APPENDIX D
RECORDED SPEEDS FOR STUDIED SEGMENTS IN THE STUDY AREA

ZONING COMMISSION
District of Columbia
CASE NO.02-38
EXHIBIT NO.39A3

AVERAGE SPEED (Miles Per Hour)

	Road	Section	AM Peak	PM Peak
7TH STREET	7th Street Northbound	Maine Avenue - I Street	25.4	19.5
	7th Street Northbound	I Street - G Street	12.1	9.2
	7th Street Northbound	G Street - E Street	17.7	5.5
	7th Street Northbound	E Street - D Street	13.8	6.3
	7th Street Northbound	D Street - C Street	26.2	16.0
	7th Street Northbound	C Street - Independence Avenue	30.9	16.4
	7th Street Southbound	Independence Avenue - C Street	20.5	35.9
	7th Street Southbound	C Street - D Street	22.3	22.3
	7th Street Southbound	D Street - E Street	8.5	13.3
	7th Street Southbound	E Street - G Street	5.8	8.2
	7th Street Southbound	G Street - I Street	20.0	11.9
	7th Street Southbound	I Street - Maine Avenue	20.1	37.0
M St. / MAINE Ave.	M Street / Maine Avenue Eastbound	7th Street - 6th Street	17.7	21.5
	M Street / Maine Avenue Eastbound	6th Street - 4th Street	29.1	16.4
	M Street / Maine Avenue Eastbound	4th Street - 3rd Street	19.6	25.6
	M Street / Maine Avenue Westbound	3rd Street - 4th Street	7.2	8.1
	M Street / Maine Avenue Westbound	4th Street - 6th Street	21.8	22.5
	M Street / Maine Avenue Westbound	6th Street - 7th Street	26.7	24.0
I STREET	I Street Eastbound	7th Street - 6th Street	24.9	8.0
	I Street Eastbound	6th Street - 4th Street	8.0	5.0
	I Street Eastbound	4th Street - 3rd Street	18.9	18.0
	I Street Westbound	3rd Street - 4th Street	9.1	5.5
	I Street Westbound	4th Street - 6th Street	16.1	18.0
	I Street Westbound	6th Street - 7th Street	17.5	6.3

APPENDIX E
ACCIDENT DATA

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **I ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

ixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	100.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **I ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	1	50.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	50.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	50.00%
Weekday:	1	50.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **I ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	1	50.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

,xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	50.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	50.00%
18:30-07:30	0	0.00%
Weekday:	1	50.00%
Weekend:	1	50.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **M ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **7**

Total Number of Injuries **11**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	57.14%	0	0.00%	0	0.00%	3	42.86%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	4	0	2	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	14.29%
09:30-11:30	2	28.57%
11:30-13:30	1	14.29%
13:30-16:00	1	14.29%
16:00-18:30	1	14.29%
18:30-07:30	1	14.29%
Weekday:	6	85.71%
Weekend:	1	14.29%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **M ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **3**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	66.67%	0	0.00%	0	0.00%	1	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	2	0	0

ixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	33.33%
11:30-13:30	1	33.33%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	33.33%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

3RD ST And **M ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Dat
Pre
ya

Location: Quadrant:

4TH ST And **INDEPENDENCE AVE** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
1	50.00%	0	0.00%	0	0.00%	1

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P
0	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	2	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Dat
Pre
ya

Location: Quadrant:

4TH ST And **INDEPENDENCE AVE** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
1	100.00%	0	0.00%	0	0.00%	0

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	100.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **INDEPENDENCE AVE** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **3**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	33.33%	0	0.00%	1	33.33%	1	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	33.33%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	2	66.67%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Dat
Pre
ya

Location: Quadrant:

4TH ST And **C ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Un
1	100.00%	0	0.00%	0	0.00%	0

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	P
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	0	0.00%
Weekend:	1	100.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **C ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	100.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **C ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	0	0.00%
Weekend:	1	100.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **D ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **3**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	33.33%	0	0.00%	0	0.00%	2	66.67%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	1	0	0	0	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	66.67%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	33.33%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	33.33%
Weekend:	2	66.67%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **D ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	2	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	1	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	50.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **E ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **I ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By:
ya

Location: Quadrant:

4TH ST And **I ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **M ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	2	100.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

4TH ST And **M ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	2	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	1	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	50.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **G ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	100.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **G ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

ixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	0	0.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **I ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	50.00%	0	0.00%	0	0.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	50.00%
16:00-18:30	0	0.00%
18:30-07:30	1	50.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **I ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **5**

Total Number of Injuries **9**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	20.00%	0	0.00%	2	40.00%	2	40.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
4	1	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	20.00%
11:30-13:30	2	40.00%
13:30-16:00	1	20.00%
16:00-18:30	1	20.00%
18:30-07:30	0	0.00%
Weekday:	4	80.00%
Weekend:	1	20.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **I ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	100.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

6TH ST And **M ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **5**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	80.00%	0	0.00%	0	0.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	3	1	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	3	60.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	5	100.00%
Weekend:	0	0.00%

* 2002 1999 N/A

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **INDEPENDENCE AVE** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

1999 to 2000 N/A

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **C ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	50.00%	0	0.00%	0	0.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	50.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **E ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **E ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	50.00%	0	0.00%	0	0.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	50.00%
11:30-13:30	1	50.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **G ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	0	0.00%
Weekend:	1	100.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **G ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	50.00%
16:00-18:30	1	50.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **I ST** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	50.00%	0	0.00%	0	0.00%	1	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	1	50.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **I ST** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	2	0	0

xed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	1	50.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	50.00%
Weekend:	1	50.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **I ST** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **MAINE AV** **SW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **5**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	40.00%	0	0.00%	1	20.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	2	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	40.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	20.00%
16:00-18:30	1	20.00%
18:30-07:30	1	20.00%
Weekday:	4	80.00%
Weekend:	1	20.00%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **MAINE AV** **SW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **6**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	83.33%	0	0.00%	0	0.00%	1	16.67%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	0	0	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	16.67%
13:30-16:00	0	0.00%
16:00-18:30	1	16.67%
18:30-07:30	4	66.67%
Weekday:	4	66.67%
Weekend:	2	33.33%

DCDPW: Accident Summary Report (R-4)

Date: 9/18/2002
Prepared By: ya

Location: Quadrant:

7TH ST And **MAINE AV** **SW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **4**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	0	0.00%	1	25.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	25.00%
16:00-18:30	0	0.00%
18:30-07:30	3	75.00%
Weekday:	1	25.00%
Weekend:	3	75.00%

APPENDIX F
DESCRIPTION OF LEVEL OF SERVICE FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Level of Service Descriptions for Signalized Intersections

Level of Service	Description
A	***Level of Service A*** describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	***Level of Service B*** describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.
C	***Level Of Service C*** describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, though many still pass though the intersection without stopping.
D	***Level of Service D*** describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, longer cycle lengths, or high volume to capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. This level is considered by many agencies to be the limit of acceptable delay.
E	***Level of Service E*** describes operations with delay greater than 55 and up to 80 sec per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	***Level of Service F*** describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

At unsignalized intersections, the criteria used to evaluate the quality of flow is the measure of the adequacy of the number of acceptable gaps in the thru traffic stream for drivers facing a STOP or YIELD condition. Variables affecting the gaps fare the distribution or arrival of vehicles in the thru traffic stream, the width of the highway, trucks, grades and the amount of time it requires to enter the traffic stream from a stop position (critical gap size).

As a result, the following criteria has been established:

Level of Service	Average Control Delay	Status
A	0 – 10	Little or no Delay
B	> 10 – 15	Short Traffic Delays
C	> 15 – 25	Average Delays
D	> 25 – 35	Long Delays
E	> 35 – 50	Very Long Delays
F	> 50	Extremely Long Delays with significant queuing and traffic congestion

APPENDIX G
TRIP GENERATION – OTHER AREA DEVELOPMENTS

4th Street SW Transportation Study

Trip Generation - Other Area Developments

Development Boundaries: N-S: Independence Avenue to Buzzards Point
E-W: Washington Channel to 4th Street SE

It is assumed that all developments listed below will be completed by 2010 unless otherwise noted

1. Capital Park East - 422 Unit Multi-Family Rental Development - Under Construction
301 G Street, SW
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 422	X = 422	X = 422
T = 2664	T = 213	T = 247
50% entering = 1332	16% entering = 34	67% entering = 166
50% exiting = 1332	84% exiting = 179	33% exiting = 82
Transit Mode Share:	Figure 36 of 1989 WMATA study 1500' from metro	T= 45% reduction
entering = 599	entering = 15	entering = 74
exiting = 599	exiting = 81	exiting = 37
Total Vehicular Trips:		
entering = 732	entering = 19	entering = 91
exiting = 732	exiting = 98	exiting = 45

2. Millennium Arts Center - 150,000 SF Studio Arts Center - Under Construction
65 I Street, SW
ITE 495, Recreational Community Center

Average Vehicle Trip ends vs. 1000 SF GLA

Weekday	AM Peak Hour of Generator	PM Peak Hour of Adj. Traffic
Average Rate = n/a	Average Rate = 1.32	Average Rate = 1.75
X = 150	X = 150	X = 150
T = n/a	T = 198	T = 263
50% entering = n/a	66% entering = 131	34% entering = 89
50% exiting = n/a	34% exiting = 67	66% exiting = 173
Transit Mode Share:	Figure 37 of 1989 WMATA study 2280' from metro	T= 42% reduction
entering = n/a	entering = 55	entering = 37
exiting = n/a	exiting = 28	exiting = 73
Total Vehicular Trips:		
entering = 668	entering = 76	entering = 52
exiting = 668	exiting = 39	exiting = 100

Note: No ITE weekday trip generation data is provided for Land Use 495, Recreational Community Center. The weekday trip generation was estimated by averaging the AM and PM peak hour trip generation, and dividing this total by a K factor of 0.10.

3. Syphax School Housing - 41 Unit Single-Family Residential Development - Under Construction
Half Street and O Street, SW
ITE 210, Single-Family Detached Housing

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
Ln(T) = 0.920Ln(X) + 2.707	T = 0.700Ln(X) + 9.477	Ln(T) = 0.901Ln(X) + 0.527
X = 41	X = 41	X = 41
T = 456	T = 38	T = 48
50% entering = 228	25% entering = 10	64% entering = 31
50% exiting = 228	75% exiting = 29	36% exiting = 17

Transit Mode Share: Figure 36 of 1989 WMATA study 2300' from metro T= 30% reduction

entering = 68	entering = 3	entering = 9
exiting = 68	exiting = 9	exiting = 5

Total Vehicular Trips:

entering = 160	entering = 7	entering = 22
exiting = 160	exiting = 20	exiting = 12

4. Capitol Point - 750 Unit Multi-Family Residential Development - Planned
2nd Street and Potomac Avenue, SW
ITE 222, High Rise Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
Ln(T) = 0.825Ln(X) + 2.502	Ln(T) = 0.987Ln(X) - 1.138	T = 0.315(X) + 12.302
X = 750	X = 750	X = 750
T = 2874	T = 221	T = 249
50% entering = 1437	25% entering = 55	61% entering = 152
50% exiting = 1437	75% exiting = 165	39% exiting = 97

No Transit Mode Share - too far from Metro station

Capitol Point - 1.35 million SF Commercial Development - Planned
2nd Street and Potomac Avenue, SW
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GLA

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 1350	X = 1350	X = 1350
T = 9795	T = 1484	T = 1593
50% entering = 4898	88% entering = 1306	17% entering = 271
50% exiting = 4898	12% exiting = 178	83% exiting = 1322

No Transit Mode Share - too far from Metro station

5. Florida Rock II - 300 Unit Multi-Family Residential Development - Planned
South Capitol and S Street, SW
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 300	X = 300	X = 300
T = 1932	T = 152	T = 181
50% entering = 966	16% entering = 24	66% entering = 119
50% exiting = 966	84% exiting = 128	33% exiting = 60

No Transit Mode Share - too far from Metro station

6. AWI - Anacostia Waterfront Initiative
Water Street SW
2010 Level of Development

560 Unit Multi-Family Rental Development
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 560	X = 560	X = 560
T = 3491	T = 282	T = 322
50% entering = 1745	16% entering = 45	67% entering = 216
50% exiting = 1745	84% exiting = 237	33% exiting = 106
Transit Mode Share: Figure 36 of 1989 WMATA study	2250' from metro	T= 32% reduction
entering = 559	entering = 14	entering = 69
exiting = 559	exiting = 76	exiting = 34
Total Vehicular Trips:		
entering = 1187	entering = 31	entering = 147
exiting = 1187	exiting = 161	exiting = 72

210 Room Hotel
ITE 310, Hotel

Average Vehicle Trip ends vs. Rooms

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 8.946(X) - 368.112	Ln(T) = 1.240Ln(X) - 1.998	Ln(T) = 1.212Ln(X) - 1.763
X = 210	X = 210	X = 210
T = 1511	T = 103	T = 112
50% entering = 755	16% entering = 16	67% entering = 75
50% exiting = 755	84% exiting = 86	33% exiting = 37
Transit Mode Share: Figure 36 of 1989 WMATA study	2250' from metro	T= 15% reduction
entering = 113	entering = 2	entering = 11
exiting = 113	exiting = 13	exiting = 6
Total Vehicular Trips:		
entering = 642	entering = 14	entering = 64
exiting = 642	exiting = 73	exiting = 31

151,900 SF Retail
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.643Ln(X) + 5.866	Ln(T) = 0.596Ln(X) + 2.329	Ln(T) = 0.660Ln(X) + 3.403
X = 151.9	X = 151.9	X = 152
T = 8919	T = 205	T = 827
50% entering = 4459	61% entering = 125	48% entering = 397
50% exiting = 4459	39% exiting = 80	52% exiting = 430
Transit Mode Share:	Figure 37 of 1989 WMATA study 2250' from Metro	T= 42% reduction
entering = 1873	entering = 53	entering = 167
exiting = 1873	exiting = 34	exiting = 181
Total Vehicular Trips:		
entering = 2586	entering = 73	entering = 230
exiting = 2586	exiting = 46	exiting = 250

0 SF Cultural Center (Museum)
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
T = 852/50 * X	T = 0	T = 119/50 * X
X = 0	X = 0	X = 0
T = 0	T = 0	T = 0
50% entering = 0	entering = 0	27% entering = 0
50% exiting = 0	exiting = 0	73% exiting = 0
Transit Mode Share:	Figure 37 of 1989 WMATA study 2250' from Metro	T= 42% reduction
entering = 0	entering = 0	entering = 0
exiting = 0	exiting = 0	exiting = 0
Total Vehicular Trips:		
entering = 0	entering = 0	entering = 0
exiting = 0	exiting = 0	exiting = 0

Note: The ITE Trip Generation Manual provides no information regarding trip generation for museums. Museum trip generation methodology developed by Kaku Associates for the Santa Monica Civic Center Specific Plan.

6. AWI - Anacostia Waterfront Initiative
Water Street SW
2022 Level of Development

750-850 Unit Multi-Family Rental Development
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 800	X = 800	X = 800
T = 4929	T = 401	T = 452
50% entering = 2465	16% entering = 64	67% entering = 303
50% exiting = 2465	84% exiting = 337	33% exiting = 149
Transit Mode Share:	Figure 36 of 1989 WMATA study 2250' from metro	T= 32% reduction
entering = 789	entering = 21	entering = 97
exiting = 789	exiting = 108	exiting = 48
Total Vehicular Trips:		
entering = 1676	entering = 44	entering = 206
exiting = 1676	exiting = 229	exiting = 101

300 Room Hotel
ITE 310, Hotel

Average Vehicle Trip ends vs. Rooms

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 8.946(X) - 368.112	Ln(T) = 1.240Ln(X) - 1.998	Ln(T) = 1.212Ln(X) - 1.763
X = 300	X = 300	X = 300
T = 2316	T = 160	T = 172
50% entering = 1158	16% entering = 26	67% entering = 116
50% exiting = 1158	84% exiting = 134	33% exiting = 57
Transit Mode Share:	Figure 36 of 1989 WMATA study 2250' from metro	T= 15% reduction
entering = 174	entering = 4	entering = 17
exiting = 174	exiting = 20	exiting = 9
Total Vehicular Trips:		
entering = 984	entering = 22	entering = 98
exiting = 984	exiting = 114	exiting = 48

217,000 SF Retail
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.643Ln(X) + 5.866	Ln(T) = 0.596Ln(X) + 2.329	Ln(T) = 0.660Ln(X) + 3.403
X = 217	X = 217	X = 217
T = 11218	T = 254	T = 1047
50% entering = 5609	61% entering = 155	48% entering = 503
50% exiting = 5609	39% exiting = 99	52% exiting = 544
Transit Mode Share:	Figure 37 of 1989 WMATA study 2250' from Metro	T= 42% reduction
entering = 2356	entering = 65	entering = 211
exiting = 2356	exiting = 42	exiting = 229
Total Vehicular Trips:		
entering = 3253	entering = 90	entering = 291
exiting = 3253	exiting = 57	exiting = 316

160,000 SF Cultural Center (Museum)
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
T = 852/50 * X	T = 0	T = 119/50 * X
X = 160	X = 160	X = 160
T = 2726	T = 0	T = 381
50% entering = 1363	entering = 0	27% entering = 103
50% exiting = 1363	exiting = 0	73% exiting = 278
Transit Mode Share:	Figure 37 of 1989 WMATA study 2250' from Metro	T= 42% reduction
entering = 573	entering = 0	entering = 43
exiting = 573	exiting = 0	exiting = 117
Total Vehicular Trips:		
entering = 791	entering = 0	entering = 60
exiting = 791	exiting = 0	exiting = 161

Note: The ITE Trip Generation Manual provides no information regarding trip generation for museums. Museum trip generation methodology developed by Kaku Associates for the Santa Monica Civic Center Specific Plan.

7. 20 M Street - 190,000 SF Office Building - Planned
20 M Street SE
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday		AM Peak Hour	PM Peak Hour	
Ln(T) = 0.768Ln(X) + 3.654		Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295	
X = 190		X = 190	X = 190	
T = 2173		T = 311	T = 292	
50% entering = 1086		88% entering = 274	17% entering = 50	
50% exiting = 1086		12% exiting = 37	83% exiting = 243	
Transit Mode Share:	T=61.37-0.76M	M = Distance to Metro = 0 Feet	T= 61%	reduction
entering = 663		entering = 167	entering = 30	
exiting = 663		exiting = 23	exiting = 148	
Total Vehicular Trips:				
entering = 424		entering = 107	entering = 19	
exiting = 424		exiting = 15	exiting = 95	

8. Arthur Capper-Carrollsburg - 1500 Unit Mixed Use Residential - Planned
800 new units
M Street SE between 3rd & 6th Streets
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday		AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic	
T = 5.994(X) + 134.114		T = 0.497(X) + 3.238	T = 0.541(X) + 18.743	
X = 800		X = 800	X = 800	
T = 4929		T = 401	T = 452	
50% entering = 2465		16% entering = 64	67% entering = 303	
50% exiting = 2465		84% exiting = 337	33% exiting = 149	
Transit Mode Share:	Figure 36 of 1989 WMATA study	1200' from metro	T= 50%	reduction
entering = 1232		entering = 32	entering = 151	
exiting = 1232		exiting = 168	exiting = 75	
Total Vehicular Trips:				
entering = 1232		entering = 32	entering = 151	
exiting = 1232		exiting = 168	exiting = 75	

9. Capitol Hill Towers - 342 Unit Residential Development - Planned
L Street and New Jersey Avenue, SE
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday		AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic	
T = 5.994(X) + 134.114		T = 0.497(X) + 3.238	T = 0.541(X) + 18.743	
X = 342		X = 342	X = 342	
T = 2184		T = 173	T = 204	
50% entering = 1092		16% entering = 28	67% entering = 137	
50% exiting = 1092		84% exiting = 145	33% exiting = 67	
Transit Mode Share:	Figure 36 of 1989 WMATA study	800' from metro	T= 55%	reduction
entering = 601		entering = 15	entering = 75	
exiting = 601		exiting = 80	exiting = 37	
Total Vehicular Trips:				
entering = 491		entering = 12	entering = 61	
exiting = 491		exiting = 65	exiting = 30	

10. DOT Headquarters
3rd & M Streets SE
ITE 714, Corporate Headquarters Building

		AM Peak Hour		PM Peak Hour	Source
Number of Future Employees		5500		5500	USDOT
Percent Sick or Vacation		10.0%		10.0%	USDOT
Percent Telecommute		0.1%		0.1%	USDOT
Percent Alternative Work Schedule		4.9%		4.9%	USDOT
Number of Future Employees Traveling to/from USDOT		4675		4675	
Percent Person Trips by Mode	Auto:	55.3%	Auto:	55.3%	USDOT / Gorove/Slade
	Transit	43.3%	Transit	43.3%	USDOT
	Other:	1.4%	Other:	1.4%	Gorove/Slade
Average Auto Occupancy		1.82		1.82	USDOT / Gorove/Slade
Percent Traveling in Peak Hour		35%		33%	Gorove/Slade
Percent Trips Inbound		93%		10%	ITE 714
Percent Trips Outbound		7%		90%	ITE 714
Total Inbound Vehicle Trips		462		47	
Total Outbound Vehicle Trips		35		422	

Total Vehicular Trips:

ADT entering =	entering = 462	entering = 47
ADT exiting = #REF!	exiting = 35	exiting = 422

Note: DOT headquarters trip generation information provided by the consulting engineering firm for this project.
Average Daily Trips were estimated by averaging the AM and PM peak hours and using the standard engineering practice of the peak hour representing 10 percent of total daily volume.

