2009 CENTRAL EMPLOYMENT CORE CORDON COUNT OF VEHICULAR AND PASSENGER VOLUMES

June 30, 2010

DRAFT

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ABSTRACT FORM

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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.

This report represents peak period vehicle and passenger volumes entering the downtown employment area of the District of Columbia and Arlington County, Virginia. All 2009 data presented in this report were collected during the months of March, April, May and June 2009.

SUBJECT:

2009 Central Employment Core Cordon Count of Vehicular and Passenger Volumes.

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EXECUTIVE SUMMARY

Presented in this report is information developed from data collected for the Spring 2009 Central Employment Core Cordon Count of peak period person and vehicle volumes entering and exiting 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 and 3 P.M. to 8 P.M. outbound across the cordon line.

Most comparisons are made with results obtained from the previous Central Employment Core Cordon Count[1] conducted in Spring, 2006. Between the 2006 and 2009 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).

Trends and changes in person and vehicle trips by mode are emphasized for the 6:30 - 9:30 A.M. peak period inbound and the 3:30 - 6:30 P.M. outbound peak period. The following changes were observed:

1. Total inbound travel increased in the A.M. peak period from 443,000 person trips in 2006 to about 463,000 in 2009. In the P.M. peak period, total outbound person travel increased from 427,600 in 2006 to over 444,500 in 2009.

[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
2009 Central Employment Area Cordon Count
Trends in Person Trips: 1999 - 2009
Inbound 6:30 - 9:30 A.M.

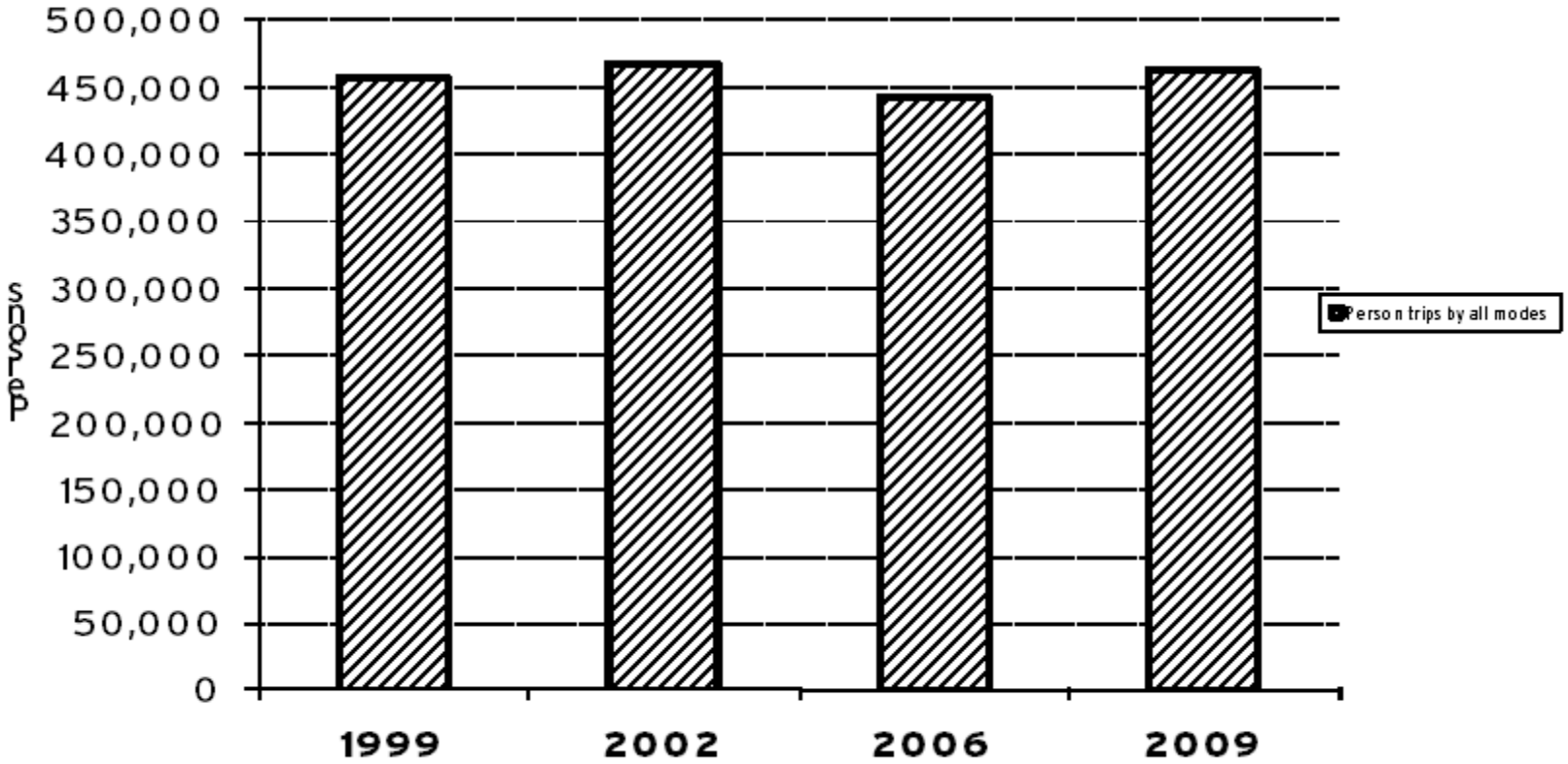
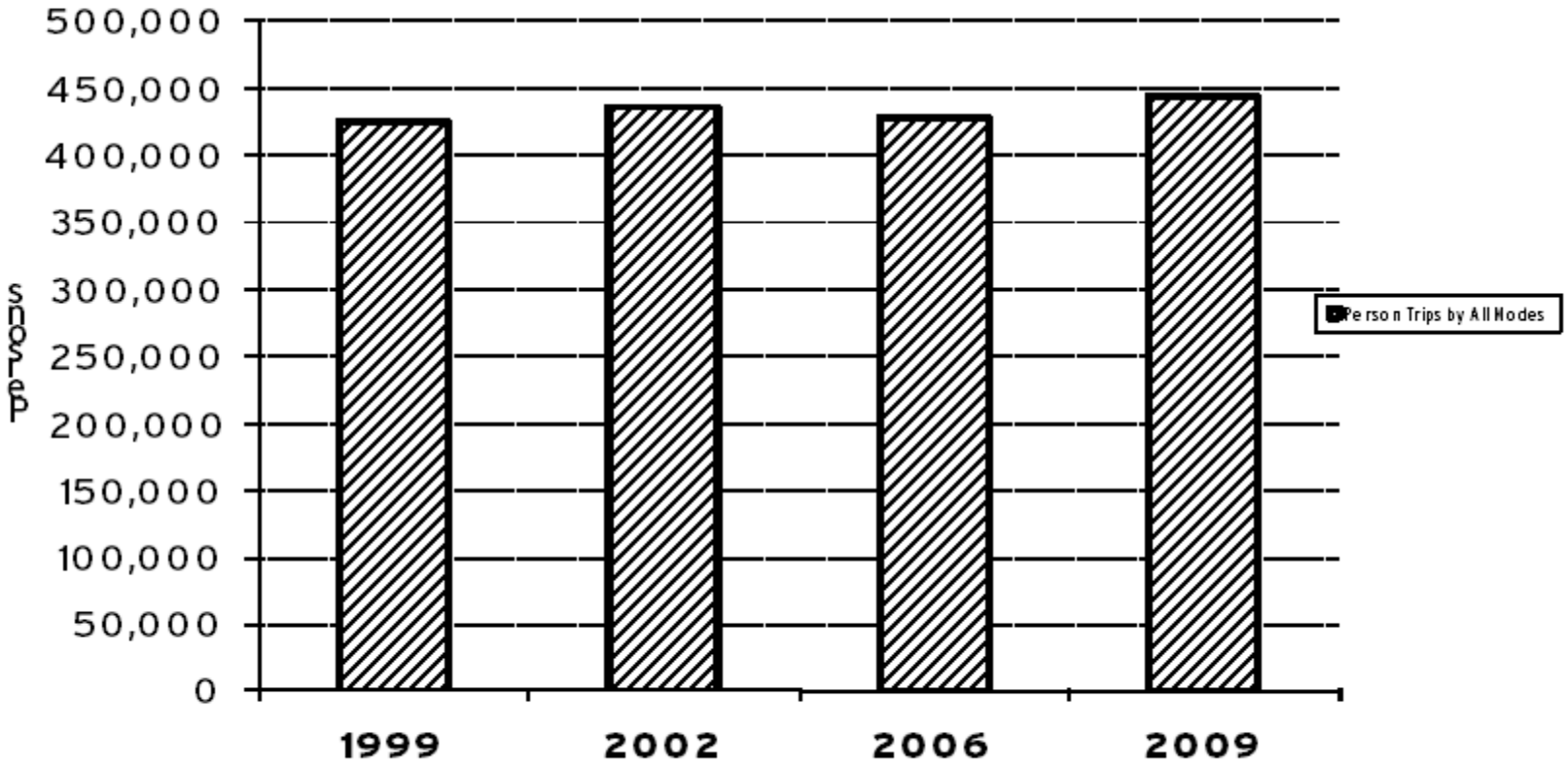


Figure EX-2
2009 Central Employment Area Cordon Count
Trends in Person Trips: 1999 - 2009
Outbound 3:30 - 6:30 P.M.



2. Inbound peak period transit trips increased from 191,500 trips in 2006 to about 207,000 in 2009, even though trips by Metrorail were little changed. Outbound peak-period transit trips increased from 177,000 trips in 2006 to about 197,000 in 2009. Metrorail carried about 141,500 of those trips, an increase of about 10,000 trips from 2006.

3. Trips by persons in single-occupant vehicles (SOV) declined in the A.M. and P.M. peak periods.

4. The decrease in inbound A.M. person trips by the SOV mode was offset by an increase in persons in vehicles with two or more occupants, but similar changes in outbound P.M. travel were not as large.

