RETURN TO L'ENFANT
Supplemental Report To The Transportation Impact Analysis
Washington, D.C.

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RETURN TO L'ENFANT
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TABLE OF CONTENTS

RETURN TO L'ENFANT
Supplemental Report To The Transportation Impact Analysis
Washington, D.C.

TABLE OF CONTENTS (CONTINUED)

RETURN TO L'ENFANT
Supplemental Report To The Transportation Impact Analysis
Washington, D.C.

LIST OF FIGURES

LIST OF TABLES

RETURN TO L'ENFANT
Supplemental Report To The Transportation Impact Analysis
Washington, D.C.

LIST OF APPENDICES

Section 1:
INTRODUCTION

This report supplements the multi-modal Return to L'Enfant Transportation Impact Analysis (TIA) prepared by Wells + Associates dated December 19, 2008. Center Place Holdings LLC, on behalf of the District of Columbia, through the Office of the Deputy Mayor for Planning and Economic Development, the current owner of the property is the applicant in this case.

This supplemental report presents:

- Justification for the proposed office and residential parking ratios,
- Updated peak hour and average daily traffic counts,
- Updated list of pipeline projects,
- Review of recent background traffic growth trends,
- Updated site trip generation estimates,
- Validation of the 2008 TIA data, analysis, and findings,
- Justification of the proposed layby lane on Massachusetts Avenue, and
- A Travel Demand Management (TDM) plan.

Description of the Project

The applicant proposes to construct a platform over the recessed Center Leg Freeway, to re-connect F and G Streets to the existing L'Enfant street grid, and to construct a mixed-use project of office, residential, and retail uses on land and in the air rights above the Center Leg Freeway in the area generally bounded by Massachusetts Avenue, N.W., to the north, 2nd Street, N.W., to the east, E Street N.W., to the south, and 3rd Street, N.W., to the west.

F Street will be re-opened as a through street to vehicular and pedestrian traffic with a right of way of 100 feet. The design of F Street incorporates a traffic calming strategy, in the vicinity of the Holy Rosary Church and the relocated Jewish Historical Society Synagogue, and special paving and projecting curbs to enhance pedestrian safety and provide space for seasonal celebrations and festivals. G Street will be re-opened to pedestrian traffic and will be designed as a 90-foot wide landscaped area.

The Return to L'Enfant development program would consist of 2,282,990 gross square feet (S.F.) of building area, as follows:

Office:	1,957,395 S.F.
Retail:	74,814 S.F.
Residential:	180,384 S.F.
Institutional:	70,397 S.F.
Total:	2,282,990 S.F.

Transit Orientation

The Return to L'Enfant site is transit oriented by virtue of its location near three (3) Metrorail stations (Judiciary Square, Union Station, and Gallery Place – Chinatown), eight (8) Metrobus lines with multiple branches, three (3) D.C. Circulator lines (Union Station – Navy Yard Metro, Georgetown – Union Station, and Smithsonian – National Gallery of Art), limited parking ratios, and a Travel Demand Management (TDM) plan that encourages travel by alternative modes to driving a private automobile.

Conclusions

The conclusions of this supplemental analysis are as follows:

1. ***The Return to L'Enfant project would reconnect F and G Streets between 2nd and 3rd Streets, N.W., which would reconnect the neighborhoods east and west of the Center Leg Freeway and improve access and circulation to the subject site. F Street would be opened for motorists, pedestrians, and bicyclists; G Street would be reopened for pedestrians and bicyclists only.***

2. ***The proposed Return to L'Enfant project, which would consist of 2,032,209 S.F. of commercial space and 150 residential dwelling units, would be parked according to the minimum District of Columbia Zoning Regulations at 1,178 spaces. A sufficient number of loading berths also would be provided.***

3. ***The proposed office and residential parking ratios are appropriate and justified based on minimum zoning requirements, precedent, market demands, availability of transit services, and provision of bike rental and parking facilities.***

4. ***Traffic conditions in the site vicinity have not changed significantly since submission of the TIA in December 2008:***

a. *Average daily traffic (ADT) decreased an average of 3.5 percent between 2007 and 2008, according to District Department of Transportation (DDOT) counts.*

b. *Peak hour traffic decreased between 2007 and 2010 by an average of 5.0 percent during the AM peak hour, and 4.6 percent during the PM peak hour, according to counts taken by Wells + Associates.*

c. *Background traffic has decreased slightly in recent years; therefore, the one percent per year background traffic growth rate used in the 2007 TIA is conservatively high.*

5. *The small changes to the Return to L'Enfant development program results in a de minimus increase in peak hour site-generated vehicle-trips.*

6. *The analyses in the December 19, 2008 TIA remain valid:*

a. *Twenty-three (23) of 30 intersections presently operate at level of service (LOS) "D" or better, and all approaches operate at LOS "D" or better, during both the AM and PM peak hours. Two (2) intersections operate at an overall LOS "D" but one approach operates near or at capacity, at LOS "E" or "F". The New York Avenue/I-395/4th Street intersection presently operates near capacity at LOS "E" during the AM peak hour, and at capacity at LOS "F" during the PM peak hour, due to long delays in both directions on New York Avenue. Five (5) intersections operate near or at capacity at LOS "E" or "F".*

b. *Long queues were observed at several intersections, including New York Avenue/I-395, 2nd Street/I-395 northbound off ramp, and H Street/Massachusetts Avenue.*

c. *Traffic that would be generated by projects that have been approved but not yet built (i.e., pipeline projects) plus background traffic growth would cause 12 of the 25 intersections that presently operate at an overall LOS "D" to operate near or at capacity at LOS "E" or "F". A total of seventeen (17) intersections are projected to operate at LOS "E" or "F".*

d. *The Return to L'Enfant project would generate 663 AM peak hour vehicle-trips and 755 PM Peak hour vehicle-trips at full build-out and occupancy by 2021.*

e. *The proposed Return to L'Enfant project would have modest impacts on the city street grid, which would be partially, if not fully, mitigated by the additional capacity provided by reconnecting F and G Streets, physical changes to the I-395 ramps, traffic signal timing optimization, and a Transportation Management (TDM) plan*

7. *The proposed layby lane on Massachusetts Avenue would prevent back-ups behind vehicles stopped to pick up and drop off passengers without compromising pedestrian safety or convenience.*

8. *The multi-point Transportation Management (TDM) plan will help to influence travel behavior of employees, residents, and visitors in order to achieve a maximally efficient use of transportation facilities in the vicinity of the site. It will help to reduce peak hour vehicle-trips, reduce parking demand, and promote the use of alternative transportation modes.*

Section 2:
PARKING ANALYSIS

Proposed Parking Supply

The applicant proposes to park Return to L'Enfant at the ***minimum*** parking ratios specified for the C-4 District in the District of Columbia Municipal Regulations (DCMR), Section 2101.1. The following summarizes these parking requirements:

- Office: Above 2,000 S.F., 1 space per 1,800 S.F. of Gross Floor Area (GFA)
- Retail: Above 30,000 S.F., 1 space per 2,000 S.F. of GFA
- Residential: 1 space per 4 dwelling units

The parking supply for Return to L'Enfant was provided based on these ***minimum*** parking requirements and is summarized in Table 2-1.

The proposed office parking ratios are:

- 0.56 spaces per 1,000 S.F. (i.e., 1,115/(2,007,609/1,000) = 0.56),
- 1,801 S.F. per space (i.e., 2,007,609/1,115 = 1,801),
- 0.13 spaces for each of the estimated 8,800 office users (i.e., 1,115/8,800 = 0.13),
- 7.89 users per space (i.e., 8,800/1,115 = 7.89),

Justification of the Office Parking Ratio

These parking ratios are comparable to three other office buildings developed by LDPG in Washington, D.C. as shown in Table 2-2.
The proposed number of office parking spaces (and parking ratios) is adequate and appropriate for the following reasons:

1. 1,115 spaces is the ***minimum*** number of spaces required by the DCMR, as outlined above.
2. This parking ratio is very close to the ratios provided at three other comparable office buildings developed in Washington, D.C. by LDPG.

Table 2-1
Return to L'Enfant Parking Program

Land Use	*Calculation*	*Spaces*
Office	(1,957,395+50,214)/ (1,957,395+50,214+74,814) x 2,000=1,927 S.F. ((1,957,395+50,214)-1,927)/ 1,800 =	1,115
Retail	74,814/(1,957,395+50,214+74,814) x 30,000 = 1,095 S.F. (74,814-1,095)/3,000 =	25
Residential	150 D.U.'s / 4 =	38
Total		1,178

Notes: ***The new 45,765 S.F. JHS buildings are counted as office use. No parking is required in the C-4 district for the Annex and Rectory for the Holy Rosary Church.***

3. LDPG has found that this modest level of parking is required to successfully market office buildings (or meet tenant parking demands) in Washington, D.C.
4. This parking ratio is consistent with transit-oriented development since only 13 percent of the estimated 8,800 office employees (or one out of every eight employees) would be able to drive to work. The remaining 87 percent would have to ride as a passenger in a carpool or take transit to work.
5. A significant amount of bicycle parking will be provided on-site, in addition to shower and changing facilities for employees of the office buildings.
6. A bike-share station will be constructed on-site for users of the site.

Table 2-2
Parking Provided in LDPG Office Buildings in Washington, D.C.

Building	Gross Floor Area (S.F.)	Parking Supply		
		Spaces	Spaces/ 1,000 S.F.	S.F./Space
700 2nd Street, N.E.	525,481	315	0.60	1,668
1101 New York Avenue, N.W.	382,091	202	0.53	1,892
801 17th Street, N.W.	225,655	119	0.53	1,896
Minimum			0.53	1,668
Maximum			0.60	1,896
Average			0.55	1,819
Return to L'Enfant	2,007,609	1,115	0.56	1,801

Justification of the Residential Parking Ratio

The 2000 U.S. Census reported that six out of 10 (61.8 percent) of all renter-occupied households in the immediate neighborhood of the Return to L'Enfant project own no vehicles, as shown in Table 2-3. About a quarter (27.1 percent) own only one vehicle; 11 percent own two or three vehicles.

The proposed residential parking ratios are adequate and appropriate for the following reasons:

1. Thirty-eight (38) spaces is the ***minimum*** number of spaces required for 150 residential dwelling units in the C-4 District, according to DCMR, Section 2101.1, as outlined above.
2. Public transportation is a viable alternative to the private automobile since the subject site is well served by Metrorail and Metrobus.
3. The proposed parking ratio of one space for every four units (or 0.25 spaces per unit) is consistent with auto availability in renter-occupied units in the immediate neighborhood according to the U.S. Census.

Table 2-3
Auto Availability in Renter Occupied Households
In the Return to L'Enfant Neighborhood

Autos Available	*Number of Households*	*Percent of all Households*
None	403	61.8%
One	177	27.1%
Two	62	9.5%
Three or More	10	1.5%
Total	652	100.0%
Average		

Source: 2000 U.S. Census

4. A portion of the residential units will be affordable units, which typically require lower parking ratios than market rate units.
5. A significant amount of bicycle parking will be provided on-site.
6. A bike-share station will be constructed on-site for residents and their visitors.

Section 3:
TRAFFIC ANALYSIS

Overview

This section presents an analysis of existing and future street traffic conditions in the immediate vicinity of the subject project. It includes a street inventory, traffic count data, pipeline development information, background traffic growth, site trip generation, trip distribution, and levels of service.

Street Inventory

Table 3-1 presents a summary of the details of each street in the study area.

Table 3-1
Street Inventory

Street	***Functional Classification***	***Number of Lanes (Each Direction)***	***Posted Speed Limit (MPH)***
2nd Street	Minor Arterial	1-2	25
3rd Street	Collector	1-2	25
E Street	Minor Arterial	1	25
F Street	Collector	1	25
G Street	Collector	1	25
H Street	Minor Arterial (West of Mass. Avenue) / Principal Arterial (East of Mass. Avenue)	3-4	25
Massachusetts Avenue	Principal Arterial	2-3	25
I-395	Interstate	2	45

Source: District Department of Transportation

Traffic Counts

Overview. Daily traffic volumes, as obtained from DDOT, were evaluated in addition to peak hour traffic counts conducted by Wells + Associate in order to discern vehicle traffic trends in the site vicinity. Vehicle turning movement counts were conducted for the TIA in October and December 2007. In order to determine any changes (i.e., increases in vehicular traffic) on the roadways in the site's vicinity, vehicle turning movement counts were conducted in October 2010. The following presents information on changes in traffic volumes between 2007 and 2010.