11. Federal Gateway - 297,000 SF Office - Under Construction
140 M Street SE
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 297	X = 297	X = 297
T = 3062	T = 444	T = 412
50% entering = 1531	88% entering = 391	17% entering = 70
50% exiting = 1531	12% exiting = 53	83% exiting = 342

Transit Mode Share:	Figure 31 of 1989 WMATA study	0' to metro	T= 61%	reduction
entering = 934	entering = 238		entering = 43	
exiting = 934	exiting = 33		exiting = 209	

Total Vehicular Trips:

entering = 597	entering = 152	entering = 27
exiting = 597	exiting = 21	exiting = 133

12. Florida Rock I - 589,660 SF Office Building
100 Potomac Avenue, SE
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 589.66	X = 589.66	X = 589.66
T = 5185	T = 767	T = 740
50% entering = 2592	88% entering = 675	17% entering = 126
50% exiting = 2592	12% exiting = 92	83% exiting = 614
Transit Mode Share:	Taken from p. 12 of 7/2/97 Transcore study	T= 26% reduction
entering = 674	entering = 175	entering = 33
exiting = 674	exiting = 24	exiting = 160
Total Vehicular Trips:		
entering = 1918	entering = 499	entering = 93
exiting = 1918	exiting = 68	exiting = 455

Florida Rock I - 205 Unit Residential Development
100 Potomac Avenue, SE
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 205	X = 205	X = 205
T = 1363	T = 105	T = 130
50% entering = 681	16% entering = 17	67% entering = 87
50% exiting = 681	84% exiting = 88	33% exiting = 43
Transit Mode Share:	Taken from p. 12 of 7/2/97 Transcore study	T= 26% reduction
entering = 177	entering = 4	entering = 23
exiting = 177	exiting = 23	exiting = 11
Total Vehicular Trips:		
entering = 504	entering = 12	entering = 64
exiting = 504	exiting = 65	exiting = 32

Florida Rock I - 55,000 SF Retail
ITE 820, Shopping Center (AM). ITE 814, Specialty Retail (Weekday, PM)

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Average Rate = 40.67	Ln(T) = 0.596Ln(X) + 2.329	Avg. Rate = 2.59
X = 55	X = 55	X = 55
T = 2237	T = 112	T = 142
50% entering = 1118	61% entering = 68	48% entering = 68
50% exiting = 1118	39% exiting = 44	52% exiting = 74
Transit Mode Share:	Figure 37 of 1989 WMATA study 1000' from Metro	T= 26% reduction
entering = 291	entering = 18	entering = 18
exiting = 291	exiting = 11	exiting = 19
Total Vehicular Trips:		
entering = 828	entering = 50	entering = 51
exiting = 828	exiting = 32	exiting = 55

Florida Rock I - 600 Room Hotel
100 Potomac Avenue, SE
ITE 310, Hotel

Average Vehicle Trip ends vs. Rooms

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 8.946(X) - 368.112	Ln(T) = 1.240Ln(X) - 1.998	Ln(T) = 1.212Ln(X) - 1.763
X = 600	X = 600	X = 600
T = 4999	T = 378	T = 399
50% entering = 2500	16% entering = 60	67% entering = 268
50% exiting = 2500	84% exiting = 317	33% exiting = 132
Transit Mode Share:	Taken from p. 12 of 7/2/97 Transcore study	T= 26% reduction
entering = 650	entering = 16	entering = 70
exiting = 650	exiting = 82	exiting = 34
Total Vehicular Trips:		
entering = 1850	entering = 45	entering = 198
exiting = 1850	exiting = 235	exiting = 98

13. Plaza of the Patriots - 230 Room Hotel
4th & E Streets SW
ITE 310, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 8.946(X) - 368.112	Ln(T) = 1.240Ln(X) - 1.998	Ln(T) = 1.212Ln(X) - 1.763
X = 230	X = 230	X = 230
T = 1689	T = 115	T = 125
50% entering = 845	16% entering = 18	67% entering = 84
50% exiting = 845	84% exiting = 97	33% exiting = 41
Transit Mode Share:	Figure 36 of 1989 WMATA study 2400' from metro	T= 30% reduction
entering = 253	entering = 6	entering = 25
exiting = 253	exiting = 29	exiting = 12
Total Vehicular Trips:		
entering = 591	entering = 13	entering = 59
exiting = 591	exiting = 68	exiting = 29

Plaza of the Patriots - 300,000 SF Office Building
4th & E Streets, SW
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 300	X = 300	X = 300
T = 3086	T = 448	T = 416
50% entering = 1543	88% entering = 394	17% entering = 71
50% exiting = 1543	12% exiting = 54	83% exiting = 345
Transit Mode Share:	Figure 31 of 1989 WMATA study 2400' to metro	T= 42% reduction
entering = 648	entering = 165	entering = 30
exiting = 648	exiting = 23	exiting = 145
Total Vehicular Trips:		
entering = 895	entering = 228	entering = 41
exiting = 895	exiting = 31	exiting = 200

14. Potomac Place - 302 Unit Residential Development - Proposed Addition
800 4th Street SW
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 302	X = 302	X = 302
T = 1944	T = 153	T = 182
50% entering = 972	16% entering = 25	67% entering = 122
50% exiting = 972	84% exiting = 129	33% exiting = 60
Transit Mode Share:	Figure 36 of 1989 WMATA study 1350' from metro	T= 46% reduction
entering = 447	entering = 11	entering = 56
exiting = 447	exiting = 59	exiting = 28
Total Vehicular Trips:		
entering = 525	entering = 13	entering = 66
exiting = 525	exiting = 70	exiting = 32

15. Southeast Federal Center
Located between M Street SE and the Anacostia River
2010 Level of Development

SE Federal Center - 1800 Unit Residential Development - Proposed
M Street & New Jersey Avenue SE
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 1800	X = 1800	X = 1800
T = 10923	T = 898	T = 993
50% entering = 5462	16% entering = 144	67% entering = 665
50% exiting = 5462	84% exiting = 754	33% exiting = 328
Transit Mode Share:	Figure 36 of 1989 WMATA study 1000' from metro	T= 50% reduction
entering = 2731	entering = 72	entering = 333
exiting = 2731	exiting = 377	exiting = 164
Total Vehicular Trips:		
entering = 2731	entering = 72	entering = 333
exiting = 2731	exiting = 377	exiting = 164

SE Federal Center Office Development - 713,000 SF
M Street & New Jersey Avenue, SE
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 713	X = 713	X = 713
T = 5999	T = 892	T = 879
50% entering = 3000	88% entering = 785	17% entering = 149
50% exiting = 3000	12% exiting = 107	83% exiting = 729
Transit Mode Share:	Figure 31 of 1989 WMATA study 1000' to metro	T= 53% reduction
entering = 1590	entering = 416	entering = 79
exiting = 1590	exiting = 57	exiting = 386
Total Vehicular Trips:		
entering = 1410	entering = 369	entering = 70
exiting = 1410	exiting = 50	exiting = 343

160,000 SF Retail
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.643Ln(X) + 5.866	Ln(T) = 0.596Ln(X) + 2.329	Ln(T) = 0.660Ln(X) + 3.403
X = 160	X = 160	X = 160
T = 9222	T = 211	T = 856
50% entering = 4611	61% entering = 129	48% entering = 411
50% exiting = 4611	39% exiting = 82	52% exiting = 445

Transit Mode Share: Figure 37 of 1989 WMATA study 1000' from Metro T= 45% reduction

entering = 2075	entering = 58	entering = 185
exiting = 2075	exiting = 37	exiting = 200

Total Vehicular Trips:

entering = 2536	entering = 71	entering = 226
exiting = 2536	exiting = 45	exiting = 245

20,000 SF Cultural Center (Museum)

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
T = 852/50 * X	T = 0	T = 119/50 * X
X = 20	X = 20	X = 20
T = 341	T = 0	T = 48
50% entering = 170	entering = 0	27% entering = 13
50% exiting = 170	exiting = 0	73% exiting = 35

Transit Mode Share: Figure 37 of 1989 WMATA study 1000' from Metro T= 45% reduction

entering = 77	entering = 0	entering = 6
exiting = 77	exiting = 0	exiting = 16

Total Vehicular Trips:

entering = 94	entering = 0	entering = 7
exiting = 94	exiting = 0	exiting = 19

15. Southeast Federal Center
Located between M Street SE and the Anacostia River
2022 Level of Development

SE Federal Center - 2900 Unit Residential Development - Proposed
M Street & New Jersey Avenue SE
ITE 220, Apartment

Average Vehicle Trip ends vs. Dwelling Units

Weekday	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic
T = 5.994(X) + 134.114	T = 0.497(X) + 3.238	T = 0.541(X) + 18.743
X = 2900	X = 2900	X = 2900
T = 17517	T = 1445	T = 1588
50% entering = 8758	16% entering = 231	67% entering = 1064
50% exiting = 8758	84% exiting = 1213	33% exiting = 524

Transit Mode Share: Figure 36 of 1989 WMATA study 1000' from metro T= 50% reduction

entering = 4379	entering = 116	entering = 532
exiting = 4379	exiting = 607	exiting = 262

Total Vehicular Trips:

entering = 4379	entering = 116	entering = 532
exiting = 4379	exiting = 607	exiting = 262

SE Federal Center Office Development - 1,513,000 SF
M Street & New Jersey Avenue, SE
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
X = 1513	X = 1513	X = 1513
T = 10691	T = 1625	T = 1775
50% entering = 5346	88% entering = 1430	17% entering = 302
50% exiting = 5346	12% exiting = 195	83% exiting = 1474
Transit Mode Share:	Figure 31 of 1989 WMATA study 1000' to metro	T= 53% reduction
entering = 2833	entering = 758	entering = 160
exiting = 2833	exiting = 103	exiting = 781
Total Vehicular Trips:		
entering = 2512	entering = 672	entering = 142
exiting = 2512	exiting = 92	exiting = 693

350,000 SF Retail
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

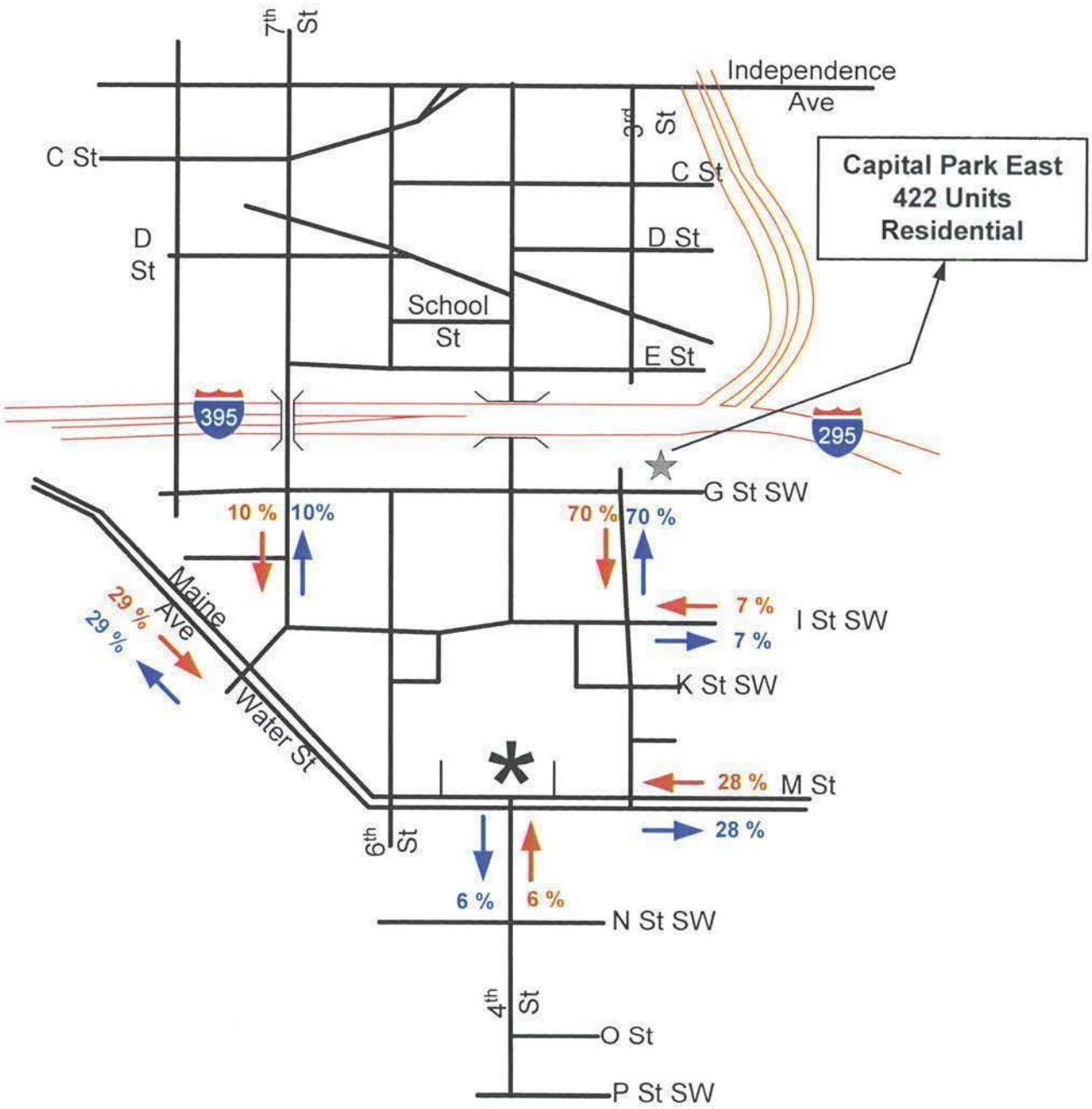
Weekday	AM Peak Hour	PM Peak Hour
Ln(T) = 0.643Ln(X) + 5.866	Ln(T) = 0.596Ln(X) + 2.329	Ln(T) = 0.660Ln(X) + 3.403
X = 350	X = 350	X = 350
T = 15255	T = 337	T = 1435
50% entering = 7627	61% entering = 206	48% entering = 689
50% exiting = 7627	39% exiting = 131	52% exiting = 746
Transit Mode Share:	Figure 37 of 1989 WMATA study 1000' from Metro	T= 45% reduction
entering = 3432	entering = 93	entering = 310
exiting = 3432	exiting = 59	exiting = 336
Total Vehicular Trips:		
entering = 4195	entering = 113	entering = 379
exiting = 4195	exiting = 72	exiting = 411

100,000 SF Cultural Center (Museum)

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour
T = 852/50 * X	T = 0	T = 119/50 * X
X = 100	X = 100	X = 100
T = 1704	T = 0	T = 238
50% entering = 852	entering = 0	27% entering = 64
50% exiting = 852	exiting = 0	73% exiting = 174
Transit Mode Share:	Figure 37 of 1989 WMATA study 1000' from Metro	T= 45% reduction
entering = 383	entering = 0	entering = 29
exiting = 383	exiting = 0	exiting = 78
Total Vehicular Trips:		
entering = 469	entering = 0	entering = 35
exiting = 469	exiting = 0	exiting = 96

APPENDIX H
TRIP DISTRIBUTION – OTHER AREA DEVELOPMENTS



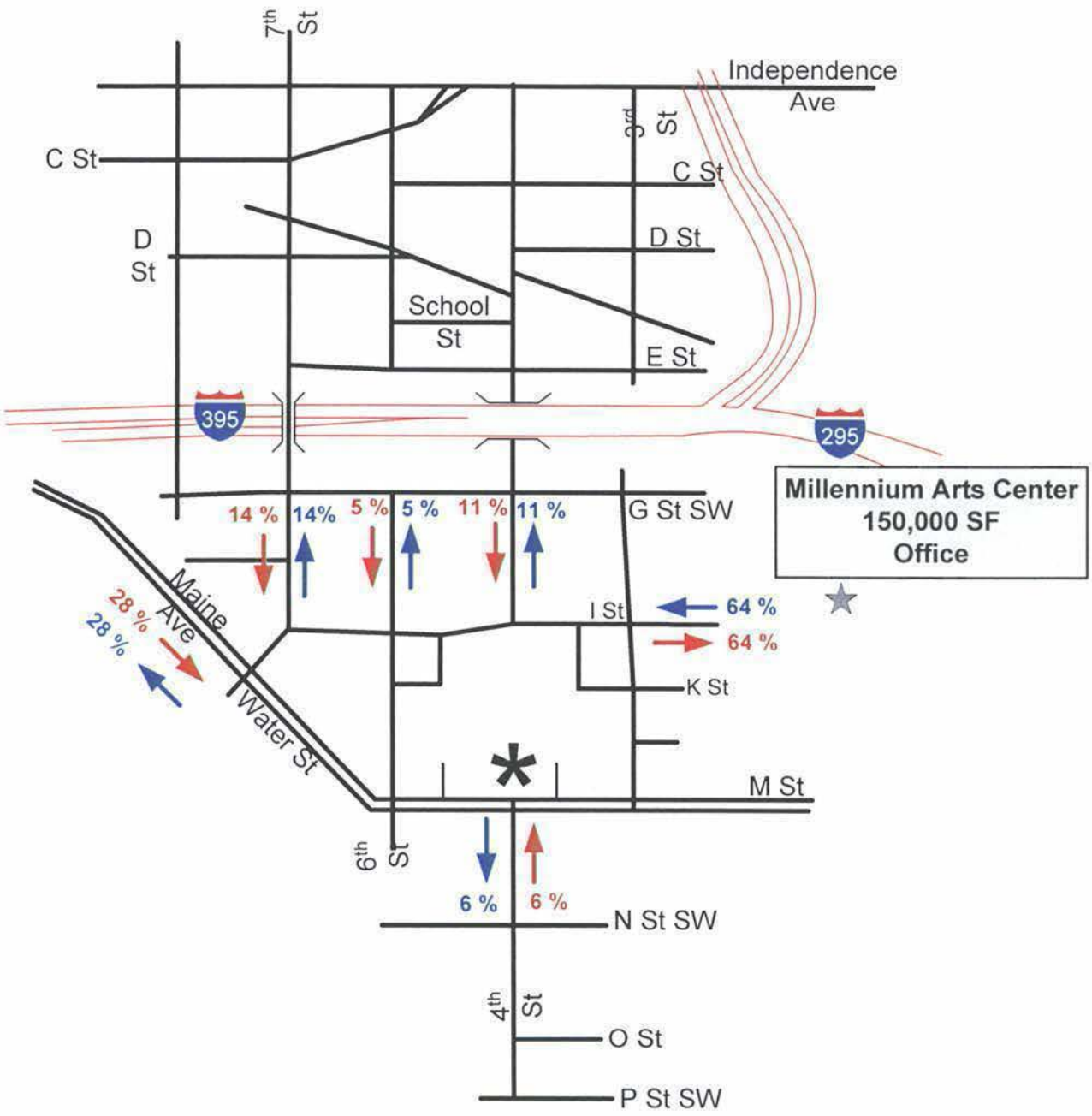
Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capital Park East without 4th Street Vehicular Connection	FIGURE H-1

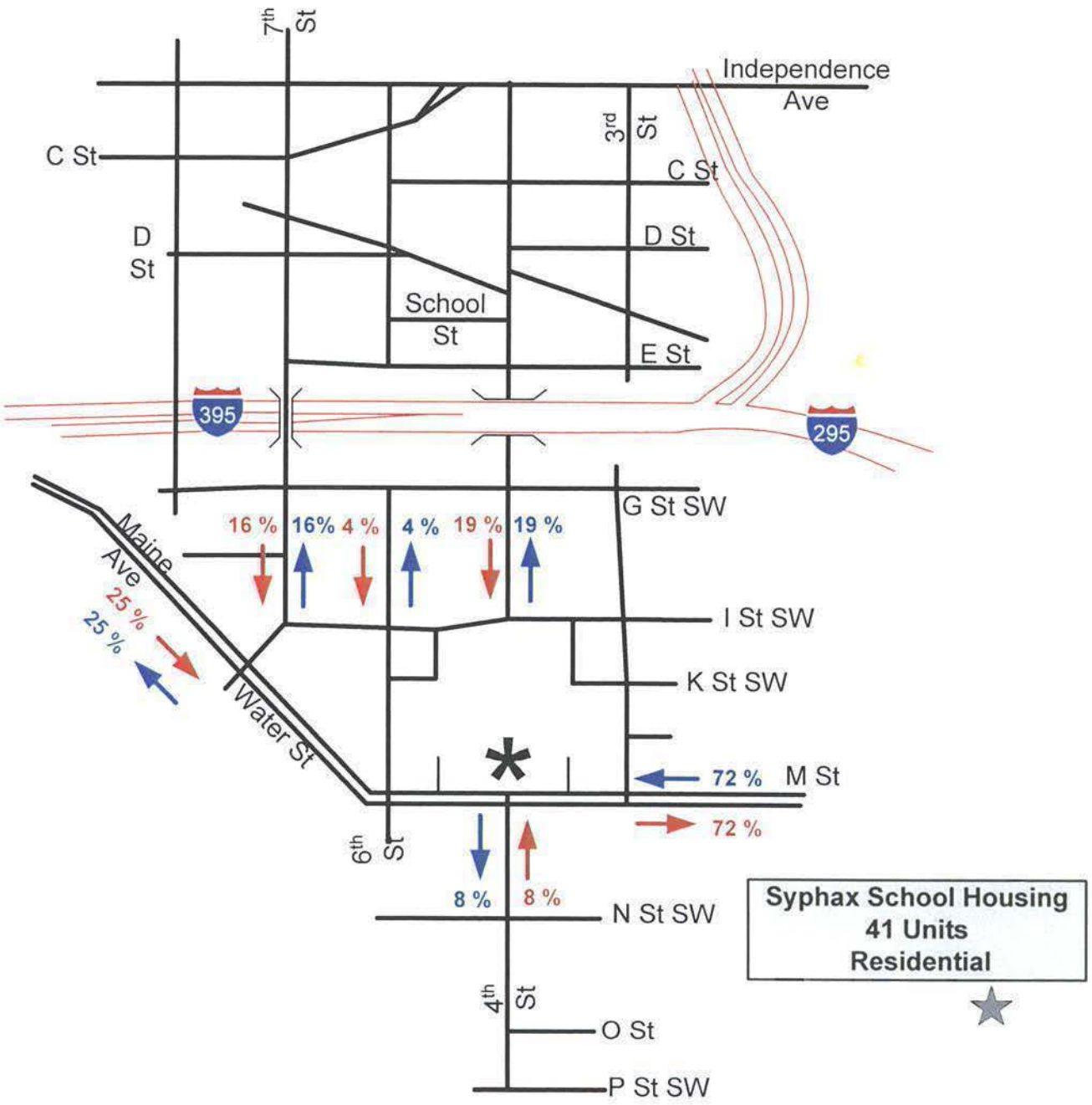


Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Millennium Arts Center without 4th Street Vehicular Connection	FIGURE H-2