5. The number of automobiles entering the Central Employment Core in the A.M. peak period has declined from about about 216,200 in 2006 to about 210,000 in 2009. In the P.M. peak period, outbound auto traffic declined from about 208,800 in 2006 to about 197,200 in 2009.

6. Possibly reversing a long-term trend, average auto occupancies in both peak periods increased. In the A.M. peak period, the average number of persons in each vehicle crossing the cordon line inbound increased from 1.21 in 2006 to about 1.26 in 2009. In the P.M. peak period, outbound average auto occupancy increased slightly from 1.27 in 2006 to 1.29 in 2009.

Figure EX-3
2009 Central Employment Area Cordon Count
Trends in Person Trips by Mode: 1996 - 2009
Inbound 6:30 - 9:30 A.M.

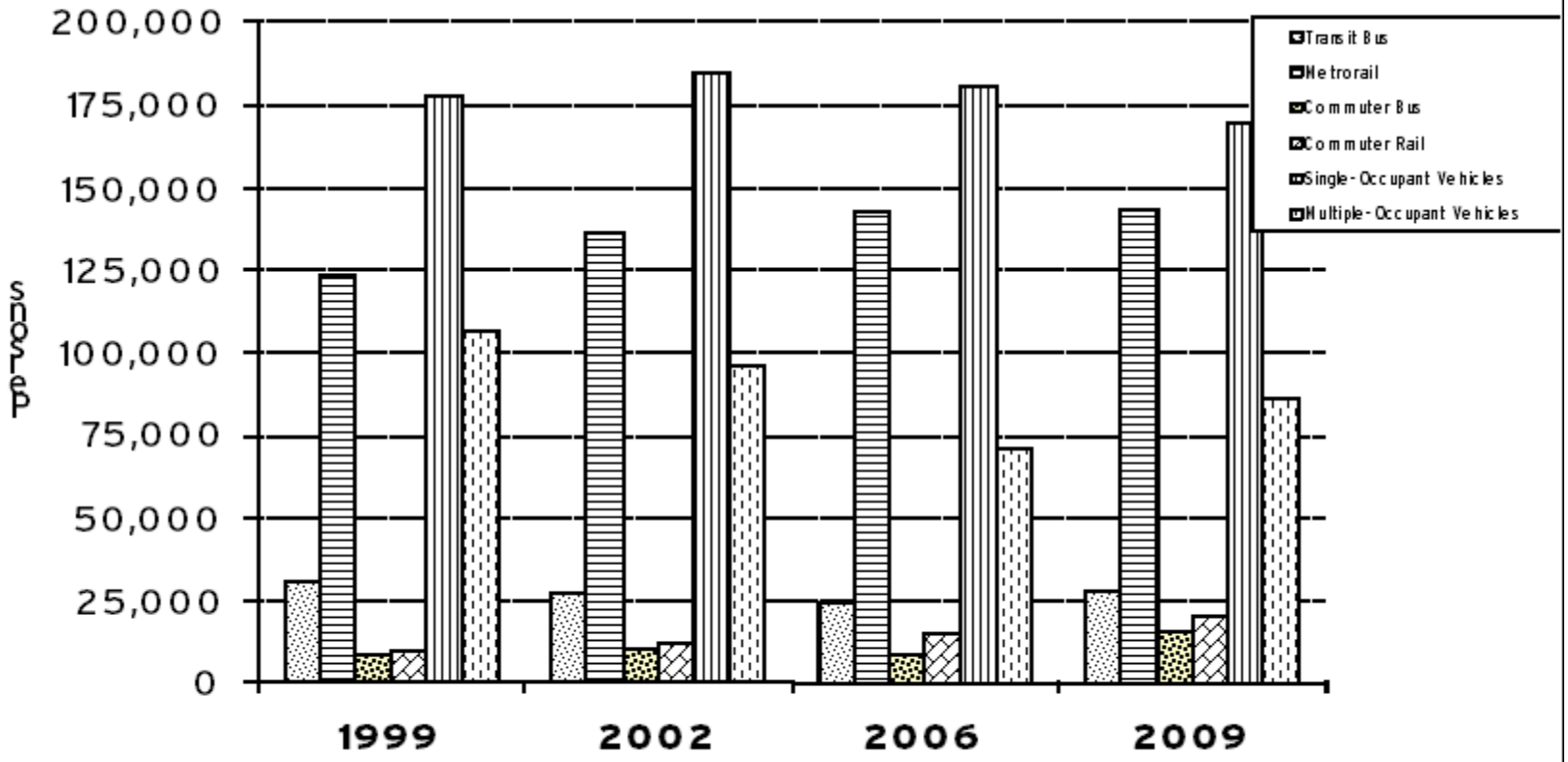
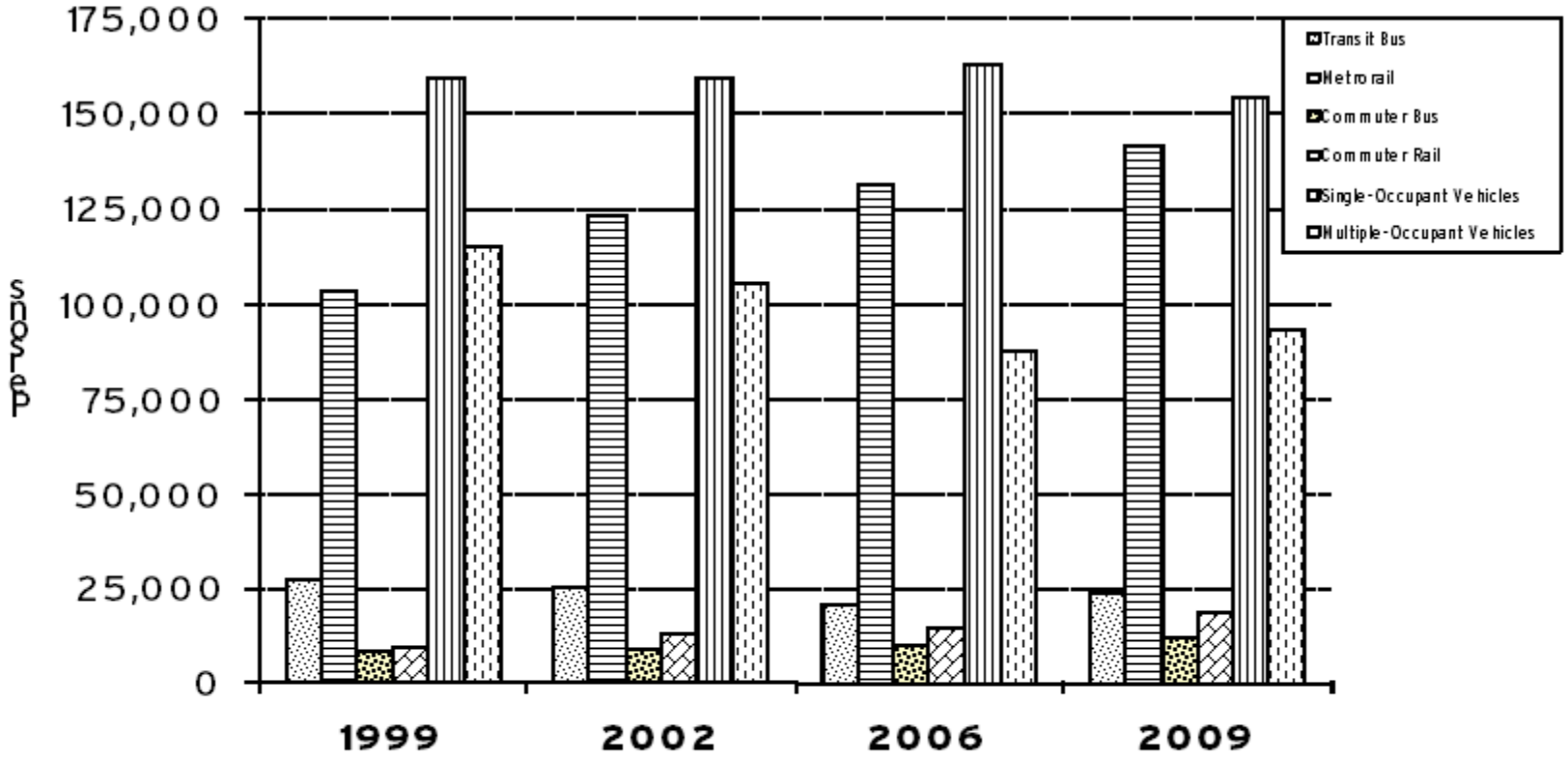


Figure EX-4
2009 Central Area Employment Cordon Count
Trends in Person Trips by Mode: 1996 - 2009
Outbound 3:30 - 6:30 P.M.



7. Inbound A.M. peak period travel crossing the Arlington, Virginia sectors of the cordon line increased by about 15,100, due to increases in trips by transit and in vehicles with at least two occupants. In the P.M. peak period, travel increased by 8,400 from 166,500 2006 to almost 175,000 in 2009.

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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. This report documents data collected in spring of 2009, and most comparisons are with data collected in 2006. Data were collected in the peak direction during the five peak commute hours, from 5 A.M. to 10 A.M., and from 3 P.M. to 8 P.M. Data collection hours in 2009 were the same as 2006 and 2002.

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

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[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.

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. and 3:30 - 6:30 P.M. peak periods, since these are the periods of maximum travel demand, however, data collected during the full five-hour commute periods are analyzed in some sections of this document.

B. DEMOGRAPHIC AND TRANSPORTATION SYSTEM CHANGES SINCE THE 2006 REPORT

From 2006 through 2009, total nonfarm employment in the District of Columbia increased from about 665,600 to 679,300,[3] an increase of approximately 13,600 jobs. Employment in Arlington County, Virginia increased from about 157,300 in 2006 to 157,800 in 2009.[4] *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, Draft Round 8.0, the percentage of jobs located inside the cordon line in the District of Columbia is estimated at about 68% of all jobs. For Arlington County, about 50% of the county's jobs are located inside the cordon. Applying these percentages, jobs in the District inside the cordon line increased from about 452,600 in 2006 to about 461,900 in 2009; and jobs in Arlington inside the cordon line increased from about 78,600 in 2006 to about 78,900 in 2009. Thus, total employment inside the cordon line increased from about 531,300 in 2006 to about 540,800 in 2009, an increase of about 9,500 jobs.

