WELLS + ASSOCIATES

MEMORANDUM

1420 Spring Hill Road
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TO: Carlos Pazmino, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: Lori Strauss, The Field School
John Reger, The Field School
Sherry Rutherford, Requity Realty
Christy Shiker, Holland & Knight

RE: The Field School
Transportation Statement
BZA Case No: 18431A

DATE: December 20, 2024

INTRODUCTION

The Field School is an independent school that enrolls students in 6th through 12th grade and is located at 2301 Foxhall Road NW, Washington, DC. The school has filed an application for a modification (with hearing) to its approved school plan. The Field School proposes the addition of a two-story innovation center with a gross floor area of 15,377 SF and to slightly re-orient the existing soccer field to provide a non-regulation track around the field, and a separate practice field. In conjunction with the application, the School also seeks an increase in its student enrollment cap from 400 to 425 students (368 students are currently enrolled) and an increase in its faculty/staff cap from 110 to 120 employees (current faculty/staff is 98 employees, including 8 part-time seasonal coaches).

The Field School generally is bordered by Foxhall Road on the west, single family homes and Glover Archbold Park on the east, single family homes on the south, and the Kreeger Museum on the north. The site location is shown on Figure 1. Access to the school is provided via an existing signalized driveway along Foxhall Road. One additional driveway exists along Foxhall Road at the northern end of the site; however, it remains gated and is reserved for emergency use only.

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, and loading aspects. This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

TRANSPORTATION NETWORK

Transit Services/Facilities

Metrobus Route D6 currently provides service at stops approximately ½ mile from the school. Route D6 services stops south of the site along Reservoir Road at 44th Street and on Foxhall Road at Greenwich Parkway. A summary of the key destination is provided in Table 1.

Table 1
Summary of Bus Routes

Route	Nearest Stop	Key Destinations
D6	Reservoir Rd/MacArthur Blvd	MedStar Georgetown University Hospital Dupont Circle Metro Station (Red Line) Farragut North Metro Station (Red Line) Farragut West Metro Stations (Orange, Silver, Blue Lines) Metro Center Metro Station (Red, Orange, Silver, Blue Lines) Union Station (Red Line, MARC, VRE) Stadium-Armory Metro Station (Orange, Silver, Blue Lines)

WMATA has embarked on an initiative to improve bus service in the metropolitan Washington, DC region. The goal of WMATA's Better Bus plan is to create fast, frequent, and reliable bus service that is easier to understand. The current proposed network plan shows two routes that stop near the intersection of Foxhall Road and Reservoir Road: C85 and D94. Route C85 is proposed to run between Nebraska Avenue north of the Tenleytown Metro Station and the Foggy Bottom Metro Station. The proposed service would be limited to weekdays with 30-minute headways during rush periods. Route D94 is proposed to connect Sibley Hospital with the Dupont Circle, Farragut West, McPherson Square, and Chinatown Metro Stations. The route is proposed to run seven days per week with 20-minute headways during rush periods and 30 minute headways at all other times. Details of the proposed routes are included in Attachment B.

Since public transportation options are scarce near the site, the Field School operates an extensive shuttle bus operation. They currently operate five bus routes that serve 11 stops, shown on Figure 2. The shuttle buses connect the school with the following locations, each with significant transit opportunities: Rosslyn, Fort Totten, Silver Spring, Friendship Heights, New Carrollton, Bowie Park & Ride, Alexandria, Eastern Market, Capitol South (near 1st Street SE/D Street SE), Tenleytown, and Woodley Park. Currently, 126 students (34 percent of the student body) are signed up to ride the bus in the morning and 160 students (43 percent of the student body) are signed up to ride the bus in the afternoon.

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 2021* 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 2021* Transportation Needs Map, the site is located in an area with a high need of transportation facilities. The ranking is indicative of an area more than a mile from the nearest Metro Station and with limited bus service.

MoveDC 2021 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." The Field School is not located near any existing priority transit corridors, nor are any of the surrounding roadways designated as part of the Transit Priority Network.

Pedestrian Facilities

No streetscape improvements are proposed in conjunction with this project. All work will be conducted on private property. A six-foot sidewalk is present along the east side of Foxhall Road along the school's frontage.

According to the pedestrian component of moveDC, several opportunities for 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.

According to moveDC, sidewalk gaps exist along the western side on Foxhall Road near the subject site.

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 PFI, which is indicative of areas with incomplete sidewalk networks, fewer buildings set close to the street, and blocks and intersections that are difficult for pedestrians.

The ¼ mile walk shed is shown on Figure 3, which shows existing sidewalks and trails.

Bicycle Facilities

Within ½ mile of the subject site, no on-street bicycle facilities exist. One Capital Bikeshare (CaBi) station is located within ½ mile of the site. The station is located on Whitehaven Parkway near the driveway of George Washington University's Mount Vernon Campus. The station includes 17 docks.

The ½ mile bike shed is shown on Figure 4.

According to the *Bicycle Element* of 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 a planned but not yet funded on-street bike facility on segments of MacArthur Boulevard and Reservoir Road that do not currently have on-street bike lanes. A planned but not yet funded on-street bike facility also is planned for 44th Street between Reservoir Road and Foxhall Road. On-street bike facilities also are planned and funded on Arizona Avenue and New Mexico Avenue.

Safety Evaluation

According to *Vision Zero DC*, the rate of traffic fatalities (per 100,000 residents) decreased from 2017 to 2019; however, since 2019 the rate of traffic fatalities has increased each year.

Within ½ mile of the subject site, no roadways were identified as High Injury Network Corridors. Along Foxhall Road within the study area, one non-fatal vehicle crash occurred since 2018.

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 2022 Update* focuses on a Safe System approach to reducing crashes. The Safe System approach includes focus on safe streets, safe

people, safe speeds, safe vehicles, and post-crash care. Each component of the Safe System approach is described below:

- The Safe Streets initiative includes the design, construction, operation, and maintenance of the District's roadways.
- The Safe Speeds initiative includes self-enforcing streets, which are streets where the design of the street results in appropriate speeds, automated traffic enforcement, context-sensitive speed limits, and in person speed enforcement.
- The Safe People initiative focuses on education and outreach, enforcement, and legislative rules to ensure all users are traveling safely.
- The Safe Vehicles initiative focuses on both the District's fleet of vehicles and private vehicle safety. The District requires inspections and registration of all District vehicles and has increased fees to register vehicles according to size and weight.
- The Post-Crash Care initiative seeks to enhance the ability for those involved in crashes to survive "through quick and efficient access to emergency medical care, while creating a safe work environment for those first responders."

The school's transportation plan includes strategies that further the Vision Zero goals, as indicated below:

- Daily access to and egress from the school is provided via a single, signalized driveway. On rare occasions, emergency vehicles or select vehicles in special circumstances (such as equipment deliveries in large trucks) are allowed to use a secondary curb cut on the northern end of the property.
- The school's entire pick-up/drop-off operation occurs on private property and does not impact public streets.
- The school currently operates an extensive shuttle bus system with five routes serving 11 stops connecting the school to transit hubs throughout the region, thereby reducing the number of vehicles generated by the school.

SITE CHARACTERISTICS

Proposed Modification

The Field School has filed an application to modify its approved school plan. The application seeks approval for the following:

- Construction of a two-story, 15,377 SF addition known as the Innovation Center,
- Realignment of the existing athletic field to accommodate a track around the field,
- Construction of a retaining wall to accommodate the realigned field and track,
- Elimination of the basketball court and parking areas on the north side of the property to accommodate a practice field,
- Modification of the parking lot to accommodate consolidated shuttle bus storage areas (resulting in the loss of three parking spaces),
- An increase in the student enrollment cap from 400 to 425 students (368 students currently are enrolled), and
- An increase in the faculty/staff cap from 110 to 120 employees (94 employees, including four seasonal coaches and one temporary administrative staff, currently are employed by the school).

The school anticipates that the increase in students from 368 students to the proposed cap of 425 would happen very gradually over time. Further, the cap of 425 was selected to provide a buffer should the acceptance rate for future students be higher than anticipated in any given year.

Site Access

Vehicular access to the school is provided via an existing signalized intersection along Foxhall Road. One additional driveway exists along Foxhall Road at the northern end of the site; however, it remains gated and is reserved for emergency use only.

The main pedestrian route to the school is via Foxhall Road. Students also access the school via an unpaved trail that connects 44th Street from where it currently terminates on the east side of the school to W Street south of the school. Multi-modal site access is shown on Figure 5.

Vehicular Parking

The school currently maintains 132 parking spaces on site, including four ADA spaces. With the reconfiguration of the parking lot to accommodate consolidated shuttle bus storage, the number

of parking spaces will decrease from 132 spaces to 129 spaces, a loss of three spaces. The parking supply would exceed the minimum required by zoning and below DDOT's preferred maximum parking. The minimum parking requirements from ZR16 Subtitle C, §701.5 are presented in Table 2 along with DDOT's Preferred Parking Maximum Ratios.

Table 2
Summary of Parking Requirements

Component	Minimum (ZR16 §701)	DDOT Preferred Maximum	Proposed
Education	2 spaces per 3 teachers/staff plus Either 1 for each 20 classroom seats OR 1 for each 10 seats in the largest usable public assembly area, whichever is greater = 2 spaces * (120 employees/3 employees) + 1 space * (364 seats/10 seats) **= 116 spaces**	≤ 150% of Minimum ≤ 1.5*116 spaces **≤ 174 spaces**	129 spaces

The loss of three spaces would not have an adverse impact since the parking on campus currently is underutilized. Parking occupancy counts were conducted at two points during the day on Thursday, September 12, 2024. Counts conducted at 10:00 AM and 2:00 PM revealed that just 65 and 67 percent of the parking spaces were occupied, respectively, as shown in Table 3. Details of the parking occupancy counts are included in Attachment C.

Table 3
Parking Occupancy Summary

Type of Space	Supply	Parking Demand	
		10:00 AM	2:00 PM
Regular	98	71 (72%)	70 (71%)
ADA	4	2 (50%)	3 (75%)
Student	17	12 (71%)	12 (71%)
Visitor	13	1 (8%)	3 (23%)
Total	**132**	**86 (65%)**	**88 (67%)**

Extrapolating the current faculty/staff parking demand to account for the increase in the faculty/staff cap to 110 employees would yield the need for an additional 12 spaces. Extrapolating the current student parking demand to account for the increase in the student cap to 425 students would yield the need for an additional two spaces. Since the maximum parking demand currently is 88 space (67 percent), the proposed parking supply of 129 spaces is expected

to be more than sufficient to accommodate the expected increase in demand resulting from increases in faculty/staff and students.

Bicycle Parking

Per Subtitle C, §802.5 of ZR16, "An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle requirements only when the gross floor area of the building or use is expanded or enlarged by 25 percent or more beyond the gross floor area on the effective date of this title, or in the case of a new building, the gross floor area used to calculate the initial parking requirement." The proposed expansion will increase the gross floor area by only 15.6 percent; therefore, additional bicycle parking is not required.

Per ZR16 Subtitle C, §806.2, no shower and changing facilities are required since a new building is not proposed and since the proposed expansion is less than 25 percent.

Despite additional bicycle parking not being required, the school proposes to replace the existing wave-style bike rack currently located near the northern driveway with inverted-U style back racks. Due to the low usage of the existing rack, the new inverted-U racks will be located at two new locations. Seven racks (14 spaces) will be located near the western corner of the realigned athletic field, adjacent to the parking lot, and three racks (six spaces) will be located east of the field, adjacent to the trail leading to 44th Street. The total bicycle parking on campus will be increased from 15 spaces to 24 spaces.

Loading

Per Subtitle C, §901.6 of ZR16, "an addition to an existing building, or the expansion of a use within a building triggers additional loading requirements only when the gross floor area of the building or use is expanded or enlarged by 25 percent or more beyond the gross floor area on the effective date of this title, or in the case of a new building, the gross floor area used to calculate the initial loading requirement." Since the increase in gross square footage is just 15.6 percent, no additional loading is required.

The current loading area will be reconfigured in conjunction with the reconfiguration of the parking lot on the north end of campus to accommodate the practice field. A 12-foot by 30-foot loading berth and a 10-foot by 20-foot service/deliver space will be provided.

Trip Generation

Vehicular trip generation rates were developed from traffic counts conducted on campus on September 12, 2024. The number of vehicles entering and exiting campus was recorded from 6:30 to 9:30 AM and from 2:30 to 7:00 PM. The AM and PM peak hours were determined as the

highest volume over four consecutive intervals. The current peak hour vehicle trips are summarized in Table 4. Traffic count details are included in Attachment D.

Table 4
Existing Peak Hour Trip Generation Summary
368 Students

	AM PEAK			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicle Trips	187	150	337	63	126	189	112	34	146
Vehicle Trip Rate[1]	0.51	0.41	0.92	0.17	0.34	0.51	0.30	0.09	0.39

[1] Trip rates based on number of trips per student.

The current trip rates were used to estimate the number of vehicle trips that would be generated by the school under the current cap (400 students) and proposed cap (425 students). The anticipated trip generation is summarized in Table 5.

