



MEMORANDUM

**TO:** Erkin Ozberk District of Columbia Department of Transportation

**CC:** Vinita Ahuja Milton Gottesman Jewish Day School  
Duncan Miller Milton Gottesman Jewish Day School

**FROM:** Nicole White, P.E., PTOE Symmetra Design  
Cece Wu Symmetra Design

**DATE:** April 17, 2025

**RE:** Milton Gottesman Jewish Day School South Campus – Transportation Statement

## Introduction

The following Transportation Statement outlines transportation conditions associated with the Milton Gottesman Jewish Day School of the Nation’s Capital (Milton) proposal to expand its South Campus student and staff cap. The School has two campuses: the north campus (Grades 2 through 8) at 6045 16<sup>th</sup> Street NW and the south campus (Pre-K through Grade 1) at 4715 16<sup>th</sup> Street NW, Washington. The south campus location is illustrated in **Figure 1**. The property is located in the R-1B zone, and a Board of Zoning Adjustment (BZA) application was submitted for special exception relief requested pursuant to Subtitle X-901.2, U-203.1(m), and C-703.2 for parking relief of 18 spaces.

Milton is seeking to increase its cap of 130 students and 26 staff (per 2012 BZA Case No. 18299) to 150 students and 37 staff for the South Campus. The South Campus is approximately 18,682 square feet in area. It serves Pre-K through Grade 1 and operates from 8AM – 3:25PM. There are seven parking spaces on-site, four of which are reserved for faculty and staff who carpool. Eighteen parking spaces will be provided off-site and within a half-mile of the property. The school currently has a parking arrangement with the Nineteenth Street Baptist Church 0.1 mile away.

This Transportation Statement has been prepared in accordance with guidelines outlined in the District Department of Transportation (DDOT) Guidance for Comprehensive Transportation Review (CTR) Study (January 2022). The scope of this report has been approved by DDOT.

The increase in student enrollment and staff numbers is projected to generate an additional 16 peak hour vehicle trips in the peak direction. This is below the District’s threshold of 25 vehicle trips in the peak direction. Therefore, the project’s vehicle trip generation in the peak hour did not trigger the Traffic Impact Analysis (TIA) component of the Transportation Statement.

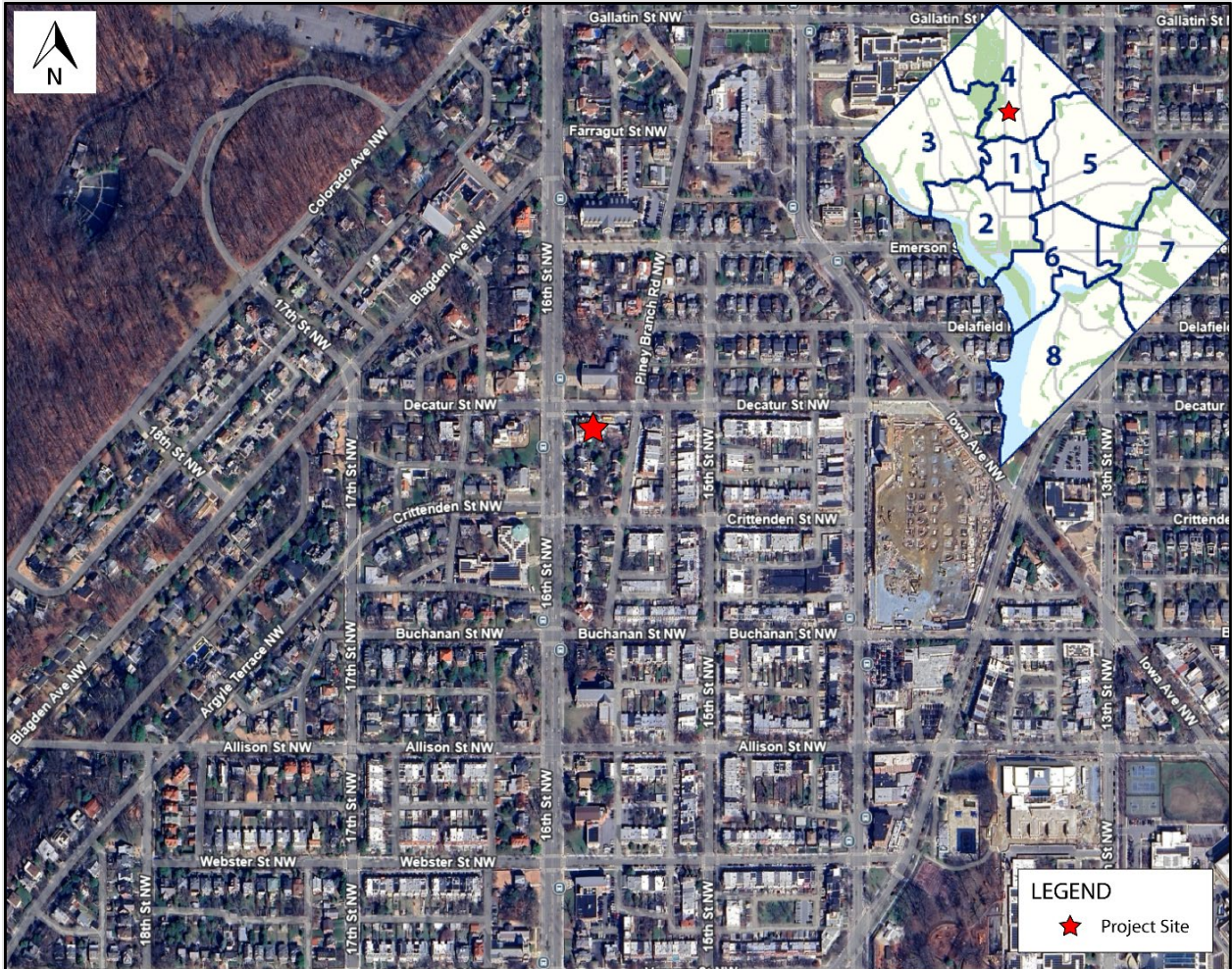


Figure 1: Site Location

## Mode Split & Trip Generation

The following section presents the travel mode split and trip generation calculations.

The existing and future mode split were provided by Milton South Campus based on Fall 2024 parent and staff survey data, shown in **Table 1**.

Table 1: Mode Split

Mode	Students		Staff	
	Existing	Future	Existing	Future
Auto	24%	27%	81%	78%
School Bus	72%	70%	0%	0%
Walk	3%	2%	4%	3%
Bike	1%	1%	4%	3%
Transit	0%	0%	12%	17%
Total	100%	100%	100%	100%

Milton currently enrolls 119 students and employs 26 staff members, consistent with the existing cap of 130 students and 26 staff established by the previous BZA case. Trip generation counts were conducted on November 20, 2024, during the AM (7:00–9:00 AM) and PM (2:30–4:15 PM) periods. Observations included on-site pick-up and drop-off activity, as well as parents and staff who parked on adjacent residential streets. The existing trip summary is provided in **Table 2**.

Future baseline trip generation was estimated proportionally, based on the projected increase in enrollment and staffing up to the existing population caps. No increase in the number of school buses was assumed in this baseline scenario, as reflected in **Table 3**.

Total future trip generation under the proposed cap increase—to 150 students and 37 staff—was also estimated proportionally, again assuming no change to the number of school buses. Each bus accommodates at least 30 students, allowing the current fleet to serve the expanded enrollment. This projected scenario is summarized in **Table 4**.

As shown in **Table 5**, the proposed enrollment cap increase is projected to result in a net increase of 17 AM peak hour vehicle trips and 21 PM peak hour vehicle trips.