Since 2006, there have been additions and changes to the transportation system that improve access to the areas within the Central Employment Cordon:

- Reconstruction of the Frederick Douglass (South Capitol Street) Bridge and related improvements were completed;
- WMATA started new express bus service in several radial corridors in the District of Columbia, including 7th Street/Georgia Avenue, 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.

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[3] U.S. Department of Labor, Bureau of Labor Statistics (BLS) Web site - URL http://www.bls.gov/data/. Web site accessed June 2010.

[4] Also from the BLS Web site. 2009 data are marked as preliminary.

There were no changes to HOV policy[5] on I-395 (the Shirley Highway),[6] 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. The long-term reconstruction project at the Springfield Interchange (junction of I-395, I-95 and I-495 in Fairfax County) was completed.

[5] HOV-3, restricted inbound from 6 A.M. to 9 A.M. and outbound from 3:30 P.M. to 6 P.M.

[6] Station V5 (station V5H in Appendices C and D).

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. and exiting in the P.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. Summary tables of the same in the outbound P.M. peak period of travel are found in Appendix B. The individual tabulations for each counting station are contained in Appendices C and D, respectively. Appendix E contains factors used to adjust counts from 2006 at stations not counted in 2009. 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, 2009 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 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 2009 (see 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 from 5 A.M. to 10 A.M. inbound and 3 P.M. to 8 P.M. outbound. 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. and 3 P.M. through 8 P.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).

All Metrorail and Metrobus and other public transit services crossing the cordon line were counted inbound from 5 A.M. to 10 A.M. and outbound from 3 P.M. to 8 P.M. Metrorail passenger volumes were assigned to the traffic count station closest to the point at which the lines cross the cordon line.

Figure 1

Counting Locations

Table 1
List of Central Employment Core Cordon Counting Stations

Sector	Station	Station Location
1	V1	George Washington Memorial Parkway at Marina Drive[7]
	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)
	V10	U.S. 29/Lee Highway north (east) of N. Uhle Street
	V11	I-66 at Spout Run Parkway
	V12	(1) George Washington Memorial Parkway north of Spout Run[7] (2) Spout Run Parkway between G. Washington Parkway and Lorcom Lane[7]
4	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]
	D4	Q Street, N.W. west of 23rd Street[7]
5	D5	Massachusetts Avenue, N.W. west of 22nd Street[7]
	D6	Connecticut Avenue, N.W. north of Florida Avenue[7]
	D7	18th Street, N.W. north of Florida Avenue
6	D8	(1) 16th Street, N.W. north of Florida Avenue[7] (2) 15th Street, N.W. north of Florida Avenue (outbound, P.M. only)[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

[7] Not counted in 2009 - data from 2006 factored.

Table 1
List of Central Employment Core Cordon Counting Stations

Sector	Station	Station Location
	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
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 3rd Street and 4th 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
	CB3	I-66/T. Roosevelt Bridge at D.C. end of span, off-peak-flow directions
	CB4	U.S. 29/Key Bridge at Virginia end of span, off-peak-flow directions

Transit and auto counts were performed on Tuesdays, Wednesdays, and Thursdays during March, April, May and mid-June, 2009. 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 holidays[8] 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

[8] Memorial Day, Good Friday, Easter and the first night of Passover.

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, 2009. 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.

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. and 3:30 P.M. - 6:30 P.M. commuting periods receive 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

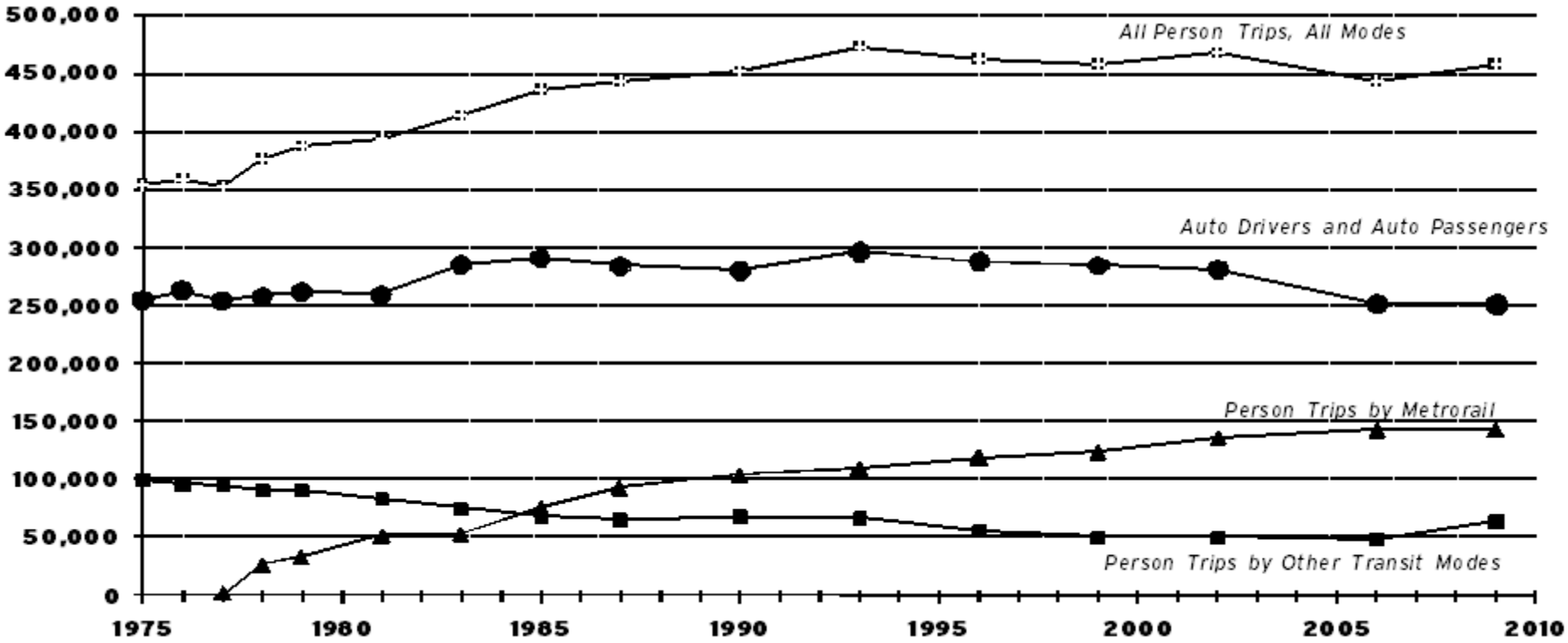
1. A.M. Inbound

Historical perspective - A.M. inbound person trips from 1975 to 2009

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 1975[9] through 2009. Travel to the core has increased by about 15,000 since 2006. 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.

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

Figure 2
2009 Central Employment Core Cordon Count
Historical Timeseries, 1975 - 2009
Person Trips by Mode
Inbound 6:30 - 9:30 A.M.



Observed changes from 2006 to 2009 in the morning peak period (6:30 - 9:30 A.M.).

Total inbound trips (by all modes) to the Central Employment Core increased from 443,000 in 2006 to about 463,000 in 2009, an increase of about 5%. The modal share of transit increased from 43% of all trips in 2006 to about 45% of all trips in 2009, with most of the increase in transit's share due to an increase in trips on transit services other than Metrorail (see Table 2). Person trips in multiple-occupant vehicles (MOV) increased by almost 16,000 trips, and modal share increased from about 16% in 2006 to 19% in 2009. Person trips crossing the cordon line in the D.C. sectors showed slight change from 2006 (see Table 3). Person trips crossing the cordon line's Virginia sectors increased by about 15,000 (Table 4).

Table 2
2009 Central Employment Core Cordon Count
2006 - 2009 Central Employment Core Cordon Person Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	24,400	6	27,600	6	3,200	13
Metrorail	143,100	32	143,500	31	400	0
Commuter Bus	8,700	2	15,700	3	6,900	79
Commuter Rail	15,300	3	20,500	4	5,200	34
Subtotal - person trips by transit	191,500	43	207,200	45	15,700	8
Single Occupant Vehicle (SOV)	180,900	41	169,300	37	-11,600	-6
Multiple Occupant Vehicle (2+ persons)	70,600	16	86,500	19	15,900	22
Subtotal - person trips by automobile	251,500	57	255,900	55	4,300	2
Total - person trips by all modes	443,000	100	463,000	100	20,000	5

Data in table are rounded

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

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

Table 3
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	17,400	7	18,900	7	1,500	9
Metrorail	100,700	38	99,800	37	-900	-1
Commuter Bus	3,000	1	4,500	2	1,500	51
Commuter Rail	9,400	4	13,400	5	4,000	42
Subtotal - person trips by transit	130,400	49	136,500	50	6,100	5
Single Occupant Vehicle (SOV)	107,300	40	100,400	37	-6,900	-6
Multiple Occupant Vehicle (2+ persons)	28,700	11	34,500	13	5,800	20
Subtotal - person trips by automobile	136,000	51	134,900	50	-1,100	-1
Total - person trips by all modes	266,500	100	271,400	100	5,000	2

Data in table are rounded

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

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

Table 4
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Inbound Person Trips by Mode
6:30 - 9:30 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	7,000	4	8,700	5	1,700	24
Metrorail	42,400	24	43,600	23	1,300	3
Commuter Bus	5,800	3	11,200	6	5,400	94
Commuter Rail	5,900	3	7,100	4	1,200	20
Subtotal - person trips by transit	61,000	35	70,600	37	9,600	16
Single Occupant Vehicle (SOV)	73,600	42	68,900	36	-4,700	-6
Multiple Occupant Vehicle (2+ persons)	41,900	24	52,100	27	10,100	24
Subtotal - person trips by automobile	115,500	65	121,000	63	5,500	5
Total - person trips by all modes	176,500	100	191,600	100	15,100	9

Data in table are rounded

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

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

Observed changes from 2006 and 2009 in the full morning monitoring period (5 - 10 A.M.)

