

2013 CENTRAL EMPLOYMENT CORE CORDON COUNT
OF VEHICULAR
AND PASSENGER VOLUMES

April 25, 2014

REVISED DRAFT

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METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

ABSTRACT FORM

<p>TITLE: 2013 CENTRAL EMPLOYMENT CORE CORDON COUNT</p>	<p>DATE: 2013 NUMBER OF PAGES: 292 PUBLICATION NUMBER: XX PRICE: \$20.00</p>
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<p>AGENCY:</p> <p>The Metropolitan Washington Council of Governments is the regional organization of the Washington area's major local governments and their governing officials. COG works towards solutions to such problems as growth, transportation, inadequate housing, air pollution, water supply, water quality, economic development and noise, and serves as the regional planning organization for Metropolitan Washington.</p>	
<p>REPORT ABSTRACT:</p> <p>This report represents peak period vehicle and passenger volumes entering the downtown employment area of the District of Columbia and Arlington County, Virginia. All 2013 data presented in this report were collected during the months of March, April, May and June 2013.</p>	
<p>SUBJECT:</p> <p>2013 Central Employment Core Cordon Count of Vehicular and Passenger Volumes.</p>	
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EXECUTIVE SUMMARY

Presented in this report is information developed from data collected for the Spring 2013 Central Employment Core Cordon Count of peak period person and vehicle volumes entering the downtown employment area of the District of Columbia and Arlington County, Virginia, designated the Central Employment Core (formerly Metro Employment Core), the largest activity center in the Washington metropolitan region. Data were collected from 5 A.M. to 10 A.M. inbound along two cordon lines, the “traditional” cordon line which dates to the opening of the initial segment of the Metrorail system in 1976, and a revised or expanded cordon.

Most comparisons are made with results obtained from the previous Central Employment Core Cordon Count¹ conducted in Spring, 2009, though some are with the Spring 2006 Cordon Count. Between the 2009 and 2013 counts, some demographic and transportation system changes have occurred that may have influenced the numbers of people and how they have commuted into the regional core (please see Chapter I for a discussion of the changes). Data were not collected during the P.M. peak period for this effort.

Trends and changes in person and vehicle trips by mode are emphasized for the 6:30 - 9:30 A.M. peak period inbound. The following changes were observed:

1. Total inbound travel decreased in the A.M. peak period from about 463,000 person trips in 2009 to 446,000 in 2013. Trips crossing the revised cordon in 2013 were about 435,000.

¹ In 2002, this report was known as the Metro Employment Core Cordon Count. Prior to 2002, the reports in this series were known as the Metro Core Cordon Count.

Figure EX-1
2013 Central Employment Area Cordon Count
Trends in Person Trips: 1996 - 2013
Inbound 6:30 - 9:30 A.M.

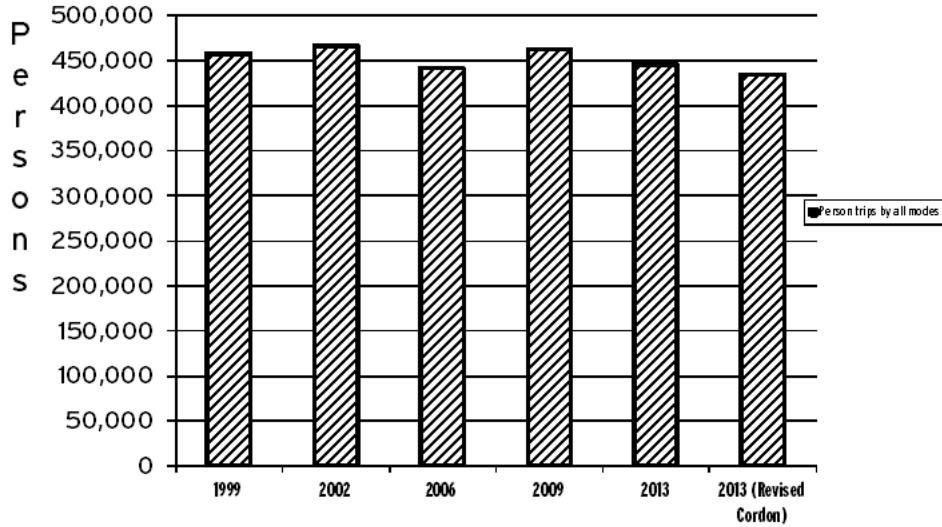
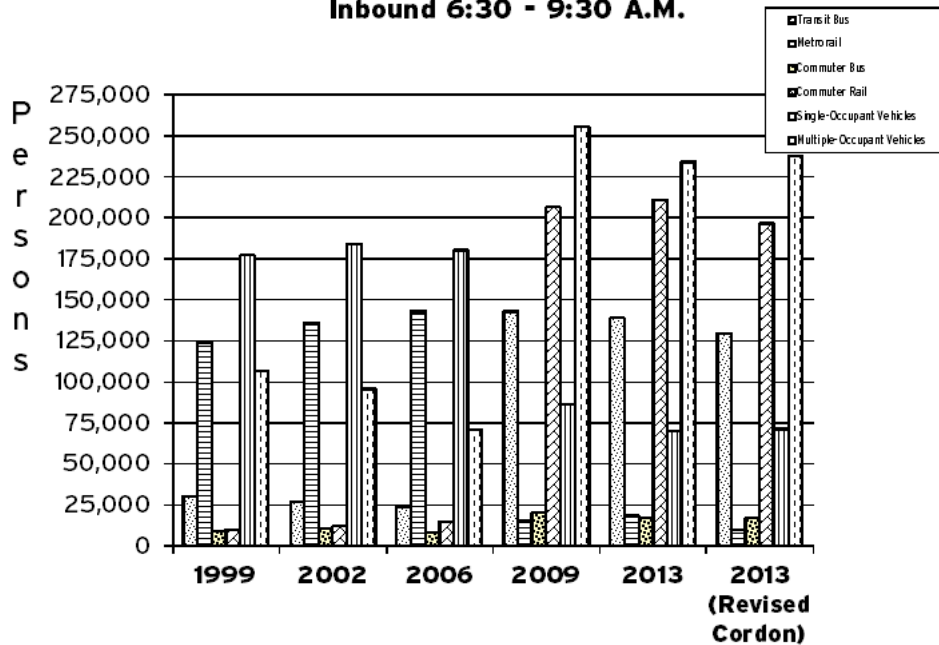


Figure EX-2
2013 Central Employment Area Cordon Count
Trends in Person Trips by Mode: 1999 - 2013
Inbound 6:30 - 9:30 A.M.



2. Inbound peak period transit trips were about 211,000, little changed from 2009. Transit trips crossing the revised cordon line were about 197,000.
3. Person trips by automobile in 2013 were about 236,000, a decrease of about 21,000 from 2009. Most of the decrease in person trips were in multiple-occupant vehicles (2 or more persons per vehicles), which declined by about 21,000 trips.
4. The number of automobiles entering the Central Employment Core in the A.M. peak period has declined from 203,000 in 2009 to about 192,500 in 2013. For the five-hour monitoring period, the decline was similar in absolute terms, from about 273,000 in 2009 to 263,000 in 2013.
5. Traffic volumes crossing the revised cordon line were only slightly higher, but person trips were lower.
6. About 3,500 bicycles entered the Central Employment Core in the A.M. peak period. In the full five hour monitoring period, almost 5,000 trips by bike were observed.

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I. INTRODUCTION

A. BACKGROUND

The National Capital Region Transportation Planning Board of the Metropolitan Washington Council of Governments (COG/TPB) conducts counts of vehicles and persons entering the downtown employment area of Washington, D.C., including the Pentagon, Pentagon City, Crystal City and Rosslyn areas of Arlington County, Virginia. The combined area is the Central Employment Core.² The counts were performed yearly each spring from 1974 to 1981, on a two-year cycle from 1981 to 1987, and on a three-year cycle up to 2002 and on a three or four year cycle after 2002. This report documents data collected in spring of 2013, and most comparisons are with data collected in 2009, though some are with 2006 data. Data were collected in the peak direction during the five peak commute hours, from 5 A.M. to 10 A.M. An expanded cordon was developed, and data were collected at both cordon boundaries for this report. No afternoon data collection was performed.

All stations were counted in 2013. Due to an extremely rainy spring counting season, several stations were excluded from the 2009 counts - at the uncounted stations, data from 2006 were factored and substituted. The Central Employment Core Cordon Count has historically included a count of traffic crossing the four central Potomac River bridges, but these counts were also omitted in 2009 because of the rainy spring counting season. The 2013 counts of the Potomac River crossings are compared with counts that were done in 2006.

The Central Employment Core Cordon Count quantifies travel on highway and transit facilities serving the region's largest activity center. This is done

² In 2002, this report was known as the *Metro Employment Core Cordon Count*. Prior to 2002, the report series was known as the *Metro Core Cordon Count*. These reports have sometimes been cited as the *Ring 1 Cordon Count*, however, for the sake of consistency, this report, and the preceding reports in the series, will be referred to as the Central Employment Core Cordon Count.

to measure, by time of day, key commuter-related transportation characteristics such as traffic volumes, auto occupancies, and transit patronage. The data collected and presented in this report may be used to evaluate trends and impacts on major transportation capital improvements such as Metrorail and commuter rail systems, and implementation of transportation management policies, such as the operation of high occupancy vehicle (HOV) lanes. The focus of analysis is on the 6:30 - 9:30 A.M. peak period, since these are the periods of maximum travel demand, however, data collected during the full A.M. five-hour commute period analyzed in some sections of this document.

B. DEMOGRAPHIC AND TRANSPORTATION SYSTEM CHANGES SINCE THE 2009 REPORT

From 2009 through 2013, total nonfarm employment in the District of Columbia increased from about 677,000,³ to about 718,000, an increase of approximately 41,000 jobs. Employment in Arlington County, Virginia increased from about 157,000 in 2009 to 165,000 in 2013, an increase of about 7,000 jobs. *It is important to note that not all employment in D.C. and Arlington County is within the Central Employment Core Cordon boundary.* Using zone-level estimates from the Cooperative Forecasts of Employment, Round 8.1, the percentage of jobs located inside the original cordon line in the District of Columbia is estimated at about 68% of all jobs. For Arlington County, about 52% of the county's jobs are located inside the cordon. Applying these percentages, jobs in the District inside the cordon line increased from about 461,000 in 2009 to about 488,000 in 2013; and jobs in Arlington inside the cordon line increased from about 82,000 in 2009 to about 86,000 in 2013. Thus, total employment inside the cordon line increased from about 543,000 in 2009 to about 574,000 in 2013, an increase of about 31,000 jobs.

Using the revised cordon line, about 74% of D.C. jobs are within the cordon; and in Arlington County, about 88% of employment falls within. In 2013, that means that there were about 536,000 jobs inside the revised cordon in D.C., and about 145,000 jobs inside the revised cordon in Arlington, for a total of about 681,000.

The federal government's budget sequester cut about \$85 billion in federal agency spending as of March 1, 2013, just as field data collection for this project was getting under way.

³ U.S. Department of Labor, Bureau of Labor Statistics (BLS) Web site - URL <http://www.bls.gov/data/> - data for March 2009 and March 2013 (March 2013 data marked as preliminary). Web site accessed December 2013.

Since 2009, there have been additions and changes to the transportation system that improve access to the areas within the Central Employment Cordon:

- Reconstruction of the 11th Street, S.E. Bridge and related improvements (including a new interchange at the junction of I-295, I-695 and D.C. 295 was well underway (and direct movements between southbound D.C. 295 and I-695 (to I-395) are now possible for the first time);

- The Southeast Freeway between 11th Street and Pennsylvania Avenue was closed for reconstruction to a boulevard-type street;

- Reconstruction of the bridge that carries New York Avenue, N.E. (U.S. 50) over the Amtrak and CSX tracks continued - the road was limited to two lanes in each direction, instead of the normal three lanes each way.

- As a result of the crash at Fort Totten on the Metrorail Red Line in June, 2009, all trains were operating in manual mode (not automatic mode) when data for this report were collected;

- WMATA continued to add express bus service in several radial corridors in the District of Columbia, including 16th Street, N.W.;

- Reconstruction of H Street, N.E. (including track installation for the new streetcar system) was under way while data collection was being performed (but streetcar service had not started while data for this report were collected);

- Reconstruction of the interchange of Va. 27 (Washington Boulevard) and Columbia Pike was under way;

- Construction of the Metrorail extension to Washington Dulles Airport progressed while data for this report were collected, but service had not started; and

- Reconstruction of the interchange of U.S. 50 (Arlington Boulevard) and Va. 27 was completed.

There were no changes to HOV policy⁴ on I-395 (the Shirley Highway),⁵ or I-66, however, an increasing number of motorists are taking advantage of Virginia's "clean fuel" vehicle exemption, which allows such vehicles (including many hybrids) to use the HOV lanes on I-66 and I-395 regardless of vehicle occupancy.

⁴ HOV-3, restricted inbound from 6 A.M. to 9 A.M.

⁵ Station V5 (station V5H in Appendix B).

C. ORGANIZATION OF THE REPORT

A description of study methodology is contained in Chapter II. An analysis of person movements by mode and traffic trends entering the Central Employment Core in the A.M. is presented in Chapter III. Major findings of the report are described in Chapter IV. Summary tables showing inbound A.M. peak period travel into the Central Employment Core by mode, sector and site are found in Appendix A. The individual tabulations for each counting station are contained in Appendix B. Summary tables for the revised cordon are in Appendix C. The individual tabulations for each counting station along the revised cordon are contained in Appendix D. Appendix E contains counts for the bridge crossings in the direction from Arlington County, Va. to the District of Columbia. Appendix F contains counts for the bridge crossings from the District of Columbia to Arlington County. The locations of specific traffic and transit counting stations are listed in Appendix F.

A statistical procedure used for measuring the precision of the traffic counts and overall survey reliability is documented in Appendix G. Vehicle occupancy and classification, van-pool monitoring and collection of data from commuter bus operators and adjustments and assumptions related to transit counts are described in Appendices H, I and J respectively. A historical listing of the opening of major new transportation facilities is contained in Appendix K. Appendix L contains a discussion of medium and heavy truck traffic trends. HOV restrictions in effect in Spring, 2013 and other operational policies (such as reversible lanes and roadways) are described in Appendix M. Metrorail ridership and railcar loadings are described in Appendix N. Historical traffic and auto occupancy trends are presented in Appendix O. A.M. peak period data for every Central Employment Core Cordon Count since 1975), and historical person travel trends by mode are described in Appendix P (also contains historical A.M. peak period data back to 1975) Finally, bicycle travel data are contained in Appendix Q.

This study would not have been possible without the active cooperation and participation of a number of agencies. The Office of Planning of the Washington Metropolitan Area Transit Authority (WMATA) provided patronage data for Metrorail and bus counts for services at the Pentagon. The Alexandria Office of Transit Services and the Fairfax County Department of Transportation provided data for the DASH and Fairfax Connector bus systems, respectively. The Maryland Department of Transportation, Maryland Transit Administration, provided ridership data for MARC commuter rail and the 900-series Flyer buses, and the Virginia Railway Express (VRE) provided ridership data for ridership on the Manassas and Fredericksburg lines. The Loudoun County Department of Transportation Services provided Loudoun Commuter Express, and the Potomac and Rappahannock Transportation Commission (PRTC) furnished OmniRide bus load factors for their respective services. All traffic count and transit bus counts (except those at the Pentagon) and load factors from privately owned commuter bus companies were collected by COG/TPB staff.

II. METHODOLOGY

The Central Employment Core Cordon line encompasses the central employment area of Washington, D.C. and Arlington County, Virginia. Counting stations along the cordon line were at about 40 roadways in 2013 (see Figure 1 and Table 1). Counts were also taken along a revised cordon line, which included additional areas of Washington and Arlington County (also depicted in Figure 1 and Table 1).

Inbound and outbound traffic was counted once at each site on a Tuesday, Wednesday or Thursday in the spring of 2013 from 5 A.M. to 10 A.M. inbound. All vehicles were classified by vehicle type, and in the case of automobiles, were further grouped by number of occupants (from 1 to 7 persons). Pickup trucks, vans and panel trucks (excepting 15 passenger van-pool vans) were counted as automobiles if they had exactly two axles and exactly four wheels. The traffic count data are distributed by time of day, in thirty-minute periods from 5 A.M. to 10 A.M. The reader is urged to exercise caution in using individual site data due to the normal fluctuations in traffic volumes on individual roadways. For analysis purposes, counting stations have been grouped into nine sectors (shown in Figure 1 and listed in Table 1 and Table 2).

All Metrorail and Metrobus and other public transit services crossing the cordon line were counted inbound from 5 A.M. to 10 A.M. Metrorail, MARC and VRE commuter rail passenger volumes were assigned to the traffic count station closest to the point at which the lines cross the cordon line.

Figure 1 2013 and 2009 Cordon Count Stations

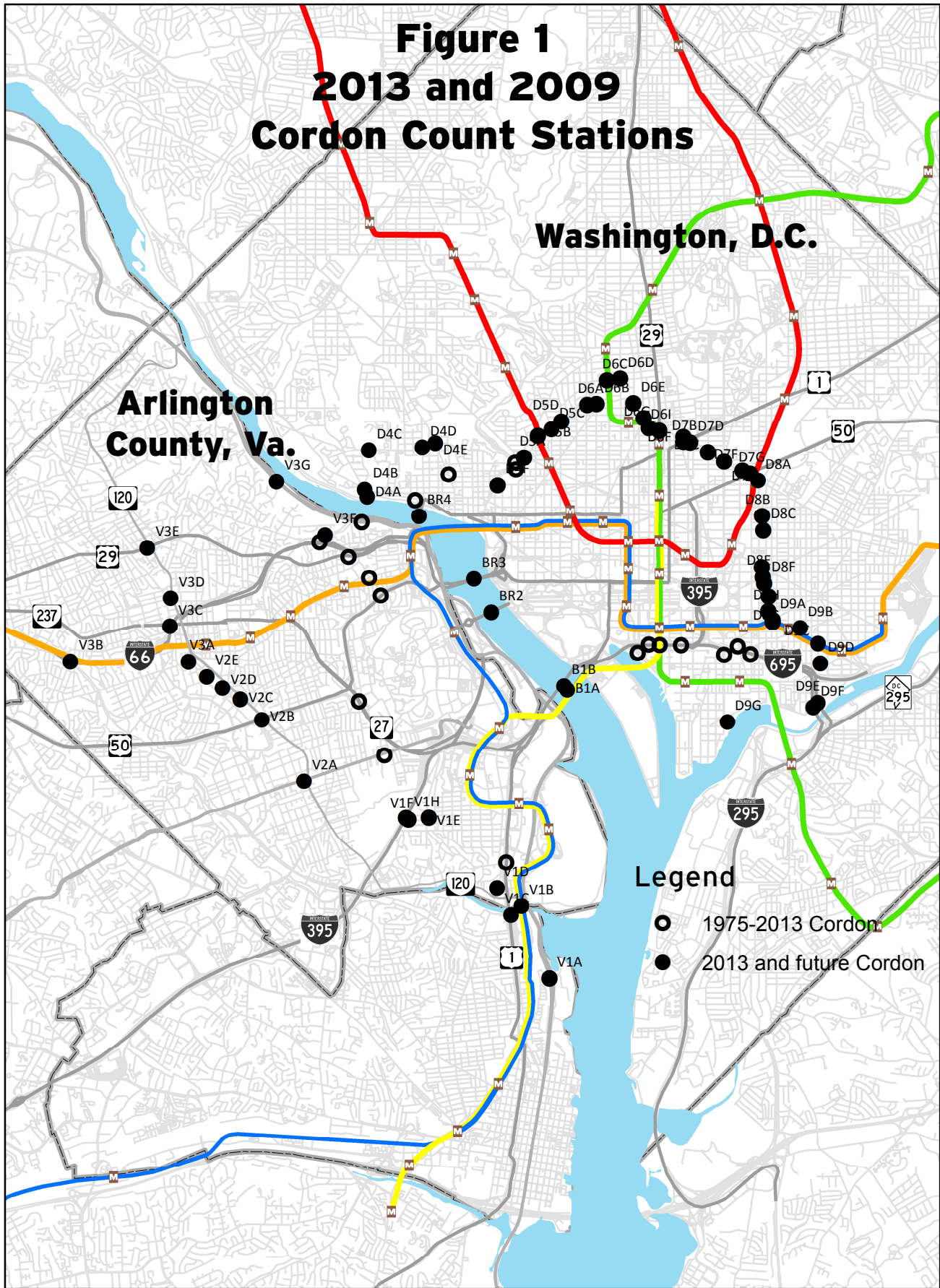


Table 1
List of Central Employment Core Cordon Counting Stations

Sector	Station	Station Location
1	V1	George Washington Memorial Parkway at Marina Drive
	V2	U.S. 1/Jefferson Davis Highway south of S. 27th Street
	V3	Arlington Ridge Road north of S. 21st Street
	V4	Army-Navy Drive south of S. 20th Street
	V5M V5H	I-395/Shirley Highway north of S. Glebe Road (non-HOV and HOV lanes)
2	V6	Va. 244/Columbia Pike west of S. Scott Street
	V7	Va. 27/Washington Boulevard east of S. Rhodes Street
	V8	U.S. 50/Arlington Boulevard at N. Queen Street
3	V9	(1) Clarendon Boulevard east of N. Rhodes Street (inbound, A.M. only) (2) Wilson Boulevard east of N. Rhodes Street (outbound, P.M. only, not counted for this report)
	V10	U.S. 29/Lee Highway north (east) of N. Uhle Street
	V11	I-66 at Spout Run Parkway
4	V12	(1) George Washington Memorial Parkway north of Spout Run ⁷ (2) Spout Run Parkway between G. Washington Parkway and Lorcom Lane ⁷
	D1	(1) Wisconsin Avenue, N.W. south of P Street ⁷ (2) Canal Road, N.W. between M Street and Georgetown University entrance ⁷
	D2	P Street, N.W. east of Rock Creek Parkway ⁷
	D3	Rock Creek Parkway, N.W. south of P Street ⁷
5	D4	Q Street, N.W. west of 23rd Street ⁷
	D5	Massachusetts Avenue, N.W. west of 22nd Street ⁷
	D6	Connecticut Avenue, N.W. north of Florida Avenue ⁷
6	D7	18th Street, N.W. north of Florida Avenue
	D8	(1) 16th Street, N.W. north of Florida Avenue ⁷ (2) 15th Street, N.W. north of Florida Avenue (outbound, P.M. only not counted for this report) ⁷
	D9	14th Street, N.W. north of Euclid Street
	D10	13th Street, N.W. north of Euclid Street
	D11	11th Street, N.W. south of Florida Avenue
	D12	(1) Vermont Avenue, N.W. between U and V Streets (2) 9th Street, N.W. south of T Street
	D13	U.S. 29/7th Street, N.W. south of Florida Avenue

Table 1
List of Central Employment Core Cordon Counting Stations

Sector	Station	Station Location
7	D14	(1) U.S. 1/Rhode Island Avenue, N.W. between Florida Avenue and New Jersey Avenue (2) 4th Street, N.W. north of Florida Avenue
	D15	North Capitol Street north of Florida Avenue
	D16	U.S. 50/New York Avenue, N.E. between Florida Avenue and 4th Street
8	D17	(1) Florida Avenue, N.E. between 3 rd Street and 4 th Street (2) K Street, N.E. between 4th Street and 5th Street (3) H Street, N.E. between 4th Street and 5th Street
	D18	Massachusetts Avenue, N.E. east of 3rd Street
	D19	Constitution Avenue, N.E. east of 4th Street
	D20	(1) East Capitol Street east of 4th Street (2) Independence Avenue, S.E. at 5th Street (outbound, P.M. only)
9	D21	Pennsylvania Avenue, S.E. east of 4th Street
	D22	South Capitol Street between I (Eye) Street and I-395 ramps
	D23	4th Street, S.W. south of E Street
	D24	7th Street, S.W. south of E Street
	D25	Southeast Freeway, S.E. east of 1st Street

Table 1
List of Central Employment Core Cordon Counting Stations

Sector	Station	Station Location
	B1A	I-395 and U.S. 1 crossing 14 th Street Bridge (local lanes) (Va. to D.C.)
	B1B	I-395 and U.S. 1 crossing 14 th Street Bridge (express lanes) (Va. to D.C.)
	BR2	Arlington Memorial Bridge (Columbia Island to D.C.)
	BR3	I-66 and U.S. 50 crossing T. Roosevelt Memorial Bridge (Va. to D.C.)
	BR4	U.S. 29 crossing Key Bridge (Va. to D.C.)
	C1A	I-395 and U.S. 1 crossing 14 th Street Bridge (local lanes) (D.C. to Va.)
	C1B	I-395 and U.S. 1 crossing 14 th Street Bridge (express lanes) (D.C. to Va.)
	CB2	Arlington Memorial Bridge (D.C. to Columbia Island)
	CB3	I-66 and U.S. 50 crossing T. Roosevelt Memorial Bridge (D.C. to Va.)
	CB4	U.S. 29 crossing Key Bridge (D.C. to Va.)

Table 1 (Continued)		
List of Central Employment Core Cordon Counting Stations (Revised)		
Sector	Station	Station Location
1	V1A	George Washington Memorial Parkway at Marina Drive
	V1B	Potomac Avenue at Arlington County/City of Alexandria border
	V1C	U.S. 1/Jefferson Davis Highway at Arlington County/City of Alexandria border
	V1D	South Eads Street north of Va. 120 (South Glebe Road)
	V1E	South Arlington Ridge Road north of S. 21st Street
	V1F	South Army-Navy Drive south of S. 20th Street
	V1H V1G	I-395/Shirley Highway north of S. Glebe Road (HOV and non-HOV lanes)
2	V2A	Columbia Pike west of Va. 120 (South Glebe Road)
	V2B	U.S. 50/Arlington Boulevard West of Va. 120 (Glebe Road)
	V2C	Pershing Drive west of Va. 120 (North Glebe Road)
	V2D	Henderson Road west of Va. 120
	V2E	North Carlin Springs Road west of Va. 120
3	V3A	Wilson Boulevard west of Va. 120
	V3B	I-66 between Sycamore Street and Va. 120/Va. 237 (Fairfax Drive/North Glebe Road)
	V3C	Va. 237 (Washington Boulevard) west of Va. 120
	V3D	North 16 th Street west of Va. 120
	V3E	U.S. 29 (Lee Highway) south [west] of Va. 120
	V3F	Spout Run Parkway between Lorcom Lane and George Washington Memorial Parkway
	V3G	George Washington Memorial Parkway between Va. 123 (Chain Bridge Road) and Spout Run Parkway
4	D4A	Canal Road, N.W. west of Foxhall Road
	D4B	Foxhall Road, N.W. north of Canal Road
	D4C	Reservoir Road, N.W. between 44 th Street and 39 th Street
	D4D	35 th Street, N.W. between R Street and Reservoir Road
	D4E	Wisconsin Avenue, N.W. between Whitehaven Parkway and 35 th Street
	D4F	Rock Creek Parkway, N.W. between P Street and Pennsylvania Avenue
5	D5A	Massachusetts Avenue, N.W. west of 22nd Street
	D5B	Connecticut Avenue, N.W. north of Florida Avenue
	D5C	19 th Street, N.W. north of Florida Avenue
	D5D	18 th Street, N.W. north of Florida Avenue

Table 1 (Continued)		
List of Central Employment Core Cordon Counting Stations (Revised)		
Sector	Station	Station Location
6	D6A	16th Street, N.W. north of Florida Avenue
	D6C	14th Street, N.W. north of Euclid Street
	D6D	13th Street, N.W. north of Euclid Street
	D6E	11th Street, N.W. south of Florida Avenue
	D6F	Vermont Avenue, N.W. between U and V Streets
	D6G	9th Street, N.W. south of T Street
	D6I	U.S. 29/7th Street, N.W. south of Florida Avenue
7	D7A	4th Street, N.W. north of Florida Avenue
	D7B	U.S. 1/Rhode Island Avenue, N.W. between Florida Avenue and New Jersey Avenue
	D7C	3 rd Street, N.W. between Rhode Island Avenue and Florida Avenue
	D7D	1 st Street, N.W. between S Street and Florida Avenue
	D7E	North Capitol Street north of Florida Avenue
	D7F	Eckington Place, N.E. north of Florida Avenue
	D7G	U.S. 50/New York Avenue, N.E. between Florida Avenue and 4th Street
8	D8A	Florida Avenue, N.E. between 3 rd Street and 4 th Street
	D8B	K Street, N.E. between 4 th Street and 5 th Street
	D8C	H Street, N.E. between 4 th Street and 5 th Street
	D8D	Massachusetts Avenue, N.E. east of 3 rd Street
	D8E	Maryland Avenue, N.E. east of 3 rd Street
	D8F	Constitution Avenue, N.E. east of 4 th Street
	D8G	East Capitol Street east of 4 th Street
9	D9A	North Carolina Avenue, S.E. between 6 th Street and Pennsylvania Avenue
	D9B	8 th Street, S.E. between C Street and D Street
	D9C	Pennsylvania Avenue, S.E. between 12 th Street and 11 th Street
	D9D	I Street, S.E. between 12 th Street and 11 th Street
	D9E	I-695/11th Street Bridge, S.E. (freeway lanes)
	D9F	11 th Street Bridge, S.E. (local lanes)
	D9G	South Capitol Street crossing Frederick Douglass Memorial Bridge
	B1A	I-395 and U.S. 1 crossing 14 th Street Bridge (local lanes) (Va. to D.C.)
	B1B	I-395 and U.S. 1 crossing 14 th Street Bridge (express lanes) (Va. to D.C.)
	BR2	Arlington Memorial Bridge (Columbia Island to D.C.)

Sector	Station	Station Location
	BR3	I-66 and U.S. 50 crossing T. Roosevelt Memorial Bridge (Va. to D.C.)
	BR4	U.S. 29 crossing Key Bridge (Va. to D.C.)
	C1A	I-395 and U.S. 1 crossing 14 th Street Bridge (local lanes) (D.C. to Va.)
	C1B	I-395 and U.S. 1 crossing 14 th Street Bridge (express lanes) (D.C. to Va.)
	CB2	Arlington Memorial Bridge (D.C. to Columbia Island)
	CB3	I-66 and U.S. 50 crossing T. Roosevelt Memorial Bridge (D.C. to Va.)
	CB4	U.S. 29 crossing Key Bridge (D.C. to Va.)

Transit and auto counts were performed on Tuesdays, Wednesdays, and Thursdays during March, April, May and mid-June, 2013. Care was taken to not count on days of atypical traffic, such as during the spring vacations of public schools in the region, public and religious holidays⁶ and the Cherry Blossom Festival. Like most traffic counts, the ones used for this report are a population sample. Survey reliability and calculations used for estimation of error in association with population sampling are described in Appendix J. Methods used for estimating van-pool passenger volumes remain the same as in recent counts, and are documented in Appendix L. Commuter bus data were obtained from the public agency responsible for operation of the lines (Maryland Transit Administration, Loudoun County and PRTC), or from telephone interviews with bus company operators, who were asked to describe routes, headways and average ridership in spring, 2013. From these data, commuter bus ridership across the cordon line was distributed by station and time period. The commuter bus monitoring methodology is documented in Appendix M.

⁶ Memorial Day, Good Friday, Easter and the first night of Passover.

The Maryland Transit Administration of the Maryland Department of Transportation and the Virginia Railway Express provided data, by time period, on commuter rail trains and patrons traveling to and from stations within the Central Employment Core. These numbers were incorporated in the appropriate tables of this report. Assignment to a counting station was on a similar basis as Metrorail passenger volumes.

Analysis of the 6:30 A.M. - 9:30 A.M. commuting periods received special emphasis, as this includes the peak demand for highway and transit facilities. Most of the travel is oriented to destinations or origins within the cordon line. Some travelers, however, pass completely through the cordoned area, beginning and ending at external locations.

III. CENTRAL EMPLOYMENT CORE CORDON TRENDS

A. PERSON TRAVEL

1. A.M. Inbound

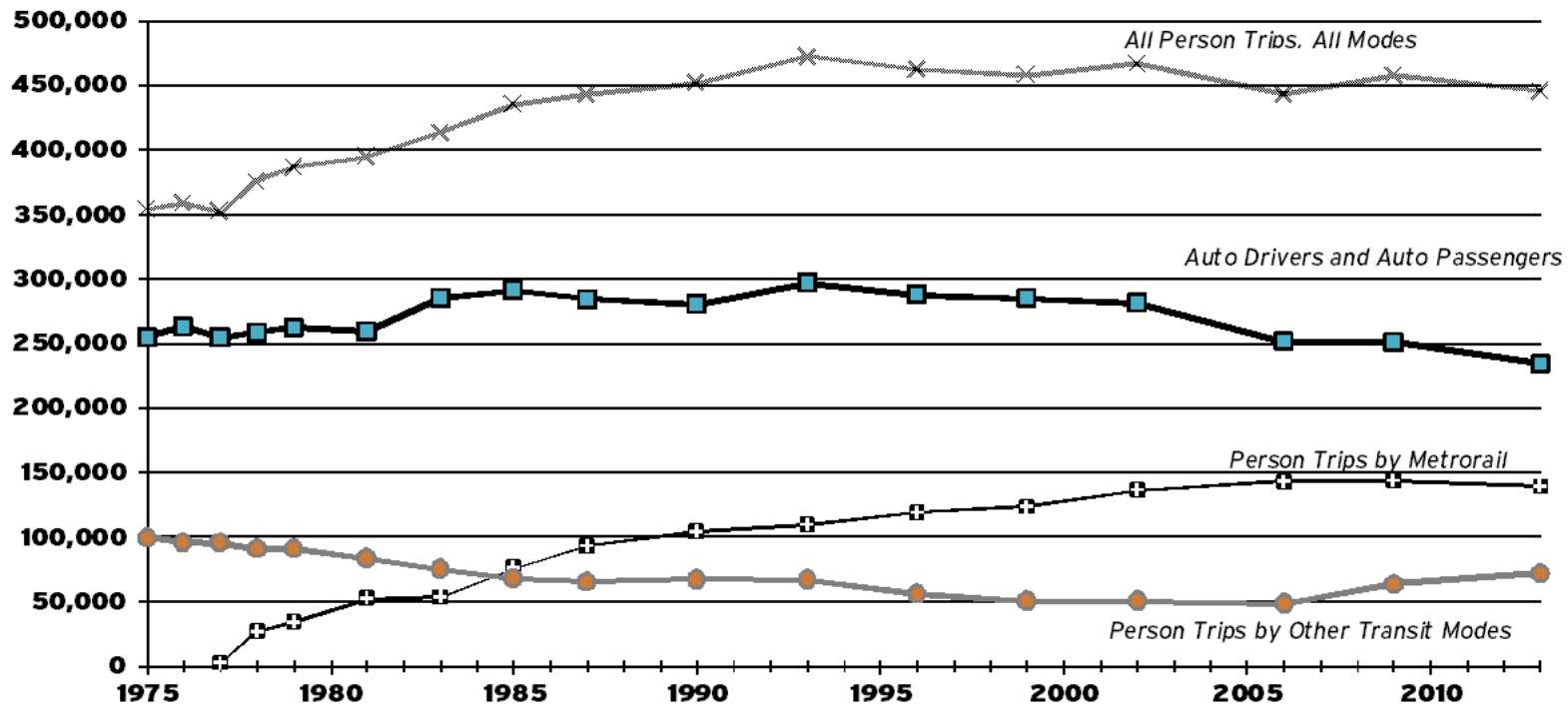
Historical perspective - A.M. inbound person trips from 1975 to 2013

The number of persons crossing the Central Employment Core Cordon line inbound by their mode of travel during the 6:30 A.M. - 9:30 A.M. period is displayed in the graph in Figure 2, for counted years 1975⁷ through 2013. Travel to the core has increased by about 17,000 since 2009. Inbound travel in 1996, 1999, 2002, 2006 and 2009 remained below their all-time high of about 473,000 trips in 1993. See Appendix S for further historical summaries of inbound A.M. peak period person movements from all Central Employment Core Cordon Counts since 1975.

⁷

The first segment of the Metrorail system opened in early Spring, 1976 - the Red Line from Rhode Island Avenue to Farragut North.

Figure 2
2013 Central Employment Core Cordon Count
Historical Timeseries, 1975 - 2013
Person Trips by Mode
Inbound 6:30 - 9:30 A.M.



Observed changes from 2009 to 2013 in the morning peak period (6:30 - 9:30 A.M.).

Total inbound trips (by all modes) to the Central Employment Core decreased from 463,000 in 2009 to about 446,000 in 2014, a decrease of about 4%. The modal share of transit increased slightly from 45% of all trips in 2009 to about 47% of all trips in 2013, with most of the increase in transit's share due to an increase in trips by transit bus. Person trips in multiple-occupant vehicles (MOV) decreased by over 17,000 trips, and modal share decreased from about 19% in 2009 to 16% in 2013. At the revised cordon line, about 435,000 trips were observed crossing the cordon line (see Table 2). Person trips by private automobile crossing the cordon line in the D.C. sectors decreased by over 11,000. At the revised cordon line, about the same number of person trips were observed (see Table 3). Person trips crossing the cordon line's Virginia sectors in multiple-occupant vehicles decreased by almost 13,000. At the revised cordon line, there were about 13,000 fewer trips observed, mostly due to lower observed trip volumes by Metrorail and commuter bus (Table 4).

Table 2
2009 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	27,577	6%	35,871	8%	8,294	30%	38,907	9%
Metrorail	143,460	31%	139,472	31%	-3,988	-3%	129,665	30%
Commuter Bus	15,660	3%	18,658	4%	2,998	19%	10,552	2%
Commuter Rail	20,467	4%	17,426	4%	-3,041	-15%	17,426	4%
Subtotal - person trips by transit	207,164	45%	211,427	47%	4,263	2%	196,550	45%
Single Occupant Vehicle (SOV)	169,322	37%	164,468	37%	-4,854	-3%	166,828	38%
Multiple Occupant Vehicle (2+ persons)	86,532	19%	70,071	16%	-16,461	-19%	71,452	16%
Subtotal - person trips by automobile	255,854	55%	234,539	53%	-21,315	-8%	238,280	55%
Total - person trips by all modes	463,018	100%	445,966	100%	-17,052	-4%	434,830	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent.

5. Changes less than about 8,850 are not considered statistically significant - See Appendix I for details.

6. Some year 2009 cells in this table include data factored from 2006 counts.

Table 3
2009 - 2013 Central Area Cordon D.C. Sectors Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	18,892	7%	24,237	9%	5,345	28%	27,545	10%
Metrorail	99,814	37%	96,839	37%	-2,975	-3%	95,401	36%
Commuter Bus	4,477	2%	5,664	2%	1,187	27%	5,664	2%
Commuter Rail	13,362	5%	10,559	4%	-2,803	-21%	10,559	4%
Subtotal - person trips by transit	136,545	50%	137,299	53%	754	1%	139,169	53%
Single Occupant Vehicle (SOV)	100,422	37%	92,824	36%	-7,598	-8%	94,003	36%
Multiple Occupant Vehicle (2+ persons)	34,479	13%	30,833	12%	-3,646	-11%	29,741	11%
Subtotal - person trips by automobile	134,901	50%	123,657	47%	-11,244	-8%	123,744	47%
Total - person trips by all modes	271,446	100%	260,956	100%	-10,490	-4%	262,913	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Changes less than about 8,850 are not considered statistically significant - See Appendix I for details.
6. Some year 2009 cells in this table include data factored from 2006 counts.

Table 4
2009 - 2013 Central Area Cordon Virginia Sectors Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	8,685	5%	11,634	6%	2,949	34%	11,362	7%
Metrorail	43,646	23%	42,633	23%	-1,013	-2%	34,264	20%
Commuter Bus	11,183	6%	12,994	7%	1,811	16%	4,888	3%
Commuter Rail	7,105	4%	6,867	4%	-238	-3%	6,867	4%
Subtotal - person trips by transit	70,619	37%	74,128	40%	3,509	5%	57,381	33%
Single Occupant Vehicle (SOV)	68,900	36%	71,644	39%	2,744	4%	72,825	42%
Multiple Occupant Vehicle (2+ persons)	52,053	27%	39,238	21%	-12,815	-25%	41,711	24%
Subtotal - person trips by automobile	120,953	63%	110,882	60%	-10,071	-8%	114,536	67%
Total - person trips by all modes	191,572	100%	185,010	100%	-6,562	-3%	171,917	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Changes less than about 8,850 are not considered statistically significant - See Appendix I for details.
6. Some year 2009 cells in this table include data factored from 2006 counts.

Observed changes from 2009 and 2013 in the full morning monitoring period (5 - 10 A.M.)

Total inbound person movements decreased from about 588,000 in 2009 to about 571,000 in 2013, with much of the decline due to a decrease in trips by multiple-occupant vehicles. At the revised cordon line, about 560,000 trips were observed, the lower total due to fewer trips on Metrorail and by commuter bus (Table 5). The D.C. sectors of the cordon line showed a decline of about 37,000 person trips, due to declines in trips by transit bus and private automobile (Table 6). In the Virginia sectors, there was little change in person trips, but a decline in trips by multiple-occupant vehicles of about 14,000 was observed. At the revised cordon line, about 224,000 trips were observed (Table 7).

