



January 14, 2015

Board of Zoning Adjustment  
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Suite 200S  
Washington, DC 20001

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Suite 610  
Tysons, Virginia 22102  
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RE: BZA Case Nos. 18852 and 18853  
90/91 Blagden Alley

Dear Members of the Board:

As a follow-up to the public hearing on December 2, 2014 regarding the above referenced cases, transmitted herewith are the following studies that demonstrate the effectiveness of TDM plans:

- Square 54 2014 Annual TMP Monitoring Report,
- Mosaic District 2013 TDM Annual Report,
- The Reserve 2013 TDM Annual Report, and
- The Ridgewood 2013 TDM Annual Report.

Each of these reports summarizes the elements of the TDM plan for the respective project, the trip generation on non-single occupant vehicle (SOV) goal for the respective project, and the actual trip reduction of non-SOV rate experience for the respective project.

As summarized in the table below, each project exceeds the goal set for the project.

Project	Goal	Achievement
Square 54	60% AM/PM peak hour trip reduction	70% AM peak hour; 82% PM peak hour (September 2014)
Mosaic	30% non-SOV	42% non-SOV (December 2013)
The Reserve at Tysons	20% non-SOV	30% non-SOV (November 2013)
Ridgewood	20% PM peak hour trip reduction	46% PM peak hour (November 2013)

The Square 54 project is located adjacent to the Foggy Bottom Metro Station. As such, it is not possible to discern what portion of the trip reduction is attributable to its location next to the metro station and what portion of the trip reduction is attributable to the TDM plan. In either case, the project has much higher rates of trip reduction than the goal.



The other examples are located further from Metro. Mosaic District is approximately ¾ mile from the Dunn Loring Metro Station and the remaining projects are located more than one mile from the nearest metro station.<sup>1</sup>

A brief summary of the TDM strategies employed at each project and proposed for the 90/91 Blagden Alley project is provided in the table on the next page.

TDM Strategy	Blagden Alley	Square 54	Mosaic District	The Reserve	Ridgewood
- Designate a Transportation Management Coordinator	✓				
- Provide Welcome Packages and/or Building Website	✓	✓	✓		✓
- Provide a transit screen	✓				
- Provide Information Displays (bulletin boards, racks, etc.)	✓		✓	✓	✓
- Provide Personal Outreach	✓		✓		
- Provide Business Center	✓	✓	✓	✓	✓
- Maintain a current list of neighborhood retail, services, and amenities	✓				
- Provide Concierge Service	✓			✓	
- High Speed internet connection in all units	✓	✓	✓	✓	✓
- Provide convenient and covered secure bike parking facilities	✓	✓	✓	✓	✓
- Provide a bicycle repair facility in the building	✓				
- Provide bicycle helmets for use by the residents	✓				
- Host an annual bicycle training event for residents of the building	✓				
- Provide funding for installation and one year of operation for a Capital Bikeshare station in the vicinity of the project	✓				
- Provide annual Capital Bikeshare memberships for all residents for the initial term of the lease	✓				
- Provide annual car-share memberships for all residents of the building for the initial term of the lease	✓				
- Provide Car Sharing Vehicle in Garage		✓			
- Provide Complimentary SmarTrip Card to Residents	✓	✓		✓	✓
- Provide Shuttle to Metro				✓	
- Provide discounts to residents who take transit				✓	
- Provide discounts to residents who work on site				✓	
- Provide Carpool Assistance for Residents		✓	✓		
- Prohibit residents from obtaining any type of residential or temporary parking permit through lease provision	✓				

<sup>1</sup> Each study was conducted prior to the opening of the Silver Line. Distances given are the distances to the nearest metro station, pre-Silver Line.



The project includes many features that will minimize its impact on the parking and transportation network: close proximity to a Metro station, residents who will not want cars, and a robust TDM plan. In addition, as the District Department of Transportation (DDOT) stated at the December 2, 2014 hearing, “[B]etween the transportation options that are plentiful and available on the vicinity, the transportation demand management plan and the parking restrictions and plans included in the application, DDOT finds that there will be no significant negative impact to the transportation network...” (see attached excerpt from transcript). Based on the success of the TDM plans for the case studies presented herein and the comprehensive TDM plan proposed for the 90/91 Blagden Alley project, and as supported by DDOT and the Office of Planning, the proposed project will not have an adverse impact on the surrounding area.

I hope you find the enclosed information helpful. Please do not hesitate to contact me should you have any questions or require additional information regarding this matter.

Sincerely,

A blue ink signature of the name "Jami L. Milanovich".

Jami L. Milanovich, P.E.

Enclosures a/s

cc: Cary Kadlecik, Associate – Goulston & Storrs  
Brook Katzen, Vice President of Development – SB Urban  
Justin Schor, Senior TDM Specialist – Wells + Associates  
Jonathan Rogers, Transportation Planner – DDOT

O:\Projects\6001-6500\6077 Blagden Alley\Documents\Blagden Cover Letter to BZA.docx

## **TDM CASE STUDIES**



**To:** Jamie Henson, DDOT  
Florence Harmon, ANC 2A

**From:** Jami Milanovich, P.E.  
Amelia Martin, E.I.T.

**Copy:** Simon Bustow, Boston Properties

**RE:** Square 54 Transportation Management Plan Monitoring Update  
Washington, DC

**Date:** October 2, 2014

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## **INTRODUCTION**

On May 14, 2007, a consolidated planned unit development (PUD) and related zoning map amendment was approved for Square 54 per Zoning Commission Order No. 06-27. The redevelopment of Square 54 included 335 residential units, 439,600 square feet (SF) of office space, a 36,667 SF Whole Foods grocery store, and 32,490 SF of additional retail. As part of the Zoning Commission Order, the Applicant (Boston Properties) is required to provide the District Department of Transportation (DDOT) and the Advisory Neighborhood Commission (ANC) with an annual report that evaluates the effectiveness of transportation management plan (TMP) measures implemented by property management, the use and effectiveness of loading facilities, and the queuing at the parking garage access. Therefore, this memorandum serves to satisfy the conditions outlined in the Zoning Commission Order. Attachment A includes a copy of the TMP.

## **TRIP GENERATION COMPARISON**

### **Observed Trip Generation**

As required by the Zoning Commission Order, the number of observed peak vehicle trips generated by the site during the AM and PM peak hours was compared to the estimated peak hour trip generation based on trip generation equations in the Institute of Transportation Engineers' (ITE) Trip Generation Manual.

The observed trip generation was determined by conducting AM and PM peak period vehicular traffic counts at the site driveway on 22<sup>nd</sup> Street. Traffic counts were collected by Wells + Associates at the site driveway on three typical weekdays, as required by the Zoning



Commission Order. Specifically, counts were performed on Tuesday, September 16, 2014, Wednesday, September 17, 2014, and Thursday, September 18, 2014 from 6:30 AM to 10:30 AM and from 4:00 PM to 7:00 PM. At the time these counts were conducted, the occupancy of the residential component was 95 percent. The office, Whole Foods, and retail components of the square were at 100 percent occupancy.

During each of the traffic counts performed to assess the number of vehicle trips generated by Square 54, the number of heavy vehicles that use the curb cut on 22<sup>nd</sup> Street were included in the count (i.e., the above number of observed external vehicle trips includes heavy vehicles). Specifically, on average between the three count days, 20 heavy vehicles during the AM peak hour and eight heavy vehicles during the PM peak hour use the curb cut. The total number of trucks observed during each count period can be found in Attachment B.

Copies of the count data are included herein as Attachment B.

### **Calculated Trip Generation**

The calculated trip generation was determined utilizing the same assumptions as the Transportation Impact Study (TIS) performed for Square 54 by Wells + Associates (dated May 24, 2006). The calculated trip generation presented herein was calculated using the current edition of ITE's Trip Generation Manual (9<sup>th</sup> Edition). Attachment C includes detailed calculations for the calculated trip generation for the September 2014 conditions.

### **Trip Generation Comparison**

Table 1 shows the comparison between observed trip generation from the 2014 traffic counts and the number of external vehicle trips calculated per ITE Trip Generation Manual (plus mode split reduction). Note that the observed external vehicle trips presented in Table 1 are an average of the external vehicle trips observed on the three days counted. As shown in Table 1, the observed trip generation was 26 percent less in AM peak hour and 55 percent less in the PM peak hour than the calculated trip generation.

Since the impact of the Square 54 redevelopment was assessed based on the same trip generation assumptions used to perform this comparison, the analysis in the TIS should be considered very conservative. That is, the Square 54 development is generating far fewer vehicular site trips than was predicted in the TIS.

Table 1  
Trip Generation Comparison for September 2014 Conditions

Trip Type	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Calculated External Vehicle Trips	278	102	380	220	350	570
Observed External Vehicle Trips	201	81	282	52	206	258
<b>Difference in External Vehicle Trips</b>	<b>77</b> <b>(28%)</b>	<b>21</b> <b>(21%)</b>	<b>98</b> <b>(26%)</b>	<b>168</b> <b>(76%)</b>	<b>144</b> <b>(41%)</b>	<b>312</b> <b>(55%)</b>

## DRIVeway Queue Study

As required by the Zoning Commission Order, a queuing analysis was conducted to ensure that northbound vehicles turning into the driveway on 22<sup>nd</sup> Street do not cause significant delays for mainline traffic on 22<sup>nd</sup> Street. Specifically, northbound left turn vehicles entering the site would be required to yield to pedestrians crossing the site driveway on 22<sup>nd</sup> Street. Therefore, excessive pedestrian volumes would have the potential to impact entering site traffic.

Queue data were collected from 6:30 AM to 10:30 AM and from 4:00 PM to 7:00 PM on Tuesday, September 16, 2013, Wednesday, September 17, 2013, and Thursday, September 18, 2013. For the northbound left turn into the site driveway, the number of queued vehicles was recorded every 15 seconds during the peak AM and PM periods. Therefore, when vehicles turning left into the driveway caused delays for mainline traffic on 22<sup>nd</sup> Street, the number of vehicles queued was recorded. The results of the queue study are summarized on Table 2 and included in Attachment D.

As shown in Table 2, when averaging the data collected over the three days, the average queue was zero during the AM and PM peak periods. The 95<sup>th</sup> percentile queue, over the three days, was 20 feet during the AM peak period and zero during the PM peak period.

Table 2  
Queue Summary (in feet)<sup>†</sup>

Date	Statistic	Inbound (Northbound Left)	
		AM Peak Period	PM Peak Period
Tuesday, 9/16/2013	95 <sup>th</sup> Percentile	0	0
	Average	0	0
	Maximum	20	0
Wednesday, 9/17/2013	95 <sup>th</sup> Percentile	20	0
	Average	0	0
	Maximum	60	40
Thursday, 9/18/2013	95 <sup>th</sup> Percentile	40	0
	Average	0	0
	Maximum	100	0
Three Days Combined	95 <sup>th</sup> Percentile	20	0
	Average	0	0
	Maximum	100	40

<sup>†</sup> Queue lengths are presented in feet and assume 20 feet per vehicle.  
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## FIELD OBSERVATIONS

In conformance with the Zoning Commission Order, Wells + Associates staff performed field observations of the garage driveway on 22<sup>nd</sup> Street, of the loading area driveway on 22<sup>nd</sup> Street, and of the roadways surrounding the site as they relate to loading operations. Field observations were performed in September 2014.

### General Observations

On 22<sup>nd</sup> Street, there are three separate driveways, one for loading, one for exiting vehicles, and one for entering vehicles, but only one curb cut. The driveway was designed as one curb cut, in large part, to ensure the trucks delivering to the site could enter and exit the site front-first. At times, inbound vehicles “short-cut” across the outbound driveway to access the site. Additionally, there were a few instances where outbound vehicles started their turn onto 22<sup>nd</sup> Street but could not complete the turn due to traffic queues from the upstream Pennsylvania Avenue/22<sup>nd</sup> Street intersection. As a result, these vehicles were partially blocking the western curb lane of 22<sup>nd</sup> Street, blocking inbound vehicles from the garage access. In turn, inbound vehicles were observed driving around the vehicle on the curb-cut to access the site garage ramp.

**Loading Observations**

In previous years, it was observed that delivery trucks did not use the loading area and were unloading on-street. Property management and tenants were instructed to not accept deliveries unless they were from the loading area. During the September 2014 field observations, no delivery trucks were observed making on-street deliveries.

There is, however, one exception to the requirement that all deliveries must be made via the loading area. Specifically, Devon Blakely, one of the Square 54 eateries, does not have access to the loading area internally; therefore, their deliveries must occur from the street. Property management has worked with Devon Blakely staff to ensure that the daily on-street loading activities occur before 7:00 AM. Similarly, Devon Blakely has worked to ensure that their weekly beverage delivery does not occur during the morning and evening peak periods. During the September 2014 field visit, no deliveries were observed for the Devon Blakely site.

Generally, the field observations made in September 2014 revealed that loading operations were operating smoothly. Specifically, drivers are familiar with the site and, specifically the loading area, thereby resulting in fewer delivery trucks stopping on the street. It is anticipated that this trend will continue for the square; however, continued communication with the tenants to ensure all deliveries are made through the loading area will help to accelerate the familiarity for delivery drivers.

**CONCLUSIONS**

A comparison of observed trip generation to calculated trip generation indicated that the Square 54 site is generating 26 percent fewer AM peak hour vehicle trips and 55 percent fewer PM peak hour vehicle trips.

Finally, field observations indicate that loading has improved since the initial year of operation as delivery drivers have become more familiar with the on-site loading operations. Previous issues regarding deliveries and parking restrictions have been resolved as the site has matured; therefore, the site remains accessible.

We hope that this memorandum adequately satisfies the requirements outlined in the Zoning Commission Order for the Square 54 redevelopment. Please do not hesitate to contact me at 703-917-6620 or [jlmilanovich@mjwells.com](mailto:jlmilanovich@mjwells.com) with any questions or comments.

Square 54 Transportation Management Plan Monitoring Update  
Washington, DC

**ATTACHMENT A**  
**SQUARE 54 TRANSPORTATION MANAGEMENT PLAN**

# Boston Properties

PETER D. JOHNSTON  
Senior Vice President - Regional Manager

TO: Jeff Jennings  
District Department of Transportation

FROM: Peter D. Johnston  
Senior Vice President and Regional Manager, Boston Properties

DATE: November 14, 2006

SUBJECT: Square 54 – Transportation Management Plan

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The following Transportation Management Plan is submitted in connection with the application of Boston Properties, Inc., KSI Services, Inc., and The George Washington University to the District of Columbia Zoning Commission for Consolidated Review and Approval of a Planned Unit Development and Zoning Map Amendment for Square 54. As the office/retail and residential project developers, both Boston Properties and KSI Services will promote safe and efficient traffic operations in and around Square 54.<sup>1</sup> The Square 54 Transportation Management Plan will consist of the following measures:

- Boston Properties will encourage commercial office tenants and retail tenants to participate in offering a pre-tax transportation benefits program to employees to promote the use of public transportation. Typically, these programs allow employees to purchase a SmarTrip Card or Metro “Checks” which can be used on Metrorail, Metrobus, and also on Marc and VRE commuter trains. Boston Properties and KSI Services will offer a pre-tax transportation benefits program to management employees located on site.
- Boston Properties will encourage commercial office tenants and retail tenants to participate in offering a parking pre-tax deduction program that allows employees who pay for parking at a Metro station to participate in a pre-tax parking program. Boston Properties and KSI Services will offer a pre-tax deduction program to management employees located on site.
- Boston Properties will provide a direct link to the WMATA website ([www.wmata.com](http://www.wmata.com)) from our property management website to allow tenants to purchase fare media, including SmarTrip fare cards and bus passes online.

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<sup>1</sup> The George Washington University also submitted a Transportation Management Plan for the broader Foggy Bottom Campus in connection with the proposed *Foggy Bottom Campus Plan: 2006 – 2025*.

- Boston Properties will make available public transportation information (Metrorail, Metrobus, Marc, VRE and Circulator) at the concierge desk on the ground floor of the office building.
- KSI Services will provide one dedicated parking space in the residential portion of the parking garage for the Flexcar or Zipcar service.
- KSI Services will provide information regarding Metrorail, Metrobus, Circulator, ride-sharing and other relevant transit options in its leasing packages to tenants.
- KSI Services will provide Metrorail and Metrobus maps, schedules and forms, ride-sharing and other relevant transit option information to residents and employees through a common website.
- KSI Services will provide SmarTrip cards (or a similar transit fare cards) in the amount of twenty dollars (\$20) to all new residents of the project upon execution of their initial lease.
- KSI Services will hardwire the residential apartments to provide high capacity, high bandwidth communication lines, or the equivalent wireless access to promote telecommuting and remote access connectivity.
- KSI Services will provide a common area in the residential building with business facilities, which may include wireless internet access, fax machine, photocopier and desktop computers. This common area will be accessible by all residents of the project.
- KSI Services will provide information and coordination of possible carpool and vanpool options to residents and employees.
- KSI Services will participate in the District of Columbia's Ride Share Program, to the extent the Ride Share or such similar program exists.
- Boston Properties and KSI Services will provide secure, weather-protected bicycle storage for commercial office tenants and residential tenants. Bike racks will also be provided for visitors and employees.
- Boston Properties and KSI Services will investigate the possibility of adding new technology in the lobbies of the respective development to provide real-time Metrorail and Metrobus information/updates to tenants.
- Boston Properties and KSI Services will coordinate transportation management activities with GW's Transportation Management Coordinator (identified in the Transportation Management Plan submitted in connection with GW's proposed *Foggy Bottom Campus Plan: 2006 – 2025*).

- Boston Properties and KSI Services will provide to the District Department of Transportation (DDOT) and ANC 2A an annual update on the Transportation Management Plan measures as outlined above.

### **Truck Management Plan**

As set forth in our conversations with both the community and the Office of Planning, Boston Properties and KSI Services are committed to operating the proposed mixed-use Square 54 development in a manner which proactively addresses traffic issues. In an effort to directly mitigate traffic concerns, the loading dock facility that will serve the entire site, including the grocery store, has been designed internal to the site and entirely below grade. As discussed on page 29 of the Transportation Impact Study completed by Wells & Associates, LLC dated October 31, 2006, four 30-foot bays and three 55-foot bays will be provided on the P1 level of the underground parking structure. The design of the below-grade loading facility allows trucks to enter and exit the facility front first thereby minimizing disruption to traffic on 22<sup>nd</sup> Street.

In addition to placing the loading dock facility entirely underground, the following steps will be taken by Boston Properties and KSI Services:

- Boston Properties and KSI Services will encourage all deliveries and trash disposal services, including that of the retail tenants, to occur within the internal loading dock facility only.
- Boston Properties and KSI Services will distribute detailed information to all tenants that restricts deliveries and trash disposal services during peak commuter hours.
- The grocery store tenant will have its own internal loading dock directly adjacent to its demised below-grade premises.
- Boston Properties and KSI Services will provide a loading dock coordinator to help facilitate deliveries and trash disposal services.
- Boston Properties and KSI Services will provide retail tenants with a recommended truck circulation route, and will direct each tenant to forward this route to those responsible for its regular deliveries.
- Boston Properties and KSI Services will abide by all delivery and zoning restrictions within the District of Columbia.

Square 54 Transportation Management Plan Monitoring Update  
Washington, DC

**ATTACHMENT B**  
**TRAFFIC COUNT DATA**

Project: Square 45  
Wells + Associates Job No: 5232B  
Intersection: 22nd Street & Loading Dock Entr.  
Location: Washington,DC  
Date: 9/16/2014  
Day: Tuesday  
Weather: clear  
Inputed by: Amelia  
Intersection Count by: Matt Lee  
Pedestrian Count by:  
Bicycle Count by:

Southbound Road: 22nd Street NW  
Northbound Road: 22nd Street NW  
Westbound Road:  
Eastbound Road: Loading Dock Entrance

AM Count Start Time: 6:30 AM  
PM Count Start Time: 4:00 PM  
Study AM Peak Hour: None  
Study PM Peak Hour: 5:15 PM - 6:15 PM

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - Passenger Cars

PROJECT: Square 45				DATE: 9/16/2014				SOUTHBOUND ROAD: 22nd Street NW				
W+A JOB NO: 5232B				DAY: Tuesday				NORTHBOUND ROAD: 22nd Street NW				
INTERSECTION: 22nd Street & Loading Dock Entr.				WEATHER: clear				WESTBOUND ROAD: 0				
LOCATION: Washington,DC				COUNTED BY: Matt Lee				EASTBOUND ROAD: Loading Dock Entrance				
INPUTED BY: Amelia												
Time Period	Southbound 22nd Street NW			Westbound 0			Northbound 22nd Street NW			Eastbound Loading Dock Entrance		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
<b>AM 15 Minute Volumes</b>												
6:30 AM - 6:45 AM				0			0		39	39		2
6:45 AM - 7:00 AM				0			0		44	44		0
7:00 AM - 7:15 AM				0			0		35	35		4
7:15 AM - 7:30 AM				0			0		52	52		3
7:30 AM - 7:45 AM				0			0		38	38		6
7:45 AM - 8:00 AM				0			0		59	59		10
8:00 AM - 8:15 AM				0			0		38	38		11
8:15 AM - 8:30 AM				0			0		31	31		10
8:30 AM - 8:45 AM				0			0		43	43		8
8:45 AM - 9:00 AM				0			0		59	59		5
9:00 AM - 9:15 AM				0			0		37	37		10
9:15 AM - 9:30 AM				0			0		28	28		9
9:30 AM - 9:45 AM				0			0		31	31		10
9:45 AM - 10:00 AM				0			0		34	34		6
10:00 AM - 10:15 AM				0			0		26	26		2
10:15 AM - 10:30 AM				0			0		0	0		12
Total	0	0	0	0	0	0	0	594	594	0	108	
										108		702
<b>AM One Hour Volumes</b>												
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	170	170	0	9
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	169	169	0	13
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	184	184	0	23
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	187	187	0	30
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	166	166	0	37
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	171	171	0	39
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	171	171	0	34
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	170	170	0	33
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	167	167	0	32
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	155	155	0	34
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	130	130	0	35
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	119	119	0	27
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	91	91	0	30
Total	0	0	0	0	0	0	0	0	132	132	0	552
										552		684
<b>PM 15 Minute Volumes</b>												
4:00 PM - 4:15 PM				0			0		18	18		30
4:15 PM - 4:30 PM				0			0		9	9		16
4:30 PM - 4:45 PM				0			0		12	12		43
4:45 PM - 5:00 PM				0			0		9	9		42
5:00 PM - 5:15 PM				0			0		16	16		51
5:15 PM - 5:30 PM				0			0		13	13		56
5:30 PM - 5:45 PM				0			0		13	13		56
5:45 PM - 6:00 PM				0			0		9	9		49
6:00 PM - 6:15 PM				0			0		8	8		62
6:15 PM - 6:30 PM				0			0		7	7		48
6:30 PM - 6:45 PM				0			0		10	10		45
6:45 PM - 7:00 PM				0			0		8	8		54
Total	0	0	0	0	0	0	0	0	132	132	0	552
										552		684
<b>PM One Hour Volumes</b>												
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	48	48	0	131
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	46	46	0	152
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	50	50	0	192
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	51	51	0	205
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	51	51	0	212
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	43	43	0	223
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	37	37	0	215
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	34	34	0	204
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	33	33	0	209

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - Heavy Vehicles

PROJECT: Square 45				DATE: 9/16/2014				SOUTHBOUND ROAD: 22nd Street NW											
W+A JOB NO: 5232B				DAY: Tuesday				NORTHBOUND ROAD: 22nd Street NW											
INTERSECTION: 22nd Street & Loading Dock Entr.				WEATHER: clear				WESTBOUND ROAD: 0											
LOCATION: Washington,DC				COUNTED BY: Matt Lee				EASTBOUND ROAD: Loading Dock Entrance											
INPUTED BY: Amelia																			
Time Period	Southbound 22nd Street NW				Westbound 0				Northbound 22nd Street NW				Eastbound Loading Dock Entrance				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
<b>AM 15 Minute Volumes</b>																			
6:30 AM - 6:45 AM	0			0				1	1			0	0	1	0	1			
6:45 AM - 7:00 AM	0			0				2	2			3	3	2	3	5			
7:00 AM - 7:15 AM	0			0				1	1			1	1	1	1	2			
7:15 AM - 7:30 AM	0			0				3	3			2	2	3	2	5			
7:30 AM - 7:45 AM	0			0				5	5			5	5	5	5	10			
7:45 AM - 8:00 AM	0			0				2	2			2	2	2	2	4			
8:00 AM - 8:15 AM	0			0				3	3			4	4	3	4	7			
8:15 AM - 8:30 AM	0			0				3	3			3	3	3	3	6			
8:30 AM - 8:45 AM	0			0				2	2			1	1	2	1	3			
8:45 AM - 9:00 AM	0			0				5	5			2	2	5	2	7			
9:00 AM - 9:15 AM	0			0				4	4			3	3	4	3	7			
9:15 AM - 9:30 AM								1	1			4	4	1	4	5			
9:30 AM - 9:45 AM								0	0			0	0	0	0	0			
9:45 AM - 10:00 AM								1	1			0	0	1	0	1			
10:00 AM - 10:15 AM								2	2			2	2	2	2	4			
10:15 AM - 10:30 AM	0			0				5	5			2	2	5	2	7			
Total	0	0	0	0	0	0	0	0	0	40	40	0	0	34	34	40	34	74	
<b>AM One Hour Volumes</b>																			
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	7	7	0	0	6	6	7	6	13	
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	11	11	0	0	11	11	11	11	22	
7:00 AM - 8:00 AM										11	11			10	10	11	10	21	
7:15 AM - 8:15 AM										13	13			13	13	13	13	26	
7:30 AM - 8:30 AM										13	13			14	14	13	14	27	
7:45 AM - 8:45 AM										10	10			10	10	10	10	20	
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	10	10	13	10	23	
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	14	14	0	0	9	9	14	9	23	
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	12	12	0	0	10	10	12	10	22	
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>19</b>	
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	6	6	0	0	7	7	6	7	13	
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	6	6	4	6	10	
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	8	8	0	0	4	4	8	4	12	
<b>PM 15 Minute Volumes</b>																			
4:00 PM - 4:15 PM	0			0			0	1	1			0	0	0	0	1	0	1	
4:15 PM - 4:30 PM	0			0			0	0	0			1	1	0	1	1	1	1	
4:30 PM - 4:45 PM	0			0			0	1	1			0	0	1	0	1	0	1	
4:45 PM - 5:00 PM	0			0			0	1	1			1	1	1	1	2	1	2	
5:00 PM - 5:15 PM	0			0			0	0	0			0	0	0	0	0	0	0	
5:15 PM - 5:30 PM	0			0			0	1	1			1	1	1	1	1	1	2	
5:30 PM - 5:45 PM	0			0			0	1	1			1	1	1	1	1	1	2	
5:45 PM - 6:00 PM	0			0			0	0	0			1	1	0	1	1	1	1	
6:00 PM - 6:15 PM	0			0			0	0	0			1	1	0	1	1	1	1	
6:15 PM - 6:30 PM	0			0			0	1	1			0	0	1	0	1	0	1	
6:30 PM - 6:45 PM	0			0			0	0	0			0	0	0	0	0	0	0	
6:45 PM - 7:00 PM	0			0			0	0	0			0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	6	6	0	0	6	6	6	6	12	
<b>PM One Hour Volumes</b>																			
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	3	2	5	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	2	2	4	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	3	2	5	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	3	3	3	3	6	
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	3	3	2	3	5	
<b>5:15 PM - 6:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>6</b>	
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	3	3	2	3	5	
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	2	3	
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	2	

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - All Vehicles

PROJECT: Square 45					DATE: 9/16/2014					SOUTHBOUND ROAD: 22nd Street NW											
W+A JOB NO: 5232B					DAY: Tuesday					NORTHBOUND ROAD: 22nd Street NW											
INTERSECTION: 22nd Street & Loading Dock Entr.					WEATHER: clear					WESTBOUND ROAD: 0											
LOCATION: Washington,DC					COUNTED BY: Matt Lee					EASTBOUND ROAD: Loading Dock Entrance											
INPUTTED BY: Amelia																					
Time Period	Southbound 22nd Street NW				Westbound 0				Northbound 22nd Street NW				Eastbound Loading Dock Entrance								
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru							
<b>AM 15 Minute Volumes</b>																					
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	40	40	0	0	2	2	40	2	42		
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	46	46	0	0	3	3	46	3	49		
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	36	36	0	0	5	5	36	5	41		
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	55	55	0	0	5	5	55	5	60		
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	43	43	0	0	11	11	43	11	54		
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	61	61	0	0	12	12	61	12	73		
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	41	41	0	0	15	15	41	15	56		
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	34	34	0	0	13	13	34	13	47		
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	45	45	0	0	9	9	45	9	54		
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	64	64	0	0	7	7	64	7	71		
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	41	41	0	0	13	13	41	13	54		
9:15 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	0	33	33	0	0	11	11	33	11	44		
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	71	71	0	0	44	44	71	44	115		
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	34	34	0	0	6	6	34	6	40		
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	33	33	0	0	8	8	33	8	41		
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	11	11	0	0	23	23	11	23	34		
<b>Total</b>	0	0	0	0	0	0	0	0	0	688	688	0	0	187	187	688	187	875			
<b>AM One Hour Volumes</b>																					
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	177	177	0.80	0	0	15	15	0.75	177	15	192
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	0	0	0	0.00	180	180	0.82	0	0	24	24	0.55	180	24	204
7:00 AM - 8:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	195	195	0.80	0	0	33	33	0.69	195	33	228
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	0	0	0	0.00	200	200	0.82	0	0	43	43	0.72	200	43	243
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	179	179	0.73	0	0	51	51	0.85	179	51	230
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	0	0	0	0.00	181	181	0.74	0	0	49	49	0.82	181	49	230
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	184	184	0.72	0	0	44	44	0.73	184	44	228
8:15 AM - 9:15 AM	0	0	0	0	0.00	0	0	0	0	0.00	184	184	0.72	0	0	42	42	0.81	184	42	226
8:30 AM - 9:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	183	183	0.71	0	0	40	40	0.77	183	40	223
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>209</b>	<b>209</b>	<b>0.74</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>75</b>	<b>0.43</b>	<b>209</b>	<b>75</b>	<b>284</b>
9:00 AM - 10:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	179	179	0.63	0	0	74	74	0.42	179	74	253
9:15 AM - 10:15 AM	0	0	0	0	0.00	0	0	0	0	0.00	171	171	0.60	0	0	69	69	0.39	171	69	240
9:30 AM - 10:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	149	149	0.52	0	0	81	81	0.46	149	81	230
<b>PM 15 Minute Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>558</b>	<b>558</b>	<b>0</b>	<b>138</b>	<b>558</b>	<b>696</b>	
<b>PM One Hour Volumes</b>																					
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	19	19	0.19	0	0	30	30	0	19	30	49
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	9	9	0.09	0	0	17	17	0	9	17	26
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	13	13	0.01	0	0	43	43	0	13	43	56
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	10	10	0.00	0	0	43	43	0	10	43	53
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	16	16	0.00	0	0	51	51	0	16	51	67
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	14	14	0.00	0	0	57	57	0	14	57	71
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	14	14	0.00	0	0	57	57	0	14	57	71
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	9	9	0.00	0	0	50	50	0	9	50	59
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	8	8	0.00	0	0	63	63	0	8	63	71
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	8	8	0.00	0	0	48	48	0	8	48	56
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	10	10	0.00	0	0	45	45	0	10	45	55
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	8	8	0.00	0	0	54	54	0	8	54	62
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	138	138	0	0	558	558	0	138	558	696	
<b>PM One Hour Volumes</b>																					
4:00 PM - 5:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	51	51	0.67	0	0	133	133	0.77	51	133	184
4:15 PM - 5:15 PM	0	0	0	0	0.00	0	0	0	0	0.00	48	48	0.75	0	0	154	154	0.75	48	154	202
4:30 PM - 5:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	53	53	0.83	0	0	194	194	0.85	53	194	247
4:45 PM - 5:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	54	54	0.84	0	0	208	208	0.91	54	208	262
5:00 PM - 6:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	53	53	0.83	0	0	215	215	0.94	53	215	268
<b>5:15 PM - 6:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>45</b>	<b>45</b>	<b>0.80</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>227</b>	<b>0.90</b>	<b>45</b>	<b>227</b>	<b>272</b>
5:30 PM - 6:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	39	39	0.70	0	0	218	218	0.87	39	218	257
5:45 PM - 6:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	35	35	0.88	0	0	206	206	0.82	35	206	241
6:00 PM - 7:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	34	34	0.85	0	0	210	210	0.83	34	210	244

# Wells + Associates, Inc.

McLean, Virginia

## Pedestrian Volume Survey

<b>PROJECT:</b> Square 45 <b>W+A JOB NO:</b> 5232B <b>INTERSECTION:</b> 22nd Street & Loading Dock Entr. <b>LOCATION:</b> Washington, DC <b>DATE:</b> 9/16/2014 <b>DAY:</b> Tuesday <b>WEATHER:</b> clear <b>COUNTED BY:</b> 0 <b>INPUTED BY:</b> Amelia													
<b>Pedestrian Volume Survey</b>													
Time Period	Movement												
	1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7 + 8	Total
<b>AM 15 Minute Volumes</b>													
6:30 AM - 6:45 AM								9				9	9
6:45 AM - 7:00 AM								13				13	13
7:00 AM - 7:15 AM								11				11	11
7:15 AM - 7:30 AM								15				15	15
7:30 AM - 7:45 AM								32				32	32
7:45 AM - 8:00 AM								29				29	29
8:00 AM - 8:15 AM								30				30	30
8:15 AM - 8:30 AM								37				37	37
8:30 AM - 8:45 AM								41				41	41
8:45 AM - 9:00 AM								32				32	32
9:00 AM - 9:15 AM								29				29	29
9:15 AM - 9:30 AM								46				46	46
9:30 AM - 9:45 AM								33				33	33
9:45 AM - 10:00 AM								32				32	32
10:00 AM - 10:15 AM								35				35	35
10:15 AM - 10:30 AM								27				27	27
Total	0	0	0	0	0	0	0	451				451	451
<b>AM One Hour Volumes</b>													
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	48	0	0	0	48	48
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	71	0	0	0	71	71
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	87	0	0	0	87	87
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	106	0	0	0	106	106
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	128	0	0	0	128	128
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	137	0	0	0	137	137
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	140	0	0	0	140	140
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	139	0	0	0	139	139
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	148	0	0	0	148	148
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>140</b>						
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	140	0	0	0	140	140
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	146	0	0	0	146	146
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	127	0	0	0	127	127
<b>PM 15 Minute Volumes</b>													
4:00 PM - 4:15 PM								67				67	67
4:15 PM - 4:30 PM								36				36	36
4:30 PM - 4:45 PM								41				41	41
4:45 PM - 5:00 PM								38				38	38
5:00 PM - 5:15 PM								52				52	52
5:15 PM - 5:30 PM								54				54	54
5:30 PM - 5:45 PM								63				63	63
5:45 PM - 6:00 PM								69				69	69
6:00 PM - 6:15 PM								111				111	111
6:15 PM - 6:30 PM								85				85	85
6:30 PM - 6:45 PM								91				91	91
6:45 PM - 7:00 PM								68				68	68
Total	0	0	0	0	0	0	0	775				775	775
<b>PM One Hour Volumes</b>													
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	182	0	0	0	182	182
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	167	0	0	0	167	167
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	185	0	0	0	185	185
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	207	0	0	0	207	207
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	238	0	0	0	238	238
<b>5:15 PM - 6:15 PM</b>	<b>0</b>	<b>297</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>297</b>	<b>297</b>						
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	328	0	0	0	328	328
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	356	0	0	0	356	356
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	355	0	0	0	355	355

# Wells + Associates, Inc.

McLean, Virginia

## Heavy Vehicle Percentages

<b>PROJECT:</b> Square 45	<b>DATE:</b> 9/16/2014	<b>SOUTHBOUND ROAD:</b> 22nd Street NW															
<b>W+A JOB NO:</b> 5232B	<b>DAY:</b> Tuesday	<b>NORTHBOUND ROAD:</b> 22nd Street NW															
<b>INTERSECTION:</b> 22nd Street & Loading Dock Entr.	<b>WEATHER:</b> clear	<b>WESTBOUND ROAD:</b> 0															
<b>LOCATION:</b> Washington,DC	<b>COUNTED BY:</b> Matt Lee	<b>EASTBOUND ROAD:</b> Loading Dock Entrance															
	<b>INPUTED BY:</b> Amelia																
Time Period	Eastbound Loading Dock Entrance				Westbound 0				Northbound 22nd Street NW				Southbound 22nd Street NW				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
<b>AM One Hour Heavy Vehicle Percentages</b>																	
6:30 AM - 7:30 AM	40%		40%						4%			4%					
6:45 AM - 7:45 AM	46%		46%						6%			6%					
7:00 AM - 8:00 AM																	
7:15 AM - 8:15 AM																	
7:30 AM - 8:30 AM																	
7:45 AM - 8:45 AM																	
8:00 AM - 9:00 AM	30%		30%						7%			7%					
8:15 AM - 9:15 AM	21%		21%						7%			7%					
8:30 AM - 9:30 AM	20%		20%						7%			7%					
<b>8:45 AM - 9:45 AM</b>	<b>18%</b>		<b>18%</b>						<b>6%</b>			<b>6%</b>					
9:00 AM - 10:00 AM	9%		9%						3%			3%					
9:15 AM - 10:15 AM	9%		9%						2%			2%					
9:30 AM - 10:30 AM	5%		5%						5%			5%					
<b>PM One Hour Heavy Vehicle Percentages</b>																	
4:00 PM - 5:00 PM	2%		2%						6%			6%					
4:15 PM - 5:15 PM	1%		1%						4%			4%					
4:30 PM - 5:30 PM	1%		1%						6%			6%					
4:45 PM - 5:45 PM	1%		1%						6%			6%					
5:00 PM - 6:00 PM	1%		1%						4%			4%					
<b>5:15 PM - 6:15 PM</b>	<b>2%</b>		<b>2%</b>						<b>4%</b>			<b>4%</b>					
5:30 PM - 6:30 PM	1%		1%						5%			5%					
5:45 PM - 6:45 PM	1%		1%						3%			3%					
6:00 PM - 7:00 PM	0%		0%						3%			3%					