Total inbound person movements increased from about 569,200 in 2006 to about 588,200 in 2009 (Table 5). Much of the increase is due to an increase in total transit patronage of about 23,000 trips. The D.C. sectors of the cordon line showed little change in total trips, but there was an increase of trips by transit by about 11,000 and a decrease in single-occupant vehicles by about 9,000 (Table 6). In the Virginia sectors, there was an increase of about 12,000 in trips by transit (Table 7).

Table 5
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Person Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	31,100	5	34,400	6	3,300	11
Metrorail	169,000	30	176,000	30	7,000	4
Commuter Bus	11,800	2	19,800	3	7,900	67
Commuter Rail	18,000	3	22,700	4	4,700	26
Subtotal - person trips by transit	229,900	40	252,900	43	23,000	10
Single Occupant Vehicle (SOV)	245,500	43	230,900	39	-14,600	-6
Multiple Occupant Vehicle (2+ persons)	93,800	16	104,500	18	10,700	11
Subtotal - person trips by automobile	339,300	60	335,300	57	-4,000	-1
Total - person trips by all modes	569,200	100	588,200	100	19,000	3

Data in table are rounded

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

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

Table 6
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	22,500	7	24,200	7	1,600	7
Metrorail	118,600	35	122,900	35	4,300	4
Commuter Bus	4,200	1	5,900	2	1,700	39
Commuter Rail	11,700	3	15,200	4	3,500	30
Subtotal - person trips by transit	157,000	46	168,100	48	11,100	7
Single Occupant Vehicle (SOV)	144,300	43	135,200	39	-9,100	-6
Multiple Occupant Vehicle (2+ persons)	38,100	11	43,600	13	5,600	15
Subtotal - person trips by automobile	182,300	54	178,800	52	-3,600	-2
Total - person trips by all modes	339,400	100	346,900	100	7,500	2

Data in table are rounded

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

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

Table 7
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Inbound Person Trips by Mode
5:00 - 10:00 A.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	8,500	4	10,200	4	1,700	19
Metrorail	50,400	22	53,100	22	2,700	5
Commuter Bus	7,600	3	13,900	6	6,300	83
Commuter Rail	6,300	3	7,500	3	1,200	20
Subtotal - person trips by transit	72,800	32	84,800	35	11,900	16
Single Occupant Vehicle (SOV)	101,200	44	95,700	40	-5,500	-5
Multiple Occupant Vehicle (2+ persons)	55,700	24	60,800	25	5,100	9
Subtotal - person trips by automobile	157,000	68	156,500	65	-400	0
Total - person trips by all modes	229,800	100	241,300	100	11,500	5

Data in table are rounded

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

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

2. P.M. Outbound

Observed changes from 2006 to 2009 in the afternoon peak period (3:30 - 6:30 P.M.)

In the afternoon peak period, total outbound person trips crossing the Central Employment Core cordon line increased from about 427,600 in 2006 to over 444,500 in 2009. Person trips by automobile in the P.M. peak period declined slightly - all of the decline due to a decrease of over 8,000 trips by single-occupant vehicles, while trips by transit increased by almost 20,000 (Table 8). Outbound trips in the D.C. sectors showed little change in total trips, but there was a decline of over 7,000 in person trips by automobiles, which was more than offset by increases in person trips by transit (Table 9). In the Virginia sectors, transit increased slightly and trips by automobile increased slightly (Table 10).

Table 8
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Person Travel Trends
Outbound Person Trips by Mode
3:30 - 6:30 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	20,700	5	24,000	5	3,300	16
Metrorail	131,500	31	141,600	32	10,100	8
Commuter Bus	10,200	2	12,300	3	2,100	20
Commuter Rail	14,500	3	18,800	4	4,300	29
Subtotal - person trips by transit	177,000	41	196,700	44	19,800	11
Single Occupant Vehicle (SOV)	163,000	38	154,600	35	-8,400	-5
Multiple Occupant Vehicle (2+ persons)	87,600	20	93,300	21	5,700	6
Subtotal - person trips by automobile	250,600	59	247,900	56	-2,700	-1
Total - person trips by all modes	427,600	100	444,600	100	17,000	4

Data in table are rounded

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

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

Table 9
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Outbound Person Trips by Mode
3:30 - 6:30 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	14,600	6	16,100	6	1,500	10
Metrorail	93,000	36	103,100	38	10,100	11
Commuter Bus	3,800	1	5,300	2	1,600	41
Commuter Rail	8,800	3	11,800	4	3,000	34
Subtotal - person trips by transit	120,200	46	136,300	51	16,100	13
Single Occupant Vehicle (SOV)	95,200	36	89,000	33	-6,300	-7
Multiple Occupant Vehicle (2+ persons)	45,700	17	44,400	16	-1,300	-3
Subtotal - person trips by automobile	140,900	54	133,400	49	-7,500	-5
Total - person trips by all modes	261,100	100	269,700	100	8,600	3

Data in table are rounded

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

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

Table 10
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Outbound Person Trips by Mode
3:30 - 6:30 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	6,100	4	7,900	4	1,800	29
Metrorail	38,400	23	38,500	22	0	0
Commuter Bus	6,400	4	7,000	4	500	8
Commuter Rail	5,800	3	7,100	4	1,300	23
Subtotal - person trips by transit	56,800	34	60,400	35	3,600	6
Single Occupant Vehicle (SOV)	67,700	41	65,600	38	-2,100	-3
Multiple Occupant Vehicle (2+ persons)	42,000	25	48,900	28	6,900	17
Subtotal - person trips by automobile	109,700	66	114,500	65	4,800	4
Total - person trips by all modes	166,500	100	174,900	100	8,400	5

Data in table are rounded

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

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

Observed changes from 2006 to 2009 in the full afternoon/evening monitoring period (3 - 8 P.M.)

Total outbound person trips for the five-hour period in 2009 declined by about 10,000 from 636,800 in 2006 to over 627,000 in 2009. A decrease of almost 17,000 in single-occupant vehicles was offset by an increase in transit riders, and trips in multiple-occupant vehicles declined by about 15,000 (Table 11). In the D.C. sectors, total person trips were nearly unchanged at about 378,000, with a decline in trips by automobile of about 20,000 being offset by an increase of over 18,000 in trips by transit (Table 12). In the Virginia sectors of the cordon line, person trips by automobile declined by more than 12,000 (Table 13).

Table 11
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Person Travel Trends
Outbound Person Trips by Mode
3:00 - 8:00 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	29,000	5	33,100	5	4,000	14
Metrorail	173,300	27	182,700	29	9,400	5
Commuter Bus	12,900	2	15,900	3	3,000	23
Commuter Rail	16,800	3	22,700	4	5,900	35
Subtotal - person trips by transit	232,000	36	254,400	41	22,300	10
Single Occupant Vehicle (SOV)	256,800	40	239,900	38	-16,900	-7
Multiple Occupant Vehicle (2+ persons)	148,000	23	132,800	21	-15,200	-10
Subtotal - person trips by automobile	404,800	64	372,700	59	-32,100	-8
Total - person trips by all modes	636,800	100	627,100	100	-9,800	-2

Data in table are rounded

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

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

Table 12
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Outbound Person Trips by Mode
3:00 - 8:00 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	20,900	5	22,900	6	2,100	10
Metrorail	122,300	32	132,400	35	10,100	8
Commuter Bus	4,200	1	5,900	2	1,700	40
Commuter Rail	10,700	3	15,200	4	4,500	42
Subtotal - person trips by transit	158,000	42	176,400	47	18,400	12
Single Occupant Vehicle (SOV)	146,700	39	134,100	35	-12,600	-9
Multiple Occupant Vehicle (2+ persons)	75,000	20	67,700	18	-7,300	-10
Subtotal - person trips by automobile	221,700	58	201,700	53	-19,900	-9
Total - person trips by all modes	379,700	100	378,100	100	-1,600	0

Data in table are rounded

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

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

Table 13
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Outbound Person Trips by Mode
3:00 - 8:00 P.M.

MODE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Trips	Percent	Trips	Percent		
Transit Bus	8,200	3	10,100	4	2,000	24
Metrorail	51,100	20	50,300	20	-700	-1
Commuter Bus	8,700	3	10,000	4	1,300	15
Commuter Rail	6,200	2	7,600	3	1,400	22
Subtotal - person trips by transit	74,000	29	78,000	31	4,000	5
Single Occupant Vehicle (SOV)	110,100	43	105,900	43	-4,300	-4
Multiple Occupant Vehicle (2+ persons)	73,000	28	65,100	26	-7,900	-11
Subtotal - person trips by automobile	183,200	71	171,000	69	-12,200	-7
Total - person trips by all modes	257,200	100	249,000	100	-8,200	-3

Data in table are rounded

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

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

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 2006 and 2009, 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, and shows that the temporal distribution between 2006 and 2009 is relatively similar (and the peak hour in both years was 8 A.M. to 9 A.M.). An increase in person trips in the 30-minute intervals prior to 8:30 A.M. was observed - after 8:30, inbound trips were observed to have declined up to 10:00 A.M. In the outbound direction, Figure 4 shows that the peak hour has shifted from 6 P.M. to 7 P.M. in 2006 to 5 P.M. to 6 P.M. in 2009. In the afternoon, an increase in outbound person trips was observed in the 30 minute intervals prior to 5:30 - after 5:30, trips have declined in each 30 minute interval.

Inbound trips and outbound trips by single-occupant vehicles (SOV) appear to be about the same in 2006 and 2009, though SOV traffic has declined all inbound and outbound monitored periods (Figures 5 and 6).

Inbound person trips by multiple-occupant vehicles showed little change, though the temporal distribution shifted (Figure 7). Outbound person trips in multiple-occupant vehicles declined and also showed a change in temporal distribution (Figure 8).

