sides of Whitehaven Parkway between Foxhall Road and MacArthur Boulevard/Reservoir Road. The proposed 37,965 SF building would be located on the north side of Whitehaven Parkway, immediately west of the St. Patrick's gymnasium, as shown on Figure 1. St. Patrick's also owns the sports field located at 1801 Foxhall Road. In addition to the sports field, which is used for physical education classes and its athletic teams, the Foxhall location also houses gardens and outdoor learning space.

Whitehaven Parkway, between Foxhall Road and MacArthur Boulevard/Reservoir Road, is an institutional street; all property along the roadway is occupied and used by institutions. St. Patrick's neighbors include the George Washington University Mount Vernon Campus, the Lab School of Washington, and Our Lady of Victory Church and School.

The Proposed Campus

The proposed 37,965 SF middle school would include classrooms, multipurpose and music rooms, a library, and a cafeteria. No parking or loading is proposed with the new middle school building. Rather, its location on the Whitehaven Campus will allow the school to use existing parking and loading facilities at the Whitehaven Campus. As such, no new curb cuts are proposed on Whitehaven Parkway. However, a second pick-up/drop-off (PUDO) zone is proposed on the

¹ For purposes of this report, the Lower School refers to three divisions: Early Childhood (six weeks through Pre-K), Lower School (K through 3rd Grade), and Upper Elementary (Grades 4 and 5).

north side of Whitehaven Parkway in the curb lane along the middle school frontage in addition to the existing PUDO lane in front of the Lower School on the south side of Whitehaven Parkway.

St. Patrick's Whitehaven Campus currently has an enrollment cap of 485 students with a faculty/staff cap of 105. The Lower School and Infant and Toddler Center (ITC) currently operate with approximately 380 students and 105 faculty/staff. The middle school currently operates with 124 students and 15 faculty/staff.² To accommodate middle school students, faculty, and staff on the Whitehaven Campus, St. Patrick's seeks an enrollment cap of 555 students and a faculty/staff cap of 140. The proposed caps would not only accommodate the current school populations, but it also would allow for modest growth over time.

To accomplish the new middle school, St. Patrick's has filed an application with the Board of Zoning Adjustment (BZA) seeking approval of a private school plan (ZR16, Subtitle X, §104), special exception approval for a private school in a residential zone (ZR16, Subtitle U, §203.1(m)), and variance relief from the building height setbacks (ZR16, Subtitle D, §203.6).

STUDY SCOPE

This report presents a Comprehensive Transportation Review (CTR) conducted for St. Patrick's Episcopal Day School's proposed middle school construction.

The purpose of this report is to:

- Evaluate existing traffic operational and safety conditions,
- Evaluate future traffic conditions without the proposed campus unification,
- Evaluate future traffic conditions with the proposed campus unification,
- Identify existing mode choice alternatives,
- Identify any traffic operational impacts associated with the construction of the new middle school and proposed increase in caps,
- Evaluate the appropriateness of the campus parking supply,
- Evaluate effectiveness of the campus loading facilities, and
- Recommend transportation improvements (including roadway, operational, and transportation management strategies) to mitigate the impact of the development and promote the safe and efficient flow of vehicular and pedestrian traffic associated with the proposed development.

² The enrollment of 380 Lower School/ITC students and 124 Middle School students along with 105 Lower School/ITC and 15 Middle School faculty/staff reflect numbers during Spring Semester 2025, when on-site data collection, which forms the basis of the traffic analysis presented herein, was conducted.

This study was undertaken to assess the impacts of the proposed project on the surrounding roadway network. The scope of the study and proposed methodologies were approved by the District Department of Transportation (DDOT) prior to beginning the study. The agreed upon scoping document is included in Appendix A.

The study area was selected based on those intersections that potentially could be impacted by the proposed development. The following intersections were identified for detailed analysis, and are shown on Figure 2:

1. Whitehaven Parkway/Foxhall Road NW,
2. Whitehaven Parkway/Reservoir Road/MacArthur Boulevard NW,
3. MacArthur Boulevard/Reservoir Road (North) NW,
4. MacArthur Boulevard/Reservoir Road (South)/Lab School Driveway NW,
5. Foxhall Road/Deerfield Road NW,
6. Foxhall Road/45th Street NW, and
7. Foxhall Road/Reservoir Road NW.

TRANSPORTATION FACILITIES

ROADWAY NETWORK

Existing Conditions

General details regarding the surrounding roadway segments, including functional classification, average daily traffic (ADT) volume, and speed limit are summarized in Table 1. All roadways in the study area operate as two-way streets. Reservoir Road, west of MacArthur Boulevard, is signed “No Outlet, 6 – 10:15 AM, Monday – Friday, Except Holiday” in the north-westbound direction.

Table 1
Existing Conditions by Roadway Segment Details

Roadway	Functional Classification	Average Daily Traffic (vehicles per day) ^①	Speed Limit (miles per hour)
MacArthur Blvd NW	Principal Arterial	12,998	25
Foxhall Road NW	Minor Arterial	12,764	25
Reservoir Road NW	Minor Arterial	13,507	25 ^②
Deerfield Road NW	Local	N/A	20 ^③
45 th Street NW	Local	N/A	20 ^③
Whitehaven Parkway NW	Local	N/A	20 ^{③④}
^① ADT volume is based on DDOT 2023 traffic volume data, which are the most recent data available. ^② 15 mph School Zone ("When Children are Present") speed limit posted. ^③ Speed limit unposted in the study area; assumed to be 20 mph. ^④ A 15 mph School Zone ("When Flashing" and "When Children are Present") speed limit is posted in the westbound direction.			

During initial community meetings, a couple of issues were raised with respect to current traffic conditions in the study area. First, residents of Colony Hill reported that some southbound traffic on Foxhall Road illegally turns left on Hoban Road (which is one-way in the eastbound direction) despite posted signs restricting left turns from 7:00 to 9:30 AM, Monday through Friday, except holidays. Residents reported significant cut-through traffic during both the morning and afternoon peak periods. Since Hoban Road connects Foxhall Road and Reservoir Road, traffic uses it to bypass the Foxhall Road/Reservoir Road intersection. Residents of Colony Hill expressed interest in having a stop sign installed on Hoban Road at 45th Street to discourage and slow down cut through traffic. DDOT currently is evaluating volume and speed data they collected on Hoban Road as part of a previous request submitted through DDOT's Traffic Safety Input Program. In conjunction with DDOT's review, they will be assessing opportunities for all-way stop control, speeding mitigation, and addressing wrong-way movements.

The second issue raised by community members concerned the timing of the traffic signals at the intersection of Foxhall Road and the St. Patrick's Field Driveway and German Ambassador's Residence Driveway. Community members reported that traffic signals on Foxhall Road were receiving red signal indications even when no traffic was exiting the minor street approaches. W+A contacted DDOT's Traffic Operations Division and met with DDOT personnel at the intersection to review the operation. DDOT confirmed that the signal was operating as pre-timed and is investigating a potential solution for the intersection. In the interim, DDOT set the side street (driveway) approaches to actuated control so that Foxhall Road traffic receives a red signal indication only when demand is present on the side streets or in the southbound left turn lane.

MULTI-MODAL TRANSPORTATION FACILITIES

Existing Public Transportation Facilities and Services

Public transportation services in the area are limited. As shown on Figure 3, the site is approximately 870 feet from bus stops serving Metrobus Route D94. Within ½ mile of the site, Metrobus route C85 stops at the intersection of Foxhall Road and Greenwich Parkway.

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals.

MoveDC provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC* Transportation Needs Map, the site is located in an area with a moderate to high need of transportation facilities. The ranking is indicative of an area with limited bus service and more than a mile from the nearest Metro station.

MoveDC also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections. None of the roadways within the study area are identified as a transit priority corridor.

Privately Operated Bus Services

St. Patrick's recently began piloting bus service for students who live in Virginia and Maryland. Beginning in the 2024-2025 school year, St. Patrick's provides bus service for Virginia students with stops at the following locations:

- 3115 Langston Boulevard, Arlington, VA
- 3829 N Stafford Avenue, Arlington, VA
- 5201 MacArthur Boulevard, Washington, DC

Beginning in the 2025-2026 school year, St. Patrick's provides bus service for Maryland students with stops at the following locations:

- River Road/Goldsboro Road, Bethesda, MD
- 44th Street/Jenifer Street NW, Washington, DC
- Spring Valley Shopping Center, Washington, DC

St. Patrick's bus stop locations are evaluated each year based on actual student enrollment and density in particular areas.

The Lab School also provides bus service for its students, and the George Washington University (GW) operates its VEX Shuttle between the Mount Vernon and Foggy Bottom Campuses.

Pedestrian Facilities

According to *moveDC*, several opportunities for pedestrian improvement exist within the District, including:

- Enhancing accessibility, which includes evaluating and improving uncontrolled crosswalks on high-speed, multi-lane roadways and improving signalized intersections with high pedestrian crash rates;
- Improving the pedestrian network outside of downtown, which includes providing pedestrian facility enhancements where sidewalks are lacking;
- Making priority investments, which includes prioritizing pedestrian needs in critical locations near schools, transit stations, and high hazard locations;
- Promoting enforcement, which includes enforcement policy changes; and
- Improving intersection designs, which includes closing gaps in the pedestrian network and improvement in intersection lighting, crosswalks, signage, refuge islands, and pedestrian signalization/phasing.

MoveDC provides a Pedestrian Friendliness Index (PFI) by census block, which illustrates how walkable the area is relative to other census blocks in the City. The subject site is identified as having a low to moderate PFI, which may be reflective of larger block sizes outside of the grid network in the downtown areas of the City.

Sidewalks are present along both sides of Whitehaven Parkway, providing connectivity to the bus stop at the intersection of Reservoir Road and MacArthur Boulevard. Within the study area, sidewalks also are present along both sides of MacArthur Boulevard, Reservoir Road, and Foxhall Road south of Whitehaven Parkway. North of Whitehaven Parkway, no sidewalk is present along the west side of Foxhall Road. Sidewalks also are present along only one side of Deerfield Road, between Foxhall Road and Chestnut Lane, and 45th Street, between Foxhall Road and Hadfield Lane.

The ¼-mile pedestrian walkshed is shown on Figure 4.

Bicycle Facilities

The closest Capital Bikeshare (CaBi) station is located on the north side of Whitehaven Parkway across from the Lower School and includes 19 docks. A 13-dock station also is located at the MacArthur Boulevard/U Street intersection.

According to *moveDC*, several opportunities for improvement exist within the District, including:

- Improving the cycling experience on bridges and approaches to bridges;
- Minimizing barriers such as complex intersections, security barriers, freeway ramps, and driveways;
- Expanding investment in the bicycle network beyond downtown; and
- Improving safety by educating all road users and increasing public awareness.

MoveDC's Bicycle Priority Network includes the following improvements within the study area:

- Bicycle lane on MacArthur Boulevard between Reservoir Road and the DC/Maryland border (this improvement is planned but not yet funded),
- Bicycle lane on Reservoir Road between Canal Road and 37th Street (this improvement is planned but not yet funded).

The ½-mile bicycle shed is shown on Figure 5.

EXISTING CONDITIONS ANALYSIS

TRAFFIC VOLUMES

Vehicular turning movement, bicycle, and pedestrian counts were conducted at the following locations on Wednesday, March 19, 2025 and Wednesday, September 24, 2025, from 6:30 to 9:30 AM and from 2:30 to 7:00 PM.

1. Whitehaven Parkway/Foxhall Road NW³
2. Whitehaven Parkway/MacArthur Boulevard³
3. MacArthur Boulevard/Reservoir Road⁴
4. MacArthur Boulevard/Reservoir Road/Lab School Driveway⁴
5. Foxhall Road/Deerfield Road⁴
6. Foxhall Road/45th Street⁴

³ Count conducted on Wednesday, March 19, 2024.

⁴ Count conducted on Wednesday, September 24, 2025.

7. Foxhall Road/Reservoir Road⁴

Existing AM, PM School, and PM Commuter peak hour vehicular traffic volumes are shown on Figures 6A and B. Traffic count data are included in Appendix B.

CAPACITY ANALYSIS

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing peak hour traffic volumes shown on Figures 6A and B, the existing lane use and traffic control shown on Figure 7, and existing traffic signal timings included in Appendix C.

Synchro software (Version 11.1, Build 3) was used to evaluate levels of service at the study intersections for the AM, PM School, and PM Commuter peak hours. Synchro is a macroscopic model used to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings and to optimize traffic signal timings. The levels of service reported were taken from the Highway Capacity Manual (HCM) 2000 reports generated by Synchro⁵. Level of service descriptions are included in Appendix D.

The results of the analyses are summarized in Table 2. Capacity analysis worksheets for existing conditions are included in Appendix E.

Table 2
Existing Levels of Service

Approach/ Lane Group	AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
1. Whitehaven Parkway/Foxhall Road									
EBLR	C	34.5	0.69	D	51.1	0.76	D	45.6	0.68
NBL	A	6.2	0.21	A	7.5	0.24	A	6.5	0.18
NBT			0.51			0.44			0.41
SBT	A	8.2	0.45	A	5.6	0.57	A	5.4	0.53
SBR			0.26			0.13			0.10
Overall	B	10.7	0.61	B	11.6	0.63	B	10.4	0.58
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road									
WBLR	F	116.4	0.98	E	42.3	0.65	C	18.8	0.39
NBT	-	-	0.34	-	-	0.31	-	-	0.30
NBR			0.20			0.18			0.17
SBL	A	1.4	0.14	A	0.7	0.05	A	0.7	0.04
SBT			0.49			0.29			0.24

⁵ HCM 2000 reports typically are used because later versions of the HCM do not allow for many of the non-standard intersection configurations present in the District.

Table 2 (continued)
Existing Levels of Service

Approach/ Lane Group	AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
3. MacArthur Boulevard/Reservoir Road North									
EBLR	D	35.0	0.52	C	28.0	0.05	C	27.8	0.03
EBR			0.54			0.04			0.04
NBL	B	16.9	0.05	B	18.5	0.57	C	21.1	0.66
NBT			0.47			0.44			0.37
SBTR	B	14.1	0.57	B	13.1	0.50	B	13.0	0.50
Overall	B	19.0	0.57	B	16.2	0.41	B	17.3	0.46
4. MacArthur Boulevard/Reservoir Road South/Lab School									
EBLTR	A	6.4	0.61	A	6.3	0.44	A	4.3	0.37
EBR			0.53			0.43			0.36
WBTR	B	11.0	0.42	B	16.5	0.65	A	6.8	0.28
NBL	D	51.0	0.82	D	45.0	0.69	D	41.5	0.58
NBLTR			0.81			0.69			0.58
SBLTR	D	48.1	0.27	D	44.0	0.48	D	46.7	0.26
Overall	B	18.5	0.67	B	18.0	0.65	B	11.6	0.41
5. Foxhall Road/Deerfield Road									
WBLR	D	38.2	0.19	D	46.7	0.19	D	49.4	0.26
NBTR	A	2.4	0.52	A	4.0	0.46	A	3.0	0.41
SBL	A	1.2	0.01	A	3.9	0.00	A	1.9	0.01
SBT			0.50			0.50			0.37
Overall	A	2.1	0.52	A	4.4	0.50	A	3.1	0.42
6. Foxhall Road/45 th Street									
WBLR	B	11.5	0.03	B	12.2	0.03	B	13.7	0.03
NBT	-	-	0.23	-	-	0.22	-	-	0.21
NBR			0.12			0.12			0.11
SBL	A	0.1	0.00	A	0.1	0.00	A	-	0.00
SBT			0.21			0.25			0.19
7. Foxhall Road/Reservoir Road									
EBL	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08
EBT			0.92			0.64			0.51
EBR			0.23			0.15			0.15
WBL	D	51.4	0.94	D	43.6	0.74	D	40.8	0.38
WBT			0.40			0.64			0.69
WBR			0.31			0.39			0.44
NBLTR	D	49.9	0.85	D	40.2	0.73	D	39.8	0.72
SBL	E	77.7	0.54	F	137.2	0.26	E	76.0	0.28
SBTR			1.01			1.20			0.99
Overall	E	60.5	0.99	E	69.9	0.89	D	50.8	0.81

As shown in Table 2, all approaches at the study intersections operate at a LOS D or better under existing conditions, with the exception of the following intersections/approaches:

- Intersection #2 (Whitehaven Parkway/MacArthur Boulevard/Reservoir Road)
 - o The westbound approach operates at a LOS F during the AM peak hour.
 - o The westbound approach operates at a LOS E during the PM School peak hour.
- Intersection #7 (Foxhall Road/Reservoir Road)
 - o The eastbound approach operates at a LOS E during the AM and PM School peak hours.
 - o The southbound approach operates at a LOS E during the AM and PM Commuter peak hours.
 - o The southbound approach operates at a LOS F during the PM School peak hour.
 - o The intersection operates at an overall LOS E during the AM and PM School peak hours.

QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under existing conditions using the 50th and 95th percentile queue lengths reported by HCM 2000. The results are summarized in Table 3. Queue reports for existing conditions are provided in Appendix E.

Table 3
Existing Queue Summary

Approach/ Lane Group	Storage	AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
1. Whitehaven Parkway/Foxhall Road							
EBLR	325	89	152	96	209	86	157
NBL	105	16	0	16	37	13	30
NBT	685	127	71	125	187	114	171
SBT	515	91	195	99	127	101	133
SBR	35	39	108	18	29	13	24
1. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road							
WBLR	560	-	198	-	102	-	45
NBT	140	-	0	-	0	-	0
NBR	140	-	0	-	0	-	0
SBL	65	-	12	-	4	-	3
SBT	65	-	0	-	0	-	0

Table 3 (continued)
Existing Queue Summary

Approach/ Lane Group	Storage	AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
2. MacArthur Boulevard/Reservoir Road North							
EBLR	160	107	180	9	27	6	20
EBR	160	110	188	6	23	5	21
NBL	100	5	11	86	132	102	171
NBT	100	238	236	176	150	162	213
SBTR	435	180	237	148	194	145	193
3. MacArthur Boulevard/Reservoir Road South/Lab School							
EBLTR	150	177	290	116	185	61	171
EBR	175	0	117	49	48	0	50
WBTR	600	86	203	208	426	40	121
NBL	970	162	286	109	165	82	135
NBLTR	970	162	285	108	165	82	135
SBLTR	50	8	28	34	69	10	32
4. Foxhall Road/Deerfield Road							
WBLR	95	6	22	9	29	8	28
NBTR	515	3	92	0	377	0	136
SBL	50	0	1	0	1	0	1
SBT	340	0	47	0	365	0	167
5. Foxhall Road/45 th Street							
WBLR	140	-	3	-	3	-	2
NBT	130	-	0	-	0	-	0
NBR	130	-	0	-	0	-	0
SBL	330	-	0	-	0	-	0
SBT	330	-	0	-	0	-	0
6. Foxhall Road/Reservoir Road							
EBL	95	14	37	17	45	7	25
EBT	205	269	451	114	189	88	153
EBR	205	42	84	19	48	20	50
WBL	55	97	231	123	218	63	112
WBT	600	122	194	195	295	213	320
WBR	620	72	126	87	149	102	171
NBLT	205	266	366	233	305	231	302
NBTR	205	266	366	233	305	231	302
SBL	120	128	205	62	112	70	122
SBTR	120	288	489	451	659	313	520

As shown in Table 3, the results of the queuing analysis indicate that the existing queues would be adequately accommodated within the existing turn lane bays (where present) or without spilling back through adjacent intersections, with the following exceptions:

- Intersection #1 (Whitehaven Parkway/Foxhall Road)
 - The southbound right turn lane currently exceeds the available storage length during the AM peak hour.
- Intersection #3 (MacArthur Boulevard/Reservoir Road)
 - The eastbound shared left-right lane currently exceeds the available storage length during the AM peak hour.
 - The eastbound exclusive right turn lane currently exceeds the available storage length during the AM peak hour.
 - The northbound left turn lane currently exceeds the available storage length during the PM School and PM Commuter peak hours.
 - The northbound through lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.
- Intersection #4 (MacArthur Boulevard/Reservoir Road/Lab School Driveway)
 - The eastbound shared left-through-right lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.
 - The southbound shared left-through-right lane currently exceeds the available storage length during the PM School peak hour.
- Intersection #5 (Foxhall Road/Deerfield Road)
 - The southbound through lane currently exceeds the available storage length during the PM School peak hour.
- Intersection #7 (Foxhall Road/Reservoir Road)
 - The eastbound through lane currently exceeds the available storage length during the AM peak hour.
 - The westbound left turn lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.
 - The northbound shared left-through lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.
 - The northbound shared through-right lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.
 - The southbound left turn lane currently exceeds the available storage length during the AM and PM Commuter peak hours.

- o The southbound shared through-right lane currently exceeds the available storage length during the AM, PM School, and PM Commuter peak hours.

SAFETY EVALUATION

According to the DDOT's *Vision Zero Plan*, the District averaged 23 crashes per day that resulted in injuries from 2017 through 2019. The year 2019 also saw the lowest rate of traffic fatalities (per 100,000 residents) since 2015. During the COVID-19 pandemic, injury crashes decreased by approximately 30 percent, with pedestrian injuries decreasing by 44 percent and cyclist injuries decreasing by 51 percent. However, during the pandemic, fatalities increased.

Crash data within the study area was reviewed for the last three years, from March 1, 2023 through February 28, 2026. During that time period, 20 crashes⁶ occurred along the roadways within ½ mile of the site. Fourteen of the crashes involved vehicles, four involved pedestrians, and two involved bicycles. One of the vehicular crashes was fatal and one involved a major injury. The remainder of the vehicular collisions were categorized as minor injury crashes. All of the bicycle and pedestrian crashes were categorized as minor injuries.

In 2022, DDOT conducted an analysis of all corridors in the District with reported injury and fatal crashes from June 2016 through July 2021. Those street segments and intersections with the highest number of severe and fatal crashes were identified as the High Injury Network. Tier 1 roadways represent the highest priority citywide. Tier 2 roadways represent the highest priority in each Ward. None of the roadways in the study area are identified as part of the High Injury Network.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero Plan* identifies a number of strategies to improve safety. The strategies are categorized into four themes: 1) create safer streets, 2) protect vulnerable users, 3) prevent dangerous driving, and 4) be transparent and responsive.

The proposed project includes several recommended improvements (details discussed later in this report) to the transportation network that will further the Vision Zero goals. Specifically, these improvements include:

- A proposed pick-up/drop-off lane along the curb lane on the north side of Whitehaven Parkway immediately in front of the proposed middle school to accommodate school drop-offs and pick-ups safely (this improvement furthers strategies under the following category: protecting vulnerable users);
- Provision for traffic control officers on Whitehaven Parkway to facilitate the PUDO operation and to promote safe crossings at the mid-block crosswalk (this improvement

⁶ Crashes include those with minor injury, major injury, or fatality reported. Property damage only crashes are not included.

further strategies under the following categories: protecting vulnerable users and preventing dangerous driving).

- Implementation of a Transportation Demand Management (TDM) Plan, which will ultimately reduce vehicle trips generated by the school from current conditions.

2029 BACKGROUND CONDITIONS

TRAFFIC VOLUMES

Overview

The proposed middle school is anticipated to be constructed and open for the 2028-2029 school year. In order to forecast year 2029 background traffic volumes in the study area without the proposed school, increases in traffic associated with growth outside the immediate site vicinity (regional growth) and increases in traffic associated with approved but not yet constructed developments in the study area (pipeline developments) were considered.

Regional Growth

Traffic volume forecasts for the years 2025, 2030, and 2040 from the Metropolitan Washington Council of Governments' (MWCOC's) Travel Demand Model were obtained in order to assess potential growth rates for the study area. Based on the calculated growth rates as summarized in the scoping document (included in Appendix A), an annual growth rate of 0.5 percent, compounded annually, was used for MacArthur Boulevard and an annual growth rate of 0.25 percent per year, compounded annually, was used for Foxhall Road.

