



symmetra design

Milton Gottesman Jewish Primary Day School of the Nation's Capital

Transportation Statement

June 4, 2021

PREPARED FOR

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INTRODUCTION

The following Transportation Statement was prepared for Milton Gottesman Jewish Day School of the Nation's Capital (Milton or the Applicant) in conjunction with its Board of Zoning application to increase student enrollment by 75 students (from the current cap of 350 students to 425 students) and its staff population cap from 72 to 87 staff members. The Subject Property is split-zoned and is partially located in the R-1-B Zone. Accordingly, the Applicant is requesting special exception approval from the use requirements of the R Zone pursuant to U § 203.1(m), which governs private school use in the R Zones.

The increase in staff will result in an increase to the required number of parking spaces (58 required). Accordingly, the Applicant is requesting relief from the parking requirements of C § 701.5 pursuant to C § 703.2, now permitted via special exception. The school is proposing to provide 60 total parking spaces, including 8 standard spaces, 14 tandem spaces, and 38 off-site.

The Milton Gottesman Jewish Day School of the Nation's Capital is a school located at 6045 16th Street NW Washington, DC (North Campus). See Figure 1 for site location and Figure 2 for site vicinity maps.

Scope of Study

The report sections and methodology herein are in accordance with the District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) guidelines. This report includes an assessment of the transportation mode split, trip generation, transit services and facilities, pedestrian and bicycle facilities, transportation demand management plan, and curbside management. The proposed increase in student and staff population is expected to produce low trip generation, provide minimal vehicle parking, and continue to utilize Transportation Demand Management measures, thus no traffic analysis was required per coordination with DDOT.

Figure 1: Site Location

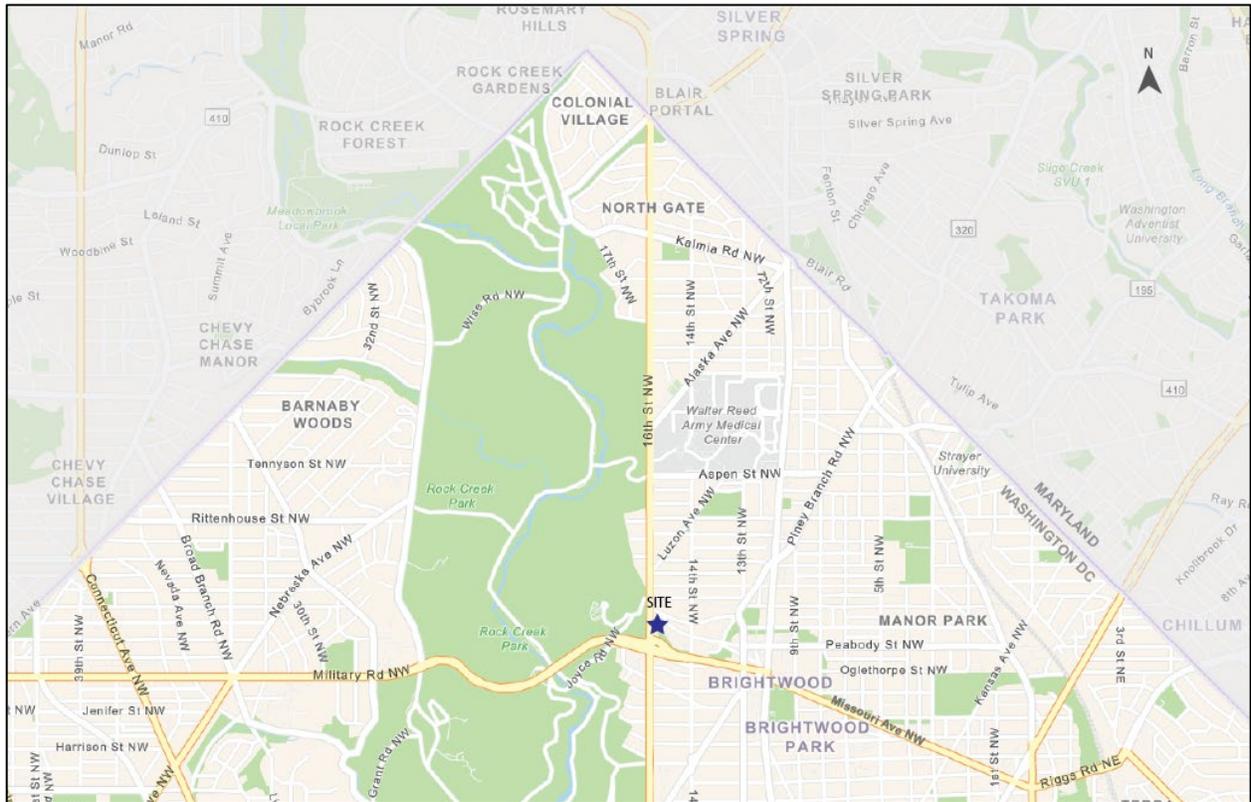
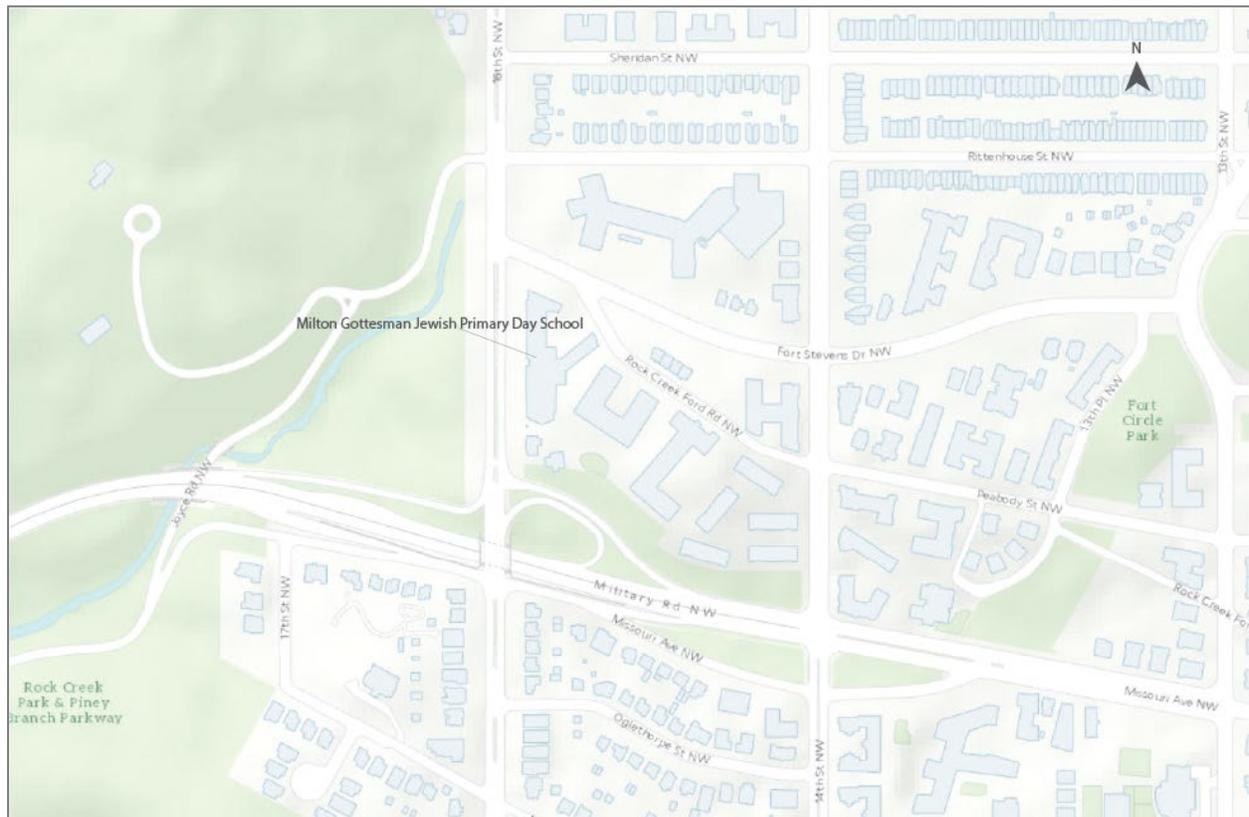


