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September 24, 2008

VIA HAND DELIVERY

Zoning Commission for
The District of Columbia
441 Fourth Street, N.W., Suite 210
Washington, D.C. 20001

Re: Marriott International, Inc. (Zoning Commission Case No. 08-13)
Supplemental Filing – Traffic Impact Study and Traffic Management Plan

Dear Members of the Zoning Commission:

In support of the above-referenced application, enclosed please find (1) a supplement to the traffic filed for the PUD and (2) the traffic management plan for the project. These items are provided in response to the questions and comments raised by the Zoning Commission at the July 14th meeting. Since that meeting, the Applicant has met with DDOT on numerous occasions and will continue to work closely with that agency throughout the development approval process.

Thank you for your attention to this matter. We remain hopeful of the Commission's favorable review of the PUD application.

Sincerely,

HOLLAND & KNIGHT, LLP

Leila Batties
for Whayne S. Quin

Leila Batties
Leila M. Jackson Batties

ZONING COMMISSION
District of Columbia
CASE NO.08-13
EXHIBIT NO.24

CC: Advisory Neighborhood Commission 2F (via U.S. Mail, w/ enc.)
Ms. Jennifer Steingasser, Office of Planning (via hand delivery, w/ enc.)
Mr. Abdoulaye Bah, Dept. of Public Works,
Office of Policy & Planning (via hand delivery, w/enc.)
Ms. Karina Ricks, Dept. of Transportation (via hand delivery, w/ enc.)
Mr. Courtney Williams, Dept. of Transportation (via hand delivery, w/ enc.)

A. Morton Thomas and Associates, Inc.
Consulting Engineers

September 19, 2008

Mr. William Grover, AIA, LEED AP
Senior Design Manager
MARRIOTT International Inc.
10400 Fernwood Road
Bethesda, MD 20817

Re: **Marriott Marquis Hotel Traffic Impact Study**
Washington, DC
AMT File No. DC 08-029

Dear Mr. Grover:

A. Morton Thomas & Associates, Inc. (AMT) received comments from the DC Zoning Commission (dated August 12, 2008) regarding the traffic impact study (dated April 21st, 2008) prepared for the Marriott Marquis Hotel project and had offered the following comments as given below. AMT received further comments from the DC Zoning Commission on September 8, 2008 related to the previous comments. AMT offers the following responses to these comments:

Comment 1: The Zoning Commission wants to make sure that the traffic report considers all of the development in and around Mt. Vernon Square, including but not limited to O Street Market and other proposed projects.

Response: A list of under-construction/planned/proposed pipeline developments in and around the proposed site was developed by A. Morton Thomas & Associates (AMT) and submitted to DDOT for their review and approval on April 7, 2008. The final list was approved by DDOT and included a total of five (5) pipeline developments (Old Convention Center, 901 K Street, 1099 New York Avenue, 1050 K Street, and 9th Street retail project), as shown on Table D-1 (attached). We have also included the correspondence between AMT and DDOT during the pipeline development coordination that took place in April 2008.

The O Street Market project was not included as a pipeline development project for this study – no traffic impact study could be located for the project itself. Coordination with the engineers and architects on the O Street Market project revealed that this project is still moving through the review process, so development quantities could still be modified before the final design is finalized. Hence, a final number of background trips generated from this project could not be determined.

Comment 2: The Zoning Commission must pay close attention to the Transportation Plan.

Response: We concur. If any specific comments needs to addressed after DDOT's review of the traffic impact study (dated April 21, 2008), we will respond accordingly.

Comment 3: The Zoning Commission/DDOT must look at the conditions and LOS summary in the traffic report. The LOS is challenging and the study should look carefully at the traffic programming. The traffic management study should be complete.

Response: *AMT analyzed traffic conditions for various scenarios (i.e. existing conditions, future no-build conditions, and future build conditions without and with roadway/signal improvements) for all key intersections within the scope of study with the use of Synchro/SimTraffic software. The conditions of the intersections and the LOS for each approach were carefully documented in Tables 3, 4, and 6 in the traffic impact study. For the future build conditions, the signal timings for L St. and 10th St. were recommended to be slightly modified since this intersection is proposed to be converted to accommodate 2-way traffic (the Synchro printouts for future build conditions are included in the appendices of the report and describe the modified signal timings). Numerous other roadway and signal timing improvements were recommended by AMT to improve the traffic flow and LOS at key intersections within the study area. AMT concurs that all these conditions and the LOS summaries should be taken into consideration by DDOT during their review of the traffic impact study.*

Copies of Tables 3, 4 and 6 of the traffic impact study attached to this letter. An additional table is provided listing the intersections and their respective proposed lane use, signage, and/or traffic signal timing/phasing modifications.