Project: **Square 45**  
Wells + Associates Job No: **5232B**  
Intersection: **22nd Street & Loading Dock Entr.**  
Location: **Washington,DC**  
Date: **9/17/2014**  
Day: **Wednesday**  
Weather: **clear**  
Inputed by: **Amelia**  
Intersection Count by: **George**  
Pedestrian Count by:  
Bicycle Count by:

Southbound Road: **22nd Street NW**  
Northbound Road: **22nd Street NW**  
Westbound Road:  
Eastbound Road: **Loading Dock Entrance**

AM Count Start Time: **6:30 AM**  
PM Count Start Time: **4:00 AM**  
Study AM Peak Hour: **8:45 AM - 9:45 AM**  
Study PM Peak Hour: **5:00 AM - 6:00 AM**

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - Passenger Cars

PROJECT: Square 45				DATE: 9/17/2014				SOUTHBOUND ROAD: 22nd Street NW				
W+A JOB NO: 5232B				DAY: Wednesday				NORTHBOUND ROAD: 22nd Street NW				
INTERSECTION: 22nd Street & Loading Dock Entr.				WEATHER: clear				WESTBOUND ROAD: 0				
LOCATION: Washington,DC				COUNTED BY: George				EASTBOUND ROAD: Loading Dock Entrance				
INPUTED BY: Amelia												
Time Period	Southbound 22nd Street NW			Westbound 0			Northbound 22nd Street NW			Eastbound Loading Dock Entrance		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
	Total			Total			Total			Total		
<b>AM 15 Minute Volumes</b>												
6:30 AM - 6:45 AM				0			0		48	48		3
6:45 AM - 7:00 AM				0			0		44	44		1
7:00 AM - 7:15 AM				0			0		44	44		3
7:15 AM - 7:30 AM				0			0		51	51		4
7:30 AM - 7:45 AM				0			0		54	54		9
7:45 AM - 8:00 AM									45	45		6
8:00 AM - 8:15 AM									47	47		9
8:15 AM - 8:30 AM									42	42		11
8:30 AM - 8:45 AM									32	32		8
8:45 AM - 9:00 AM				0			0		48	48		14
9:00 AM - 9:15 AM				0			0		38	38		9
9:15 AM - 9:30 AM				0			0		40	40		8
9:30 AM - 9:45 AM				0			0		22	22		15
9:45 AM - 10:00 AM				0			0		24	24		4
10:00 AM - 10:15 AM				0			0		26	26		12
10:15 AM - 10:30 AM				0			0		22	22		6
Total	0	0	0	0	0	0	0	0	627	627	0	122
												627
												122
												749
<b>AM One Hour Volumes</b>												
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	187	187	0	11
6:45 AM - 7:45 AM									193	193	0	17
7:00 AM - 8:00 AM									194	194	0	22
7:15 AM - 8:15 AM									197	197	0	28
7:30 AM - 8:30 AM									188	188	0	35
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	166	166	0	34
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	169	169	0	42
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	160	160	0	42
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	158	158	0	39
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	148	148	0	46
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	124	124	0	36
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	112	112	0	39
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	94	94	0	37
Total	0	0	0	0	0	0	0	0	115	115	0	410
												410
												525
<b>PM 15 Minute Volumes</b>												
4:00 AM - 4:15 AM				0			0		0	0		0
4:15 AM - 4:30 AM				0			0		12	12		23
4:30 AM - 4:45 AM				0			0		8	8		32
4:45 AM - 5:00 AM				0			0		8	8		39
5:00 AM - 5:15 AM				0			0		7	7		47
5:15 AM - 5:30 AM				0			0		12	12		49
5:30 AM - 5:45 AM				0			0		12	12		34
5:45 AM - 6:00 AM				0			0		14	14		40
6:00 AM - 6:15 AM				0			0		9	9		45
6:15 AM - 6:30 AM				0			0		12	12		38
6:30 AM - 6:45 AM				0			0		11	11		32
6:45 AM - 7:00 AM				0			0		10	10		31
Total	0	0	0	0	0	0	0	0	115	115	0	410
												410
												525
<b>PM One Hour Volumes</b>												
4:00 AM - 5:00 AM	0	0	0	0	0	0	0	0	28	28	0	94
4:15 AM - 5:15 AM	0	0	0	0	0	0	0	0	35	35	0	141
4:30 AM - 5:30 AM	0	0	0	0	0	0	0	0	35	35	0	167
4:45 AM - 5:45 AM	0	0	0	0	0	0	0	0	39	39	0	169
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	45	45	0	170
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	47	47	0	168
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	47	47	0	157
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	46	46	0	155
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	42	42	0	146

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - Heavy Vehicles

<b>PROJECT:</b> Square 45 <b>W+A JOB NO:</b> 5232B <b>INTERSECTION:</b> 22nd Street & Loading Dock Entr. <b>LOCATION:</b> Washington,DC				<b>DATE:</b> 9/17/2014 <b>DAY:</b> Wednesday <b>WEATHER:</b> clear <b>COUNTED BY:</b> George <b>INPUTED BY:</b> Amelia				<b>SOUTHBOUND ROAD:</b> 22nd Street NW <b>NORTHBOUND ROAD:</b> 22nd Street NW <b>WESTBOUND ROAD:</b> 0 <b>EASTBOUND ROAD:</b> Loading Dock Entrance													
Time Period	Southbound 22nd Street NW				Westbound 0				Northbound 22nd Street NW				Eastbound Loading Dock Entrance				North & South	East & West	Total		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total					
<b>AM 15 Minute Volumes</b>																					
6:30 AM - 6:45 AM	0			0				0		1	1				1	1	1	1	1	2	
6:45 AM - 7:00 AM	0			0				0		4	4				1	1	4	1	5		
7:00 AM - 7:15 AM	0			0				0		6	6				1	1	6	1	7		
7:15 AM - 7:30 AM	0			0				0		2	2				2	2	2	2	4		
7:30 AM - 7:45 AM	0			0				0		1	1				2	2	1	2	3		
7:45 AM - 8:00 AM	0			0				0		5	5				3	3	5	3	8		
8:00 AM - 8:15 AM	0			0				0		4	4				3	3	4	3	7		
8:15 AM - 8:30 AM	0			0				0		6	6				3	3	6	3	9		
8:30 AM - 8:45 AM	0			0				0		3	3				3	3	3	3	6		
8:45 AM - 9:00 AM	0			0				0		2	2				2	2	2	2	4		
9:00 AM - 9:15 AM	0			0				0		0	0				2	2	0	2	2		
9:15 AM - 9:30 AM	0			0				0		3	3				2	2	3	2	5		
9:30 AM - 9:45 AM	0			0				0		4	4				1	1	4	1	5		
9:45 AM - 10:00 AM	0			0				0		3	3				3	3	3	3	6		
10:00 AM - 10:15 AM	0			0				0		3	3				1	1	3	1	4		
10:15 AM - 10:30 AM	0			0				0		1	1				4	4	1	4	5		
Total	0	0	0	0	0	0	0	0	0	48	48				0	0	34	34	48	34	82
<b>AM One Hour Volumes</b>																					
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	5	5	13	5	18			
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	6	6	13	6	19			
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	14	14	0	0	8	8	14	8	22			
7:15 AM - 8:15 AM										12	12				10	10	12	10	22		
7:30 AM - 8:30 AM										16	16				11	11	16	11	27		
7:45 AM - 8:45 AM										18	18				12	12	18	12	30		
8:00 AM - 9:00 AM										15	15				11	11	15	11	26		
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	11	11	0	0	10	10	11	10	21			
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	8	8	0	0	9	9	8	9	9	17		
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>16</b>			
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	8	8	10	8	18			
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	7	7	13	7	20			
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	11	11	0	0	9	9	11	9	20			
<b>PM 15 Minute Volumes</b>																					
4:00 AM - 4:15 AM	0			0				0		0	0				0	0	0	0	0	0	
4:15 AM - 4:30 AM	0			0				0		0	0				2	2	0	2	2		
4:30 AM - 4:45 AM	0			0				0		2	2				1	1	2	1	3		
4:45 AM - 5:00 AM	0			0				0		0	0				1	1	0	1	1		
5:00 AM - 5:15 AM	0			0				0		2	2				1	1	2	1	3		
5:15 AM - 5:30 AM	0			0				0		0	0				1	1	0	1	1		
5:30 AM - 5:45 AM	0			0				0		0	0				2	2	0	2	2		
5:45 AM - 6:00 AM	0			0				0		2	2				0	0	2	0	2		
6:00 AM - 6:15 AM	0			0				0		1	1				0	0	1	0	1		
6:15 AM - 6:30 AM	0			0				0		1	1				2	2	1	2	3		
6:30 AM - 6:45 AM	0			0				0		2	2				0	0	2	0	2		
6:45 AM - 7:00 AM	0			0				0		0	0				1	1	0	1	1		
Total	0	0	0	0	0	0	0	0	0	10	10	0	0	11	11	10	11	21			
<b>PM One Hour Volumes</b>																					
4:00 AM - 5:00 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4	2	4	6			
4:15 AM - 5:15 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	5	5	4	5	9			
4:30 AM - 5:30 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	4	4	4	4	8			
4:45 AM - 5:45 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	5	5	2	5	7			
<b>5:00 AM - 6:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>			
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	3	3	3	3	3	6		
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	4	4	4	4	4	8		
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	6	6	0	0	2	2	6	2	8			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	3	3	4	3	7			

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - All Vehicles

PROJECT: Square 45					DATE: 9/17/2014					SOUTHBOUND ROAD: 22nd Street NW											
W+A JOB NO: 5232B					DAY: Wednesday					NORTHBOUND ROAD: 22nd Street NW											
INTERSECTION: 22nd Street & Loading Dock Entr.					WEATHER: clear					WESTBOUND ROAD: 0											
LOCATION: Washington,DC					COUNTED BY: George					EASTBOUND ROAD: Loading Dock Entrance											
INPUTED BY: Amelia																					
Time Period	Southbound 22nd Street NW					Westbound 0					Northbound 22nd Street NW					Eastbound Loading Dock Entrance			North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left			
<b>AM 15 Minute Volumes</b>																					
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	49	49	0	0	4	4	49	4	53		
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	48	48	0	0	2	2	48	2	50		
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	50	50	0	0	4	4	50	4	54		
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	53	53	0	0	6	6	53	6	59		
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	55	55	0	0	11	11	55	11	66		
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	50	50	0	0	9	9	50	9	59		
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	51	51	0	0	12	12	51	12	63		
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	45	45	0	0	13	13	45	13	58		
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	36	36	0	0	9	9	36	9	45		
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	51	51	0	0	17	17	51	17	68		
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	41	41	0	0	10	10	41	10	51		
9:15 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	0	41	41	0	0	12	12	41	12	53		
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	70	70	0	0	49	49	70	49	119		
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	24	24	0	0	4	4	24	4	28		
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	39	39	0	0	17	17	39	17	56		
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	35	35	0	0	12	12	35	12	47		
<b>Total</b>	0	0	0	0	0	0	0	0	0	738	738	0	0	191	191	738	191	929			
<b>AM One Hour Volumes</b>																					
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	0	0	0	200	200	0.94	0	0	16	16	0.67	200	16	216	
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	0	0	0	206	206	0.94	0	0	23	23	0.52	206	23	229	
7:00 AM - 8:00 AM	0	0	0	0	0.00	0	0	0	0	208	208	0.95	0	0	30	30	0.68	208	30	238	
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	0	0	0	209	209	0.95	0	0	38	38	0.79	209	38	247	
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	0	0	0	201	201	0.91	0	0	45	45	0.87	201	45	246	
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	0	0	0	182	182	0.89	0	0	43	43	0.83	182	43	225	
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	0	0	0	183	183	0.90	0	0	51	51	0.75	183	51	234	
8:15 AM - 9:15 AM	0	0	0	0	0.00	0	0	0	0	173	173	0.85	0	0	49	49	0.72	173	49	222	
8:30 AM - 9:30 AM	0	0	0	0	0.00	0	0	0	0	169	169	0.83	0	0	48	48	0.71	169	48	217	
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>203</b>	<b>203</b>	<b>0.73</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>88</b>	<b>0.45</b>	<b>203</b>	<b>88</b>	<b>291</b>	
9:00 AM - 10:00 AM	0	0	0	0	0.00	0	0	0	0.00	176	176	0.63	0	0	75	75	0.38	176	75	251	
9:15 AM - 10:15 AM	0	0	0	0	0.00	0	0	0	0.00	174	174	0.62	0	0	82	82	0.42	174	82	256	
9:30 AM - 10:30 AM	0	0	0	0	0.00	0	0	0	0.00	168	168	0.60	0	0	82	82	0.42	168	82	250	
<b>PM 15 Minute Volumes</b>																					
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 AM - 4:30 AM	0	0	0	0	0	0	0	0	0	12	12	0	0	0	25	25	12	25	37		
4:30 AM - 4:45 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	0	33	33	10	33	43		
4:45 AM - 5:00 AM	0	0	0	0	0	0	0	0	0	8	8	0	0	0	40	40	8	40	48		
5:00 AM - 5:15 AM	0	0	0	0	0	0	0	0	0	9	9	0	0	0	48	48	9	48	57		
5:15 AM - 5:30 AM	0	0	0	0	0	0	0	0	0	12	12	0	0	0	50	50	12	50	62		
5:30 AM - 5:45 AM	0	0	0	0	0	0	0	0	0	12	12	0	0	0	36	36	12	36	48		
5:45 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	16	16	0	0	0	40	40	16	40	56		
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	0	45	45	10	45	55		
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	0	40	40	13	40	53		
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	13	13	0	0	0	32	32	13	32	45		
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	0	32	32	10	32	42		
<b>Total</b>	0	0	0	0	0	0	0	0	0	125	125	0	0	0	421	421	125	421	546		
<b>PM One Hour Volumes</b>																					
4:00 AM - 5:00 AM	0	0	0	0	0.00	0	0	0	0.00	30	30	0.63	0	0	98	98	0.61	30	98	128	
4:15 AM - 5:15 AM	0	0	0	0	0.00	0	0	0	0.00	39	39	0.81	0	0	146	146	0.76	39	146	185	
4:30 AM - 5:30 AM	0	0	0	0	0.00	0	0	0	0.00	39	39	0.81	0	0	171	171	0.86	39	171	210	
4:45 AM - 5:45 AM	0	0	0	0	0.00	0	0	0	0.00	41	41	0.85	0	0	174	174	0.87	41	174	215	
<b>5:00 AM - 6:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>49</b>	<b>49</b>	<b>0.77</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>174</b>	<b>0.87</b>	<b>49</b>	<b>174</b>	<b>223</b>	
5:15 AM - 6:15 AM	0	0	0	0	0.00	0	0	0	0.00	50	50	0.78	0	0	171	171	0.86	50	171	221	
5:30 AM - 6:30 AM	0	0	0	0	0.00	0	0	0	0.00	51	51	0.80	0	0	161	161	0.89	51	161	212	
5:45 AM - 6:45 AM	0	0	0	0	0.00	0	0	0	0.00	52	52	0.81	0	0	157	157	0.87	52	157	209	
6:00 AM - 7:00 AM	0	0	0	0	0.00	0	0	0	0.00	46	46	0.88	0	0	149	149	0.83	46	149	195	

# Wells + Associates, Inc.

McLean, Virginia

## Pedestrian Volume Survey

<b>PROJECT:</b> Square 45 <b>W+A JOB NO:</b> 5232B <b>INTERSECTION:</b> 22nd Street & Loading Dock Entr. <b>LOCATION:</b> Washington,DC <b>DATE:</b> 9/17/2014 <b>DAY:</b> Wednesday <b>WEATHER:</b> clear <b>COUNTED BY:</b> 0 <b>INPUTED BY:</b> Amelia																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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8:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>37</b></td><td>37 37</td></tr> <tr><td>8:15 AM - 8:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>44</b></td><td>44 44</td></tr> <tr><td>8:30 AM - 8:45 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>41</b></td><td>41 41</td></tr> <tr><td>8:45 AM - 9:00 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>50</b></td><td>50 50</td></tr> <tr><td>9:00 AM - 9:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>42</b></td><td>42 42</td></tr> <tr><td>9:15 AM - 9:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>36</b></td><td>36 36</td></tr> <tr><td>9:30 AM - 9:45 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>39</b></td><td>39 39</td></tr> <tr><td>9:45 AM - 10:00 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>21</b></td><td>21 21</td></tr> <tr><td>10:00 AM - 10:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>29</b></td><td>29 29</td></tr> <tr><td>10:15 AM - 10:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>28</b></td><td>28 28</td></tr> <tr><td><b>Total</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>458</b></td><td><b>458 458</b></td></tr> <tr><td colspan="10"> <b>AM One Hour Volumes</b> </td></tr> <tr><td>6:30 AM - 7:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>39</b></td><td>0 0 0</td><td><b>39 39</b></td></tr> <tr><td>6:45 AM - 7:45 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>64</b></td><td>0 0 0</td><td><b>64 64</b></td></tr> <tr><td>7:00 AM - 8:00 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>80</b></td><td>0 0 0</td><td><b>80 80</b></td></tr> <tr><td>7:15 AM - 8:15 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>105</b></td><td>0 0 0</td><td><b>105 105</b></td></tr> <tr><td>7:30 AM - 8:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>133</b></td><td>0 0 0</td><td><b>133 133</b></td></tr> <tr><td>7:45 AM - 8:45 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>147</b></td><td>0 0 0</td><td><b>147 147</b></td></tr> <tr><td>8:00 AM - 9:00 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>172</b></td><td>0 0 0</td><td><b>172 172</b></td></tr> <tr><td>8:15 AM - 9:15 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>177</b></td><td>0 0 0</td><td><b>177 177</b></td></tr> <tr><td>8:30 AM - 9:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>169</b></td><td>0 0 0</td><td><b>169 169</b></td></tr> <tr><td><b>8:45 AM - 9:45 AM</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>167</b></td><td><b>0 0 0</b></td><td><b>167 167</b></td></tr> <tr><td>9:00 AM - 10:00 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>138</b></td><td>0 0 0</td><td><b>138 138</b></td></tr> <tr><td>9:15 AM - 10:15 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>125</b></td><td>0 0 0</td><td><b>125 125</b></td></tr> <tr><td>9:30 AM - 10:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>117</b></td><td>0 0 0</td><td><b>117 117</b></td></tr> <tr><td colspan="10"> <b>PM 15 Minute Volumes</b> </td></tr> <tr><td>4:00 AM - 4:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>14</b></td><td>0 0 0</td><td><b>14 14</b></td></tr> <tr><td>4:15 AM - 4:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>17</b></td><td>0 0 0</td><td><b>17 17</b></td></tr> <tr><td>4:30 AM - 4:45 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>40</b></td><td>0 0 0</td><td><b>40 40</b></td></tr> <tr><td>4:45 AM - 5:00 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>45</b></td><td>0 0 0</td><td><b>45 45</b></td></tr> <tr><td>5:00 AM - 5:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>56</b></td><td>0 0 0</td><td><b>56 56</b></td></tr> <tr><td>5:15 AM - 5:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>68</b></td><td>0 0 0</td><td><b>68 68</b></td></tr> <tr><td>5:30 AM - 5:45 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>78</b></td><td>0 0 0</td><td><b>78 78</b></td></tr> <tr><td>5:45 AM - 6:00 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>101</b></td><td>0 0 0</td><td><b>101 101</b></td></tr> <tr><td>6:00 AM - 6:15 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>71</b></td><td>0 0 0</td><td><b>71 71</b></td></tr> <tr><td>6:15 AM - 6:30 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>66</b></td><td>0 0 0</td><td><b>66 66</b></td></tr> <tr><td>6:30 AM - 6:45 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>70</b></td><td>0 0 0</td><td><b>70 70</b></td></tr> <tr><td>6:45 AM - 7:00 AM</td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>57</b></td><td>0 0 0</td><td><b>57 57</b></td></tr> <tr><td><b>Total</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>683</b></td><td><b>0 0 0</b></td><td><b>683 683</b></td></tr> <tr><td colspan="10"> <b>PM One Hour Volumes</b> </td></tr> <tr><td>4:00 AM - 5:00 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>116</b></td><td>0 0 0</td><td><b>116 116</b></td></tr> <tr><td>4:15 AM - 5:15 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>158</b></td><td>0 0 0</td><td><b>158 158</b></td></tr> <tr><td>4:30 AM - 5:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>209</b></td><td>0 0 0</td><td><b>209 209</b></td></tr> <tr><td>4:45 AM - 5:45 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>247</b></td><td>0 0 0</td><td><b>247 247</b></td></tr> <tr><td><b>5:00 AM - 6:00 AM</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>303</b></td><td><b>0 0 0</b></td><td><b>303 303</b></td></tr> <tr><td>5:15 AM - 6:15 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>318</b></td><td>0 0 0</td><td><b>318 318</b></td></tr> <tr><td>5:30 AM - 6:30 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td><b>316</b></td><td>0 0 0</td><td><b>316 316</b></td></tr> <tr><td>5:45 AM - 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10:30 AM								<b>28</b>	28 28	<b>Total</b>	<b>0</b>	<b>458</b>	<b>458 458</b>	<b>AM One Hour Volumes</b>										6:30 AM - 7:30 AM	0	0	0	0	0	0	<b>39</b>	0 0 0	<b>39 39</b>	6:45 AM - 7:45 AM	0	0	0	0	0	0	<b>64</b>	0 0 0	<b>64 64</b>	7:00 AM - 8:00 AM	0	0	0	0	0	0	<b>80</b>	0 0 0	<b>80 80</b>	7:15 AM - 8:15 AM	0	0	0	0	0	0	<b>105</b>	0 0 0	<b>105 105</b>	7:30 AM - 8:30 AM	0	0	0	0	0	0	<b>133</b>	0 0 0	<b>133 133</b>	7:45 AM - 8:45 AM	0	0	0	0	0	0	<b>147</b>	0 0 0	<b>147 147</b>	8:00 AM - 9:00 AM	0	0	0	0	0	0	<b>172</b>	0 0 0	<b>172 172</b>	8:15 AM - 9:15 AM	0	0	0	0	0	0	<b>177</b>	0 0 0	<b>177 177</b>	8:30 AM - 9:30 AM	0	0	0	0	0	0	<b>169</b>	0 0 0	<b>169 169</b>	<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>0 0 0</b>	<b>167 167</b>	9:00 AM - 10:00 AM	0	0	0	0	0	0	<b>138</b>	0 0 0	<b>138 138</b>	9:15 AM - 10:15 AM	0	0	0	0	0	0	<b>125</b>	0 0 0	<b>125 125</b>	9:30 AM - 10:30 AM	0	0	0	0	0	0	<b>117</b>	0 0 0	<b>117 117</b>	<b>PM 15 Minute Volumes</b>										4:00 AM - 4:15 AM							<b>14</b>	0 0 0	<b>14 14</b>	4:15 AM - 4:30 AM							<b>17</b>	0 0 0	<b>17 17</b>	4:30 AM - 4:45 AM							<b>40</b>	0 0 0	<b>40 40</b>	4:45 AM - 5:00 AM							<b>45</b>	0 0 0	<b>45 45</b>	5:00 AM - 5:15 AM							<b>56</b>	0 0 0	<b>56 56</b>	5:15 AM - 5:30 AM							<b>68</b>	0 0 0	<b>68 68</b>	5:30 AM - 5:45 AM							<b>78</b>	0 0 0	<b>78 78</b>	5:45 AM - 6:00 AM							<b>101</b>	0 0 0	<b>101 101</b>	6:00 AM - 6:15 AM							<b>71</b>	0 0 0	<b>71 71</b>	6:15 AM - 6:30 AM							<b>66</b>	0 0 0	<b>66 66</b>	6:30 AM - 6:45 AM							<b>70</b>	0 0 0	<b>70 70</b>	6:45 AM - 7:00 AM							<b>57</b>	0 0 0	<b>57 57</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>683</b>	<b>0 0 0</b>	<b>683 683</b>	<b>PM One Hour Volumes</b>										4:00 AM - 5:00 AM	0	0	0	0	0	0	<b>116</b>	0 0 0	<b>116 116</b>	4:15 AM - 5:15 AM	0	0	0	0	0	0	<b>158</b>	0 0 0	<b>158 158</b>	4:30 AM - 5:30 AM	0	0	0	0	0	0	<b>209</b>	0 0 0	<b>209 209</b>	4:45 AM - 5:45 AM	0	0	0	0	0	0	<b>247</b>	0 0 0	<b>247 247</b>	<b>5:00 AM - 6:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>303</b>	<b>0 0 0</b>	<b>303 303</b>	5:15 AM - 6:15 AM	0	0	0	0	0	0	<b>318</b>	0 0 0	<b>318 318</b>	5:30 AM - 6:30 AM	0	0	0	0	0	0	<b>316</b>	0 0 0	<b>316 316</b>	5:45 AM - 6:45 AM	0	0	0	0	0	0	<b>308</b>	0 0 0	<b>308 308</b>	6:00 AM - 7:00 AM	0	0	0	0	0	0	<b>264</b>	0 0 0	<b>264 264</b>						
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4:45 AM - 5:45 AM	0	0	0	0	0	0	<b>247</b>	0 0 0	<b>247 247</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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5:30 AM - 6:30 AM	0	0	0	0	0	0	<b>316</b>	0 0 0	<b>316 316</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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# Wells + Associates, Inc.

McLean, Virginia

## Heavy Vehicle Percentages

PROJECT: Square 45	DATE: 9/17/2014	SOUTHBOUND ROAD: 22nd Street NW		
W+A JOB NO: 5232B	DAY: Wednesday	NORTHBOUND ROAD: 22nd Street NW		
INTERSECTION: 22nd Street & Loading Dock Entr.	WEATHER: clear	WESTBOUND ROAD: 0		
LOCATION: Washington,DC	COUNTED BY: George	EASTBOUND ROAD: Loading Dock Entrance		
	INPUTED BY: Amelia			
Time Period	Eastbound Loading Dock Entrance	Westbound 0	Northbound 22nd Street NW	Southbound 22nd Street NW
	Left Thru Right Total	Left Thru Right Total	Left Thru Right Total	Left Thru Right Total
<b>AM One Hour Heavy Vehicle Percentages</b>				
6:30 AM - 7:30 AM	31%	31%	7%	7%
6:45 AM - 7:45 AM	26%	26%	6%	6%
7:00 AM - 8:00 AM	27%	27%	7%	7%
7:15 AM - 8:15 AM	26%	26%	5%	5%
8:30 AM - 9:30 AM	19%	19%	5%	5%
<b>8:45 AM - 9:45 AM</b>	<b>8%</b>	<b>8%</b>	<b>4%</b>	<b>4%</b>
9:00 AM - 10:00 AM	11%	11%	6%	6%
9:15 AM - 10:15 AM	9%	9%	7%	7%
9:30 AM - 10:30 AM	11%	11%	7%	7%
<b>PM One Hour Heavy Vehicle Percentages</b>				
4:00 AM - 5:00 AM	4%	4%	7%	7%
4:15 AM - 5:15 AM	3%	3%	10%	10%
4:30 AM - 5:30 AM	2%	2%	10%	10%
4:45 AM - 5:45 AM	3%	3%	5%	5%
<b>5:00 AM - 6:00 AM</b>	<b>2%</b>	<b>2%</b>	<b>8%</b>	<b>8%</b>
5:15 AM - 6:15 AM	2%	2%	6%	6%
5:30 AM - 6:30 AM	2%	2%	8%	8%
5:45 AM - 6:45 AM	1%	1%	12%	12%
6:00 AM - 7:00 AM	2%	2%	9%	9%

Project: **Square 45**  
Wells + Associates Job No: **5232B**  
Intersection: **22nd Street & Loading Dock Entr.**  
Location: **Washington,DC**  
Date: **9/18/2014**  
Day: **Thursday**  
Weather: **clear**  
Inputed by: **Amelia**  
Intersection Count by: **George**  
Pedestrian Count by:  
Bicycle Count by:

Southbound Road: **22nd Street NW**  
Northbound Road: **22nd Street NW**  
Westbound Road:  
Eastbound Road: **Loading Dock Entrance**

AM Count Start Time: **6:30 AM**  
PM Count Start Time: **4:00 PM**  
Study AM Peak Hour: **8:45 AM - 9:45 AM**  
Study PM Peak Hour: **5:00 PM - 6:00 PM**

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - Passenger Cars

PROJECT: Square 45				DATE: 9/18/2014				SOUTHBOUND ROAD: 22nd Street NW							
W+A JOB NO: 5232B				DAY: Thursday				NORTHBOUND ROAD: 22nd Street NW							
INTERSECTION: 22nd Street & Loading Dock Entr.				WEATHER: clear				WESTBOUND ROAD: 0							
LOCATION: Washington,DC				COUNTED BY: George				EASTBOUND ROAD: Loading Dock Entrance							
INPUTED BY: Amelia															
Time Period	Southbound 22nd Street NW			Westbound 0			Northbound 22nd Street NW			Eastbound Loading Dock Entrance			North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
<b>AM 15 Minute Volumes</b>															
6:30 AM - 6:45 AM				0			0		49	49		1	1	50	
6:45 AM - 7:00 AM				0			0		30	30		0	0	30	
7:00 AM - 7:15 AM				0			0		40	40		4	4	44	
7:15 AM - 7:30 AM				0			0		30	30		7	7	37	
7:30 AM - 7:45 AM				0			0		53	53		6	6	59	
7:45 AM - 8:00 AM				0			0		57	57		6	6	63	
8:00 AM - 8:15 AM				0			0		46	46		9	9	55	
8:15 AM - 8:30 AM				0			0		32	32		19	19	51	
8:30 AM - 8:45 AM				0			0		41	41		10	10	51	
8:45 AM - 9:00 AM				0			0		52	52		16	16	68	
9:00 AM - 9:15 AM				0			0		32	32		9	9	41	
9:15 AM - 9:30 AM				0			0		40	40		7	7	47	
9:30 AM - 9:45 AM				0			0		25	25		10	10	35	
9:45 AM - 10:00 AM				0			0		35	35		8	8	43	
10:00 AM - 10:15 AM				0			0		21	21		3	3	24	
10:15 AM - 10:30 AM				0			0		12	12		9	9	21	
Total	0	0	0	0	0	0	0	0	595	595	0	0	124	124	
												595	124	719	
<b>AM One Hour Volumes</b>															
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	149	149	0	0	12	12	
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	153	153	0	0	17	17	
7:00 AM - 8:00 AM				0	0	0	0	0	180	180	0	0	23	23	
7:15 AM - 8:15 AM				0	0	0	0	0	186	186	0	0	28	28	
7:30 AM - 8:30 AM				0	0	0	0	0	188	188	0	0	40	40	
7:45 AM - 8:45 AM				0	0	0	0	0	176	176	0	0	44	44	
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	171	171	0	0	54	54	
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	157	157	0	0	54	54	
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	165	165	0	0	42	42	
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	149	149	0	0	42	42	
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	132	132	0	0	34	34	
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	121	121	0	0	28	28	
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	93	93	0	0	30	30	
Total	0	0	0	0	0	0	0	0	143	143	0	0	511	511	
												143	511	654	
<b>PM 15 Minute Volumes</b>															
4:00 PM - 4:15 PM				0			0		17	17		45	45	62	
4:15 PM - 4:30 PM				0			0		9	9		37	37	46	
4:30 PM - 4:45 PM				0			0		16	16		24	24	40	
4:45 PM - 5:00 PM				0			0		7	7		39	39	46	
5:00 PM - 5:15 PM				0			0		15	15		70	70	85	
5:15 PM - 5:30 PM				0			0		16	16		51	51	67	
5:30 PM - 5:45 PM				0			0		12	12		51	51	63	
5:45 PM - 6:00 PM				0			0		14	14		41	41	55	
6:00 PM - 6:15 PM				0			0		8	8		40	40	48	
6:15 PM - 6:30 PM				0			0		7	7		49	49	56	
6:30 PM - 6:45 PM				0			0		9	9		39	39	48	
6:45 PM - 7:00 PM				0			0		13	13		25	25	38	
Total	0	0	0	0	0	0	0	0	143	143	0	0	511	511	
												143	511	654	
<b>PM One Hour Volumes</b>															
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	49	49	0	0	145	145	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	47	47	0	0	170	170	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	54	54	0	0	184	184	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	50	50	0	0	211	211	
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	57	57	0	0	213	213	
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	50	50	0	0	183	183	
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	41	41	0	0	181	181	
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	38	38	0	0	169	169	
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	37	37	0	0	153	153	
												37	153	190	

## **Wells + Associates, Inc.**

## McLean, Virginia

### Turning Movement Count - Heavy Vehicles

PROJECT: Square 45	DATE: 9/18/2014	SOUTHBOUND ROAD: 22nd Street NW															
W+A JOB NO: 5232B	DAY: Thursday	NORTHBOUND ROAD: 22nd Street NW															
INTERSECTION: 22nd Street & Loading Dock Entr.	WEATHER: clear	WESTBOUND ROAD: 0															
LOCATION: Washington,DC	COUNTED BY: George	EASTBOUND ROAD: Loading Dock Entrance															
	INPUTED BY: Amelia																
Time Period	Southbound 22nd Street NW			Westbound 0			Northbound 22nd Street NW				Eastbound Loading Dock Entrance				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru			
<b>AM 15 Minute Volumes</b>																	
6:30 AM - 6:45 AM	0			0				1	1			1	1	1	1	2	
6:45 AM - 7:00 AM	0			0				2	2			2	2	2	2	4	
7:00 AM - 7:15 AM	0			0				0	0			0	0	0	0	0	
7:15 AM - 7:30 AM	0			0				2	2			1	1	2	1	3	
7:30 AM - 7:45 AM				0				2	2			3	3	2	3	5	
7:45 AM - 8:00 AM				0				4	4			0	0	4	0	4	
8:00 AM - 8:15 AM				0				1	1			4	4	1	4	5	
8:15 AM - 8:30 AM				0				2	2			1	1	2	1	3	
8:30 AM - 8:45 AM	0			0				1	1			2	2	1	2	3	
8:45 AM - 9:00 AM	0			0				3	3			6	6	3	6	9	
9:00 AM - 9:15 AM	0			0				3	3			0	0	3	0	3	
9:15 AM - 9:30 AM	0			0				2	2			2	2	2	2	4	
9:30 AM - 9:45 AM	0			0				2	2			5	5	2	5	7	
9:45 AM - 10:00 AM	0			0				1	1			1	1	1	1	2	
10:00 AM - 10:15 AM	0			0				4	4			2	2	4	2	6	
10:15 AM - 10:30 AM	0			0				3	3			2	2	3	2	5	
<b>Total</b>	0	0	0	0	0	0	0	0	0	33	33	0	0	32	32	65	
<b>AM One Hour Volumes</b>																	
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	5	5	0	0	4	4	5	
6:45 AM - 7:45 AM				0	0			6	6			6	6	6	6	12	
7:00 AM - 8:00 AM				0	0			8	8			4	4	8	4	12	
7:15 AM - 8:15 AM				0	0			9	9			8	8	9	8	17	
7:30 AM - 8:30 AM				0	0			9	9			8	8	9	8	17	
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	8	8	0	0	7	7	8	
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	7	7	0	0	13	13	7	
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	9	9	0	0	9	9	9	
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	9	9	0	0	10	10	9	
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	13	13	10	
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	8	8	0	0	8	8	8	
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	9	9	0	0	10	10	9	
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	10	10	0	0	10	10	10	
<b>PM 15 Minute Volumes</b>																	
4:00 PM - 4:15 PM	0			0			1	1			2	2	1	2	3		
4:15 PM - 4:30 PM	0			0			2	2			1	1	2	1	3		
4:30 PM - 4:45 PM	0			0			2	2			2	2	2	2	4		
4:45 PM - 5:00 PM	0			0			3	3			5	5	3	5	8		
5:00 PM - 5:15 PM	0			0			4	4			1	1	4	1	5		
5:15 PM - 5:30 PM	0			0			0	0			2	2	0	2	2		
5:30 PM - 5:45 PM	0			0			0	0			0	0	0	0	0		
5:45 PM - 6:00 PM	0			0			2	2			0	0	2	0	2		
6:00 PM - 6:15 PM	0			0			1	1			1	1	1	1	2		
6:15 PM - 6:30 PM	0			0			2	2			2	2	2	2	4		
6:30 PM - 6:45 PM	0			0			0	0			0	0	0	0	0		
6:45 PM - 7:00 PM	0			0			0	0			0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	17	17	0	0	16	16	33	
<b>PM One Hour Volumes</b>																	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	8	8	0	0	10	10	8	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	11	11	0	0	9	9	11	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	9	9	0	0	10	10	9	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	7	7	0	0	8	8	7	
<b>5:00 PM - 6:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>6</b>	
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	3	3	3	
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	5	5	0	0	3	3	5	
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	5	5	0	0	3	3	5	
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	3	3	3	