Average Daily Traffic. DDOT publishes average daily traffic (ADT) counts on their website; 2007 and 2008 data presently are included online. 2008 ADT's ***decreased*** on six (6) (or 60 percent) of the ten (10) links listed in table 3-2. 2008 ADT's decreased by an average of 3.5 percent. Table 3-2 also depicts that 2008 ADT's ***increased*** on only two (2) (or 20 percent) of all links; two (2) links experienced no change in ADT between 2007 and 2008. On average, ADT's decreased by 3.5 percent between 2007 and 2008, according to DDOT counts.

Table 3-2
Comparison of 2007 and 2008 Average Daily Traffic (ADT) Counts

Street	***Location***	***2007 ADT***	***2008 ADT***	***Change***	***Percent Change***
I-395	N. of Mass. Ave.	24,300	25,200	900	3.7%
I-395	S. of E St.	47,100	46,900	(200)	(0.4%)
Massachusetts Ave.	2nd to 3rd St.	22,400	22,300	(100)	(0.4%)
E Street	W. of 3rd St.	12,900	12,800	(100)	(0.8%)
E Street	E. of 2nd St.	15,700	10,900	(4,800)	(30.6%)
F Street	W. of 3rd St.	4,300	4,300	-	0%
G Street	W. of 3rd St.	7,500	7,500	-	0%
H Street	E. of 2nd St.	28,500	26,300	(2,200)	(7.7%)
2nd Street	N. of E St.	3,100	3,200	100	3.2%
2nd Street	N. of Mass. Ave.	22,200	22,100	(100)	(0.5%)
TOTAL		**188,000**	**181,500**	**(6,500)**	**(3.5%)**

Source: District Department of Transportation

Turning Movement Counts. The traffic counts which form the basis of the 2007 TIA analyses were taken on the following dates:

- Tuesday, October 16, 2007,
- Thursday, October 18, 2007, and
- Tuesday, December 4, 2007.

Current traffic counts recently were taken by Wells + Associates to determine how the 2007 AM and PM peak hour counts may have changed over the past three years. The updated traffic counts were taken on the following dates:

- Tuesday, October 19, 2010 and
- Wednesday, October 20, 2010.

The 2010 counts were higher than the 2007 counts at some at intersections and lower at others, as shown in Table 3-3. The resulting common peak hour traffic counts also are depicted on Figure 3-1. The raw count data also is included in Appendix A.

The times of day at which the AM and PM peak hours occur can vary slightly from day to day. The common peak hours in 2007 were determined to be 7:45 to 8:45 AM and 4:45 to 5:45 PM. The 2010 common AM peak hour was determined to be the same 7:45 to 8:45 AM; the 2010 common PM peak hour was determined to be 15 minutes later at 5:00 to 6:00 PM.

The differences in the total number of vehicles that entered each of 11 intersections in the immediate site vicinity in 2010 versus 2007 ranged from -13.9 to +14.7 percent during the AM peak hour, with an average of -5.0 percent. The differences during the PM peak hour ranged from -11.2 to +9.5 percent, with an average of -4.6 percent. Thus, the 2010 counts were slightly lower than the 2007 counts. These differences are small and well within ±10 to 15 percent, the typical day-to-day variation in traffic volumes in urban areas. These stable counts suggest that there has been no significant growth in background traffic volumes in the study area in the past three years.

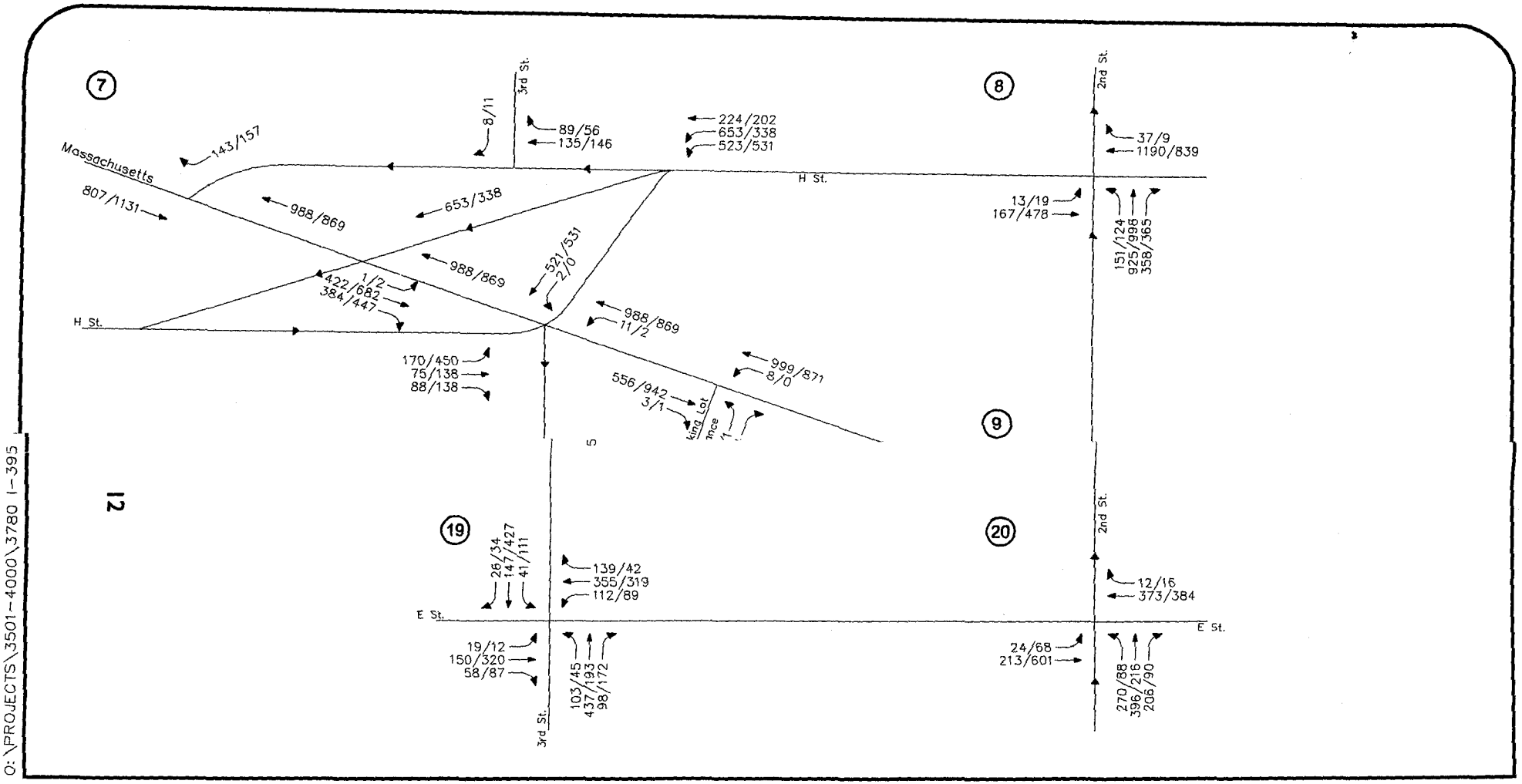

Figure 3–1
Existing Peak Hour Vehicle Traffic Volumes (2010)

North

Return to L'Enfant
Washington, D.C.

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Table 3-3
Comparison of 2007 and 2010 Intersection Counts

Intersection	2007 Counts		2010 Counts		Difference		Percent Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Mass./ H/ 3rd	3,773	3,997	3,315	3,597	(458)	(400)	(12.1%)	(10.0%)
2ND / H	3,014	3,027	2,841	2,832	(173)	(195)	(5.7%)	(6.4%)
2nd / Mass.	3,338	3,266	3,123	3,128	(215)	(138)	(6.4%)	(4.2%)
3rd/I-395 SB On	916	1,289	1,051	1,144	135	(145)	14.7%	(11.2%)
3rd / G/ Garage	545	572	483	532	(62)	(40)	(11.4%)	(7.0%)
2nd / I-395 NB Off	1,759	1,550	1,901	1,697	142	147	8.1%	9.5%
3rd / F	711	746	751	765	40	19	5.6%	2.5%
2nd / F	490	322	422	319	(68)	(3)	(13.9%)	(0.9%)
3rd / I-395 SB Off	843	873	799	802	(44)	(71)	(5.2%)	(8.1%)
3rd / E	1,757	1,874	1,685	1,851	(72)	(23)	(4.1%)	(1.2%)
2nd / E	1,663	1,485	1,494	1,463	(169)	(22)	(10.2%)	(1.5%)
Subtotal	18,809	19,001	17,865	18,130	(944)	(871)	(5.0%)	(4.6%)
I-395	3,776	2,553	3,816	2,851	40	298	1.1%	11.7%
Total	22,585	21,554	21,681	20,981	(904)	(573)	(4.0%)	(2.7%)

Source: Wells + Associates

Background Traffic Growth

The 2007 TIA included background traffic growth estimated at one (1) percent per year, compounded, for 14 years, from 2007 to 2021. Thus, background traffic not attributable to pipeline projects was estimated at 1.1495 percent.

The comparison of 2007 and 2010 counts suggests that background traffic growth trends have been flat over the past three years (i.e., a zero percent background traffic growth rate). Given that a portion of the pipeline developments included in the TIA already have been constructed and occupied, and since traffic volumes have been stable (or decreased) between 2007 and 2010, the assumed 1 percent growth rate for future traffic has not even been realized. For these reasons, the background traffic growth rate may be overestimated, and the analyses in the TIA can be considered to be conservative.

Site Trip Generation

The TIA evaluated a total of 1,988,651 S.F. of commercial (office and retail) space and 165 residential units. That level of development would be expected to generate a total of 656 AM peak hour trips (550 inbound, 106 outbound) and 744 PM peak hour trips (152 inbound, 592 outbound).

The current development program of 2,032,209 S.F. of commercial space and 150 residential units. The current level of development would be expected to generate only 7 additional AM peak hour trips (increase of 8 inbound and decrease of 1 outbound) and 11 PM peak hour trips (decrease of 1 inbound and increase of 12 outbound). This amount of additional traffic would have a *de minimus* impact to the roadway network.

Site Access/Egress

Vehicular access to the five levels of underground parking will be provided at three driveways, as shown in Table 3-4:

Table 3-4
Parking Garage Driveways

Location	***Access to Level:***
North Block: 3rd Street, Between Massachusetts Avenue and G Street	B0
Center Block: F Street, Between 2nd and 3rd Streets	B2
South Block: 3rd Street, Between E and F Streets	B1

Internal ramps on the North Block will connect levels B0/B1, B1/B2, B2/B3, B3/B4, and B4/B5. Internal ramps on the South Block will connect levels B1/B2, B2/B3, and B3/B4.

All vehicular access to the truck dock area will be provided at one consolidated location on E Street. Freight elevators will connect the common loading dock area with each building. Vehicles using the loading area will be able to enter and exit the loading facility head-first; in other words, vehicles will drive forward into the loading area, and drive forward out of the loading area, thereby removing the need for backing-up on the public street network.

Site Trip Distribution

See pp. 28-29 of 2008 TIA

Level of Service Analysis

Based on a review of traffic counts conducted by Wells + Associates in 2007 and 2010, in addition to average daily traffic (ADT) information obtained from the District Department of Transportation (DDOT), traffic volumes have remained stable, and decreased to some degree, in the vicinity of the site. As such, the analyses included in the 2008 TIA, utilizing 2007 traffic count data, can be retained. As 2007 traffic counts are consistent with 2010 traffic counts, the analyses in the TIA will also include an additional three (3) years of traffic growth at 1 percent per year, compounded annually.