Trips by Metrorail showed a half-hour peak of over 30,000 trips in the inbound A.M. and outbound P.M. monitoring periods. Trips by transit other than Metrorail increased in nearly every half hour monitored (Figures 9 and 10).

Inbound and outbound trips by motor vehicle showed little change or declined in all 30 minute periods (Figures 10 and 11).

Figure 3
2009 Central Employment Core Cordon Count
Person Trips by All Modes
Inbound 5:00 - 10:00 A.M.
2006 and 2009

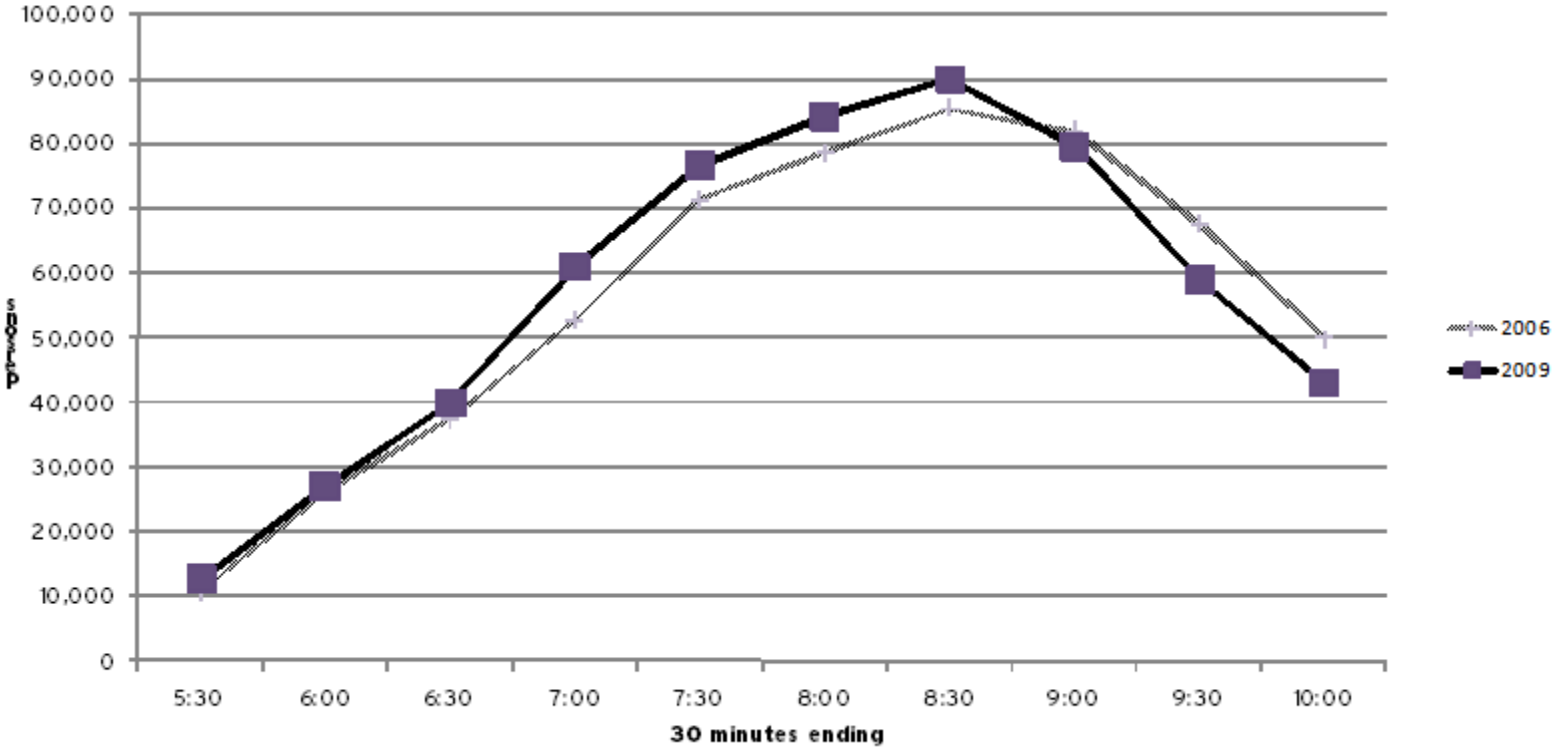


Figure 4
2009 Central Employment Core Cordon Count
Person Trips by All Modes
Outbound 3:00 - 8:00 P.M.
2006 and 2009

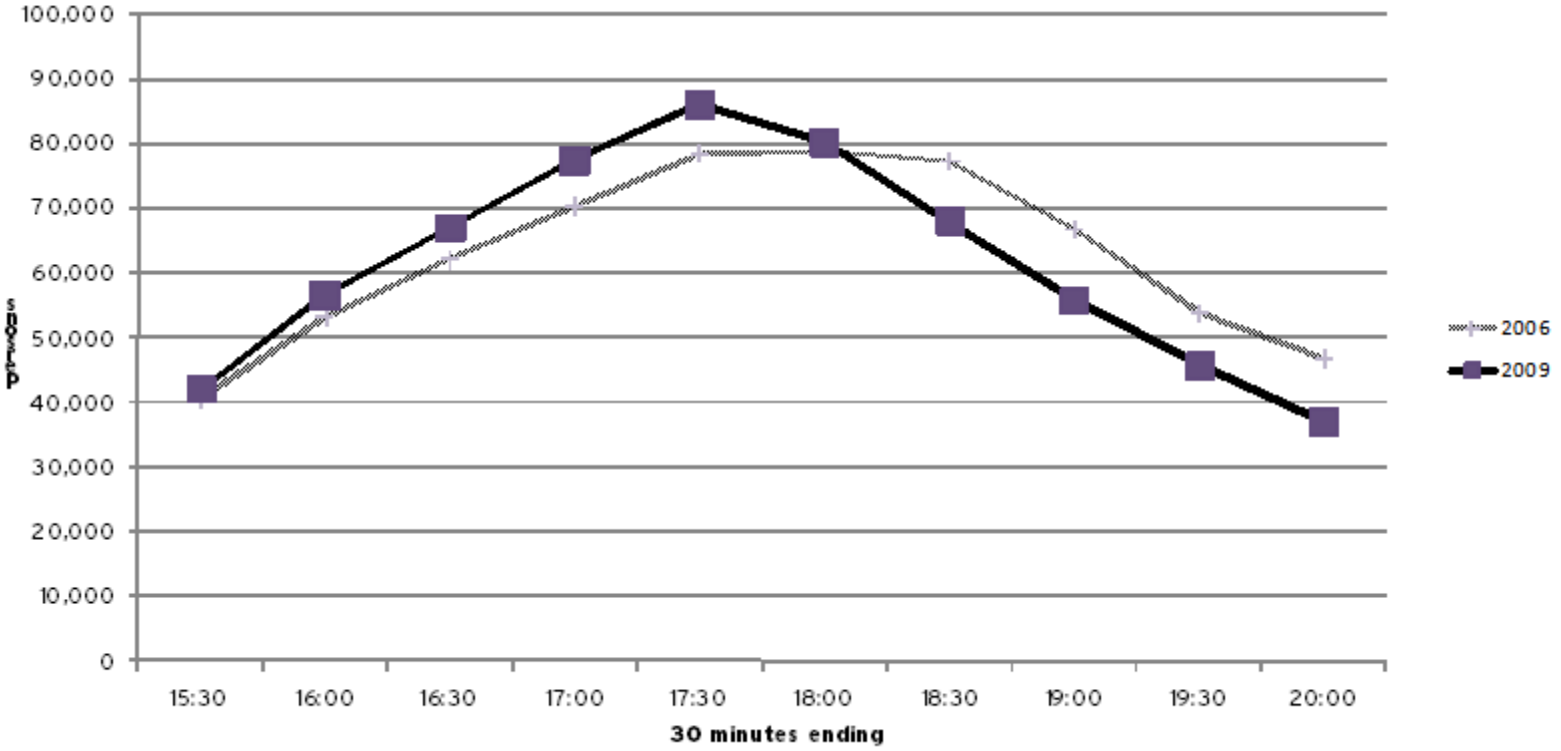


Figure 5
2009 Central Employment Core Cordon Count
Person Trips by Auto
In Single-Occupant Vehicles
Inbound 5:00 - 10:00 A.M.
2006 and 2009