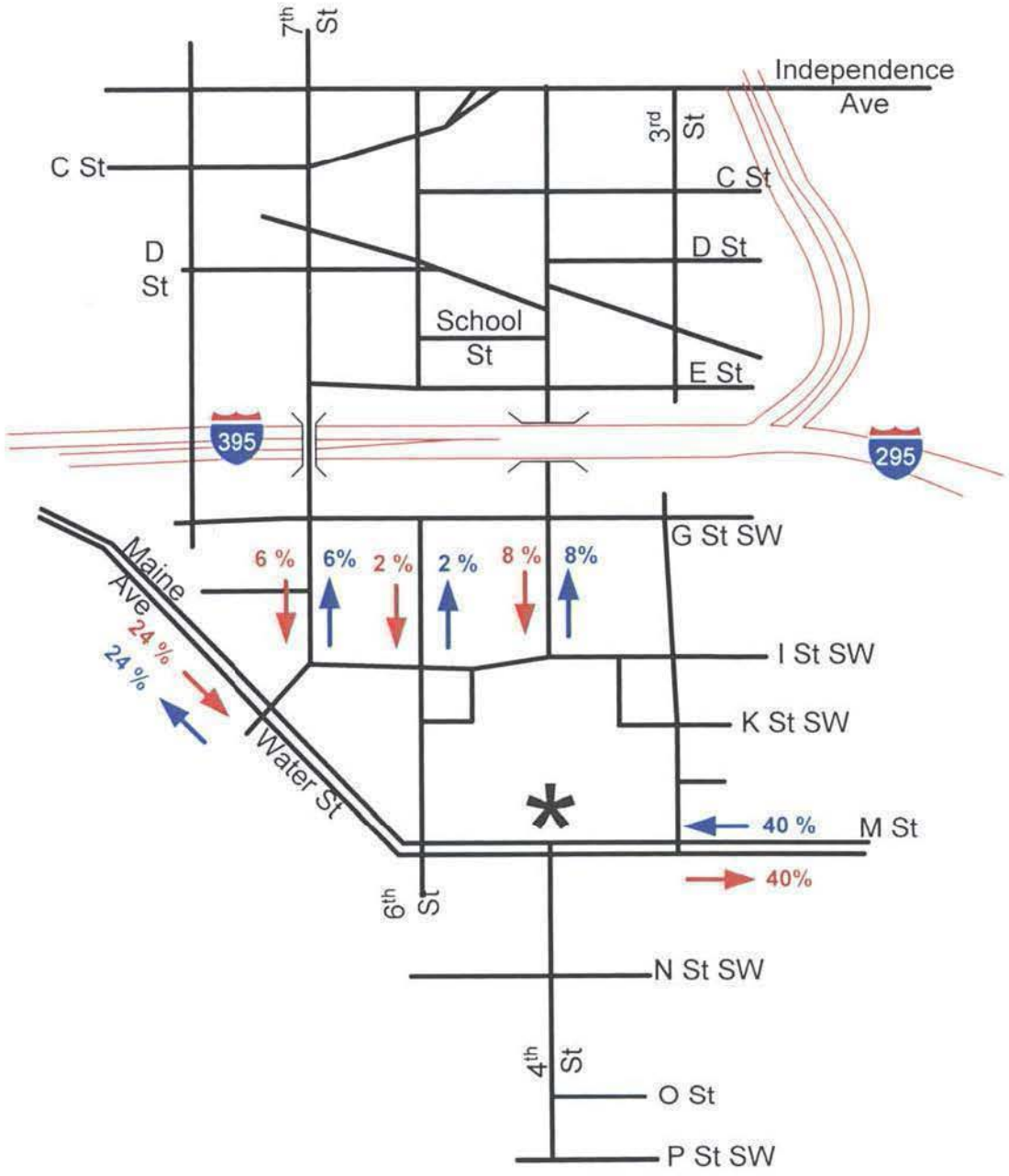


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Syphax School Housing without 4th Street Vehicular Connection	FIGURE H-3



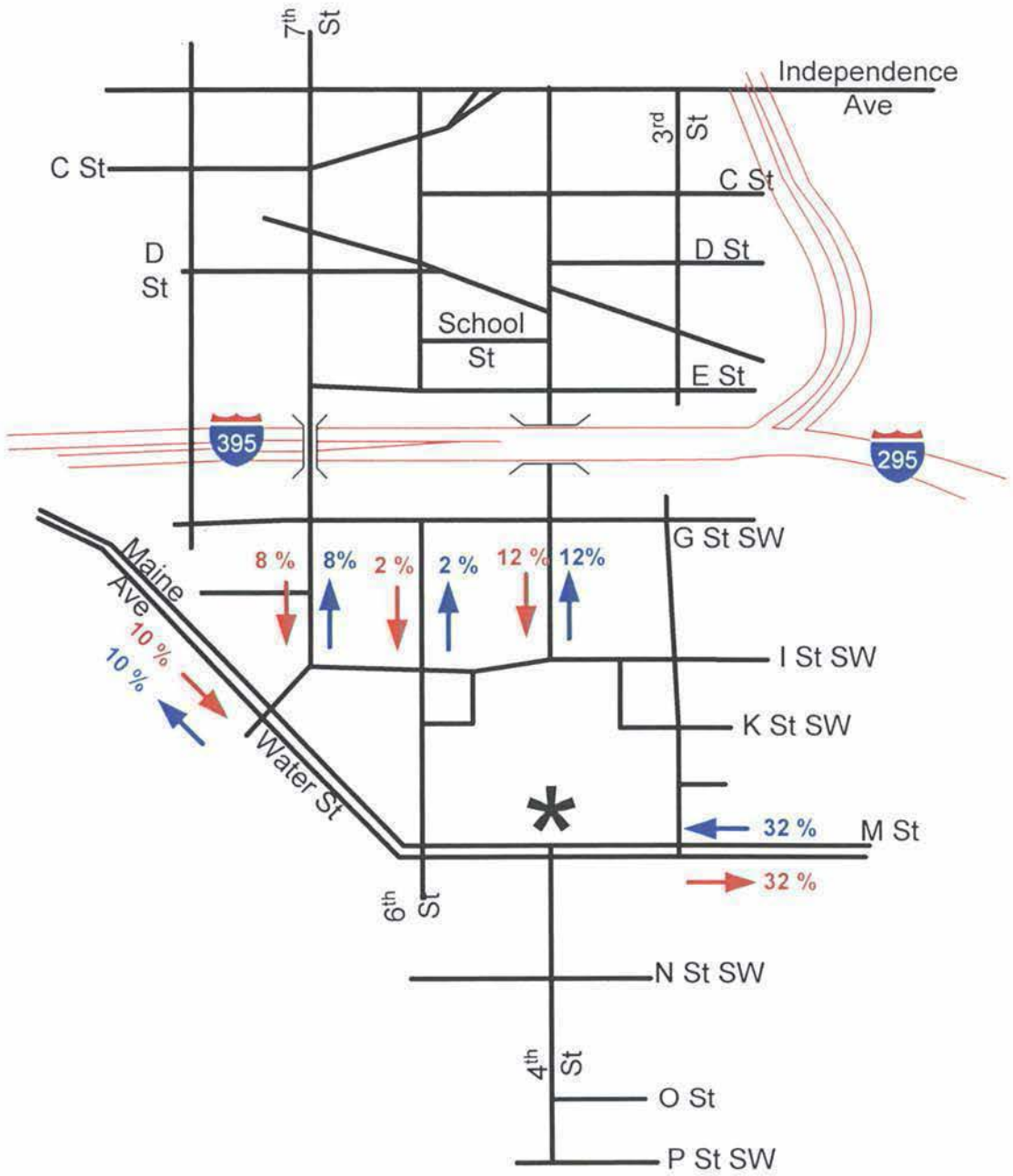
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Capitol Point
750 units Residential
1.35 million SF Office

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capitol Point - Residential without 4th Street Vehicular Connection	FIGURE H-4



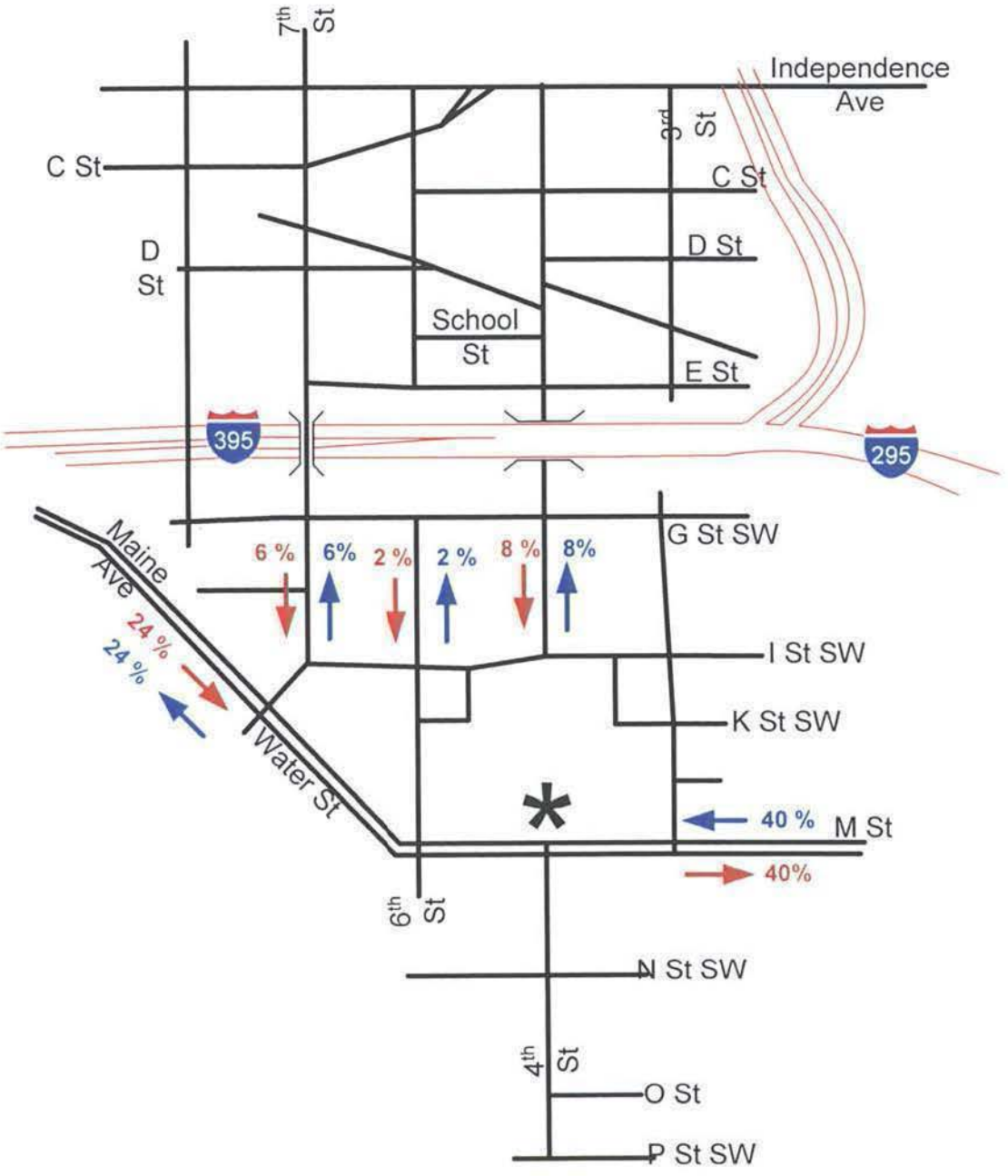
Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Capitol Point
750 units Residential
1.35 million SF Office

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	**4th Street SW Transportation Study**	**Directional Distribution for Capitol Point - Commercial without 4th Street Vehicular Connection**	**FIGURE H-5**



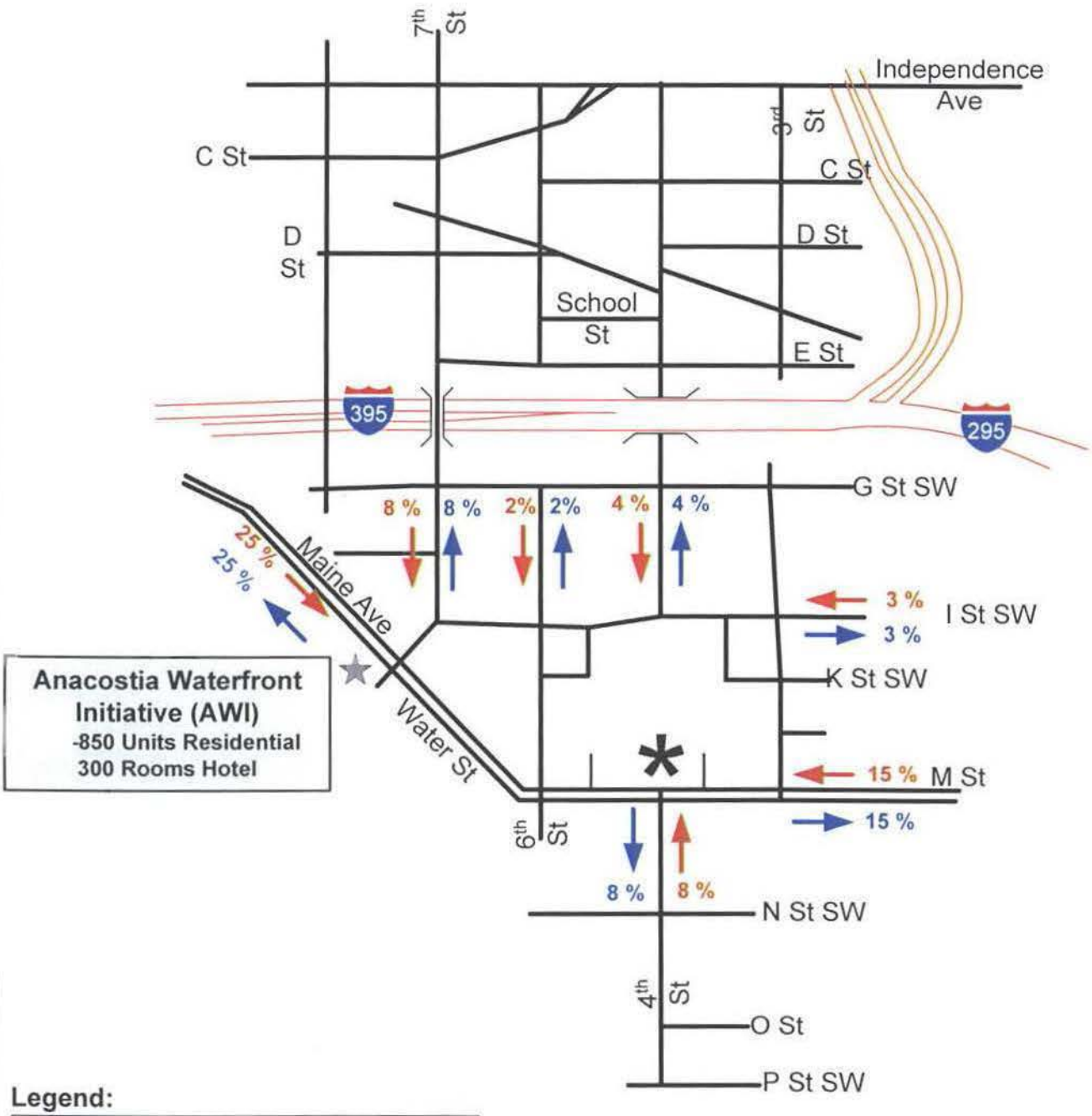
Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Florida Rock II
300 units
Residential

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capitol Point - Commercial without 4th Street Vehicular Connection	FIGURE H-6



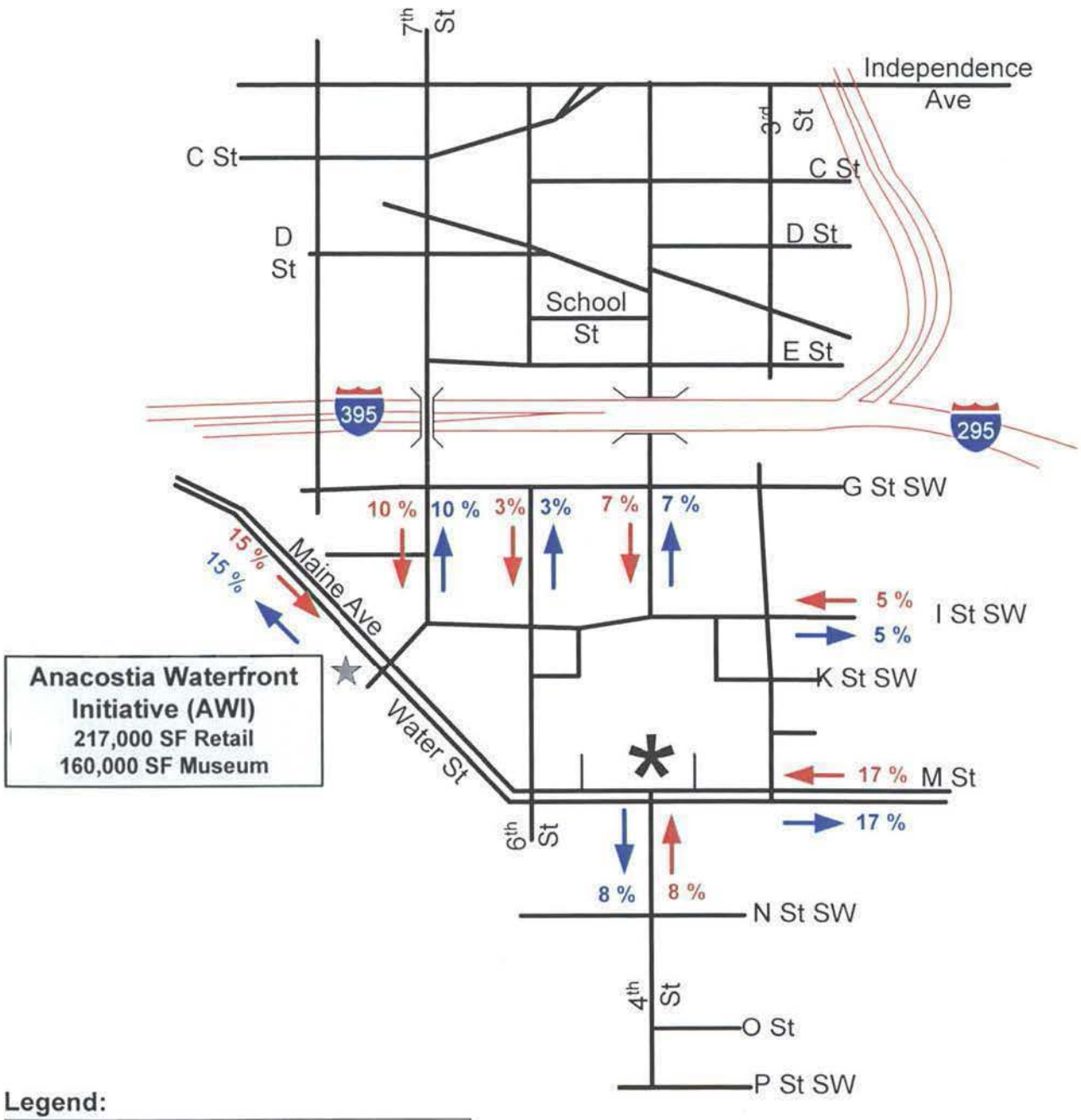
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Anacostia Waterfront Initiative - Residential & Hotel without 4th Street Vehicular Connection	FIGURE H-7



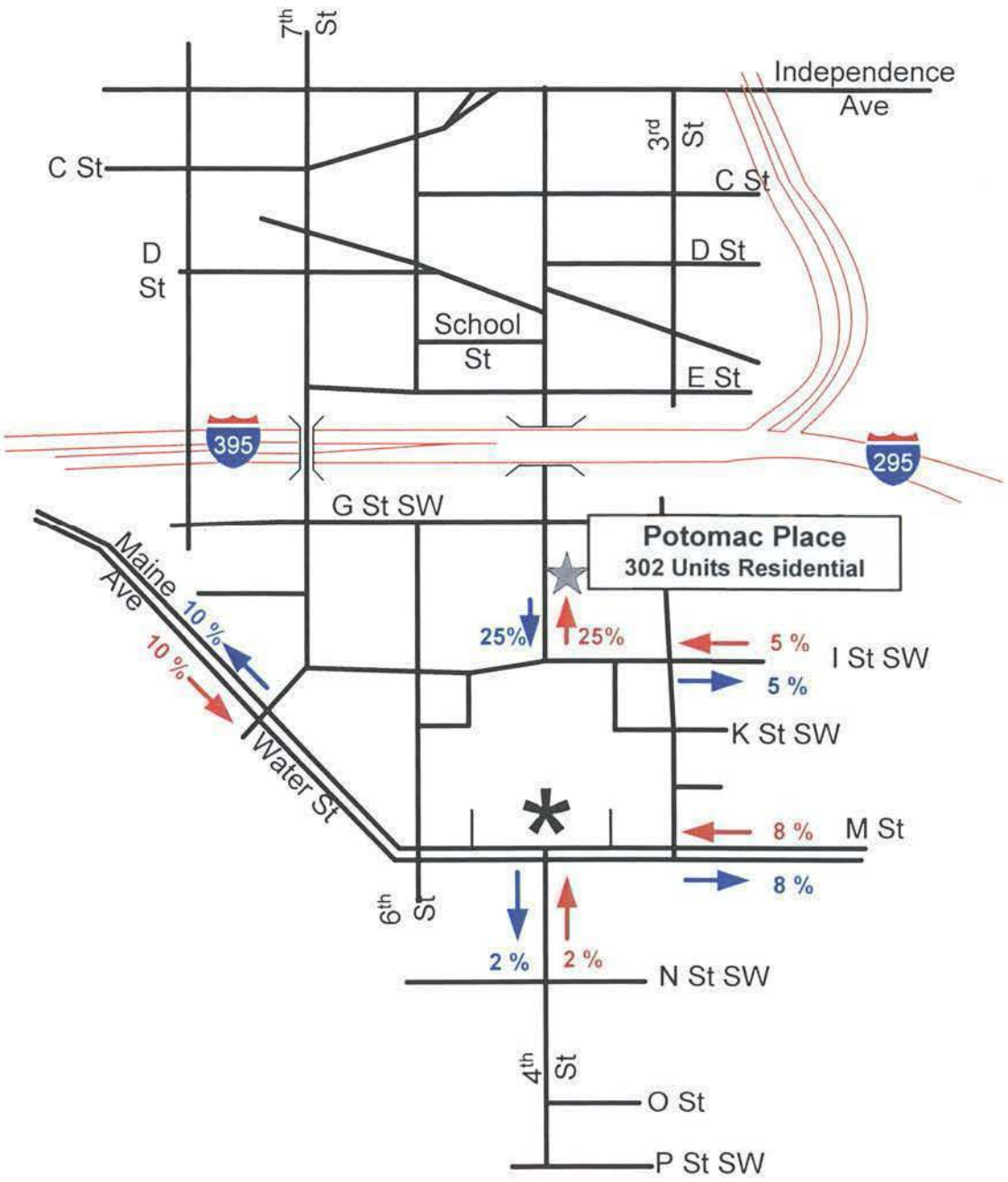
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Anacostia Waterfront Initiative - Commercial without 4th Street Vehicular Connection	FIGURE H-8