Table 5
Future Vehicle Trip Generation

Student Population	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
400 Students[1]	204	164	368	68	136	204	120	36	156
425 Students[2]	217	174	139	72	145	217	128	38	166
Increase	**13**	**10**	**23**	**4**	**9**	**13**	**8**	**2**	**10**

[1] Cap allowed under current BZA approval.
[2] Proposed cap.

As shown in Table 4, the proposed increase in student cap would generate an estimated 23 more AM peak hour vehicle trips, 13 more PM school peak hour vehicle trips, and 10 more PM commuter peak hour vehicle trips.

In order to encourage the use of non-auto modes of transportation, the Field School has developed a Transportation Demand Management (TDM) Plan that includes a variety of strategies, including incentives, outreach, and education, and a monitoring provision to gauge the effectiveness of the TDM Plan. The TDM Plan was reviewed with ANC3D Transportation Committee on November 19, 2024 and was received favorably. The detailed TDM Plan is included in Attachment E.

Pick-up/Drop-Off Operation

School begins at 8:00 AM for middle school students and 8:45 AM for upper school students. Dismissal occurs at 3:15 PM for middle and upper school students.

The pick-up/drop-off (PUDO) operation for the Field School is shown on Figure 7. The entire operation occurs internally and does not cause spillback onto Foxhall Road. The PUDO procedure for the school starts with vehicles entering the site via the Foxhall Road signalized driveway, proceeding through the parking lot and traversing the drive aisle alongside the school buildings to the top of the hill. Parents drop off and pick up students at two locations: 1) in front of the main entrance and 2) in the circle at the top of the hill. The current capacity of the PUDO lane is 40 vehicles. An additional 15 vehicles can be accommodated through the parking lot before backing onto Foxhall Road, for a total capacity of 55 vehicles.

The maximum observed queues during observations conducted on Thursday, September 12, 2024 was nine vehicles during the morning drop-off period and 24 vehicles during the afternoon pick-up period. The observations also showed that pick-up was spatially restrictive due to the incorporation of a third lane along the drive aisle adjacent to the school buildings, but no issues occurred, and the operations were well managed by school staff. The narrow lanes also helped keep vehicle speeds low.

Average Vehicle Occupancy

The number of students per vehicle was recorded during the traffic counts conducted on Thursday, September 12, 2024 during both the morning drop-off period and the afternoon pick-up period to measure the level of carpooling occurring. The average number of students per vehicle in the PUDO lane was 1.1 during both the morning drop-off period and afternoon pick-up period. For students who drove, the average number of students per vehicle was 1.4 during the morning drop-off period and 1.2 during the afternoon pick-up period. The resulting overall average was 1.2 students per vehicle during the morning drop-off period and 1.1 students per vehicle during the afternoon pick-up period. Details are included in Attachment F.

COMMUNITY OUTREACH

In addition to meeting with the ANC 3D Transportation Committee on November 19, 2024, the school hosted two community meetings (on October 15, and October 23, 2024) to review all elements of the proposed project. No major transportation issues were raised during those meetings. Project team members also discussed the project with ANC 3D Chair Tricia Duncan, Commissioner J.P. Szymkowicz (single member district commissioner), and Commissioner Chuck Elkins, Chair of the Transportation Committee. None of those discussions revealed any

transportation issues. Commissioner Szymkowicz expressed a desire for the school to continue allowing third-party use of the athletic fields. The school will be presenting the project at the January 8, 2025 ANC 3D meeting where they expect the Commission to vote on the project.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of the transportation elements of the proposed modification to the Field School's approved school plan. Below is a summary of the findings of the evaluation.

- The proposed increase in the student enrollment cap from 400 to 425 students and the associated increase in faculty/staff cap from 110 to 120 employees would result in an estimated 23 additional AM peak hour vehicle trips, 13 additional PM school peak hour vehicle trips, and an additional 10 PM commuter peak hour vehicle trips.
- Access to the school will remain unchanged. Day-to-day access will continue to be provided via the signalized driveway on Foxhall Road. A second point of access along the northern edge of the site will remain gated and will be used for emergency use only.
- Three vehicular parking spaces will be lost as a result of the reconfiguration of the parking lot to accommodate consolidated shuttle storage. The remaining 129 parking spaces will be adequate to accommodate future parking demands at the school.
- The school proposes to increase the bicycle parking from 15 spaces to 24 spaces (an increase of 60 percent). The bike parking will be located in areas where usage is expected to be optimal (near the path connecting to 44th Street and on the edge of the parking lot near the athletic field).
- The school's PUDO operation is well managed by school staff and provides sufficient capacity on site to accommodate any future increases in traffic.
- Although the school is located in an area with little transit service, the school operates an extensive shuttle bus system that operates five routes that serve 11 stops proximate to transit services.
- The Applicant will implement a TDM Plan to encourage and incentivize non-auto modes of travel, including a monitoring provision to gauge the effectiveness of the TDM Plan.
- Based on the foregoing conclusions, the proposed modification is not expected to have any adverse traffic impacts on the surrounding roadway network.