Figure 2: Site Vicinity



BACKGROUND

Previous Zoning Case

In 2015, Milton (Applicant) was granted an increase in the enrollment cap, to 350 students pursuant to Board of Zoning Adjustment (BZA) Order 18400A. At the time, the Applicant did not request an increase to its staff cap of 72 staff members, which was approved in 2013. Now, the Applicant is requesting to increase the enrollment cap to 425 students, and the staff limitation to 87 staff members.

In the previous case, in addition to the request for increased enrollment, the Applicant requested and was granted variances from the lot occupancy, parking, and loading requirements.

Previous Transportation Studies

A Transportation Impact Statement (TIS) was submitted in 2015 in conjunction with the previous zoning case. The TIS concluded no adverse impact to the roadway network associated with the increase in student enrollment cap. The 2015 TIS included a Transportation Demand Management (TDM) plan to minimize traffic and parking impacts. The school is currently compliant with its TDM requirements.

As part of the previous zoning case, a Performance Monitoring plan was requested by the District Department of Transportation (DDOT) as a mitigation strategy for potential off-site queuing impacts associated with the proposed renovation and expansion. The purpose of the requested monitoring study was to gather data that would ensure vehicle queueing associated with the school's drop-off and pick-up operations proceed without an adverse impact on traffic operations on the existing roadway network.

Should a significant impact be identified, additional transportation demand management programs would be implemented accordingly.

The requirements outlined in the traffic monitoring agreement are as follows:

The [Applicant] shall conduct counts and provide a monitoring report to DDOT's Policy, Planning, and Sustainability Administration twice per year (fall and spring semesters, not to coincide within a week before or after any extended school breaks) for two years beginning when the school reaches 275 enrolled students and again when the school reaches the proposed cap of 350 students.

- *Trip generation counts and queuing shall be observed a minimum of 7:00AM – 9:30AM and 2:30PM – 6:00PM.*
- *Vehicle trip generation shall include all vehicle trips to the site, including vehicles traveling to the site but not entering the driveway.*
- *The number of trips in the AM peak hour must not exceed 271 trips, and the number of trips in the PM peak hour must not exceed 135 total trips.*
- *If vehicle queuing does not meet the above-mentioned criteria or the site exceeds the vehicle trip generation count, the Applicant shall employ additional Transportation Demand Management ("TDM") measures and continue monitoring twice per year for two years for a total of four successful monitoring reports.*

The school submitted a traffic monitoring study to DDOT during the fall 2019 semester (prior to COVID-19), in accordance with the PMP. The monitoring study revealed the following conclusions:

- The number of AM and PM peak hour trips (159, 105) are below the prescribed cap in the AM and PM peak hours (271, 135).
- Vehicle queueing was managed entirely on-site during AM arrival.
- During PM dismissal, the queue along Fort Stevens Drive was only observed to occur approximately five minutes prior to the gates opening at 3:18PM. Once the gate opened, the queue was completely maintained on-site.
- Thus, an updated Transportation Demand Management and Mitigation Plan were not required.

TRAVEL ASSUMPTIONS

Mode Split

The existing mode splits were determined from the 2019 performance monitoring study (i.e., number of students that use bicycle) and information obtained from the school (i.e., school bus program enrollment numbers, numbers of Kids Ride Free Metrobus applications). **Table 1** below compares the mode split outlined in the 2015 TIS versus the mode split observed during the 2019 performance monitoring study. The success of the school's TDM plan, including school bus program, has resulted in a shift in mode split (i.e., decrease in driven alone and increase in metrobus, school bus and bike).

Table 1: Previous vs. Existing Mode Split

Mode Split	2015		2019	
	AM	PM	AM	PM
Driven Alone	28%	27%	21%	20%
Carpool	30%	25%	23%	18%
Metrobus	0%	0%	5%	5%
School Bus	39%	48%	43%	52%
Walk	3%	0%	3%	0%
Bike	0%	0%	5%	5%
Total	100%	100%	100%	100%

Trip Generation

Existing Milton School vehicle trip generation was obtained from the 2019 performance monitoring study. Vehicles that entered the school’s lot as well as those that utilized on-street parking near the school were accounted for in the trip generation. The school’s buses were also included in the counts. The school’s peak hours were 7:45-8:45 AM and 3:15-4:15 PM. The school’s trip generation was less during the commuter peak hour (5:00-6:00 PM).

Table 2 below outlines existing vehicle trip generation. The school population was 316 students during the time of the 2019 study.

Table 2: Existing Vehicle Trip Generation (2019 Performance Monitoring Study)

	AM Peak Generation			PM Peak Generation			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Students (316)	83	61	144	41	46	87	27	37	64
Staff (72)	15	0	15	0	18	18	0	2	2
Total	98	61	159	41	64	105	27	39	66

The projected trip generation for 425 students and 87 staff was based on existing trip generation obtained during the 2019 performance monitoring study. Traffic associated with the existing student population was increased by 34%, from 316 to 425 students and traffic associated with the staff population was increased by 21% from 72 to 87.

The school intends to maintain the current vehicle trip cap established during the previous zoning case. The success of the school’s TDM plan, including school bus program, has resulted in a shift in mode split

(see Table 2) and lower vehicle trip generation than projected in 2015. Thus, the school will be able to increase its population and remain within the current trip cap (271 AM and 135 PM peak hour trips). **Table 3** below compares the projected trip generation with the student and staff population increase to the established trip cap. As Table 3 indicates, the school is expected to generate fewer trips during the AM peak hour than originally projected in the 2015 TIS. There would be no difference in trip generation during the school’s PM peak hour. See appendix for detailed trip generation calculations.

Table 3: Project Site Trips vs. 2015 Trip Cap Trips

	AM Peak Generation			PM Peak Generation			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Future School Trips (425 students & 87 staff)	127	80	207	53	82	135	36	52	88
2015 Trip Cap (350 students & 72 staff)			271			135			
Net Change			-64			0			

MULTI-MODAL NETWORK EVALUATION

The multi-modal network evaluation is an assessment of the existing and planned pedestrian, bicycle, and transit facilities in the vicinity of the site.