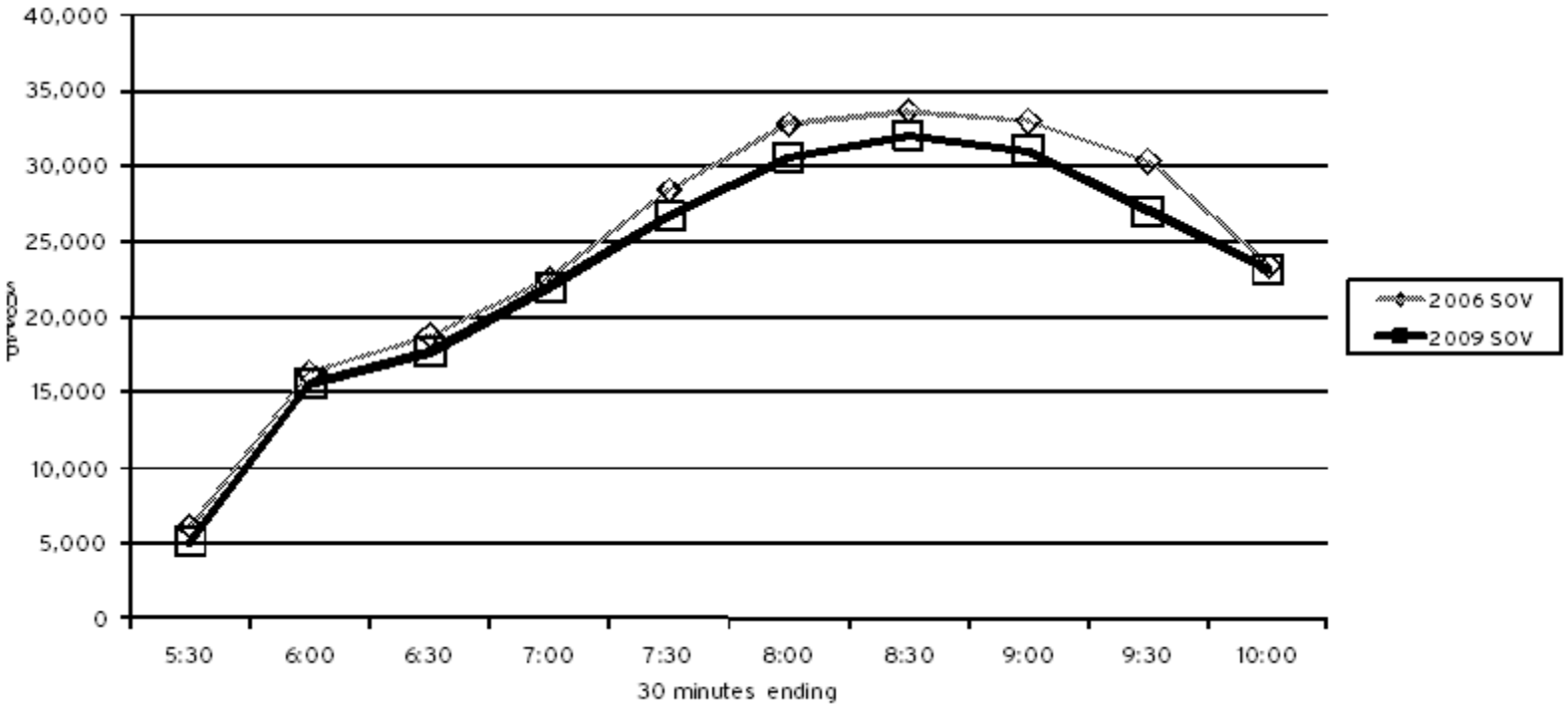


Figure 6
2009 Central Employment Core Cordon Count
Person Trips by Auto
In Single-Occupant Vehicles
Outbound 3:00 - 8:00 P.M.
2006 and 2009

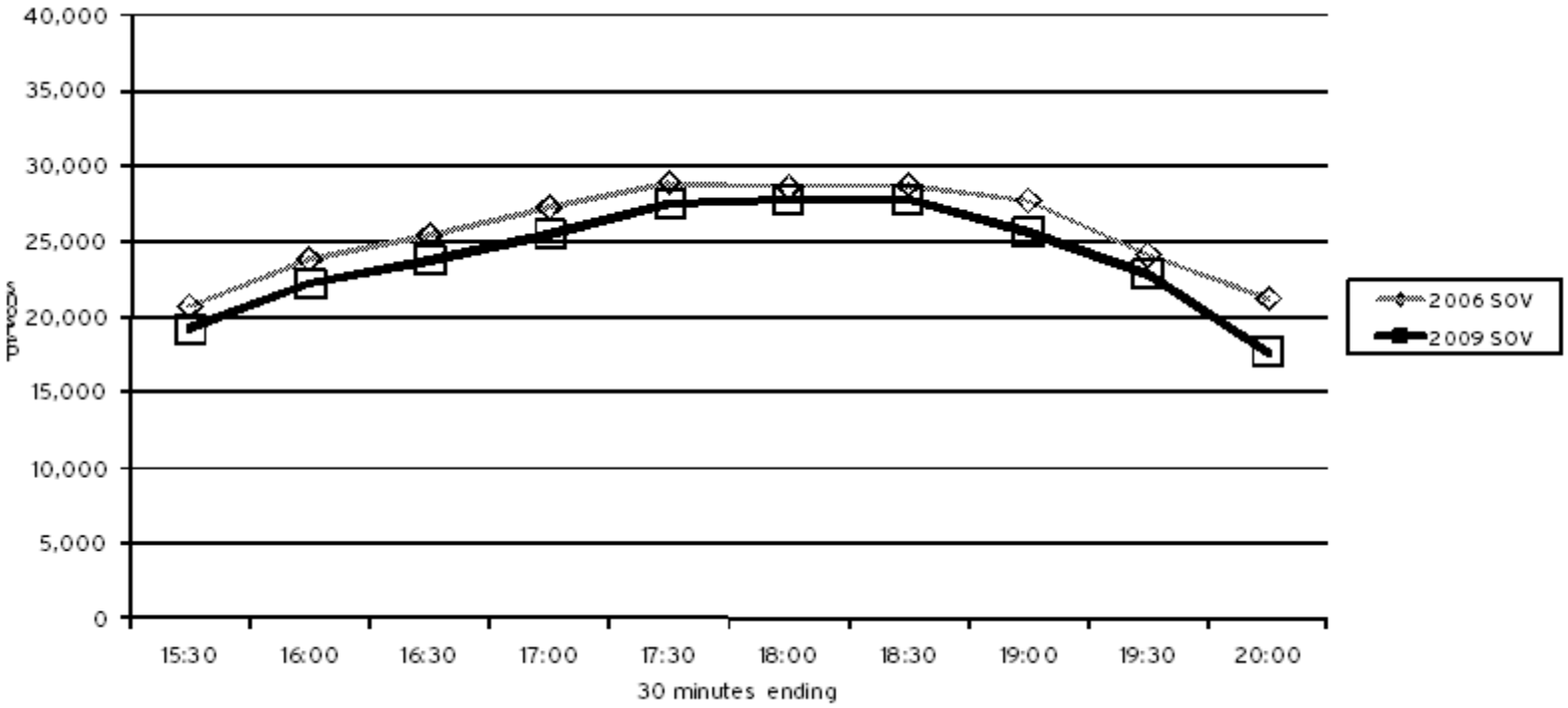


Figure 7
2009 Central Employment Core Cordon Count
Person Trips by Auto
In Multiple-Occupant Vehicles
Inbound 5:00 - 10:00 A.M.
2006 and 2009

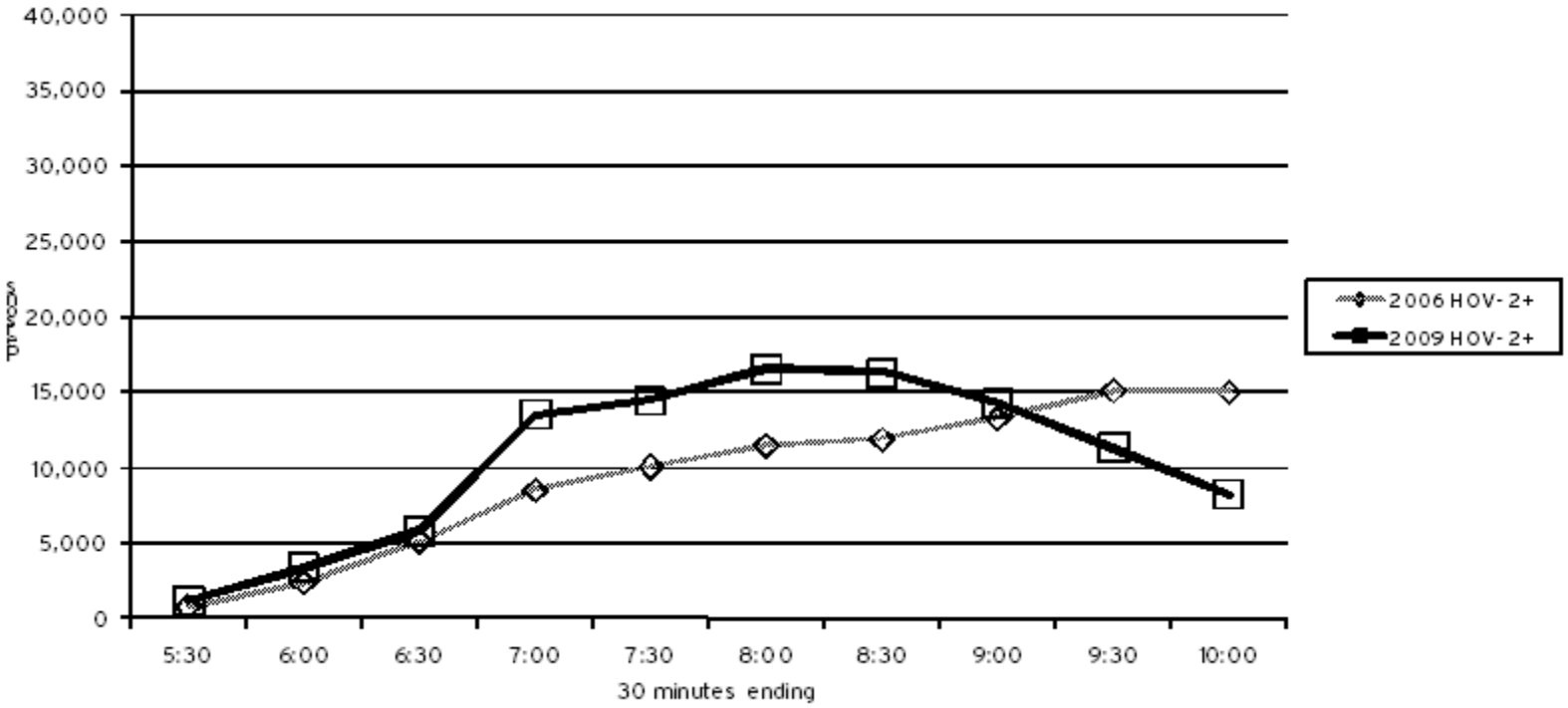


Figure 8
2009 Central Employment Core Cordon Count
Person Trips by Auto
In Multiple-Occupant Vehicles
Outbound 3:00 - 8:00 P.M.
2006 and 2009