FIGURES

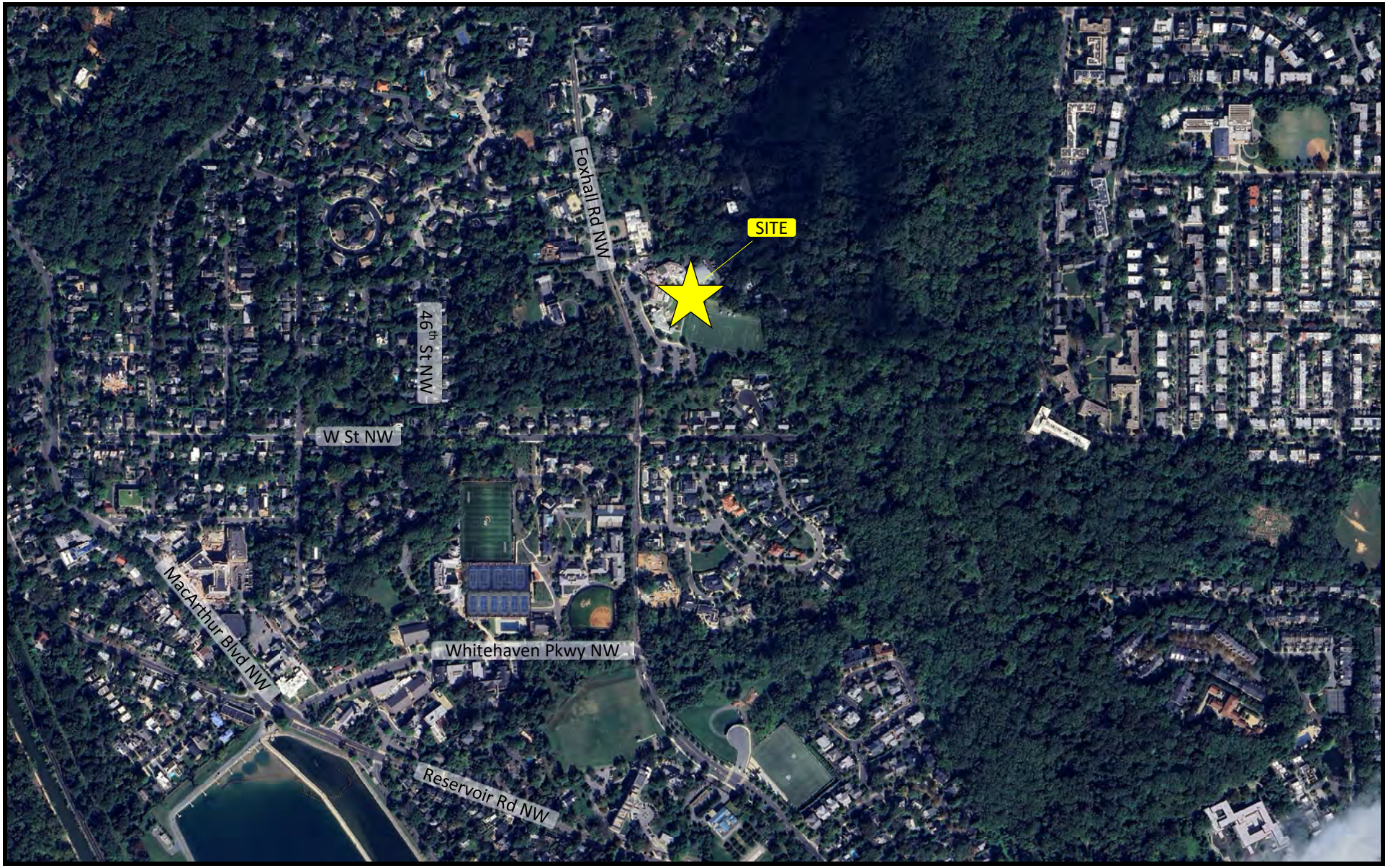


Figure 1
Site Location

NORTH

2301 Foxhall Road, NW
Washington, DC

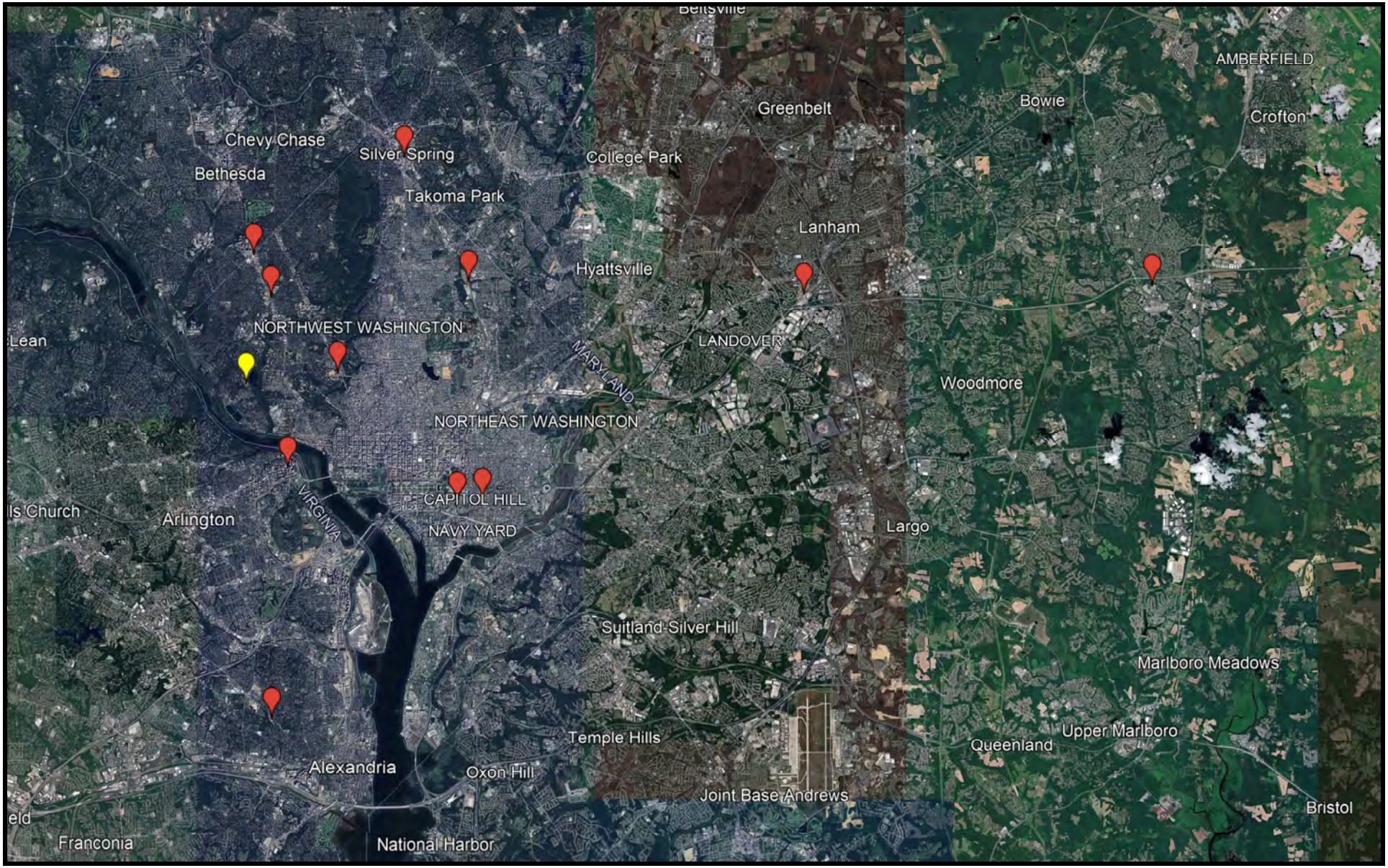


Figure 2
School Shuttle Stop Locations

The Field School

School Shuttle Stop

NORTH

2301 Foxhall Road, NW
Washington, DC

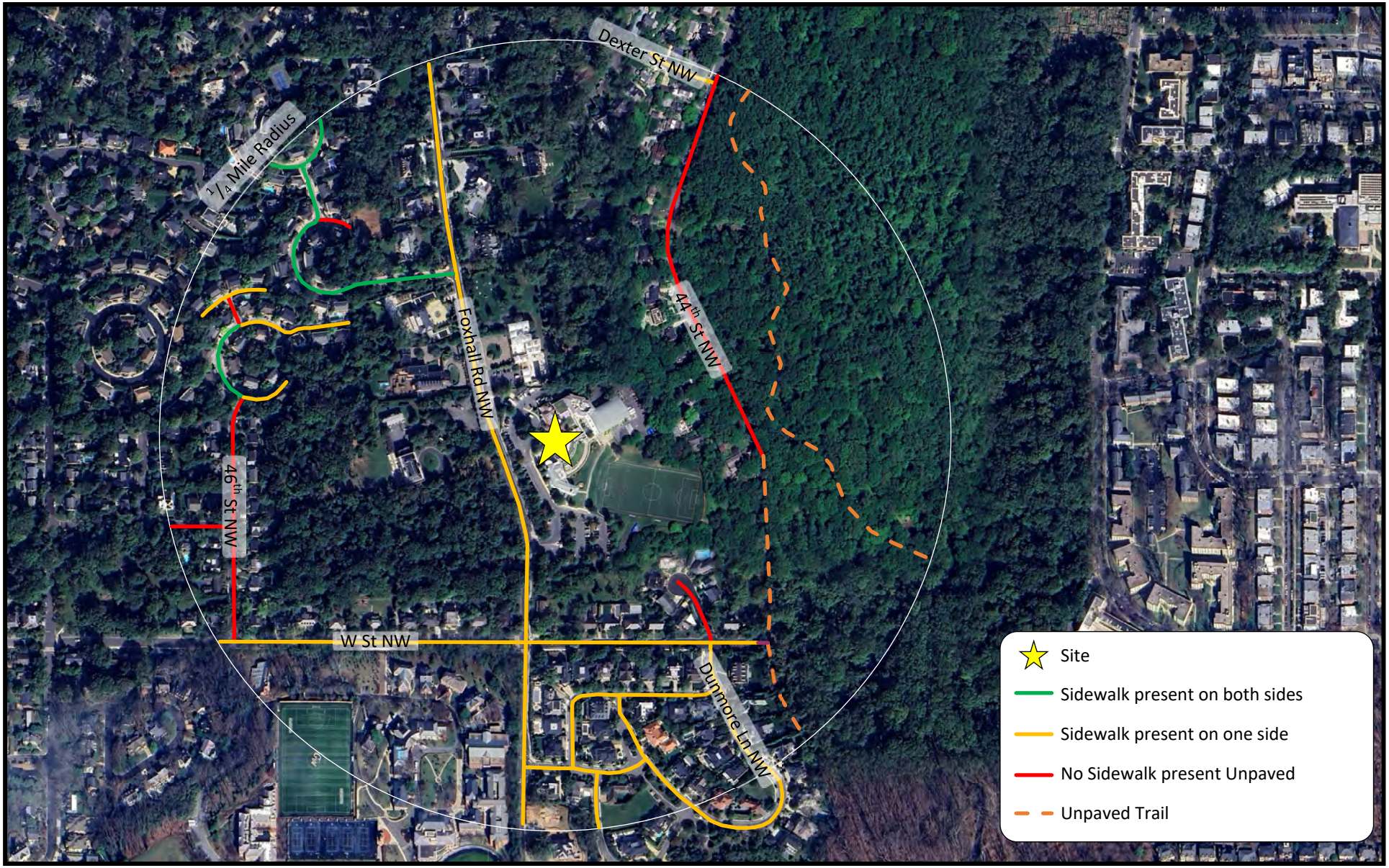


Figure 3
Quarter Mile Walkshed

NORTH

2301 Foxhall Road, NW
Washington, DC

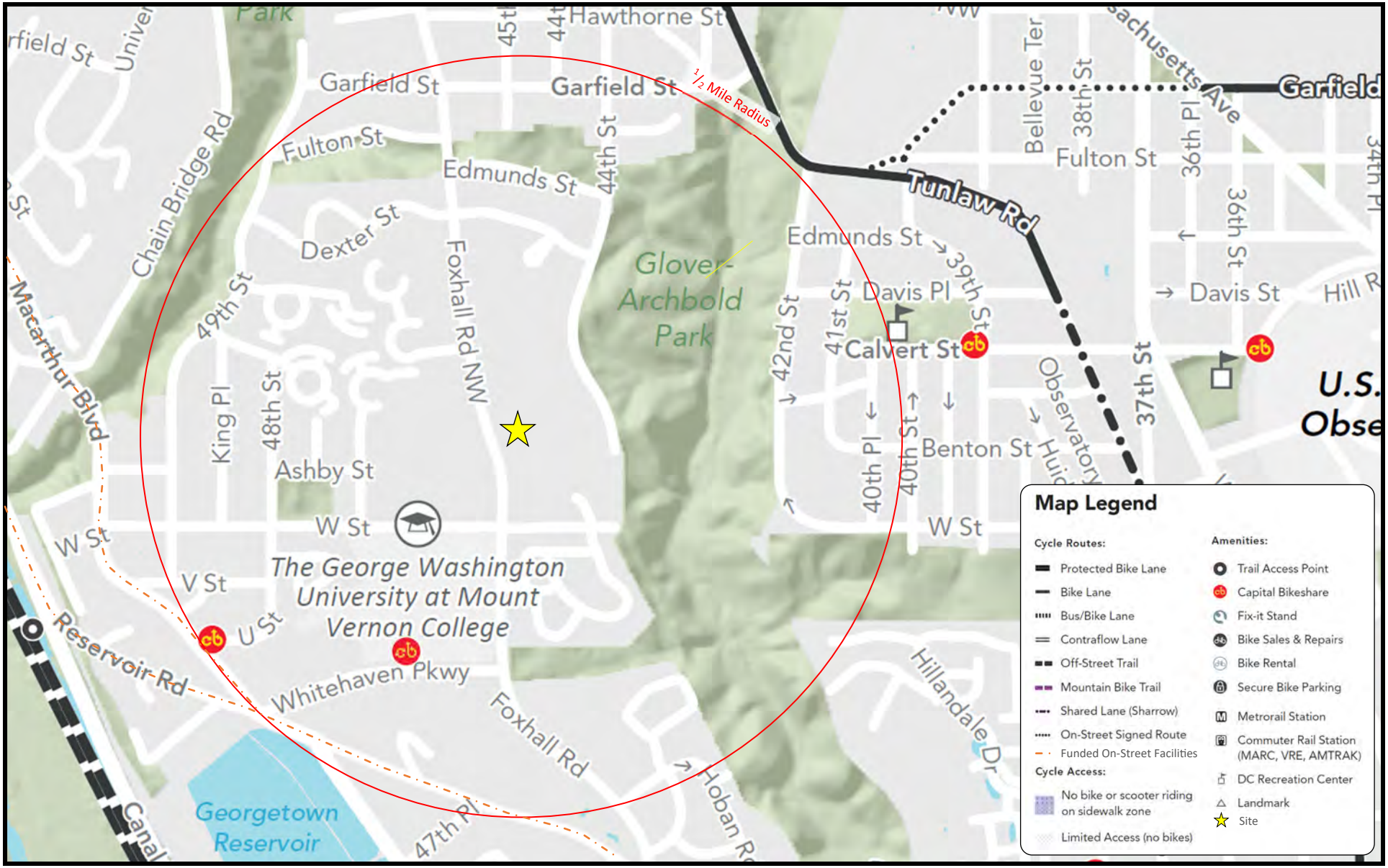


Figure 4
Half Mile Bikeshed

NORTH

2301 Foxhall Road, NW
Washington, DC

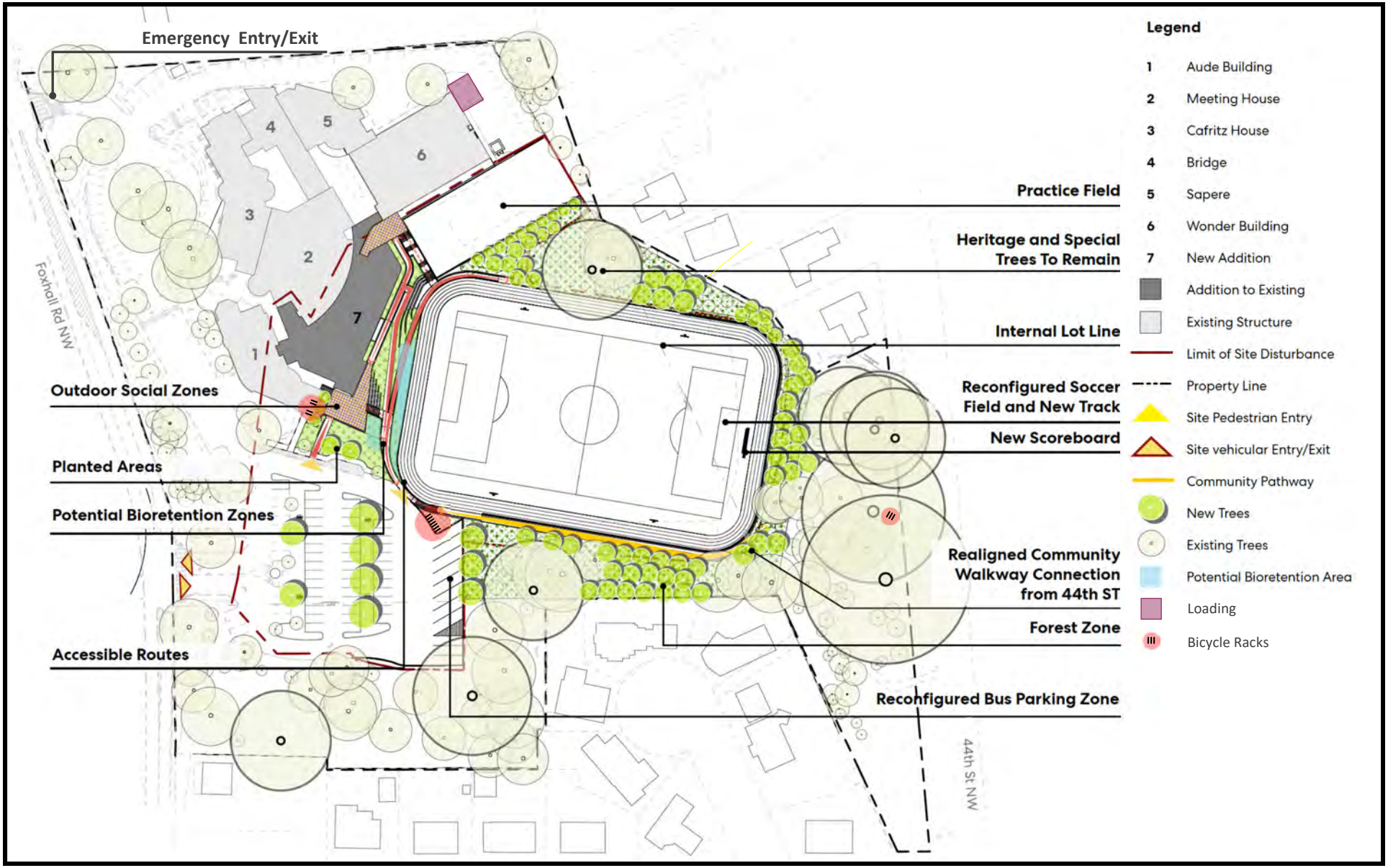


Figure 5
Site Access

NORTH

2301 Foxhall Road, NW
Washington, DC

Figure 6
School Pick-up/Drop-off

2301 Foxhall Road, NW
Washington, DC

ATTACHMENT A
Scoping Document

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form

The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The *CTR Scoping Form* contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this *Form* within the study and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information	
Date(s) Scoping Form Submitted to DDOT: 8/21/2024 revised submitted 9/25/24	
DDOT Case Manager: Carlos Pazmino	
Date(s) Scoping Form Comments Returned to Applicant: **10/09/2024; W+A Responses 10/30/24;**	
Date Scoping Form Finalized: 11/14/2024	
Project Overview	**Proposed Development Program**
Project Name: The Field School	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): BZA – special exception (Modification with Hearing)	**Residential (dwelling units):**
Applicant/Developer Name: The Field School	**Retail (square feet):**
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	**Office (square feet):**
Land Use Counsel and Contact Info: Christy Shiker, Holland & Knight (christine.shiker@hklaw.com)	**Hotel (rooms):**
Site Street Address: 2301 Foxhall Road NW Washington, DC 20007	**Other:** 87,347 SF Existing Education (Private 6-12 grade school) with 13,590 SF proposed addition. Proposed increase in student cap from 400 to 425 and increase in faculty/staff cap from 110 to 120.
Site Square & Lot: Square 1341, Lots 0861 and 0856	**# of Vehicle Parking Spaces:** approximately 128 existing spaces to be retained (to be verified)
Current Zoning and/or Overlay District: R-1A	**# of Carshare spaces:** 0
Estimated Date of Hearing: TBD	**# of Electric Vehicle Stations:** 0
ANC/SMD No. & SMD Commissioner Name: J.P. Szymkowicz, ANC 3D07	**Bicycle Parking Facilities**