Comment 4: DDOT requested that the traffic study demonstrate the need for three drive lanes at the porte-cochere (i.e. traffic volumes, operations).

Response: *The ingress at the porte-cochere located along Massachusetts Avenue is recommended to be three-lanes wide (9-foot lanes) to provide an entrance width of approximately 27 feet. The outer most lane will be utilized by taxis, the second lane will be utilized for valet-parking, and the third lane is for self-parking and leads directly into the parking garage.*

While is it assumed that the majority of the traffic generated by the hotel will occur during off-peak hours, it is important to provide enough lanes and storage for users accessing the hotel to avoid any spillbacks across or onto Massachusetts Avenue (an already highly congested roadway). Currently, a left turning lane is not provided along eastbound Massachusetts Avenue and there is insufficient right-of-way to provide one in future conditions. Therefore, providing enough access into the hotel is critical for the efficient traffic operations along Massachusetts Avenue, 9th, and 10th Streets.

In addition, three lanes at the porte-cochere will ensure that if a vehicle were to be stalled in one of the lanes or an incident forces a lane to be shut down, the other two lanes can still be used to access the hotel and parking garage efficiently while minimizing any queues along Massachusetts Avenue.

During the AM peak hour, approximately 377 additional trips are anticipated to access the porte-cochere (218 in and 159 out), and during the PM peak hour, 394 additional trips are anticipated to access the porte-cochere (193 in and 201 out respectively).

Pedestrian traffic counts conducted by AMT documented that there currently are heavy pedestrian movements along Massachusetts Avenue at 9th Street. During future conditions, there are concerns that pedestrians crossing the 30-foot wide porte-cochere may be a safety issue. It is recommended that adequate signs ("Yield to Pedestrians") and pavement markings (distinguishable pedestrian crossings) be provided to alert both motorists and pedestrians of the conflicting movements.

Please contact me at (410) 752-6552 or cproot@amtenginering.com if you have any questions or require additional information.

Sincerely,

A. MORTON THOMAS and Associates, Inc.

Catherine Proot
Project Engineer

cc: Mark Brungart, Quadrangle Development Corporation
Randy Petersen, AMT
Heidi VanLuven, AMT
Chris Peduzzi, AMT

Table D-1
Marriot Marquis, Washington DC
Pipeline Site Development Trip Generation Analysis [1]

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1. Old Convention Center [2,3]									
Apartments/Condos	220/230	674	D.U.	62	262	324	252	131	383
Transit Reduction [2]	*60%*			*(37)*	*(157)*	*(194)*	*(151)*	*(79)*	*(230)*
				25	105	130	101	52	153
Office	710	462,085	S.F.	561	77	638	101	495	596
Transit Reduction [2]	*50%*			*(281)*	*(39)*	*(319)*	*(51)*	*(248)*	*(298)*
				280	39	319	50	248	298
Retail	820	252,023	S.F.	167	110	273	553	599	1,152
Transit Reduction [2]	*80%*			*(134)*	*(88)*	*(218)*	*(442)*	*(479)*	*(922)*
				33	22	55	111	120	230
Total Trips				**338**	**165**	**503**	**261**	**420**	**681**
2. Office Developments									
901 K Street	710	290,499	S.F.	387	53	440	69	335	404
1099 New York Avenue	710	179,000	S.F.	263	36	299	47	232	279
1050 K Street	710	140,400	S.F.	216	30	246	40	196	236
Transit Reduction [2]	*50%*			*(433)*	*(60)*	*(493)*	*(78)*	*(382)*	*(460)*
Total Trips				**433**	**60**	**493**	**78**	**382**	**460**
3. 9th Street Retail Project									
Retail	820	95,000	S.F.	93	59	152	290	315	605
Transit Reduction [2]	*80%*			*(74)*	*(47)*	*(121)*	*(232)*	*(252)*	*(484)*
Total Trips				**19**	**12**	**31**	**58**	**63**	**121**

Notes:

[1] Trips based on ITE Trip Generation Manual, 7th Edition.

[2] Based Old Convention Center Site - Traffic Impact Analysis for EISF, dated April 4, 2008, prepared by Gorove/Slade.

[3] Located at 900 9th Street

From: Bah, Abdoulaye (DDOT) [mailto:abdoulaye.bah@dc.gov]
Sent: Monday, April 07, 2008 10:47 AM
To: Peduzzi, Christopher
Subject: RE: Marriott Marquis Traffic Impact Study - DDOT

Christopher:

No's 8 & 9 not relevant for background traffic impact study so, can be eliminated. Mr. Ziemann believes there was a traffic impact analysis for the Old Convention Center conducted by Gorove/Slade Associates, INC. Here is their Phone # (202) 296-8625

Thanks,

Mr. Abdoulaye Bah | Senior Transportation Engineer | Development Review Branch
Transportation Policy & Planning Administration | District Department of Transportation
desk: 202-671-0494 | office: 202-671-2730 | fax: 202-671-0617
Serving with Integrity and Excellence

d.