Table 5
2009 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	34,380	6%	45,229	8%	10,849	32%	49,296	9%
Metrorail	176,017	30%	167,141	29%	-8,876	-5%	156,389	28%
Commuter Bus	19,777	3%	24,780	4%	5,003	25%	14,019	3%
Commuter Rail	22,704	4%	21,423	4%	-1,281	-6%	21,423	4%
Subtotal - person trips by transit	252,878	43%	258,573	45%	5,695	2%	241,127	43%
Single Occupant Vehicle (SOV)	230,859	39%	227,719	40%	-3,140	-1%	232,602	42%
Multiple Occupant Vehicle (2+ persons)	104,458	18%	84,887	15%	-19,571	-19%	86,258	15%
Subtotal - person trips by automobile	335,317	57%	312,606	55%	-22,711	-7%	318,860	57%
Total - person trips by all modes	588,195	100%	571,179	100%	-17,016	-3%	559,987	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Changes less than about 8,850 are not considered statistically significant - See Appendix I, 2,700 for details.
6. Some year 2009 cells in this table include data factored from 2006 counts.

Table 6
2009 - 2013 Central Area Cordon D.C. Sectors Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	178,783	36%	163,212	35%	-15,571	-9%	164,296	35%
Metrorail	122,897	25%	116,845	25%	-6,052	-5%	115,529	25%
Commuter Bus	5,877	1%	7,367	2%	1,490	25%	7,367	2%
Commuter Rail	15,177	3%	13,638	3%	-1,539	-10%	13,638	3%
Subtotal - person trips by transit	322,734	64%	301,062	65%	-21,672	-7%	300,830	65%
Single Occupant Vehicle (SOV)	135,158	27%	125,480	27%	-9,678	-7%	127,179	27%
Multiple Occupant Vehicle (2+ persons)	43,625	9%	37,732	8%	-5,893	-14%	37,117	8%
Subtotal - person trips by automobile	178,783	36%	163,212	35%	-15,571	-9%	164,296	35%
Total - person trips by all modes	501,517	100%	464,274	100%	-37,243	-7%	465,126	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Changes less than about 8,850 are not considered statistically significant - See Appendix I, 2,700 for details.
6. Some year 2009 cells in this table include data factored from 2006 counts.

Table 7
2009 - 2013 Central Area Cordon Virginia Sectors Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	10,204	4%	14,142	6%	3,938	39%	13,994	6%
Metrorail	53,120	22%	50,296	21%	-2,824	-5%	40,860	18%
Commuter Bus	13,900	6%	17,413	7%	3,513	25%	6,652	3%
Commuter Rail	7,527	3%	7,785	3%	258	3%	7,785	3%
Subtotal - person trips by transit	84,751	35%	89,636	37%	4,885	6%	69,291	31%
Single Occupant Vehicle (SOV)	95,701	40%	102,239	43%	6,538	7%	105,423	47%
Multiple Occupant Vehicle (2+ persons)	60,833	25%	47,155	20%	-13,678	-22%	49,141	22%
Subtotal - person trips by automobile	156,534	65%	149,394	63%	-7,140	-5%	154,564	69%
Total - person trips by all modes	241,285	100%	239,030	100%	-2,255	-1%	223,855	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent.

5. Changes less than about 12,700 are not considered statistically significant - See Appendix I for details.

6. Some year 2009 cells in this table include data factored from 2006 counts.

2. Modal shares of trips crossing Potomac River.

Counts of travel crossing the Potomac River were not conducted in 2009, so 2013 data are compared with 2006 data instead. In the peak-flow direction (Virginia to D.C.), about 140,000 person trips crossed in the 6:30 to 9:30 A.M. peak period. This is an increase of about 10,000 trips from 2006. Shifts between modes were small (Table 8). In the reverse-flow direction (D.C. to Virginia), about 50,500 trips crossed in 2013, down from 59,500 trips in 2006 (Table 9). In the full five hour (5:00 to 10:00 A.M.) monitoring period, about 179,000 trips crossed from Virginia to D.C., an increase of about 12,500 from 2006, and most of the increase was on person trips by transit (Table 10). In the reverse-flow direction, travel declined from about 78,000 in 2006 to about 66,000 in 2013, and most of that decrease was a mostly due to a decline of 10,500 in person trips by automobile (Table 11).

Table 8
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Potomac River Bridge Crossings - Person Trips by Mode (Va. to D.C.)
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	1,173	1%	3,689	3%	2,516	214%
Metrorail	49,126	38%	50,958	36%	1,832	4%
Commuter Bus	4,795	4%	7,394	5%	2,599	54%
Commuter Rail	2,919	2%	4,059	3%	1,140	39%
Subtotal - person trips by transit	58,013	45%	66,100	47%	8,087	14%
Single Occupant Vehicle (SOV)	50,476	39%	48,252	34%	-2,224	-4%
Multiple Occupant Vehicle (2+ persons)	21,725	17%	25,996	19%	4,271	20%
Subtotal - person trips by automobile	72,201	55%	74,248	53%	2,047	3%
Total - person trips by all modes	130,214	100%	140,348	100%	10,134	8%

Source: 2013 and 2006 Central Employment Core Cordon Count

- Notes:*
1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
 2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
 3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
 4. Percentages in table are rounded to nearest percent.
 5. Changes less than about 8,850 are not considered statistically significant - See Appendix I for details.

Table 9
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Potomac River Bridge Crossings - Person Trips by Mode (D.C. to Va.)
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	187	0%	489	1%	302	161%
Metrorail	18,344	31%	16,447	33%	-1,897	-10%
Commuter Bus	0	0%	0	0%	0	N/A
Commuter Rail	0	0%	7	0%	7	N/A
Subtotal - person trips by transit	18,531	31%	16,943	34%	-1,588	-9%
Single Occupant Vehicle (SOV)	33,494	56%	28,322	56%	-5,172	-15%
Multiple Occupant Vehicle (2+ persons)	7,391	12%	5,218	10%	-2,173	-29%
Subtotal - person trips by automobile	40,885	69%	33,540	66%	-7,345	-18%
Total - person trips by all modes	59,416	100%	50,483	100%	-8,933	-15%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Changes less than about 8,850 are not considered statistically significant - See Appendix I for details.

Table 10
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Potomac River Bridge Crossings - Person Trips by Mode (Va. to D.C.)
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	1,295	1%	4,245	2%	2,950	228%
Metrorail	57,000	34%	59,398	33%	2,398	4%
Commuter Bus	6,236	4%	10,911	6%	4,675	75%
Commuter Rail	3,497	2%	4,752	3%	1,255	36%
Subtotal - person trips by transit	68,028	41%	79,306	44%	11,278	17%
Single Occupant Vehicle (SOV)	71,442	43%	68,379	38%	-3,063	-4%
Multiple Occupant Vehicle (2+ persons)	26,866	16%	31,184	17%	4,318	16%
Subtotal - person trips by automobile	98,308	59%	99,563	56%	1,255	1%
Total - person trips by all modes	166,336	100%	178,869	100%	12,533	8%

Source: 2013 and 2006 Central Employment Core Cordon Count

- Notes:*
1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2006 through June 2006 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
 2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
 3. Changes less than about 12,700 are not considered statistically significant- See Appendix I for details
 4. Percentages in table are rounded to nearest percent

Table 11
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Potomac River Bridge Crossings - Person Trips by Mode (D.C. to Va.)
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	313	0%	650	1%	337	108%
Metrorail	22,253	29%	20,344	31%	-1,909	-9%
Commuter Bus	0	0%	0	0%	0	N/A
Commuter Rail	0	0%	7	0%	7	N/A
Subtotal - person trips by transit	22,566	29%	21,001	32%	-1,565	-7%
Single Occupant Vehicle (SOV)	45,374	58%	38,012	58%	-7,362	-16%
Multiple Occupant Vehicle (2+ persons)	9,949	13%	6,800	10%	-3,149	-32%
Subtotal - person trips by automobile	55,323	71%	44,812	68%	-10,511	-19%
Total - person trips by all modes	77,889	100%	65,813	100%	-12,076	-16%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2006 through June 2006 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. Changes less than about 12,700 are not considered statistically significant- See Appendix I for details
4. Percentages in table are rounded to nearest percent

3. Modal Shares of travel to D.C. and Virginia sectors

Observed changes from 2006 to 2013

By combining the shares of travel crossing the central Potomac River crossings with the inbound sectors in D.C. and Virginia respectively, it is possible to compute the modal shares for each separately. This is the first time in the history of this program that such a comparison has been possible. It is made possible by monitoring peak-flow and off-peak flow travel at the four river crossings.

Comparisons are between 2006 and 2013, since there were no counts performed at the bridge crossings in 2009. Because of trips originating within the cordon line, and because some trips by highways and streets, and transit are “through” trips, the modal shares for D.C. and Arlington County, Virginia within the cordon line cannot “balance” each other.

In the D.C. sectors, travel by single-occupant vehicle appears to have decreased from 2006 to 2013 in the three hour peak period, by about 14,000 trips. During the same period, trips by transit increased by about 17,000 trips (see Table 12). In the Virginia sectors, person trips were nearly unchanged from 2006 to 2013, but a decrease in travel by private auto appears to have been offset by an increase in transit patronage (see Table 13).

For the full five hour monitoring period, trips to the D.C. sectors increased from 498,000 in 2006 to 511,000 in 2013. Trips by private auto decreased by about 13,000, and nearly all of the increase appears to be due to an increase in transit patronage of about 27,000 (see Table 14). In the Virginia sectors, total trips were little changed from 2006 to 2013, but a decrease in trips by private autos was offset by an increase in trips by transit (Table 15).

Table 12
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode entering D.C. Sectors (including central Potomac River crossings from Va.)
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	18,560	5%	27,926	7%	9,366	50%	31,234	8%
Metrorail	149,808	38%	147,797	37%	-2,011	-1%	146,359	36%
Commuter Bus	7,759	2%	13,058	3%	5,299	68%	13,058	3%
Commuter Rail	9,391	2%	14,618	4%	5,227	56%	14,618	4%
Subtotal - person trips by transit	185,518	47%	203,399	51%	17,881	10%	205,269	51%
Single Occupant Vehicle (SOV)	155,746	40%	141,076	35%	-14,670	-9%	142,255	35%
Multiple Occupant Vehicle (2+ persons)	52,491	13%	56,829	14%	4,338	8%	55,737	14%
Subtotal - person trips by automobile	208,237	53%	197,905	49%	-10,332	-5%	197,992	49%
Total - person trips by all modes	393,755	100%	401,304	100%	7,549	2%	403,261	100%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2006 through June 2006 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. Changes less than about 12,700 are not considered statistically significant - See Appendix I for details
4. Percentages in table are rounded to nearest percent

Table 13
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode entering Virginia Sectors (including central Potomac River crossings from D.C.)
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	7,181	3%	12,123	5%	4,942	69%	11,851	5%
Metrorail	60,713	26%	59,080	25%	-1,633	-3%	50,711	23%
Commuter Bus	5,761	2%	12,994	6%	7,233	126%	4,888	2%
Commuter Rail	5,911	3%	6,874	3%	963	16%	6,874	3%
Subtotal - person trips by transit	79,566	34%	91,071	39%	11,505	14%	74,324	33%
Single Occupant Vehicle (SOV)	106,969	46%	99,966	42%	-7,003	-7%	101,147	45%
Multiple Occupant Vehicle (2+ persons)	48,167	21%	44,456	19%	-3,711	-8%	46,929	21%
Subtotal - person trips by automobile	155,136	66%	144,422	61%	-10,714	-7%	148,076	67%
Total - person trips by all modes	234,702	100%	235,493	100%	791	0%	222,400	100%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Bridges not counted in 2009, hence 2006 data are used in comparisons.

Table 14
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode entering D.C. Sectors (including central Potomac River crossings from Va.)
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	23,829	5%	35,332	7%	11,503	48%	39,547	8%
Metrorail	175,612	35%	176,243	34%	631	0%	174,927	34%
Commuter Bus	10,460	2%	18,278	4%	7,818	75%	18,278	4%
Commuter Rail	11,678	2%	18,390	4%	6,712	57%	18,390	4%
Subtotal - person trips by transit	221,579	45%	248,243	49%	26,664	12%	251,142	49%
Single Occupant Vehicle (SOV)	212,653	43%	193,859	38%	-18,794	-9%	195,558	38%
Multiple Occupant Vehicle (2+ persons)	63,350	13%	68,916	13%	5,566	9%	68,301	13%
Subtotal - person trips by automobile	276,003	55%	262,775	51%	-13,228	-5%	263,859	51%
Total - person trips by all modes	497,582	100%	511,018	100%	13,436	3%	515,001	100%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
5. Bridges not counted in 2009, hence 2006 data are used in comparisons.

Table 15
2006 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode entering Virginia Sectors (including central Potomac River crossings from D.C.)
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Trips	Percent	Trips	Percent			Trips	Percent
Transit Bus	8,858	3%	14,792	5%	5,934	67%	14,644	5%
Metrorail	72,654	24%	70,640	23%	-2,014	-3%	61,204	21%
Commuter Bus	7,604	2%	17,413	6%	9,809	129%	6,652	2%
Commuter Rail	6,284	2%	7,792	3%	1,508	24%	7,792	3%
Subtotal - person trips by transit	95,400	31%	110,637	36%	15,237	16%	90,292	31%
Single Occupant Vehicle (SOV)	146,874	48%	140,251	46%	-6,623	-5%	143,435	50%
Multiple Occupant Vehicle (2+ persons)	64,177	21%	53,955	18%	-10,222	-16%	55,941	19%
Subtotal - person trips by automobile	211,051	69%	194,206	64%	-16,845	-8%	199,376	69%
Total - person trips by all modes	306,451	100%	304,843	100%	-1,608	-1%	289,668	100%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent.
6. Bridges not counted in 2009, hence 2006 data are used in comparisons.

4. Changes in temporal distribution of trips crossing the Central Employment Core Cordon

On the following pages are graphical representations of trips crossing the cordon line by 30-minute interval for 2009 and 2013, so that changes by time-of-day can be seen in graphical terms for selected modes.

Figure 3 shows inbound A.M. person trips by all modes. Peaks have generally declined, except for transit modes other than Metrorail, which have increased in aggregate. Figure 4 has a comparison of travel by single-occupant vehicles. Trips by SOV declined in half-hour intervals after 7:00 A.M. Figure 5 shows that trips by multiple-occupant vehicles (HOV-2+) have declined in each half-hour interval after 6:30 A.M. Figure 6 shows that the peak for Metrorail has shifted slightly, and ridership has declined in the half-hour intervals before 8:00 A.M., but has increased somewhat between 8:00 A.M. and 10:00 A.M. Figure 7 shows that inbound motor vehicle trips have declined slightly between 7:30 A.M. and 9:30 A.M.

Figure 3
2013 Central Employment Core Cordon Count
Person Trips by All Modes
Inbound 5:00 - 10:00 A.M.
2009 and 2013

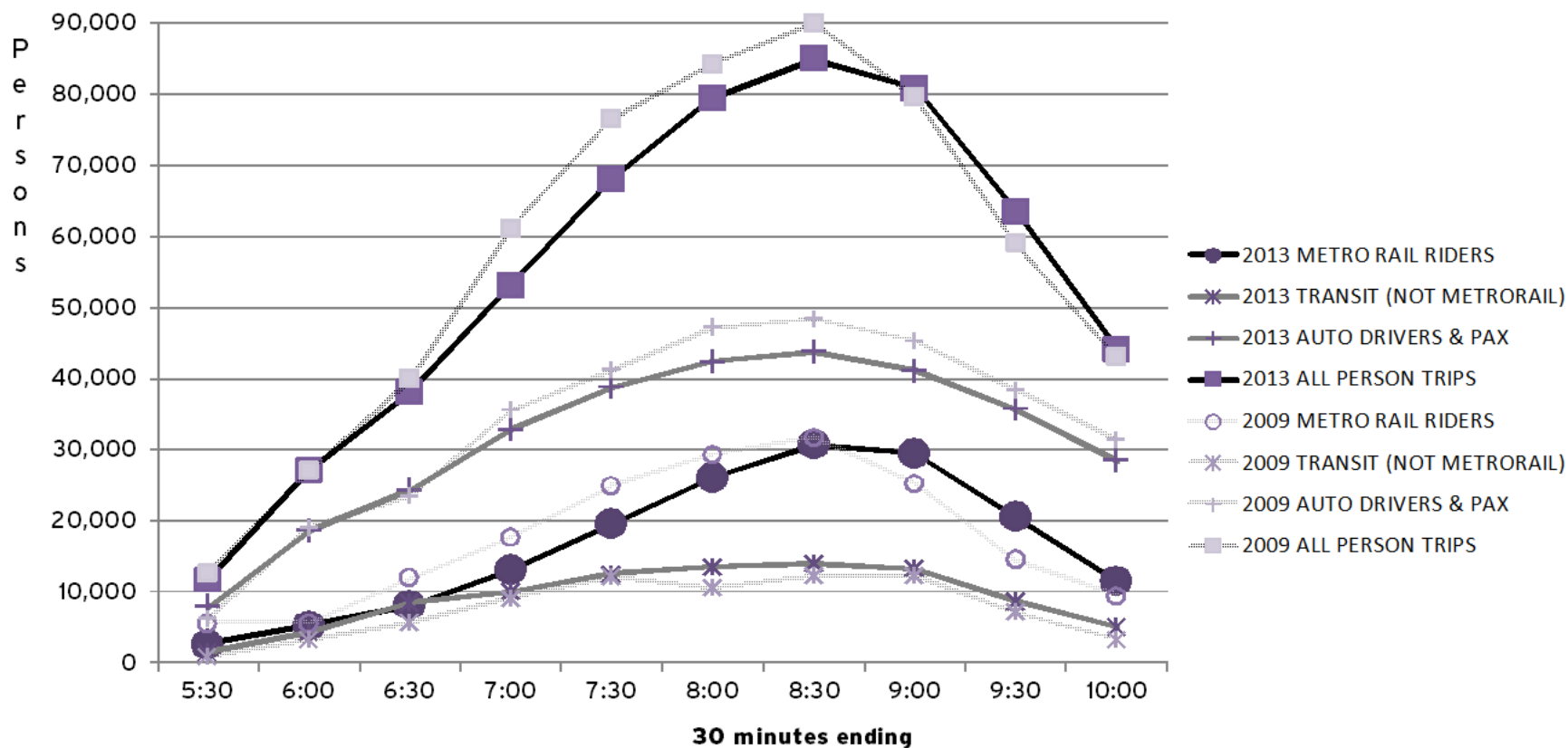


Figure 4
2013 Central Employment Core Cordon Count
Person Trips by Auto
In Single-Occupant Vehicles
Inbound 5:00 - 10:00 A.M.
2009 and 2013

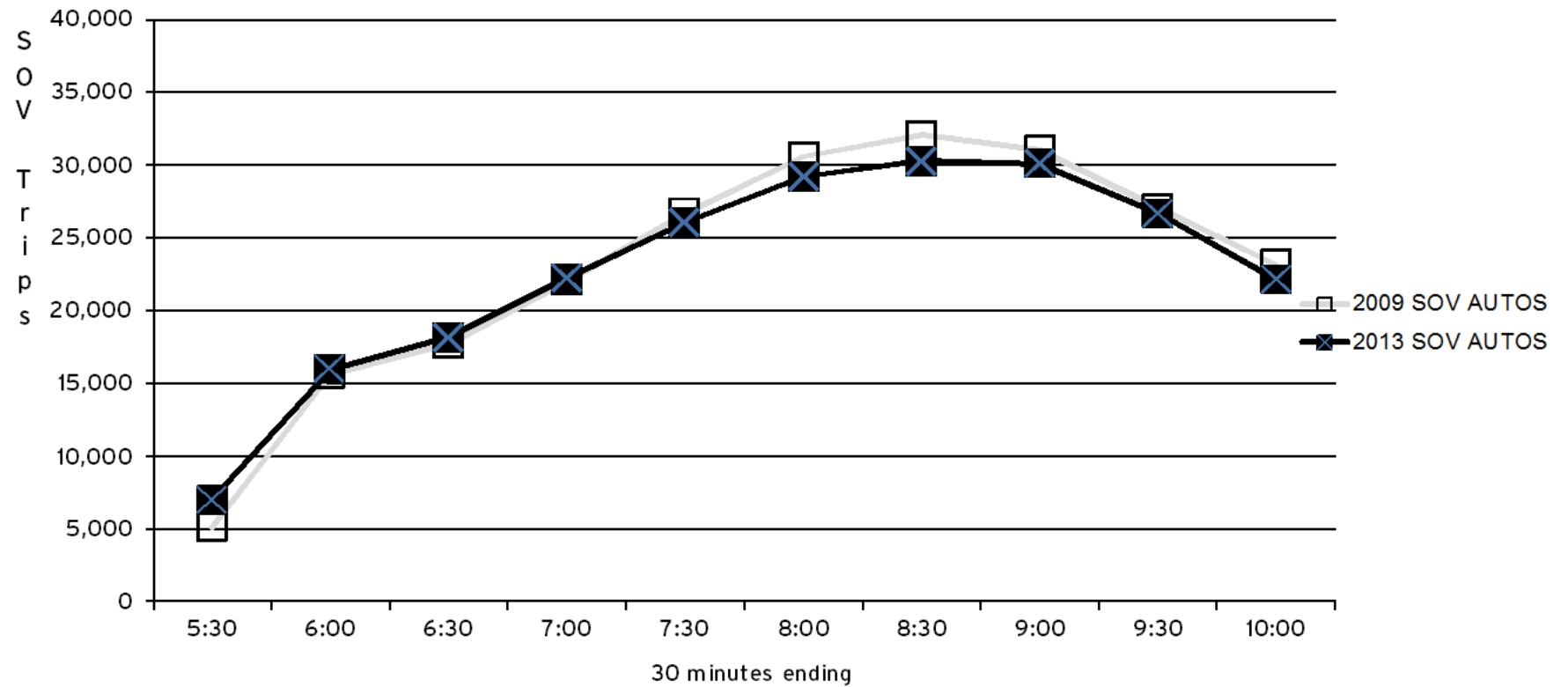


Figure 5
2013 Central Employment Core Cordon Count
Person Trips by Auto
In Multiple-Occupant Vehicles (HOV-2+)
Inbound 5:00 - 10:00 A.M.
2009 and 2013

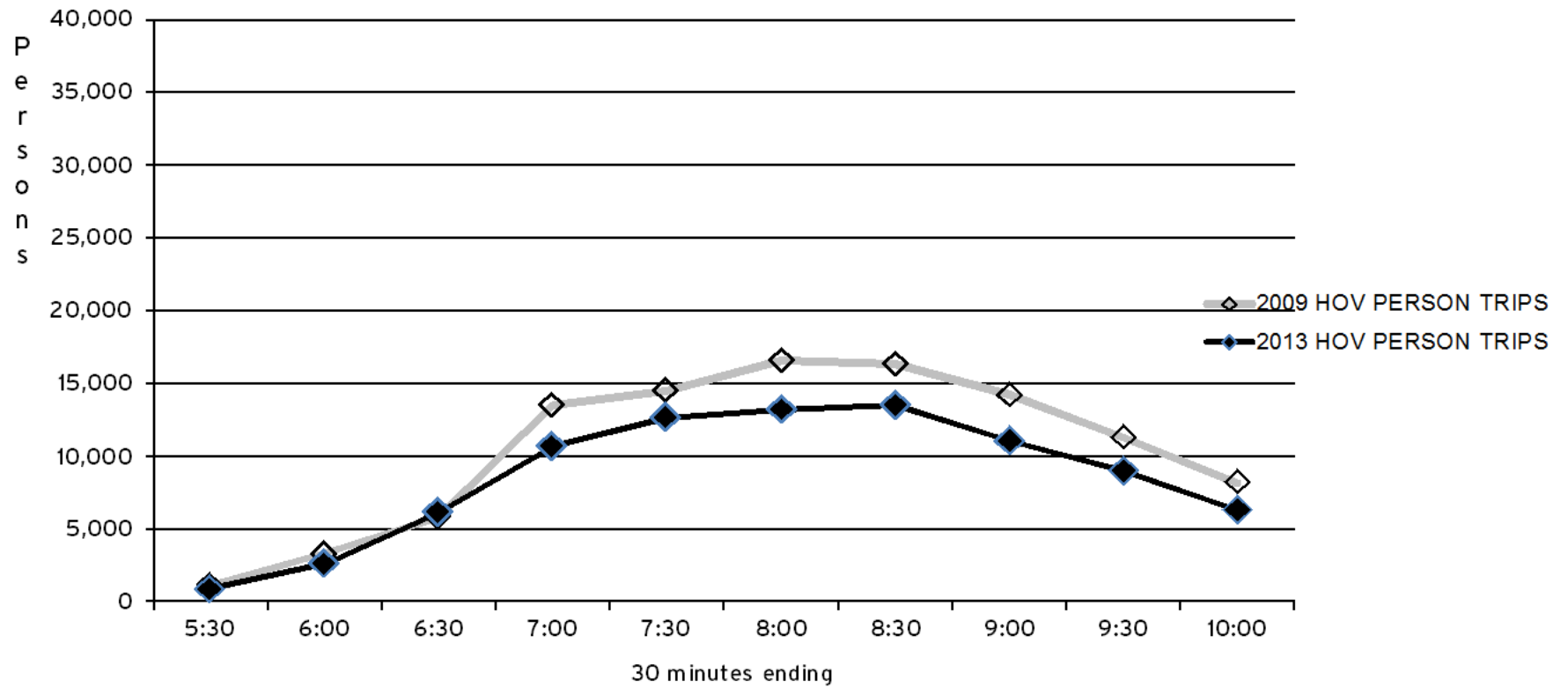


Figure 6
2013 Central Employment Core Cordon Count
Person Trips by Metrorail and Other Transit Modes
Inbound 5:00 - 10:00 A.M.
2009 and 2013

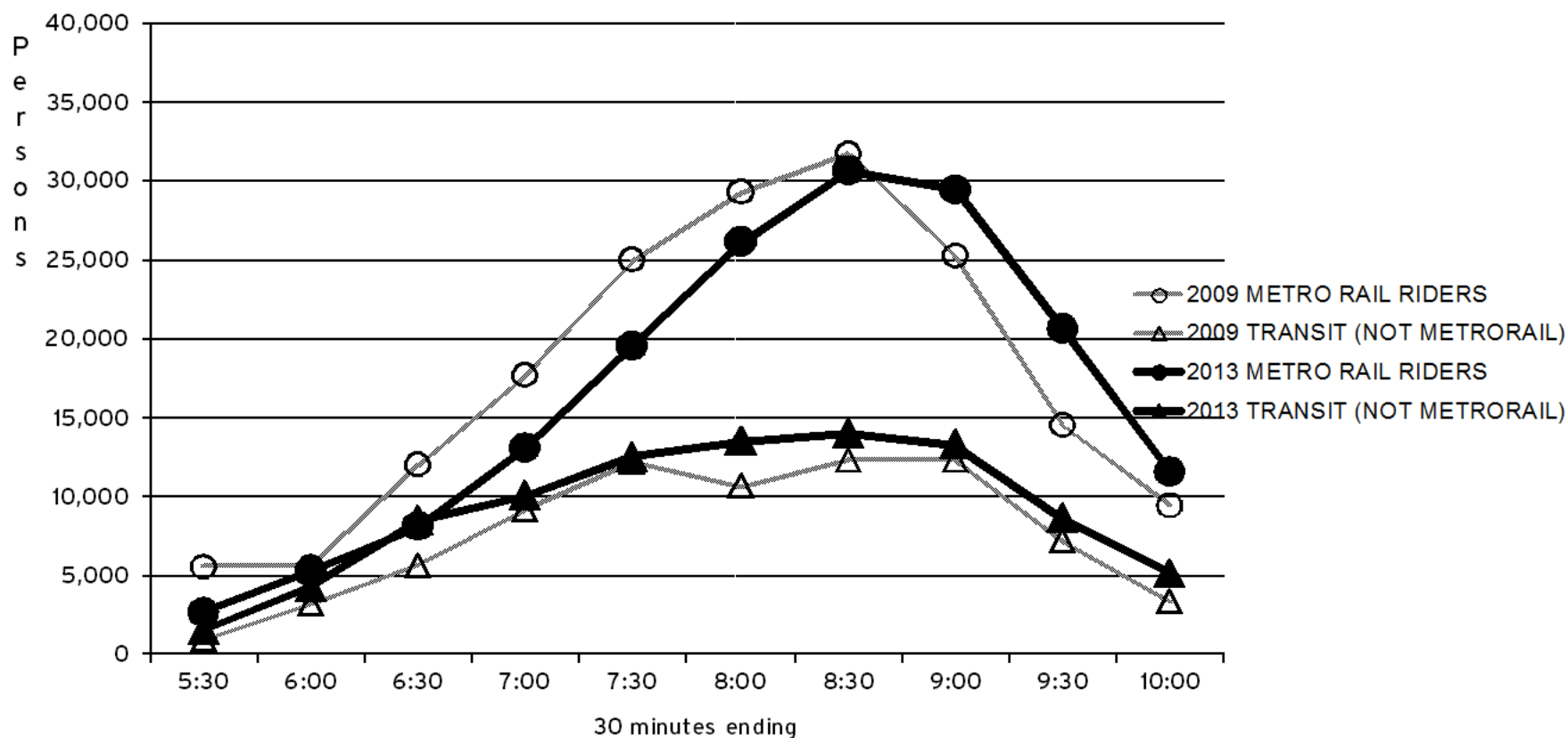
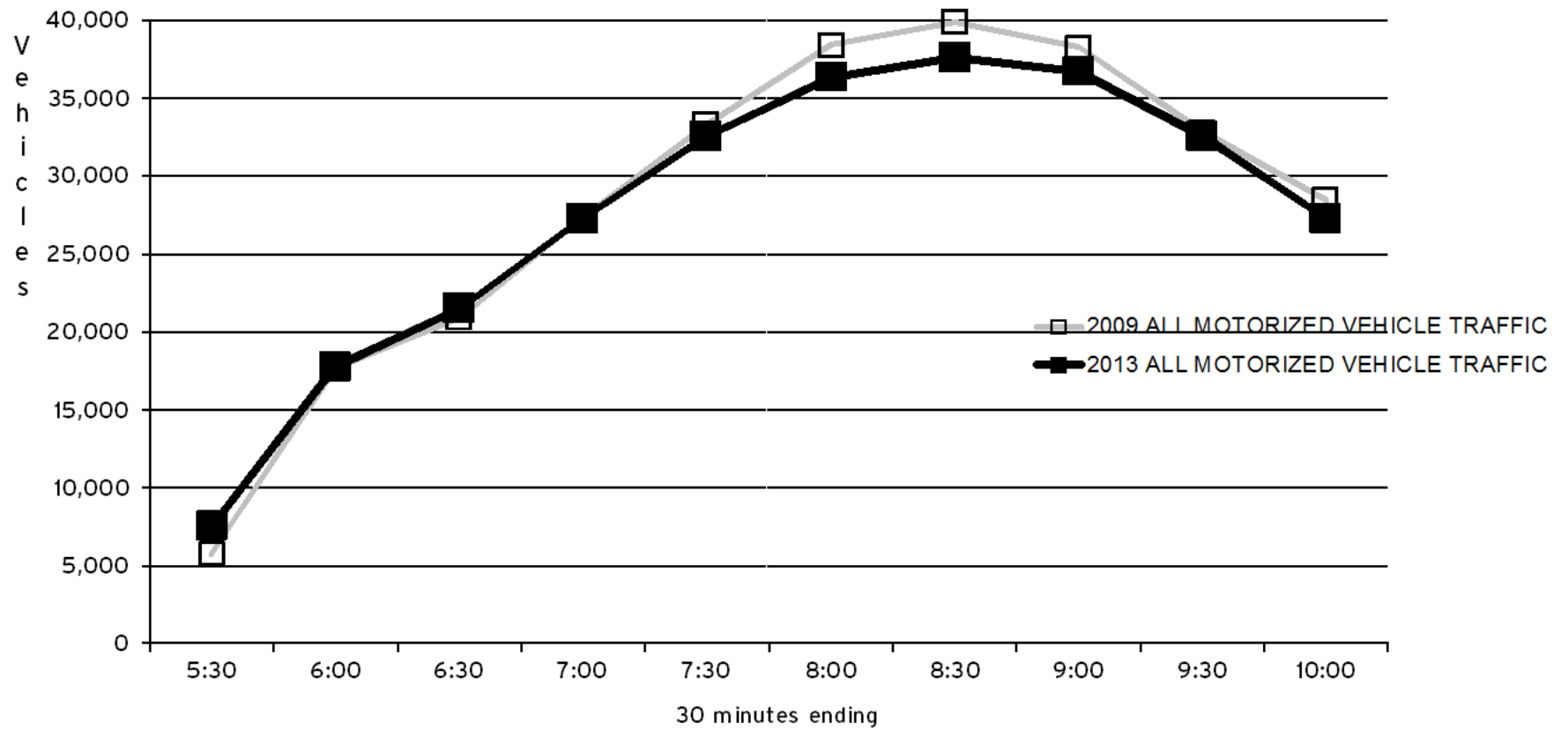


Figure 7
2013 Central Employment Core Cordon Count
Motor Vehicle Trips
Inbound 5:00 - 10:00 A.M.
2009 and 2013



B. TRAFFIC

1. A.M. Inbound (6:30 to 9:30)

In 2009, about 212,000 vehicles (including bicycles) entered the Central Employment Area Core during the 6:30-9:30 A.M. peak period. In 2013, about 203,000 vehicles, including about 3,500 bicycles, crossed the cordon line inbound, a decrease of about 9,000. At the revised cordon, about 207,000 vehicles were counted (see Table 16). There were minor changes in traffic volumes in the D.C. and Virginia sectors (Tables 17 and 18). About 95%, or about 193,000 of the entering vehicles were automobiles. Other categories of vehicles observed were bicycles, trucks, motorcycles, transit buses and other buses (the latter category includes commuter buses and all other buses).

Table 16
2009 - 2013 Central Area Cordon Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	202,882	96%	192,538	95%	-10,344	-5%	196,085	95%
Trucks	3,493	1%	3,504	2%	11	0%	3,451	2%
Motorcycles	1,224	1%	1,028	1%	-196	-19%	1,062	1%
Transit Buses	1,028	0%	1,369	1%	341	25%	1,552	1%
Other Buses	1,539	1%	1,345	1%	-194	-14%	1,382	1%
Bicycles	1,839	1%	3,504	2%	1,665	48%	3,189	2%
D.C. Portion	119,794	57%	112,992	56%	-6,802	-6%	113,271	55%
Virginia Portion	92,211	43%	90,296	44%	-1,915	-2%	93,450	45%
Total Vehicles	212,005	100%	203,288	100%	-8,717	-8%	206,721	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

Table 17
2009 - 2013 Central Area Cordon D.C. Sectors Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	114,127	95%	105,690	94%	-8,437	-8%	106,465	94%
Trucks	2,507	2%	2,509	2%	2	0%	2,322	2%
Motorcycles	372	0%	678	1%	306	50%	363	0%
Transit Buses	678	1%	816	1%	138	20%	954	1%
Other Buses	957	1%	790	1%	-167	-20%	797	1%
Bicycles	1,153	1%	2,509	2%	1,356	50%	2,370	2%
Total Vehicles	119,794	100%	112,992	100%	-6,802	-6%	113,271	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

Table 18
2009 - 2013 Central Area Cordon Virginia Sectors Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	88,755	96%	86,848	96%	-1,907	-2%	89,620	96%
Trucks	986	1%	995	1%	9	1%	1,129	1%
Motorcycles	852	1%	350	0%	-502	-143%	699	1%
Transit Buses	350	0%	553	1%	203	37%	598	1%
Other Buses	582	1%	555	1%	-27	-5%	585	1%
Bicycles	686	1%	995	1%	309	31%	819	1%
Total Vehicles	92,211	100%	90,296	100%	-1,915	-2%	93,450	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

2. A.M. Inbound(5:00 to 10:00)

During Spring, 2013, about 278,500 vehicles crossed the cordon line inbound, little changed from 2009. But auto traffic declined from about 273,000 in 2009 to about 263,000 in 2013. At the revised cordon line, about 283,500 vehicles were counted crossing the cordon line. (Table 19).

Inbound traffic in the D.C. and Virginia sectors did not change significantly (Tables 20 and 21).

Table 19
2009 - 2013 Central Area Cordon Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	273,297	96%	262,978	94%	-10,319	-4%	269,084	95%
Trucks	5,285	2%	5,202	2%	-83	-2%	5,038	2%
Motorcycles	1,561	1%	1,399	1%	-162	-12%	1,473	1%
Transit Buses	1,331	0%	1,895	1%	564	30%	2,042	1%
Other Buses	1,998	1%	1,979	1%	-19	-1%	1,852	1%
Bicycles	2,105	1%	4,976	2%	2,871	58%	3,982	1%
D.C. Portion	160,851	56%	151,527	54%	-9,324	-6%	152,650	54%
Virginia Portion	124,726	44%	126,902	46%	2,176	2%	130,821	46%
Total Vehicles	285,577	100%	278,429	100%	-7,148	-4%	283,471	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

Table 20
2009 - 2013 Central Area Cordon D.C. Sectors Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	153,434	95%	141,799	94%	-11,635	-8%	143,339	94%
Trucks	3,395	2%	3,434	2%	39	0%	3,422	2%
Motorcycles	479	0%	898	1%	419	50%	500	0%
Transit Buses	898	1%	1,111	1%	213	20%	1,298	1%
Other Buses	1,226	1%	1,077	1%	-149	-10%	1,069	1%
Bicycles	1,419	1%	3,208	2%	1,789	60%	3,022	2%
Total Vehicles	160,851	100%	151,527	100%	-9,324	-6%	152,650	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

Table 21
2009 - 2013 Central Area Cordon Virginia Sectors Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2009		YEAR - 2013		'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)	
	Number	Percent	Number	Percent			Number	Percent
Autos	119,863	96%	121,179	95%	1,316	1%	125,745	96%
Trucks	1,890	2%	1,768	1%	-122	-7%	1,616	1%
Motorcycles	1,082	1%	501	0%	-581	-116%	973	1%
Transit Buses	433	0%	784	1%	351	45%	744	1%
Other Buses	772	1%	902	1%	130	14%	783	1%
Bicycles	686	1%	1,768	1%	1,082	61%	960	1%
Total Vehicles	124,726	100%	126,902	100%	2,176	2%	130,821	100%

Source: 2013 and 2009 Central Employment Core Cordon Count

Notes:

1. Vehicle counts for each count station were taken during a single weekday. The 2009 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.

2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.

3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.

4. Percentages in table are rounded to nearest percent

5. Some year 2009 cells in this table include data factored from 2006 counts

C. AUTOMOBILE OCCUPANCY

Auto occupancy is a measure of the average number of persons in each vehicle crossing the cordon line, at the aggregate level. In 2013, the average auto occupancy in the A.M. peak period (6:30 – 9:30 A.M.) was measured at about 1.22, a decline from 2009. Person trips in automobiles declined from about 256,000 in 2009 to about 235,000 in 2013, while automobile trips declined from 203,000 in 2009 to 192,500 in 2013. Occupancies at the revised cordon line were observed to be about the same (Table 22). In the D.C. sectors, average occupancy declined very slightly from 1.18 in 2009 to 1.17 in 2013 (Table 23). In the Virginia sectors, average auto occupancy declined from 1.36 in 2009 to 1.28 in 2013 (Table 24) (average auto occupancy has historically been higher in the Virginia sectors because of the HOV lanes along I-395 and the HOV restriction on I-66 in the peak flow direction).

Average auto occupancies at the revised cordon line were very close to the occupancies observed at the traditional cordon line.

