



THE RIVER SCHOOL TRANSPORTATION MANAGEMENT PLAN

To help facilitate ingress to, egress from, and the flow of traffic on campus and to reduce the impact of the proposed development, the River School will implement a Transportation Management Plan that will consist of: 1) a Transportation Demand Management (TDM) Plan, 2) an Operations Management Plan, 3) a Monitoring Plan, and 4) physical transportation improvements. Each plan is summarized below:

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, 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 River 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 public transportation (Metrobus and Metrorail), biking facilities and amenities (including campus bicycle parking).
3. Hold quarterly meetings with ANCs 3E and 3D to garner feedback on traffic and parking related issues for the length of the performance monitoring program.
4. Provide a bike maintenance facility and bicycle parking in the garage or other easily accessible area for students and faculty/staff.
5. Make showers and lockers available to students and faculty/staff who walk, jog, or bike to school.
6. Provide one 200V electric vehicle charging station in the proposed parking garage.
7. The updated TDM plan will be incorporated into the student contract. The following procedure will be followed for multiple infractions:
 - 1st Infraction – Email from Principal
 - 2nd Infraction – Phone call from Principal
 - 3rd Infraction – Meeting with Principal
 - 4th Infraction – Meeting with Head of School
 - 5th Infraction – Probation from school for up to 10 days
 - 6th Infraction – Dismissal; contract revoked

Strategies for Students

Rideshare:

1. Establish a mandatory carpooling program that requires parents dropping off or picking up students by automobile to have at least two students per vehicle, with the following exceptions:

- Parents of Pre-K and younger students are not required to carpool and
 - On a case-by-case basis, students who demonstrate a hardship based on special transportation needs are not required to carpool with prior approval.
2. Provide carpool matching assistance for parents to increase the Average Vehicle Occupancy (AVO) for the School. Assistance programs could include:
 - Creation of an online, interactive map for parents to identify other River 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.
 3. Actively promote carpooling by providing links to the carpool matching website on the School's website and by providing fliers, emails, and/or other informational pieces at least once per semester.

Shuttle:

1. Provide a shuttle(s) to transport students from an off-site location(s) during the morning drop-off period.

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;

Outreach and Education:

1. Provide outreach and education events to stress the importance of using non-auto modes of transportation and make information more readily available. Outreach and educational events could include:
 - Hold a "Transportation to School" event at the beginning of each school year, stressing the importance of public transportation, carpooling, biking, etc.;
 - Participate in DDOT's Safe Routes to School Program – The program encourages students and their parents to walk and bicycle to school by examining conditions around schools and conducting projects and activities to improve safety and accessibility. The program also provides pedestrian and bicycle safety training in the classroom;

- Establish inter-class and inter-grade competitions with incentives and prizes for the classes that take transit, walk, and bike the most.
 - Host four Walk to School/Bike to School Days each year;
 - Promote walking/biking in communications with parents.
2. Add bicycle education into the general physical education curriculum.

Strategies for Faculty/Staff

Rideshare:

1. Provide carpool matching assistance for faculty/staff to increase the Average Vehicle Occupancy (AVO) for the School. Assistance programs could include:
 - Creation of an online, interactive map for faculty/staff to identify other River School employees who live near them and are interested in carpooling, as well as provide contact information.
 - Register with Commuter Connections and promote Commuter Connections' Ride-matching Service.
 - Parking passes for the proposed garage will be distributed first to faculty/staff who carpool, then to faculty/staff who live more than one mile from the school and more than one mile from a red-line Metro station.

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. Provide \$135 monthly SmarTrip cards for faculty/staff who take public transportation;
 - b. Allow employees to set aside \$255/month in pre-tax funds (or current amount allowed under federal law) through their paycheck for transit or vanpool expenses;
 - c. 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
 - d. For faculty/staff who do not drive or take public transit to school, provide \$20 in monthly subsidies to those who bike (or current amount allowed tax-free under Federal law) OR provide bikeshare memberships.