From: Peduzzi, Christopher [mailto:cpeduzzi@amtengineering.com]
Sent: Monday, April 07, 2008 9:33 AM
To: abdoulaye.bah@dc.gov
Cc: Proot, Cathy; christopher.ziemann@dc.gov
Subject: FW: Marriott Marquis Traffic Impact Study - DDOT

Abdoulaye:

Here is the original list of the 9 pipeline developments that was sent to DDOT for review. As per your request, we will be eliminating #6 (Flats at Blagden Alley) and #7 (Lofts 11). Please take a look at the remaining list and additional information that we have provided. Could you let us know which other pipeline developments should be removed from the list? Also, do you have Traffic Impact Studies for the developments that are to be included? (Thanks in advance).

1. Old Convention Center (office, retail, apartments/condos, 9th Street) - 1,572,000 SF (477,000 SF office, 267,000 SF retail, 670 apartments/condos)
2. 901 K Street (office, retail, K Street) - 290,499 SF (12 story office building)
3. 1099 New York Avenue (office, retail, 11th Street/NY Avenue) - anticipated completion of 3/08? - 179,000 SF (11 story office building)
4. 1050 K Street (office, retail, K Street) - 140,400 SF (11 story office building)
5. 9th Street Retail Project (retail, 9th Street) - 95,000 SF (retail)
6. Flats at Blagden Alley (condos, Blagden Alley/M Street) Not to be included
7. Lofts 11 (condos, Logan Circle) - anticipated completion of 10/07? Not to be included
8. National Medical Association (office, 10th Street) - anticipated completion of 12/05? - 25,000 SF (office)
9. 1123 11th Street (office, 11th Street) - anticipated completion of 12/07? - 12,000 SF (residential, 5 units)

Regards,

Christopher J. Peduzzi, P.E., PTOE
Project Manager

A. MORTON THOMAS & Associates, Inc.
2 East Read Street,
Baltimore, Maryland 21202

Phone: 410-752-6552 ¦ Fax: 410-752-6553
cpeduzzi@amtengineering.com

Table 3

Intersection Level of Service Summary [1]

Marriott Marquis TIS

Location	Control	Existing Conditions AM Peak Hour	Existing Conditions PM Peak Hour
1. L Street and 9th Street	Signal		
Westbound		C(22.0)	C(20.8)
Northbound		B(12.3)	B(15.5)
Southbound		D(41.9)	A(9.1)
Overall		**D(36.0)**	**B(12.3)**
2. L Street and 10th Street	Signal		
Westbound		A(7.5)	A(8.6)
Southbound		C(26.0)	C(25.6)
Overall		**B(11.4)**	**B(13.1)**
3. Mass. Avenue and 9th Street	Signal		
Eastbound		A(7.5)	B(10.1)
Westbound		B(11.9)	A(9.3)
Southbound		F(99.7)	C(23.8)
Overall		**D(35.4)**	**B(13.1)**
4. Mass. Avenue and 10th Street	Signal		
Eastbound		B(12.5)	C(25.0)
Westbound		F(255.7)	D(43.7)
Southbound		B(15.0)	B(14.4)
Overall		**F(123.8)**	**C(29.6)**
5. Mass. Avenue and Private Lot	Stop Sign		
Eastbound LT		A[0.1]	A[0.1]
Southbound LR		A[0.0]	B[11.4]
6. Mass. Avenue and PMI Lot	Stop Sign		
Eastbound LT		A[0.6]	A[0.0]
Southbound LR		C[15.1]	D[25.4]
7. L Street and PMI Lot	Stop Sign		
Westbound LT		A[0.9]	A[0.2]
Northbound L		A[10.0]	A[9.3]
8. 9th Street and Private Lot	Stop Sign		
Eastbound LR		A[0.0]	C[19.9]
Northbound LT		A[9.4]	A[0.0]
9. M Street and 9th Street	Signal		
Eastbound		A(7.9)	D(36.4)
Westbound		B(11.0)	A(9.8)
Northbound		A(9.7)	A(9.6)
Southbound		C(32.7)	B(19.6)
Overall		**C(28.7)**	**C(20.3)**
10. M Street and 10th Street	Signal		
Eastbound		B(15.6)	B(17.0)
Westbound		B(14.1)	A(0.0)
Southbound		B(16.2)	B(16.4)
Overall		**B(15.8)**	**B(16.8)**