Table 22
2009 - 2013 Central Employment Core Cordon Person Travel Trends
2009-2013 Central Employment Core Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2009	YEAR - 2013	'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)
Total Persons in Automobiles	255,854	234,539	-21,315	-9%	238,280
Total Automobiles	202,882	192,538	-10,344	-5%	196,085
Average Auto Occupancy	1.26	1.22	-0.04	0	1.22

Table 23
2009 - 2013 Central Employment Core Cordon Person Travel Trends
2009-2013 Central Employment Core D.C. Sectors Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2009	YEAR - 2013	'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)
Total Persons in Automobiles	134,901	123,657	-11,244	-9%	123,744
Total Automobiles	114,127	105,690	-8,437	-8%	106,465
Average Auto Occupancy	1.18	1.17	-0.01	-1%	1.16

Table 24
2009 - 2013 Central Employment Core Cordon Person Travel Trends
2009-2013 Central Employment Core Virginia Sectors Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2009	YEAR - 2013	'09 - '13 Absolute Change	'09 - '13 Percent Change	YEAR - 2013 (revised cordon)
Total Persons in Automobiles	120,953	110,882	-24,019	-9%	114,536
Total Automobiles	88,755	86,848	-27,279	-2%	89,620
Average Auto Occupancy	1.36	1.28	0.10	-6%	1.28

III. MAJOR FINDINGS

A comparison of traffic and person counts across the Central Employment Core Cordon from 2013 with 2009 reveals the following:

1. In the three-hour A.M. (6:30-9:30) peak period, inbound person movements decreased between 2009 and 2013 by about 17,000 trips. Most of the reduction was due to a decline in person trips by multiple-occupant vehicles (Table 2). A similar decline in person trips was observed during the five-hour A.M. (5:00-10:00) monitoring period (Table 5).
2. Single-occupant vehicle traffic crossing the cordon line declined slightly, but the decline was not statistically significant and single-occupant vehicles command the largest share of inbound travel by mode.
3. Automobile traffic crossing the cordon line declined by about 10,000 (Tables 16 and 19).
4. The modal share of inbound A.M. trips by transit did not change from 2009 to 2013 (see Tables 2 and 5).
5. Inbound average auto occupancy declined slightly (see Tables 22, 23 and 24).

APPENDIX A

APPENDIX A

Summary Tables Inbound A.M. Peak Period

A-1
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00)
 2013

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	1057	54	2697		516	0	7923	7389	1.07	0	55	28	7526
6:00	1807	80	5292		1249	1225	18584	17167	1.08	202	102	75	17626
6:30	3103	147	8134		3076	2293	23131	20302	1.14	502	148	147	21246
7:00	4280	197	13091		3335	2433	32866	26058	1.26	447	195	202	27099
7:30	5644	234	19547		3137	3733	38716	31003	1.25	551	210	205	32203
8:00	6228	231	26114		2998	4266	42412	34660	1.22	591	189	224	35895
8:30	7450	255	30648		3906	2630	43779	35810	1.22	573	161	242	37041
9:00	6863	246	29444		3496	2932	41098	34661	1.19	565	160	257	35889
9:30	5406	206	20628		1786	1432	35668	30346	1.18	653	147	215	31567
10:00	3391	145	11546		1281	479	28429	25144	1.13	822	93	233	26437
A.M. PEAK HOUR 7:30- 8:30	13678	486	56762		6904	6896	86191	70470	1.22	1164	350	466	72936
A.M. RUSH PERIOD 5:00-10:00	45229	1795	167141		24780	21423	312606	262540	1.19	4906	1460	1828	272529

(Totals have been factored to include uncounted roadways.)

A-2
 PERSONS BY MODE (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
 CENT AREA CORDON (INBOUND)
 2009 & 2013

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS								TOTAL PERSONS		% TRANSIT			
	2009	2013	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2009	2013	2009	2013
			2009	2013	2009	2013	2009	2013	2009	2013	2009	2013				
D1	12557	12410	1242	1618	0	0	0	0	0	0	1242	1618	13799	14028	9.0	11.5
D2	12314	1435	101	47	0	0	0	0	0	0	101	47	12415	1482	0.8	3.2
D3	1788	12354	0	0	0	0	0	0	0	0	0	0	1788	12354	0.0	0.0
D4	2192	1206	1027	1209	0	0	0	0	0	0	1027	1209	3219	2415	31.9	50.1
D5	3673	5020	870	1314	0	0	0	0	0	0	870	1314	4543	6334	19.2	20.7
D6	5116	6199	2430	2949	33321	30679	0	0	0	0	35751	33628	40867	39827	87.5	84.4
D7	2114	1103	555	227	0	0	0	0	0	0	555	227	2669	1330	20.8	17.1
D8	6970	5619	3350	5032	0	0	385	873	0	0	3735	5905	10705	11524	34.9	51.2
D9	3040	2760	1906	2194	16138	16788	0	0	0	0	18044	18982	21084	21742	85.6	87.3
D10	1799	2138	0	0	0	0	0	0	0	0	0	0	1799	2138	0.0	0.0
D11	842	853	402	602	0	0	0	0	0	0	402	602	1244	1455	32.3	41.4
D12	3548	4372	0	630	0	0	0	0	0	0	0	630	3548	5002	0.0	12.6
D13	2666	2431	1724	1872	0	0	0	0	0	0	1724	1872	4390	4303	39.3	43.5
D14	11513	8326	720	967	0	0	0	0	0	0	720	967	12233	9293	5.9	10.4
D15	10499	11041	1080	1554	0	0	0	0	0	0	1080	1554	11579	12595	9.3	12.3
D16	12824	9079	0	0	25145	23998	0	0	15177	13638	40322	37636	53146	46715	75.9	80.6
D17	11482	10175	2432	4433	0	0	518	765	0	0	2950	5198	14432	15373	20.4	33.8
D18	6275	3308	1316	1003	0	0	0	0	0	0	1316	1003	7591	4311	17.3	23.3
D19	2556	2319	0	0	0	0	0	0	0	0	0	0	2556	2319	0.0	0.0
D20	1908	1422	712	615	0	0	1262	495	0	0	1974	1110	3882	2532	50.9	43.8
D21	7097	6847	1950	1746	26652	25055	1615	2348	0	0	30217	29149	37314	35996	81.0	81.0
D22	14148	13006	1181	2099	0	0	0	0	0	0	1181	2099	15329	15105	7.7	13.9
D23	1894	1541	0	389	0	0	0	0	0	0	0	389	1894	1930	0.0	20.2
D24	8161	6364	835	587	21641	20325	0	0	0	0	22476	20912	30637	27276	73.4	76.7
D25	31807	31884	343	0	0	0	2097	2886	0	0	2440	2886	34247	34770	7.1	8.3
V1	11592	12308	240	227	20538	18314	0	0	0	0	20778	18541	32370	30849	64.2	60.1
V2	11871	13338	185	260	0	0	0	0	7527	7785	7712	8045	19583	21383	39.4	37.6
V3	2539	2487	279	642	0	0	0	0	0	0	279	642	2818	3129	9.9	20.5
V4	789	925	310	710	0	0	0	0	0	0	310	710	1099	1635	28.2	43.4
V5	60158	49687	4740	6651	0	0	8160	9718	0	0	12900	16369	73058	66056	17.7	24.8
V6	6050	6375	2891	3164	0	0	0	0	0	0	2891	3164	8941	9539	32.3	33.2
V7	10293	9429	0	0	0	0	0	0	0	0	0	0	10293	9429	0.0	0.0
V8	7811	11491	700	297	0	0	0	0	0	0	700	297	8511	11788	8.2	2.5
V9	3066	2726	756	836	32582	31982	0	0	0	0	33338	32818	36404	35544	91.6	92.3
V10	5290	5224	0	763	0	0	0	0	0	0	0	763	5290	5987	0.0	12.7
V11	20629	19886	103	592	0	0	5740	7695	0	0	5843	8287	26472	28173	22.1	29.4
V12	16446	15518	0	0	0	0	0	0	0	0	0	0	16446	15518	0.0	0.0
TOTALS	335317	312606	34380	45229	176017	167141	19777	24780	22704	21423	252878	258573	588195	571179	43.0	45.3

A-3
 PERSONS BY MODE
 CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2009 & 2013

SECTOR	AUTO PASSENGERS		TRANSIT PASSENGERS								TOTAL PERSONS		% TRANSIT			
	2009	2013	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2009	2013	2009	2013
			2009	2013	2009	2013	2009	2013	2009	2013	2009	2013				
1	86949	78745	5754	8490	20538	18314	8160	9718	7527	7785	41979	44307	128928	123052	32.6	36.0
2	24154	27295	3591	3461	0	0	0	0	0	0	3591	3461	27745	30756	12.9	11.3
3	45431	43354	859	2191	32582	31982	5740	7695	0	0	39181	41868	84612	85222	46.3	49.1
4	28851	27405	2370	2874	0	0	0	0	0	0	2370	2874	31221	30279	7.6	9.5
5	10903	12322	3855	4490	33321	30679	0	0	0	0	37176	35169	48079	47491	77.3	74.1
6	18865	18173	7382	10330	16138	16788	385	873	0	0	23905	27991	42770	46164	55.9	60.6
7	34836	28446	1800	2521	25145	23998	0	0	15177	13638	42122	40157	76958	68603	54.7	58.5
8	22221	17224	4460	6051	0	0	1780	1260	0	0	6240	7311	28461	24535	21.9	29.8
9	63107	59642	4309	4821	48293	45380	3712	5234	0	0	56314	55435	119421	115077	47.2	48.2
TOTALS	335317	312606	34380	45229	176017	167141	19777	24780	22704	21423	252878	258573	588195	571179	43.0	45.3

(Totals have been factored to include uncounted roadways.)

A-4
 TRANSIT PASSENGER OCCUPANCY COMPARISONS
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
 CENT AREA CORDON (INBOUND)
 2009 & 2013

SITE	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS	
	2009	2013	2009	2013	2009	2013	2009	2013
D1	1242	1618	45	68	27.6	23.8	0	0
D2	101	47	15	14	6.7	3.4	0	0
D3	0	0	0	0	0.0	0.0	0	0
D4	1027	1209	46	44	22.3	27.5	0	0
D5	870	1314	33	53	26.4	24.8	0	0
D6	2430	2949	67	86	36.3	34.3	33321	30679
D7	555	227	62	30	9.0	7.6	0	0
D8	3350	5032	86	120	39.0	41.9	0	0
D9	1906	2194	53	75	36.0	29.3	16138	16788
D10	0	0	0	0	0.0	0.0	0	0
D11	402	602	17	17	23.6	35.4	0	0
D12	0	630	0	17	0.0	37.1	0	0
D13	1724	1872	44	52	39.2	36.0	0	0
D14	720	967	20	40	36.0	24.2	0	0
D15	1080	1554	39	42	27.7	37.0	0	0
D16	0	0	0	0	0.0	0.0	25145	23998
D17	2432	4433	74	145	32.9	30.6	0	0
D18	1316	1003	47	46	28.0	21.8	0	0
D19	0	0	0	0	0.0	0.0	0	0
D20	712	615	31	31	23.0	19.8	0	0
D21	1950	1746	85	90	22.9	19.4	26652	25055
D22	1181	2099	42	77	28.1	27.3	0	0
D23	0	389	0	16	0.0	24.3	0	0
D24	835	587	80	48	10.4	12.2	21641	20325
D25	343	0	12	0	28.6	0.0	0	0
V1	240	227	5	7	48.0	32.4	20538	18314
V2	185	260	14	11	13.2	23.6	0	0
V3	279	642	16	28	17.4	22.9	0	0
V4	310	710	11	38	28.2	18.7	0	0
V5	4740	6651	228	387	20.8	17.2	0	0
V6	2891	3164	102	125	28.3	25.3	0	0
V7	0	0	0	0	0.0	0.0	0	0
V8	700	297	24	12	29.2	24.8	0	0
V9	756	836	27	35	28.0	23.9	32582	31982
V10	0	763	0	23	0.0	33.2	0	0
V11	103	592	6	18	17.2	32.9	0	0
V12	0	0	0	0	0.0	0.0	0	0
TOTALS	34380	45229	1331	1795	25.8	25.2	176017	167141

A-5
 TRANSIT PASSENGER OCCUPANCY COMPARISONS
 CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2009 & 2013

SECTOR	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS	
	2009	2013	2009	2013	2009	2013	2009	2013
1	5754	8490	274	471	21.0	18.0	20538	18314
2	3591	3461	126	137	28.5	25.3	0	0
3	859	2191	33	76	26.0	28.8	32582	31982
4	2370	2874	106	126	22.4	22.8	0	0
5	3855	4490	162	169	23.8	26.6	33321	30679
6	7382	10330	200	281	36.9	36.8	16138	16788
7	1800	2521	59	82	30.5	30.7	25145	23998
8	4460	6051	152	222	29.3	27.3	0	0
9	4309	4821	219	231	19.7	20.9	48293	45380
TOTALS	34380	45229	1331	1795	25.8	25.2	176017	167141

(Totals have been factored to include uncounted roadways.)

A-6
PASSENGER CAR OCCUPANCY COMPARISONS
A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013
D1	10725	9970	598	1018	36	53	16	17	4	3	0	1	37	13
D2	10212	1075	789	168	49	8	17	0	9	0	2	0	21	0
D3	1549	9957	99	944	7	57	5	17	0	0	0	1	0	22
D4	1930	859	107	148	4	9	3	0	0	0	0	0	2	2
D5	3274	3801	165	491	3	23	12	3	0	0	0	0	1	13
D6	4132	4170	411	847	32	64	2	7	2	1	0	0	4	10
D7	1721	919	132	72	16	12	1	1	1	0	0	0	6	0
D8	4847	3925	830	706	56	26	19	7	3	0	0	3	17	14
D9	2052	2126	413	237	30	14	3	1	1	0	0	1	5	9
D10	1220	1639	255	211	19	8	0	0	0	1	0	2	1	3
D11	566	540	93	143	11	7	2	0	0	0	0	1	7	0
D12	2500	3384	430	376	26	28	4	2	2	0	0	0	7	12
D13	1808	1756	304	262	22	9	4	1	0	0	0	0	14	10
D14	7877	6030	1180	952	60	42	13	1	0	2	2	0	86	21
D15	8195	8223	788	1105	44	70	14	17	0	1	0	1	45	27
D16	9772	7238	954	615	101	17	36	5	6	0	2	0	55	45
D17	7625	7203	1526	1133	103	81	24	19	9	3	0	2	30	30
D18	4288	2650	850	282	52	14	14	4	3	0	0	2	5	2
D19	1786	1606	282	260	18	15	8	4	0	0	0	0	10	11
D20	1648	960	99	197	2	4	2	2	0	0	0	0	4	4
D21	5330	5726	669	428	36	21	4	10	2	0	0	1	25	13
D22	9548	9973	1699	1287	111	65	22	16	7	0	0	1	63	17
D23	1177	1163	218	139	12	12	3	1	1	0	0	0	19	5
D24	5646	4260	811	644	47	49	11	10	1	1	0	0	59	52
D25	25730	26327	2384	2005	120	134	33	41	7	4	2	1	65	80
V1	8631	9540	1112	1040	93	33	22	8	2	1	2	0	29	46
V2	8579	10562	1085	1046	59	48	7	3	1	7	0	2	76	43
V3	1639	1945	373	249	32	8	3	2	2	0	0	0	3	1
V4	549	556	112	131	4	4	1	0	0	7	0	0	0	5
V5	29183	27955	4251	2159	6289	5036	120	93	3	6	3	2	259	161
V6	4316	5260	768	474	36	13	6	5	1	0	1	0	5	9
V7	7780	8018	877	558	39	1	16	1	0	0	0	0	49	24
V8	5651	9349	809	865	65	42	15	7	1	0	1	1	23	21
V9	2296	2261	300	183	46	9	2	0	0	0	0	0	2	6
V10	4345	4410	353	363	21	8	2	1	0	0	0	0	14	5
V11	8708	7939	5144	5037	225	300	39	41	2	8	2	1	65	64
V12	14024	14444	1023	469	52	8	10	1	0	0	0	0	15	9
TOTALS	230859	227719	32293	27244	7978	6352	515	348	70	45	17	23	1128	809

A-7
 PASSENGER CAR OCCUPANCY COMPARISONS
 CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2009 & 2013

- - - - - AUTOS BY # OF OCCUPANTS - - - - -

SECTOR	1		2		3		4		5		6		7 OR MORE	
	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013
1	48581	50558	6933	4625	6477	5129	153	106	8	21	5	4	367	256
2	17747	22627	2454	1897	140	56	37	13	2	0	2	1	77	54
3	29373	29054	6820	6052	344	325	53	43	2	8	2	1	96	84
4	24416	21861	1593	2278	96	127	41	34	13	3	2	2	60	37
5	9127	8890	708	1410	51	99	15	11	3	1	0	0	11	23
6	12993	13370	2325	1935	164	92	32	11	6	1	0	7	51	48
7	25844	21491	2922	2672	205	129	63	23	6	3	4	1	186	93
8	15347	12419	2757	1872	175	114	48	29	12	3	0	4	49	47
9	47431	47449	5781	4503	326	281	73	78	18	5	2	3	231	167
TOTALS	230859	227719	32293	27244	7978	6352	515	348	70	45	17	23	1128	809

(Totals have been factored to include uncounted roadways.)

A-8
 PASSENGER CAR OCCUPANCY SUMMARY A.M.
 PEAK PERIOD (5:00-10:00) BY SITE
 2013

SITE	AUTOS BY # OF OCCUPANTS							TOTAL AUTO	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
D1	9970	1018	53	17	3	1	13	12410	11075	1.12	11390
D2	1075	168	8	0	0	0	0	1435	1251	1.15	1303
D3	9957	944	57	17	0	1	22	12354	10998	1.12	11079
D4	859	148	9	0	0	0	2	1206	1018	1.18	1116
D5	3801	491	23	3	0	0	13	5020	4331	1.16	4520
D6	4170	847	64	7	1	0	10	6199	5099	1.22	5336
D7	919	72	12	1	0	0	0	1103	1004	1.10	1075
D8	3925	706	26	7	0	3	14	5619	4681	1.20	4936
D9	2126	237	14	1	0	1	9	2760	2388	1.16	2604
D10	1639	211	8	0	1	2	3	2138	1864	1.15	1913
D11	540	143	7	0	0	1	0	853	691	1.23	725
D12	3384	376	28	2	0	0	12	4372	3802	1.15	3915
D13	1756	262	9	1	0	0	10	2431	2038	1.19	2144
D14	6030	952	42	1	2	0	21	8326	7048	1.18	7486
D15	8223	1105	70	17	1	1	27	11041	9444	1.17	9627
D16	7238	615	17	5	0	0	45	9079	7920	1.15	8584
D17	7203	1133	81	19	3	2	30	10175	8471	1.20	9122
D18	2650	282	14	4	0	2	2	3308	2954	1.12	3028
D19	1606	260	15	4	0	0	11	2319	1896	1.22	1908
D20	960	197	4	2	0	0	4	1422	1167	1.22	1229
D21	5726	428	21	10	0	1	13	6847	6199	1.10	6508
D22	9973	1287	65	16	0	1	17	13006	11359	1.14	11759
D23	1163	139	12	1	0	0	5	1541	1320	1.17	1346
D24	4260	644	49	10	1	0	52	6364	5016	1.27	5268
D25	26327	2005	134	41	4	1	80	31884	28592	1.12	29841
V1	9540	1040	33	8	1	0	46	12308	10668	1.15	10766
V2	10562	1046	48	3	7	2	43	13338	11711	1.14	12072
V3	1945	249	8	2	0	0	1	2487	2205	1.13	2255
V4	556	131	4	0	7	0	5	925	703	1.32	779
V5	27955	2159	5036	93	6	2	161	49687	35412	1.40	37161
V6	5260	474	13	5	0	0	9	6375	5761	1.11	5977
V7	8018	558	1	1	0	0	24	9429	8602	1.10	8861
V8	9349	865	42	7	0	1	21	11491	10285	1.12	10472
V9	2261	183	9	0	0	0	6	2726	2459	1.11	2636
V10	4410	363	8	1	0	0	5	5224	4787	1.09	4896
V11	7939	5037	300	41	8	1	64	19886	13390	1.49	13867
V12	14444	469	8	1	0	0	9	15518	14931	1.04	15025
TOTALS	227719	27244	6352	348	45	23	809	312606	262540	1.19	272529

A-9
 PASSENGER CAR OCCUPANCY SUMMARY
 CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2013

SECTOR	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
1	50558	4625	5129	106	21	4	256	78745	60699	1.30	63033
2	22627	1897	56	13	0	1	54	27295	24648	1.11	25310
3	29054	6052	325	43	8	1	84	43354	35567	1.22	36424
4	21861	2278	127	34	3	2	37	27405	24342	1.13	24888
5	8890	1410	99	11	1	0	23	12322	10434	1.18	10931
6	13370	1935	92	11	1	7	48	18173	15464	1.18	16237
7	21491	2672	129	23	3	1	93	28446	24412	1.17	25697
8	12419	1872	114	29	3	4	47	17224	14488	1.19	15287
9	47449	4503	281	78	5	3	167	59642	52486	1.14	54722
TOTALS	227719	27244	6352	348	45	23	809	312606	262540	1.19	272529

(Totals have been factored to include uncounted roadways.)

A-10
PASSENGER CAR OCC. COMPARISONS
A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
	2009	2013	2009	2013	2009	2013	2009	2013	2009	2013
D1	12557	12410	11416	11075	1.10	1.12	93.9	90.0	37	13
D2	12314	1435	11099	1251	1.11	1.15	92.0	85.9	21	0
D3	1788	12354	1660	10998	1.08	1.12	93.3	90.5	0	22
D4	2192	1206	2046	1018	1.07	1.18	94.3	84.4	2	2
D5	3673	5020	3455	4331	1.06	1.16	94.8	87.8	1	13
D6	5116	6199	4583	5099	1.12	1.22	90.2	81.8	4	8
D7	2114	1103	1877	1004	1.13	1.10	91.7	91.5	6	0
D8	6970	5619	5772	4681	1.21	1.20	84.0	83.8	17	12
D9	3040	2760	2504	2388	1.21	1.16	81.9	89.0	4	9
D10	1799	2138	1495	1864	1.20	1.15	81.6	87.9	1	3
D11	842	853	679	691	1.24	1.23	83.4	78.1	0	0
D12	3548	4372	2969	3802	1.20	1.15	84.2	89.0	7	12
D13	2666	2431	2152	2038	1.24	1.19	84.0	86.2	14	10
D14	11513	8326	9218	7048	1.25	1.18	85.5	85.6	86	21
D15	10499	11041	9086	9444	1.16	1.17	90.2	87.1	45	26
D16	12824	9079	10926	7920	1.17	1.15	89.4	91.4	54	45
D17	11482	10175	9317	8471	1.23	1.20	81.8	85.0	29	30
D18	6275	3308	5212	2954	1.20	1.12	82.3	89.7	5	2
D19	2556	2319	2104	1896	1.21	1.22	84.9	84.7	10	11
D20	1908	1422	1755	1167	1.09	1.22	93.9	82.3	4	4
D21	7097	6847	6066	6199	1.17	1.10	87.9	92.4	24	13
D22	14148	13006	11450	11359	1.24	1.14	83.4	87.8	61	15
D23	1894	1541	1430	1320	1.32	1.17	82.3	88.1	19	5
D24	8161	6364	6575	5016	1.24	1.27	85.9	84.9	58	52
D25	31807	31884	28341	28592	1.12	1.12	90.8	92.1	63	79
V1	11592	12308	9891	10668	1.17	1.15	87.3	89.4	29	46
V2	11871	13338	9807	11711	1.21	1.14	87.5	90.2	76	36
V3	2539	2487	2052	2205	1.24	1.13	79.9	88.2	3	1
V4	789	925	666	703	1.18	1.32	82.4	79.1	0	5
V5	60158	49687	40108	35412	1.50	1.40	72.8	78.9	256	153
V6	6050	6375	5133	5761	1.18	1.11	84.1	91.3	4	9
V7	10293	9429	8761	8602	1.17	1.10	88.8	93.2	47	24
V8	7811	11491	6565	10285	1.19	1.12	86.1	90.9	23	21
V9	3066	2726	2646	2459	1.16	1.11	86.8	91.9	2	6
V10	5290	5224	4735	4787	1.12	1.09	91.8	92.1	14	5
V11	20629	19886	14185	13390	1.45	1.49	61.4	59.3	65	63
V12	16446	15518	15124	14931	1.09	1.04	92.7	96.7	15	9
TOTALS	335317	312606	272860	262540	1.23	1.19	84.6	86.7	1106	785

APPENDIX B

APPENDIX B

Station Tables Inbound A.M.

B-1
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D1
 LOCATION: WISCONSIN AVE/CANAL RD NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	280	221	1.27	0	0	0	221
6:00	9	2	0	0	0	0	492	484	1.02	9	1	1	497
6:30	74	4	0	0	0	0	716	649	1.10	13	0	2	668
7:00	92	6	0	0	0	0	1039	946	1.10	8	2	3	965
7:30	104	7	0	0	0	0	1394	1253	1.11	23	3	4	1290
8:00	277	11	0	0	0	0	1774	1603	1.11	13	3	4	1634
8:30	323	10	0	0	0	0	1769	1596	1.11	15	5	9	1635
9:00	313	11	0	0	0	0	1809	1566	1.16	23	4	9	1613
9:30	240	9	0	0	0	0	1675	1466	1.14	34	10	4	1523
10:00	186	8	0	0	0	0	1462	1291	1.13	30	8	7	1344
A.M. PEAK HOUR 7:30- 8:30	600	21	0	0	0	0	3543	3199	1.11	28	8	13	3269
A.M. RUSH PERIOD 5:00-10:00	1618	68	0	0	0	0	12410	11075	1.12	168	36	43	11390
5-HOUR TOTALS	1618	68	0	0	0	0	12410	11075	1.12	168	36	43	11390

B-2
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D2
 LOCATION: P ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	5	4	1.25	0	0	0	4
6:00	0	1	0	0	0	0	12	11	1.09	1	0	0	13
6:30	1	1	0	0	0	0	23	23	1.00	0	0	1	25
7:00	3	1	0	0	0	0	55	46	1.20	2	1	0	50
7:30	4	1	0	0	0	0	74	66	1.12	3	1	0	71
8:00	10	2	0	0	0	0	165	149	1.11	1	1	2	155
8:30	10	2	0	0	0	0	260	222	1.17	3	0	1	228
9:00	10	2	0	0	0	0	309	269	1.15	3	5	1	280
9:30	7	2	0	0	0	0	291	258	1.13	1	3	3	267
10:00	2	2	0	0	0	0	241	203	1.19	4	1	0	210
A.M. PEAK HOUR 8:30- 9:30	17	4	0	0	0	0	600	527	1.14	4	8	4	547
A.M. RUSH PERIOD 5:00-10:00	47	14	0	0	0	0	1435	1251	1.15	18	12	8	1303
5-HOUR TOTALS	47	14	0	0	0	0	1435	1251	1.15	18	12	8	1303

B-3
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D3
 LOCATION: ROCK CREEK PARKWAY NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	68	68	1.00	0	0	0	68
6:00	0	0	0	0	0	0	441	404	1.09	0	2	0	406
6:30	0	0	0	0	0	0	621	535	1.16	1	3	0	539
7:00	0	0	0	0	0	0	1000	827	1.21	1	5	1	834
7:30	0	0	0	0	0	0	1595	1397	1.14	0	8	3	1408
8:00	0	0	0	0	0	0	1758	1600	1.10	5	7	4	1616
8:30	0	0	0	0	0	0	1933	1747	1.11	1	8	3	1759
9:00	0	0	0	0	0	0	2111	1907	1.11	3	6	3	1919
9:30	0	0	0	0	0	0	1723	1514	1.14	1	12	3	1530
10:00	0	0	0	0	0	0	1104	999	1.11	0	1	0	1000
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	0	4044	3654	1.11	4	14	6	3678
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	12354	10998	1.12	12	52	17	11079
5-HOUR TOTALS	0	0	0	0	0	0	12354	10998	1.12	12	52	17	11079

B-4
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4
 LOCATION: Q ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	8	8	1.00	0	0	0	8	
6:00	19	2	0	0	0	25	24	1.04	0	0	0	26	
6:30	22	3	0	0	0	25	23	1.09	4	0	0	30	
7:00	65	3	0	0	0	93	74	1.26	0	0	0	77	
7:30	107	4	0	0	0	131	104	1.26	5	1	1	115	
8:00	147	5	0	0	0	93	78	1.19	4	1	1	89	
8:30	217	7	0	0	0	174	155	1.12	2	1	1	166	
9:00	294	7	0	0	0	238	198	1.20	1	1	6	213	
9:30	287	9	0	0	0	202	170	1.19	4	1	7	191	
10:00	51	4	0	0	0	217	184	1.18	4	2	7	201	
A.M. PEAK HOUR 8:30- 9:30	581	16	0	0	0	440	368	1.20	5	2	13	404	
A.M. RUSH PERIOD 5:00-10:00	1209	44	0	0	0	1206	1018	1.18	24	7	23	1116	
5-HOUR TOTALS	1209	44	0	0	0	1206	1018	1.18	24	7	23	1116	

B-5
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D5
 LOCATION: MASSACHUSETTS AVE NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	2	0	0	0	30	30	1.00	0	0	0	32	
6:00	0	2	0	0	0	85	85	1.00	3	1	0	91	
6:30	18	5	0	0	0	151	138	1.09	2	0	0	145	
7:00	27	5	0	0	0	300	253	1.19	13	3	5	279	
7:30	182	8	0	0	0	491	421	1.17	5	6	2	442	
8:00	149	4	0	0	0	710	609	1.17	12	2	6	633	
8:30	321	7	0	0	0	905	746	1.21	8	6	4	771	
9:00	252	8	0	0	0	893	787	1.13	9	4	6	814	
9:30	265	8	0	0	0	772	665	1.16	13	2	6	694	
10:00	100	4	0	0	0	683	597	1.14	10	4	4	619	
A.M. PEAK HOUR 8:00- 9:00	573	15	0	0	0	1798	1533	1.17	17	10	10	1585	
A.M. RUSH PERIOD 5:00-10:00	1314	53	0	0	0	5020	4331	1.16	75	28	33	4520	
5-HOUR TOTALS	1314	53	0	0	0	5020	4331	1.16	75	28	33	4520	

B-6
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6
 LOCATION: CONNECTICUT AVE NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	34	3	238	0	0	72	64	1.13	0	0	0	67	
6:00	24	2	630	0	0	154	140	1.10	0	3	0	145	
6:30	69	4	693	0	0	242	202	1.20	3	1	1	211	
7:00	109	6	1555	0	0	396	310	1.28	4	2	0	322	
7:30	289	10	2848	0	0	548	470	1.17	3	4	2	489	
8:00	298	10	4166	0	0	750	621	1.21	13	2	1	647	
8:30	683	15	5888	0	0	991	802	1.24	10	14	4	845	
9:00	585	13	6651	0	0	1122	908	1.24	11	6	3	941	
9:30	552	13	4991	0	0	1103	902	1.22	13	15	2	945	
10:00	306	10	3019	0	0	821	680	1.21	14	13	7	724	
A.M. PEAK HOUR 8:30- 9:30	1137	26	11642	0	0	2225	1810	1.23	24	21	5	1886	
A.M. RUSH PERIOD 5:00-10:00	2949	86	30679	0	0	6199	5099	1.22	71	60	20	5336	
5-HOUR TOTALS	2949	86	30679	0	0	6199	5099	1.22	71	60	20	5336	

B-7
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7
 LOCATION: 18TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	4	2	0	0	0	0	11	10	1.10	0	0	0	12
6:00	5	1	0	0	0	0	20	19	1.05	0	0	0	20
6:30	13	5	0	0	0	0	29	29	1.00	0	0	0	34
7:00	20	3	0	0	0	0	47	47	1.00	0	0	0	50
7:30	29	4	0	0	0	0	111	99	1.12	2	0	0	105
8:00	34	3	0	0	0	0	132	126	1.05	4	2	1	136
8:30	25	3	0	0	0	0	191	164	1.16	2	2	1	172
9:00	56	3	0	0	0	0	193	171	1.13	6	2	3	185
9:30	30	3	0	0	0	0	178	161	1.11	4	1	0	169
10:00	11	3	0	0	0	0	191	178	1.07	11	0	0	192
A.M. PEAK HOUR 9:00-10:00	41	6	0	0	0	0	369	339	1.09	15	1	0	361
A.M. RUSH PERIOD 5:00-10:00	227	30	0	0	0	0	1103	1004	1.10	29	7	5	1075
5-HOUR TOTALS	227	30	0	0	0	0	1103	1004	1.10	29	7	5	1075

B-8
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8
 LOCATION: 16TH ST NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	133	3	0	0	0	57	52	1.10	0	0	0	55
6:00	191	4	0	0	0	290	262	1.11	2	1	1	270
6:30	253	7	0	74	0	344	308	1.12	12	0	2	329
7:00	318	10	0	115	0	531	420	1.26	2	2	5	439
7:30	397	9	0	191	0	603	490	1.23	12	4	9	524
8:00	620	15	0	113	0	713	598	1.19	13	3	6	635
8:30	764	20	0	154	0	717	611	1.17	11	1	4	647
9:00	1039	20	0	76	0	752	655	1.15	9	1	4	689
9:30	750	18	0	113	0	851	663	1.28	5	3	4	693
10:00	567	14	0	37	0	761	622	1.22	13	1	5	655
A.M. PEAK HOUR 8:30- 9:30	1789	38	0	189	0	1603	1318	1.22	14	4	8	1382
A.M. RUSH PERIOD 5:00-10:00	5032	120	0	873	0	5619	4681	1.20	79	16	40	4936
5-HOUR TOTALS	5032	120	0	873	0	5619	4681	1.20	79	16	40	4936

B-9
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9
 LOCATION: 14TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	60	5	257	0	0	39	29	1.34	0	1	0	35	
6:00	110	5	768	0	0	122	102	1.20	1	2	1	111	
6:30	201	5	888	0	0	159	134	1.19	3	1	1	144	
7:00	206	7	1406	0	0	267	199	1.34	1	1	1	209	
7:30	195	9	1907	0	0	333	260	1.28	2	3	1	275	
8:00	324	10	2313	0	0	282	265	1.06	10	2	7	294	
8:30	321	10	2973	0	0	373	347	1.07	24	0	11	392	
9:00	167	6	2983	0	0	441	382	1.15	10	5	5	408	
9:30	312	7	1981	0	0	438	382	1.15	6	4	5	404	
10:00	298	11	1312	0	0	306	288	1.06	26	1	6	332	
A.M. PEAK HOUR 8:30- 9:30	479	13	4964	0	0	879	764	1.15	16	9	10	812	
A.M. RUSH PERIOD 5:00-10:00	2194	75	16788	0	0	2760	2388	1.16	83	20	38	2604	
5-HOUR TOTALS	2194	75	16788	0	0	2760	2388	1.16	83	20	38	2604	

B-10
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D10
 LOCATION: 13TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	41	25	1.64	0	0	0	25
6:00	0	0	0	0	0	0	97	91	1.07	0	1	1	93
6:30	0	0	0	0	0	0	94	87	1.08	2	0	1	90
7:00	0	0	0	0	0	0	212	177	1.20	1	0	0	178
7:30	0	0	0	0	0	0	255	213	1.20	2	0	0	215
8:00	0	0	0	0	0	0	314	265	1.18	3	0	0	268
8:30	0	0	0	0	0	0	280	251	1.12	4	1	2	258
9:00	0	0	0	0	0	0	314	271	1.16	10	0	4	285
9:30	0	0	0	0	0	0	296	264	1.12	9	1	0	274
10:00	0	0	0	0	0	0	235	220	1.07	6	1	0	227
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	0	610	535	1.14	19	1	4	559
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	2138	1864	1.15	37	4	8	1913
5-HOUR TOTALS	0	0	0	0	0	0	2138	1864	1.15	37	4	8	1913

B-11
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D11
 LOCATION: 11TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	45	1	0	0	0	4	4	1.00	0	0	0	5	
6:00	28	1	0	0	0	17	12	1.42	0	1	0	14	
6:30	32	2	0	0	0	37	34	1.09	0	0	0	36	
7:00	74	2	0	0	0	59	44	1.34	1	0	0	47	
7:30	42	1	0	0	0	55	50	1.10	1	0	0	52	
8:00	94	3	0	0	0	92	75	1.23	0	0	2	80	
8:30	60	1	0	0	0	150	120	1.25	0	0	1	122	
9:00	83	2	0	0	0	139	113	1.23	2	2	0	119	
9:30	81	2	0	0	0	209	164	1.27	2	0	0	168	
10:00	63	2	0	0	0	91	75	1.21	5	0	0	82	
A.M. PEAK HOUR 8:30- 9:30	164	4	0	0	0	348	277	1.26	4	2	0	287	
A.M. RUSH PERIOD 5:00-10:00	602	17	0	0	0	853	691	1.23	11	3	3	725	
5-HOUR TOTALS	602	17	0	0	0	853	691	1.23	11	3	3	725	

B-12
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D12
 LOCATION: VERMONT AVE/9TH STREET NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	8	8	1.00	0	0	0	8
6:00	28	1	0	0	0	0	128	124	1.03	0	0	0	125
6:30	57	2	0	0	0	0	166	148	1.12	0	0	0	150
7:00	60	2	0	0	0	0	276	248	1.11	24	0	0	274
7:30	78	2	0	0	0	0	474	414	1.14	4	2	8	430
8:00	73	2	0	0	0	0	602	532	1.13	4	2	2	542
8:30	189	4	0	0	0	0	800	630	1.27	8	0	2	644
9:00	96	2	0	0	0	0	818	692	1.18	8	0	4	706
9:30	49	2	0	0	0	0	614	552	1.11	12	0	0	566
10:00	0	0	0	0	0	0	486	454	1.07	10	4	2	470
A.M. PEAK HOUR 8:00- 9:00	285	6	0	0	0	0	1618	1322	1.22	16	0	6	1350
A.M. RUSH PERIOD 5:00-10:00	630	17	0	0	0	0	4372	3802	1.15	70	8	18	3915
5-HOUR TOTALS	630	17	0	0	0	0	4372	3802	1.15	70	8	18	3915

B-13
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D13
 LOCATION: 7TH ST NW (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	9	8	1.13	0	0	0	8
6:00	176	4	0	0	0	0	138	114	1.21	0	0	1	119
6:30	143	3	0	0	0	0	144	117	1.23	3	0	0	123
7:00	179	6	0	0	0	0	190	169	1.12	1	0	0	176
7:30	266	7	0	0	0	0	228	199	1.15	6	1	1	214
8:00	202	5	0	0	0	0	364	285	1.28	5	1	1	297
8:30	213	5	0	0	0	0	390	318	1.23	7	0	2	332
9:00	280	9	0	0	0	0	378	313	1.21	3	1	3	329
9:30	170	6	0	0	0	0	330	280	1.18	6	1	1	294
10:00	243	7	0	0	0	0	260	235	1.11	9	0	1	252
A.M. PEAK HOUR 8:00- 9:00	493	14	0	0	0	0	768	631	1.22	10	1	5	661
A.M. RUSH PERIOD 5:00-10:00	1872	52	0	0	0	0	2431	2038	1.19	40	4	10	2144
5-HOUR TOTALS	1872	52	0	0	0	0	2431	2038	1.19	40	4	10	2144

B-14
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D14
 LOCATION: RHODE ISLAND AVE(U.S. 1)/4TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	21	2	0	0	0	154	137	1.12	0	1	0	140	
6:00	56	3	0	0	0	391	339	1.15	5	0	3	350	
6:30	41	3	0	0	0	480	412	1.17	8	0	5	428	
7:00	69	3	0	0	0	759	590	1.29	10	3	8	614	
7:30	134	8	0	0	0	865	727	1.19	29	2	5	771	
8:00	158	6	0	0	0	1188	1008	1.18	62	6	10	1092	
8:30	165	4	0	0	0	1353	1207	1.12	48	1	6	1266	
9:00	180	6	0	0	0	1323	1106	1.20	39	6	6	1163	
9:30	117	3	0	0	0	1022	848	1.21	61	3	9	924	
10:00	26	2	0	0	0	791	674	1.17	55	4	3	738	
A.M. PEAK HOUR 8:00- 9:00	345	10	0	0	0	2676	2313	1.16	87	7	12	2429	
A.M. RUSH PERIOD 5:00-10:00	967	40	0	0	0	8326	7048	1.18	317	26	55	7486	
5-HOUR TOTALS	967	40	0	0	0	8326	7048	1.18	317	26	55	7486	

B-15
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D15
 LOCATION: NORTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	114	3	0	0	0	237	215	1.10	0	0	0	218	
6:00	114	3	0	0	0	745	622	1.20	7	2	1	635	
6:30	114	3	0	0	0	863	719	1.20	2	3	1	728	
7:00	183	5	0	0	0	948	834	1.14	3	1	1	844	
7:30	183	5	0	0	0	1220	1056	1.16	2	2	5	1070	
8:00	183	5	0	0	0	1646	1350	1.22	11	1	4	1371	
8:30	228	6	0	0	0	1794	1433	1.25	9	3	3	1454	
9:00	183	5	0	0	0	1523	1389	1.10	18	2	3	1417	
9:30	138	4	0	0	0	1240	1080	1.15	24	4	7	1119	
10:00	114	3	0	0	0	825	746	1.11	19	0	3	771	
A.M. PEAK HOUR 8:00- 9:00	411	11	0	0	0	3317	2822	1.18	27	5	6	2871	
A.M. RUSH PERIOD 5:00-10:00	1554	42	0	0	0	11041	9444	1.17	95	18	28	9627	
5-HOUR TOTALS	1554	42	0	0	0	11041	9444	1.17	95	18	28	9627	