Outreach and Education:

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

Operations Management Plan

In addition to the TDM plan, the River School will implement an Operations Management Plan to ensure that drop-off/pick-up procedures do not adversely impact the surrounding neighborhood. The following are the components of the plan:

1. Establish a clear drop-off/pick-up protocol for parents. The protocol will be as follows:
 - a. Prior to the beginning of the school year, parents/guardians who will be dropping off and picking up students via automobile will be assigned 15-minute drop-off and pick-up windows to ensure the PUDO area on campus does not exceed capacity (pick-up windows do not apply to students in after care).
 - b. Drop-off will occur between 8:00 and 9:00 AM. Pick-up will occur between 12:00 and 12:30 PM for half-day students, between 2:45 and 3:45 PM for full-day students, and between 4:00 and 6:00 PM for students in the after-school program.
 - c. Drop-off/pick-up traffic will enter the campus via the northern curb cut on Nebraska Avenue and will exit via the southern curb cut on Nebraska Avenue.
 - d. Under no circumstances will drop-off/pick-up be permitted on 42nd Street, Van Ness Street, Warren Street, or other neighborhood streets.
 - e. Families who walk their children to school will be given badges to identify them as “walkers.” School staff will be stationed at pedestrian entrances to campus to ensure that only “walkers” are entering campus on foot (and not families walking from a parked car on a neighborhood street).
 - f. All parents who must leave their vehicle to drop-off/pick up students during regular drop-off/pick-up times, must park in a designated, on-campus parking space (three spaces will be designated in the garage for drop-off/pick-up). Parents using the drop-off/pick-up lanes must remain in their vehicles and will drop-off/pick-up their student(s) when they stop in front of the school.
 - g. Up to 14 vehicles can load/unload students at a time. Staff members will direct traffic within the PUDO area to ensure queued vehicles backfill the loading/unloading area in a safe and efficient manner.
 - h. Parents/guardians will be given a tag with students’ names, which will be placed in the vehicle and visible through the windshield (PUDO Pass). A member of staff will radio the names back to the school as the vehicles enter campus. Staff at the School then will shepherd the appropriate students to the awaiting vehicles once

they stop. This process may be replaced with an app-based system or other, similar system depending on available technology.

- i. Students who have a yearlong exemption from mandatory carpooling will have a special tag to display in the windshield of their car.
 - j. School staff members will be stationed at the PUDO location to assist students in getting from vehicles into the school in the morning and from the school into the appropriate vehicles in the afternoon.
2. Utilize two traffic control officers at the access to and egress from the site to help manage conflicts between pedestrians and bicycles and entering and exiting vehicles
 3. All faculty and staff will be required to arrive before 8:00 AM and will not be permitted to depart between 2:45 and 3:45 PM.
 4. Loading
 - Deliveries (except parcel deliveries via UPS/FedEx/Amazon and mail delivery) and trash/recycling pick-up will be scheduled such that they do not coincide with pick-up/drop-off activities.
 - All vendors will be notified that they must use the on-campus loading facilities for deliveries.
 - All vendors will be notified that deliveries must be made in box trucks (i.e., no tractor trailers will be permitted on-campus).

Monitoring Plan

To ensure that the TDM and Operations Management plans are functioning as intended, the River School will conduct annual monitoring studies, which will be submitted to DDOT and ANC 3E.

Part I – Trip Thresholds and On-Site Queuing

Elements of the Monitoring Study (Part I)

1. The number of vehicle trips generated by the School during the AM peak hour, PM School peak hour, and PM Commuter peak hour will be determined.
2. Traffic counts shall be conducted when the River School, DC Public Schools, and Congress are in session.
3. Counts shall be conducted during the Fall Semester at the driveways to the School on a typical weekday from 7:30 AM to 9:30 AM and from 2:30 PM to 6:30 PM. Counts shall be conducted on days when no adverse weather impacts travel conditions.
4. The number of trips generated by the School shall be determined as follows:

- a. AM peak hour shall be determined by selecting the single highest hourly inbound plus outbound volume (for all driveways combined) between 7:30 AM and 9:30 AM.
 - b. PM School peak hour shall be determined by selecting the single highest hourly inbound plus outbound volume (for all driveways combined) between 2:30 PM and 4:30 PM.
 - c. PM Commuter peak hour shall be determined by selecting the single highest hourly inbound plus outbound volume (for all driveways combined) between 4:30 PM and 6:30 PM.
5. Vehicle occupancy counts (number of students per vehicle) will be conducted at the PUDO location to determine the average vehicle occupancy (AVO). The vehicle occupancy counts will be conducted during the same timeframes as the trip generation counts indicated above.
 6. A queue study will be conducted at the PUDO location to determine the length of the queues and to ensure that the queues do not spillback onto Nebraska Avenue.
 7. A mode split survey (conducted during the Fall Semester) will be conducted to determine the mode of transportation for students and faculty/staff.
 8. A list of TDM measures in effect at the time the study was conducted.
 9. The number of students enrolled, and faculty/staff employed at the time the study was conducted.
 10. Notes from ANC 3E and/or other community meetings documenting traffic issues.

Trip Generation Thresholds

The River School will establish a goal of reducing peak hour vehicular traffic generated by the School (from what would otherwise be generated without a TDM plan) by 45 percent during the AM peak hour and 15 percent during the PM School and PM Commuter peak hours through implementation of a TDM plan. The vehicular trip thresholds are provided in Table 10.

Table 10
The River School Trip Generation Thresholds

Trip Type	AM Peak Hour			PM School Peak Hour			PM Commuter Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips without TDM Plan	204	204	408	87	87	174	35	73	108
Vehicle Trips with TDM Plan	112	112	224	74	74	148	30	62	92

Sequencing of Monitoring Studies (Part I)

1. During Year 1 (where “Year 1” is defined as the first school year commencing upon the initial opening of the School), the monitoring study shall be conducted two times per semester. The first monitoring study shall be completed no later than October 15.
2. Beginning Year 2, the monitoring study shall be conducted during the Fall Semester each year and completed no later than October 15. If the monitoring study reveals that Trip Thresholds are not met, or if PUDO queues are not contained on-site, the School shall request a meeting with ANC 3E and DDOT within five days of completion of the study. The meeting with ANC 3E commissioners and DDOT shall be held within 30 days of completion of the study, subject to availability of the ANC 3E commissioners and DDOT. The purpose of the meeting shall be to work with DDOT and the ANC to identify remedial revisions to the TMP necessary to promote compliance. The School shall make diligent efforts to implement such measures within 30 days of the meeting. Such remedial strategies would include but not be limited to at least one of the following Enhanced Strategies:
 - a. Enhanced Strategy #1 – Acquire off-site/off-street parking for PUDO spaces
 - i. Reduce the number of PUDO passes issued proportionally based on the percentage of trips in excess of the trip threshold or by the number of vehicles queued in excess of the on-site queuing capacity.
 - ii. Lease a number of off-street parking spaces in a garage within a 1/3-mile radius of the school (e.g., City Ridge, Upton Place, or 4200 Wisconsin Avenue), at the School’s expense, for use as short-term parking/PUDO spaces for use by parents who would otherwise drive to campus but would now park in the leased spaces and walk their children to the school. The number of leased spaces shall be at least equal to the number of revoked PUDO passes.
 - b. Enhanced Strategy #2 – Convert on-site garage to PUDO operation