OP Small Area Plan (if applicable): NA	**Long-term / Short-Term spaces:** Current LT – 0, current ST TBD
DDOT Livability Study (if applicable): Rock Creek Far West	**Showers / Lockers (non-residential):** NA
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: N/A	**Loading Berths/Spaces:** 1 existing loading area

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☐ **CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☒ **Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The Field School generally is bordered by Foxhall Road on the west, single family homes and Glover Archbold Park on the east, single family homes on the south, and the Kreeger Museum on the north. Access to the school is provided via an existing signalized intersection along Foxhall Road. One additional driveway exists along Foxhall Road at the northern end of the site; however, it remains gated and is reserved for emergency use only. The Field School proposes to increase the enrollment cap from 400 to 425 students (365 students currently are enrolled). The faculty/staff cap also would increase from 110 to 120 to accommodate for the increase in students (current faculty/staff is 94 employees, including 4 seasonal coaches and one temporary administrative staff). Additionally, the Field School proposes an addition of a two-story innovation center with a gross floor area of 13,690 SF to be added on the southwest quadrant of the site. Finally, the Field School proposes to re-orient the existing soccer field to provide a non-regulation track around the field, and a separate practice field.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

In December 2012, the Board of Zoning Adjustment approved the Field School's a special exception request to increase the school enrollment cap from 320 to 400 students and to increase the faculty and staff cap from 74 to 110 under section 206. Pertinent outcomes from BZA Order No. 18431 are listed below:

- The maximum student enrollment shall be limited to 400.
- The maximum number of faculty and staff shall be limited to 110.
- The school shall stagger hours of operation between the Middle School and Upper School with an 8:00 a.m. start for 6th-8th graders and no earlier than an 8:20 a.m. start for 9th-12th graders.
- Limit on the number and time of athletic events.
- All traffic entering or exiting the school property must use the southern entrance, with the exception of emergency vehicles and other vehicles that require access through the northern entrance and are unable to use the southern entrance. The gate at the northern entrance shall bar any turns from Foxhall Road onto the school property or from the school property onto Foxhall Road.
- The school shall not permit more than 106 vehicles to enter the school property during the 7:30 a.m. to 8:30 a.m. morning peak hour.
- The school shall require all student drivers to park on school property. The school shall establish a school parking sticker program and provide students who qualify under the program with parking stickers authorizing them to park on school property. No parking stickers may be issued to any student who is under the age of 17.
- The school shall require, as part of its school parking sticker program, that students carpool to the maximum extent permitted by the Safe Teenage Driving Amendment Act of 1999, effective April 5, 2000, and other applicable licensing laws.
- The school shall establish pick-up points for the school shuttle buses at off-street locations within established parking lots. These pick-up points shall be monitored by school staff and/or volunteers.
- The school shall require carpooling and vanpooling for major events and weekend events.
- The school shall provide no more than 128 parking spaces.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	One signalized intersection along Foxhall Road currently serves the school. An additional access point is located further north on Foxhall Road; however, this curb cut remains closed and is only used in case of emergency. No changes are proposed to the site access/egress. General vehicle circulation is shown on Figure 2. More detailed circulation diagrams, including delivery vehicles, bicycle, and pedestrian circulation will be included in the Transportation Statement. ☒ *Scoping Graphic: Project Location Map (See Figure 1)* ☒ *Scoping Graphic: Site Circulation Plan (See Figure 2)* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS) (See Figure 3)*	**DDOT 10/09/24:** Concur.
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. *See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.*	Per Subtitle C, §901.6 of ZR16, "an addition to an existing building, or the expansion of a use within a building triggers additional loading requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on the effective date of this title, or in the case of a new building, the gross floor area used to calculate the initial loading requirement." Since the increase in gross square footage is just 15.6%, no additional loading is required. A loading area currently is located on the back side of the building next to the Gym. ☐ *Scoping Graphic: Location of loading area with internal building routing (to be provided in the Transportation Statement)* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 10/09/24:** Concur
Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking. *See Section 1.3 of the CTR Guidelines for more detailed guidance.*	The applicant currently maintains approximately 128 spaces on site. The minimum parking requirements from ZR16 Subtitle C, §701 are presented below along with DDOT's Preferred Parking Maximum Ratios.	**DDOT 10/09/24:** Concur

Component	Required		Existing/ Proposed
	Minimum	Maximum	
Education	2 spaces per 3 teachers/staff plus Either 1 for each 20 classroom seats OR 1 for each 10 seats in the largest usable public assembly area, whichever is greater = 2 spaces * (120 employees/3 employees) + 1 space * (364seats/10 seats) = 116 spaces	≤ 150% of Minimum ≤ 1.5*116 spaces **≤ 174 spaces**	Approx. 128 spaces
Total	**116 spaces**	**174 spaces**	**Approx. 128 spaces**

	☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking* ☒ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site) (parking is shown on Figure 2)*	
Bicycle Parking Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project. *See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.*	Per Subtitle C, §802.5 of ZR16, "An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on the effective date of this title, or in the case of a new building, the gross floor area used to calculate the initial parking requirement." The proposed expansion will increase the gross floor area by only 15.6 percent; therefore, additional bicycle parking is not required. Per ZR16 Subtitle C, §806.2, no shower and changing facilities are required since a new building is not proposed and since the proposed expansion is less than 25%. ☐ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms – figure showing location of existing bicycle parking will be provided in the Transportation Statement*	**DDOT 10/09/24:** Please identify the existing bicycle parking on the site plans. **W+A Response: Please see updated site plan on Figure 8, which highlights the existing bicycle parking.** **DDOT 11/15/24: Existing 'wave' bike rack is not compliant with DDOT standards and locked bicycles completely block the sidewalk, possibly violating the ADA. Please swap out this rack with proper bike parking that meets DDOT standards (inverted-U bike racks recommended) and please relocate to an area that won't block the sidewalk. DDOT is happy to work with your team to identify possible locations.** **Though not required, DDOT also recommends adding additional bicycle parking spaces.**
Streetscape and Public Realm Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval. *See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*	No streetscape improvements are proposed in conjunction with this project. All work will be conducted on private property. ☒ *Scoping Graphic: Preliminary Public Space Concept*	**DDOT 10/09/24:** Concur
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	No EV charging stations are proposed in the parking lot.	**DDOT 10/09/24:** Concur
Heritage, Special, and Street Trees	See Figure 4 for UFD's street tree map. We will coordinate with the project civil engineer and landscape architect to determine whether any trees will be impacted as a result of the project.	**DDOT 10/09/24:** The Urban Forest Preservation Authority Amendment Act of 2022 identifies two

Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*		(2) classes of trees in public space and on private property: • Special trees – between 44" and 99.99" circumference; and • Heritage trees – 100" circumference and greater in size. Special trees can be removed with a permit and mitigation for the removal depends upon whether the trees are hazardous or non-hazardous. But if a Special tree is to be retained, it must be protected by law. Whereas only hazardous or exempt species Heritage trees can be removed with a permit. Non-hazardous Heritage trees cannot be cut down or damaged. Preservation in place or relocation (transplant) to a viable planting location are the only options. The Preliminary Site Plan does not indicate if there are Heritage trees on the site but the DDOT UFD Tree Size Estimator indicates that there are several Heritage and Special Trees that have critical root zones that will fall within the proposed LOD. Aerial views also show other trees throughout the site that may be Special or Heritage in size and require protection or removal as per District Law. Please refer to the following link for more information about Special & Heritage Trees and their requirements for preservation as well as removals DDOT Urban Forestry (arcgis.com). Also contact DDOT Arborist Evan Anderson (evan.anderson@dc.gov) and landscape architect, Jill Keller (jill.keller@dc.gov) to schedule a field meeting to discuss the overall scope of work concerning existing Special/Heritage trees and to coordinate the next steps. **W+A Response: Noted. The Field School team will coordinate with Evan Anderson and Jill Keller to discuss the overall scope of work concerning trees on site.** **DDOT 11/14/2024: Concur**

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Mode Split Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.	The student and faculty/staff mode splits are shown below. The student mode split is based on enrollment for 2024-2025 school.	**DDOT 10/09/24:** Concur

Mode	Students		Faculty/Staff	
	AM	PM	AM	PM
Auto	61%	71%	93%	93%
School Bus	39%	29%	0%	0%

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.

See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.

Walk/Bike	0%	0%	7%	7%

☒ *Scoping Table: Mode Split Assumptions by Land Use*

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

Trip generation rates used to estimate existing and proposed trip caps were based on counts conducted September 12, 2024.

DDOT 10/09/24: Concur

Vehicle Trip Generation									
Student Population	AM PEAK HOUR			PM SCHOOL PEAK HOUR			PM COMMUTER PEAK HOUR		
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Calculated Trip Rates based on Driveway Counts									
Trips/Student[1]	0.51	0.41	0.92	0.17	0.34	0.51	0.30	0.09	0.39
Existing									
368 Students[1]	187	150	337	63	126	189	112	34	146
Existing Cap									
400 Students[2]	204	164	368	68	136	204	120	36	156
Proposed Cap									
425 Students[3]	217	174	139	72	145	217	128	128	166
Net (Proposed Cap – Existing Cap)									
25 Students	**13**	**10**	**23**	**4**	**9**	**13**	**8**	**2**	**10**

[1] Trip rates based on existing driveway counts conducted September 12, 2024.
[2] Cap allowed under current BZA approval.
[3] Proposed cap.

☒ *Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)*

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning	The following documents will be reviewed and any relevant recommendations from each will be included in the Transportation Statement: • Move DC • DDOT Vision Zero Action Plan	**DDOT 10/09/24:** Concur

documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	• DC Comprehensive Plan • Capital Bikeshare Development Plan • Rock Creek Far West Livability Study	
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	The ¼ mile walk shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 10/09/24:** Concur
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	The ½ mile bike shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 10/09/24:** DDOT notes a social trail that connects from the southern end of 44th St NW to W St NW in ROW on the east of the site. Has the Applicant considered paving this trail for student use as a part of the project scope? **W+A Response: The school will consider this option and discuss with neighbors to determine whether such an improvement is appropriate.** **DDOT 11/14/2024:** Concur
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	Stops serving Metrobus Route D6 are located 0.5 mile from the site. Woodley Park-Zoo/Adams Morgan Metrorail Station is located within 2 miles of the site. The Field School currently runs 5 bus routes that serve 11 stops, shown on Figure 5. The stops include: Rosslyn, Fort Totten, Silver Spring, Friendship Heights, New Carrollton, Bowie Park & Ride, Alexandria, Eastern Market, Capitol South (near 1st Street SE/D Street SE), Tenleytown, and Woodley Park. ☐ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☐ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)*	**DDOT 10/09/24:** Concur
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been	DDOT's Vision Zero Action Plan will be reviewed. Any high crash locations (as identified by DDOT) in the vicinity of the site will be noted.	**DDOT 10/09/24:** Please reach out to TSA team for crash data: Sayra.Molina2@dc.gov **W+A Response: Noted. We will request crash data.** **DDOT 11/14/2024:** Concur

identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*		
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	No changes to access or public space, including curbside use, is proposed. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 10/09/24:** Concur
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*	The on-site PUDO plan will be included in the study. Existing PUDO queues will be extrapolated based on the project increase in students. The PUDO plan will demonstrate how PUDO queues will be accommodated on site.	**DDOT 10/09/24:** Ensure PUDO plan avoids queues backing up onto Foxhall Rd. **W+A Response: Noted. W+A observed queues during the data collection in September. The available stacking space on the Field School's property is significant and easily accommodates existing PUDO queues and will accommodate future PUDO queues. This will be documented in the Transportation Statement.** **DDOT 11/14/2024:** Concur
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	N/A ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 10/09/24:** Concur
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	N/A	**DDOT 10/09/24:** Concur

Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	N/A	**DDOT 10/09/24:** Concur

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	N/A –As documented in the Trip Generation section, the increase in enrollment would not exceed the 25 trip threshold for a CTR. ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	**DDOT 10/09/24:** Concur
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	N/A	**DDOT 10/09/24:** Concur
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.*	N/A ☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	**DDOT 10/09/24:** Concur
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 10/09/24:** Concur

Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 10/09/24:** Concur
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 10/09/24:** Concur
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 10/09/24:** Concur

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	**DDOT 10/09/24:** Concur
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**DDOT 10/09/24:** Concur
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase depending on the parking supply and other impacts identified in the study.*	**DDOT 10/09/24:** Concur **W+A Response: The Transportation Statement will include the TDM Plan discussed with DDOT on 10/30/24 (with revisions based on DDOT's feedback at the meeting).** **DDOT 11/14/2024:** Concur
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes.	N/A	**DDOT 10/09/24:** Concur

See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	N/A	**DDOT 10/09/24:** Concur

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	The Applicant has not yet met with the ANC. We anticipate that outreach to members of the surrounding community and ANC commissioners will begin in September.	**DDOT 11/14/2024:** Please include any relevant outcomes from these discussions in the Transportation Statement
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?	NA	**DDOT 11/14/2024:** Concur