Table 2: Existing Enrollment (119 Students and 26 Staff) Peak Hour Vehicle Trip Generation

	AM Peak (7:30-8:30 AM)			PM Peak (3:00-4:00 PM)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Student	29	28	57	23	27	50
Staff	19	0	19	0	19	19
Bus	8	8	16	7	7	14
<b>Total Existing Enrollment</b>	<b>56</b>	<b>36</b>	<b>92</b>	<b>30</b>	<b>53</b>	<b>83</b>

Table 3: Existing Established Cap (130 Students and 26 Staff) Peak Hour Vehicle Trip Generation

	AM Peak (7:30-8:30 AM)			PM Peak (3:00-4:00 PM)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Student	32	31	63	25	29	54
Staff	19	0	19	0	19	19
Bus	8	8	16	7	7	14
<b>Total Existing Cap</b>	<b>59</b>	<b>39</b>	<b>98</b>	<b>32</b>	<b>55</b>	<b>87</b>

Table 4: Future Cap (150 Students and 37 Staff) Peak Hour Vehicle Trip Generation

	AM Peak (7:30-8:30 AM)			PM Peak (3:00-4:00 PM)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Student	37	35	72	29	34	63
Staff	27	0	27	0	27	27
Bus	8	8	16	9	9	18
<b>Total Future Cap</b>	<b>72</b>	<b>43</b>	<b>115</b>	<b>38</b>	<b>70</b>	<b>108</b>

Table 5: Peak Hour Vehicle Trip Generation Summary

	AM Peak (7:30-8:30 AM)			PM Peak (3:00-4:00 PM)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Total Existing Cap	59	39	98	32	55	87
Total Future Cap	72	43	115	38	70	108
<b>Net Increase</b>	<b>13</b>	<b>4</b>	<b>17</b>	<b>6</b>	<b>15</b>	<b>21</b>



Per the CTR Guidelines, a CTR is required when a proposed development generates 100 or more total person trips (i.e., combined inbound and outbound during a peak hour) OR 25<sup>1</sup> or more vehicle trips in the peak direction (i.e., higher of either inbound or outbound) during any of the critical peak hours. As shown in **Table 5**, the increase in students and staff would result in a maximum of 15 outbound vehicle trips during the PM peak hour, below the District’s threshold for conducting a CTR.

## Site Access

### Existing

Existing site access is provided via 16th Street and Decatur Street, with two curb cuts on each street. On 16th Street, a semicircular one-way loop provides access to three staff parking spaces, with the southernmost curb cut functioning as a two-way driveway. The loop is currently used for both parking and maneuvering into the adjacent spaces.

The Decatur Street loop operates as a one-way circulation route designated for student pick-up and drop-off by car. It also provides access to four additional staff parking spaces and includes one overnight parking space for a school bus.

School bus loading and unloading currently takes place on 16<sup>th</sup> Street, allowing for students to exit the buses and enter the school directly at its front door facing 16th Street. This activity takes place just south of the northernmost curb cut.

The existing site circulation plan is illustrated in **Figure 2**.

---

<sup>1</sup> As noted in **Table 5**, the highest volume of vehicle trips in the peak direction is 12 outbound trips during the PM peak hour.

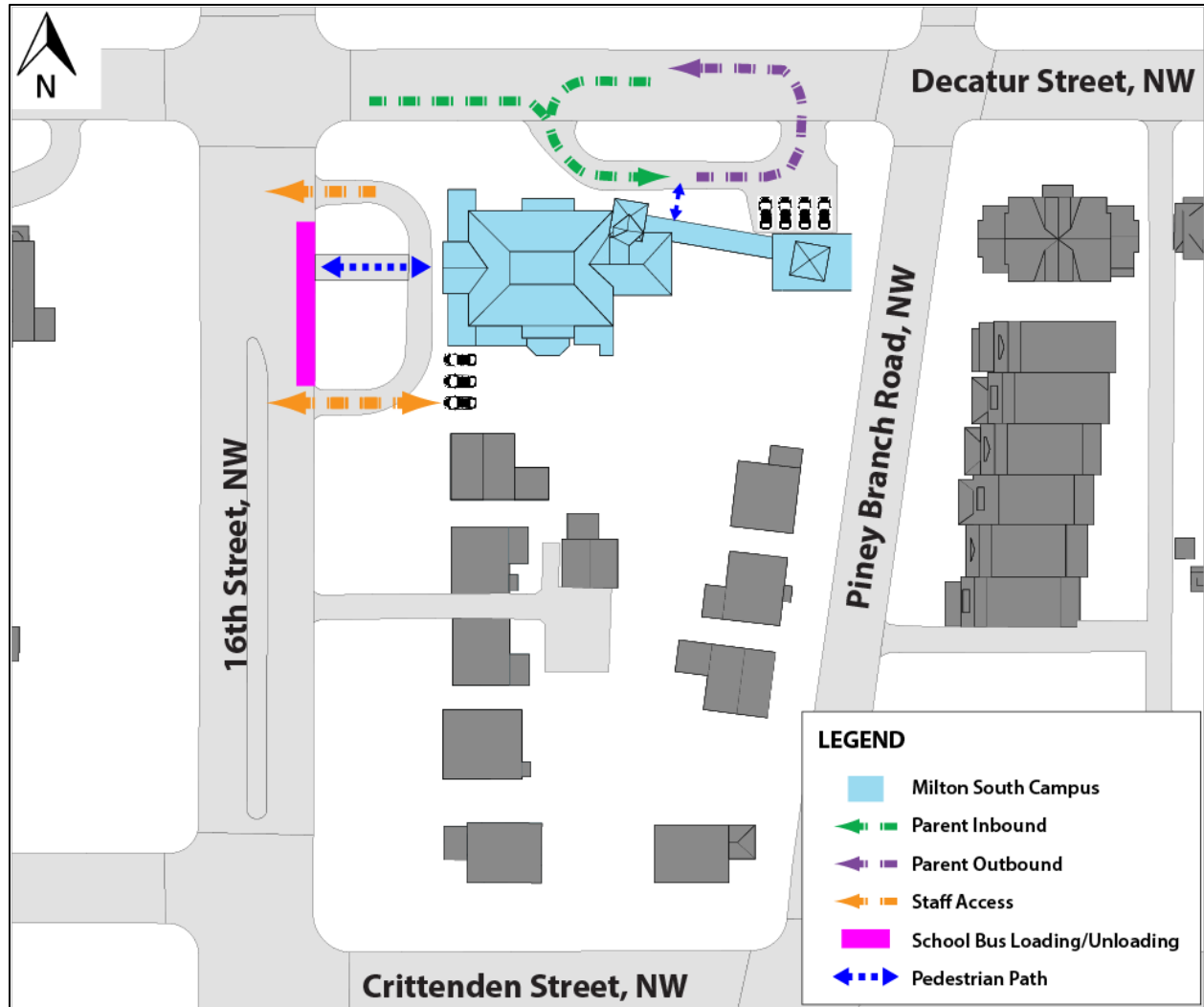


Figure 2: Site Access

### Future

Per CTR scoping comments, the DDOT safety team supports the proposed parking relief, contingent upon the closure of the northern curb cut on 16th Street. To address this, the school proposes implementing low-cost measures, such as the installation of planters, to restrict vehicle access. **Figure 3** illustrates the approximate location of the planter(s). Staff will access the three designated parking spaces via the two-way southern curb cut and will use the driveway loop in front of the building solely for vehicle maneuvering. Per DDOT guidance, the loop road is located in public space and is not intended for parking; therefore, Milton will ensure it is not used for that purpose.

Proposed changes to site access and circulation are outlined in the Pick-Up and Drop-Off Plan.



Figure 3: Approximate Location of Planter(s)

## School Bus

### Bus Participation

Milton operates a robust school bus program that serves both its North and South Campuses. The school's strong mode split—featuring 70% of students who travel by bus—helps reduce individual car trips and associated congestion. Approximately 85 of the 119 students from the south campus participate in the school bus program.

### Campus Connectivity and Bus Routes

For the 2024-2025 academic year, Milton operates eight school buses during the morning and nine buses during the afternoon serving the areas shown in **Table 6** below:

Table 6: School Bus Service Areas

Bus	Areas Served
1	Mount Rainier, Shaw, Adams Morgan
2	Georgetown/Cleveland Park
3	Kemp Mill
4	Woodmoor, Takoma
5	Chevy Chase MD/EW Hwy Corridor
6	Rosemary Hills
7	Beth El, Western Ave, Chevy Chase DC
8	Cabin John
9	Capitol Hill (afternoon only)

Buses traveling from the north stop first at the North Campus before continuing to the South Campus. Conversely, buses coming from the south stop first at the South Campus, then proceed to the North Campus. In the afternoon, most buses are destined for the north and therefore originate from the South Campus.

A connector bus operates between the two campuses to accommodate families with siblings at both locations—making timing and reliability essential to daily operations. This service allows parents to drop off and pick up all children at a single campus, minimizing the need for multiple stops. Maintaining a streamlined and efficient bus system is critical not only to supporting student learning but also to advancing broader traffic mitigation goals.

Each bus route includes between 5 and 11 stops, excluding the North and South Campuses, with an average of 8. The schedule allocates approximately 5 to 6 minutes per stop to ensure consistency and reliability along each route.

### Observations

The existing operations are as follows:

#### *Morning Operations:*

- Buses arrive between 8:00–8:20 AM, with each bus staying for less than two minutes on average.
- The first bus was observed arriving at 7:57 AM but did not unload students until 8:00 AM, as the school begins receiving students at that time.
- A maximum queue of two buses was observed, lasting for one minute.