Pipeline Developments

One pipeline development in the area that has been approved and currently is under construction was identified. The Field School, located at 2301 Foxhall Road NW, is an independent school that enrolls students in 6th through 12th grade. In March 2025, the Board of Zoning Approval approved the Field School application to construct an addition and increase the number of students and faculty/staff. The addition includes a two-story innovation center with a gross floor area of 15,377 SF and a slight reorientation of the existing sports field. In conjunction with the approval, the school has the ability to increase its student enrollment cap from 400 to 425 students and increase its faculty/staff enrollment cap from 110 to 120 employees. The anticipated increases in students, faculty, and staff would result in an estimated 54 additional AM peak hour vehicle trips, 28 additional PM school peak hour vehicle trips, and 20 additional PM commuter peak hour vehicle trips.

The location and peak hour traffic volumes associated with the pipeline development is shown on Figure 8. A summary of the pipeline development is provided below.

Background Forecasts

Background 2029 traffic forecasts (without the campus unification) were developed by combining the traffic grown to the year 2029 with the pipeline traffic volumes. The resulting 2029 background traffic forecasts are shown on Figures 9A and B.

CAPACITY ANALYSIS

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the future background traffic forecasts shown on Figures 9A and B and the existing lane use and traffic control shown on Figure 7.

The results of the analyses are summarized in Table 4. Existing levels of service also are provided for reference. Capacity analysis worksheets are included in Appendix F. As shown in Table 4, background conditions generally are consistent with existing conditions for all intersections with the exception of the southbound approach at the Reservoir Road/Foxhall Road intersection. During the AM peak hour, the southbound approach is projected to drop from a LOS E under existing conditions to a LOS F under background conditions.

Table 4
Background Levels of Service

Approach/ Lane Group	Existing Conditions									Background Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
1. Whitehaven Parkway/Foxhall Road																		
EBLR	C	34.5	0.69	D	51.1	0.76	D	45.6	0.68	C	34.5	0.69	D	51.3	0.76	D	45.8	0.68
NBL	A	6.2	0.21	A	7.5	0.24	A	6.5	0.18	A	6.5	0.22	A	7.6	0.25	A	6.7	0.18
NBT			0.51			0.44						0.41			0.53			0.45
SBT	A	8.2	0.45	A	5.6	0.57	A	5.4	0.53	A	8.3	0.47	A	5.7	0.58	A	5.5	0.54
SBR			0.26			0.13						0.10			0.26			0.13
Overall	B	10.7	0.61	B	11.6	0.63	B	10.4	0.58	B	10.8	0.62	B	11.7	0.64	B	10.5	0.58
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road																		
WBLR	F	116.4	0.98	E	42.3	0.65	C	18.8	0.39	F	130.8	1.03	E	44.9	0.67	C	19.1	0.39
NBT	-	-	0.34	-	-	0.31	-	-	0.30	-	-	0.35	-	-	0.32	-	-	0.31
NBR			0.20			0.18			0.17			0.21			0.18			0.17
SBL	A	1.4	0.14	A	0.7	0.05	A	0.7	0.04	A	1.4	0.14	A	0.7	0.05	A	0.7	0.04
SBT			0.49			0.29			0.24			0.50			0.30			0.25
3. MacArthur Boulevard/Reservoir Road North																		
EBLR	D	35.0	0.52	C	28.0	0.05	C	27.8	0.03	D	35.0	0.52	C	28.0	0.05	C	27.8	0.03
EBR			0.54			0.04			0.04			0.54			0.04			0.04
NBL	B	16.9	0.05	B	18.5	0.57	C	21.1	0.66	B	17.1	0.05	B	18.8	0.59	C	21.6	0.67
NBT			0.47			0.44			0.37			0.48			0.45			0.38
SBTR	B	14.1	0.57	B	13.1	0.50	B	13.0	0.50	B	14.3	0.58	B	13.2	0.51	B	13.1	0.51
Overall	B	19.0	0.57	B	16.2	0.41	B	17.3	0.46	B	19.1	0.57	B	16.4	0.41	B	17.6	0.47

Table 4 (continued)
Background Levels of Service

Approach/ Lane Group	Existing Conditions									Background Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
4. MacArthur Boulevard/Reservoir Road South/Lab School																		
EBLTR	A	6.4	0.61	A	6.3	0.44	A	4.3	0.37	A	6.5	0.62	A	6.5	0.46	A	4.4	0.38
EBR			0.53			0.43			0.36			0.54			0.43			0.36
WBTR	B	11.0	0.42	B	16.5	0.65	A	6.8	0.28	B	11.2	0.42	B	16.8	0.65	A	6.8	0.28
NBL	D	51.0	0.82	D	45.0	0.69	D	41.5	0.58	D	51.3	0.82	D	44.8	0.70	D	14.8	0.59
NBLTR			0.81			0.69			0.58			0.82			0.69			0.58
SBLTR	D	48.1	0.27	D	44.0	0.48	D	46.7	0.26	D	48.1	0.27	D	44.0	0.48	D	46.7	0.26
Overall	B	18.5	0.67	B	18.0	0.65	B	11.6	0.41	B	18.7	0.67	B	18.2	0.66	B	11.8	0.42
5. Foxhall Road/Deerfield Road																		
WBLR	D	38.2	0.19	D	46.7	0.19	D	49.4	0.26	D	38.2	0.19	D	46.7	0.19	D	49.4	0.26
NBTR	A	2.4	0.52	A	4.0	0.46	A	3.0	0.41	A	2.8	0.54	A	4.1	0.47	A	3.2	0.42
SBL	A	1.2	0.01	A	3.9	0.00	A	1.9	0.01	A	1.3	0.01	A	4.0	0.00	A	2.0	0.01
SBT			0.50			0.50			0.37			0.52			0.51			0.37
Overall	A	2.1	0.52	A	4.4	0.50	A	3.1	0.42	A	2.3	0.54	A	4.5	0.51	A	3.2	0.43
6. Foxhall Road/45th Street																		
WBLR	B	11.5	0.03	B	12.2	0.03	B	13.7	0.03	B	11.7	0.03	B	12.4	0.03	B	13.9	0.03
NBT	-	-	0.23	-	-	0.22	-	-	0.21	-	-	0.24	-	-	0.23	-	-	0.21
NBR			0.12			0.12			0.11			0.13			0.12			0.11
SBL	A	0.1	0.00	A	0.1	0.00	A	-	0.00	A	0.1	0.00	A	0.1	0.00	A	-	0.00
SBT			0.21			0.25			0.19			0.22			0.25			0.20

Table 4 (continued)
Background Levels of Service

Approach/ Lane Group	Existing Conditions									Background Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
7. Foxhall Road/Reservoir Road																		
EBL	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08
EBT			0.92			0.64			0.51			0.92			0.64			0.51
EBR			0.23			0.15			0.15			0.23			0.15			0.15
WBL	D	51.4	0.94	D	43.6	0.74	D	40.8	0.38	D	51.3	0.94	D	43.6	0.74	D	40.8	0.38
WBT			0.40			0.64			0.69			0.40			0.64			0.69
WBR			0.31			0.39			0.44			0.32			0.39			0.44
NBLTR	D	49.9	0.85	D	40.2	0.73	D	39.8	0.72	D	51.7	0.87	D	40.5	0.73	D	40.2	0.73
SBL	E	77.7	0.54	F	137.2	0.26	E	76.0	0.28	F	84.4	0.53	F	146.0	0.26	E	78.4	0.29
SBTR			1.01			1.20			0.99			1.04			1.23			1.00
Overall	E	60.5	0.99	E	69.9	0.89	D	50.8	0.81	E	62.8	1.01	E	72.9	0.90	D	51.6	0.81

QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under 2029 background conditions using the 50th and 95th percentile queues reported by Synchro. The results are summarized Table 5 along with the existing queues for reference. Queue reports are provided in Appendix F.

As shown in Table 5, the 95th percentile queues at the study intersections under 2029 background conditions generally are consistent with existing conditions.

Table 5
Background Queue Summary

Approach/ Lane Group	Storage	Existing Conditions						Background Conditions					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
1. Whitehaven Parkway/Foxhall Road													
EBLR	325	89	152	96	209	86	157	89	152	96	209	86	158
NBL	105	16	0	16	37	13	30	16	0	16	38	13	30
NBT	685	127	71	125	187	114	171	135	90	130	194	119	178
SBT	515	91	195	99	127	101	133	94	201	102	130	103	135
SBR	35	39	108	18	29	13	24	39	108	18	30	13	24
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road													
WBLR	560	-	198	-	102	-	45	-	210	-	107	-	46
NBT	140	-	0	-	0	-	0	-	0	-	0	-	0
NBR	140	-	0	-	0	-	0	-	0	-	0	-	0
SBL	65	-	12	-	4	-	3	-	12	-	4	-	3
SBT	65	-	0	-	0	-	0	-	0	-	0	-	0
3. MacArthur Boulevard/Reservoir Road North													
EBLR	160	107	180	9	27	6	20	107	180	9	27	6	20
EBR	160	110	188	6	23	5	21	110	188	6	23	5	21
NBL	100	5	11	86	132	102	171	5	11	87	136	103	175
NBT	100	238	236	176	150	162	213	247	243	182	153	166	217
SBTR	435	180	237	148	194	145	193	185	244	152	199	149	198
4. MacArthur Boulevard/Reservoir Road South/Lab School													
EBLTR	150	177	290	116	185	61	171	177	289	120	192	64	178
EBR	175	0	117	49	48	0	50	0	117	49	46	0	50
WBTR	600	86	203	208	426	40	121	86	203	209	437	40	121
NBL	970	162	286	109	165	82	135	167	295	111	168	84	137
NBLTR	970	162	285	108	165	82	135	164	292	110	167	83	137
SBLTR	50	8	28	34	69	10	32	8	28	34	69	10	32

Table 5 (continued)
Background Queue Summary

Approach/ Lane Group	Storage	Existing Conditions						Background Conditions					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
5. Foxhall Road/Deerfield Road													
WBLR	95	6	22	9	29	8	28	6	22	9	29	8	28
NBTR	515	3	92	0	377	0	136	3	113	0	385	0	171
SBL	50	0	1	0	1	0	1	0	1	0	1	0	1
SBT	340	0	47	0	365	0	167	0	49	0	386	0	172
6. Foxhall Road/45 th Street													
WBLR	140	-	3	-	3	-	2	-	3	-	3	-	2
NBT	130	-	0	-	0	-	0	-	0	-	0	-	0
NBR	130	-	0	-	0	-	0	-	0	-	0	-	0
SBL	330	-	0	-	0	-	0	-	0	-	0	-	0
SBT	330	-	0	-	0	-	0	-	0	-	0	-	0
7. Foxhall Road/Reservoir Road													
EBL	95	14	37	17	45	7	25	14	37	17	45	7	25
EBT	205	269	451	114	189	88	153	269	451	114	189	88	153
EBR	205	42	84	19	48	20	50	42	84	19	48	20	50
WBL	55	97	231	123	218	63	112	97	231	123	218	63	112
WBT	600	122	194	195	295	213	320	122	194	195	295	213	320
WBR	620	72	126	87	149	102	171	75	130	88	150	104	172
NBLT	205	266	366	233	305	231	302	275	382	236	310	236	308
NBTR	205	266	366	233	305	231	302	275	382	236	310	236	308
SBL	120	128	205	62	112	70	122	131	209	64	115	71	125
SBTR	120	288	489	451	659	313	520	317	511	471	682	318	528

SITE ANALYSIS

OVERVIEW

St. Patrick's Whitehaven Campus is located in the R-1-B zone and is located on both sides of Whitehaven Parkway between Foxhall Road and MacArthur Boulevard/Reservoir Road. The school is located on Square 1372, Lot 0817 and Square 1374, Lots 0015, 0838, and 0839 in Ward 3 and within the boundaries of ANC 3D.

St. Patrick's proposes to construct a new 37,965 SF middle school on the north side of Whitehaven Parkway adjacent to the existing gym on land that currently is undeveloped. Upon completion, middle school students currently housed at 4590 MacArthur Boulevard will be relocated to the new middle school at the Whitehaven Campus. In conjunction with the proposed middle school construction, the school proposes an enrollment cap of 555 students and a faculty/staff cap of 140 at the Whitehaven Campus. As of Spring 2025, 339 students were enrolled in Pre-K through 5th grade and 41 students were enrolled at the Infant/Toddler Center on the Whitehaven Campus. One hundred twenty-four (124) students were enrolled in 6th through 8th grade at the Middle School. As of Spring 2025, 105 faculty/staff were employed at the Whitehaven Campus, and 15 faculty/staff were employed at the Middle School. Therefore, the proposed cap of 555 students will allow for the accommodation of the current middle school students and the flexibility to increase the number of students by 51 over time. The faculty/staff cap likewise has flexibility built in to accommodate 20 additional faculty/staff should the need arise.

TRIP GENERATION ANALYSIS

Overview

The total number of trips generated by the proposed development would be comprised of vehicular, pedestrian, bicycle, and transit trips.

Trips by Mode

The current student and faculty/staff mode splits are shown in Table 6. The faculty/staff mode splits are based on a survey conducted by the school in February 2025. The results of the survey are included in Appendix G. The student mode splits are based on information provided by the school and traffic counts conducted at the school. The student average vehicle occupancy (AVO) also was determined from traffic counts conducted at the school.

Table 6
St. Patrick's Episcopal Day School Mode Split

Mode	Students		Faculty/Staff [†]
	AM	PM	
Auto	94%	94%	89%
School Bus	3%	3%	---
Transit	0%	0%	7%
Walk/Bike	3%	3%	3%
Telework	---	---	1%
AVO	1.39	1.42	1.10
[†] The response rate for the survey was 84.8% (105 employees were surveyed and 89 responded) yielding a margin of error of ±5% at a 95% confidence interval.			

Peak hour vehicle trip generation estimates were based on trip counts conducted at the Lower School on March 19, 2025 and May 6, 2025 and at the Middle School on March 19, 2025. Trip generation rates were calculated based on the existing student populations. The rates were then used to estimate the number of vehicle trips under the proposed student cap. The existing trip generation is summarized in Table 7.

To validate the counts, the absentee rates and after school participation were examined in detail. The absentee rate on March 19, 2025, was 5.6 percent for the Lower School and 2.4 percent for the Middle School. The average absentee rate for the Lower School for the 2024-2025 school year was 3.2 percent (with a range of 0.3 to 11.2 percent). The average absentee rate for the Middle School for the 2024-2025 school year was 4.0 percent (with a range of 0.8 to 15.3 percent). The absentee rates for both schools were well within the ranges for the school year and are considered typical.

On the day of data collection, 88 students at the Lower School participated in the extended day program, which ends at 6:00 PM and 42 students at the Lower School participated in after school activities, which run from approximately 3:00 to 4:30 PM. The on-site counts captured a total of 347 students arriving at the Lower School (359 were in attendance on the day of the counts, 18 of whom arrived late (some of whom arrived after our morning count ended). The counts also captured a total of 347 students leaving the Lower School. The school does not keep records of students who left early due to illness or other excused early dismissal. Some of the students whose parents are faculty or staff members also may have left after the afternoon count was completed.

Table 7
Existing St. Patrick's Episcopal Day School Peak Hour Trip Generation

Trip Type	AM Peak Hour			PM School Peak Hour			PM Commuter Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Lower School Trip Generation (380 students)									
Total Person Trips	377	3	380	2	228	230	2	139	141
Auto Person Trips	351	3	354	2	214	216	2	129	131
Walk/Bike Person Trips	14	0	14	0	7	7	0	6	6
Transit Trips	12	0	12	0	7	7	0	4	4
Vehicle Trips	263	217	480	140	162	302	81	118	199
Lower School Trip Generation Rates									
Total Person Trips	0.99	0.01	1.00	0.01	0.60	0.61	0.01	0.37	0.37
Auto Person Trips	0.92	0.01	0.93	0.01	0.56	0.57	0.01	0.34	0.34
Walk/Bike Person Trips	0.04	0.00	0.04	0.00	0.02	0.02	0.00	0.02	0.02
Transit Trips	0.03	0.00	0.03	0.00	0.02	0.02	0.00	0.01	0.01
Vehicle Trips	0.69	0.57	1.26	0.37	0.43	0.79	0.21	0.31	0.52
Middle School Trip Generation (124 Students)									
Total Person Trips	120	2	122	4	102	106	*	*	*
Auto Person Trips	103	2	105	4	43	47	*	*	*
Walk/Bike Person Trips	4	0	4	0	3	3	*	*	*
Transit Trips	13	0	13	0	56	56	*	*	*
Vehicle Trips	96	82	178	40	47	87	27	42	64
Middle School Trip Generation Rates									
Total Person Trips	0.97	0.02	0.98	0.03	0.82	0.85	*	*	*
Auto Person Trips	0.83	0.02	0.85	0.03	0.35	0.38	*	*	*
Walk/Bike Person Trips	0.03	0.00	0.03	0.00	0.02	0.02	*	*	*
Transit Trips	0.10	0.00	0.10	0.00	0.45	0.45	*	*	*
Vehicle Trips	0.77	0.66	1.44	0.32	0.38	0.70	0.22	0.34	0.52
* Person counts were not conducted at the Middle School during the PM Commuter Peak Hour.									

At the Middle School, students are bused to either the Foxhall field or Whitehaven Campus for after school athletic practices that begin between 3:00 and 3:30 PM. Students are bused from the Middle School and were captured in the on-site counts. However, 14 students were dismissed early for a Track & Field meet off-campus and were not included in the counts (they left before the afternoon counts began at 2:30 PM). In total, 116 students were counted arriving at the Middle School. The attendance for the day was 121, but eight students arrived late, some of whom arrived after the counts ended at 8:30 AM. Ninety-nine students were counted leaving the school, which did not include the 14 students who left early for the Track and Field meet and did not include any students who stayed late and left after 4:00 PM.

The existing trip generation rates shown in Table 7 were used to project the anticipated trips under the proposed caps (555 students and 140 faculty/staff). The increase in students was

assumed to be distributed proportionally across the grades. The anticipated trip generation at the Whitehaven Campus at the proposed caps is shown in Table 8.

Table 8
Future St. Patrick's Episcopal Day School Peak Hour Trip Generation – Whitehaven Campus
Without Transportation Demand Management Plan

Trip Type	AM Peak Hour			PM School Peak Hour			PM Commuter Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Lower School Trip Generation (405 students)									
Total Person Trips	402	3	405	2	243	245	2	148	150
Auto Person Trips	374	3	377	2	228	230	2	138	140
Walk/Bike Person Trips	15	0	15	0	8	8	0	6	6
Transit Trips	13	0	13	0	7	7	0	4	4
Vehicle Trips	280	231	511	149	173	322	86	126	212
Middle School Trip Generation (150 Students)									
Total Person Trips	146	2	148	5	123	128	*	*	*
Auto Person Trips	125	2	127	5	52	57	*	*	*
Walk/Bike Person Trips	5	0	5	0	3	3	*	*	*
Transit Trips	16	0	16	0	68	68	*	*	*
Vehicle Trips	116	99	215	48	57	105	32	51	83
Adjustment for Consolidated Campus[†]									
Total Person Trips	0	0	0	0	0	0	0	0	0
Auto Person Trips	0	0	0	0	0	0	0	0	0
Walk/Bike Person Trips	0	0	0	0	0	0	0	0	0
Transit Trips	0	0	0	0	0	0	0	0	0
Vehicle Trips	-24	-24	-48	-15	-15	-30	-10	-10	-20
Total Whitehaven Campus (555 Students)									
Total Person Trips	548	5	553	7	366	373	*	*	*
Auto Person Trips	499	5	504	7	280	287	*	*	*
Walk/Bike Person Trips	20	0	20	0	11	11	*	*	*
Transit Trips	29	0	29	0	75	75	*	*	*
Vehicle Trips	372	306	678	182	215	397	108	167	275
* Person counts were not conducted at the Middle School during the PM Commuter Peak Hour.									
† The adjustment for the consolidated campus accounts for families who have students in both the Middle School and the Lower School and drive students to each school. Once the Middle School is relocated, they will make one trip to campus, not two separate trips to campus.									

The net increase in vehicle trips at the Whitehaven Campus was calculated by subtracting the existing Lower School vehicle trips shown in Table 7 from the total proposed Whitehaven Campus vehicle trips shown in Table 8. The resulting net increase in vehicle trips at the Whitehaven Campus is shown in Table 9.

Table 9
Net Increase in Vehicle Trips at Whitehaven Campus
Without Transportation Demand Management Plan

Condition	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Current Whitehaven Vehicle Trips	263	217	480	140	162	302	81	118	199
Proposed Whitehaven Vehicle Trips	372	306	678	182	215	397	108	167	275
Net Increase in Vehicle Trips	109	89	198	42	53	95	27	49	76

Not all of the trips to/from the Whitehaven Campus would be new to the neighborhood. The existing middle school is located just 0.7 miles from the Whitehaven Campus. As such, vehicles generated by the middle school today are already on roadways within the study area. The net increase in vehicle trips in the study area is summarized in Table 10 and was calculated by subtracting the total vehicle trips currently generated by the Lower School and Middle School (shown in Table 7) from the total vehicle trips under the proposed cap (shown in Table 8).

Table 10
Net Increase in Vehicle Trips in the Study Area
Without Transportation Demand Management Plan

Condition	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Current St. Patrick's Vehicle Trips (Lower and Middle Schools combined)	359	299	658	180	209	389	108	160	268
Proposed Whitehaven Vehicle Trips	372	306	678	182	215	397	108	167	275
Net Increase in Vehicle Trips	13	7	20	2	6	8	0	7	7

Transportation Demand Management Plan

As described more fully later in the report, the school will implement a Transportation Demand Management Plan (TDM) with a goal of reducing vehicular trips by 20 percent. TDM plans include a set of strategies geared toward reducing single-occupant vehicle trips by promoting, encouraging, and incentivizing more sustainable travel behavior such as carpooling, transit, walking, and biking.

Table 11 summarizes the anticipated vehicle trip generation for the proposed school unification with the implementation of the TDM Plan.

Table 11
Future St. Patrick's Episcopal Day School Peak Hour Vehicle Trip Generation
Whitehaven Campus – With Transportation Demand Management Plan

Condition	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Lower School Vehicle Trips	224	185	409	119	138	257	69	101	170
Middle School Vehicle Trips [†]	74	60	134	26	34	60	18	33	51
Total Whitehaven Campus Vehicle Trips	298	245	543	145	172	317	87	134	221
[†] Includes adjustment for consolidated campus.									

With the commitment to reduce vehicle trips by 20 percent, the combined future trip generation for the St. Patrick's Middle and Lower Schools would be lower than the current trip generation, as shown in Table 12. With the TDM Plan the trip generation would be 17.5 percent lower during the AM peak hour and PM commuter peak hour and 18.5 percent lower during the PM school peak hour.

Table 12
Future vs. Existing St. Patrick's Trips
With Transportation Demand Management Plan

Condition	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Total Whitehaven Campus Vehicle Trips	298	245	543	145	172	317	87	134	221
Current St. Patrick's Vehicle Trips (Lower + Middle Schools combined)	359	299	658	180	209	389	108	160	268
Net Reduction in Neighborhood Trips	-61	-54	-115	-35	-37	-72	-21	-26	-47

Site Trip Distribution and Assignment

The site trip distribution and assignment for the proposed project involved a multi-step process to account for the change in the way Lower School trips can access the site (i.e. current PUDO trips are restricted from accessing the PUDO lane from the west), the rerouting of Middle School trips from the current location to the Whitehaven Campus, and the additional trips generated by the proposed increase in student and faculty/staff caps. The steps are outlined below:

- Existing Lower School site trips were removed from the roadway network. Traffic volumes at all of the Lower School driveways (including the Whitehaven parking spaces) were subtracted throughout the study area based on existing traffic patterns. Existing Lower School Site trips are shown on Figures 11A and B.
- Proposed Lower School site trips were added to the study area based on a review of address locations for the 2024-2025 student enrollment. The distributions assumed that

30 percent of the morning trips would be parents on their way to work or otherwise heading to Georgetown or downtown (rather than returning home after dropping off students). During the PM school peak hour, the distributions assume that 30 percent of the inbound trips were made by parents on their way home from work (rather than coming from home). The trips were assigned to the roadway network with the assumption that traffic can enter the PUDO lane from the east or west. Proposed Lower School site trips (without implementation of the TDM Plan) are shown on Figures 12A and B.

