



WELLS + ASSOCIATES

MEMORANDUM

TO: Jonathan Rogers, District Department of Transportation

CC: Jeffrey Bonevechio, District of Columbia Public Libraries
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Kinley Bray, Arent Fox

FROM: Jami L. Milanovich, P.E.
Amber N. Mikec, P.E.
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DATE: July 10, 2013

RE: Transportation Assessment for Woodridge Library (BZA Case #18590)
1801 Rhode Island Avenue, NE (Square 4210, Lot 825)
Washington, D.C.

OVERVIEW

The District of Columbia Public Libraries (referenced herein as the Applicant) proposes to redevelop the property located at 1801 Hamlin Street in northeast Washington, D.C. The subject site is located in Square 4210 in the C-2-A District in Ward 5 as shown on Figure 1. The site currently is occupied by the Woodridge Regional Library (20,602 SF). The Applicant proposes to raze the existing library and replace it with a larger library (22,926 SF).

The proposed library will provide 11 off-street parking spaces in a small parking lot on the south side of the subject site. The parking lot, which exists today, is accessed via a public alley that runs south of the site, perpendicular to 18th Street. The District of Columbia Municipal Regulations (DCMR) require 20 parking spaces for a 22,926 SF library in the C-2-A District; therefore, the Applicant is seeking relief from the required number of off-street parking spaces set forth in the DCMR. The proposed site plan is shown in Figure 2.

This transportation assessment was conducted in conjunction with the requested variance. The study was scoped with the District Department of Transportation (DDOT) at the outset. This memo specifically summarizes: (1) an inventory of alternative transportation options in the site vicinity, (2) the anticipated trip generation for the proposed development, and (3) a parking assessment.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

Two Metro Stations are located almost equidistant from the site (see Figure 3). The Rhode Island Metro Station is located at 919 Rhode Island Avenue, NE, approximately 1.1 miles southwest of the subject site (or an approximate 22-minute walk based on a walking speed of three miles per hour). The Brookland – CUA Metro Station is located at 801 Michigan Avenue, NE, which is approximately 1.2 miles northwest of the subject site (or an approximate 24-minute walk based on a walking speed of three miles per hour).

Both the Rhode Island Avenue and Brookland – CUA Metro Stations provide access to the Metro Red Line which provides direct service to Metro Center and stations in Montgomery County. Red Line passengers can transfer to the Green and Yellow lines at Gallery Place or Fort Totten Metro Stations and to the Blue and Orange Lines at the Metro Center Metro Station.

Bus Service/Facilities

Six Metrobus lines have bus stops in the vicinity of the subject site. The College Park Line (Routes 81, 82, 83, and 86), the Rhode Island Avenue/New Carrollton Line (Route 84), and the Annapolis Road Line (Route T18) stop on Rhode Island Avenue near 18th Street. The Military Road – Crosstown Line (Routes E2 and E3) stops on 18th Street near Franklin Street. The Fort Lincoln Shuttle Line (Routes B8 and B9) and the Brookland – Fort Lincoln Line (Route H6) stop on Franklin Street near 18th Street. See Figure 3 for the Metro bus stops in the site vicinity. Tables 1 through 3 present the minimum, maximum, and average headways for the bus routes in the site vicinity for weekdays, Saturdays, and Sundays, respectively.

The bus stops in the immediate vicinity of the subject site are primarily marked only with signage; however, the eastbound Rhode Island Avenue bus stop just west of 18th Street contains signage, a shelter, and a bench. The likely pedestrian paths from the subject site to the bus stops are as shown on Figure 4.

Table I
 Weekday Transit Headways

ROUTE	HEADWAY	NORTHBOUND/EASTBOUND			SOUTHBOUND/WESTBOUND		
		AM Peak Period 8 – 10 AM	PM Peak Period 5 – 7 PM	Off Peak Period 10 AM – 5 PM & 7 – 10 PM	AM Peak Period 8 – 10 AM	PM Peak Period 5 – 7 PM	Off Peak Period 10 AM – 5 PM & 7 – 10 PM
82	Minimum	N/A	0:15	0:10	N/A	1:01	N/A
	Maximum	N/A	0:36	0:15	N/A	1:01	N/A
	Average	N/A	0:24	0:13	N/A	1:01	N/A
83	Minimum	0:30	0:15	0:25	0:15	0:26	0:20
	Maximum	0:31	0:21	0:35	0:30	0:30	0:35
	Average	0:30	0:19	0:29	0:23	0:28	0:29
84	Minimum	0:30	0:23	0:21	0:35	0:22	0:24
	Maximum	1:05	0:30	1:00	0:39	0:25	1:00
	Average	0:48	0:25	0:44	0:37	0:24	0:50
86	Minimum	0:30	0:30	0:30	0:30	0:25	0:25
	Maximum	0:31	0:36	1:15	0:34	0:36	1:00
	Average	0:30	0:32	0:49	0:31	0:30	0:48
B8	Minimum	0:10	N/A	1:00	0:10	N/A	1:00
	Maximum	0:39	N/A	1:00	1:00	N/A	1:00
	Average	0:17	N/A	1:00	0:20	N/A	1:00
B9	Minimum	N/A	0:13	0:13	N/A	0:13	0:13
	Maximum	N/A	0:23	1:00	N/A	0:23	1:00
	Average	N/A	0:15	0:35	N/A	0:15	0:31
E2	Minimum	0:25	0:19	0:20	0:20	0:20	0:22
	Maximum	0:34	0:20	0:35	0:30	0:32	0:35
	Average	0:29	0:20	0:29	0:25	0:24	0:30
H6	Minimum	0:12	0:13	0:12	0:12	0:13	0:13
	Maximum	0:17	0:16	0:25	0:17	0:26	0:32
	Average	0:14	0:14	0:16	0:13	0:15	0:17
T18	Minimum	0:18	0:19	0:17	0:20	0:12	0:15
	Maximum	0:28	0:20	0:45	0:22	0:22	0:45
	Average	0:22	0:20	0:30	0:21	0:19	0:29

Table 2
 Saturday Transit Headways

ROUTE	HEADWAY	NORTHBOUND/ EASTBOUND	SOUTHBOUND/ WESTBOUND
		8 AM – 6 PM*	8 AM – 6 PM*
82	Minimum	N/A	0:15
	Maximum	N/A	0:15
	Average	N/A	0:15
83	Minimum	1:00	1:00
	Maximum	1:00	1:00
	Average	1:00	1:00
84	Minimum	0:30	0:30
	Maximum	1:00	1:01
	Average	0:52	0:52
86	Minimum	1:00	1:00
	Maximum	1:00	1:01
	Average	1:00	1:00
E3	Minimum	0:38	0:38
	Maximum	0:42	0:40
	Average	0:40	0:40
H6	Minimum	0:23	0:23
	Maximum	0:25	0:25
	Average	0:24	0:24
T18	Minimum	0:30	0:30
	Maximum	0:31	0:30
	Average	0:30	0:30
* Library is open from 9 AM to 5 PM. One hour on either end was included for employees and early arrivals/late departures.			

Table 3
 Sunday Transit Headways

ROUTE	HEADWAY	NORTHBOUND/ EASTBOUND	SOUTHBOUND/ WESTBOUND
		12 PM – 6 PM*	12 PM – 6 PM*
81	Minimum	1:00	0:45
	Maximum	1:00	1:00
	Average	1:00	0:57
84	Minimum	1:00	1:00
	Maximum	1:00	1:00
	Average	1:00	1:00
86	Minimum	1:00	1:00
	Maximum	1:00	1:00
	Average	1:00	1:00
E3	Minimum	0:40	0:40
	Maximum	0:40	0:40
	Average	0:40	0:40
H6	Minimum	0:23	0:24
	Maximum	0:24	0:25
	Average	0:24	0:24
T18	Minimum	0:45	0:45
	Maximum	0:45	0:45
	Average	0:45	0:45
* Library is open from 1 PM to 5 PM. One hour on either end was included for employees and early arrivals/late departures.			

Capital BikeShare

Capital BikeShare, an automated bicycle rental or bicycle sharing system in the Washington, D.C. area, also is available near the proposed development. The closest BikeShare station is located on the east side of 18th Street just south of the subject site and consists of 15 docks. The BikeShare station is shown on Figure 3.

Walk and Transit Scores

The proposed redevelopment site is considered to be “somewhat walkable,” has “good transit,” and is “bikeable” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 4. The subject site scores a 66 out of a possible 100 on the walk score scale, a 59 out of a possible 100 on the transit score scale, and a 51 out of a possible 100 on the bike score scale.

Table 4
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	DESCRIPTION
90–100	Biker's Paradise — Daily errands can be accomplished on bike.
70–89	Very Bikeable — Biking is convenient for most trips.
50–69	Bikeable — Some bike infrastructure.
0–49	Somewhat Bikeable — Minimal bike infrastructure.

Pedestrian Facilities

Overview

The intersections in the immediate site vicinity and those intersections where Metro bus service is provided have been included in the pedestrian study area to analyze the existing pedestrian infrastructure. Those intersections are as follows:

1. 18th Street/Hamlin Street,
2. Rhode Island Avenue/18th Street,
3. Rhode Island Avenue/Hamlin Street,
4. 18th Street/Girard Street, and
5. 18th Street/Franklin Street.

Pedestrian Master Plan

The District of Columbia Pedestrian Master Plan (the Plan) strives to make Washington, D.C. safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. The Plan estimates areas of pedestrian activity and deficiency as well as provides pedestrian crash data for the years 2000 through 2006. The Plan indicates that two to four pedestrian injury crashes occurred at the Rhode Island Avenue/18th Street intersection between the years of 2000 and 2006. The Plan also indicates moderate pedestrian activity and moderate pedestrian deficiency in the area. Figure 5 shows the pedestrian activity map.

Existing Pedestrian Facilities

DDOT's Design and Engineering Manual (DEM) outlines various requirements for pedestrian facilities. Specifically, the following requirements were assessed at each of the study intersections:

- Section 43.3.1 (Size and Dimension of Pavement Markings): Crosswalks shall be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials, unless otherwise noted.
- Section 43.7 (Crosswalks): 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, or on blocks adjacent to a Metro station.

- Section 43.7 (Crosswalks): Handicap ramps must be included within a crosswalk at all times. Handicap ramps must be installed in pairs of two, one for each pedestrian travel direction. Any corner and/or mid-block crosswalk having handicap ramps [sic].
- Section 39.2.4 (Pedestrian Safety): All handicap ramps shall be located within the crosswalk. At least one of the ramp's side flares must align, as close as possible to the back edge line of the crosswalks. Handicap ramps must be installed for each travel direction at a corner.
- Section 29.5 (Curb Ramps): Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

As shown in Figure 6, crosswalks are present on each of the four approaches to the 18th Street/Hamlin Street intersection. The north/south crosswalks across Hamlin Street meet the required crosswalk width per DEM Section 43.3.1 since Hamlin Street is a local roadway requiring 10-foot crosswalks. 18th Street is classified as a collector requiring 15-foot wide crosswalks; therefore, the existing crosswalks do not meet the minimum criteria. Additionally, since the crosswalks across 18th Street are uncontrolled (18th Street traffic does not have a stop sign), the crosswalks should be highly visible crosswalks, Section 43.7 of the DEM. The curb ramps on the west side of 18th Street all meet the DEM requirements with proper alignment and detectable warning surfaces. The ramps on the east side of 18th Street do not meet DEM standards as they do not contain detectable warning surfaces.

As shown in Figure 7, crosswalks are present on each of the four approaches at the Rhode Island Avenue/18th Street intersection; however, none of them meet the width requirements per DEM Section 43.3.1. Rhode Island Avenue is classified as a principle arterial; therefore, crosswalks are required to be 20-feet wide. 18th Street is classified as a collector; therefore, crosswalks are required to be 15-feet wide. Only the curb ramps on the southeast corner of the intersection meet the DEM requirements. The remaining curb ramps at the intersection do not contain detectable warning surfaces and, therefore, do not meet DEM standards. Additionally, each crossing requires a pedestrian to crossover a median; however, the southern and eastern crosswalks do not currently have a curb cut at the median. The northern and western crosswalks do have curb cuts at the median, but, they do not contain detectable warning surfaces per DEM requirements.