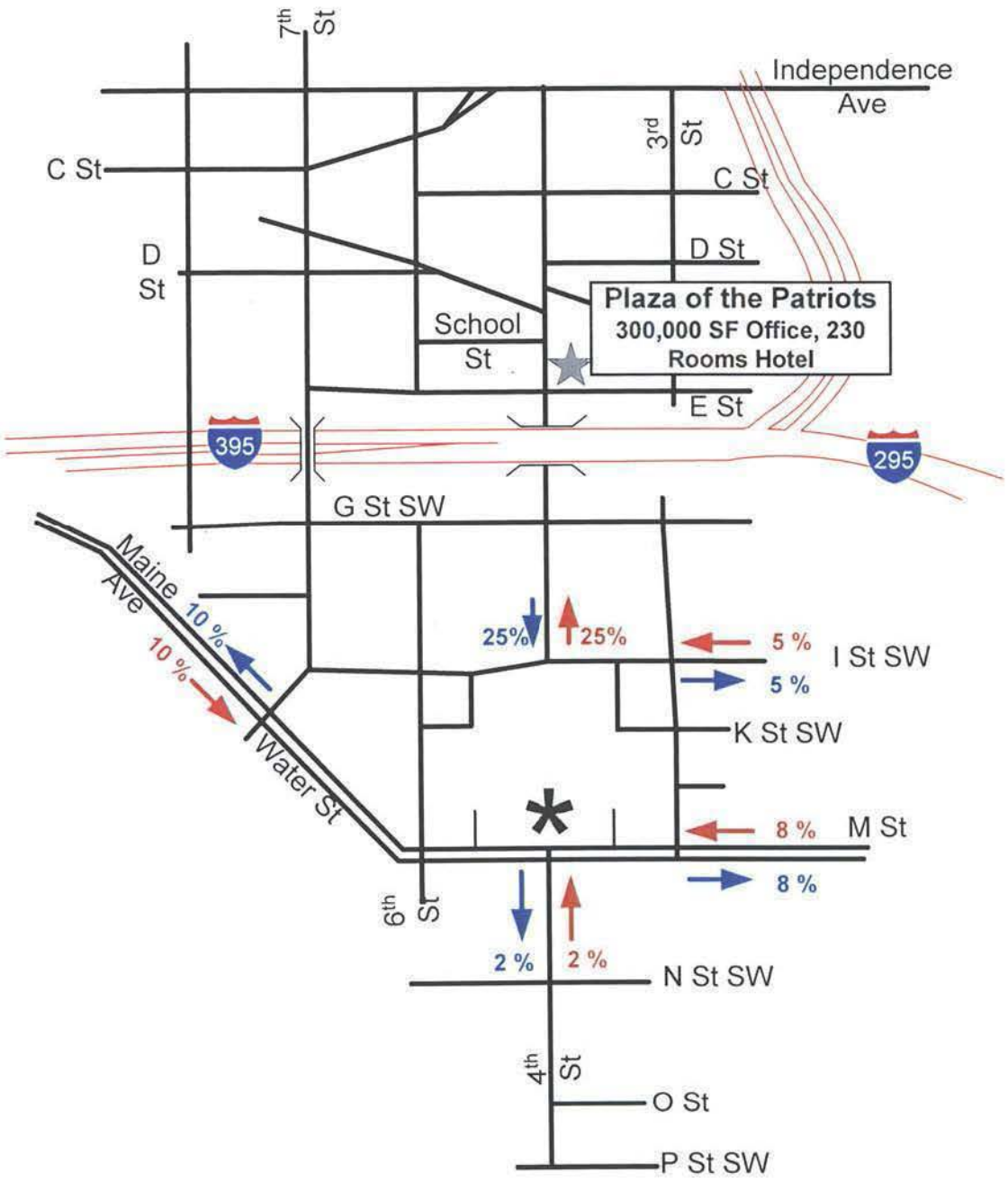


Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Potomac Place without 4th Street Vehicular Connection	FIGURE H-9

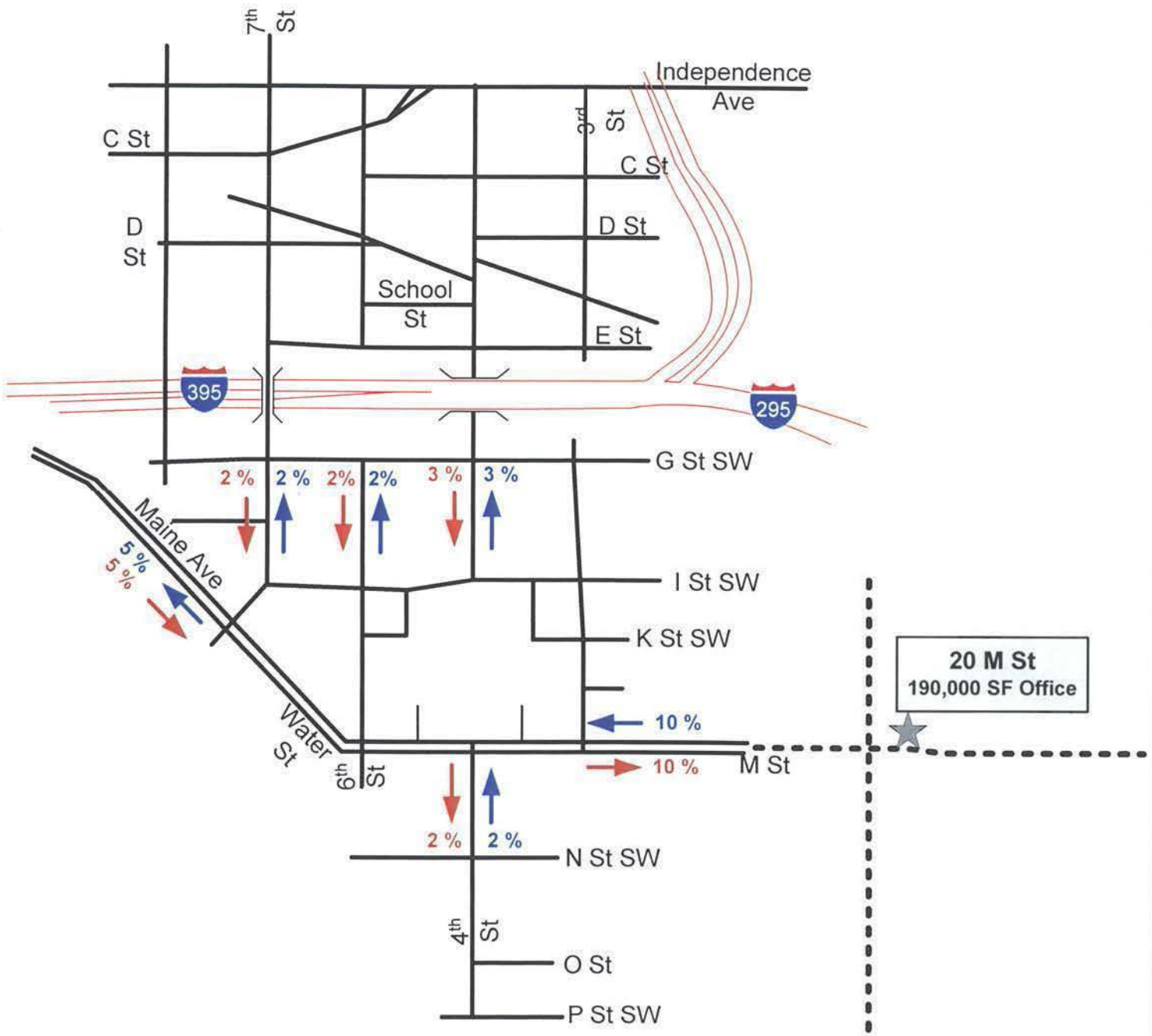


Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Plaza of the Patriots - Residential without 4th Street Vehicular Connection	FIGURE H-10



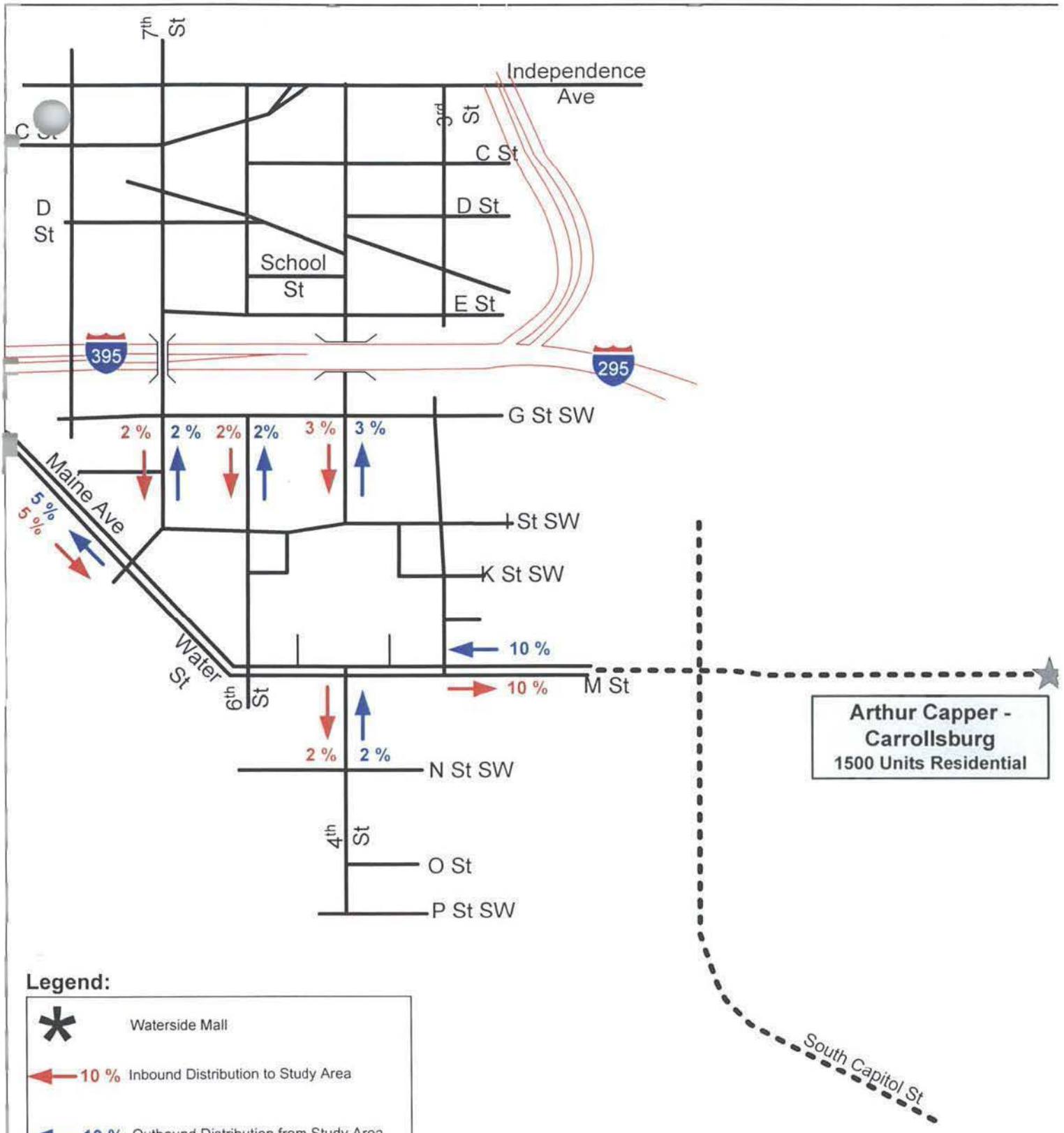
Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for 20 M Street SE without 4th Street Vehicular Connection	FIGURE H-11



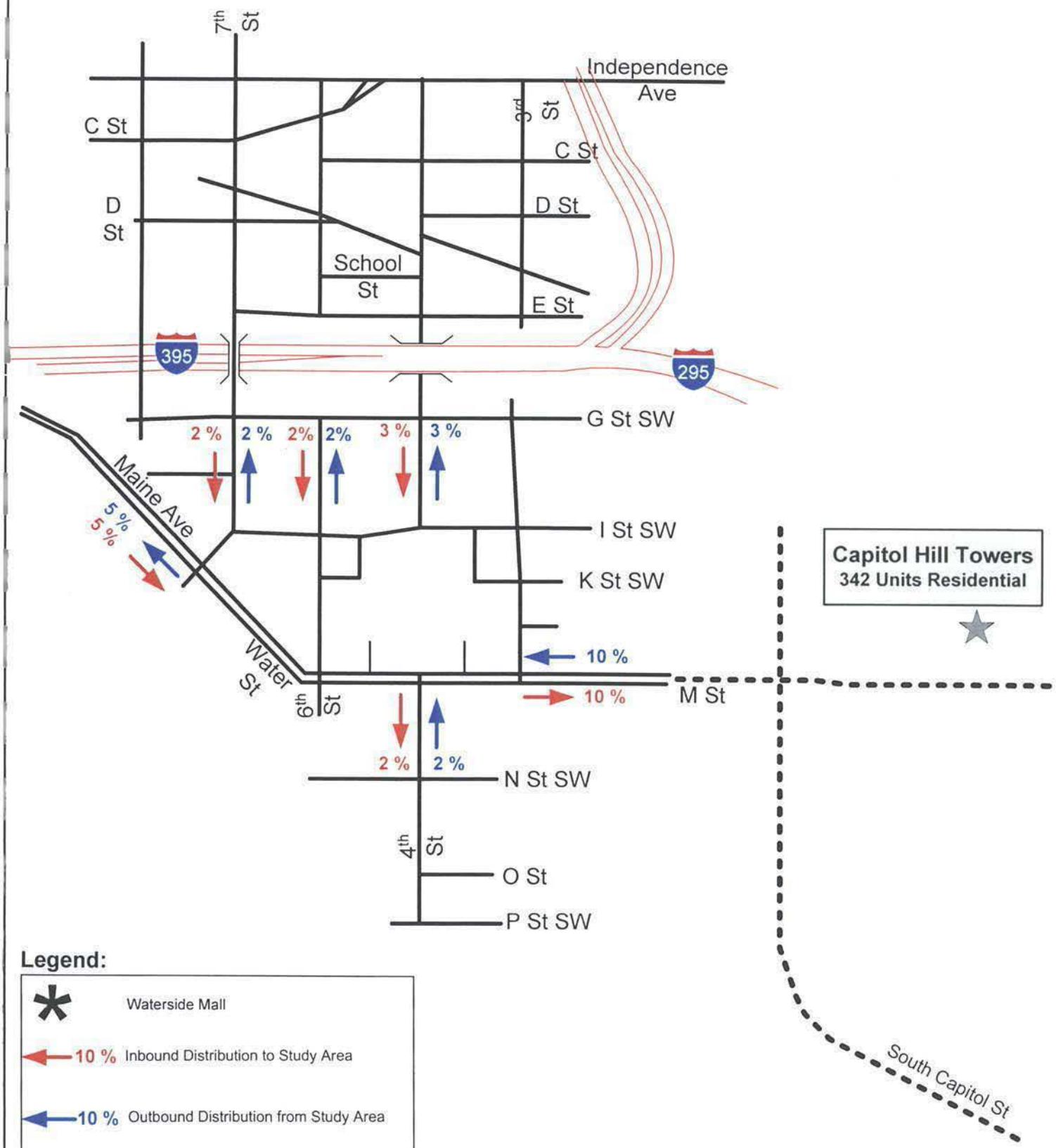
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Arthur Capper - Carrollsburg SE without 4th Street Vehicular Connection	FIGURE H-12



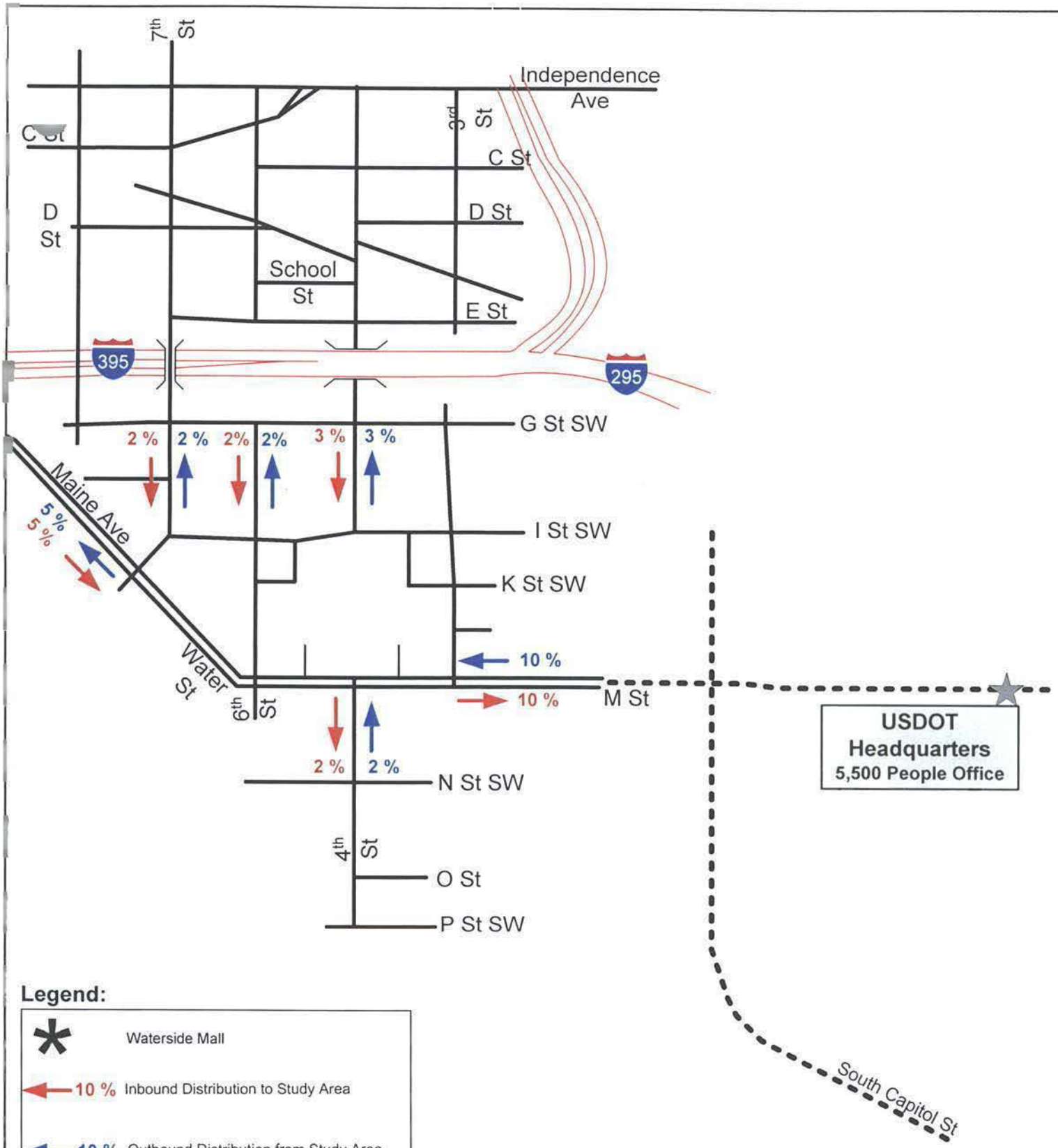
Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Note:

Traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capitol Hill Towers without 4th Street Vehicular Connection	FIGURE H-13



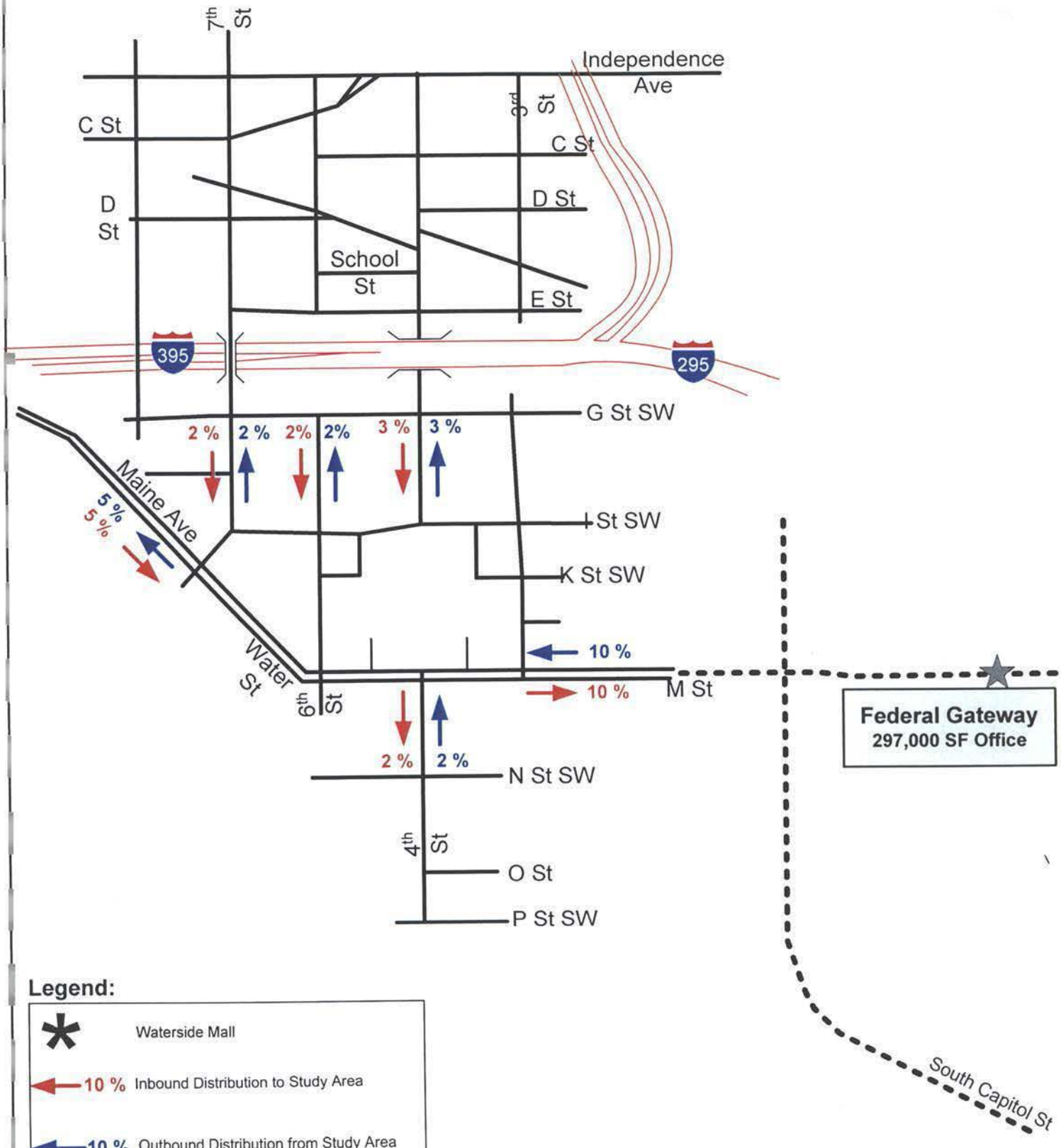
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

Traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for USDOT Headquarters without 4th Street Vehicular Connection	FIGURE H-14