[1] Based on the Synchro/SimTraffic 6.0 methodology

Table 4

Background Conditions Level of Service Summary[1]

Marriott Marquis TIS

Location	Control	Existing Conditions		Background Conditions	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. L Street and 9th Street	Signal				
Westbound		C(22.0)	C(20.8)	C(24.5)	C(22.3)
Northbound		B(12.3)	B(15.5)	B(11.6)	B(14.9)
Southbound		D(41.9)	A(9.1)	F(122.7)	F(92.5)
Overall		**D(36.0)**	**B(12.3)**	**F(93.9)**	E(70.6)
2. L Street and 10th Street	Signal				
Westbound		A(7.5)	A(8.6)	A(6.8)	A(7.6)
Southbound		C(26.0)	C(25.6)	C(32.7)	C(24.9)
Overall		**B(11.4)**	**B(13.1)**	**B(14.3)**	**B(13.7)**
3. Mass. Avenue and 9th Street	Signal				
Eastbound		A(7.5)	B(10.1)	C(32.1)	E(57.7)
Westbound		B(11.9)	A(9.3)	C(22.5)	B(12.3)
Southbound		F(99.7)	C(23.8)	F(322.3)	F(165.9)
Overall		**D(35.4)**	**B(13.1)**	**F(116.1)**	E(75.2)
4. Mass. Avenue and 10th Street	Signal				
Eastbound		B(12.5)	C(25.0)	B(17.4)	F(106.3)
Westbound		F(255.7)	D(43.7)	F(410.2)	F(140.0)
Southbound		B(15.0)	B(14.4)	B(11.9)	B(14.0)
Overall		**F(123.8)**	**C(29.6)**	**F(180.8)**	**F(108.0)**
5. Mass. Avenue and Private Lot	Stop Sign				
Eastbound LT		A[0.1]	A[0.1]	A[0.1]	A[0.1]
Southbound LR		A[0.0]	B[11.4]	A[0.0]	B[11.4]
6. Mass. Avenue and PMI Lot	Stop Sign				
Eastbound LT		A[0.6]	A[0.0]	A[1.0]	A[0.0]
Southbound LR		C[15.1]	D[25.4]	C[18.3]	F[54.8]
7. L Street and PMI Lot	Stop Sign				
Westbound LT		A[0.9]	A[0.2]	A[0.9]	A[0.1]
Northbound L		A[10.0]	A[9.3]	B[10.6]	A[9.8]
8. 9th Street and Private Lot	Stop Sign				
Eastbound LR		A[0.0]	C[19.9]	A[0.0]	B[11.8]
Northbound LT		A[9.4]	A[0.0]	A[9.9]	A[0.0]
9. M Street and 9th Street	Signal				
Eastbound		A(7.9)	D(36.4)	A(8.6)	D(36.8)
Westbound		B(11.0)	A(9.8)	B(11.3)	A(9.2)
Northbound		A(9.7)	A(9.6)	B(15.4)	A(7.6)
Southbound		C(32.7)	B(19.6)	F(124.8)	C(34.5)
Overall		**C(28.7)**	**C(20.3)**	**F(103.2)**	**C(29.1)**
10. M Street and 10th Street	Signal				
Eastbound		B(15.6)	B(17.0)	B(16.2)	B(18.5)
Westbound		B(14.1)	A(0.0)	B(14.2)	A(0.0)
Southbound		B(16.2)	B(16.4)	B(17.9)	B(17.1)
Overall		**B(15.8)**	**B(16.8)**	**B(17.0)**	**B(18.0)**

[1] Based on the Synchro/SimTraffic 6.0 methodology

Table 6

Future Conditions Level of Service Summary [1]