Strategic Planning Elements

Previous planning studies prepared by DDOT were reviewed to determine multi-modal enhancements planned for the area. There are many planning efforts and studies in place that aim to improve the accessibility and mobility of the pedestrian, bicycle, and transit network in the District. The Milton Gottesman School is located within the Rock Creek East I Livability study area. Although there are not any specific improvements proposed in the vicinity of the school, there are some area-wide recommendations identified in the study. These recommendations include improvements to the pedestrian, bicycle, and transit networks.

MoveDC is the long-range transportation plan for DC that includes the implementation of new bike lanes, trails, high-capacity transit, and many other transportation improvements. On-street bike facilities are included in the future planned improvements of MoveDC. MoveDC identified 16th Street NW as a Transit Priority Network. DDOT is planning to implement bus lanes along 16th Street NW, from Arkansas Avenue NW to H Street NW, as part of the 16th Street NW Bus Lanes Project. The project area is south of the Milton School.

Pedestrian Facilities

The pedestrian assessment includes an inventory of existing facilities (sidewalks, crosswalks, curb ramps, etc.) and walkability for pedestrians within a quarter-mile radius of the Milton School. The school is located in a residential area across from the Rock Creek Park Golf Course surrounded by many apartment buildings. Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness. The Walk Score of the neighborhood surrounding the school is a 71 out of 100, which suggests that the area is walk-able. Although most errands can be accomplished on foot, there are limited destinations within a reasonable distance that would be suitable for elementary and middle school students.

Sidewalk Conditions

The conditions of the existing sidewalks were observed and evaluated based on the DDOT Design and Engineering Manual (DEM) requirements outlined in **Table 4** below.

Table 4: Design and Engineering Manual (2019) Sidewalk Width Requirements

	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width (minimum)
Low to Moderate Density Residential	None	4-6 feet	6 feet
High Density Residential	1 foot	4-8 feet	8 feet
Central DC and Commercial Areas	1-2 feet	4-10 feet	10 feet

The Milton school is located in a Low to Moderate Density Residential area, therefore a curb walk is not required, tree/furnishing zones should be between 4-6 feet wide, and the sidewalks should be unobstructed and at least 6 feet wide. There are currently sidewalks present along both sides of 16th Street and Rock Creek Ford Drive NW, which surrounds the Milton School. There is a missing segment on the south side of Fort Stevens Drive NW from the intersection at Rock Creek Ford Drive to 14th Street. Most of the sidewalks in the study area are in good condition and meet the requirements outlined in the DEM. The one sidewalk observed to be in poor condition along Rock Creek Ford Road NW is very narrow (i.e., much less than the required 6 feet), has multiple cracks, and uneven pavement at some spots along the sidewalk.

Curb Ramp and Crosswalk Conditions

The standards of crosswalks and curb ramps outlined in the DEM guidelines are as follows:

- Crosswalks must be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials with high pedestrian volumes.
- Standard parallel crosswalk lines (low visibility) must be white and 6 inches wide.
- High-visibility crosswalks consist of 2-foot-wide longitudinal stripes parallel to the curb line and spaced every 2 feet with 2-foot-wide white stripes. Edge lines are to be 6 inches wide within crosswalks.
- All curb ramps must be located within the marked crosswalk, not including side flares of the ramps. All curb ramps must be installed perpendicular (90 degrees) to the gutter pan angle, with the back side of the flare aligned as closely as possible to the back edge line of the crosswalk.

Crosswalks are to be marked at the following locations:

- Intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs.
- High-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within

a designated school zone area, along a designated school walking route, on blocks adjacent to a Metro station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

- In general, high-visibility crosswalk markings are strongly preferred over decorative markings because they are easier for motorists to see. Crosswalks constructed of decorative materials should include 12-inch-wide reflective white strips along the boundary of the crosswalk to maximize visibility. The decorative surface must be firm, stable and slip resistant; vertical displacement must not exceed 1/4 inch, and horizontal gaps must not exceed 1/2 inch per ADA requirements.
- At the nearest intersection of all bus stops.
- ADA ramps must be included at all crosswalks, whether at a corner or mid-block. ADA ramps must be installed in pairs of two, one for each pedestrian travel direction.

All intersections in the study area where crosswalks are provided have ADA ramps with a 4-foot width for accessibility. ADA ramps and crosswalks were recently installed (between 2015 and now) at the intersection of Fort Stevens Drive NW and Rock Creek Ford Road, which provide direct access to the school's entrance. Most of the crosswalks in the area are in good or fair condition and are clearly visible. There are a few crosswalks that are slightly faded; however, they are still visible to drivers. Pedestrian signals are provided and are fully functional at the signalized intersections in the study area. **Figure 3** displays the existing sidewalk conditions surrounding the site.