As shown in Figure 8, crosswalks are present at both Hamlin Street crossings of the Rhode Island Avenue/Hamlin Street intersection. Hamlin Street is classified as a local street; therefore, the crosswalk widths meet the DEM requirements per Section 43.3.1. However, since the inbound approach of Hamlin Street is uncontrolled, the crosswalk is required to be highly-visible per Section 43.7 of the DEM. Additionally, the curb ramps do not meet DEM requirements as they do not contain detectable warning surfaces.

As shown in Figure 9, crosswalks are present only on the western leg of the 18th Street/Girard Street intersection. There is no pedestrian crossing of 18th Street at this location. The crosswalk width across Girard Street meets the DEM requirements for a local roadway. However, the curb ramps lack detectable warning surfaces and, therefore, do not meet DEM requirements.

As shown in Figure 10, crosswalks are present on each of the four approaches to the 18th Street/Franklin Street intersection. Each crosswalk meets the DEM required crosswalk width of 15-feet for a collector street. The crosswalks are striped as high visibility crosswalks; however, previous roadway work appears to have been conducted and the striping over portions of each crosswalk has either not been updated yet or has worn to the point of being nearly invisible. Additionally, the intersection currently includes only one curb ramp per corner and they do not contain detectable warning surfaces. Crosswalk markings also are present along the corners of each intersection, as shown in Figure 10, due to the location of the curb ramps on the corners of the intersection, rather than one for each crosswalk approach.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (the Plan) seeks to create a more bicycle-friendly city by establishing high quality bicycle facilities and programs that are safe and convenient. The Plan indicates that Rhode Island Avenue operates at a Bicycle Level of Service (BLOS) "F" west of 18th Street and a BLOS "E" east of 18th Street. The BLOS for 18th Street ranges from a BLOS "C" south of Rhode Island Avenue to a BLOS "D" north of Rhode Island Avenue. 20th Street operates at a BLOS "D," Franklin Street operates at a BLOS "C," and a BLOS is not available for Hamlin Street. Additionally, the Plan indicates that from 2000 to 2002, there were no bicycle related crashes in the site vicinity. Figure 11 shows the bicycle levels of service map

The study area currently includes travel lanes dedicated to bicyclists on 18th Street both north and south of Rhode Island Avenue. North of Rhode Island Avenue, dedicated lanes existing on both sides of 18th Street. South of Rhode Island Avenue, only the northbound travel lane (east side of the roadway) includes a dedicated bicycle lane, which terminates just south of the alley intersection due to the dedicated left-turn lane at Rhode Island Avenue. Further south, at the 18th Street/Franklin Street intersection, a dedicated bicycle lane exists in the northbound travel lanes north of Franklin Street and in the southbound travel lanes south of Franklin Street. Additionally, the Plan indicates that Rhode Island Avenue is a signed bicycle route.

SITE TRIP GENERATION

Libraries within the District are urban in nature and are intended to serve the nearby neighborhood residents. In fact, there are seven additional libraries located within a three mile radius of the subject site. As a result, trips generated by the library originate within an area

proximate to the library and a very high percentage of those trips are made via non-auto modes of transportation.

Existing Library

The existing library includes eight staff members, six of which drive to work (75 percent). The library conducted a visitor head count conducted over a five day period in June 2013 to determine the peak demand. The results (included in Attachment A) show a weekday peak of 90 visitors during the 5:00 PM to 6:00 PM hour. The weekend peak occurred during the 12:30 PM to 1:30 PM hour with 239 visitors.

Additionally, the library conducted a survey of their patrons in order to determine the travel characteristics of the visitors. The survey asked about the patron's mode of travel and, if the patron drove, asked where they parked. The survey, included as Attachment B, shows that 53 percent of the library visitors arrive by personal vehicle on weekdays while only 45 percent arrive by personal vehicle during the weekend. Of that percentage, 69 percent of weekday visitors and 51 percent of weekend visitors park in on-street spaces.

In order to determine the number of vehicle trips generated by the existing library, the number of vehicles entering and exiting the alley were counted on Tuesday, June 5, 2012 from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM. All of the vehicles entering and exiting the alley were assumed to be coming from or going to the library.

Based on these counts, nine vehicle trips (six inbound, three outbound) access the existing library's parking lot during the AM peak hour and 19 vehicle trips (eight inbound, 11 outbound) access the existing library's parking lot during the PM peak hour.¹ Based on the patron survey conducted by the library, 50 percent of the patrons that arrived from 9:00 AM to 11:00 AM park on-street in lieu of the parking lot.² During the PM peak hour, from 4:00 PM to 5:00 PM, 70 percent of the visitors park on-street in lieu of the parking lot. Adjusting the trip generation based on the number of trips entering and exiting the parking lot to account for patrons who park on-street yields a vehicle trip generation of 18 vehicle trips during the AM peak hour (12 inbound, six outbound) and 64 vehicle trips during the PM peak hour (27 inbound, 37 outbound). The existing site trips are summarized in Table 5.

¹ The AM peak hour occurred from 7:45 AM to 8:45 AM and the PM peak hour occurred from 4:00 PM to 5:00 PM based on the peak hours at the Rhode Island Avenue/18th Street intersection as determined from traffic counts conducted on June 5, 2012.

² Since the library is not open during the AM peak hour of the street, the percentage of people parking on-street was determined as an average of the responses obtained from 9:00 AM to 11:00 AM.

Table 5
 Existing Site Trip Summary

Land Use / Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Library – 20,602 SF						
Vehicle Trips from Parking Lot ¹	6	3	9	8	11	19
On-Street Parking ²	6	3	9	19	26	45
Total Existing Vehicle Trips	12	6	18	27	37	64
Calculated Vehicle Trip Rate (trips/SF)	67%	33%	0.0009	42%	58%	0.0031
¹ Trips determined from existing traffic counts ² On-Street parking determined to be 50% during the AM peak and 70% during the PM peak based on survey data collected by the Library.						

Proposed Library

The size of the proposed library would increase by approximately 11 percent (from 20,602 SF to 22,926 SF). The number of staff at the larger, redeveloped library is expected to increase from eight to nine. Assuming that the number of visitors would increase proportionally according to the increased size, the number of vehicle trips generated by the new library also was assumed to increase proportionally from what is generated currently.

As shown in Table 5, the existing library currently generates 0.0009 trips per square foot during the AM peak hour and 0.0031 trips per square foot during the PM peak hour. Accordingly, the new library would generate an additional three vehicle trips during the AM peak hour and an additional eight vehicle trips during the PM peak hour. A summary of the proposed trip generation is provided in Table 6.

Table 6
 Site-Specific Trip Generation Summary

Land Use / Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Library – 20,602 SF						
Total Existing Vehicle Trips	12	6	18	27	37	64
Proposed Library – 22,926 SF						
Total Proposed Vehicle Trips	14	7	21	30	41	71
Net New Vehicle Trips	2	1	3	3	5	8

PARKING ASSESSMENT

Parking Requirements

According to the DCMR, one off-street parking space for every 1,000 SF in excess of 3,000 SF is required for a full-service, neighborhood public library in non-residential districts. The proposed library is 22,926 SF and, therefore, would be required to provide 20 off-street vehicular parking spaces. Since the proposed redevelopment will provide 11 parking spaces, the redevelopment will require relief for nine spaces from the parking requirements set forth in the DCMR.

On-Street Parking Inventory

To assess the available on-street parking supply near the site, Wells + Associates performed a detailed parking inventory within an approximately one to two block radius of the site. Figure 12 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment.

On-Street Parking Occupancy

In order to determine the existing parking demand in the adjacent neighborhood, parking occupancy counts were conducted. The area selected for the study generally was bounded by 17th Street NE to the west, Mills Avenue NE to the east, Rhode Island Avenue NE to the north, and the Franklin Street NE to the south. Figure 13 identifies the road segments in which the data was collected.

The library currently is open from 9:00 AM to 9:00 PM, Monday through Friday, from 9:00 AM to 5:00 PM on Saturday, and from 1:00 PM to 5:00 PM on Sunday. In order to provide a thorough assessment of the peak parking demands, parking occupancy counts were conducted on Tuesday, June 4, 2013 at ½ hour intervals from 5:00 PM to 9:00 PM and on Saturday, June 1, 2013 at hourly intervals from 12:00 PM to 5:00 PM. Parking occupancy counts are included in Attachment C.

As shown in Table 7, the weekday peak parking demand for the entire neighborhood occurred at 6:00 PM when 94 of the 247 neighborhood street parking spaces were occupied, resulting in a 38 percent parking occupancy. The Saturday peak parking demand for the entire neighborhood occurred at 2:30 PM when 110 of the 277 neighborhood street parking spaces were occupied, resulting in a 40 percent parking occupancy.

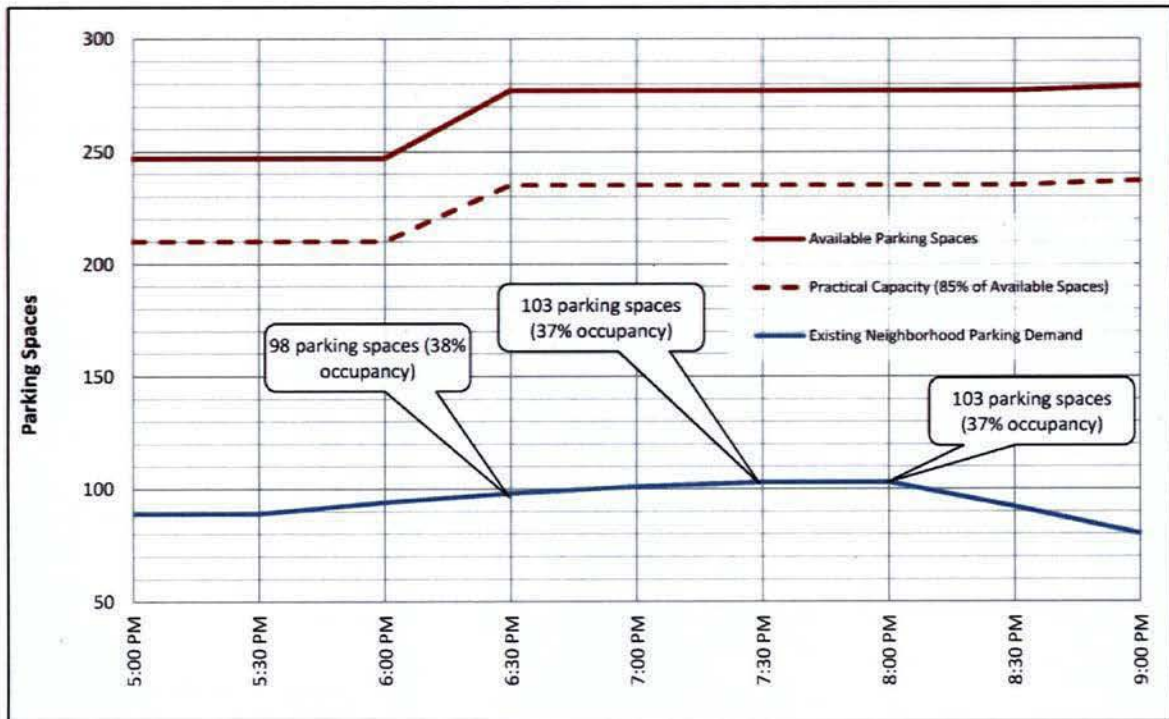
It should be noted that there are a few locations where a parking occupancy greater than 100 percent was observed during certain hours of the day. This is due to drivers parking illegally, outside of the specified parking zones.