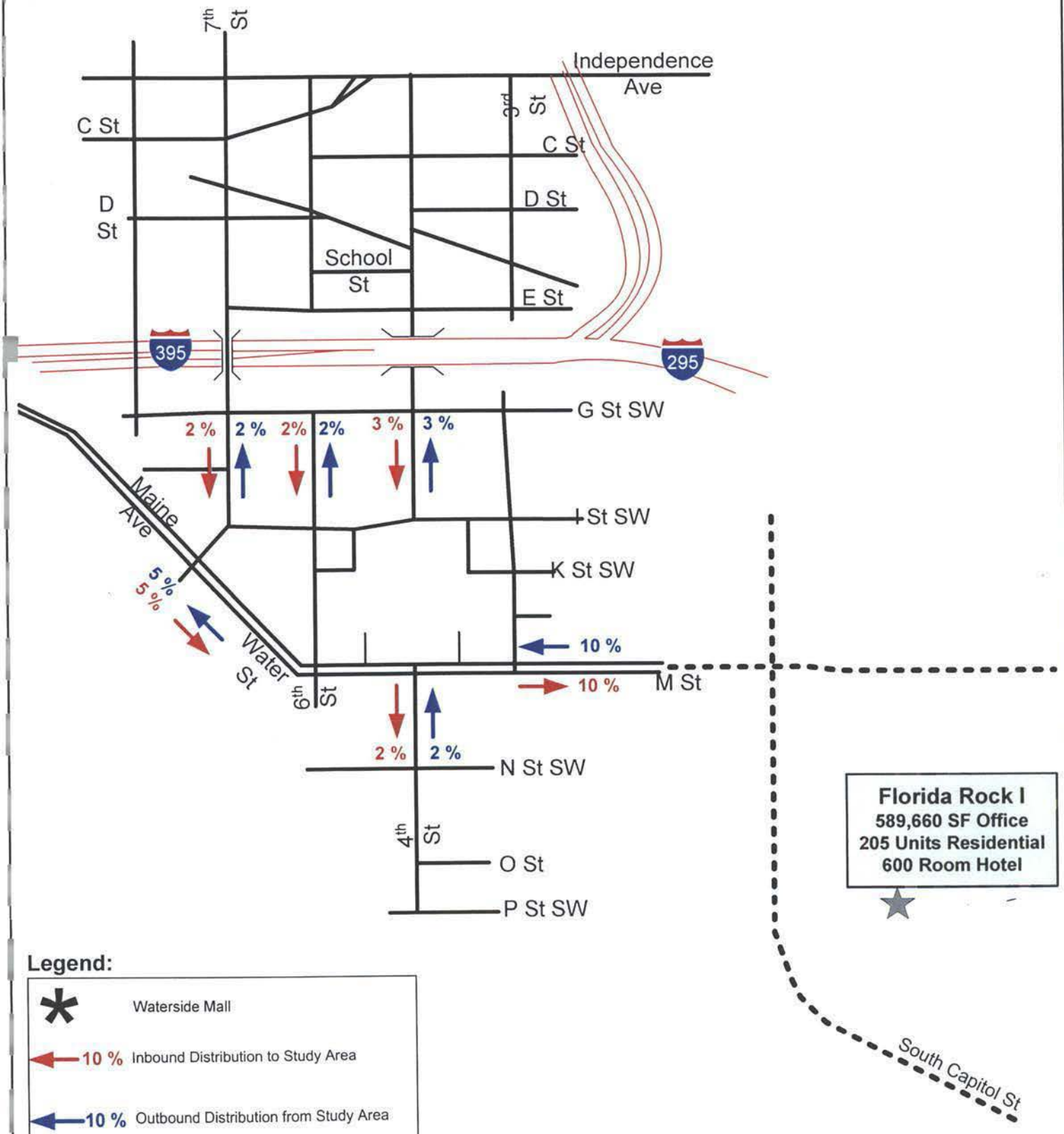
Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

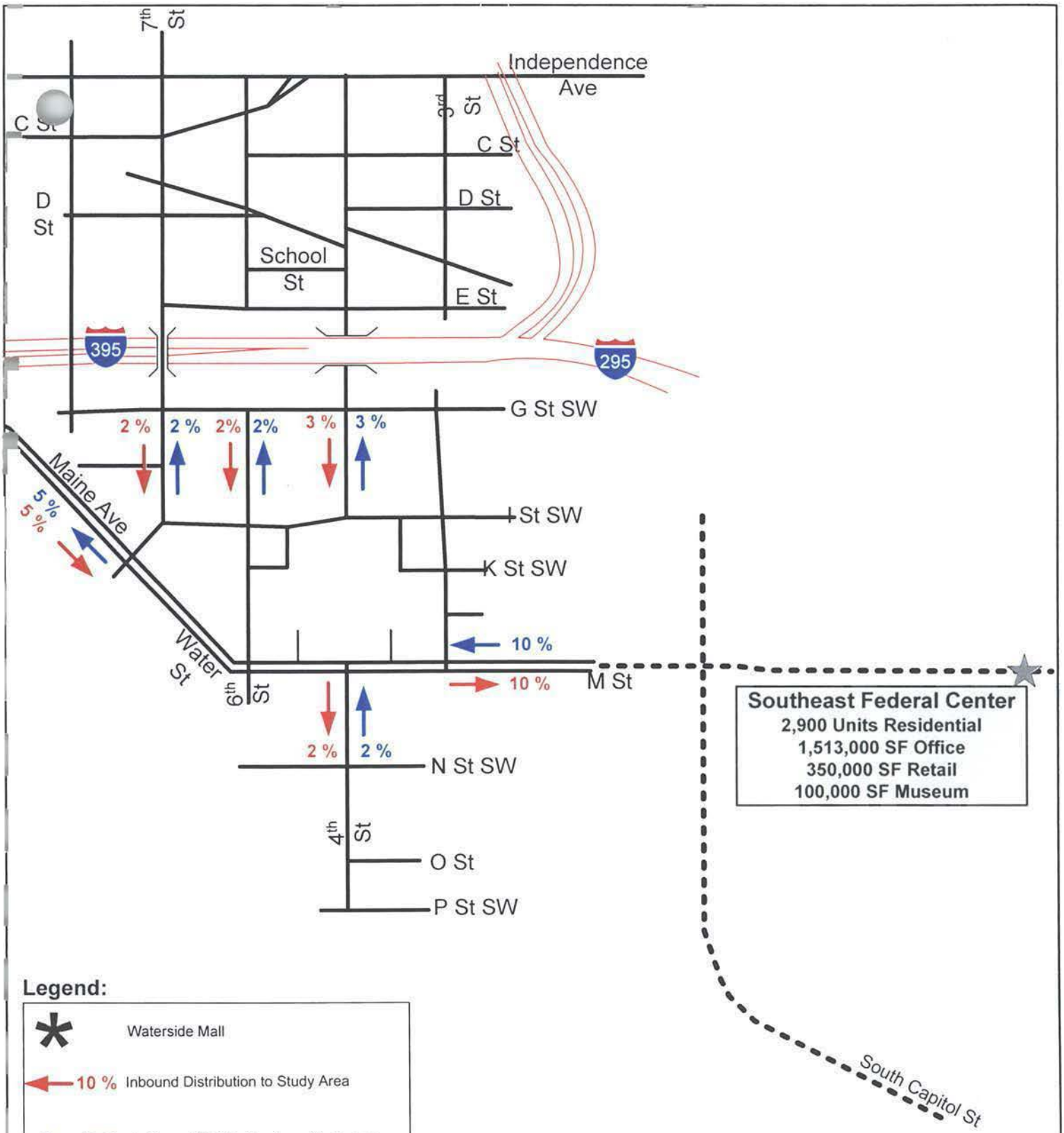
Note:

affic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Federal Gateway without 4th Street Vehicular Connection	FIGURE H-15



Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Florida Rock I without 4th Street Vehicular Connection	FIGURE H-16



Legend:

- * Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Southeast Federal Center without 4th Street Vehicular Connection	FIGURE H-17

APPENDIX I
TRIP GENERATION – SITE DEVELOPMENT

4th Street SW Transportation Study

Trip Generation - Site Development

Proposed Development

1,693,500 SF Office Space - Proposed for 2010
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

	Weekday	**AM Peak Hour**	**PM Peak Hour**
	Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
	X = 1693.5	X = 1693.5	X = 1693.5
	T = 11658	T = 1778	T = 1978
	50% entering = 5829	88% entering = 1565	17% entering = 336
	50% exiting = 5829	12% exiting = 213	83% exiting = 1641
Transit Mode Share:	T=61.37-0.76M	M = Distance to Metro = 0 Feet	T= 61% reduction
	entering = 3556	entering = 955	entering = 205
	exiting = 3556	exiting = 130	exiting = 1001
Total Vehicular Trips:			
	entering = 2273	entering = 610	entering = 131
	exiting = 2273	exiting = 83	exiting = 640

2,051,500 SF Office Space - Proposed for 2022
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

	Weekday	**AM Peak Hour**	**PM Peak Hour**
	Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
	X = 2051.5	X = 2051.5	X = 2051.5
	T = 13508	T = 2072	T = 2379
	50% entering = 6754	88% entering = 1823	17% entering = 404
	50% exiting = 6754	12% exiting = 249	83% exiting = 1975
Transit Mode Share:	T=61.37-0.76M	M = Distance to Metro = 0 Feet	T= 61% reduction
	entering = 4120	entering = 1112	entering = 247
	exiting = 4120	exiting = 152	exiting = 1205
Total Vehicular Trips:			
	entering = 2634	entering = 711	entering = 158
	exiting = 2634	exiting = 97	exiting = 770

4th Street SW Transportation Study

Trip Generation - Site Development

75,000 SF Retail - Proposed for 2010 and 2022
ITE 820, Shopping Center (AM). ITE 814, Specialty Retail (PM)

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	**AM Peak Hour**	**PM Peak Hour**
Average Rate = 40.67	Ln(T) = 0.596Ln(X) + 2.329	Avg. Rate = 2.59
X = 75	X = 75	X = 75
T = 3050	T = 135	T = 194
50% entering = 1525	61% entering = 82	48% entering = 93
50% exiting = 1525	39% exiting = 52	52% exiting = 101
Transit Mode Share:	Figure 37 of 1989 WMATA study	T= 46% reduction
entering = 702	entering = 38	entering = 43
exiting = 702	exiting = 24	exiting = 46
Total Vehicular Trips:		
entering = 824	entering = 44	entering = 50
exiting = 824	exiting = 28	exiting = 55

200,000 SF Residential = 200 Units, Mid-Rise Apartment Building - Proposed for 2010
ITE 220, Apartment

Average Vehicle Trip Ends vs. Dwelling Units

Weekday	**AM Peak Hour**	**PM Peak Hour**
T = 5.994(X) + 134.114	T = 0.497(X)+3.238	T = 0.541(X)+18.743
X = 200	X = 200	X = 200
T = 1333	T = 103	T = 127
50% entering = 666	16% entering = 16	67% entering = 85
50% exiting = 666	84% exiting = 86	33% exiting = 42
Transit Mode Share:	Figure 36 of 1989 WMATA study	T= 67% reduction
entering = 447	entering = 11	entering = 57
exiting = 447	exiting = 58	exiting = 28
Total Vehicular Trips:		
entering = 220	entering = 5	entering = 28
exiting = 220	exiting = 28	exiting = 14

4th Street SW Transportation Study

Trip Generation - Site Development

400,000 SF Residential = 400 Units, Mid-Rise Apartment Building - Proposed for 2022
ITE 220, Apartment

Average Vehicle Trip Ends vs. Dwelling Units

Weekday	AM Peak Hour	PM Peak Hour
T = 5.994(X) + 134.114	T = 0.497(X)+3.238	T = 0.541(X)+18.743
X = 400	X = 400	X = 400
T = 2532	T = 202	T = 235
50% entering = 1266	16% entering = 32	67% entering = 158
50% exiting = 1266	84% exiting = 170	33% exiting = 78
Transit Mode Share:	Figure 36 of 1989 WMATA study	T= 67% reduction
entering = 848	entering = 22	entering = 106
exiting = 848	exiting = 114	exiting = 52
Total Vehicular Trips:		
entering = 418	entering = 11	entering = 52
exiting = 418	exiting = 56	exiting = 26

Existing Development

1,000,000 SF Existing General Office - Existing - Vacant
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

Weekday		AM Peak Hour	PM Peak Hour	
Ln(T) = 0.768Ln(X) + 3.654		Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295	
X = 1000		X = 1000	X = 1000	
T = 7779		T = 1169	T = 1200	
50% entering = 3889		88% entering = 1028	17% entering = 204	
50% exiting = 3889		12% exiting = 140	83% exiting = 996	
Transit Mode Share:	T=61.37-0.76M	M = Distance to Metro = 0 Feet	T= 61%	reduction
entering = 2373		entering = 627	entering = 124	
exiting = 2373		exiting = 86	exiting = 608	
Total Vehicular Trips:				
entering = 1517		entering = 401	entering = 80	
exiting = 1517		exiting = 55	exiting = 389	

117,500 SF Existing General Office - Existing - Occupied
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

	Weekday		**AM Peak Hour**		**PM Peak Hour**	
	Ln(T) = 0.768Ln(X) + 3.654		Ln(T) = 0.797Ln(X) + 1.558		T = 1.121(X) + 79.295	
	X = 117.5		X = 117.5		X = 117.5	
	T = 1502		T = 212		T = 211	
	50% entering = 751		88% entering = 187		17% entering = 36	
	50% exiting = 751		12% exiting = 25		83% exiting = 175	
Transit Mode Share:		T=61.37-0.76M	M = Distance to Metro = 0 Feet		T= 61%	reduction
	entering = 458		entering = 114		entering = 22	
	exiting = 458		exiting = 16		exiting = 107	
Total Vehicular Trips:						
	entering = 293		entering = 73		entering = 14	
	exiting = 293		exiting = 10		exiting = 68	

104,500 SF Existing Specialty Retail - Existing
ITE 820, Shopping Center (AM). ITE 814, Specialty Retail (Weekday, PM)

Average Vehicle Trip Ends vs. 1000 SF GFA

	Weekday		**AM Peak Hour**		**PM Peak Hour**	
	Average Rate = 40.67		Average Rate = 0.596Ln(X) + 2.329		Avg. Rate = 2.59	
	X = 104.5		X = 104.5		X = 105	
	T = 4250		T = 164		T = 271	
	50% entering = 2125		61% entering = 100		48% entering = 130	
	50% exiting = 2125		39% exiting = 64		52% exiting = 141	
Transit Mode Share:		Figure 37 of 1989 WMATA study			T= 46%	reduction
	entering = 978		entering = 46		entering = 60	
	exiting = 978		exiting = 29		exiting = 65	
Total Vehicular Trips:						
	entering = 1148		entering = 54		entering = 70	
	exiting = 1148		exiting = 35		exiting = 76	

4th Street SW Transportation Study

Trip Generation - Site Development

By-Right Developments

2,923,300 SF Residential = 2923 Units, Mid-Rise Apartment Building - By-Right
ITE 220, Apartment

Average Vehicle Trip Ends vs. Dwelling Units

	Weekday	**AM Peak Hour**	**PM Peak Hour**
	T = 5.994(X) + 134.114	T = 0.497(X)+3.238	T = 0.541(X)+18.743
	X = 2923	X = 2923	X = 2923
	T = 17655	T = 1456	T = 1600
	50% entering = 8827	16% entering = 233	67% entering = 1072
	50% exiting = 8827	84% exiting = 1223	33% exiting = 528
Transit Mode Share:	Figure 36 of 1989 WMATA study		T= 67% reduction
	entering = 5914	entering = 156	entering = 718
	exiting = 5914	exiting = 819	exiting = 354
Total Vehicular Trips:			
	entering = 2913	entering = 77	entering = 354
	exiting = 2913	exiting = 404	exiting = 174

1,754,100 SF Office Space - Proposed for 2010
ITE 710, General Office Building

Average Vehicle Trip ends vs. 1000 SF GFA

	Weekday	**AM Peak Hour**	**PM Peak Hour**
	Ln(T) = 0.768Ln(X) + 3.654	Ln(T) = 0.797Ln(X) + 1.558	T = 1.121(X) + 79.295
	X = 1754.1	X = 1754.1	X = 1754.1
	T = 11977	T = 1829	T = 2046
	50% entering = 5988	88% entering = 1609	17% entering = 348
	50% exiting = 5988	12% exiting = 219	83% exiting = 1698
Transit Mode Share:	T=61.37-0.76M	M = Distance to Metro = 0 Feet	T= 61% reduction
	entering = 3653	entering = 982	entering = 212
	exiting = 3653	exiting = 134	exiting = 1036
Total Vehicular Trips:			
	entering = 2336	entering = 628	entering = 136
	exiting = 2336	exiting = 86	exiting = 662

4th Street SW Transportation Study

Trip Generation - Site Development

584,700 SF Residential = 584 Units, Mid-Rise Apartment Building - By-Right
ITE 220, Apartment

Average Vehicle Trip Ends vs. Dwelling Units

	Weekday	**AM Peak Hour**	**PM Peak Hour**	
	T = 5.994(X) + 134.114	T = 0.497(X)+3.238	T = 0.541(X)+18.743	
	X = 584	X = 584	X = 584	
	T = 3635	T = 293	T = 335	
	50% entering = 1817	16% entering = 47	67% entering = 224	
	50% exiting = 1817	84% exiting = 247	33% exiting = 110	
Transit Mode Share:	Figure 36 of 1989 WMATA study		T= 67%	reduction
	entering = 1218	entering = 31	entering = 150	
	exiting = 1218	exiting = 165	exiting = 74	
Total Vehicular Trips:				
	entering = 600	entering = 15	entering = 74	
	exiting = 600	exiting = 81	exiting = 36	

2,338,600 SF Retail - By-Right
ITE 820, Shopping Center

Average Vehicle Trip Ends vs. 1000 SF GFA

	Weekday	**AM Peak Hour**	**PM Peak Hour**	
	Ln(T) = 0.643Ln(X) + 5.866	Ln(T) = 0.596Ln(X) + 2.329	Ln(T) = 0.660Ln(X) + 3.403	
	X = 2338.6	X = 2338.6	X = 2338.6	
	T = 51738	T = 1046	T = 5028	
	50% entering = 25869	61% entering = 638	48% entering = 2414	
	50% exiting = 25869	39% exiting = 408	52% exiting = 2615	
Transit Mode Share:	Figure 37 of 1989 WMATA study		T= 46%	reduction
	entering = 11900	entering = 293	entering = 1110	
	exiting = 11900	exiting = 188	exiting = 1203	
Total Vehicular Trips:				
	entering = 13969	entering = 344	entering = 1303	
	exiting = 13969	exiting = 220	exiting = 1412	

4th Street SW Transportation Study

Trip Generation - Site Development

554,700 SF Retail - By-Right
ITE 820, Shopping Center (AM). ITE 814, Specialty Retail (PM)

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour	
Average Rate = 40.67	Ln(T) = 0.596Ln(X) + 2.329	Avg. Rate = 2.59	
X = 554.7	X = 554.7	X = 554.7	
T = 22560	T = 444	T = 1437	
50% entering = 11280	61% entering = 271	48% entering = 690	
50% exiting = 11280	39% exiting = 173	52% exiting = 747	
Transit Mode Share:	Figure 37 of 1989 WMATA study	T= 46%	reduction
entering = 5189	entering = 124	entering = 317	
exiting = 5189	exiting = 80	exiting = 344	
Total Vehicular Trips:			
entering = 6091	entering = 146	entering = 372	
exiting = 6091	exiting = 93	exiting = 403	

30,000 SF Supermarket - By-Right
ITE 850, Supermarket

Average Vehicle Trip Ends vs. 1000 SF GFA

Weekday	AM Peak Hour	PM Peak Hour	
Average Rate = 111.51	Ln(T) = 1.696Ln(X) - 1.423	Ln(T) = 0.870Ln(X) + 2.902	
X = 30	X = 30	X = 30	
T = 3345	T = 77	T = 351	
50% entering = 1673	61% entering = 47	51% entering = 179	
50% exiting = 1673	39% exiting = 30	49% exiting = 172	
Transit Mode Share:	Figure 37 of 1989 WMATA study	T= 46%	reduction
entering = 769	entering = 22	entering = 82	
exiting = 769	exiting = 14	exiting = 79	
Total Vehicular Trips:			
entering = 903	entering = 25	entering = 97	
exiting = 903	exiting = 16	exiting = 93	

Summary of By-Right Trip Generation for Site
Residential-Only Scenario

	Land Use	AM Peak Hour Trips IN	AM Peak Hour Trips OUT	AM Peak Hour Trips TOTAL	PM Peak Hour Trips IN	PM Peak Hour Trips OUT	PM Peak Hour Trips TOTAL	Daily Trips (two-way)
A	By-Right Total New Office - 0 SF	0	0	0	0	0	0	0
	Transit Reduction = 61%	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*
	Net Trips	0	0	**0**	0	0	**0**	**0**
B	By-Right Retail – 0 SF	0	0	0	0	0	0	0
	Transit Reduction = 46%	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*
	Net Trips	0	0	**0**	0	0	**0**	**0**
C	By-Right Supermarket – 0 SF	0	0	0	0	0	0	0
	Transit Reduction = 46%	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*	*(0)*
	Net Trips	0	0	**0**	0	0	**0**	**0**
D	By-Right Residential (2,923 units)	233	1,223	1,456	1,072	528	1,600	17,654
	Transit Reduction = 67%	(156)	(819)	(975)	(718)	(354)	(1,072)	(11,828)
	Net Trips	77	404	**481**	354	174	**528**	**5,826**
E	Net New By-Right Total Trips	77	404	**481**	354	174	**528**	**5,826**