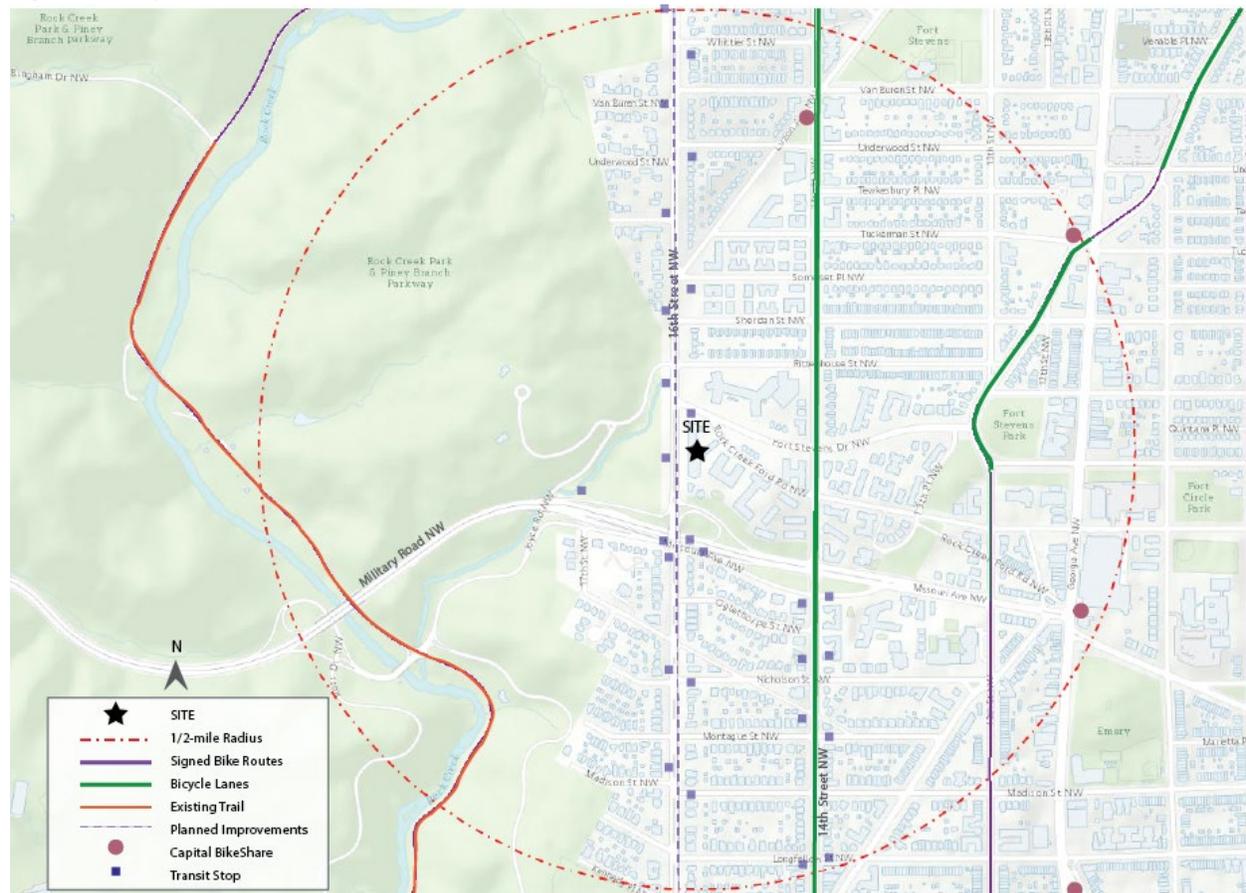
Figure 3: Pedestrian Facilities



Bicycle Facilities

The following section is an assessment of the existing and proposed bicycle facilities including trails, bike lanes and Capital BikeShare stations within a half-mile radius of the site. The Bike Score, which measures whether an area is good for biking based on the bike facilities, road connectivity, and accessibility to local destinations, was referenced to assess the bike accessibility in the area. The neighborhood in the site vicinity received a Bike Score of 56, indicating that the area has some bike infrastructure available. There are a few Capital BikeShare facilities within a half-mile of the site. The closest Capital BikeShare is located at the intersection of Missouri Ave NW and Georgia Ave NW. **Figure 4** below displays the bicycle facilities within a 0.5-mile radius of the site.

Figure 4: Bicycle Facilities



Transit Facilities

The following section identifies existing and future transit service and facilities that serve or will serve the Milton Gottesman site. The Transit Score, which measures how well a location is served by public transit based on the distance and type of nearby transit lines. The area received a transit score of 64, indicating that there are many nearby transportation options. The school is located along a Priority Transit Network, 16th Street NW, which is one of the busiest corridors in the region in terms of bus ridership. As a part of the 16th Street NW Bus Lanes Project, bus lanes will be implemented along 16th Street NW about two miles south of the site extending from Arkansas Avenue NW to H Street NW. There are no Metrorail stations

within a one-mile radius of the site. **Table 5** below lists the bus routes within a 0.5-mile radius of the site. **Figure 5** below displays the transit facilities within a 0.5-mile radius of the site. **Figure 6** shows the pedestrian routes to the nearest bus stops.

Table 5: Bus Routes within a One Half-Mile Radius of the Site

Route	Route Name	Key Destinations	Service Headways (Weekday)	Service Headways (Weekends)
Metrobus Lines				
S2	16 th Street Line	<ul style="list-style-type: none"> 16th Street & Missouri Ave Silver Spring Station 	10-15 min	12-20 min
S9	16 th Street Limited Line	<ul style="list-style-type: none"> 16th Street & Missouri Ave Silver Spring Station 	6-16 min	20-32 min
52, 54	14 th Street Line	<ul style="list-style-type: none"> Columbia Heights Station Smithsonian 	12-24 min	20-30 min
59	14 th Street Limited Line	<ul style="list-style-type: none"> Columbia Heights Station Smithsonian 	11-15 min	No Service
D31*	16 th Street – Tenleytown Line	<ul style="list-style-type: none"> 16th Street & Missouri Ave Columbia Heights Station 	One bus	No Service
D33*	16 th Street – Tenleytown Line	<ul style="list-style-type: none"> 16th Street & Missouri Ave Columbia Heights Station 	One bus	No Service
D34*	16 th Street – Tenleytown Line	<ul style="list-style-type: none"> 16th Street & Missouri Ave Columbia Heights Station 	65 min (PM peak)	No Service
E4	Military Road – Crosstown Line	<ul style="list-style-type: none"> 16th Street & Military Road Fort Totten Station 	24-30 min	30-38 min
W45*	Wilson High School Line	<ul style="list-style-type: none"> 16th Street & Military Road Tenleytown AU Station 	One bus	No Service

*Operates only on days when public school is in session.