#### *Afternoon Operations:*

- At 3:00 PM, buses begin parking on 16th Street for afternoon pick-up. Dismissal is at 3:25 PM. The first bus leaves at around 3:28 PM.
- A maximum queue of five buses was observed between 3:00–3:30 PM, with an average queue duration of 28 minutes (excluding one outlier bus with a queue duration of five minutes).
- The last bus left at 3:46 PM, before the commuter peak hours starts at 4 PM.

## Pick-Up and Drop-Off Plan

The following section provides a description of the future pick-up/drop-off plan.

The future pick-up/drop-off plan is illustrated in **Figure 4**.

In response to DDOT’s comments regarding the removal of bus pick-up/drop-off activity from 16th Street, Milton submitted a revised scoping document outlining three potential options for future operations. The submission included Milton’s preference to retain bus activity along 16th Street. DDOT ultimately recommended relocating all bus operations to Decatur Street, a local roadway with lower traffic volumes and speeds. Under this plan, bus pick-up/drop-off would take place along Decatur Street, with a designated space for one bus just east of 16th Street. A contingency area of 75 feet between the two curb cuts on Decatur Street is also identified in the event a second bus

arrives. The school intends to manage bus schedules to ensure that only one bus is present at any given time. Details of this plan are illustrated in **Figure 5**.

Parent pick-up and drop-off will continue in the driveway on Decatur Street. To prevent queuing back to 16th Street, parents currently use both the driveway and the adjacent curb space. However, this curb space will serve as a bus contingency area in the future and may no longer be available for parent use. To address this, parents will be encouraged to approach the school from the east, turn left into the driveway, and exit eastbound. This revised circulation pattern aims to reduce queuing on 16th Street and minimize conflicts with bus activity by keeping parent traffic on the east side of the site and bus operations to the west. However, it is important to note that buses will also exit eastbound, which may result in conflicts with inbound and outbound parent traffic.

As noted above, this proposed pick-up and drop-off plan is a departure from the plan that has worked successfully for over 11 years and is not supported by the applicant.

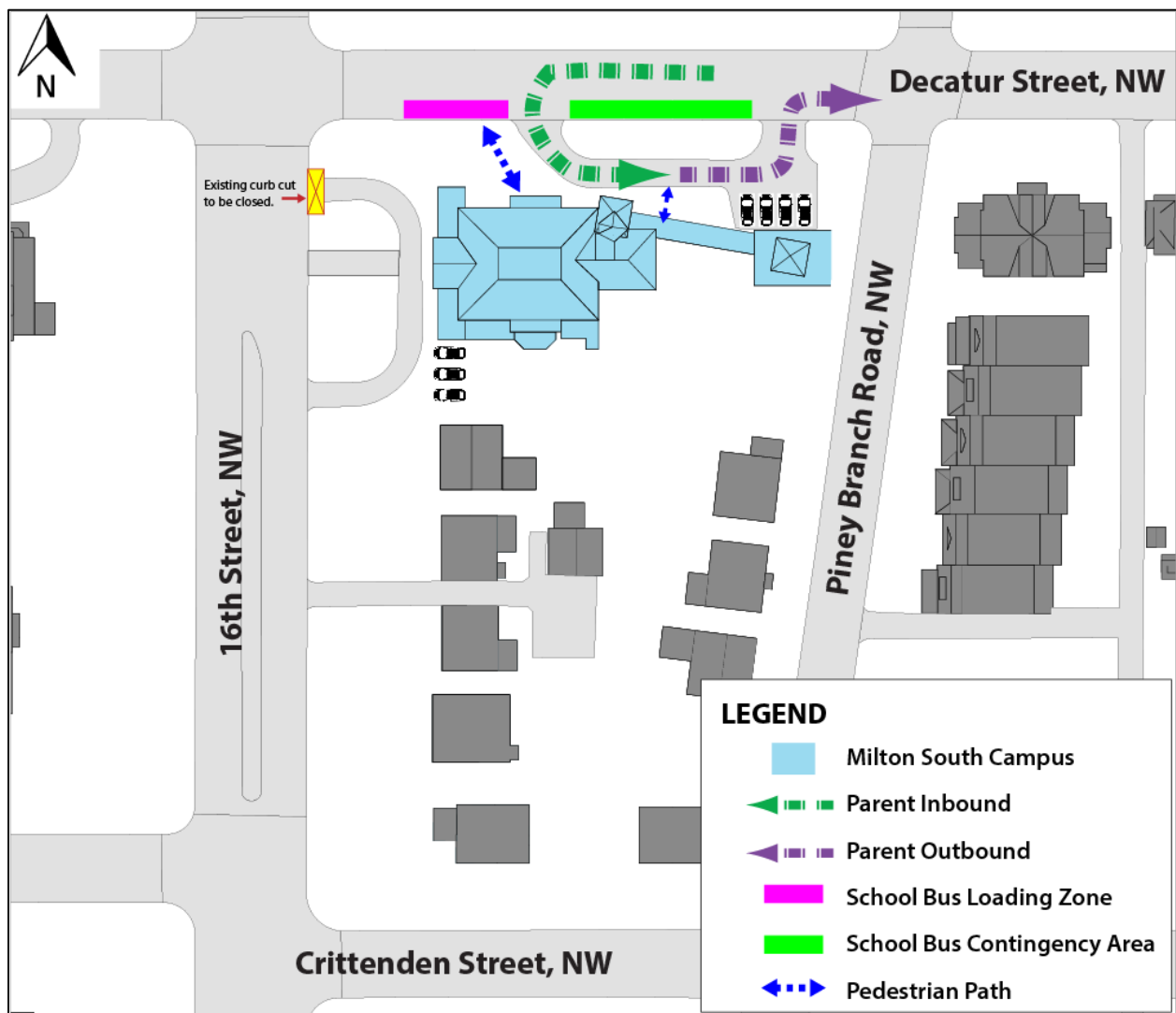


Figure 4: Proposed Future Pick-Up/Drop-off Plan



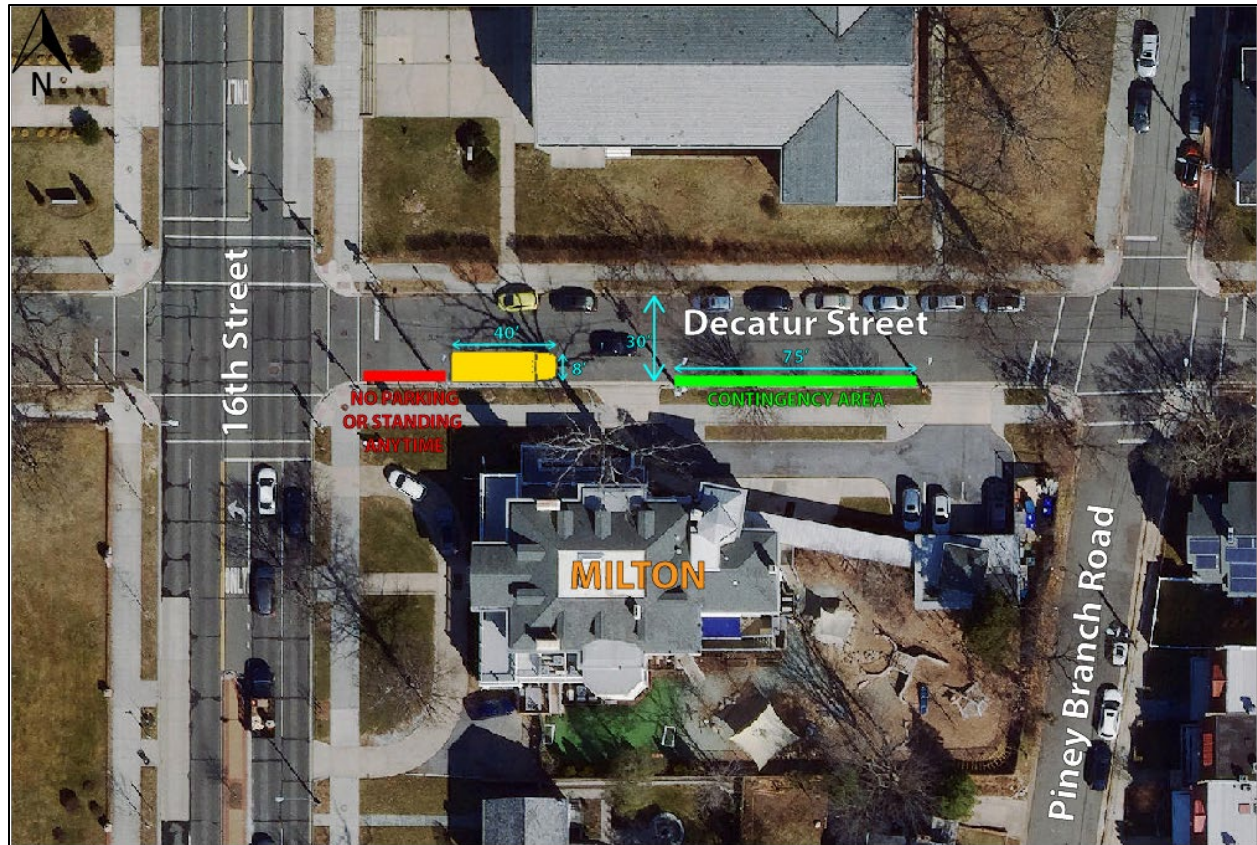


Figure 5: Future School Bus Loading/Unloading Space

Milton will coordinate with the bus company using walkie-talkies to reduce afternoon standing time to an average of 2 minutes per bus (down from the current 28-minute average), ensuring that students are prepared and ready before buses arrive. To avoid bus restricted roadways, school buses will be rerouted as shown in **Figure 6**.