Table 7
 On-Street Parking Occupancy Summary for Entire Neighborhood

Road Segment	Weekday Counts (Tuesday, June 4, 2013)			Saturday Counts (Saturday, June 1, 2013)		
	# of Available Parking Spaces	Maximum Parking Occupancy (6:00 PM)		# of Available Parking Spaces	Maximum Parking Occupancy (2:30 PM)	
		Spaces	Percent		Spaces	Percent
A	10	9	90%	10	11	110%
B	0	0	-	7	1	14%
C	0	0	-	0	0	-
D	2	0	0%	2	0	0%
E	13	3	23%	13	5	38%
F	0	0	-	23	0	0%
G	18	4	22%	18	7	39%
H	27	11	41%	27	17	63%
I	9	6	67%	9	4	44%
J	13	3	23%	13	5	38%
K	22	11	50%	22	12	55%
L	23	12	52%	23	9	39%
M	0	0	-	0	0	-
N	24	6	25%	24	5	21%
O	0	0	-	0	0	-
P	15	11	73%	15	9	60%
Q	13	4	31%	13	3	23%
R	13	4	31%	13	9	69%
S	6	3	50%	6	1	17%
T	0	0	-	0	0	-
U	14	3	21%	14	4	29%
V	25	4	16%	25	8	32%
TOTAL	247	94	38%	277	110	40%

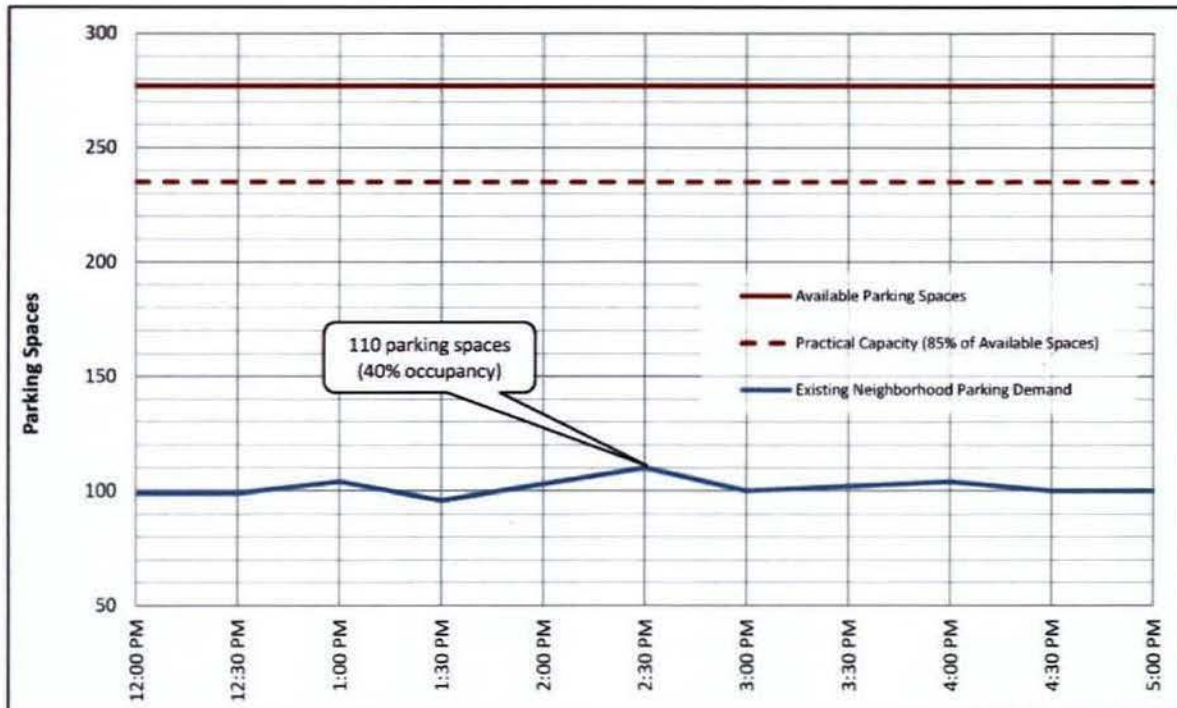
The existing parking demand in the neighborhood, which includes visitors from the existing library who park on-street, was compared to the available parking spaces on a time-of-day basis. The results are summarized in Chart 1 and Chart 2 for weekday and Saturday occupancy, respectively.

Chart I
Existing Parking Demand vs. Parking Availability by Time-of-Day - Weekday



Note that on the weekday, the maximum percent occupancy (38 percent) occurred at 6:30 PM. However, the highest number of occupied spaces (103 spaces) occurred at 7:30 PM and 8:30 PM. The percent occupancy was lower during this time because more parking spaces became available; specifically, parking restrictions on Rhode Island Avenue were lifted.

Chart 2
Parking Demand vs. Parking Availability by Time-of-Day - Saturday



Practical capacity occurs when approximately 85 percent of the on-street parking supply is occupied. As parking occupancy rates approach 100 percent, drivers tend to circle the block looking for an open parking space. As shown in Charts 1 and 2, the area immediately surrounding the site is well below the practical capacity during the weekdays and on Saturday.

Site Parking Demand

In order to determine the peak parking demand for the new library, the number of visitors was assumed to increase proportionally based on the increased size of the new library. The size of the library will increase by approximately 11 percent. Currently, the peak weekday patronage for the library is 90 visitors from 5:00 PM to 6:00 PM. With an 11 percent increase, the number of visitors during the peak would increase to 100 visitors, or an increase of 10 visitors. Based on an auto mode split of 53 percent (based on survey data), five of the additional visitors are expected to drive. One additional staff person is also expected at the new library. Assuming the additional staff person drives, a total of six additional vehicles would be at the library during the weekday peak.

On the weekend, the library currently has 239 visitors during the peak hour, from 12:30 PM to 1:30 PM on Saturday. With an 11 percent increase, the number of visitors during the peak would increase to 265 visitors, or an increase of 26 visitors. Based on an auto mode split of 45 percent (based on survey data), 12 of the additional visitors are expected to drive. One additional staff person is also expected at the new library. Assuming the additional staff person drives, a total of 13 additional vehicles would be at the library during the weekend peak.

For purposes of assessing the availability of on-street parking, all of the additional drivers were assumed to park on-street.

As shown on Charts 1 and 2, the on-street parking in the area has more than enough capacity during the week and on the weekend to handle the estimated additional parking demand of the new library both during the library peaks and when the neighborhood street parking is at its peak.

CONCLUSIONS

In summary, the Woodridge Library site is well served by alternate modes of transportation. This, coupled with the fact that the library is neighborhood-serving, results in a large percentage of patrons using non-auto modes of transportation. The new library will be only slightly larger than the existing library. Based on the modest increase in size and the high percentage of non-auto trips, the traffic and parking impacts of the proposed development on the surrounding roadway network will be de minimis.

A limited number of new vehicles are anticipated to be generated by the new library. Furthermore, the existing on-street parking supply has excess capacity throughout the day to accommodate the additional trips.

Considering all of the transportation related elements discussed herein, the requested parking variance for the proposed redevelopment will not have an adverse impact on the traffic operations on the surrounding roadway network. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Should you require any additional information, please do not hesitate to contact us at 724-933-9010, jmilanovich@mjwells.com, anmikec@mjwells.com, or klbrown@mjwells.com.

FIGURES



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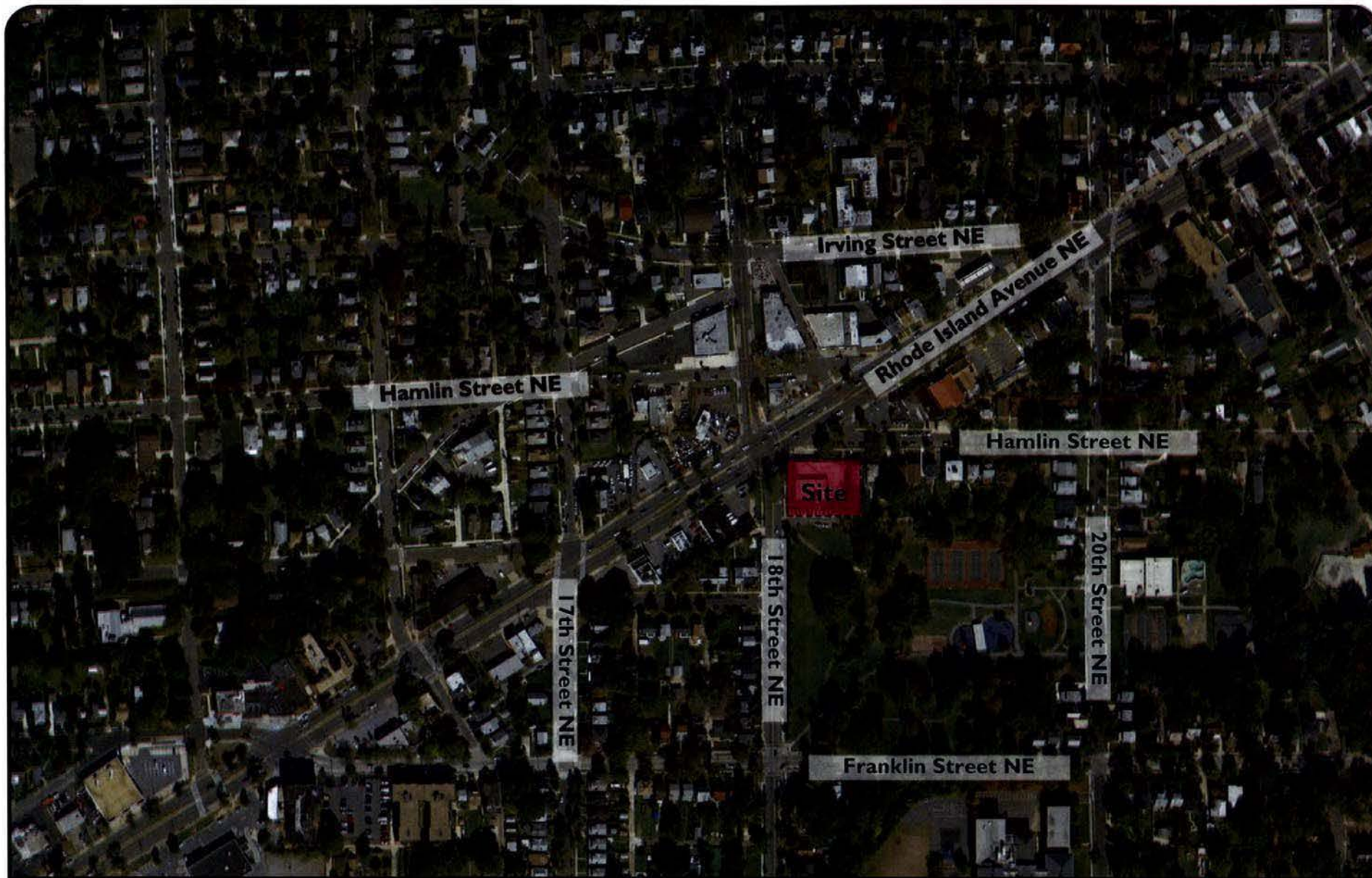
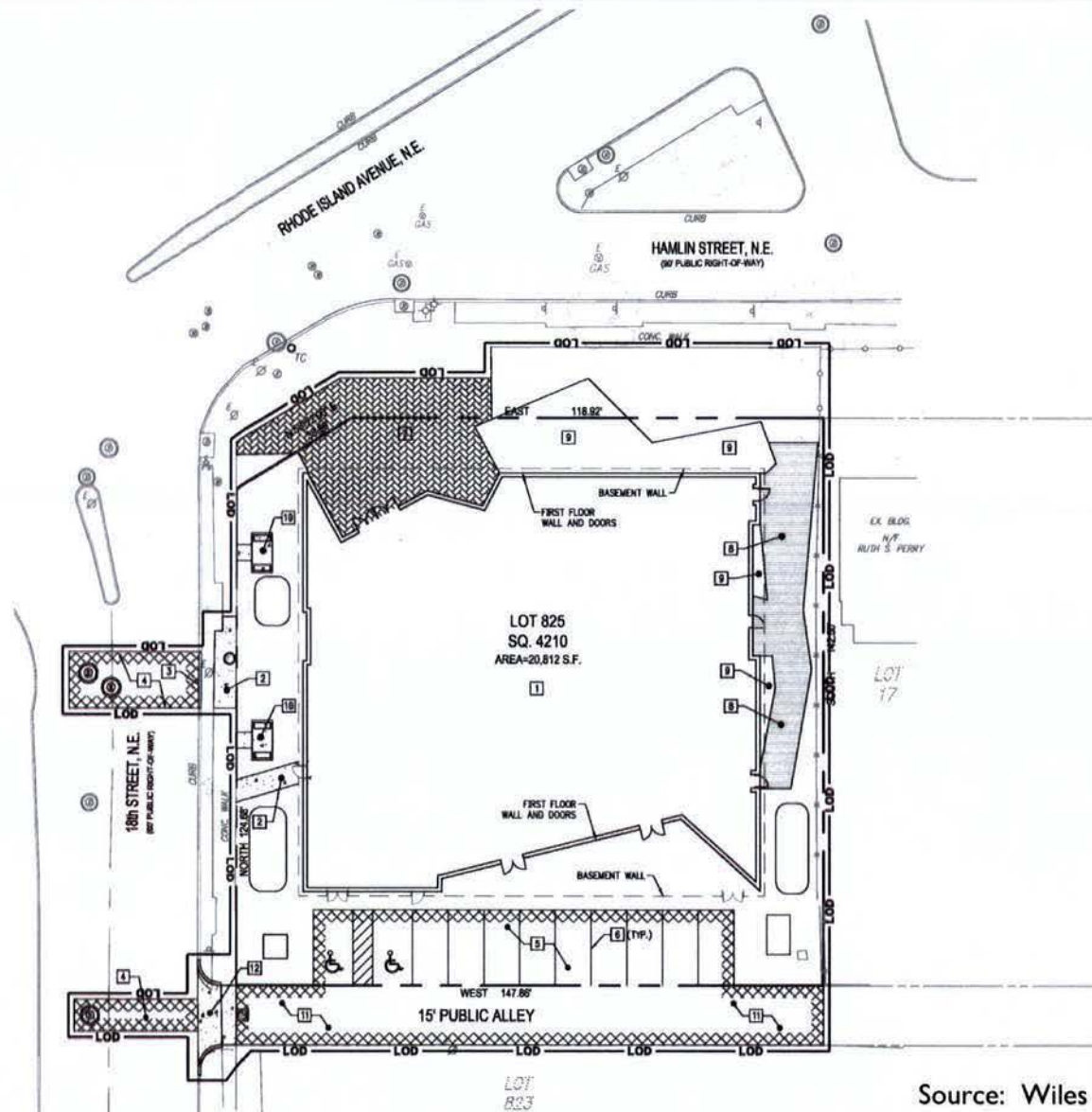