B-16
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D16
 LOCATION: NEW YORK AVE NE (U.S. 50)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	448	0	0	520	509	1.02	0	0	2	511	
6:00	0	0	596	0	1225	900	876	1.03	58	3	4	941	
6:30	0	0	1245	0	1375	925	877	1.05	66	1	6	950	
7:00	0	0	1702	0	668	983	834	1.18	51	2	4	891	
7:30	0	0	2603	0	2266	1024	856	1.20	89	1	13	959	
8:00	0	0	3703	0	2779	1058	861	1.23	72	1	9	943	
8:30	0	0	4466	0	1844	960	781	1.23	50	0	6	837	
9:00	0	0	3901	0	1570	969	803	1.21	52	1	5	861	
9:30	0	0	3508	0	1432	906	771	1.18	56	2	8	837	
10:00	0	0	1826	0	479	834	752	1.11	66	1	35	854	
A.M. PEAK HOUR 7:00- 8:00	0	0	6306	0	5045	2082	1717	1.21	161	2	22	1902	
A.M. RUSH PERIOD 5:00-10:00	0	0	23998	0	13638	9079	7920	1.15	560	12	92	8584	
5-HOUR TOTALS	0	0	23998	0	13638	9079	7920	1.15	560	12	92	8584	

B-17
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D17
 LOCATION: FLA AVE / K ST / H ST NE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	118	4	0	0	0	180	155	1.16	0	0	4	163	
6:00	273	9	0	45	0	413	375	1.10	8	2	13	407	
6:30	336	12	0	135	0	613	554	1.11	20	3	11	600	
7:00	429	16	0	135	0	1010	850	1.19	18	5	22	911	
7:30	576	17	0	90	0	1332	1148	1.16	40	2	12	1219	
8:00	637	21	0	135	0	1450	1215	1.19	55	3	15	1309	
8:30	655	18	0	135	0	1553	1237	1.26	61	2	14	1332	
9:00	545	17	0	90	0	1507	1203	1.25	47	6	9	1282	
9:30	595	22	0	0	0	1209	972	1.24	57	6	5	1062	
10:00	269	9	0	0	0	908	762	1.19	61	2	3	837	
A.M. PEAK HOUR 7:30- 8:30	1292	39	0	270	0	3003	2452	1.22	116	5	29	2641	
A.M. RUSH PERIOD 5:00-10:00	4433	145	0	765	0	10175	8471	1.20	367	31	108	9122	
5-HOUR TOTALS	4433	145	0	765	0	10175	8471	1.20	367	31	108	9122	

B-18
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D18
 LOCATION: MASSACHUSETTS AVE NE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	11	3	0	0	0	72	46	1.57	0	0	0	49	
6:00	20	3	0	0	0	120	106	1.13	0	0	0	109	
6:30	80	5	0	0	0	174	156	1.12	0	4	0	165	
7:00	102	5	0	0	0	244	216	1.13	0	0	0	221	
7:30	148	7	0	0	0	372	340	1.09	0	2	0	349	
8:00	63	2	0	0	0	502	416	1.21	0	2	0	420	
8:30	203	6	0	0	0	586	500	1.17	2	2	0	510	
9:00	224	8	0	0	0	572	524	1.09	8	2	0	542	
9:30	92	3	0	0	0	382	376	1.02	0	0	0	379	
10:00	60	4	0	0	0	284	274	1.04	6	0	0	284	
A.M. PEAK HOUR 8:00- 9:00	427	14	0	0	0	1158	1024	1.13	10	4	0	1052	
A.M. RUSH PERIOD 5:00-10:00	1003	46	0	0	0	3308	2954	1.12	16	12	0	3028	
5-HOUR TOTALS	1003	46	0	0	0	3308	2954	1.12	16	12	0	3028	

B-19
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D19
 LOCATION: CONSTITUTION AVE NE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	34	24	1.42	0	0	0	24
6:00	0	0	0	0	0	0	83	80	1.04	0	0	0	80
6:30	0	0	0	0	0	0	148	121	1.22	1	1	0	123
7:00	0	0	0	0	0	0	263	199	1.32	0	0	0	199
7:30	0	0	0	0	0	0	310	248	1.25	0	1	0	249
8:00	0	0	0	0	0	0	286	234	1.22	0	3	0	237
8:30	0	0	0	0	0	0	357	265	1.35	1	2	0	268
9:00	0	0	0	0	0	0	315	275	1.15	2	1	0	278
9:30	0	0	0	0	0	0	334	277	1.21	0	0	0	277
10:00	0	0	0	0	0	0	189	173	1.09	0	0	0	173
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	0	649	552	1.18	2	1	0	555
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	2319	1896	1.22	4	8	0	1908
5-HOUR TOTALS	0	0	0	0	0	0	2319	1896	1.22	4	8	0	1908

B-20
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D20
 LOCATION: EAST CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	6	1	0	0	0	30	27	1.11	0	0	0	28	
6:00	49	2	0	45	0	36	29	1.24	0	0	1	32	
6:30	36	2	0	90	0	78	64	1.22	0	0	3	69	
7:00	57	3	0	90	0	69	61	1.13	0	0	2	66	
7:30	34	3	0	90	0	115	103	1.12	0	0	2	108	
8:00	102	4	0	90	0	176	135	1.30	0	0	2	141	
8:30	76	3	0	90	0	267	196	1.36	5	0	4	208	
9:00	83	5	0	0	0	241	210	1.15	2	1	2	220	
9:30	110	5	0	0	0	270	219	1.23	1	2	0	227	
10:00	62	3	0	0	0	140	123	1.14	3	0	1	130	
A.M. PEAK HOUR 8:30- 9:30	193	10	0	0	0	511	429	1.19	3	3	2	447	
A.M. RUSH PERIOD 5:00-10:00	615	31	0	495	0	1422	1167	1.22	11	3	17	1229	
5-HOUR TOTALS	615	31	0	495	0	1422	1167	1.22	11	3	17	1229	

B-21
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D21
 LOCATION: PENNSYLVANIA AVE SE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	80	3	735	0	0	113	74	1.53	0	0	0	77	
6:00	101	5	747	124	0	290	268	1.08	2	1	6	282	
6:30	163	9	1507	415	0	440	421	1.05	7	2	14	453	
7:00	196	12	2353	450	0	795	659	1.21	10	4	15	700	
7:30	228	10	3275	369	0	830	737	1.13	8	0	10	765	
8:00	207	9	4247	450	0	903	863	1.05	25	1	11	909	
8:30	218	11	4357	417	0	938	904	1.04	10	3	17	945	
9:00	190	11	3994	123	0	1152	1025	1.12	19	1	9	1065	
9:30	185	10	2572	0	0	840	755	1.11	14	3	3	785	
10:00	178	10	1268	0	0	546	493	1.11	17	3	4	527	
A.M. PEAK HOUR 8:00- 9:00	408	22	8351	540	0	2090	1929	1.08	29	4	26	2010	
A.M. RUSH PERIOD 5:00-10:00	1746	90	25055	2348	0	6847	6199	1.10	112	18	89	6508	
5-HOUR TOTALS	1746	90	25055	2348	0	6847	6199	1.10	112	18	89	6508	

B-22
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D22
 LOCATION: SOUTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	138	5	0	0	0	423	391	1.08	0	6	1	403	
6:00	208	8	0	0	0	1053	1014	1.04	6	3	5	1036	
6:30	248	11	0	0	0	1329	1217	1.09	14	5	6	1253	
7:00	342	12	0	0	0	1444	1263	1.14	8	4	2	1289	
7:30	323	11	0	0	0	1406	1160	1.21	23	6	3	1203	
8:00	279	8	0	0	0	1423	1207	1.18	32	1	13	1261	
8:30	256	11	0	0	0	1869	1495	1.25	19	3	16	1544	
9:00	187	6	0	0	0	1799	1575	1.14	31	3	11	1626	
9:30	102	4	0	0	0	1273	1139	1.12	45	2	9	1199	
10:00	16	1	0	0	0	987	898	1.10	39	1	6	945	
A.M. PEAK HOUR 8:00- 9:00	443	17	0	0	0	3668	3070	1.19	50	6	27	3170	
A.M. RUSH PERIOD 5:00-10:00	2099	77	0	0	0	13006	11359	1.14	217	34	72	11759	
5-HOUR TOTALS	2099	77	0	0	0	13006	11359	1.14	217	34	72	11759	

B-23
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D23
 LOCATION: 4TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	32	31	1.03	0	0	0	31
6:00	42	2	0	0	0	0	57	52	1.10	0	0	0	54
6:30	17	1	0	0	0	0	70	65	1.08	0	0	0	66
7:00	66	2	0	0	0	0	111	93	1.19	0	0	0	95
7:30	64	2	0	0	0	0	153	133	1.15	0	4	0	139
8:00	64	3	0	0	0	0	174	153	1.14	0	0	0	156
8:30	49	2	0	0	0	0	278	222	1.25	0	1	0	225
9:00	46	2	0	0	0	0	263	220	1.20	0	2	0	224
9:30	41	2	0	0	0	0	257	213	1.21	0	1	0	216
10:00	0	0	0	0	0	0	146	138	1.06	0	2	0	140
A.M. PEAK HOUR 8:00- 9:00	95	4	0	0	0	0	541	442	1.22	0	3	0	449
A.M. RUSH PERIOD 5:00-10:00	389	16	0	0	0	0	1541	1320	1.17	0	10	0	1346
5-HOUR TOTALS	389	16	0	0	0	0	1541	1320	1.17	0	10	0	1346

B-24
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D24
 LOCATION: 7TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	66	5	337	0	0	120	90	1.33	0	0	1	96	
6:00	45	4	1151	0	0	174	167	1.04	0	0	0	171	
6:30	14	2	1390	0	0	371	340	1.09	6	2	6	356	
7:00	20	3	2025	0	0	566	410	1.38	6	2	9	430	
7:30	101	6	2839	0	0	693	526	1.32	7	1	8	548	
8:00	120	6	3495	0	0	948	657	1.44	18	1	12	694	
8:30	66	6	3476	0	0	939	724	1.30	10	3	17	760	
9:00	79	7	2838	0	0	1009	799	1.26	13	2	15	836	
9:30	38	6	1823	0	0	955	785	1.22	8	10	11	820	
10:00	38	3	951	0	0	589	518	1.14	22	0	14	557	
A.M. PEAK HOUR 8:30- 9:30	117	13	4661	0	0	1964	1584	1.24	21	12	26	1656	
A.M. RUSH PERIOD 5:00-10:00	587	48	20325	0	0	6364	5016	1.27	90	21	93	5268	
5-HOUR TOTALS	587	48	20325	0	0	6364	5016	1.27	90	21	93	5268	

B-25
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D25
 LOCATION: SOUTHEAST FREEWAY SE (I-695)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	84	0	1001	998	1.00	0	6	3	1007
6:00	0	0	0	0	288	0	2379	2367	1.01	30	5	11	2413
6:30	0	0	0	0	366	0	2977	2804	1.06	213	11	16	3044
7:00	0	0	0	0	408	0	3560	3095	1.15	135	8	35	3273
7:30	0	0	0	0	414	0	3731	3262	1.14	108	3	28	3401
8:00	0	0	0	0	450	0	3789	3347	1.13	90	2	36	3475
8:30	0	0	0	0	498	0	3924	3379	1.16	53	11	22	3465
9:00	0	0	0	0	252	0	3824	3422	1.12	65	3	35	3525
9:30	0	0	0	0	126	0	3670	3131	1.17	91	6	28	3256
10:00	0	0	0	0	0	0	3029	2787	1.09	143	9	43	2982
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	750	0	7748	6801	1.14	118	14	57	6990
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	2886	0	31884	28592	1.12	928	64	257	29841
5-HOUR TOTALS	0	0	0	0	2886	0	31884	28592	1.12	928	64	257	29841

B-26
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1
 LOCATION: G.W. MEM. PKWY. @ SLATERS LANE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	390	0	0	0	167	164	1.02	0	1	0	165
6:00	0	0	609	0	0	0	546	527	1.04	0	3	1	531
6:30	0	0	1042	0	0	0	821	763	1.08	0	13	2	778
7:00	22	1	1773	0	0	0	1434	1205	1.19	0	10	0	1216
7:30	34	1	2642	0	0	0	1881	1545	1.22	1	6	1	1554
8:00	55	2	3371	0	0	0	1855	1571	1.18	1	7	2	1583
8:30	72	2	3109	0	0	0	1825	1517	1.20	0	7	3	1529
9:00	44	1	2756	0	0	0	1591	1395	1.14	0	11	1	1408
9:30	0	0	1603	0	0	0	1228	1102	1.11	0	9	2	1113
10:00	0	0	1019	0	0	0	960	879	1.09	4	6	0	889
A.M. PEAK HOUR 7:00- 8:00	89	3	6013	0	0	0	3736	3116	1.20	2	13	3	3137
A.M. RUSH PERIOD 5:00-10:00	227	7	18314	0	0	0	12308	10668	1.15	6	73	12	10766
5-HOUR TOTALS	227	7	18314	0	0	0	12308	10668	1.15	6	73	12	10766

B-27
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2
 LOCATION: JEFFERSON DAVIS HWY (U.S. 1)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	8	1	0	0	0	0	334	288	1.16	0	0	5	294
6:00	38	1	0	0	0	0	765	727	1.05	5	1	2	736
6:30	19	2	0	0	0	918	916	866	1.06	16	0	7	891
7:00	31	1	0	0	0	1765	1399	1232	1.14	26	7	14	1280
7:30	33	1	0	0	0	1467	1629	1419	1.15	38	1	5	1464
8:00	41	1	0	0	0	1487	2001	1711	1.17	31	3	1	1747
8:30	38	1	0	0	0	786	2125	1841	1.15	39	1	2	1884
9:00	25	1	0	0	0	1362	1916	1684	1.14	38	0	3	1726
9:30	18	1	0	0	0	0	1273	1110	1.15	37	0	9	1157
10:00	9	1	0	0	0	0	980	833	1.18	45	1	13	893
A.M. PEAK HOUR 7:30- 8:30	79	2	0	0	0	2273	4126	3552	1.16	70	4	3	3631
A.M. RUSH PERIOD 5:00-10:00	260	11	0	0	0	7785	13338	11711	1.14	275	14	61	12072
5-HOUR TOTALS	260	11	0	0	0	7785	13338	11711	1.14	275	14	61	12072

B-28
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3
 LOCATION: ARLINGTON RIDGE RD.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	49	42	1.17	0	0	0	42
6:00	30	1	0	0	0	0	129	123	1.05	1	0	0	125
6:30	38	2	0	0	0	0	136	135	1.01	2	0	1	140
7:00	87	3	0	0	0	0	166	157	1.06	1	2	1	164
7:30	124	5	0	0	0	0	358	299	1.20	0	0	1	305
8:00	92	3	0	0	0	0	467	389	1.20	0	0	0	392
8:30	117	5	0	0	0	0	395	357	1.11	1	0	0	363
9:00	82	5	0	0	0	0	368	328	1.12	1	2	0	336
9:30	15	1	0	0	0	0	231	201	1.15	3	0	0	205
10:00	57	3	0	0	0	0	188	174	1.08	3	0	3	183
A.M. PEAK HOUR 7:30- 8:30	209	8	0	0	0	0	862	746	1.16	1	0	0	755
A.M. RUSH PERIOD 5:00-10:00	642	28	0	0	0	0	2487	2205	1.13	12	4	6	2255
5-HOUR TOTALS	642	28	0	0	0	0	2487	2205	1.13	12	4	6	2255

B-29
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V4
 LOCATION: ARMY-NAVY DR.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	40	16	2.50	0	0	0	16	
6:00	0	0	0	0	0	17	12	1.42	9	1	0	22	
6:30	78	4	0	0	0	26	24	1.08	5	0	2	35	
7:00	114	6	0	0	0	46	39	1.18	2	0	2	49	
7:30	108	6	0	0	0	79	69	1.14	0	1	3	79	
8:00	100	6	0	0	0	113	92	1.23	1	0	0	99	
8:30	158	6	0	0	0	203	135	1.50	0	0	0	141	
9:00	80	4	0	0	0	168	133	1.26	0	1	1	139	
9:30	64	4	0	0	0	145	109	1.33	3	2	3	121	
10:00	8	2	0	0	0	88	74	1.19	0	0	2	78	
A.M. PEAK HOUR 8:00- 9:00	238	10	0	0	0	371	268	1.38	0	1	1	280	
A.M. RUSH PERIOD 5:00-10:00	710	38	0	0	0	925	703	1.32	20	5	13	779	
5-HOUR TOTALS	710	38	0	0	0	925	703	1.32	20	5	13	779	

B-30
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V5
 LOCATION: I-395 (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	89	6	0	387	0	1966	1891	1.04	0	29	10	1936	
6:00	118	7	0	387	0	4341	3869	1.12	40	38	12	3966	
6:30	599	27	0	1591	0	5171	3957	1.31	65	64	44	4157	
7:00	890	49	0	1462	0	7390	4520	1.63	73	82	44	4768	
7:30	1043	61	0	903	0	7753	4690	1.65	65	91	25	4932	
8:00	940	54	0	860	0	6407	4070	1.57	45	84	22	4275	
8:30	1074	60	0	1892	0	4510	2906	1.55	75	46	45	3132	
9:00	960	58	0	1290	0	3932	2664	1.48	44	46	31	2843	
9:30	583	40	0	602	0	4297	3496	1.23	63	18	22	3639	
10:00	355	25	0	344	0	3920	3349	1.17	106	11	22	3513	
A.M. PEAK HOUR 6:30- 7:30	1933	110	0	2365	0	15143	9210	1.64	138	173	69	9700	
A.M. RUSH PERIOD 5:00-10:00	6651	387	0	9718	0	49687	35412	1.40	576	509	277	37161	
5-HOUR TOTALS	6651	387	0	9718	0	49687	35412	1.40	576	509	277	37161	

B-31
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V5H
 LOCATION: I-395 (HOV LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	89	6	0	387	0	751	683	1.10	0	16	9	714	
6:00	118	7	0	387	0	1869	1498	1.25	5	26	9	1545	
6:30	599	27	0	1591	0	3364	1207	2.79	5	60	37	1336	
7:00	890	49	0	1462	0	3947	1319	2.99	1	80	34	1483	
7:30	1043	61	0	903	0	4236	1509	2.81	8	91	21	1690	
8:00	940	54	0	860	0	3387	1279	2.65	6	83	20	1442	
8:30	1074	60	0	1892	0	2460	999	2.46	11	46	44	1160	
9:00	960	58	0	1290	0	1745	717	2.43	17	46	30	868	
9:30	583	40	0	602	0	1926	1487	1.30	12	16	14	1569	
10:00	355	25	0	344	0	1511	1297	1.16	16	2	8	1348	
A.M. PEAK HOUR 6:30- 7:30	1933	110	0	2365	0	8183	2828	2.89	9	171	55	3173	
A.M. RUSH PERIOD 5:00-10:00	6651	387	0	9718	0	25196	11995	2.10	81	466	226	13155	
5-HOUR TOTALS	6651	387	0	9718	0	25196	11995	2.10	81	466	226	13155	

B-32
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V5M
 LOCATION: I-395 (MAIN LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	1215	1208	1.01	0	13	1	1222
6:00	0	0	0	0	0	0	2472	2371	1.04	35	12	3	2421
6:30	0	0	0	0	0	0	2959	2846	1.04	60	4	7	2917
7:00	0	0	0	0	0	0	3443	3201	1.08	72	2	10	3285
7:30	0	0	0	0	0	0	3517	3181	1.11	57	0	4	3242
8:00	0	0	0	0	0	0	3020	2791	1.08	39	1	2	2833
8:30	0	0	0	0	0	0	2050	1907	1.07	64	0	1	1972
9:00	0	0	0	0	0	0	2187	1947	1.12	27	0	1	1975
9:30	0	0	0	0	0	0	2371	2009	1.18	51	2	8	2070
10:00	0	0	0	0	0	0	2409	2052	1.17	90	9	14	2165
A.M. PEAK HOUR 6:30- 7:30	0	0	0	0	0	0	6960	6382	1.09	129	2	14	6527
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	25643	23513	1.09	495	43	51	24102
5-HOUR TOTALS	0	0	0	0	0	0	25643	23513	1.09	495	43	51	24102

B-33
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V6
 LOCATION: COLUMBIA PIKE (VA. 244)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	97	4	0	0	0	91	91	1.00	0	0	0	95	
6:00	87	4	0	0	0	267	264	1.01	3	0	0	271	
6:30	277	14	0	0	0	346	339	1.02	2	1	1	357	
7:00	274	16	0	0	0	601	566	1.06	1	5	3	591	
7:30	431	16	0	0	0	773	709	1.09	4	0	7	736	
8:00	529	18	0	0	0	1050	912	1.15	4	5	5	944	
8:30	549	18	0	0	0	1103	982	1.12	13	0	5	1018	
9:00	395	14	0	0	0	854	769	1.11	6	1	1	791	
9:30	342	14	0	0	0	759	651	1.17	5	2	4	676	
10:00	183	7	0	0	0	531	478	1.11	12	0	1	498	
A.M. PEAK HOUR 7:30- 8:30	1078	36	0	0	0	2153	1894	1.14	17	5	10	1962	
A.M. RUSH PERIOD 5:00-10:00	3164	125	0	0	0	6375	5761	1.11	50	14	27	5977	
5-HOUR TOTALS	3164	125	0	0	0	6375	5761	1.11	50	14	27	5977	

B-34
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V7
 LOCATION: WASHINGTON BLVD. (VA. 27)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	150	150	1.00	0	0	1	151
6:00	0	0	0	0	0	0	445	439	1.01	3	1	2	445
6:30	0	0	0	0	0	0	600	588	1.02	9	1	2	600
7:00	0	0	0	0	0	0	895	796	1.12	19	2	3	820
7:30	0	0	0	0	0	0	1142	1006	1.14	8	1	7	1022
8:00	0	0	0	0	0	0	1478	1291	1.14	20	2	4	1317
8:30	0	0	0	0	0	0	1552	1364	1.14	32	1	7	1404
9:00	0	0	0	0	0	0	1363	1232	1.11	39	1	12	1284
9:30	0	0	0	0	0	0	1024	964	1.06	27	1	26	1018
10:00	0	0	0	0	0	0	780	772	1.01	19	1	8	800
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	0	3030	2655	1.14	52	3	11	2721
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	9429	8602	1.10	176	11	72	8861
5-HOUR TOTALS	0	0	0	0	0	0	9429	8602	1.10	176	11	72	8861

B-35
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V8
 LOCATION: ARLINGTON BLVD. (U.S. 50)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	165	141	1.17	0	0	0	141
6:00	0	0	0	0	0	0	402	400	1.01	0	1	0	401
6:30	45	2	0	0	0	0	498	473	1.05	4	1	0	480
7:00	16	1	0	0	0	0	1004	873	1.15	8	4	3	889
7:30	58	2	0	0	0	0	1402	1252	1.12	17	5	7	1283
8:00	35	2	0	0	0	0	1693	1542	1.10	11	4	8	1567
8:30	42	1	0	0	0	0	1786	1621	1.10	17	5	5	1649
9:00	56	2	0	0	0	0	1983	1727	1.15	12	2	7	1750
9:30	14	1	0	0	0	0	1464	1310	1.12	17	4	6	1338
10:00	31	1	0	0	0	0	1094	946	1.16	17	4	6	974
A.M. PEAK HOUR 8:00- 9:00	98	3	0	0	0	0	3769	3348	1.13	29	7	12	3399
A.M. RUSH PERIOD 5:00-10:00	297	12	0	0	0	0	11491	10285	1.12	103	30	42	10472
5-HOUR TOTALS	297	12	0	0	0	0	11491	10285	1.12	103	30	42	10472

B-36
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V9
 LOCATION: WILSON BLVD./CLARENDON BLVD.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	292	0	0	26	26	1.00	0	0	0	26	
6:00	24	2	791	0	0	74	70	1.06	2	0	0	74	
6:30	37	3	1369	0	0	74	70	1.06	2	0	2	77	
7:00	65	3	2277	0	0	130	126	1.03	5	1	2	137	
7:30	142	6	3433	0	0	192	163	1.18	12	1	4	186	
8:00	152	4	4819	0	0	391	332	1.18	4	1	6	347	
8:30	143	5	6379	0	0	520	460	1.13	25	1	3	494	
9:00	90	4	6321	0	0	588	566	1.04	15	3	10	598	
9:30	96	4	4150	0	0	441	389	1.13	12	0	1	406	
10:00	87	4	2151	0	0	290	257	1.13	25	0	5	291	
A.M. PEAK HOUR 8:00- 9:00	233	9	12700	0	0	1108	1026	1.08	40	4	13	1092	
A.M. RUSH PERIOD 5:00-10:00	836	35	31982	0	0	2726	2459	1.11	102	7	33	2636	
5-HOUR TOTALS	836	35	31982	0	0	2726	2459	1.11	102	7	33	2636	

B-37
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V10
 LOCATION: LEE HWY. (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	33	1	0	0	0	26	23	1.13	0	0	0	24	
6:00	12	1	0	0	0	46	44	1.05	1	1	0	47	
6:30	36	2	0	0	0	147	143	1.03	3	0	0	148	
7:00	91	3	0	0	0	295	291	1.01	6	0	0	300	
7:30	75	2	0	0	0	572	554	1.03	17	3	2	578	
8:00	148	4	0	0	0	905	855	1.06	11	1	1	872	
8:30	125	3	0	0	0	1050	961	1.09	2	2	1	969	
9:00	105	3	0	0	0	1010	883	1.14	9	0	3	898	
9:30	113	3	0	0	0	727	640	1.14	10	2	0	655	
10:00	25	1	0	0	0	446	393	1.13	10	1	0	405	
A.M. PEAK HOUR 8:00- 9:00	230	6	0	0	0	2060	1844	1.12	11	2	4	1867	
A.M. RUSH PERIOD 5:00-10:00	763	23	0	0	0	5224	4787	1.09	69	10	7	4896	
5-HOUR TOTALS	763	23	0	0	0	5224	4787	1.09	69	10	7	4896	

B-38
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V11
 LOCATION: I-66

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	45	0	1010	978	1.03	0	11	1	990	
6:00	0	0	0	360	0	1991	1634	1.22	6	22	8	1670	
6:30	42	2	0	405	0	1781	1416	1.26	14	25	9	1466	
7:00	73	2	0	675	0	2252	1410	1.60	6	28	15	1461	
7:30	112	3	0	1080	0	2267	1311	1.73	10	36	24	1384	
8:00	95	3	0	900	0	2605	1547	1.68	9	31	20	1610	
8:30	90	3	0	720	0	2847	1584	1.80	5	26	16	1634	
9:00	134	4	0	1665	0	1792	1041	1.72	5	21	37	1108	
9:30	0	0	0	945	0	1711	1150	1.49	7	12	21	1190	
10:00	46	1	0	900	0	1630	1319	1.24	8	6	20	1354	
A.M. PEAK HOUR 7:30- 8:30	185	6	0	1620	0	5452	3131	1.74	14	57	36	3244	
A.M. RUSH PERIOD 5:00-10:00	592	18	0	7695	0	19886	13390	1.49	70	218	171	13867	
5-HOUR TOTALS	592	18	0	7695	0	19886	13390	1.49	70	218	171	13867	

B-39
 VEHICLE AND PASSENGER VOLUMES
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V12
 LOCATION: G.W. MEM. PKWY. (W. OF KEY BRIDGE)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	351	351	1.00	0	0	0	351
6:00	0	0	0	0	0	0	899	891	1.01	0	6	1	898
6:30	0	0	0	0	0	0	1396	1351	1.03	0	6	1	1358
7:00	0	0	0	0	0	0	2037	1979	1.03	1	9	2	1991
7:30	0	0	0	0	0	0	2325	2254	1.03	5	8	2	2269
8:00	0	0	0	0	0	0	2155	2096	1.03	2	4	6	2108
8:30	0	0	0	0	0	0	2112	2030	1.04	1	3	5	2039
9:00	0	0	0	0	0	0	1519	1456	1.04	2	5	5	1468
9:30	0	0	0	0	0	0	1328	1217	1.09	2	5	6	1230
10:00	0	0	0	0	0	0	1396	1306	1.07	0	5	2	1313
A.M. PEAK HOUR 7:00- 8:00	0	0	0	0	0	0	4480	4350	1.03	7	12	8	4377
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	15518	14931	1.04	13	51	30	15025
5-HOUR TOTALS	0	0	0	0	0	0	15518	14931	1.04	13	51	30	15025

APPENDIX C

APPENDIX C

Summary Tables Inbound A.M. Peak Period (revised cordon)

C-1
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00)
 2013

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	1137	62	3311	365	0	8160	7657	1.07	0	63	27	7809	
6:00	2073	96	4908	936	1225	18670	17387	1.07	205	109	87	17884	
6:30	3395	169	7893	2090	2293	24181	21325	1.13	525	149	149	22317	
7:00	4919	236	12937	2529	2433	33128	26739	1.24	433	201	195	27804	
7:30	6096	264	18635	2439	3733	39532	31843	1.24	550	210	217	33084	
8:00	6903	264	25292	2257	4266	43612	35453	1.23	597	186	243	36743	
8:30	8105	285	28035	1998	2630	43801	35632	1.23	591	149	299	36956	
9:00	7254	276	26222	1044	2932	41629	34971	1.19	579	178	238	36242	
9:30	5630	227	18544	285	1432	36578	31447	1.16	701	138	190	32703	
10:00	3784	163	10612	76	479	29569	26206	1.13	857	90	207	27523	
A.M. PEAK HOUR 7:30- 8:30	15008	549	53327	4255	6896	87413	71085	1.23	1188	335	542	73699	
A.M. RUSH PERIOD 5:00-10:00	49296	2042	156389	14019	21423	318860	268660	1.19	5038	1473	1852	279065	

(Totals have been factored to include uncounted roadways.)

C-2
 PERSONS BY MODE (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
REVISED CENT AREA CORDON (INBOUND)
 2013

SITE	AUTO PASSENGERS	TRANSIT PASSENGERS					TOTAL PERSONS	% TRANSIT
		TRANSIT BUS	METRORAIL	COMM. BUS	COMMUTER RAIL	TOTAL TRANSIT		
	2013	2013	2013	2013	2013	2013	2013	2013
D4A	6368	0	0	0	0	0	6368	0.0
D4B	4095	188	0	0	0	188	4283	4.4
D4C	4408	0	0	0	0	0	4408	0.0
D4D	1154	1046	0	0	0	1046	2200	47.5
D4E	3062	1430	0	0	0	1430	4492	31.8
D4F	12354	0	0	0	0	0	12354	0.0
D5A	5020	1314	0	0	0	1314	6334	20.7
D5B	5633	2949	30679	0	0	33628	39261	85.7
D5C	566	0	0	0	0	0	566	0.0
D5D	1103	227	0	0	0	227	1330	17.1
D6A	5619	5032	0	873	0	5905	11524	51.2
D6C	2760	2194	16788	0	0	18982	21742	87.3
D6D	2138	0	0	0	0	0	2138	0.0
D6E	853	602	0	0	0	602	1455	41.4
D6F	2186	630	0	0	0	630	2816	22.4
D6G	2186	0	0	0	0	0	2186	0.0
D6I	2431	1872	0	0	0	1872	4303	43.5
D7A	1856	177	0	0	0	177	2033	8.7
D7B	6295	790	0	0	0	790	7085	11.2
D7C	175	0	0	0	0	0	175	0.0
D7D	1140	0	0	0	0	0	1140	0.0
D7E	8701	1554	0	0	0	1554	10255	15.2
D7F	1200	0	0	0	0	0	1200	0.0
D7G	9079	0	23998	0	13638	37636	46715	80.6
D8A	3315	1095	0	0	0	1095	4410	24.8
D8B	2318	776	0	765	0	1541	3859	39.9
D8C	4542	2562	0	0	0	2562	7104	36.1
D8D	1654	1003	0	0	0	1003	2657	37.7
D8E	1654	0	0	0	0	0	1654	0.0
D8F	2319	0	0	0	0	0	2319	0.0
D8G	1422	615	0	495	0	1110	2532	43.8
D9A	1156	0	0	0	0	0	1156	0.0
D9B	971	768	0	0	0	768	1739	44.2
D9C	7276	1717	25055	2348	0	29120	36396	80.0

C-2 (CONT'D)
 PERSONS BY MODE (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
REVISED CENT AREA CORDON (INBOUND)
 2013

SITE	AUTO PASSENGERS	TRANSIT PASSENGERS					TOTAL PERSONS	% TRANSIT
	2013	TRANSIT BUS	METRORAIL	COMM. BUS	COMMUTER RAIL	TOTAL TRANSIT	2013	2013
D9D	3485	940	0	0	0	940	4425	21.2
D9E	23258	0	19009	0	0	19009	42267	45.0
D9F	5220	3722	0	2886	0	6608	11828	55.9
D9G	15324	2099	0	0	0	2099	17423	12.0
V1A	12308	227	18314	0	0	18541	30849	60.1
V1B	1587	0	0	0	0	0	1587	0.0
V1C	7534	260	0	0	7785	8045	15579	51.6
V1D	1533	0	0	0	0	0	1533	0.0
V1E	2487	642	0	0	0	642	3129	20.5
V1F	925	710	0	0	0	710	1635	43.4
V1G	25643	0	0	0	0	0	25643	0.0
V1H	24044	6651	0	3352	0	10003	34047	29.4
V2A	3068	2313	0	0	0	2313	5381	43.0
V2B	13745	316	0	0	0	316	14061	2.2
V2C	1381	97	0	0	0	97	1478	6.6
V2D	1778	295	0	0	0	295	2073	14.2
V2E	2626	362	0	0	0	362	2988	12.1
V3A	3539	870	0	0	0	870	4409	19.7
V3B	23930	592	22546	3300	0	26438	50368	52.5
V3C	3273	347	0	0	0	347	3620	9.6
V3D	1035	82	0	0	0	82	1117	7.3
V3E	8610	230	0	0	0	230	8840	2.6
V3F	4167	0	0	0	0	0	4167	0.0
V3G	11351	0	0	0	0	0	11351	0.0
TOTALS	318860	49296	156389	14019	21423	241127	559987	43.1

C-3
 PERSONS BY MODE
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2013

SECTOR	AUTO PASSENGERS	TRANSIT PASSENGERS					TOTAL PERSONS	% TRANSIT
	2013	TRANSIT BUS	METRORAIL	COMM. BUS	COMMUTER RAIL	TOTAL TRANSIT	2013	2013
1	76061	8490	18314	3352	7785	37941	114002	33.3
2	16813	2629	0	0	0	2629	19442	13.5
3	61690	2875	22546	3300	0	28721	90411	31.8
4	31441	2664	0	0	0	2664	34105	7.8
5	12322	4490	30679	0	0	35169	47491	74.1
6	18173	10330	16788	873	0	27991	46164	60.6
7	28446	2521	23998	0	13638	40157	68603	58.5
8	17224	6051	0	1260	0	7311	24535	29.8
9	56690	9246	44064	5234	0	58544	115234	50.8
TOTALS	318860	49296	156389	14019	21423	241127	559987	43.1

(Totals have been factored to include uncounted roadways.)

TRANSIT PASSENGER OCCUPANCY COMPARISONS
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
REVISED CENT AREA CORDON (INBOUND)
 2013

SITE	TRANSIT BUS	TRANSIT BUSES	TRANSIT BUS	METRORAIL
	PASSENGERS		AVG OCCUPANCY	PASSENGERS
	2013	2013	2013	2013
D4A	0	0	0.0	0
D4B	188	6	31.3	0
D4C	0	0	0.0	0
D4D	1046	45	23.2	0
D4E	1430	62	23.1	0
D4F	0	0	0.0	0
D5A	1314	53	24.8	0
D5B	2949	86	34.3	30679
D5C	0	0	0.0	0
D5D	227	30	7.6	0
D6A	5032	120	41.9	0
D6C	2194	75	29.3	16788
D6D	0	0	0.0	0
D6E	602	17	35.4	0
D6F	630	17	37.1	0
D6G	0	0	0.0	0
D6I	1872	52	36.0	0
D7A	177	16	11.1	0
D7B	790	24	32.9	0
D7C	0	0	0.0	0
D7D	0	0	0.0	0
D7E	1554	42	37.0	0
D7F	0	0	0.0	0
D7G	0	0	0.0	23998
D8A	1095	47	23.3	0
D8B	776	38	20.4	0
D8C	2562	60	42.7	0
D8D	1003	46	21.8	0
D8E	0	0	0.0	0
D8F	0	0	0.0	0
D8G	615	31	19.8	0
D9A	0	0	0.0	0
D9B	768	36	21.3	0
D9C	1717	67	25.6	25055
D9D	940	50	18.8	0

C-4 (CONT'D)
 TRANSIT PASSENGER OCCUPANCY COMPARISONS
 A.M. PEAK PERIOD (5:00-10:00) BY SITE
REVISED CENT AREA CORDON (INBOUND)
 2013

SITE	TRANSIT BUS PASSENGERS 2013	TRANSIT BUSES 2013	TRANSIT BUS AVG OCCUPANCY 2013	METRORAIL PASSENGERS 2013
D9E	0	0	0.0	19009
D9F	3722	201	18.5	0
D9G	2099	77	27.3	0
V1A	227	7	32.4	18314
V1B	0	0	0.0	0
V1C	260	11	23.6	0
V1D	0	0	0.0	0
V1E	642	28	22.9	0
V1F	710	38	18.7	0
V1G	0	0	0.0	0
V1H	6651	387	17.2	0
V2A	2313	124	18.7	0
V2B	316	12	26.3	0
V2C	97	8	12.1	0
V2D	295	15	19.7	0
V2E	362	13	27.8	0
V3A	870	29	30.0	0
V3B	592	18	32.9	22546
V3C	347	23	15.1	0
V3D	82	8	10.3	0
V3E	230	23	10.0	0
V3F	0	0	0.0	0
V3G	0	0	0.0	0
TOTALS	49296	2042	24.1	156389

TRANSIT PASSENGER OCCUPANCY COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2013

SECTOR	TRANSIT BUS PASSENGERS 2013	TRANSIT BUSES 2013	TRANSIT BUS AVG OCCUPANCY 2013	METRORAIL PASSENGERS 2013
1	8490	471	18.0	18314
2	2629	136	19.3	0
3	2875	137	21.0	22546
4	2664	113	23.6	0
5	4490	169	26.6	30679
6	10330	281	36.8	16788
7	2521	82	30.7	23998
8	6051	222	27.3	0
9	9246	431	21.5	44064
TOTALS	49296	2042	24.1	156389

(Totals have been factored to include uncounted roadways.)

C-6
 PASSENGER CAR OCCUPANCY COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	AUTOS BY # OF OCCUPANTS						
	1	2	3	4	5	6	7 OR MORE
	2013	2013	2013	2013	2013	2013	2013
D4A	5134	500	25	4	1	1	11
D4B	3316	337	16	10	1	0	1
D4C	3572	323	14	7	0	0	10
D4D	826	98	4	0	0	0	10
D4E	2352	251	16	4	0	0	12
D4F	9957	944	57	17	0	1	22
D5A	3801	491	23	3	0	0	13
D5B	3758	785	62	7	1	0	8
D5C	412	62	2	0	0	0	2
D5D	919	72	12	1	0	0	0
D6A	3925	706	26	7	0	3	14
D6C	2126	237	14	1	0	1	9
D6D	1639	211	8	0	1	2	3
D6E	540	143	7	0	0	1	0
D6F	1692	188	14	1	0	0	6
D6G	1692	188	14	1	0	0	6
D6I	1756	262	9	1	0	0	10
D7A	1488	117	3	0	1	0	10
D7B	4428	818	38	1	1	0	9
D7C	114	17	1	0	0	0	2
D7D	826	129	4	2	0	0	3
D7E	6517	875	65	12	1	1	15
D7F	880	101	1	3	0	0	9
D7G	7238	615	17	5	0	0	45
D8A	2442	380	19	2	0	2	3
D8B	1671	229	24	7	1	0	7
D8C	3090	524	38	10	2	0	20
D8D	1325	141	7	2	0	1	1
D8E	1325	141	7	2	0	1	1
D8F	1606	260	15	4	0	0	11
D8G	960	197	4	2	0	0	4
D9A	998	76	2	0	0	0	0
D9B	587	122	4	2	0	0	10
D9C	6438	317	20	7	0	3	9
D9D	2995	190	6	2	0	0	7

C-6 (CONT'D)
 PASSENGER CAR OCCUPANCY COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	AUTOS BY # OF OCCUPANTS						
	1	2	3	4	5	6	7 OR MORE
	2013	2013	2013	2013	2013	2013	2013
D9E	19026	1562	120	39	3	1	48
D9F	4294	408	11	3	1	0	5
D9G	11514	1531	85	20	3	0	34
V1A	9540	1040	33	8	1	0	46
V1B	1332	114	1	0	0	0	2
V1C	5974	676	40	1	0	0	7
V1D	1264	61	1	0	0	0	12
V1E	1945	249	8	2	0	0	1
V1F	556	131	4	0	7	0	5
V1G	21896	1496	58	17	4	1	41
V1H	6059	663	4978	76	2	1	120
V2A	2340	319	11	7	1	0	2
V2B	11692	785	42	7	1	0	27
V2C	910	187	19	1	0	0	3
V2D	1365	179	6	2	1	0	2
V2E	2232	183	3	0	0	0	2
V3A	2818	322	19	2	0	0	1
V3B	10308	6385	93	19	1	0	41
V3C	2757	237	6	0	0	0	2
V3D	661	145	17	4	1	0	1
V3E	7330	566	28	4	0	0	4
V3F	3684	220	5	1	0	0	2
V3G	10760	249	3	0	0	0	7
TOTALS	232602	28755	6189	340	36	20	718

C-7
 PASSENGER CAR OCCUPANCY COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2013

----- AUTOS BY # OF OCCUPANTS -----

	1	2	3	4	5	6	7 OR MORE
SECTOR	2013	2013	2013	2013	2013	2013	2013
1	48566	4430	5123	104	14	2	234
2	14032	1104	53	14	2	0	29
3	42825	8673	199	33	3	0	65
4	25157	2453	132	42	2	2	66
5	8890	1410	99	11	1	0	23
6	13370	1935	92	11	1	7	48
7	21491	2672	129	23	3	1	93
8	12419	1872	114	29	3	4	47
9	45852	4206	248	73	7	4	113
TOTALS	232602	28755	6189	340	36	20	718

(Totals have been factored to include uncounted roadways.)