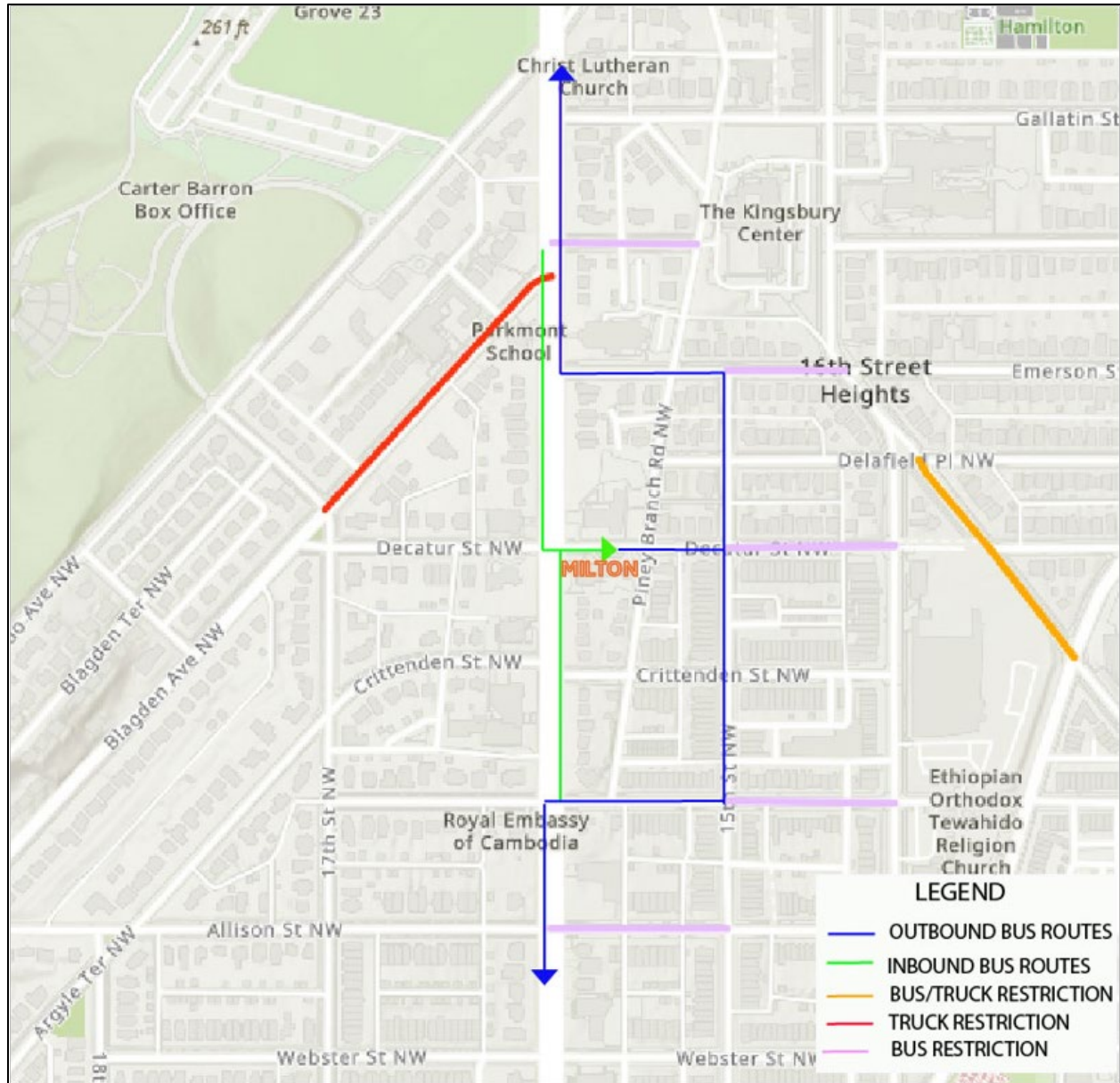


Figure 6: Future School Bus Routes<sup>2</sup>

## Curbside Management

Existing curbside restrictions within two blocks of the site are illustrated in **Figure 7** below.

<sup>2</sup> Restrictions are from the public DC Truck and Bus Map for goDCgo.



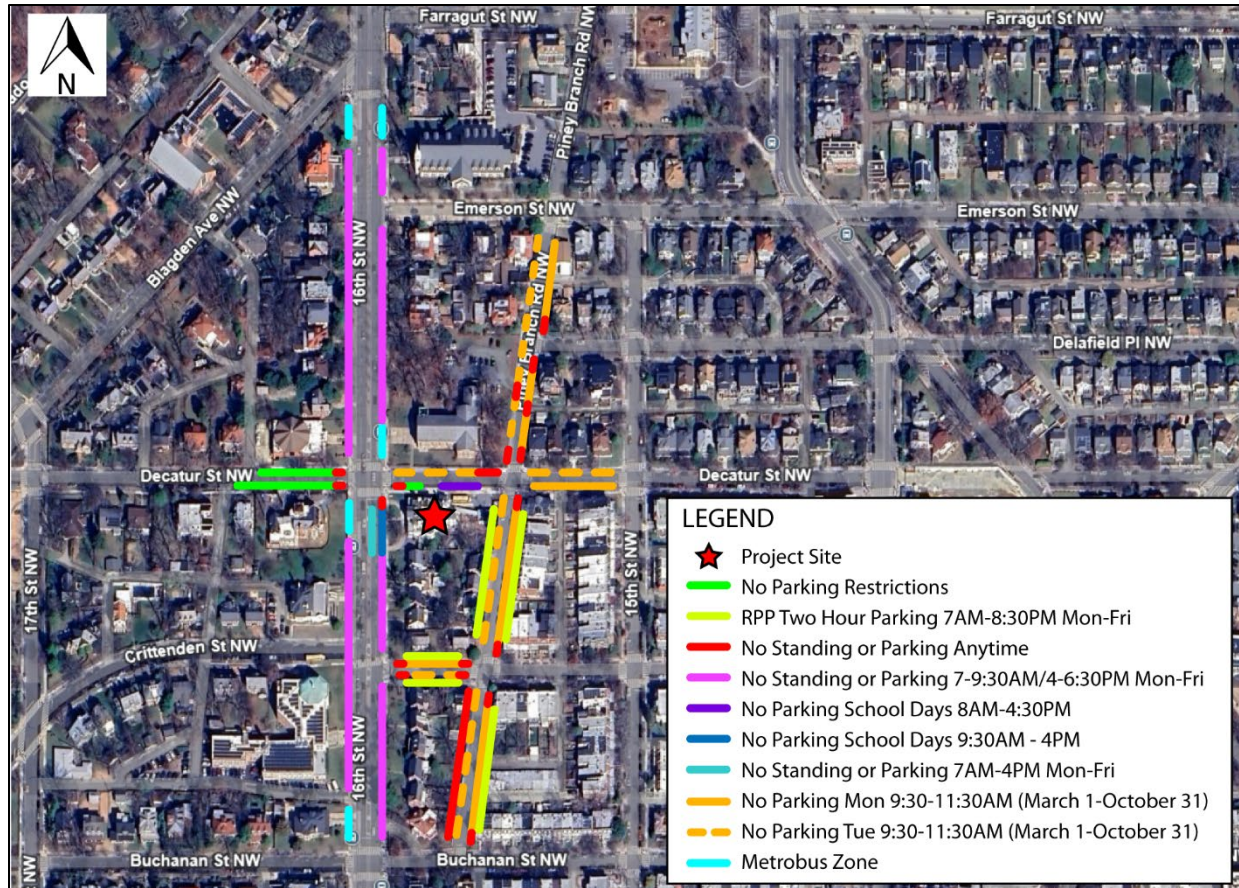


Figure 7: Existing Curbside Restrictions

Relocating bus operations to Decatur Street will increase overall activity and may contribute to added congestion. Consistent with existing curbside restrictions along the south side of Decatur Street between the two driveways, Milton proposes to extend the current “No Parking School Days” restriction westward to include the segment between the westernmost driveway and 16th Street. Additional “No Parking” restrictions are also recommended for the north side of Decatur Street to help maintain through traffic, as parent vehicles may queue while waiting to turn left into the school driveway. These proposed changes are illustrated in **Figure 8**.

