

# Georgetown Day School Traffic Management Plan

## FOUR WAYS TO GET TO GDS

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School Bus

2



Walk or Bike

3



Car Pool

4



Public Transit

Good for GDS, good for the community, good for the planet.

As GDS looks towards the future, we are committed to ensuring that transportation is a key part of our vision for sustainability. The new consolidated GDS campus will be the most urban, accessible (from a transportation perspective) independent pre-K through 12 school in Washington DC. With the Metro red line and 14 distinct Metrobus lines running through Tenleytown, this neighborhood is one of the best served areas in the entire DC region. Our traffic management plan will incentivize families to take advantage of this broad network of public transit. Additionally, GDS will institute the first real school bus system in the school's history. There are a large number of families that live within a mile of the Tenley campus, and we will incentivize biking and walking to school for those where it is practical. Finally, taking advantage of the single campus, for those not using the bus network, public transit, or walk bike, carpooling will become required for morning drop off.

### Overarching Strategies

- Take advantage of the site's proximity to Metro bus and rail transit
- Develop walking/cycling programs and incentives
- For car arrivals, increase number of students per car
- Introduce school buses to campus from multiple locations
- Work with DDOT's Safe Routes to School program

### Strategies for Students to Get to School

Prior to the start of each school year, families will need to select from the following modes for getting their children to school:

#### **Public Transit**

- GDS will encourage the use of public transportation. Students that take Metro will be eligible for transit subsidies.
- GDS will encourage all students to enroll for free Metrobus fares, per the existing DC One Card program.

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- GDS will fully subsidize all students that are DC residents through the existing District program that provides this via the DC One Card (this includes full MetroRail subsidy).
- GDS will subsidize SmarTrip card for students that are not DC residents, at a level of \$50 per month.
- GDS will institute a 'transit buddy' system, matching older students that take transit/walk or bike with younger students from families who are interested in this service (older students using Metrorail will also walk with the younger student between the station and the school). High school students that escort elementary and middle school students will receive training and obtain community service hours for this work.

## School Bus

- GDS will launch a network of GDS-only school buses. The buses will connect the campus to various gathering points, including Metro stations. The exact routing and placement of stops will be coordinated with DDOT and other agencies as needed. Use of the school buses will be encouraged and promoted through education. Staff will be allowed to ride the bus for free.

## Walk or Bike

- A large number of current GDS families live within a mile of the Tenley campus, making biking or walking to school an option.
- As part of a staggered dismissal, an earlier dismissal will be provided for students that walk or bike to school.
- GDS will provide bike safety and maintenance education and a bike maintenance facility will be located in the garage.
- Bicycle parking will be provided underground, in the parking garage for students and staff. The location will be covered, safe and protected from weather.
- Showers and lockers will be available for staff and students who bike/run to work.

## Carpool

- GDS families are welcome to drive to school in the morning, providing that morning arrivals contain at least two GDS students. This reduces traffic in the neighborhood, reduces wait times at drop off and pick up, and lowers our community carbon footprint. There will be some exceptions for students with special physical needs, parents dropping off students and coming in to the school for meetings, etc. GDS will step up its ride-matching services to help facilitate setting up carpools.

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- Students that drive to school and park will have an assigned space. They will be required to register their vehicle and pay a fee for parking in the garage. Students will be strictly prohibited from parking on residential streets surrounding the campus.
- The parking fee for students who commit to carpool will be free.

## **Incentives and Education to Help Achieve Success**

GDS will incentivize student transit, cycling and walking by:

- Hosting four bike/walk to school days during each school year. These days will be heavily marketed and coordinated with DDOT's Safe Routes to School program. The School will provide incentive/prizes for students that participate.
- GDS will establish inter-class and inter-grade competitions with incentives/prizes for the winning classes, based on the amount of transit/cycling/walking.
- GDS commits to a minimum prize/incentives total for these programs of \$2,000 per year.
- GDS will include alternative transportation education for students and parents during orientation/programming at the beginning of each school year to educate as to the transportation options available and how to safely use them getting to/from school.
- As part of a staggered dismissal, an earlier dismissal will be provided for students that walk, bike, or take transit to school

## **Strategies for Staff to Get to School**

- The GDS school bus will be provided at no cost to staff.
- GDS will encourage the use of public transportation. Faculty that do not drive will be eligible for the following:
  - \$100/month subsidy for faculty using public transportation.
  - Faculty using public transportation would also be entitled to a subsidized guaranteed ride home program for emergency use (like Uber) one time per month.
  - Full Bikeshare or car share membership for faculty who neither use public transportation nor drive to campus.
- Faculty that drive and live within 1 mile of the School or 1 mile of a red-line Metro station will be charged a premium monthly parking fee. GDS commits to charging a \$250/year

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surcharge for these drivers (on-top of the regular parking fee). The monthly fee will decrease for two-person carpools, and will be free for 3 or more person carpools.

- Ride-matching services will be provided to facilitate setting up carpools.

## **Monitoring Commitment**

- GDS will monitor vehicular trip generation and mode splits by students, families, and employees.
- The purpose of the monitoring is to see how well the TDM plan is meeting its goals and to allow for changes to the strategies based on their performance.
- The Comprehensive Transportation Review (CTR) accompanying the PUD submittal will set target and aspirational goals for both vehicular trip generation and mode splits.
- On a biennial basis, GDS will measure vehicular trip generation at school peak hours and perform surveys of parents and employees. The results will be presented in a report to DDOT and the ANC.
- The report will show how GDS is meeting their TDM goals, ideally the aspirational goals set in the CTR. Based on the results, GDS will adjust and enhance the TDM plan with DDOT's guidance.
- Monitoring will be conducted in the fall, after several weeks of school so patterns have been established.
- GDS will have quarterly meetings with the community for feedback on traffic and parking-related issues.

## **Enforcement**

- School employees will be trained at the beginning of each year to implement and enforce the TDM plan. These roles are typically filled by GDS Faculty (as part of the job description), with a GDS Administrator in charge of the program.
- Compliance with the TDM plan will be incorporated into the student contract. Families who do not comply with the TDM plan will risk the student's loss of privileges at GDS, and families with a record of repeated non-compliance risk the student's expulsion.

## **Structural/Design Elements of the TDM**

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- All queuing associated with drop-off/pick-up will take place underground or on GDS property. With multiple entrance and exit points, there should be no back up on any public street.
- “Kiss & Ride” parking spaces will be provided at a nominal fee to parents who opt to drive their children to school and leave their car in the GDS lot for the day.
- Bicycle parking will be provided underground, in the parking garage for students and staff. The location will be covered, safe and protected from weather.
- A bike maintenance facility will be located in the garage.
- Showers and lockers will be available for staff and students who bike/run to work.
- Bicycle racks will be provided outside the building for visitors. GDS commits to installing a minimum of 5 U-racks near each of the school’s primary entrance.
- There will be a 200V electric vehicle charging station in the parking garage.
- An electronic screen displaying real-time transportation information (i.e., Metro rail and Metro bus arrivals, Capital Bikeshare availability, etc.) will be incorporated into the high school lobby.
- The Comprehensive Transportation Review (CTR) accompanying the PUD submittal will review walking routes to and from the school. Based on this review, GDS may upgrade some facilities to encourage walking (e.g. improving sidewalks, repainting crosswalks, etc...).