Marriott Marquis TIS

Location	Control	Existing Conditions		Background Conditions		Future Conditions							
						Scenario 1		Scenario 2		Scenario 3		Scenario 3 (w. impr.)	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. L Street and 9th Street	Signal												
Eastbound		N/A	N/A	N/A	N/A	N/A	N/A	D(49.2)	B(18.1)	B(16.6)	B(15.5)	B(16.4)	C(21.7)
Westbound		C(22.0)	C(20.8)	C(24.5)	C(22.3)	C(24.5)	C(22.4)	C(26.3)	C(23.1)	C(20.7)	B(17.0)	C(32.9)	C(27.6)
Northbound		B(12.3)	B(15.5)	B(11.6)	B(14.9)	A(6.4)	C(22.7)	B(11.9)	C(22.3)	B(12.0)	C(34.1)	B(10.5)	A(6.9)
Southbound		D(41.9)	A(9.1)	F(122.7)	F(92.5)	F(118.6)	D(49.1)	F(119.5)	E(67.7)	F(200.3)	F(163.3)	D(51.4)	D(39.7)
Overall		**D(36.0)**	**B(12.3)**	**F(93.9)**	**E(70.6)**	**F(90.6)**	**D(40.7)**	**F(92.1)**	**D(53.3)**	**F(138.8)**	**F(109.3)**	**D(43.5)**	**C(32.4)**
2. L Street and 10th Street	Signal												
Westbound		A(7.5)	A(8.6)	A(6.8)	A(7.6)	A(6.9)	B(10.7)	A(9.7)	B(12.5)	B(10.9)	B(11.6)	B(14.8)	B(10.6)
Northbound		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	B(18.7)	C(31.1)	B(19.5)	C(21.6)
Southbound		C(26.0)	C(25.6)	C(32.7)	C(24.9)	C(32.5)	C(25.7)	C(33.5)	C(27.5)	C(31.5)	C(25.0)	C(31.5)	C(25.0)
Overall		**B(11.4)**	**B(13.1)**	**B(14.3)**	**B(13.7)**	**B(14.7)**	**B(15.3)**	**B(17.4)**	**B(17.2)**	**B(17.6)**	**C(21.8)**	**B(19.8)**	**B(17.5)**
3. Mass. Avenue and 9th Street	Signal												
Eastbound		A(7.5)	B(10.1)	C(32.1)	E(57.7)	B(19.5)	B(15.2)	B(19.2)	B(14.4)	D(43.0)	F(104.2)	E(58.6)	F(100.9)
Westbound		B(11.9)	A(9.3)	C(22.5)	B(12.3)	C(22.6)	B(14.1)	C(22.2)	B(13.8)	C(22.0)	B(13.8)	C(30.1)	B(13.8)
Southbound		F(99.7)	C(23.8)	F(322.3)	F(165.9)	F(359.8)	F(196.0)	F(365.5)	F(201.6)	F(359.0)	F(201.2)	F(273.5)	F(176.5)
Overall		**D(35.4)**	**B(13.1)**	**F(116.1)**	**E(75.2)**	**F(123.1)**	**E(80.3)**	**F(125.5)**	**E(81.9)**	**F(135.1)**	**F(108.6)**	**F(115.8)**	**F(100.4)**
4. Mass. Avenue and 10th Street	Signal												
Eastbound		B(12.5)	C(25.0)	B(17.4)	F(106.3)	B(18.3)	F(117.0)	B(18.3)	F(117.0)	F(159.1)	F(112.8)	D(50.2)	E(70.0)
Westbound		F(255.7)	D(43.7)	F(410.2)	F(140.0)	F(426.9)	F(138.0)	F(426.9)	F(139.6)	F(439.0)	B(17.8)	F(511.1)	E(56.7)
Southbound		B(15.0)	B(14.4)	B(11.9)	B(14.0)	B(16.4)	B(19.5)	C(21.4)	C(20.0)	C(23.2)	E(66.6)	C(22.5)	D(47.8)
Overall		**F(123.8)**	**C(29.6)**	**F(180.8)**	**F(108.0)**	**F(109.5)**	**F(118.6)**	**F(189.0)**	**F(118.8)**	**F(265.1)**	**F(86.2)**	**F(239.8)**	**E(65.6)**
5. Mass. Avenue and Private Lot/ Driveway # 1	Stop Sign												
Eastbound LT		A[0.1]	A[0.1]	A[0.1]	A[0.1]	B[12.7]	A[4.2]	B[12.7]	A[4.2]	F[53.8]	A[4.5]	F[68.9]	A[4.5]
Southbound LR		A[0.0]	B[11.4]	A[0.0]	B[11.4]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	N/A	A[0.0]	N/A
6. Mass. Avenue and PMI Lot/ Driveway # 2	Stop Sign												
Eastbound LT		A[0.6]	A[0.0]	A[1.0]	A[0.0]	A[0.0]	B[14.1]	A[0.0]	B[14.1]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Southbound LR		C[15.1]	D[25.4]	C[18.3]	F[54.8]	C[21.9]	F[658.2]	C[21.9]	F[656.2]	B[12.3]	B[11.1]	B[13.1]	B[11.1]
7. L Street and PMI Lot	Stop Sign												
Westbound LT		A[0.9]	A[0.2]	A[0.9]	A[0.1]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northbound L		A[10.0]	A[9.3]	B[10.6]	A[9.8]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8. 9th Street and Private Lot	Stop Sign												
Eastbound LR		A[0.0]	C[19.9]	A[0.0]	B[11.8]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northbound LT		A[9.4]	A[0.0]	A[9.9]	A[0.0]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9. M Street and 9th Street	Signal												
Eastbound		A(7.9)	D(36.4)	A(8.6)	D(36.8)	A(8.7)	D(36.5)	A(8.3)	D(37.1)	A(8.4)	D(37.2)	C(26.8)	D(37.2)
Westbound		B(11.0)	A(9.8)	B(11.3)	A(9.2)	B(11.7)	A(9.9)	B(11.7)	A(9.9)	B(11.7)	A(9.9)	B(15.0)	A(9.9)
Northbound		A(9.7)	A(9.6)	B(15.4)	A(7.6)	B(17.4)	B(15.8)	B(18.7)	B(15.9)	B(16.3)	B(14.2)	A(5.5)	C(20.8)
Southbound		C(32.7)	B(19.6)	F(124.8)	C(34.5)	F(120.3)	D(36.4)	F(120.3)	B(15.2)	F(121.0)	B(15.2)	D(46.3)	B(15.2)
Overall		**C(28.7)**	**C(20.3)**	**F(103.2)**	**C(29.1)**	**F(99.0)**	**C(31.8)**	**F(99.2)**	**B(19.8)**	**F(98.8)**	**B(19.3)**	**D(40.3)**	**C(21.2)**
10. M Street and 10th Street	Signal												
Eastbound		B(15.6)	B(17.0)	B(16.2)	B(18.5)	B(16.3)	B(18.7)	B(16.3)	B(18.7)	B(16.3)	B(18.7)	B(16.3)	B(18.7)
Westbound		B(14.1)	A(0.0)	B(14.2)	A(0.0)	B(14.2)	B(14.1)	B(14.2)	B(14.1)	B(14.2)	B(14.1)	B(14.2)	B(14.1)
Southbound		B(16.2)	B(16.4)	B(17.9)	B(17.1)	B(18.0)	B(17.2)	B(18.2)	B(17.4)	B(18.0)	B(17.0)	B(18.0)	B(17.0)
Overall		**B(15.8)**	**B(16.8)**	**B(17.0)**	**B(18.0)**	**B(17.1)**	**B(18.2)**	**B(17.3)**	**B(18.2)**	**B(17.1)**	**B(18.1)**	**B(17.1)**	**B(18.1)**