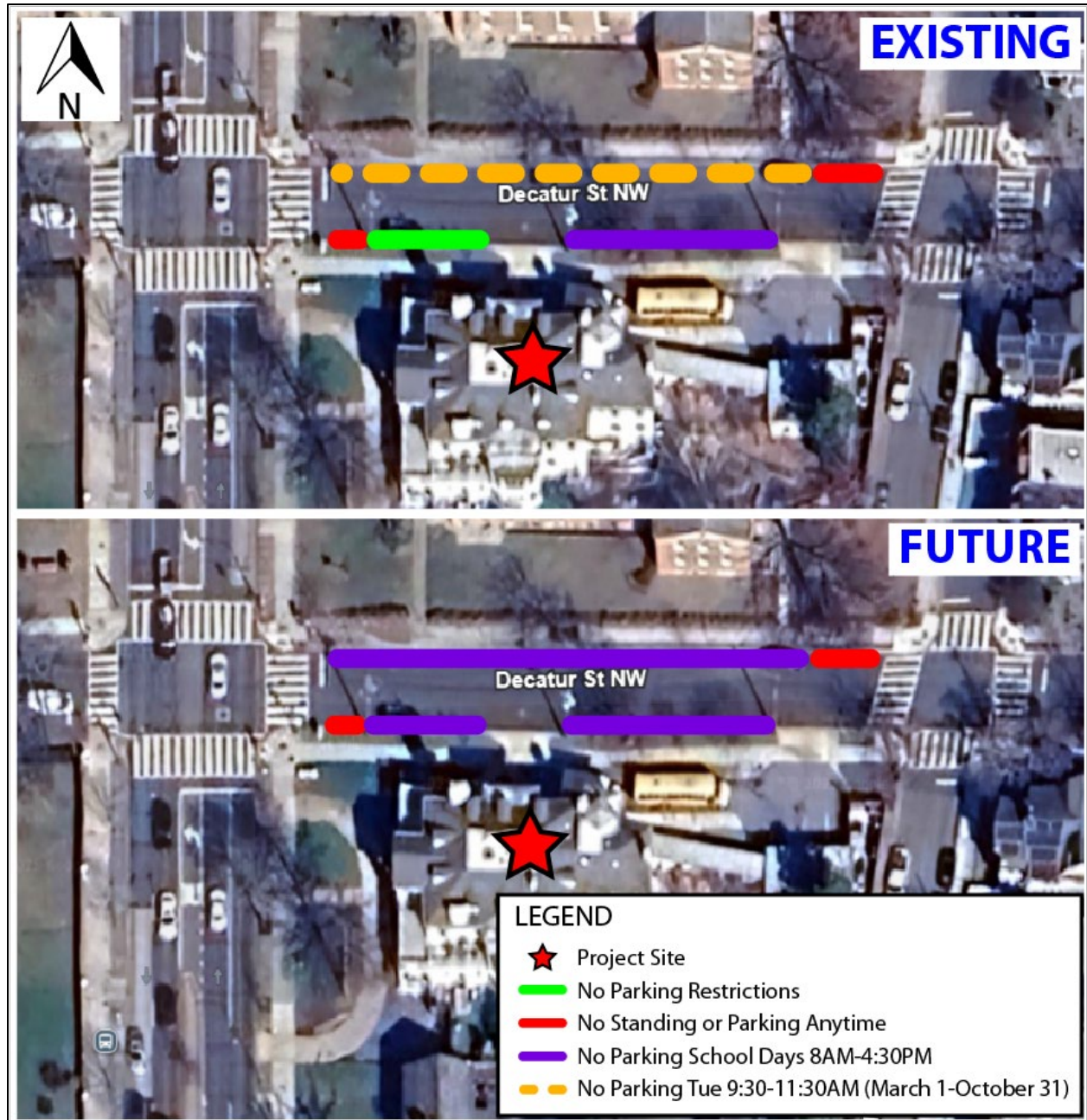


Figure 8: Proposed Future Curbside Restrictions

## Parking

The following section outlines the existing parking conditions and applicable requirements.

Zoning requirements, as specified in the 2016 DC Zoning Regulations (ZR-16), Title 11, Subtitle C, § 701, along with DDOT's Preferred Maximum parking rates, are summarized in **Table 7**. The school currently provides seven on-site parking spaces and is requesting relief for 18 additional off-site spaces to accommodate planned staff increases. The proposed off-site parking will be located at



the 19th Street Baptist Church, approximately 0.1 miles from the school. Both on-site and off-site parking locations are illustrated in **Figure 9**.

Table 7: Vehicle Parking Requirements

Land Use/Units	Vehicle Parking Ratio per ZR-16	Vehicle Parking Required by ZR-16	DDOT Preferred Parking Rates (Figure 10): <i>More than 1 Mile from Metrorail</i>	Parking Proposed
Education, Private – Elementary (37 Staff)	2 for each 3 teachers and other employees	25	150% of ZR-16 37 (max)	7 spaces on-site; 18 spaces off-site



Figure 9: Off-Street Parking Locations



## Pedestrian Assessment

The following section is an assessment of pedestrian facilities within proximity of the project site.

Sidewalk gaps within a quarter mile of the site are identified in **Figure 10**. The sidewalks along both sides of 16<sup>th</sup> Street and Decatur Street are over five feet separated from the roadway by a buffer strip.

Crosswalks on all legs of the 16<sup>th</sup> Street/Decatur Street and Piney Branch Road/Decatur Street intersections are in good condition with high visibility pavement markings and presence of stop bars. All curb ramps at these two intersections meet DDOT standards. A detectable warning surface exists on all the curb ramps. There are no missing crosswalks within the study area.

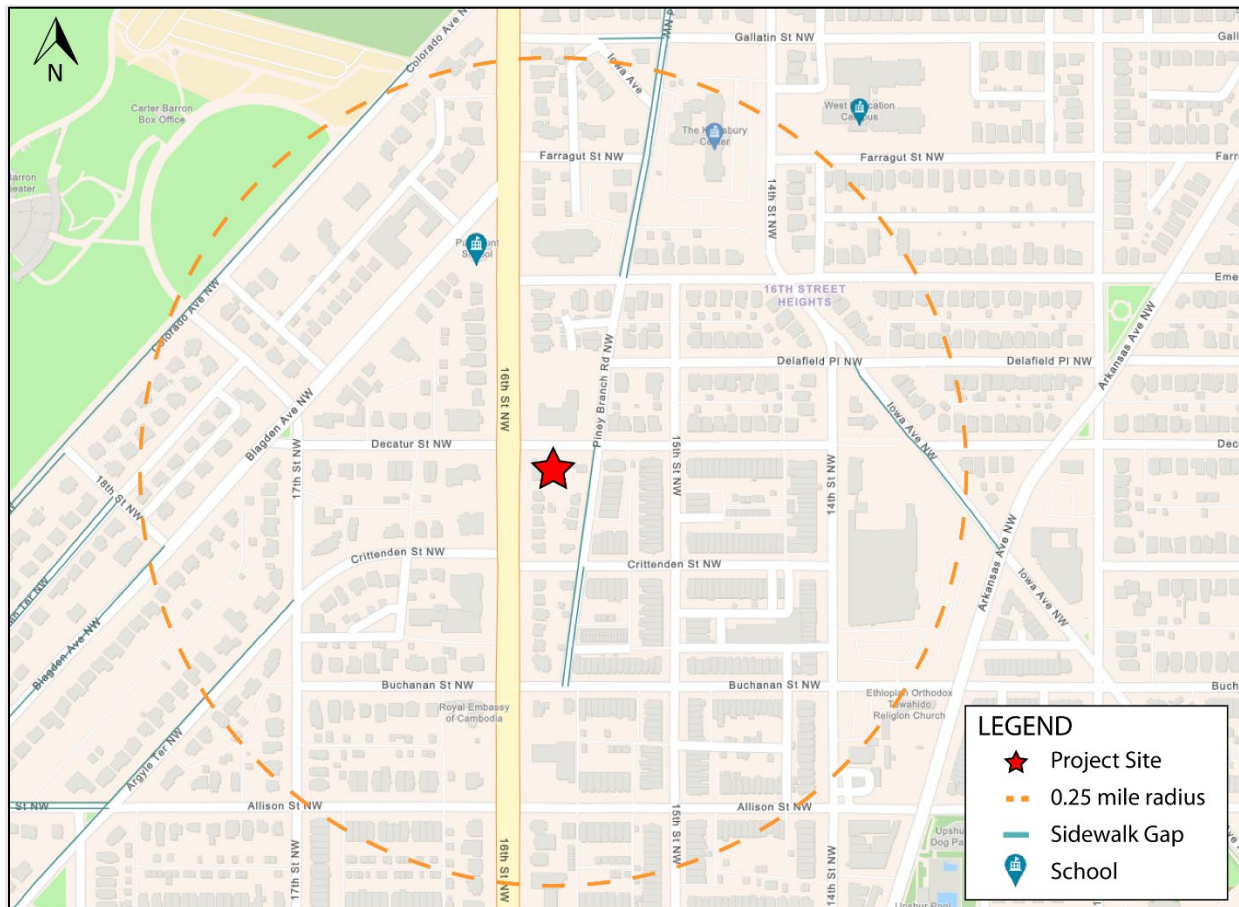


Figure 10: Sidewalk Gaps – ¼ Mile Radius (moveDC)

## Bicycle Assessment

The following section is an assessment of bicycle facilities within proximity of the project site.