Figure 5: Transit Facilities

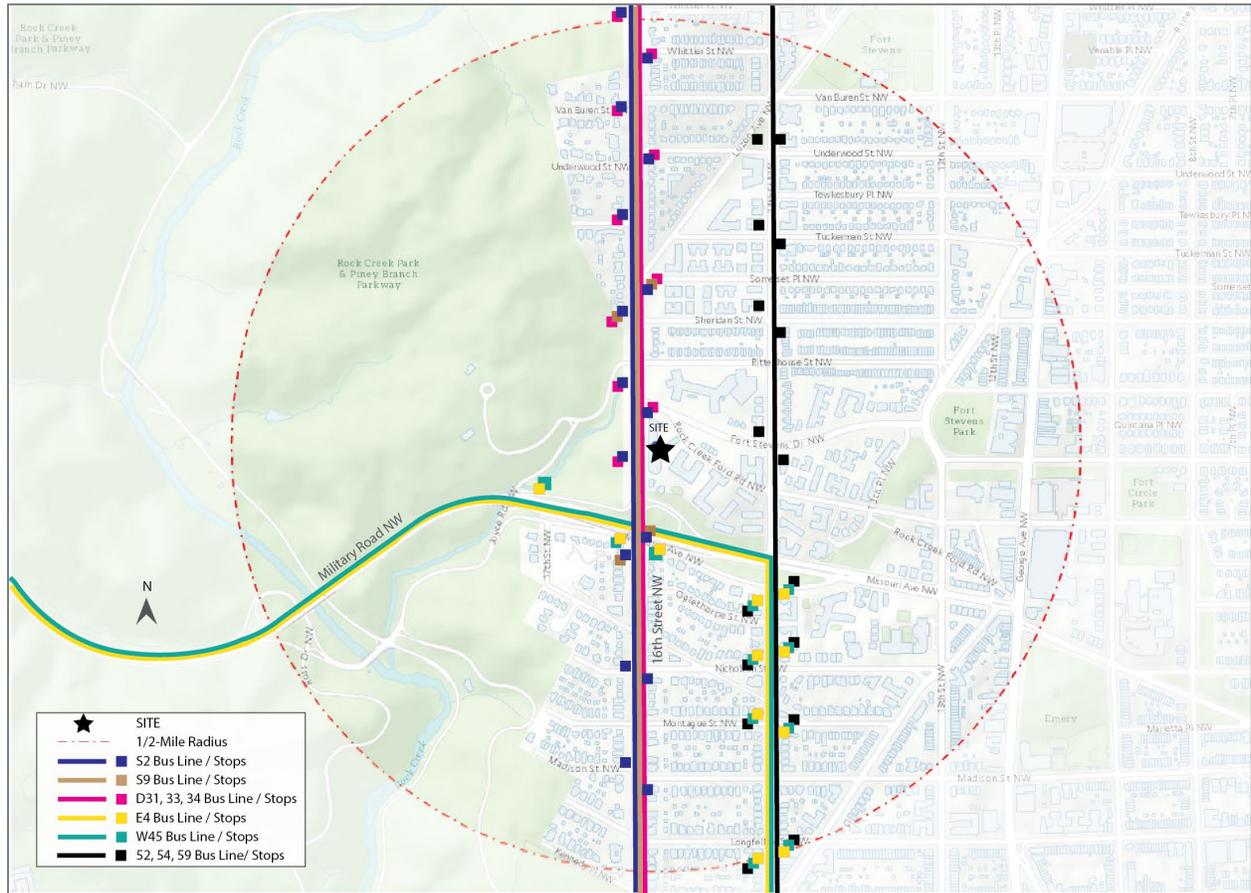
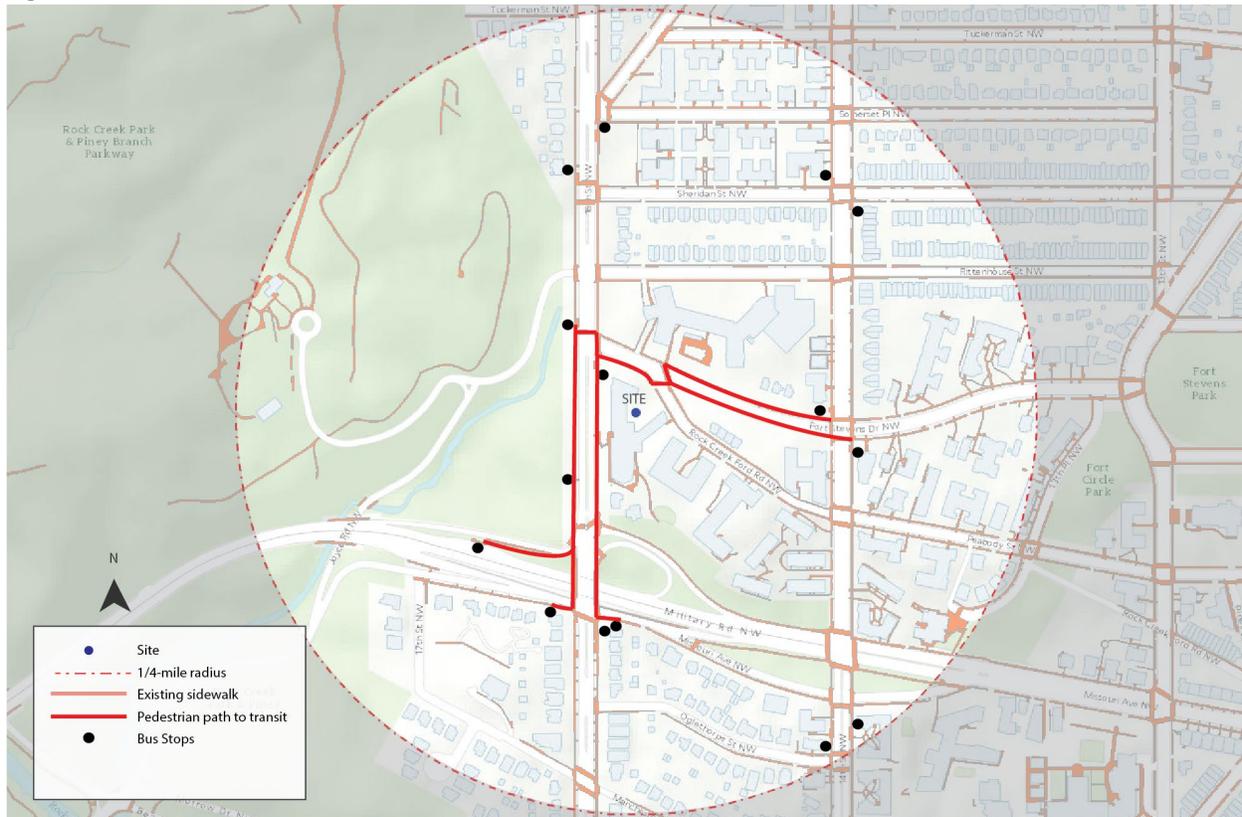


Figure 6: Pedestrian Routes to Transit Facilities



Bus Stop ADA Assessment

In accordance with DDOT scope of work requirements, bus stops within the immediate vicinity (within 0.25-mile walking distance) of the site were surveyed to determine access requirements according to the American Disability Act Accessibility Guidelines (ADAAG)¹. According to the ADAAG, landing pads for passengers boarding and alighting buses should be:

- Firm and stable
- Clear of obstructions at least 96 inches (8 feet) from the curb/roadway and at least 60 inches (5 feet) parallel to the roadway. A landing area of this size or larger is necessary for deployment of the vehicle's ramp and lift for customers using a wheelchair to maneuver on and off the lift
- Connected to streets, sidewalks, or pedestrian paths by an accessible route
- Sloped (parallel to the roadway) the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the landing area shall not be steeper than 1:48
- Ideally, for urban and high volume stops, and where there is adequate right-of-way, landing pads should be a continuous 8-foot-wide paved pad along the entire length of the bus stop (40 feet for a standard bus and 60 feet for an articulated)

¹ Guidelines for the Design and Placements of Transit Stops for the Washington Metropolitan Authority, 2009 was used as a reference for ADA requirements.

It is also preferred that the landing pad/waiting areas be connected to an accessible sidewalk but separated from the general pedestrian flow. This will allow for safe boarding/alighting from both the front and rear doors of the bus. The current Federal Transit Administration’s (FTA) interpretation of the ADAAG is that the construction of a landing pad is not required unless other improvements such as shelters are constructed (i.e., a stop can be designated by sign without constructing a new landing pad).

Shelter opening should be at least 36 inches wide (ADAAG specifies minimum of 30 inches) to allow wheelchair access – open face shelter is preferred. The shelter should provide a usable clear floor or ground space that is at least 36 inches wide by at least 48 inches deep. The minimum dimensions for the maneuvering space outside of the shelter depends on the placement of the opening and the direction of approach from the sidewalk. If the approach to the shelter opening is perpendicular (i.e., the customer is facing the opening while approaching), the minimum clear space from the opening is 48 inches. If the customer approached the opening from the side the minimum clear space from the opening is 42 inches. **Table 6** summarizes the ADA assessment of bus stops within the immediate vicinity of the site.

Table 6: Bus Stop ADA Assessment Summary

Bus Stop	Side of Roadway	Bus Stop Amenities (Shelter, Real Time Transit Display, etc.)	ADA Compliance
16th Street NW			
16 th Street & Fort Stevens Drive	East, West	Benches, Shelter	Yes
16 th Street & Military Rd	West	None	Yes
14th Street NW			
14 th Street & Fort Stevens Drive	East, West	Benches, Shelter (West side only)	Yes

SITE DESIGN

Site Access

Vehicular site access is located on Rock Creek Ford Rd NW near the intersection of Fort Stevens Dr NW via a curb cut that provides access to the school's parking lot. Pedestrians and bikes also use this entrance to access the school. There are also two other school entrances that are used for emergency egress, one located along Rock Creek Ford Rd NW and the other located along 16th Street NW.