- Proposed Middle School site trips were added to the study area based on the address locations for the 2024-2025 enrollment. However, due to the location of the Middle School PUDO lane on the north side of Whitehaven Parkway, all inbound Middle School site trips were assigned from the east (i.e. westbound on Whitehaven Parkway) and all outbound Middle School site trips were assigned to the west (i.e. westbound on Whitehaven Parkway). Proposed Middle School site trips (without implementation of the TDM Plan) are shown on Figures 13A and B.
- Existing Middle School site trips were subtracted from the study area based on the distributions developed based on student address locations and the location of the Middle School driveways. Existing Middle School site trips are shown on Figures 14A and B.

The total peak hour site trip volumes at the Whitehaven Campus (without implementation of the TDM Plan) are shown on Figures 15A and B. Total peak hour site trips with implementation of the TDM Plan are shown on Figures 16A and B.

Foxhall Field Use

During construction of the new middle school, activities that currently occur on the playfield behind the gym will be relocated to the Foxhall field. Such uses include recess, physical education classes, and summer camp activities. St. Patrick's students, faculty, and staff will walk to and from the Foxhall field for recess and physical education classes. During the summer, summer camp attendees will continue to be dropped off and picked up at the Whitehaven campus. Summer camp attendees will walk to and from the Foxhall field. As a result, no additional vehicle trips or parking will occur at the Foxhall field during construction.

SITE ACCESS AND CIRCULATION

Overview

The site currently is served by six curb cuts: two along the north side of Whitehaven Parkway serving the garage below the gymnasium and four along the south side of Whitehaven Parkway. Along the north side of Whitehaven Parkway, an 15-foot curb cut provides access to/egress from the upper level of parking below the gym and a 22-foot curb cut provides access to/egress from the lower level of parking below the gym as well as access to the trash receptacles located below

the gym. On the south side, a 12-foot curb cut provides trash access to a service area adjacent to the Lower School, a 24.5-foot curb cut provides access to the PUDO lane, a 30-foot curb cut provides egress from the PUDO lane, and a 14 to 23-foot curb cut provides access/egress to/from the surface parking lot (the width is widest at the street and gradually narrows to 14 feet at the sidewalk). The existing vehicular access for the Whitehaven Campus is shown on Figure 10A.

Pedestrians can access the building from the main entrance on Whitehaven Parkway, as shown on Figure 10B. A mid-block crosswalk on Whitehaven Parkway currently serves as a pedestrian connection between the Lower School on the south side of the roadway and the gym and parking garage on the north side of the roadway.

Long-term bicycle parking will be provided in the garage and can be accessed via the existing curb cut, as shown on Figure 10C.

Pick-up/Drop-off Operations

The pick-up/drop-off (PUDO) lane for the Lower School currently is located on private property on the south side of Whitehaven Parkway and can accommodate approximately 11 vehicles. Traffic currently is required to enter the PUDO lane from the east (i.e. requiring a left turn into the PUDO lane from Whitehaven Parkway). Entering traffic queues in the curb lane on the north side of Whitehaven Parkway while waiting to enter the PUDO lane. Approximately 34 vehicles can be accommodated in the westbound curb lane for a total stacking capacity of 45 vehicles. Exiting traffic can turn left or right to exit the PUDO lane.

With the addition of the middle school, a second PUDO lane is proposed on the north side of Whitehaven Parkway, in front of the proposed middle school building, in the current parking lane, which is already signed "No Parking 7AM – 4PM, Monday – Friday." The capacity of the proposed middle school PUDO lane would be 12 vehicles.

In order to better accommodate the overall PUDO plan, the prohibition on Lower School PUDO traffic coming from the west is proposed to be lifted. The proposed PUDO plan for the Whitehaven Campus is shown on Figure 10D. Under the proposed plan, families with children in the Lower School and families who have children in both the Lower and Middle Schools would drop-off and pick-up their children in front of the Lower School using the existing PUDO lane. Families with children in the Middle School would drop-off and pick-up their children in the proposed PUDO lane on the north side of Whitehaven Parkway in front of the new middle school building. Because the Middle School PUDO lane is along the curb rather than a separate curb cut/driveway, middle school parents would be required to approach the PUDO lane from the east and depart to the west.

Pick-up/Drop-off Queue Analysis

A queuing analysis was undertaken to ensure that the proposed stacking capacity for both the lower school and middle school is adequate to accommodate the volume of PUDO traffic projected for the site.

Minute-by-minute queues were recorded for existing conditions in the current PUDO zone from 7:00 to 8:30 AM. The maximum queue length during the morning drop-off was 19 vehicles, which was sustained for just one minute, followed by a queue of 18 vehicles, which was sustained for three minutes. Exhibit 1A shows the existing AM peak hour queues recorded at the Lower School. Existing trip generation for the site indicates that 194 vehicles entered the queue during the AM peak hour.

Exhibit 1A
Existing Queues (Westbound) – AM Drop-off



The projected queues were derived by proportionally increasing the queues based on the proportional increase in trip generation and taking into account that entering vehicles would be permitted to turn left (entering from the east) or right (entering from the west) under future conditions. Exhibit 1B overlays the projected westbound queues with the existing queues for the morning drop-off period. Future queues with and without implementation of the TDM plan are shown. The projected maximum queue in the westbound direction would be 19 vehicles without the TDM Plan and 15 vehicles with the TDM Plan.

Exhibit 1B
Projected Queues vs. Existing Queues (Westbound) – AM Drop-off

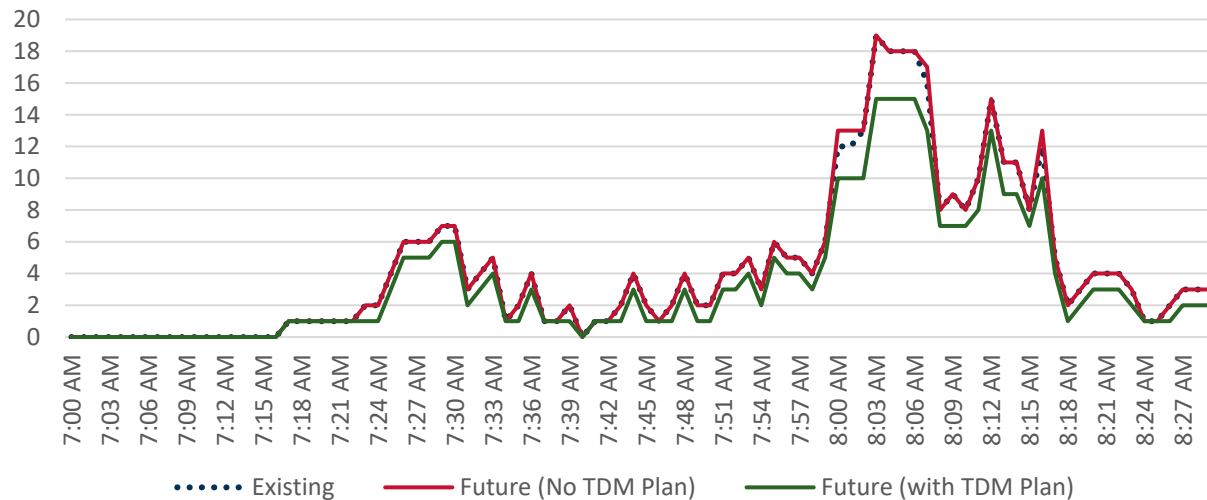


Exhibit 1C shows the projected AM queues in the eastbound direction with and without implementation of the TDM Plan. As shown, the projected AM maximum queue in the eastbound direction would be nine vehicles without the TDM Plan and seven vehicles with the TDM Plan.

Exhibit 1C
Projected Queues (Eastbound) – AM Drop-off



Exhibit 2A shows the existing PM peak hour queues recorded at the Lower School site. The maximum queue was recorded every minute from 2:30 PM to 5:30 PM. The maximum observed queue was 40 vehicles, which was sustained for just one minute. At dismissal time at 2:50 PM, the queue rapidly dissipated over the next 10 minutes, cutting the queue by more than half. Existing trip generation for the site indicates that 121 vehicles entered the queue during the PM peak hour.

Exhibit 2B overlays the projected westbound queues with the existing queues during the afternoon pick-up period. Future queues with and without implementation of the TDM plan are shown. The projected maximum queue in the westbound direction would be 38 vehicles without the TDM Plan and 30 vehicles with the TDM Plan.

Exhibit 2A
Existing Queues (Westbound) – PM Pick-up

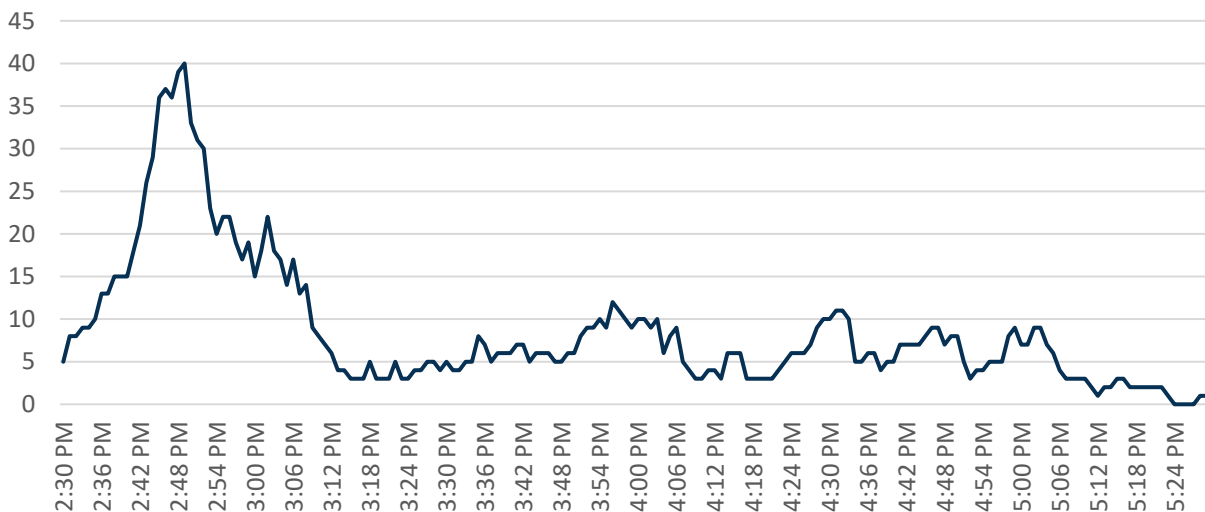


Exhibit 2B
Projected Queues vs. Existing Queues (Westbound) – PM Pick-up

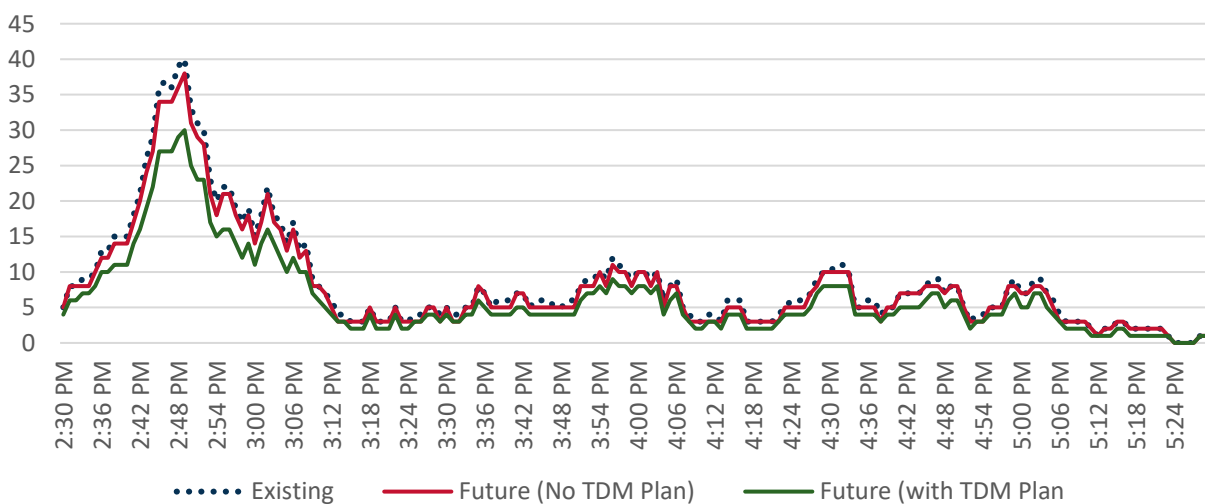


Exhibit 2C shows the projected PM queues in the eastbound direction. As shown the projected PM maximum queue in the eastbound direction would be 17 vehicles without the TDM Plan and 14 vehicles with the TDM Plan.

Exhibit 2C
Projected Queues (Eastbound) – PM Pick-up

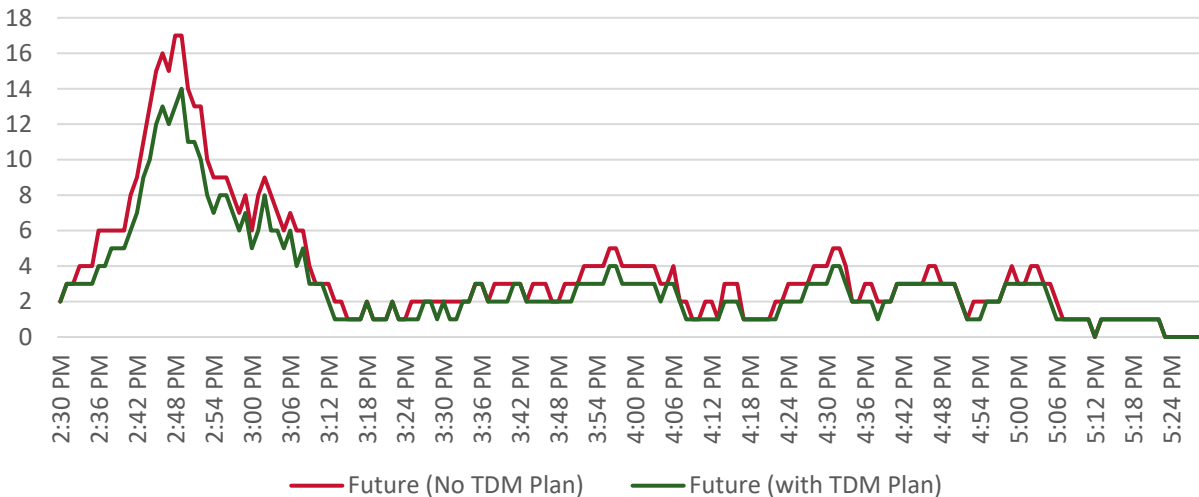


Table 13 summarizes the projected queues under existing conditions and future conditions with and without implementation of the TDM Plan. As shown in the table, the maximum projected queues in the westbound direction would be less than existing conditions with or without the TDM plan. With the implementation of the TDM plan, the westbound queues are projected to be 10 vehicles (approximately 200 feet) shorter than existing conditions. In the eastbound direction, no queue currently exists since vehicles currently are not permitted to enter the PUDO from the west. Under future conditions, the maximum queue is projected to be 14 vehicles or approximately 280 feet.

Table 13
PUDO Queue Summary

Time Period	Existing Conditions		Future Conditions without TDM Plan		Future Conditions With TDM Plan	
	EB	WB	EB	WB	EB	WB
AM Peak	0	19	9	19	7	15
PM Peak	0	40	17	38	14	30

Coordination with The Lab School of Washington and Our Lady of Victory School

Figure 10E shows the current operations of the three schools along Whitehaven Parkway. Parents picking up and dropping off students at the Lab School use the parking lot on Reservoir Road. In the afternoon, the Lab School's buses stage on the south side of Whitehaven Parkway adjacent to the school. Buses begin staging at approximately 2:30 PM. During W+A's on-site observations on October 28, 2025, two buses arrived by 2:40 PM and two buses arrived at approximately 3:30 PM. Students riding the bus are dismissed through the Whitehaven door at 3:30 PM.

Pick-up/drop-off for Our Lady of Victory (OLV) primarily takes place in the parking lot accessed via U Street. However, parents of 8th graders are permitted to drop-off and pick-up students on the north side of Whitehaven Parkway adjacent to the school.

Start and dismissal times for the three schools are staggered, as shown in Table 14.

Table 14
Summary of Start and Dismissal Times for
Whitehaven Parkway Schools

School	Current Start Time	Current Dismissal Time
St. Patrick's Lower School	8:05 AM (Grades 4 – 5) 8:15 AM (Grades K – 3) 8:20 AM (Pre-K)	2:50 PM [†]
St. Patrick's Middle School	8:00 AM	3:15 PM
Lab School	8:30 AM	3:30 PM
Our Lady of Victory	8:15 AM	3:00 PM
[†] Pre-K dismisses at 2:50. Other dismissal times are based on the number of students in a carpool. Cars retrieving three or more students may arrive beginning at 2:45 PM. Cars retrieving two students may arrive beginning at 3:00 PM, and cars retrieving one student may arrive at 3:15 PM.		

In order to ensure smooth traffic operations on Whitehaven Parkway, representatives from St. Patrick's have been coordinating with representatives from both the Lab School and OLV. Specifically with respect to accommodating St. Patrick's proposed PUDO operation on Whitehaven Parkway, the Lab School bus staging on the south side of Whitehaven Parkway would need to be shifted further to the west of its current location until 3:15 to accommodate the St. Patrick's eastbound queue. Buses could proceed to the current location adjacent to the Lab School's Whitehaven door when the Lab School dismisses at 3:30 PM. By 3:30 PM, the St. Patrick's PUDO queues can be accommodated within the Lower School lane without requiring any additional stacking on Whitehaven Parkway.

St. Patrick's discussed the need for the Lab School to shift their bus staging further west, and the Lab School responded favorably to the plan. The two schools already have a practice of

coordinating school traffic patterns on Whitehaven Parkway on days when they have overlapping dismissals (e.g. half day dismissals at noon).

Coordination with St. Patrick's Episcopal Church

Because the Whitehaven Campus is shared with St. Patrick's Episcopal Church, the church's staffing and activities were reviewed to confirm that school and church operations would not create conflicts.

The church typically has three staff members on-site most days, including the Rector, Parish Administrator, and Music Director, along with a bookkeeper who works on-site one to two days per week. Visitor numbers vary depending on the day and activity. The church's programs, classes, and services are outlined below:

- Parish office hours are 10:00 AM to 3:00 PM. The Rector provides counseling to parishioners as needed.
- Music in Motion (Grades K–2) meets on periodic Fridays from 4:30 to 6:00 PM.
- Jubilee Deo Singers (Grades 3–6) hold weekly rehearsals from September through May (rehearsal times not yet determined).
- Family Choir/Seraphim Choir (all ages) meets occasionally on Sunday mornings before worship.
- Potomac River Anglican Youth (Grades 5–12) partners with other area Episcopal churches to organize monthly community service projects and social events.
- Nova Lux Choir (Grades 9–12) holds rehearsals on periodic Sundays from September through May.
- Drum Corps and Youth Instrumentalists (Grades 5–12) hold one weekday practice session for students participating in Sunday worship.
- The 7th–8th Grade Classy Program meets twice monthly on Sunday evenings.
- Wednesday Morning Bible Study meets weekly from 9:30 to 11:00 AM.
- Senior Saints meets quarterly for lunch in the Church Library.
- Adult Seekers meet Sunday mornings.

Most rehearsals, meetings, and events take place on weekends or after school hours on weekdays. Church visitor traffic is likely highest on Wednesday mornings, when the Bible Study meets. Coordination between the school and church for daily activities and special events is addressed in the Transportation Management Plan later in this report.

PROPOSED PARKING

Vehicular Parking

A summary of the parking required for the school campus is provided in Table 15. As shown, a minimum of 93 spaces are required based on the 2016 Zoning Regulations (ZR16) and a maximum of 140 spaces is recommended based on DDOT's Preferred Maximum Parking Ratios. The Whitehaven Campus currently includes 119 parking spaces. No additional parking spaces are proposed to be constructed.

Table 15
Parking Summary

Component	Required		Proposed
	ZR16 Minimum	DDOT Preferred Maximum (> 1 mile from Metro)	
Education (Private Lower and Middle School)	2 spaces per 3 teachers/staff = $2 * 140 / 3$ = 93 spaces	$\leq 150\%$ of Minimum $\leq 1.5 * 93$ spaces ≤ 140 spaces	119 existing†
Total	93 spaces	140 spaces	119 spaces
† The existing parking is composed of 62 spaces in the gym parking structure, 16 spaces in the surface lot, and 41 spaces on Whitehaven Parkway. The total does not include three spaces in the surface lot and two spaces on Whitehaven Parkway reserved for church use.			

Of the 119 spaces provided, two spaces in the garage are reserved for middle school staff who need to be at the Lower School from time to time and three spaces on Whitehaven Parkway are reserved for admissions visitor parking leaving 114 spaces for Lower School faculty/staff.

Based on results of the transportation survey conducted during the Spring 2025 semester, an estimated 91 faculty/staff currently drive to the Lower School on a typical basis (including those who drive alone and those who drive as part of a carpool).⁷ A spot parking occupancy count conducted on April 14, 2026 revealed that 91 vehicles were parked in the Whitehaven Campus spaces (31 on Whitehaven Parkway, 14 in the surface lot, and 46 in the garage). Therefore, if the middle school was constructed on the Whitehaven Campus today, 24 spaces would be available for middle school faculty/staff, which would more than accommodate the current number of middle school faculty/staff, even if all 15 drive alone.

Notwithstanding the availability of parking at the Lower School campus, feedback received from a couple of community members who also happen to be members of St. Patrick's Episcopal Church indicates that parking is difficult to find on Whitehaven Parkway during the week.

⁷ The number of faculty/staff who drive was estimated based on the results of the survey extrapolated to the entire population. The response rate was 84.8 percent and represents a confidence interval of 95% with a margin of error of $\pm 5\%$.

Therefore, St. Patrick's will implement a Parking Management plan, which is detailed in the "Transportation Management" section.

Bicycle Parking

The school also would be required to provide long-term and short-term bicycle parking. Long-term bicycle parking must be located on the first level below grade or on the ground floor of each new building. Short-term bicycle parking is intended for use by visitors to the site and should be located on the same lot as the use they are intended to serve or in public space within 20 feet of the lot. The required bicycle parking for the development is summarized in Table 16 below.

Short-term locations will be determined with input from DDOT during the public space process. Long-term bicycle parking will be provided in the parking facility below the gym. The long-term bicycle parking is shown on Figure 10C.

Table 16
Bicycle Parking Summary

Long-Term Parking		Short-Term Parking	
Required	Proposed	Required	Proposed
Education, private school 1 per 7,500 SF of GFA $37,965/7,500 = 5$	28	Education, private school 1 per 2,000 SF of GFA $37,965/2,000 = 19$	20

Per ZR16 Subtitle C, §806.4 and 806.5, two showers and two lockers also are required. Three showers currently are provided on the Whitehaven Campus.