Figure I
Site Location Map



Woodridge Library
Washington, DC





Source: Wiles Mensch Corporation

Figure 2
Proposed Site Plan



Woodridge Library
Washington, DC





Figure 3
Alternative Transportation Services



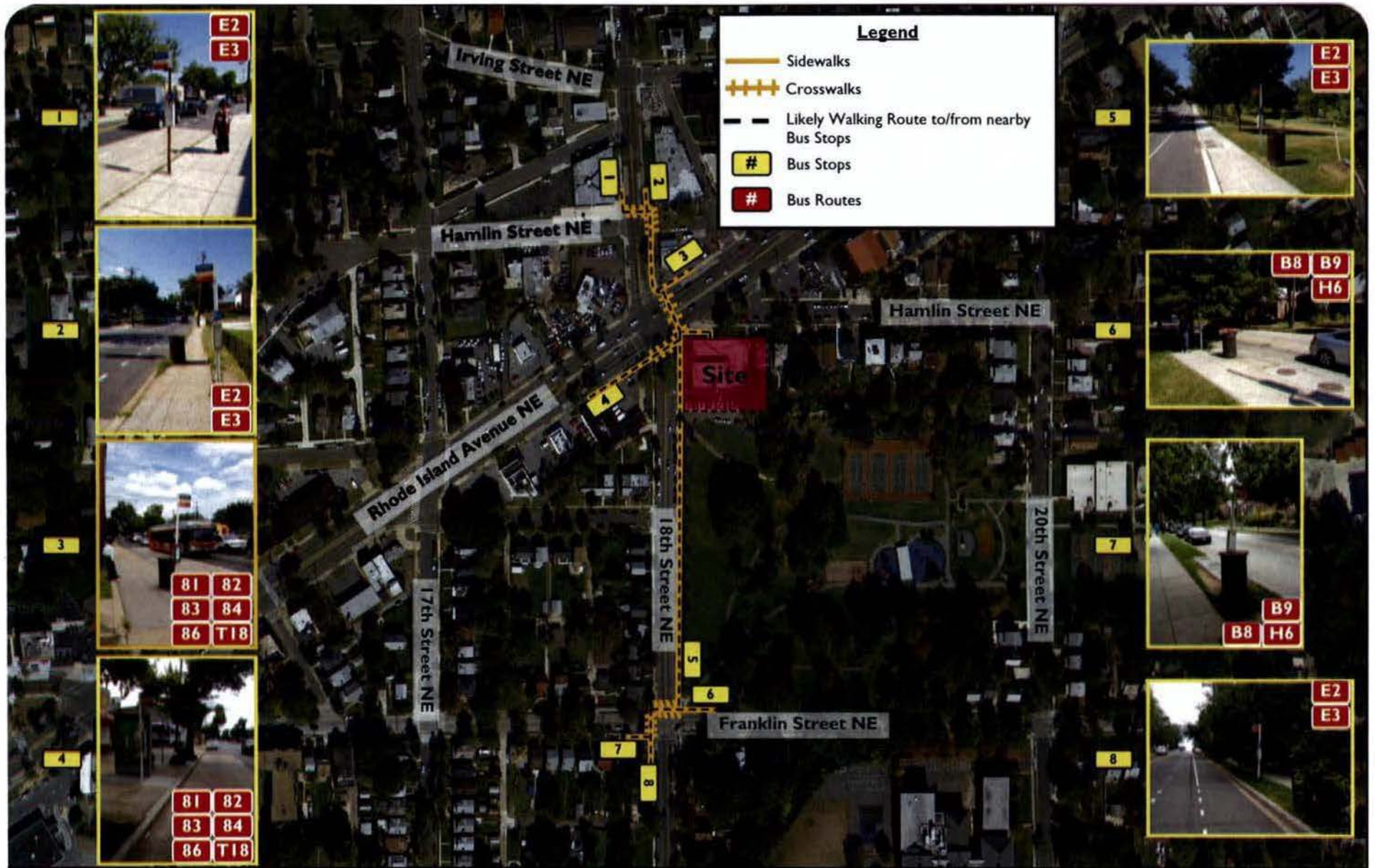


Figure 4
Pedestrian Access to Metrobus

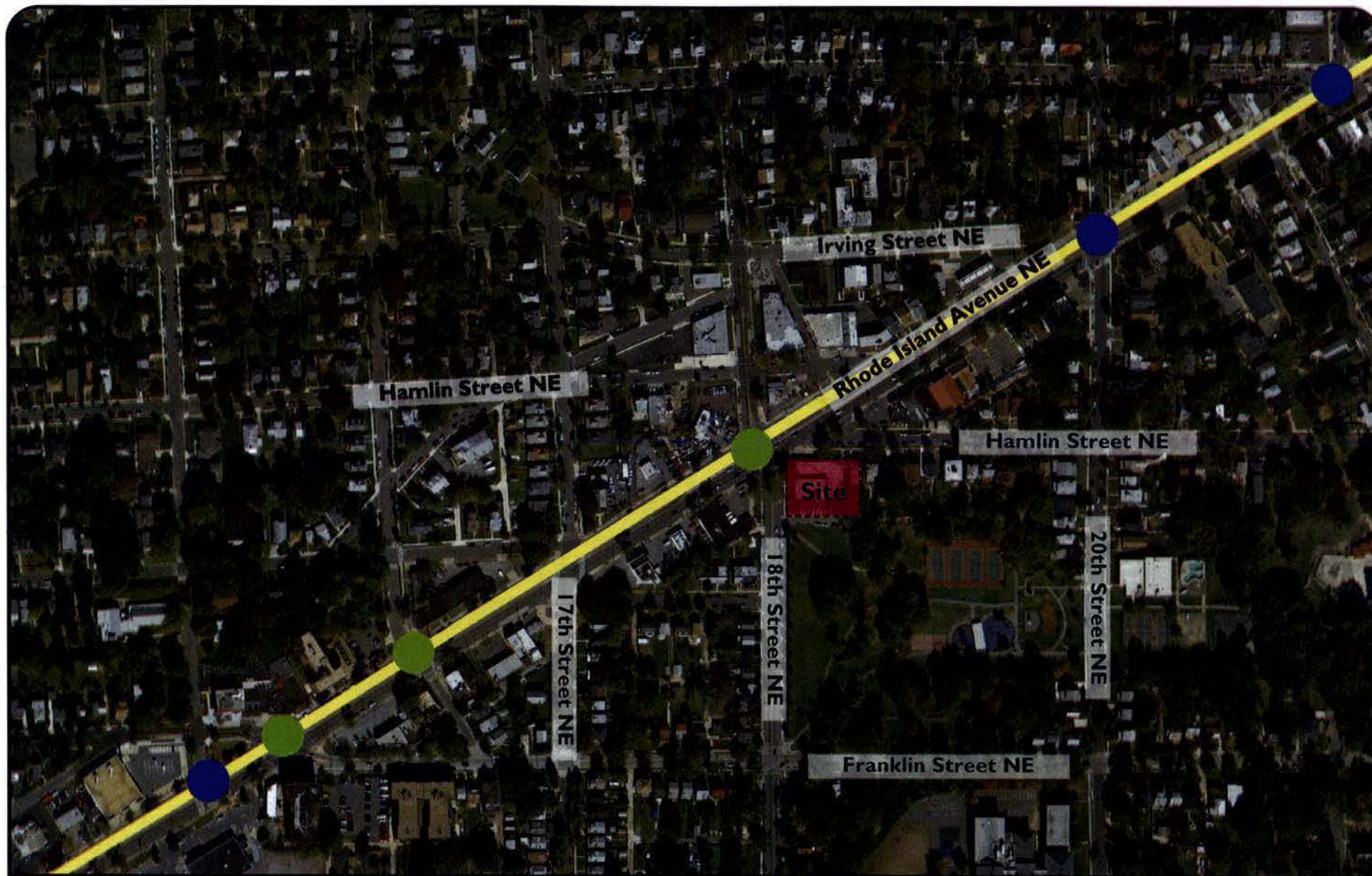


Figure 5
Pedestrian Activity Map

- 1 Pedestrian Related Injury Crash
- 2-4 Pedestrian Related Injury Crashes
- 5-8 Pedestrian Related Injury Crashes
- 9-13 Pedestrian Related Injury Crashes

High Pedestrian Activity and High Pedestrian Deficiency
Low Pedestrian Activity and Low Pedestrian Deficiency