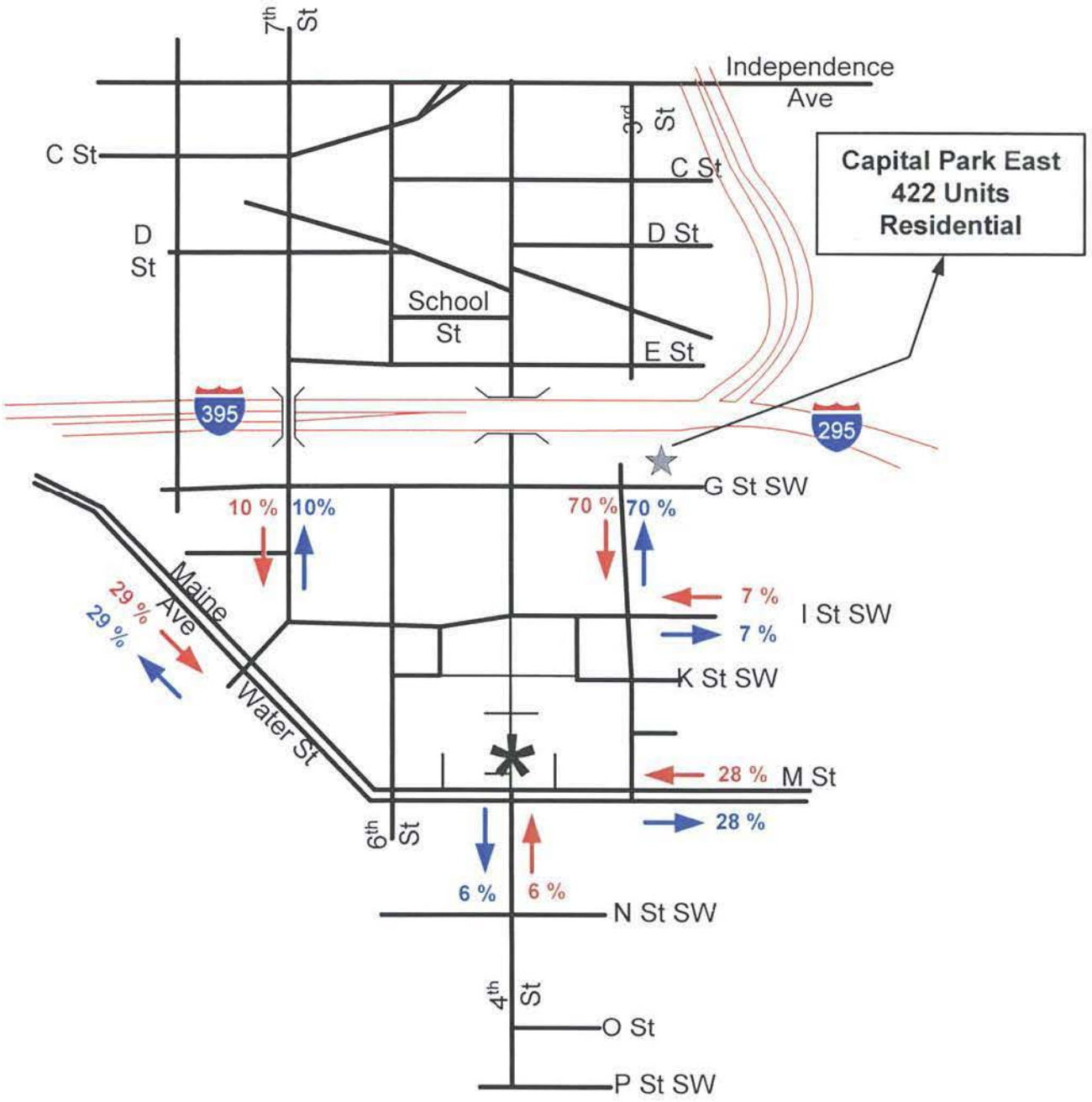
Summary of By-Right Trip Generation for Site
Likely Scenario (Office/Retail/Supermarket/Residential)

	Land Use	AM Peak Hour Trips IN	AM Peak Hour Trips OUT	AM Peak Hour Trips TOTAL	PM Peak Hour Trips IN	PM Peak Hour Trips OUT	PM Peak Hour Trips TOTAL	Daily Trips (two-way)
A	By-Right Total New Office – 1,754,100 SF	1609	219	1,828	348	1,698	2,046	11,976
	Transit Reduction = 61%	(982)	(134)	(1,116)	(212)	(1,036)	(1,248)	(7,306)
	Net Trips	628	86	**714**	136	662	**798**	**4,672**
B	By-Right Retail – 554,700 SF	271	173	444	690	747	1,437	22,560
	Transit Reduction = 46%	(124)	(80)	(204)	(317)	(344)	(661)	(10,378)
	Net Trips	146	93	**239**	372	403	**775**	**12,182**
C	By-Right Supermarket – 30,000 SF	47	30	77	179	172	351	3,346
	Transit Reduction = 46%	(22)	(14)	(36)	(82)	(79)	(161)	(1,538)
	Net Trips	25	16	**41**	97	93	**190**	**1,808**
D	By-Right Residential (584 units)	47	247	294	224	110	334	3,634
	Transit Reduction = 67%	(31)	(165)	(196)	(150)	(74)	(224)	(2,436)
	Net Trips	16	82	**98**	74	36	**110**	**1,198**
E	Net New By-Right Total Trips	815	277	**1,092**	679	1,194	**1,873**	**19,860**

Summary of By-Right Trip Generation for Site
Retail/Residential Scenario

		AM Peak Hour Trips			PM Peak Hour Trips			
	Land Use	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**	**Daily Trips (two-way)**
A	By-Right Total New Office – 0 SF *Transit Reduction = 61%* Net Trips	0 *(0)* 0	0 *(0)* 0	0 *(0)* **0**	0 *(0)* 0	0 *(0)* 0	0 *(0)* **0**	0 *(0)* **0**
B	By-Right Retail – 2,338,600 SF *Transit Reduction = 46%* Net Trips	638 (293) 344	408 (188) 220	1,046 (481) **564**	2,414 (1,110) 1,303	2,615 (1,203) 1,412	5,029 (2,313) **2,715**	51,738 (23,800) **27,938**
C	By-Right Supermarket – 0 SF *Transit Reduction = 46%* Net Trips	0 *(0)* 0	0 *(0)* 0	0 *(0)* **0**	0 *(0)* 0	0 *(0)* 0	0 *(0)* **0**	0 *(0)* **0**
D	By-Right Residential (584 units) *Transit Reduction = 67%* Net Trips	47 (31) 16	247 (165) 82	294 (196) **98**	224 (150) 74	110 (74) 36	334 (224) **110**	3,634 (2,436) **1,198**
E	Net New By-Right Total Trips (H + I)	360	302	**662**	1,377	1,448	**2,825**	**29,136**

APPENDIX J
TRIP DISTRIBUTION – OTHER AREA DEVELOPMENTS WITH 4TH STREET VEHICULAR CONNECTION

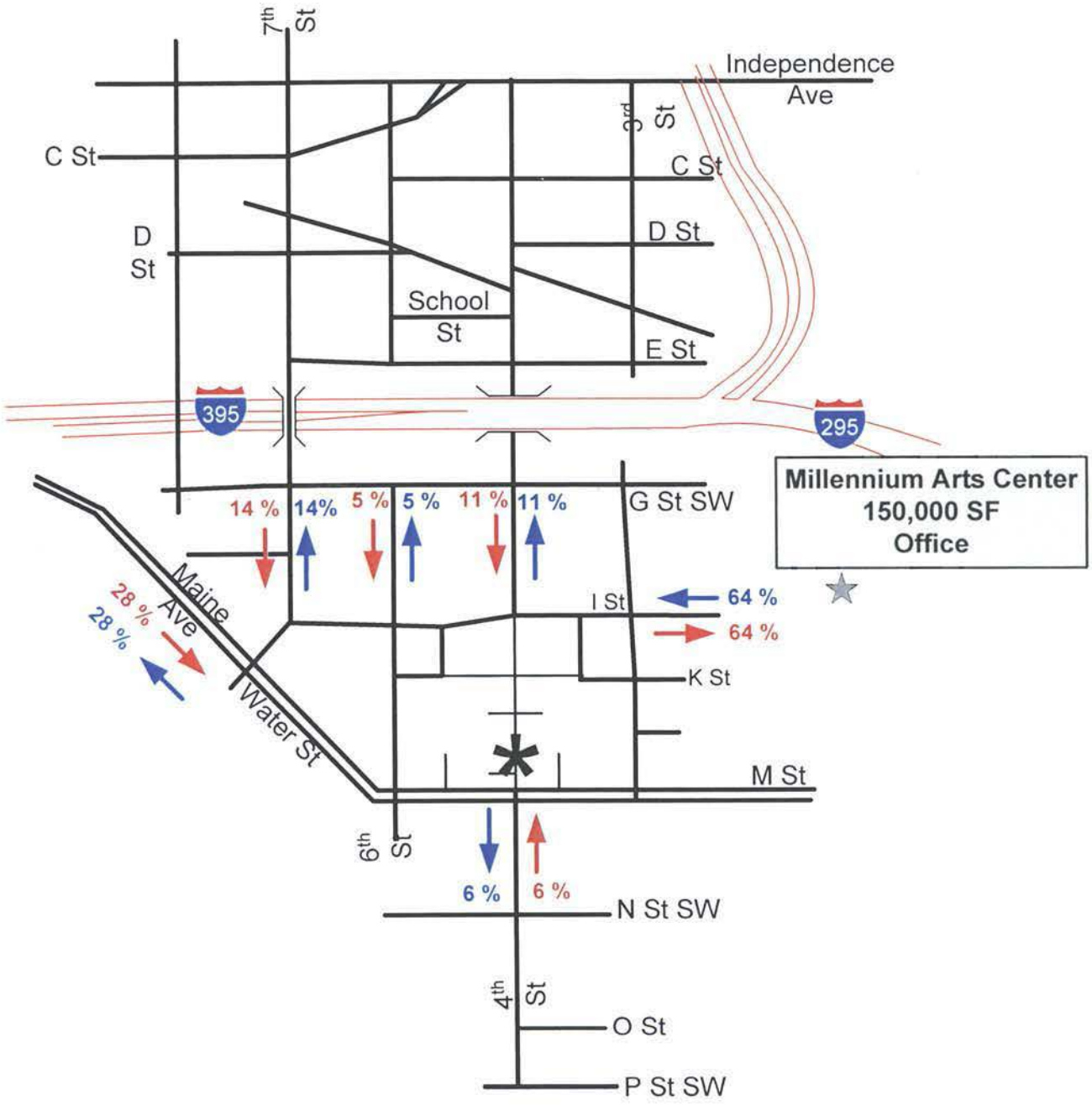


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capital Park East with 4th Street Vehicular Connection	FIGURE J-1

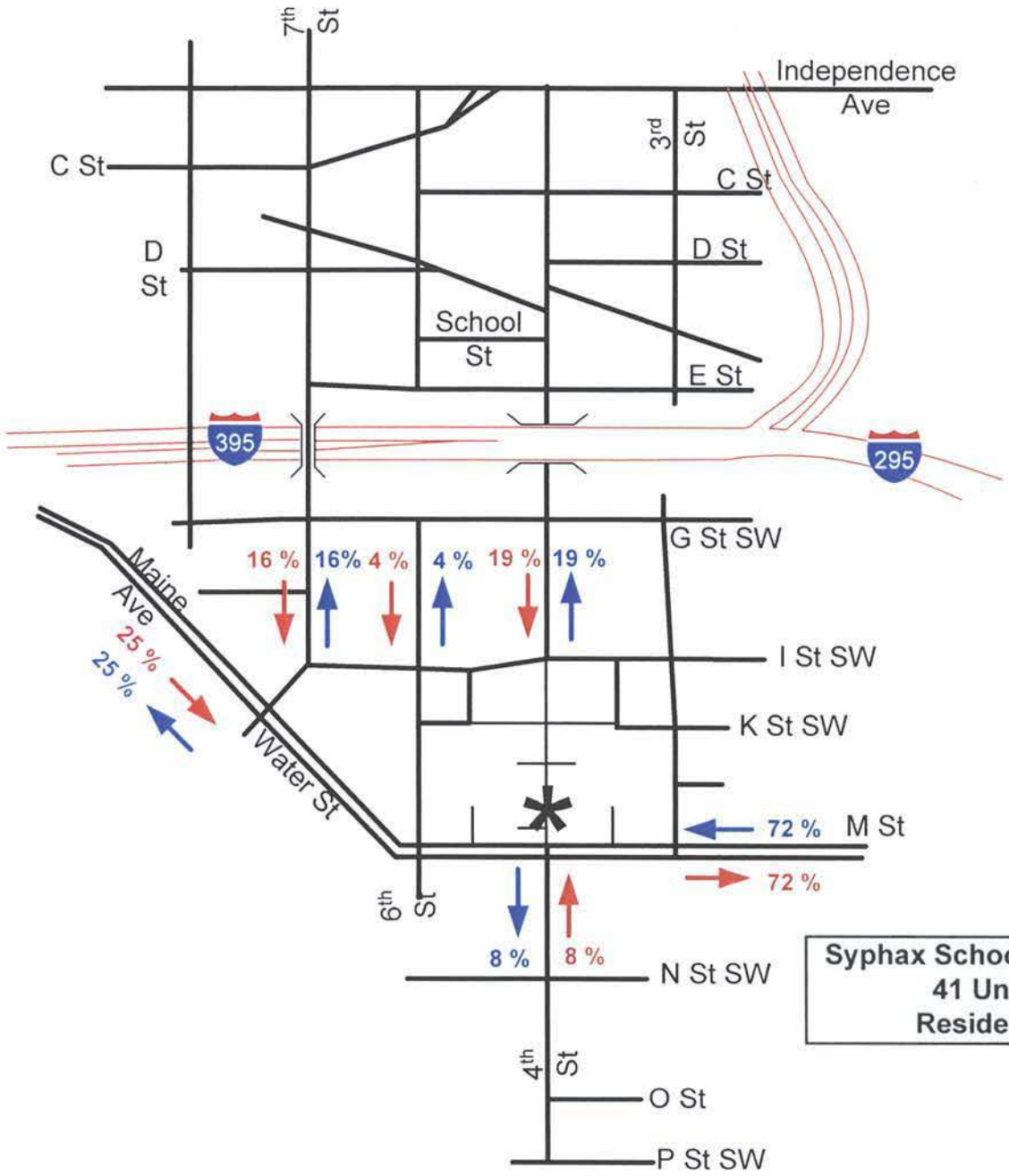


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Millennium Arts Center with 4th Street Vehicular Connection	FIGURE J-2

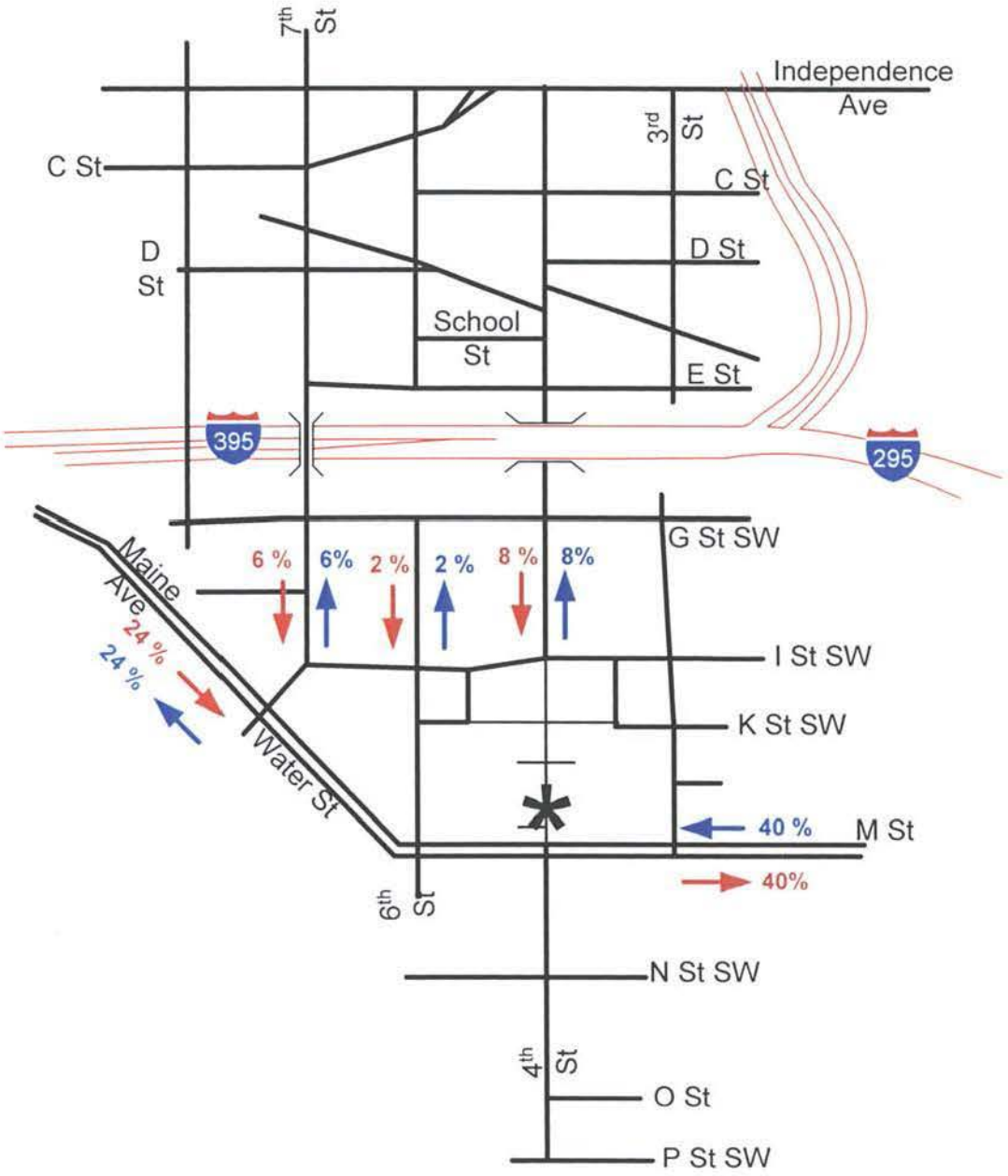


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Syphax School Housing for with 4th Street Vehicular Connection	FIGURE J-3



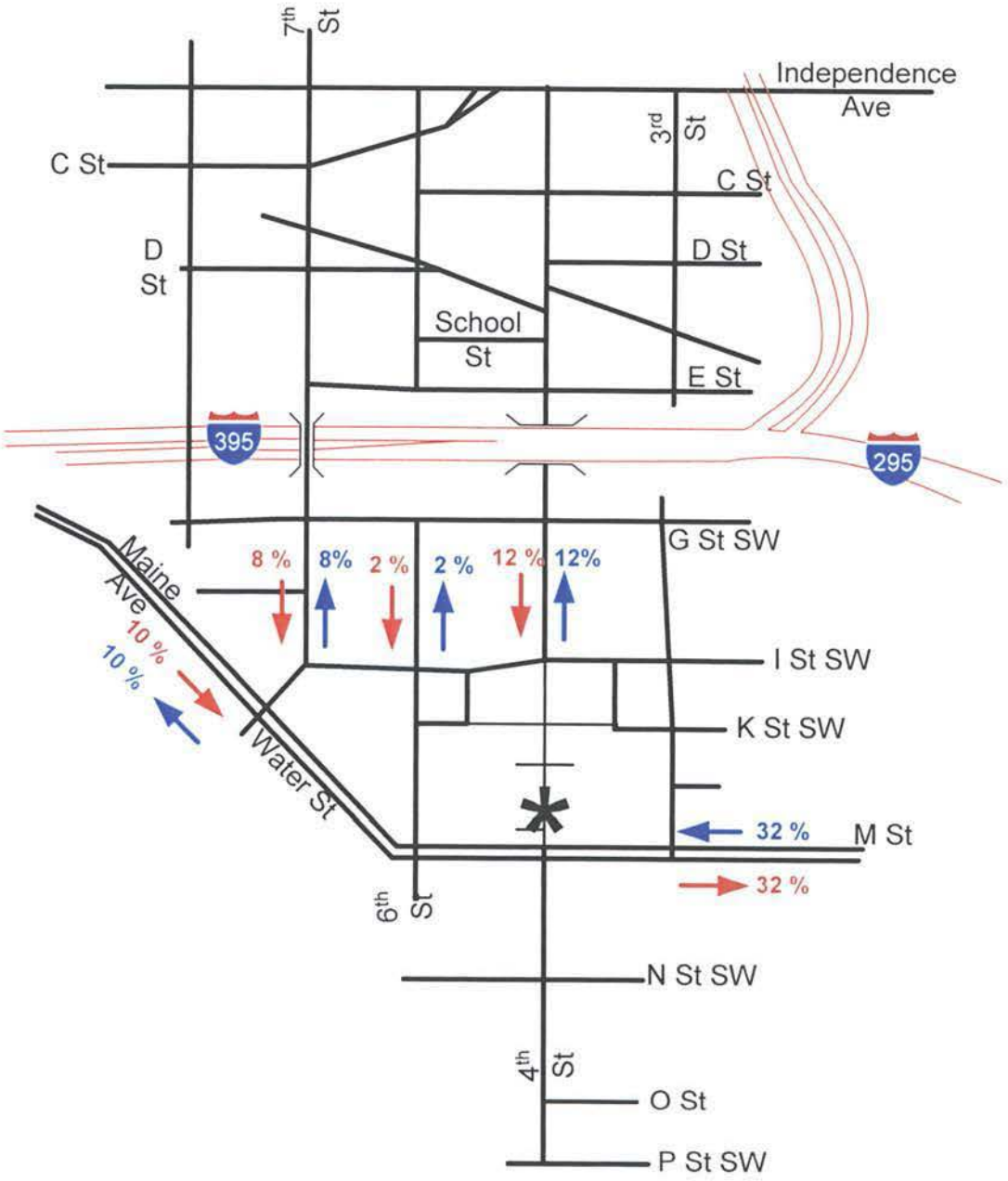
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Capitol Point
750 units Residential
1.35 million SF Office

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capitol Point - Residential with 4th Street Vehicular Connection	FIGURE J-4