Pick-Up and Drop-Off Operations

The following pick-up and drop-off operations were observed during the 2019 performance monitoring study. The school will continue to use these operations in the future. The school gates were opened at 8:15AM for arrival and were subsequently closed at 8:30AM. The school gates were opened for dismissal pick-up at 3:18PM and closed at 3:48PM. Staff were located on-site and at the school driveway to facilitate efficient operations during the morning arrival and afternoon dismissal periods. In accordance with school policy, cars are required to approach the school driveway from westbound Fort Stevens Drive. Vehicles that attempt to enter the school driveway from Rock Creek Ford Road were redirected to approach the school from westbound Fort Stevens Drive. The plan to have vehicles approach the school from one direction simplifies traffic operations and improves efficiencies. During morning arrival, students were efficiently dropped off on-site in the rear parking lot. During afternoon dismissal, vehicles line up, make a U-Turn inside the school parking lot and queue in five adjacent lines to exit. Vehicles are served and dismissed one-by-one in chronological fashion.

Circulation and Queuing

The school intends to maintain its current circulation plan. The stacked parking spaces in the school's parking lot will be used for on-site circulation and queuing during afternoon dismissal. The spaces will be vacated each afternoon prior to afternoon dismissal. **Figures 7 and 8** below display the inbound and outbound circulation, respectively.

During the 2019 performance monitoring study the following were observed:

- The maximum queue observed within the site during the dismissal period was 9 vehicles.
- No vehicles were observed to queue off-site during morning arrival.
- During the PM dismissal period, five vehicles were observed to queue along Fort Stevens Drive NW for a few minutes prior to the gates of the parking lot being opened. The queue dissipated once the gates opened, and the queue was maintained on site for the duration of the dismissal period.

The student population growth rate of 34% (316 students to 425) was applied to the maximum observed queue to project the future maximum queue associated with the increase in student population. The maximum queue of 9 vehicles is projected to increase to 12 vehicles. **Figure 9** below displays the projected maximum queuing that will take place on-site within the school's parking lot. As **Figure 9** indicates, the projected queue can be maintained within the site.