Woodridge Library
Washington, DC

W WELLS + ASSOCIATES

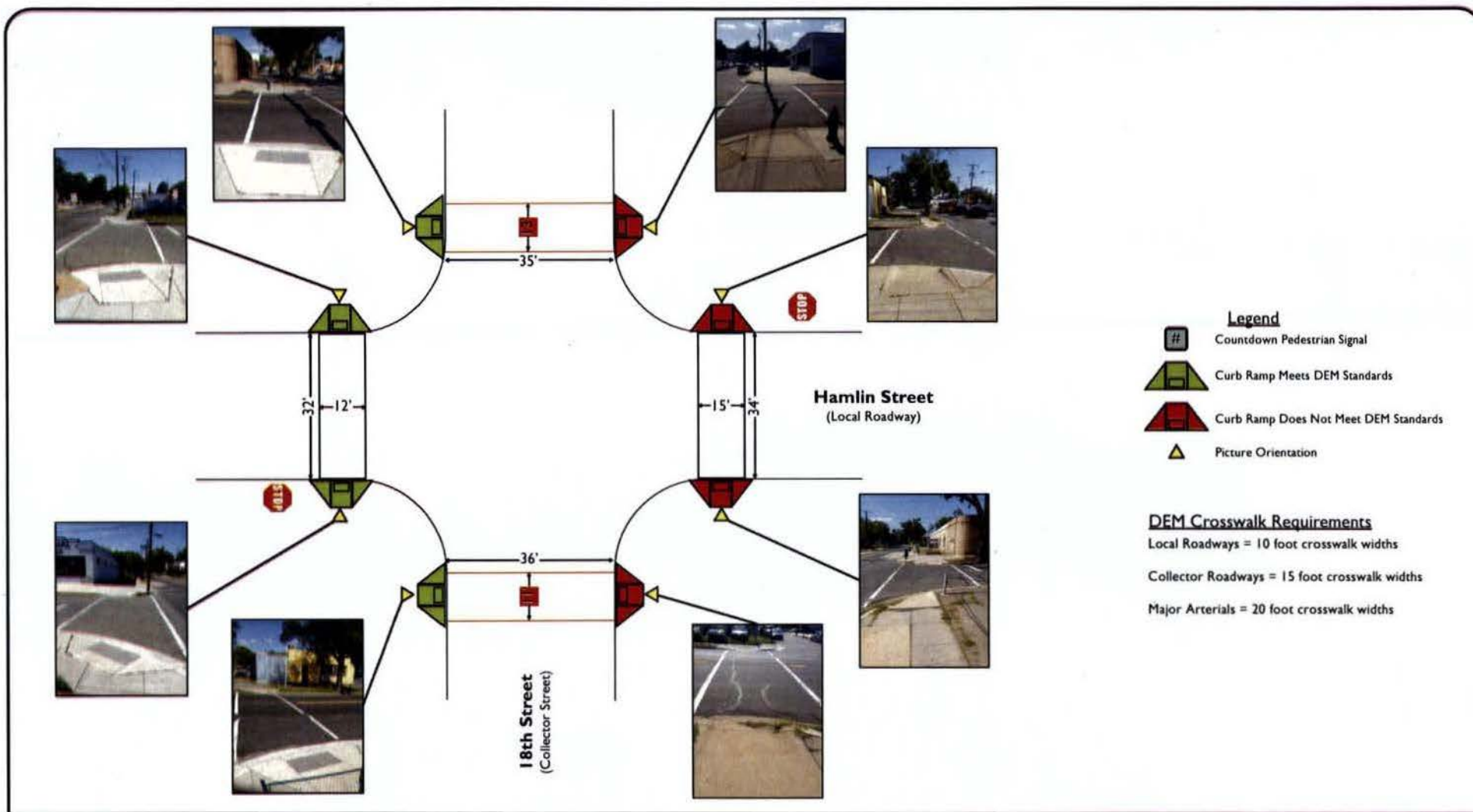


Figure 6
18th Street/Hamlin Street Intersection Details

North
Not to Scale

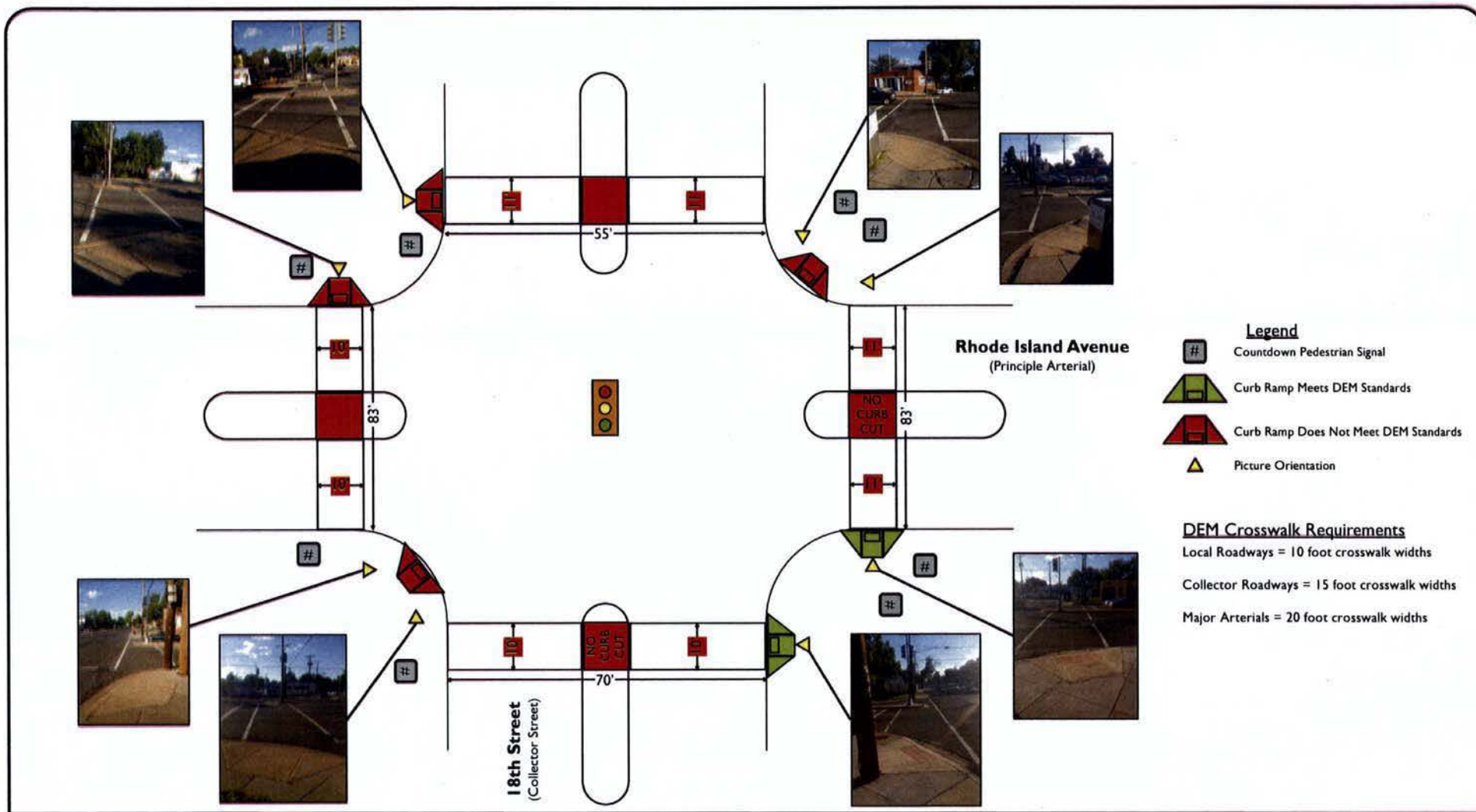


Figure 7
Rhode Island Avenue/18th Street Intersection Details



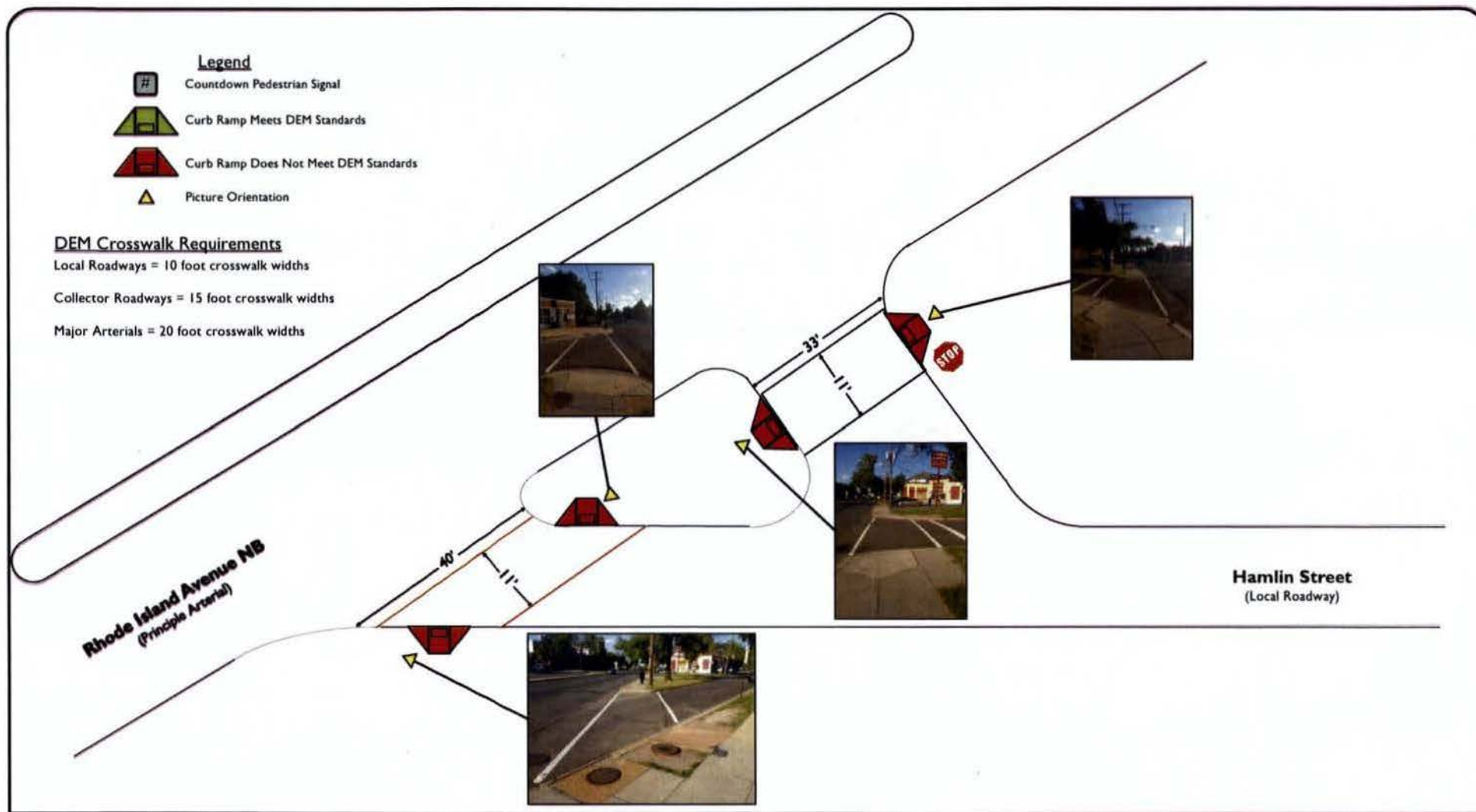


Figure 8
Rhode Island Avenue/Hamlin Street Intersection Details



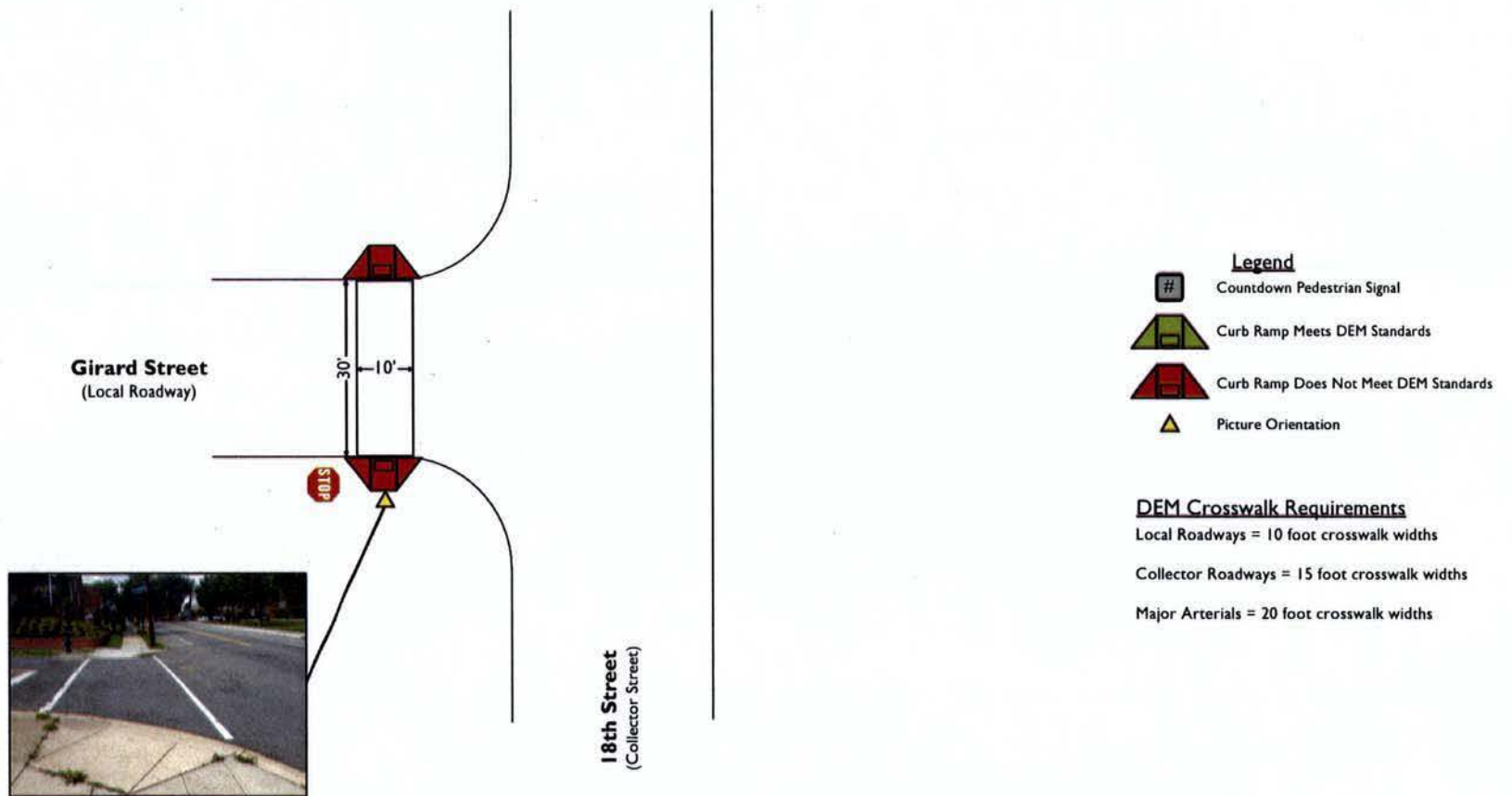


Figure 9
18th Street/Girard Street Intersection Details

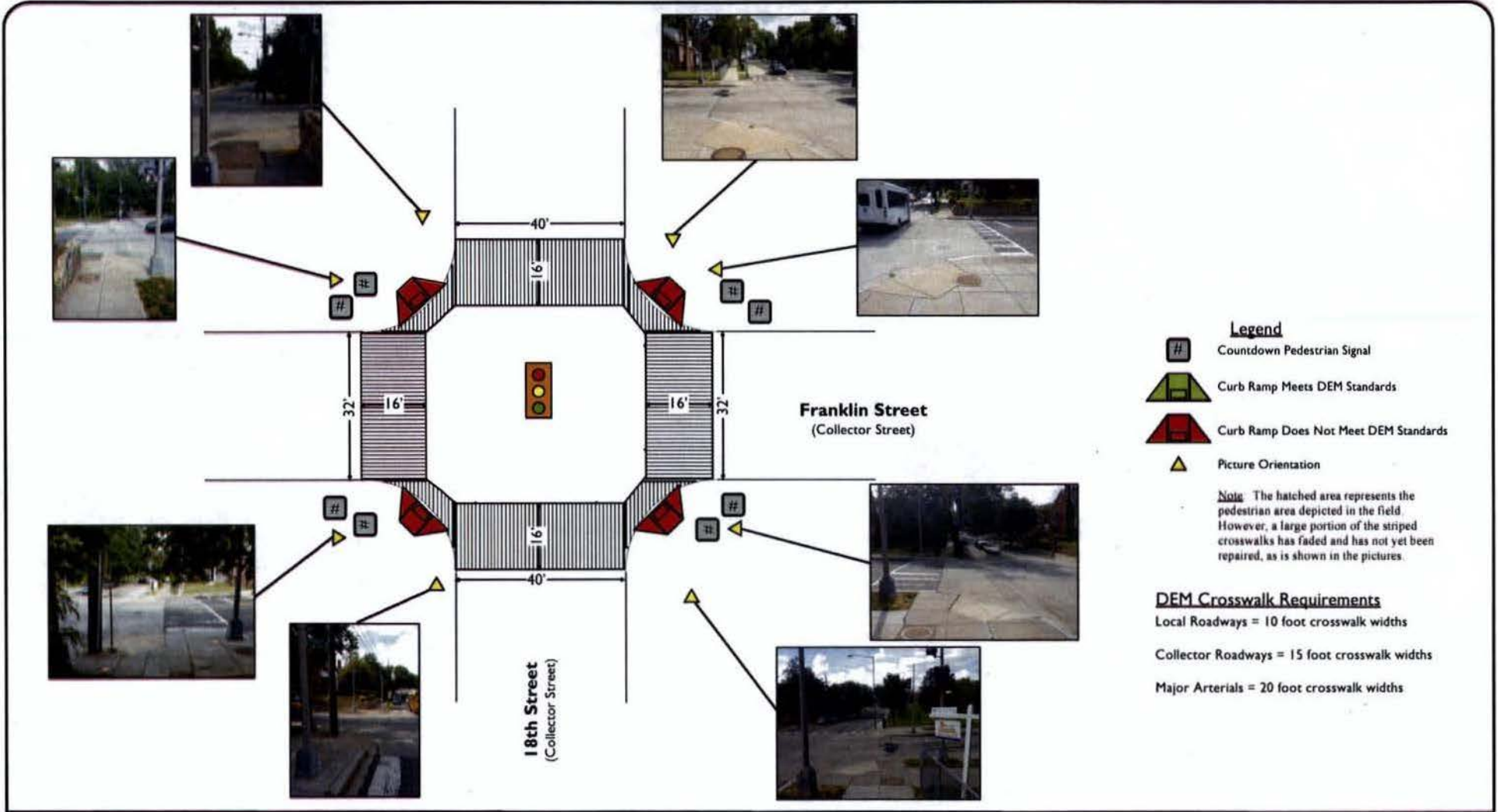


Figure 10
18th Street/Franklin Street Intersection Details



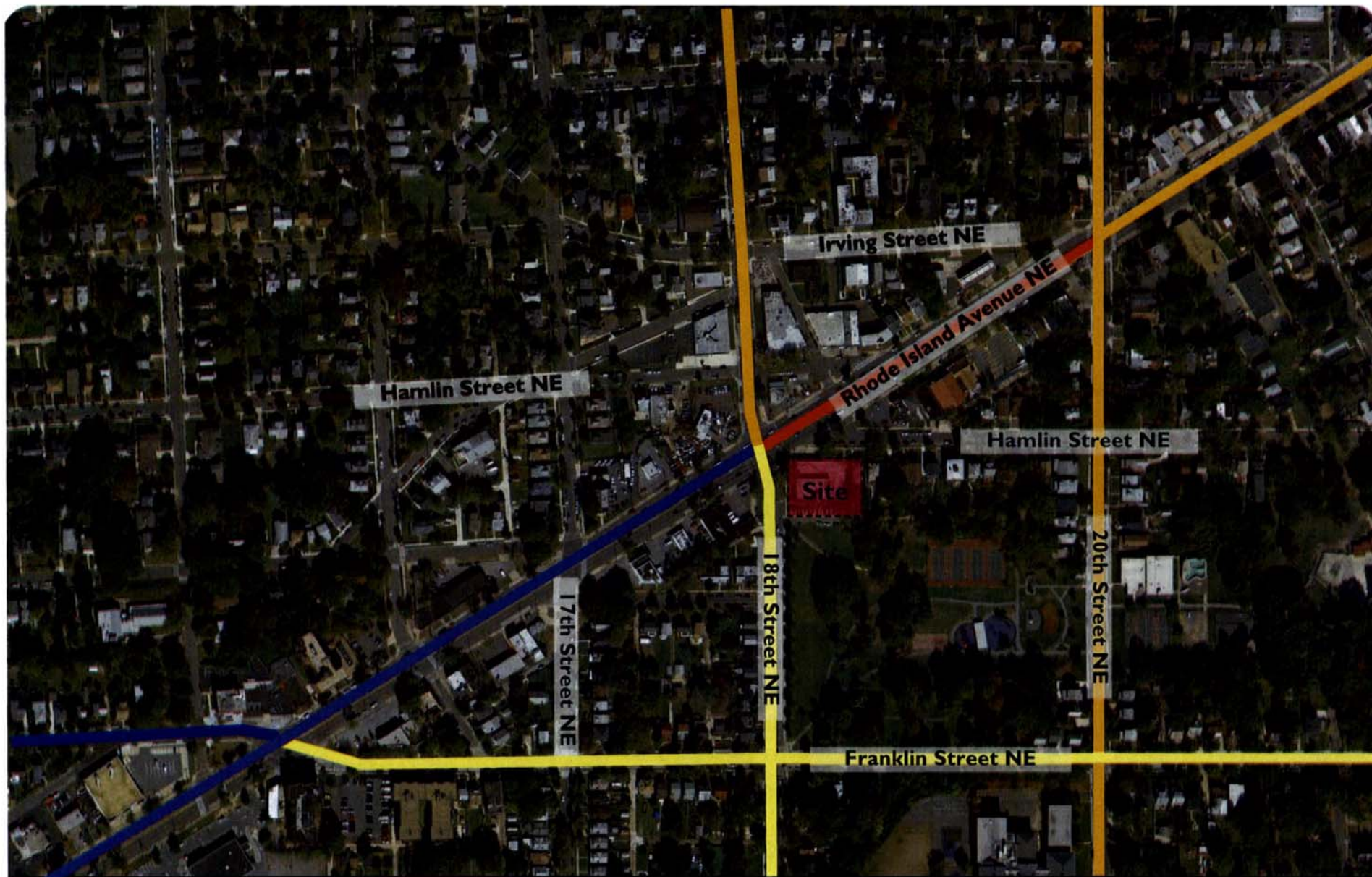


Figure 11
Bicycle Activity Map

-  Bicycle LOS A
-  Bicycle LOS B
-  Bicycle LOS C
-  Bicycle LOS D
-  Bicycle LOS E
-  Bicycle LOS F



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Figure 12
On-Street Parking Restrictions



Figure 13
Parking Occupancy Roadway Segments



ATTACHMENT A
LIBRARY VISITOR
HEAD COUNT



WELLS + ASSOCIATES

Woodridge Neighborhood Library**Visitor Head Count****June 11 - June 15, 2013**

Time	Number of Visitors				
	Tuesday (6/11/13)	Wednesday (6/12/13)	Thursday (6/13/13)	Friday (6/14/13)	Saturday* (6/15/13)
9:30 AM - 10:30 AM	47	-	52	60	42