[1] Based on the Synchro/SimTraffic 6.0 methodology

Recommended Intersection Improvements
Marriot Marquis, Washington DC

Intersection/Street	Lane Use/Signage Modification	Signal Modification
L Street and 10th Street	One-way L and 10th Streets to be converted to 2-way	Signal timings/phasings to be modified to allow for 2-way trraffic on both L and 10th Streets
L Street and 9th Street	One-way L Street to be converted to 2-way	Signal timings/phasings to be modified to allow for 2-way traffic on L street.
L Street	Add signage in the vicinity of the proposed hotel: "Hotel Traffic Only" to minimize non-residential traffic along 10th Street.	N/A
Massachusetts Ave. and 10th Street	Re-stripe the EB approach from 2T lanes and a shared TR lane to single L, T, and R lanes to account for the 2-way 10th Street conversion.	Signal timings/phasings to be modified for the EB approach on Mass. Ave. to include a separate EB left turn phase.

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MEMORANDUM

TO:	Robert Knopf	Quadrangle Development Corporation
	Mark Brungart	Quadrangle Development Corporation
CC:	Whayne Quin, Esq.	Holland & Knight, LLP
	Leila Batties, Esq.	Holland & Knight, LLP
FROM:	Erwin N. Andres, P.E.	
	Louis J. Slade, P.E.	
DATE:	September 24, 2008	
SUBJECT:	Marriott Marquis Transportation Management Plan (TMP)	

INTRODUCTION

This memorandum summarizes the elements of the Transportation Management Plan (TMP) associated with the development of the Washington, DC Marriott Marquis Hotel located on the block bounded by Massachusetts Avenue, L Street, 9th Street and 10th Street in northwest Washington, DC. The proposed hotel development consists of a proposed hotel providing 1,125 hotel rooms and 388 valet parking spaces. Figure 1 shows the location of the site and the surrounding local roadway network. Figure 2 presents an aerial photograph of the site.

The proposed Marriott Marquis Hotel is well served by transit with its close proximity being 2 blocks southwest of the Mt. Vernon Square Metrorail station portal providing access to the Yellow and Green lines and 5 blocks north of the Gallery Place-Chinatown Metrorail station portal providing access to the Yellow, Green and Red lines. Additionally, the site is also linked to several Metrobus routes that include the Circulator Bus, 79, and G8 routes that travel south along 9th Street.

