TRANSPORTATION COMMISSION

Stratford and H-B Woodlawn
Wilson Site
Multi-Modal Transportation Recommendations
February 9, 2017
Transportation-related characteristics of each school

**Stratford**

All students with a physical or developmental disability

Nearly all travel to and from school in wheel-chair equipped buses

Arrival and dismissal ritual integrated into students’ educational atmosphere
Transportation-related characteristics of each school

H-B Woodlawn
School-related arrival and departure activity does not overlap with peak commute times on Wilson Boulevard.

Factors include:
• Bell times
• Morning ‘zero’ period (no APS-provided bus service)
• Afternoon sports and late buses
THE FINAL SITE PLAN
Arrival and Dismissal

School buses on 18th Street

- 30 minute earlier start for Stratford
- No other traffic between New Street and Quinn
Stratford Arrival and Dismissal Curbside Needs

- Space for all buses to dwell, unload and load students at the same time for both arrival and dismissal
- Maneuvering space for staff to unload and load students, including for wheelchair lifts
- Minimal travel distance between bus and school door
Recommendations for Stratford Arrival and Dismissal

• Recreate the current environment for Stratford students at Wilson site
  – Limited access to 18th Street and parking restrictions
  – All buses staged at one time on 18th Street
  – Build a flush curb
Arrival and Dismissal

Parent drop-off and pick-up

• Various locations:
  - East side of N. Quinn
  - Both sides of Key, east of N. Quinn
  - Both sides of N. Quinn, north of Key

• May refine signage or locations, if needed, after several months’ observation
INTERIM SITE PLAN AND OPERATION
Arrival and Dismissal

Compared to final site plan and operation:

**SAME:** All school buses on 18th Streets

**DIFFERENT:** All bussed students enter at east end of school

**DIFFERENT:** ADA parking on east side of Quinn Street

**DIFFERENT:** Quinn Street parent drop-off option shifted to Wilson Boulevard
Arrival and Dismissal

Parent drop-off and pick-up options
• Wilson replaces east side of N. Quinn

- North side of Wilson
- Both sides of Key east of N. Quinn
- Both sides of N. Quinn, north of Key
Interim Parent Drop-off: Crossing Separated Bike Lane

SBL cross-section goes from 6’ bike lane – 3’ buffer – 8’ parking to 5’ bike lane – 5’ buffer – 7’ parking

Increase frequency of bollards
PARKING
School Day
• Staff – all day
• Visitors – short duration
• Students – not provided

Evenings and Weekends
• Events – up to six hours
Calculating Parking Demand

Two Methods
1. Arlington County Zoning Ordinance
2. Site-specific Information

Core Assumptions
• There will be a significant change to the travel mode share for both staff and visitors
• This site will not include parking for students
### Staff and Visitors: Arlington County Zoning

<table>
<thead>
<tr>
<th>Parking for...</th>
<th>Based on...</th>
<th>Ratio</th>
<th>Number of spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle School</td>
<td>275 Students</td>
<td>1 space per 7.5 students</td>
<td>37</td>
</tr>
<tr>
<td>High School</td>
<td>500 Students</td>
<td>1 space per 10 students</td>
<td>50</td>
</tr>
<tr>
<td>Visitors*</td>
<td>275 Students</td>
<td>1 space per 40 students</td>
<td>7</td>
</tr>
</tbody>
</table>

**TOTAL** 94

*Zoning ordinance does not include a requirement for visitors for high schools*
## Increases for public assembly spaces:

<table>
<thead>
<tr>
<th>Space</th>
<th>Description</th>
<th>Spaces per Area</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Gymnasium</td>
<td>8,000 sq. ft., 1 space per 50 sq. ft.</td>
<td></td>
<td>160</td>
</tr>
<tr>
<td>Auditorium Theater</td>
<td>400 seats, 1 space per 10 seats</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Black Box Arena</td>
<td>1,200 sq. ft., 1 space for 50 sq. ft.</td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>Gym/Multipurpose Room</td>
<td>3,000 sq. ft., 1 space per 50 sq. ft.</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td><strong>TOTAL FOR PUBLIC ASSEMBLY</strong></td>
<td></td>
<td></td>
<td><strong>284</strong></td>
</tr>
</tbody>
</table>
### Staff and visitor travel mode share assumptions

<table>
<thead>
<tr>
<th></th>
<th>Personal vehicle</th>
<th>Carpool</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff</td>
<td>55%</td>
<td>8%</td>
</tr>
<tr>
<td>Visitors</td>
<td>75%</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Employee travel mode shares elsewhere in the County

<table>
<thead>
<tr>
<th></th>
<th>Walk</th>
<th>Bike</th>
<th>Personal Vehicle</th>
<th>APS Vehicle</th>
<th>Carpool</th>
<th>Transit</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodlawn/Stratford</td>
<td>3%</td>
<td>5%</td>
<td>88%</td>
<td>0%</td>
<td>3%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Key Elementary</td>
<td>6%</td>
<td>3%</td>
<td>81%</td>
<td>2%</td>
<td>2%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>Washington and Lee</td>
<td>8%</td>
<td>7%</td>
<td>71%</td>
<td>0%</td>
<td>5%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>Arlington County Workers</td>
<td>3-5%</td>
<td>53-55%</td>
<td>N/A</td>
<td>11-15%</td>
<td>26-27%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Rosslyn commuters</td>
<td>10%</td>
<td>43%</td>
<td>N/A</td>
<td>6%</td>
<td>41%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>
### Method 2: Site-Specific Information based on drive rates