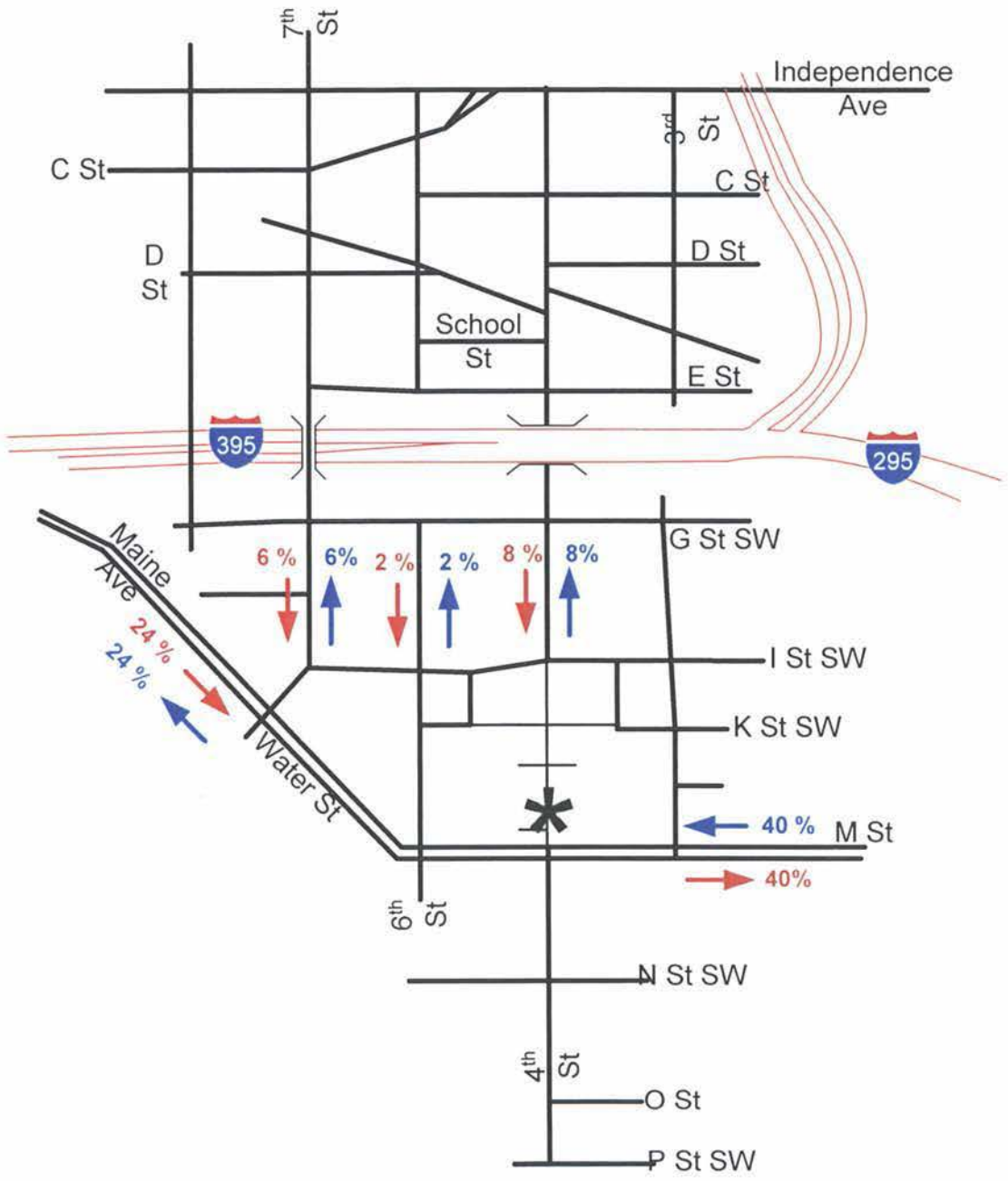
Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Capitol Point
750 units Residential
1.35 million SF Office

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	**4th Street SW Transportation Study**	**Directional Distribution for Capitol Point - Commercial with 4th Street Vehicular Connection**	**FIGURE J-5**



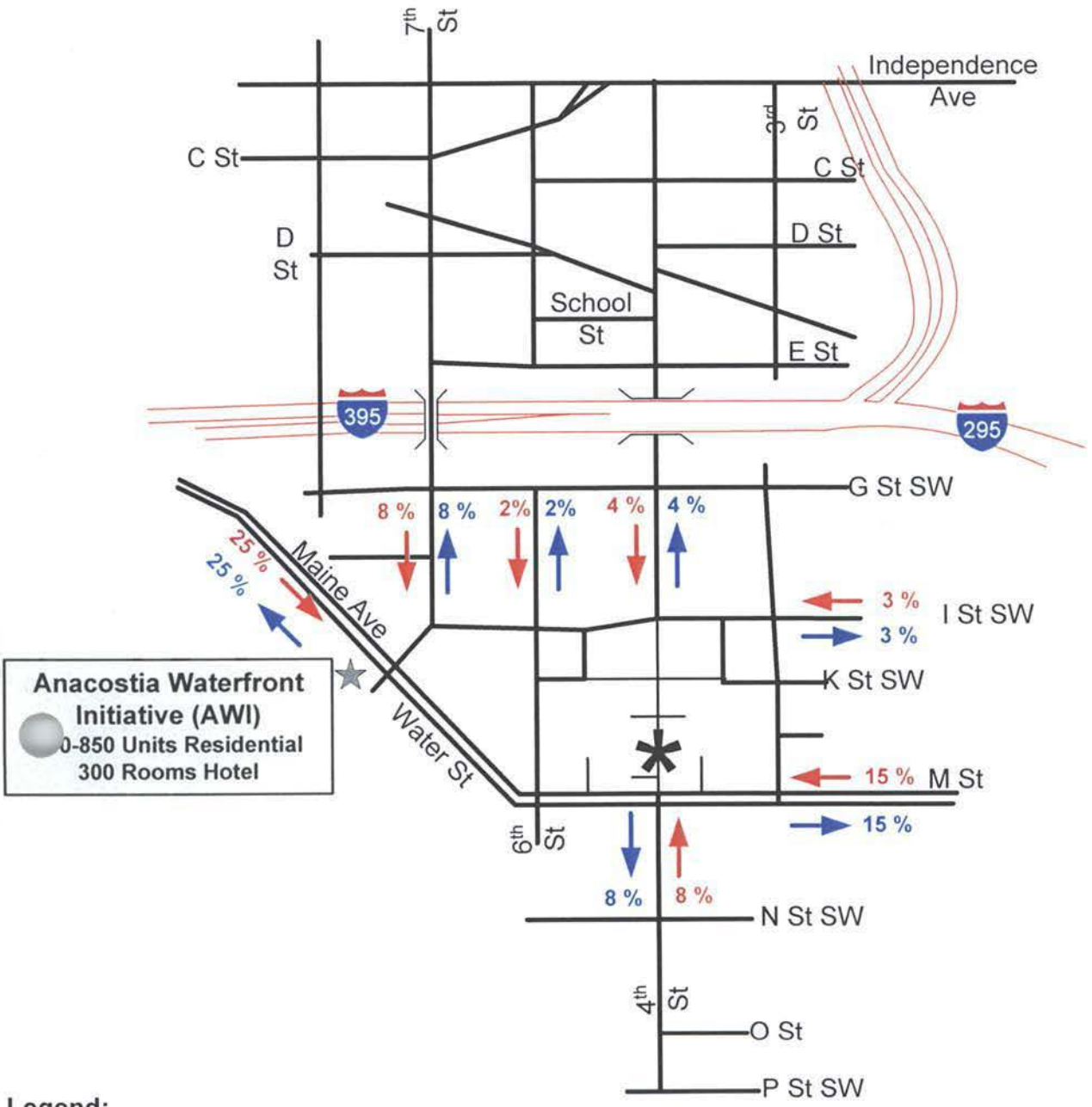
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Florida Rock II
300 units
Residential

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Capitol Point - Commercial with 4th Street Vehicular Connection	FIGURE J-6



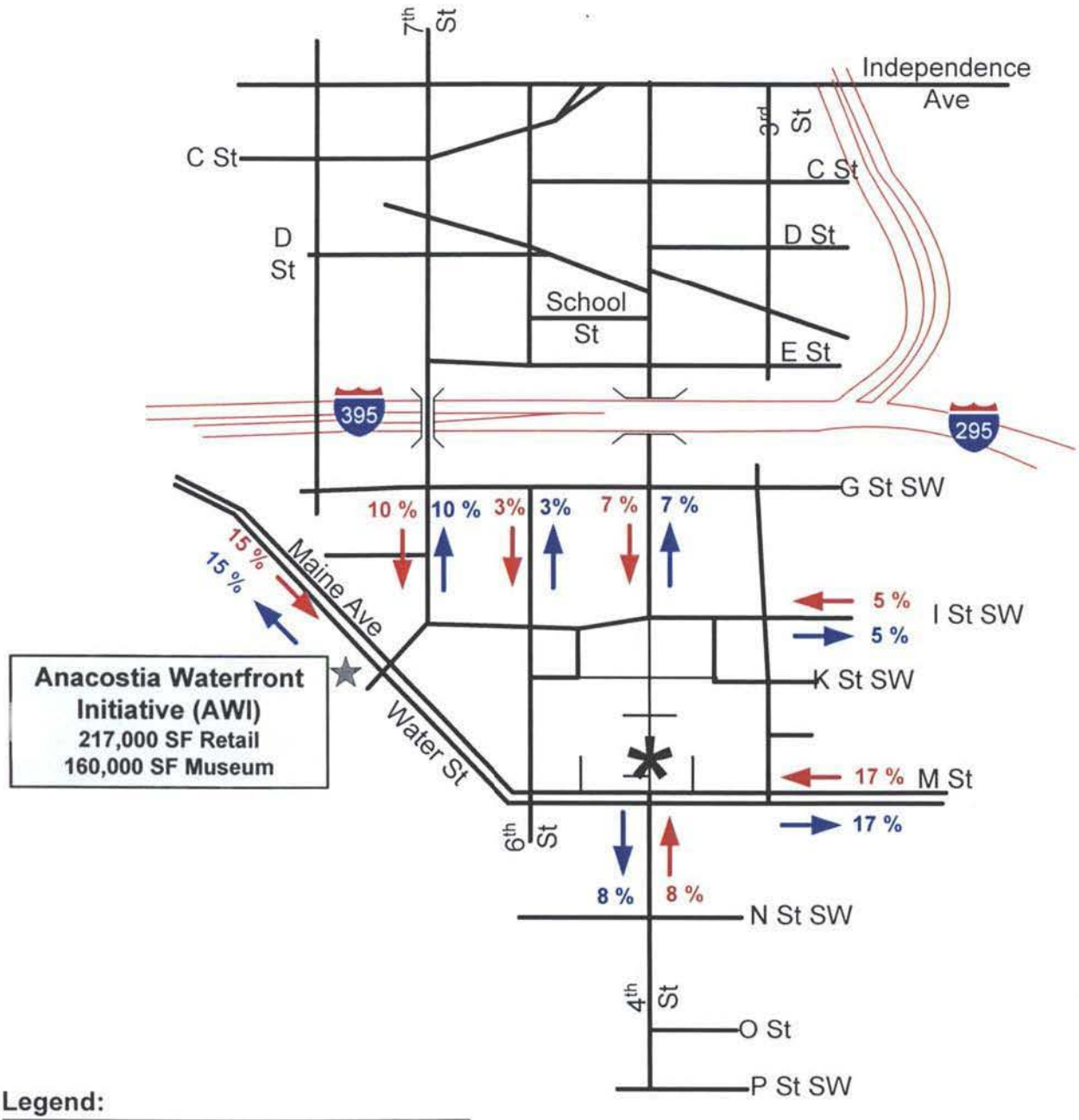
Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

A[illegible] traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Anacostia Waterfront Initiative - Residential & Hotel with 4th Street Vehicular Connection	FIGURE J-7

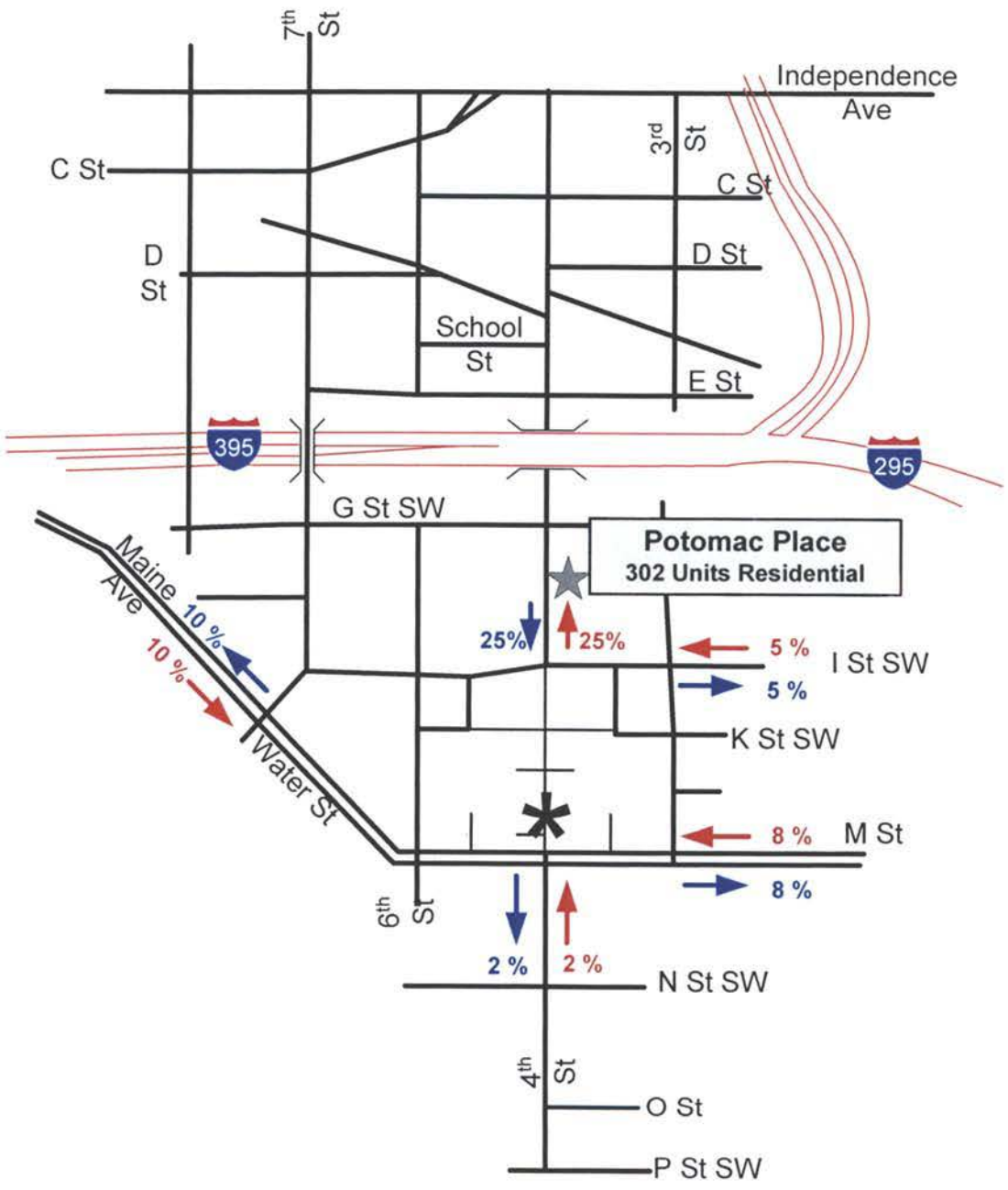


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Anacostia Waterfront Initiative - Commercial with 4th Street Vehicular Connection	FIGURE J-8

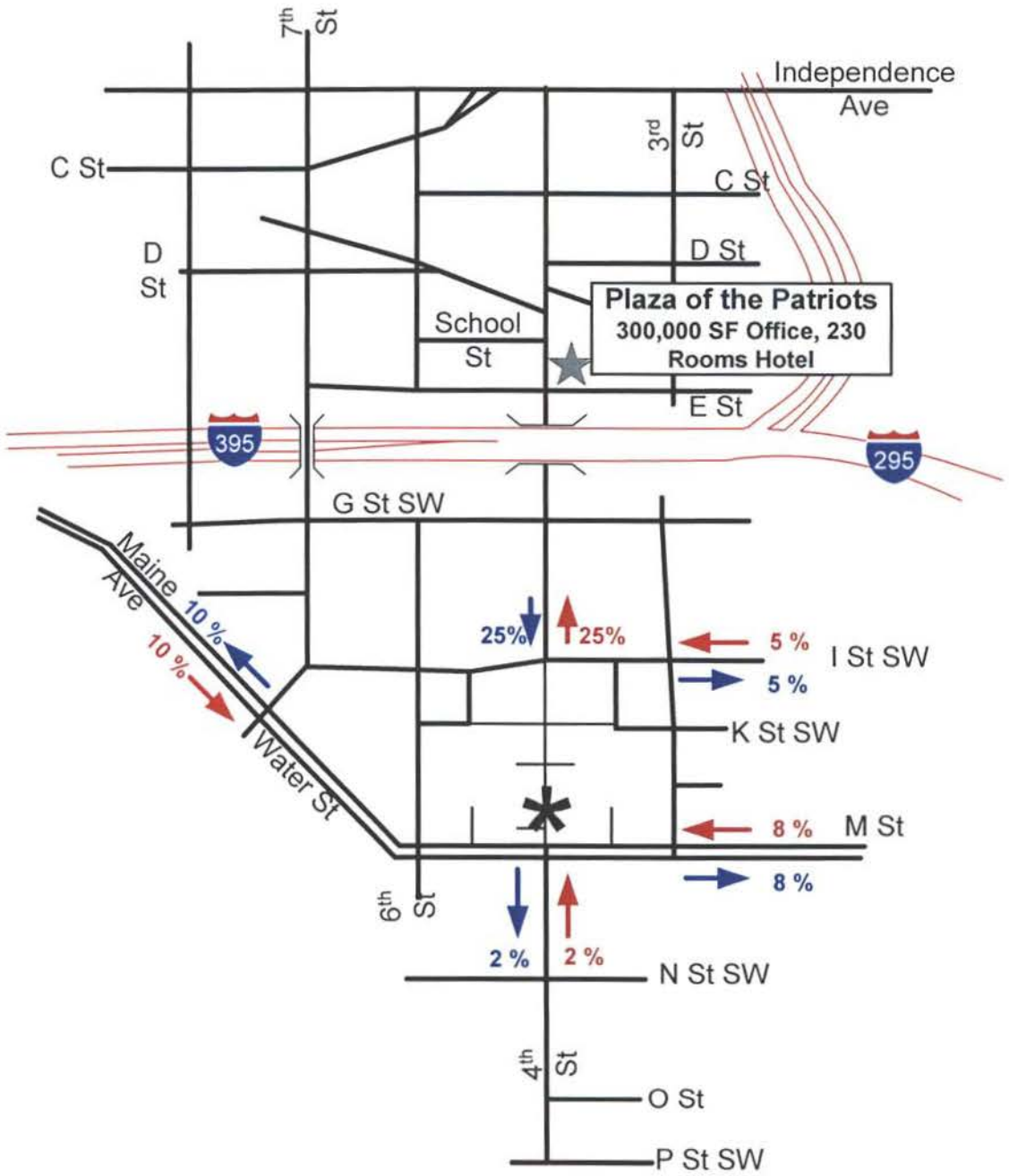


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Potomac Place with 4th Street Vehicular Connection	FIGURE J-9

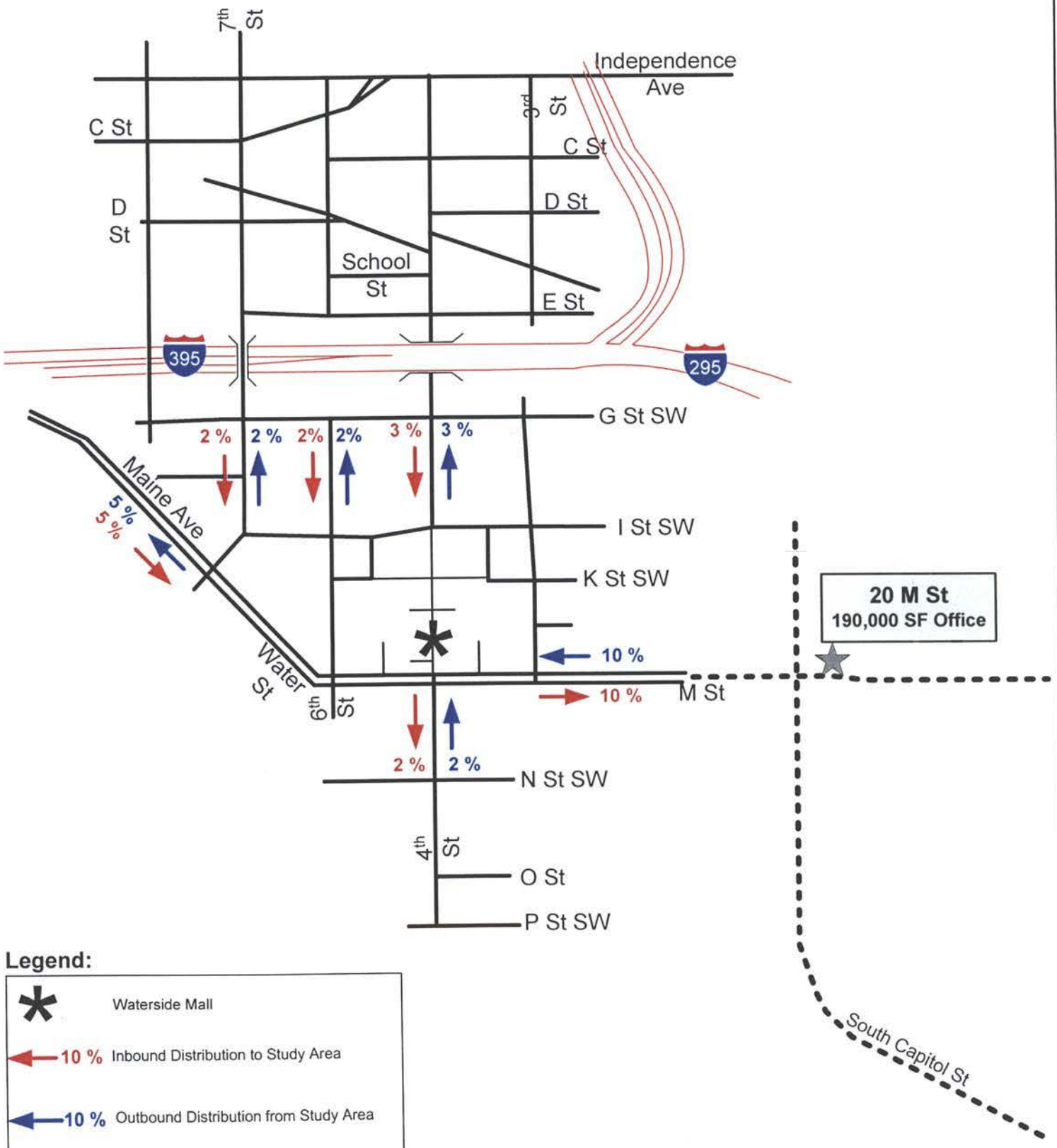


Legend:

*	Waterside Mall
← 10 %	Inbound Distribution to Study Area
← 10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Plaza of the Patriots - Residential with 4th Street Vehicular Connection	FIGURE J-10