Massachusetts Avenue Layby Lane

The applicant proposes to construct an approximate 77-foot long, 8-foot wide layby lane on the south side of Massachusetts Avenue between 2nd and 3rd Streets, adjacent to the North Block.

This layby lane is necessary for the following reasons:

1. The layby lane would accommodate taxis and other vehicles stopping to pick up or drop off passengers along the north face of the North Block without blocking through traffic on southeast-bound Massachusetts Avenue.
2. The layby lane and north face of adjacent buildings would be separated by approximately 30 feet, which is more than adequate for a generous sidewalk, street trees, and other pedestrian amenities.
3. Vehicles using the layby lane would not conflict with pedestrians walking long Massachusetts Avenue.
4. There is precedence for layby lanes elsewhere in the District of Columbia.

Section 4
TRAVEL DEMAND MANAGEMENT (TDM) PLAN

Overview

The Return to L'Enfant: I-395 Air Rights Transportation Management Plan (TMP), this plan, was created as a comprehensive plan that will promote safe and efficient transportation operations within and surrounding the development, encourage alternate modes of transportation to and from the site, and maximize the efficiency of available parking and loading facilities.
This TMP consists of the following components:

1. Property Transportation Coordinator,
2. Facilities and Improvements,
3. Parking Management Plan,
4. Loading Management Plan,
5. Promotions, Services, and Policies,
6. Performance and Monitoring, and
7. Continuity of Implementation.

Property Transportation Coordinator

The property/building management company will designate a member of the building management staff as Property Transportation Coordinator (PTC). The PTC will be a primary point of contact with the District Department of Transportation (DDOT) and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC will maintain an ongoing relationship with DDOT staff in order to carry out the elements of this TMP, as required. The duties of Property Transportation Coordinator may be undertaken by more than one PTC for either each block or each building.
The responsibilities of the PTC will include the following:

1. Advising tenants, employees, and residents of the various TMP initiatives through a new-employee/new-resident handout;
2. Marketing and promoting TMP initiatives through printed materials and online resources;

3. Responding to site-specific transportation related questions from tenants, employees, and residents of the on-site buildings; and
4. Fulfilling all requirements of this TMP, with help from agencies of the District of Columbia when necessary.

Facilities and Improvements

The development will provide bicycle parking spaces, changing rooms and shower facilities, and car-share parking spaces to its tenants, employees, residents, and visitors, as well as an on-site business center for the residential building.

The following details the facilities and improvements that will help to reduce the reliance on private automobiles:

1. Bicycle parking spaces will be provided in a secure, sheltered environment in order to encourage individuals to bike to and from the site. Additional bicycle parking space will be provided at the street-level for visitors and high-turnover uses.
2. An outside, street-level, area on G Street will be reserved for a potential "bicycle-share station" in the future.
3. Changing rooms and shower facilities will be incorporated into the design of the buildings. These facilities will benefit employees of the site who will bike, walk, jog, or run.
4. Car-share parking spaces will be provided on-site. These spaces may be provided at the street-level (such as along F Street, 2nd Street, or 3rd Street) or inside the parking garage. The car-share parking spaces will allow car-share service companies to supply vehicles in the immediate vicinity of the development and surrounding buildings, thereby reducing the need for employees and residents to have a private vehicle on-site.
5. An on-site business center will be provided for use by residents of the development who choose to work from home. The business center will include, at a minimum, access to a copier, scanner, facsimile, personal computer, and internet services.

Parking Management Plan

A Parking Management Plan (PMP) will be prepared for the site. The PMP will note locations for potential uses such as: passenger pick-up and drop-off; car-share service parking spaces; bicycle parking; bus stops; on- and off-street parking locations for tenants, employees, residents,

and visitors; and loading zones for short-term deliveries. The PMP also will include a schematic depicting the parking plan (curbside management) for all block faces adjoining the site. Additionally, an interior signage plan will be prepared for wayfinding inside of the on-site parking facilities.

Loading Management Plan

A Loading Management Plan will be prepared for the site. The Loading Management Plan will note the appropriate locations for loading activities on-site. The Plan also will include a component regarding the procedures for waste management (i.e., trash and recycling pick-up). A dock manager will be staffed in the loading area during peak periods in order to oversee the loading operations on-site. Additionally, an interior signage plan will be prepared for wayfinding within the loading facilities.

Promotions, Services, and Policies

The Property Transportation Coordinator(s) will work with new tenants, employees, and residents in order to help them understand travel choices. The PTC(s) will provide information and guidance on public transportation routes, how to sign up for commuter benefit programs such as pre-tax dollar contributions for transit fare, and how to find ridesharing (carpooling/vanpooling) opportunities.

The following details the promotions, services, and policies that will help to minimize vehicle traffic generated by the development:

1. The PTC will be available to meet with and discuss specific public transportation travel choices with tenants, employees, and residents. The PTC will instruct them on how to use several web-based choices (i.e., the Washington Metropolitan Area Transit Authority/WMATA website, the Metropolitan Washington Council of Governments' (MWCOG) CommuterConnections website, etc.) to find transit alternates between their home and place of employment.
2. The PTC also will encourage and show these tenants, employees, and residents how to sign up for ridesharing (carpooling/vanpooling) opportunities on MWCOG's CommuterConnections website.
3. Tenants will be encouraged to allow their employees to have flexible work schedules and/or telecommute in order to spread, or lessen, the concentration of traffic to and from the site during peak periods.
4. Tenants also will be encouraged to allow their employees to sign up for commuter benefit programs such a pre-tax dollar contributions for the purchase of transit fare.
5. The building management will cooperate with the DDOT, if DDOT elects to host a transit-fair event on-site, up to four (4) times per year. The purpose of this potential event is for DDOT, and other agencies of the District, to be able to promote alternative modes of transportation around the City and the greater Washington, D.C. metropolitan area.

Performance and Monitoring

The property/building management, along with the Property Transportation Coordinator(s), will maintain an ongoing dialogue regarding transportation activities on-site, as well as travel patterns and behaviors. The property/building management also will commission a transportation performance monitoring study two (2) years after lease-up of each building. The purpose of these evaluations is to determine how the transportation services offered on-site are working. In addition to this, the PTC(s) will submit an annual letter to DDOT describing the transportation management activities from the previous year.

Continuity of Implementation

Several of the TMP elements included in this plan may be implemented and managed on an interim basis. Once the permanent PTC(s) has been identified, they will be notified of their responsibilities under this plan. If there is more than one (1) PTC for the development, the PTCs will confer with one another on not less than a quarterly basis (every 3 months) in order

to understand how transportation operations occur on-site. Further, in order to maintain a historical account of the TMP activities, the PTCs will maintain a log of the annual letters describing transportation related activities and the results of any transportation performance monitoring studies.

Summary

The multi-point Transportation Management Plan presented above will help to influence travel behavior of employees, residents, and visitors in order to achieve a maximally efficient use of transportation facilities in the vicinity of the site. It will help to reduce peak hour vehicle-trips, reduce parking demand, and promote the use of alternative transportation modes.

APPENDIX A

UPDATED TRAFFIC COUNTS (2010)

Wells & Associates,Inc

McLean, Virginia

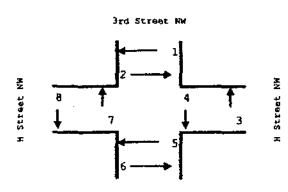
Total

PROJECT:	I-395 Air Rights	DATE:	10/19/2010	SOUTHBOUND ROAD:	3rd Street NW
W & A JOB NO.:	3780	DAY:	Tuesday	NORTHBOUND ROAD:	0
INTERSECTION:	3rd Street & G Street	WEATHER:	rain AM,clear PM	WESTBOUND ROAD:	H Street NW
LOCATION:	Washington,DC	COUNTED BY:	0	EASTBOUND ROAD:	H Street NW
		INPUTED BY:	agen		