This TMP supplements the April 21, 2008 Traffic Impact Study Report prepared by AMT and provides additional information regarding the management of several traffic-related aspects of the overall development plan. Based on the AMT study, recommended changes in roadway functions have been proposed to support the proposed hotel application and include changing L Street and 10th Street, which are both currently one-way westbound and southbound, respectively, to two-way operations. This proposed modification has a significant benefit of providing two-way circulation completely around the subject property.

This document provides details of the management of the various elements of the proposed hotel development that include the following:

- Overall Transportation Management
- Truck Access and Circulation
- Bus Staging
- Valet Parking Operations

OVERALL TRANSPORTATION MANAGEMENT

In order to manage all of the functions related to the management of traffic, transportation and parking related functions related to the proposed hotel, it is recommended that a member of Marriott staff be designated as the Transportation Management Coordinator (TMC). This staff person may have other hotel functions, but would also be responsible for managing and overseeing the transportation-related functions of the hotel. The TMC would be responsible for the following functions:

- Managing all forms of transportation to and from the hotel including taxis, buses, and valet parking services.
- Coordinating the promotion of transit and alternative commuting options for employees and visitors to the hotel.
- Coordinating large events at the hotel with the Washington Convention Center Authority (WCCA) and their Transportation Manager.
- Coordinating the designation of staff levels for daily and special event management of parking operations with the selected valet parking operators.
- Monitoring, evaluating, and adjusting transportation management policies based on feedback from visitors, hotel staff, DDOT and MPD.

The TMC will ultimately be responsible for distributing and enforcing the policies related to this TMP and developing contingency plans to supplement the operations of the various elements of this TMP.