C-8
 PASSENGER CAR OCCUPANCY SUMMARY A.M.
REVISED CENT AREA CORDON (INBOUND)
 PEAK PERIOD (5:00-10:00) BY SITE
 2013

SITE	AUTOS BY # OF OCCUPANTS							TOTAL AUTO	TOTAL	AVERAGE	TOTAL
	1	2	3	4	5	6	7 OR MORE	OCCUPANTS	AUTOS	AUTO OCCUPANCY	VEHICLES
D4A	5134	500	25	4	1	1	11	6368	5676	1.12	5724
D4B	3316	337	16	10	1	0	1	4095	3681	1.11	3797
D4C	3572	323	14	7	0	0	10	4408	3926	1.12	3974
D4D	826	98	4	0	0	0	10	1154	938	1.23	1023
D4E	2352	251	16	4	0	0	12	3062	2635	1.16	2806
D4F	9957	944	57	17	0	1	22	12354	10998	1.12	11079
D5A	3801	491	23	3	0	0	13	5020	4331	1.16	4520
D5B	3758	785	62	7	1	0	8	5633	4621	1.22	4841
D5C	412	62	2	0	0	0	2	566	478	1.18	495
D5D	919	72	12	1	0	0	0	1103	1004	1.10	1075
D6A	3925	706	26	7	0	3	14	5619	4681	1.20	4936
D6C	2126	237	14	1	0	1	9	2760	2388	1.16	2604
D6D	1639	211	8	0	1	2	3	2138	1864	1.15	1913
D6E	540	143	7	0	0	1	0	853	691	1.23	725
D6F	1692	188	14	1	0	0	6	2186	1901	1.15	1966
D6G	1692	188	14	1	0	0	6	2186	1901	1.15	1949
D6I	1756	262	9	1	0	0	10	2431	2038	1.19	2144
D7A	1488	117	3	0	1	0	10	1856	1619	1.15	1682
D7B	4428	818	38	1	1	0	9	6295	5295	1.19	5659
D7C	114	17	1	0	0	0	2	175	134	1.31	145
D7D	826	129	4	2	0	0	3	1140	964	1.18	978
D7E	6517	875	65	12	1	1	15	8701	7486	1.16	7579
D7F	880	101	1	3	0	0	9	1200	994	1.21	1070
D7G	7238	615	17	5	0	0	45	9079	7920	1.15	8584
D8A	2442	380	19	2	0	2	3	3315	2848	1.16	3065
D8B	1671	229	24	7	1	0	7	2318	1939	1.20	2117
D8C	3090	524	38	10	2	0	20	4542	3684	1.23	3940
D8D	1325	141	7	2	0	1	1	1654	1477	1.12	1537
D8E	1325	141	7	2	0	1	1	1654	1477	1.12	1491
D8F	1606	260	15	4	0	0	11	2319	1896	1.22	1908
D8G	960	197	4	2	0	0	4	1422	1167	1.22	1229
D9A	998	76	2	0	0	0	0	1156	1076	1.07	1107
D9B	587	122	4	2	0	0	10	971	725	1.34	810
D9C	6438	317	20	7	0	3	9	7276	6794	1.07	7041

C-8 (CONT'D)
 PASSENGER CAR OCCUPANCY SUMMARY A.M.
REVISED CENT AREA CORDON (INBOUND)
 PEAK PERIOD (5:00-10:00) BY SITE
 2013

SITE	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE			AUTO OCCUPANCY	
D9D	2995	190	6	2	0	0	7	3485	3200	1.09	3366
D9E	19026	1562	120	39	3	1	48	23258	20799	1.12	21851
D9F	4294	408	11	3	1	0	5	5220	4722	1.11	5061
D9G	11514	1531	85	20	3	0	34	15324	13187	1.16	13653
V1A	9540	1040	33	8	1	0	46	12308	10668	1.15	10766
V1B	1332	114	1	0	0	0	2	1587	1449	1.10	1476
V1C	5974	676	40	1	0	0	7	7534	6698	1.12	6930
V1D	1264	61	1	0	0	0	12	1533	1338	1.15	1400
V1E	1945	249	8	2	0	0	1	2487	2205	1.13	2255
V1F	556	131	4	0	7	0	5	925	703	1.32	779
V1G	21896	1496	58	17	4	1	41	25643	23513	1.09	24102
V1H	6059	663	4978	76	2	1	120	24044	11899	2.02	13059
V2A	2340	319	11	7	1	0	2	3068	2680	1.14	2912
V2B	11692	785	42	7	1	0	27	13745	12554	1.09	12778
V2C	910	187	19	1	0	0	3	1381	1120	1.23	1164
V2D	1365	179	6	2	1	0	2	1778	1555	1.14	1616
V2E	2232	183	3	0	0	0	2	2626	2420	1.09	2475
V3A	2818	322	19	2	0	0	1	3539	3162	1.12	3249
V3B	10308	6385	93	19	1	0	41	23930	16847	1.42	17388
V3C	2757	237	6	0	0	0	2	3273	3002	1.09	3091
V3D	661	145	17	4	1	0	1	1035	829	1.25	855
V3E	7330	566	28	4	0	0	4	8610	7932	1.09	8301
V3F	3684	220	5	1	0	0	2	4167	3912	1.07	3929
V3G	10760	249	3	0	0	0	7	11351	11019	1.03	11096
TOTALS	232602	28755	6189	340	36	20	718	318860	268660	1.19	279065

C-9
 PASSENGER CAR OCCUPANCY SUMMARY
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SECTOR
 2013

SECTOR	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
1	48566	4430	5123	104	14	2	234	76061	58473	1.30	60767
2	14032	1104	53	14	2	0	29	16813	15234	1.10	15690
3	42825	8673	199	33	3	0	65	61690	51798	1.19	53164
4	25157	2453	132	42	2	2	66	31441	27854	1.13	28403
5	8890	1410	99	11	1	0	23	12322	10434	1.18	10931
6	13370	1935	92	11	1	7	48	18173	15464	1.18	16237
7	21491	2672	129	23	3	1	93	28446	24412	1.17	25697
8	12419	1872	114	29	3	4	47	17224	14488	1.19	15287
9	45852	4206	248	73	7	4	113	56690	50503	1.12	52889
TOTALS	232602	28755	6189	340	36	20	718	318860	268660	1.19	279065

(Totals have been factored to include uncounted roadways.)

C-10
 PASSENGER CAR OCC. COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	TOTAL PERSONS	TOTAL AUTOS	AVERAGE AUTO		VANPOOLS
			OCCUPANCY	% S.O.V.	
SITE	2013	2013	2013	2013	2013
D4A	6368	5676	1.12	90.5	11
D4B	4095	3681	1.11	90.1	1
D4C	4408	3926	1.12	91.0	10
D4D	1154	938	1.23	88.1	10
D4E	3062	2635	1.16	89.3	12
D4F	12354	10998	1.12	90.5	22
D5A	5020	4331	1.16	87.8	13
D5B	5633	4621	1.22	81.3	6
D5C	566	478	1.18	86.2	2
D5D	1103	1004	1.10	91.5	0
D6A	5619	4681	1.20	83.8	12
D6C	2760	2388	1.16	89.0	9
D6D	2138	1864	1.15	87.9	3
D6E	853	691	1.23	78.1	0
D6F	2186	1901	1.15	89.0	6
D6G	2186	1901	1.15	89.0	6
D6I	2431	2038	1.19	86.2	10
D7A	1856	1619	1.15	91.9	10
D7B	6295	5295	1.19	83.6	9
D7C	175	134	1.31	85.1	2
D7D	1140	964	1.18	85.7	3
D7E	8701	7486	1.16	87.1	15
D7F	1200	994	1.21	88.5	8
D7G	9079	7920	1.15	91.4	45
D8A	3315	2848	1.16	85.7	3
D8B	2318	1939	1.20	86.2	7
D8C	4542	3684	1.23	83.9	20
D8D	1654	1477	1.12	89.7	1
D8E	1654	1477	1.12	89.7	1
D8F	2319	1896	1.22	84.7	11
D8G	1422	1167	1.22	82.3	4
D9A	1156	1076	1.07	92.8	0
D9B	971	725	1.34	81.0	10
D9C	7276	6794	1.07	94.8	7
D9D	3485	3200	1.09	93.6	7
D9E	23258	20799	1.12	91.5	47

C-10 (CONT'D)
 PASSENGER CAR OCC. COMPARISONS
REVISED CENT AREA CORDON (INBOUND)
 A.M. PEAK PERIOD (5:00-10:00) BY SITE

SITE	TOTAL PERSONS	TOTAL AUTOS	AVERAGE AUTO		VANPOOLS
			OCCUPANCY	% S.O.V.	
	2013	2013	2013	2013	2013
D9F	5220	4722	1.11	90.9	5
D9G	15324	13187	1.16	87.3	32
V1A	12308	10668	1.15	89.4	46
V1B	1587	1449	1.10	91.9	2
V1C	7534	6698	1.12	89.2	7
V1D	1533	1338	1.15	94.5	12
V1E	2487	2205	1.13	88.2	1
V1F	925	703	1.32	79.1	5
V1G	25643	23513	1.09	93.1	40
V1H	24044	11899	2.02	50.9	113
V2A	3068	2680	1.14	87.3	2
V2B	13745	12554	1.09	93.1	27
V2C	1381	1120	1.23	81.3	3
V2D	1778	1555	1.14	87.8	2
V2E	2626	2420	1.09	92.2	1
V3A	3539	3162	1.12	89.1	1
V3B	23930	16847	1.42	61.2	41
V3C	3273	3002	1.09	91.8	2
V3D	1035	829	1.25	79.7	1
V3E	8610	7932	1.09	92.4	4
V3F	4167	3912	1.07	94.2	2
V3G	11351	11019	1.03	97.6	7
TOTALS	318860	268660	1.19	86.6	699

APPENDIX D

APPENDIX D

Station Tables Inbound A.M. (revised cordon)

APPENDIX D

Station Tables Inbound A.M.

D-1
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4A
 LOCATION: CANAL ROAD, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	262	204	1.28	0	0	0	204	
6:00	0	0	0	0	0	380	375	1.01	6	1	0	382	
6:30	0	0	0	0	0	523	472	1.11	7	0	0	479	
7:00	0	0	0	0	0	691	640	1.08	0	2	0	642	
7:30	0	0	0	0	0	831	739	1.12	5	2	0	746	
8:00	0	0	0	0	0	854	761	1.12	2	1	0	764	
8:30	0	0	0	0	0	687	618	1.11	0	0	0	618	
9:00	0	0	0	0	0	711	599	1.19	1	1	0	601	
9:30	0	0	0	0	0	663	587	1.13	6	3	1	597	
10:00	0	0	0	0	0	766	681	1.12	4	4	2	691	
A.M. PEAK HOUR 7:00- 8:00	0	0	0	0	0	1685	1500	1.12	7	3	0	1510	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	6368	5676	1.12	31	14	3	5724	
5-HOUR TOTALS	0	0	0	0	0	6368	5676	1.12	31	14	3	5724	

D-2
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4B
 LOCATION: FOXHALL ROAD, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	18	17	1.06	0	0	0	17	
6:00	0	0	0	0	0	74	72	1.03	3	0	0	75	
6:30	0	0	0	0	0	137	128	1.07	2	0	1	131	
7:00	0	0	0	0	0	215	200	1.08	3	0	3	206	
7:30	41	1	0	0	0	376	349	1.08	12	1	3	366	
8:00	48	2	0	0	0	672	614	1.09	7	1	3	627	
8:30	35	1	0	0	0	720	650	1.11	9	1	6	667	
9:00	33	1	0	0	0	725	630	1.15	4	1	4	640	
9:30	31	1	0	0	0	702	619	1.13	20	5	3	648	
10:00	0	0	0	0	0	456	402	1.13	11	2	5	420	
A.M. PEAK HOUR 8:00- 9:00	68	2	0	0	0	1445	1280	1.13	13	2	10	1307	
A.M. RUSH PERIOD 5:00-10:00	188	6	0	0	0	4095	3681	1.11	71	11	28	3797	
5-HOUR TOTALS	188	6	0	0	0	4095	3681	1.11	71	11	28	3797	

D-3
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4C
 LOCATION: RESERVOIR ROAD, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	121	85	1.42	0	0	0	85	
6:00	0	0	0	0	0	115	112	1.03	1	0	2	115	
6:30	0	0	0	0	0	248	244	1.02	1	0	0	245	
7:00	0	0	0	0	0	448	445	1.01	4	0	0	449	
7:30	0	0	0	0	0	370	353	1.05	5	1	0	359	
8:00	0	0	0	0	0	566	501	1.13	2	0	1	504	
8:30	0	0	0	0	0	600	517	1.16	2	1	3	523	
9:00	0	0	0	0	0	817	703	1.16	4	2	0	709	
9:30	0	0	0	0	0	661	537	1.23	7	2	3	549	
10:00	0	0	0	0	0	462	429	1.08	5	0	2	436	
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	1478	1240	1.19	11	4	3	1258	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	4408	3926	1.12	31	6	11	3974	
5-HOUR TOTALS	0	0	0	0	0	4408	3926	1.12	31	6	11	3974	

D-4
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4D
 LOCATION: 35TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	4	4	1.00	0	0	0	4
6:00	14	2	0	0	0	12	11	1.09	0	0	0	13
6:30	22	3	0	0	0	28	27	1.04	0	0	0	30
7:00	34	3	0	0	0	53	41	1.29	1	0	2	47
7:30	99	5	0	0	0	101	77	1.31	1	1	7	91
8:00	121	5	0	0	0	192	138	1.39	1	0	5	149
8:30	234	6	0	0	0	225	190	1.18	2	1	4	203
9:00	283	9	0	0	0	232	191	1.21	1	4	2	207
9:30	176	8	0	0	0	189	155	1.22	1	1	1	166
10:00	63	4	0	0	0	118	104	1.13	1	2	2	113
A.M. PEAK HOUR 8:00- 9:00	517	15	0	0	0	457	381	1.20	3	5	6	410
A.M. RUSH PERIOD 5:00-10:00	1046	45	0	0	0	1154	938	1.23	8	9	23	1023
5-HOUR TOTALS	1046	45	0	0	0	1154	938	1.23	8	9	23	1023

D-5
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4E
 LOCATION: WISCONSIN AVENUE, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	6	6	1.00	0	0	0	6
6:00	9	2	0	0	0	0	64	54	1.19	0	2	0	58
6:30	74	4	0	0	0	0	77	72	1.07	6	0	0	82
7:00	92	6	0	0	0	0	180	155	1.16	6	0	0	167
7:30	63	6	0	0	0	0	236	223	1.06	11	0	5	245
8:00	229	9	0	0	0	0	364	309	1.18	9	2	0	329
8:30	288	9	0	0	0	0	543	455	1.19	6	2	1	473
9:00	280	10	0	0	0	0	705	579	1.22	16	5	1	611
9:30	209	8	0	0	0	0	525	454	1.16	16	2	6	486
10:00	186	8	0	0	0	0	362	328	1.10	12	0	1	349
A.M. PEAK HOUR 8:30- 9:30	489	18	0	0	0	0	1230	1033	1.19	32	7	7	1097
A.M. RUSH PERIOD 5:00-10:00	1430	62	0	0	0	0	3062	2635	1.16	82	13	14	2806
5-HOUR TOTALS	1430	62	0	0	0	0	3062	2635	1.16	82	13	14	2806

D-6
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D4F
 LOCATION: ROCK CREEK PARKWAY, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	68	68	1.00	0	0	0	68	
6:00	0	0	0	0	0	441	404	1.09	0	2	0	406	
6:30	0	0	0	0	0	621	535	1.16	1	3	0	539	
7:00	0	0	0	0	0	1000	827	1.21	1	5	1	834	
7:30	0	0	0	0	0	1595	1397	1.14	0	8	3	1408	
8:00	0	0	0	0	0	1758	1600	1.10	5	7	4	1616	
8:30	0	0	0	0	0	1933	1747	1.11	1	8	3	1759	
9:00	0	0	0	0	0	2111	1907	1.11	3	6	3	1919	
9:30	0	0	0	0	0	1723	1514	1.14	1	12	3	1530	
10:00	0	0	0	0	0	1104	999	1.11	0	1	0	1000	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	4044	3654	1.11	4	14	6	3678	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	12354	10998	1.12	12	52	17	11079	
5-HOUR TOTALS	0	0	0	0	0	12354	10998	1.12	12	52	17	11079	

D-7
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D5A
 LOCATION: MASSACHUSETTS AVENUE, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	2	0	0	0	30	30	1.00	0	0	0	32	
6:00	0	2	0	0	0	85	85	1.00	3	1	0	91	
6:30	18	5	0	0	0	151	138	1.09	2	0	0	145	
7:00	27	5	0	0	0	300	253	1.19	13	3	5	279	
7:30	182	8	0	0	0	491	421	1.17	5	6	2	442	
8:00	149	4	0	0	0	710	609	1.17	12	2	6	633	
8:30	321	7	0	0	0	905	746	1.21	8	6	4	771	
9:00	252	8	0	0	0	893	787	1.13	9	4	6	814	
9:30	265	8	0	0	0	772	665	1.16	13	2	6	694	
10:00	100	4	0	0	0	683	597	1.14	10	4	4	619	
A.M. PEAK HOUR 8:00- 9:00	573	15	0	0	0	1798	1533	1.17	17	10	10	1585	
A.M. RUSH PERIOD 5:00-10:00	1314	53	0	0	0	5020	4331	1.16	75	28	33	4520	
5-HOUR TOTALS	1314	53	0	0	0	5020	4331	1.16	75	28	33	4520	

D-8
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D5B
 LOCATION: CONNECTICUT AVENUE, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	34	3	238	0	0	65	60	1.08	0	0	0	63	
6:00	24	2	630	0	0	138	126	1.10	0	3	0	131	
6:30	69	4	693	0	0	218	180	1.21	3	1	1	189	
7:00	109	6	1555	0	0	342	281	1.22	4	2	0	293	
7:30	289	10	2848	0	0	497	428	1.16	3	3	2	446	
8:00	298	10	4166	0	0	689	566	1.22	12	2	1	591	
8:30	683	15	5888	0	0	901	717	1.26	9	8	3	752	
9:00	585	13	6651	0	0	985	787	1.25	11	5	3	819	
9:30	552	13	4991	0	0	1027	838	1.23	13	12	2	878	
10:00	306	10	3019	0	0	771	638	1.21	13	11	7	679	
A.M. PEAK 8:30- 9:30	1137	26	11642	0	0	2012	1625	1.24	24	17	5	1697	
A.M. RUSH 5:00-10:00	2949	86	30679	0	0	5633	4621	1.22	68	47	19	4841	
5-HOUR TOTALS	2949	86	30679	0	0	5633	4621	1.22	68	47	19	4841	

D-9
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D5C
 LOCATION: 19TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	7	4	1.75	0	0	0	4	
6:00	0	0	0	0	0	16	14	1.14	0	0	0	14	
6:30	0	0	0	0	0	24	22	1.09	0	0	0	22	
7:00	0	0	0	0	0	54	29	1.86	0	0	0	29	
7:30	0	0	0	0	0	51	42	1.21	0	1	0	43	
8:00	0	0	0	0	0	61	55	1.11	1	0	0	56	
8:30	0	0	0	0	0	90	85	1.06	1	6	1	93	
9:00	0	0	0	0	0	137	121	1.13	0	1	0	122	
9:30	0	0	0	0	0	76	64	1.19	0	3	0	67	
10:00	0	0	0	0	0	50	42	1.19	1	2	0	45	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	227	206	1.10	1	7	1	215	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	566	478	1.18	3	13	1	495	
5-HOUR TOTALS	0	0	0	0	0	566	478	1.18	3	13	1	495	

D-10
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D5D
 LOCATION: 18TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	4	2	0	0	0	11	10	1.10	0	0	0	12	
6:00	5	1	0	0	0	20	19	1.05	0	0	0	20	
6:30	13	5	0	0	0	29	29	1.00	0	0	0	34	
7:00	20	3	0	0	0	47	47	1.00	0	0	0	50	
7:30	29	4	0	0	0	111	99	1.12	2	0	0	105	
8:00	34	3	0	0	0	132	126	1.05	4	2	1	136	
8:30	25	3	0	0	0	191	164	1.16	2	2	1	172	
9:00	56	3	0	0	0	193	171	1.13	6	2	3	185	
9:30	30	3	0	0	0	178	161	1.11	4	1	0	169	
10:00	11	3	0	0	0	191	178	1.07	11	0	0	192	
A.M. PEAK HOUR 9:00-10:00	41	6	0	0	0	369	339	1.09	15	1	0	361	
A.M. RUSH PERIOD 5:00-10:00	227	30	0	0	0	1103	1004	1.10	29	7	5	1075	
5-HOUR TOTALS	227	30	0	0	0	1103	1004	1.10	29	7	5	1075	

D-11
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6A
 LOCATION: 16TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	133	3	0	0	0	57	52	1.10	0	0	0	55
6:00	191	4	0	0	0	290	262	1.11	2	1	1	270
6:30	253	7	0	74	0	344	308	1.12	12	0	2	329
7:00	318	10	0	115	0	531	420	1.26	2	2	5	439
7:30	397	9	0	191	0	603	490	1.23	12	4	9	524
8:00	620	15	0	113	0	713	598	1.19	13	3	6	635
8:30	764	20	0	154	0	717	611	1.17	11	1	4	647
9:00	1039	20	0	76	0	752	655	1.15	9	1	4	689
9:30	750	18	0	113	0	851	663	1.28	5	3	4	693
10:00	567	14	0	37	0	761	622	1.22	13	1	5	655
A.M. PEAK 8:30- 9:30	1789	38	0	189	0	1603	1318	1.22	14	4	8	1382
A.M. RUSH 5:00-10:00	5032	120	0	873	0	5619	4681	1.20	79	16	40	4936
5-HOUR TOTALS	5032	120	0	873	0	5619	4681	1.20	79	16	40	4936

D-12
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6C
 LOCATION: 14TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	60	5	257	0	0	39	29	1.34	0	1	0	35	
6:00	110	5	768	0	0	122	102	1.20	1	2	1	111	
6:30	201	5	888	0	0	159	134	1.19	3	1	1	144	
7:00	206	7	1406	0	0	267	199	1.34	1	1	1	209	
7:30	195	9	1907	0	0	333	260	1.28	2	3	1	275	
8:00	324	10	2313	0	0	282	265	1.06	10	2	7	294	
8:30	321	10	2973	0	0	373	347	1.07	24	0	11	392	
9:00	167	6	2983	0	0	441	382	1.15	10	5	5	408	
9:30	312	7	1981	0	0	438	382	1.15	6	4	5	404	
10:00	298	11	1312	0	0	306	288	1.06	26	1	6	332	
A.M. PEAK HOUR 8:30- 9:30	479	13	4964	0	0	879	764	1.15	16	9	10	812	
A.M. RUSH PERIOD 5:00-10:00	2194	75	16788	0	0	2760	2388	1.16	83	20	38	2604	
5-HOUR TOTALS	2194	75	16788	0	0	2760	2388	1.16	83	20	38	2604	

D-13
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6D
 LOCATION: 13TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	41	25	1.64	0	0	0	25	
6:00	0	0	0	0	0	97	91	1.07	0	1	1	93	
6:30	0	0	0	0	0	94	87	1.08	2	0	1	90	
7:00	0	0	0	0	0	212	177	1.20	1	0	0	178	
7:30	0	0	0	0	0	255	213	1.20	2	0	0	215	
8:00	0	0	0	0	0	314	265	1.18	3	0	0	268	
8:30	0	0	0	0	0	280	251	1.12	4	1	2	258	
9:00	0	0	0	0	0	314	271	1.16	10	0	4	285	
9:30	0	0	0	0	0	296	264	1.12	9	1	0	274	
10:00	0	0	0	0	0	235	220	1.07	6	1	0	227	
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	610	535	1.14	19	1	4	559	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	2138	1864	1.15	37	4	8	1913	
5-HOUR TOTALS	0	0	0	0	0	2138	1864	1.15	37	4	8	1913	

D-14
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6E
 LOCATION: 11TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	45	1	0	0	0	4	4	1.00	0	0	0	5	
6:00	28	1	0	0	0	17	12	1.42	0	1	0	14	
6:30	32	2	0	0	0	37	34	1.09	0	0	0	36	
7:00	74	2	0	0	0	59	44	1.34	1	0	0	47	
7:30	42	1	0	0	0	55	50	1.10	1	0	0	52	
8:00	94	3	0	0	0	92	75	1.23	0	0	2	80	
8:30	60	1	0	0	0	150	120	1.25	0	0	1	122	
9:00	83	2	0	0	0	139	113	1.23	2	2	0	119	
9:30	81	2	0	0	0	209	164	1.27	2	0	0	168	
10:00	63	2	0	0	0	91	75	1.21	5	0	0	82	
A.M. PEAK HOUR 8:30- 9:30	164	4	0	0	0	348	277	1.26	4	2	0	287	
A.M. RUSH PERIOD 5:00-10:00	602	17	0	0	0	853	691	1.23	11	3	3	725	
5-HOUR TOTALS	602	17	0	0	0	853	691	1.23	11	3	3	725	

D-15
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6F
 LOCATION: VERMONT AVENUE, N.W.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	4	4	1.00	0	0	0	4
6:00	28	1	0	0	0	64	62	1.03	0	0	0	63
6:30	57	2	0	0	0	83	74	1.12	0	0	0	76
7:00	60	2	0	0	0	138	124	1.11	12	0	0	138
7:30	78	2	0	0	0	237	207	1.14	2	1	4	216
8:00	73	2	0	0	0	301	266	1.13	2	1	1	272
8:30	189	4	0	0	0	400	315	1.27	4	0	1	324
9:00	96	2	0	0	0	409	346	1.18	4	0	2	354
9:30	49	2	0	0	0	307	276	1.11	6	0	0	284
10:00	0	0	0	0	0	243	227	1.07	5	2	1	235
A.M. PEAK HOUR 8:00- 9:00	285	6	0	0	0	809	661	1.22	8	0	3	678
A.M. RUSH PERIOD 5:00-10:00	630	17	0	0	0	2186	1901	1.15	35	4	9	1966
5-HOUR TOTALS	630	17	0	0	0	2186	1901	1.15	35	4	9	1966

D-16
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6G
 LOCATION: 9TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	4	4	1.00	0	0	0	4	
6:00	0	0	0	0	0	64	62	1.03	0	0	0	62	
6:30	0	0	0	0	0	83	74	1.12	0	0	0	74	
7:00	0	0	0	0	0	138	124	1.11	12	0	0	136	
7:30	0	0	0	0	0	237	207	1.14	2	1	4	214	
8:00	0	0	0	0	0	301	266	1.13	2	1	1	270	
8:30	0	0	0	0	0	400	315	1.27	4	0	1	320	
9:00	0	0	0	0	0	409	346	1.18	4	0	2	352	
9:30	0	0	0	0	0	307	276	1.11	6	0	0	282	
10:00	0	0	0	0	0	243	227	1.07	5	2	1	235	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	809	661	1.22	8	0	3	672	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	2186	1901	1.15	35	4	9	1949	
5-HOUR TOTALS	0	0	0	0	0	2186	1901	1.15	35	4	9	1949	

D-17
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D6I
 LOCATION: 7TH STREET, N.W. (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	9	8	1.13	0	0	0	8	
6:00	176	4	0	0	0	138	114	1.21	0	0	1	119	
6:30	143	3	0	0	0	144	117	1.23	3	0	0	123	
7:00	179	6	0	0	0	190	169	1.12	1	0	0	176	
7:30	266	7	0	0	0	228	199	1.15	6	1	1	214	
8:00	202	5	0	0	0	364	285	1.28	5	1	1	297	
8:30	213	5	0	0	0	390	318	1.23	7	0	2	332	
9:00	280	9	0	0	0	378	313	1.21	3	1	3	329	
9:30	170	6	0	0	0	330	280	1.18	6	1	1	294	
10:00	243	7	0	0	0	260	235	1.11	9	0	1	252	
A.M. PEAK HOUR 8:00- 9:00	493	14	0	0	0	768	631	1.22	10	1	5	661	
A.M. RUSH PERIOD 5:00-10:00	1872	52	0	0	0	2431	2038	1.19	40	4	10	2144	
5-HOUR TOTALS	1872	52	0	0	0	2431	2038	1.19	40	4	10	2144	

D-18
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7A
 LOCATION: 4TH STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	10	1	0	0	0	26	26	1.00	0	1	0	28	
6:00	0	1	0	0	0	44	42	1.05	1	0	0	44	
6:30	11	2	0	0	0	60	53	1.13	0	0	0	55	
7:00	3	1	0	0	0	99	72	1.38	1	0	0	74	
7:30	16	2	0	0	0	98	93	1.05	1	0	1	97	
8:00	35	3	0	0	0	310	268	1.16	3	0	1	275	
8:30	18	1	0	0	0	491	464	1.06	4	1	2	472	
9:00	62	3	0	0	0	406	351	1.16	2	3	1	360	
9:30	16	1	0	0	0	194	148	1.31	12	0	2	163	
10:00	6	1	0	0	0	128	102	1.25	7	1	3	114	
A.M. PEAK HOUR 8:00- 9:00	80	4	0	0	0	897	815	1.10	6	4	3	832	
A.M. RUSH PERIOD 5:00-10:00	177	16	0	0	0	1856	1619	1.15	31	6	10	1682	
5-HOUR TOTALS	177	16	0	0	0	1856	1619	1.15	31	6	10	1682	

D-19
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7B
 LOCATION: RHODE ISLAND AVENUE, N.W.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	11	1	0	0	0	128	111	1.15	0	0	0	112
6:00	56	2	0	0	0	346	296	1.17	4	0	3	305
6:30	30	1	0	0	0	417	356	1.17	8	0	4	369
7:00	66	2	0	0	0	654	513	1.27	9	3	7	534
7:30	118	6	0	0	0	759	627	1.21	28	2	4	667
8:00	123	3	0	0	0	857	722	1.19	59	6	9	799
8:30	147	3	0	0	0	846	729	1.16	44	0	4	780
9:00	118	3	0	0	0	899	739	1.22	36	3	4	785
9:30	101	2	0	0	0	755	654	1.15	46	3	7	712
10:00	20	1	0	0	0	634	548	1.16	44	3	0	596
A.M. PEAK HOUR 7:30- 8:30	270	6	0	0	0	1703	1451	1.17	103	6	13	1579
A.M. RUSH PERIOD 5:00-10:00	790	24	0	0	0	6295	5295	1.19	278	20	42	5659
5-HOUR TOTALS	790	24	0	0	0	6295	5295	1.19	278	20	42	5659

D-20
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7C
 LOCATION: 3RD STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	0	0	0.00	0	0	0	0	
6:00	0	0	0	0	0	1	1	1.00	0	0	0	1	
6:30	0	0	0	0	0	3	3	1.00	0	0	1	4	
7:00	0	0	0	0	0	6	5	1.20	0	0	1	6	
7:30	0	0	0	0	0	8	7	1.14	0	0	0	7	
8:00	0	0	0	0	0	21	18	1.17	0	0	0	18	
8:30	0	0	0	0	0	16	14	1.14	0	0	0	14	
9:00	0	0	0	0	0	18	16	1.13	1	0	1	18	
9:30	0	0	0	0	0	73	46	1.59	3	0	0	49	
10:00	0	0	0	0	0	29	24	1.21	4	0	0	28	
A.M. PEAK HOUR 9:00-10:00	0	0	0	0	0	102	70	1.46	7	0	0	77	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	175	134	1.31	8	0	3	145	
5-HOUR TOTALS	0	0	0	0	0	175	134	1.31	8	0	3	145	

D-21
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7D
 LOCATION: 1ST STREET, N.W.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	14	12	1.17	0	0	0	12	
6:00	0	0	0	0	0	27	21	1.29	0	1	0	22	
6:30	0	0	0	0	0	24	22	1.09	0	1	0	23	
7:00	0	0	0	0	0	51	48	1.06	0	0	1	49	
7:30	0	0	0	0	0	129	111	1.16	1	0	0	112	
8:00	0	0	0	0	0	195	154	1.27	1	0	3	158	
8:30	0	0	0	0	0	181	150	1.21	0	1	0	151	
9:00	0	0	0	0	0	191	169	1.13	0	0	0	169	
9:30	0	0	0	0	0	152	132	1.15	1	0	1	134	
10:00	0	0	0	0	0	176	145	1.21	2	0	1	148	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	372	319	1.17	0	1	0	320	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1140	964	1.18	5	3	6	978	
5-HOUR TOTALS	0	0	0	0	0	1140	964	1.18	5	3	6	978	

D-22
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7E
 LOCATION: NORTH CAPITOL STREET

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	114	3	0	0	0	203	184	1.10	0	0	0	187
6:00	114	3	0	0	0	681	566	1.20	4	1	0	574
6:30	114	3	0	0	0	796	656	1.21	2	2	1	664
7:00	183	5	0	0	0	813	707	1.15	0	1	0	713
7:30	183	5	0	0	0	945	846	1.12	0	1	1	853
8:00	183	5	0	0	0	1300	1084	1.20	6	1	1	1097
8:30	228	6	0	0	0	1356	1071	1.27	2	2	1	1082
9:00	183	5	0	0	0	1135	1042	1.09	5	2	1	1055
9:30	138	4	0	0	0	924	820	1.13	3	3	6	836
10:00	114	3	0	0	0	548	510	1.07	5	0	0	518
A.M. PEAK HOUR 7:30- 8:30	411	11	0	0	0	2656	2155	1.23	8	3	2	2179
A.M. RUSH PERIOD 5:00-10:00	1554	42	0	0	0	8701	7486	1.16	27	13	11	7579
5-HOUR TOTALS	1554	42	0	0	0	8701	7486	1.16	27	13	11	7579

D-23
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7F
 LOCATION: ECKINGTON PLACE, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	20	19	1.05	0	0	0	19	
6:00	0	0	0	0	0	37	35	1.06	3	0	1	39	
6:30	0	0	0	0	0	43	41	1.05	0	0	0	41	
7:00	0	0	0	0	0	84	79	1.06	3	0	0	82	
7:30	0	0	0	0	0	146	99	1.47	1	1	4	105	
8:00	0	0	0	0	0	151	112	1.35	4	0	0	116	
8:30	0	0	0	0	0	257	212	1.21	7	0	2	221	
9:00	0	0	0	0	0	197	178	1.11	13	0	2	193	
9:30	0	0	0	0	0	164	128	1.28	20	1	0	149	
10:00	0	0	0	0	0	101	91	1.11	12	0	2	105	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	454	390	1.16	20	0	4	414	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1200	994	1.21	63	2	11	1070	
5-HOUR TOTALS	0	0	0	0	0	1200	994	1.21	63	2	11	1070	

D-24
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D7G
 LOCATION: NEW YORK AVENUE, N.E. (U.S. 50)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	448	0	0	520	509	1.02	0	0	2	511	
6:00	0	0	596	0	1225	900	876	1.03	58	3	4	941	
6:30	0	0	1245	0	1375	925	877	1.05	66	1	6	950	
7:00	0	0	1702	0	668	983	834	1.18	51	2	4	891	
7:30	0	0	2603	0	2266	1024	856	1.20	89	1	13	959	
8:00	0	0	3703	0	2779	1058	861	1.23	72	1	9	943	
8:30	0	0	4466	0	1844	960	781	1.23	50	0	6	837	
9:00	0	0	3901	0	1570	969	803	1.21	52	1	5	861	
9:30	0	0	3508	0	1432	906	771	1.18	56	2	8	837	
10:00	0	0	1826	0	479	834	752	1.11	66	1	35	854	
A.M. PEAK HOUR 7:00- 8:00	0	0	6306	0	5045	2082	1717	1.21	161	2	22	1902	
A.M. RUSH PERIOD 5:00-10:00	0	0	23998	0	13638	9079	7920	1.15	560	12	92	8584	
5-HOUR TOTALS	0	0	23998	0	13638	9079	7920	1.15	560	12	92	8584	

D-25
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8A
 LOCATION: FLORIDA AVENUE, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	22	1	0	0	0	85	72	1.18	0	0	0	73	
6:00	52	4	0	0	0	177	167	1.06	7	1	1	180	
6:30	90	5	0	0	0	222	207	1.07	8	0	0	220	
7:00	118	5	0	0	0	336	285	1.18	5	1	4	300	
7:30	143	5	0	0	0	465	372	1.25	12	1	3	393	
8:00	167	7	0	0	0	464	396	1.17	16	0	3	422	
8:30	152	6	0	0	0	492	436	1.13	29	1	5	477	
9:00	95	4	0	0	0	437	371	1.18	22	1	3	401	
9:30	170	6	0	0	0	321	272	1.18	22	1	0	301	
10:00	86	4	0	0	0	316	270	1.17	22	0	2	298	
A.M. PEAK HOUR 7:30- 8:30	319	13	0	0	0	956	832	1.15	45	1	8	899	
A.M. RUSH PERIOD 5:00-10:00	1095	47	0	0	0	3315	2848	1.16	143	6	21	3065	
5-HOUR TOTALS	1095	47	0	0	0	3315	2848	1.16	143	6	21	3065	

D-26
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8B
 LOCATION: K STREET, N.E.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	16	1	0	0	0	19	19	1.00	0	0	1	21
6:00	35	2	0	45	0	38	34	1.12	0	0	7	43
6:30	32	3	0	135	0	111	100	1.11	0	1	7	111
7:00	52	3	0	135	0	176	157	1.12	6	1	10	177
7:30	179	6	0	90	0	274	254	1.08	10	1	9	280
8:00	157	5	0	135	0	365	286	1.28	14	1	7	313
8:30	80	4	0	135	0	453	312	1.45	9	1	5	331
9:00	110	5	0	90	0	410	341	1.20	6	1	6	359
9:30	82	7	0	0	0	299	282	1.06	13	3	1	306
10:00	33	2	0	0	0	173	154	1.12	18	1	1	176
A.M. PEAK HOUR 8:00- 9:00	190	9	0	225	0	863	653	1.32	15	2	11	690
A.M. RUSH PERIOD 5:00-10:00	776	38	0	765	0	2318	1939	1.20	76	10	54	2117
5-HOUR TOTALS	776	38	0	765	0	2318	1939	1.20	76	10	54	2117

D-27
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8C
 LOCATION: H STREET, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	80	2	0	0	0	76	64	1.19	0	0	3	69	
6:00	186	3	0	0	0	198	174	1.14	1	1	5	184	
6:30	214	4	0	0	0	280	247	1.13	12	2	4	269	
7:00	259	8	0	0	0	498	408	1.22	7	3	8	434	
7:30	254	6	0	0	0	593	522	1.14	18	0	0	546	
8:00	313	9	0	0	0	621	533	1.17	25	2	5	574	
8:30	423	8	0	0	0	608	489	1.24	23	0	4	524	
9:00	340	8	0	0	0	660	491	1.34	19	4	0	522	
9:30	343	9	0	0	0	589	418	1.41	22	2	4	455	
10:00	150	3	0	0	0	419	338	1.24	21	1	0	363	
A.M. PEAK HOUR 7:00- 8:00	567	15	0	0	0	1214	1055	1.15	43	2	5	1120	
A.M. RUSH PERIOD 5:00-10:00	2562	60	0	0	0	4542	3684	1.23	148	15	33	3940	
5-HOUR TOTALS	2562	60	0	0	0	4542	3684	1.23	148	15	33	3940	