# Wells + Associates, Inc.

McLean, Virginia

## Turning Movement Count - All Vehicles

PROJECT: Square 45					DATE: 9/18/2014					SOUTHBOUND ROAD: 22nd Street NW											
W+A JOB NO: 5232B					DAY: Thursday					NORTHBOUND ROAD: 22nd Street NW											
INTERSECTION: 22nd Street & Loading Dock Entr.					WEATHER: clear					WESTBOUND ROAD: 0											
LOCATION: Washington,DC					COUNTED BY: George					EASTBOUND ROAD: Loading Dock Entrance											
INPUTTED BY: Amelia																					
Time Period	Southbound 22nd Street NW				Westbound 0				Northbound 22nd Street NW				Eastbound Loading Dock Entrance								
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru							
<b>AM 15 Minute Volumes</b>																					
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	50	50	0	0	2	2	50	2	52		
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	32	32	0	0	2	2	32	2	34		
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	40	40	0	0	4	4	40	4	44		
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	32	32	0	0	8	8	32	8	40		
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	54	54	0	0	8	8	54	8	62		
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	60	60	0	0	12	12	60	12	72		
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	49	49	0	0	9	9	49	9	58		
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	34	34	0	0	21	21	34	21	55		
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	43	43	0	0	15	15	43	15	58		
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	53	53	0	0	17	17	53	17	70		
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	36	36	0	0	11	11	36	11	47		
9:15 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	0	43	43	0	0	9	9	43	9	52		
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	58	58	0	0	42	42	58	42	100		
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	35	35	0	0	8	8	35	8	43		
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	26	26	0	0	7	7	26	7	33		
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	20	20	0	0	16	16	20	16	36		
<b>Total</b>	0	0	0	0	0	0	0	0	0	665	665	0	0	191	191	665	191	856			
<b>AM One Hour Volumes</b>																					
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	154	154	0.77	0	0	16	16	0.50	154	16	170
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	0	0	0	0.00	158	158	0.73	0	0	22	22	0.69	158	22	180
7:00 AM - 8:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	186	186	0.78	0	0	32	32	0.67	186	32	218
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	0	0	0	0.00	195	195	0.81	0	0	37	37	0.77	195	37	232
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	197	197	0.82	0	0	50	50	0.60	197	50	247
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	0	0	0	0.00	186	186	0.78	0	0	57	57	0.68	186	57	243
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	179	179	0.84	0	0	62	62	0.74	179	62	241
8:15 AM - 9:15 AM	0	0	0	0	0.00	0	0	0	0	0.00	166	166	0.78	0	0	64	64	0.76	166	64	230
8:30 AM - 9:30 AM	0	0	0	0	0.00	0	0	0	0	0.00	175	175	0.83	0	0	52	52	0.76	175	52	227
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>190</b>	<b>190</b>	<b>0.82</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>	<b>0.47</b>	<b>190</b>	<b>79</b>	<b>269</b>	
9:00 AM - 10:00 AM	0	0	0	0	0.00	0	0	0	0.00	0	172	172	0.74	0	0	70	70	0.42	172	70	242
9:15 AM - 10:15 AM	0	0	0	0	0.00	0	0	0	0.00	0	162	162	0.70	0	0	66	66	0.39	162	66	228
9:30 AM - 10:30 AM	0	0	0	0	0.00	0	0	0	0.00	0	139	139	0.60	0	0	73	73	0.43	139	73	212
<b>PM 15 Minute Volumes</b>																					
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	18	18	0.77	0	0	47	47	0.50	18	47	65
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	11	11	0.73	0	0	38	38	0.49	11	38	49
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	18	18	0.78	0	0	26	26	0.44	18	26	44
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	10	10	0.75	0	0	44	44	0.44	10	44	54
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	19	19	0.79	0	0	71	71	0.71	19	71	90
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	16	16	0.83	0	0	53	53	0.53	16	53	69
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	12	12	0.76	0	0	51	51	0.51	12	51	63
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	16	16	0.72	0	0	41	41	0.41	16	41	57
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	9	9	0.70	0	0	41	41	0.41	9	41	50
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	9	9	0.70	0	0	51	51	0.51	9	51	60
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	9	9	0.70	0	0	39	39	0.39	9	39	48
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	13	13	0.70	0	0	25	25	0.25	13	25	38
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	160	160	0	0	527	527	0.527	160	527	687	
<b>PM One Hour Volumes</b>																					
4:00 PM - 5:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	57	57	0.79	0	0	155	155	0.82	57	155	212
4:15 PM - 5:15 PM	0	0	0	0	0.00	0	0	0	0	0.00	58	58	0.76	0	0	179	179	0.63	58	179	237
4:30 PM - 5:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	63	63	0.83	0	0	194	194	0.68	63	194	257
4:45 PM - 5:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	57	57	0.75	0	0	219	219	0.77	57	219	276
<b>5:00 PM - 6:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>63</b>	<b>63</b>	<b>0.83</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>216</b>	<b>0.76</b>	<b>63</b>	<b>216</b>	<b>279</b>	
5:15 PM - 6:15 PM	0	0	0	0	0.00	0	0	0	0.00	0	53	53	0.83	0	0	186	186	0.88	53	186	239
5:30 PM - 6:30 PM	0	0	0	0	0.00	0	0	0	0.00	0	46	46	0.72	0	0	184	184	0.90	46	184	230
5:45 PM - 6:45 PM	0	0	0	0	0.00	0	0	0	0.00	0	43	43	0.67	0	0	172	172	0.84	43	172	215
6:00 PM - 7:00 PM	0	0	0	0	0.00	0	0	0	0.00	0	40	40	0.77	0	0	156	156	0.76	40	156	196

# Wells + Associates, Inc.

McLean, Virginia

## Pedestrian Volume Survey

<b>PROJECT:</b> Square 45 <b>W+A JOB NO:</b> 5232B <b>INTERSECTION:</b> 22nd Street & Loading Dock Entr. <b>LOCATION:</b> Washington,DC <b>DATE:</b> 9/18/2014 <b>DAY:</b> Thursday <b>WEATHER:</b> clear <b>COUNTED BY:</b> 0 <b>INPUTED BY:</b> Amelia											
<b>Pedestrian Volume Survey</b>											
Time Period	Movement										
	1	2	3	4	5	6	7	8			
<b>AM 15 Minute Volumes</b>											
6:30 AM - 6:45 AM								6	0 0 0 6 6		
6:45 AM - 7:00 AM								4	0 0 0 4 4		
7:00 AM - 7:15 AM								10	0 0 0 10 10		
7:15 AM - 7:30 AM								26	0 0 0 26 26		
7:30 AM - 7:45 AM								24	0 0 0 24 24		
7:45 AM - 8:00 AM								25	0 0 0 25 25		
8:00 AM - 8:15 AM								24	0 0 0 24 24		
8:15 AM - 8:30 AM								22	0 0 0 22 22		
8:30 AM - 8:45 AM								24	0 0 0 24 24		
8:45 AM - 9:00 AM								35	0 0 0 35 35		
9:00 AM - 9:15 AM								27	0 0 0 27 27		
9:15 AM - 9:30 AM								33	0 0 0 33 33		
9:30 AM - 9:45 AM								35	0 0 0 35 35		
9:45 AM - 10:00 AM								38	0 0 0 38 38		
10:00 AM - 10:15 AM								16	0 0 0 16 16		
10:15 AM - 10:30 AM								42	0 0 0 42 42		
Total	0	0	0	0	0	0	0	391	0 0 0 391 391		
<b>AM One Hour Volumes</b>											
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	46	0 0 0 46 46		
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	64	0 0 0 64 64		
7:00 AM - 8:00 AM								85	0 0 0 85 85		
7:15 AM - 8:15 AM								99	0 0 0 99 99		
7:30 AM - 8:30 AM								95	0 0 0 95 95		
7:45 AM - 8:45 AM								95	0 0 0 95 95		
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	105	0 0 0 105 105		
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	108	0 0 0 108 108		
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	119	0 0 0 119 119		
<b>8:45 AM - 9:45 AM</b>	<b>0</b>	<b>130</b>	<b>0 0 0 130 130</b>								
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	133	0 0 0 133 133		
9:15 AM - 10:15 AM	0	0	0	0	0	0	0	122	0 0 0 122 122		
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	131	0 0 0 131 131		
<b>PM 15 Minute Volumes</b>											
4:00 PM - 4:15 PM								46			
4:15 PM - 4:30 PM								48			
4:30 PM - 4:45 PM								56			
4:45 PM - 5:00 PM								45			
5:00 PM - 5:15 PM								51			
5:15 PM - 5:30 PM								65			
5:30 PM - 5:45 PM								71			
5:45 PM - 6:00 PM								85			
6:00 PM - 6:15 PM								115			
6:15 PM - 6:30 PM								71			
6:30 PM - 6:45 PM								83			
6:45 PM - 7:00 PM								75			
Total	0	0	0	0	0	0	0	811			
<b>PM One Hour Volumes</b>											
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	195	0 0 0 195 195		
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	200	0 0 0 200 200		
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	217	0 0 0 217 217		
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	232	0 0 0 232 232		
<b>5:00 PM - 6:00 PM</b>	<b>0</b>	<b>272</b>	<b>0 0 0 272 272</b>								
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	336	0 0 0 336 336		
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	342	0 0 0 342 342		
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	354	0 0 0 354 354		
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	344	0 0 0 344 344		

# Wells + Associates, Inc.

McLean, Virginia

## Heavy Vehicle Percentages

PROJECT: Square 45	DATE: 9/18/2014	SOUTHBOUND ROAD: 22nd Street NW		
W+A JOB NO: 5232B	DAY: Thursday	NORTHBOUND ROAD: 22nd Street NW		
INTERSECTION: 22nd Street & Loading Dock Entr.	WEATHER: clear	WESTBOUND ROAD: 0		
LOCATION: Washington,DC	COUNTED BY: George	EASTBOUND ROAD: Loading Dock Entrance		
	INPUTED BY: Amelia			
Time Period	Eastbound Loading Dock Entrance	Westbound 0	Northbound 22nd Street NW	Southbound 22nd Street NW
	Left Thru Right Total	Left Thru Right Total	Left Thru Right Total	Left Thru Right Total
<b>AM One Hour Heavy Vehicle Percentages</b>				
6:30 AM - 7:30 AM	25%	25%	3%	3%
6:45 AM - 7:45 AM	32%	32%	5%	5%
8:00 AM - 9:00 AM	21%	21%	4%	4%
8:15 AM - 9:15 AM	14%	14%	5%	5%
8:30 AM - 9:30 AM	19%	19%	5%	5%
<b>8:45 AM - 9:45 AM</b>	<b>16%</b>	<b>16%</b>	<b>5%</b>	<b>5%</b>
9:00 AM - 10:00 AM	11%	11%	5%	5%
9:15 AM - 10:15 AM	15%	15%	6%	6%
9:30 AM - 10:30 AM	14%	14%	7%	7%
<b>PM One Hour Heavy Vehicle Percentages</b>				
4:00 PM - 5:00 PM	6%	6%	14%	14%
4:15 PM - 5:15 PM	5%	5%	19%	19%
4:30 PM - 5:30 PM	5%	5%	14%	14%
4:45 PM - 5:45 PM	4%	4%	12%	12%
<b>5:00 PM - 6:00 PM</b>	<b>1%</b>	<b>1%</b>	<b>10%</b>	<b>10%</b>
5:15 PM - 6:15 PM	2%	2%	6%	6%
5:30 PM - 6:30 PM	2%	2%	11%	11%
5:45 PM - 6:45 PM	2%	2%	12%	12%
6:00 PM - 7:00 PM	2%	2%	8%	8%

Square 54 Transportation Management Plan Monitoring Update  
Washington, DC

**ATTACHMENT C**  
**TRIP GENERATION CALCULATIONS**

Square 54 Occupancy in September 2014

Site Trip Generation Analysis<sup>1</sup>

Land Use	ITE Code	Amount	Unit	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential	230	335	D.U.	23	113	136	109	53	162
<i>Non-Auto Reduction</i> <sup>2</sup>		63%		15	71	86	68	34	102
Net Net Residential Trips				8	42	50	41	19	60
Office	710	439,600	S.F.	551	75	626	97	474	571
<i>Non-Auto Reduction</i> <sup>2</sup>		60%		331	45	376	58	285	343
New Net Office Trips				220	30	250	39	189	228
Grocery Store	850	36,667	S.F.	73	46	119	215	207	422
<i>Non-Auto Reduction</i> <sup>3</sup>		60%		43	28	71	129	124	253
New Net Office Trips				30	18	48	86	83	169
Retail	820	32,490	S.F.	49	30	79	135	147	282
<i>Non-Auto Reduction</i> <sup>3</sup>		60%		29	18	47	81	88	169
New Net Retail Trips				20	12	32	54	59	113
<b>Total Net New Site Generated Trips</b>				<b>278</b>	<b>102</b>	<b>380</b>	<b>220</b>	<b>350</b>	<b>570</b>

Notes:

<sup>1</sup> Traffic estimates based on Trip Generation, Ninth Edition, The Institute of Transportation Engineers.

<sup>2</sup> The non-auto reduction percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority.

<sup>3</sup> The non-auto reduction percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority and on 2000 US Census population and household data.

**Square 54 Occupancy in September 2014**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total Vehicles</b>	<b>201</b>	<b>81</b>	<b>282</b>	<b>52</b>	<b>206</b>	<b>258</b>

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Heavy Vehicles Only</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>8</b>

**Square 54 Occupancy in September 2014**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
ITE Estimated Trip Generation	278	102	380	220	350	570
Counted Trip Generation	201	81	282	52	206	258
Trip Difference	77	21	98	168	144	312
Percent Difference	28%	21%	26%	76%	41%	55%

Square 54 Transportation Management Plan Monitoring Update  
Washington, DC

**ATTACHMENT D**  
**QUEUE STUDY RESULTS**

**INTERSECTION APPROACH STOPPED DELAY**

**INTERSECTION:** 22nd street NW & Driveway  
**APPROACH:** Northbound Square 54 (# 5232B)  
**LANE(S):** two  
**DIRECTION:** Thru-left & thru  
**TIME:** 6:30-10:30AM 4-7 PM  
**WEATHER:** clear  
**COUNTER(S):** Matt Lee, George Bodie  
**DATE:** 9/16-9/18

<b>AM</b>				<b>PM</b>			
Northbound				Northbound			
Time	Tuesday	Wednesday	Thursday	Time	Tuesday	Wednesday	Thursday
6:30	0	0	0	16:00	0	0	0
31	0	0	0	1	0	0	0
32	0	0	0	2	0	0	0
33	0	0	0	3	0	0	0
34	0	0	0	4	0	0	0
35	0	0	0	5	0	0	0
36	0	0	0	6	0	0	0
37	0	0	0	7	0	0	0
38	0	0	0	8	0	0	0
39	0	0	0	9	0	0	0
40	0	0	0	10	0	0	0
41	0	0	0	11	0	0	0
42	0	0	0	12	0	0	0
43	0	0	0	13	0	0	0
44	0	0	0	14	0	0	0
45	0	0	0	15	0	0	0
46	0	0	0	16	0	0	0
47	0	0	0	17	0	0	0
48	0	0	0	18	0	0	0
49	0	0	0	19	0	0	0
50	0	0	0	20	0	0	0
51	0	0	1	21	0	0	0
52	0	0	0	22	0	0	0
53	0	0	0	23	0	0	0
54	0	0	0	24	0	0	0
55	0	0	0	25	0	0	0
56	0	0	0	26	0	0	0
57	0	0	0	27	0	0	0
58	0	0	3	28	0	0	0
59	0	0	0	29	0	0	0
7:00	0	0	0	16:30	0	0	0
1	0	0	0	31	0	0	0
2	0	0	0	32	0	0	0
3	0	0	0	33	0	0	0
4	0	0	1	34	0	0	0
5	0	0	0	35	0	0	0
6	0	0	3	36	0	0	0
7	0	0	0	37	0	0	0
8	0	0	0	38	0	0	0
9	0	0	0	39	0	0	0
10	0	0	0	40	0	0	0
11	0	0	0	41	0	0	0
12	0	0	0	42	0	0	0
13	0	0	0	43	0	0	0
14	0	0	0	44	0	0	0
15	0	0	0	45	0	0	0
16	0	0	0	46	0	0	0
17	0	0	0	47	0	0	0
18	0	0	0	48	0	0	0
19	0	0	0	49	0	0	0
20	0	0	0	50	0	0	0
21	0	0	0	51	0	0	0
22	0	0	0	52	0	0	0
23	0	0	0	53	0	0	0
24	0	0	0	54	0	0	0
25	0	0	0	55	0	0	0
26	0	0	0	56	0	0	0
27	0	0	0	57	0	0	0
28	0	0	0	58	0	0	0
29	0	0	0	59	0	0	0

AM				PM			
Northbound				Northbound			
Time	Tuesday	Wednesday	Thursday	Time	Tuesday	Wednesday	Thursday
7:30	0	0	0	17:00	0	0	0
31	0	0	0	1	0	0	0
32	0	0	3	2	0	0	0
33	0	0	0	3	0	0	0
34	0	0	0	4	0	0	0
35	0	0	0	5	0	0	0
36	0	0	0	6	0	0	0
37	0	0	0	7	0	0	0
38	0	0	0	8	0	0	0
39	0	0	0	9	0	0	0
40	0	0	0	10	0	0	0
41	0	0	0	11	0	0	0
42	0	0	0	12	0	0	0
43	0	0	2	13	0	0	0
44	0	0	0	14	0	0	0
45	0	0	0	15	0	0	0
46	0	0	0	16	0	0	0
47	0	0	0	17	0	0	0
48	0	0	0	18	0	0	0
49	0	0	0	19	0	0	0
50	0	0	0	20	0	0	0
51	0	2	0	21	0	0	0
52	0	0	0	22	0	0	0
53	0	0	0	23	0	0	0
54	0	0	0	24	0	0	0
55	0	0	0	25	0	0	0
56	0	0	5	26	0	0	0
57	0	0	0	27	0	0	0
58	0	0	0	28	0	0	0
59	0	0	0	29	0	0	0
8:00	0	0	0	17:30	0	0	0
1	0	0	0	31	0	0	0
2	0	0	0	32	0	0	0
3	0	1	0	33	0	0	0
4	0	0	0	34	0	0	0
5	0	0	0	35	0	0	0
6	1	0	0	36	0	0	0
7	0	0	0	37	0	0	0
8	0	0	0	38	0	0	0
9	0	0	0	39	0	0	0
10	0	1	0	40	0	0	0
11	0	0	1	41	0	0	0
12	0	1	0	42	0	0	0
13	0	0	0	43	0	0	0
14	0	0	3	44	0	0	0
15	0	0	0	45	0	0	0
16	0	0	0	46	0	0	0
17	0	0	0	47	0	0	0
18	0	0	0	48	0	0	0
19	0	0	0	49	0	0	0
20	0	0	0	50	0	0	0
21	0	0	1	51	0	0	0
22	0	0	0	52	0	0	0
23	0	0	2	53	0	0	0
24	0	0	0	54	0	0	0
25	0	0	0	55	0	1	0
26	0	0	0	56	0	0	0
27	0	0	0	57	0	0	0
28	0	1	0	58	0	0	0
29	0	0	1	59	0	1	0

AM				PM			
Northbound				Northbound			
Time	Tuesday	Wednesday	Thursday	Time	Tuesday	Wednesday	Thursday
8:30	0	0	0	18:00	0	0	0
31	0	0	0	1	0	0	0
32	0	0	2	2	0	0	0
33	0	0	0	3	0	0	0
34	0	0	0	4	0	0	0
35	0	0	0	5	0	0	0
36	0	0	0	6	0	0	0
37	0	0	0	7	0	0	0
38	0	0	0	8	0	0	0
39	0	0	0	9	0	0	0
40	0	1	0	10	0	0	0
41	0	0	0	11	0	0	0
42	0	0	0	12	0	0	0
43	0	0	0	13	0	0	0
44	0	0	0	14	0	0	0
45	0	0	0	15	0	0	0
46	0	0	0	16	0	0	0
47	0	1	0	17	0	0	0
48	0	0	0	18	0	0	0
49	0	0	0	19	0	0	0
50	0	0	2	20	0	2	0
51	0	0	0	21	0	0	0
52	0	0	0	22	0	0	0
53	0	0	0	23	0	0	0
54	0	3	0	24	0	0	0
55	0	0	0	25	0	0	0
56	0	0	0	26	0	0	0
57	0	0	3	27	0	0	0
58	0	0	0	28	0	0	0
59	0	0	0	29	0	0	0
9:00	0	0	0	18:30	0	0	0
1	0	1	0	31	0	0	0
2	0	0	0	32	0	0	0
3	0	2	0	33	0	0	0
4	0	0	0	34	0	0	0
5	0	1	0	35	0	0	0
6	0	2	0	36	0	0	0
7	0	0	0	37	0	0	0
8	0	0	0	38	0	0	0
9	0	0	0	39	0	0	0
10	0	0	0	40	0	1	0
11	0	0	0	41	0	0	0
12	0	0	0	42	0	0	0
13	0	0	0	43	0	0	0
14	0	0	0	44	0	0	0
15	0	1	0	45	0	0	0
16	0	0	0	46	0	0	0
17	0	0	0	47	0	0	0
18	0	0	0	48	0	0	0
19	0	0	0	49	0	0	0
20	0	2	0	50	0	0	0
21	0	0	0	51	0	0	0
22	0	0	0	52	0	0	0
23	0	0	4	53	0	0	0
24	0	1	0	54	0	0	0
25	0	0	0	55	0	0	0
26	0	0	0	56	0	0	0
27	0	0	0	57	0	0	0
28	0	1	1	58	0	0	0
29	0	0	0	59	0	0	0

AM				PM			
Northbound				Northbound			
Time	Tuesday	Wednesday	Thursday	Time	Tuesday	Wednesday	Thursday
9:30	0	0	0	19:00	0	0	0
31	0	0	0				
32	0	0	0				
33	0	0	0				
34	0	0	0				
35	0	0	0				
36	0	0	0				
37	0	0	0				
38	0	0	0				
39	0	0	0				
40	0	0	0				
41	0	0	0				
42	0	0	0				
43	0	0	0				
44	0	0	0				
45	0	0	0				
46	0	0	0				
47	0	0	0				
48	0	0	0				
49	0	0	0				
50	0	0	0				
51	0	0	0				
52	0	0	2				
53	0	0	0				
54	0	0	0				
55	0	0	0				
56	0	0	0				
57	0	0	3				
58	0	0	1				
59	0	0	0				
10:00	0	0	0				
1	0	0	0				
2	0	0	0				
3	0	0	0				
4	0	0	0				
5	0	0	0				
6	0	1	0				
7	0	0	0				
8	0	0	0				
9	0	0	0				
10	0	0	0				
11	0	0	0				
12	0	0	0				
13	0	0	0				
14	0	1	0				
15	0	0	0				
16	0	0	0				
17	0	0	1				
18	0	0	0				
19	0	0	0				
20	0	0	0				
21	0	0	0				
22	0	1	0				
23	0	0	0				
24	0	0	0				
25	0	0	1				
26	0	1	0				
27	0	0	0				
28	0	0	0				
29	0	0	0				
10:30	0	0	0				
Maximum	1	60	100	Maximum	0	40	0
Average	0.00	2.16	3.82	Average	0.00	0.55	0.00
95th Percentile	0	20	40	95th Percentile	0	0	0
Maximum	5			Maximum	2		
Average	0.12			Average	0.01		
95th Percentile	1.00			95th Percentile	0		

AM Peak		PM Peak	
Maximum	100	Maximum	40
Average	2	Average	0
95th Percentile	20	95th Percentile	0

# mosaic



## 2013 TDM ANNUAL REPORT



WELLS + ASSOCIATES

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## Section 1.0 - Executive Summary

### 1.1 Status of Development

Mosaic is a mixed use project that when fully built out will total between 500 and 749 residential units, up to 171,000 square feet of office space, 70,000 to 120,000 square feet of theatre, up to 364,000 square feet of hotel and between 370,000 and 675,000 square feet of retail near the intersection of Gallows Road and Lee Highway.

In 2013, Mosaic District expanded its residential offering with the initial RUP for Avalon Mosaic and EYA's Townhomes at Mosaic District. Avalon Mosaic is a 531 unit multifamily luxury apartment complex and EYA's Townhomes at Mosaic District are Luxury Townhomes available for purchase. At current development levels a combined total of 631 units can be fully occupied. The first office tenant, CustomInk, will relocate from Tysons to 2910 District Avenue in February 2014.

In order to address the proffered TDM commitments, and to encourage non-SOV transport peak hour travel behavior amongst residents and future employees, EDENS began the Mosaic TDM program in late 2013. The program will assist residents and employees with their commuting needs. Ultimately, the program will be expanded to retail and hotel uses in the future phases.

### Site Occupancy

The current occupancy for the site as of December 2013 is as follows:

**Table 1: Level of Development\***

<b>Building</b>	<b>Existing Retail Mosaic District</b>	<b>Existing Hotel</b>	<b>Existing Residential</b>	<b>Phase 2 Residential</b>	<b>Phase 1 Office</b>
Site Plan	Yes	Yes	Yes	Yes	Yes
Under Construction	Existing	Existing	Existing	Yes	Yes
Completely Constructed	Existing	Existing	Existing	No	No
Current Occupancy			136/631		
First RUP/Non-Rup issued			2012	2013	2014

## 1.2 Proffered Trip Reduction Goals

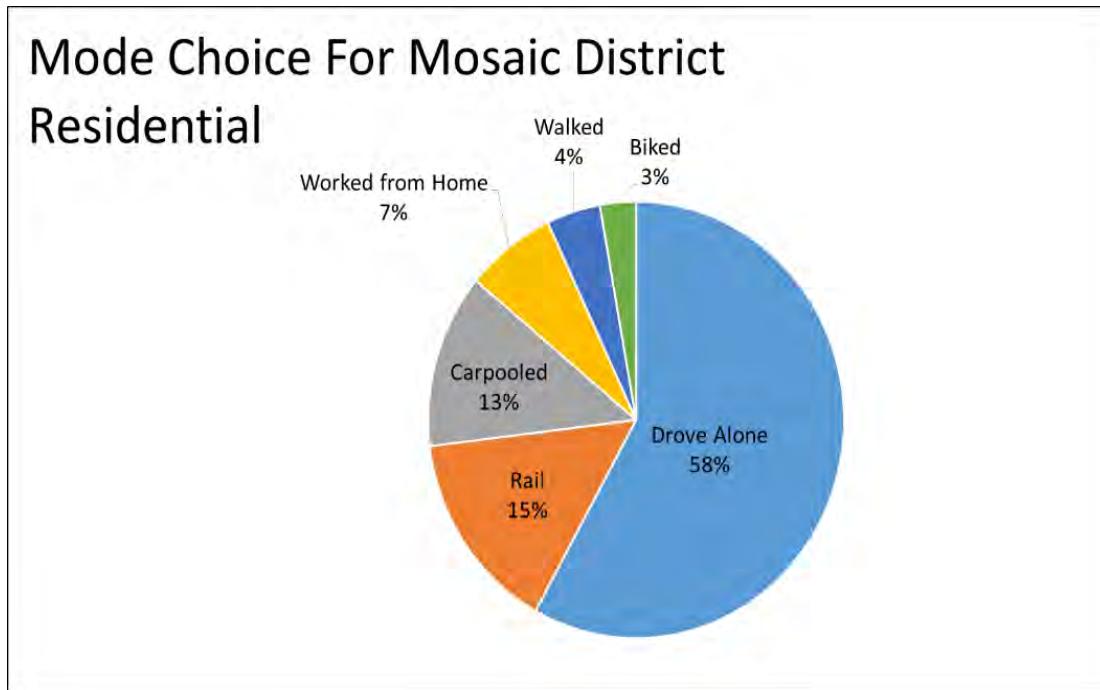
The Mosaic District Proffers (RZ 2005-PR-041) include a TDM Proffer with a goal of 30% reduction in SOV trips amongst residents and 20% amongst employees at buildout. As the properties are occupied with residents and employees, the reduction goals in SOV will be implemented. At the time of the survey, Mosaic District completed Phase 1 of the development and was at pre-shuttle operations. The peak hour trip reduction goal was at 7% what is forecasted by the ITE trip generation manual. Due to the lack of occupancy by office entities and low occupancy by residential uses at Mosaic District during the fall monitoring and evaluation period (September – November), counts and survey efforts were not mandated.

## 1.3 Survey Results

County proffers do not stipulate a mandatory need to conduct surveys at current occupancies, but Wells + Associates recommended to the Mosaic District Transportation Coordinator that a survey be conducted as a means to preemptively reduce trip behavior as employee tenant's move into Mosaic District. The rational for the survey distribution was twofold: (1) to acquaint employees and residents to the TDM annual survey process and (2) to provide individualized commute transportation information at the time of relocation in order to break old habits and form new more positive commute habits. The TDM marketing strategy for 2014 is based on 2013 survey results.

The mode split captured by the residential survey can be seen below in Figure 1.

Figure 1: Residential Survey Mode Split

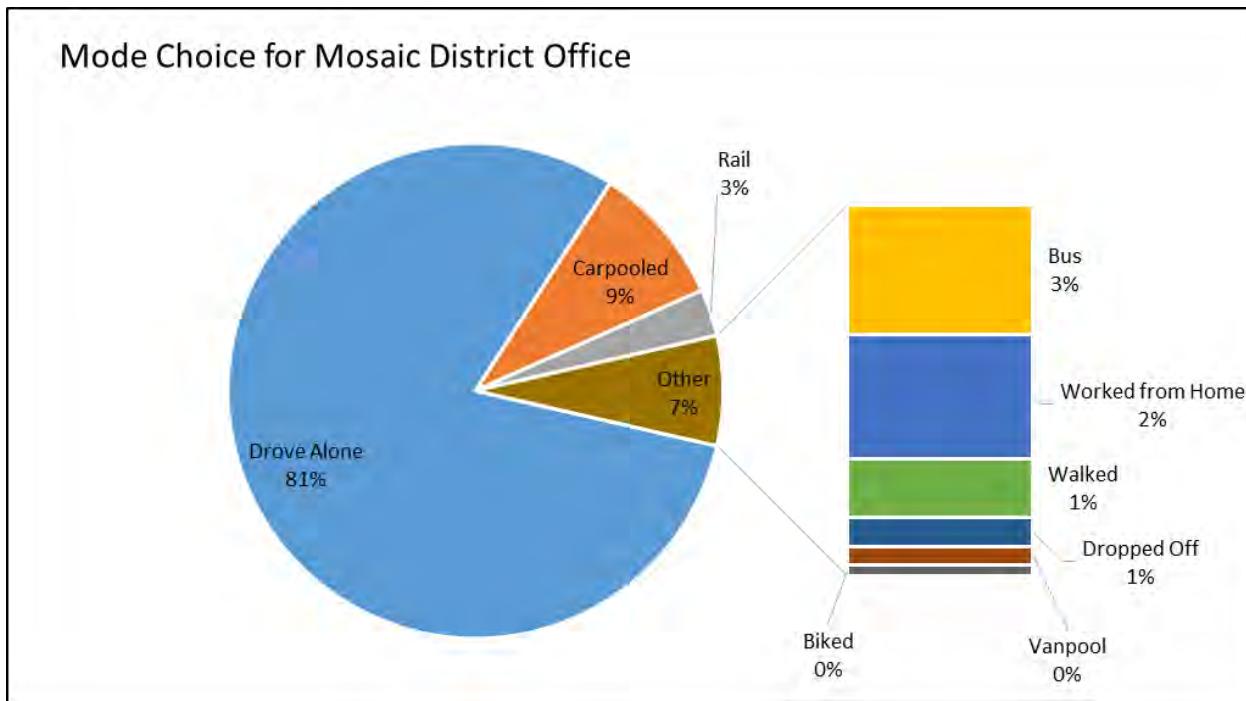


Survey questions for the residential portion of the development revealed:

- Prominent job concentrations for residents at Mosaic District are in Downtown Washington D.C., Tysons Corner, and Merrifield.
- Rail is the alternative transportation option with the most popularity.
- Seventy five percent of residents chose to live in Mosaic District because of its access to transit.
- Sixty percent of residents noted they will use the shuttle at least once during the weekday and 75% of residents noted they will use the shuttle at least once a month during the weekend.
- Tailored transit information was noted to influence travel behavior the most out of surveyed TDM Strategies.

The mode split captured by the office survey can be seen in Figure 2 below.

**Figure 2: Office Survey Mode Split.**



Survey results from the office portion of the development revealed:

- Residential clusters of CustomInk employees are at Tysons Corner, Merrifield, Downtown D.C., Ballston, and Arlington.
- There are no clear commute peaks in the morning or afternoon for CustomInk employees.
- The most typical CustomInk commute shift is outside of the peak hour.
- Seventy percent of employees are willing to change their commute.
- Telework is perceived as the most popular alternative transportation option

- Tailored transit information followed by a rewards program was noted to influence travel behavior the most out of surveyed TDM strategies.

#### Geographic Mode Matching for CustomInk

Eighty seven percent of respondents (295 of 338 CustomInk employees) were successfully matched to a specific geographic point. Each of these respondents was analyzed to understand whether their geographic location of residence allowed for sensible use of alternative travel modes for their commute. Results identified:

- 16 respondents can feasibly walk to work.
- 37 respondents could feasibly ride a bicycle to work
- 53 respondents could feasibly take a convenient bus route to work
- 64 respondents could feasibly and conveniently use Metrorail, and
- 197 respondents could conveniently carpool with other employees

These numbers represent potential participants for individualized marketing activities.

#### **1.4 Trip Counts**

The first trip counts for this site are not scheduled to occur before the fall of 2014 depending on the occupancy levels of newly constructed office and residential buildings.

#### **1.5 Next Date of Survey**

The next survey will be conducted in September 2014.

## Section 2.0 - Status of Development

### 2.1 Development Location

Avalon Mosaic and EYA's Townhomes at Mosaic District are two luxury residential properties located in the southwest corner of the Mosaic District in Fairfax, VA. The office building is located at 2910 District Avenue between Strawberry Lane and Glass Alley. Its primary tenant will be CustomInk. As seen in Figure 3, The Mosaic District is located at the southeast quadrant of Lee Highway and Gallows Road.

Figure 3: Site location



### 2.2 Development Plans

The County-approved plans for Mosaic District include two phases. The initial retail and residential properties began opening in the fall of 2012. This new segment began opening in fall 2013 and will proceed through 2015. A total of 531 units are anticipated to be delivered by the end of 2014.

## Section 3.0 - 2013 Summary

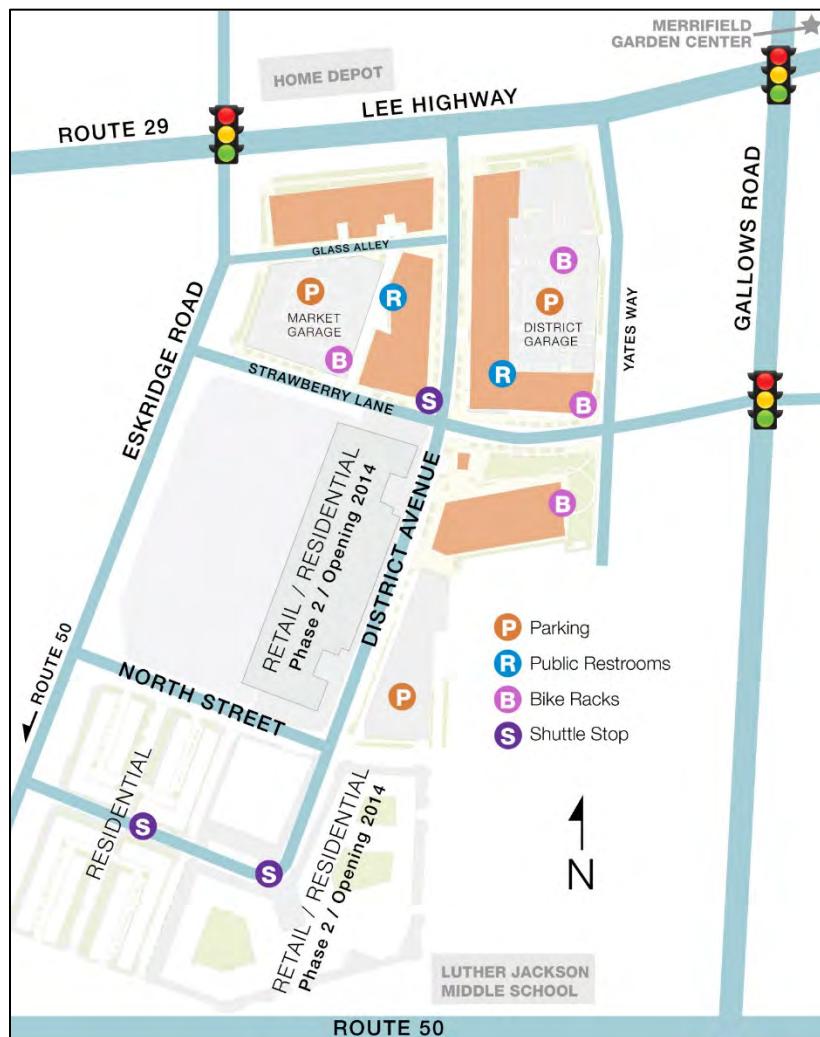
### 3.1 Program Elements

The Mosaic District TDM program began in 2013 with a few of the components being generated or promoted which were already in place in the existing Mosaic District.