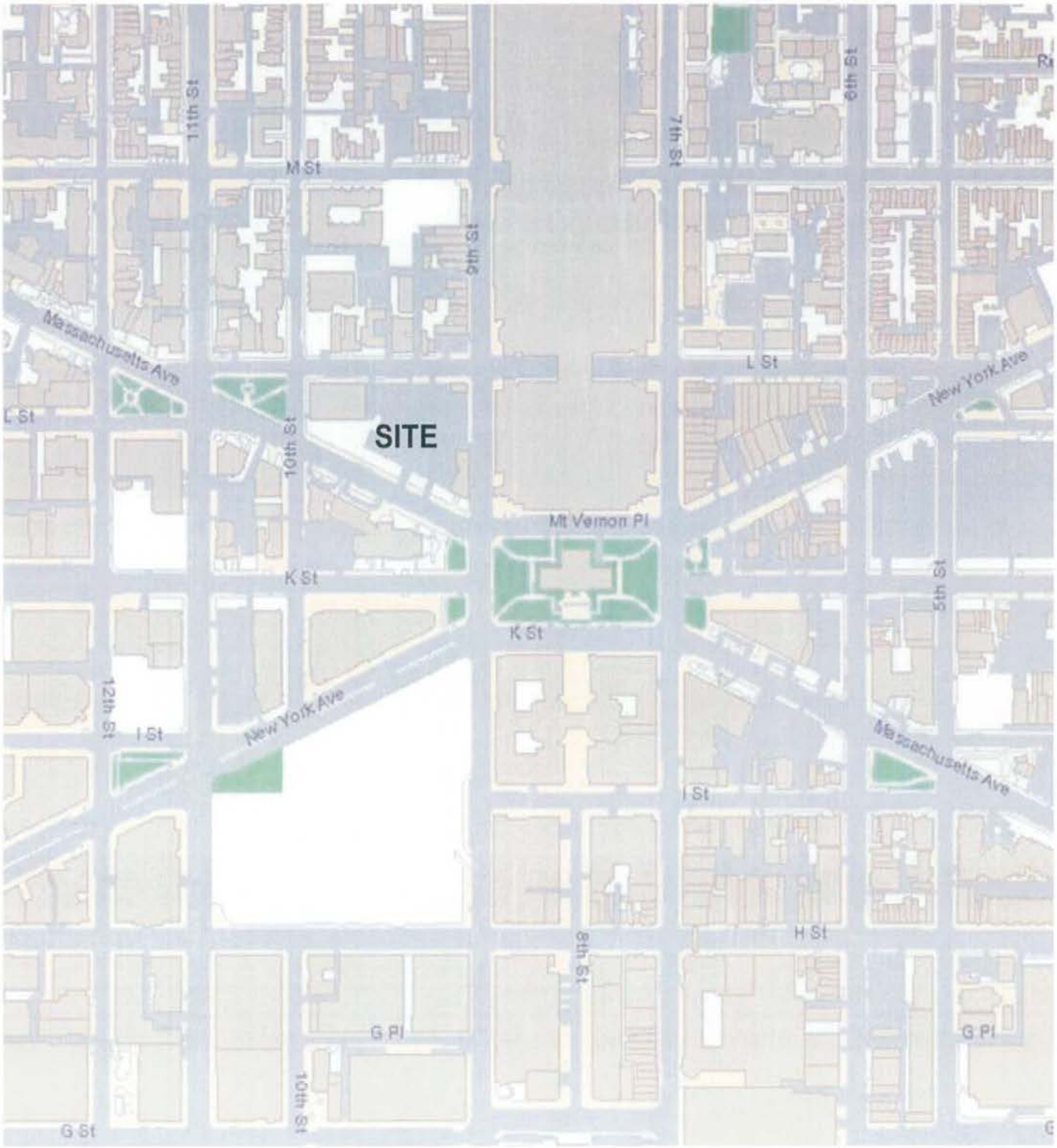

Figure 1
Local Roadway Network and Site Location

Figure 2
Aerial Photograph of Proposed Marriott Marquis Hotel Site

TRUCK ACCESS AND CIRCULATION

The truck loading areas for tractor trailers are currently located on the east side of the property below grade. Larger trucks that would need to access this truck loading facility would need to enter the truck ramps on the north side of M Street between 9th and 7th Streets serving the Washington Convention Center. After entering this ramp, trucks destined for the Marriott Marquis Hotel will then travel south under the Convention Center and south under 9th Street in order to access the loading docks on the lower level of the hotel. Trucks exit from the Marriott Marquis loading docks by heading north under 9th Street and exiting from the M Street truck exit ramp to turn right onto M Street and left onto 9th Street.

The prescribed truck routes for larger truck deliveries for the Marriott Marquis hotel are similar to the prescribed truck routes for the Washington Convention Center and consist of the following:

Inbound Truck Circulation:

- Trucks will likely arrive from the west and head westbound along New York Avenue, turn right onto westbound L Street, then turn right onto northbound 9th Street, then turn right onto eastbound M Street and finally turn left into the inbound truck ramp.

Outbound Truck Circulation:

- Trucks exiting the M Street truck exit ramp would turn right onto westbound M Street, turn left onto southbound 9th Street and turn left onto Mount Vernon Place to head east along New York Avenue.
- Trucks would also have the option of heading south on 9th Street to turn left onto K Street to head east on Massachusetts Avenue.

Figure 3 presents the truck routes prescribed above. For smaller delivery vehicles that will not require access to the below-grade loading docks, smaller trucks and delivery vehicles will be permitted to make deliveries at the loading dock that can be accessed directly from L Street just east of the PEPCO Substation building.

Figure 3
Prescribed Truck Routes for the Proposed Marriott Marquis Hotel Site

BUS MANAGEMENT

Given that the proposed Marriott Marquis Hotel provides two main entries, one on L Street and one on Massachusetts Avenue, passenger vehicles accessing the site can be segregated from charter buses and commercial buses dropping off hotel guests. The L Street lay-by area is the designated bus drop-off area. Buses that are dropping off or pickup up guests at the L Street lay-by area will be monitored by hotel staff to ensure that the buses are not idling when parked. When dropping off guests, buses will approach the L Street lay-by area from the west.

After dropping off the hotel guests, the bus operator will be required to park their bus off-site. The Union Station bus deck has bus parking spaces that are accessible anytime with access into that garage from H Street, NE. The bus operators will need to coordinate with the tour bus group leader to determine the accurate pick-up times to minimize truck waiting in the bus lay-by area on L Street.

VALET PARKING OPERATIONS

The proposed hotel development provides 388 parking spaces that will be served only by valet parking. Patrons dropping off their vehicle to be parked are required to enter the port cochere from Massachusetts Avenue, where they will be met by the hotel parking staff. The hotel parking staff will then provide the patron with a ticket before taking the car down to the parking garage levels below grade. When the hotel guest is ready to retrieve their vehicle, they will call the parking valet to retrieve their vehicle or visit the valet station at the port cochere. The patron will then be directed to the L Street lay-by area to wait for their vehicle. Because the port cochere has limited stacking for the valet once he or she retrieves the vehicle, the designated area for vehicle pick-up has been established at the L Street lay-by area. After the valet retrieves the vehicle, the valet will turn right onto Massachusetts Avenue, turn right onto 10th Street, and turn right onto L Street to access the lay-by area to return the vehicle to the waiting patron.

Due to the limited parking supply provided at this hotel and its proximity to transit options that include Metrobus, Circulator Bus, and two Metrorail stations within a five-block radius, it is projected that the driving mode share will be relatively low. The staffing of valets to serve peak events at the hotel will be monitored and assigned appropriately based on the staffing experience of the selected parking valet operator.