D-28
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8D
 LOCATION: MASSACHUSETTS AVENUE, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	11	3	0	0	0	36	23	1.57	0	0	0	26	
6:00	20	3	0	0	0	60	53	1.13	0	0	0	56	
6:30	80	5	0	0	0	87	78	1.12	0	2	0	85	
7:00	102	5	0	0	0	122	108	1.13	0	0	0	113	
7:30	148	7	0	0	0	186	170	1.09	0	1	0	178	
8:00	63	2	0	0	0	251	208	1.21	0	1	0	211	
8:30	203	6	0	0	0	293	250	1.17	1	1	0	258	
9:00	224	8	0	0	0	286	262	1.09	4	1	0	275	
9:30	92	3	0	0	0	191	188	1.02	0	0	0	191	
10:00	60	4	0	0	0	142	137	1.04	3	0	0	144	
A.M. PEAK HOUR 8:00- 9:00	427	14	0	0	0	579	512	1.13	5	2	0	533	
A.M. RUSH PERIOD 5:00-10:00	1003	46	0	0	0	1654	1477	1.12	8	6	0	1537	
5-HOUR TOTALS	1003	46	0	0	0	1654	1477	1.12	8	6	0	1537	

D-29
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8E
 LOCATION: MARYLAND AVENUE, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	36	23	1.57	0	0	0	23	
6:00	0	0	0	0	0	60	53	1.13	0	0	0	53	
6:30	0	0	0	0	0	87	78	1.12	0	2	0	80	
7:00	0	0	0	0	0	122	108	1.13	0	0	0	108	
7:30	0	0	0	0	0	186	170	1.09	0	1	0	171	
8:00	0	0	0	0	0	251	208	1.21	0	1	0	209	
8:30	0	0	0	0	0	293	250	1.17	1	1	0	252	
9:00	0	0	0	0	0	286	262	1.09	4	1	0	267	
9:30	0	0	0	0	0	191	188	1.02	0	0	0	188	
10:00	0	0	0	0	0	142	137	1.04	3	0	0	140	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	579	512	1.13	5	2	0	519	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1654	1477	1.12	8	6	0	1491	
5-HOUR TOTALS	0	0	0	0	0	1654	1477	1.12	8	6	0	1491	

D-30
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8F
 LOCATION: CONSTITUTION AVENUE, N.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	34	24	1.42	0	0	0	24	
6:00	0	0	0	0	0	83	80	1.04	0	0	0	80	
6:30	0	0	0	0	0	148	121	1.22	1	1	0	123	
7:00	0	0	0	0	0	263	199	1.32	0	0	0	199	
7:30	0	0	0	0	0	310	248	1.25	0	1	0	249	
8:00	0	0	0	0	0	286	234	1.22	0	3	0	237	
8:30	0	0	0	0	0	357	265	1.35	1	2	0	268	
9:00	0	0	0	0	0	315	275	1.15	2	1	0	278	
9:30	0	0	0	0	0	334	277	1.21	0	0	0	277	
10:00	0	0	0	0	0	189	173	1.09	0	0	0	173	
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	649	552	1.18	2	1	0	555	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	2319	1896	1.22	4	8	0	1908	
5-HOUR TOTALS	0	0	0	0	0	2319	1896	1.22	4	8	0	1908	

D-31
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D8G
 LOCATION: EAST CAPITOL STREET

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	6	1	0	0	0	30	27	1.11	0	0	0	28	
6:00	49	2	0	45	0	36	29	1.24	0	0	1	32	
6:30	36	2	0	90	0	78	64	1.22	0	0	3	69	
7:00	57	3	0	90	0	69	61	1.13	0	0	2	66	
7:30	34	3	0	90	0	115	103	1.12	0	0	2	108	
8:00	102	4	0	90	0	176	135	1.30	0	0	2	141	
8:30	76	3	0	90	0	267	196	1.36	5	0	4	208	
9:00	83	5	0	0	0	241	210	1.15	2	1	2	220	
9:30	110	5	0	0	0	270	219	1.23	1	2	0	227	
10:00	62	3	0	0	0	140	123	1.14	3	0	1	130	
A.M. PEAK HOUR 8:30- 9:30	193	10	0	0	0	511	429	1.19	3	3	2	447	
A.M. RUSH PERIOD 5:00-10:00	615	31	0	495	0	1422	1167	1.22	11	3	17	1229	
5-HOUR TOTALS	615	31	0	495	0	1422	1167	1.22	11	3	17	1229	

D-32
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9A
 LOCATION: NORTH CAROLINA AVENUE, S.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	20	17	1.18	0	0	0	17	
6:00	0	0	0	0	0	32	32	1.00	1	0	1	34	
6:30	0	0	0	0	0	64	62	1.03	0	0	4	66	
7:00	0	0	0	0	0	119	110	1.08	1	0	1	112	
7:30	0	0	0	0	0	145	130	1.12	0	0	1	131	
8:00	0	0	0	0	0	143	134	1.07	1	0	1	136	
8:30	0	0	0	0	0	187	176	1.06	4	0	3	183	
9:00	0	0	0	0	0	207	196	1.06	2	0	0	198	
9:30	0	0	0	0	0	167	153	1.09	4	0	0	157	
10:00	0	0	0	0	0	72	66	1.09	7	0	0	73	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	394	372	1.06	6	0	3	381	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1156	1076	1.07	20	0	11	1107	
5-HOUR TOTALS	0	0	0	0	0	1156	1076	1.07	20	0	11	1107	

D-33
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9B
 LOCATION: 8TH STREET, S.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	6	1	0	0	0	9	9	1.00	0	0	0	10	
6:00	16	5	0	0	0	18	15	1.20	1	0	0	21	
6:30	23	3	0	0	0	39	35	1.11	1	0	0	39	
7:00	76	3	0	0	0	55	50	1.10	2	1	0	56	
7:30	69	4	0	0	0	70	59	1.19	5	0	1	69	
8:00	104	3	0	0	0	167	106	1.58	5	1	0	115	
8:30	191	5	0	0	0	161	108	1.49	6	0	0	119	
9:00	99	4	0	0	0	190	131	1.45	5	2	1	143	
9:30	106	4	0	0	0	140	115	1.22	5	0	0	124	
10:00	78	4	0	0	0	122	97	1.26	10	2	1	114	
A.M. PEAK HOUR 8:30- 9:30	205	8	0	0	0	330	246	1.34	10	2	1	267	
A.M. RUSH PERIOD 5:00-10:00	768	36	0	0	0	971	725	1.34	40	6	3	810	
5-HOUR TOTALS	768	36	0	0	0	971	725	1.34	40	6	3	810	

D-34
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9C
 LOCATION: PENNSYLVANIA AVENUE, S.E.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	108	4	735	0	0	149	125	1.19	0	2	0	131
6:00	141	5	747	124	0	310	304	1.02	2	2	5	318
6:30	162	7	1507	415	0	522	486	1.07	1	2	10	506
7:00	197	8	2353	450	0	789	749	1.05	12	2	11	782
7:30	231	8	3275	369	0	762	700	1.09	13	2	9	732
8:00	251	6	4247	450	0	1100	1052	1.05	10	0	11	1079
8:30	240	9	4357	417	0	1123	1064	1.06	13	1	15	1102
9:00	166	8	3994	123	0	1214	1115	1.09	6	2	3	1134
9:30	118	7	2572	0	0	766	699	1.10	22	2	0	730
10:00	103	5	1268	0	0	541	500	1.08	22	0	0	527
A.M. PEAK HOUR 8:00- 9:00	406	17	8351	540	0	2337	2179	1.07	19	3	18	2236
A.M. RUSH PERIOD 5:00-10:00	1717	67	25055	2348	0	7276	6794	1.07	101	15	64	7041
5-HOUR TOTALS	1717	67	25055	2348	0	7276	6794	1.07	101	15	64	7041

D-35
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9D
 LOCATION: I STREET, S.E.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	10	1	0	0	0	42	39	1.08	0	0	0	40	
6:00	42	3	0	0	0	169	150	1.13	0	0	3	156	
6:30	57	3	0	0	0	306	285	1.07	3	0	6	297	
7:00	90	4	0	0	0	373	337	1.11	7	2	0	350	
7:30	142	6	0	0	0	430	373	1.15	6	2	2	389	
8:00	150	7	0	0	0	486	470	1.03	6	0	7	490	
8:30	216	9	0	0	0	478	460	1.04	12	2	18	501	
9:00	96	7	0	0	0	542	489	1.11	7	3	4	510	
9:30	68	5	0	0	0	401	358	1.12	9	1	6	379	
10:00	69	5	0	0	0	258	239	1.08	9	0	1	254	
A.M. PEAK HOUR 8:00- 9:00	312	16	0	0	0	1020	949	1.07	19	5	22	1011	
A.M. RUSH PERIOD 5:00-10:00	940	50	0	0	0	3485	3200	1.09	59	10	47	3366	
5-HOUR TOTALS	940	50	0	0	0	3485	3200	1.09	59	10	47	3366	

D-36
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9E
 LOCATION: 11TH STREET BRIDGE, S.E. (I-695)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	667	0	0	976	973	1.00	0	6	3	982	
6:00	0	0	795	0	0	2065	2062	1.00	30	5	8	2105	
6:30	0	0	1359	0	0	2423	2278	1.06	208	10	6	2502	
7:00	0	0	1966	0	0	2658	2265	1.17	88	8	24	2385	
7:30	0	0	2688	0	0	2685	2316	1.16	102	3	22	2443	
8:00	0	0	3244	0	0	2604	2259	1.15	79	1	26	2365	
8:30	0	0	3136	0	0	2653	2269	1.17	46	5	16	2336	
9:00	0	0	2474	0	0	2476	2208	1.12	55	2	32	2297	
9:30	0	0	1550	0	0	2509	2132	1.18	76	3	20	2231	
10:00	0	0	1130	0	0	2209	2037	1.08	132	5	31	2205	
A.M. PEAK HOUR 6:00- 7:00	0	0	3325	0	0	5081	4543	1.12	296	18	30	4887	
A.M. RUSH PERIOD 5:00-10:00	0	0	19009	0	0	23258	20799	1.12	816	48	188	21851	
5-HOUR TOTALS	0	0	19009	0	0	23258	20799	1.12	816	48	188	21851	

D-37
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9F
 LOCATION: 11TH STREET BRIDGE, S.E. (LOCAL)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	121	8	0	84	0	43	43	1.00	0	0	2	53	
6:00	144	10	0	288	0	200	199	1.01	0	0	7	216	
6:30	213	19	0	366	0	572	484	1.18	20	2	9	534	
7:00	424	30	0	408	0	825	739	1.12	5	1	10	785	
7:30	518	26	0	414	0	684	619	1.11	2	3	10	660	
8:00	669	26	0	450	0	718	668	1.07	3	2	11	710	
8:30	457	22	0	498	0	539	527	1.02	4	1	12	566	
9:00	424	24	0	252	0	581	540	1.08	1	2	6	573	
9:30	398	22	0	126	0	642	559	1.15	3	4	3	591	
10:00	354	14	0	0	0	416	344	1.21	9	3	3	373	
A.M. PEAK HOUR 6:30- 7:30	942	56	0	822	0	1509	1358	1.11	7	4	20	1445	
A.M. RUSH PERIOD 5:00-10:00	3722	201	0	2886	0	5220	4722	1.11	47	18	73	5061	
5-HOUR TOTALS	3722	201	0	2886	0	5220	4722	1.11	47	18	73	5061	

D-38
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: D9G
 LOCATION: SOUTH CAPITOL STREET

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	138	5	0	0	0	493	451	1.09	0	7	1	464
6:00	208	8	0	0	0	1317	1203	1.09	4	4	7	1226
6:30	248	11	0	0	0	1691	1500	1.13	20	6	6	1543
7:00	342	12	0	0	0	1906	1608	1.19	16	3	7	1646
7:30	323	11	0	0	0	1819	1453	1.25	22	3	10	1499
8:00	279	8	0	0	0	1637	1413	1.16	32	1	20	1474
8:30	256	11	0	0	0	1709	1420	1.20	35	4	22	1492
9:00	187	6	0	0	0	1702	1537	1.11	44	7	12	1606
9:30	102	4	0	0	0	1732	1452	1.19	26	2	17	1501
10:00	16	1	0	0	0	1318	1150	1.15	40	1	10	1202
A.M. PEAK HOUR 6:00- 7:00	590	23	0	0	0	3597	3108	1.16	36	9	13	3189
A.M. RUSH PERIOD 5:00-10:00	2099	77	0	0	0	15324	13187	1.16	239	38	112	13653
5-HOUR TOTALS	2099	77	0	0	0	15324	13187	1.16	239	38	112	13653

D-39
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: VIA
 LOCATION: G.W. MEM. PKWY. @ MARINA DR

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	390	0	0	167	164	1.02	0	1	0	165	
6:00	0	0	609	0	0	546	527	1.04	0	3	1	531	
6:30	0	0	1042	0	0	821	763	1.08	0	13	2	778	
7:00	22	1	1773	0	0	1434	1205	1.19	0	10	0	1216	
7:30	34	1	2642	0	0	1881	1545	1.22	1	6	1	1554	
8:00	55	2	3371	0	0	1855	1571	1.18	1	7	2	1583	
8:30	72	2	3109	0	0	1825	1517	1.20	0	7	3	1529	
9:00	44	1	2756	0	0	1591	1395	1.14	0	11	1	1408	
9:30	0	0	1603	0	0	1228	1102	1.11	0	9	2	1113	
10:00	0	0	1019	0	0	960	879	1.09	4	6	0	889	
A.M. PEAK HOUR 7:00- 8:00	89	3	6013	0	0	3736	3116	1.20	2	13	3	3137	
A.M. RUSH PERIOD 5:00-10:00	227	7	18314	0	0	12308	10668	1.15	6	73	12	10766	
5-HOUR TOTALS	227	7	18314	0	0	12308	10668	1.15	6	73	12	10766	

D-40
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1B
 LOCATION: POTOMAC AVENUE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	10	10	1.00	0	0	0	10	
6:00	0	0	0	0	0	38	38	1.00	2	0	0	40	
6:30	0	0	0	0	0	62	62	1.00	2	0	0	64	
7:00	0	0	0	0	0	116	112	1.04	1	0	0	113	
7:30	0	0	0	0	0	136	123	1.11	1	3	0	127	
8:00	0	0	0	0	0	282	245	1.15	0	1	0	246	
8:30	0	0	0	0	0	335	293	1.14	3	0	0	296	
9:00	0	0	0	0	0	259	234	1.11	1	0	0	235	
9:30	0	0	0	0	0	225	217	1.04	4	0	0	221	
10:00	0	0	0	0	0	124	115	1.08	9	0	0	124	
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	617	538	1.15	3	1	0	542	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1587	1449	1.10	23	4	0	1476	
5-HOUR TOTALS	0	0	0	0	0	1587	1449	1.10	23	4	0	1476	

D-41
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: VIC
 LOCATION: JEFFERSON DAVIS HIGHWAY (U.S. 1)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	8	1	0	0	0	249	247	1.01	0	1	2	251	
6:00	38	1	0	0	0	456	455	1.00	8	1	4	469	
6:30	19	2	0	0	918	604	565	1.07	12	0	1	580	
7:00	31	1	0	0	1765	921	759	1.21	20	2	2	784	
7:30	33	1	0	0	1467	1108	947	1.17	26	0	0	974	
8:00	41	1	0	0	1487	1034	926	1.12	14	2	2	945	
8:30	38	1	0	0	786	1051	928	1.13	19	0	3	951	
9:00	25	1	0	0	1362	874	793	1.10	22	1	1	818	
9:30	18	1	0	0	0	599	546	1.10	34	0	3	584	
10:00	9	1	0	0	0	638	532	1.20	36	1	4	574	
A.M. PEAK HOUR 7:00- 8:00	74	2	0	0	2954	2142	1873	1.14	40	2	2	1919	
A.M. RUSH PERIOD 5:00-10:00	260	11	0	0	7785	7534	6698	1.12	191	8	22	6930	
5-HOUR TOTALS	260	11	0	0	7785	7534	6698	1.12	191	8	22	6930	

D-42
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1D
 LOCATION: SOUTH EADS STREET

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	32	32	1.00	0	0	2	34	
6:00	0	0	0	0	0	88	87	1.01	1	0	0	88	
6:30	0	0	0	0	0	83	82	1.01	4	0	2	88	
7:00	0	0	0	0	0	148	124	1.19	5	2	3	134	
7:30	0	0	0	0	0	136	128	1.06	4	0	2	134	
8:00	0	0	0	0	0	253	201	1.26	9	1	0	211	
8:30	0	0	0	0	0	285	236	1.21	6	0	0	242	
9:00	0	0	0	0	0	274	236	1.16	6	0	0	242	
9:30	0	0	0	0	0	125	116	1.08	5	0	3	124	
10:00	0	0	0	0	0	109	96	1.14	2	0	5	103	
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	559	472	1.18	12	0	0	484	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	1533	1338	1.15	42	3	17	1400	
5-HOUR TOTALS	0	0	0	0	0	1533	1338	1.15	42	3	17	1400	

D-43
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1E
 LOCATION: SOUTH ARLINGTON RIDGE ROAD

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	49	42	1.17	0	0	0	42	
6:00	30	1	0	0	0	129	123	1.05	1	0	0	125	
6:30	38	2	0	0	0	136	135	1.01	2	0	1	140	
7:00	87	3	0	0	0	166	157	1.06	1	2	1	164	
7:30	124	5	0	0	0	358	299	1.20	0	0	1	305	
8:00	92	3	0	0	0	467	389	1.20	0	0	0	392	
8:30	117	5	0	0	0	395	357	1.11	1	0	0	363	
9:00	82	5	0	0	0	368	328	1.12	1	2	0	336	
9:30	15	1	0	0	0	231	201	1.15	3	0	0	205	
10:00	57	3	0	0	0	188	174	1.08	3	0	3	183	
A.M. PEAK HOUR 7:30- 8:30	209	8	0	0	0	862	746	1.16	1	0	0	755	
A.M. RUSH PERIOD 5:00-10:00	642	28	0	0	0	2487	2205	1.13	12	4	6	2255	
5-HOUR TOTALS	642	28	0	0	0	2487	2205	1.13	12	4	6	2255	

D-44
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1F
 LOCATION: SOUTH ARMY NAVY DRIVE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	40	16	2.50	0	0	0	16	
6:00	0	0	0	0	0	17	12	1.42	9	1	0	22	
6:30	78	4	0	0	0	26	24	1.08	5	0	2	35	
7:00	114	6	0	0	0	46	39	1.18	2	0	2	49	
7:30	108	6	0	0	0	79	69	1.14	0	1	3	79	
8:00	100	6	0	0	0	113	92	1.23	1	0	0	99	
8:30	158	6	0	0	0	203	135	1.50	0	0	0	141	
9:00	80	4	0	0	0	168	133	1.26	0	1	1	139	
9:30	64	4	0	0	0	145	109	1.33	3	2	3	121	
10:00	8	2	0	0	0	88	74	1.19	0	0	2	78	
A.M. PEAK HOUR 8:00- 9:00	238	10	0	0	0	371	268	1.38	0	1	1	280	
A.M. RUSH PERIOD 5:00-10:00	710	38	0	0	0	925	703	1.32	20	5	13	779	
5-HOUR TOTALS	710	38	0	0	0	925	703	1.32	20	5	13	779	

D-45
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V1G
 LOCATION: I-395 (MAIN LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.		PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0		1215	1208	1.01	0	13	1	1222
6:00	0	0	0	0	0		2472	2371	1.04	35	12	3	2421
6:30	0	0	0	0	0		2959	2846	1.04	60	4	7	2917
7:00	0	0	0	0	0		3443	3201	1.08	72	2	10	3285
7:30	0	0	0	0	0		3517	3181	1.11	57	0	4	3242
8:00	0	0	0	0	0		3020	2791	1.08	39	1	2	2833
8:30	0	0	0	0	0		2050	1907	1.07	64	0	1	1972
9:00	0	0	0	0	0		2187	1947	1.12	27	0	1	1975
9:30	0	0	0	0	0		2371	2009	1.18	51	2	8	2070
10:00	0	0	0	0	0		2409	2052	1.17	90	9	14	2165
A.M. PEAK HOUR 6:30- 7:30	0	0	0	0	0		6960	6382	1.09	129	2	14	6527
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0		25643	23513	1.09	495	43	51	24102
5-HOUR TOTALS	0	0	0	0	0		25643	23513	1.09	495	43	51	24102

D-46
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: VIH
 LOCATION: I-395 (HOV LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	89	6	0	232	0	751	683	1.10	0	16	9	714
6:00	118	7	0	289	0	1869	1498	1.25	5	26	9	1545
6:30	599	27	0	646	0	2212	1111	1.99	5	60	37	1240
7:00	890	49	0	706	0	3947	1319	2.99	1	80	34	1483
7:30	1043	61	0	541	0	4236	1509	2.81	8	91	21	1690
8:00	940	54	0	470	0	3387	1279	2.65	6	83	20	1442
8:30	1074	60	0	285	0	2460	999	2.46	11	46	44	1160
9:00	960	58	0	144	0	1745	717	2.43	17	46	30	868
9:30	583	40	0	0	0	1926	1487	1.30	12	16	14	1569
10:00	355	25	0	39	0	1511	1297	1.16	16	2	8	1348
A.M. PEAK HOUR 6:30- 7:30	1933	110	0	1247	0	8183	2828	2.89	9	171	55	3173
A.M. RUSH PERIOD 5:00-10:00	6651	387	0	3352	0	24044	11899	2.02	81	466	226	13059
5-HOUR TOTALS	6651	387	0	3352	0	24044	11899	2.02	81	466	226	13059

D-47
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2A
 LOCATION: COLUMBIA PIKE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	89	5	0	0	0	53	47	1.13	0	0	0	52
6:00	150	7	0	0	0	137	124	1.10	0	0	2	133
6:30	217	11	0	0	0	179	172	1.04	4	2	5	194
7:00	295	17	0	0	0	256	237	1.08	1	4	4	263
7:30	271	15	0	0	0	381	318	1.20	3	2	3	341
8:00	316	19	0	0	0	505	424	1.19	18	5	7	473
8:30	327	17	0	0	0	500	420	1.19	6	0	4	447
9:00	225	13	0	0	0	440	394	1.12	6	4	4	421
9:30	262	13	0	0	0	364	321	1.13	4	2	5	345
10:00	161	7	0	0	0	253	223	1.13	10	0	3	243
A.M. PEAK HOUR 7:30- 8:30	643	36	0	0	0	1005	844	1.19	24	5	11	920
A.M. RUSH PERIOD 5:00-10:00	2313	124	0	0	0	3068	2680	1.14	52	19	37	2912
5-HOUR TOTALS	2313	124	0	0	0	3068	2680	1.14	52	19	37	2912

D-48
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2B
 LOCATION: ARLINGTON BOULEVARD (U.S. 50)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	224	216	1.04	0	0	0	216	
6:00	28	1	0	0	0	520	513	1.01	1	1	0	516	
6:30	21	1	0	0	0	803	791	1.02	7	1	1	801	
7:00	60	2	0	0	0	1271	1195	1.06	16	2	5	1220	
7:30	37	1	0	0	0	1693	1534	1.10	19	4	7	1565	
8:00	59	2	0	0	0	2106	1851	1.14	11	1	8	1873	
8:30	59	2	0	0	0	2081	1893	1.10	19	2	9	1925	
9:00	30	1	0	0	0	2080	1874	1.11	23	0	8	1906	
9:30	12	1	0	0	0	1696	1553	1.09	27	2	4	1587	
10:00	10	1	0	0	0	1271	1134	1.12	28	1	5	1169	
A.M. PEAK HOUR 8:00- 9:00	89	3	0	0	0	4161	3767	1.10	42	2	17	3831	
A.M. RUSH PERIOD 5:00-10:00	316	12	0	0	0	13745	12554	1.09	151	14	47	12778	
5-HOUR TOTALS	316	12	0	0	0	13745	12554	1.09	151	14	47	12778	

D-49
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2C
 LOCATION: NORTH PERSHING DRIVE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	7	6	1.17	0	0	0	6	
6:00	9	1	0	0	0	26	20	1.30	0	0	0	21	
6:30	6	1	0	0	0	51	39	1.31	0	0	0	40	
7:00	8	1	0	0	0	100	72	1.39	0	0	0	73	
7:30	9	1	0	0	0	181	132	1.37	0	1	0	134	
8:00	18	1	0	0	0	229	198	1.16	1	1	3	204	
8:30	22	1	0	0	0	292	239	1.22	4	2	8	254	
9:00	14	1	0	0	0	220	176	1.25	0	0	3	180	
9:30	11	1	0	0	0	147	128	1.15	5	2	1	137	
10:00	0	0	0	0	0	128	110	1.16	5	0	0	115	
A.M. PEAK HOUR 7:30- 8:30	40	2	0	0	0	521	437	1.19	5	3	11	458	
A.M. RUSH PERIOD 5:00-10:00	97	8	0	0	0	1381	1120	1.23	15	6	15	1164	
5-HOUR TOTALS	97	8	0	0	0	1381	1120	1.23	15	6	15	1164	

D-50
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2D
 LOCATION: NORTH HENDERSON ROAD

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	13	13	1.00	0	0	0	13	
6:00	0	0	0	0	0	47	46	1.02	0	0	0	46	
6:30	36	2	0	0	0	112	102	1.10	1	1	2	108	
7:00	57	2	0	0	0	109	102	1.07	4	0	2	110	
7:30	31	1	0	0	0	227	184	1.23	2	1	4	192	
8:00	71	3	0	0	0	269	233	1.15	2	0	3	241	
8:30	35	2	0	0	0	334	276	1.21	6	1	2	287	
9:00	30	2	0	0	0	257	242	1.06	2	2	2	250	
9:30	22	2	0	0	0	227	201	1.13	3	0	1	207	
10:00	13	1	0	0	0	183	156	1.17	3	0	2	162	
A.M. PEAK HOUR 8:00- 9:00	65	4	0	0	0	591	518	1.14	8	3	4	537	
A.M. RUSH PERIOD 5:00-10:00	295	15	0	0	0	1778	1555	1.14	23	5	18	1616	
5-HOUR TOTALS	295	15	0	0	0	1778	1555	1.14	23	5	18	1616	

D-51
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V2E
 LOCATION: NORTH CARLIN SPRINGS ROAD

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	60	60	1.00	0	0	0	60	
6:00	0	0	0	0	0	88	86	1.02	1	2	0	89	
6:30	0	0	0	0	0	125	122	1.02	2	0	1	125	
7:00	40	2	0	0	0	250	242	1.03	3	0	1	248	
7:30	12	1	0	0	0	313	279	1.12	3	0	2	285	
8:00	96	2	0	0	0	410	373	1.10	4	0	4	383	
8:30	76	2	0	0	0	391	352	1.11	0	1	3	358	
9:00	50	2	0	0	0	384	355	1.08	0	0	1	358	
9:30	28	1	0	0	0	339	307	1.10	6	0	2	316	
10:00	60	3	0	0	0	266	244	1.09	5	1	0	253	
A.M. PEAK HOUR 7:30- 8:30	172	4	0	0	0	801	725	1.10	4	1	7	741	
A.M. RUSH PERIOD 5:00-10:00	362	13	0	0	0	2626	2420	1.09	24	4	14	2475	
5-HOUR TOTALS	362	13	0	0	0	2626	2420	1.09	24	4	14	2475	

D-52
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3A
 LOCATION: WILSON BOULEVARD

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	30	27	1.11	0	0	0	27	
6:00	40	1	0	0	0	70	62	1.13	0	0	0	63	
6:30	103	3	0	0	0	139	126	1.10	1	1	0	131	
7:00	89	4	0	0	0	216	199	1.09	3	1	1	208	
7:30	155	4	0	0	0	368	332	1.11	3	0	1	340	
8:00	113	4	0	0	0	576	495	1.16	7	0	1	507	
8:30	99	3	0	0	0	685	612	1.12	6	2	4	627	
9:00	145	4	0	0	0	622	556	1.12	7	0	2	569	
9:30	71	3	0	0	0	530	476	1.11	6	1	0	486	
10:00	55	3	0	0	0	303	277	1.09	10	1	0	291	
A.M. PEAK HOUR 8:00- 9:00	244	7	0	0	0	1307	1168	1.12	13	2	6	1196	
A.M. RUSH PERIOD 5:00-10:00	870	29	0	0	0	3539	3162	1.12	43	6	9	3249	
5-HOUR TOTALS	870	29	0	0	0	3539	3162	1.12	43	6	9	3249	

D-53
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3B
 LOCATION: I-66

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	576	49	0	1119	1072	1.04	0	13	1	1086
6:00	0	0	763	145	0	2085	1926	1.08	3	25	8	1962
6:30	42	2	1159	364	0	2157	1914	1.13	10	23	14	1963
7:00	73	2	2182	625	0	1829	1264	1.45	13	44	18	1341
7:30	112	3	2672	744	0	2569	1630	1.58	4	36	24	1697
8:00	95	3	4248	549	0	3392	1823	1.86	6	30	26	1888
8:30	90	3	4106	419	0	3519	1797	1.96	9	18	42	1869
9:00	134	4	3463	359	0	2812	1636	1.72	9	27	39	1715
9:30	0	0	2339	46	0	2271	1889	1.20	12	12	20	1933
10:00	46	1	1038	0	0	2177	1896	1.15	3	9	25	1934
A.M. PEAK HOUR 5:30- 6:30	42	2	1922	509	0	4242	3840	1.10	13	48	22	3925
A.M. RUSH PERIOD 5:00-10:00	592	18	22546	3300	0	23930	16847	1.42	69	237	217	17388
5-HOUR TOTALS	592	18	22546	3300	0	23930	16847	1.42	69	237	217	17388

D-54
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3C
 LOCATION: WASHINGTON BOULEVARD (VA. 237)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRO RAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	12	1	0	0	0	20	20	1.00	0	0	0	21	
6:00	8	1	0	0	0	69	65	1.06	2	0	0	68	
6:30	18	3	0	0	0	103	101	1.02	2	0	0	106	
7:00	30	3	0	0	0	197	194	1.02	0	0	1	198	
7:30	45	3	0	0	0	365	360	1.01	4	0	5	372	
8:00	47	2	0	0	0	541	476	1.14	1	2	4	485	
8:30	71	3	0	0	0	519	446	1.16	7	3	2	461	
9:00	52	3	0	0	0	556	518	1.07	5	2	4	532	
9:30	55	3	0	0	0	530	475	1.12	7	1	0	486	
10:00	9	1	0	0	0	373	347	1.07	9	3	2	362	
A.M. PEAK HOUR 8:30- 9:30	107	6	0	0	0	1086	993	1.09	12	3	4	1018	
A.M. RUSH PERIOD 5:00-10:00	347	23	0	0	0	3273	3002	1.09	37	11	18	3091	
5-HOUR TOTALS	347	23	0	0	0	3273	3002	1.09	37	11	18	3091	

D-55
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3D
 LOCATION: NORTH 16TH STREET

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	3	3	1.00	0	0	0	3	
6:00	0	0	0	0	0	26	22	1.18	1	0	0	23	
6:30	9	1	0	0	0	17	15	1.13	0	1	0	17	
7:00	8	1	0	0	0	36	30	1.20	1	0	0	32	
7:30	12	1	0	0	0	99	79	1.25	1	1	0	82	
8:00	12	1	0	0	0	174	140	1.24	1	0	0	142	
8:30	15	1	0	0	0	201	162	1.24	1	2	0	166	
9:00	7	1	0	0	0	234	170	1.38	2	0	1	174	
9:30	15	1	0	0	0	136	111	1.23	2	1	0	115	
10:00	4	1	0	0	0	109	97	1.12	2	1	0	101	
A.M. PEAK HOUR 8:00- 9:00	22	2	0	0	0	435	332	1.31	3	2	1	340	
A.M. RUSH PERIOD 5:00-10:00	82	8	0	0	0	1035	829	1.25	11	6	1	855	
5-HOUR TOTALS	82	8	0	0	0	1035	829	1.25	11	6	1	855	

D-56
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3E
 LOCATION: LEE HIGHWAY (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	10	1	0	0	0	58	56	1.04	0	2	0	59	
6:00	4	1	0	0	0	152	152	1.00	4	0	0	157	
6:30	17	2	0	0	0	298	296	1.01	16	0	0	314	
7:00	27	3	0	0	0	740	692	1.07	14	0	2	711	
7:30	31	3	0	0	0	1120	1058	1.06	28	0	4	1093	
8:00	60	5	0	0	0	1318	1230	1.07	48	2	0	1285	
8:30	32	3	0	0	0	1338	1224	1.09	38	2	2	1269	
9:00	35	3	0	0	0	1326	1184	1.12	64	0	10	1261	
9:30	5	1	0	0	0	1186	1072	1.11	50	2	8	1133	
10:00	9	1	0	0	0	1074	968	1.11	46	0	4	1019	
A.M. PEAK HOUR 7:30- 8:30	92	8	0	0	0	2656	2454	1.08	86	4	2	2554	
A.M. RUSH PERIOD 5:00-10:00	230	23	0	0	0	8610	7932	1.09	308	8	30	8301	
5-HOUR TOTALS	230	23	0	0	0	8610	7932	1.09	308	8	30	8301	

D-57
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3F
 LOCATION: SPOUT RUN PARKWAY

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	69	69	1.00	0	0	0	69	
6:00	0	0	0	0	0	117	110	1.06	0	1	0	111	
6:30	0	0	0	0	0	221	191	1.16	0	1	0	192	
7:00	0	0	0	0	0	315	286	1.10	0	1	0	287	
7:30	0	0	0	0	0	573	515	1.11	0	5	0	520	
8:00	0	0	0	0	0	728	696	1.05	0	4	0	700	
8:30	0	0	0	0	0	674	646	1.04	0	1	0	647	
9:00	0	0	0	0	0	609	569	1.07	0	2	0	571	
9:30	0	0	0	0	0	446	437	1.02	0	1	0	438	
10:00	0	0	0	0	0	415	393	1.06	0	1	0	394	
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	1402	1342	1.04	0	5	0	1347	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	4167	3912	1.07	0	17	0	3929	
5-HOUR TOTALS	0	0	0	0	0	4167	3912	1.07	0	17	0	3929	

D-58
 VEHICLE AND PASSENGER VOLUMES
REVISED CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
 2013

SITE: V3G
 LOCATION: G.W. MEM. PKWY. (W. OF SPOUT RUN)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES		
5:30	0	0	0	0	0	282	282	1.00	0	0	0	282	
6:00	0	0	0	0	0	782	781	1.00	0	5	1	787	
6:30	0	0	0	0	0	1175	1160	1.01	0	5	1	1166	
7:00	0	0	0	0	0	1722	1693	1.02	1	8	2	1704	
7:30	0	0	0	0	0	1752	1739	1.01	5	3	2	1749	
8:00	0	0	0	0	0	1427	1400	1.02	2	0	6	1408	
8:30	0	0	0	0	0	1438	1384	1.04	1	2	5	1392	
9:00	0	0	0	0	0	910	887	1.03	2	3	5	897	
9:30	0	0	0	0	0	882	780	1.13	2	4	6	792	
10:00	0	0	0	0	0	981	913	1.07	0	4	2	919	
A.M. PEAK HOUR 6:30- 7:30	0	0	0	0	0	3474	3432	1.01	6	11	4	3453	
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	11351	11019	1.03	13	34	30	11096	
5-HOUR TOTALS	0	0	0	0	0	11351	11019	1.03	13	34	30	11096	

APPENDIX E

APPENDIX E

Bridges Va. to D.C. A.M.