#### Shuttle Stop Locations and Service to and from Dunn Loring Metro

The Mosaic Shuttle was implemented in November 2013 following the survey effort. The shuttle runs every 12 minutes to and from the Dunn Loring Metro Station with three pick up locations throughout the District. The shuttle operates during peak hours from 6 am to 10 am and from 3 pm to 7 pm. Figure 4 below, displays the bus stop locations within Mosaic District. Detailed route operations including shuttle route and timetable can be seen in Appendix E.

**Figure 4: Transportation Amenities at Mosaic District**



### **TDM Network**

Mosaic meets regularly with on-site contacts among office building and retail tenants as well as residential property managers to coordinate the implementation of the TDM Plan.

### **Meetings with Community Groups**

Mosaic joined and attended Greater Merrifield Business Association (GMBA) meetings on the third Tuesday of every month or as otherwise scheduled. Where appropriate the PM leveraged these meetings to advance the success of TDM programs and transit/shuttle service in the area. Initial conversations have begun with neighboring developments like Prosperity Flats to coordinate TDM efforts area wide.

### **TDM Website**

Initial multimodal information for accessing the Mosaic District was provided on the site's website at <http://www.mosaicdistrict.com/find-us>.

### **Personal outreach**

Mosaic's development staff explain the TDM program and transit options to all new Commercial and residential tenants.

### **Dissemination of information**

Display racks with information related to transit amenities serving Mosaic District have been included throughout the site near office and hotel uses. Racks contain information on Metro service, Fairfax Connector, and the on-site shuttle. WMATA and Fairfax Connector brochures were distributed to incoming residents as part of their welcome package.

### **Transit benefits**

Encouragement of employers to offer employee benefit options, including parking cash out, pre-tax/payroll subsidies for transit and vanpool fares, flex-time and alternative work schedule programs and live-near-work incentives will occur after occupancy in early 2014.

### **Ridematching Assistance, Carpools, Vanpools and Guaranteed Ride Home Promotion**

Metropolitan Washington Council of Governments (MWCOG) Commuter Connections program brochures as well as Guaranteed Ride Home Brochures have been distributed to all incoming residents at Mosaic District.

### **Parking management plan**

A parking management plan has been developed and is expected to be implemented after tenant occupancy in early 2014. The plan includes dedication of convenient parking spaces for carpools/vanpools as well as a corresponding signage, hang tag and vehicle registration system.

### **Pedestrian Connections**

Avalon Mosaic and EYA's Townhomes at Mosaic District are less than a five minute walk to the Mosaic District neighborhood of retail, grocery shopping, movie theaters, and restaurants.

### **Carsharing**

The Mosaic District initiated discussions with ZipCar and Enterprise Carshare to provide carshare opportunities for residents at Avalon and EYA.

### **Internet Connection/Business Center/Telework**

There is high-speed internet access available in all residential units and common areas at Avalon Mosaic and EYA's Townhomes at Mosaic District. A lounge for residents with WIFI is available in the Avalon Mosaic building with Telework stations for residents choosing to work from home.

### **Bicycle Facilities**

Avalon Mosaic apartment provides secure, weather protected bicycle storage rack in the garage on all levels for its residents. EYA's Townhomes at Mosaic District include bicycle storage in the resident's garage. CustomInk staff members will have access to bicycle storage in the garage immediately adjacent to their office. Additional bicycle storage is located throughout the retail level in the Mosaic District. Figure 4 on page 8 shows the location of these bike storage areas on site. Figure 5 below, shows one of many bicycle facilities on-site.

**Figure 5: Bike Facility at Mosaic District**



### 3.2 Monitoring and Evaluation

#### Trip Counts

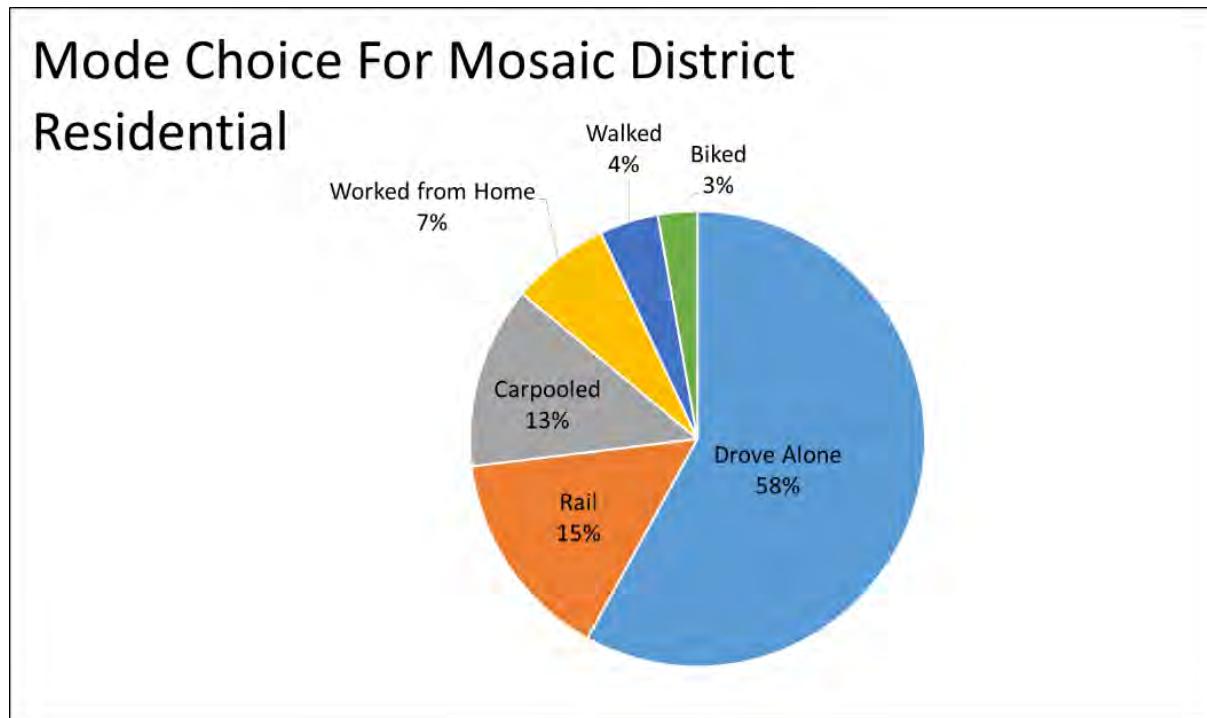
The first trip counts for this site are not scheduled to occur before 2015 or later depending on occupancy levels of the newly constructed office and residential buildings.

#### Survey Results

Due to the lack of occupancy by office entities and low occupancy of residential uses at Mosaic District during the fall monitoring and evaluation period (September – November), counts and survey efforts were not required. However surveys were distributed for two reasons: (1) to acquaint employees and residents to the TDM annual survey process and (2) to provide individualized commute information to CustomInk employees at the time of relocation in order to break old habits and form new more positive commute habits. The TDM marketing strategy for 2014 is based on 2013 survey results.

A total of 111 responses were received out of a potential 90 residential units occupied from EYA Townhomes and Avalon, representing a response rate of 100%. The mode split captured by the residential survey can be seen in Figure 6.

Figure 6: Residential Survey Mode Split

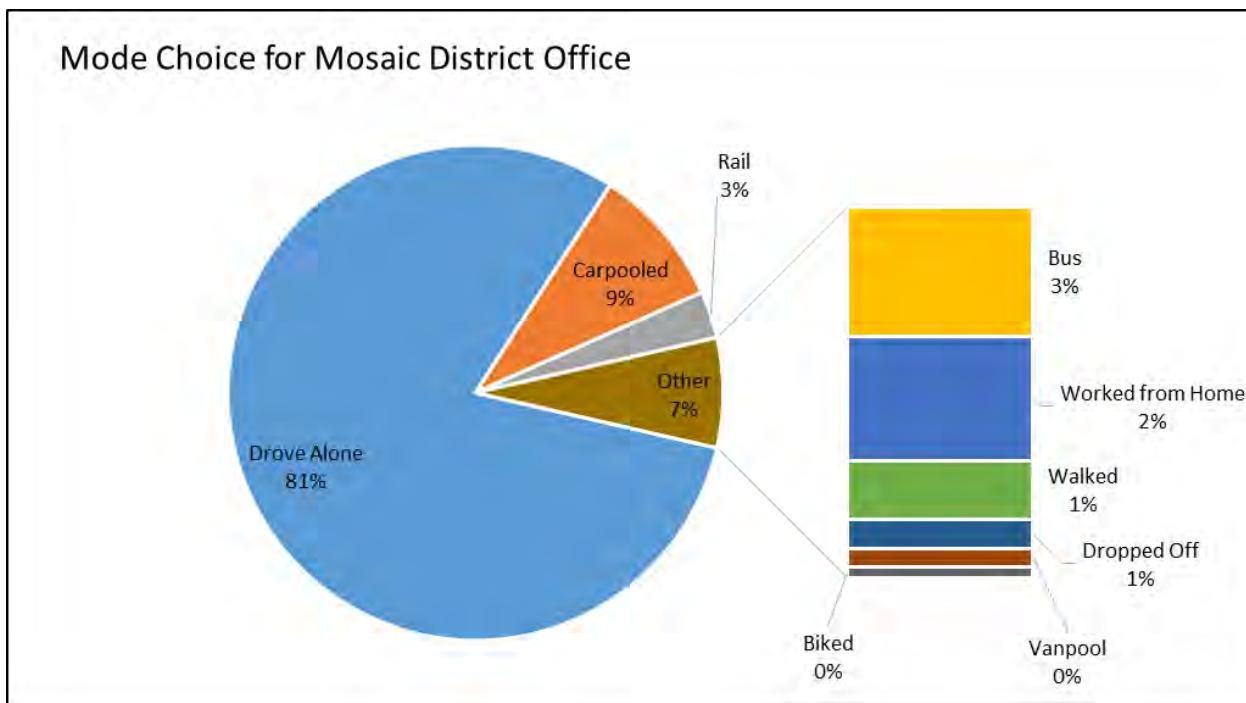


Survey questions for the residential portion of the development revealed:

- Prominent job concentrations for residents at Mosaic District are in Downtown Washington D.C., Tysons Corner, and Merrifield.
- Rail is the alternative transportation option with the most popularity.
- 75% of residents chose to live in Mosaic District because of its access to transit.
- 60% of residents noted they will use the shuttle at least once during the weekday and 75% of residents noted they will use the shuttle at least once a month during the weekend.
- Tailored transit information was noted to influence travel behavior the most out of surveyed TDM Strategies.

A total of 339 responses were received out of a potential 400 employees, representing a response rate of 84.5%. The mode split captured by the office survey can be seen below in Figure 7.

**Figure 7: Office Survey Mode Split.**



Survey results from the office portion of the development revealed:

- Residential clusters of CustomInk employees are at Tysons Corner, Merrifield, Downtown D.C., Ballston, and Arlington.
- There are no clear commute peaks in the morning or afternoon for CustomInk employees.
- The most typical CustomInk commute shift is outside of the peak hour.
- Seventy percent of employees are willing to change their commute.
- Telework is perceived as the most popular alternative transportation option

- Tailored transit information followed by a rewards program was noted to influence travel behavior the most out of surveyed TDM strategies.

#### Geographic Mode Matching for CustomInk

The home addresses of 295 CustomInk employees (or 87% of the 338 respondents) were successfully matched to a specific geographic point. Each of these locations was analyzed to understand whether the use of non-drive alone commute choices was realistic and likely. This geographic analysis identified:

- 16 respondents can feasibly walk to work.
- 37 respondents could feasibly ride a bicycle to work
- 53 respondents could feasibly take a convenient bus route to work
- 64 respondents could feasibly and conveniently use Metrorail, and
- 197 respondents could conveniently carpool with other employees

A detailed copy of the survey process and results can be found in the Appendix of this report.

### **3.3 Incentives provided**

Mosaic District provided incentive prizes to encourage survey responses from employees and residents. A Bose Soundlink Bluetooth speaker was distributed to each of the two surveys as an early bird prize to encourage early participation. iPad mini's were distributed at the end of the survey period for both surveys. A \$100 dollar gift card was promoted to the Human Resources Manager at CustomInk for providing a response rate over 75%.

Mosaic District, as part of their residential welcome package, distributes \$25 SmarTrip transit passes to all first time tenants over the age of 16. A total of 300 transit passes were purchased in 2013. Table 2 summarizes all incentive expenditures made in 2013 which total \$9,700

Table 2: 2013 Incentive Expenditure Summary

Incentive Item	Quantity	Price
Bose SoundLink Bluetooth Mobile Speaker	2	\$ 300.00
iPad Mini	2	\$ 300.00
Visa Gift Card	1	\$ 100.00
\$25 SmarTrip Cards + \$5 Fee	300	\$9,000.00
<b>TOTAL</b>		<b>\$9,700.00</b>

## Section 4.0 - 2014 Program Year Plan

### 4.1 2014 Program Efforts and Marketing

The 2014 Communications and Marketing Plan will serve as a guide in developing and implementing the TDM Program at The Mosaic District in 2014. It will focus on general goals, audience, key messaging, as well as planning a digital strategy, events, promotions, campaigns, monitoring, and evaluation.

#### Program Identity

Mosaic District's TDM Program is a free commute service provided to its residents and tenant employees to encourage transportation choices and behavior change. It is designed to improve traffic congestion in the Merrifield area and reduce commuting time, expense, and stress. Mosaic District's TDM Program is designed to help individuals by providing travel options and choices that pertain to their individual lifestyle and needs. The program will create a helpful, knowledgeable, and accessible Transportation Demand Management identity.

#### Target Audience

Mosaic District's TDM Program will make transit and commuting information and resources available to all those interested. The target audience for this information will be those most receptive to behavior change as determined by their responses to the survey. Survey results indicated individuals interested in carpool and transit with available options.

#### Key Messages

Messages are subject to change depending on the audience being engaged and the type of commuting option being promoted, however the overall messages the program will use to encourage and engage people are:

- You have choices. You are not tied down with solely one commute option. You have multiple options you can choose and upon trial you are not stuck in any one form of transportation.
- The TDM Program is here to help. Whether it be sharing information or creating a brand new customized travel plan; the program is at your service.
- The TDM Program is NOT anti-car. We understand you purchased your car for your convenience. We don't want you to leave it at home. We only encourage you to try other options if they work for you and your needs!
- We want to create a travel plan to provide you with MORE free time, help you spend LESS money, and reduce the stress of your commute.
- We want to promote a more active lifestyle.
- Small changes. Even changing the way you commute once a week or once a month can make a big difference in your community.

## **Digital Strategy**

The Mosaic District's TDM Program will begin to develop a strong and diverse digital strategy to support many marketing campaigns and promote a sense of community. The program will provide area-wide transportation updates and "insider info". The TDM Program will use its communications outlets to engage with its audience creating two way communications, allowing feedback, and developing a relationship. The program will educate through collaboration with other groups and members in the area, promoting the TDM Program's brand.

### **Brand Identity**

The Mosaic District TDM Program will create a program name and logo in 2014. It will serve as the brand identity for all commute related information and communication with residences and tenant employees. It will be incorporated into all hard copy and electronic marketing materials, the TDM program website, carpool parking signs and other communications pieces as necessary.

### **Website**

The Mosaic Districts TDM Program will create a program website in 2014. It will serve as a one stop shop for information and communication. It will provide information on local transit including up to date train and bus information. There will be a news and events feature that will include updates from Mosaic District, the TDM program, and what's going on in the Merrifield area. The website will incorporate photos and customized videos.

### **Blogs**

Blogs will be incorporated into the 2014 digital strategy as a way to further educate and inform residents and employees at Mosaic District. Updates on public transit in the area, as well as interesting, articles, ideas, and innovation from across the country, will help engage users on a different level.

### **Email/Newsletter**

The Mosaic Districts TDM Program will use email and seasonal newsletters to support individual campaigns and stay active in the community. It will be used to inform employees, visitors and residents of events and serve as a basic outreach outlet. It will also be a place where residents can contact Mosaic District Green Commuting with an assurance that they will get a timely response with individualized help and support.

### **Social Media**

Social Media will be The Mosaic District's TDM Program's most frequent form of communication. Using Facebook, Twitter, and YouTube, and making posts up to two times per week, social media will used as an outlet to showcase updates within the program, the community, the building and also transportation

innovation throughout the country. Social Media is a great way for Prosperity Flats Commuting to stay connected with their audience and allow the audience to stay connected with the program.

### **Events and Promotions**

The Mosaic Districts TDM Program will be hands on and involved with its audience by creating individual events, leveraging regional and national events and getting involved in local neighborhood events.

#### **Events Scheduled:**

##### **Bike to Work Day: May 16<sup>th</sup> 2014**

Hosting a Bike to Work Day Pit Stop at Mosaic. Letting employees, visitors, and residents know that bike to work day is approaching weeks prior to the day gives people a chance to make plans, practice biking, and be open to the biking information provided for the Merrifield area.

##### **Try Transit Week: September 2014**

Try Transit Week will give the TDM Program a chance to market all of the available bus and rail options in the area. In addition to promoting the use of transit, as part of this campaign the Mosaic District TDM team will encourage employer tenant representatives to offer employee pre-tax/payroll benefits as well as subsidies for transit.

##### **Car Free Day: September 22nd 2014**

Car free day is an event promoted worldwide encouraging folks to leave their cars at home. It is a unique opportunity for cities and neighborhoods to see what life might be like if people chose to use their cars less and alternative modes of transportation more.

#### **Events Unscheduled:**

##### **Local Food/Bar/Shopping tour:**

“What’s Around You?” The Merrifield area, where the Mosaic District is located, is growing quickly. The Mosaic District is well known as a place in Fairfax County for shopping, dining, and entertainment. Letting local residents and employee, with cooperation from local businesses, know that they can leave their cars at home after work or on the weekends and either walk, bike, or take transit to the plenty of hot spots in this up and coming area.

##### **Bike rides/events/races:**

There are plenty of local bike rides and races happening in Fairfax County. Promoting these events not only encourages people to spend some time outside

riding bikes, but it also encourages people to bike more in preparation for an event and gain confidence thus becoming more receptive to the idea of biking for their commute.

### **Picnics/Lunch at Jefferson District Park/Hideaway Park**

Jefferson District and Hideaway parks are located less than a mile from the Mosaic District. Hosting a lunch or picnic at either of these spots would be a good way for employees and local residents (especially pet owners) to see some great places they could go without having to drive.

### **Carpool Lunches**

There will be many employees working in The Mosaic District. Through outreach and information obtained from the 2013 and 2014 Travel Surveys, the TDM Program can connect with those employees that want to be contacted by the program again as well as express interest in carpooling and finding them a realistic match. In-company/building matches make carpooling formation easier and more convenient. As the Mosaic District grows and more new companies are locating to this area, Mosaic District will perform matches for their employees as they relocate. Each employee who moves to a new office provides the program an opportunity to change behavior right at the beginning of an already big lifestyle change. The Mosaic District's TDM Program will take the hassle out of finding someone to ride to work with and do the work for them. The program will provide a free lunch and invite those that were matched. The program will give them the information, the know-how and even a person to share a ride with.

## **Campaigns**

### **Try Transit:**

The Mosaic District's TDM Program's transit campaign will create individualized transit route information just for employees and residents. The tailored campaigns will include mapped out stops, estimated travel times, and how much the trip will cost. The Try Transit campaign will address all of the most common questions and concerns and leave no reason for an employee or resident to not give transit a try. The campaign will also provide tailored routes to employees that are relocating to their new work location at the Mosaic District in 2014.

### **Email Campaigns:**

Email Campaigns will be used to stay in touch with the employees and residents while also marketing them towards behavior change. Whether it is a reminder to follow The TDM Program on Twitter or information on tax benefits they could receive for taking transit, email campaigns will be one of the main focuses in

2014. Email addresses will be collected with employee or resident permission from surveys and events.

## **Monitoring and Evaluation**

### **Survey**

The Mosaic Districts TDM Program's Travel Survey will take place in September of 2014. It will be administered online and the survey will be marketed through emails, social media, events, and customized posters. IPad's will be used as giveaways and there will be two prize drawings during the two weeks the survey is live.

### **Traffic Counts**

Traffic counts will be administered at The Mosaic District as is required by Fairfax County.

### **Annual Report**

The Mosaic District's TDM Program will complete an Annual Report at the end of the year including an executive summary of the program, the program elements, marketing events, monitoring and evaluation, future program changes, and financial updates.

## **4.2 2014 Financials**

The proposed budget for the upcoming 2014 program year is \$215,000. The budget will cover all items outlined in Sections 4.1 as well as incentives. Details of the budget can be seen below in Table 3.

Table 3. Annual TDM Budget

<b>SITE WIDE TDM PROGRAM</b>	<b>Actual 2013</b>	<b>Expected 2014</b>
A - TDM Marketing and Promotions	\$ -	\$ 41,560.00
B - Program Monitoring and Evaluation	\$ 18,000.00	\$ 18,000.00
C - Program Administration	\$ 1,450.00	\$ 11,800.00
D - Shuttle	\$ 32,000.00	\$ 131,640.36
<b>TOTAL PROGRAMATIC EXPENSES</b>	<b>\$ 51,450.00</b>	<b>\$ 203,000.36</b>
<b>Incentive Fund Contributions</b>	\$ 34,500.00	\$ -
<i>Incentive Fund Expenditures</i>	\$ 9,700.00	\$ 12,000.00
<b>Incentive Fund Balance</b>	\$ -	\$ -
<b>Remedy Fund Contributions</b>	\$ 50,000.00	n/a
<i>Remedy Fund Expenditures</i>	\$ -	\$ -
<i>Remedy Fund Release</i>	\$ -	\$ -
<b>Remedy Fund Balance</b>	<b>\$ 50,000.00</b>	<b>\$ -</b>
<b>Penalty Fund Contributions</b>	n/a	n/a
<i>Penalty Fund Payments</i>	n/a	n/a
<b>Penalty Fund Balance</b>	\$ -	\$ -
<b>TOTAL TDM EXPENSES</b>	<b>195,650</b>	<b>215,000</b>

#### **4.3 2014 Program Year Contacts Information**

The point of contact for Mosaic District's 2014 TDM programmatic efforts is:

Becky Hannon  
Assistant General Manager - Mosaic  
EDENS  
Mosaic District Administration  
2918 Eskridge Road  
Fairfax, VA 22031  
Email: [bhannon@edens.com](mailto:bhannon@edens.com)  
Phone: (703) 992-7832

## Appendix A: Residential Survey

1. During the last three days that you worked, how many days did you use the following transportation modes to get to work? If you used more than one travel option for your commute, please mark the one you used leaving Mosaic District.

	1 Day	2 Days	3 Days
Didn't work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drove alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped Off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Please indicate the address of your work location, if not employed indicate "NE":

3. At what time do you typically leave for work?

Hr      Min  AM /  PM

4. At what time do you typically arrive home from work?

Hr      Min  AM /  PM

5. Using the scale provided, please indicate how much you agree or disagree with following statements:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I consider my commute enjoyable	<input type="checkbox"/>				
I am willing to explore other commuting options	<input type="checkbox"/>				
My commuting costs are expensive	<input type="checkbox"/>				
Taking the bus is a realistic option for me to get to work	<input type="checkbox"/>				
Taking the train is a realistic option for me to get to work	<input type="checkbox"/>				

Walking/Biking is a realistic option for me to get to work	<input type="checkbox"/>				
Carpooling/Vanpooling is a realistic option for me to get to work	<input type="checkbox"/>				
My job can be done remotely	<input type="checkbox"/>				
I selected to live at Mosaic District because of its access to transit	<input type="checkbox"/>				
I selected to live at Mosaic District because of its proximity to my workplace	<input type="checkbox"/>				

**Should Shuttle question be appended here?**

6. Mosaic District will offer its residents a shuttle service to the Dunn Loring Metro station on the Orange Line during peak commute times Monday through Friday (6-9 AM and 4 -7 PM) as well as weekends (11 am – 5 pm).
  - a. How often do you expect to use this service on Weekdays?
    - Never
    - 1 time a week
    - 2 – 3 times a week
    - 4-+ times a week
    - Not sure
  - b. How often do you expect to use this shuttle on the Weekends?
    - a. Never
    - b. 1 time a month
    - c. 2 – 3 times a month
    - d. 4+ times a month
    - e. Not sure

7. Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	Very Likely	Likely	Neutral	Unlikely	Very Unlikely
A free taxi ride home in case of an emergency or need to work late	<input type="checkbox"/>				
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	<input type="checkbox"/>				
Transit route and schedule information tailored specifically to your needs	<input type="checkbox"/>				
Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family	<input type="checkbox"/>				

8. Contact Information for prize drawing):

First Name:

Last Name:

Email:

9. Fill in the circle below if you do not want to receive email updates and commute tips from Mosaic District.

## Appendix B: Employment Survey

1. Company

2a. What is your home street address:

2b. What zip code do you live in? Ex. 22222

3. During the last three days that you worked, how many days did you use the following transportation modes to get to work? If you used more than one travel option for your commute, please mark the one you used for the longest portion of your trip.

	1 Day	2 Days	3 Days
Didn't work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drove alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped Off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. At what time do you typically arrive at work?

Hr      Min  AM /  PM

5. At what time do you typically leave work?

Hr      Min  AM /  PM

6. Using the scale provided, please indicate how much you agree or disagree with the following statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I consider my commute enjoyable	<input type="checkbox"/>				
I am willing to explore other commuting options	<input type="checkbox"/>				
My commuting costs are expensive	<input type="checkbox"/>				
Taking the bus is a realistic option for me to get to work	<input type="checkbox"/>				
Taking the train is a realistic option for me to get to work	<input type="checkbox"/>				
Walking/Biking is a realistic option for me to get to work	<input type="checkbox"/>				
Carpooling/Vanpooling is a realistic option for me to get to work	<input type="checkbox"/>				
My job can be done remotely	<input type="checkbox"/>				

7. Mosaic District will offer its employees a shuttle service to the Dunn Loring Metro station on the Orange Line during peak commute times Monday through Friday (6-9 AM and 4 -7 PM) as well as weekends (11 am – 5 pm).

- a. How often do you expect to use this service?
  - i. Never
  - ii. 1 time a week
  - iii. 2 – 3 times a week
  - iv. 4+- times a week
  - v. Not sure

8. Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	Very Likely	Likely	Neutral	Unlikely	Very Unlikely
A free taxi ride home in case of an emergency or need to work late	<input type="checkbox"/>				
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	<input type="checkbox"/>				
Transit route and schedule information tailored specifically to your needs	<input type="checkbox"/>				
Access to special parking spaces that are close to building entrances for people who carpool or vanpool	<input type="checkbox"/>				
Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family	<input type="checkbox"/>				
Flexible work hours which can accommodate my commute choice	<input type="checkbox"/>				
Child care facilities located conveniently near work	<input type="checkbox"/>				
Access to Showers on site	<input type="checkbox"/>				

9. Contact info for prize drawing

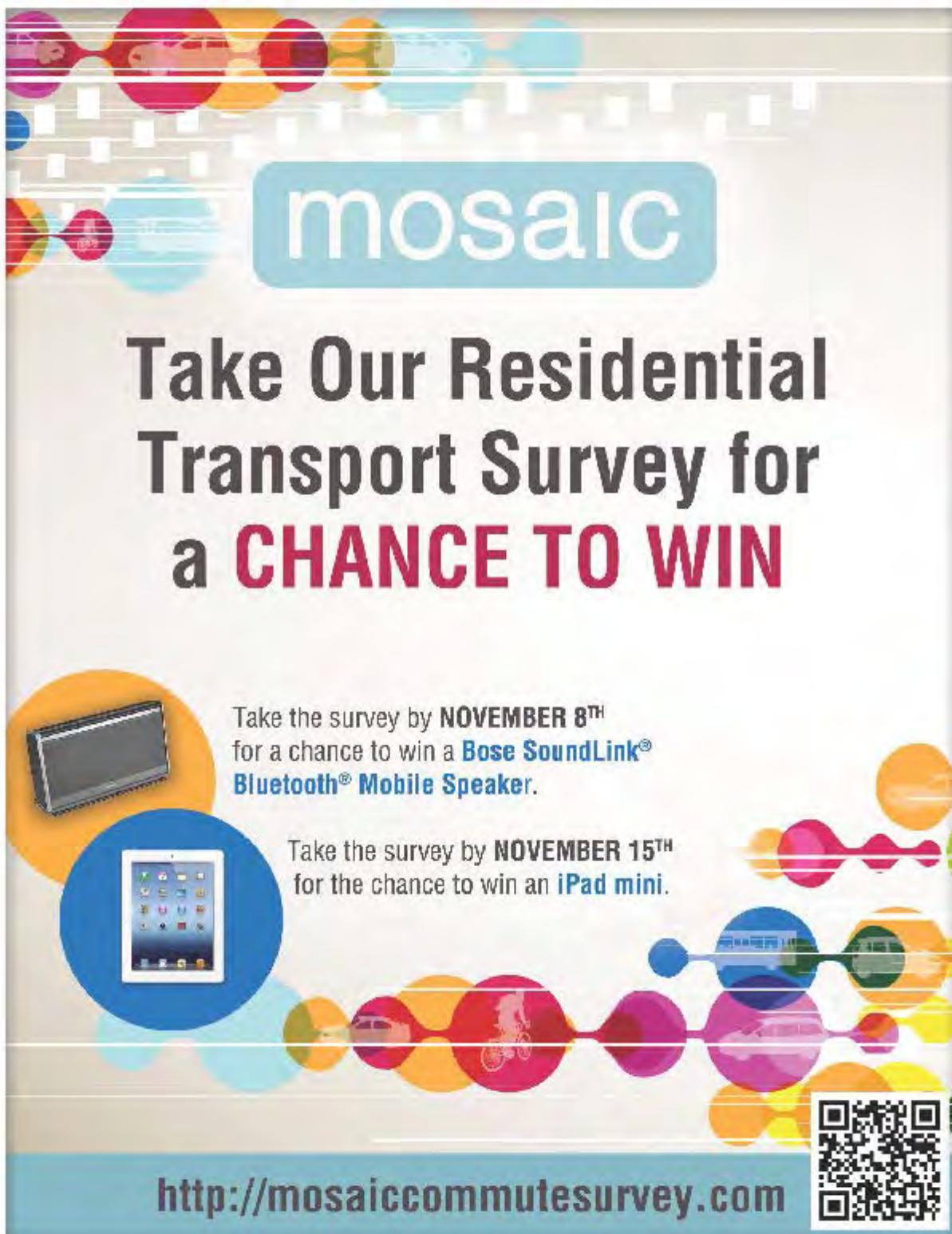
First Name

Last Name

Email

10. Fill in the circle below if you do not want to receive email updates and commute tips from Mosaic District.

Appendix C: Promotional Materials for Residential & Employment Survey  
Residential Survey Promotion Poster:



The poster features a colorful, abstract background with various colored circles and lines. At the top, the word "mosaic" is written in white lowercase letters inside a blue rounded rectangle. Below this, the main text reads "Take Our Residential Transport Survey for a CHANCE TO WIN" in large, bold, black and red letters. The "CHANCE TO WIN" part is in red. Two promotional offers are listed: one for a Bose SoundLink® Bluetooth® Mobile Speaker and another for an iPad mini. Each offer includes an image of the prize (a speaker and a tablet) and a deadline (November 8th and November 15th). At the bottom, the website "http://mosaiccommutesurvey.com" is displayed in white, along with a QR code.

**mosaic**

**Take Our Residential Transport Survey for a CHANCE TO WIN**

Take the survey by **NOVEMBER 8<sup>TH</sup>** for a chance to win a **Bose SoundLink® Bluetooth® Mobile Speaker**.

Take the survey by **NOVEMBER 15<sup>TH</sup>** for the chance to win an **iPad mini**.

<http://mosaiccommutesurvey.com>



Office Employee Survey Promotion Poster:



# Take Our Commuter Relocation Survey for a CHANCE TO WIN

Take the survey by **NOVEMBER 8<sup>TH</sup>**  
for a chance to win a **Bose SoundLink®  
Bluetooth® Mobile Speaker**.

Take the survey by **NOVEMBER 15<sup>TH</sup>**  
for the chance to win an **iPad mini**.

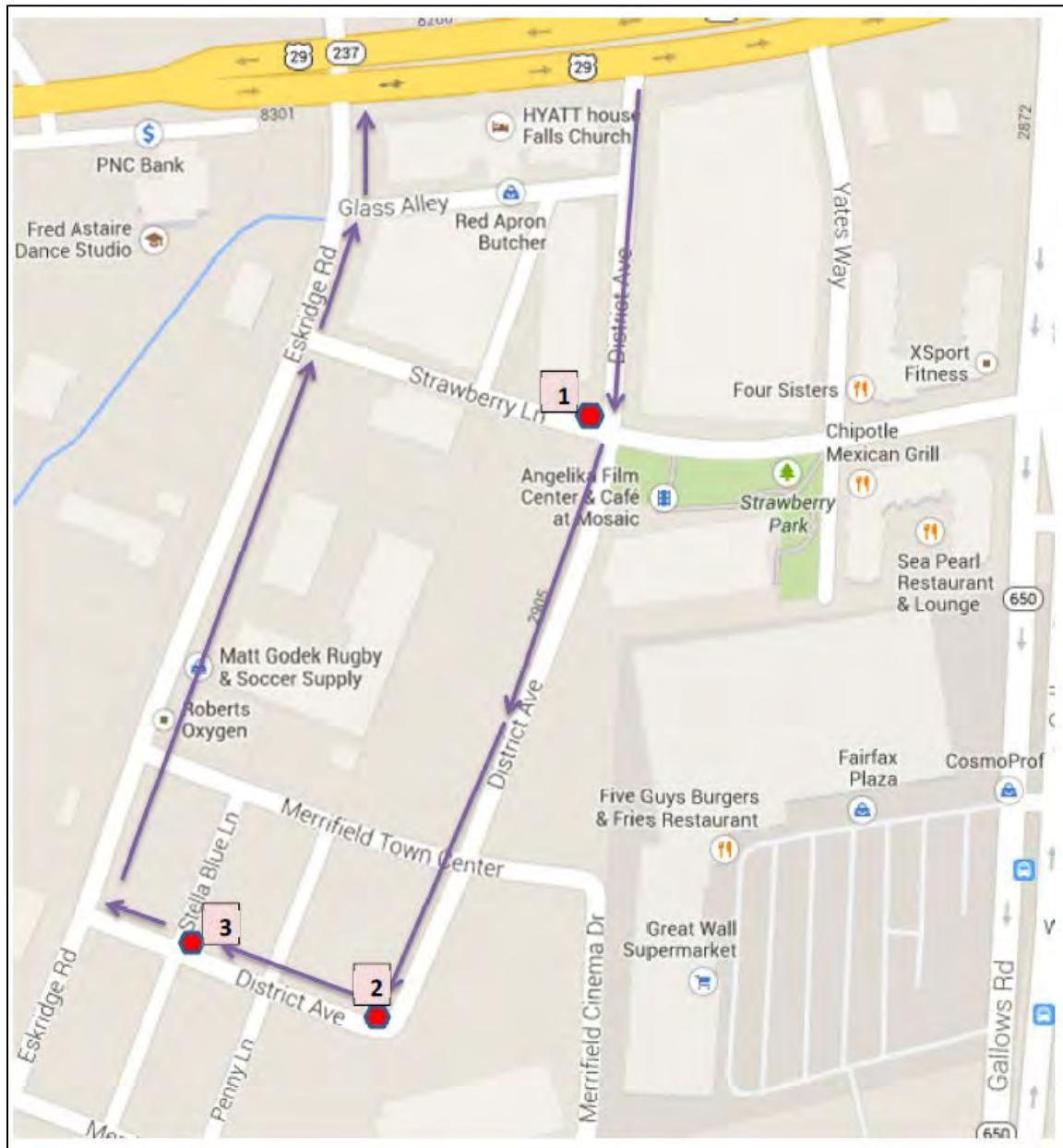
[www.MosaicCommuteSurvey.com](http://www.MosaicCommuteSurvey.com)



**Appendix D: Mosaic District Residential & Employment Survey Report**

## Appendix E: Shuttle Operation Information

### Shuttle Routing and Stops:



Shuttle Timetable:

Mosaic Shuttle Schedule as of January 7, 2014							
Morning Schedule - Departure Times				Afternoon Schedule - Departure Times			
District & Strawberry	District (Elbow)	District & Stella Blue	Dunn Loring Metro	Dunn Loring Metro	District & Strawberry	District (Elbow)	District & Stella Blue
	6:00 AM	6:01 AM	6:06 AM	3:00 PM	3:04 PM	3:06 PM	3:07 PM
6:10 AM	6:12 AM	6:13 AM	6:18 AM	3:12 PM	3:16 PM	3:18 PM	3:19 PM
6:22 AM	6:24 AM	6:25 AM	6:30 AM	3:24 PM	3:28 PM	3:30 PM	3:31 PM
6:34 AM	6:36 AM	6:37 AM	6:42 AM	3:36 PM	3:40 PM	3:42 PM	3:43 PM
6:46 AM	6:48 AM	6:49 AM	6:54 AM	3:48 PM	3:52 PM	3:54 PM	3:55 PM
6:58 AM	7:00 AM	7:01 AM	7:06 AM	4:00 PM	4:04 PM	4:06 PM	4:07 PM
7:10 AM	7:12 AM	7:13 AM	7:18 AM	4:12 PM	4:16 PM	4:18 PM	4:19 PM
7:22 AM	7:24 AM	7:25 AM	7:30 AM	4:24 PM	4:28 PM	4:30 PM	4:31 PM
7:34 AM	7:36 AM	7:37 AM	7:42 AM	4:36 PM	4:40 PM	4:42 PM	4:43 PM
7:46 AM	7:48 AM	7:49 AM	7:54 AM	4:48 PM	4:52 PM	4:54 PM	4:55 PM
7:58 AM	8:00 AM	8:01 AM	8:06 AM	5:00 PM	5:04 PM	5:06 PM	5:07 PM
8:10 AM	8:12 AM	8:13 AM	8:18 AM	5:12 PM	5:16 PM	5:18 PM	5:19 PM
8:22 AM	8:24 AM	8:25 AM	8:30 AM	5:24 PM	5:28 PM	5:30 PM	5:31 PM
8:34 AM	8:36 AM	8:37 AM	8:42 AM	5:36 PM	5:40 PM	5:42 PM	5:43 PM
8:46 AM	8:48 AM	8:49 AM	8:54 AM	5:48 PM	5:52 PM	5:54 PM	5:55 PM
8:58 AM	9:00 AM	9:01 AM	9:06 AM	6:00 PM	6:04 PM	6:06 PM	6:07 PM
9:10 AM	9:12 AM	9:13 AM	9:18 AM	6:12 PM	6:16 PM	6:18 PM	6:19 PM
9:22 AM	9:24 AM	9:25 AM	9:30 AM	6:24 PM	6:28 PM	6:30 PM	6:31 PM
9:34 AM	9:36 AM	9:37 AM	9:42 AM	6:36 PM	6:40 PM	6:42 PM	6:43 PM
9:46 AM	9:48 AM	9:49 AM	End	6:48 PM	6:52 PM	6:54 PM	End

1420 Spring Hill Road, Suite 610 • Tysons, Virginia 22102 • 703 / 917-6620 • Fax: 703 / 917-0739

the reserve at  
**TYSONS CORNER**



2013 TDM ANNUAL REPORT

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## **Section 1.0 - Executive Summary**

### ***1.1 Status of Development***

The Reserve is a luxury apartment property located in the Tysons Corner area in Vienna, Va. currently consisting of two (2) apartment buildings, (211 units in the Tannin Building and 267 in the Crianza building) with a combined total of 478 apartment units and ninety-two (92) townhomes. The buildings are all part of the Reserve property. The two apartment buildings and townhomes all participate in The Reserve's Transportation Demand Management (TDM) program. There are no future plans for additional build out or development.