Existing bicycle facilities within a half mile of the site are illustrated in **Figure 11**. There are four Capital Bikeshare stations within the study area, with the closest location on 14<sup>th</sup> Street between Decatur Street and Crittenden Street. 14<sup>th</sup> Street has a bike lane. 13<sup>th</sup> Street is a signed bike route.

The school is subject to Zoning Regulations of 1958 (ZR-58) and does not currently provide any bicycle parking. Because the special exception approval does not involve any renovation, the project

is exempt from the zoning requirement to provide bicycle parking. However, as requested by DDOT, the school will install nine short-term bicycle parking spaces in public space. As shown in **Figure 12**, the property line ends on the west side of the building. Milton will coordinate with DDOT on the exact location for the short-term bicycle parking spaces. Milton has existing shower facilities in the South Campus building as an incentive for faculty/staff members to bike to the school.

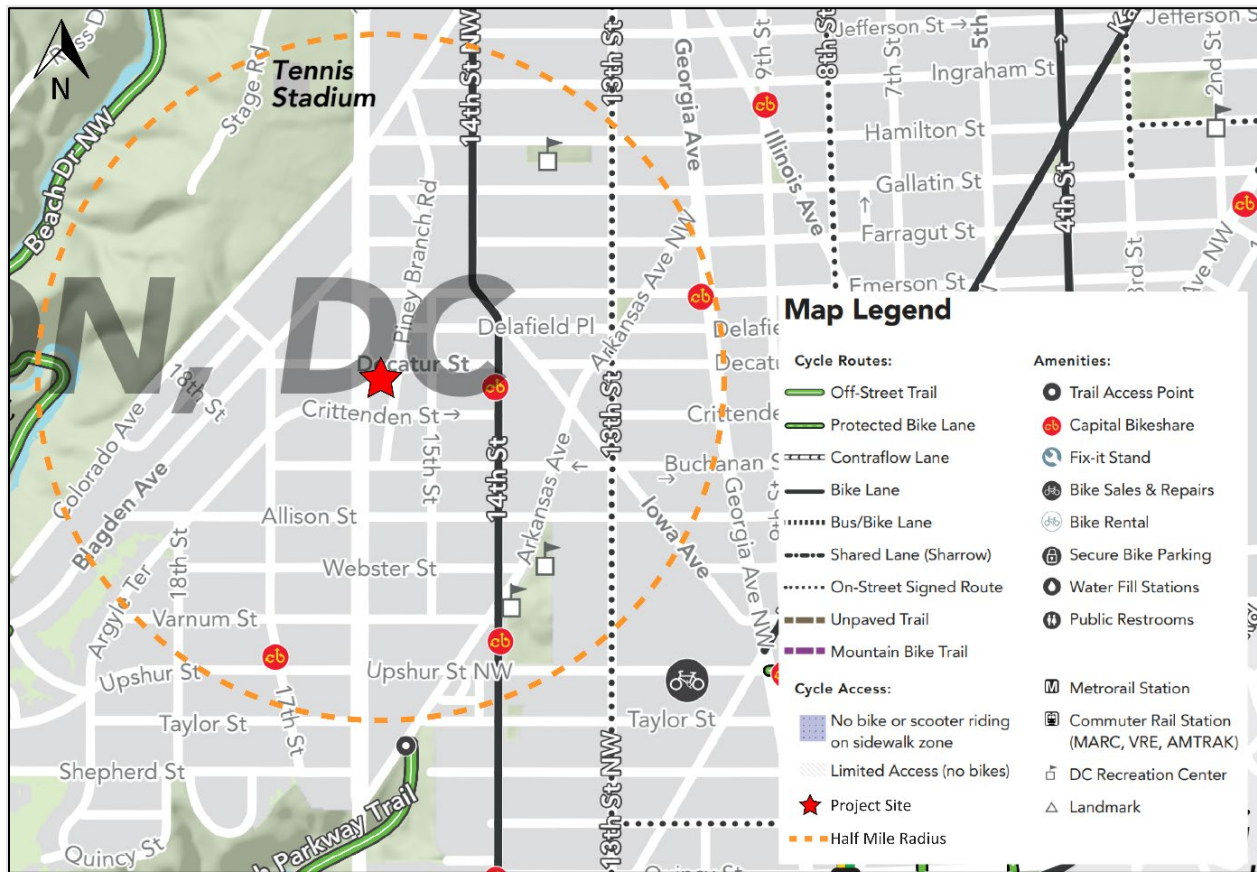


Figure 11: Bicycle Facilities – ½ Mile Radius





Figure 12: Potential Short-Term Bicycle Parking Location

## Transit Assessment

The following section is an assessment of transit facilities and services within proximity of the project site.

The one-mile Metrorail station study area is shown in **Figure 13**. The only Metrorail station within the study area is the Georgia Avenue-Petworth Station at the edge of the one-mile zone, servicing the Green Line.

Metrobus routes and services within a half mile of the site are detailed in **Table 8**. The half-mile Metrobus study area is shown in **Figure 14**. 14<sup>th</sup> Street and 16<sup>th</sup> Street are priority bus routes. The closest bus stops are on 16<sup>th</sup> Street near Decatur Street servicing routes D33, S2, and W45. There are also bus stops on 14<sup>th</sup> Street near Decatur Street servicing routes 52 and 54. The bus stops on 16<sup>th</sup> Street are accessible but do not have any bus amenities. The bus stop on 14<sup>th</sup> Street has a bus shelter with seating in good condition.

As part of the proposed 2025 Better Bus Network Redesign, Metro is taking this opportunity to review and consolidate bus stops across the region to make service faster and more direct. Metro will implement a new bus network and change all bus route names on June 29, 2025. Routes D33, S2, and W45 will be replaced by routes D6X and D60. The two bus stops at 16<sup>th</sup> Street and Decatur Street will be removed. Routes 52 and 54 on 14<sup>th</sup> Street will be replaced by routes D50 and D5X, but the bus stops on Decatur Street will remain.



Milton Gottesman Jewish Day School South Campus – Transportation Statement  
April 17, 2025