Total

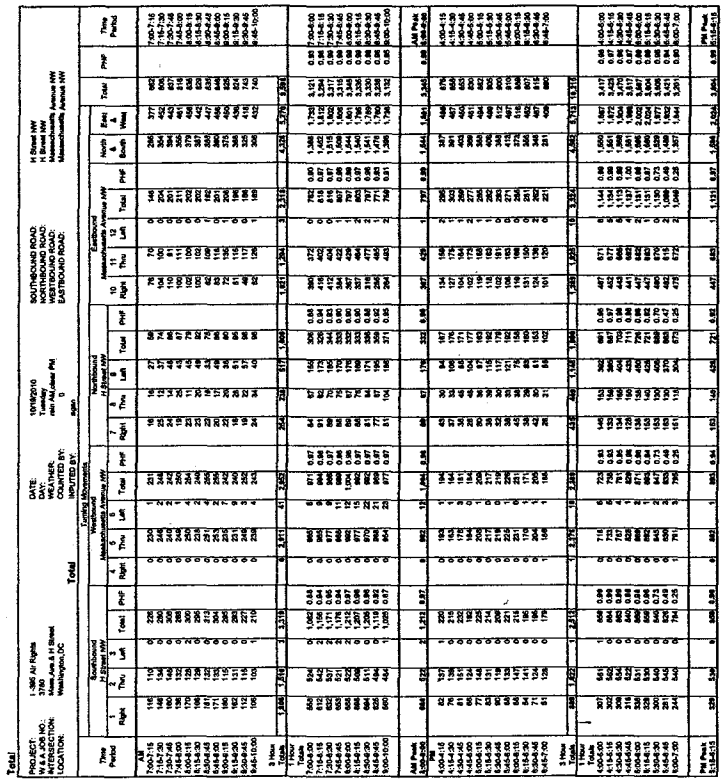
Time Period	Southbound 3rd Street NW 1 Right	2 Thru	3 Left	Total	PHF	Westbound H Street NW 4 Right	5 Thru	6 Left	Total	PHF	Northbound 0 7 Right	8 Thru	9 Left	Total	PHF	Eastbound H Street NW 10 Right	11 Thru	12 Left	Total	PHF	North & South	East & West	Total	PHF	Time Period
AM																									
7:00-7:15	2	0	0	2		17	34	0	51		0	0	0	0		0	0	0	0		2	51	53		7:00-7:15
7:15-7:30	0	0	0	0		17	22	0	39		0	0	0	0		0	0	0	0		0	39	39		7:15-7:30
7:30-7:45	3	0	0	3		16	43	0	59		0	0	0	0		0	0	0	0		3	59	62		7:30-7:45
7:45-8:00	2	0	0	2		22	40	0	62		0	0	0	0		0	0	0	0		2	62	64		7:45-8:00
8:00-8:15	3	0	0	3		23	33	0	56		0	0	0	0		0	0	0	0		3	56	59		8:00-8:15
8:15-8:30	0	0	0	0		19	35	0	54		0	0	0	0		0	0	0	0		0	54	54		8:15-8:30
8:30-8:45	3	0	0	3		25	27	0	52		0	0	0	0		0	0	0	0		3	52	55		8:30-8:45
8:45-9:00	4	0	0	4		18	39	0	57		0	0	0	0		0	0	0	0		4	57	61		8:45-9:00
9:00-9:15	4	0	0	4		18	31	0	49		0	0	0	0		0	0	0	0		4	49	53		9:00-9:15
9:15-9:30	3	0	0	3		24	43	0	67		0	0	0	0		0	0	0	0		3	67	70		9:15-9:30
9:30-9:45	2	0	0	2		18	32	0	50		0	0	0	0		0	0	0	0		2	50	52		9:30-9:45
9:45-10:00	0	0	0	0		20	31	0	51		0	0	0	0		0	0	0	0		0	51	51		9:45-10:00
3 Hour Totals	26	0	0	26		237	410	0	647		0	0	0	0		0	0	0	0		26	647	673		
1 Hour Totals																									
7:00-8:00	7	0	0	7	0.58	72	139	0	211	0.85	0	0	0	0	0.00	0	0	0	0	0.00	7	211	218	0.86	7:00-8:00
7:15-8:15	8	0	0	8	0.67	78	138	0	216	0.87	0	0	0	0	0.00	0	0	0	0	0.00	8	216	224	0.88	7:15-8:15
7:30-8:30	8	0	0	8	0.67	80	151	0	231	0.93	0	0	0	0	0.00	0	0	0	0	0.00	8	231	239	0.93	7:30-8:30
7:45-8:45	8	0	0	8	0.67	89	135	0	224	0.90	0	0	0	0	0.00	0	0	0	0	0.00	8	224	232	0.91	7:45-8:45
8:00-9:00	10	0	0	10	0.83	85	134	0	219	0.96	0	0	0	0	0.00	0	0	0	0	0.00	10	219	229	0.94	8:00-9:00
8:15-9:15	11	0	0	11	0.69	80	132	0	212	0.93	0	0	0	0	0.00	0	0	0	0	0.00	11	212	223	0.91	8:15-9:15
8:30-9:30	14	0	0	14	0.88	85	140	0	225	0.84	0	0	0	0	0.00	0	0	0	0	0.00	14	225	239	0.85	8:30-9:30
8:45-9:45	13	0	0	13	0.81	78	145	0	223	0.83	0	0	0	0	0.00	0	0	0	0	0.00	13	223	236	0.84	8:45-9:45
9:00-10:00	9	0	0	9	0.56	80	137	0	217	0.81	0	0	0	0	0.00	0	0	0	0	0.00	9	217	226	0.81	9:00-10:00
AM Peak 7:30-8:30	8	0	0	8	0.67	80	151	0	231	0.93	0	0	0	0	0.00	0	0	0	0	0.00	8	231	239	0.93	AM Peak 7:30-8:30
PM																									
4:00-4:15	3	0	0	3		4	25	0	29		0	0	0	0		0	0	0	0		3	29	32		4:00-4:15
4:15-4:30	8	0	0	8		9	32	0	41		0	0	0	0		0	0	0	0		8	41	49		4:15-4:30
4:30-4:45	0	0	0	0		5	20	0	25		0	0	0	0		0	0	0	0		0	25	25		4:30-4:45
4:45-5:00	7	0	0	7		10	40	0	50		0	0	0	0		0	0	0	0		7	50	57		4:45-5:00
5:00-5:15	2	0	0	2		7	43	0	50		0	0	0	0		0	0	0	0		2	50	52		5:00-5:15
5:15-5:30	3	0	0	3		13	31	0	44		0	0	0	0		0	0	0	0		3	44	47		5:15-5:30
5:30-5:45	3	0	0	3		22	33	0	55		0	0	0	0		0	0	0	0		3	55	58		5:30-5:45
5:45-6:00	3	0	0	3		14	39	0	53		0	0	0	0		0	0	0	0		3	53	56		5:45-6:00
6:00-6:15	3	0	0	3		16	35	0	51		0	0	0	0		0	0	0	0		3	51	54		6:00-6:15
6:15-6:30	2	0	0	2		21	17	0	38		0	0	0	0		0	0	0	0		2	38	40		6:15-6:30
6:30-6:45	3	0	0	3		16	31	0	47		0	0	0	0		0	0	0	0		3	47	50		6:30-6:45
6:45-7:00	1	0	0	1		13	27	0	40		0	0	0	0		0	0	0	0		1	40	41		6:45-7:00
3 Hour Totals	38	0	0	38		150	373	0	523		0	0	0	0		0	0	0	0		38	523	561		
1 Hour Totals																									
4:00-5:00	18	0	0	18	0.56	28	117	0	145	0.85	0	0	0	0	0.00	0	0	0	0	0.00	18	145	163	0.71	4:00-5:00
4:15-5:15	17	0	0	17	0.61	31	135	0	166	0.91	0	0	0	0	0.00	0	0	0	0	0.00	17	166	183	0.80	4:15-5:15
4:30-5:30	12	0	0	12	0.63	35	134	0	169	0.95	0	0	0	0	0.00	0	0	0	0	0.00	12	169	181	0.79	4:30-5:30
4:45-5:45	15	0	0	15	0.82	52	147	0	199	0.90	0	0	0	0	0.00	0	0	0	0	0.00	15	199	214	0.92	4:45-5:45
5:00-6:00	11	0	0	11	0.94	56	146	0	202	0.97	0	0	0	0	0.00	0	0	0	0	0.00	11	202	213	0.92	5:00-6:00
5:15-6:15	12	0	0	12	0.90	65	138	0	203	0.94	0	0	0	0	0.00	0	0	0	0	0.00	12	203	215	0.93	5:15-6:15
5:30-6:30	11	0	0	11	0.70	73	124	0	197	0.71	0	0	0	0	0.00	0	0	0	0	0.00	11	197	208	0.90	5:30-6:30
5:45-6:45	11	0	0	11	0.45	67	122	0	189	0.48	0	0	0	0	0.00	0	0	0	0	0.00	11	189	200	0.89	5:45-6:45
6:00-7:00	9	0	0	9	0.25	66	110	0	176	0.25	0	0	0	0	0.00	0	0	0	0	0.00	9	176	185	0.88	6:00-7:00
PM Peak 5:15-6:15	12	0	0	12	0.90	65	138	0	203	0.94	0	0	0	0	0.00	0	0	0	0	0.00	12	203	215	0.93	PM Peak 5:15-6:15

Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington,DC
Intersection:	3rd Street & G Street
Weather:	rain AM,clear PM
Date:	10/19/2010
Surveyor:	Matt

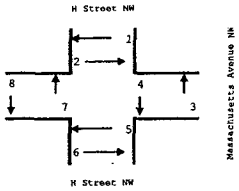


Hourly Pedestrian Count

Time Period		1	2	3	4	5	6	7	8	Total	1 & 2	3 & 4	5 & 6	7 & 8
	From:	SE	NE	SW	SE	SW	NW	NW	NE					
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	10	6	1	1	0	0	3	3	24	16	2	0	6
7:15	8:15	11	7	2	1	0	0	4	4	29	18	3	0	8
7:30	8:30	19	7	4	1	0	0	5	4	40	26	5	0	9
7:45	8:45	23	17	11	5	0	0	7	3	66	40	16	0	10
8:00	9:00	26	22	15	6	0	0	5	1	75	48	21	0	6
8:15	9:15	34	24	18	6	0	0	4	3	89	58	24	0	7
8:30	9:30	35	30	20	6	0	0	9	3	103	65	26	0	12
8:45	9:45	40	18	13	2	0	0	11	3	87	58	15	0	14
9:00	10:00	44	15	8	0	0	0	12	3	82	59	8	0	15
PM PEAK														
16:00	17:00	21	23	20	15	0	0	4	7	90	44	35	0	11
16:15	17:15	29	28	19	16	0	0	5	10	107	57	35	0	15
16:30	17:30	33	29	18	11	0	0	5	9	105	62	29	0	14
16:45	17:45	38	42	11	4	0	0	3	9	107	80	15	0	12
17:00	18:00	36	50	6	6	0	0	6	9	113	86	12	0	15
17:15	18:15	35	49	8	6	0	0	6	9	113	84	14	0	15
17:30	18:30	38	55	9	7	0	0	7	8	124	93	16	0	15
17:45	18:45	39	47	9	7	0	0	7	6	115	86	16	0	13
18:00	19:00	37	41	5	3	0	0	4	6	96	78	8	0	10

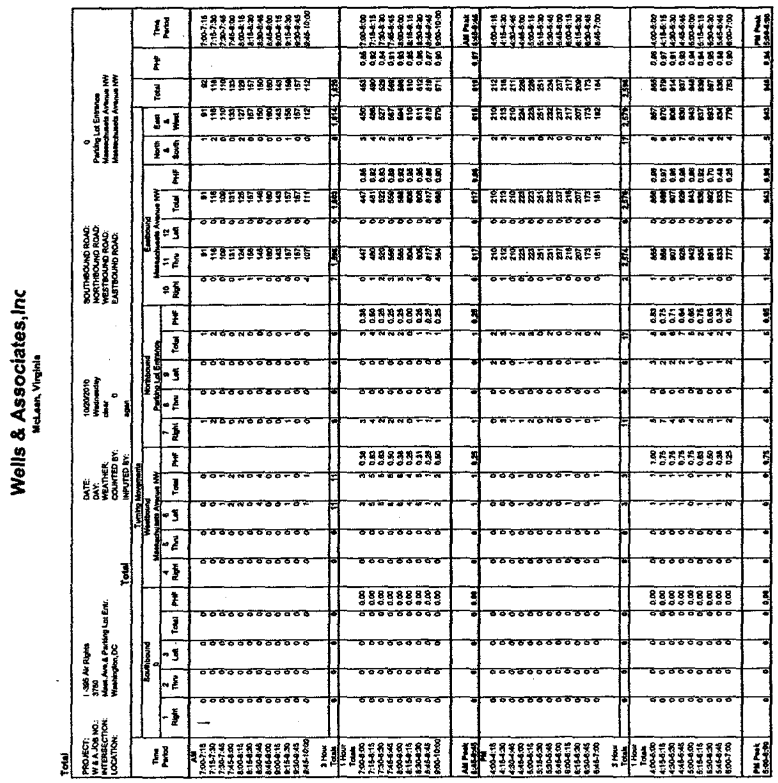


Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington, DC
Intersection:	Mass.Ave.& H Street
Weather:	rain AM, clear PM
Date:	10/19/2010
Surveyor:	CV,RM

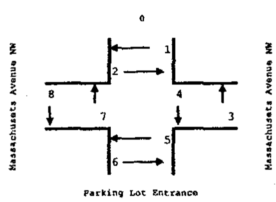


Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	25	27	17	14	91	63	0	0	237	52	31	154	0
7:15	8:15	30	39	15	14	84	79	0	0	261	69	29	163	0
7:30	8:30	46	48	11	17	80	94	0	0	296	94	28	174	0
7:45	8:45	53	54	12	17	69	132	0	0	337	107	29	201	0
8:00	9:00	53	79	14	22	89	196	0	0	453	132	36	285	0
8:15	9:15	57	78	13	27	91	208	0	0	474	135	40	299	0
8:30	9:30	45	81	11	29	78	216	0	0	460	126	40	294	0
8:45	9:45	42	81	6	29	69	207	0	0	434	123	35	276	0
9:00	10:00	36	57	3	25	45	179	0	0	345	93	28	224	0
PM PEAK														
16:00	17:00	55	50	14	24	145	118	0	0	406	105	38	263	0
16:15	17:15	58	63	14	24	200	122	0	0	481	121	38	322	0
16:30	17:30	75	73	19	28	241	144	0	0	580	148	47	385	0
16:45	17:45	102	81	16	32	300	176	0	0	707	183	48	476	0
17:00	18:00	124	80	17	32	330	169	0	0	752	204	49	499	0
17:15	18:15	131	70	17	36	314	150	0	0	718	201	53	464	0
17:30	18:30	120	69	11	36	275	124	0	0	635	189	47	399	0
17:45	18:45	99	56	12	29	197	83	0	0	476	155	41	280	0
18:00	19:00	78	47	9	28	160	70	0	0	392	125	37	230	0

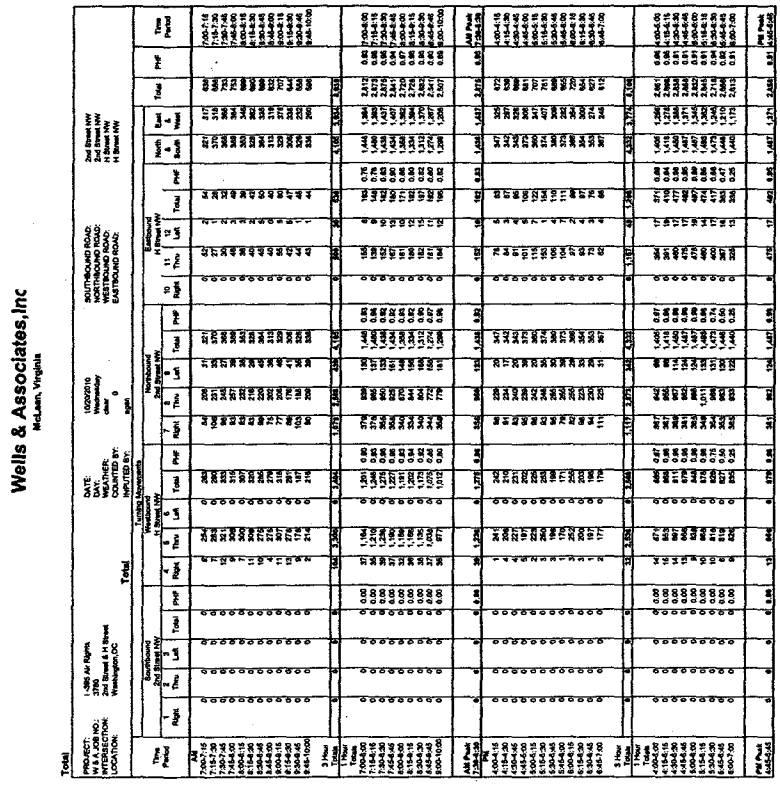


Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington,DC
Intersection:	Mass.Ave.& Parking Lot Entr.
Weather:	clear
Date:	10/20/2010
Surveyor:	Camil

