

MARET BALL FIELDS PRELIMINARY TRANSPORTATION MANAGEMENT PLAN

Maret School will implement a Transportation Management Plan to help facilitate ingress to, egress from, and the flow of traffic on site and to reduce the impact of the proposed development. The Transportation Management Plan will consist of: 1) a Transportation Demand Management (TDM) Plan and 2) an Operations Management Plan. Each plan is summarized below:

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These supply solutions are often infeasible in constrained urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. Alternatively, 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

In order to more effectively reduce school-generated traffic volumes, the School will enhance bicycle infrastructure to encourage non-auto modes of travel. Additionally, provisions will be made for transporting Maret students and visiting teams to/from the site via buses. Maret proposes the following strategies as part of their TDM plan:

Infrastructure Improvements:

1. Provide a minimum of nine short-term bicycle racks (18 spaces) in public space abutting the property or within the property itself.
2. Subject to DDOT approval, designate a bus drop-off/pick-up zone on Nebraska Avenue along the site frontage with sufficient length to accommodate two full size school buses.

Non-Auto Travel:

1. All Maret School students and coaches will be required to travel to and from the ball fields by bus for practices, except students who live in the neighborhood. Students who live in the neighborhood will be permitted to walk or bike to practice.
2. All Maret School students and coaches and visiting team students and coaches will be required to travel to the ball fields by bus for games, except those who live in the neighborhood. Students

who live in the neighborhood will be permitted to walk or bike. The buses will transport students from the fields after the conclusion of the games. Students whose parents attended the game may leave with their parents or on the bus. Students who live in the neighborhood will be permitted to walk or bike.

3. Other visitors to the ball fields will be encouraged to use the adjacent Metrobus M4 line, providing connectivity to the Tenleytown Metrorail station when feasible.

Operations Management Plan

In addition to the TDM plan, Maret will implement an Operations Management Plan to promote safe and efficient traffic flow into and out of the site. The following are the components of the plan:

1. Provide notification to Maret parents, visiting teams, and all outside users of the fields including the following:
 - a. When the on-site parking lot is full, park only in legal on-street parking spaces (i.e. do not block driveways or park in alleys) and obey any parking restrictions in place and
 - b. Obey all traffic laws when traveling to/from the site.
2. Provide event flaggers in the parking lot to direct traffic to available spaces in the lot during events in which the parking lot is expected to be at or near capacity. Flaggers to be provided by Maret or by groups who may be leasing the field for a particular "event."
3. Trash and recycling will be picked up via the alley with primary trash and recycling receptacles located off of the alley at the northwest corner of the site.