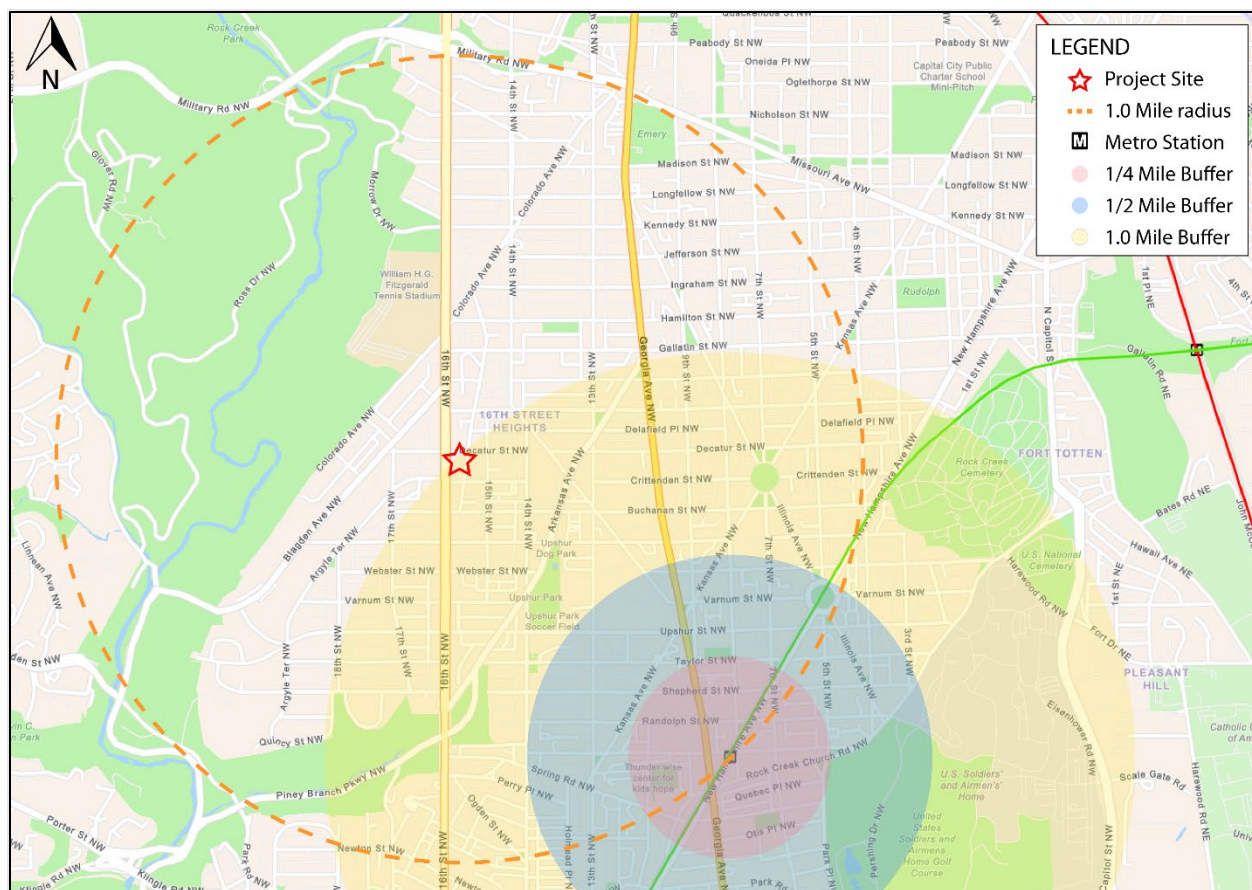


Figure 13: Metrorail Stations – 1-Mile Radius

Table 8: Metrobus Routes and Services – ½ Mile Radius

Route	Route Name	Key Destinations	Service Headways (Weekday)
D60/D6X (currently S2 & S9)	16 <sup>th</sup> Street / 16 <sup>th</sup> Street Express	<ul style="list-style-type: none"> <li>District of Columbia International School</li> <li>Mt. Pleasant Library</li> <li>Columbia Heights Education Campus</li> <li>Metro Center Metrorail Station</li> </ul>	<u>D60</u> AM Peak: 6-10 min PM Peak: 8-12 min <u>D6X</u> AM Peak: 6 min PM Peak: 7 min
D50/D5X (currently 52 & 54)	14 <sup>th</sup> Street/ 14 <sup>th</sup> Street Express	<ul style="list-style-type: none"> <li>Tacoma Metrorail Station</li> <li>Colorado Terminal</li> <li>Upshur Recreation Center</li> <li>Columbia Heights Metrorail Station</li> <li>Metro Center Metrorail Station</li> </ul>	<u>D50</u> AM Peak: 8-16 min PM Peak: 12 min <u>D5X</u> AM Peak: 6 min PM Peak: 7 min

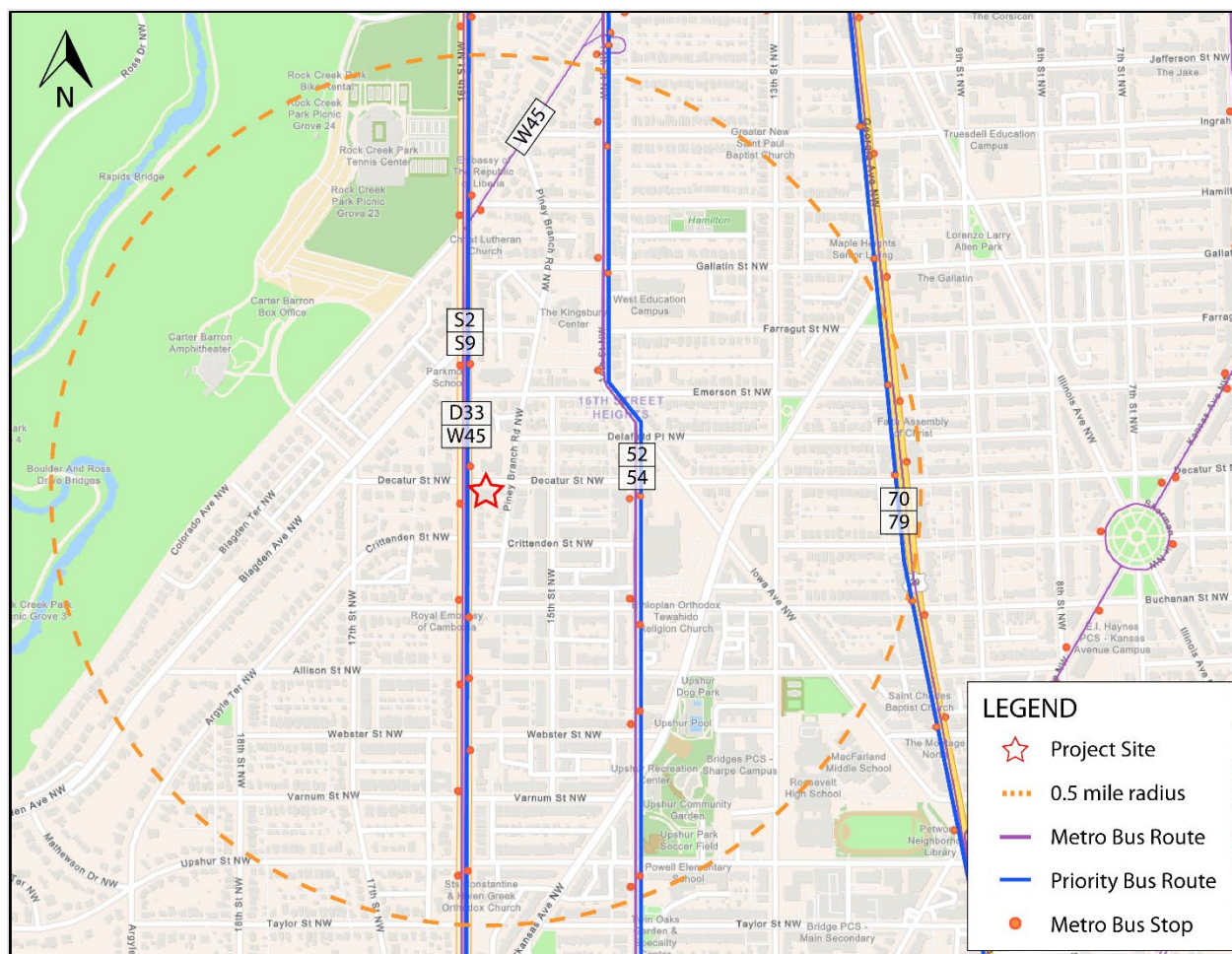


Figure 14: Metrobus Routes and Stops – ½ Mile Radius

## Safety

The following section provides a qualitative assessment of safety conditions in proximity to the site.

No intersections adjacent to the site have been identified as DDOT high crash locations. Illustrated in **Figure 15** are traffic crashes by injury type that occurred on or after 1/1/2022 within the study area. The data are for persons injured, not the number of crashes. All the injuries were minor, except for a major bicyclist injury on 14<sup>th</sup> Street below Buchanan Street (6/6/2024)<sup>3</sup>. 14<sup>th</sup> Street is part of DDOT'S High Injury Network (Hin), which focuses on areas with high rates of traffic-related injuries and fatalities. 14<sup>th</sup> Street is categorized as Tier 2, which is supplemental to Tier 1 and represents the highest priority segments and corridors for each Ward.

<sup>3</sup> The exact location may be off on the figure depending on where the police report was made.