PROPOSED LOADING

The loading requirements for the proposed development are prescribed by the ZR16 and are summarized in Table 17. The Lower School currently has one non-confirming loading area located on the west side of the school. The loading area is approximately 110 feet long and varies in width from nine feet adjacent to the building to 13 feet in front of the building. The western-most garage driveway also serves as a service access for trash trucks to access trash receptacles located in the lower level of the garage.

Table 17
Loading Summary

Component	Required Minimum	Proposed
Education (37,965 SF)	30,000 SF to 100,000 SF 1 berth + 1 service/delivery space required	None†
† The school's Whitehaven Campus currently has one loading berth and one service/delivery space, which will accommodate the loading needs for the combined Lower/Middle School. No additional loading facilities are proposed.		

Due to the constraints associated with the middle school site, including significant grades (the elevation change across the site is 34 feet) and the presence of four heritage trees and large amounts of bedrock, providing additional loading facilities with the new building is not feasible. However, the relocation of the Middle School is not expected to increase in the number of deliveries. Instead, Middle School and Lower School deliveries will be consolidated and will not result in any more deliveries than currently handled at the Lower School and will reduce the overall number of truck trips in the neighborhood since separate deliveries will no longer be made to the Middle School. Further, the St. Patrick's is actively coordinating and will continue to coordinate with the Lab School and OLV to utilize the same service providers where possible. For example, St. Patrick's recently began using the same landscaping company as the Lab School so that landscape needs can be handled in one visit rather than two separate visits.

The following provisions will be implemented through the school's Operations Plan to promote safe and efficient circulation through the site:

- Deliveries (except parcel deliveries via UPS/FedEx/Amazon and mail delivery) and trash/recycling pick-up will be scheduled such that they do not coincide with pick-up/drop-off activities.
- Explore opportunities with the Lab School and OLV to utilize the same service providers in order to reduce the volume of traffic coming to Whitehaven Parkway. St. Patrick's and the Lab School recently coordinated to utilize the same landscaping company in order to minimize truck traffic.

TRANSPORTATION MANAGEMENT PLAN

To help facilitate traffic operations and to reduce the impact of the proposed development, St. Patrick's Episcopal Day School will implement a Transportation Management Plan that will consist of: 1) a Transportation Demand Management (TDM) Plan, 2) an Operations Management Plan, 3) a Loading Management Plan, 4) a Parking Management Plan, and 5) a Monitoring Plan. Each plan is summarized below:

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, or building more parking spaces. These solutions are often infeasible in constrained urban conditions and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

Proposed Components of TDM Plan

St. Patrick's is committed to reducing peak hour traffic by 20 percent. The Transportation Demand Management Plan has been designed to give the school flexibility to evaluate, refine, and adjust the specific tools and strategies used over time. This flexibility will allow St. Patrick's to test different approaches, determine which options are most effective for the school community, respond to new programs, services, and resources that may become available, and change direction if an existing program becomes unavailable or ineffective. St. Patrick's Episcopal School proposes the following strategies as part of their TDM "toolbox":

General Strategies

1. Designate a TDM coordinator who will be responsible for organizing, marketing, and accomplishing the tasks in the TDM plan and who will act as a liaison with DDOT and the community. The TDM coordinator position may be part of other duties assigned to the individual.
2. Create a transportation and parking section on the school's website with up-to-date information regarding all transportation and parking options available to students, parents/guardians, and employees, including but not limited to public transportation, biking facilities and amenities (including campus bicycle parking).

3. Continue to include information periodically in the school's weekly newsletter about where to park for
4. Hold quarterly meetings with ANC 3D to garner feedback on traffic and parking related issues.
5. Provide a bike maintenance facility and bicycle parking in the garage or other easily accessible area for students and faculty/staff.
6. Make showers and lockers available to faculty/staff who walk, jog, or bike to school.
7. The updated TDM plan will be incorporated into the Parent Handbook.

Strategies for Students

Rideshare:

1. Provide carpool matching assistance for parents to increase the Average Vehicle Occupancy (AVO) for the school. Assistance programs could include:
 - Creation of an online, interactive map for parents to identify other St. Patrick's families who live near them and are interested in carpooling, as well as provide contact information.
 - Register with and promote Commuter Connections School Pool Program to assist parents in finding other parents in their neighborhood to form carpools, walking groups, or biking groups.
 - Coordinate with Lab School and Our Lady of Victory to expand potential carpooling opportunities for parents.
2. Actively promote carpooling by providing links to the carpool matching website on the school's website and by providing fliers, emails, and/or other informational pieces at least once per semester.

Bus:

1. Expand the current bus program, which provides one Maryland bus and one Virginia bus.
2. Explore opportunities for shared busing programs with other nearby schools.

Outreach and Education:

1. Provide outreach and education events to stress the importance of using non-auto modes of transportation and make information more readily available. Outreach and educational events could include:

- Hold a “Transportation to School” event at the beginning of each school year, stressing the importance of public transportation, carpooling, biking, etc.;
- Participate in DDOT’s Safe Routes to School Program – The program encourages students and their parents to walk and bicycle to school by examining conditions around schools and conducting projects and activities to improve safety and accessibility. The program also provides pedestrian and bicycle safety training in the classroom;
- Establish inter-class and inter-grade competitions with incentives and prizes for the classes that take transit, walk, and bike the most;
- Host two Walk to School/Bike to School Days each year;
- Promote walking/biking in communications with parents.

2. Offer bicycle riding lessons to students.

Strategies for Faculty/Staff

Rideshare:

1. Provide carpool matching assistance for faculty/staff to increase the Average Vehicle Occupancy (AVO) for the school. Assistance programs could include:
 - Creation of an online, interactive map for faculty/staff to identify other St. Patrick’s employees who live near them and are interested in carpooling, as well as provide contact information.
 - Register with Commuter Connections and promote Commuter Connections’ Ride-matching Service.
 - Coordinate with Lab School and Our Lady of Victory to expand potential carpooling opportunities for faculty/staff.
 - Actively promote Commuter Connections’ Pool Rewards program, which pays people up to \$5 per day for each day they carpool over a 90-day period.

Shuttle:

1. St. Patrick’s will explore opportunities to contract with GW to allow up to 15 employees to ride GW’s VEX shuttle. The VEX shuttle provides a connection between GW’s Mount Vernon and Foggy Bottom campuses and would provide a link to the Foggy Bottom Metro Station and Commuter Bus stops (including stops that serve Maryland Transit Association, Loudoun County Transit, and OmniRide routes) for St. Patrick’s faculty/staff.
2. St. Patrick’s will allow faculty and staff to ride school buses for free, as long as capacity is available on the bus.

Incentives:

1. Provide transit/alternate commute incentives to encourage faculty/staff to use non-auto modes of transportation to travel to school. Incentives would include:
 - Allow employees to set aside \$340/month in pre-tax funds (or current amount allowed under federal law) through their paycheck for transit or vanpool expenses;
 - Enroll in Guaranteed Ride Home, which provides employees who regularly take transit, vanpool, carpool, walk, or bike to work with a reliable ride home when an unexpected emergency arises; and
 - Enroll in the Capital Bikeshare Corporate Program to provide reduced cost Capital Bikeshare memberships for employees who bike to work regularly.

Outreach and Education:

1. Provide training for the faculty/staff at the beginning of each academic year to implement and enforce the TDM Plan.

Operations Management Plan

In addition to the TDM plan, St. Patrick's Episcopal School will implement an Operations Management Plan to ensure that drop-off/pick-up procedures and loading/delivery functions do not adversely impact the surrounding neighborhood. The following are the components of the plan:

1. Establish a clear drop-off/pick-up protocol for parents. The protocol will be as follows:
 - a. The school will employ two traffic control officers (TCOs) at the access to and egress from the Lower School PUDO lane to help facilitate turns into and out of the PUDO lane. The TCO at the entrance to the PUDO lane also will direct pedestrians across the midblock crosswalk located just west of the curb cut.
 - b. Parents will be assigned a designated PUDO zone prior to the beginning of the school year. Parents with children in the Lower School will be assigned to the PUDO zone in front of the Lower School on the south side of Whitehaven Parkway. Parents with children in both the Lower School and Middle School also will be assigned to the PUDO zone in front of the Lower School. Parents with children in the Middle School will be assigned to the PUDO zone on the north side of Whitehaven Parkway in front of the Middle School.
 - c. Middle School parents are required to enter from Foxhall Road and exit via MacArthur Boulevard/Reservoir Road. U-turns on Whitehaven Parkway, including turning around in driveways, are prohibited.
 - d. For traffic approaching the school from Foxhall Road, a single queue will be formed along the northern curb lane on Whitehaven Parkway. Middle School parents waiting

in the queue will not be permitted to exit the queue to bypass any vehicles that are waiting to enter the Lower School PUDO lane, except as directed by the Traffic Control Officer (TCO).

- e. Dismissal times will be staggered to prioritize Middle School traffic at the front of the line. Dismissals to the PUDO lane will be staggered as follows:
 - Middle School or Lower School parents with carpools of three or more students, and Pre-K students,
 - Middle School parents with carpools of two or more students,
 - All other Middle School parents and Lower School parents with carpools of two or more students, and
 - All other Lower School parents.
 - f. Students in Kindergarten through Grade 8 may be dropped off beginning at 7:30 AM. Pre-K students may be dropped off 15 minutes before start time.
 - g. Cell phone use is not permitted in the PUDO lane.
 - h. Parents are not permitted to exit their vehicles while in the carpool lane. Staff and older students will be on hand to assist children in and out of vehicles.
 - i. All parents who must leave their vehicle to drop-off/pick up students during regular drop-off/pick-up times, must park in a designated, visitor parking space in the surface parking lot.
 - j. Parents/guardians will be given a tag with students' numbers, which will be placed in the vehicle and visible through the windshield (PUDO Pass). A member of staff will radio the names back to the school as the vehicles approach from Foxhall Road and MacArthur Boulevard. Staff at the school then will shepherd the appropriate students to the awaiting vehicles once they stop. This process may be replaced with an app-based system or other, similar system depending on available technology.
2. All faculty and staff will be required to arrive before 8:00 AM and will not be permitted to depart from their regular workday between 2:45 and 3:15 PM, except in special circumstances (e.g. emergencies, doctor appointments, etc.).
 3. During special events, such as all-school chapel, the school will station staff along Whitehaven Parkway to discourage illegal parking and direct parents to the GW garage.⁸
 4. The school will include regular communications to parents to remind them to park in the GW garage for all-school chapel.

⁸ The most significantly attended chapel by parents is the chapel for Kindergarten through Grade 2, which is held on Tuesdays at 8:30 AM. Lesser attended chapels include PK3/PK4 on Thursdays at 8:45 AM, and Middle School Chapel at 8:35 AM on Fridays. All-school chapel is held periodically on religious holidays and special school events.

Loading Management Plan

- a. Deliveries (except parcel deliveries via UPS/FedEx/Amazon and mail delivery) and trash/recycling pick-up will be scheduled such that they do not coincide with pick-up/drop-off activities.
- b. Explore opportunities with the Lab School and OLV to utilize the same service providers in order to reduce the volume of traffic coming to Whitehaven Parkway.

Parking Management Plan

1. As described above, through implementation of the TDM plan, the school will encourage, incentivize, and provide opportunities for faculty/staff to use non-auto modes of transportation thereby reducing parking demand at the Whitehaven Campus.
2. The two spaces on Whitehaven Parkway that currently are reserved for church staff will be moved to the surface parking lot (for a total of five spaces in the lot reserved for church staff).
3. The two spaces on Whitehaven Parkway currently reserved for church staff will be reassigned for faculty/staff.
4. Seven spaces in the surface lot will be signed and designated for school and church visitors and volunteers, and one will be reserved for admissions. The designations will be in effect Monday through Friday from 7:00 AM to 5:00 PM, except for school holidays. S
5. The three spaces currently reserved for admissions visitors on Whitehaven will be reassigned for faculty/staff.
6. Six spaces in the surface lot will be signed for 10-minute parking from 7:15 to 9:00 AM and 4:00 to 5:15 PM, Monday through Friday to provide spaces for parents dropping-off or picking up children at the ITC.
7. One space on Whitehaven will be designated for faculty/staff who typically bike, walk, or take transit to work but who may need to drive on occasion.
8. All faculty/staff will be assigned a space either in the garage or on Whitehaven Parkway. All faculty/staff who drive to school must register their vehicle(s) with the school and will be provided with a hangtag or decal indicating the location of their assigned space. Faculty/staff will be prohibited from parking in an area other than the one they were assigned.
9. The signs for the parking spaces along Whitehaven Parkway that require back-in parking only should be removed and/or replaced to allow head-in or back-in parking. Given the angle of the spaces, backing into the spaces for vehicles traveling westbound is difficult. Giving drivers the choice to back-in or pull head in will ensure that the spaces are easier to access and will cause less congestion on Whitehaven Parkway.
10. The school will continue to purchase validated parking passes from Colonial Parking (the operator of the GW garage) to provide to volunteers and visitors so that they may park

for free in the GW garage when the reserved spaces in the surface lot are not sufficient to meet visitor/volunteer demand. Faculty and staff who typically walk, bike, or take transit to school but may need to occasionally drive also will be provided validated tickets when the three spaces reserved on Whitehaven are not sufficient. Historically, the school has purchased the validated passes in batches of 250 and replenishes them on an as-needed basis.

11. The school will coordinate with the church regarding events that take place on school days at both facilities. For events in which the reserved visitor spaces in the surface lot are not sufficient to accommodate the demand, the school will provide validated tickets for the GW garage to the church for distribution to their visitors/volunteers.

Monitoring Plan

To ensure that the TDM, Operations Management, and Parking Management plans are functioning as intended, St. Patrick's will conduct annual monitoring studies, as described below, which will be submitted to DDOT and ANC 3D.

Elements of the Monitoring Study

1. The number of vehicle trips generated by the school during the AM peak hour, PM School peak hour, and PM Commuter peak hour will be determined.
2. Traffic counts shall be conducted when the St, Patrick's, DC Public Schools, and Congress are in session.
3. Counts shall be conducted at the driveways to the school on a typical weekday from 7:30 AM to 9:30 AM and from 2:30 PM to 4:30 PM. Counts shall be conducted on days when no adverse weather impacts travel conditions.
4. The number of trips generated by the school shall be determined as follows:
 - a. AM peak hour shall be determined by selecting the single highest hourly inbound plus outbound volume (for all driveways combined) between 7:30 AM and 9:30 AM.
 - b. PM school peak hour shall be determined by selecting the single highest hourly inbound plus outbound volume (for all driveways combined) between 2:30 PM and 4:30 PM.
5. A queue study will be conducted at the PUDO locations to determine the length of the queues and to ensure that the queues are contained within the available storage areas on Whitehaven Parkway (in both the eastbound and westbound directions).
6. A parking occupancy study will be conducted between 10:00 AM and 11:00 AM and between 1:00 PM and 2:00 PM to determine the parking utilization at the school.
7. A mode split survey (conducted during the Fall Semester) will be conducted to determine the mode of transportation for faculty/staff.

8. A list of TDM measures in effect at the time the study was conducted.
9. The number of students enrolled, and faculty/staff employed at the time the study was conducted.
10. The number of faculty/staff who are registered for parking.
11. Notes from ANC 3D and/or other community meetings documenting traffic issues.
12. Should the monitoring study identify any deficiencies, including but not limited to queues not adequately accommodated or parking capacity exceeded, remedial strategies will be recommended.

Sequencing of Monitoring Studies

1. Monitoring studies will be conducted annually each Fall semester beginning the first year the new Middle School building is open. If PUDO queues exceed the available storage or if parking demand is exceeded, the monitoring study will be repeated during the following Spring Semester.
2. The monitoring studies will continue annually until such time that two consecutive annual monitoring studies reveal that PUDO queues are accommodated within the available storage and parking demand is accommodated either on-site or a combination of on-site and leased parking.
3. Once two consecutive annual monitoring studies at a maximum enrollment of 525 students demonstrate that the PUDO queues are accommodated within the available storage and the parking demand is accommodated either on-site or a combination of on-site and leased parking, the school enrollment can be increased to a maximum of 555 students.
4. Upon increase to an enrollment of at least 540 students, St. Patrick's will begin monitoring again and continue monitoring annually until two consecutive annual monitoring studies demonstrate that the PUDO queues are accommodated within the available storage and the parking demand is accommodated either on-site or a combination of on-site and leased parking. At such time, monitoring will cease to be required.

Remedial Strategies

Should the monitoring study reveal insufficient parking availability or queues that extend onto Foxhall Road or MacArthur Boulevard for two consecutive studies, St. Patrick's will implement additional remedial strategies, which may include the following:

1. Adjust operations management to respond to real-world conditions, which may include:
 - Additional personnel managing the PUDO lanes,
 - Implementing pick-up/drop-off software/systems to better manage carpool, and/or
 - Reassigning student PUDO locations to ensure each location is operating as efficiently as possible.
2. Monthly carpool stipends for faculty and staff who carpool to work.

3. Explore additional capacity on VEX shuttle.
4. Monthly stipends for faculty and staff who walk to work or commute to work via personal bicycle or take public transportation to work.
5. Additional school buses for students.
6. Securing leased spaces in the GW garage (or another parking location nearby) in an amount sufficient to accommodate the total number of vehicles driven to school by faculty/staff on a regular basis.

2026 TOTAL FUTURE CONDITIONS

TRAFFIC FORECASTS

Total future traffic forecasts with the proposed school were determined by subtracting the existing Lower and Middle School site trips (shown on Figures 11A and B and Figures 14A and B, respectively) from the 2029 background traffic forecasts (shown on Figures 9A and 9B) and adding the future Lower and Middle School site trips with the proposed caps (shown on Figures 15A and B). The total future traffic forecasts with the Middle School unification and the proposed caps are shown on Figures 17A and B (without implementation of the TDM Plan).

CAPACITY ANALYSIS

Capacity analyses were performed at the study intersections using the total future peak hour traffic forecasts shown on Figures 16A and B. The level of service results for the 2029 total future conditions with the proposed development are included in Appendix H and summarized in Table 18. For comparative purposes, background levels of service also are provided in Table 18.

By comparing total future levels of service to background levels of service, the impact of the proposed development can be identified. In accordance with the methodology outlined in DDOT's *Guidance for Comprehensive Transportation Review*, an impact is defined as follows:

- Degradation in overall or approach level of service to LOS E or LOS F, or
- Increase in intersection volume-to-capacity (v/c) ratio to 1.0 or greater with the addition of site-generated traffic, or
- Increase in overall or approach delay or v/c ratio by five percent or more compared to background conditions for intersections operating at an approach delay of LOS E or LOS F.

As shown in Table 18, two minor impacts were identified at the following locations:

- Intersection #2 (Whitehaven Parkway/MacArthur Boulevard/Reservoir Road)
 - o The westbound approach is projected to continue operating at a LOS F during the AM peak hour; however, the delay and v/c ratio are expected to increase by more than five

percent. New school traffic resulting from the proposed project is expected to account for 3.7 percent of the total future traffic at this intersection during the AM peak hour.

- Intersection #7 (Foxhall Road/Reservoir Road)
 - The southbound approach is projected to continue to operate at a LOS F during the AM peak hour; however, the delay is expected to increase by more than five percent. Additionally, the v/c ratio for the shared southbound through/right lane group is expected to increase by more than five percent. New school traffic resulting from the proposed project is expected to account for 2.7 percent of the total future traffic at this intersection during the AM peak hour.

Table 18
Total Future Levels of Service

Approach/ Lane Group	Background Conditions									Total Future Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
1. Whitehaven Parkway/Foxhall Road																		
EBLR	C	34.5	0.69	D	51.3	0.76	D	45.8	0.68	D	39.0	0.78	D	52.7	0.76 8	D	46.3	0.70
NBL	A	6.5	0.22	A	7.6	0.25	A	6.7	0.18	A	7.8	0.33	A	7.8	0.23	A	6.8	0.23
NBT			0.53			0.45			0.42			0.55			0.46			0.42
SBT	A	8.3	0.47	A	5.7	0.58	A	5.5	0.54	A	9.4	0.49	A	5.8	0.58	A	5.6	0.54
SBR			0.26			0.13			0.10			0.26			0.13			0.09
Overall	B	10.8	0.62	B	11.7	0.64	B	10.5	0.58	B	13.0	0.67	B	12.1	0.65	B	10.7	0.59
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road																		
WBLR	F	130.8	1.03	E	44.9	0.67	C	19.1	0.39	F	154.6	1.12	E	40.6	0.69	C	17.8	0.42
NBT	-	-	0.35	-	-	0.32	-	-	0.31	-	-	0.33	-	-	0.31	-	-	0.30
NBR			0.21			0.18			0.17			0.19			0.18			0.16
SBL	A	1.4	0.14	A	0.7	0.05	A	0.7	0.04	A	2.4	0.23	A	1.5	0.12	A	0.8	0.05
SBT			0.50			0.30			0.25			0.48			0.29			0.24
3. MacArthur Boulevard/Reservoir Road North																		
EBLR	D	35.0	0.52	C	28.0	0.05	C	27.8	0.03	D	35.4	0.53	C	27.9	0.05	C	27.7	0.03
EBR			0.54			0.04			0.04			0.56			0.03			0.03
NBL	B	17.1	0.05	B	18.8	0.59	C	21.6	0.67	B	16.9	0.02	B	18.3	0.60	C	20.4	0.66
NBT			0.48			0.45			0.38			0.48			0.47			0.40
SBTR	B	14.3	0.58	B	13.2	0.51	B	13.1	0.51	B	14.3	0.58	B	13.5	0.53	B	13.1	0.50
Overall	B	19.1	0.57	B	16.4	0.41	B	17.6	0.47	B	19.2	0.58	B	16.3	0.42	B	17.0	0.45

Table 18 (continued)
Total Future Levels of Service

Approach/ Lane Group	Background Conditions									Total Future Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
4. MacArthur Boulevard/Reservoir Road South/Lab School																		
EBLTR	A	6.5	0.62	A	6.5	0.46	A	4.4	0.38	A	5.6	0.58	A	6.2	0.42	A	4.3	0.36
EBR			0.54			0.43			0.36			0.51			0.41			0.35
WBTR	B	11.2	0.42	B	16.8	0.65	A	6.8	0.28	B	10.3	0.41	B	15.9	0.64	A	6.7	0.28
NBL	D	51.3	0.82	D	44.8	0.70	D	14.8	0.59	D	48.6	0.77	D	44.1	0.66	D	40.4	0.53
NBLTR			0.82			0.69			0.58			0.78			0.66			0.54
SBLTR	D	48.1	0.27	D	44.0	0.48	D	46.7	0.26	D	48.1	0.27	D	44.0	0.48	D	46.7	0.26
Overall	B	18.7	0.67	B	18.2	0.66	B	11.8	0.42	B	16.8	0.63	B	17.5	0.64	B	11.1	0.40
5. Foxhall Road/Deerfield Road																		
WBLR	D	38.2	0.19	D	46.7	0.19	D	49.4	0.26	D	38.2	0.19	D	46.7	0.19	D	49.4	0.26
NBTR	A	2.8	0.54	A	4.1	0.47	A	3.2	0.42	A	2.6	0.53	A	3.8	0.46	A	3.0	0.42
SBL	A	1.3	0.01	A	4.0	0.00	A	2.0	0.01	A	1.2	0.01	A	3.9	0.00	A	2.0	0.01
SBT			0.52			0.51			0.37			0.51			0.50			0.37
Overall	A	2.3	0.54	A	4.5	0.51	A	3.2	0.43	A	2.2	0.53	A	4.4	0.50	A	3.1	0.42
6. Foxhall Road/45th Street																		
WBLR	B	11.7	0.03	B	12.4	0.03	B	13.9	0.03	B	12.0	0.04	B	12.4	0.03	B	14.1	0.03
NBT	-	-	0.24	-	-	0.23	-	-	0.21	-	-	0.25	-	-	0.22	-	-	0.22
NBR			0.13			0.12			0.11			0.13			0.12			0.11
SBL	A	0.1	0.00	A	0.1	0.00	A	-	0.00	A	0.1	0.00	A	0.1	0.00	A	-	0.00
SBT			0.22			0.25			0.20			0.24			0.26			0.20

Table 18 (continued)
Total Future Levels of Service

Approach/ Lane Group	Background Conditions									Total Future Conditions								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
7. Foxhall Road/Reservoir Road																		
EBL	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08	E	65.9	0.10	E	56.0	0.17	D	52.0	0.08
EBT			0.92			0.64			0.51			0.92			0.64			0.53
EBR			0.23			0.15			0.15			0.23			0.15			0.15
WBL	D	51.3	0.94	D	43.6	0.74	D	40.8	0.38	D	44.0	0.86	D	43.1	0.72	D	41.0	0.36
WBT			0.40			0.64			0.69			0.40			0.64			0.69
WBR			0.32			0.39			0.44			0.44			0.44			0.47
NBLTR	D	51.7	0.87	D	40.5	0.73	D	40.2	0.73	D	49.0	0.84	D	39.5	0.71	D	40.3	0.73
SBL	F	84.4	0.53	F	146.0	0.26	E	78.4	0.29	F	109.7	0.56	F	140.5	0.32	E	76.5	0.32
SBTR			1.04			1.23			1.00			1.15			1.23			1.00
Overall	E	62.8	1.01	E	72.9	0.90	D	51.6	0.81	E	67.5	0.99	E	71.8	0.88	D	51.4	0.81

QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under 2029 total future conditions. Synchro was used to conduct the analyses using the 50th and 95th percentile queue lengths. The results are summarized in Table 19, along with queues under background conditions for comparative purposes. Queue reports are provided in Appendix H.