<table>
<thead>
<tr>
<th>Parking for...</th>
<th>Based on...</th>
<th>Mode share</th>
<th>Number of spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff in personal vehicle</td>
<td>141 Staff</td>
<td>55% in personal vehicle</td>
<td>78</td>
</tr>
<tr>
<td>Staff in carpool</td>
<td>141 Staff*</td>
<td>8% in carpool</td>
<td>6</td>
</tr>
<tr>
<td>Visitors in personal vehicle</td>
<td>8 Visitors**</td>
<td>75% in personal vehicle</td>
<td>6</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>90</td>
</tr>
</tbody>
</table>

*Assumes each carpool has two staff

**Based on current visitors, factored up for 775 target enrollment
Capturing Multimodal Benefits

• TDG analysis indicates that 90-94 spaces are needed for daily school uses
• Site is a first for the County and APS
• Expect mode shift over time as:
  – Students, staff and parents become comfortable using transit
  – Staff lives closer to school through natural staff changes
  – TDM programs continue to take hold
## APS Go! Program Goals

<table>
<thead>
<tr>
<th>Measure</th>
<th>2014 Data</th>
<th>2021 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Student Walk/Bike Rate</td>
<td>22%</td>
<td>30%</td>
</tr>
<tr>
<td>Staff Drive Rate</td>
<td>88%</td>
<td>75%</td>
</tr>
<tr>
<td>Percentage of schools with active TDM programs*</td>
<td>21%</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Schools with "active TDM programs" are defined as those with an existing site-specific TDM plan and some related programs underway.*
Outreach to parents, students & staff

Wilson’s Transportation Options

Ride Sharing
Ride sharing helps reduce vehicle emissions and traffic congestion. Sign up now to find ride sharing buddies!

SchoolPool Matching [helps parents connect to form carpools, walking groups or biking groups to and from school]:
www.commuterconnections.org/schoolpool

Transit Apps
Download these apps to make your commute easier:
- Citymapper
  The ultimate transit app (subway, train, bus, metro, bikes)
- Ridescout
  All transit, bus, bike, taxi, rides-on-demand, etc in one view
- Transit
  Displaying nearby options and departure times

Bus & Metro Services
Rosslyn is the closest Metrorail Station and serves the Orange, Blue and Silver Lines.
Arlington Transit (ART) and Metrobus routes:
- ART 43: Rosslyn/Crystal City
- ART 45: Rosslyn/Columbia Pk
- ART 61: Courthouse
- ART 62: Ballston
- ART 77: Shirlington
- Metrobus 3Y: McPherson Sq
- Metrobus 4B: Seven Corners
- Metrobus 5A: Dulles Airport
- Metrobus 10R: Alexandria
- Metrobus 38B: Ballston/Farragut Square
- Circulator: Rosslyn, Georgetown, Dupont Circle

Real-Time Rider Tools
Real-time information at your finger tips:
- Metro Navigator
  For GPS-based arrival times for Metrobus
- ART Realtime Arrivals
  Find out when the next ART bus will arrive at your stop
- Car Free Near Me
  Web app to make it easier to get around without a car
- spotcycle.net
  App for Capital Bikeshare with real-time bike availability

Biking and Walking
Biking and walking to school creates healthy minds and bodies for everyone:
- Walk ¾ or ½ mile from a parking spot, the bus stop, or a drop-off point.
- Wilson is near the shared-use Custis Trail.
- Capital Bikeshare: Join, take a bike, ride and return. Closest stations:
  - Key Blvd & N Quinn St
  - Wilson Blvd & Ft. Myer Dr
  - Lynn St & 19th St N
  - Clarendon Blvd & Pierce St

Additional Information:
- capitalbikeshare.com
- BikeArlington.com
- WalkArlington.com

Additional Information:
- arlingtontranist.com
- wmata.com
Student iRide Program, Staff Incentives
TDM and the Wilson site

- Begin the transition next year so the school community is ready when the new building opens
  - Can learn from Boston’s Riding the T program
- Build on APS Go! and the Use Permit Requirements
- Expect mode shift for staff over time
OFF-SITE RECOMMENDATIONS
Off-site infrastructure: ADA

Ensure all sidewalks within 2 blocks of schools meet PROWAG*:
- Uneven surfaces on sidewalks and crosswalks
- Missing and non-compliant curb ramps
- Non-compliant cross-slopes at driveway crossings

*Public Rights of Way Accessibility Guidelines
Off-site infrastructure: ADA

- Align curb ramps with crosswalks and widen curb ramps to increase capacity
- Widen corner at Wilson and North Quinn to increase pedestrian capacity
Off-site infrastructure: Other

• Covered bicycle parking convenient to school entrances
• Continued work towards lower stress bicycle network, especially at intersections
• Additional changes may be needed based on recommendations from Penzance development traffic study