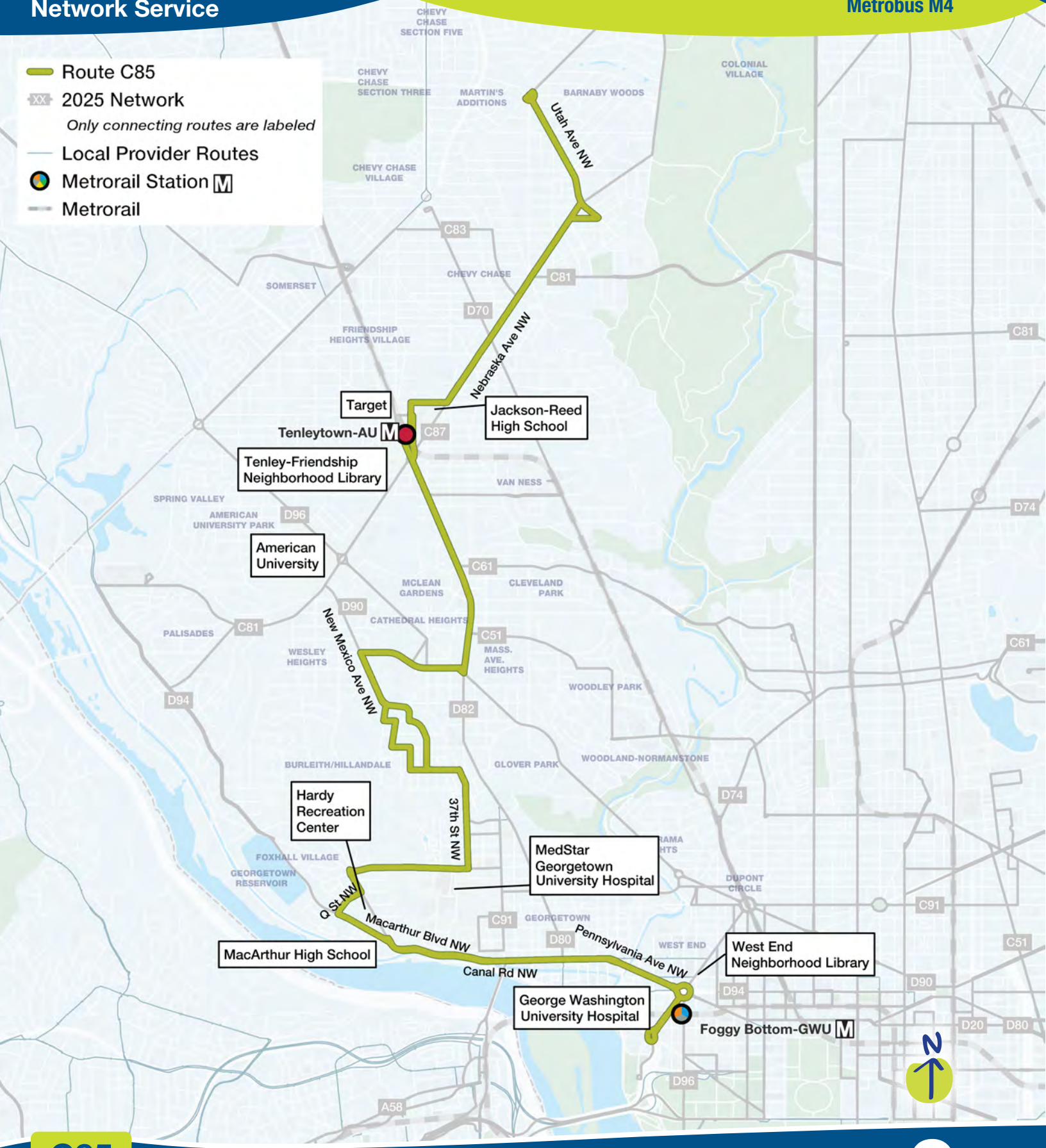
ATTACHMENT B
WMATA Better Bus Routes

Metrobus Route

C85 Nebraska Av-Foxhall

2025 Better Bus Network Service

Compare to existing routes:
Metrobus M4



Frequency

Weekdays Hours of operation: 6:00 a.m. - 8:30 a.m.; 3:00 p.m. - 6:00 p.m.					
Early Morning No Service	Morning Rush 6:00 - 8:30 a.m.*	Midday No Service	Afternoon Rush 3:00 - 6:00 p.m.**	Evening No Service.	Late Night No Service
–	**30** min.	–	**30** min.	–	–

Saturday Hours of operation: None			Sunday Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

* Chevy Chase-bound trips run from 7:00 to 8:00 a.m.

** Foggy Bottom-bound trips run from 2:30 to 5:00 p.m.

Frequencies shown are averages

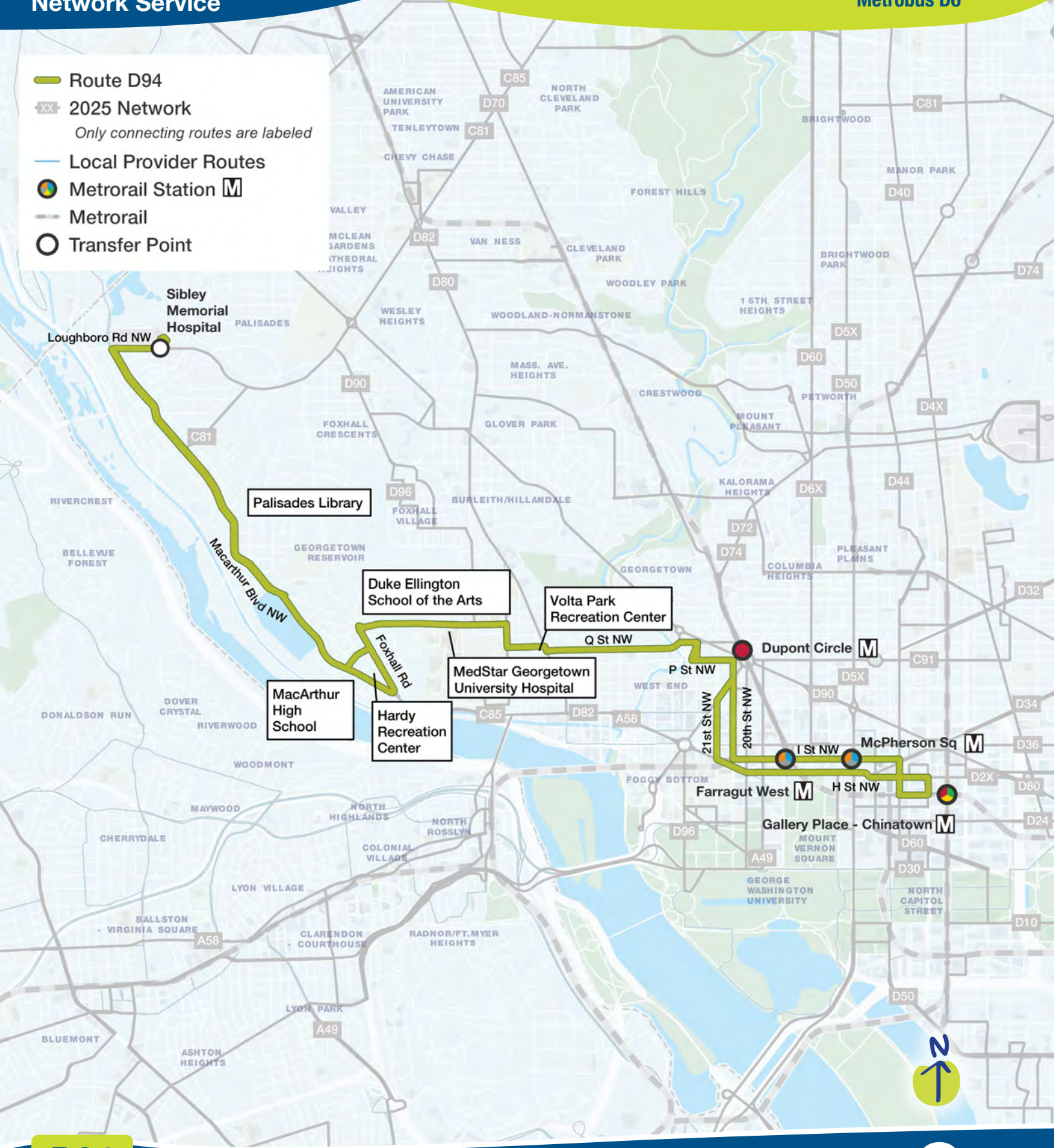
Cost to ride: Regular Fare

Metrobus Route

D94 MacArthur Bl-Gallery Place

2025 Better Bus Network Service

Compare to existing routes:
Metrobus D6



Frequency

Weekdays Hours of operation: 5:00 a.m. - 12:00 a.m.					
Early Morning 5:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 12:00 a.m.
30 min.	**20** min.	**30** min.	**20** min.	**20** min.	**30** min.

Saturday Hours of operation: 6:00 a.m. - 12:00 a.m.			Sunday Hours of operation: 6:00 a.m. - 12:00 a.m.		
Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.
–	**30** min.	**30** min.	–	**30** min.	**30** min.

Frequencies shown are averages

Cost to ride: Regular Fare

ATTACHMENT C
Parking Occupancy

Prepared by National Data & Surveying Services

Parking Study

Project: 24-270010 **Date:** 9/12/2024

City: Washington, DC **Day:** Thursday

Lot	Restriction	Space	10:00 AM	2:00 PM
001 Student Parking Lot	Regular	**42**	30	28
	Student	**17**	12	12
	Visitor	**9**	1	1
002 West Parking Lot	Regular	**26**	21	21
	Handicap	**1**	0	1
	Visitor	**4**	0	2
003 North Parking Lot	Regular	**15**	10	10
	Handicap	**3**	2	2
	Scooter	**4**	1	1
004 North East Parking Lot	Regular	**11**	8	7
	Small Car	**4**	2	4
	Bus	**8**	8	8
Total Vehicle Spaces		**132**	**86**	**88**
Percent Occupancy			**65%**	**67%**

ATTACHMENT D
Traffic Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Foxhall Rd NW & The Field School Main Dwy
City: Washington
Control: Signalized

Project ID: 24-270008-001
Date: 9/12/2024

Data - Total

NS/EW Streets:	Foxhall Rd NW				Foxhall Rd NW				The Field School Main Dwy				The Field School Main Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	86	1	0	1	34	0	0	0	0	0	0	0	0	0	0	122
6:45 AM	0	115	1	0	2	69	0	0	0	0	0	0	1	0	0	0	188
7:00 AM	0	115	0	0	1	79	0	0	0	0	0	0	0	0	0	0	195
7:15 AM	0	136	10	0	9	79	0	0	0	0	0	0	2	0	0	0	236
7:30 AM	0	166	23	0	19	130	0	0	0	0	0	0	2	0	6	0	346
7:45 AM	0	156	13	0	40	161	0	0	0	0	0	0	15	0	14	0	399
8:00 AM	0	150	13	0	17	183	0	0	0	0	0	0	15	0	19	0	397
8:15 AM	0	148	21	0	14	129	0	0	0	0	0	0	15	0	12	0	339
8:30 AM	0	131	20	0	49	118	0	0	0	0	0	0	23	0	37	0	378
8:45 AM	0	144	1	0	6	126	0	0	0	0	0	0	5	0	7	0	289
9:00 AM	0	139	1	0	0	119	0	0	0	0	0	0	1	0	1	0	261
9:15 AM	0	126	1	0	2	112	0	0	0	0	0	0	0	0	0	0	241
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1612	105	0	160	1339	0	0	0	0	0	0	79	0	96	0	3391
APPROACH %'s :	0.00%	93.88%	6.12%	0.00%	10.67%	89.33%	0.00%	0.00%					45.14%	0.00%	54.86%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	585	67	0	120	591	0	0	0	0	0	0	68	0	82	0	1513
PEAK HR FACTOR :	0.000	0.938	0.798	0.000	0.612	0.807	0.000	0.000	0.000	0.000	0.000	0.000	0.739	0.000	0.554	0.000	0.948
	0.964				0.884								0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:30 PM	0	122	1	0	3	139	0	0	0	0	0	0	2	0	8	1	276
2:45 PM	0	115	3	0	9	179	0	0	0	0	0	0	5	0	3	0	314
3:00 PM	0	177	5	0	11	174	0	0	0	0	0	0	0	0	1	0	368
3:15 PM	0	119	3	0	20	141	0	0	0	0	0	0	14	0	33	0	330
3:30 PM	0	148	5	0	13	191	0	0	0	0	0	0	11	0	17	0	385
3:45 PM	0	151	7	0	7	163	0	0	0	0	0	0	12	0	12	1	353
4:00 PM	0	136	3	0	5	148	0	0	0	0	0	0	17	0	10	0	319
4:15 PM	0	125	8	0	10	122	0	0	0	0	0	0	3	0	9	2	279
4:30 PM	0	138	4	0	7	110	0	0	0	0	0	0	5	0	9	0	273
4:45 PM	0	157	5	0	7	161	0	0	0	0	0	0	3	0	3	1	337
5:00 PM	0	166	10	0	4	135	0	0	0	0	0	0	5	0	6	0	326
5:15 PM	0	154	4	0	17	170	0	0	0	0	0	0	0	0	5	0	350
5:30 PM	0	160	15	0	27	168	0	0	0	0	0	0	3	0	4	0	377
5:45 PM	0	141	4	0	22	161	0	0	0	0	0	0	3	0	8	1	340
6:00 PM	0	133	9	0	14	191	0	0	0	0	0	0	5	0	6	0	358
6:15 PM	0	104	6	0	8	172	0	0	0	0	0	0	3	0	6	0	299
6:30 PM	0	115	7	0	6	137	0	0	0	0	0	0	12	0	16	1	294
6:45 PM	0	97	4	0	11	92	0	0	0	0	0	0	7	0	12	1	224
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2458	103	0	201	2754	0	0	0	0	0	0	110	0	168	8	5802
APPROACH %'s :	0.00%	95.98%	4.02%	0.00%	6.80%	93.20%	0.00%	0.00%					38.46%	0.00%	58.74%	2.80%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	0	595	20	0	51	669	0	0	0	0	0	0	37	0	63	1	1436
PEAK HR FACTOR :	0.000	0.840	0.714	0.000	0.638	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.661	0.000	0.477	0.250	0.932
	0.845				0.882								0.537				

ATTACHMENT E
Transportation Demand Management Plan

Transportation Demand Management

(Updated 2/3/25 to reflect comments from DDOT at 1/28/25 meeting)

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, building more parking spaces, or operating additional transit service. 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

The TDM Plan is intended to be flexible in order to respond to changes in School demographics, technology, transportation services, and various mitigation options available. Accordingly, it is envisioned that over time, new approaches in addition to those listed below will be identified and programs developed to respond to these changes. The Field 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 section on the School's website with up-to-date information regarding all transportation options available to students, parents/guardians, and employees, including but not limited to the school's busing program, public transportation, biking facilities and amenities (including campus bicycle parking), and carpooling.