- i. Convert all spaces in the garage, with the exception of the tandem spaces and the ADA spaces, to short-term parking for PUDO operations and visitor spaces when PUDO is not in operation.
 - ii. Lease off-site parking within a ½-mile radius of the school (e.g., City Ridge, Upton Place, or 4200 Wisconsin Avenue), at the School's expense, for River School faculty and staff. The number of off-site spaces required shall be equal to the number of spaces converted to PUDO in the garage.
 - iii. Modify the PUDO lane to utilize a single stacking lane with a bypass lane to allow garage PUDO lane to bypass the queue lane.
 - c. Enhanced Strategy #3 – Increased Carpooling Requirements
 - i. For any families still dropping off or picking up students on-campus, increase the mandatory carpooling requirement from two students per vehicle to three students per vehicle subject to the requirements described on page 40 under *Strategies for Students - Rideshare*.
3. Beginning in Year 2, if the Trip Thresholds and Queue Requirements are not met during the Fall Semester, a second study must be conducted during the Spring Semester of that year to determine whether the Enhanced Strategies resulted in compliance.
4. Beginning in Year 5, if the River School has successfully shown compliance with the Trip Threshold and Queuing requirements for two consecutive years, the School shall monitor compliance with the Trip Thresholds triennially in the Fall Semester (with the monitoring report being completed no later than October 15). Triennial studies shall continue through at least Year 17 (i.e., five times between Year 5 and Year 17). If the School fails to meet the Trip Thresholds and Queuing requirements during the Fall Semester, the School shall request a meeting with ANC 3E and DDOT within five days of completion of the study. The meeting with ANC 3E commissioners and DDOT shall be held within 30 days of completion of the study, subject to availability of the ANC 3E commissioners and DDOT, to identify additional Enhanced Strategies to be implemented by the School. The School shall implement such measures as soon as feasible but no later than the end of the Fall Semester. The School shall be required to monitor again in the Spring Semester of such year and shall, thereafter, resume annual monitoring studies until such time as the annual monitoring study demonstrates that the School has met the Trip Thresholds and Queuing Requirements for two consecutive years. At such time, triennial studies shall resume until Year 17 or until such time as two consecutive triennial studies demonstrate compliance, whichever is later.

Part II – Intersection Impacts

Elements of the Monitoring Study (Part II)

After the school has reached 80 percent of its maximum enrollment (280 students), in the annual reporting to the ANC and DDOT, the Applicant will collect appropriate traffic data and evaluate the need for additional signage, restrictions, signal changes, removal of parking, or tactical safety improvements at the following intersections:

- Two (2) site driveways on Nebraska Avenue NW,
- Nebraska Avenue at Van Ness Street NW,
- Nebraska Avenue at 42nd Street NW,
- Nebraska Avenue at Warren Street NW,
- Nebraska Avenue at 41st Street NW,
- Van Ness Street at 41st Street NW/NP School Driveway,
- Van Ness at 42nd Street NW, and
- Wisconsin Avenue and Yuma Street NW (West) (Tenley Circle)

If DDOT determines remedies at any of the above intersections are necessary, the Applicant will fund and install them, subject to DDOT approval, up to a maximum cost of \$75,000, exclusive of design and permitting fees.

Sequencing of Monitoring Studies (Part II)

1. The River School will monitor the impacts of the intersections identified above beginning the first year the school reaches 80 percent of its maximum occupancy (280 students).
2. Monitoring will continue until the River School has either remedied any observed issues at these intersections (up to a maximum of \$75,000 exclusive of design and permitting fees) or after the school has reached 95 percent of its maximum enrollment (333 students) and DDOT determines based on the submitted data that remedies are not warranted.
3. Once the school has reached 95 percent of its maximum enrollment (333 students), any unused portion of the \$75,000 will be contributed to DDOT's Transportation Mitigation Fund for DDOT to use for other pedestrian, bicycle, and transit improvements in the vicinity of the site.

Physical Transportation Improvements

1. The River School shall fund and construct the missing sidewalk along the 42nd Street frontage of the school's property prior to Certificate of Occupancy.
2. Within one year after Certificate of Occupancy, the Applicant shall fund and construct a High-Intensity Activated Crosswalk (HAWK) pedestrian signal, or similar device, at the intersection of Nebraska Avenue and Warren Street NW, subject to DDOT approval. If DDOT determines none of these signal types are warranted or if DDOT is not ready for the installation, the Applicant will make a monetary contribution to DDOT in the amount of \$250,000. DDOT will use this money to either install the signal or make other pedestrian, bicycle, transit, and safety upgrades in the vicinity of the site.
3. Prior to Certificate of Occupancy, the Applicant shall fund and install a 19-dock Capital Bikeshare station in the vicinity of the site with one year cost of maintenance and operations, subject to DDOT approval.
4. Prior to Certificate of Occupancy, the Applicant shall remove the yield sign on the 41st Street approach to Nebraska Avenue and replace it with a stop sign, stop bar, high-visibility crosswalk, and any other striping to shorten the crossing distance for pedestrians, subject to DDOT approval.