10:30 AM - 11:30 AM	49	-	57	66	107
11:30 AM - 12:30 PM	62	-	73	43	204
12:30 PM - 1:30 PM	60	-	50	18	239
1:00 PM - 2:00 PM	-	60	-	-	-
1:30 PM - 2:30 PM	82	-	44	36	175
2:00 PM - 3:00 PM	-	48	-	-	-
2:30 PM - 3:30 PM	56	-	47	42	123
3:00 PM - 4:00 PM	-	62	-	-	-
3:30 PM - 4:30 PM	57	-	47	44	133
4:00 PM - 5:00 PM	-	48	-	-	-
4:30 PM - 5:30 PM	67	-	49	46	41
5:00 PM - 6:00 PM	-	90	-	-	-
6:00 PM - 7:00 PM	-	70	-	-	-
7:00 PM - 8:00 PM	-	41	-	-	-
8:00 PM - 9:00 PM	-	28	-	-	-
* Saturday stats are reflective of meeting room use					
Source. District of Columbia Public Libraries					

ATTACHMENT B
LIBRARY SURVEY SUMMARY



WELLS + ASSOCIATES

Mode Choice	AM Peak		PM Peak		Weekday		Weekend		All	
	#	%	#	%	#	%	#	%	#	%
Drive	16	76.2%	27	58.7%	143	52.6%	44	43.6%	187	50.1%
Park in Lot	8	50.0%	8	29.6%	40	28.0%	16	36.4%	56	29.9%
Park On-Street	8	50.0%	19	70.4%	102	71.3%	27	61.4%	129	69.0%
Other	0	0.0%	0	0.0%	1	0.7%	1	2.3%	2	1.1%
Dropped Off	0	0.0%	1	2.2%	6	2.2%	4	4.0%	10	2.7%
Rode Bus	0	0.0%	5	10.9%	31	11.4%	7	6.9%	38	10.2%
Walked	5	23.8%	13	28.3%	92	33.8%	43	42.6%	135	36.2%
Biked	0	0.0%	0	0.0%	0	0.0%	3	3.0%	3	0.8%
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	21	100.0%	46	100.0%	272	100.0%	101	100.0%	373	100.0%