3. Hold bi-annual community meetings to garner feedback on traffic and parking related issues for the length of the performance monitoring program.

4. The updated TDM plan will be incorporated into the student and family handbook, which is signed by both parents and students.

5. The short-term bicycle parking on campus will be increased from 15 spaces to 24 spaces and the wave-style bike racks will be replaced with inverted-U bike racks. Bike racks will be installed in accordance with DDOT's Bike Parking Guide. Bike racks will be located in areas of highest activity, where they will be most utilized by students and faculty and staff who bike to work.
6. The TDM Coordinators will demonstrate to goDCgo that the school is in compliance with the DC Commuter Benefits Law and participates in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), and the Parking Cash-Out Law.

<u>Strategies for Students</u>

Shuttle:

1. Provide a minimum of three shuttle routes with one serving DC, one serving Maryland, and one serving Virginia during both the morning drop-off period and afternoon pick-up period. Off-site bus stops will be determined each year based on addresses of students enrolled at the time.

Rideshare:

1. Encourage carpooling by providing carpool matching assistance for parents and students. Assistance programs could include:
   - Instruct students and families on how to use the zip code search feature of the school's student information system to enable parents and students to identify other Field School 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.
2. Actively promote carpooling by providing links to find carpools in the student information system and by providing fliers, emails, and/or other informational pieces at least once per semester.

Incentives:

1. Provide transit/alternate commute incentives to encourage students to use non-auto modes of transportation to travel to school. Incentives would include:
   - Encourage District of Columbia students/families to take advantage of the WMATA's Kids Ride Free program, which allows students who live in DC to ride free on Metrorail and Metrobus;
   - Encourage Montgomery County students/families to get a Youth Cruiser SmarTrip Card, which allows students who live in Montgomery County to ride free on all

MCDOT buses and most Metrobuses within Montgomery County. Value can be added to the card for use on Metrorail, Metrobuses outside Montgomery County, and other transit systems in the area.

- Encourage Arlington County students/families to get an iRide SmarTrip Card, which allows students who live in Arlington County to ride the ART bus and select Metrobus routes for free. Value can be added to the card for use on Metrorail and other Metrobus routes.
- Encourage students/families who live near Virginia Railway Express (VRE) stations to take advantage of their new program that allows children 18 years and younger to ride free.

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.
   - Utilize resources available through goDCgo's School Services to encourage students and their parents to use sustainable transportation.
   - Promote walking/biking in communications with parents.
2. Add bicycle safety education into the general physical education curriculum.

<u>Strategies for Faculty/Staff</u>

Shuttle:

1. Allow faculty/staff to ride the shuttle for free.

Rideshare:

1. Encourage carpooling by providing carpool matching assistance for faculty and staff. Assistance programs could include:
   - Support faculty/staff in identifying other faculty/staff members that live in the same area or along their commute to aid in carpooling.
   - Register with Commuter Connections and promote Commuter Connections' Ride-matching Service.

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:

a. Allow employees to set aside $315/month in pre-tax funds (or current amount allowed under federal law) through their paycheck for transit or vanpool expenses;

b. 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

c. For faculty/staff who regularly bike to work, provide $20 in monthly subsidies to those who regularly bike to work OR provide an annual Capital Bikeshare membership for employees who regularly bike to work.

d. Make showers and lockers available to students and faculty/staff who walk, jog, or bike to school.

Outreach and Education:

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

Monitoring Plan

To ensure that the TDM plan functions as intended, the Field School will conduct annual monitoring studies, which will be submitted to DDOT and ANC 3D.

Elements of the Monitoring Study

1. The number of students and faculty/staff at the time traffic counts are conducted will be reported.
2. The number of trips entering the School during the AM peak hour will be determined as follows:
    a. Counts shall include the number of vehicle trips, pedestrian trips, and bicycle/scooter trips.
    b. Traffic counts shall be conducted annually during a typical school day (a Tuesday, Wednesday, or Thursday when typical school hours are in effect and during a week without any holidays) from 7:00 to 9:30 AM. Counts shall be conducted on days when no adverse weather impacts travel conditions.
    c. The peak hour shall be determined by selecting the single highest hourly inbound volume (for all modes combined) between 7:00 and 9:30 AM.
3. Vehicle occupancy counts (number of students per vehicle) will be conducted as follows:
    a. Vehicle occupancy counts will be conducted at the drop-off location and in the student parking lot to determine the average vehicle occupancy (AVO).

b. The vehicle occupancy counts will be conducted during the same timeframe as the trip generation counts indicated above.

4. A list of TDM measures in effect at the time the study was conducted will be provided. Any changes to the TDM plan from the previous year, including new or innovative programs will be documented.
5. A queue study will be conducted documenting the queue lengths at the drop-off location, as follows:
    a. The queue study will be conducted during the same timeframe as the trip generation counts indicated above.
    b. The maximum and 95th percentile queue length at the drop-off location to ensure that the queues do not spill onto Foxhall Road.
6. A mode split survey will be conducted for students and faculty/staff. The results will be compared to the traffic counts to help determine the mode splits by students and faculty/staff.

Trip Generation Threshold

1. The Field School will generate no more than 217 inbound vehicle trips during the AM peak hour (as defined herein).

Sequencing of Monitoring Studies

1. Monitoring studies will be conducted annually during the Spring Semester.
2. Annual monitoring studies will be conducted yearly until such time as the trip generation threshold is met for three consecutive years. If the number of vehicle trips generated by the school is at or below the established threshold for three consecutive years, the school will no longer be obligated to continue the annual monitoring.
3. If the number of vehicle trips generated by the school exceeds the established threshold, the school shall meet with DDOT to discuss remedies for reducing vehicle trips. Monitoring shall continue until such time as the vehicle trips generated by the school fall at or below the established trip threshold for three consecutive years.

ATTACHMENT F
Average Vehicle Occupancy Counts

The Field School
AVO Summary
Includes all locations

	368 Students	
	AM	PM
Total Students	216	108
Total Vehicles	187	96
Overall AVO	1.2	1.1
Total PUDO Students	183	78
Total PUDO Vehicles	163	71
PUDO AVO	1.1	1.1
Total Student Drivers	33	30
Total Student Vehicles	24	25
Student Driver AVO	1.4	1.2

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Lane
6:49:30 AM	Passenger Vehicle	0	0	1	0	Rightmost Lane
7:22:27 AM	Passenger Vehicle	1	0	0	0	Middle Section
7:30:57 AM	Passenger Vehicle	0	0	1	0	Rightmost Lane
7:31:45 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
7:35:24 AM	Passenger Vehicle	0	0	1	0	Rightmost Lane
7:35:52 AM	Passenger Vehicle	0	0	1	0	Rightmost Lane
7:46:34 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
7:55:58 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:00:26 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:00:37 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:00:45 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:01:30 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:05:12 AM	Passenger Vehicle	2	0	0	0	Rightmost Lane
8:07:57 AM	Bus	2	0	0	0	Rightmost Lane
8:11:36 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:11:50 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:36:39 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:39:09 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:40:30 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:45:11 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:47:30 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
8:58:53 AM	Passenger Vehicle	1	0	0	0	Rightmost Lane
3:00:10 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:16:12 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:16:51 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:17:09 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:18:28 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:19:13 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:20:14 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:21:56 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:22:09 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:22:53 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:24:46 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:29:38 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:30:24 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:31:32 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Lane
3:32:08 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:32:31 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:33:13 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:33:44 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:39:00 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:40:25 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
3:41:54 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:48:04 PM	Passenger Vehicle	0	1	0	0	Middle Section
3:56:15 PM	Passenger Vehicle	1	0	0	0	Rightmost Lane
3:56:53 PM	Passenger Vehicle	0	1	0	0	Middle Section
4:00:16 PM	Passenger Vehicle	1	0	0	0	Rightmost Lane
5:09:24 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
5:18:41 PM	Passenger Vehicle	1	0	0	0	Middle Section
5:54:17 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane
6:00:58 PM	Passenger Vehicle	0	0	1	0	Rightmost Lane
6:09:31 PM	Passenger Vehicle	0	2	0	0	Rightmost Lane
6:22:00 PM	Passenger Vehicle	0	0	1	0	Rightmost Lane
6:34:16 PM	Passenger Vehicle	0	1	0	0	Rightmost Lane

Total Student drop-offs AM	18	# vehs dropping off students AM	17	AVO - AM	1.06
Total Student pick-ups PM	28	# vehs picking up students PM	27	AVO - PM	1.04

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Vehicle Type (Passenger Vehicle/Bus)	Timestamp Parked	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Timestamp Departed
Passenger Vehicle	7:19:07 AM	0	0	1	0	
Passenger Vehicle	7:21:14 AM	0	0	1	0	
Passenger Vehicle	7:22:47 AM	0	0	1	0	
Passenger Vehicle	7:25:12 AM	0	0	1	0	
Passenger Vehicle	7:32:35 AM	0	0	1	0	
Passenger Vehicle	7:39:35 AM	0	0	1	0	
Passenger Vehicle	7:45:40 AM	0	0	1	0	
Passenger Vehicle	9:02:20 AM	0	0	1	0	
Passenger Vehicle	Already Parked	0	0	0	1	2:35:27 PM
Passenger Vehicle	Already Parked	0	0	0	1	2:39:21 PM
Passenger Vehicle	Already Parked	0	0	0	1	2:55:06 PM
Passenger Vehicle	Already Parked	0	1	0	0	3:21:21 PM
Passenger Vehicle	4:02:22 PM	0	0	1	1	4:03:07 PM
Passenger Vehicle	Already Parked	0	0	0	1	4:08:09 PM
Passenger Vehicle	Already Parked	0	0	0	1	4:14:49 PM
Passenger Vehicle	4:13:09 PM	0	0	1	0	
Passenger Vehicle	5:08:53 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	0	1	1	5:14:10 PM
Passenger Vehicle	5:19:37 PM	0	1	1	1	5:25:19 PM
Passenger Vehicle	5:29:00 PM	0	0	2	0	
Passenger Vehicle	5:36:27 PM	0	0	2	0	
Passenger Vehicle	5:36:40 PM	0	0	1	0	
Passenger Vehicle	5:41:19 PM	0	0	1	0	
Passenger Vehicle	5:41:10 PM	0	0	1	0	
Passenger Vehicle	5:43:36 PM	0	0	1	0	
Passenger Vehicle	5:52:07 PM	0	0	2	0	

Note: The counts represent vehicles parking and people dropping off/individuals alighting the vehicle then departing. Blank cells in the 'Timestamp Departed' column denote vehicle left outside the collection window.