Figure 7: Inbound Site Circulation

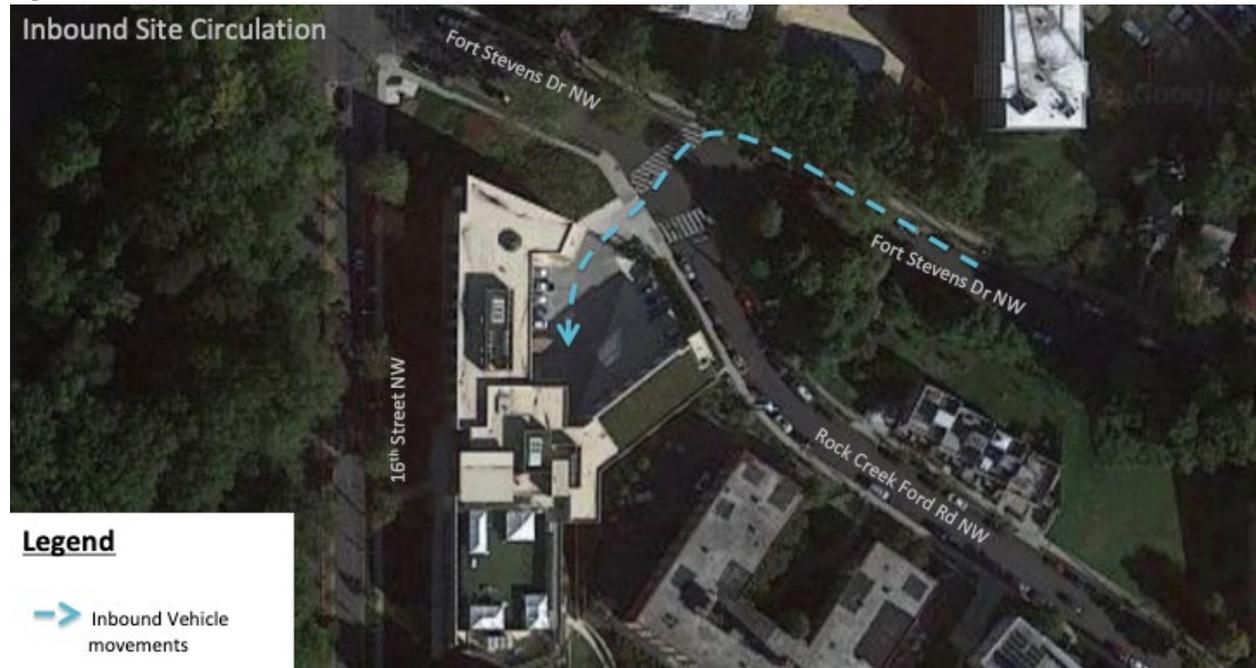


Figure 8: Outbound Site Circulation

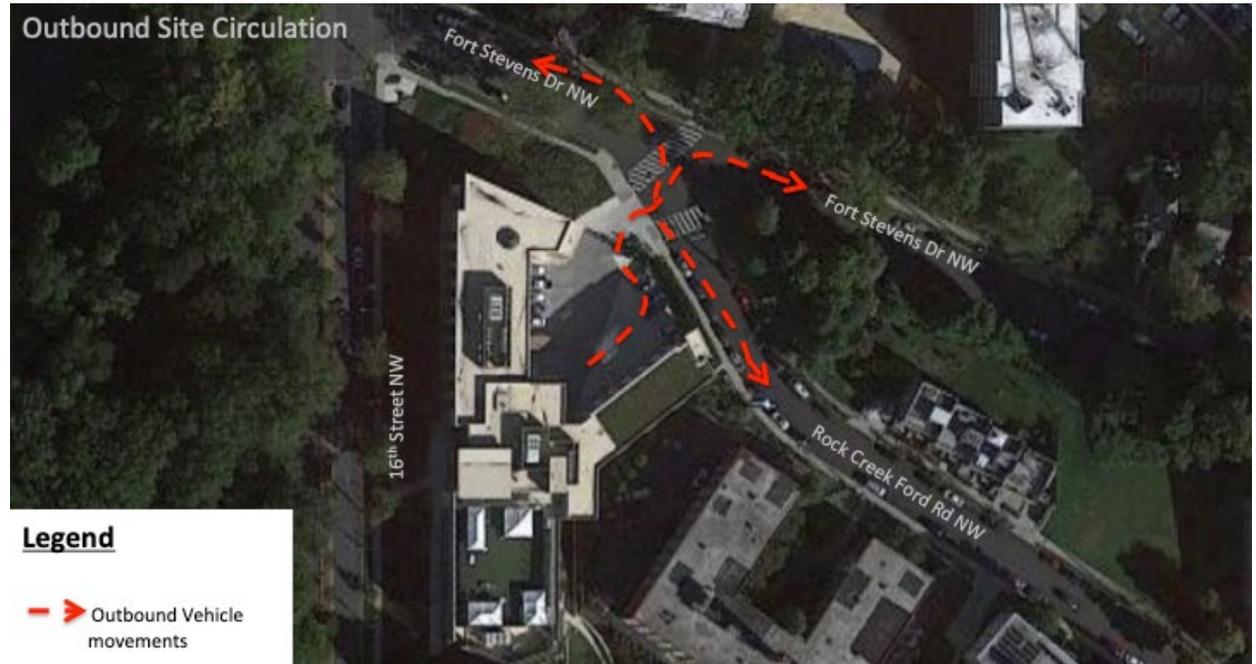
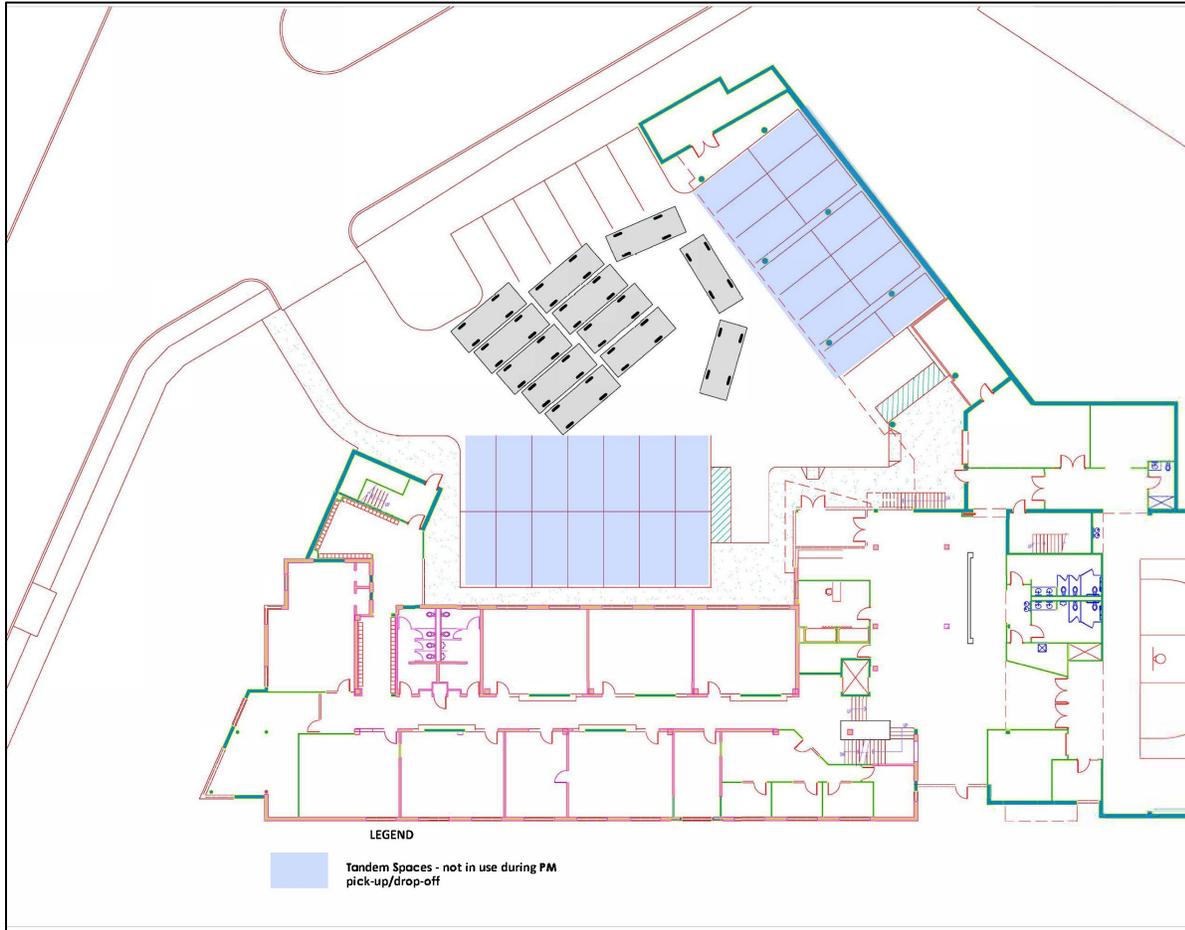


Figure 9: Projected On-site Queuing



NOTE: Tandem parking spaces are vacated and used for circulation during pick-up/drop-off operations.

On-Site Pedestrian Facilities

The school provides separate pedestrian and vehicular gates from Rock Creek Ford Road. The on-site sidewalk connects to the sidewalk on Rock Creek Ford Road as shown in **Figure 10** below.

Figure 10: Pedestrian Gate & Sidewalk Leading to Rock Creek Ford Road Sidewalk



Curbside Management

The curbside management restrictions near the school are displayed in **Figure 11** below. The “No Parking – School Days” spaces on Fort Stevens Drive NW and Rock Creek Ford Road NW are used for school bus loading. There are no proposed changes to curbside restrictions.

Figure 11: Curbside Management Restrictions



Vehicle Parking

The Applicant is requesting relief from the parking requirements of C § 701.5 pursuant to C § 703.2, now permitted via special exception. Given the proposed increase in staff population from 72 to 87, the school will be required to provide 58 parking spaces.

The Milton School intends to provide 60 parking spaces as follows: 8 standard spaces, 14 daily-use tandem² spaces (i.e., 22 effective spaces) and 38 spaces off-site at Ohr Kodesh Synagogue. The school provides buses that transport staff members to and from the satellite location.

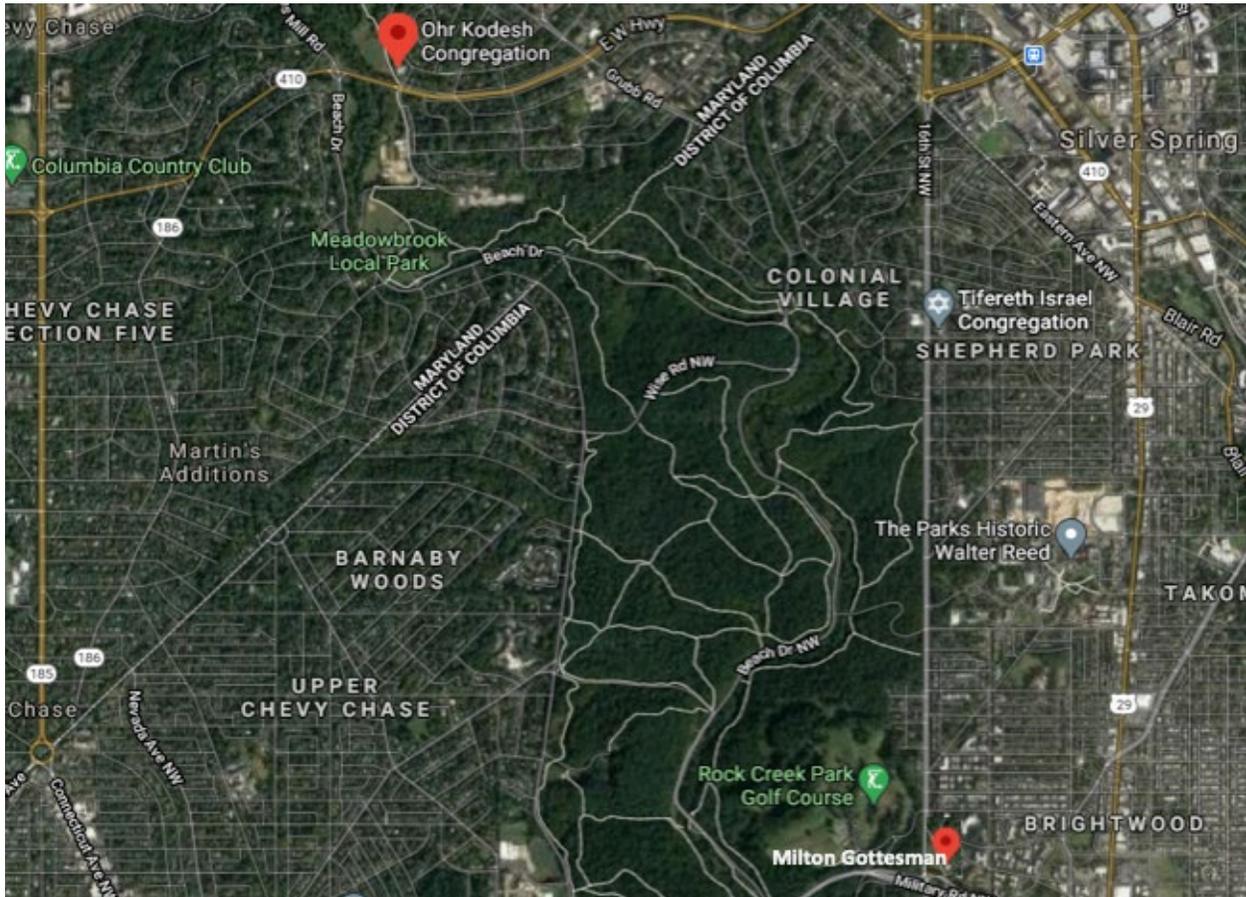
The parking lot provided at the Milton Gottesman School is displayed in **Figure 12** below. The location of the Ohr Kodesh Synagogue is displayed in **Figure 13** below.