By comparing total future queues to background queues, the impact of the proposed development can be identified. In accordance with DDOT guidelines, an impact is defined as:

- An increase in the 95th percentile queue greater than 150 feet when compared to background conditions, or
- A 95th percentile queue that exceeds the available storage length as the result of the proposed development.

As shown in Table 19, impacts were identified at the following locations:

- Intersection #7 (Foxhall Road/Reservoir Road)
 - o The southbound left turn lane group is expected to exceed the available storage by one car length with the addition of school-generated traffic during the PM School peak hour.

Table 19
Total Future Queue Summary

Approach/ Lane Group	Storage	Background Conditions						Total Future Conditions					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
1. Whitehaven Parkway/Foxhall Road													
EBLR	325	89	152	96	209	86	158	111	213	89	218	87	165
NBL	105	16	0	16	38	13	30	25	4	15	35	17	39
NBT	685	135	90	130	194	119	178	146	82	130	194	119	178
SBT	515	94	201	102	130	103	135	95	201	102	130	103	135
SBR	35	39	108	18	30	13	24	39	103	17	28	13	23
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road													
WBLR	560	-	210	-	107	-	46	-	255	-	117	-	51
NBT	140	-	0	-	0	-	0	-	0	-	0	-	0
NBR	140	-	0	-	0	-	0	-	0	-	0	-	0
SBL	65	-	12	-	4	-	3	-	22	-	10	-	4
SBT	65	-	0	-	0	-	0	-	0	-	0	-	0
3. MacArthur Boulevard/Reservoir Road North													
EBLR	160	107	180	9	27	6	20	110	185	9	26	5	18
EBR	160	110	188	6	23	5	21	113	193	4	16	4	16
NBL	100	5	11	87	136	103	175	2	3	82	141	98	164
NBT	100	247	243	182	153	166	217	238	232	194	163	168	220
SBTR	435	185	244	152	199	149	198	186	245	161	209	148	197
4. MacArthur Boulevard/Reservoir Road South/Lab School													
EBLTR	150	177	289	120	192	64	178	166	246	112	185	58	170
EBR	175	0	117	49	46	0	50	0	113	50	45	0	49
WBTR	600	86	203	209	437	40	121	81	203	202	408	37	121
NBL	970	167	295	111	168	84	137	146	233	101	155	74	125
NBLTR	970	164	292	110	167	83	137	146	235	101	155	75	126
SBLTR	50	8	28	34	69	10	32	8	28	34	69	10	32

Table 19 (continued)
Total Future Queue Summary

Approach/ Lane Group	Storage	Background Conditions						Total Future Conditions					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
5. Foxhall Road/Deerfield Road													
WBLR	95	6	22	9	29	8	28	6	22	9	29	8	28
NBTR	515	3	113	0	385	0	171	3	95	0	341	0	134
SBL	50	0	1	0	1	0	1	0	1	0	1	0	1
SBT	340	0	49	0	386	0	172	0	48	0	376	0	170
6. Foxhall Road/45 th Street													
WBLR	140	-	3	-	3	-	2	-	3	-	3	-	2
NBT	130	-	0	-	0	-	0	-	0	-	0	-	0
NBR	130	-	0	-	0	-	0	-	0	-	0	-	0
SBL	330	-	0	-	0	-	0	-	0	-	0	-	0
SBT	330	-	0	-	0	-	0	-	0	-	0	-	0
7. Foxhall Road/Reservoir Road													
EBL	95	14	37	17	45	7	25	14	37	17	45	7	25
EBT	205	269	451	114	189	88	153	269	451	114	189	91	156
EBR	205	42	84	19	48	20	50	42	84	19	48	20	50
WBL	55	97	231	123	218	63	112	86	196	119	205	61	109
WBT	600	122	194	195	295	213	320	122	194	195	295	213	320
WBR	620	75	130	88	150	104	172	108	178	99	167	111	183
NBLT	205	275	382	236	310	236	308	262	350	225	295	237	310
NBTR	205	275	382	236	310	236	308	262	350	225	295	237	310
SBL	120	131	209	64	115	71	125	142	223	80	137	81	138
SBTR	120	317	511	471	682	318	528	383	583	467	677	316	524

IMPROVEMENT ANALYSIS

Overview

Because the school is committing to a TDM plan, an analysis was undertaken to determine whether the reduction in trips would mitigate the impact of the project at the locations identified above. St. Patrick's is committed to reduce all Lower and Middle School vehicle trips by 20 percent.

Traffic Forecasts

The total future traffic forecasts with the implementation of the TDM Plan were derived by subtracting the existing Lower and Middle School site trips (shown on Figures 11A and B and Figures 14A and B, respectively) from the 2029 background traffic forecasts (shown on Figures 9A and 9B) and adding the future Lower and Middle School site trips with the TDM Plan (shown on Figures 16A and B). The total future traffic forecasts with the implementation of the TDM plan are shown on Figures 18A and B.

Capacity Analysis

Capacity analyses were performed at the impacted study intersections using the total future peak hour traffic forecasts with the TDM reduction shown on Figures 18A and B. The level of service results are included in Appendix I and summarized in Table 20. For comparison purposes, Table 20 also includes background levels of service.

As shown on Table 20, the 20 percent reduction in site trips would more than mitigate the impact at Intersection #2 (Whitehaven Parkway/MacArthur Boulevard/Reservoir Road). During the AM peak hour, although the westbound approach would continue to operate at a LOS F, the average delay per vehicle would be lower than under background conditions. Additionally, the westbound approach would improve from a LOS E under background conditions to a LOS D under total future conditions with the TDM reduction.

The level of service impact during the AM peak hour at Intersection #7 (Foxhall Road/Reservoir Road) would not be fully mitigated with the 20 percent reduction. However, an evaluation of the traffic signal timings shows that shifting just one second of green time from Phase 1 (northbound) to Phase 2 (southbound) during the AM peak hour would fully mitigate the impact.

Table 20
Total Future Levels of Service with TDM Reduction

Approach/ Lane Group	Background Conditions									Total Future Conditions with TDM Reduction								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
2. Whitehaven Parkway/MacArthur Boulevard/Reservoir Road																		
WBLR	F	130.8	1.03	E	44.9	0.67	C	19.1	0.39	F	81.6	0.87	D	34.7	0.61	C	17.1	0.38
NBT	-	-	0.35	-	-	0.32	-	-	0.31	-	-	0.33	-	-	0.31	-	-	0.30
NBR			0.21			0.18			0.17			0.19			0.17			0.16
SBL	A	1.4	0.14	A	0.7	0.05	A	0.7	0.04	A	2.1	0.20	A	1.4	0.10	A	0.7	0.05
SBT			0.50			0.30			0.25			0.48			0.29			0.24
7. Foxhall Road/Reservoir Road																		
EBL	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08	E	65.1	0.10	E	55.6	0.17	D	51.9	0.08
EBT			0.92			0.64			0.51			0.91			0.63			0.52
EBR			0.23			0.15			0.15			0.23			0.15			0.15
WBL	D	51.3	0.94	D	43.6	0.74	D	40.8	0.38	D	43.8	0.85	D	43.0	0.71	D	40.9	0.36
WBT			0.40			0.64			0.69			0.40			0.64			0.69
WBR			0.32			0.39			0.44			0.41			0.42			0.46
NBLTR	D	51.7	0.87	D	40.5	0.73	D	40.2	0.73	D	48.3	0.83	D	39.4	0.70	D	40.2	0.73
SBL	F	84.4	0.53	F	146.0	0.26	E	78.4	0.29	F	98.3	0.54	F	137.1	0.31	E	74.8	0.31
SBTR			1.04			1.23			1.00			1.10			1.21			0.99
Overall	E	62.8	1.01	E	72.9	0.90	D	51.6	0.81	E	63.8	0.97	E	70.5	0.87	D	50.7	0.81

Queue Analysis

A queueing analysis was performed at Intersection #7 (Foxhall Road/Reservoir Road) using the total future peak hour traffic forecasts with the TDM reduction shown on Figures 18A and B. The results of the analysis are included in Appendix I and summarized in Table 21, along with queues under background conditions for comparative purposes.

As shown in Table 21, the TDM reduction would reduce the 95th percentile southbound left turn queue by five feet during the PM school peak hour; however, the queue would exceed the available storage by 12 feet. An evaluation of traffic signal timings shows that shifting six seconds of green time from Phase 1 (northbound) to Phase 2 (southbound) and shifting two seconds of green time from Phase 4+7 (westbound advanced left turn phase) to Phase 2 (southbound) would reduce the 95th percentile southbound left turn queue to within the available storage length during the PM school peak hour.

Level of service and queue results at Intersection #7 (Foxhall Road/Reservoir Road) with the timing adjustments during the AM, PM school, and PM commuter peak hours are shown in Tables 22 and 23, respectively. For comparison purposes, background conditions also are shown in Tables 22 and 23. As shown in Table 22, the timing adjustments modeled during the PM school peak hour would improve levels of service during both the PM school peak hour and the PM commuter peak hour. During the PM school peak hour, the southbound approach would improve from a LOS F under background conditions to a LOS E under total future conditions with the TDM reduction and the timing adjustments. The overall intersection would improve from a LOS E under background conditions to a LOS D under total future conditions with the TDM reduction and the timing adjustments. During the PM commuter peak hour, the southbound approach would improve from a LOS E under background conditions to a LOS F under total future conditions with the TDM reduction and the timing adjustments.

As shown in Table 23, the southbound left turn queue at Intersection #7 (Foxhall Road/Reservoir Road) would be accommodated within the available storage with the timing adjustments during the PM school peak hour. During the PM commuter peak hour, the southbound left turn queue would be three feet shorter than under background conditions. The level of service and queue results with the timing adjustments at Intersection #7 (Foxhall Road/Reservoir Road) are included in Appendix J.

Table 21
Total Future Queue Summary with TDM Reduction

Approach/ Lane Group	Storage	Background Conditions						Total Future Conditions with TDM Reduction					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
7. Foxhall Road/Reservoir Road													
EBL	95	14	37	17	45	7	25	14	37	17	45	7	25
EBT	205	269	451	114	189	88	153	267	446	113	186	90	155
EBR	205	42	84	19	48	20	50	42	84	19	48	20	50
WBL	55	97	231	123	218	63	112	86	195	119	204	61	109
WBT	600	122	194	195	295	213	320	122	194	195	295	213	320
WBR	620	75	130	88	150	104	172	99	165	95	160	109	180
NBLT	205	275	382	236	310	236	308	258	340	224	293	236	308
NBTR	205	275	382	236	310	236	308	258	340	224	293	236	308
SBL	120	131	209	64	115	71	125	136	215	77	132	78	134
SBTR	120	317	511	471	682	318	528	356	554	459	669	312	518

Table 22
Total Future Levels of Service with TDM Reduction and Timing Improvements

Approach/ Lane Group	Background Conditions									Total Future Conditions with TDM Reduction and Timing Improvements								
	AM Peak Hour			PM School Peak Hour			PM School Peak Hour			AM Peak Hour			PM School Peak Hour			PM School Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
7. Foxhall Road/Reservoir Road																		
EBL	E	65.9	0.10	E	56.0	0.17	D	51.6	0.08	E	65.1	0.10	E	55.6	0.17	D	51.9	0.08
EBT			0.92			0.64			0.51			0.91			0.63			0.52
EBR			0.23			0.15			0.15			0.23			0.15			0.15
WBL	D	51.3	0.94	D	43.6	0.74	D	40.8	0.38	D	43.8	0.85	D	47.6	0.78	D	44.0	0.39
WBT			0.40			0.64			0.69			0.40			0.68			0.73
WBR			0.32			0.39			0.44			0.41			0.44			0.49
NBLTR	D	51.7	0.87	D	40.5	0.73	D	40.2	0.73	D	51.0	0.86	D	50.2	0.83	D	52.1	0.85
SBL	F	84.4	0.53	F	146.0	0.26	E	78.4	0.29	F	88.6	0.52	E	63.2	0.24	D	44.3	0.25
SBTR			1.04			1.23			1.00			1.07			0.96			0.78
Overall	E	62.8	1.01	E	72.9	0.90	D	51.6	0.81	E	62.1	0.97	D	57.3	0.88	D	47.5	0.81

Table 23
Total Future Queue Summary with TDM Reduction and Timing Improvements

Approach/ Lane Group	Storage	Background Conditions						Total Future Conditions with TDM Reduction and Timing Improvements					
		AM Peak Hour		PM School Peak Hour		PM School Peak Hour		AM Peak Hour		PM School Peak Hour		PM School Peak Hour	
		50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile	50 th %-tile	95 th %-tile
7. Foxhall Road/Reservoir Road													
EBL	95	14	37	17	45	7	25	14	37	17	45	7	25
EBT	205	269	451	114	189	88	153	267	446	113	186	90	155
EBR	205	42	84	19	48	20	50	42	84	19	48	20	50
WBL	55	97	231	123	218	63	112	86	195	122	230	62	112
WBT	600	122	194	195	295	213	320	122	194	200	303	218	328
WBR	620	75	130	88	150	104	172	99	165	97	164	111	185
NBLT	205	275	382	236	310	236	308	262	362	242	321	255	353
NBTR	205	275	382	236	310	236	308	262	362	242	321	255	353
SBL	120	131	209	64	115	71	125	134	212	69	120	70	122
SBTR	120	317	511	471	682	318	528	345	543	367	583	282	418

CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

1. The relocation of the St. Patrick's Middle School to the Whitehaven Campus will support a sense of unity, connect the school community, and make more efficient use of the School's resources.
2. St. Patrick's currently enrolls 504 students and employs 120 faculty/staff at its Lower and Middle Schools (based on 2024-2025 data). To accommodate the relocation of the Middle School and some modest growth, the school is seeking a maximum enrollment of 555 students with 140 faculty and staff. However, St. Patrick's does not have any immediate plans to grow to the proposed cap. Any growth would occur after the opening of the Middle School gradually.
3. No new curb cuts are proposed in conjunction with the new Middle School.
4. To facilitate the overall PUDO operation for the site, a new PUDO lane is proposed in the curb lane (which is currently signed "No Parking 7AM – 4PM, Monday – Friday") adjacent to the new school building in addition to the existing PUDO lane on the south side of Whitehaven Parkway in front of the Lower School. Additionally, the current prohibition that precludes Lower School traffic from entering the existing PUDO lane from the west will be removed.
5. No new parking is proposed in conjunction with the new Middle School. The current parking at the Whitehaven Campus is adequate to accommodate the demand for the current number of Lower School and Middle School faculty and staff. The school will implement a Parking Management Plan to better manage parking at the Whitehaven Campus and to ensure adequate parking is available for visitors and volunteers for both the school and St. Patrick's Episcopal Church. The Parking Management Plan includes several possible remedies for adding parking or reducing parking demand as the number of faculty and staff increases.
6. The school will implement a comprehensive Transportation Management Plan (TMP) comprised of a Transportation Demand Management (TDM) Plan, an Operations Management Plan, a Parking Management Plan, and a Monitoring Plan.
 - The TDM Plan provides strategies for reducing vehicular trips for both students and faculty/staff through carpooling initiatives, expansion of the school's bus program, transit and bicycling initiatives and incentives, and potential partnerships with nearby schools. The TDM plan is anticipated to result in a 20 percent reduction in trips during the AM and PM peak hours.
 - The Operations Management Plan outlines protocols that will be established by the school to promote safe and efficient travel to and from the school and on school property.

- The Monitoring Plan established criteria by which to measure the school's success, establishes the frequency of required studies, and outlines a process to be followed should the required criteria not be met.
7. With implementation of the TMP, the Whitehaven Campus will generate 63 additional AM peak hour vehicle trips compared to the current conditions. During the PM school peak hour, the campus will generate 15 additional vehicle trips, and during the PM commuter peak hour, the campus will generate 22 additional vehicle trips. However, the implementation of the TDM Plan will actually reduce traffic in the broader neighborhood since the projected trip generation is less than the trip generation for the current Lower and Middle Schools combined. The TDM Plan would result in a reduction of 115 AM peak hour vehicle trips during the AM peak hour, 72 vehicle trips during the PM school peak hour, and 47 vehicle trips during the PM commuter peak hour.

S:\Projects - s drive\9000-9499\9385 St. Pat's Middle School\Documents\Report\St. Pat's Middle School CTR_Final 8-14-26.docx

FIGURES



Figure 1
Site Location



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Figure 2
Study Area



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Figure 3
Public Transportation Options

XX Metro Bus Route (Route Number)
B Bus Stop



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Figure 4
Quarter Mile Walk Shed

- XX Metro Bus Route (Route Number)
- Bus Bus Stop
- Likely Walking Route To/From Bus Stops
- Missing Sidewalks



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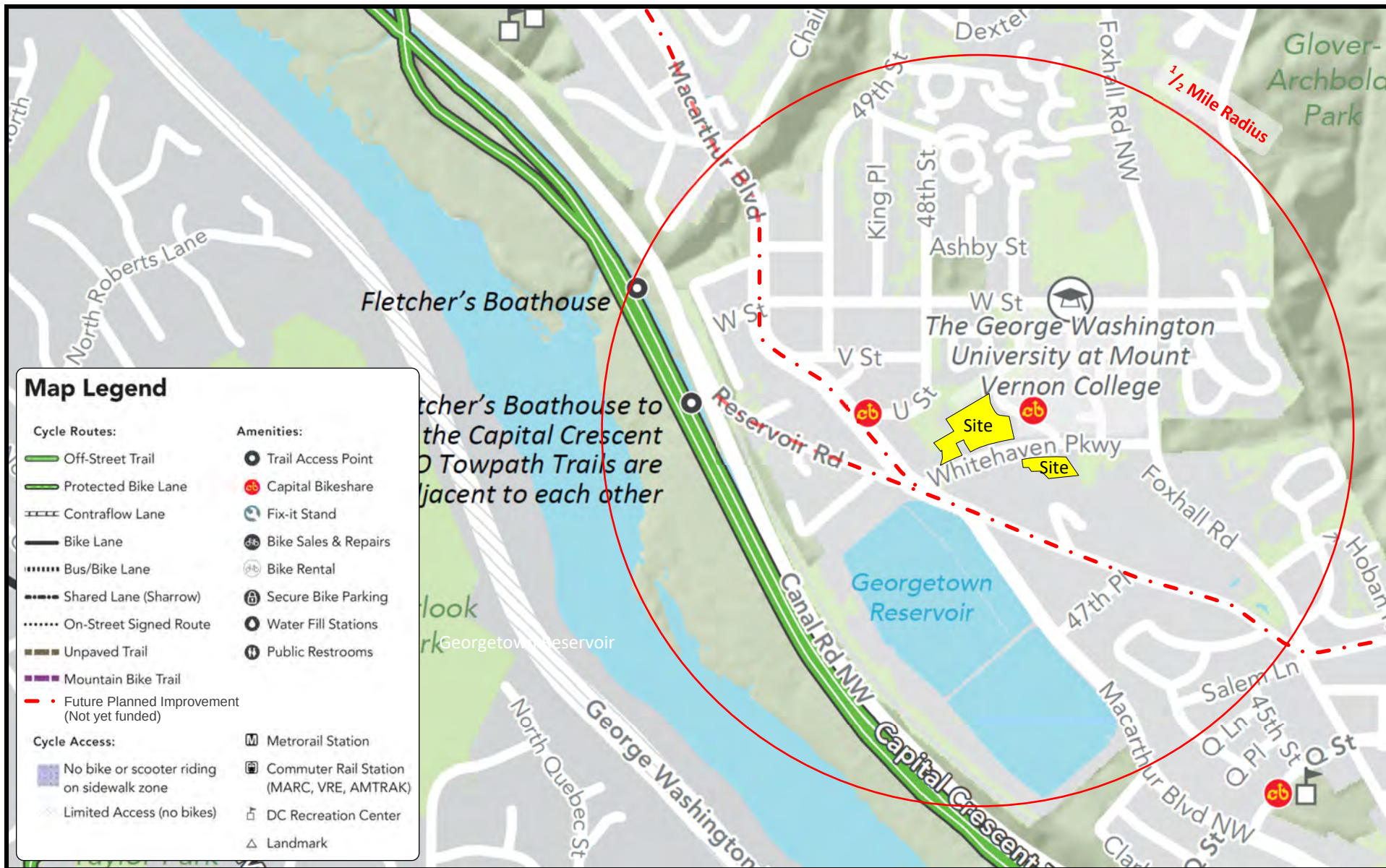