Total Student drop-offs AM	0	# vehs dropping off students AM	0	AVO - AM	NA
Total Student pick-ups PM	2	# vehs picking up students PM	2	AVO - PM	1.00

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
7:16:07 AM	Passenger Vehicle	1	0	0	0
7:34:35 AM	Passenger Vehicle	1	0	0	0
7:39:20 AM	Passenger Vehicle	1	0	0	0
7:39:51 AM	Passenger Vehicle	1	0	0	0
7:41:40 AM	Passenger Vehicle	1	0	0	0
7:43:08 AM	Passenger Vehicle	1	0	0	0
7:45:11 AM	Passenger Vehicle	1	0	0	0
7:45:57 AM	Passenger Vehicle	1	0	0	0
7:47:18 AM	Passenger Vehicle	1	0	0	0
7:47:54 AM	Passenger Vehicle	1	0	0	0
7:48:18 AM	Bus	18	0	0	0
7:49:41 AM	Passenger Vehicle	1	0	0	0
7:49:42 AM	Passenger Vehicle	1	0	0	0
7:50:09 AM	Passenger Vehicle	1	0	0	0
7:50:10 AM	Passenger Vehicle	1	0	0	0
7:50:46 AM	Passenger Vehicle	2	0	0	0
7:51:30 AM	Bus	29	0	0	0
7:51:55 AM	Bus	23	0	0	0
7:52:52 AM	Passenger Vehicle	1	0	0	0
7:53:02 AM	Passenger Vehicle	1	0	0	0
7:53:15 AM	Passenger Vehicle	1	0	0	0
7:53:38 AM	Passenger Vehicle	1	0	0	0
7:53:45 AM	Passenger Vehicle	1	0	0	0
7:53:48 AM	Passenger Vehicle	1	0	0	0
7:54:32 AM	Passenger Vehicle	1	0	0	0
7:54:55 AM	Bus	13	0	0	0
7:55:38 AM	Passenger Vehicle	1	0	0	0
7:56:03 AM	Passenger Vehicle	3	0	0	0
7:56:03 AM	Passenger Vehicle	1	0	0	0
7:56:26 AM	Passenger Vehicle	1	0	0	0
7:56:50 AM	Passenger Vehicle	2	0	0	0
7:57:18 AM	Passenger Vehicle	1	0	0	0
7:58:12 AM	Passenger Vehicle	1	0	0	0
7:58:16 AM	Passenger Vehicle	1	0	0	0
7:58:40 AM	Passenger Vehicle	1	0	0	0
7:59:24 AM	Passenger Vehicle	2	0	0	0
7:59:24 AM	Passenger Vehicle	1	0	0	0

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
7:59:24 AM	Passenger Vehicle	1	0	0	0
7:59:28 AM	Passenger Vehicle	2	0	0	0
8:00:06 AM	Passenger Vehicle	2	0	0	0
8:00:22 AM	Passenger Vehicle	1	0	0	0
8:00:23 AM	Passenger Vehicle	1	0	0	0
8:00:26 AM	Passenger Vehicle	1	0	0	0
8:01:17 AM	Passenger Vehicle	1	0	0	0
8:01:20 AM	Passenger Vehicle	1	0	0	0
8:01:34 AM	Passenger Vehicle	2	0	0	0
8:02:22 AM	Passenger Vehicle	1	0	0	0
8:02:58 AM	Passenger Vehicle	1	0	0	0
8:04:12 AM	Passenger Vehicle	1	0	0	0
8:06:31 AM	Passenger Vehicle	1	0	0	0
8:06:36 AM	Passenger Vehicle	1	0	0	0
8:07:53 AM	Passenger Vehicle	2	0	0	0
8:08:03 AM	Passenger Vehicle	1	0	0	0
8:08:00 AM	Passenger Vehicle	2	0	0	0
8:08:49 AM	Bus	2	0	0	0
8:08:55 AM	Passenger Vehicle	1	0	0	0
8:09:10 AM	Passenger Vehicle	1	0	0	0
8:09:19 AM	Passenger Vehicle	1	0	0	0
8:09:24 AM	Passenger Vehicle	1	0	0	0
8:12:05 AM	Passenger Vehicle	1	0	0	0
8:13:30 AM	Passenger Vehicle	2	0	0	0
8:14:27 AM	Passenger Vehicle	1	0	0	0
8:15:01 AM	Passenger Vehicle	1	0	0	0
8:17:42 AM	Passenger Vehicle	1	0	0	0
8:17:49 AM	Passenger Vehicle	1	0	0	0
8:18:48 AM	Passenger Vehicle	1	0	0	0
8:19:42 AM	Passenger Vehicle	1	0	0	0
8:20:22 AM	Passenger Vehicle	1	0	0	0
8:20:57 AM	Passenger Vehicle	1	0	0	0
8:22:08 AM	Passenger Vehicle	1	0	0	0
8:22:57 AM	Passenger Vehicle	1	0	0	0
8:23:07 AM	Passenger Vehicle	1	0	0	0
8:23:10 AM	Passenger Vehicle	2	0	0	0
8:24:54 AM	Passenger Vehicle	1	0	0	0
8:24:55 AM	Passenger Vehicle	1	0	0	0
8:25:31 AM	Passenger Vehicle	1	0	0	0
8:26:38 AM	Passenger Vehicle	1	0	0	0
8:26:40 AM	Passenger Vehicle	1	0	0	0
8:27:11 AM	Passenger Vehicle	2	0	0	0
8:27:45 AM	Passenger Vehicle	1	0	0	0
8:27:47 AM	Passenger Vehicle	1	0	0	0

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
8:27:50 AM	Passenger Vehicle	1	0	0	0
8:28:42 AM	Passenger Vehicle	1	0	0	0
8:28:45 AM	Passenger Vehicle	1	0	0	0
8:28:45 AM	Passenger Vehicle	1	0	0	0
8:29:29 AM	Passenger Vehicle	1	0	0	0
8:29:35 AM	Passenger Vehicle	1	0	0	0
8:29:38 AM	Passenger Vehicle	1	0	0	0
8:29:46 AM	Passenger Vehicle	1	0	0	0
8:30:15 AM	Passenger Vehicle	1	0	0	0
8:30:30 AM	Passenger Vehicle	1	0	0	0
8:31:04 AM	Passenger Vehicle	1	0	0	0
8:31:21 AM	Passenger Vehicle	1	0	0	0
8:31:42 AM	Passenger Vehicle	1	0	0	0
8:32:15 AM	Passenger Vehicle	1	0	0	0
8:32:17 AM	Passenger Vehicle	1	0	0	0
8:32:24 AM	Passenger Vehicle	2	0	0	0
8:33:02 AM	Passenger Vehicle	2	0	0	0
8:33:32 AM	Passenger Vehicle	2	0	0	0
8:33:34 AM	Passenger Vehicle	1	0	0	0
8:34:38 AM	Passenger Vehicle	1	0	0	0
8:34:52 AM	Passenger Vehicle	1	0	0	0
8:35:00 AM	Passenger Vehicle	1	0	0	0
8:35:16 AM	Passenger Vehicle	1	0	0	0
8:35:46 AM	Passenger Vehicle	1	0	0	0
8:36:05 AM	Passenger Vehicle	1	0	0	0
8:36:08 AM	Passenger Vehicle	1	0	0	0
8:36:13 AM	Passenger Vehicle	2	0	0	0
8:36:39 AM	Passenger Vehicle	1	0	0	0
8:36:54 AM	Passenger Vehicle	1	0	0	0
8:37:31 AM	Passenger Vehicle	1	0	0	0
8:37:45 AM	Passenger Vehicle	1	0	0	0
8:37:51 AM	Passenger Vehicle	1	0	0	0
8:37:56 AM	Passenger Vehicle	1	0	0	0
8:38:11 AM	Passenger Vehicle	1	0	0	0
8:38:28 AM	Passenger Vehicle	1	0	0	0
8:38:50 AM	Passenger Vehicle	2	0	0	0
8:38:52 AM	Passenger Vehicle	1	0	0	0
8:38:54 AM	Passenger Vehicle	1	0	0	0
8:39:01 AM	Passenger Vehicle	1	0	0	0
8:39:38 AM	Passenger Vehicle	1	0	0	0
8:39:38 AM	Passenger Vehicle	1	0	0	0
8:39:59 AM	Passenger Vehicle	1	0	0	0
8:40:00 AM	Passenger Vehicle	1	0	0	0
8:40:48 AM	Passenger Vehicle	2	0	0	0

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
8:41:28 AM	Passenger Vehicle	1	0	0	0
8:41:43 AM	Passenger Vehicle	1	0	0	0
8:41:47 AM	Passenger Vehicle	1	0	0	0
8:42:12 AM	Passenger Vehicle	1	0	0	0
8:42:14 AM	Passenger Vehicle	1	0	0	0
8:42:15 AM	Passenger Vehicle	1	0	0	0
8:42:43 AM	Passenger Vehicle	1	0	0	0
8:43:09 AM	Passenger Vehicle	1	0	0	0
8:43:12 AM	Passenger Vehicle	1	0	0	0
8:43:30 AM	Passenger Vehicle	1	0	0	0
8:43:32 AM	Passenger Vehicle	1	0	0	0
8:43:48 AM	Passenger Vehicle	1	0	0	0
8:43:52 AM	Passenger Vehicle	1	0	0	0
8:44:24 AM	Passenger Vehicle	1	0	0	0
8:44:31 AM	Passenger Vehicle	1	0	0	0
8:44:32 AM	Passenger Vehicle	1	0	0	0
8:45:06 AM	Passenger Vehicle	1	0	0	0
8:45:12 AM	Passenger Vehicle	1	0	0	0
8:46:52 AM	Passenger Vehicle	1	0	0	0
8:48:08 AM	Passenger Vehicle	1	0	0	0
8:53:26 AM	Passenger Vehicle	2	0	0	0
2:30:22 PM	Passenger Vehicle	0	1	0	0
3:12:26 PM	Passenger Vehicle	0	1	0	0
3:15:30 PM	Passenger Vehicle	0	1	0	0
3:16:19 PM	Passenger Vehicle	0	1	0	0
3:18:58 PM	Passenger Vehicle	0	1	0	0
3:33:27 PM	Passenger Vehicle	0	1	0	0
3:35:05 PM	Bus	0	11	0	0
3:35:32 PM	Bus	0	16	0	0
3:37:35 PM	Passenger Vehicle	0	1	0	0
3:43:35 PM	Passenger Vehicle	0	1	0	0
4:03:27 PM	Passenger Vehicle	0	2	0	0
4:31:52 PM	Passenger Vehicle	0	1	0	0
4:32:13 PM	Passenger Vehicle	0	1	0	0
5:37:12 PM	Passenger Vehicle	0	0	1	0
5:42:02 PM	Passenger Vehicle	0	0	1	0
5:50:55 PM	Bus	0	4	0	0
6:04:29 PM	Bus	0	1	0	0
6:23:22 PM	Passenger Vehicle	0	0	2	0

Total Student drop-offs AM	159	# vehs dropping off students AM	140	AVO - AM	1.14
Total Student pick-ups PM	11	# vehs picking up students PM	10	AVO - PM	1.10

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
7:37:13 AM	Passenger Vehicle	1	0	0	0
7:56:23 AM	Passenger Vehicle	1	0	0	0
8:11:00 AM	Passenger Vehicle	0	0	1	0
8:14:37 AM	Passenger Vehicle	1	0	0	0
8:31:06 AM	Passenger Vehicle	1	0	0	0
8:36:16 AM	Passenger Vehicle	1	0	0	0
2:30:00 PM	Bus	1	9	0	1
2:37:31 PM	Bus	1	16	0	0
2:40:35 PM	Bus	0	34	0	0
3:30:19 PM	Passenger Vehicle	0	1	0	0
3:31:57 PM	Passenger Vehicle	0	1	0	0
3:32:58 PM	Passenger Vehicle	0	1	0	0
3:36:26 PM	Bus	22	0	0	0
3:37:49 PM	Passenger Vehicle	0	1	0	0
3:45:55 PM	Passenger Vehicle	0	2	0	0
3:48:26 PM	Passenger Vehicle	0	1	0	0
3:48:45 PM	Passenger Vehicle	0	2	0	0
3:55:06 PM	Passenger Vehicle	0	1	0	0
4:01:47 PM	Passenger Vehicle	0	1	0	0
4:04:14 PM	Passenger Vehicle	0	1	0	0
4:20:25 PM	Bus	24	0	1	0
4:30:16 PM	Passenger Vehicle	0	0	0	1
4:32:07 PM	Bus	0	0	0	1
4:31:34 PM	Passenger Vehicle	0	0	1	0
4:57:16 PM	Passenger Vehicle	0	0	1	0
5:00:20 PM	Bus	17	0	0	0
5:00:36 PM	Passenger Vehicle	0	0	0	1
5:05:27 PM	Passenger Vehicle	0	0	0	1
5:19:10 PM	Passenger Vehicle	0	1	0	0
5:37:07 PM	Passenger Vehicle	1	0	1	0
5:48:45 PM	Bus	0	0	1	0
5:48:48 PM	Passenger Vehicle	0	2	0	1
6:02:18 PM	Bus	0	0	0	1
6:13:32 PM	Passenger Vehicle	0	1	0	0
6:15:25 PM	Passenger Vehicle	0	0	1	0
6:23:34 PM	Bus	0	0	1	0
6:30:11 PM	Bus	0	9	0	0
6:31:08 PM	Bus	8	0	2	0
6:37:53 PM	Bus	10	0	0	0