E-1
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM)
 2013

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	9	2	660	228	0	2183	2080	1.05	0	2	5	2089	
6:00	90	12	1267	619	0	5747	5339	1.08	23	24	19	5417	
6:30	223	22	2112	857	693	7473	6440	1.16	61	25	26	6574	
7:00	375	38	4191	1327	984	11493	8615	1.33	99	52	35	8839	
7:30	680	49	6223	1673	1462	12483	9849	1.27	115	45	55	10113	
8:00	600	34	8966	1228	885	13508	10512	1.29	108	38	44	10736	
8:30	784	36	12129	1473	495	12786	9983	1.28	95	25	48	10187	
9:00	662	28	10974	1163	233	12252	9871	1.24	76	38	48	10061	
9:30	588	32	8475	530	0	11726	10012	1.17	88	31	45	10208	
10:00	234	21	4401	1813	0	9912	8685	1.14	142	19	78	8945	
A.M. PEAK HOUR 7:30- 8:30	1384	70	21095	2701	1380	26294	20495	1.28	203	63	92	20923	
A.M. RUSH PERIOD 5:00-10:00	4245	274	59398	10911	4752	99563	81386	1.22	807	299	403	83169	
TOTALS	4245	274	59398	10911	4752	99563	81386	1.22	807	299	403	83169	

E-2
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: B1A
 LOCATION: 14TH ST BRIDGE (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	263	99	0	747	714	1.05	0	0	2	716	
6:00	0	0	393	185	0	2320	2110	1.10	13	6	4	2133	
6:30	24	1	855	204	693	2928	2608	1.12	38	4	5	2656	
7:00	22	1	1470	449	984	3406	3077	1.11	38	7	11	3134	
7:30	76	2	2240	406	1462	3637	3178	1.14	58	6	10	3254	
8:00	101	3	3043	213	885	3783	3228	1.17	41	7	5	3284	
8:30	114	3	3133	241	495	3213	2810	1.14	44	6	9	2872	
9:00	88	2	3022	105	233	3242	2901	1.12	41	5	11	2960	
9:30	0	0	1736	0	0	3412	2964	1.15	44	12	6	3026	
10:00	46	1	956	0	0	3128	2779	1.13	77	7	17	2881	
A.M. PEAK HOUR 7:00- 8:00	177	5	5283	619	2347	7420	6406	1.16	99	13	0	6538	
A.M. RUSH PERIOD 5:00-10:00	471	13	17111	1902	4752	29816	26369	1.13	394	60	80	26916	
TOTALS	471	13	17111	1902	4752	29816	26369	1.13	394	60	80	26916	

E-3
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: B1B
 LOCATION: 14TH ST BRIDGE (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	9	2	0	0	129	0	540	536	1.01	0	1	3	542
6:00	70	11	0	0	344	0	1240	1207	1.03	8	11	8	1245
6:30	148	19	0	0	473	0	1687	1265	1.33	12	13	11	1320
7:00	256	34	0	0	473	0	3124	1492	2.09	47	31	11	1615
7:30	389	38	0	0	817	0	2474	1480	1.67	42	20	19	1599
8:00	199	20	0	0	430	0	1959	1095	1.79	23	15	10	1163
8:30	267	22	0	0	602	0	2224	1223	1.82	27	8	14	1294
9:00	219	17	0	0	473	0	2020	1208	1.67	18	13	11	1267
9:30	160	18	0	0	215	0	1410	1167	1.21	19	2	5	1211
10:00	52	14	0	0	688	0	1046	889	1.18	28	2	16	949
A.M. PEAK HOUR 6:30- 7:30	645	72	0	0	1290	0	5598	2972	1.88	89	51	0	3214
A.M. RUSH PERIOD 5:00-10:00	1769	195	0	0	4644	0	17724	11562	1.53	224	116	108	12205
TOTALS	1769	195	0	0	4644	0	17724	11562	1.53	224	116	108	12205

E-4
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: BR1
 LOCATION: 14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	9	2	263	228	0	1287	1250	1.03	0	1	5	1258	
6:00	70	11	393	529	0	3560	3317	1.07	21	17	12	3378	
6:30	172	20	855	677	693	4615	3873	1.19	50	17	16	3976	
7:00	278	35	1470	922	984	6530	4569	1.43	85	38	22	4749	
7:30	465	40	2240	1223	1462	6111	4658	1.31	100	26	29	4853	
8:00	300	23	3043	643	885	5742	4323	1.33	64	22	15	4447	
8:30	381	25	3133	843	495	5437	4033	1.35	71	14	23	4166	
9:00	307	19	3022	578	233	5262	4109	1.28	59	18	22	4227	
9:30	160	18	1736	215	0	4822	4131	1.17	63	14	11	4237	
10:00	98	15	956	688	0	4174	3668	1.14	105	9	33	3830	
A.M. PEAK HOUR 6:30- 7:30	743	75	3710	2145	2446	12641	9227	1.37	185	64	0	9602	
A.M. RUSH PERIOD 5:00-10:00	2240	208	17111	6546	4752	47540	37931	1.25	618	176	188	39121	
TOTALS	2240	208	17111	6546	4752	47540	37931	1.25	618	176	188	39121	

E-5
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: BR2
 LOCATION: ARLINGTON MEMORIAL BRIDGE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	33	13	2.54	0	0	0	13
6:00	0	0	0	0	0	0	491	414	1.19	0	2	2	418
6:30	0	0	0	0	0	0	646	541	1.19	0	8	1	550
7:00	0	0	0	0	0	0	1072	836	1.28	1	4	0	841
7:30	0	0	0	0	0	0	1560	1237	1.26	0	9	4	1250
8:00	0	0	0	0	0	0	1879	1464	1.28	3	12	7	1486
8:30	0	0	0	0	0	0	2343	1821	1.29	7	4	4	1836
9:00	0	0	0	0	0	0	2148	1712	1.25	1	13	5	1731
9:30	0	0	0	0	0	0	1832	1477	1.24	1	10	17	1505
10:00	0	0	0	0	0	0	1927	1594	1.21	4	5	11	1614
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	0	4491	3533	1.27	8	17	0	3567
A.M. RUSH PERIOD 5:00-10:00	0	0	0	0	0	0	13931	11109	1.25	17	67	51	11244
TOTALS	0	0	0	0	0	0	13931	11109	1.25	17	67	51	11244

E-6
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: BR3
 LOCATION: ROOSEVELT BRIDGE (I-66)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	397	0	0	0	664	633	1.05	0	1	0	634
6:00	0	0	874	90	0	0	1237	1207	1.02	1	3	2	1213
6:30	31	1	1257	180	0	0	1588	1485	1.07	4	0	4	1494
7:00	70	2	2721	405	0	0	2839	2193	1.29	8	7	9	2219
7:30	125	4	3983	450	0	0	3551	2734	1.30	8	8	10	2764
8:00	196	5	5923	585	0	0	4186	3159	1.33	19	3	13	3199
8:30	251	5	8996	630	0	0	3206	2517	1.27	5	4	14	2545
9:00	232	5	7952	585	0	0	3104	2405	1.29	6	6	13	2435
9:30	261	7	6739	315	0	0	3478	2884	1.21	10	3	7	2911
10:00	0	0	3445	1125	0	0	2749	2399	1.15	21	0	25	2445
A.M. PEAK HOUR 7:00- 8:00	321	9	9906	1035	0	0	7737	5893	1.31	27	11	0	5963
A.M. RUSH PERIOD 5:00-10:00	1166	29	42287	4365	0	0	26602	21616	1.23	82	35	97	21859
TOTALS	1166	29	42287	4365	0	0	26602	21616	1.23	82	35	97	21859

E-7
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (INBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: BR4
 LOCATION: KEY BRIDGE (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	199	184	1.08	0	0	0	184
6:00	20	1	0	0	0	0	459	401	1.14	1	2	3	408
6:30	20	1	0	0	0	0	624	541	1.15	7	0	5	554
7:00	27	1	0	0	0	0	1052	1017	1.03	5	3	4	1030
7:30	90	5	0	0	0	0	1261	1220	1.03	7	2	12	1246
8:00	104	6	0	0	0	0	1701	1566	1.09	22	1	9	1604
8:30	152	6	0	0	0	0	1800	1612	1.12	12	3	7	1640
9:00	123	4	0	0	0	0	1738	1645	1.06	10	1	8	1668
9:30	167	7	0	0	0	0	1594	1520	1.05	14	4	10	1555
10:00	136	6	0	0	0	0	1062	1024	1.04	12	5	9	1056
A.M. PEAK HOUR 8:00- 9:00	275	10	0	0	0	0	3538	3257	1.09	22	4	0	3308
A.M. RUSH PERIOD 5:00-10:00	839	37	0	0	0	0	11490	10730	1.07	90	21	67	10945
TOTALS	839	37	0	0	0	0	11490	10730	1.07	90	21	67	10945

E-8
 VEHICLE AND PASSENGER VOLUMES
 CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM) BY BRIDGE
 2006 & 2013

BRIDGE	- - - - - VEHICLES - - - - -				- - - - - PERSONS - - - - -							AVERAGE				
	AUTOS/TAXIS		BUS TRANSIT		AUTOS/TAXIS		BUS TRANSIT		METRORAIL		TOTAL PERSONS		AUTO OCCUPANCY		% TRANSIT	
	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013
14TH	38494	37931	344	396	47852	47540	4494	8786	15167	17111	67513	73437	1.24	1.25	29.1	35.3
MEM.	11382	11109	108	51	13140	13931	165	0	0	0	13305	13931	1.15	1.25	1.2	0.0
RVLT	17089	21616	268	126	20537	26602	2615	5531	41833	42287	64985	74420	1.20	1.23	68.4	64.3
KEY	11571	10730	96	104	12135	11490	257	839	0	0	12392	12329	1.05	1.07	2.7	6.8
TOTAL	78536	81386	816	677	93664	99563	7531	15156	57000	59398	158195	174117	1.19	1.22	40.8	42.8

E-9
 PERSONS BY MODE
 CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM) BY BRIDGE
 2006 & 2013

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT			
	2006	2013	TRANSIT		BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL		2006	2013	2006	2013
			2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013				
14TH	47852	47540	426	2240	15167	17111	4068	6546	0	4752	19661	30649	67513	78189	29.1	39.2		
MEM.	13140	13931	165	0	0	0	0	0	0	0	165	0	13305	13931	1.2	0.0		
RVLT	20537	26602	447	1166	41833	42287	2168	4365	0	0	44448	47818	64985	74420	68.4	64.3		
KEY	12135	11490	257	839	0	0	0	0	0	0	257	839	12392	12329	2.1	6.8		
TOTALS	93664	99563	1295	4245	57000	59398	6236	10911	0	4752	64531	79306	158195	178869	40.8	44.3		

Table E-10
2013 Central Employment Core Cordon Count
Potomac River Screenline
Inbound Travel Trends - 1979 - 2013
6:30 - 9:30 A.M., by Bridge

	1979	1980	1981	1983	1985	1987	1990	1993	1996	1999	2002	2006	2013
Transit except													
Metrorail:													
14th Street	7,000	7,400	5,700	5,300	1,100	1,100	1,000	3,500	3,300	3,900	5,100	6,400	8,500
Memorial	2,000	1,800	1,500	1,300	700	600	300	200	100	100	300	100	0
Roosevelt	1,200	200	700	900	500	0	0	100	0	2,300	1,500	2,100	3,000
Key	1,400	1,400	500	300	200	100	0	0	0	200	300	200	0
Total	11,500	10,900	8,400	7,800	2,600	1,800	1,400	3,800	3,500	6,600	7,100	8,900	11,500
Metrorail riders:													
14th Street	0	0	0	0	8,900	8,700	10,000	11,800	10,500	10,800	11,800	13,100	14,600
Key/T. Roosevelt	23,500	26,600	23,200	22,800	22,900	25,500	36,000	32,200	31,100	34,200	34,200	36,000	36,300
Total	23,500	26,600	23,200	22,800	31,800	34,200	46,000	44,000	41,600	44,900	45,900	49,100	51,000
Auto Passengers:													
14th Street	34,300	30,400	31,600	36,700	39,000	39,300	36,400	40,400	47,900	37,200	44,200	36,800	33,900
Memorial	7,600	8,100	18,600	12,400	16,500	16,100	14,500	13,800	14,500	14,500	14,300	10,300	10,800
Roosevelt	8,600	15,800	14,800	21,800	24,300	23,100	17,100	25,000	24,600	23,400	23,300	15,900	20,400
Key	16,900	15,400	9,200	10,100	9,900	8,300	9,300	9,700	9,800	8,500	8,100	9,200	9,100
Total	67,400	69,600	74,300	81,000	89,700	86,800	77,400	89,000	96,700	83,700	89,800	72,200	74,200
Total Persons:													
14th Street	41,300	37,800	37,400	41,900	49,000	49,100	47,500	55,800	61,700	51,900	61,000	56,300	57,000
Memorial	9,600	9,900	20,200	13,800	17,200	16,700	14,900	14,000	14,700	14,700	14,600	10,500	10,800
Roosevelt	9,800	16,000	15,500	22,600	24,800	23,100	17,100	25,100	24,600	25,700	24,700	18,000	23,300
Key	41,800	43,500	32,900	33,300	33,000	33,900	45,300	41,900	40,900	42,900	42,500	45,400	45,500
Total	102,500	107,100	105,900	111,600	124,000	122,700	124,700	136,800	141,700	135,200	142,900	130,200	136,700
Transit (Percent):													
14th Street	17	20	15	13	20	20	23	27	22	28	28	35	41
Memorial	21	19	8	10	4	3	2	1	1	1	2	1	0
Roosevelt	12	1	4	4	2	0	0	1	0	9	6	12	13
Key	60	65	72	70	70	76	80	77	76	80	81	80	80
Total	34	35	30	27	28	29	38	35	32	38	37	45	46
Autos:													
14th Street	20,100	17,000	18,200	20,400	23,400	25,300	24,800	27,800	35,500	27,500	31,400	26,900	25,800
Memorial	6,300	6,400	11,200	8,400	11,400	11,400	10,200	9,600	10,600	10,800	10,900	9,000	8,500
Roosevelt	5,700	9,200	10,200	13,800	15,000	14,700	11,800	17,200	17,000	17,300	17,000	12,400	15,900
Key	11,300	10,700	7,100	7,600	7,600	6,000	7,500	8,100	8,400	7,500	6,900	8,800	8,600
Total	43,300	43,300	46,800	50,200	57,500	57,400	54,300	62,700	71,500	63,200	66,300	57,100	58,800
Average Auto Occ.:													
14th Street	1.71	1.78	1.74	1.80	1.66	1.55	1.47	1.45	1.35	1.35	1.40	1.37	1.31
Memorial	1.22	1.26	1.66	1.49	1.45	1.42	1.43	1.44	1.37	1.34	1.31	1.14	1.27
Roosevelt	1.52	1.72	1.45	1.58	1.62	1.57	1.45	1.45	1.44	1.35	1.37	1.28	1.28
Key	1.50	1.44	1.30	1.33	1.30	1.37	1.23	1.20	1.16	1.14	1.17	1.05	1.07
Average all crossings	1.56	1.61	1.59	1.61	1.56	1.51	1.42	1.42	1.35	1.32	1.36	1.26	1.26

Data in table are rounded

Table E-11
2006 - 2013 Central Employment Core Cordon Person Travel Trends
2006 - 2013 Potomac River Crossings Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	1, 173	1%	3, 689	3%	2, 516	4%
Metrorail	49, 126	39%	50, 958	38%	1, 832	54%
Commuter Bus	4, 795	4%	7, 394	5%	2, 599	39%
Commuter Rail	2, 919	2%	4, 059	3%	1, 140	14%
Subtotal - person trips by transit	58, 013	46%	66, 100	49%	8, 087	0%
Single Occupant Vehicle (SOV)	48, 419	39%	48, 252	36%	- 167	10%
Multiple Occupant Vehicle (2+ persons)	18, 338	15%	20, 127	15%	1, 789	2%
Subtotal - person trips by automobile	66, 757	54%	68, 379	51%	1, 622	8%
Total - person trips by all modes	124, 770	100%	134, 479	100%	9, 709	8%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 8,850 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent

Table E-12
2006 - 2013 Central Employment Core Cordon Person Travel Trends
2006 - 2013 Potomac River Crossings Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	1, 295	1%	4, 245	2%	2, 950	4%
Metrorail	57, 000	34%	59, 398	33%	2, 398	75%
Commuter Bus	6, 236	4%	10, 911	6%	4, 675	36%
Commuter Rail	3, 497	2%	4, 752	3%	1, 255	17%
Subtotal - person trips by transit	68, 028	41%	79, 306	44%	11, 278	2%
Single Occupant Vehicle (SOV)	66, 757	40%	68, 379	38%	1, 622	- 1%
Multiple Occupant Vehicle (2+ persons)	31, 551	19%	31, 184	17%	- 367	1%
Subtotal - person trips by automobile	98, 308	59%	99, 563	56%	1, 255	8%
Total - person trips by all modes	166, 336	100%	178, 869	100%	12, 533	8%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent

APPENDIX F

APPENDIX F

Bridges D.C. to Va. A.M.

F-1
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM)
 2013

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	12	1	242		0	0	493	467	1.06	0	1	2	471
6:00	55	4	870		0	0	2568	2457	1.05	20	9	13	2503
6:30	20	3	1270		0	0	3383	3199	1.06	66	8	23	3299
7:00	51	5	2106		0	7	4407	4020	1.10	77	12	38	4152
7:30	71	10	2321		0	0	5519	5033	1.10	97	9	44	5193
8:00	97	11	3324		0	0	6121	5768	1.06	113	15	45	5952
8:30	73	8	3551		0	0	6109	5430	1.13	108	10	42	5598
9:00	123	10	2929		0	0	5789	5210	1.11	91	12	58	5381
9:30	74	8	2216		0	0	5595	4859	1.15	95	14	50	5026
10:00	74	8	1515		0	0	4828	4302	1.12	105	6	44	4465
A.M. PEAK HOUR 7:30- 8:30	170	19	6875		0	0	12230	11198	1.09	221	25	87	11550
A.M. RUSH PERIOD 5:00-10:00	650	68	20344		0	7	44812	40745	1.10	772	96	359	42040
TOTALS	650	68	20344		0	7	44812	40745	1.10	772	96	359	42040

F-2
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: C1A
 LOCATION: REV-14TH ST BR (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	12	1	173	0	0	0	164	158	1.04	0	0	0	159
6:00	12	1	431	0	0	0	1565	1524	1.03	7	5	9	1546
6:30	12	1	743	0	0	0	1936	1855	1.04	45	6	12	1919
7:00	11	1	1232	0	0	7	2242	2111	1.06	58	5	10	2185
7:30	17	1	1200	0	0	0	2480	2330	1.06	65	7	14	2417
8:00	31	1	1770	0	0	0	2720	2645	1.03	81	5	15	2747
8:30	27	1	1631	0	0	0	2512	2206	1.14	80	5	14	2306
9:00	0	0	1129	0	0	0	2432	2184	1.11	61	3	21	2269
9:30	16	1	856	0	0	0	2419	2136	1.13	59	6	16	2218
10:00	38	1	631	0	0	0	2128	1961	1.09	84	5	8	2059
A.M. PEAK HOUR 7:00- 8:00	48	2	2970	0	0	0	5200	4975	1.05	146	12	0	5164
A.M. RUSH PERIOD 5:00-10:00	176	9	9796	0	0	7	20598	19110	1.08	540	47	119	19825
TOTALS	176	9	9796	0	0	7	20598	19110	1.08	540	47	119	19825

F-3
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: C1B
 LOCATION: REV-14TH ST BR (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.		PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0		43	43	1.00	0	1	0	44
6:00	6	1	0	0	0		294	277	1.06	2	1	1	282
6:30	6	1	0	0	0		347	333	1.04	12	2	3	351
7:00	6	1	0	0	0		405	398	1.02	15	6	6	426
7:30	6	1	0	0	0		530	503	1.05	9	0	4	517
8:00	12	2	0	0	0		591	563	1.05	16	6	5	592
8:30	12	2	0	0	0		758	661	1.15	10	1	4	678
9:00	12	2	0	0	0		554	525	1.06	15	3	2	547
9:30	12	2	0	0	0		365	329	1.11	16	1	8	356
10:00	12	2	0	0	0		254	245	1.04	7	0	9	263
A.M. PEAK HOUR 7:30- 8:30	24	4	0	0	0		1349	1224	1.10	26	7	0	1270
A.M. RUSH PERIOD 5:00-10:00	84	14	0	0	0		4141	3877	1.07	102	21	42	4056
TOTALS	84	14	0	0	0		4141	3877	1.07	102	21	42	4056

F-4
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: CB1
 LOCATION: REV-14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	12	1	173	0	0	0	207	201	1.03	0	1	0	203
6:00	18	2	431	0	0	0	1859	1801	1.03	9	6	10	1828
6:30	18	2	743	0	0	0	2283	2188	1.04	57	8	15	2270
7:00	17	2	1232	0	0	7	2647	2509	1.06	73	11	16	2611
7:30	23	2	1200	0	0	0	3010	2833	1.06	74	7	18	2934
8:00	43	3	1770	0	0	0	3311	3208	1.03	97	11	20	3339
8:30	39	3	1631	0	0	0	3270	2867	1.14	90	6	18	2984
9:00	12	2	1129	0	0	0	2986	2709	1.10	76	6	23	2816
9:30	28	3	856	0	0	0	2784	2465	1.13	75	7	24	2574
10:00	50	3	631	0	0	0	2382	2206	1.08	91	5	17	2322
A.M. PEAK HOUR 7:30- 8:30	82	6	3401	0	0	0	6581	6075	1.08	187	17	0	6323
A.M. RUSH PERIOD 5:00-10:00	260	23	9796	0	0	7	24739	22987	1.08	642	68	161	23881
TOTALS	260	23	9796	0	0	7	24739	22987	1.08	642	68	161	23881

F-5
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: CB2
 LOCATION: REV-ARLINGTON MEMORIAL BRIDGE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	21	17	1.24	0	0	1	18
6:00	0	0	0	0	0	0	226	184	1.23	0	3	1	188
6:30	2	1	0	0	0	0	329	265	1.24	0	0	1	267
7:00	2	1	0	0	0	0	518	421	1.23	0	1	8	431
7:30	4	2	0	0	0	0	647	554	1.17	2	2	10	570
8:00	4	2	0	0	0	0	734	629	1.17	2	0	1	634
8:30	2	1	0	0	0	0	714	592	1.21	1	0	7	601
9:00	4	2	0	0	0	0	595	517	1.15	0	1	13	533
9:30	2	1	0	0	0	0	756	578	1.31	1	3	9	592
10:00	2	1	0	0	0	0	629	516	1.22	1	1	12	531
A.M. PEAK HOUR 7:30- 8:30	6	3	0	0	0	0	1448	1221	1.19	3	0	0	1235
A.M. RUSH PERIOD 5:00-10:00	22	11	0	0	0	0	5169	4273	1.21	7	11	63	4365
TOTALS	22	11	0	0	0	0	5169	4273	1.21	7	11	63	4365

F-6
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: CB3
 LOCATION: REV-ROOSEVELT BR (I-66)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	69	0	0	140	136	1.03	0	0	0	136	
6:00	0	0	439	0	0	297	296	1.00	7	0	1	304	
6:30	0	0	527	0	0	490	484	1.01	0	0	5	489	
7:00	0	0	874	0	0	804	673	1.19	2	0	10	685	
7:30	0	0	1121	0	0	1244	1047	1.19	14	0	8	1069	
8:00	0	0	1554	0	0	1239	1131	1.10	5	2	13	1151	
8:30	0	0	1920	0	0	1186	1104	1.07	10	1	9	1124	
9:00	0	0	1800	0	0	1170	1054	1.11	4	1	15	1074	
9:30	0	0	1360	0	0	1061	903	1.17	1	2	12	918	
10:00	0	0	884	0	0	943	811	1.16	1	0	11	823	
A.M. PEAK HOUR 7:30- 8:30	0	0	3474	0	0	2425	2235	1.09	15	3	0	2275	
A.M. RUSH PERIOD 5:00-10:00	0	0	10548	0	0	8574	7639	1.12	44	6	84	7773	
TOTALS	0	0	10548	0	0	8574	7639	1.12	44	6	84	7773	

F-7
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 CENT AREA CORDON (OUTBOUND)
 5 HOUR PERIOD (5 A.M.- 10 A.M.)
 2013

SITE: CB4
 LOCATION: REV-KEY BR (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	125	113	1.11	0	0	1	114
6:00	37	2	0	0	0	0	186	176	1.06	4	0	1	183
6:30	0	0	0	0	0	0	281	262	1.07	9	0	2	273
7:00	32	2	0	0	0	0	438	417	1.05	2	0	4	425
7:30	44	6	0	0	0	0	618	599	1.03	7	0	8	620
8:00	50	6	0	0	0	0	837	800	1.05	9	2	11	828
8:30	32	4	0	0	0	0	939	867	1.08	7	3	8	889
9:00	107	6	0	0	0	0	1038	930	1.12	11	4	7	958
9:30	44	4	0	0	0	0	994	913	1.09	18	2	5	942
10:00	22	4	0	0	0	0	874	769	1.14	12	0	4	789
A.M. PEAK HOUR 8:30- 9:30	151	10	0	0	0	0	2032	1843	1.10	29	6	0	1900
A.M. RUSH PERIOD 5:00-10:00	368	34	0	0	0	0	6330	5846	1.08	79	11	51	6021
TOTALS	368	34	0	0	0	0	6330	5846	1.08	79	11	51	6021

F-8
 VEHICLE AND PASSENGER VOLUMES
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM) BY BRIDGE
 2006 & 2013

BRIDGE	- - - - - VEHICLES - - - - -				- - - - - PERSONS - - - - -						AVERAGE					
	AUTOS/TAXIS		BUS TRANSIT		AUTOS/TAXIS		BUS TRANSIT		METRORAIL	TOTAL PERSONS		AUTO OCCUPANCY		% TRANSIT		
	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013	2006	2013		
R-14	28323	22987	194	184	30434	24739	188	260	9886	9796	40508	34802	1.07	1.08	24.9	28.9
R-ME	5107	4273	108	74	6362	5169	0	22	0	0	6362	5191	1.25	1.21	0.0	0.4
R-RV	10114	7639	59	84	10981	8574	0	0	0	10548	10981	19122	1.09	1.12	0.0	55.2
R-KE	6016	5846	52	85	6310	6330	125	368	12367	0	18802	6698	1.05	1.08	66.4	5.5
TOTAL	49560	40745	413	427	54087	44812	313	650	22253	20344	76653	65813	1.09	1.10	29.4	31.9

F-9
 PERSONS BY MODE
 REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS
 5 HOUR PERIOD (5:00AM-10:00AM) BY BRIDGE
 2006 & 2013

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2006	2013	TRANSIT	BUS	METRORAIL		COMM. BUS	COMMUTER RAIL		TOTAL TRANSIT		2006	2013	2006	2013	
			2006	2013	2006	2013	2006	2013	2006	2013						
R-14TH	30434	24739	188	260	9886	9796	0	0	0	7	10074	10063	40508	34802	24.9	28.9
R-MEM.	6362	5169	0	22	0	0	0	0	0	0	0	22	6362	5191	0.0	0.4
R-RVLT	10981	8574	0	0	12367	10548	0	0	0	0	12367	10548	10981	19122	0.0	55.2
R-KEY	6310	6330	125	368	0	0	0	0	0	0	125	368	18802	6698	66.4	5.5
TOTALS	54087	44812	313	650	22253	20344	0	0	0	7	22566	21001	76653	65813	29.4	31.9

Table F-10
2013 Central Employment Core Cordon Count
2006 - 2013 Potomac River Crossings Travel Trends
Outbound (Reverse-flow) Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	158	0%	187	0%	29	18%
Metrorail	15,035	25%	18,344	31%	3,309	22%
Commuter Bus	0	0%	0	0%	0	N/A
Commuter Rail	0	0%	0	0%	0	N/A
Subtotal - person trips by transit	15,193	26%	18,531	31%	3,338	22%
Single Occupant Vehicle (SOV)	33,494	57%	33,417	56%	-77	0%
Multiple Occupant Vehicle (2+ persons)	10,475	18%	7,468	13%	-3,007	-29%
Subtotal - person trips by automobile	43,969	74%	40,885	69%	-3,084	-7%
Total - person trips by all modes	59,162	100%	59,416	100%	254	0%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

Table F-11
2013 Central Employment Core Cordon Count
2006 - 2013 Potomac River Crossings Travel Trends
Outbound (Reverse-flow) Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2013		'06 - '13 Absolute Change	'06 - '13 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	313	0%	650	1%	337	108%
Metrorail	22,253	29%	20,344	31%	-1,909	-9%
Commuter Bus	0	0%	0	0%	0	N/A
Commuter Rail	0	0%	7	0%	7	N/A
Subtotal - person trips by transit	22,566	29%	21,001	32%	-1,565	-7%
Single Occupant Vehicle (SOV)	45,650	59%	38,012	58%	-7,638	-17%
Multiple Occupant Vehicle (2+ persons)	9,673	12%	6,800	10%	-2,873	-30%
Subtotal - person trips by automobile	55,323	71%	44,812	68%	-10,511	-19%
Total - person trips by all modes	77,889	100%	65,813	100%	-12,076	-16%

Source: 2013 and 2006 Central Employment Core Cordon Count

Notes:

1. Person counts for each count station were taken during a single weekday. The 2006 counts were collected during weekdays in March 2009 through June 2009 and the 2013 counts were collected during weekdays in March 2013 through June 2013.
2. At the count-station level, there can be substantial day-to-day variation in the person counts at an individual count station. Although the exact variability at each count station is not known, on average, based on professional judgment, differences of less than 10% are probably statistically insignificant. Thus, for a count station with a count of 10,000 person trips, differences of 1,000 or less are probably statistically insignificant.
3. At the cordon level, differences of 12,700 or less are considered statistically insignificant. See Appendix I for details.
4. Percentages in table are rounded to nearest percent

APPENDIX G

APPENDIX G

Because many field work days were lost in Spring 2009 (not 2013) to heavy rainfall, traffic and transit bus counts on the cordon line were not performed at some stations,⁸ though data collection for Metrorail, commuter rail and commuter bus was performed at all stations. In order to develop a complete dataset for this report, data from the 2006 counting season were factored to substitute for the missing stations, using observed changes in person trips from 2006 to 2009 for stations that were counted. Auto driver and auto passenger trips observed in 2006 were multiplied by the following factors to *reduce* them for the 2009 dataset. Transit bus trips increased at stations where data were collected, so factors to *increase* person trips on transit buses were applied at the uncounted stations with transit bus service.

Table G-1 Adjustment Factors for Uncounted Stations		
	A.M. (Inbound)	P.M. (Outbound)
Street and highway counts	0.990	0.916
Transit bus counts	1.103	1.127

⁸ Please see Appendix F for a detailed list of counted and uncounted stations.

APPENDIX H

APPENDIX H
COUNTING SITE LOCATIONS

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
V1	George Washington Memorial Parkway	a) Parkway at Marina Drive (Washington Sailing Marina) b) Bike path at Marina Drive	Highway and bus counts factored	G.W. Parkway @ Slaters Lane (11Y)	National Airport Station Blue/Yellow Line (Leave) Braddock Road Station Blue/Yellow Line (Leave)
V2	Jefferson Davis Highway (U.S. 1)	a) Jefferson Davis Highway south of 27th St. b) Eads St. south of 32nd St.	Counted	Jefferson Davis Hwy. @ 26th St. (9A)	Crystal City commuter rail station VRE Fredericksburg and Manassas lines (Arrive in A.M. and Leave in P.M.)
V3	Arlington Ridge Road	Arlington Ridge Road north of 21st St.	Counted	Arlington Ridge Road at South Lang Street (10A, 10E, 23A, 23C)	
V4	Army-Navy Drive	Army-Navy Drive south of 20th St	Counted	Army Navy Drive at S. 20 th Street. ART (87, 87A)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
V5	I-395 (Henry G. Shirley Memorial Highway) (HOV & conventional Lanes)	a) I-395 HOV lanes just north of Va. 120 (S. Glebe Rd.) b) I-395 main lanes just north of Va. 120 (S. Glebe Rd.)	Counted	Pentagon Station @ Rotary Rd. Metrobus (7A, 7B, 7C, 7E, 7F, 7M, 7W, 7X, 7Y, 8W, 8X, 8Z, 16L, 17A, 17B, 17G, 17H, 17K, 17L, 17M, 18E, 18G, 18H, 18P, 19H, 21A, 21D, 22A, 25A, 25C, 28A, 28G, 29E, 29G, 29H, 29X) Alexandria DASH (AT3, AT4) Fairfax Connector (394, 395)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
V6	Columbia Pike (Va. 244)	Columbia Pike west of S. Scott St.	Counted	Columbia Pike at S. Scott Street (16A,16B,16D,16G,16H,16J) ART (42, 45) Columbia Pike at South Barton Street (16X) ART (74)	
V7	Washington Boulevard (Va. 27)	Washington Boulevard west of Columbia Pike	Counted	No Transit	
V8	Arlington Boulevard (U.S. 50)	Arlington Boulevard at N. Queen St.	Counted	Arlington Blvd @ Queen St. (4A, 4H) Columbia Pike at South Barton Street (16Y)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
V9	Clarendon Boulevard and Wilson Boulevard	Clarendon Boulevard east of N. Rhodes St.	Counted	Clarendon Blvd. @ N. Rhodes St. (4E, 38B) ART (45)	Court House Station Orange Line (Leave) Rosslyn Station Orange Line (Leave)
V10	Lee Highway (U.S. 29)	Lee Highway at N. Uhle St.	Counted	Lee Hwy. @ N. Scott Street (3A, 3B, 3E, 3Y)	
V11	I-66	a) I-66 at bridge over Spout Run Parkway b) Custis Trail at bridge over Spout Run Parkway	Highway traffic counted Transit bus service factored	Rosslyn Metrorail Station (5A) Fairfax Connector (595, 597) Loudoun Commuter Express (all) PRTC (all I-66 corridor services)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
V12	George Washington Memorial Parkway	a) G.W. Memorial Parkway at Windy Run overlook b) Spout Run Parkway east of Lorcom Lane	Highway and bus counts factored	No Transit	
D1	a) Wisconsin Avenue, N.W. b) Canal Road, N.W.	a) Wisconsin Avenue south of P St., N.W. b) Canal Road, N.W. between west end of Whitehurst Freeway and Georgetown University entrance c) C&O Canal towpath west of Key Bridge d) Capital Crescent Trail west of Key Bridge (at dead-end of K Street, N.W.)	Highway and bus counts factored	Wisconsin Ave. @ Whitehaven Parkway, N.W. (30,30/31 32,36) M St. @ 34th St., N.W. (D5) Circulator (Georgetown to Union Station route)	
D2	P Street, N.W.	P St. just east of Rock Creek Parkway	Highway and bus counts factored	P St. @ 23rd St. N.W.(G2)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D3	Rock Creek Parkway, N.W.	a) Rock Creek Parkway south of P Street b) Bike path south of P Street	Highway counts factored	No Transit	
D4	Q Street, N.W.	Q Street west of 23rd St., N.W.	Highway and bus counts factored	Massachusetts Ave. at 20th St. N.W. (D1, D2, D6)	
D5	Massachusetts Avenue, N.W.	Massachusetts Avenue West of 22nd St., N.W.	Highway and bus counts factored	Massachusetts Ave. at 20th St. N.W. (37, N2, N3, N4)	
D6	Connecticut Avenue, N.W.	Connecticut Avenue north of Florida Ave, N.W.	Highway and bus counts factored	Connecticut Ave. at Leroy Pl. N.W. (42, 43, H1, L1, L2)	Woodley Park Station Red Line (Leave)
D7	18th Street, N.W.	18th Street north of Florida Ave, N.W.	Highway and bus counts factored	18th St. @ California St. N.W. (90, 92, 93, 96)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D8	16th Street, N.W.	16th Street @ Crescent Place, N.W.	Highway and bus counts factored	16th St.@ U Street, N.W. (S1,S2,S2/,S4, S9) MTA 915, 929	
D9	14th Street, N.W.	14th Street south of Euclid St.	Counted	14th Street @ U Street, N.W. (52,53,54) Circulator (Adams Morgan - McPherson Square route)	Columbia Heights Station Green Line (Leave)
D10	13th Street, N.W.	13th Street south of Euclid St.	Counted	No Transit	
D11	11th Street, N.W.	11th Street south of Florida Ave.	Counted	11th St. @ Florida Ave. N.W. (64)	
D12	a) Vermont Avenue, N.W. b) 9th Street, N.W.	a) Vermont Avenue between U & V Sts. b) 9th Street south of T St.	Counted	Vermont Avenue south of U Street, N.W. (63)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D13	7th Street, N.W. (U.S. 29)	7th Street south of Florida Ave.	Counted	Georgia Ave. @ Florida Ave. N.W. (70, 79)	
D14	a) Rhode Island Avenue, N.W. (U.S. 1) b) 4th Street, N.W.	a) Rhode Island Avenue Between New Jersey Ave. and Florida Ave. b) 4th Street north of Florida Ave.	Counted	Rhode Island Ave., N.W. @ 4th St. (G8) 3rd Street south of Rhode Island Ave, N.W. (G2)	
D15	North Capitol Street	a) 1 st Street, N.W. between R Street and Florida Avenue b) North Capitol Street north of Florida Avenue c) Eckington Place, N.E. north of Florida Avenue	Counted	North Capitol Street @ Florida Avenue (80, P6)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D16	New York Avenue, N.E. (U.S. 50)	New York Avenue, N.E. between Florida Avenue. and 4th Street	Counted		New York Ave. Station Red Line (Leave) Union Station Red Line (Leave) Union Station MARC Penn, Camden and Brunswick Lines (Arrive in A.M.)
D17	Florida Avenue, N.E. K Street, N.E. H Street, N.E.	a) Fla. Ave., N.E. at 4th St. b) K Street between 4th & 5th Sts. N.E. [<i>Due to utility construction, count station was moved to K Street, N.E. between 8th and 7th Streets</i>] c) H Street between 4th & 5th Sts. N.E.	Counted	Florida Ave. @ 4th Street, N.E. (90,92,X3) [7 A.M. to 9 A.M., 90 and 92 counted at 8 th Street, N.E. at K Street] K St. @ 6th St., N.E. (D3,D4,D8) H St.@ 4th St. N.E. (X1,X2,X9) MTA (950)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D18	Massachusetts Avenue, N.E.	Massachusetts Avenue, N.E. east of 3rd St.	Counted	Massachusetts Avenue, N.E. @ 3 rd Street (D6, X8)	
D19	Constitution Avenue, N.E.	Constitution Avenue, N.E. between 4th & 5th Sts.	Counted	No Transit	
D20	East Capitol Street	East Capitol Street between 4th & 5th Sts.	Counted	East Capitol St. @ 4th St. (96,97) MTA (922)	
D21	Pennsylvania Avenue, S.E.	Pennsylvania Avenue, S.E. between 4th Street and North Carolina Avenue	Counted	Pennsylvania Ave. @ 4th St. S.E. (32, 34, 36) Pennsylvania Avenue @ 14 th St, S.E. (39) MTA (902, 904, 907, 909, 995) Circulator (Navy Yard-Union Station route)	Eastern Market Station Orange/Blue Line (Leave)

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED <i>(in 2009)</i>	BUS COUNT LOCATION	RAIL COUNT LOCATION
D22	South Capitol Street	South Capitol Street between I Street and I-395 ramps)	Counted	4 th Street, S.W. at E Street (P6) Md. 210 (Indian Head Highway) @ Southern Avenue (W13, P17, P19)	
D23	4th Street, S.W.	4th Street south of E St.	Counted	4th St. @ E St. S.W. (P1,P2)	
D24	7th Street, S.W.	7th Street south of E St.	Counted	7th St. @ E St. S.W. (74, A9, A42, A46, A48) Pennsylvania Avenue, S.E. at 14 th Street (V7, V9) MTA (901, 903, 905, 906)	Waterfront Station Green Line (Leave)
D25	Southeast Freeway	Southeast Freeway Mainline between South Capitol Street and 6th Street, S.E.	Counted		

H-12

COUNTING SITE LOCATIONS (revised cordon)

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
V1A	George Washington Memorial Parkway	a) Parkway at Marina Drive (Washington Sailing Marina) b) Bike path at Marina Drive	G.W. Parkway @ Slaters Lane (11Y)	Braddock Road Station Blue/Yellow Line (Leave)
V1B	Potomac Street	Arlington County/City of Alexandria border	No Transit	
V1C	Jefferson Davis Highway (U.S. 1)	Arlington County/City of Alexandria border	Jefferson Davis Hwy. South of Arlington County/City of Alexandria border (9A)	Crystal City commuter rail station VRE Fredericksburg and Manassas lines (Arrive in A.M.)
V1D	South Eads Street	North of Va. 120 (South Glebe Road)	No Transit	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
V1E	South Arlington Ridge Road	South Arlington Ridge Road north of 21st St.	South Arlington Ridge Road at South Lang Street (10A, 10E, 23A, 23C)	
V1F	South Army-Navy Drive	South Army-Navy Drive south of 20th St	South Army Navy Drive at S. 20 th Street. ART (87, 87A)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
V1G V1H	I-395 (Henry G. Shirley Memorial Highway) (HOV & conventional Lanes)	a) I-395 HOV lanes just north of Va. 120 (South Glebe Road) b) I-395 main lanes just north of Va. 120 (South Glebe Road)	Pentagon Station @ Rotary Rd. Metrobus (7A, 7B, 7C, 7E, 7F, 7M, 7W, 7X, 7Y, 8W, 8X, 8Z, 16L, 17A, 17B, 17G, 17H, 17K, 17L, 17M, 18E, 18G, 18H, 18P, 19H, 21A, 21D, 22A, 25A, 25C, 28A, 28G, 29E, 29G, 29H, 29X) Alexandria DASH (AT3, AT4) Fairfax Connector (394, 395)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
V2A	Columbia Pike	Columbia Pike west of Va. 120 (South Glebe Road)	Columbia Pike at South Oakland Street (16A,16B,16D, 16G,16H,16J) Columbia Pike at South Glebe Road (16X, 16Y) ART (41, 45)	
V2B	Arlington Boulevard (U.S. 50)	Arlington Boulevard west of Va. 120 (Glebe Road)	(4A, 4H)	
V2C	North Pershing Drive	North Pershing Drive west of Va. 120 (North Glebe Road)	(4B, 4C)	
V2D	North Henderson Road	North Henderson Road west of Va. 120 (North Glebe Road)	(22A, 22B)	
V2E	North Carlin Springs Road	North Carlin Springs Road west of Va. 120 (North Glebe Road)	(25A, 25B, 25D)	
V3A	Wilson Boulevard	Wilson Boulevard west of Va. 120 (North Glebe Road)	(1A, 1B, 1E, 1Z) ART (75)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
V3B	I-66	a) I-66 between North Sycamore Street (Exit 69) and Va. 120/Va. 237 (North Glebe Road/Fairfax Drive) (Exit 71) b) Custis Trail between North Sycamore Street and North Ohio Street	Rosslyn Metrorail Station (5A) Fairfax Connector (595, 597) Loudoun Commuter Express (all) PRTC (all I-66 corridor services)	East Falls Church Station Orange Line (leave)
V3C	Va. 237 (Washington Boulevard)	Va. 237 (Washington Boulevard) at North Buchanan Street	(2A, 2B, 2C) ART (51)	
V3D	North 16 th Street	North 16 th Street west of Va. 120 (North Glebe Road)	ART (52)	
V3E	U.S. 29 (Lee Highway)	U.S. 29 (Lee Highway) west of Va. 120 (North Glebe Road)	(3A, 3B, 3E, 3Y)	
V3F	Spout Run Parkway	Spout Run Parkway east of Lorcom Lane	No Transit	
V3G	George Washington Memorial Parkway	G.W. Memorial Parkway between Spout Run and Va. 123 (Chain Bridge Road) at Windy Run overlook	No Transit	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D4A	Canal Road, N.W.	a) Canal Road, N.W. west of Foxhall Road b) C&O Canal Towpath west of Key Bridge c) Capital Crescent Trail at its terminus at Water Street, N.W.	No Transit	
D4B	Foxhall Road, N.W.	Foxhall Road, N.W. between MacArthur Boulevard and Canal Road	M St. @ 34th St., N.W. (D5)	
D4C	Reservoir Road, N.W.	Reservoir Road, N.W. between 44 th Street and 39 th Street	35 th Street, N.W. @ Dent Place (D6)	
D4D	35 th Street, N.W.	35 th Street north of Reservoir Road	35 th Street, N.W. @ Dent Place (D1, D2)	
D4E	Wisconsin Avenue, N.W.	Wisconsin Avenue, N.W. at Whitehaven Parkway	Wisconsin Ave. @ Whitehaven Parkway, N.W. (30,30/31 32,36) Circulator (Georgetown to Union Station route)	
D4F	Rock Creek Parkway, N.W.	a) Rock Creek Parkway south of P Street b) Bike path south of P Street	No Transit	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D5A	Massachusetts Avenue, N.W.	Massachusetts Avenue West of 22nd St., N.W.	Massachusetts Ave. at 20th St. N.W. (37, N2, N3, N4)	
D5B	Connecticut Avenue, N.W.	Connecticut Avenue north of Florida Ave, N.W.	Connecticut Ave. at Leroy Pl. N.W. (42, 43, H1, L1, L2)	Woodley Park Station Red Line (Leave)
D5C	19 th Street, N.W.	19 th Street, N.W. north of Florida Avenue	No Transit	
D5D	18th Street, N.W.	18th Street north of Florida Ave, N.W.	18th St. @ California St. N.W. (90, 92, 93, 96)	
D6A	16th Street, N.W.	16th Street @ Crescent Place, N.W.	16th St.@ U Street, N.W. (S1, S2, S2/, S4, S9) MTA (915, 929)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D6C	14th Street, N.W.	14th Street south of Euclid St.	14th Street @ U Street, N.W. (52,53,54) Circulator (Adams Morgan - McPherson Square route)	Columbia Heights Station Green Line (Leave)
D6D	13th Street, N.W.	13th Street south of Euclid St.	No Transit	
D6E	11th Street, N.W.	11th Street south of Florida Ave.	11th Street @ Florida Avenue N.W. (64)	
D6F	Vermont Avenue, N.W.	Vermont Avenue between U & V Streets	Vermont Avenue south of U Street, N.W. (63)	
D6G	9th Street, N.W.	9th Street south of T Street	No Transit	
D6I	7th Street, N.W. (U.S. 29)	7th Street south of Florida Avenue	(70, 79)	
D7A	4th Street, N.W.	4th Street north of Florida Avenue	No Transit	
D7B	Rhode Island Avenue, N.W. (U.S. 1)	Rhode Island Avenue, N.W. between New Jersey Ave. and Florida Ave.	(G8)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D7C	3 rd Street, N.W.	3 rd Street, N.W. between Rhode Island Avenue and Florida Avenue	(G2)	
D7D	1 st Street, N.W.	1 st Street, N.W. between R Street and Florida Avenue	No Transit	
D7E	North Capitol Street	North Capitol Street north of Florida Ave.	North Capitol Street @ Florida Avenue (80, P6)	
D7F	Eckington Place, N.E. north of Florida Avenue		No Transit	
D7G	New York Avenue, N.E. (U.S. 50)	New York Avenue, N.E. between Florida Avenue. and 4th Street		New York Ave. Station Red Line (Leave) Union Station MARC Penn, Camden and Brunswick Lines (Arrive)
D8A	Florida Avenue, N.E.	Florida Avenue, N.E. at 4 th Street	Florida Ave. @ 4th Street, N.E. (90,92,X3) [7 A.M. to 9 A.M., 90 and 92 counted at 8 th Street, N.E. at K Street]	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D8B	K Street, N.E.	K Street between 4th & 5th Sts. N.E. <i>[Due to utility construction, count station was moved to K Street, N.E. between 8th and 7th Streets]</i>	K St. @ 6th St., N.E. (D3,D4,D8)	
D8C	H Street, N.E.	H Street between 4th & 5th Sts. N.E.	H St.@ 4th St. N.E. (X1,X2,X9) MTA (950)	
D8D	Massachusetts Avenue, N.E.	Massachusetts Avenue, N.E. east of 3rd St.	Massachusetts Avenue, N.E. @ 3 rd Street (D6, X8)	
D8E	Maryland Avenue, N.E.	Maryland Avenue, N.E. east of 3rd St.	No Transit	
D8F	Constitution Avenue, N.E.	Constitution Avenue, N.E. between 4th & 5th Sts.	No Transit	
D8G	East Capitol Street	East Capitol Street between 4th & 5th Sts.	East Capitol St. @ 4th St. (96,97) MTA (922)	
D9A	North Carolina Avenue, S.E.	North Carolina Avenue, S.E. between 6th Street and Pennsylvania Avenue	No Transit	
D9B	8 th Street, S.E.	8th Street, S.E. between C Street and D Street	(90, 92)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D9C	Pennsylvania Avenue, S.E.	Pennsylvania Avenue, S.E. between 12 th Street and 11 th street	Pennsylvania Ave. @ 14th St. S.E. (32, 34, 36, 39) MTA (902, 904, 907, 909, 995)	Eastern Market Station Orange/Blue Line (Leave)
D9D	I Street, S.E.	I Street, S.E. between 12 th Street and 11 th Street	Pennsylvania Ave. @ 14th St. S.E. (V7, V9)	
D9E	11th Street Bridge, S.E. (freeway lanes) (I-695)	Ramps from I-295 northbound and D.C. 295 southbound to freeway span	MTA (901, 902, 903)	
D9F	11th Street Bridge, S.E. (local lanes)	Bridge just south of O Street, S.E.	11 th Street, S.E. at MLK Avenue and 11 th Street, S.E. at Good Hope Road (90, 92, 93, A9, A42, A46, A48, P6) Circulator (Skyland to Potomac Avenue Route)	Anacostia Station Green Line (Leave)

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
D9G	South Capitol Street crossing Frederick Douglass Memorial Bridge		Md. 210 (Indian Head Highway) @ Southern Avenue (W13, P17, P19)	

APPENDIX I

APPENDIX I

SURVEY RELIABILITY

The Federal Highway Administration has published a report which gives a statistical procedure for measuring the precision of auto counts on a cordon line.⁹ The procedure yields the relative error associated with a derived level of confidence. This measure considers the following: length of study period, number of counting sessions, and the direction and peak period of traffic volumes. The formula¹⁰ is:

$$R = \frac{Z \cdot SVOLD}{\sqrt{NDPOP}} \cdot DVOL$$

where:

DVOL	=	Expected absolute precision of estimate.
ND	=	Number of counting sessions per site = 1.
NDPOP	=	Total number of possible data collection days in the data collection period.
	=	Tues., Wed., Thurs., counting days in April, May and June 2013
	=	45
SVOLD	=	Standard deviation of volume across days at single site
	=	Default value (0.1) times expected traffic volume
Z	=	Normal variate for 95% confidence, two tailed test
	=	2

⁹ U.S. Department of Transportation, Federal Highway Administration, Urban Planning Division, Washington, D.C., 1981. *Guide to Urban Traffic Volume Counting (GUTVC)*.

