



The following table summarizes the trip generation for the River School with implementation of the Transportation Management Plan outlined in the CTR. The table below reflects a 45% reduction in AM peak hour and a 15% reduction in the PM School and PM Commuter peak hours.

Peak Hour Trip Generation Analysis (with TDM Plan) – The River School
Assumes all students in K – 6 are shuttled from an offsite location in the morning

| COMPONENT | AM | | | PM SCHOOL | | | PM COMMUTER | | | NOTES |
|---|------------|------------|------------|-----------|-----------|------------|-------------|-----------|-----------|-------|
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Student Trip Generation (350 students) | | | | | | | | | | |
| person-trips | 338 | 338 | 676 | 138 | 138 | 276 | 60 | 60 | 120 | ①② |
| parents are faculty/staff | -15 | -15 | -30 | 0 | 0 | 0 | -7 | -7 | -14 | |
| absentees | -17 | -17 | -34 | -7 | -7 | -14 | -3 | -3 | -6 | ③ |
| sub-total person-trips | 306 | 306 | 612 | 131 | 131 | 262 | 50 | 50 | 100 | |
| <i>bus person-trips (45%/0%)</i> | 139 | 139 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | ④ |
| <i>auto person-trips (48%/81%)</i> | 143 | 143 | 292 | 106 | 106 | 212 | 40 | 40 | 80 | ⑤⑥ |
| <i>walk person-trips (8%/10%)</i> | 24 | 24 | 48 | 13 | 13 | 26 | 5 | 5 | 10 | ⑦ |
| <i>bike person-trips (0%/5%)</i> | 0 | 0 | 0 | 7 | 7 | 14 | 3 | 3 | 6 | ⑦ |
| <i>transit person-trips (0%/4%)</i> | 0 | 0 | 0 | 5 | 5 | 10 | 2 | 2 | 4 | ⑧ |
| auto trips | 106 | 106 | 212 | 74 | 74 | 148 | 28 | 28 | 56 | ⑨ |
| bus trips | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | ⑩ |
| Faculty/Staff Trip Generation (90 Faculty/Staff) | | | | | | | | | | |
| person-trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | |
| <i>auto person-trips (70%)</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | ⑪ |
| <i>walk person-trips (3%)</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | ⑫ |
| <i>bike person-trips (2%)</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | ⑫ |
| <i>transit person-trips (25%)</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | ⑫ |
| vehicle trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | ⑬ |
| Clinic Trip Generation | | | | | | | | | | |
| person-trips | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | ⑭ |
| <i>auto person-trips</i> | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | ⑮ |
| auto trips | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | ⑯ |
| Total Trip Generation | | | | | | | | | | |
| person-trips | 306 | 306 | 612 | 131 | 131 | 262 | 52 | 97 | 149 | |
| <i>bus person-trips</i> | 139 | 139 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | |
| <i>auto person-trips</i> | 143 | 143 | 286 | 106 | 106 | 212 | 42 | 74 | 116 | |
| <i>walk person-trips</i> | 24 | 24 | 48 | 13 | 13 | 26 | 5 | 6 | 11 | |
| <i>bike person-trips</i> | 0 | 0 | 0 | 7 | 7 | 14 | 3 | 4 | 7 | |
| <i>transit person-trips</i> | 0 | 0 | 0 | 5 | 5 | 10 | 2 | 13 | 15 | |
| auto trips | 106 | 106 | 212 | 74 | 74 | 149 | 30 | 62 | 92 | |
| bus trips | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Vehicle Trips | 112 | 112 | 224 | 74 | 74 | 148 | 30 | 62 | 92 | |

Notes continued on next page

NOTES

- ① 12 – 24 students will attend school two days per week; 12-24 will attend school three days per week. Therefore, the maximum number of students at school on any given day would be 326-338.
- ② Approximately 24% of students are half-day students and dismiss at noon, 41% dismiss between 2:45 and 3:45 PM, and 35% are in after care and are picked up between 4:00 and 6:00 PM. Half of the latter category were assumed to be picked up between 4:00 and 5:00 PM and half between 5:00 PM and 6:00 PM.
- ③ The number of absent students was assumed conservatively to be 5%.
- ④ The number of bus person-trips for the AM peak hour was calculated based on the number of students younger than Kindergarten, the estimated number of students in Grades K – 6 who have enrolled siblings younger than Kindergarten, and adjusting for absenteeism and children who arrive at school with a parent who is a faculty/staff member. # of students to be bused = $338 - (135 * 1.35) - 10 - 7 = 139$.
- ⑤ The number of auto person-trips for the AM peak hour was calculated based on the number of students younger than Kindergarten plus siblings of those students, less those students who are anticipated to walk.
- ⑥ The auto mode split for PM School and PM Commuter peak hours decreased from 90% to 81% because of incentives for walking, biking, and transit offered through the TDM plan.
- ⑦ Because only families with children younger than Kindergarten will be dropped off on-site during the AM peak hour, the AM walk percentage was not increased from conditions without the TDM plan (i.e., it remained at 8%). The bike percentage was reduced from 2% to 0%. During the PM School and PM Commuter peak hours, the walk/bike percentage was assumed to increase from 10% to 15%, reflective of the bicycling and walking strategies in the TDM plan. 10% were assumed to walk; 5% were assumed to bike.
- ⑧ Transit mode split was assumed to be 0% during the AM since shuttle buses will be provided. During the PM School and PM Commuter peak hours, the transit percentage was assumed to increase from 0% to 4% based on proximity to the Tenleytown Metro Station and transit.
- ⑨ Auto trips were calculated by dividing number of auto person trips by the AVO. In the AM, the AVO was calculated to be 1.35 based on the number of families with siblings enrolled in the School (consistent with the calculations outlined in Table 9A). In the PM School and PM commuter peak hours, the AVO was calculated to be 1.43 based on mandatory carpooling of at least two students per vehicle for students in Grades K through 6. The projected number of students in K – 6 is 203; the projected number of students younger than Kindergarten is 135. Therefore, the $AVO = 338 \div [(203/2) + 135] = 1.43$.
- ⑩ Number of bus trips was calculated assuming 24 students per bus.
- ⑪ All faculty and staff will be required to arrive before 8:00 AM and will not be permitted to depart between 2:45 and 3:45 PM. Half of faculty/staff are assumed to depart between 4:00 and 5:00 PM and half are assumed to depart between 5:00 and 6:00 PM.
- ⑫ The walk/bike mode share was increased from 0% to 5% based on walking and biking strategies outlined in the TDM plan.
- ⑬ No faculty/staff were assumed to carpool. Therefore, the number of vehicle trips for is equal to the number of auto person-trips.
- ⑭ 10 clinicians (included in the 90 faculty/staff) will see 4 to 5 patients/day for a total of 40 to 50 visits/day. 60% of the patients will be students enrolled at the River School and would not generate additional trips. Outside patients will be scheduled for appointments so that they do not arrive or depart during drop-off (8:00 to 9:00 AM) or primary pick-up (2:45 to 3:45 PM).
- ⑮ All clinic trips were assumed to be made by car.
- ⑯ No carpooling was assumed for clinic trips.