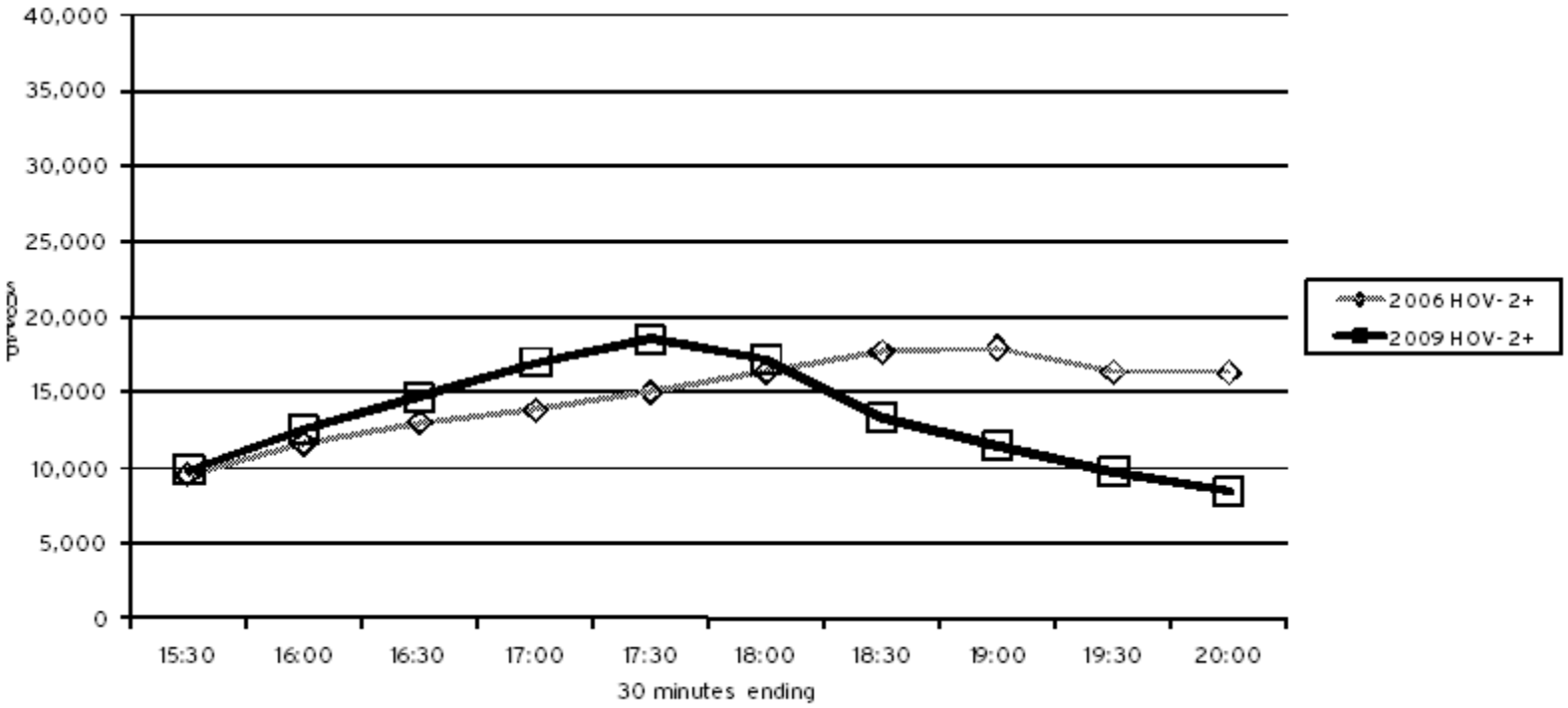


Figure 9
2009 Central Employment Core Cordon Count
Person Trips by Metrorail and Other Transit Modes
Inbound 5:00 - 10:00 A.M.
2006 and 2009

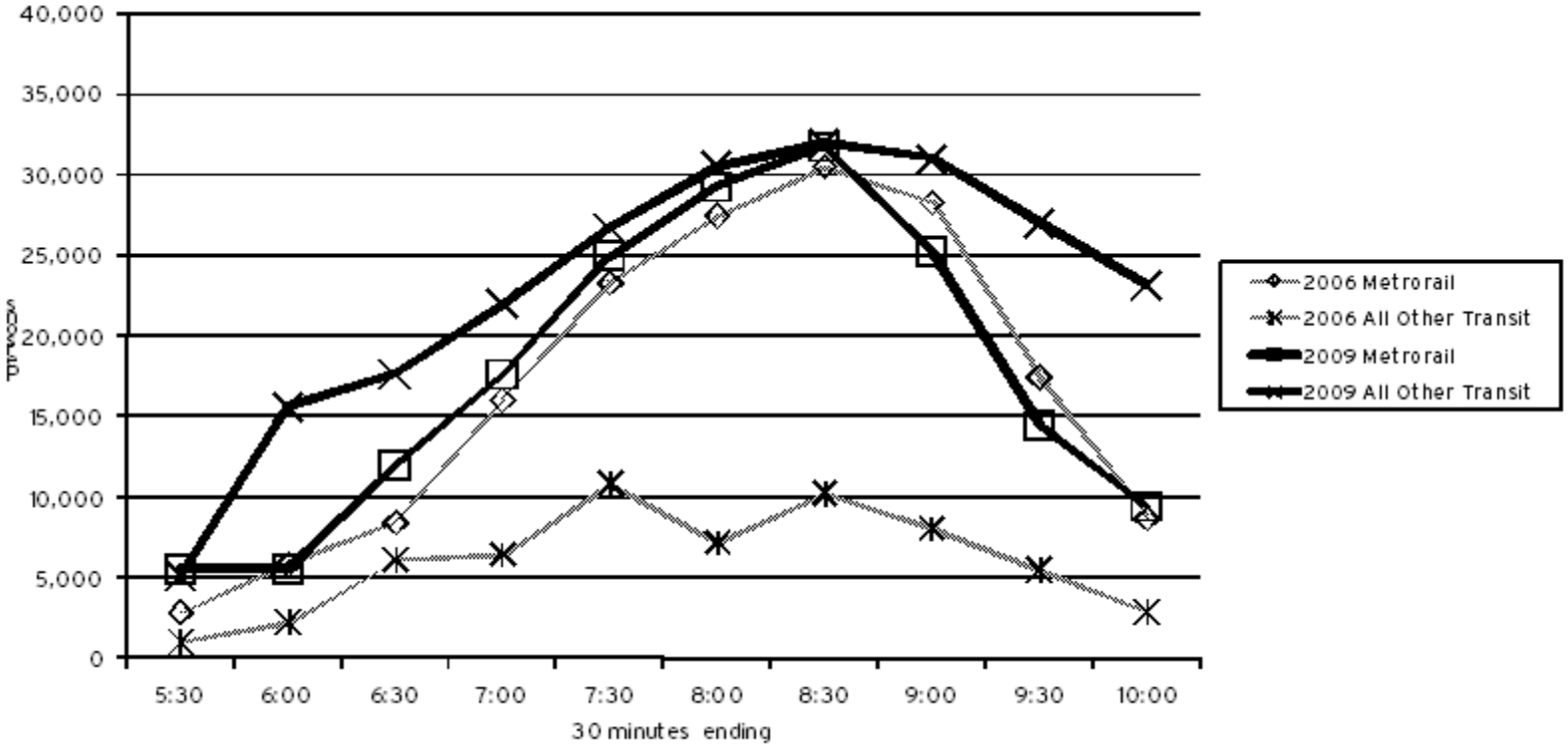


Figure 10
2009 Central Employment Core Cordon Count
Person Trips by Metrorail and Other Transit Modes
Outbound 3:00 - 8:00 P.M.
2006 and 2009

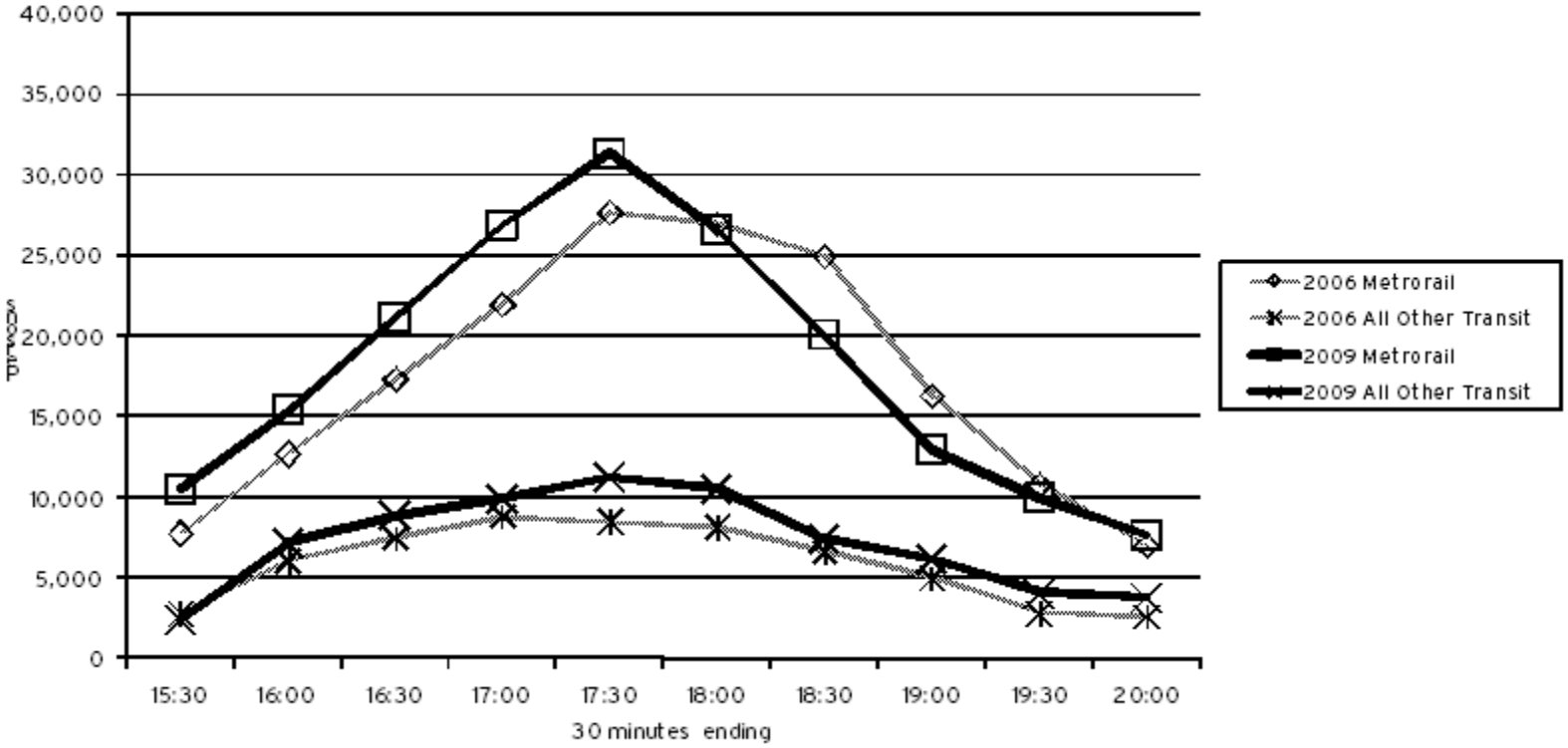


Figure 11
2009 Central Employment Core Cordon Count
Motor Vehicle Trips
Inbound 5:00 - 10:00 A.M.
2006 and 2009