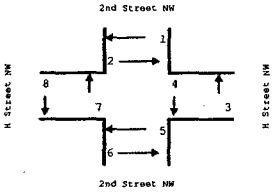


Hourly Pedestrian Count

Time Period			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		30	40	0	1	73	86	11	4	245	70	1	159	15
7:15	8:15		50	60	0	1	90	108	23	18	350	110	1	198	41
7:30	8:30		73	73	0	2	117	137	30	26	458	146	2	254	56
7:45	8:45		83	76	0	1	97	171	36	40	504	159	1	268	76
8:00	9:00		84	84	1	1	125	247	44	50	636	168	2	372	94
8:15	9:15		72	86	3	1	121	283	39	45	650	158	4	404	84
8:30	9:30		51	92	4	2	95	295	42	53	634	143	6	390	95
8:45	9:45		51	94	4	2	101	288	37	49	626	145	6	389	86
9:00	10:00		51	92	4	3	69	227	28	48	522	143	7	296	76
PM PEAK															
16:00	17:00		65	49	7	2	122	203	39	22	509	114	9	325	61
16:15	17:15		77	49	7	2	150	193	43	19	540	126	9	343	62
16:30	17:30		94	54	6	3	169	202	55	22	605	148	9	371	77
16:45	17:45		140	87	6	3	212	260	68	34	810	227	9	472	102
17:00	18:00		161	105	3	2	255	249	61	38	874	266	5	504	99
17:15	18:15		157	118	4	1	263	257	59	39	898	275	5	520	98
17:30	18:30		159	124	1	1	261	238	58	32	874	283	2	499	90
17:45	18:45		119	84	3	1	206	152	50	16	631	203	4	358	66
18:00	19:00		104	62	6	2	180	120	40	10	524	166	8	300	50

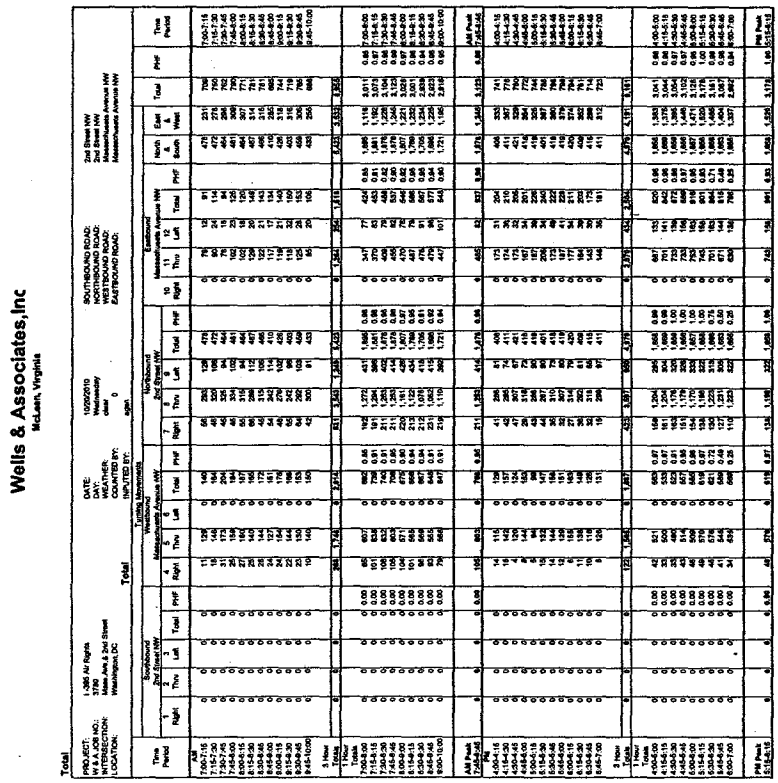


Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington, DC
Intersection:	2nd Street & H Street
Weather:	clear
Date:	10/20/2010
Surveyor:	Alba



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		7	23	13	21	1	2	3	2	72	30	34	3	5
7:15	8:15		15	26	6	35	1	1	2	1	87	41	41	2	3
7:30	8:30		17	19	10	40	1	0	2	2	91	36	50	1	4
7:45	8:45		19	27	30	31	1	0	1	3	112	46	61	1	4
8:00	9:00		19	34	30	33	1	1	1	4	123	53	63	2	5
8:15	9:15		14	36	30	21	1	1	1	3	107	50	51	2	4
8:30	9:30		17	45	28	27	4	2	2	4	129	62	55	6	6
8:45	9:45		15	41	11	35	5	2	2	3	114	56	46	7	5
9:00	10:00		17	36	13	40	6	1	1	2	116	53	53	7	3
PM PEAK															
16:00	17:00		18	6	22	7	4	9	1	0	67	24	29	13	1
16:15	17:15		20	14	22	8	6	13	2	0	85	34	30	19	2
16:30	17:30		30	18	26	7	8	20	7	2	118	48	33	28	9
16:45	17:45		36	21	23	6	12	22	9	2	131	57	29	34	11
17:00	18:00		39	28	22	7	18	22	13	3	152	67	29	40	16
17:15	18:15		42	23	19	8	20	20	13	4	149	65	27	40	17
17:30	18:30		34	25	20	9	18	12	8	2	128	59	29	30	10
17:45	18:45		26	22	21	11	14	8	6	3	111	48	32	22	9
18:00	19:00		18	15	17	11	5	3	2	2	73	33	28	8	4



Wells & Associates,Inc
McLean, Virginia

Total

PROJECT: I-395 Air Rights
W & A JOB NO.: 3780
INTERSECTION: Mass.Ave.& 2nd Street
LOCATION: Washington,DC

DATE: 10/20/2010
DAY: Wednesday
WEATHER: clear
COUNTED BY:
NOTES: 0

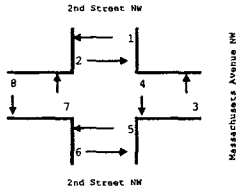
SOUTHBOUND ROAD: 2nd Street NW
NORTHBOUND ROAD: 2nd Street NW
WESTBOUND ROAD: Massachusetts Avenue NW
EASTBOUND ROAD: Massachusetts Avenue NW

Total

Southbound — 2nd Street NW: 1 Right; 2 Thru; Left; Total; PHF
Northbound — 2nd Street NW: 10 Right; 11 Thru; Left; Total; PHF
Westbound — Massachusetts Avenue NW: 4 Right; 5 Thru; Left; Total; PHF
Eastbound — Massachusetts Avenue NW: 7 Right; 8 Thru; Left; Total; PHF
2nd Street NW: North; South; Total
Massachusetts Avenue NW: East; West; Total
Time Period; PHF

Time Period	1 Right	2 Thru	Left	Total	PHF	10 Right	11 Thru	Left	Total	PHF	4 Right	5 Thru	Left	Total	PHF	7 Right	8 Thru	Left	Total	PHF	North	South	Total	East	West	Total	PHF	Time Period
AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		AM
7:00-7:15	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		8:45-9:00
9:00-10:00	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		9:00-10:00
1 Hour Totals	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		1 Hour Totals
AM Peak	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		AM Peak
7:45-8:45	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		7:45-8:45
PM	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	PM
4:00-4:15	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:00-4:15
4:15-4:30	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:15-4:30
4:30-4:45	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:30-4:45
4:45-5:00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:45-5:00
5:00-5:15	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:00-5:15
5:15-5:30	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:15-5:30
5:30-5:45	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:30-5:45
5:45-6:00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:45-6:00
4:00-5:00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:00-6:00
1 Hour Totals	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0		1 Hour Totals
PM Peak	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	PM Peak
5:15-6:15	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	5:15-6:15

Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington,DC
Intersection:	Mass.Ave.& 2nd Street
Weather:	clear
Date:	10/20/2010
Surveyor:	Carmen



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		59	48	43	23	85	67	9	3	337	107	66	152	12
7:15	8:15		60	64	34	26	79	85	9	2	359	124	60	164	11
7:30	8:30		82	81	31	32	87	104	13	2	432	163	63	191	15
7:45	8:45		93	85	32	30	67	138	12	7	464	178	62	205	19
8:00	9:00		103	93	23	34	92	200	8	10	563	196	57	292	18
8:15	9:15		90	93	22	28	87	250	7	14	591	183	50	337	21
8:30	9:30		76	90	23	30	68	262	4	15	568	166	53	330	19
8:45	9:45		67	84	24	31	70	254	5	11	546	151	55	324	16
9:00	10:00		61	77	22	28	46	199	4	10	447	138	50	245	14
PM PEAK															
16:00	17:00		72	82	30	32	108	140	19	5	488	154	62	248	24
16:15	17:15		80	80	27	30	127	121	15	6	486	160	57	248	21
16:30	17:30		94	85	30	31	153	143	13	6	555	179	61	296	19
16:45	17:45		134	99	23	32	184	174	13	8	667	233	55	358	21
17:00	18:00		153	95	21	38	222	169	12	10	720	248	59	391	22
17:15	18:15		153	95	22	40	212	179	12	8	721	248	62	391	20
17:30	18:30		147	97	33	39	226	160	11	10	723	244	72	386	21
17:45	18:45		118	70	40	33	192	105	15	7	580	188	73	297	22
18:00	19:00		92	56	40	23	160	81	12	5	469	148	63	241	17

Wells & Associates,Inc

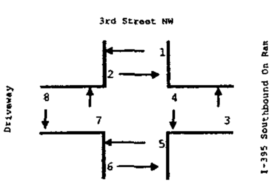
McLean, Virginia

Total

PROJECT:	I-395 Air Rights	DATE:	10/19/2010
W & A JOB NO.:	3780	DAY:	Tuesday
INTERSECTION:	3rd Street & I-395 SB On Ramp	WEATHER:	rain AM,clear PM
LOCATION:	Washington,DC	COUNTED BY:	0
		INPUTED BY:	agah

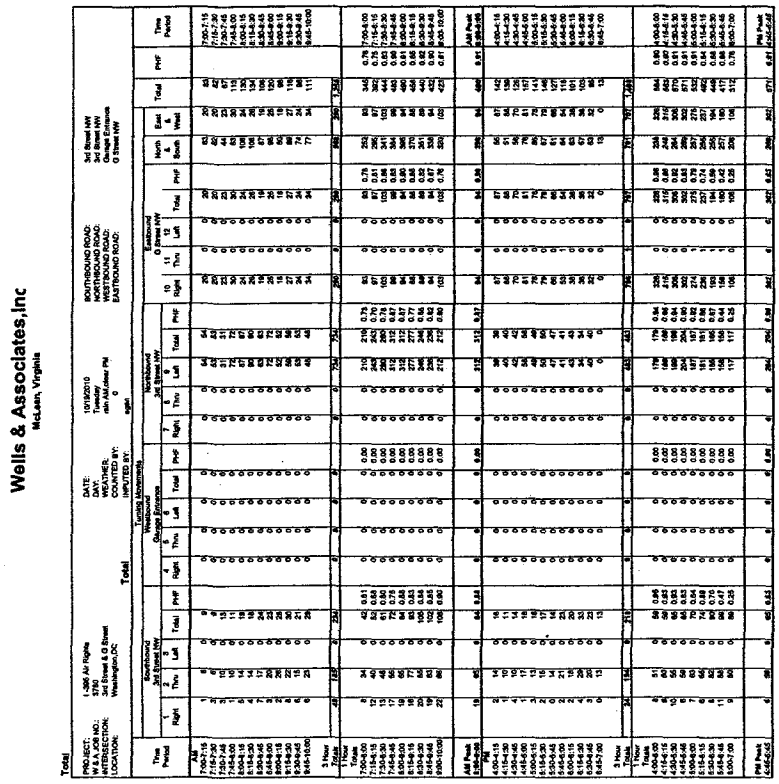
SOUTHBOUND ROAD:	3rd Street NW
NORTHBOUND ROAD:	3rd Street NW
WESTBOUND ROAD:	I-395 Southbound On Ramp
EASTBOUND ROAD:	Driveway

Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington,DC
Intersection:	3rd Street & I-395 SB On Ramp
Weather:	rain AM,clear PM
Date:	10/19/2010
Surveyor:	Mujo

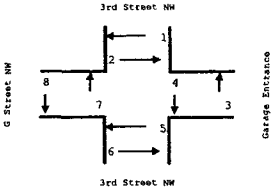


Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From: / To:	SE / NE	NE / SE	SW / SE	SE / SW	SW / NW	NW / SW	NW / NE	NE / NW	Total	1 & 2	3 & 4	5 & 6	7 & 8
AM PEAK														
7:00	8:00	1	3	9	7	5	7	16	21	69	4	16	12	37
7:15	8:15	0	3	11	9	7	5	15	25	75	3	20	12	40
7:30	8:30	0	3	15	14	8	5	12	26	83	3	29	13	38
7:45	8:45	0	2	19	15	8	4	12	31	91	2	34	12	43
8:00	9:00	0	2	23	16	12	5	17	43	118	2	39	17	60
8:15	9:15	3	2	18	19	11	9	18	41	121	5	37	20	59
8:30	9:30	3	2	15	15	9	7	18	69	138	5	30	16	87
8:45	9:45	3	3	12	12	7	5	13	63	118	6	24	12	76
9:00	10:00	3	4	9	15	5	6	8	53	103	7	24	11	61
PM PEAK														
16:00	17:00	0	2	28	6	6	5	16	22	85	2	34	11	38
16:15	17:15	1	3	16	4	8	6	17	18	73	4	20	14	35
16:30	17:30	1	3	25	6	7	10	19	23	94	4	31	17	42
16:45	17:45	1	1	33	3	6	8	30	26	108	2	36	14	56
17:00	18:00	1	2	30	3	6	10	33	26	111	3	33	16	59
17:15	18:15	1	1	32	4	3	9	40	28	118	2	36	12	68
17:30	18:30	1	3	21	2	5	4	36	22	94	4	23	9	58
17:45	18:45	3	4	14	2	5	4	31	19	82	7	16	9	50
18:00	19:00	4	3	13	1	2	1	30	19	73	7	14	3	49



Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington, DC
Intersection:	3rd Street & G Street
Weather:	rain AM, clear PM
Date:	10/19/2010
Surveyor:	Charlie



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		5	11	9	26	0	1	5	9	66	16	35	1	14
7:15	8:15		2	12	8	22	0	2	7	11	64	14	30	2	18
7:30	8:30		1	11	14	23	0	5	7	11	72	12	37	5	18
7:45	8:45		4	13	19	25	0	5	8	16	90	17	44	5	24
8:00	9:00		4	14	18	24	0	5	8	23	96	18	42	5	31
8:15	9:15		4	13	18	30	2	6	6	24	103	17	48	8	30
8:30	9:30		3	12	10	29	2	4	4	54	118	15	39	6	58
8:45	9:45		0	13	6	24	2	5	1	49	100	13	30	7	50
9:00	10:00		1	11	4	26	2	5	2	42	93	12	30	7	44
PM PEAK															
16:00	17:00		11	9	26	13	6	2	11	10	88	20	39	8	21
16:15	17:15		16	11	24	12	6	0	9	12	90	27	36	6	21
16:30	17:30		17	11	35	8	7	0	9	12	99	28	43	7	21
16:45	17:45		19	17	38	9	5	0	18	13	119	36	47	5	31
17:00	18:00		14	16	36	8	7	1	18	11	111	30	44	8	29
17:15	18:15		12	14	32	11	9	1	22	9	110	26	43	10	31
17:30	18:30		11	10	21	9	7	1	17	9	85	21	30	8	26
17:45	18:45		11	4	22	6	6	1	7	4	61	15	28	7	11
18:00	19:00		12	3	20	6	4	0	11	7	63	15	26	4	18

Wells & Associates,Inc
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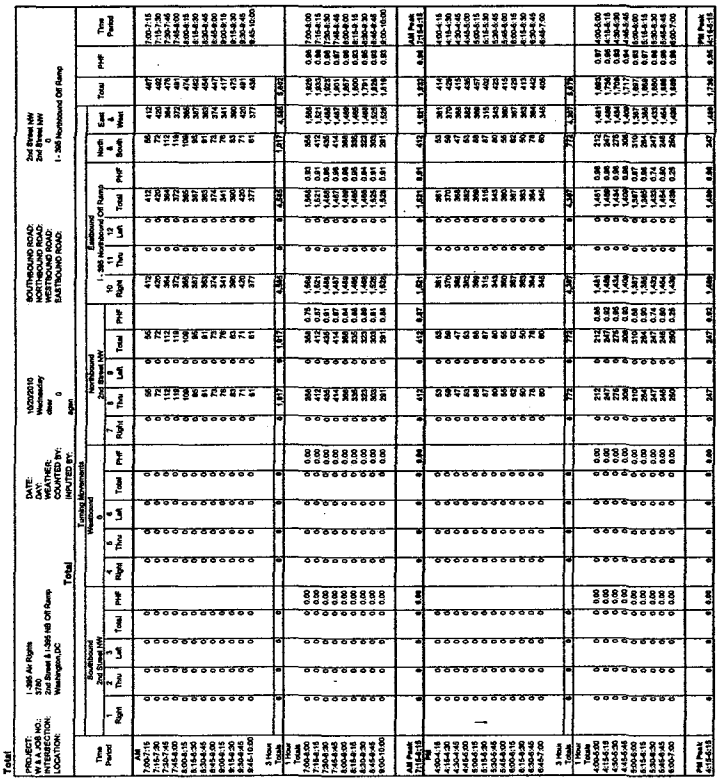


Project Name: I -395 Air Rights

Project Number: 3780

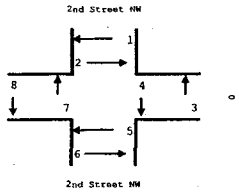
Location: Washington,DC

Intersection: 2nd Street & I-395 NB Off Ramp

Weather: clear

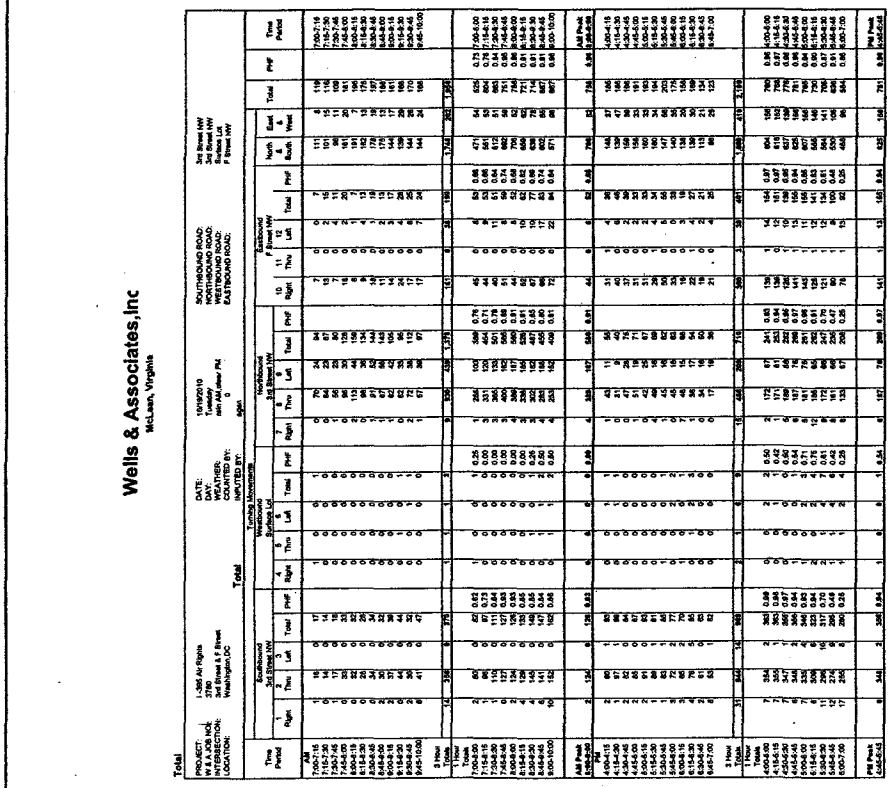
Date: 10/20/2010

Surveyor: Charlie



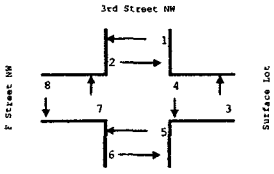
Hourly Pedestrian Count

		1	2	3	4	5	6	7	8						
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	40	29	0	0	0	0	69	0	69	0	0
7:15	8:15	0	0	36	44	0	0	0	0	80	0	80	0	0
7:30	8:30	0	0	36	70	0	0	0	0	106	0	106	0	0
7:45	8:45	0	0	34	89	0	0	0	0	123	0	123	0	0
8:00	9:00	0	0	27	162	0	0	0	0	189	0	189	0	0
8:15	9:15	0	0	18	190	0	0	0	0	208	0	208	0	0
8:30	9:30	0	0	21	194	0	0	0	0	215	0	215	0	0
8:45	9:45	0	0	23	196	0	0	0	0	219	0	219	0	0
9:00	10:00	0	0	22	134	0	0	0	0	156	0	156	0	0
PM PEAK														
16:00	17:00	0	0	59	81	0	0	0	0	140	0	140	0	0
16:15	17:15	0	0	53	102	0	0	0	0	155	0	155	0	0
16:30	17:30	0	0	71	111	0	0	0	0	182	0	182	0	0
16:45	17:45	0	0	112	114	0	0	0	0	226	0	226	0	0
17:00	18:00	0	0	111	118	0	0	0	0	229	0	229	0	0
17:15	18:15	0	0	119	112	0	0	0	0	231	0	231	0	0
17:30	18:30	0	0	101	119	0	0	0	0	220	0	220	0	0
17:45	18:45	0	0	56	119	0	0	0	0	175	0	175	0	0
18:00	19:00	0	0	58	114	0	0	0	0	172	0	172	0	0



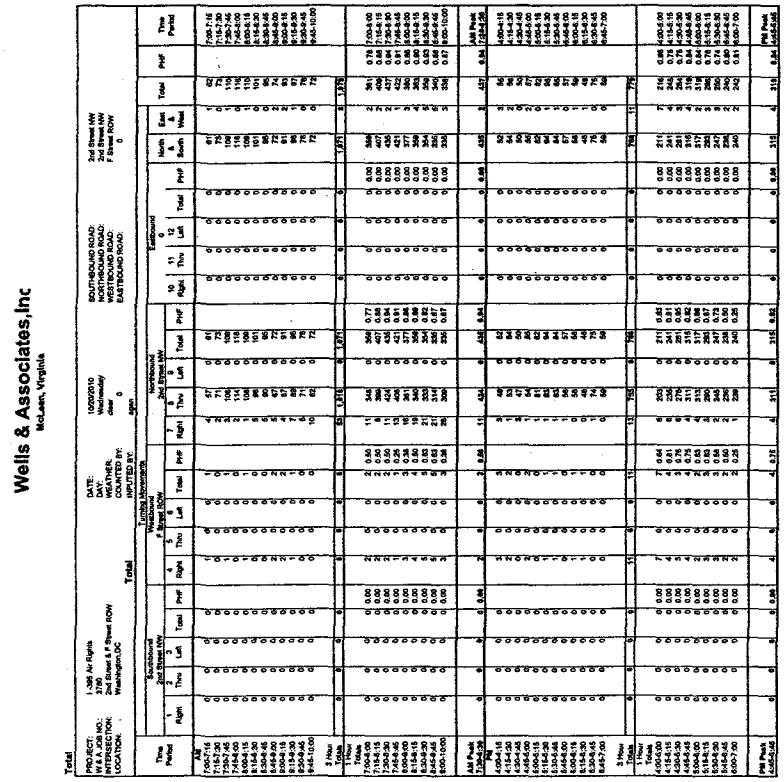
Wells & Associates,Inc
McLean, Virginia

Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington, DC
Intersection:	3rd Street & F Street
Weather:	rain AM,clear PM
Date:	10/19/2010
Surveyor:	Alba