¹⁰ GUTVC, p. 25.

When this formula is applied to vehicle traffic crossing the Central Employment Core Cordon line in 2013 for the three-hour peak periods, DVOL is 8,841 for A.M. (6:30 to 9:30). That is, 95% of the time, the true value for the average peak period traffic volume crossing the Central Employment Core Cordon Line will fall within a range of +/- 8,841 for A.M. Since the observed traffic volume counted crossing the cordon line in 2013 was 199,694 in A.M. then the relative error was 4.43 percent for A.M.

For the five-hour monitoring period, DVOL is 12,667 for A.M. That is, 95% of the time, the true value for the average peak period traffic volume crossing the Central Employment Core Cordon Line will fall within a range of +/- 12,667 for A.M. (5 A.M. to 10 A.M.). Observed traffic volumes counted crossing the cordon line in 2013 were 272,529 in A.M., and the relative error was 4.65 percent for A.M.

For the revised Central Employment Core Cordon line for the three-hour peak periods, DVOL is 5,458 for A.M. (6:30 to 9:30). Observed traffic volumes counted crossing the revised cordon line in 2013 were 203,532 in A.M., and the relative error was 2.68 percent for A.M.

For the revised cordon for the five-hour monitoring period, DVOL is 8,003 for A.M. (5 A.M. to 10 A.M.). Observed traffic volumes counted crossing the revised cordon line in 2013 were 279,065 in A.M., and the relative error was 2.87 percent for A.M.

APPENDIX J

APPENDIX J

OCCUPANCY AND CLASSIFICATION DETAILS

1. Refer to Table J-1 to see how vehicles are classified.
2. Note that the occupancy count is performed only for the first six categories of vehicles.
3. Stretch-vans with privacy windows and an overhang of at least three feet from the rear wheel to the rear bumper or vans without privacy windows with eight or more occupants are tallied on the van-pool button on the manual counter. Occupancies for vans with less than 8 passengers are tallied for the number of persons observed, as for a regular automobile.
4. All buses are counted in the vehicle classification procedure. Buses are classified as either "Transit Bus" or "Other Bus." Transit buses include Metrobuses and other public transit buses, whether they are in-service, not-in-service, or on charter. All other buses are classified as "Other Bus."
5. Passenger loads for transit buses operated by WMATA, Arlington County ART, Alexandria DASH and the D.C. Circulator were recorded at each monitoring station.

Table J-1
Vehicle Classification And Occupancy
For Cordon Counts

OBSERVED VEHICLE	CLASSIFICATION FOR CORDON COUNT					OCCUPANCY COUNT	
	AUTO	TRUCK	MOTOR CYCLE	VAN-POOLS	BUSES	YES	NO
Private Passenger Car	X					X	
Station Wagon	X					X	
Taxi and Other Commercial Auto	X					X	
Auto Pulling Trailer	X					X	
Recreational Trailer	X					X	
Recreational Vehicle	X					X	
Light, Single Unit Truck (exactly 2 axles, exactly 4 tires) pickups, vans, SUVs, panel trucks	X					X	
Medium Single Unit Truck (2 axles, 6 tires)		X					X
Medium Single Unit Truck (3 axles, 6-10 tires)		X					X
Tractor Trailer Truck		X					X
Motorcycle			X				X
Moped			X				X
Van-pool				X			X
Metrobus(All)					X		X
Other Transit Buses (Fairfax Connector and DASH)					X		X
All Other Buses (In-Service, Out of Service etc.)					X		X

APPENDIX K

APPENDIX K

COMMUTER BUS MONITORING, COMMUTER BUS FACTORS, AND OTHER ADJUSTMENTS TO TRANSIT COUNTS

Commuter Bus Monitoring

Commuter bus data are included in the output tables by half-hour period. The Maryland Transit Administration (MTA) was contacted by e-mail and asked to describe routes, schedules and average ridership by route, and load factors were provided for 2013. From these data, commuter bus ridership across the Central Employment Core Cordon Line was assigned by station and time period for MTA services originating in Maryland and crossing the cordon line in the District of Columbia. A second procedure was employed in Virginia. Private operators were surveyed and asked questions about routes, schedules and average ridership. This information was used to develop load factors for the I-395 HOV Lanes and I-66, since virtually all Virginia commuter buses travel across the Central Employment Core Cordon line on these two facilities. A field check has shown that most of the in-service "other buses" on these facilities in the A.M. period are commuter buses, and the others are military, charter, airport, prison and inter-city buses. When the traffic counts were made of these facilities, the checkers sub-classified private buses into "in-service" and "not-in-service" categories. Finally, the average number of passengers per trip was multiplied by the "in-service" buses to obtain the passenger volumes.

Commuter Bus Load Factors

The average number of passengers per trip for the I-395 HOV lanes in the A.M. peak period was 43. Load factor for I-66 was 45 in the A.M. peak period.

An effort was made to contact all operators. A list of all current commuter operators is provided below.

Maryland Services	Virginia Services
1. Maryland Transit Administration of the Maryland Department of Transportation (includes services operated by Martz, Dillon and Keller on behalf of the MTA)	1. PRTC OmniRide
	2. Loudoun County Commuter Express
	3. Martz

APPENDIX L

Appendix L
 2013 Central Employment Core Cordon Count
 Historical Review of Major New Facilities and Policy Changes

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
2013	<ul style="list-style-type: none"> • Express bus service was added in the 16th Street, N.W. corridor in D.C. and the U.S. 29 (Lee Highway) corridor in Arlington County 	<ul style="list-style-type: none"> • Interchange south of the 11th Street Bridge (in S.E.) was sufficiently completed to allow movement between the Southeast/Southwest Freeway corridor and the D.C. 295 Corridor.
2009	<ul style="list-style-type: none"> • Paper bus transfers were eliminated by WMATA. • New WMATA express bus service started in several radial corridors. • One-way A.M. inbound operation of Constitution Avenue, N.E. was discontinued. 	
2006	<ul style="list-style-type: none"> • Vehicles with "Clean Fuel" registration plates allowed on HOV facilities in Virginia regardless of occupancy. This has been permitted since 1999, but by 2006, hundreds of motorists are taking advantage of this exemption. • Va. 110 (Jefferson Davis Highway) between I-395 and I-66 reconstructed to follow a new route around the Pentagon, which has allowed the route to be re-opened to all trucks and buses. • The Metrorail system now opens to revenue passengers at 5:00 A.M. In 2002, the opening time was 5:30 A.M. 	<ul style="list-style-type: none"> • Metrorail Blue Line extended from Addison road to Largo Town Center in Prince George's County. This is the first extension of Metrorail to open since the Adopted Regional System was completed.

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
2002	<ul style="list-style-type: none"> • Metro Green Line service via Red Line from Fort Totten to Farragut North discontinued • After terrorist attacks of 11 September 2001, all trucks and most buses banned from Va. 110 (Jefferson Davis Highway) between I-395 and I-66. 	<ul style="list-style-type: none"> • Metro Green Line between Fort Totten and U Street/Cardozo completed and open to traffic • Metro Green Line between Branch Avenue and Anacostia completed and open to traffic, which completed Metrorail's 103-mile Adopted Regional System • Widening of New York Avenue, N.E. (U.S. 50) at South Dakota Avenue completed. New York Avenue from Third Street, N.W. to Anacostia River is now three general-purpose lanes in each direction • Reconstruction of Southeast Freeway between South Capitol Street and Pennsylvania Avenue, S.E. is completed • New Metrobus Route 5A operates between L'Enfant Plaza, Rosslyn, Tysons Transit Center, Herndon and Washington Dulles International Airport.
1999	<ul style="list-style-type: none"> • Metro Green Line operates via Red Line from Fort Totten to Farragut North, allowing outer "E" Route patrons a transfer-free trip to the Metro Employment Core during peak periods. • Metrobus fare system simplified across the entire region. • Reversible lane system (which provided extra peak-flow direction highway capacity) on Va. 244 (Columbia Pike) discontinued. 	<ul style="list-style-type: none"> • Metro Green Line operates via Red Line from Fort Totten to Farragut North, allowing outer "E" Route patrons a transfer-free trip to the Metro Employment Core during peak periods. • Metrobus fare system simplified across the entire region. • Reversible lane system (which provided extra peak-flow direction highway capacity) on Va. 244 (Columbia Pike) discontinued.

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
1996	<ul style="list-style-type: none"> • Custis Memorial Parkway (I-66) HOV requirement (from the Capital Beltway to Rosslyn) changed from HOV-3 to HOV-2, with SOV traffic to/from Dulles Airport still permitted. HOV-restricted hours remain unchanged (6:30 A.M. to 9:00 A.M. (eastbound) and 4:00 P.M. to 6:30 P.M. (westbound)). • Metrorail now open for patrons at 5:30 A.M. (instead of 6:00 A.M.). • George Washington Memorial Parkway mainline at Spout Run (inbound direction only) widened from one lane to two lanes. 	<ul style="list-style-type: none"> • I-95 barrier-separated HOV lanes extended from Springfield to Dale City. • I-66 diamond lanes opened from I-495 to Centreville. • "Outer" Metrorail E Route (Green Line) opened from Fort Totten to Greenbelt. • MARC Camden Line rail stations at Greenbelt and Muirkirk open.
1993	<ul style="list-style-type: none"> • The extension of MARC's Penn Line from Baltimore to Perryville in Cecil County Maryland. 	<ul style="list-style-type: none"> • Metrorail Green Line Opened from Anacostia to U Street Cardozo in May and December 1991. • Metrorail Red Line Opened from Silver Spring to Wheaton in September 1990. • Metrorail Blue Line Opened from King Street to Van Dorn Street in June 1991. • The Virginia Railway Express started operation from Manassas and Fredericksburg, Virginia to Union Station in 1992.
1990	<ul style="list-style-type: none"> • Shirley Highway (I-395) HOV restriction changed from HOV-4 to HOV-3 in January 1989. 	None

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
1987	<ul style="list-style-type: none"> • HOV restriction on Custis Memorial Parkway (I-66) extended to start at 6:30 A.M. instead of 7:00 A.M. • HOV-4 restriction on Shirley Highway (I-395) from 6:00 A.M. to 9:00 A.M. inbound; the lanes are reversible for outbound traffic. 	<ul style="list-style-type: none"> • Extension of the Metro Orange Line in June 1986 from Ballston to Vienna.
1985	<ul style="list-style-type: none"> • HOV operating policy on Custis Memorial Parkway (I-66) changed from HOV-4 to HOV-3, and the time period shifted from 6:30 A.M. - 9:00 A.M. to 7:00 A.M. - 9:00 A.M. 	<ul style="list-style-type: none"> • Metrorail Yellow Line from Gallery Place to National Airport opened in April 1983. This line was further extended to Huntington in December 1983. • Metrorail Red Line extended to Grosvenor in August 1984 and then to Shady Grove in December 1984. • The Dulles Connector to I-66 was opened in December 1984 and the Dulles Toll Road from Va. 28 to I-495 was opened in October 1984. • The Alexandria Transit Company started operation of DASH transit bus service in March 1984.
1983	None	<ul style="list-style-type: none"> • The Metrorail Red Line was extended from Woodley Park to Van Ness in December 1981. • Custis Memorial Parkway (I-66) completed from the Capital Beltway to T.R. Bridge in December 1982.

APPENDIX M

APPENDIX M

HOV RESTRICTIONS AND OTHER OPERATIONAL POLICIES

Persons traveling into and out of the Central Employment Core area in multi-occupant vehicles (MOV) (car-pools, van-pools and buses) receive a time savings in two corridors by using High Occupancy Vehicle (HOV) lanes. Due to the occupancy requirement of at least two persons per vehicle, these lanes carry large volumes of persons in fewer vehicles than non-restricted lanes. Currently, HOV lanes operate into the Central Employment Core area along I-66 and I-395 in Virginia (see Table M-1 for a summary of HOV restrictions. Since 1997, COG/TPB has started another series of data collection that focuses exclusively on all of the HOV facilities on limited-access highways. HOV performance data can be found in those reports.¹¹

In addition to the HOV lanes, there are several facilities that use reversible lanes and one-way operation to facilitate the flow of traffic into the Central Employment Core. Table M-2 contains a summary of these facilities and their operating policies.

¹¹ See 2010 Performance of Regional HOV Facilities by Metropolitan Washington Council of Governments.

Table M-1
 2009 Central Employment Core Cordon Count
 HOV Facility Restrictions

HOV Facility	A.M. Restrictions	P.M. Restrictions
I-66 (2 exclusive HOV lanes during restricted period)	HOV-2, no trucks, motorcycles permitted 6:30-9:00 A.M. Traffic entering I-66 from the Dulles Airport Access Road exempt from HOV restrictions	HOV-2, no trucks, motorcycles permitted 4:00-6:30 P.M. Traffic exiting I-66 to the Dulles Airport Access Road exempt from HOV restrictions
	Vehicles displaying Virginia "Clean Fuel" registration plates may use I-66 regardless of vehicle occupancy	
I-395 (2 barrier-separated reversible HOV lanes)	HOV-3, trucks permitted (must comply with HOV-3), motorcycles permitted 6:00-9:00 A.M.	HOV-3, trucks permitted (must comply with HOV-3), motorcycles permitted 3:30-6:00 P.M.
	Vehicles displaying Virginia "Clean Fuel" registration plates may use I-395 HOV lanes regardless of vehicle occupancy	

Table M-2
 2013 Central Employment Core Cordon Count
 Operational Parameters for Facilities with Reversible Lanes
 For Peak-Flow Traffic

Facility	A.M.	P.M.
Rock Creek Parkway, N.W.	One-way (all four lanes) inbound 7:00 to 9:00 A.M.	One-way (all four lanes) outbound 4:00 P.M. to 6:00 P.M.
I-66 crossing Potomac River (T. Roosevelt Bridge)	Four lanes provided eastbound (inbound) during entire A.M. peak period through use of movable barrier wall	Four lanes provided westbound (outbound) during entire P.M. peak period through use of movable barrier wall
	HOV restrictions on I-66 in Virginia do not apply to bridge traffic. Trucks over 10,000 pounds prohibited from crossing bridge at all times.	
Canal Road, N.W. between Foxhall Road and Arizona Avenue	Runs one-way inbound toward downtown D.C. from 6:15 A.M. to 10:00 A.M.	Runs one-way outbound from downtown D.C. from 2:45 P.M. to 7:15 P.M.

APPENDIX N

APPENDIX N METRORAIL RIDERSHIP BY LINE

In Spring 2009, the Central Employment Core was served by all seven rail lines of the 103-mile Adopted Regional System (ARS). The ARS was completed with the opening of the Green Line from Anacostia to Branch Avenue in 2001. Since 2002, the Blue Line has been extended from Addison Road to Largo Town Center in Prince George's County. Table N-1 contains historical ridership data for inbound peak-period trips for Central Employment Core Cordon Counts since 1977.

Table N-1 (part 1 of 2)
2013 Central Employment Core Cordon Count
Inbound Metrorail Ridership
by Line
6:30 - 9:30 A.M.
1977 - 1987

METRO LINE	RAIL STATION NAME	CENTRAL EMPLOYMENT CORE CORDON STATION CODE	1977	1978	1979	1981	1983	1985	1987
RED	Woodley Park	D6	--	--	--	--	6,300	17,100	22,500
GREEN	Columbia Heights	D9	--	--	--	--	--	--	--
RED	Rhode Island Avenue	D16	2,600	14,700	17,600	19,300	17,800	18,200	19,900
ORANGE/BLUE	Eastern Market	D21	--	8,500	16,600	21,700	18,400	21,300	23,800
GREEN	Waterfront	D24	--	--	--	--	--	--	--
YELLOW/BLUE	Braddock Road	V1	--	--	--	--	--	7,600	8,200
ORANGE	Court House	V9	--	--	--	10,900	10,900	11,800	18,900
TOTALS			2,600	23,200	34,200	51,900	53,400	76,000	93,300

Count data for Green Line service through Rhode Island Ave. Station in 1999 only

For 2006, 2009 and 2013, Red Line counts at the New York Avenue station

Data in table are rounded

Table N-1 (part 2 of 2)
2013 Central Employment Core Cordon Count
Inbound Metrorail Ridership
by Line
6:30 - 9:30 A.M.
1990 - 2013

METRO LINE	RAIL STATION NAME	CENTRAL EMPLOYMENT CORE CORDON STATION CODE	1990	1993	1996	1999	2002	2006	2009	2013
RED	Woodley Park	D6	25,200	24,900	26,700	26,300	25,700	25,800	28,200	26,100
GREEN	Columbia Heights	D9	- -	- -	- -	- -	9,200	10,600	12,700	13,600
RED	Rhode Island Avenue	D16	22,200	21,000	26,700	29,400	22,900	24,500	20,600	19,900
ORANGE/BLUE	Eastern Market	D21	26,000	23,200	23,800	23,100	21,000	21,200	21,200	20,800
GREEN	Waterfront	D24	- -	6,000	8,300	7,500	16,100	18,500	17,100	16,500
YELLOW/BLUE	Braddock Road	V1	9,300	11,500	10,700	14,100	16,700	17,000	16,400	15,300
ORANGE	Court House	V9	21,500	22,900	22,700	23,300	24,600	25,400	27,300	27,400
TOTALS			104,200	109,500	118,900	123,700	136,100	143,100	143,500	139,500

Count data for Green Line service through Rhode Island Ave. Station in 1999 only

For 2006, 2009 and 2013, Red Line counts at the New York Avenue station

Data in table are rounded

APPENDIX O

APPENDIX O HISTORICAL TRAFFIC AND AUTO OCCUPANCY TRENDS

Table O-1 contains a historical record of inbound traffic, by vehicle type, crossing the Central Employment Core Cordon line during the three-hour A.M. peak period for all Central Employment Core Cordon Counts from 1975 through 2013. The table also disaggregates total inbound traffic volumes entering the Central Employment Core into D.C. and Virginia stations.

Table O-1
2013 Central Employment Core Cordon Count
Inbound Historical Traffic Trends by Vehicle Classification
6:30 - 9:30 A.M.
1975 - 2013

Year	Autos	Trucks	Motor-cycles	Transit Buses	Other Buses	Surface Vehicles		
						Total	D.C. Sectors	Virginia Sectors
1975	180,800	3,900	900	2,500	1,000	189,200	119,100	70,100
1976	182,400	4,100	900	2,500	600	190,400	112,000	78,300
1977	179,500	3,300	1,800	2,500	800	187,800	114,700	73,100
1978	182,000	3,600	1,500	2,300	800	190,300	116,000	74,300
1979	179,800	4,200	1,400	2,200	800	188,300	110,600	77,700
1980	176,100	4,400	1,500	2,100	800	184,900	106,500	78,400
1981	174,700	3,500	1,900	2,000	1,900	184,000	106,400	77,600
1983	193,600	3,100	1,300	2,000	1,100	201,000	113,400	87,600
1985	199,100	3,700	1,300	1,700	800	206,600	115,200	91,400
1987	200,600	3,800	900	1,600	900	207,800	115,100	92,700
1990	201,800	4,300	500	1,600	2,200	210,500	113,300	97,200
1993	217,500	3,200	500	1,500	1,100	223,900	129,000	94,900
1996	224,000	3,300	600	1,300	900	230,100	127,900	102,200
1999	222,300	3,700	600	1,100	900	228,600	129,800	98,700
2002	224,800	4,000	1,000	1,100	1,500	232,400	132,500	99,900
2006	208,400	3,800	1,100	1,100	1,800	216,200	123,700	92,500
2009	198,900	3,400	1,200	1,000	1,500	206,000	114,800	91,200
2013	192,500	3,400	1,100	1,400	1,100	199,400	110,000	89,700

Data in table are rounded

APPENDIX P

APPENDIX P HISTORICAL PERSON TRAVEL TRENDS BY MODE

Table P-1 contains a summary of inbound A.M. peak period person movements by travel mode since 1975.

Counting stations for the Central Employment Core Cordon were adjusted after the 1975 Central Employment Core Cordon Count, and data below for 1975 represent the cordon line as defined in the 1976 Central Employment Core Cordon Count. Metrorail opened in March, 1976, but data collection for the 1976 Central Employment Core Cordon do not include Metrorail (the first rail counts for the cordon counts were taken for the 1977 report). Commuter rail (predecessor services to now what is now MARC rail) and commuter bus patrons were not counted prior to the 1979 Central Employment Core Cordon Count.

Table P-1 (part 1 of 2)
2013 Central Employment Core Cordon Count
Historical - 1975 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	1975		1976		1977		1978		1979		1981		1983		1985		1987
	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips
Transit Bus	99,500	28	95,900	27	95,500	27	90,700	24	78,900	21	73,700	19	64,600	16	58,700	13	55,900
Metrorail	-	-	-	-	2,600	1	26,800	7	34,200	9	51,900	13	53,400	13	76,000	17	93,300
Commuter Bus	N/C		N/C		N/C		N/C		7,700	2	5,400	1	7,100	2	5,800	1	6,000
Commuter Rail	N/C		N/C		N/C		N/C		4,000	1	4,500	1	3,400	1	3,500	1	3,500
Total Transit	99,500	28	95,900	27	98,000	28	117,500	31	124,800	33	135,300	34	128,400	31	144,000	33	158,600
Single Occupant Vehicle (SOV)	126,300	36	124,800	35	121,300	34	123,800	33	120,600	32	118,200	30	136,400	33	138,700	32	146,000
Multiple Occupant Vehicle (2+ persons)	128,200	36	138,100	38	132,900	38	134,400	36	136,900	36	139,500	35	148,600	36	152,500	35	138,300
Total Auto Passengers	254,500	72	262,900	73	254,200	72	258,200	69	257,500	67	257,700	66	285,000	69	291,200	67	284,300
Total Persons	354,000	100	358,700	100	352,200	100	375,700	100	382,400	100	393,000	100	413,500	100	435,200	100	442,900

Data in table are rounded

Trips and absolute changes to nearest multiple of 100, percentages to nearest percent

N.C. - mode not counted

Table P-1 (part 2 of 2)
2013 Central Employment Core Cordon Count
Historical - 1975 - 2013 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	1990		1993		1996		1999		2002		2006		2009		2013	
	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct
Transit Bus	52,900	12	47,200	10	36,000	8	30,700	7	27,100	6	24,400	6	27,600	6	35,900	8
Metrorail	104,200	23	109,500	23	119,000	26	123,700	27	136,100	29	143,100	32	143,500	31	139,500	31
Commuter Bus	8,500	2	10,100	2	9,400	2	9,100	2	10,600	2	8,700	2	15,700	3	18,700	4
Commuter Rail	6,100	1	9,400	2	10,300	2	10,200	2	12,400	3	15,300	3	20,500	4	17,400	4
Total Transit	171,600	38	176,200	37	174,600	38	173,700	38	186,200	40	191,500	43	207,200	45	211,400	47
Single Occupant Vehicle (SOV)	151,400	34	162,800	34	173,100	37	177,700	39	184,600	40	180,900	41	166,000	36	164,500	37
Multiple Occupant Vehicle (2+ persons)	128,600	28	133,800	28	114,600	25	106,700	23	96,200	21	70,600	16	85,500	19	70,100	16
Total Auto Passengers	280,000	62	296,600	63	287,700	62	284,500	62	280,900	60	251,500	57	251,500	55	234,500	53
Total Persons	451,600	100	472,700	100	462,300	100	458,200	100	467,100	100	443,000	100	458,700	100	446,000	100

Data in table are rounded

Trips and absolute changes to nearest multiple of 100, percentages to nearest percent

N.C. - mode not counted

APPENDIX Q

APPENDIX Q BICYCLE TRAFFIC

Bicycle traffic is counted at the counting stations of the Central Employment Core, as well as at all points at which designated bike trails cross the cordon line, including bike and multi-use trails such as the Capital Crescent Trail, the C&O Canal Towpath, and the Custis and Mount Vernon Trails in Virginia. Because bike traffic is very light when compared with auto and transit trips, count data are aggregated up to the D.C. and Virginia sector totals for reporting purposes.

Table Q-1
2013 Central Employment Core Cordon Count
Bicycle Traffic
1986 - 2013
6:30 - 9:30 A.M. and 3:30 - 6:30 P.M.

Locations	1996	1999		2002				2006				2009		2013	
		A.M. inbound	P.M. Outbound	A.M. inbound	P.M. Outbound	A.M. Outbound	P.M. Inbound	A.M. inbound	P.M. Outbound	A.M. Outbound	P.M. Inbound	A.M. inbound	P.M. Outbound	A.M. inbound	P.M. Outbound
D.C. (Sectors 4-9)	920	1,152	1,025	1,379	1,113	N/C	N/C	608	304	N/C	N/C	1,405	1,271	2,509	N/C
Va. (Sectors 1-3)	N/C	409	565	645	425	N/C	N/C	376	441	N/C	N/C	841	750	995	N/C
Totals Crossing Cordon Line	--	1,561	1,590	2,024	1,538	--	--	984	745	--	--	2,246	2,021	3,504	--
14th Street Bridge	211	197	197	300	238	34	75	314	102	66	275	N/C		592	N/C
Memorial Bridge	232	220	104	104	143	2	31	148	47	14	182			160	N/C
T. Roosevelt Bridge	59	81	62	18	89	2	0	6	0	66	0			1	N/C
Key Bridge	86	124	93	103	92	29	58	143	95	44	138			48	N/C
Totals Crossing Potomac	588	622	456	525	562	67	164	611	244	190	595		801	--	

N/C - not counted

2006 data used for stations uncounted in 2009

Numbers in this table are not statistically significant when combined with other Central Employment Core Cordon Count data

APPENDIX R

APPENDIX R CORDON EXPANSION

Prior to the start of field work in 2013, COG/TPB staff decided to expand the cordon, which is little changed since before the Metrorail system opened in 1976.

To maintain continuity with the old cordon, transit and vehicle counts were done along both cordon lines.

Highlights of the changes:

- The cordon line was moved west from the old cordon line in Arlington County, for all stations between Columbia Pike and U.S. 29 (Lee Highway). This was done to include the employment in along the Orange Line (Ballston Corridor). The new cordon line is just west of Va. 120 Glebe Road).
- The cordon line was also slightly adjusted in the Crystal City area of Arlington County, by moving it south to the Arlington County/City of Alexandria border.
- In the Northwest quadrant of the District of Columbia, the cordon line was moved west and north so that the Georgetown University campus (including Georgetown Hospital) are entirely within the cordon boundary.
- In the Southeast quadrant, the cordon line was moved south and east so that all areas south of Pennsylvania Avenue, S.E., west of 11th Street, S.E. and north of the Anacostia River are within the new cordon boundary.

Using Round 8.1 of the Cooperative Forecasts, for the year 2010, the old cordon had about 533,000 jobs in the District of Columbia, and about 117,000 jobs in Arlington County, Virginia. The expansion of the cordon added about 53,000 jobs in D.C., and about 79,000 jobs in

Arlington, for a total of about 585,000 jobs in D.C. and about 196,000 jobs in Arlington.

Figure R-1 maps the "old" or traditional cordon line, and R-2 the revised cordon line.

**Figure R-1
1975
Cordon Count Stations**

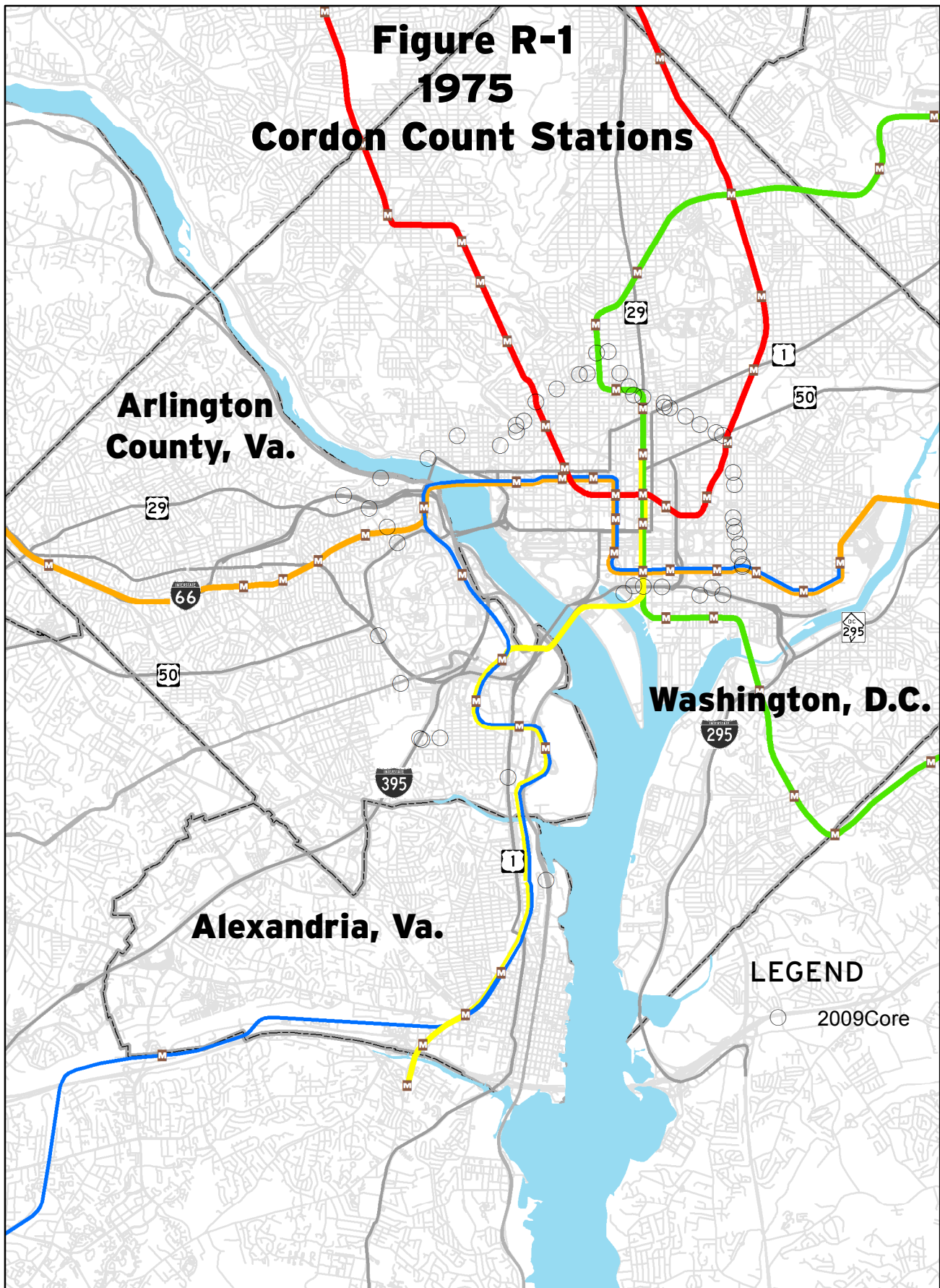


Figure R-2 2013 Revised Cordon Count Stations

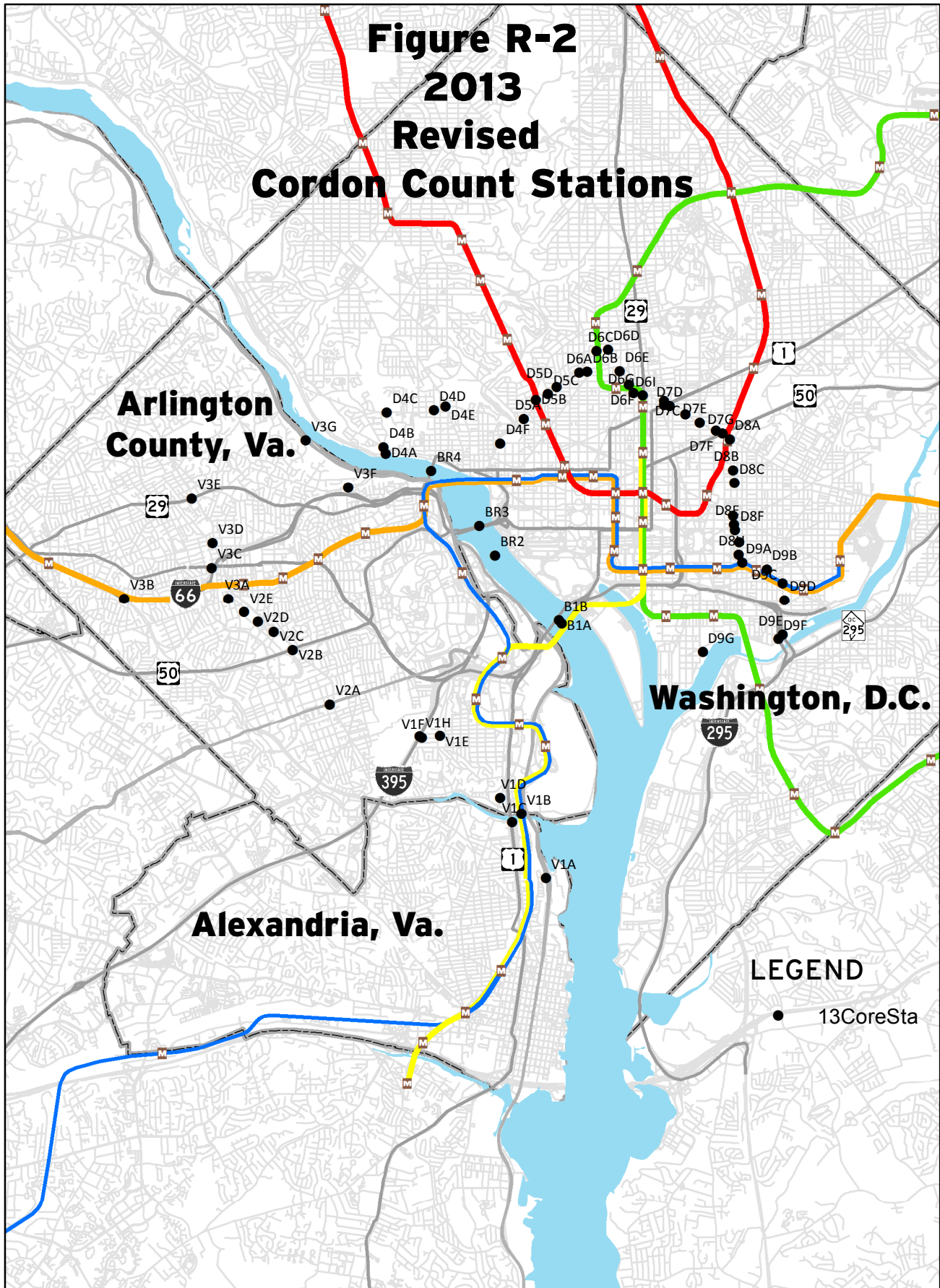


Table R-1	
TAZ making up 1975-2013 Cordon	
District of Columbia	Arlington County, Virginia
1	1470
2	1471
3	1472
4	1473
5	1474
6	1475
7	1487
8	1488
9	1491
10	1492
11	1493
12	1494
13	1495
14	1496
15	1497
16	1498
17	1499
18	1500
19	1501
20	1502
21	1503
22	1504
23	1510
24	1511
25	
26	
27	
28	
29	
30	
31	
32	

Table R-2	
TAZ added to form 2013 Revised Cordon	
District of Columbia	Arlington County, Virginia
64	1413
65	1414
66	1415
69	1416
288	1417
298	1448
301	1451
361	1452
364	1453
365	1454
366	1455
367	1456
368	1457
369	1458
370	1459
371	1460
372	1461
373	1462
382	1463
383	1464
384	1465
385	1466
386	1467
388	1476
	1477
	1478
	1479
	1480
	1481
	1482
	1483
	1484

Table R-1	
TAZ making up 1975-2013 Cordon	
District of Columbia	Arlington County, Virginia
33	
34	
35	
36	
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59	
60	
61	
62	
63	
176	
181	

Table R-2	
TAZ added to form 2013 Revised Cordon	
District of Columbia	Arlington County, Virginia
	1485
	1486
	1489
	1490
	1506
	1507
	1508
	1509
	1525
	1532
	1533
	1534
	1535

Table R-1	
TAZ making up 1975-2013 Cordon	
District of Columbia	Arlington County, Virginia
182	
183	
184	
185	
186	
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285	
286	

Table R-2	
TAZ added to form 2013 Revised Cordon	
District of Columbia	Arlington County, Virginia

Table R-1	
TAZ making up 1975-2013 Cordon	
District of Columbia	Arlington County, Virginia
287	
374	
375	
376	
377	
378	
379	
380	
381	
387	

Table R-2	
TAZ added to form 2013 Revised Cordon	
District of Columbia	Arlington County, Virginia