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/10/2013	1:00 PM	1								1		
6/10/2013	1:00 PM				1							
6/10/2013	1:03 PM	1								1		No Answer, Assumed On-Street
6/10/2013	1:10 PM				1							
6/10/2013	1:15 PM	1								1		
6/10/2013	1:15 PM				1							
6/10/2013	1:15 PM				1							
6/10/2013	1:18 PM				1							
6/10/2013	1:18 PM				1							
6/10/2013	1:20 PM				1							
6/10/2013	1:24 PM				1							
6/10/2013	1:25 PM			1								
6/10/2013	1:25 PM				1							
6/10/2013	1:25 PM			1								
6/10/2013	1:35 PM	1								1		
6/10/2013	1:35 PM	1							1			
6/10/2013	1:40 PM	1								1		
6/10/2013	1:40 PM				1							
6/10/2013	1:45 PM	1							1			
6/10/2013	1:48 PM				1							
6/10/2013	1:48 PM			1								
6/10/2013	1:50 PM	1								1		
6/10/2013	1:50 PM	1							1			
6/10/2013	1:55 PM	1								1		"By the Church," Assumed On-Street
6/10/2013	1:55 PM	1								1		
6/10/2013	2:19 PM				1							
6/10/2013	2:20 PM				1							
6/10/2013	2:20 PM		1									
6/10/2013	2:20 PM	1								1		
6/10/2013	2:30 PM			1								
6/10/2013	2:30 PM	1								1		
6/10/2013	2:31 PM			1								
6/10/2013	2:36 PM				1							
6/10/2013	2:45 PM	1								1		
6/10/2013	2:45 PM	1								1		
6/10/2013	2:45 PM	1							1			
6/10/2013	2:50 PM	1								1		
6/10/2013	3:20 PM				1							
6/10/2013	3:20 PM	1								1		
6/10/2013	3:25 PM				1							
6/10/2013	3:30 PM	1							1			
6/10/2013	3:40 PM	1							1			
6/10/2013	3:40 PM			1								
6/10/2013	3:40 PM				1							
6/10/2013	3:41 PM				1							
6/10/2013	3:50 PM	1								1		
6/10/2013	3:50 PM				1							
6/10/2013	4:00 PM				1							
6/10/2013	4:20 PM				1							
6/10/2013	4:20 PM			1								
6/10/2013	4:27 PM	1							1			
6/10/2013	4:30 PM		1									
6/10/2013	4:45 PM				1							
6/10/2013	4:50 PM			1								
6/10/2013	5:00 PM			1								
6/10/2013	5:00 PM	1							1			
6/10/2013	5:03 PM			1								
6/10/2013	5:10 PM				1							
6/10/2013	5:14 PM				1							
6/10/2013	5:30 PM				1							

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/10/2013	5:30 PM			1								
6/10/2013	5:49 PM				1							
6/10/2013	5:50 PM	1								1		
6/10/2013	5:50 PM				1							
6/10/2013	6:00 PM				1							
6/10/2013	6:00 PM	1								1		
6/10/2013	6:00 PM				1							
6/10/2013	6:03 PM	1								1		
6/10/2013	6:10 PM	1							1			
6/10/2013	6:15 PM	1								1		
6/10/2013	6:20 PM	1							1			
6/10/2013	6:24 PM				1							
6/10/2013	6:24 PM	1								1		
6/10/2013	6:30 PM	1							1			
6/10/2013	6:30 PM				1							
6/10/2013	6:30 PM	1								1		
6/10/2013	6:39 PM				1							
6/10/2013	6:40 PM	1								1		
6/10/2013	6:47 PM				1							
6/10/2013	7:00 PM	1								1		
6/10/2013	7:03 PM				1							
6/10/2013	7:10 PM			1								
6/10/2013	7:20 PM	1								1		
6/10/2013	7:30 PM	1							1			
6/10/2013	7:30 PM				1							
6/10/2013	7:30 PM	1								1		
6/10/2013	7:30 PM	1								1		
6/10/2013	7:40 PM		1									
6/10/2013	7:43 PM	1								1		
6/10/2013	7:45 PM	1									1	Chicken Wing Place
6/10/2013	7:45 PM	1								1		
6/10/2013	7:55 PM	1								1		
6/10/2013	8:19 PM	1								1		
6/10/2013	8:20 PM	1								1		
6/10/2013	8:20 PM	1							1			
6/10/2013	8:30 PM				1							
6/10/2013	8:45 PM	1								1		
6/10/2013	8:47 PM	1								1		
6/10/2013	8:50 PM	1							1			
6/11/2013	9:33 AM				1							
6/11/2013	9:40 AM	1								1		
6/11/2013	10:00 AM	1								1		
6/11/2013	10:15 AM	1								1		
6/11/2013	10:30 AM	1								1		
6/11/2013	10:45 AM				1							
6/11/2013	11:15 AM				1							
6/11/2013	11:40 AM				1							
6/11/2013	11:41 AM				1							
6/11/2013	11:41 AM	1								1		
6/11/2013	11:42 AM				1							
6/11/2013	11:43 AM				1							
6/11/2013	11:45 AM				1							
6/11/2013	11:48 AM				1							
6/11/2013	11:52 AM				1							
6/11/2013	1:45 PM	1								1		
6/11/2013	2:35 PM	1								1		
6/11/2013	2:50 PM	1								1		
6/11/2013	3:30 PM				1							
6/11/2013	4:00 PM	1							1			
6/11/2013	4:00 PM	1								1		
6/11/2013	4:20 PM	1								1		No Answer, Assumed On-Street
6/11/2013	4:50 PM				1							
6/11/2013	4:50 PM	1							1			
6/11/2013	4:57 PM	1							1			
6/11/2013	5:00 PM	1								1		
6/11/2013	5:01 PM	1								1		
6/11/2013	5:15 PM	1							1			
6/11/2013	6:15 PM	1								1		
6/12/2013	11:45 AM			1								
6/12/2013	1:00 PM			1								
6/12/2013	1:19 PM				1							
6/12/2013	1:25 PM	1							1			
6/12/2013	2:30 PM				1							
6/12/2013	3:05 PM			1								

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/12/2013	3:15 PM	1							1			
6/12/2013	3:22 PM	1								1		
6/12/2013	3:23 PM				1							
6/12/2013	3:50 PM			1								
6/12/2013	3:55 PM				1							
6/12/2013	3:57 PM	1								1		
6/12/2013	4:00 PM	1							1			
6/12/2013	4:00 PM				1							
6/12/2013	4:05 PM			1								
6/12/2013	4:10 PM				1							
6/12/2013	4:10 PM	1								1		
6/12/2013	4:23 PM				1							
6/12/2013	4:29 PM	1								1		
6/12/2013	4:47 PM			1								
6/12/2013	4:56 PM	1								1		
6/12/2013	5:11 PM				1							
6/12/2013	5:25 PM				1							
6/12/2013	5:25 PM				1							
6/12/2013	5:25 PM	1								1		
6/12/2013	5:26 PM				1							
6/12/2013	5:27 PM				1							
6/12/2013	5:30 PM	1							1			
6/12/2013	5:30 PM			1								
6/12/2013	5:45 PM		1									
6/12/2013	5:47 PM				1							
6/12/2013	5:48 PM				1							
6/12/2013	6:00 PM	1								1		
6/12/2013	6:00 PM			1								
6/12/2013	6:00 PM				1							
6/12/2013	6:10 PM				1							
6/12/2013	6:10 PM				1							
6/12/2013	6:10 PM				1							
6/12/2013	6:10 PM	1							1			
6/12/2013	6:12 PM				1							
6/12/2013	6:30 PM				1							
6/12/2013	6:31 PM			1								
6/12/2013	6:35 PM	1								1		
6/12/2013	6:48 PM				1							
6/12/2013	6:55 PM	1								1		
6/12/2013	6:56 PM	1								1		No Answer, Assumed On-Street
6/12/2013	7:10 PM	1							1			
6/12/2013	7:15 PM	1							1			
6/12/2013	7:15 PM	1								1		
6/12/2013	7:20 PM				1							
6/12/2013	7:22 PM			1								
6/12/2013	7:27 PM				1							
6/12/2013	7:29 PM	1								1		
6/12/2013	8:22 PM				1							
6/12/2013	8:30 PM	1								1		
6/12/2013	8:40 PM	1								1		
6/12/2013	8:45 PM	1								1		
6/13/2013	9:47 AM	1								1		
6/13/2013	10:46 AM	1							1			
6/13/2013	11:45 AM	1								1		
6/13/2013	1:00 PM	1							1			
6/13/2013	1:37 PM			1								
6/13/2013	2:01 PM	1								1		
6/13/2013	2:02 PM	1								1		
6/13/2013	2:12 PM				1							
6/13/2013	2:15 PM	1								1		
6/13/2013	2:16 PM		1									
6/13/2013	2:18 PM	1								1		
6/13/2013	2:20 PM	1							1			
6/13/2013	2:28 PM	1								1		
6/13/2013	2:30 PM	1								1		
6/13/2013	2:48 PM				1							
6/13/2013	2:50 PM	1								1		
6/13/2013	3:00 PM	1								1		
6/13/2013	3:00 PM			1								
6/13/2013	3:15 PM				1							
6/13/2013	3:15 PM	1								1		
6/13/2013	3:20 PM			1								
6/13/2013	3:20 PM	1								1		
6/13/2013	3:50 PM			1								

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/13/2013	4:00 PM	1								1		
6/13/2013	4:00 PM	1							1			
6/13/2013	4:05 PM				1							
6/13/2013	4:09 PM	1								1		
6/13/2013	4:15 PM	1								1		No Answer, Assumed On-Street
6/13/2013	4:27 PM	1								1		
6/13/2013	4:30 PM	1								1		
6/13/2013	4:46 PM	1								1		
6/13/2013	4:55 PM	1								1		
6/13/2013	5:20 PM			1								
6/14/2013	9:36 AM	1							1			
6/14/2013	9:48 AM				1							
6/14/2013	10:00 AM	1							1			
6/14/2013	10:00 AM	1							1			
6/14/2013	10:00 AM	1							1			
6/14/2013	10:00 AM	1								1		
6/14/2013	10:00 AM				1							
6/14/2013	10:00 AM	1							1			
6/14/2013	10:01 AM	1								1		
6/14/2013	10:05 AM	1							1			
6/14/2013	10:40 AM	1								1		
6/14/2013	10:50 AM	1							1			
6/14/2013	11:00 AM				1							
6/14/2013	11:10 AM	1								1		
6/14/2013	11:10 AM	1								1		
6/14/2013	11:14 AM	1								1		
6/14/2013	11:30 AM	1										
6/14/2013	11:31 AM	1							1	1		
6/14/2013	11:45 AM	1								1		
6/14/2013	11:53 AM				1							
6/14/2013	12:00 PM	1								1		
6/14/2013	12:00 PM	1								1		
6/14/2013	12:03 PM	1								1		
6/14/2013	12:50 PM	1								1		
6/14/2013	12:59 PM	1								1		
6/14/2013	1:00 PM				1							
6/14/2013	2:33 PM				1							
6/14/2013	2:33 PM				1							
6/14/2013	2:43 PM			1								
6/14/2013	2:44 PM				1							
6/14/2013	2:51 PM				1							
6/14/2013	2:53 PM	1								1		
6/14/2013	3:20 PM				1							
6/14/2013	3:23 PM				1							
6/14/2013	3:45 PM	1								1		
6/14/2013	3:45 PM			1								
6/14/2013	3:46 PM		1									
6/14/2013	3:57 PM	1								1		
6/14/2013	4:00 PM	1								1		
6/14/2013	4:25 PM	1								1		
6/14/2013	4:29 PM				1							
6/14/2013	4:29 PM				1							
6/14/2013	4:30 PM	1							1			
6/14/2013	4:35 PM	1								1		
6/14/2013	4:39 PM	1								1		
6/14/2013	4:39 PM	1								1		
6/14/2013	4:45 PM				1							
6/14/2013	4:45 PM				1							
6/14/2013	4:48 PM	1								1		
6/14/2013	5:00 PM				1							
6/14/2013	5:06 PM	1			1				1			
6/14/2013	5:20 PM			1								
6/14/2013	5:30 PM			1								
6/14/2013	8:24 PM	1							1			
6/15/2013	9:30 AM				1							
6/15/2013	9:33 AM				1							
6/15/2013	9:33 AM	1							1			
6/15/2013	9:40 AM				1							
6/15/2013	9:43 AM	1								1		No Answer, Assumed On-Street
6/15/2013	9:50 AM	1							1			
6/15/2013	9:50 AM	1								1		No Answer, Assumed On-Street
6/15/2013	10:15 AM				1							
6/15/2013	10:20 AM	1								1		
6/15/2013	10:30 AM	1								1		