Figure 5
Half Mile Bike Shed



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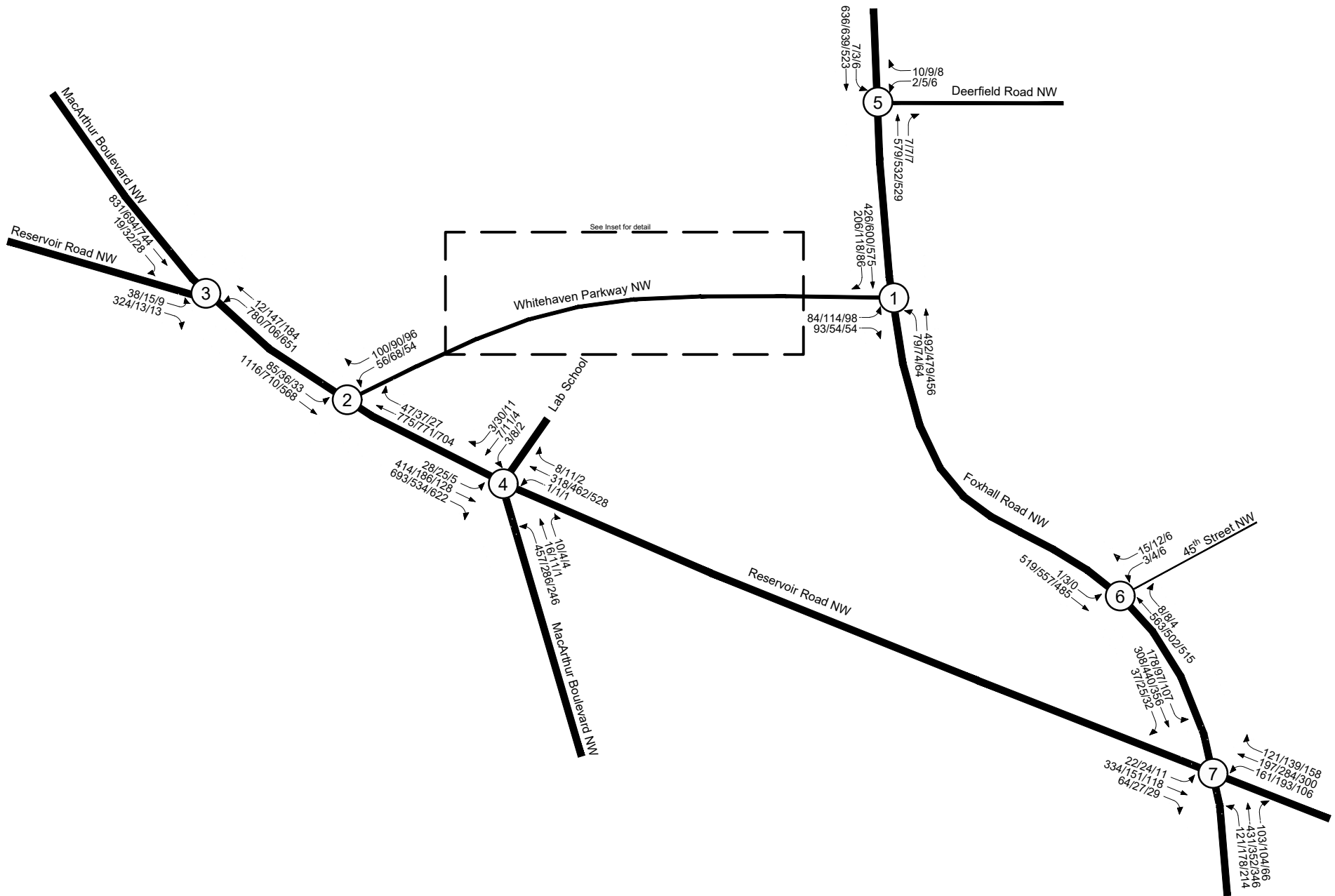


Figure 6A
Existing Peak Hour Vehicular Traffic Volumes

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000

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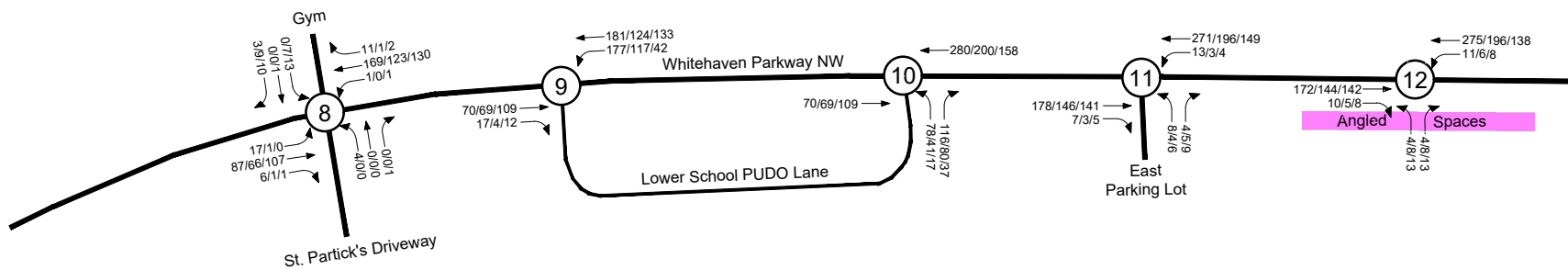


Figure 6B
Existing Peak Hour Vehicular Traffic Volumes - Whitehaven Detail

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000



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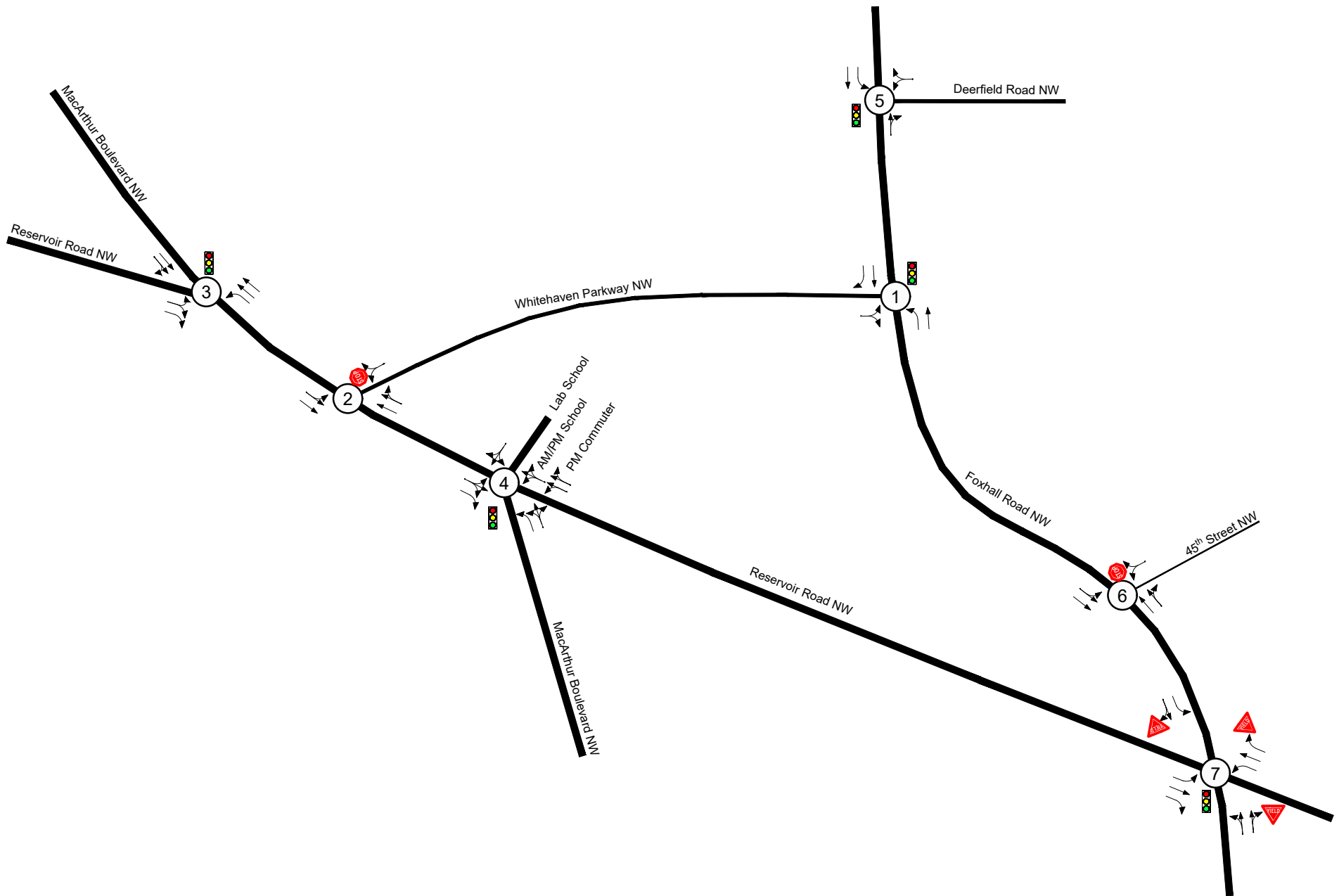


Figure 7
Existing Lane Use and Traffic Control



AM PEAK HOUR
000/000/000
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR

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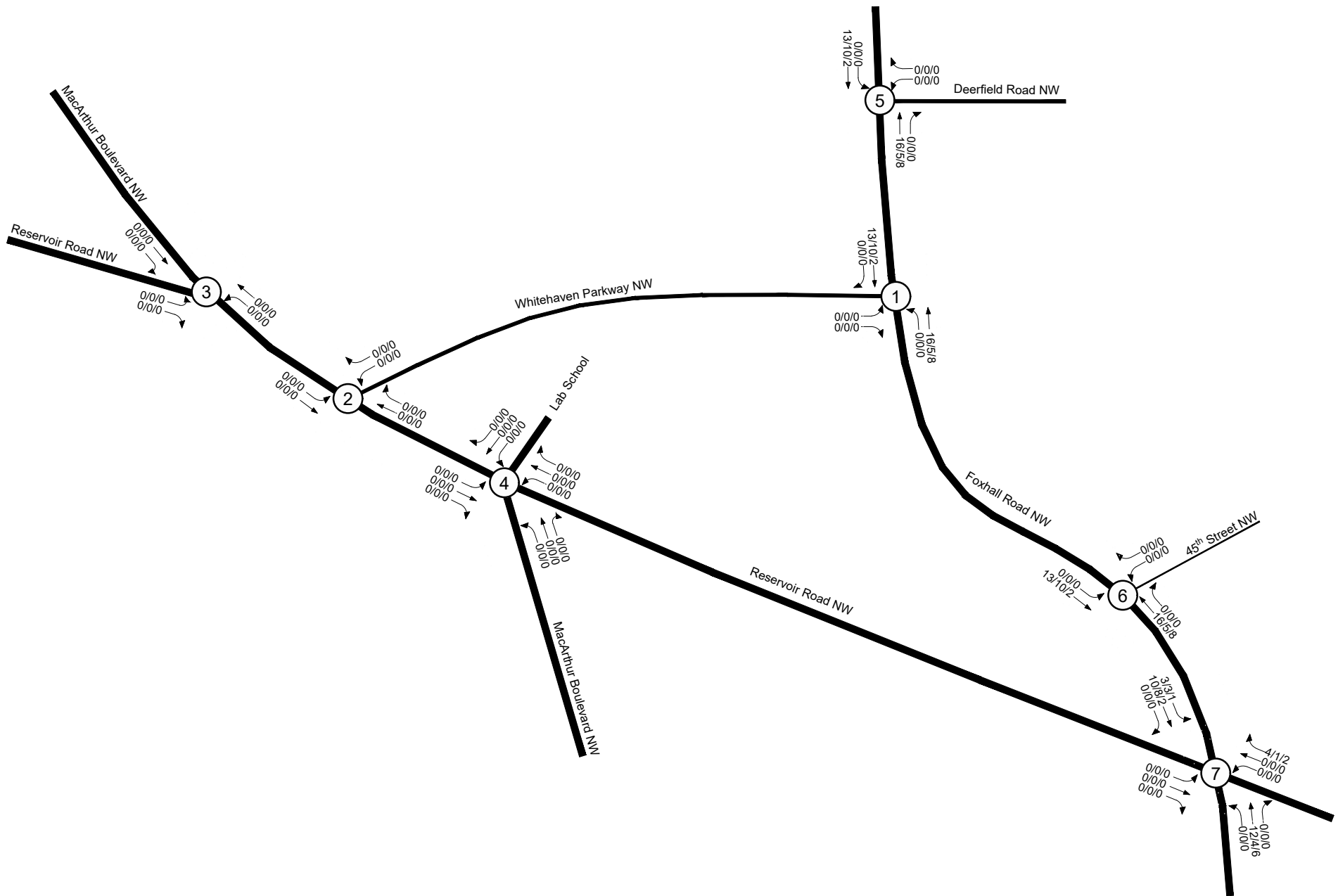


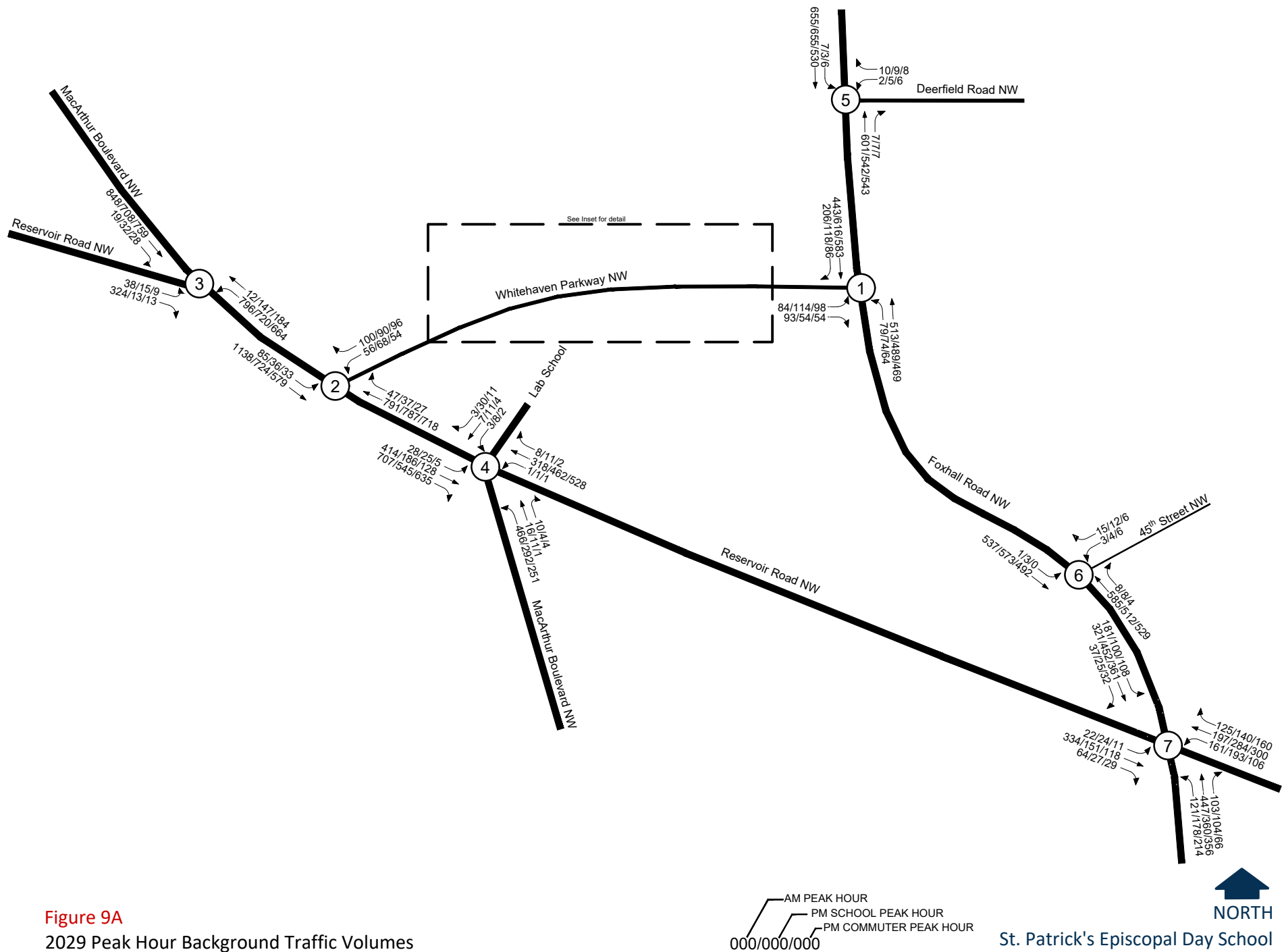
Figure 8
Field School Pipeline Peak Hour Vehicular Traffic Volumes

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000



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Washington, DC





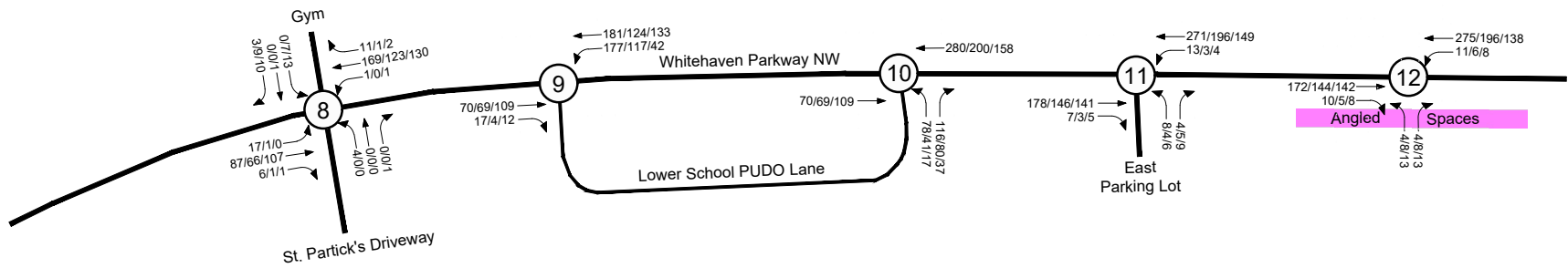


Figure 9B
2029 Peak Hour Background Traffic Volumes - Whitehaven Detail

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000

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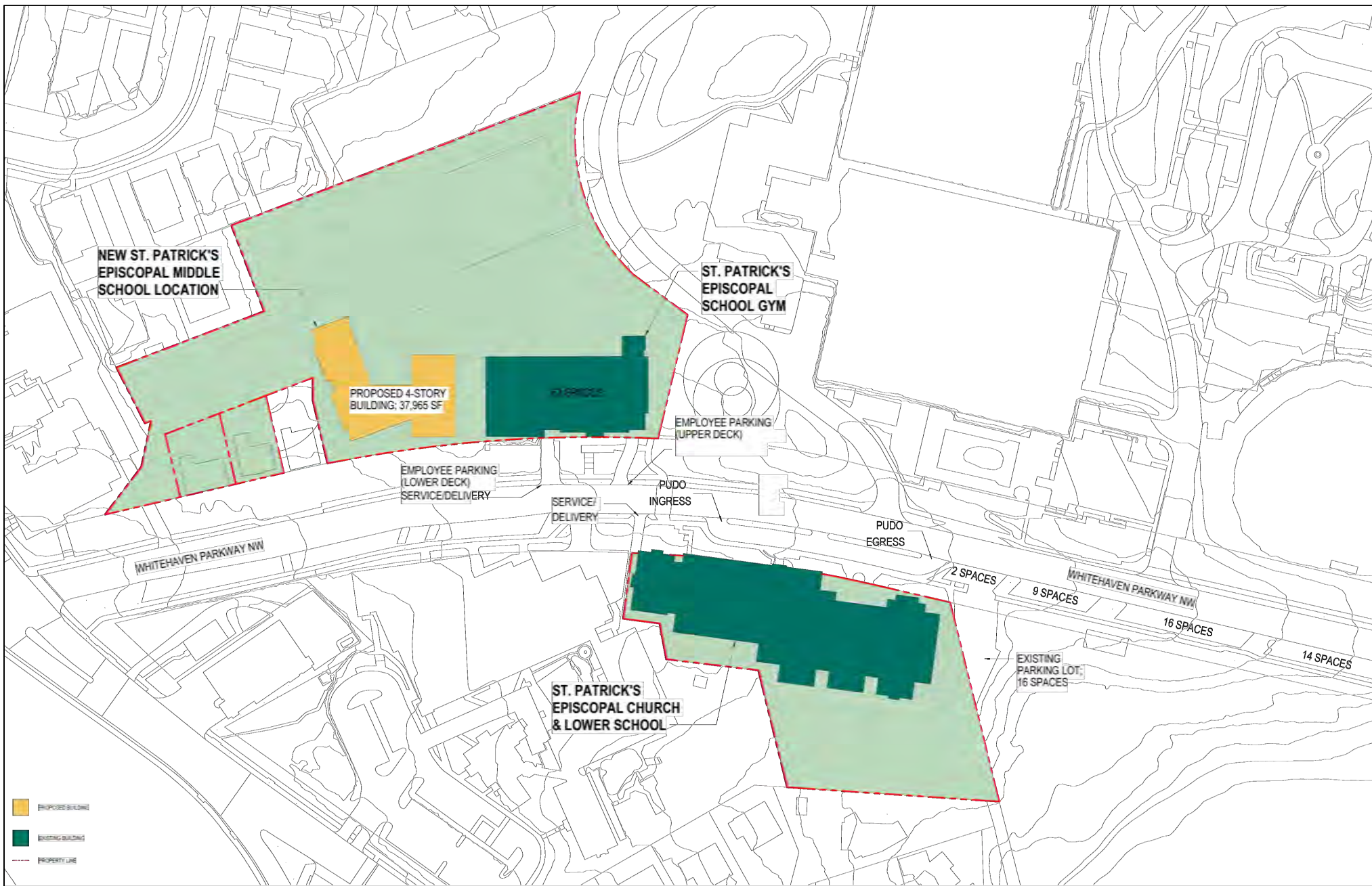


Figure 10A
Existing Vehicular Circulation Plan



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▲ Pedestrian Access



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Figure 10B

Proposed Middle School Pedestrian Circulation

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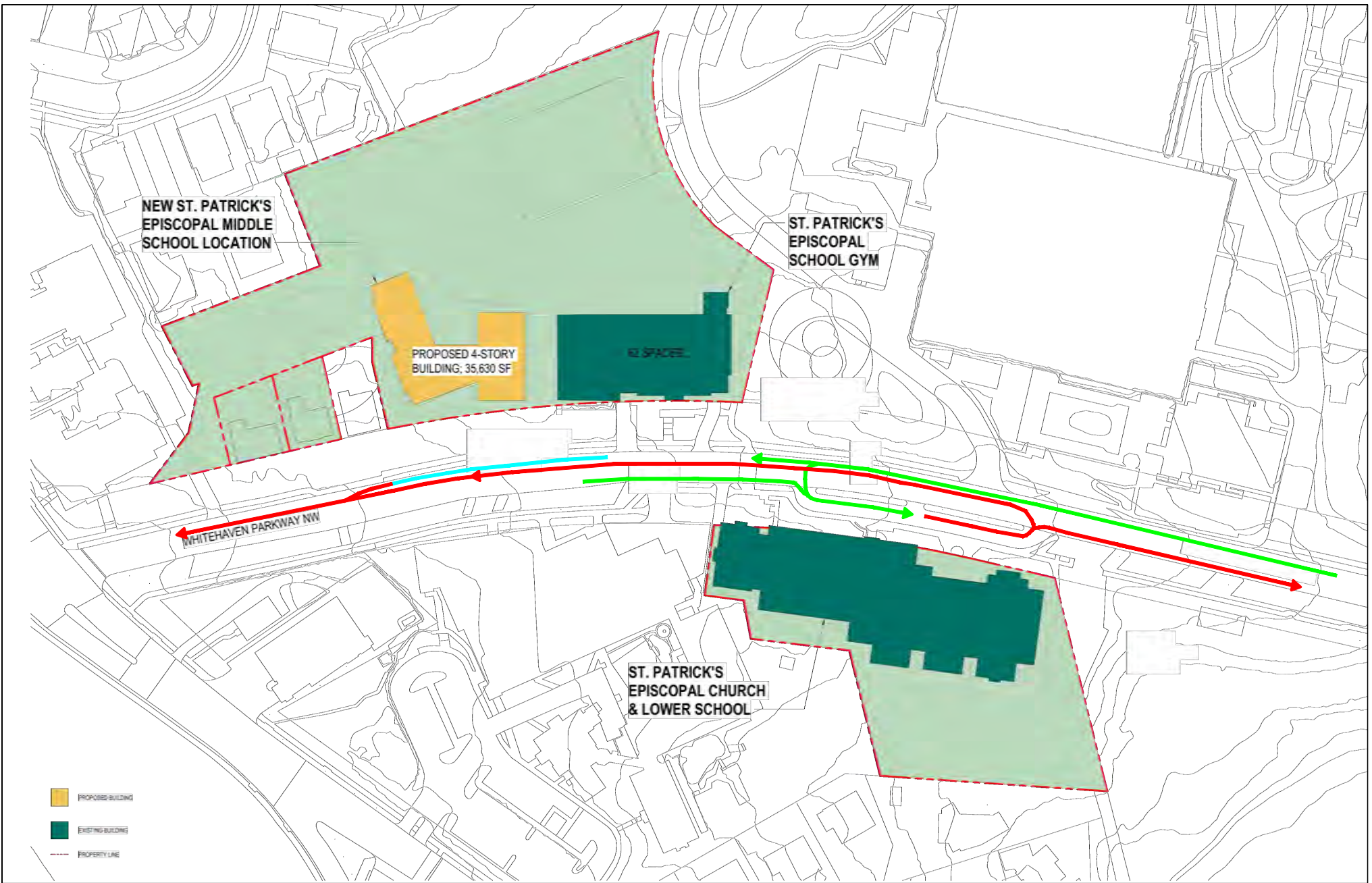