#### Site Occupancy

The current occupancy for the apartment buildings and townhomes at The Reserve as of December 2013 is as follows:

- Apartments: 93.8%
- Townhomes: 90 out of 92 occupied

The first Non-RUP for The Reserve was issued in 2008. In 2012 there were no new buildings constructed on site.

### ***1.2 Proffered Trip Reduction Goals***

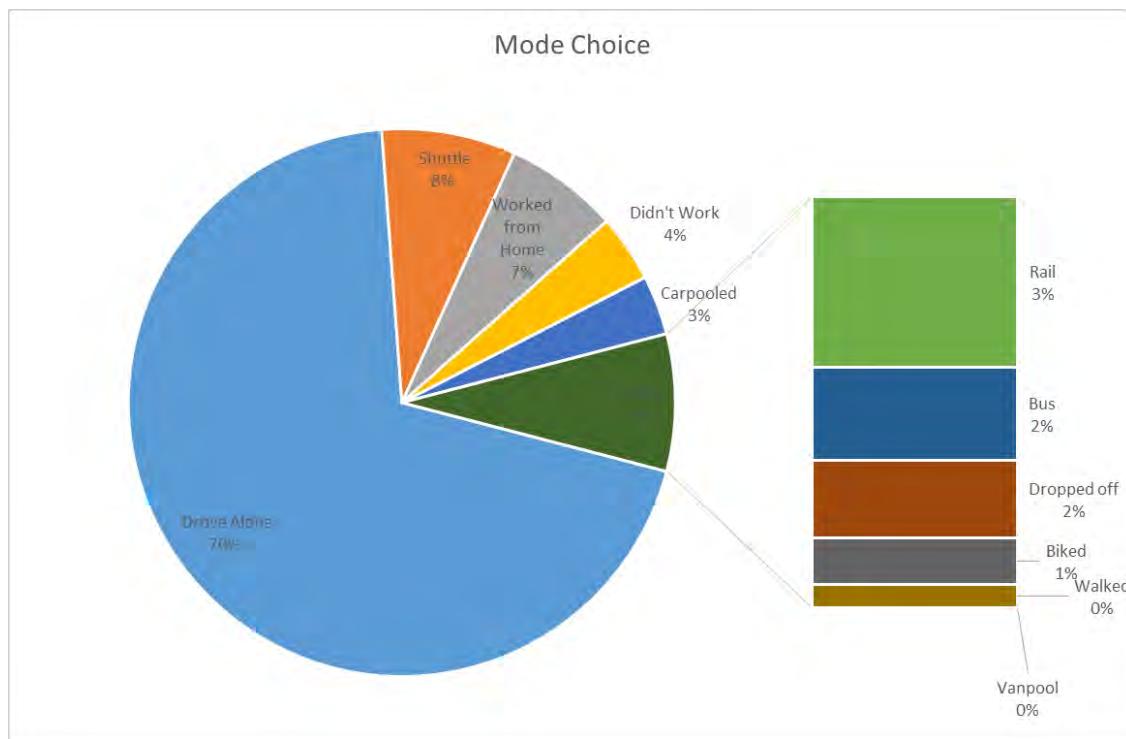
The proffered trip reduction goal for Single Occupant Vehicles (SOVs) pertaining to The Reserve is 20%. The Reserve has surpassed this goal achieving a 30% non-SOV mode split.

### ***1.3 Survey Results***

During the month of November 2013, Wells + Associates surveyed residents of The Reserve at Tysons Corner. The survey was performed in order to comply with proffers and to determine the modes of transportation residents use to get to work, their knowledge of local transportation options and interest in increasing their use of alternative transportation modes. This report provides a summary of the process used to conduct the survey and the resulting survey data. A total of 245 responses were received out of a potential 540 residents surveyed, representing a response rate of 45 percent. This response rate results in a confidence interval of +/- 4.63 percent at the 95 percent confidence level using a two-tailed test and assuming a normal distribution. This means that we can be 95 percent sure that aggregate values from the survey are within +/- 4.63 percent of actual values. The margin of error will vary based on the number of responses to specific questions and responses received. The survey found that:

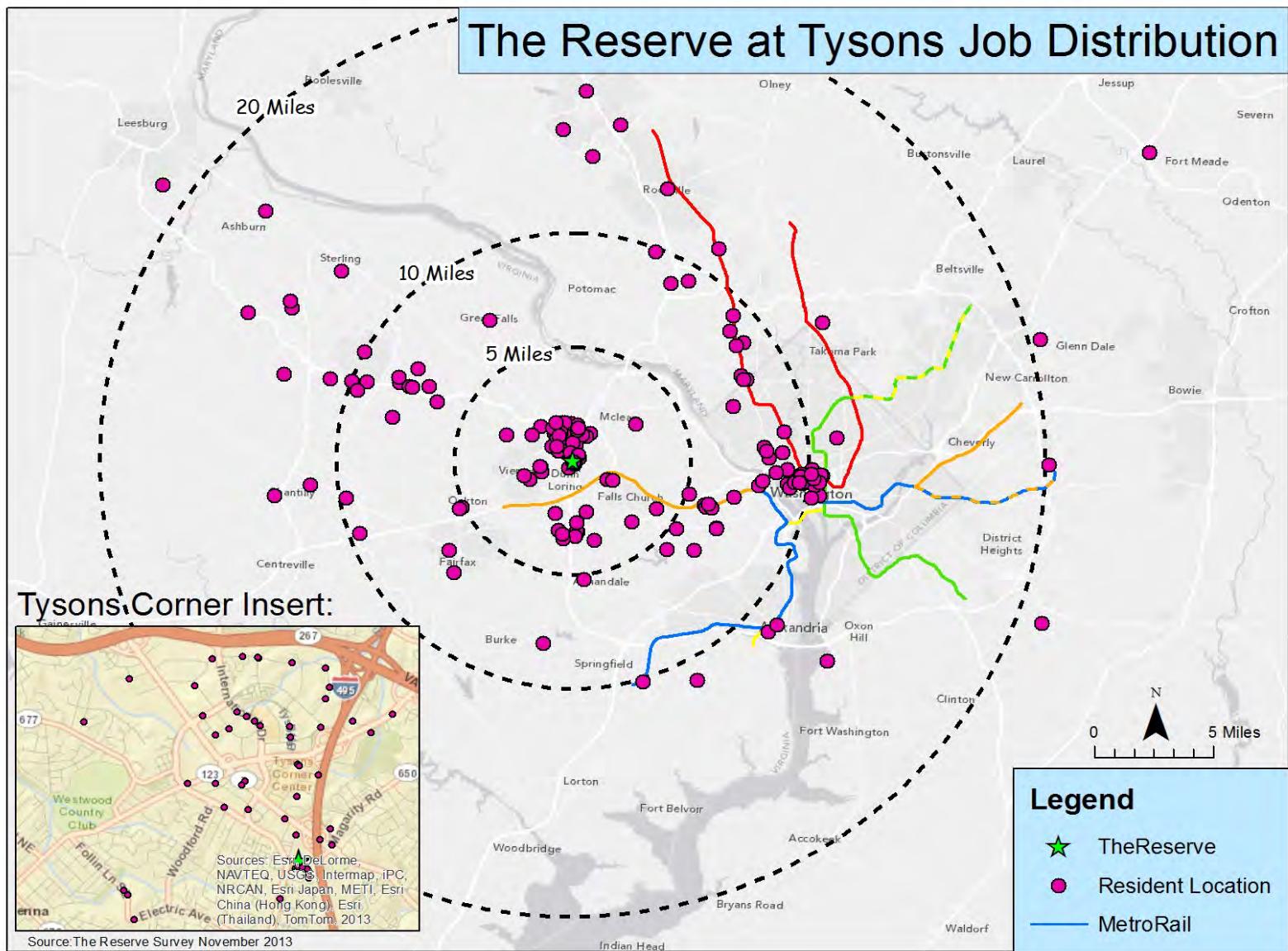
- The drive alone rate is 70 percent.
- After driving alone, rail is the most frequently used mode of transportation with 8 percent of employee commute trips occurring shuttle
- Resident Employment is generally clustered within Tysons Corner and Downtown Washington D.C. smaller employment clusters are present at Merrifield and Reston/Herndon
- Residents find rail to be the most feasible alternative transportation, followed by carpool
- Access to a transportation councilor is the best offering to encourage residents to use an alternative transportation option

**Figure 1: Commute Mode Split**



These results show that the drive alone rate has dropped by 16% from 2011 and that 31% of those that participated in the survey use other modes of transportation besides driving alone to work.

Figure 2: Job Distribution of Residents who live at The Reserve at Tysons



**Table 1: The Reserve Survey Results**

<b>Results</b>	<b>Baseline 2011</b>	<b>2012</b>	<b>2013</b>
SOV Mode Split	83%	69%	70%
Non-SOV Rate	17%	31%	30%
Goals Met	N/A	Met	Met

#### ***1.4 Next Date of Survey***

The next commute survey will be conducting in November 2014. No trip counts are required at this time.

## Section 2.0 - Status of Development

### 2.1 Development Location

The Reserve is a luxury apartment property located in the Tysons Corner area in Vienna, Va. currently consisting of two (2) apartment buildings, (211 units in the Tannin Building and 265 in the Crianza building) with a combined total of 478 apartment units and ninety-two (90) townhomes. The buildings are all part of The Reserve property. As seen in Figure 3, The Reserve is bounded by Science Application Ct. and Interstate 495 to the east.

Figure 3: Site location



## 2.2 Development Plans

**Table 2: Level of Development\***

<b>Table 2: The Reserve - Level of Development As of 12/18/13</b>		
<b>Building</b>	<b>Apartments</b>	<b>Townhomes</b>
Site Plan	2008	2008
Under Construction	2008	2007 - 2010
Completely Constructed	2008 & 2010	2010
Current Occupancy	95%	100%
First non-rup issued	2008	2007

\*Level of development as of December 2013

Although there are no plans for construction of new buildings in 2014, the estimated occupancy for the existing apartment buildings in 2014 is forecasted to change in the following manner:

- Apartment buildings: 94%

## **Section 3.0 - 2012 Summary**

### **3.1 Program Elements**

#### **Bicycle storage**

The Reserve has established secure bicycle storage on the property for its residents. The bicycle storage is conveniently located at the north end of each level of the parking garage. The Tannin building has indoor storage available for bicycles.

#### **Telecommuting Center**

The Reserve established a telecommuting center for all of its residents. The telecommuting center has secure T-1 lines. The center also features a fitness center and a resident's business lounge with complimentary Wi-Fi and two complete computer systems with a printer, scanner and fax machine available for resident use.

#### **Internet Connection**

Internet connection is provided in all apartments at The Reserve with service provided by Charter or Verizon.

#### **Central Area for Delivery Services**

The Reserve provides a central area where residents can arrange delivery services such as dry cleaning, groceries, etc. Residents are able to drop off dry-cleaning at the front office, order groceries and pharmaceuticals online. If ordering online is not an option, residents can order via phone or fax using the resident business center which has complimentary phones, fax, printers, and scanners. They are also able to access free Wi-Fi and use the two computers located in the resident business center.

#### **Sidewalk system**

The Reserve has completed a sidewalk system that encourages pedestrian traffic. These sidewalks are easily accessible to community business center, fitness center, main lobby and the rest of the Reserve property.

#### **Shuttle service**

The Reserve offers a complimentary shuttle for its residents that go to and from the Dunn Loring Metro Station. The shuttle service is provided for three (3) hours during both the AM and PM peak periods totaling six (6) hours per day. Six (6) trips in each direction are provided to and from the station. During 2013, a total of 15,143 people were accounted for using the shuttle service. A copy of the shuttle schedule and ridership can be found in the Appendix of this report.

#### **Bus Shelter**

There is a covered bus shelter for the stop at Gallows Road and Science Applications Court at the front of the development.

### **Participation in Fairfax County Rideshare**

The Reserve provides a link on its both its informational website for possible new tenants and its residential portal website to county Rideshare information and the WMATA website which provides alternative transportation option schedules and routes for Metro Rail and bus service for the region. Rideshare and WMATA information is also provided in every move-in package for residents along with a five (\$5) dollar Metro card and shuttle information. These cards are given to each new move-in, 334 apartments received Metro cards.

### **Transportation Information Display**

The Reserve displays information regarding the various transportation options to and from the property in the four community mail rooms. Information regarding county Ridesharing programs and maps for WMATA are included in these displays. The information is posted in the mail rooms as residents use various entry and exit points when accessing their apartments. These are the best locations to ensure residents see this information.

### **Preferred Employer Program**

The Reserve offers a preferred employer program for SAIC employees with up to \$750 in savings. For SAIC employees, the \$500 amenity fee is waived, move-in fees are half off and residents can get their keys a day earlier. Rent discounts are offered to employees at the Reserve to encourage them to live on-site. For employees that live off-site, they are offered a reimbursement for taking mass transit.

## ***3.2 Incentives provided***

**Table 3: 2013 Incentive Expenditure Summary**

Incentive Item	Quantity	Price
iPad mini	1	\$499.00
Metro Cards at \$10 each	334	\$3340.00
<b>TOTAL</b>		<b>\$3,248.00</b>

## ***3.3 Monitoring and Evaluation***

### **Trip Counts**

FCDOT approved postponing the trip counts until the county agrees the 'threshold' of the twenty (20) percent reduction has been attained.

### **Survey Results**

A total of 245 responses were received out of a potential 540 residents surveyed, representing a response rate of 45 percent. This response rate results in a confidence interval of +/- 4.63 percent at the 95 percent confidence level using a two-tailed test and assuming a normal distribution. This means that

we can be 95 percent sure that aggregate values from the survey are within +/- 4.63 percent of actual values. The margin of error will vary based on the number of responses to specific questions and responses received. The survey found that:

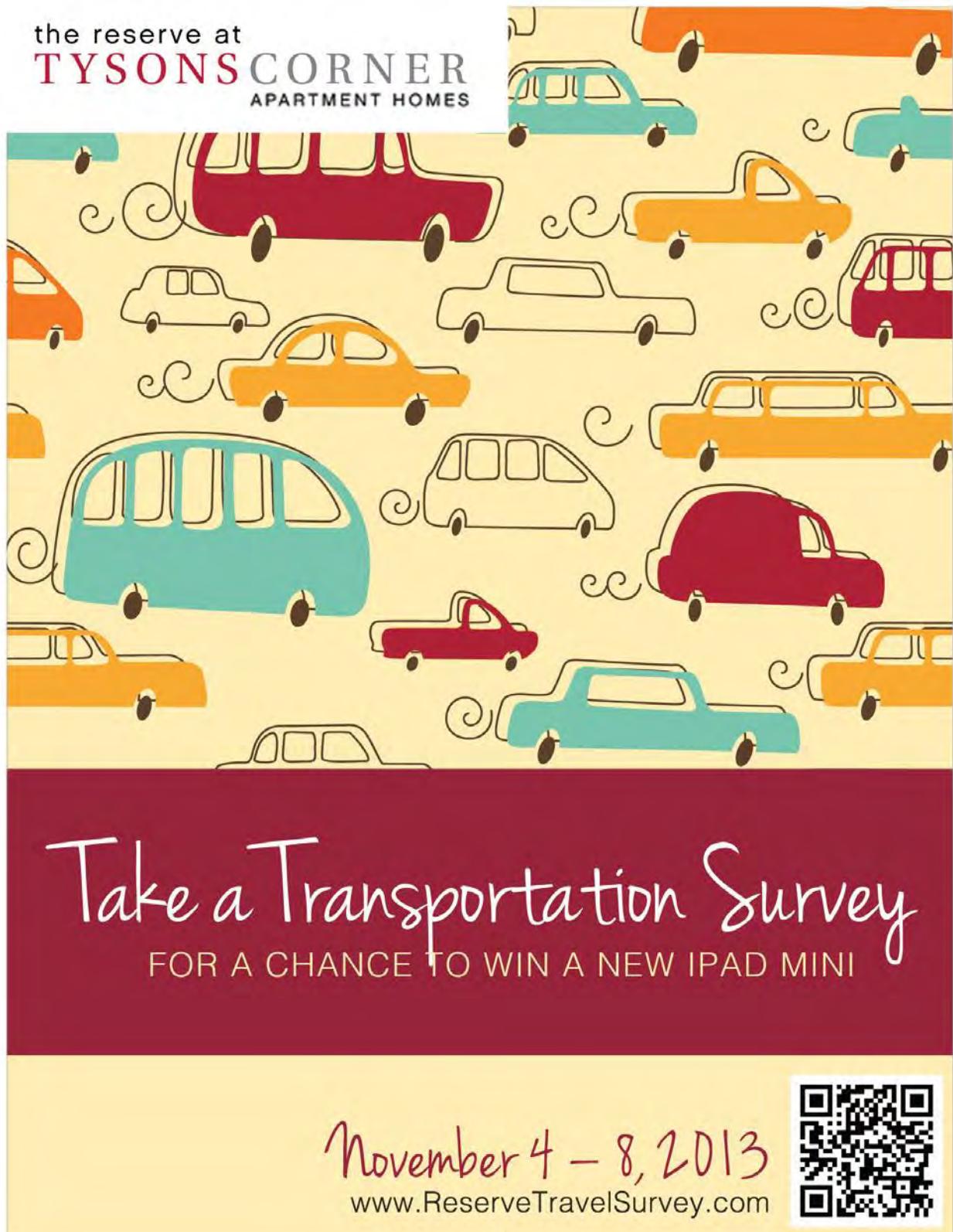
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- Resident Employment is generally clustered within Tysons Corner and Downtown Washington D.C. smaller employment clusters are present at Merrifield and Reston/Herndon
- Residents find rail to be the most feasible alternative transportation, followed by carpool
- Access to a transportation councilor is the best offering to encourage residents to use an alternative transportation option

A detailed copy of the survey process and results can be found in the Appendix of this report.

**Table 4: The Reserve –Goal Summary & Mode Split**

<b>Table 4: The Reserve- Goal Summary &amp; Mode Split</b>				
<b>Buildings</b>	<b>2012</b>		<b>2013</b>	
	<b>Goals Met</b>	<b>Mode Split</b>	<b>Goals Met</b>	<b>Mode Split</b>
<b>Apartments</b>	Yes	69%	Yes	70%
<b>Townhomes</b>	Yes	69%	Yes	70%

Figure 5: The Reserve Survey Poster



## **Section 4.0 - 2013 Program Year Plan**

### ***4.1 Continuing Program Efforts and Marketing***

In an effort to meet the proffered peak period SOV reductions, the Reserve will enhance its current TDM program in the following areas for 2014:

- Focus on public transit and the ease of access to both in flyers and information displays
- Provide supplemental information about carpooling and educate residents on how to form a carpool with other residents.
- Email Communication to promote a “try-transit” campaign
- Look into a campaign or event to encourage people to adjust their starting and ending time at work to avoid peak hour AM and PM traffic
- Providing incentives for residents to ride public transit or to find alternate travel methods besides driving alone could show a change in how residents travel to work and school in the morning.

### ***4.2 2013 Financials***

The proposed budget for the upcoming 2014 program year is \$108,000. It will cover all items outlined in Sections 4.1-4.3 as well as incentives. Details of the budget can be seen below in Table 5.

Table 5: The Reserve - Annual Budget

The Reserve at Tysons Corner TDM Annual Budget					
SITE WIDE TDM PROGRAM	Start-up Year: 2010	2011-2012	2012-2013	2013-2014	Expected 2014
A - TDM Marketing and Promotions		\$ 750.00	\$ 500.00	\$ 3,750.00	\$ 750.00
B - Program Monitoring and Evaluation	\$ 9,500.00	\$ 12,500.00	\$ 11,759.00	\$ 11,759.00	\$ 13,000.00
C - Program Administration		\$ 2,000.00	\$ 2,175.00	\$ 2,350.00	\$ 2,525.00
D - Shuttle	\$ 60,000.00	\$ 60,000.00	\$ 90,000.00	\$ 91,350.00	\$ 92,700.00
<b>TOTAL PROGRAMATIC EXPENSES</b>	<b>\$ 69,500.00</b>	<b>\$ 75,250.00</b>	<b>\$ 104,434.00</b>	<b>\$ 109,209.00</b>	<b>\$ 108,975.00</b>
<b>TMA Contributions</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TMA Membership Dues</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Incentive Fund Contributions</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Incentive Fund Expenditures</i>		\$ -	\$ -	\$ -	
<b>Incentive Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Remedy Fund Contributions</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Remedy Fund Expenditures</i>		\$ -	\$ -	\$ -	
<i>Remedy Fund Release</i>		\$ -	\$ -	\$ -	
<b>Remedy Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Penalty Fund Contributions</b>					
<i>Penalty Fund Payments</i>					
<b>Penalty Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL TDM EXPENSES</b>	<b>69,500</b>	<b>75,250</b>	<b>104,434</b>	<b>109,209</b>	<b>108,975</b>

\*Increased size of shuttle from 15 passenger van to a 22 passenger van.

#### **4.3 2013 Program Year Contact Information**

The Reserves at Tysons Corner point of contact for 2013 TDM programmatic efforts are:

- Amanda Pressley – HOA Project Manager

Amanda can be reached at:

Simpson Property Group  
1100 Abernathy Road NE  
Northpark 500, Suite 700  
Atlanta, GA. 30328  
P: (770) 390-3926  
E: [Amanda.Pressley@simpsonhousing.com](mailto:Amanda.Pressley@simpsonhousing.com)

## **Appendix**

RESERVE AT TYSONS SHUTTLE RIDERSHIP SUMMARY 2013														
AM Schedule	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVG
Total off- Metro 5:45	40	24	25	47	33	34	21	26	21	26	54		351	
Total off- Metro 6:15	81	66	68	71	84	69	75	71	72	82	78		817	
Total off- Metro 7:00	82	96	180	149	122	75	133	190	181	99	119		1426	
Total off- Metro 7:30	218	178	225	234	159	200	154	236	233	225	230		2292	
Total off- Metro 8:00	181	136	162	233	184	164	195	173	258	191	238		2115	
Total off- Metro 8:30	212	148	193	216	228	195	216	196	228	222	223		2277	
AM TOTAL	814	648	853	950	810	737	794	892	993	845	942		9278	843
PM Schedule														
Total on- Metro 4:45	33	24	31	63	39	30	52	31	51	35	49		438	
Total on- Metro 5:15	114	53	68	89	89	97	81	62	73	117	120		963	
Total on- Metro 6:00	195	133	223	243	182	186	157	222	227	204	273		2245	
Total on- Metro 6:30	83	104	134	150	116	77	130	149	147	107	118		1315	
Total on- Metro 7:00	61	60	47	63	64	49	41	55	44	66	44		594	
Total on- Metro 7:30	26	48	29	10	38	22	19	32	24	45	17		310	
PM TOTAL	512	422	532	618	528	461	480	551	566	574	621		5865	533
Grand TOTAL	1,326	1,070	1,385	1,568	1,338	1,198	1,274	1,443	1,559	1,419	1,563		15,143	1,893
Prior Year 2012	1,019	1,195	1,229	1,037	1,182	1,053	853	714	1,195	1,182	1,378		12,037	1,003



## WELLS + ASSOCIATES

Transportation, Traffic and Parking Consultants



## The Reserve at Tysons Corner

### 2013 Travel Survey Summary

December 2013



## **1.0 Introduction**

During the month of November 2013, Wells + Associates surveyed residents of The Reserve at Tysons Corner. The survey was performed in order to comply with proffers and to determine the modes of transportation residents use to get to work, their knowledge of local transportation options and interest in increasing their use of alternative transportation modes. This report provides a summary of the process used to conduct the survey and the resulting survey data.

### **1.1 Key Findings**

A total of 245 responses were received out of a potential 540 residents surveyed, representing a response rate of 45 percent. This response rate results in a confidence interval of +/- 4.63 percent at the 95 percent confidence level using a two-tailed test and assuming a normal distribution. This means that we can be 95 percent sure that aggregate values from the survey are within +/- 4.63 percent of actual values. The margin of error will vary based on the number of responses to specific questions and responses received. The survey found that:

- The drive alone rate is 70 percent.
- After driving alone, rail is the most frequently used mode of transportation with 8 percent of employee commute trips occurring shuttle
- Resident Employment is generally clustered within Tysons Corner and Downtown Washington D.C. smaller employment clusters are present at Merrifield and Reston/Herndon
- Residents find rail to be the most feasible alternative transportation, followed by carpool
- Access to a transportation councilor is the best offering to encourage residents to use an alternative transportation option

A complete summary of the survey findings and the survey distribution process are contained in the following sections of this report.

## **2.0 Resident Survey Approach**

The survey was designed to collect opinions from residents regarding transportation issues they face in their daily commutes, the commute mode split of residents and additional information regarding their daily schedules. The survey process included the following steps:

- Design
- Distribution
- Processing
- Summary

The survey questions were developed by Wells + Associates in consultation with The Reserve at Tysons Corner management. An electronic version of the survey was developed by Wells & Associates. A copy of the survey questions is contained in Appendix A.

The survey was distributed to residents via a web link at [www.ReserveTravelSurvey.com](http://www.ReserveTravelSurvey.com). Residents were informed about the survey by management via e-mail and the community newsletter. Residents were also notified of the survey at a resident social event held within the timeline of the survey. A link to the survey was provided on the building website.

The survey instrument was designed utilizing a professional on-line survey device, SurveyGizmo. The survey was live for a duration of one week between November 4th and November 8th. As an incentive, all individuals that completed the survey were entered into a prize drawing for an iPad mini.

### **3.0 Survey Results**

The approach described in Section 2 was effective in encouraging 245 residents to participate in the survey out of a potential population consisting of 540 residents. This represents a response rate of 45 percent and a confidence interval of +/- 4.63 percent at the 95 percent confidence level using a two-tailed test and assuming a normal distribution. This means that we can be 95 percent sure that aggregate values from the survey are within +/- 4.63 percent of actual values. This means that the data collected provides a very accurate reflection of the behavior and opinions of the entire resident population of The Reserve at Tysons Corner. Those behavior patterns and opinions are summarized in the sub-sections that follow.

#### **3.1 Employment Spatial Distribution of Residents**

Residents were asked to provide their street address and zip code. These locations were geo-plotted and mapped using ArcGIS. A total of 224 address were successful geo-plotted. Results revealed predominant concentrations primarily in Tysons Corner and Downtown Washington D.C. Smaller clusters are present in Merrifield and Reston/Herndon. The distribution of these geocoded responses are graphically shown in Figure 1 on the next page.

Figure 1: Job Distribution of Residents who live at The Reserve at Tysons

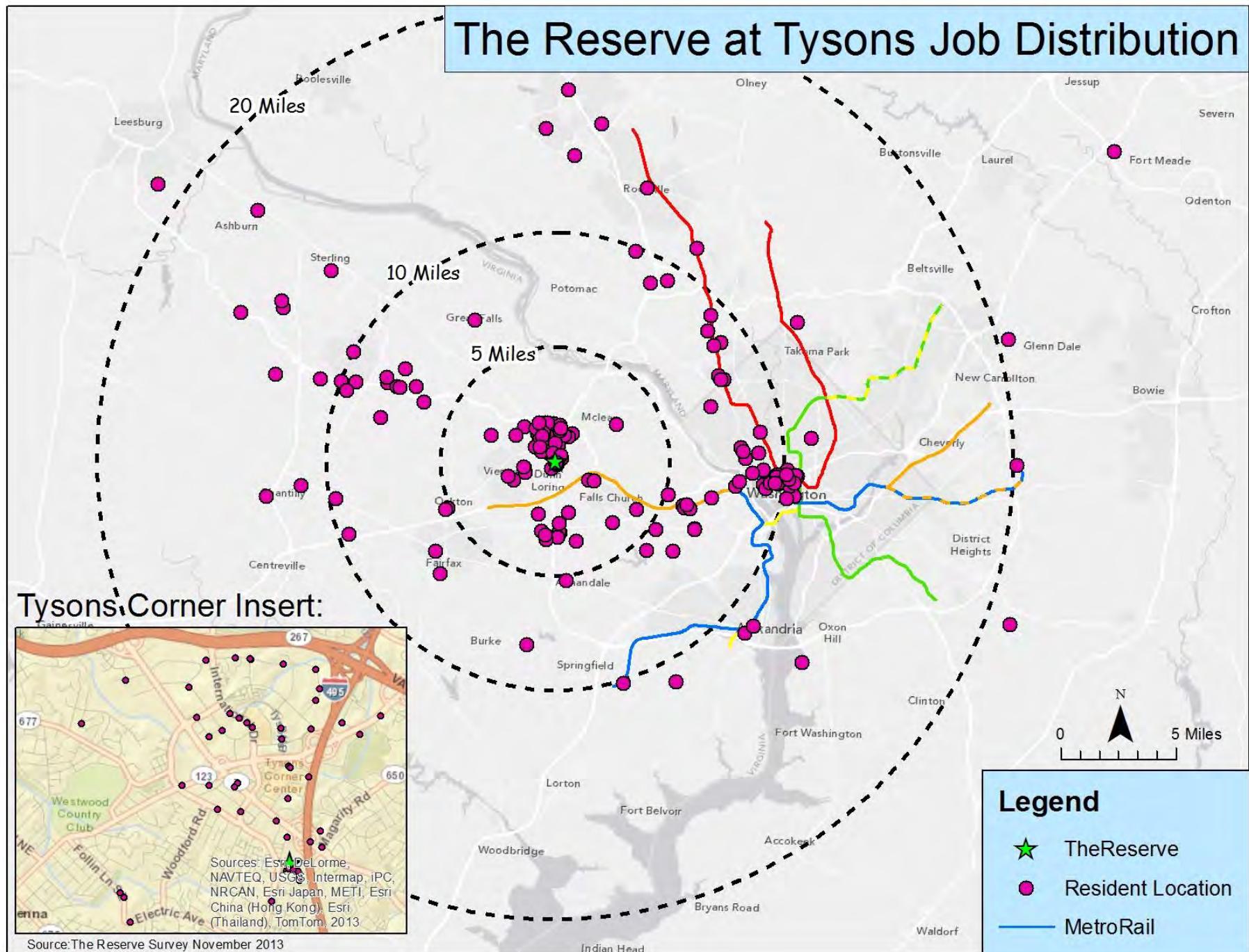


Table 1 below summarizes the population concentration for clustered employment areas:

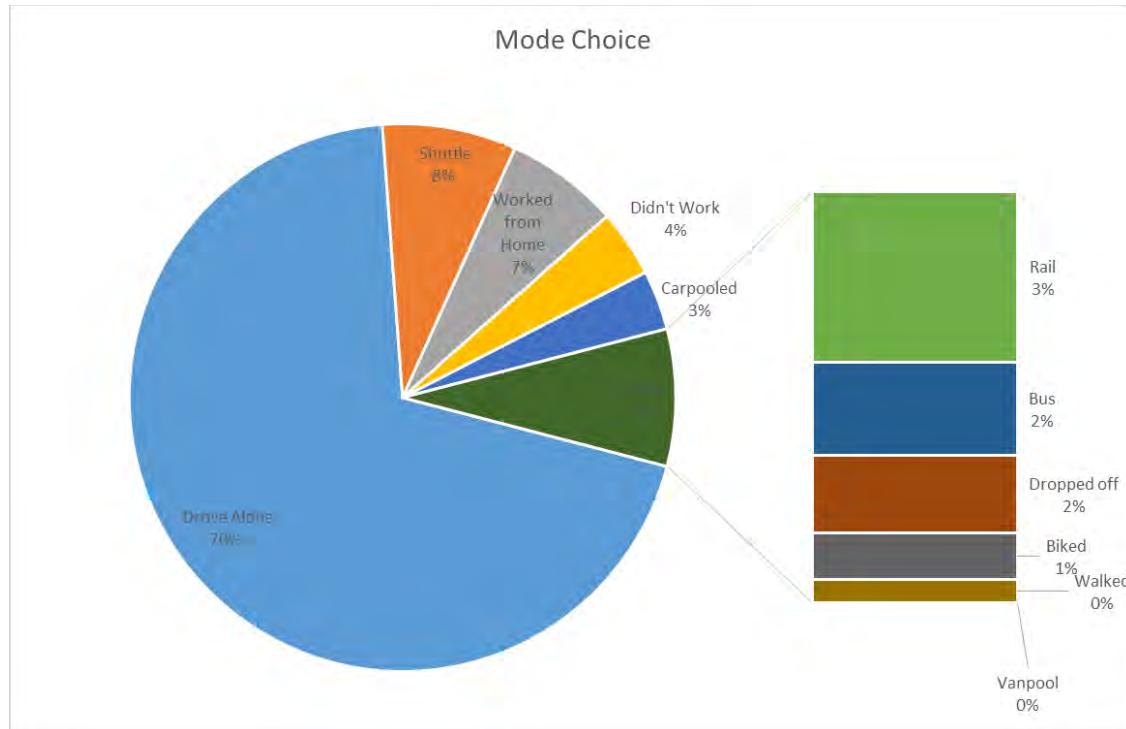
**Table 1: Jobs by Concentration Area**

Cluster Area	Jobs	Share
Tysons Corner	79	35%
Washington D.C.	36	16%
Merrifield	21	9%
Reston/Herndon	14	6%
Arlington/Ballston	10	4%
<b>Total</b>	<b>160</b>	<b>71%</b>

### 3.2 How Residents Travel To Work

Residents were asked to report how they commuted to work during the previous three days. An average of the three (3) days was calculated and the resulting commute mode split is shown on the next page. The drive alone rate, 70 percent, represents the preferred method of commuting by residents. After driving alone, shuttle service, at eight (8) percent is the second most frequently used mode of transportation. Other modes of travel that showed interest at seven (7) percent was working from home, followed by carpool at three (3) percent. Figure 2 below breaks down the mode share for The Reserve at Tysons.