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
6:38:46 PM	Passenger Vehicle	0	1	0	0
6:41:54 PM	Passenger Vehicle	0	1	0	0
6:43:11 PM	Passenger Vehicle	0	1	0	0
6:45:09 PM	Passenger Vehicle	0	1	0	0
6:45:27 PM	Passenger Vehicle	0	1	0	0
6:46:22 PM	Passenger Vehicle	0	1	0	0
6:48:29 PM	Passenger Vehicle	0	1	0	0
6:49:42 PM	Passenger Vehicle	0	1	0	0
6:56:01 PM	Bus	28	0	0	1
6:57:57 PM	Passenger Vehicle	0	1	0	0
6:59:19 PM	Passenger Vehicle	0	1	0	0

Total Student drop-offs AM	5	# vehs dropping off students AM	5	AVO - AM	1.00
Total Student pick-ups PM	26	# vehs picking up students PM	23	AVO - PM	1.13

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Vehicle Type (Passenger Vehicle/Bus)	Timestamp Parked	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Timestamp Departed
Passenger Vehicle	6:40:25 AM	0	0	1	1	6:57:59 AM
Passenger Vehicle	6:45:09 AM	1	0	0	0	
Passenger Vehicle	7:12:13 AM	1	0	0	0	
Passenger Vehicle	7:27:40 AM	1	0	0	0	
Passenger Vehicle	7:28:01 AM	1	0	0	0	
Passenger Vehicle	7:35:36 AM	1	0	0	0	
Passenger Vehicle	7:36:42 AM	1	0	0	0	
Passenger Vehicle	7:38:37 AM	1	0	0	0	
Passenger Vehicle	7:40:02 AM	1	0	0	0	
Passenger Vehicle	7:40:12 AM	1	0	0	0	
Passenger Vehicle	7:43:45 AM	1	0	0	0	
Passenger Vehicle	7:44:31 AM	1	0	0	0	
Passenger Vehicle	7:56:26 AM	0	0	1	0	
Passenger Vehicle	8:17:07 AM	2	0	0	0	
Passenger Vehicle	8:18:54 AM	3	0	0	0	
Passenger Vehicle	8:26:43 AM	4	0	0	0	
Passenger Vehicle	8:30:14 AM	1	0	1	0	9:57:14 AM
Passenger Vehicle	8:30:37 AM	1	0	0	0	
Passenger Vehicle	8:30:46 AM	1	0	0	0	
Passenger Vehicle	8:32:17 AM	2	0	0	0	
Passenger Vehicle	8:34:46 AM	1	0	0	0	
Passenger Vehicle	8:36:38 AM	1	0	0	0	
Passenger Vehicle	8:38:59 AM	1	0	0	0	
Passenger Vehicle	8:39:03 AM	0	0	1	1	8:39:25 AM
Passenger Vehicle	8:39:55 AM	1	0	0	0	
Passenger Vehicle	8:48:31 AM	1	0	0	0	
Passenger Vehicle	8:42:59 AM	3	0	0	0	
Passenger Vehicle	Already Parked	0	0	0	2	8:53:19 AM
Passenger Vehicle	9:19:05 AM	0	0	1	0	
Passenger Vehicle	2:29:32 PM	0	0	1	1	2:30:43 PM
Passenger Vehicle	2:35:59 PM	1	0	0	0	2:46:29 PM
Passenger Vehicle	2:39:51 PM	0	1	0	0	3:19:23 PM
Passenger Vehicle	2:40:22 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	1	0	0	2:47:17 PM
Passenger Vehicle	2:54:51 PM	0	1	1	0	3:20:56 PM
Passenger Vehicle	3:04:29 PM	0	1	0	0	3:16:54 PM
Passenger Vehicle	3:16:12 PM	0	1	0	0	3:37:49 PM
Passenger Vehicle	3:17:17 PM	0	0	1	1	3:36:44 PM
Passenger Vehicle	Already Parked	0	2	0	0	3:19:45 PM
Passenger Vehicle	Already Parked	0	2	0	0	3:20:06 PM

Vehicle Type (Passenger Vehicle/Bus)	Timestamp Parked	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Timestamp Departed
Passenger Vehicle	Already Parked	0	1	0	0	3:18:27 PM
Passenger Vehicle	3:25:28 PM	0	0	1	1	3:38:17 PM
Passenger Vehicle	3:27:20 PM	0	0	1	0	3:30:54 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:32:38 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:32:59 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:38:01 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:41:29 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:51:37 PM
Passenger Vehicle	Already Parked	0	0	0	1	3:53:26 PM
Passenger Vehicle	Already Parked	0	2	0	0	3:54:06 PM
Passenger Vehicle	3:54:53 PM	0	0	1	1	
Passenger Vehicle	Already Parked	0	0	0	1	3:55:40 PM
Passenger Vehicle	3:58:54 PM	0	0	0	1	3:57:38 PM
Passenger Vehicle	Already Parked	0	1	0	0	3:59:05 PM
Passenger Vehicle	3:59:56 PM	0	0	1	1	4:01:11 PM
Passenger Vehicle	4:01:52 PM	0	1	0	0	4:22:12 PM
Passenger Vehicle	Already Parked	0	0	0	1	4:02:19 PM
Passenger Vehicle	4:04:22 PM	1	0	0	0	
Passenger Vehicle	Already Parked	0	0	0	1	4:04:38 PM
Passenger Vehicle	Already Parked	0	0	0	1	4:09:16 PM
Passenger Vehicle	4:13:15 PM	0	0	1	0	
Passenger Vehicle	4:19:28 PM	0	0	1	1	
Passenger Vehicle	Already Parked	0	0	0	1	4:19:41 PM
Passenger Vehicle	4:20:54 PM	0	0	1	1	4:27:07 PM
Passenger Vehicle	4:23:02 PM	2	0	0	0	5:13:54 PM
Passenger Vehicle	4:24:06 PM	1	0	1	0	
Passenger Vehicle	4:26:30 PM	0	0	1	0	
Passenger Vehicle	4:28:31 PM	2	0	1	0	
Passenger Vehicle	4:31:17 PM	0	1	0	0	
Passenger Vehicle	Already Parked	0	0	0	1	4:32:31 PM
Passenger Vehicle	4:32:07 PM	1	0	0	0	
Passenger Vehicle	4:32:37 PM	0	0	1	0	
Passenger Vehicle	4:34:49 PM	1	0	0	0	4:34:44 PM
Passenger Vehicle	Already Parked	0	1	0	0	4:35:52 PM
Passenger Vehicle	4:38:50 PM	0	0	1	0	
Passenger Vehicle	4:39:13 PM	0	0	1	0	
Passenger Vehicle	4:41:38 PM	0	0	1	0	5:05:55 PM
Passenger Vehicle	4:56:33 PM	2	0	0	0	5:10:51 PM
Passenger Vehicle	4:58:51 PM	1	0	0	0	
Passenger Vehicle	5:00:05 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	1	0	0	5:09:53 PM
Passenger Vehicle	5:01:46 PM	1	0	0	0	
Passenger Vehicle	5:05:31 PM	0	0	1	1	
Passenger Vehicle	5:05:51 PM	0	0	1	0	
Passenger Vehicle	5:11:51 PM	1	0	2	0	
Passenger Vehicle	5:11:55 PM	1	0	0	0	
Passenger Vehicle	5:15:09 PM	0	1	0	0	

Vehicle Type (Passenger Vehicle/Bus)	Timestamp Parked	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Timestamp Departed
Passenger Vehicle	5:18:20 PM	0	0	1	1	
Passenger Vehicle	5:20:13 PM	0	0	1	0	
Passenger Vehicle	5:21:11 PM	1	0	0	0	
Passenger Vehicle	5:23:21 PM	0	0	1	1	
Passenger Vehicle	5:23:50 PM	1	0	0	0	
Passenger Vehicle	5:24:01 PM	1	0	0	0	
Passenger Vehicle	5:25:53 PM	0	0	1	1	
Passenger Vehicle	5:27:35 PM	1	0	0	0	
Passenger Vehicle	5:28:20 PM	0	0	2	0	
Passenger Vehicle	5:30:15 PM	0	0	1	1	
Passenger Vehicle	5:30:19 PM	0	0	1	0	5:53:22 PM
Passenger Vehicle	5:30:57 PM	0	0	2	2	6:49:59 PM
Passenger Vehicle	Already Parked	0	0	0	1	5:31:17 PM
Passenger Vehicle	Already Parked	0	0	1	0	5:31:50 PM
Passenger Vehicle	5:34:14 PM	0	0	1	0	
Passenger Vehicle	5:34:44 PM	0	0	1	1	6:40:51 PM
Passenger Vehicle	5:35:40 PM	0	0	1	0	
Passenger Vehicle	5:35:48 PM	0	0	1	1	6:30:40 PM
Passenger Vehicle	5:36:01 PM	0	0	1	0	
Passenger Vehicle	5:37:09 PM	0	0	1	0	
Passenger Vehicle	5:37:37 PM	0	0	1	0	
Passenger Vehicle	5:39:02 PM	0	0	1	0	
Passenger Vehicle	5:39:04 PM	0	0	1	0	
Passenger Vehicle	5:40:20 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	2	0	2	5:48:00 PM
Passenger Vehicle	Already Parked	0	0	0	1	5:49:51 PM
Passenger Vehicle	Already Parked	0	0	0	1	5:50:04 PM
Passenger Vehicle	5:50:31 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	2	0	1	5:51:31 PM
Passenger Vehicle	5:54:20 PM	0	0	1	0	
Passenger Vehicle	6:11:07 PM	0	0	1	0	
Passenger Vehicle	6:11:46 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	0	0	1	6:25:31 PM
Passenger Vehicle	6:25:53 PM	0	0	1	1	
Passenger Vehicle	Already Parked	0	0	0	1	6:26:40 PM
Passenger Vehicle	6:27:28 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	0	0	1	6:28:04 PM
Passenger Vehicle	6:28:40 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	1	0	1	6:30:08 PM
Passenger Vehicle	6:30:29 PM	0	0	1	0	
Passenger Vehicle	Already Parked	0	0	0	1	6:30:32 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:31:01 PM
Passenger Vehicle	Already Parked	0	1	0	1	6:31:07 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:31:40 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:31:40 PM
Passenger Vehicle	6:32:19 PM	0	0	0	1	
Passenger Vehicle	Already Parked	0	0	0	1	6:33:46 PM

Vehicle Type (Passenger Vehicle/Bus)	Timestamp Parked	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)	Timestamp Departed
Passenger Vehicle	6:34:18 PM	0	0	1	1	
Passenger Vehicle	Already Parked	0	0	0	1	6:34:57 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:38:16 PM
Passenger Vehicle	Already Parked	0	1	0	2	6:39:19 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:39:53 PM
Passenger Vehicle	Already Parked	0	1	0	0	6:40:18 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:40:57 PM
Passenger Vehicle	Already Parked	0	1	0	0	6:41:04 PM
Passenger Vehicle	6:41:37 PM	0	1	0	0	6:45:20 PM
Passenger Vehicle	Already Parked	0	1	0	1	6:45:03 PM
Passenger Vehicle	Already Parked	0	1	0	0	6:45:19 PM
Passenger Vehicle	6:45:52 PM	0	0	3	0	
Passenger Vehicle	Already Parked	0	0	1	1	6:47:50 PM
Passenger Vehicle	Already Parked	0	0	0	1	6:50:04 PM
Passenger Vehicle	6:51:30 PM	0	0	1	0	
Passenger Vehicle	6:56:34 PM	0	0	1	1	

Total Student drop-off:	33	# vehs dropping off students AM	24	AVO - AM	1.38
Total Student pick-ups	30	# vehs picking up students PM	25	AVO - PM	1.20

Prepared by National Data & Surveying Services

Observation Study

Project: 24-270009
City: Washington, DC
Location: The Field School, 2301 Foxhall Rd NW

Date: 9/12/2024
Day: Thursday

Timestamp	Vehicle Type (Passenger Vehicle/Bus)	Number of Drop off (Student)	Number of Pick up (Student)	Number of Drop off (Adult)	Number of Pick up (Adult)
8:18:59 AM	Passenger Vehicle	1	0	0	0
3:33:10 PM	Passenger Vehicle	0	0	1	1
4:11:56 PM	Passenger Vehicle	0	1	0	0
4:20:58 PM	Passenger Vehicle	1	0	0	0
4:21:03 PM	Passenger Vehicle	0	1	0	0
4:21:20 PM	Passenger Vehicle	1	0	0	0
4:21:27 PM	Passenger Vehicle	1	0	0	0
4:21:56 PM	Passenger Vehicle	1	0	0	0
4:30:03 PM	Passenger Vehicle	0	1	0	0
4:31:29 PM	Passenger Vehicle	1	0	0	0
4:42:38 PM	Passenger Vehicle	0	1	0	0
4:56:51 PM	Passenger Vehicle	0	1	0	0
5:00:44 PM	Passenger Vehicle	0	1	0	0
6:03:20 PM	Passenger Vehicle	0	2	0	1
6:25:16 PM	Passenger Vehicle	0	1	1	1
6:58:11 PM	Passenger Vehicle	0	2	0	0

Note: The counts represent vehicles dropping off/ picking up people on the driveways of the parking lot.

Total Student drop-offs AM	1	# vehs dropping off students AM	1	AVO - AM	1.00
Total Student pick-ups PM	11	# vehs picking up students PM	9	AVO - PM	1.22