Figure 10D

Proposed Pick-up/Drop-off Circulation

- Proposed Inbound PUDO Circulation
- Proposed Outbound PUDO Circulation
- Proposed Middle School PUDO Zone



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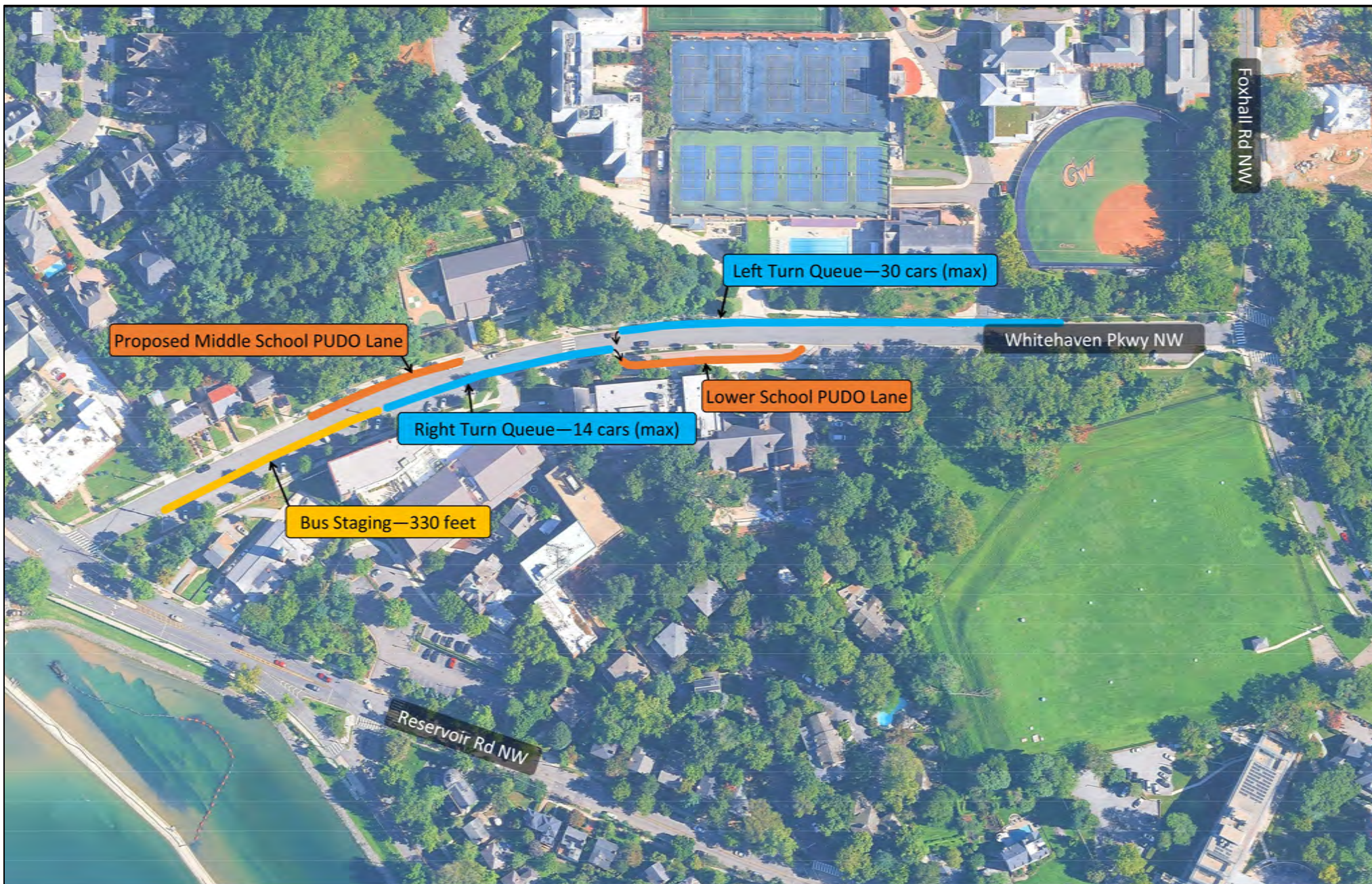


Figure 10E
Proposed School Circulation on Whitehaven Parkway



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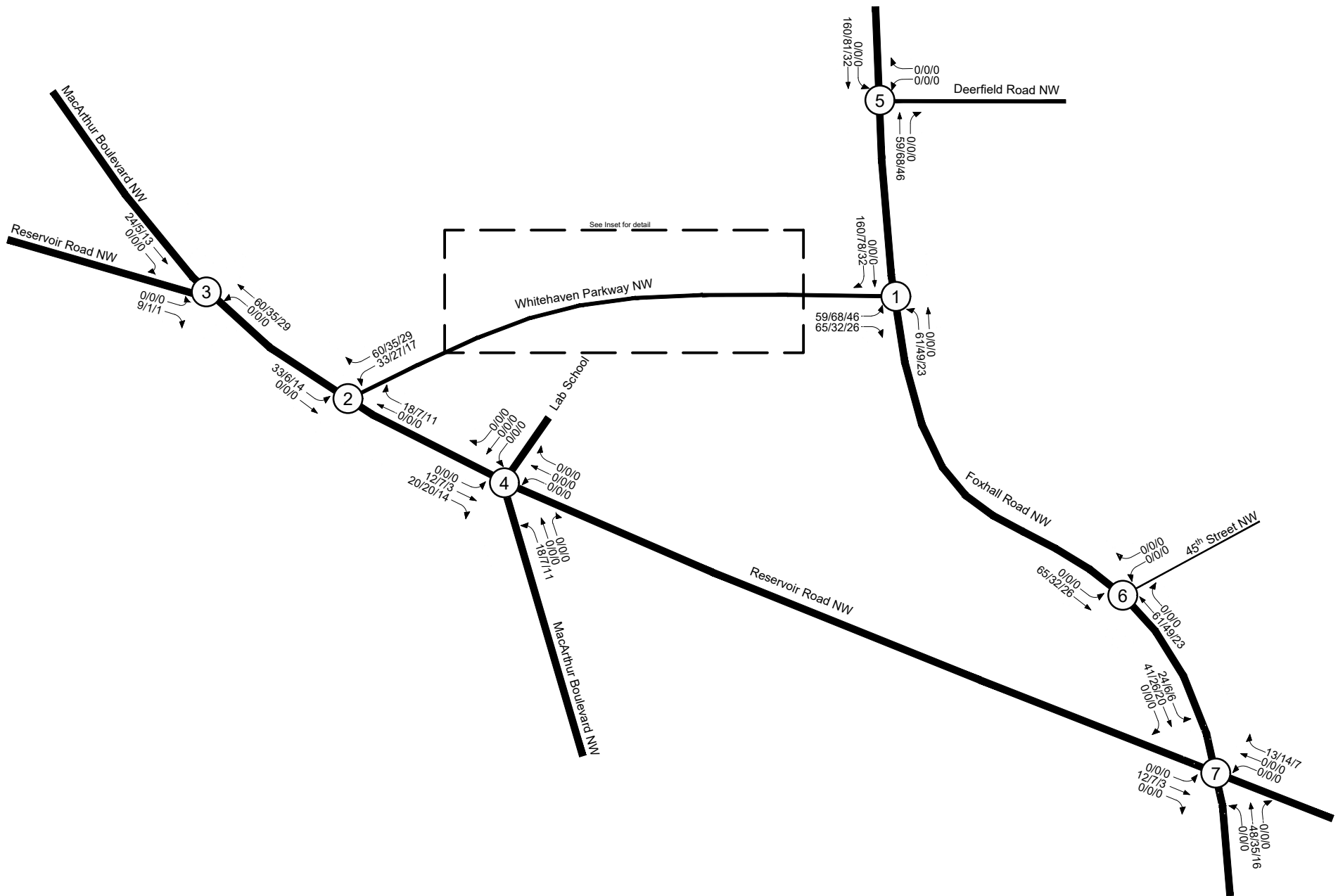


Figure 11A

Existing Lower School Peak Hour Site Trips

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000



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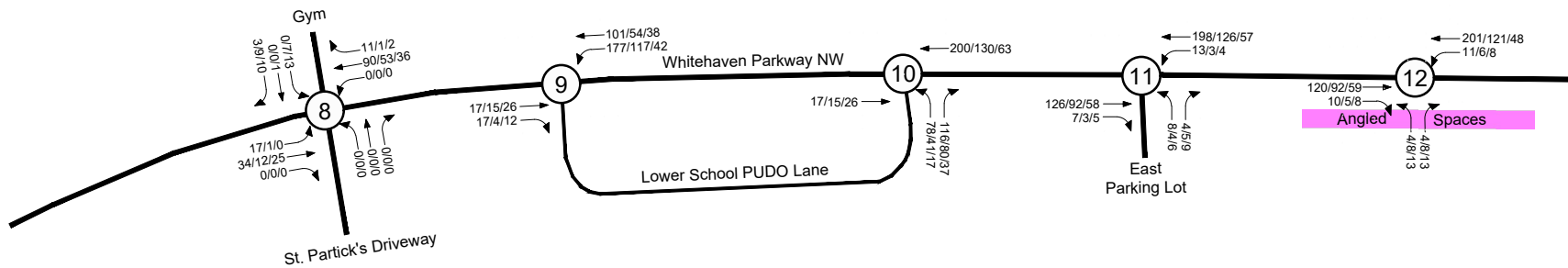


Figure 11B
Existing Lower School Peak Hour Site Trips - Whitehaven Detail

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
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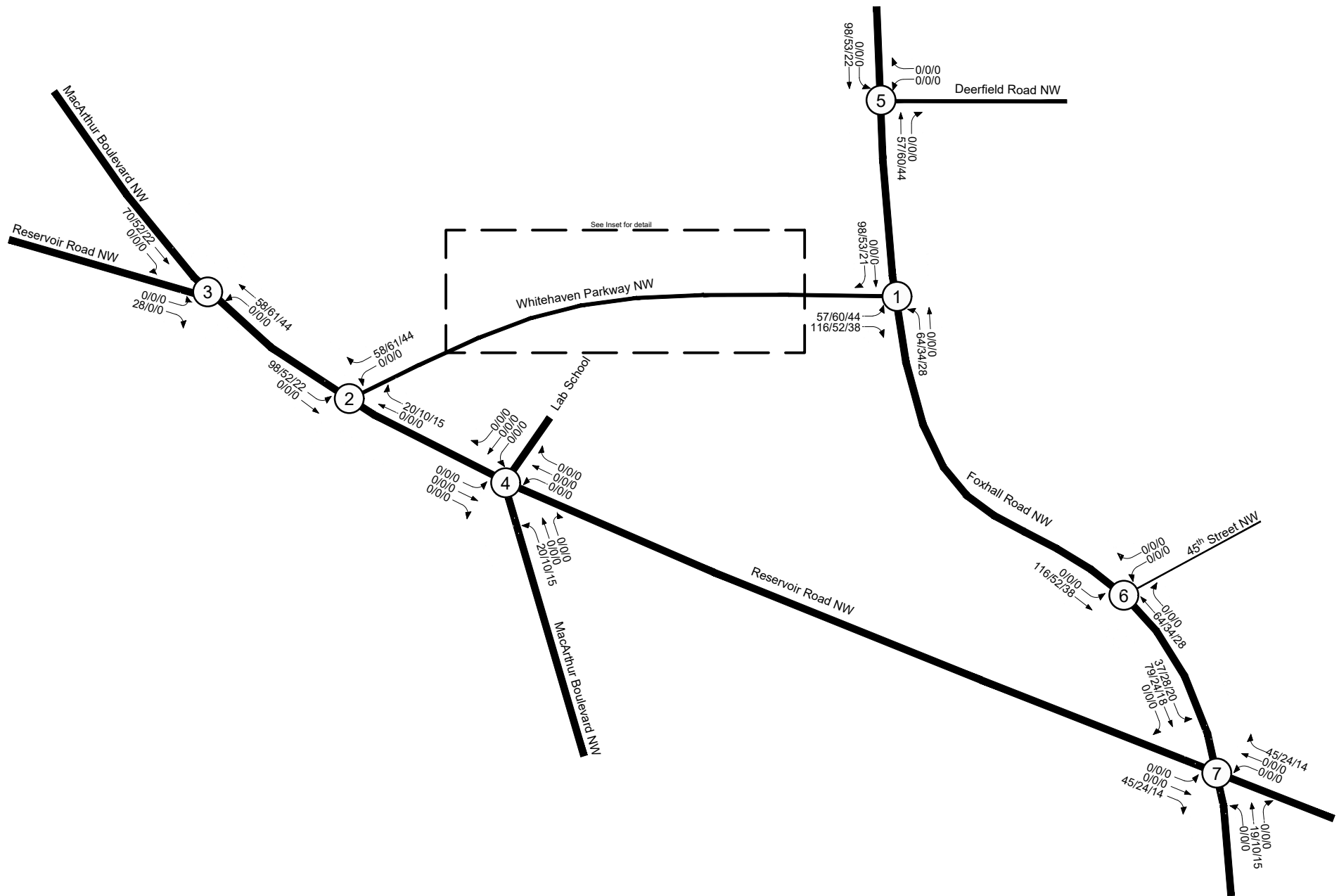


Figure 12A

Rerouted Lower School Peak Hour Site Trips (with increase in Caps)



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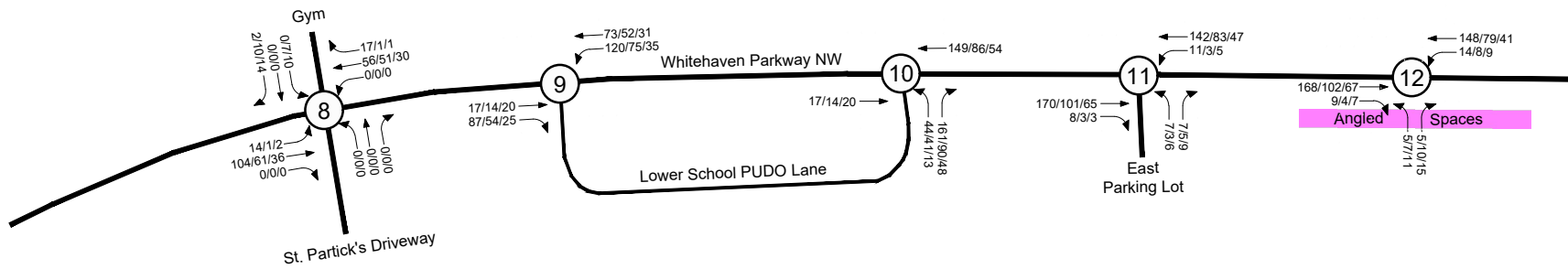


Figure 12B
 Rerouted Lower School Peak Hour Site Trips (with increase in Caps)
 - Whitehaven Detail

AM PEAK HOUR
 PM SCHOOL PEAK HOUR
 PM COMMUTER PEAK HOUR
 000/000/000



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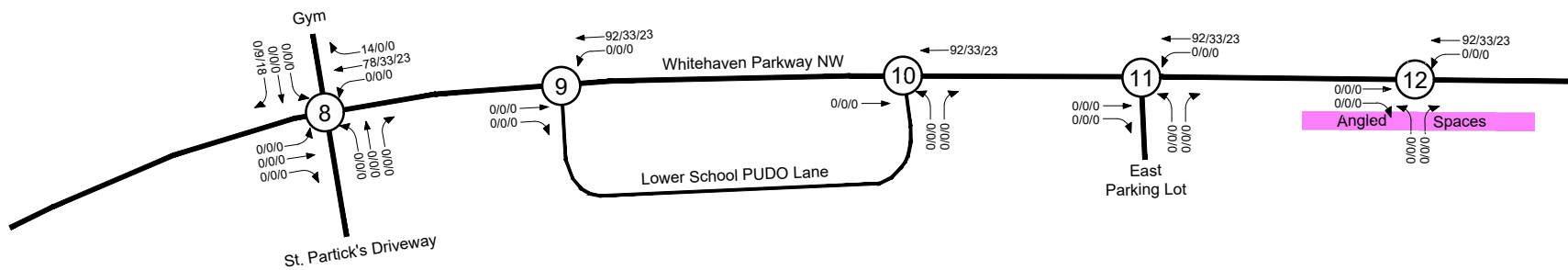


Figure 13B
 Rerouted Middle School Peak Hour Site Trips (with increase in Caps)
 - Whitehaven Detail

AM PEAK HOUR
 PM SCHOOL PEAK HOUR
 PM COMMUTER PEAK HOUR
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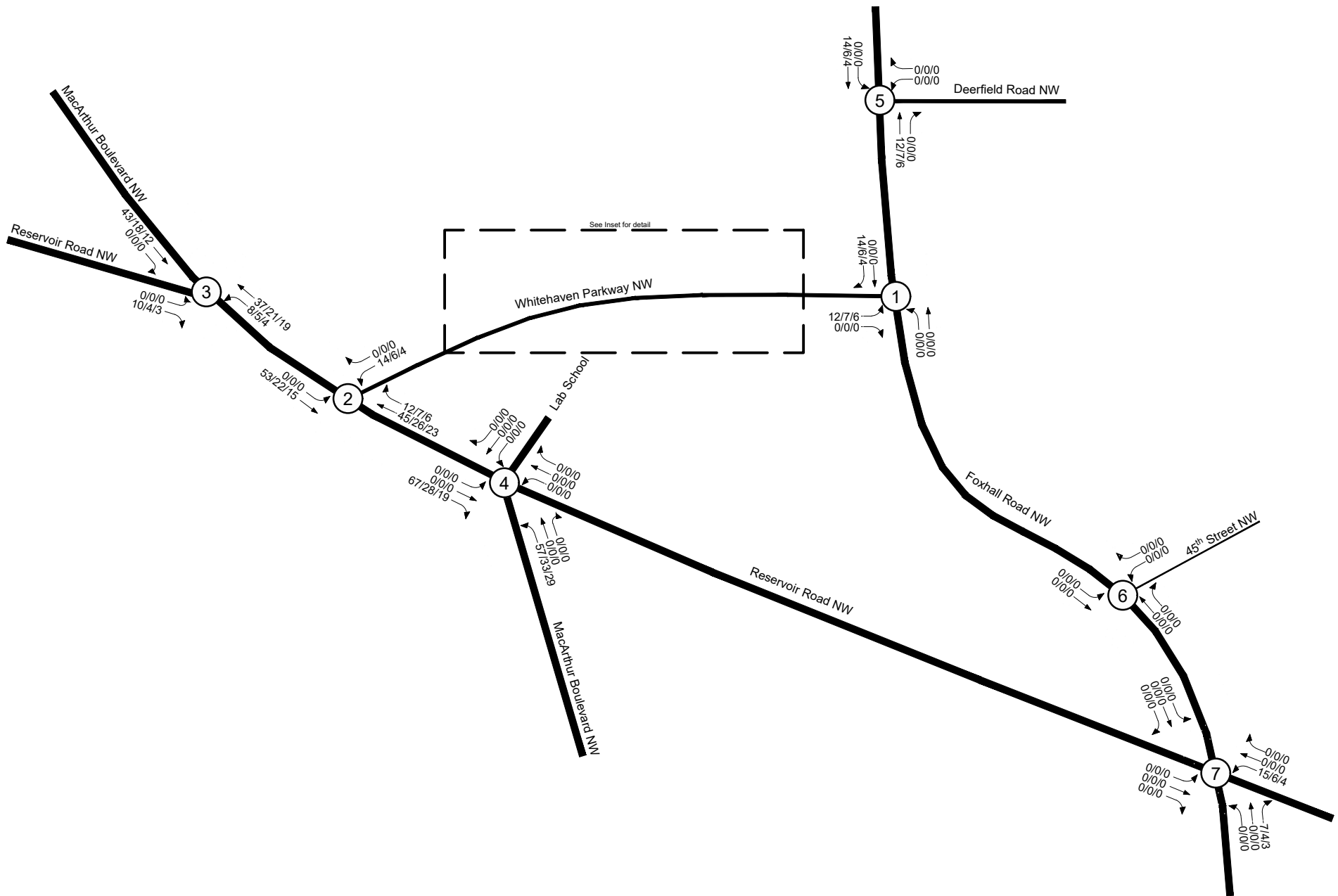


Figure 14A
Existing Middle School Peak Hour Site Trips

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000

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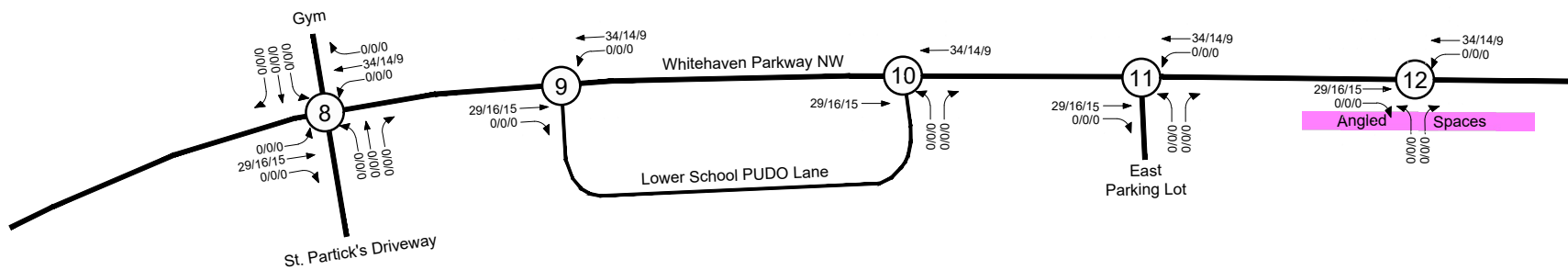