**Figure 2: Mode Share for The Reserve at Tysons**



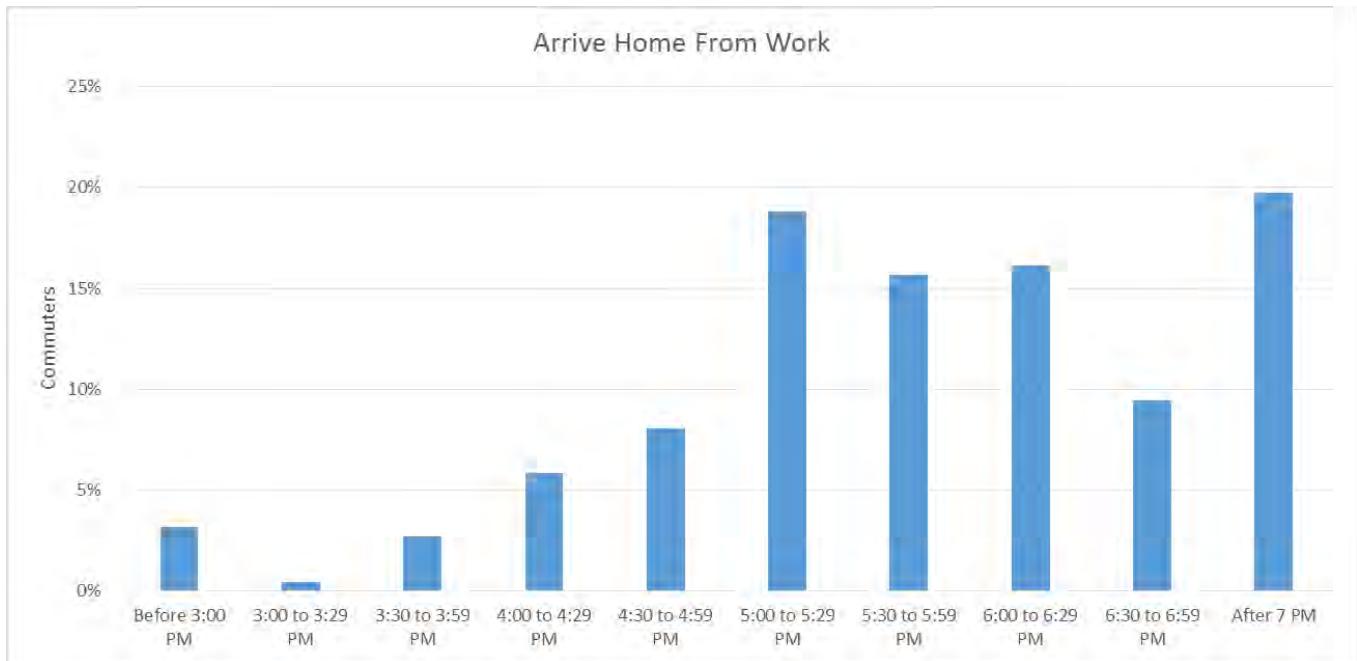
### 3.3 Resident Arrival and Departure Times at/to Work

Resident arrival and departure times can significantly affect the travel choices available to them. Transit service is more frequent during peak travel hours and carpool partners are easier to find when large numbers of commuters are arriving and departing at the same time. The following three figures show when surveyed residents arrive at and depart from work as well as the most common work shift. As seen on Figure 3, Sixty-one percent of respondents arrive in the two-hour window between 7:00 am and 9:00 am. Figure 4 indicates that evening arrival on site are similarly clustered; Sixty percent of respondents depart between 5:00 pm and 7:00 pm. Figure 5 identifies the most common commute travel pattern which leaves The Reserve between 7:00 to 7:29 am and arrive back at The Reserve between 5:00 and 5:29 pm.

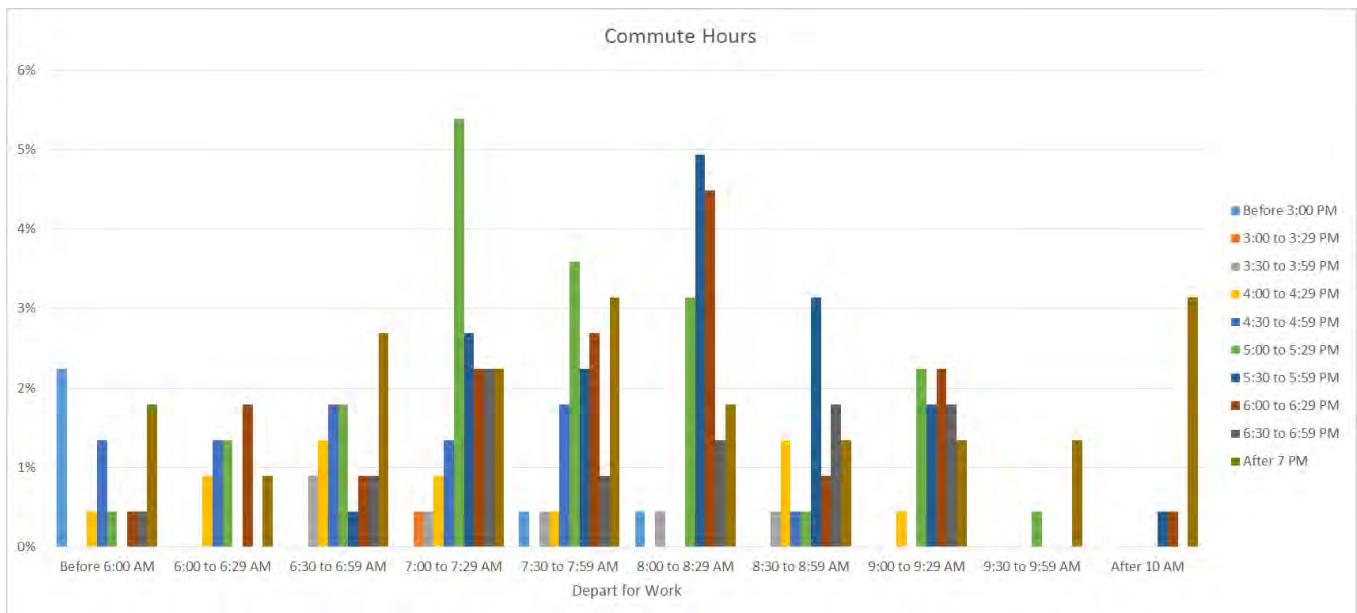
**Figure 3: Depart Time from The Reserve in the Morning**



**Figure 4: Return Time to the Reserve in the Afternoon**



**Figure 5: Typical Commute Shift Arrive and Return**

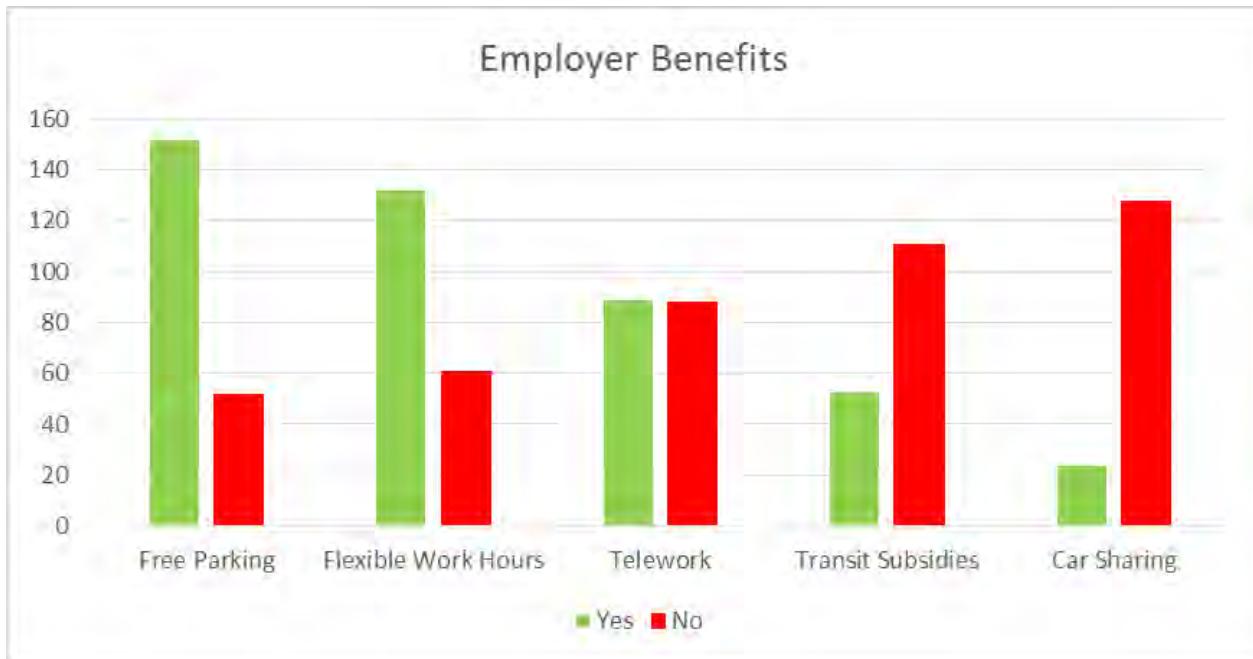


### 3.4 Employee Provided Benefits

The most common employer benefit provided to residents living in The Reserve at Tysons Corner is free parking followed by flexible work hours and telework. Car sharing and transit subsidies are

far less common amongst the surveyed population. Figure 6 below displays the distribution of responses related to employee benefit programs.

**Figure 6: Available Employee Benefit Offerings**



### 3.5 Travel Preferences and Sentiment

In order to assist the development of future TDM Programs, specific questions about travel sentiments and preferences were introduced. A series of questions were combined into a matrix which inquired on how respondents felt about their current commute, what modes of transportation they felt were realistic for their commutes, and why they chose to live at The Reserve at Tysons. Figures 7 to 9 summarize these results.

Answers to each question were rated on a scale from Strongly Agree to Strong Disagree. A point value was assigned to each answer type for comparison purposes. Table 2 on the next page summarizes the values used for each answer type. A key has been attached to each figure in order to define each of the fields within the chart.

**Table 2: Assigned score by response**

Answer:	Value:
Strong Agree	5
Agree	4
Neutral	3
Disagree	2
Strongly Disagree	1

Survey results reveal that more people enjoy their commute than disliked their commute. About half of respondents feel a desire to change their commutes. Around 35% of respondents feel that their commute is expensive, and roughly 35% of people feel that their jobs can be done remotely. Figure 7 below summarizes these findings.

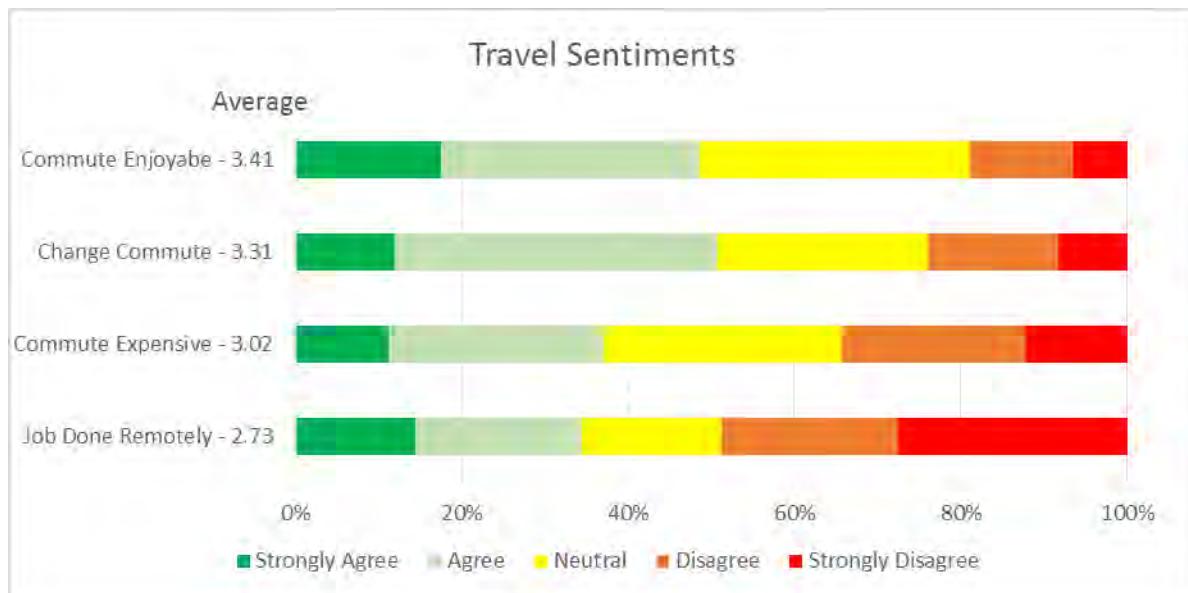
**Figure 7: The Reserve Resident Travel Sentiments**

Chart Label	Actual Survey Wording
Commute Enjoyable	I consider my commute enjoyable
Change Commute	I would change my commute
Commute Expensive	I consider my commute expensive
Job Done Remotely	My job can be done remotely

When asked about one's perception to use a specific mode of transportation for their commute, the highest percentage of respondents felt that riding the train was most realistic followed by carpool. Residents felt that the least realistic transportation mode for their commute was walking or biking. Figure 8 below summarizes these findings.

**Figure 8: The Reserve Travel Choice Preferences**

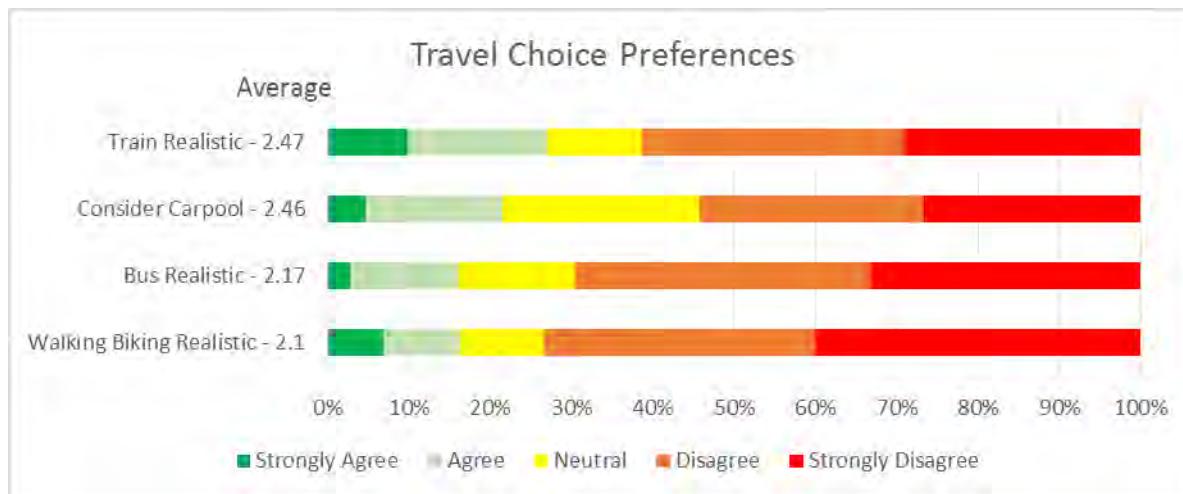


Chart Label	Actual Survey Wording
Walking/Biking Realistic	Walking/biking is a realistic option for me to get to work
Consider Carpool	If I were matched with someone, I would carpool to work
Train Realistic	Riding the train is a realistic option for me to get to work
Bus Realistic	Riding the bus is a realistic option for me to get to work

The survey revealed that over 55% of residents considered to live in The Reserve because of its adjacencies to one's workplace whereas only 45% stated an interest to live in The Reserve because of its adjacency to transit. Figure 9 below summarizes these findings.

**Figure 9: The Reserve Resident Location Selections**

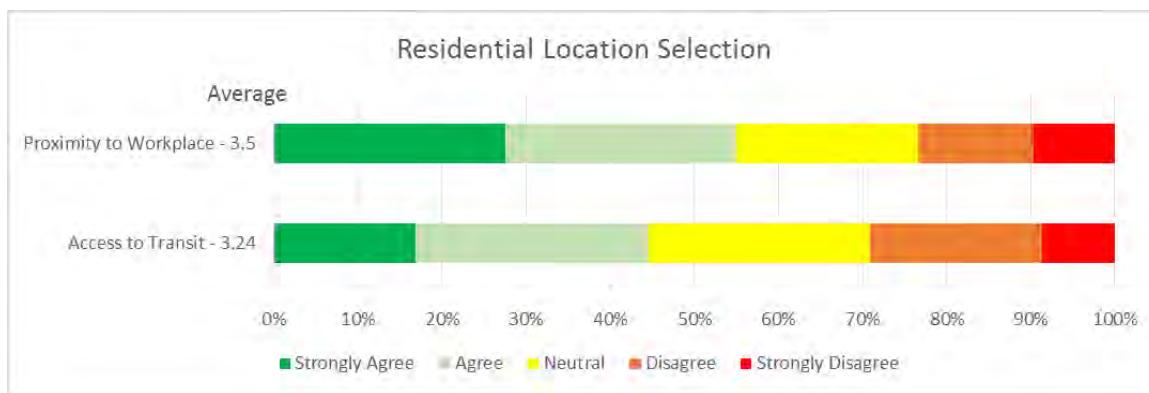


Chart Label	Actual Survey Wording
Access to Transit	I selected to live at The Reserve because of its access to transit
Proximity to Workplace	I selected to live at the Reserve because of its proximity to my workplace

### 3.6 Travel Motivators

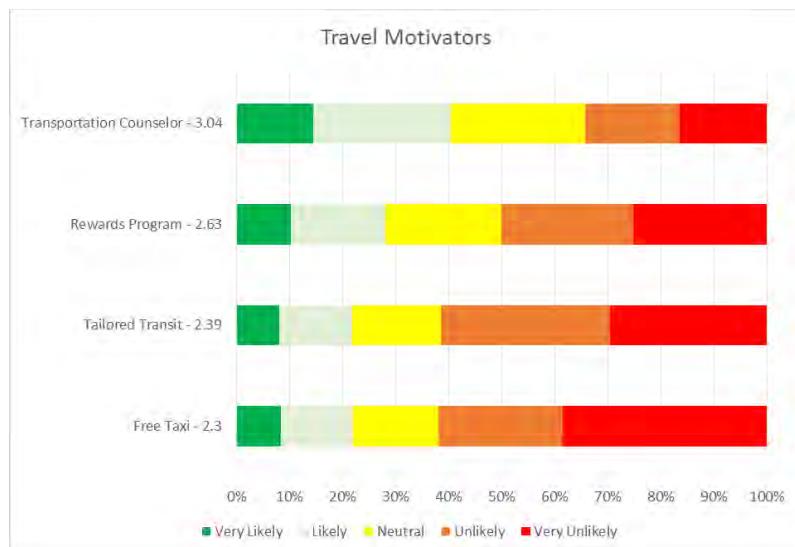
The next series of questions indicate the sway of TDM strategies to encourage alternative commute options. The evaluation of the survey data was conducted in a similar fashion to that of the array above. Respondents were given the option to rate each statement with either Very Likely, Likely, Neutral, Unlikely, or Very Unlikely. Respondents could rate each statement with only one option. In order to compare results, each rating was given a numerical value. The rating utilized is as follows:

**Table 3: Assigned score by response**

Rating	Numerical Value
Very Likely	5
Likely	4
Neutral	3
Unlikely	2
Very Unlikely	1

Survey results reveal that access to a transportation counselor would be most helpful to encourage people to use alternative modes of transportation. Promotion of the Guaranteed Ride Home is the program with the least sway on travel behavior. Figure 10 on the next page summarizes these findings.

**Figure 10: The Reserve Resident Travel Motivators**

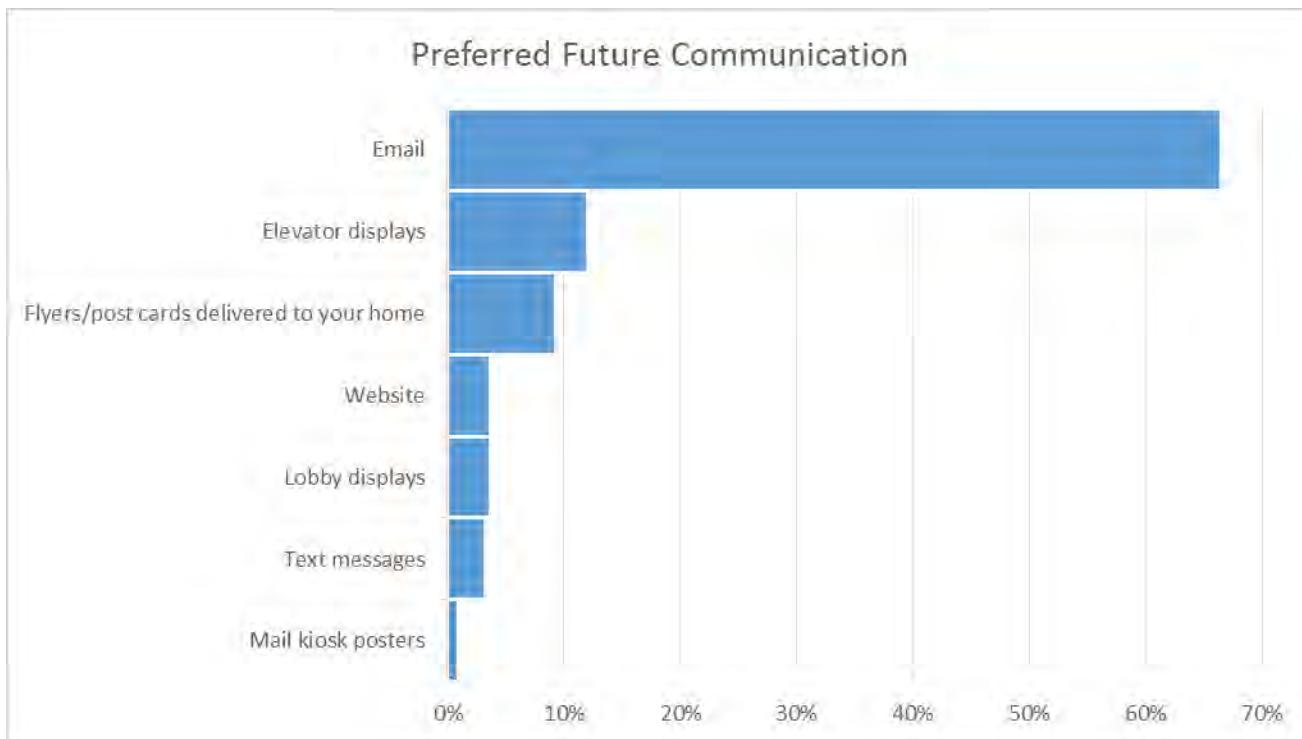


**Fields Defined:**

Chart Label	Actual Survey Wording
Transportation Counselor	Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family
Rewards Program	A rewards program that allows you to earn prizes when you commute using alternative transportation modes
Free Taxi	A free taxi ride home in case of an emergency or need to work late
Tailored Transit	Transit route and schedule information tailored specifically to your needs

**3.7 Management Communication with Residents**

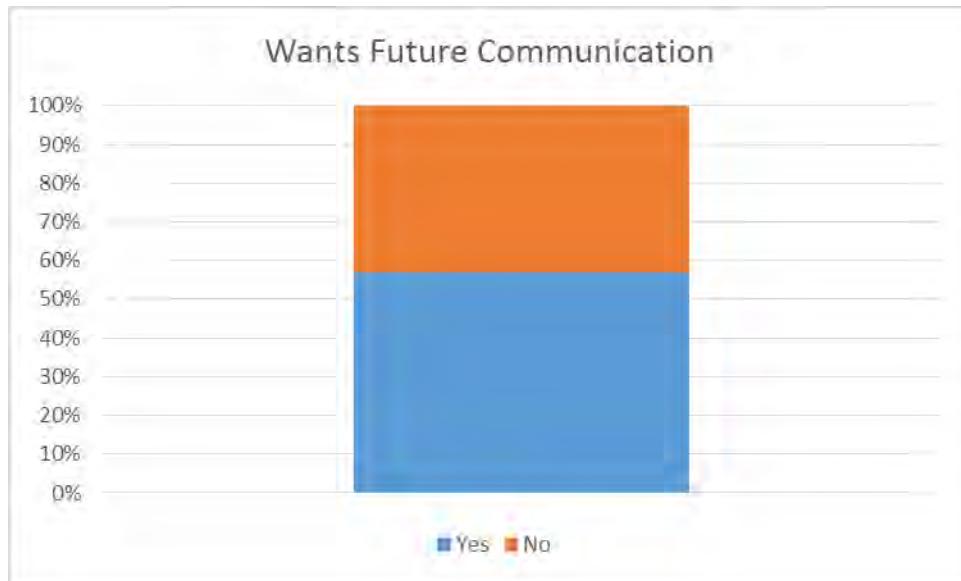
Residents were asked what the best method for The Reserve at Tysons Corner Management team to communicate with them specifically about commuter and transit information. A majority of 66% responded that email was the best way to communicate with them followed by elevator displays at approximately 12%. Figure 11 on the next page identifies the distribution of survey responses regarding preferred future communication.

**Figure 11: Preferred Future Communication**

In order to capture personal contact information, residents were asked to provide their contact information to be eligible to win the I-pad Mini incentive prize. Even though, providing their personal information was strictly optional, 243 respondents provided their First Name, Last Names and Email. Permission to follow-up with future communications was provided, of those individuals

142, or approximately 55% of individuals established permission to be contacted in the future regarding transportation related information.

**Figure 11: Respondents Permission to be Contacted in the Future**



### **3.8 Conclusion and Recommendations**

As identified in Section 3.1 of this Travel Survey Summary, survey respondents primarily drive alone to commute to their various destinations. There is room to improve especially for Rail, the indicated mode with most potential. Respondents identified that a transportation counselor would influence them the most to utilize alternative transportation. The current Transportation Coordinator and/or property manager have the potential to become these transportation counselors. It is recommended that the transportation coordinator/property manager expand their scope of responsibility to include personalized transportation counseling on an as-needed basis.

Along with the new service offering of transportation coordinators, The Reserve at Tysons should continue perusing current campaigns which:

1. Focus on public transit and the ease of access to both in flyers and information displays
2. Provide supplemental information about carpooling and educate residents on how to form a carpool with other residents.
3. Email Communication to promote a "try-transit" campaign

Providing incentives for residents to ride public transit or to find alternate travel methods besides driving alone could show a change in how residents travel to work.

## 4.0 Appendix – Online Survey Tool

Page 1

The screenshot shows a survey page with a red header containing the text "Transportation Survey" and the "the reserve at TYSONS CORNER APARTMENT HOMES" logo. The page content includes a welcome message, survey goals, a prize drawing information, and a section for entering work details. At the bottom is a decorative footer with a road and car icons.

Welcome to The Reserve at Tysons Corner Commute Survey!

This survey helps management at The Reserve better understand the transportation behavior of residents and will be used to improve tenant amenities. The Reserve at Tysons Corner is dedicated to providing travel information tailored just for you.

If you include your personal information at the beginning of the survey, you will automatically be entered into a prize drawing for a chance to win an IPad Mini. All responses will remain confidential and will not be released without written consent.

Enter the following information to be entered into our prize drawing:

First Name:  Last Name:

Email:

Check the box if you do not want to receive emails with commute tips from The Reserve at Tysons Corner.

Do Not Contact

Where do you work?

Street Address:  Zip Code:

A decorative footer featuring a yellow road with black dots and several colorful cars (orange, red, blue, yellow) driving on it. A "Next" button is positioned above a progress bar that shows "0%".

Page 2

# Transportation Survey

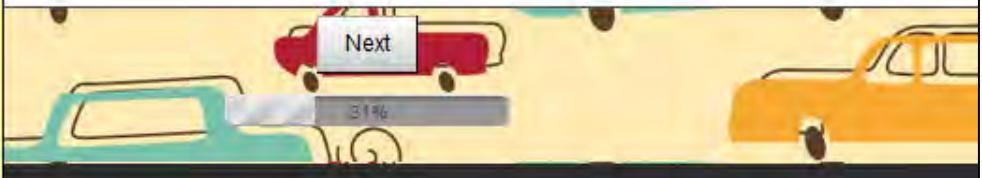
the reserve at  
**TYSONS CORNER**  
APARTMENT HOMES

During the last three days that you worked, how many days did you use the following transportation modes to get to work? If you used more than one travel option for your commute, please mark the one you used leaving The Reserve at Tysons Corner.

	Day 1	Day 2	Day 3
Drove Alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpooled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped Off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did not work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What time do you typically leave for work?

What time do you typically arrive home from work?



Before 6:00 AM
6:00 to 6:29 AM
6:30 to 6:59 AM
7:00 to 7:29 AM
7:30 to 7:59 AM
8:00 to 8:29 AM
8:30 to 8:59 AM
9:00 to 9:29 AM
9:30 to 9:59 AM
After 10 AM

Page 3

# Transportation Survey

the reserve at  
**TYSONS CORNER**  
APARTMENT HOME

Which of the following benefits are currently provided by your employer:

	Yes	No	Not Sure
Free Parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carsharing incentives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit/carpool/vanpool subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flexible work hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Using the scale provided, please indicate how much you agree or disagree with the following statement:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I consider my commute enjoyable	<input type="radio"/>				
I am willing to explore other commuting options	<input type="radio"/>				
I consider my commute expensive	<input type="radio"/>				
Taking the bus is a realistic option for me to get to work	<input type="radio"/>				
Taking the train is a realistic option for me to get to work	<input type="radio"/>				
Walking/biking is a realistic option for me to get to work	<input type="radio"/>				
Carpooling/Vanpooling is a realistic option for me to get to work	<input type="radio"/>				
My job can be done remotely	<input type="radio"/>				
I selected to live at The Reserve because of its access to transit	<input type="radio"/>				
I selected to live at The Reserve because of its proximity to my workplace	<input type="radio"/>				

**Next**

54%

# Transportation Survey

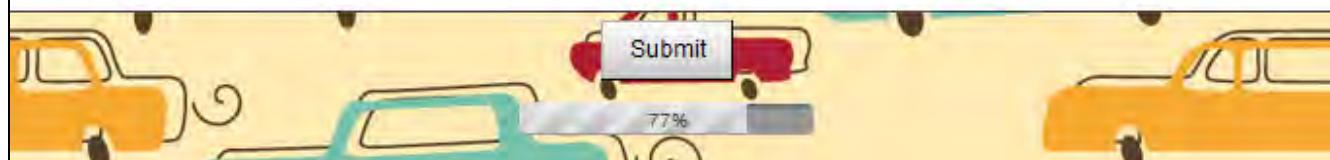
the reserve at  
**TYSONS CORNER**  
APARTMENT HOMES

Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	Very Likely	Likely	Neutral	Unlikely	Very Unlikely
A free taxi ride home in case of an emergency or need to work late	<input type="radio"/>				
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	<input type="radio"/>				
Transit route and schedule information tailored specifically to your needs	<input type="radio"/>				
Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family	<input type="radio"/>				

What's the best method to communicate with you about transportation, commuter information and events?

<input type="radio"/> Email	<input type="radio"/> Lobby displays
<input type="radio"/> Website	<input type="radio"/> Mail kiosk posters
<input type="radio"/> Text messages	<input type="radio"/> Flyers/post cards delivered to your home
<input type="radio"/> Elevator displays	<input type="radio"/> Other (please specify) <input type="text"/>





# The Ridgewood

*by* WINDSOR



## 2013 TDM ANNUAL REPORT



WELLS + ASSOCIATES

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# Section 1.0 - Executive Summary

## 1.1 Status of Development

Corner 4209 and The Ridgewood by Windsor are two luxury residential properties located in Fairfax, Virginia. The complex consists of two (2) apartment buildings with a combined total of 483 apartment units (191 units in the Corner 4209 Building and 292 units in The Ridgewood by Windsor building). The two apartment buildings participate in the Ridgewood Transportation Demand Management (TDM) program – RidgeRides. There are no future plans for additional build out or development.

### Site Occupancy

The current occupancy for the site as of November 2013 is as follows:

- Corner 4209: 85%
- The Ridgewood by Windsor: 92.5%

The first RUP for The Ridgewood was issued in 2010. In 2013 there were no new buildings constructed on site.

## 1.2 Proffered Trip Reduction Goals

The Ridgewood Complex is proffered to reduce PM Peak Hour Trips by a minimum of 20% from the trip generation rates forecasted by the Institute of Transportation Engineers, Trip Generation Manual, 7<sup>th</sup> Edition. The complex generates 46% less trips than the ITE forecasted trip generation numbers, which more than meets the proffered trip reduction goal of 20%. Table 1 one the next page provides a summary of TDM program results and goals.

**Table 1: TDM Program Results and Goals**

Results	2011	2012	2013	2014
ITE Forecasted Trip Generation*	179	284	284	284
Trip Reduction Percentage Goal	20%	20%	20%	20%
Trips Allowed to Meet Goal	143	227	227	227
Actual Trip Counts**			154	
% Reduction from ITE Forecasts			46%	
Goals Met			Met	
Non-Sov Mode Split	27%		29%	

\*Required Trip Counts come from level of development and ITE 7th Generation Trip Chart

\*\*Actual Trip Counts are for total development

### 1.3 Trip Counts

Trip counts were conducted from November 19th through November 21th 2013. Five traffic data counters were deployed during PM peak-hours between 4:00 PM and 7:00 PM to count all residential vehicle trips generated by the site. The adjacent street peak hour of 5:45 pm to 6:45 pm was deduced from vehicle counts at Government Center Parkway/Site Driveway for all three days. Traffic counts revealed that Ridgewood properties generated 154 vehicle trips during the peak hour between 5:45 pm and 6:45 pm. This is 46% less than the ITE forecasted trip generation numbers, which more than meets the 20% proffered trip reduction goal at current occupancy levels.

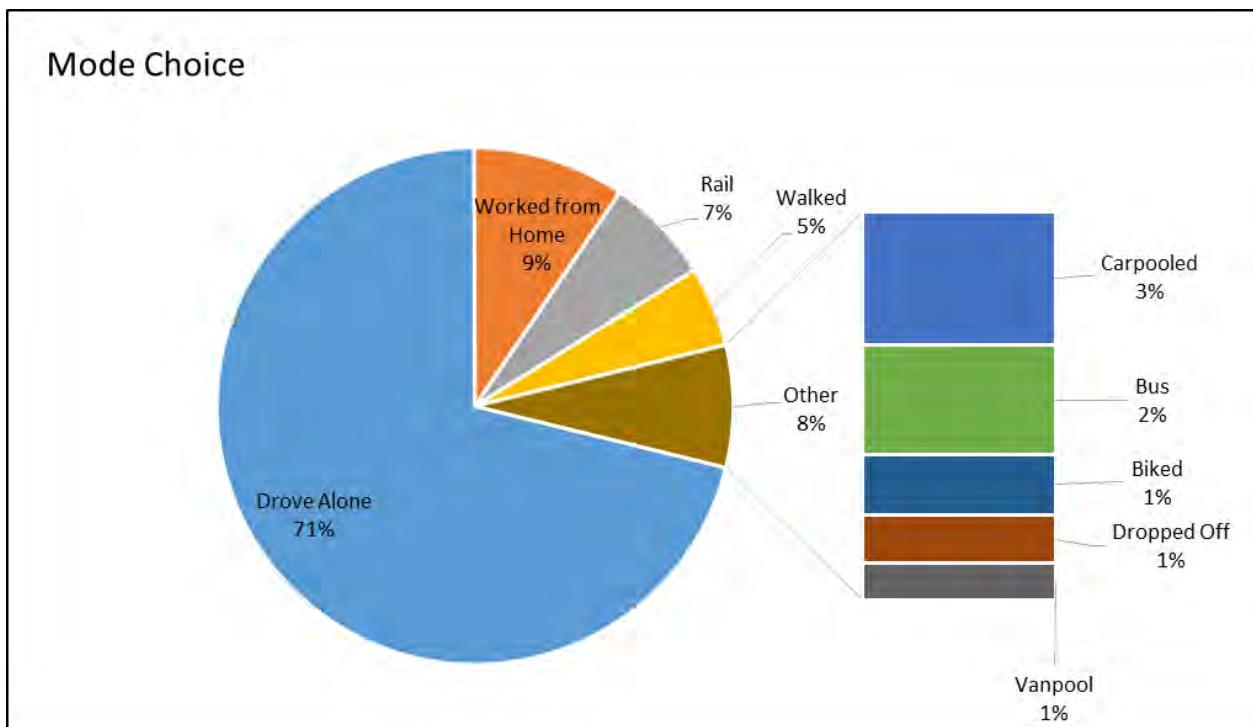
### 1.4 Survey Results

An online survey was distributed via email to residential tenants/units in order to obtain a more complete account of commuter behavior, travel sentiments, and reaction to incentives. In accordance with The Ridgewood Properties' proffers, the annual survey was conducted from November 18th through November 26th 2013. Residents at Corner 4209 and The Ridgewood by Windsor who took the survey were entered to win two (2) iPad Airs valued at \$500.00 each.

The survey revealed that 71% of resident commute trips were by driving alone. The second most common commute option was work from home which consisted of 9% of commute

trips, followed by rail which comprised 7% of commute trips. A full distribution of mode split can be seen in Figure 1 on the page.