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/15/2013	10:30 AM				1							
6/15/2013	10:37 AM					1						
6/15/2013	10:45 AM				1							
6/15/2013	10:55 AM				1							
6/15/2013	11:00 AM				1							
6/15/2013	11:00 AM				1							
6/15/2013	11:00 AM	1								1		
6/15/2013	11:00 AM				1							
6/15/2013	11:02 AM				1							
6/15/2013	11:30 AM				1							
6/15/2013	11:30 AM	1								1		
6/15/2013	11:50 AM				1							
6/15/2013	11:59 AM				1							
6/15/2013	11:59 AM				1							
6/15/2013	11:59 AM			1								
6/15/2013	12:00 PM				1							
6/15/2013	12:00 PM			1		1						
6/15/2013	12:00 PM	1								1		
6/15/2013	12:00 PM	1							1			
6/15/2013	12:05 PM				1							
6/15/2013	12:09 PM				1							
6/15/2013	12:10 PM				1							
6/15/2013	12:15 PM	1							1			
6/15/2013	12:20 PM	1							1			
6/15/2013	12:30 PM	1								1		
6/15/2013	12:30 PM	1							1			
6/15/2013	12:30 PM				1							
6/15/2013	12:30 PM			1								
6/15/2013	12:45 PM				1							
6/15/2013	12:45 PM	1								1		
6/15/2013	1:00 PM				1							
6/15/2013	1:00 PM				1							
6/15/2013	1:00 PM				1							
6/15/2013	1:00 PM				1							
6/15/2013	1:00 PM					1						
6/15/2013	1:05 PM	1							1			
6/15/2013	1:14 PM				1							
6/15/2013	1:14 PM				1							
6/15/2013	1:15 PM	1								1		
6/15/2013	1:15 PM				1							
6/15/2013	1:20 PM	1							1			
6/15/2013	1:20 PM				1					1		
6/15/2013	1:25 PM			1								
6/15/2013	1:30 PM				1							
6/15/2013	1:40 PM				1							
6/15/2013	1:47 PM	1							1			
6/15/2013	1:48 PM	1								1		
6/15/2013	1:55 PM	1								1		
6/15/2013	2:00 PM	1								1		No Answer, Assumed On-Street
6/15/2013	2:00 PM			1								
6/15/2013	2:10 PM	1								1		
6/15/2013	2:10 PM	1								1		
6/15/2013	2:15 PM	1							1			
6/15/2013	2:15 PM	1								1		
6/15/2013	2:20 PM	1								1		
6/15/2013	2:20 PM		1									
6/15/2013	2:20 PM	1							1			
6/15/2013	2:20 PM				1							
6/15/2013	2:35 PM				1							
6/15/2013	2:45 PM		1									
6/15/2013	2:59 PM		1									
6/15/2013	3:00 PM				1							
6/15/2013	3:00 PM				1							
6/15/2013	3:10 PM			1								
6/15/2013	3:15 PM	1								1		
6/15/2013	3:20 PM			1								
6/15/2013	3:20 PM	1								1		
6/15/2013	3:25 PM	1								1		
6/15/2013	3:27 PM	1								1		
6/15/2013	3:33 PM				1							
6/15/2013	4:00 PM				1							

Date	Time	Travel Mode							Parking			
		Drove	Drop Off	Bus	Walked	Biked	Other	Specify	Library Lot	On-Street	Other	Specify
6/15/2013	4:00 PM	1								1		
6/15/2013	4:00 PM	1								1		
6/15/2013	4:00 PM	1							1			
6/15/2013	4:00 PM	1							1			
6/15/2013	4:29 PM	1								1		
6/15/2013	4:30 PM				1							
6/15/2013	4:35 PM				1							
6/15/2013	4:36 PM				1							
6/15/2013	4:40 PM		1									
6/15/2013	4:44 PM	1							1			
6/15/2013	4:46 PM	1								1		No Answer, Assumed On-Street
6/15/2013	4:47 PM				1							
6/15/2013	5:00 PM				1							
6/15/2013	5:10 PM	1									1	Skillet
6/15/2013	5:19 PM	1								1		
6/15/2013	5:20 PM	1							1			
6/15/2013	5:20 PM				1							
Total		187	10	38	135	3	0	0	56	129	2	

ATTACHMENT C
PARKING OCCUPANCY COUNTS



WELLS + ASSOCIATES

Project: #5529 - Woodridge Library

Surveyors: Damir & Marica

Date: 6/4/2013

Hours: 5:00 PM - 9:00 PM

Roadway Segment	Parked Vehicles (Occupied Spaces/Availabe Spaces/Percent Occupied)																										
	5:00 PM			5:30 PM			6:00 PM			6:30 PM			7:00 PM			7:30 PM			8:00 PM			8:30 PM			9:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%
Lot A	11	10	110%	12	10	120%	9	10	90%	6	10	60%	6	10	60%	5	10	50%	5	10	50%	5	10	50%	4	10	40%
Lot B	0	0	-	0	0	-	0	0	-	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
Lot C	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Lot D	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Lot E	3	13	23%	3	13	23%	3	13	23%	3	13	23%	3	13	23%	3	13	23%	2	13	15%	3	13	23%	3	13	23%
Lot F	0	0	-	0	0	-	0	0	-	0	23	0%	0	23	0%	0	23	0%	2	23	9%	1	23	4%	1	23	4%
Lot G	7	18	39%	6	18	33%	4	18	22%	3	18	17%	3	18	17%	3	18	17%	5	18	28%	4	18	22%	3	18	17%
Lot H	20	27	74%	12	27	44%	11	27	41%	14	27	52%	15	27	56%	16	27	59%	16	27	59%	16	27	59%	16	27	59%
Lot I	7	9	78%	6	9	67%	6	9	67%	6	9	67%	6	9	67%	6	9	67%	6	9	67%	6	9	67%	6	9	67%
Lot J	4	13	31%	3	13	23%	3	13	23%	3	13	23%	2	13	15%	2	13	15%	2	13	15%	2	13	15%	2	13	15%
Lot K	6	22	27%	11	22	50%	11	22	50%	14	22	64%	16	22	73%	18	22	82%	17	22	77%	12	22	55%	8	22	36%
Lot L	7	23	30%	7	23	30%	12	23	52%	15	23	65%	16	23	70%	14	23	61%	13	23	57%	7	23	30%	4	23	17%
Lot M	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Lot N	5	24	21%	5	24	21%	6	24	25%	6	24	25%	6	24	25%	5	24	21%	4	24	17%	7	24	29%	6	24	25%
Lot O	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Lot P	8	15	53%	8	15	53%	11	15	73%	10	15	67%	10	15	67%	10	15	67%	11	15	73%	10	15	67%	9	15	60%
Lot Q	5	13	38%	3	13	23%	4	13	31%	3	13	23%	5	13	38%	4	13	31%	4	13	31%	6	13	46%	6	15	40%
Lot R	3	13	23%	4	13	31%	4	13	31%	4	13	31%	5	13	38%	7	13	54%	7	13	54%	7	13	54%	8	13	62%
Lot S	0	6	0%	3	6	50%	3	6	50%	3	6	50%	2	6	33%	2	6	33%	1	6	17%	0	6	0%	1	6	17%
Lot T	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Lot U	2	14	14%	2	14	14%	3	14	21%	3	14	21%	3	14	21%	3	14	21%	3	14	21%	3	14	21%	2	14	14%
Lot V	1	25	4%	4	25	16%	4	25	16%	5	25	20%	3	25	12%	5	25	20%	5	25	20%	3	25	12%	1	25	4%
Occupied Spaces	89			89			94			98			101			103			103			92			80		
Total Spaces		247			247			247			277			277			277			277			277			279	
Percent Occupied	36%			36%			38%			35%			36%			37%			37%			33%			29%		

Project: #5529 - Woodridg

Surveyors: Damir & Marica

Date: 6/1/2013

Hours: 12:00 PM - 5:00 P

Roadway Segment	Parked Vehicles (Occupied Spaces/Available Spaces/Percent Occupied)																																
	12:00 PM			12:30 PM			1:00 PM			1:30 PM			2:00 PM			2:30 PM			3:00 PM			3:30 PM			4:00 PM			4:30 PM			5:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%			
Lot A	9	10	90%	7	10	70%	7	10	70%	7	10	70%	11	10	110%	11	10	110%	6	10	60%	6	10	60%	6	10	60%	6	10	60%			
Lot B	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	1	7	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%			
Lot C	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Lot D	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			
Lot E	3	13	23%	3	13	23%	3	13	23%	3	13	23%	5	13	38%	5	13	38%	4	13	31%	4	13	31%	4	13	31%	4	13	31%			
Lot F	2	23	9%	2	23	9%	2	23	9%	2	23	9%	0	23	0%	0	23	0%	0	23	0%	0	23	0%	0	23	0%	0	23	0%			
Lot G	5	18	28%	5	18	28%	5	18	28%	4	18	22%	4	18	22%	7	18	39%	6	18	33%	6	18	33%	6	18	33%	6	18	33%			
Lot H	18	27	67%	18	27	67%	18	27	67%	18	27	67%	18	27	67%	17	27	63%	17	27	63%	17	27	63%	17	27	63%	17	27	63%			
Lot I	7	9	78%	7	9	78%	7	9	78%	6	9	67%	6	9	67%	4	9	44%	4	9	44%	4	9	44%	4	9	44%	4	9	44%			
Lot J	2	13	15%	3	13	23%	3	13	23%	3	13	23%	3	13	23%	5	13	38%	5	13	38%	5	13	38%	5	13	38%	5	13	38%			
Lot K	10	22	45%	10	22	45%	12	22	55%	12	22	55%	12	22	55%	12	22	55%	9	22	41%	9	22	41%	14	22	64%	14	22	64%			
Lot L	6	23	26%	6	23	26%	6	23	26%	5	23	22%	9	23	39%	9	23	39%	9	23	39%	11	23	48%	11	23	48%	11	23	48%			
Lot M	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Lot N	6	24	25%	6	24	25%	6	24	25%	5	24	21%	5	24	21%	5	24	21%	5	24	21%	5	24	21%	5	24	21%	5	24	21%			
Lot O	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Lot P	11	15	73%	11	15	73%	11	15	73%	9	15	60%	9	15	60%	9	15	60%	10	15	67%	10	15	67%	10	15	67%	10	15	67%			
Lot Q	6	13	46%	6	13	46%	6	13	46%	5	13	38%	3	13	23%	3	13	23%	3	13	23%	3	13	23%	3	13	23%	3	13	23%			
Lot R	7	13	54%	7	13	54%	7	13	54%	6	13	46%	6	13	46%	9	13	69%	9	13	69%	9	13	69%	9	13	69%	5	13	38%			
Lot S	1	6	17%	2	6	33%	2	6	33%	2	6	33%	1	6	17%	1	6	17%	1	6	17%	1	6	17%	1	6	17%	1	6	17%			
Lot T	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Lot U	4	14	29%	4	14	29%	3	14	21%	3	14	21%	3	14	21%	4	14	29%	4	14	29%	4	14	29%	4	14	29%	4	14	29%			
Lot V	2	25	8%	2	25	8%	6	25	24%	6	25	24%	8	25	32%	8	25	32%	8	25	32%	8	25	32%	5	25	20%	5	25	20%			
Occupied Spaces	99			99			104			96			103			110			100			102			104			100					
Total Spaces		277			277			277			277			277			277			277			277			277			277				
Percent Occupied		36%			36%			38%			35%			37%			40%			36%			37%			38%			36%				