² Tandem parking spaces are vacated during pick-up/drop-off periods to accommodate circulation and on-site queuing.

Figure 12: Milton Gottesman Parking Lot



Figure 13: Ohr Kodesh Synagogue Location



The current and proposed vehicle parking requirements are illustrated in **Table 7** below.

Table 7: Parking Requirements

	Existing (72 staff)	Proposed (87 staff)
Parking Requirement	<p><u>2015 BZA Case</u></p> <p>ZR58 2 spaces for each 3 teachers and other employees</p> <p>47 spaces</p>	<p>ZR16 2 spaces for each 3 teachers and other employees =</p> <p>58 spaces</p>
Parking Provided	<p>Standard: 8 Daily-use Tandem: 14 Off-site (Ohr Kodesh): 25 TOTAL: 47 Spaces</p>	<p>Standard: 8 Daily-use Tandem: 14 Off-site spaces (Ohr Kodesh): 38 TOTAL: 60 Spaces</p>

Bicycle Parking

The school provides a total of 27 bicycle spaces: 14 on-site and 13 bicycle parking spaces on public space. In accordance with the BZA Order requirements, the school currently provides and intends to provide 6 long-term bicycle spaces.

Loading/Trash Operations

The school’s trash receptacles are kept inside the parking lot. Trash/recycling haulers enter the parking lot and do all trash removal on the school’s property, not on public streets. The school does not generate demand for delivery trucks. The school is not proposing any changes to trash/loading operations.

SAFETY ANALYSIS

As part of the safety analysis for Milton, the DDOT Vision Zero plan was referenced as a resource for safety issues and proposed improvements in the vicinity of the site. There were no high crash intersections and no fatal accidents in the vicinity of the site. There was one accident involving a pedestrian with minor injuries at the intersection of 16th Street NW and Fort Stevens Drive NW. Sight distance is adequate from the school’s parking lot entrance. School staff members assist with the arrival and dismissal operations to ensure safety for students coming to and leaving the school.

TRANSPORTATION DEMAND MANAGEMENT

The applicant has committed to the following Transportation Demand Management (TDM) measures to minimize traffic and parking impacts.

- Subsidized School Bus Program – Milton school will subsidize the school bus program to maintain 75% enrollment in the program.
- Carpool Program– A zip-code roster is available to all parents to facilitate carpool arrangements. Parents can view this information online and choose zip-codes from the drop-down menu. Zip-code rosters are also available from the school office. The school maintains and updates the online carpool registry throughout the school year.
- Intercampus School Bus Connection (Free of charge to parents) – Milton school buses transport children to/from the North Campus and South Campus³. Families who drive to school with siblings in both campuses have a single drop off point at one campus and the sibling(s) that attends the other campus are shuttled via the school bus.
- Annual Parent Transportation Surveys – The school issues transportation surveys to parents annually.
- School TDM Coordinator- The school has a designated TDM Coordinator who is charged with management of the school’s TDM and awareness initiatives.
- Public Transportation Subsidy for Staff- Milton offers staff members a 50% reimbursement (up to \$50) for monthly transit costs. There are 13 staff members actively participating in this program.

PERFORMANCE MONITORING PLAN

The requirements outlined in the current traffic monitoring agreement were used as the basis for the proposed Performance Monitoring Plan:

The [Applicant] shall conduct counts and provide a monitoring report to DDOT’s Policy, Planning, and Sustainability Administration twice per year (fall and spring semesters, not to coincide within a week before or after any extended school breaks) for two years, beginning in the fall 2021 semester and again when the school reaches the proposed cap of 425 students (twice per year for two additional years).

- *Trip generation counts and queueing shall be observed a minimum of 7:00AM – 9:30AM and 2:30PM – 6:00PM.*
- *Vehicle trip generation shall include all vehicle trips to the site, including vehicles traveling to the site but not entering the driveway.*
- *The number of trips in the AM peak hour must not exceed 271 trips, and the number of trips in the PM peak hour must not exceed 135 total trips.*

³ Early childhood campus for Pre-K, kindergarten and first grade students.

- *If vehicle queuing does not meet the above-mentioned criteria or the site exceeds the vehicle trip generation count, the Applicant shall employ additional Transportation Demand Management (“TDM”) measures and continue monitoring twice per year for two years for a total of four successful monitoring reports.*

CONCLUSIONS

- The increase in student and staff population is forecasted to generate 207 AM trips and 135 PM trips which will remain within the 2015 established trip cap of 271 AM trips and 135 PM trips. The projected vehicle trip generations are minimal and would not have any adverse impacts on the roadway network.
- The maximum queue of 9 vehicles is projected to increase to 12 vehicles. The school’s circulation plan is adequate to accommodate the queue on site.
- The project will provide a total of 60 vehicle parking spaces, including 8 standard spaces, 14 tandem spaces, and 38 off-site spaces. The school provides bus transportation to off-site parking, located approximately 3.5 miles north, at Ohr Kodesh Synagogue.
- The Applicant has committed to Transportation Demand Management (TDM) measures, including a robust school bus program, to minimize traffic and parking impacts.
- The Applicant has committed to continuing the monitoring report for DDOT’s Policy, Planning, and Sustainability Administration twice per year beginning in the fall 2021 semester and again when the school reaches the proposed cap of 425 students (twice per year for two additional years).