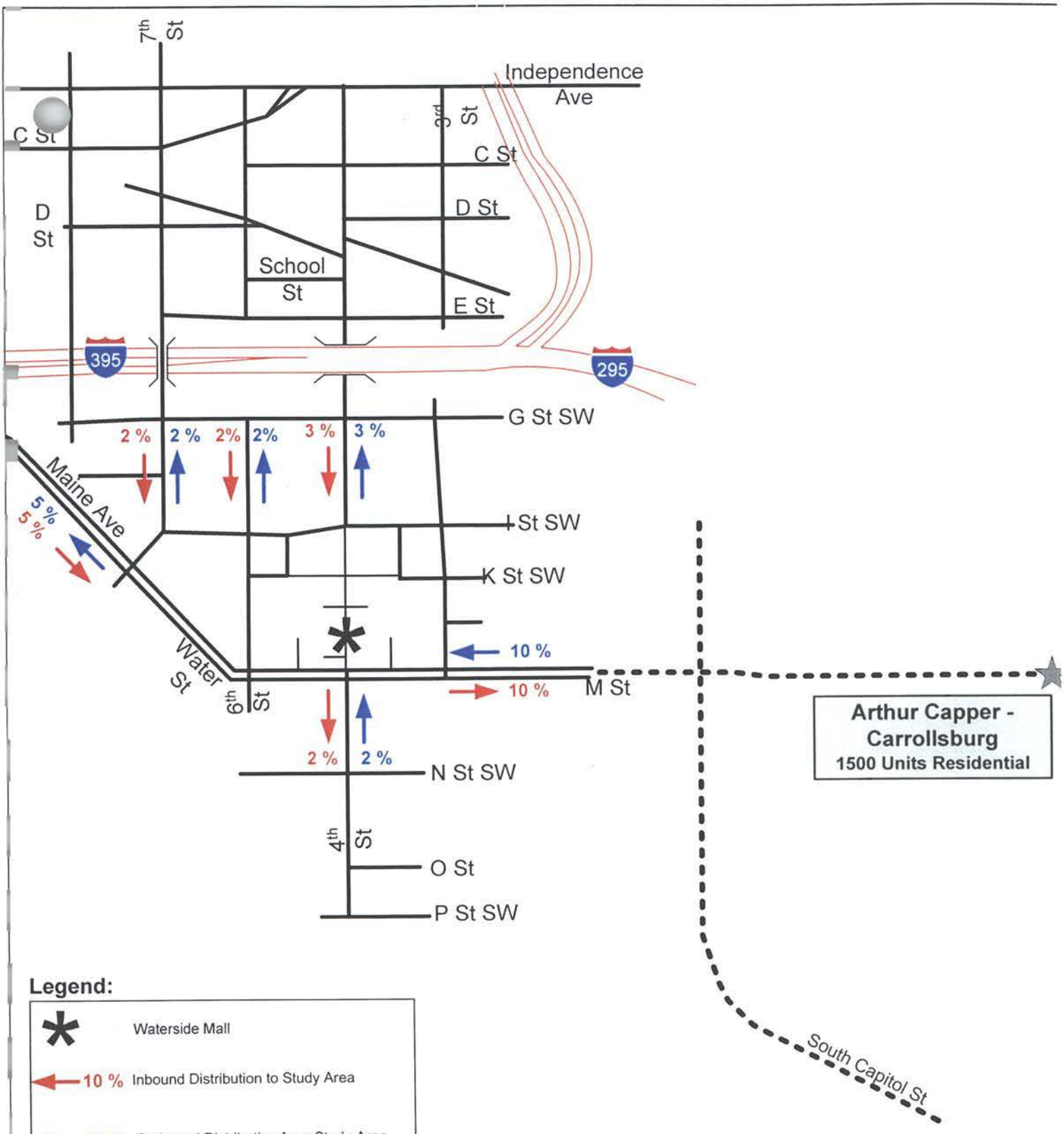


Legend:

*	Waterside Mall
10 %	Inbound Distribution to Study Area
10 %	Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for 20 M Street SE with 4th Street Vehicular Connection	FIGURE J-11

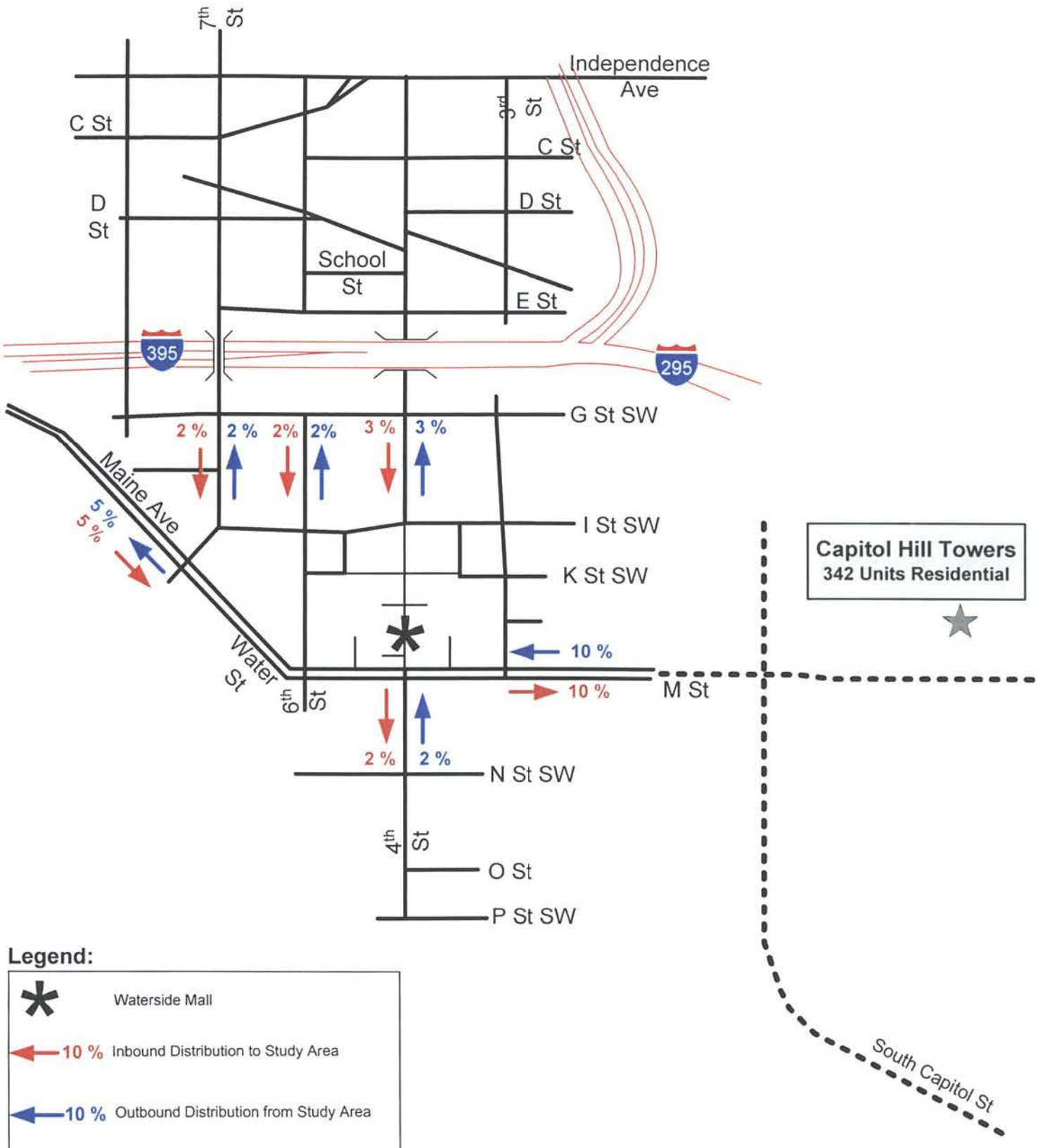


Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:
All the traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Arthur Capper - Carrollsburg SE with 4th Street Vehicular Connection	FIGURE J-12

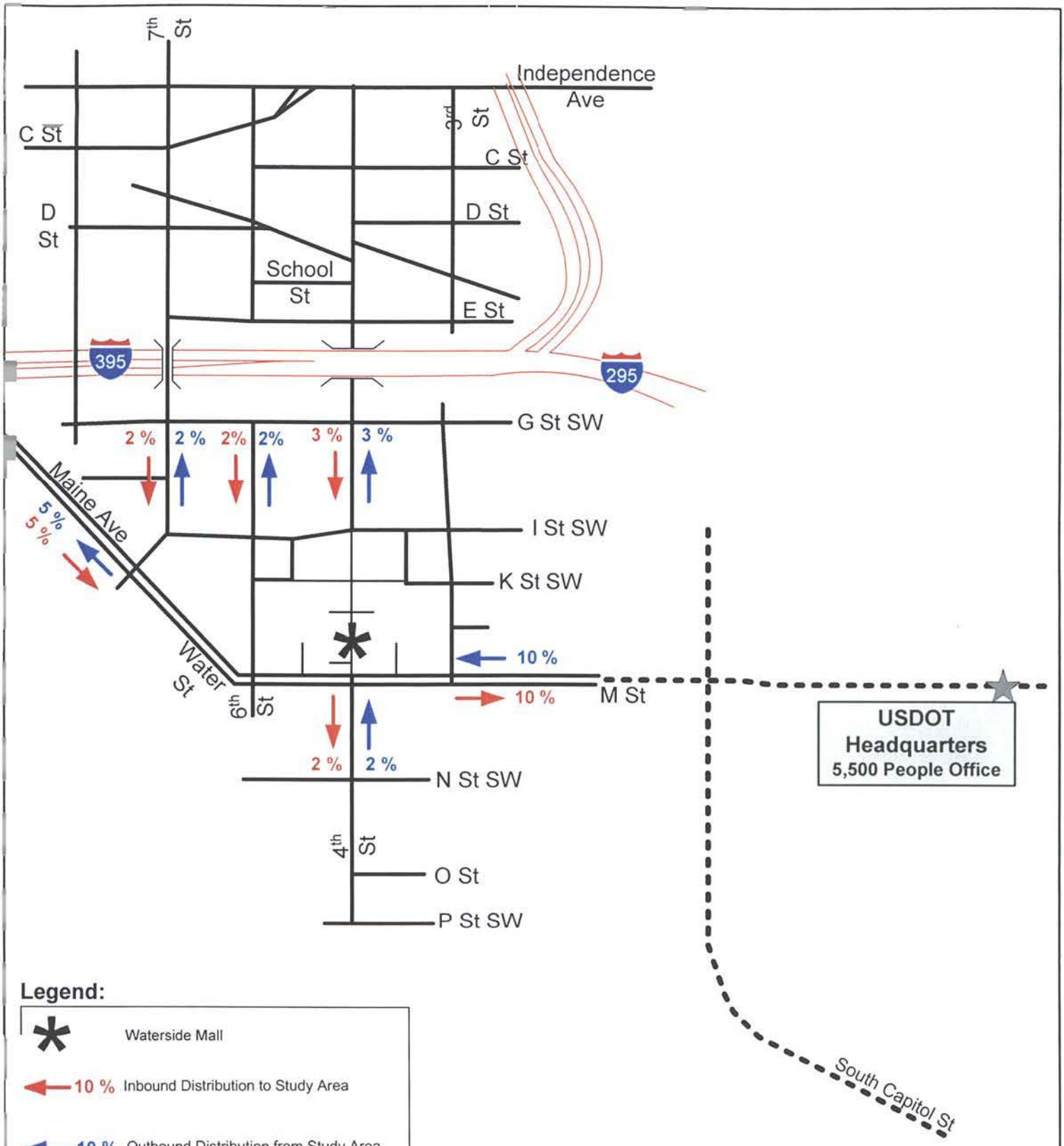


Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:
Some traffic generated by this developments does not enter the site/study area

Not to Scale		4th Street SW Transportation Study	Directional Distribution for Capitol Hill Towers with 4th Street Vehicular Connection	FIGURE J-13
January, 2003				



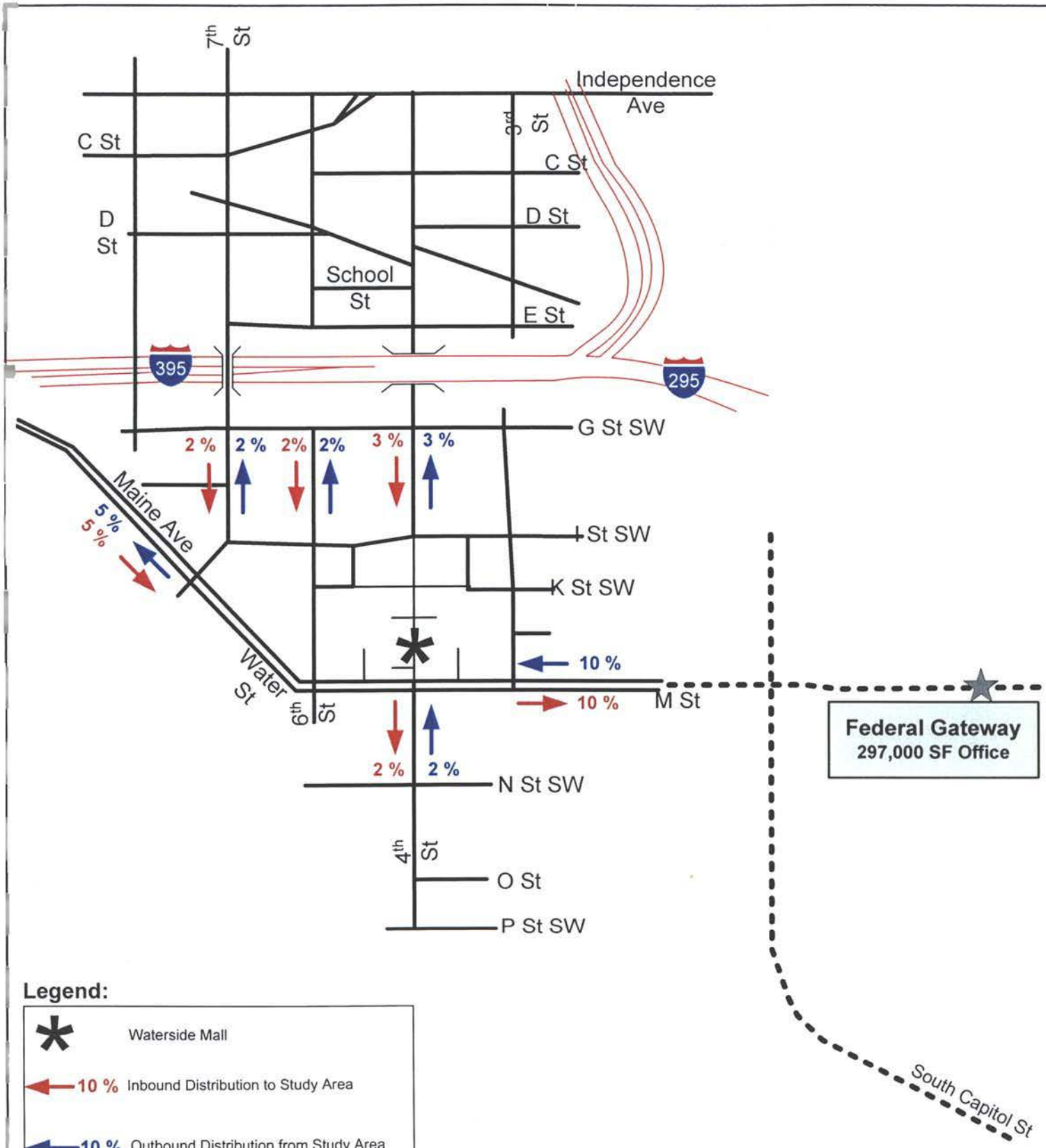
Legend:

- * Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for USDOT Headquarters with 4th Street Vehicular Connection	FIGURE J-14

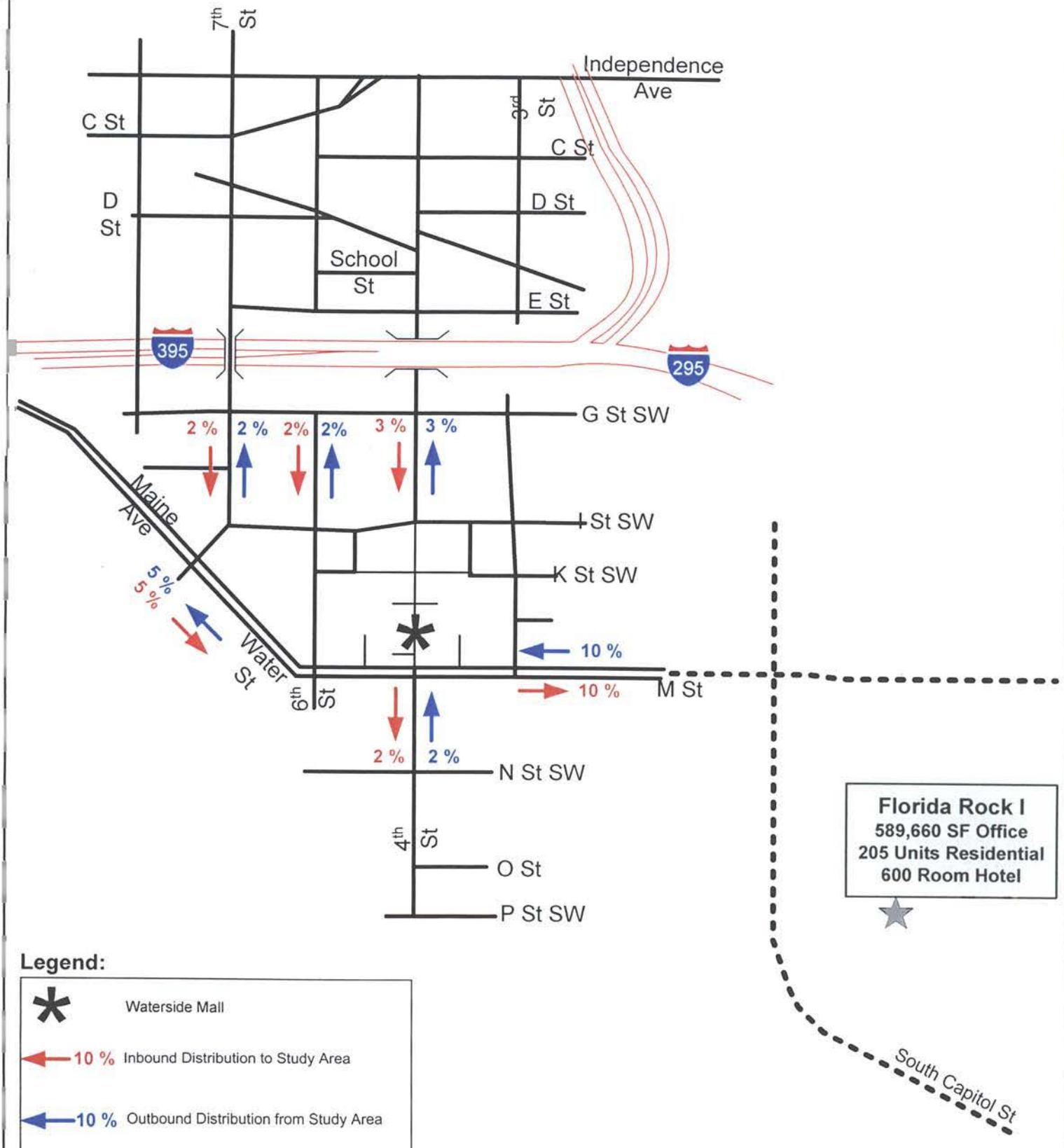


Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:
Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Federal Gateway with 4th Street Vehicular Connection	FIGURE J-15

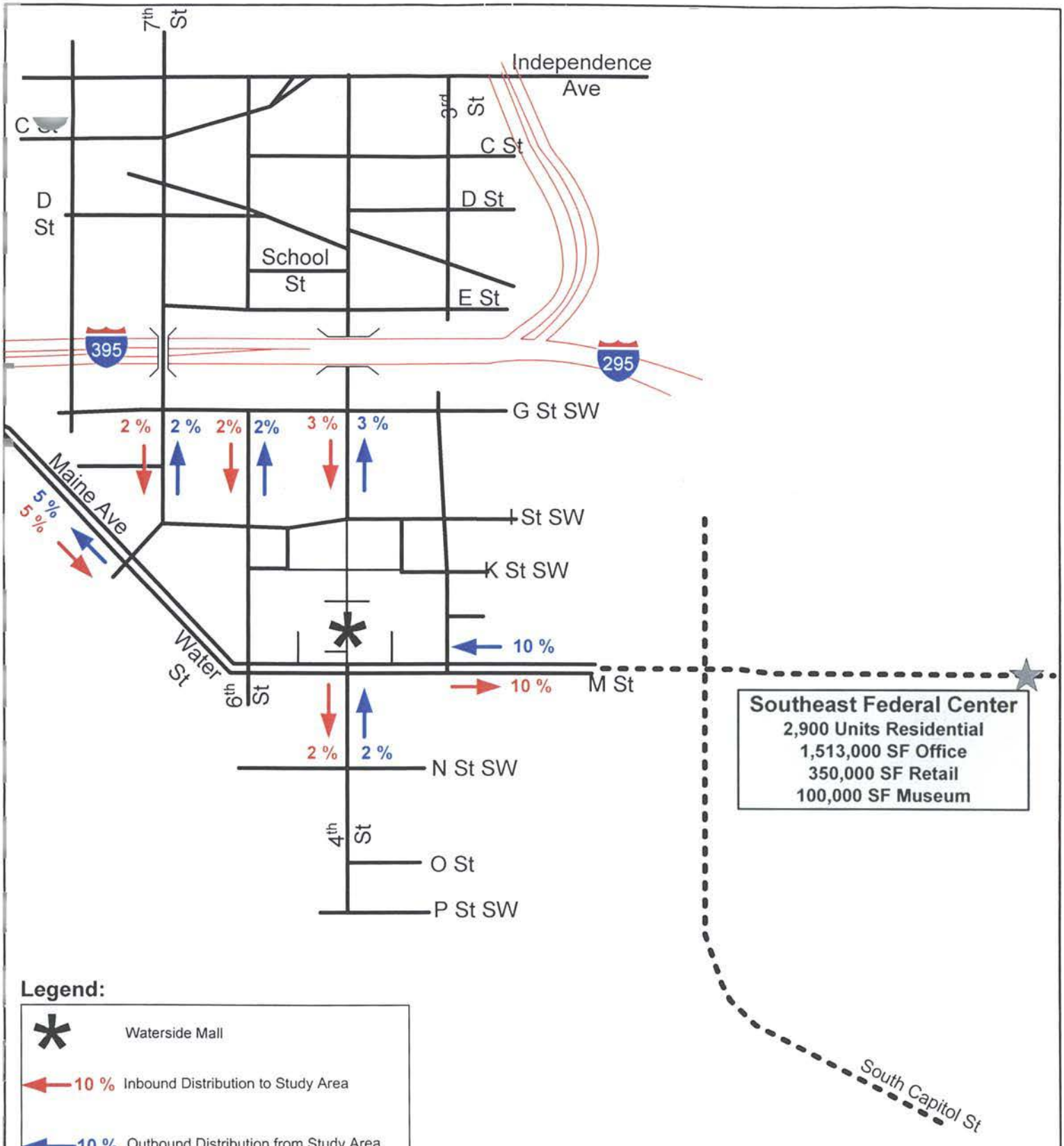


Legend:

- Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:
Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Florida Rock I with 4th Street Vehicular Connection	FIGURE J-16



Legend:

- * Waterside Mall
- 10 % Inbound Distribution to Study Area
- 10 % Outbound Distribution from Study Area

Note:

Some traffic generated by this developments does not enter the site/study area

Not to Scale January, 2003	N	4th Street SW Transportation Study	Directional Distribution for Southeast Federal Center with 4th Street Vehicular Connection	FIGURE J-17