



WELLS + ASSOCIATES

THE RIVER SCHOOL COMMUNITY MEETING

Transportation Presentation
April 22, 2021

THIS MEETING IS BEING RECORDED

Agenda

- The 4220 Nebraska Avenue Opportunity
- Project Overview
- Transportation Issues
 - Site Circulation and Pick-up/Drop-off Operations
 - Transportation Management Plan (TMP)
- Next Steps
- Discussion

The 4220 Nebraska Avenue Opportunity

Project Overview

Summary of Project Characteristics

	Existing	Proposed
Location	4880 MacArthur Blvd	4220 Nebraska Ave
Max Student Enrollment	220 201 currently enrolled	350
Grades Served	18 months – 3 rd	18 months – 6 th
# of part-time students	26	24 – 48
Student Demographics	54% - DC, incl. 44% in 20016 24% - MD 22% - VA	Approximately the same
Faculty/Staff	70	90
Parking	27	60 spaces
PUDO Location	MacArthur Blvd	On-site
Dismissal Times	Noon 2:45 PM	Noon 2:45 – 3:45 PM 4:00 – 5:00 PM 5:00 – 6:00 PM

Site Circulation and Pick-up/Drop-off Operations

Site Circulation Plan



FOR TRAFFIC CIRCULATION DISCUSSION ONLY – BUILDING DESIGN UNDER REVISION IN RESPONSE TO HPRB AND COMMUNITY COMMENTS

Site Circulation Plan



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Site Circulation Plan

- PUDO Operation
 - At grade stacking capacity of 22 vehicles
 - Overflow capacity of an additional 7 vehicles
 - 3 short-term (15 min) spaces in garage for parents who want to walk students to/from school
 - Advanced Passenger Identification System
 - Minimum of 4 Traffic Monitors staffing the PUDO operation
 - Double stacked boarding and alighting
- Curb Cuts
 - One-way flow (enter via north curb cut, exit via south curb cut)
 - Left turns in and out prohibited
- Parking
 - 54 spaces in below-grade garage, including 12 tandem spaces
 - 8 surface parking spaces

Queuing Model

- Initially looked at queues at other schools to calibrate queuing model
 - St. Patrick's (Whitehaven campus)
 - Maret
 - GDS (Former Lower/Middle School Campus on MacArthur Blvd)
- Variables considered
 - Looked at schools with preschool, pre-K, and/or elementary school
 - Number of vehicles entering PUDO queue
 - Max observed queue length
- Upon opening of River School collected data at MacArthur Blvd campus and further refined model

Differences between MacArthur Boulevard PUDO and Proposed PUDO

- MacArthur campus has no on-site circulation; entire PUDO operation is on MacArthur Blvd.
- PUDO queue blocks several driveways; at times vehicles turning into the driveways bypass the PUDO queue blocks the second travel lane
- 6-8 vehicles can load simultaneously compared to 14 under proposed plan
- Dismissal currently is not staggered
- Carpooling is currently not in place due to pandemic, unless same family
- Transportation Management Plan is not in place

Transportation Management Plan

Transportation Management Plan

- Demand Management Plan
 - Strategies and incentive to reduce the number of vehicles coming to the site
- Operations Management Plan
 - Establishes a set of protocols to ensure traffic is appropriately managed on campus without spilling into adjacent streets and neighborhoods
- Monitoring Plan
 - Ensures accountability and provides mechanism for remedial strategies if commitments aren't met

Demand Management Plan

- Bicycle amenities and incentives
 - Provide covered/secure bicycle parking
 - Provide bicycle repair station on campus
 - Provide bicycle subsidies for faculty/staff who primarily commute to work by bicycle or provide annual CaBi membership
 - Incorporate bicycle education into the phys ed curriculum
 - Host bike and walk to school events
 - Participate in Safe Routes to School Program
- Transit Incentives
 - Provide monthly transit subsidy for faculty/staff who take transit
 - Enroll in Guaranteed Ride Home
- Carpooling Initiatives
 - Provide carpool matching assistance for students and faculty/staff
 - Register with Commuter Connections School Pool Program
 - Implement mandatory carpooling program
 - Pre-K and younger students exempt
 - On a case-by-case basis, students who demonstrate a hardship based on special transportation needs are not required to carpool with prior approval

Trip Generation – Vehicle Trips

	AM Peak Hour (8:00-9:00 AM)		PM School Peak Hour (2:45 – 3:45 PM)		PM Cmmtr Peak Hour (5:00-6:00 PM)	
	In	Out	In	Out	In	Out
Students	173	173	74	74	28	28
Faculty/Staff	0	0	0	0	0	32
Clinic	0	0	0	0	2	2
Total	173	173	74	74	30	62

Trip Generation

Students:

- 24-48 students will be part-time (2/3 mornings per week)
- Approx. 30% of families have siblings enrolled
- Not all students will arrive/depart by car – some walk, bike, or are part of a carpool
- Approx. 24% of students are ½ day; dismiss at noon
- Approx. 36% of students are in aftercare; dismiss between 4:00 and 6:00 PM

Faculty/Staff

- Faculty/staff required to arrive before 8:00 AM
- Faculty/staff not permitted to leave during primary afternoon pick-up (2:45 – 3:45 PM)
- Not all arrive/depart by car – some walk, bike, and take transit

Clinic

- 50 clinic visits per day
- 60% of patients are current River School students
- Non-River patients will be scheduled to avoid drop-off and primary pick-up windows

Operations Management Plan

- Establish a clear Pick-up/Drop-off Protocol
 - Includes Advanced Passenger Identification System
 - Staggered arrivals and dismissals
- Provide staffing to manage PUDO operations
- Prohibit trash pick-up and most deliveries during PUDO times
- Restrict size of delivery vehicles to box trucks and vans
- TMP will be incorporated into the student contract with penalties of increasing severity with each infraction up to and including dismissal from the school

Monitoring Plan

- Meet with ANC quarterly to discuss any transportation related concerns of the community
- Conduct annual studies to ensure transportation commitments are being met
- If commitments are met over time, studies gradually phase out
- If study reveals deficiencies, School will meet with ANC and DDOT to develop and implement remedial strategies to correct issues

Other Schools with TMPs and Monitoring and Reporting Requirements

Lab School – Reservoir Road Campus

- Monitoring requirements began with 2006 approval
 - Required a reduction in vehicle trips by 16%
- By 2011, through implementation of various TDM measures, Lab School met trip cap requirements
- 2014 BZA Approval required continued monitoring of trip caps and parking every semester
- As of September 2020, Lab School met its trip caps and parking caps for 12 of 13 semesters since its 2014 approval

Other Schools with TMPs and Monitoring and Reporting Requirements

Maret School

- 2013 BZA Approval required annual monitoring of trip cap
- 2013 BZA Approval was for a 3-year period
- 2014, 2015, and 2016 monitoring studies demonstrated compliance with trip cap
- 2017 BZA Approval did not require further monitoring

Next Steps

Transportation

- Complete Comprehensive Transportation Review
- Schedule 2nd Community Transportation Meeting

Site Design and Landscape Elements

- Return to HPRB for follow-up courtesy review
- Schedule Community Design and Landscape Meeting

Information Sharing

- Project website to be launched
- Community input portal

For more information, contact Nancy Mellon, Head of School at: nmellon@riverschool.net

QUESTIONS?