Figure 14B
Existing Middle School Peak Hour Site Trips - Whitehaven Detail

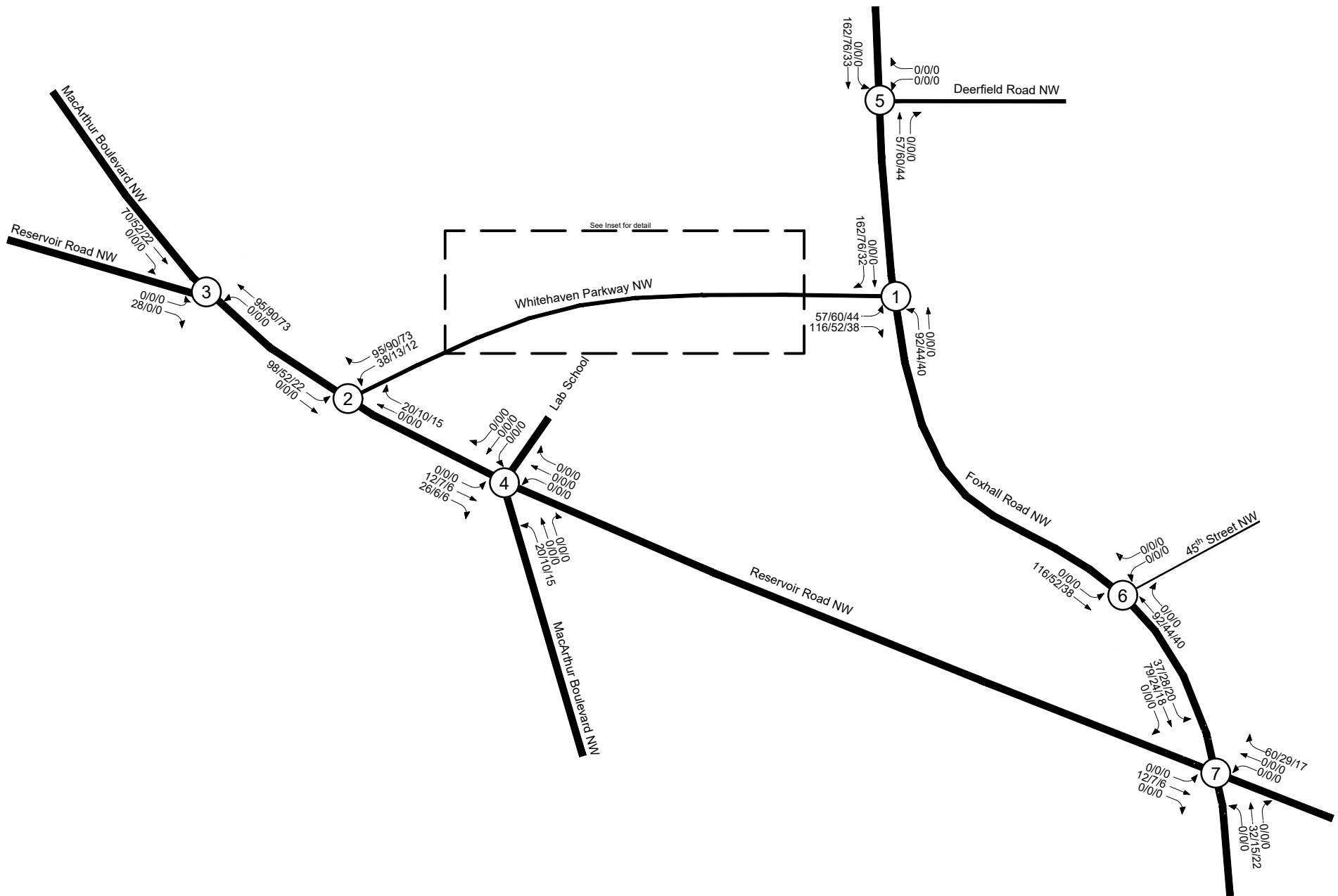
AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
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Figure 15A

Total Peak Hour Site Trips without TDM Plan



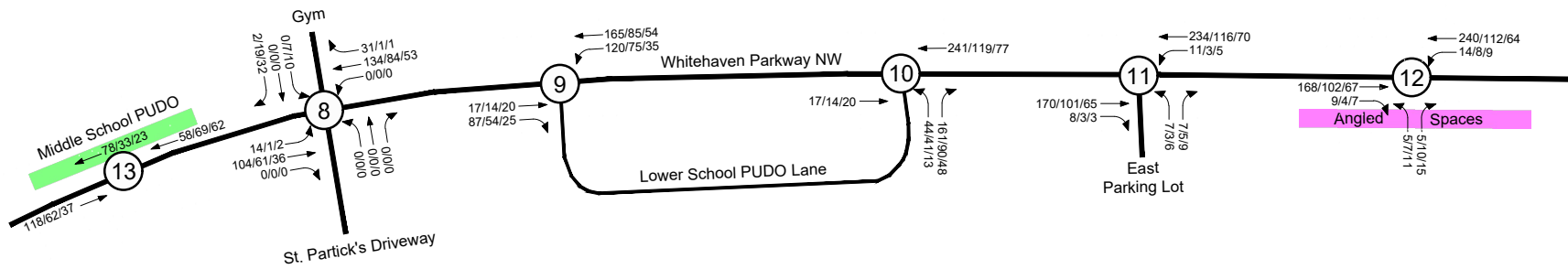


Figure 15B
Total Peak Hour Site Trips without TDM Plan - Whitehaven Detail

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000



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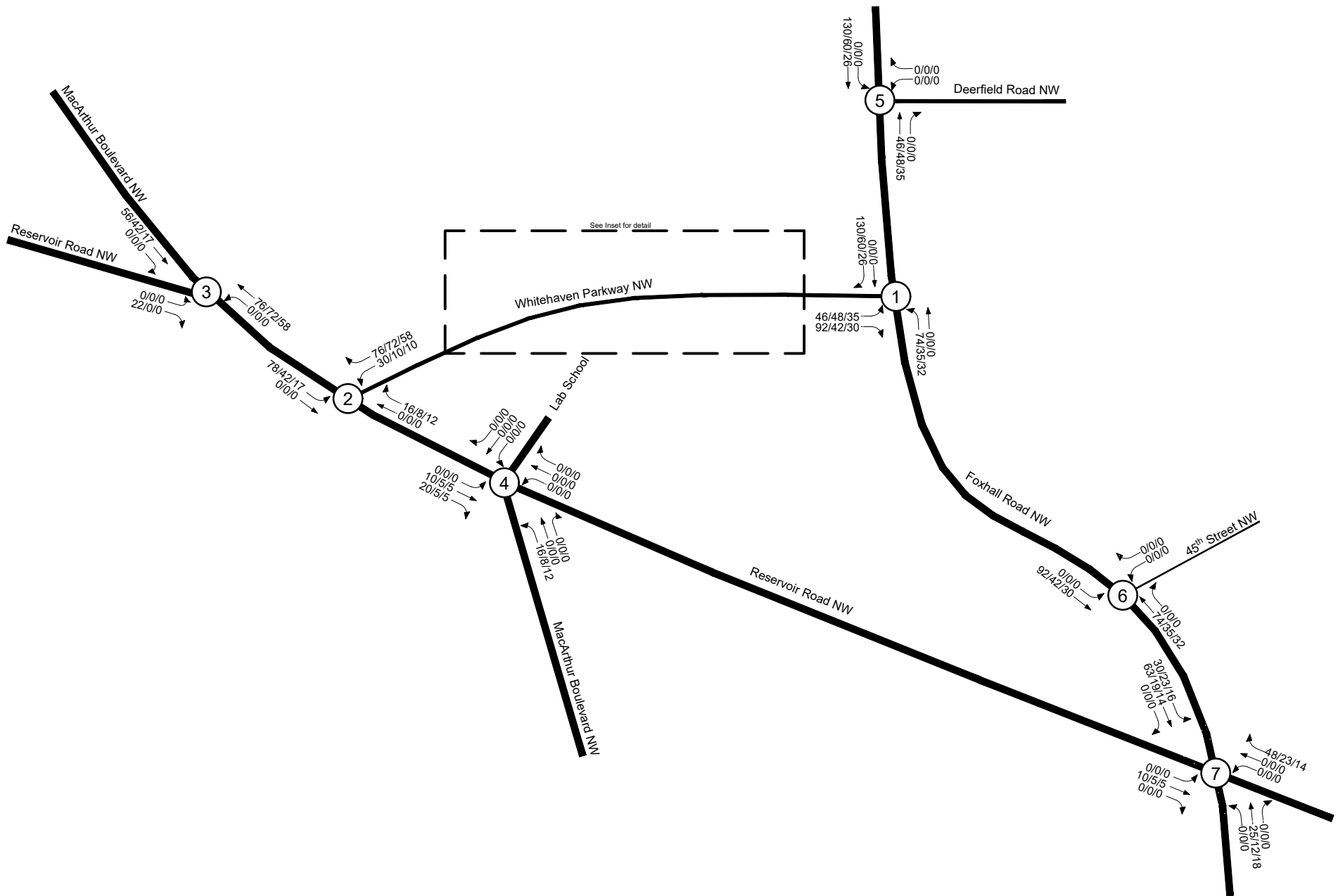


Figure 16A
Total Peak Hour Site Trips with TDM Plan



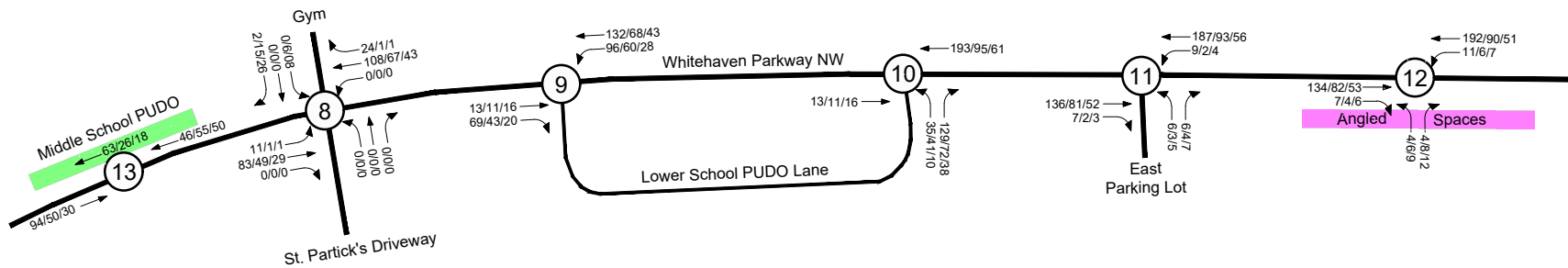


Figure 16B
 Total Peak Hour Site Trips with TDM Plan - Whitehaven Detail

— AM PEAK HOUR
 - - - PM SCHOOL PEAK HOUR
 . . . PM COMMUTER PEAK HOUR
 000/000/000



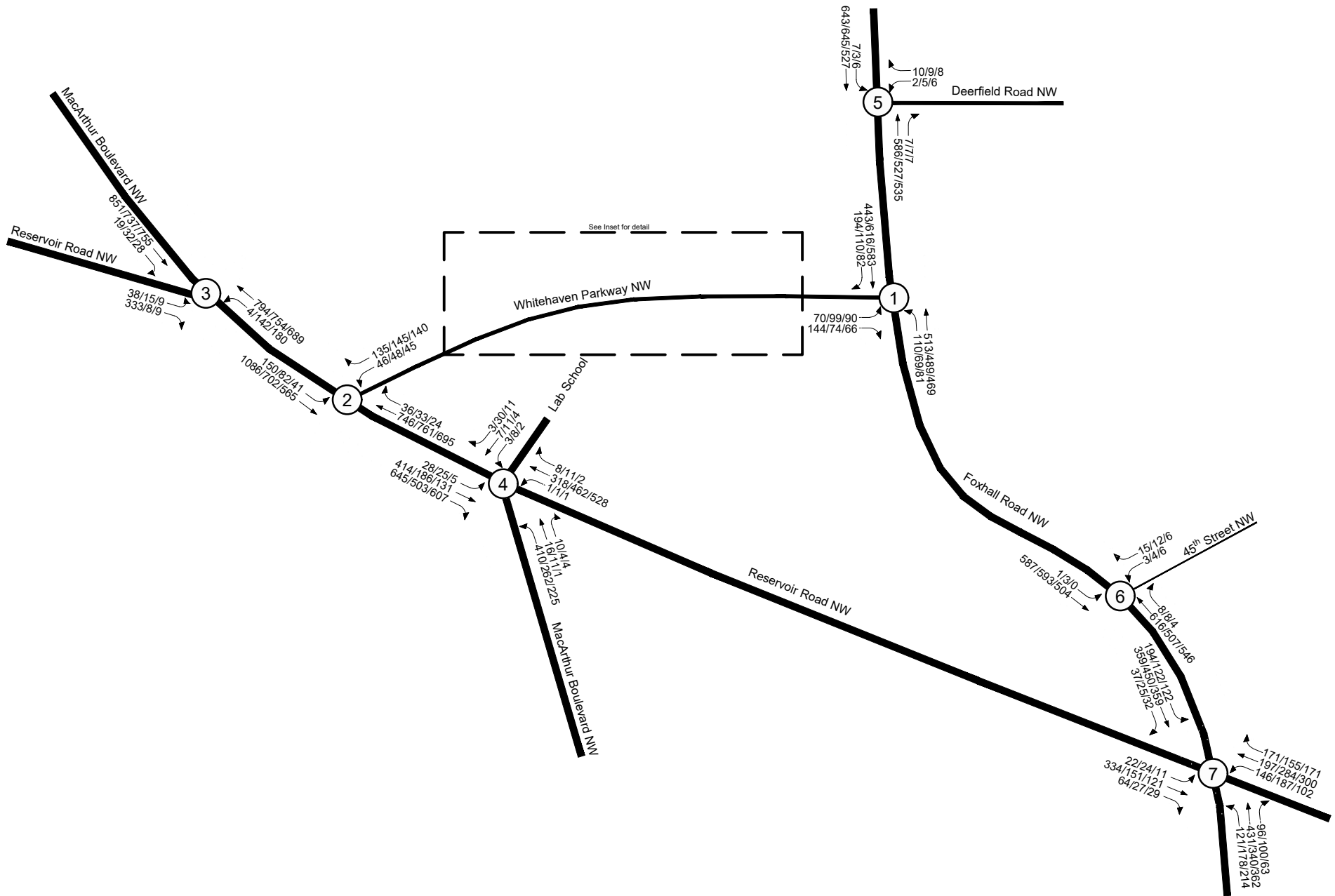


Figure 17A
2029 Peak Hour Total Future Traffic Volumes



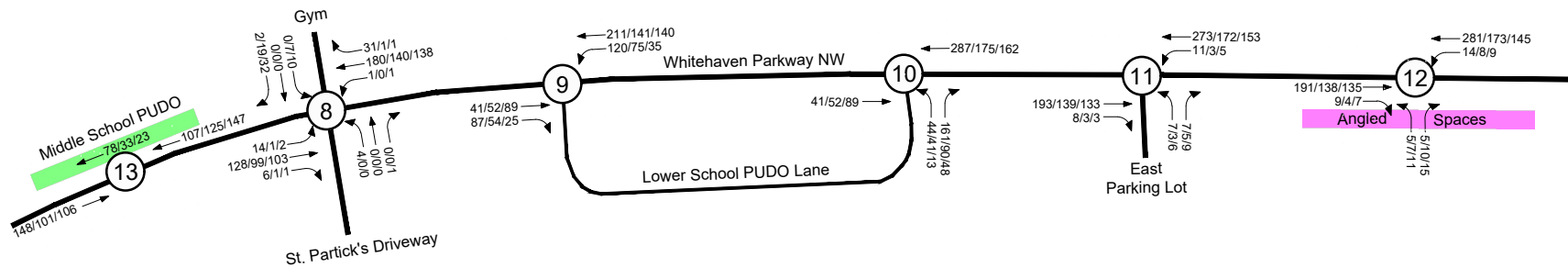


Figure 17B
 2029 Peak Hour Total Future Traffic Volumes - Whitehaven Detail

AM PEAK HOUR
 PM SCHOOL PEAK HOUR
 PM COMMUTER PEAK HOUR
 000/000/000


 NORTH
 St. Patrick's Episcopal Day School
 Washington, DC



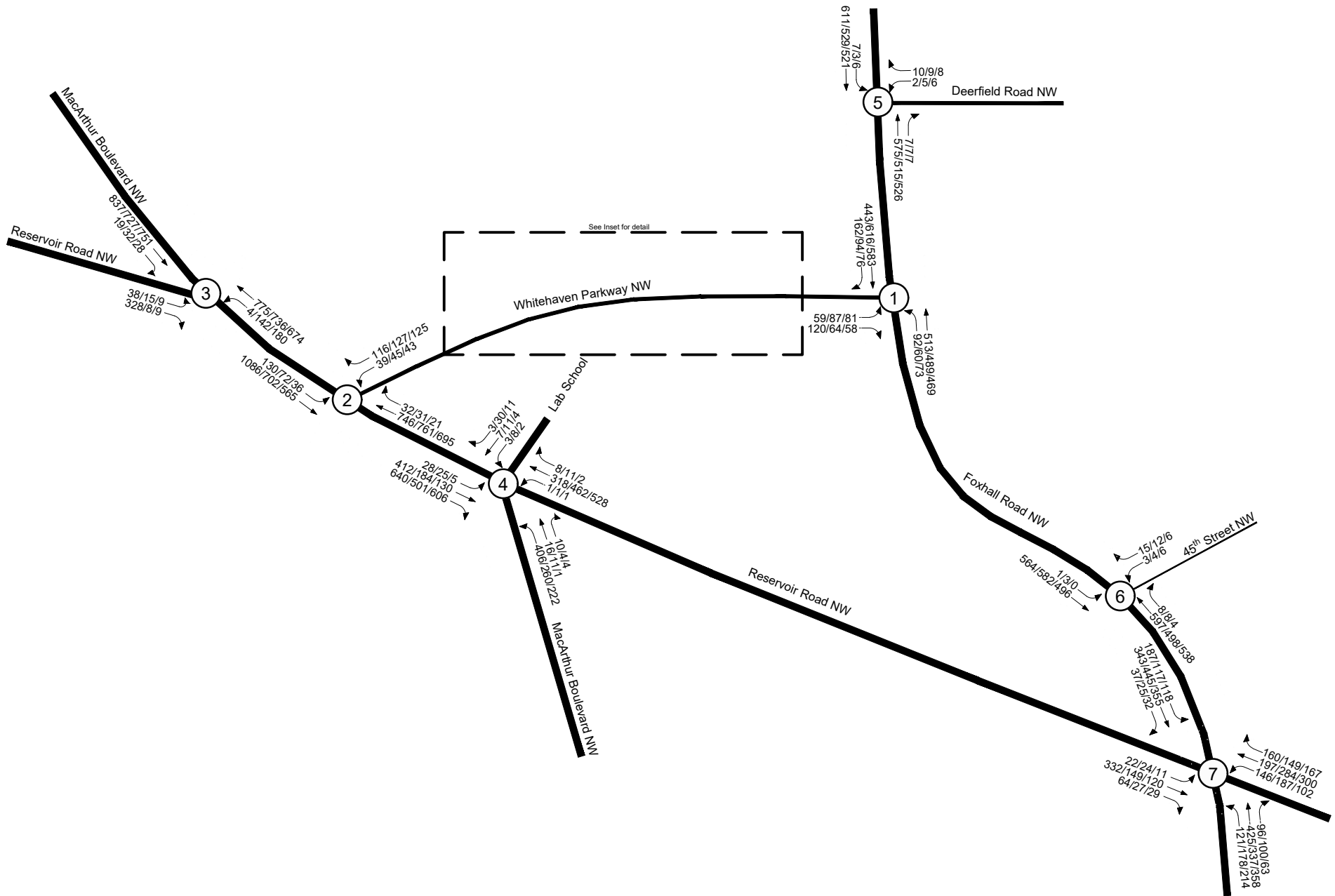


Figure 18A
2029 Peak Hour Total Future Traffic Volumes with TDM Plan

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000



St. Patrick's Episcopal Day School
Washington, DC



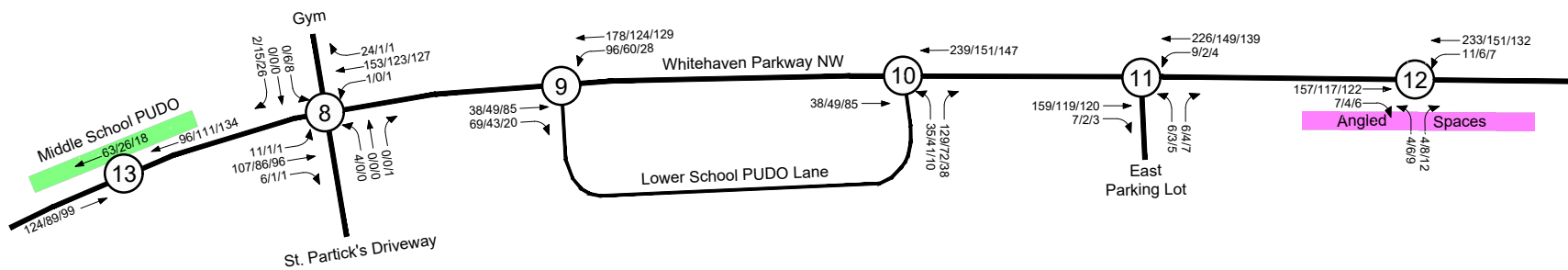


Figure 18B

2029 Peak Hour Total Future Traffic Volumes with TDM Plan - Whitehaven Detail

AM PEAK HOUR
PM SCHOOL PEAK HOUR
PM COMMUTER PEAK HOUR
000/000/000

NORTH
St. Patrick's Episcopal Day School
Washington, DC



Jami L. Milanovich, P.E. Principal

Ms. Milanovich is a registered Professional Engineer in the District of Columbia with more than 30 years of traffic engineering experience and deep expertise in multi-modal transportation planning and design in urban environments. For the past 23 years, she has focused primarily on mixed-use, residential, institutional, and office projects in the District, with particular experience advising universities and private schools from campus planning through entitlements and beyond. During the planning phase, her work includes evaluating parking supply and demand, pedestrian and bicycle circulation, and site access and circulation (including passenger pick-up/drop-off) for vehicles, buses, service vehicles and emergency vehicles. In the entitlement phase, she leads traffic impact studies, provides expert testimony before the DC Zoning Commission or Board of Zoning Adjustment, and coordinates with DDOT and community stakeholders on transportation issues to support campus plan approvals. After approval, she supports civil engineers and contractors on construction management issues and supports institutions in demonstrating ongoing compliance with campus plan conditions. A sample of her school-related projects in the District is included below.

CAMPUS PLANNING/COMPREHENSIVE TRANSPORTATION STUDY PROJECTS:

- St. Patrick's Episcopal Day School Campus Unification (Ongoing)
- St. John's College High School Master Planning Study (April 2026)
- Maret School Sports Fields (Approved April 2022)
- The George Washington University 2022 Mount Vernon Campus Plan (Approved March 2022)
- The River School Relocation (Approved November 2021)
- Sidwell Friends School Campus Unification Modification (Approved February 2020)
- Georgetown Day School Campus Consolidation (Approved December 2017)
- Georgetown University 2017 Campus Plan (Approved July 2017)
- Sidwell Friends School Campus Unification (Approved February 2016)
- St. Patrick's Episcopal Day School Assessment of Student Enrollment Cap Increase (Approved December 2012)
- Georgetown University 2010 Campus Plan Peer Review (Approved July 2012)
- The George Washington University 2010 Mount Vernon Campus Plan (Approved April 2010)



EXPERIENCE

Total: 31
Years with W+A: 22.5

EDUCATION

Master of Engineering; The Pennsylvania State University (2000)
Bachelor of Science – Civil Engineering (With Distinction); The Pennsylvania State University (1995)

SPECIALTIES

Traffic Impact Studies
Parking Studies
Corridor Analyses
Multi-Modal Analysis
Curbside Management Studies
Transportation Management Plans
Loading Management Plans

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer:
Washington, D.C.
Virginia
Maryland
Pennsylvania
West Virginia
New Mexico

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers
DCBIA

- The George Washington University 2007 Foggy Bottom Campus Plan (Approved February 2007)
- School Without Walls Modernization and Expansion (Approved December 2006)
- St. Patrick's Episcopal Day School Proposed Middle/High School (Approved November 2006)

MONITORING STUDIES:

- Maret School Monitoring Studies (Ongoing)
- St. Patrick's Carpool Monitoring (Ongoing)
- Georgetown University Annual Transportation Monitoring Studies (Ongoing)
- The George Washington University Annual Transportation Monitoring Study (Ongoing)
- Georgetown Visitation Preparatory School Transportation Monitoring Report (June 2025)

OTHER:

- Sidwell Friends School Traffic Consultation (Ongoing)
- St. Peter School Addition and Renovation (Approved December 2025)
- The Field School Addition and Enrollment Increase (Approved 2024)
- The British School of Washington Traffic Operations Evaluation (April 2015)
- School for Friends Assessment of Student and Faculty/Staff Cap Increases (Approved February 2015)
- Sheridan School Assessment of Student Enrollment Cap Increase (Approved April 2014)