**Figure 1: Mode Split for Ridgewood Residents**



Geographic information garnered from the survey responses revealed prominent concentrations of Ridgewood residents working near Metrorail, Tysons Corner, and Merrifield. The survey revealed that Guaranteed Ride Home and Rewards Programs are most likely to encourage the use of alternative transportation.

## 1.5 Next Date of Survey and Trip Counts

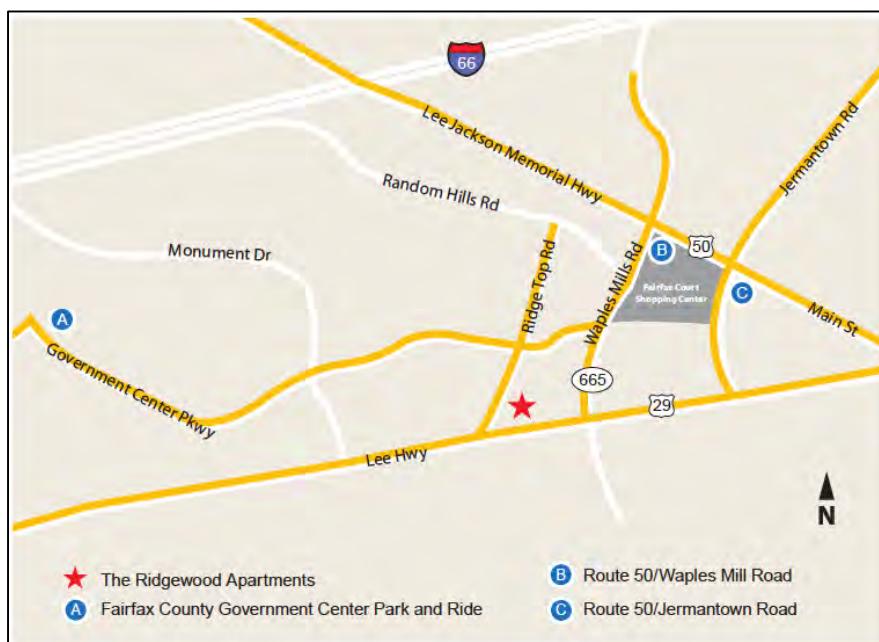
The next commute survey and site trip counts will be conducted in November 2014.

## Section 2.0 - Status of Development

### 2.1 Development Location

Corner 4209 and The Ridgewood by Windsor are two luxury residential properties located in Fairfax, Virginia. The complex consists of two (2) apartment buildings with a combined total of 483 apartment units (191 units in the Corner 4209 Building and 292 units in The Ridgewood by Windsor building). As seen in Figure 2, The Ridgewood complex is located at the northeast quadrant of Lee Highway and Ridge Top Road.

Figure 2: Site location



### 2.2 Development Plans

There are no plans for additional development. Current buildings, their construction date, occupancy as of November 2013, and RUP date of issue can be seen on Table 2 on the subsequent page.

**Table 2: Level of Development as of November 2013**

Table 2: Corner 4209 and The Ridgewood - Level of Development As of 12/18/13		
Building	The Ridgewood by Windsor	Corner 4209
Completely Constructed	2010	2012
First non-RUP issued	2010	2012
Full Occupancy	292	191
Current Occupancy	270	162
Occupancy Rate	92.5%	85%

## Section 3.0 - 2013 Summary

### 3.1 Program Elements

In compliance with Fairfax County Proffers the following TDM program elements have been completed during the 2013 calendar year:

#### Participation in Fairfax County Rideshare

Corner 4209 and The Ridgewood at Windsor promote Metropolitan Washington Council of Governments (MWCOG) Commuter Connections through welcome kits and flyer brochures located at the lobbies of each apartment.

#### Welcome Kits

Upon execution of their initial lease, new residents at Corner 4209 or The Ridgewood at Windsor are given a welcome packet that includes a local access map, a list of area transit links as well as a SmarTrip card loaded with a \$25 value.

#### Sidewalk system

The Ridgewood has a complete sidewalk system that encourages pedestrian traffic. These sidewalks are easily accessible to community business center, fitness center, main lobby and the rest of the complex.

### Internet Connection/Business Center/Telework

There is high-speed internet access available in all residential units and common areas at Corner 4209 and The Ridgewood at Windsor. A business center is available with telework stations for residents choosing to work from home.

### Transportation Information Display

A brochure rack is located in the business center directly across from the Ridgewood at Windsor leasing office and in the Corner 4209 leasing office. Brochures for the MetroRail and Bus as well as Fairfax County CUE Bus, Commuter Connections, and Fairfax County bicycle maps are offered on these racks.

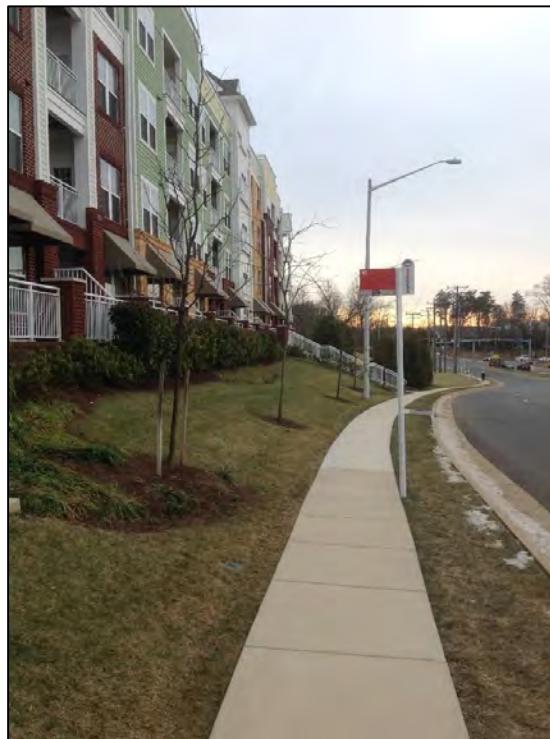
### Bicycle storage

Corner 4209 and The Ridgewood at Windsor provide 10 secure, weather protected bicycle storage rack on the property for their residents. The bicycle storage is conveniently located inside the parking garage.

### Bus Stop

As of January 2014 Metro installed a bus stop immediately outside the Ridgewood Community on Ridge Top Rd. at the entrance driveway to the site. The stop is for Metro Bus Route 1C which serves Dunn Loring Station. The bus stop can be seen in the Figure 3 below.

**Figure 3: Photo of New Site Bus Stop**



### Program Website

The Ridgewood has access to [www.RidgeRides.com](http://www.RidgeRides.com), a website designed solely to disseminate travel related information. The site contains specific pages for each travel mode allowing residents to choose their specific mode of choice. A screenshot of the RidgeRides website can be seen on the right.

**Figure 4: RidgeRides.com**



### **3.2 Monitoring and Evaluation**

#### Proffer Compliance

The Ridgewood Complex is proffered to reduce PM Peak Hour Trips by a minimum of 20% from the trip generation rates forecasted by the Institute of Transportation Engineers, Trip Generation Manual, 7<sup>th</sup> Edition. Table 3 below provides a summary of TDM program results and goals. Results indicate that trips generated by the property are 46% lower than ITE forecasted rates which more than meets the 20% reduction goal stipulated by County proffers.

**Table 3: TDM Program Results and Goals**

Results	2011	2012	2013	2014
ITE Forecasted Trip Generation*	179	284	284	284
Trip Reduction Percentage Goal	20%	20%	20%	20%
Trips Allowed to Meet Goal	143	227	227	227
Actual Trip Counts**			154	
% Reduction from ITE Forecasts			46%	
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### Trip Counts

Trip counts were conducted from November 19th through November 21<sup>th</sup> 2013. Five traffic data counters were deployed during PM peak-hours between 4:00 PM and 7:00 PM to count all residential vehicle trips generated by the site. The adjacent street peak hour of 5:45 pm to 6:45 pm was deduced from vehicle counts at Government Center Parkway/Site Driveway for all three days. Traffic counts revealed that 154 vehicles trips were generated by the site during peak hour. Current trips are 46% lower than ITE Trip generation calculations for full buildout which identified 284 trips during the one hour peak. Traffic Counts, Peak Hour Calculations, and Trip Generation Calculations can all be seen in Appendix B of this report.

### Survey Results

A total of 166 responses were received out of a total residential population of 731 people equating to a response rate of 23%. The survey consisted of 9 questions which inquired about the mode of transportation residents used to commute to work, their time of departure and arrival, as well as their attitudes about transportation. The survey found:

- Prominent job concentrations for residents at Ridgewood exist along Metrorail, at Tysons Corner, and at Merrifield.
- Seventy-one percent of commuters drive alone to work
- Of the 29% non-drive alone commuters, 9% were comprised of residents working from home and 7% were taking the train.
- The Guaranteed Ride Home program and a Rewards Program for using alternative transportation were the strategies most likely to change travel behavior.

A detailed copy of the survey process and results can be found in the Appendix of this report.

## Section 4.0 - 2014 Program Year Plan

### 4.1 Continuing Program Efforts and Marketing

In an effort to continue meeting proffered peak hour counts, the following TDM strategies will be of focus by the Ridgewood Community:

- Highlight Guaranteed Ride Home Program under promotional materials.
- Promote participation in Fairfax County Rideshare as well as MetroRail and Bus, Fairfax County and CUE Buses, and Fairfax County bicycle maps, as part of walk-throughs, welcome kits and brochure racks located at the lobbies of each apartment.
- Distribute Welcome Kits upon execution of their initial lease, which include a local access map, a list of area transit links as well as a SmarTrip card loaded with a \$25 value.

### 4.2 2014 Financials

The proposed budget for the upcoming 2014 program year is \$25,000. It will cover all items outlined in Section 4.1 as well as incentives. Details of the budget can be seen below in Table 5.

**Table 5: The Ridgewood Community Annual TDM Budget**

The Ridgewood Community Annual TDM Budget		
SITE WIDE TDM PROGRAM	2013	Expected 2014
A - TDM Marketing and Promotions	\$ 500.00	\$ 500.00
B - Program Monitoring and Evaluation	\$ 18,000.00	\$ 18,000.00
C - Program Administration	\$ 500.00	\$ 500.00
<b>TOTAL PROGRAMATIC EXPENSES</b>	<b>\$ 19,000.00</b>	<b>\$ 19,000.00</b>
<b>Incentive Fund Contributions</b>	<b>\$ 6,000.00</b>	<b>\$ 6,000.00</b>
<i>Incentive Fund Expenditures</i>	<i>\$ (6,000.00)</i>	<i>n/a</i>
<b>Incentive Fund Balance</b>	<b>\$ -</b>	<b>n/a</b>
<b>TOTAL TDM EXPENSES</b>	<b>25,000</b>	<b>25,000</b>

### 4.3 2014 Program Year Contacts Information

The Ridgewood by Windsor I and II points of contact for 2014 TDM programmatic efforts will be:

- Katherine Davis – Property Manager, The Ridgewood by Windsor

She can be reached at:

Katherine Davis  
Property Manager  
The Ridgewood by Windsor  
Phone: (703) 383-3996  
Email: [KDavis@windsorcommunities.com](mailto:KDavis@windsorcommunities.com)

## Appendix A: Survey Report

# Ridgewood Survey Report 2013

## Executive Summary

In November 2013, Wells and Associates conducted on behalf of Ridgewood by Windsor LLC. the third annual transportation survey for residents of the Ridgewood community. This survey was implemented per compliance with Fairfax County Proffers, RZ 2005-SP-019, to evaluate the effectiveness of current Transportation Demand Management (TDM) strategies and deliberate modifications to further influence a reduction in vehicle trips during the peak hour.

The survey was distributed online at [www.icommutecorner4209.com](http://www.icommutecorner4209.com) and [www.ridgewoodtravelsurvey.com](http://www.ridgewoodtravelsurvey.com). A total of 166 responses were received out of a total residential population of 731 people equating to a response rate of 23%. The survey consisted of 9 questions which inquired about their commute mode, when they arrived and departed the site, as well as their attitudes towards different TDM strategies.

The survey revealed that 71% of residents drive alone for their commute. The next most popular commute mode was working from home which accounted for 9% of resident commute trips. Geographic information gathered about residents' job location revealed that prominent concentrations of Ridgewood resident jobs were located near Metrorail, at Tysons Corner, and at Merrifield. Questions on TDM strategies likeliness to sway commute behavior change revealed that the Guaranteed Ride Home program and a rewards programs for utilizing alternative transportation were most popular to encourage alternative transportation commute behavior.

## Background

The Ridgewood community consists of two luxury residential properties, Corner 4209 and The Ridgewood by Windsor, located in Fairfax, VA. The complex consists of two (2) apartment buildings with a combined total of 483 apartment units (191 units in the Corner 4209 Building and 292 units in The Ridgewood by Windsor building). The two apartment buildings participate in the Ridgewood Transportation Demand Management (TDM) program. Proffers, RZ 2005-SP-019, establish a 20% trip reduction in the peak hour trips from original ITE Trip Generation numbers calculated at buildout and measured through traffic counts. The proffers also require an annual survey to determine the effectiveness of current TDM strategies and deliberates whether modifications need to be applied to the TDM strategies.

## Survey Objectives

The objective of the survey is to provide a complete account of commuter travel behavior and attitudes. These results define modifications if needed to the structure of future strategies in order to further reduce vehicle trips during the peak hour.

## Key Findings

The survey found:

- Prominent job concentrations for residents at Ridgewood exist along Metrorail, at Tysons Corner, and at Merrifield.
- Seventy-one percent of commuters drove alone to work
- Of the 29% non-drive alone commuters, 9% were comprised of residents working from home and 7% were taking the train.
- The Guaranteed Ride Home program and a rewards program for using alternative transportation had the most resonance amongst survey respondents to change travel behavior.

## Method

### Target Population

The target population of this survey was all 731 residents of the Ridgewood Community including Corner 4209 and The Ridgewood by Windsor. Table 1 below, summarizes the number of responses and response rate for the survey effort.

**Table 1: Population and Response Rate**

	Counts
<b>Population</b>	731
<b>Response</b>	166
<b>Response Rate</b>	23%

## Data Collection & Management

The survey instrument was designed utilizing a professional on-line survey instrument, SurveyGizmo. Two separate surveys were designed to provide a customized look and feel for each property. The survey for Corner 4209 was linked to [www.icommutecorner4209.com](http://www.icommutecorner4209.com) and the survey for Ridgewood at Windsor was linked to [www.ridgewoodtravelsurvey.com](http://www.ridgewoodtravelsurvey.com). The online survey data was cleaned and filtered for duplicates.

Each URL was promoted through marketing materials and emailed directly to residents through property management. The survey was live for a duration of 10 days between November 18<sup>th</sup> and November 26<sup>th</sup>. A copy of the survey instrument can be found in Appendix A of this report.

## Communications and Promotion

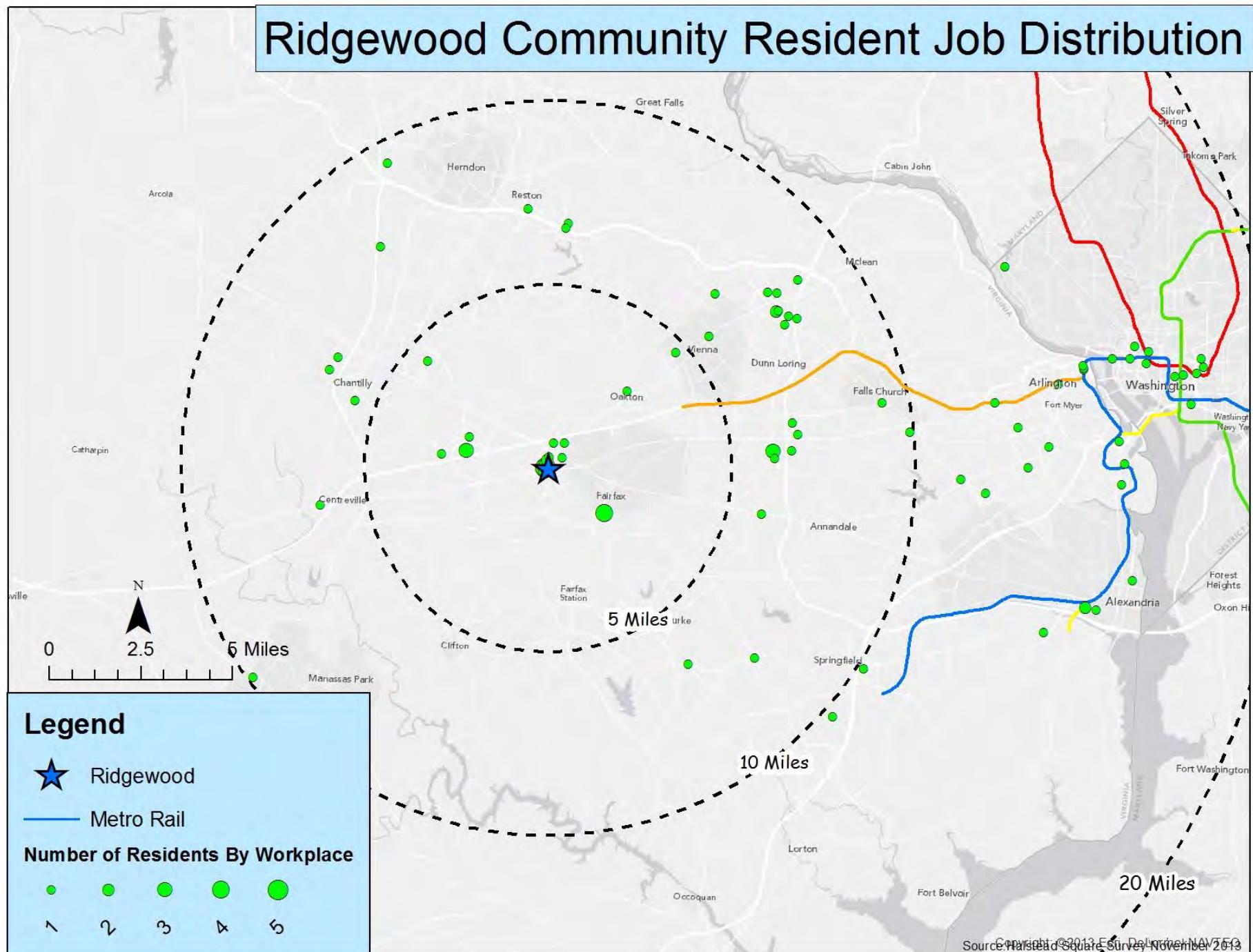
Survey marketing was customized to each residential property brand to maintain consistency. Flyers were hung on doors at each residential unit announcing the commencement of the survey. Emails were sent out by property administration through the survey period to encourage residents to participate. The survey was also promoted through residential community events, online on resident portals and social media outlets, and through posters hung throughout the apartment's buildings. Two iPad Airs, one for each apartment complex, were raffled as an incentive to participate in the survey. A copy of marketing materials promoting the survey can be found in Appendix B of this report.

# Results

## Respondent Distribution

The survey asked residents about their employee location. These locations were geo-plotted and mapped using ArcGIS. The survey found that prominent job concentrations for residents occurred along the Metrorail, at Tysons Corner, and in Merrifield. The employment dispersion of survey respondents from the Ridgewood community can be seen in Figure 1 on the next page.

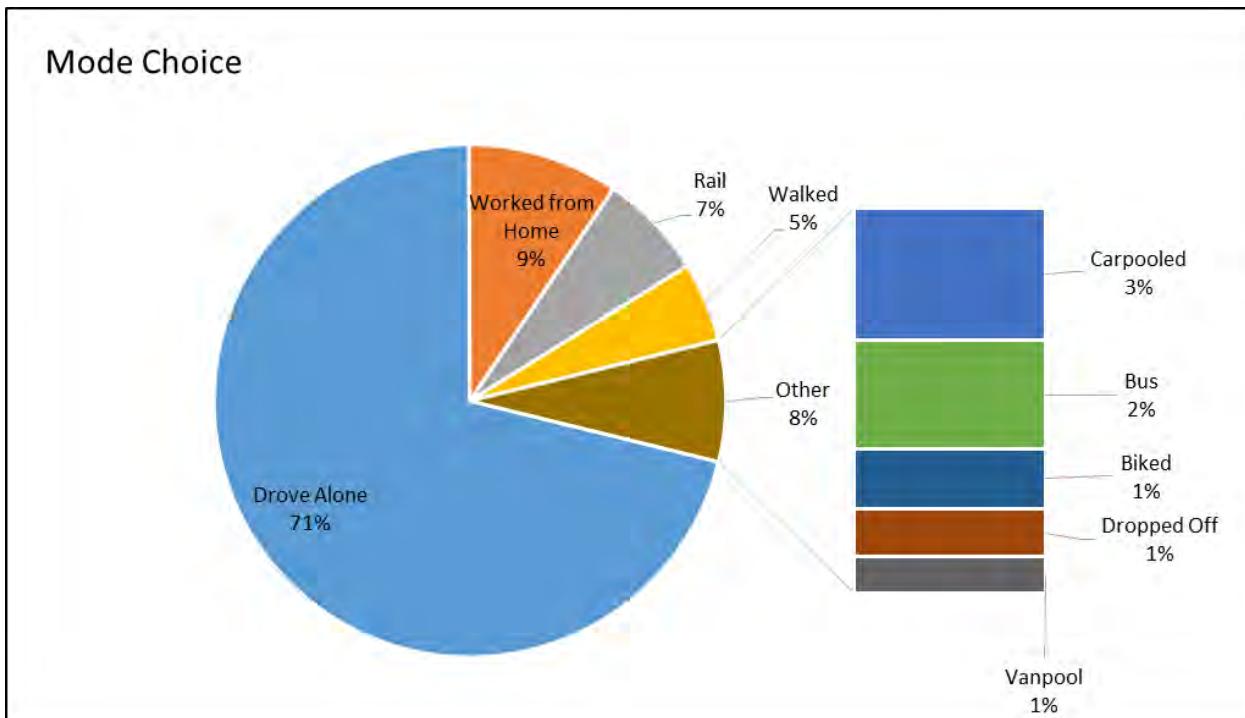
Figure 1: Ridgewood Community Resident Work Distribution



## Mode Choice

The survey inquired about the commute options utilized by employees for the last three work days. Survey results revealed that 71% of Ridgewood community residents drive alone to work. Telework (Worked from home) was the second most popular commute option with 9% of all trips followed by rail with 7% of all commute trips. Results for the overall mode split for the Ridgewood Community can be seen in below in Figure 2.

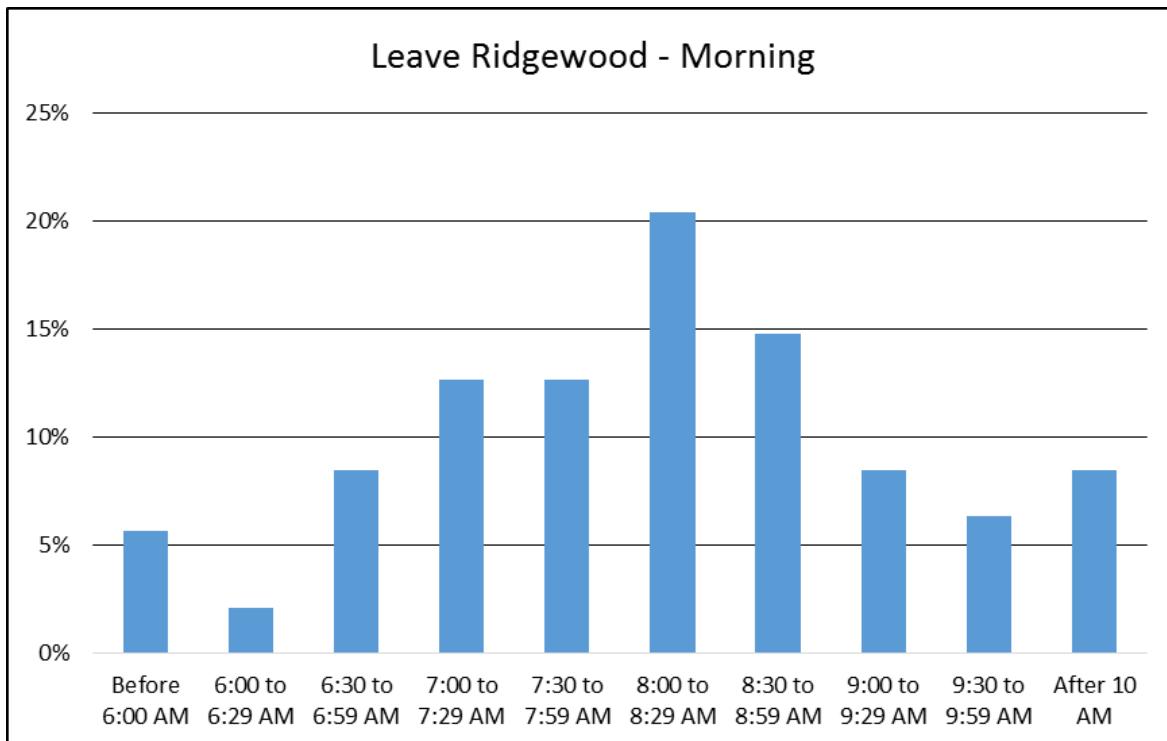
**Figure 2: Mode Split for Ridgewood Residents**



## Respondent Commute Distribution

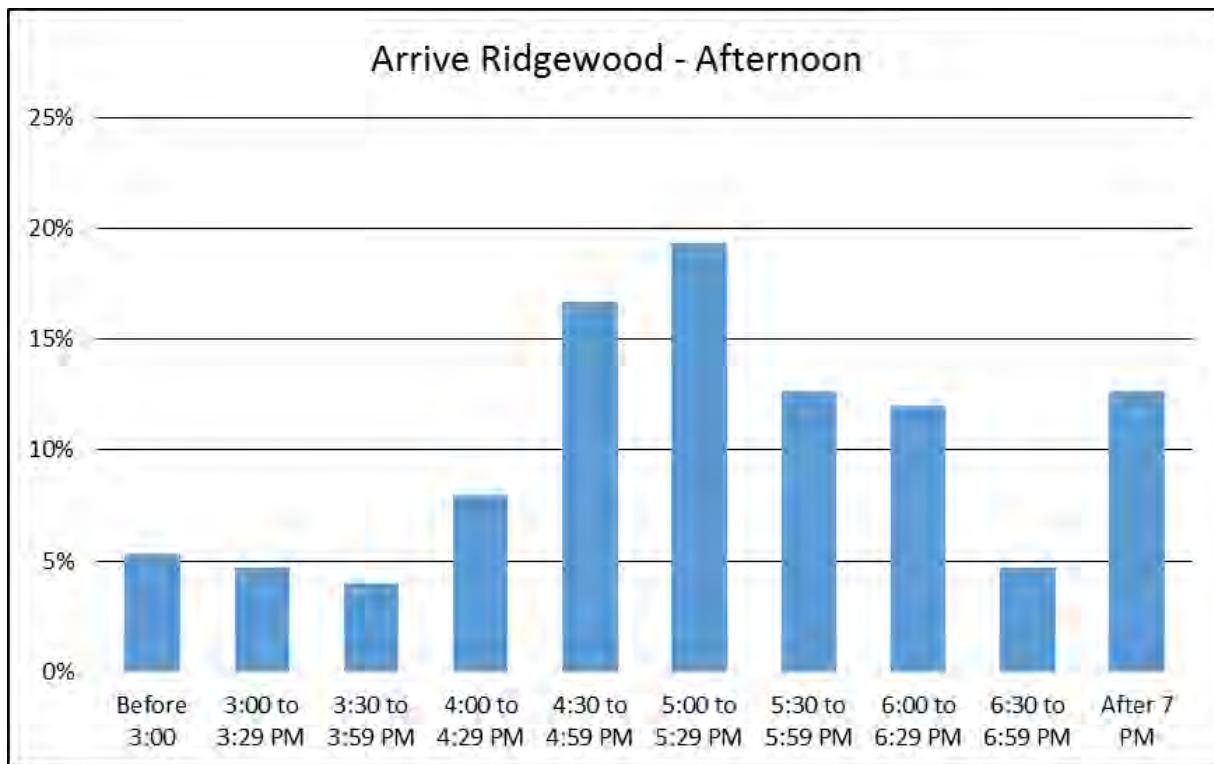
Survey results reveal a morning commute peak between 8:00 am and 8:29 am. Figure 3 displays the commute departure times for the Ridgewood community in the morning.

**Figure 3: Time Distribution for Trips Leaving Ridgewood for Work**



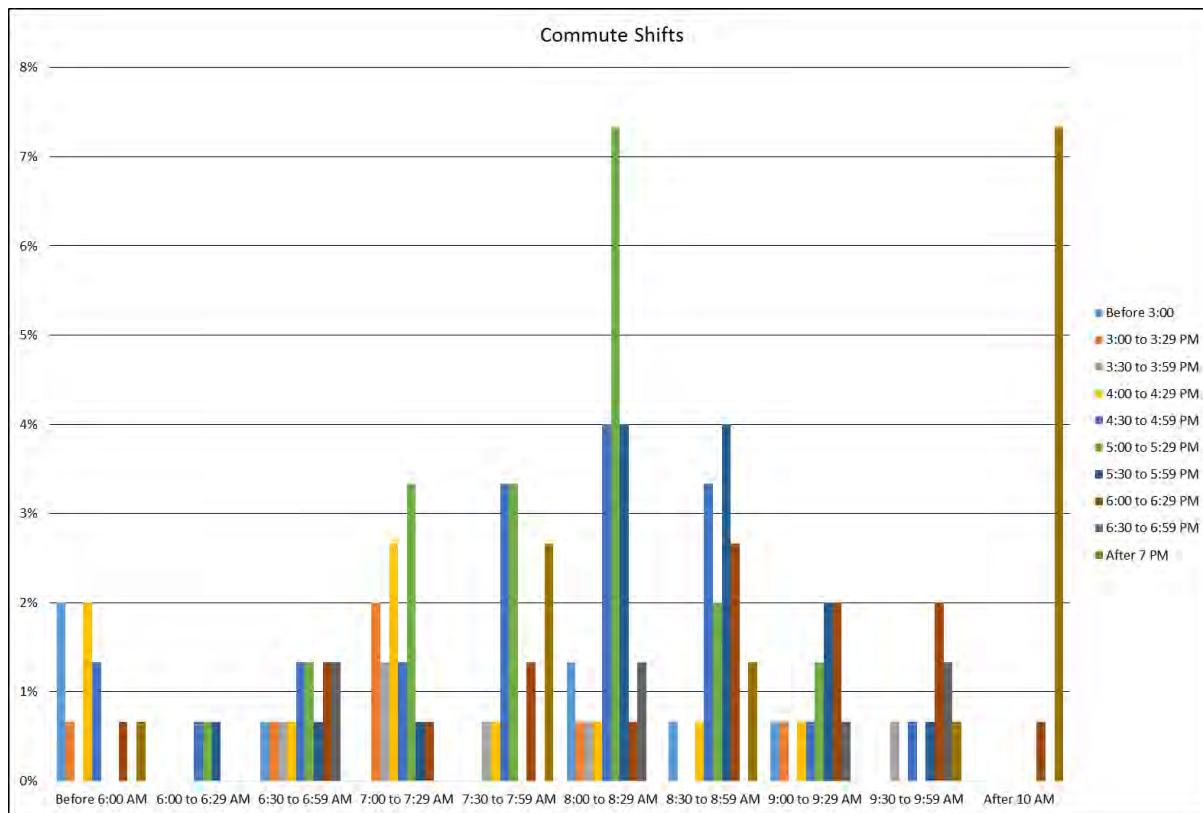
Survey results indicate an afternoon peak between 5:00 pm and 5:29 pm. Figure 4 displays the commute departure times for the Ridgewood Community in the afternoon.

**Figure 4: Time Distribution for Trips Entering Ridgewood in the Afternoon**



There is one prominent work shift amongst residents at Ridgewood which is between 8:00-8:29am to 5:00-5:29pm. The temporal distribution for daily shifts can be seen below on Figure 5.

**Figure 5: Temporal distribution for daily commute trip (All Day)**



## Travel Preferences and Sentiments

In order to assist the TDM Program with future trip reduction strategies, specific questions about travel sentiments and preferences were introduced. A matrix with a series of questions inquired about how respondents felt about their current commute, what modes of transportation they felt were realistic for their commutes, and why they chose to live at the Ridgewood Community. Figures 6 to 8 summarize these results.

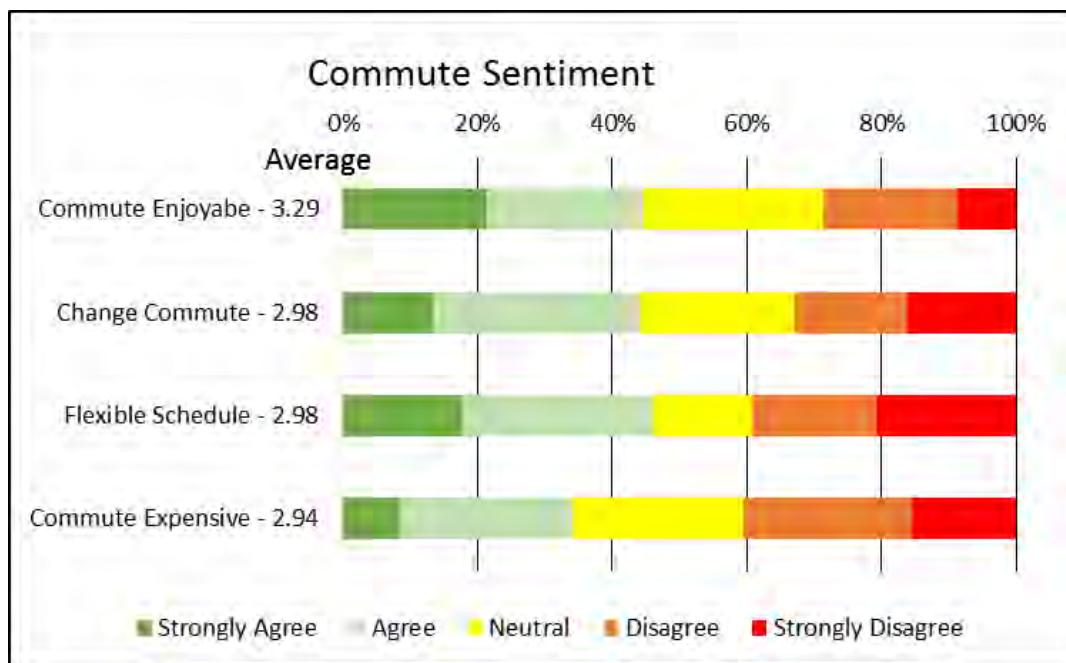
Answers to each question were rated on a scale from Strongly Agree to Strong Disagree. A point value was assigned to each answer type for comparison purposes. Table 2 on the next page summarizes the values used for each answer type. A key has been attached to each figure in order to define each of the fields within the chart.

**Table 2: Assigned score by response**

Answer:	Value:
Strong Agree	5
Agree	4
Neutral	3
Disagree	2
Strongly Disagree	1

A value close to three reflects a generally balanced consensus, whereas a value much higher or lower than three represents a more biased general sentiment. A key is appended following each graphic to represent the exact language used within the survey device.

Survey results revealed that more people enjoy their commute than disliked their commute. Approximately 40% of respondents would like to change their commute. Nearly half of survey respondents have flexible schedule and approximately 30% of respondents considered their commutes expensive. Figure 6 summarizes these findings.

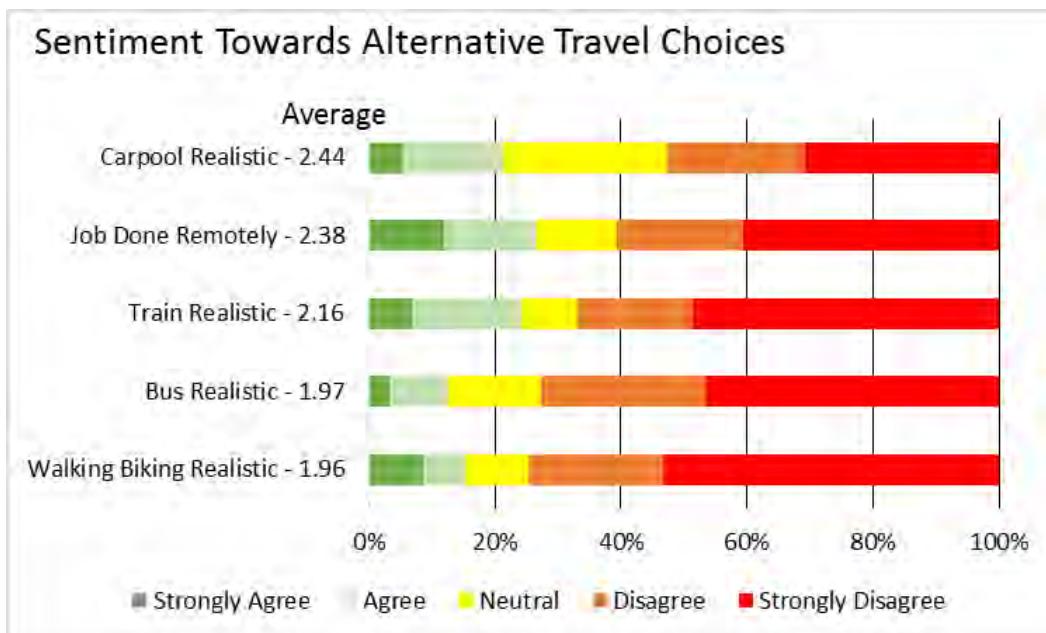
**Figure 6: Ridgewood Community Current Travel Sentiments**

**Key:**

Chart Label	Actual Survey Wording
Commute Expensive	My commuting costs are expensive
Change Commute	I am willing to explore other commuting options
Commute Enjoyable	I consider my commute enjoyable
Flexible Schedule	My work hours are flexible

When asked about one's perception about using a specific mode of transportation for their commute, the transportation option with the highest average was carpooling followed by working from home. Residents felt the least realistic transportation mode of travel to work was walking and biking. Figure 7 summarizes these findings.