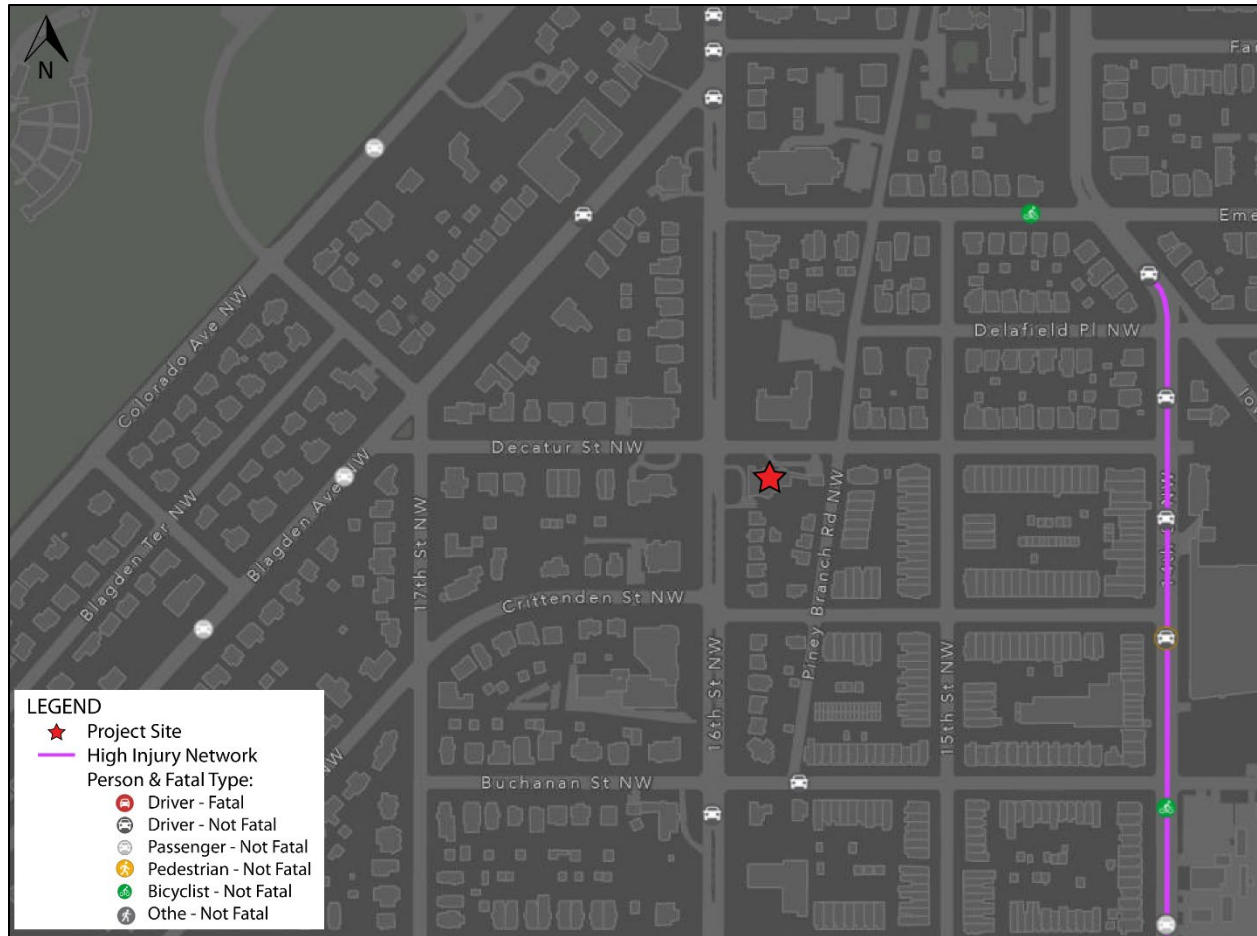


Figure 15: Traffic Crash Data (Source: Metropolitan Police Department)

## Transportation Demand Management

The following section provides a comprehensive list of Transportation Demand Management (TDM) measures implemented and proposed by Milton to reduce vehicular and parking demand and encourage the use of green travel choices (i.e., school bus, transit, walk, and bike). These measures reflect both existing strategies already in place and new commitments that will be adopted as part of the new BZA application. The first five measures were approved in the 2012 BZA Case No. 18299, and the full list has been reviewed and approved by DDOT as part of the CTR scoping process.

- **Bus Program** – Maintain its existing school bus program, including (i) annually evaluating the need for additional bus stops, clusters of families, and bus capacity, and adding routes or increasing bus size as needed to ensure that the majority of families have nearby bus service; and (ii) subsidizing the cost of bus ridership to make it more accessible to all families and providing financial aid for bus service when necessary.
- **Carpool** – Maintain the online parent portal which provides families with zip code list and map that helps connect families with other Milton families interested in carpooling to/from school.

- **Subsidized public transportation:**
  - **Students:** Continue to support the kids ride free program in encouraging families to register for the program. Several South Campus students have kids ride free cards and occasionally arrive to campus with an older sibling or parent. More often, students at South Campus will take the shuttle bus from South Campus to North Campus where they meet an older sibling to take public transportation home.
  - **Staff:** Continue to match up to \$50 monthly for staff who would like to take public transportation to school through WMATA's smart benefits program.
- **Shower and Bike Facilities** – Maintain the existing shower facilities in the South Campus building as an incentive for faculty/staff members to bike to the school.
- **Intercampus connectivity** – Maintain the two existing inter-campus shuttles to shuttle students between the North and South campuses. Families who drive to school with siblings in both campuses will have a single drop off point at one campus and the sibling(s) that attends the other campus will be shuttled via the designated shuttle bus. In addition, staff who go between campuses, students who live walking distance from one campus and attend school on the other, and students whose parents work on one campus but attend school on the other campus make use of the shuttle.
- Appoint School Transportation Coordinator
- Meet with goDCgo to develop goals and plans
- Conduct commuter survey of staff
- Conduct Show of Hands Commute Survey of students
- Check in with goDCgo's School Services Team halfway through the year to track progress
- Send out reminders for Commuter Benefits Open Enrollment
- Promote commuter benefits and other sustainable transportation programs to new and existing hires
- Provide transportation information to new and existing students and families
- Provide brochures in communal areas for staff, student, and parent inquiries
- Provide information on nearby transportation options on your school's website (work with goDCgo to create a Get Around Guide customized for your school)
- Include transportation information in school newsletter
- Promote sustainable transportation in communal areas (mail room, lobby, etc.)
- Set up transportation display
- Participate in Sustainable Transportation Holidays
  - Park(ing) Day (September)
  - Car Free Day (September)



- Walk to School Day (October)
- National Walk to Work Day (April)
- Bus to Work/Transportation Equity Day (February)
- National Bike Month (May)
- National Bike to School Day (May)
- Bike to Work Day (May)
- Host a tabling event with goDCgo to sign staff up for commuter benefits
- Install nine short-term bike racks
- Promote Capital Bikeshare as a form of commuting to and from school
- Host bike safety course for staff and students
- Promote WABA bicycling classes to staff
- Provide preferential parking for carpools/vanpools
- Facilitate car/vanpool formation meetings and ride matching (goDCgo can help with this)
- Promote the Carpool Now App and Commuter Connections' ride matching platform
- Comply with DC Parking Cashout Law

## Conclusions

The proposed increases in students and staff would result in an additional 17 vehicle trips during the AM peak hour and 21 vehicle trips during the PM peak hour. The maximum number of vehicle trips in the peak direction is 15 outbound trips during the PM peak hour. This is below the District's threshold of 25 vehicle trips in the peak direction for a full CTR. Key takeaways of this report are stated below:

- A BZA application was submitted for special exception relief requested pursuant to Subtitle X-901.2, U-203.1(m), and C-703.2 for parking relief of 18 spaces. The school currently has a parking arrangement with the Nineteenth Street Baptist Church 0.1 mile away for off-site parking.
- As requested by DDOT, this assessment assumes that school bus loading/unloading operations will be moved from 16<sup>th</sup> Street to Decatur Street. Milton proposes to extend the current "No Parking School Days" restriction between the two driveways on Decatur Street westward to include the segment between the westernmost driveway and 16th Street. Additional "No Parking" restrictions are also recommended for the north side of Decatur Street to help maintain through traffic, as parent vehicles may queue while waiting to turn left into the school driveway. As noted herein, it is Milton's preference that bus pick-up and drop-off should remain on 16th Street.
- Parent pick-up/drop-off operations will continue to occur in the driveway on Decatur Street. The current access plan accommodates parent vehicles within the circular driveway and the south-side parking lane adjacent to the school, eliminating the need for queuing in active travel lanes. In the future, however, curbside parking on the south side of Decatur Street will

be reserved for school bus activity. As a result, parents will be redirected to approach from the east, and queuing will occur in the eastbound travel lane. This shift may impact westbound through traffic along Decatur Street.

- The north curb cut on 16<sup>th</sup> Street will be closed per DDOT's request. The school proposes implementing low-cost measures—such as the installation of planters—to restrict vehicle access.
- The project is exempt from the zoning requirement to provide bicycle parking because the special exception approval does not involve any renovation. However, as requested by DDOT, the school will install nine short-term bicycle parking spaces in public space.
- Additional Transportation Demand Management (TDM) measures are proposed to further reduce vehicular and parking demand and encourage the use of green travel choices.