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		7	10	43	18	8	28	10	6	130	17	61	36	16
7:15	8:15		6	10	47	18	11	34	9	7	142	16	65	45	16
7:30	8:30		8	14	58	24	12	34	5	6	161	22	82	46	11
7:45	8:45		6	12	61	32	14	29	4	11	169	18	93	43	15
8:00	9:00		5	11	51	32	14	27	3	10	153	16	83	41	13
8:15	9:15		7	11	48	38	13	22	3	8	150	18	86	35	11
8:30	9:30		7	9	40	33	15	20	4	37	165	16	73	35	41
8:45	9:45		6	8	33	28	15	23	2	31	146	14	61	38	33
9:00	10:00		4	7	30	33	13	21	3	30	141	11	63	34	33
PM PEAK															
16:00	17:00		19	3	6	13	7	14	12	8	82	22	19	21	20
16:15	17:15		15	5	11	20	9	18	12	16	106	20	31	27	28
16:30	17:30		20	4	28	20	12	23	13	17	137	24	48	35	30
16:45	17:45		22	8	43	24	15	31	20	16	179	30	67	46	36
17:00	18:00		17	15	50	29	15	39	22	16	203	32	79	54	38
17:15	18:15		13	18	54	23	15	42	21	9	195	31	77	57	30
17:30	18:30		8	23	55	20	12	45	18	10	191	31	75	57	28
17:45	18:45		7	18	48	14	10	34	11	8	150	25	62	44	19
18:00	19:00		5	11	43	7	10	25	9	8	118	16	50	35	17



Project Name: I -395 Air Rights

Project Number: 3780

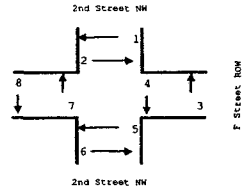
Location: Washington,DC

Intersection: 2nd Street & F Street ROW

Weather: clear

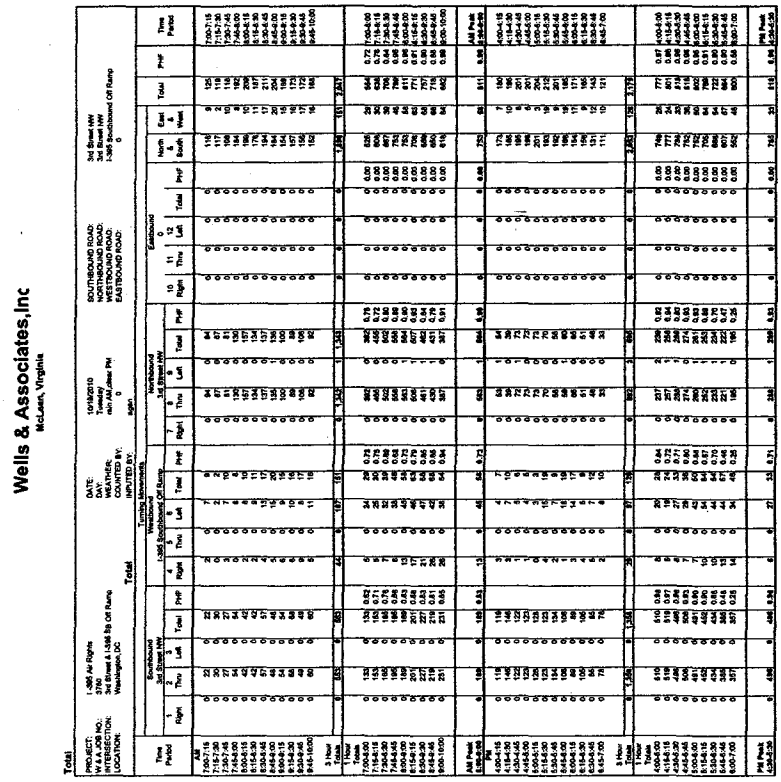
Date: 10/20/2010

Surveyor: Mario



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		1	4	40	19	7	1	11	7	90	5	59	8	18
7:15	8:15		1	5	43	23	6	1	12	10	101	6	66	7	22
7:30	8:30		1	4	61	29	4	2	10	13	124	5	90	6	23
7:45	8:45		1	5	96	37	2	3	11	14	169	6	133	5	25
8:00	9:00		1	5	147	42	1	7	13	17	233	6	189	8	30
8:15	9:15		3	5	170	41	1	8	15	16	259	8	211	9	31
8:30	9:30		5	6	187	34	1	10	21	19	283	11	221	11	40
8:45	9:45		5	8	167	34	1	11	19	17	262	13	201	12	36
9:00	10:00		6	8	123	30	1	7	18	17	210	14	153	8	35
PM PEAK															
16:00	17:00		7	5	63	86	7	2	7	16	193	12	149	9	23
16:15	17:15		12	4	89	104	9	2	7	23	250	16	193	11	30
16:30	17:30		10	4	94	79	14	3	8	21	233	14	173	17	29
16:45	17:45		11	8	106	84	18	7	11	28	273	19	190	25	39
17:00	18:00		10	10	102	99	16	9	10	27	283	20	201	25	37
17:15	18:15		7	10	72	95	18	9	10	24	245	17	167	27	34
17:30	18:30		7	8	55	102	22	9	7	25	235	15	157	31	32
17:45	18:45		6	3	31	88	18	5	3	20	174	9	119	23	23
18:00	19:00		5	0	21	71	19	3	2	16	137	5	92	22	18



Project Name: I -395 Air Rights

Project Number: 3780

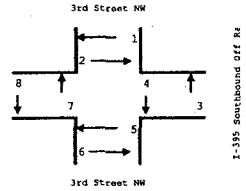
Location: Washington, DC

Intersection: 3rd Street & I-395 SB Off Ramp

Weather: rain AM, Clear PM

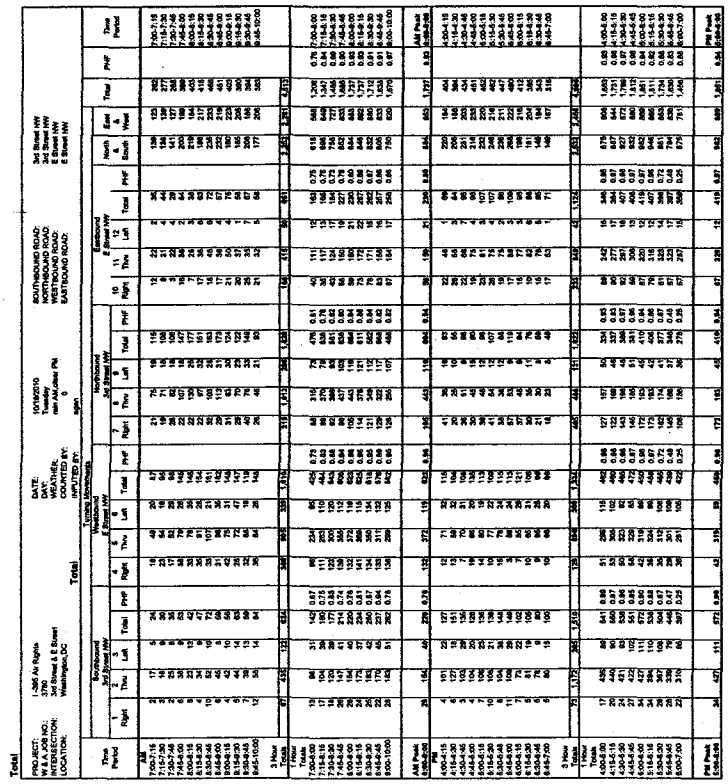
Date: 10/19/2010

Surveyor: Mario

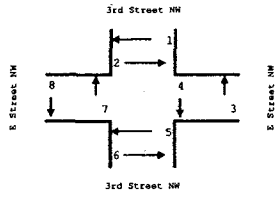


Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		14	14	50	45	22	9	31	17	202	28	95	31	48
7:15	8:15		13	14	59	60	28	13	26	21	234	27	119	41	47
7:30	8:30		7	8	70	64	31	19	20	20	239	15	134	50	40
7:45	8:45		5	5	68	64	27	16	14	28	227	10	132	43	42
8:00	9:00		5	3	70	74	27	19	12	36	246	8	144	46	48
8:15	9:15		2	2	62	61	22	15	19	37	220	4	123	37	56
8:30	9:30		4	2	56	69	15	11	16	60	233	6	125	26	76
8:45	9:45		4	2	47	55	15	10	14	50	197	6	102	25	64
9:00	10:00		3	1	40	42	14	11	12	53	176	4	82	25	65
PM PEAK															
16:00	17:00		0	1	43	45	12	28	28	33	190	1	88	40	61
16:15	17:15		0	0	46	40	8	28	28	31	181	0	86	36	59
16:30	17:30		0	0	54	38	9	28	36	27	192	0	92	37	63
16:45	17:45		1	1	57	45	8	27	40	21	200	2	102	35	61
17:00	18:00		1	1	56	45	5	21	30	25	184	2	101	26	55
17:15	18:15		1	1	52	50	5	21	27	28	185	2	102	26	55
17:30	18:30		1	1	51	48	3	19	18	32	173	2	99	22	50
17:45	18:45		1	0	47	32	2	17	13	30	142	1	79	19	43
18:00	19:00		1	1	41	20	4	16	12	18	113	2	61	20	30



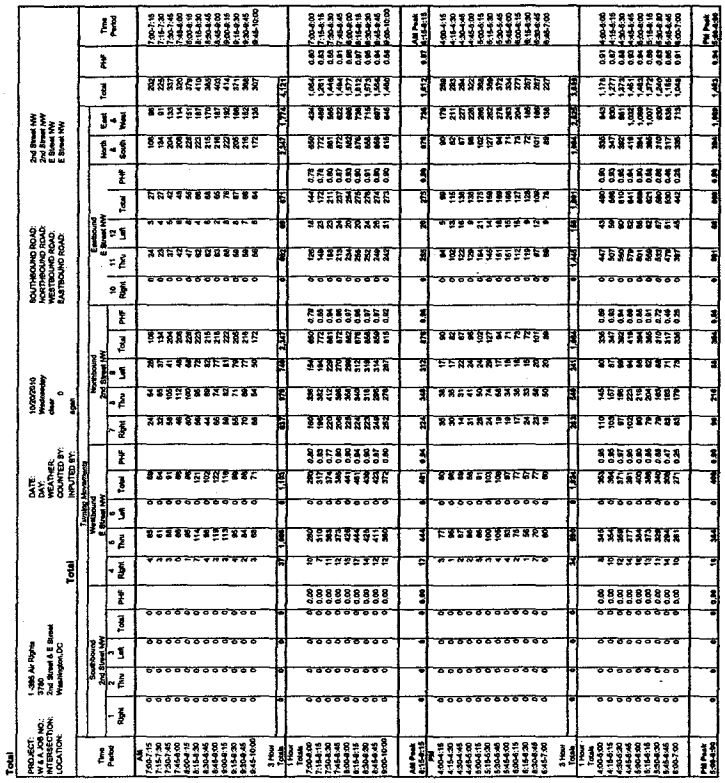
Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington, DC
Intersection:	3rd Street & E Street
Weather:	rain AM, clear PM
Date:	10/19/2010
Surveyor:	Gina