**Figure 7: Sentiment Towards Alternative Transportation Choices**



**Key:**

Chart Label	Actual Survey Wording
Walking/Biking Realistic	Walking/biking is a realistic option for me to get to work
Carpool/Vanpool Realistic	Carpooling/Vanpooling is a realistic option for me to get to work
Train Realistic	Riding the train is a realistic option for me to get to work
Bus Realistic	Riding the bus is a realistic option for me to get to work
Job Done Remotely	My job can be done remotely

When questioning why individuals chose to live in the Ridgewood Community, approximately 45% of residents answered because of Ridgewood's proximity to their workplace. Approximately 15% of survey respondents chose to live at Ridgewood because of its proximity to transit. Figure 8 below summarizes these findings.

**Figure 8: Reason for Choosing the Ridgewood Community as Place of Residence**

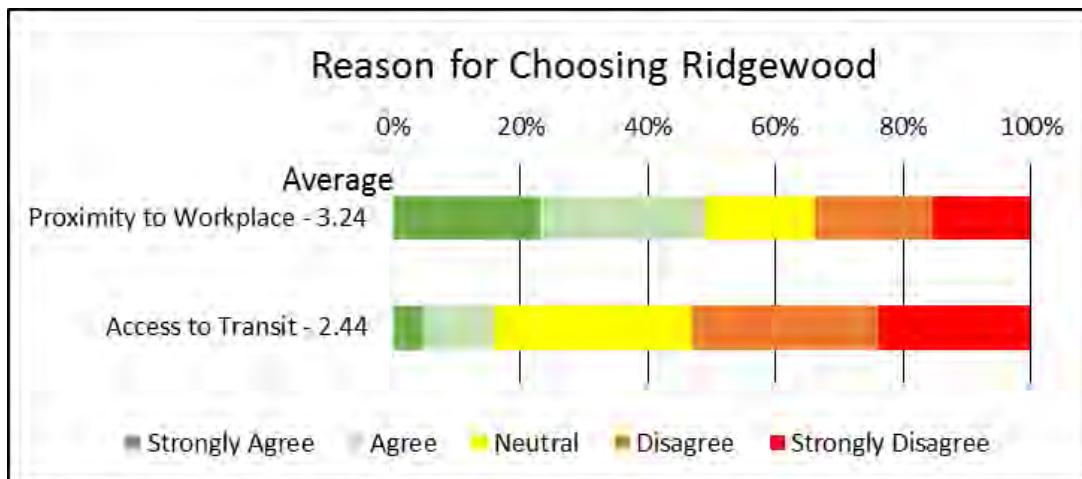
**Key:**

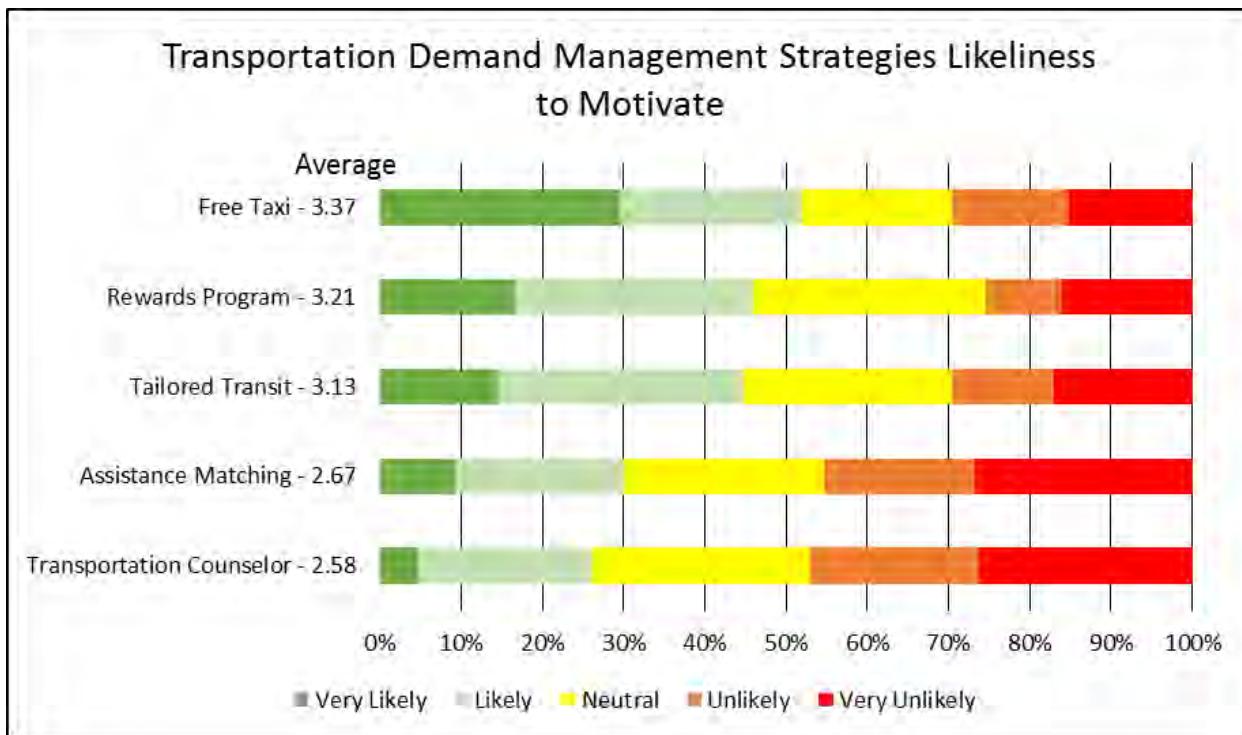
Chart Label	Actual Survey Wording
Access to Transit	I selected to live at Ridgewood because of its access to transit
Proximity to Workplace	I selected to live at Ridgewood because of its proximity to my workplace

## Travel Motivators

The next series of questions ask which TDM strategies are most likely to encourage use of non-drive alone commute options. The evaluation of the survey data was conducted in a similar fashion to the travel sentiment and preference section.

Survey results reveal that Guaranteed Ride Home programs (Free Taxi) followed by a rewards program and tailored transit matching would be most helpful to encourage people to use alternative modes of transportation. Transportation Counseling and Assistance Matching for carpool (Assistance Matching) would motivate individuals the least. Figure 12 summarizes these findings.

Figure 12: Ridgewood Community Resident Travel Motivators



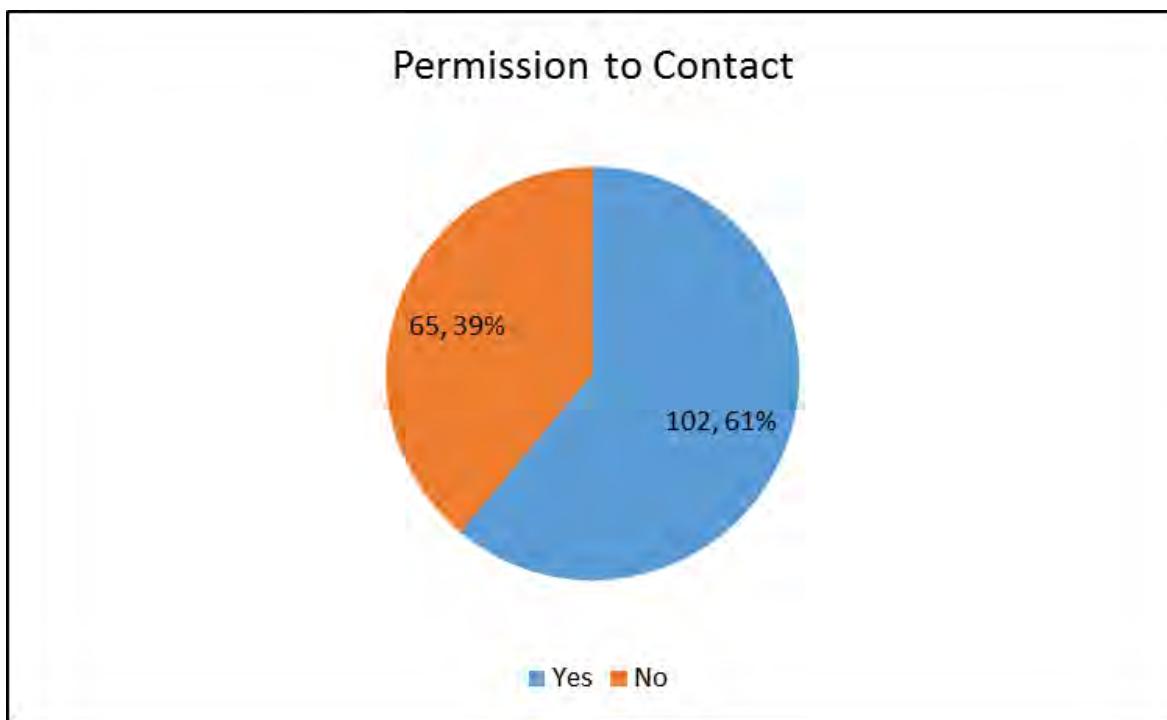
**Key:**

Chart Label	Actual Survey Wording
Tailored Transit	Transit route and schedule information tailored specifically to your needs
Assistance Matching	Assistance finding a carpool or vanpool partner(s)
Rewards Program	A rewards program that allows you to earn prizes when you commute using alternative transportation modes
Free Taxi	A free taxi ride home in case of an emergency or need to work late
Transportation Counselor	Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family

**Future Communication**

Respondents were asked to voluntarily provide their contact information in order to be eligible for the incentive prize. Ninety-Nine percent of respondents provided their first name, last name, and email. Respondents were asked if they would mind future contact regarding commute tips, 102 respondents, approximately 61% opted in for future contact.

**Figure 13: Ridgewood Community Resident Permission for Future Contact**



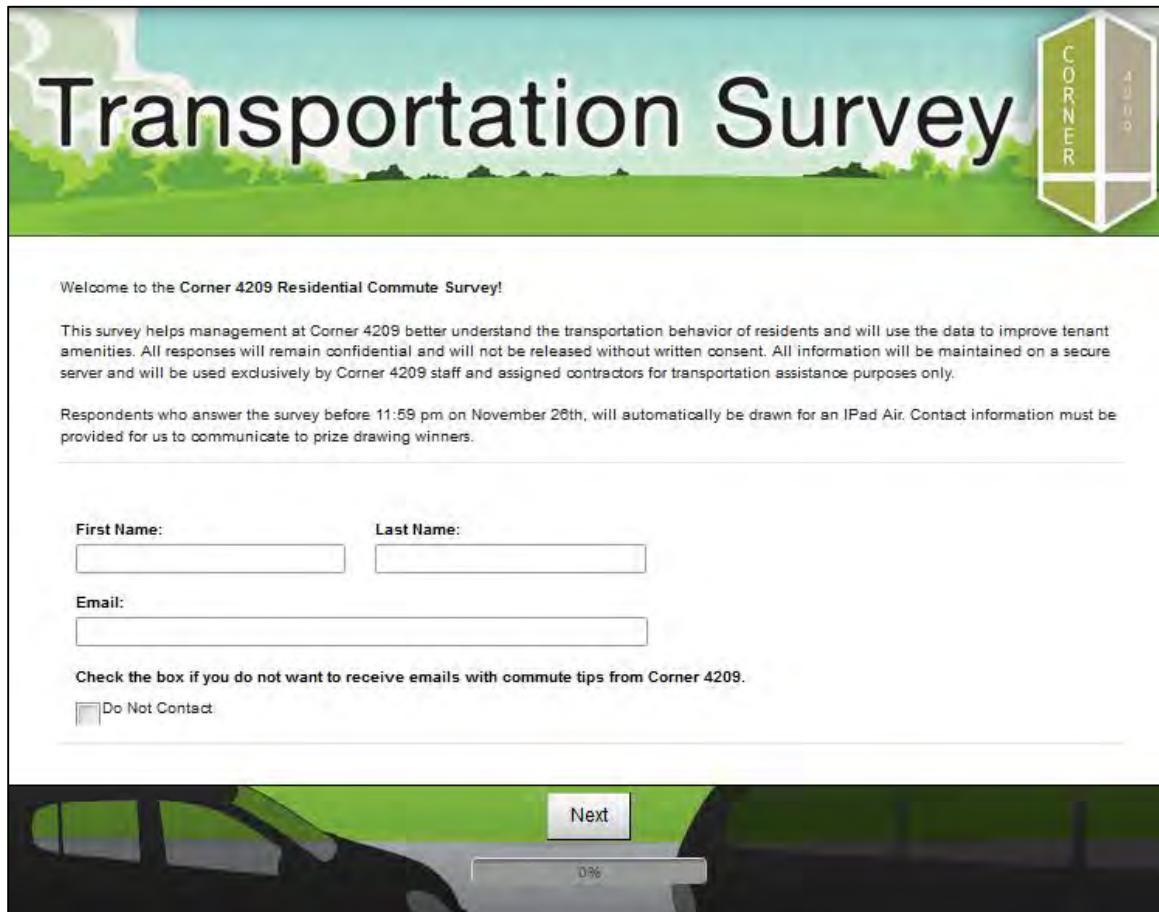
## Recommendations

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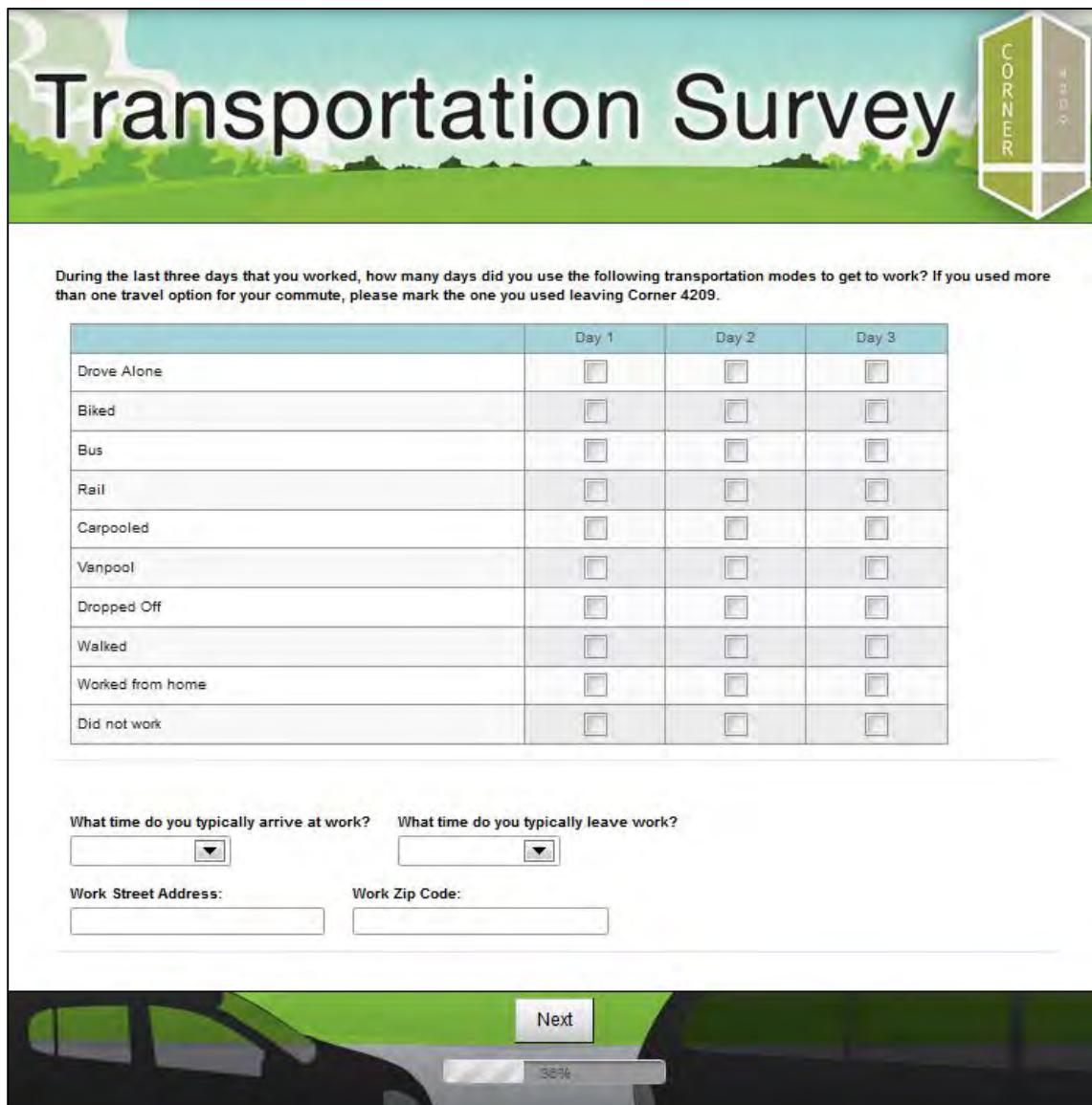
Survey results indicate that the promotion of the Guaranteed Ride Home Program is most effective in rendering behavior change. It is recommended that the promotion of this strategy be continued.

## Appendix A: Surveys

### Corner 4209 Residential Survey



The screenshot shows the landing page of a survey. At the top, there is a decorative banner with a green and blue gradient background featuring a stylized building silhouette. To the right of the banner is a logo consisting of a white cross inside a white hexagon, with the word "CORNER" vertically on the left and "4209" vertically on the right. Below the banner, the title "Transportation Survey" is displayed in a large, bold, black font. Under the title, there is a welcome message: "Welcome to the Corner 4209 Residential Commute Survey!". Below this, a paragraph explains the survey's purpose: "This survey helps management at Corner 4209 better understand the transportation behavior of residents and will use the data to improve tenant amenities. All responses will remain confidential and will not be released without written consent. All information will be maintained on a secure server and will be used exclusively by Corner 4209 staff and assigned contractors for transportation assistance purposes only." Another paragraph states: "Respondents who answer the survey before 11:59 pm on November 26th, will automatically be drawn for an IPad Air. Contact information must be provided for us to communicate to prize drawing winners." Below these text blocks are input fields for "First Name" and "Last Name", each with a corresponding text input box. There is also a field for "Email" with a text input box. Below the email field is a checkbox labeled "Check the box if you do not want to receive emails with commute tips from Corner 4209." To the left of the checkbox is a small icon of an envelope. At the bottom of the page, there is a "Next" button and a progress bar indicating "0%". The background of the page features a blurred image of a car driving on a road.



# Transportation Survey

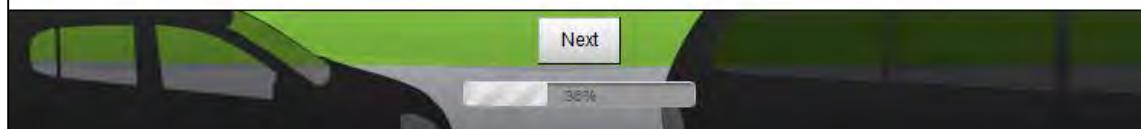


During the last three days that you worked, how many days did you use the following transportation modes to get to work? If you used more than one travel option for your commute, please mark the one you used leaving Corner 4209.

	Day 1	Day 2	Day 3
Drove Alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpooled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped Off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did not work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What time do you typically arrive at work?  What time do you typically leave work?

Work Street Address:  Work Zip Code:

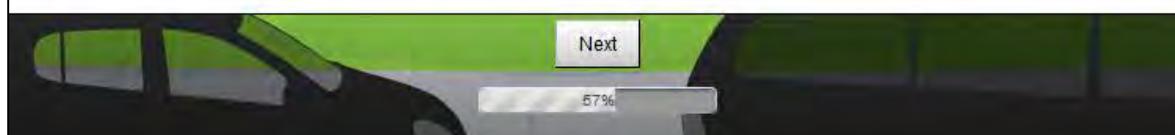
 Next 38%



# Transportation Survey

Using the scale provided, please indicate how much you agree or disagree with the following statement:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I consider my commute enjoyable	<input type="radio"/>				
I am willing to explore other commuting options	<input type="radio"/>				
My commuting costs are expensive	<input type="radio"/>				
Taking the bus is a realistic option for me to get to work	<input type="radio"/>				
Taking the train is a realistic option for me to get to work	<input type="radio"/>				
Walking/Biking is a realistic option for me to get to work	<input type="radio"/>				
Carpooling/Vanpooling is a realistic option for me to get to work	<input type="radio"/>				
My work hours are flexible	<input type="radio"/>				
My job can be done remotely	<input type="radio"/>				
I selected to live at Corner 4209 because of its access to transit	<input type="radio"/>				
I selected to live at Corner 4209 because of its proximity to my workplace	<input type="radio"/>				



Next

57%



# Transportation Survey



Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	Very Likely	Likely	Neutral	Unlikely	Very unlikely
A free taxi ride home in case of an emergency or need to work late	<input type="radio"/>				
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	<input type="radio"/>				
Transit route and schedule information tailored specifically to your needs	<input type="radio"/>				
Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family	<input type="radio"/>				
Assisted matching for carpool/vanpool formations	<input type="radio"/>				

Submit

79%

## Ridgewood by Windsor Residential Survey



Welcome to the Ridgewood by Windsor Residential Commute Survey!

This survey helps management at the Ridgewood by Windsor better understand the transportation behavior of residents and will use the data to improve tenant amenities. All responses will remain confidential and will not be released without written consent. All information will be maintained on a secure server and will be used exclusively by Ridgewood at Windsor staff and assigned contractors for transportation assistance purposes only.

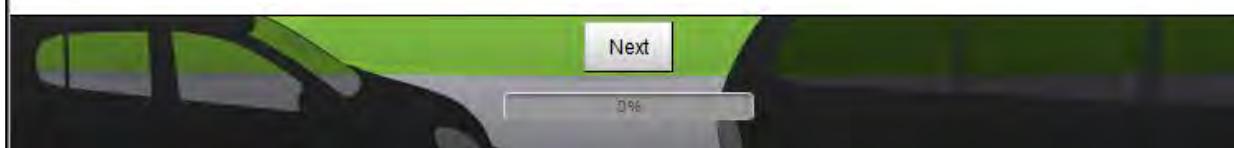
Respondents who answer the survey before 11:59 pm on November 28th, will automatically be drawn for an iPad Air. Contact information must be provided for us to communicate to prize drawing winners.

First Name:  Last Name:

Email:

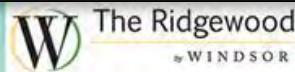
Check the box if you do not want to receive emails with commute tips from Ridgewood by Windsor

Do Not Contact



Next

0%



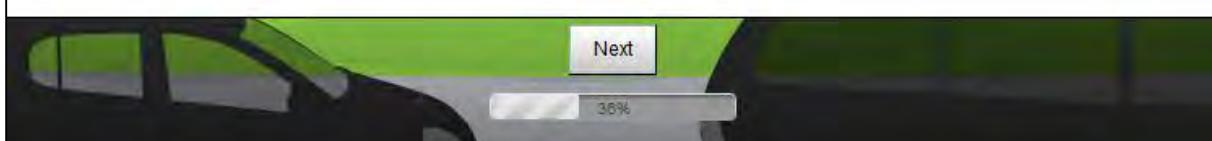
# Transportation Survey

During the last three days that you worked, how many days did you use the following transportation modes to get to work? If you used more than one travel option for your commute, please mark the one you used leaving Ridgewood by Windsor.

	Day 1	Day 2	Day 3
Drove Alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpooled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped Off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did not work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What time do you typically arrive at work?  What time do you typically leave work?

Work Street Address:  Work Zip Code:

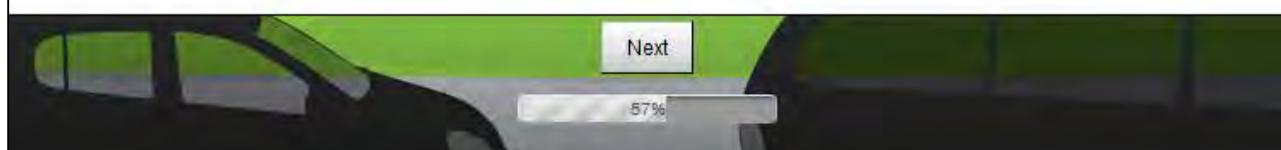


Next 36%



Using the scale provided, please indicate how much you agree or disagree with the following statement:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I consider my commute enjoyable	<input type="radio"/>				
I am willing to explore other commuting options	<input type="radio"/>				
My commuting costs are expensive	<input type="radio"/>				
Taking the bus is a realistic option for me to get to work	<input type="radio"/>				
Taking the train is a realistic option for me to get to work	<input type="radio"/>				
Walking/Biking is a realistic option for me to get to work	<input type="radio"/>				
Carpooling/Vanpooling is a realistic option for me to get to work	<input type="radio"/>				
My work hours are flexible	<input type="radio"/>				
My job can be done remotely	<input type="radio"/>				
I selected to live at Ridgewood by Windsor because of its access to transit	<input type="radio"/>				
I selected to live at Ridgewood by Windsor because of its proximity to my workplace	<input type="radio"/>				

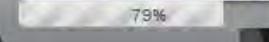




# Transportation Survey

Using the scale provided, please indicate how the following services would motivate you to use another travel choice?

	Very Likely	Likely	Neutral	Unlikely	Very unlikely
A free taxi ride home in case of an emergency or need to work late	<input type="radio"/>				
A rewards program that allows you to earn prizes when you commute using alternative transportation modes	<input type="radio"/>				
Transit route and schedule information tailored specifically to your needs	<input type="radio"/>				
Access to a Transportation "Counselor" which will help coordinate transportation options for me and my family	<input type="radio"/>				
Assisted matching for carpool/vanpool formations	<input type="radio"/>				

Submit 

## Appendix B: Marketing Materials

### Web Icon

Corner 4209

Ridgewood by Windsor



**Door Hang**

Corner 4209

Ridgewood by Windsor

The image displays two identical door hang surveys side-by-side. Each survey is a vertical rectangular card with a blue header and a green body. The top half features a white iPad Air with its screen showing various app icons. To the right of the iPad, the text reads: "TAKE THE SURVEY BY NOVEMBER 26 FOR THE CHANCE TO WIN AN IPAD AIR!". The bottom half features the text: "Take Our Transportation Survey for a Chance to Win an iPad Air". Below this text is a QR code and a small logo for "CORNER 4209". At the very bottom, the website "www.ICommuteCorner4209.com" is printed. The right side of the image shows a dark silhouette of a car's front end.

TAKE THE SURVEY BY  
NOVEMBER 26 FOR  
THE CHANCE TO  
WIN AN IPAD AIR!

Take Our  
Transportation  
Survey for a  
Chance to Win  
an iPad Air

www.ICommuteCorner4209.com

CORNER 4209

TAKE THE SURVEY BY  
NOVEMBER 26 FOR  
THE CHANCE TO  
WIN AN IPAD AIR!

Take Our  
Transportation  
Survey for a  
Chance to Win  
an iPad Air

www.RidgewoodTravelSurvey.com

 The Ridgewood  
by WINDSOR

## Corner 4209 Survey Promotion Poster

TAKE THE SURVEY BY NOVEMBER 26  
FOR THE CHANCE TO WIN AN IPAD AIR!

Take Our  
Transportation  
Survey for a  
Chance to Win  
an iPad Air

WWW.ICONMUTECORNER4209.COM

QR code

CORNER  
4209

**Ridgewood by Windsor Survey Promotion Poster**

TAKE THE SURVEY BY NOVEMBER 26  
FOR THE CHANCE TO WIN AN IPAD AIR!

Take Our  
Transportation  
Survey for a  
Chance to Win  
an iPad Air

WWW.RIDGEWOODTRAVELSURVEY.COM



 The Ridgewood  
by WINDSOR

## Appendix B: Traffic Counts:

Table 1 Ridgewood - TDM Program Residential Trip Count Analysis (1)																			
Trip Count Date	Peak Hour of Adjacent Street Traffic (2)	North Building Residential Gate (3)			North Building Residential Visitor Spaces (4)			South Building Residential Gate (5)			South Building Residential Visitor Spaces (6)			On-Street Residential Permit Parking (7)			Total Residential Trips (8)		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tuesday, November 19, 2013	5:45 PM - 6:45 PM	33	14	47	5	2	7	55	21	76	12	11	23	4	1	5	109	49	158
Wednesday, November 20, 2013	5:45 PM - 6:45 PM	43	12	55	4	2	6	44	23	67	9	2	11	6	4	10	106	43	149
Thursday, November 21, 2013	5:45 PM - 6:45 PM	28	10	38	3	2	5	63	15	78	8	6	14	9	9	18	111	42	153
														Total 3-Day Average			109	45	154

Note(s):

(1) Based on traffic counts conducted by Wells+Associates, INC from 4:00 PM to 7:00 PM.

(2) A common "Peak Hour" for the adjacent street traffic was determined from a concurrent traffic count at the Government Center Parkway/Site Driveway intersection and applied for all three (3) days to estimate the residential trip generation. See Table 2.

(3) Trip count was based on those trips entering and exiting the residential gate in the "North Building" during the "peak hour of adjacent street traffic".

(4) Trip count was based on the total trips entering/exiting the visitor parking area (located immediately outside the "North Building's" residential gate) as measured at the "North Building" garage entrance during the "peak hour of adjacent street traffic".

The residential visitor trips were obtained by subtracting out the "North Building's" residential gate trips as noted in Note (4) above.

(5) Trip count was based on those trips entering and exiting the residential gate in the "South Building" during the "peak hour of adjacent street traffic".

(6) Trip count was based on those trips entering and exiting the residential visitor space areas located just outside the "South Building" residential gate during the "peak hour of adjacent street traffic".

(7) Trip count was based on observations of the on-street parking areas during the "peak hour of adjacent street traffic". A vehicle entering an on-street space was counted as an "in" and a vehicle exiting an on-street space was counted as an "out".

(8) The "Total Residential Trips" is the sum of the "ins" and "outs" of each area for each day counted.

Table 2 Ridgewood - TDM Program Determination of Peak Hour of Adjacent Street Traffic																	
		Total Intersection Count at Government Center Parkway/Site Driveway			Site Trip Generation Analysis - Peak Hour of Adjacent Street Traffic (TOTAL UNITS)												
Peak Hour		Tuesday	Wednesday	Thursday	Site Trip Generation Analysis - Peak Hour of Adjacent Street Traffic (TOTAL UNITS)												
		11/21/2013	11/22/2013	11/23/2013	Land Use	Code (2)	Amount	Unit	Weekday PM Peak Hour	In	Out	Total					
4:00-5:00		449	474	477	1,400	Apartment (ITE Rate/Equation) (1)	220	483	DU	185	99	284					
4:15-5:15		513	492	519	1,524	Apartment (3-Day Average Field Count) (2)	Field	483	DU	109	45	154					
4:30-5:30		538	513	556	1,607	3-Day Average Field Count minus ITE Rate/Equation Percent Reduction			(76)	(54)	(130)						
4:45-5:45		530	527	582	1,639				-41%	-55%	-46%						
5:00-6:00		528	521	613	1,662												
5:15-6:15		505	517	593	1,615												
5:30-6:30		542	554	587	1,683												
<b>5:45-6:45</b>		<b>593</b>	<b>563</b>	<b>547</b>	<b>1,703</b>												
6:00-7:00		566	562	509	1,637												

Note(s):

(1) Based on traffic counts conducted by Wells+Associates, INC from 4:00 PM to 7:00 PM at the adjacent Government Center Parkway/Site Driveway intersection.

Table 3 Ridgewood - TDM Program Site Trip Generation Analysis - Peak Hour of Adjacent Street Traffic (TOTAL UNITS)													
Land Use	Code (2)	Amount	Unit	Weekday PM Peak Hour			In	Out	Total				
				In	Out	Total							
Apartment (ITE Rate/Equation) (1)	220	483	DU	185	99	284							
Apartment (3-Day Average Field Count) (2)	Field	483	DU	109	45	154							
3-Day Average Field Count minus ITE Rate/Equation Percent Reduction				(76)	(54)	(130)							
				-41%	-55%	-46%							

Note(s):

(1) Traffic estimates based on Institute of Transportation Engineers (ITE) 9th Edition [Trip Generation](#) manual.

(2) The total project is comprised of 483 DU's.

(3) Traffic estimates based on field counts at the subject site. See Table 1.

Table 4 Ridgewood - TDM Program Site Trip Generation Analysis - Peak Hour of Adjacent Street Traffic (OCCUPIED UNITS)													
Land Use	Code (2)	Amount	Unit	Weekday PM Peak Hour			In	Out	Total				
				In	Out	Total							
Apartment (ITE Rate/Equation) (1)	220	432	DU	166	90	256							
Apartment (3-Day Average Field Count) (2)	Field	432	DU	109	45	154							
3-Day Average Field Count minus ITE Rate/Equation Percent Reduction				(57)	(45)	(102)							
				-34%	-50%	-40%							

Note(s):

(1) Traffic estimates based on Institute of Transportation Engineers (ITE) 9th Edition [Trip Generation](#) manual.

(2) 432 DU's of 483 total DU's were occupied at the time of the trip generation field counts.

(3) Traffic estimates based on field counts at the subject site. See Table 1.

**EXCERPT OF TRANSCRIPT FROM  
DECEMBER 2, 2014 BZA HEARING**

GOVERNMENT  
OF  
THE DISTRICT OF COLUMBIA

+ + + + +

BOARD OF ZONING ADJUSTMENT

+ + + + +

PUBLIC HEARING

+ + + + +

TUESDAY

DECEMBER 2, 2014

+ + + + +

The Regular Public Hearing convened in the Jerrily R. Kress Memorial Hearing Room, Room 220 South, 441 4<sup>th</sup> Street, N.W., Washington, D.C., 20001, pursuant to notice at 10:00 a.m., Lloyd J. Jordan, Chairperson, presiding.

The transcript constitutes the minutes from the Public Hearing held on December 2, 2014.

1 something to swallow with 62 parking spaces gone  
2 in kind of a residential neighborhood, and what is  
3 your opinion about that? You don't find there is  
4 any -- it won't have an impact on this neighborhood?

5 MR. JESICK: I believe the conclusions  
6 both of the Applicant's transportation study, as  
7 well as Department of Transportation, who was here  
8 to testify, is that there wouldn't be an impact.

9 The residents would not be permitted to  
10 park on the street. There are numerous transit  
11 options available. I think as was alluded to in  
12 the previous case this morning, the people who  
13 choose to live in this location would -- and in the  
14 -- specifically, the type of units that are being  
15 provided, would likely not even have vehicles.

16 So, yes, we are comfortable with  
17 granting the relief.

18 CHAIRPERSON JORDAN: Any other  
19 questions for Planning, Board?

20 Applicant, any questions for Planning?  
21 Mr. Rogers, transportation?

22 MR. ROGERS: Good afternoon. I'm

1 Jonathan Rogers with the District Department of  
2 Transportation.

3 Again, largely rest on the record and  
4 only say that between the transportation options  
5 that are plentiful and available on the vicinity,  
6 the transportation demand management plan and the  
7 parking restrictions and plans included in the  
8 application, DDOT finds that there will be no  
9 significant negative impact to the transportation  
10 network, and also, DDOT acknowledges and  
11 appreciates the Applicant's inclusion of the four  
12 addition TDM measures in their application. I'll  
13 be happy to answer any questions.

14 CHAIRPERSON JORDAN: So, no impact for  
15 not having 62 parking spaces in a building that has  
16 at least 175, is it? What is the number?

17 MR. KADLECEK:  
18 One-hundred-twenty-three in it.

19 CHAIRPERSON JORDAN:  
20 One-hundred-twenty-three units.

21 MR. ROGERS: That's correct. So,  
22 looking -- I guess I'll focus on the parking

1 management plan that the Applicant has proposed.

2 They've changed the address, so that  
3 the properties aren't RPP eligible. The parking  
4 spaces in the vicinity, the curbside parking spaces  
5 are either RPP or they're metered spaces.

6 Without RPP permit, there are no viable  
7 long-term curbside parking options for the  
8 residents.

9 So, even if they were theoretically to  
10 own a car, they wouldn't be able to park on the  
11 street as a long-term parking option. They'd  
12 either have to move their car every two hours, in  
13 keeping with RPP restrictions, or they'd have to  
14 adhere to the metered restrictions.

15 The target audience that the Applicant  
16 is looking at are unlikely to own cars, however if  
17 they should bring cars with them, the Applicant's  
18 analysis identified sufficient parking in private  
19 parking garages in the nearby vicinity, and that  
20 would really be the only long-term parking option  
21 that would be available to the residents.

22 CHAIRPERSON JORDAN: What do we do

**NEAL R. GROSS**

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