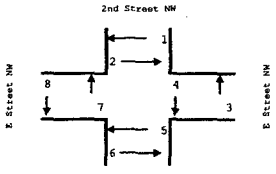
Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		104	65	36	49	67	42	49	31	443	169	85	109	80
7:15	8:15		112	146	39	47	74	60	50	34	562	258	86	134	84
7:30	8:30		133	170	45	67	100	68	59	34	676	303	112	168	93
7:45	8:45		146	198	48	75	109	85	66	48	775	344	123	194	114
8:00	9:00		150	229	54	85	123	92	94	51	878	379	139	215	145
8:15	9:15		154	185	63	95	137	92	118	60	904	339	158	229	178
8:30	9:30		143	182	64	82	114	101	119	89	894	325	146	215	208
8:45	9:45		107	190	67	76	109	96	123	78	846	297	143	205	201
9:00	10:00		84	166	67	69	102	94	118	74	774	250	136	196	192
PM PEAK															
16:00	17:00		81	114	28	42	84	58	71	38	516	195	70	142	109
16:15	17:15		102	155	31	54	95	68	75	60	640	257	85	163	135
16:30	17:30		117	199	42	67	99	86	87	77	774	316	109	185	164
16:45	17:45		158	229	54	87	125	110	98	89	950	387	141	235	187
17:00	18:00		161	201	50	95	145	111	93	87	943	362	145	256	180
17:15	18:15		167	166	57	88	137	127	82	73	897	333	145	264	155
17:30	18:30		165	119	44	73	141	105	58	58	763	284	117	246	116
17:45	18:45		136	83	27	56	125	90	37	43	597	219	83	215	80
18:00	19:00		130	76	28	44	101	85	32	39	535	206	72	186	71

Wells & Associates,Inc
McLean, Virginia



Project Name:	I -395 Air Rights
Project Number:	3780
Location:	Washington,DC
Intersection:	2nd Street & E Street
Weather:	clear
Date:	10/20/2010
Surveyor:	Gina



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		130	61	34	15	68	46	9	6	369	191	49	114	15
7:15	8:15		146	66	25	23	65	48	8	9	390	212	48	113	17
7:30	8:30		186	74	32	30	78	53	9	10	472	260	62	131	19
7:45	8:45		162	120	30	29	80	67	7	16	511	282	59	147	23
8:00	9:00		178	165	36	34	88	69	7	21	598	343	70	157	28
8:15	9:15		166	207	40	30	106	73	9	21	652	373	70	179	30
8:30	9:30		134	227	42	24	102	73	9	19	630	361	66	175	28
8:45	9:45		149	197	55	25	103	65	11	10	615	346	80	168	21
9:00	10:00		117	148	44	26	114	67	18	7	541	265	70	181	25
PM PEAK															
16:00	17:00		112	190	22	32	90	124	13	17	600	302	54	214	30
16:15	17:15		119	208	25	42	74	129	15	16	628	327	67	203	31
16:30	17:30		143	230	33	45	67	118	10	15	661	373	78	185	25
16:45	17:45		139	228	40	49	57	118	9	9	649	367	89	175	18
17:00	18:00		152	234	38	51	51	115	7	7	655	386	89	166	14
17:15	18:15		145	193	33	48	55	95	6	8	583	338	81	150	14
17:30	18:30		122	139	27	37	55	94	6	6	486	261	64	149	12
17:45	18:45		121	118	18	36	59	83	3	6	444	239	54	142	9
18:00	19:00		89	79	15	31	62	74	3	4	357	168	46	136	7

Wells & Associates,Inc

McLean, Virginia

Total

PROJECT: I -395 Air Rights
W & A JOB NO.: 3760
INTERSECTION: I - 395 Thrue
LOCATION: Washington,DC

Total

DATE: 10/20/2010
DAY: Wednesday
WEATHER: clear
COUNTED BY: 0
INPUTED BY: egan

SOUTHBOUND ROAD: I - 395
NORTHBOUND ROAD: I - 395
WESTBOUND ROAD: 0
EASTBOUND ROAD: 0

Time Period	Southbound I - 395					Westbound 0					Northbound I - 395					Eastbound 0					North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	PHF	4 Right	5 Thru	6 Left	Total	PHF	7 Right	8 Thru	9 Left	Total	PHF	10 Right	11 Thru	12 Left	Total	PHF					
AM																									
7:00-7:15	11	489	0	500		0	0	0	0		0	337	0	337		0	0	0	0		837	0	837		7:00-7:15
7:15-7:30	12	467	0	479		0	0	0	0		0	379	0	379		0	0	0	0		858	0	858		7:15-7:30
7:30-7:45	4	543	0	547		0	0	0	0		0	423	0	423		0	0	0	0		970	0	970		7:30-7:45
7:45-8:00	4	531	0	535		0	0	0	0		0	453	0	453		0	0	0	0		988	0	988		7:45-8:00
8:00-8:15	19	540	0	559		0	0	0	0		0	381	0	381		0	0	0	0		940	0	940		8:00-8:15
8:15-8:30	16	485	0	501		0	0	0	0		0	443	0	443		0	0	0	0		944	0	944		8:15-8:30
8:30-8:45	17	487	0	504		0	0	0	0		0	440	0	440		0	0	0	0		944	0	944		8:30-8:45
8:45-9:00	24	478	0	502		0	0	0	0		0	402	0	402		0	0	0	0		904	0	904		8:45-9:00
9:00-9:15	14	529	0	543		0	0	0	0		0	384	0	384		0	0	0	0		927	0	927		9:00-9:15
9:15-9:30	13	465	0	478		0	0	0	0		0	383	0	383		0	0	0	0		861	0	861		9:15-9:30
9:30-9:45	9	450	0	459		0	0	0	0		0	420	0	420		0	0	0	0		879	0	879		9:30-9:45
9:45-10:00	13	428	0	441		0	0	0	0		0	341	0	341		0	0	0	0		782	0	782		9:45-10:00
3 Hour Totals	156	5,892	0	6,048		0	0	0	0		0	4,786	0	4,786		0	0	0	0		10,834	0	10,834		
1 Hour Totals																									
7:00-8:00	31	2,030	0	2,061	0.94	0	0	0	0	0.00	0	1,592	0	1,592	0.88	0	0	0	0	0.00	3,653	0	3,653	0.92	7:00-8:00
7:15-8:15	39	2,081	0	2,120	0.95	0	0	0	0	0.00	0	1,636	0	1,636	0.90	0	0	0	0	0.00	3,756	0	3,756	0.95	7:15-8:15
7:30-8:30	43	2,099	0	2,142	0.96	0	0	0	0	0.00	0	1,700	0	1,700	0.94	0	0	0	0	0.00	3,842	0	3,842	0.97	7:30-8:30
7:45-8:45	56	2,043	0	2,099	0.94	0	0	0	0	0.00	0	1,717	0	1,717	0.95	0	0	0	0	0.00	3,816	0	3,816	0.97	7:45-8:45
8:00-9:00	76	1,990	0	2,066	0.92	0	0	0	0	0.00	0	1,666	0	1,666	0.94	0	0	0	0	0.00	3,732	0	3,732	0.99	8:00-9:00
8:15-9:15	71	1,979	0	2,050	0.94	0	0	0	0	0.00	0	1,669	0	1,669	0.94	0	0	0	0	0.00	3,719	0	3,719	0.98	8:15-9:15
8:30-9:30	68	1,959	0	2,027	0.93	0	0	0	0	0.00	0	1,609	0	1,609	0.91	0	0	0	0	0.00	3,636	0	3,636	0.98	8:30-9:30
8:45-9:45	60	1,922	0	1,982	0.91	0	0	0	0	0.00	0	1,589	0	1,589	0.95	0	0	0	0	0.00	3,571	0	3,571	0.96	8:45-9:45
9:00-10:00	49	1,872	0	1,921	0.88	0	0	0	0	0.00	0	1,528	0	1,528	0.91	0	0	0	0	0.00	3,449	0	3,449	0.93	9:00-10:00
AM Peak 7:30-8:30	43	2,099	0	2,142	0.96	0	0	0	0	0.00	0	1,700	0	1,700	0.94	0	0	0	0	0.00	3,842	0	3,842	0.97	AM Peak 7:30-8:30
PM																									
4:00-4:15	8	496	0	504		0	0	0	0		0	236	0	236		0	0	0	0		740	0	740		4:00-4:15
4:15-4:30	5	528	0	533		0	0	0	0		0	260	0	260		0	0	0	0		793	0	793		4:15-4:30
4:30-4:45	3	517	0	520		0	0	0	0		0	242	0	242		0	0	0	0		762	0	762		4:30-4:45
4:45-5:00	10	490	0	500		0	0	0	0		0	265	0	265		0	0	0	0		765	0	765		4:45-5:00
5:00-5:15	8	456	0	464		0	0	0	0		0	262	0	262		0	0	0	0		726	0	726		5:00-5:15
5:15-5:30	13	474	0	487		0	0	0	0		0	272	0	272		0	0	0	0		759	0	759		5:15-5:30
5:30-5:45	37	378	0	415		0	0	0	0		0	301	0	301		0	0	0	0		716	0	716		5:30-5:45
5:45-6:00	47	343	0	390		0	0	0	0		0	260	0	260		0	0	0	0		650	0	650		5:45-6:00
6:00-6:15	29	357	0	386		0	0	0	0		0	253	0	253		0	0	0	0		639	0	639		6:00-6:15
6:15-6:30	34	424	0	458		0	0	0	0		0	286	0	286		0	0	0	0		744	0	744		6:15-6:30
6:30-6:45	41	425	0	466		0	0	0	0		0	318	0	318		0	0	0	0		784	0	784		6:30-6:45
6:45-7:00	4	439	0	443		0	0	0	0		0	281	0	281		0	0	0	0		724	0	724		6:45-7:00
3 Hour Totals	239	5,327	0	5,566		0	0	0	0		0	3,236	0	3,236		0	0	0	0		8,802	0	8,802		
1 Hour Totals																									
4:00-5:00	26	2,031	0	2,057	0.96	0	0	0	0	0.00	0	1,003	0	1,003	0.95	0	0	0	0	0.00	3,060	0	3,060	0.96	4:00-5:00
4:15-5:15	26	1,991	0	2,017	0.94	0	0	0	0	0.00	0	1,029	0	1,029	0.97	0	0	0	0	0.00	3,046	0	3,046	0.96	4:15-5:15
4:30-5:30	34	1,937	0	1,971	0.92	0	0	0	0	0.00	0	1,041	0	1,041	0.96	0	0	0	0	0.00	3,012	0	3,012	0.98	4:30-5:30
4:45-5:45	68	1,798	0	1,866	0.93	0	0	0	0	0.00	0	1,100	0	1,100	1.00	0	0	0	0	0.00	2,966	0	2,966	0.97	4:45-5:45
5:00-6:00	105	1,651	0	1,756	0.97	0	0	0	0	0.00	0	1,095	0	1,095	0.98	0	0	0	0	0.00	2,851	0	2,851	0.94	5:00-6:00
5:15-6:15	126	1,552	0	1,678	0.97	0	0	0	0	0.00	0	1,086	0	1,086	0.96	0	0	0	0	0.00	2,764	0	2,764	0.91	5:15-6:15
5:30-6:30	147	1,502	0	1,649	0.73	0	0	0	0	0.00	0	1,100	0	1,100	0.74	0	0	0	0	0.00	2,749	0	2,749	0.92	5:30-6:30
5:45-6:45	151	1,549	0	1,700	0.49	0	0	0	0	0.00	0	1,117	0	1,117	0.50	0	0	0	0	0.00	2,817	0	2,817	0.90	5:45-6:45
6:00-7:00	108	1,645	0	1,753	0.25	0	0	0	0	0.00	0	1,138	0	1,138	0.25	0	0	0	0	0.00	2,891	0	2,891	0.92	6:00-7:00
PM Peak 4:00-5:00	26	2,031	0	2,057	0.96	0	0	0	0	0.00	0	1,003	0	1,003	0.95	0	0	0	0	0.00	3,060	0	3,060	0.96	PM Peak 4:00-5:00