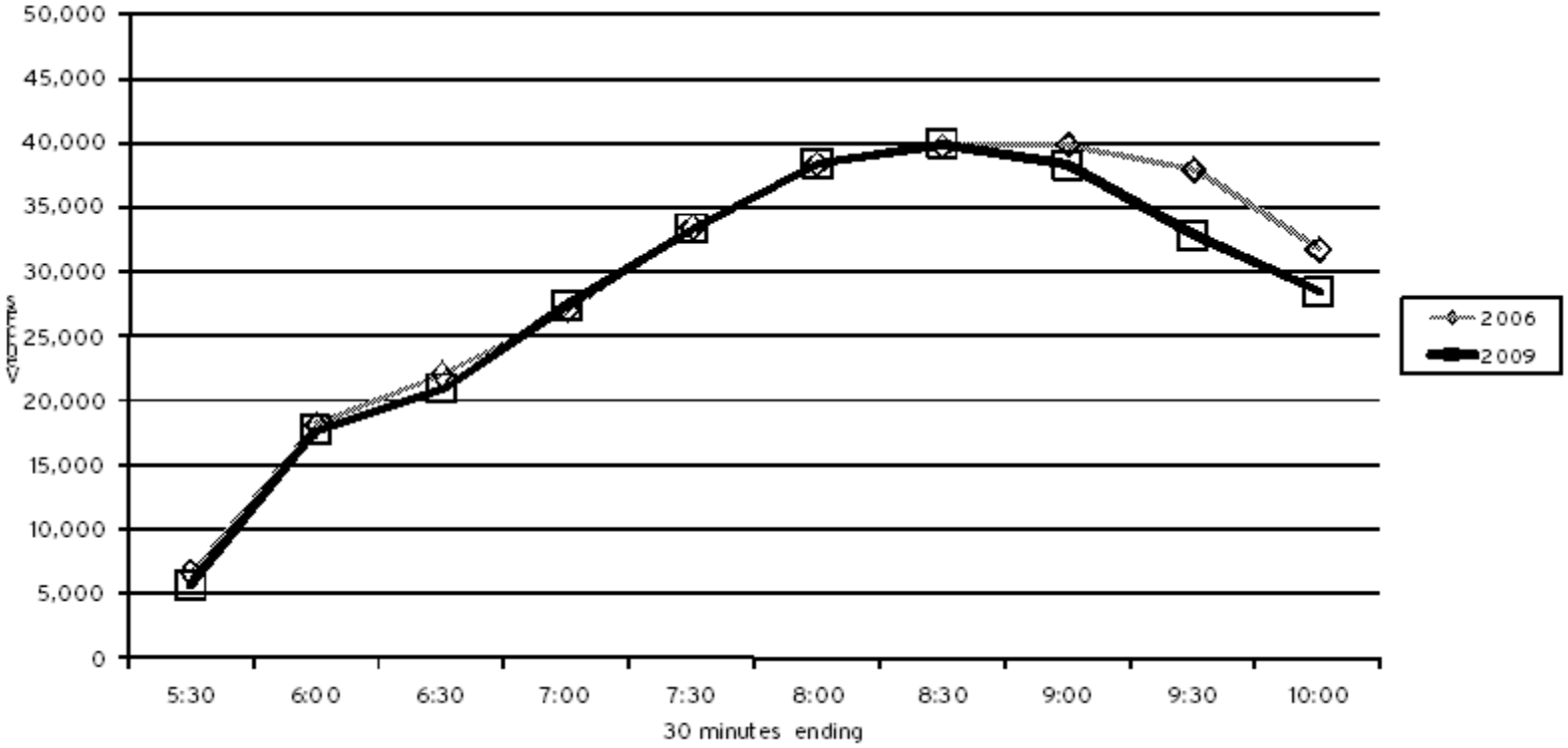
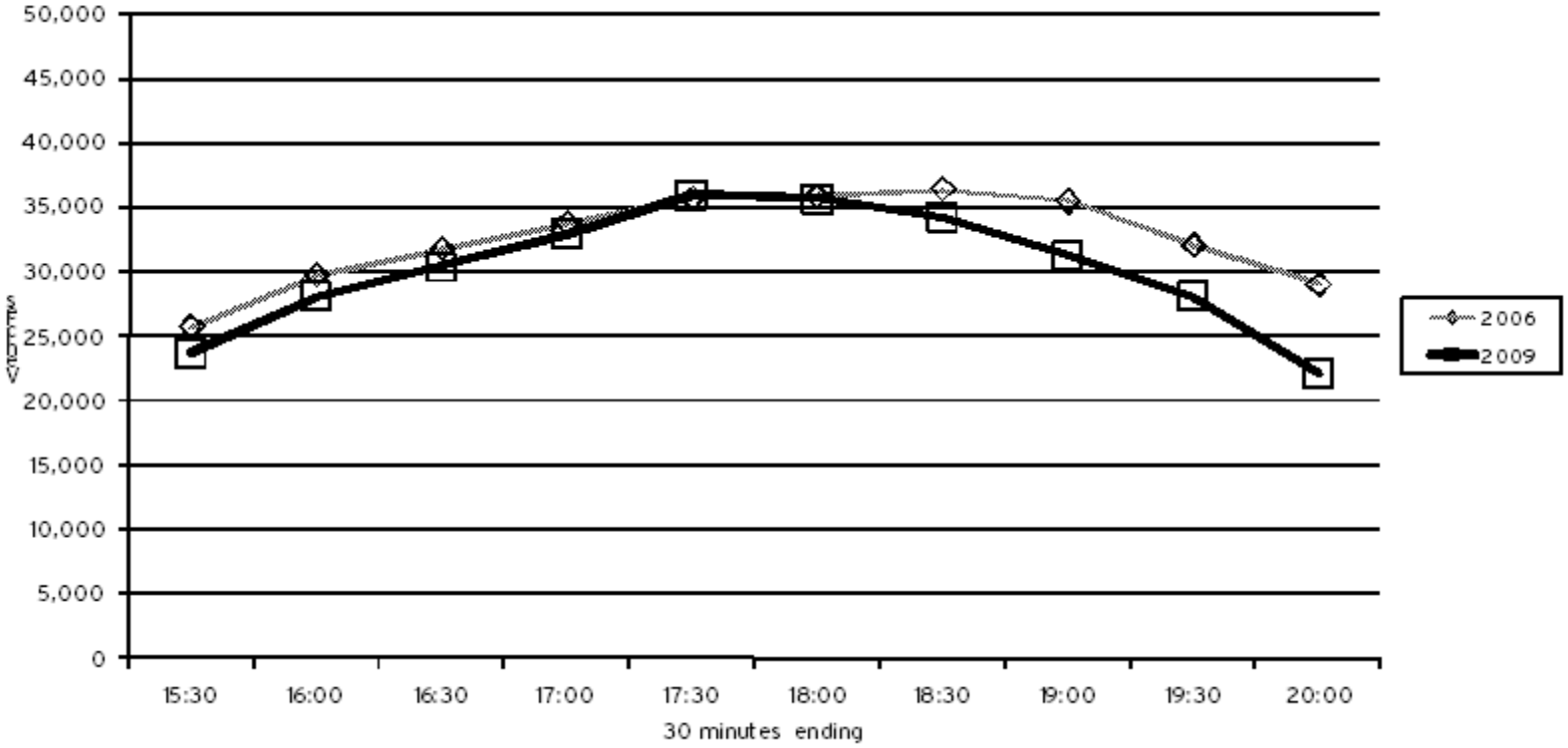


Figure 12
2009 Central Employment Core Cordon Count
Motor Vehicle Trips
Outbound 3:00 - 8:00 P.M.
2006 and 2009



B. TRAFFIC

1. A.M. Inbound

In 2006, about 216,200 motor vehicles entered the Central Employment Area Core during the 6:30-9:30 A.M. peak period. In 2009, about 210,000 vehicles crossed the cordon line inbound, a slight decrease (see Table 14). There were minor changes in traffic volumes in the D.C. and Virginia sectors (Tables 15 and 16). About 97%, or about 199,000 of the entering vehicles were automobiles, little changed from previous Central Employment Core Cordon Counts. Other categories of vehicles observed were trucks, motorcycles, transit buses and other buses (the latter category includes commuter buses and all other buses).

Table 14
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	208,400	96	202,900	97	-5,500	-3
Trucks	3,800	3	3,500	2	-400	-10
Motorcycles	1,100	1	1,200	1	100	10
Transit Buses	1,100	0	1,000	0	0	-4
Other Buses	1,800	1	1,500	1	-300	-20
D.C. Portion	123,700	57	118,600	56	-5,000	-4
Virginia Portion	92,500	43	91,500	44	-1,000	-1
Total Vehicles	**216,200**	**100**	**210,200**	**100**	**-6,000**	**-3**

Data in table are rounded

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

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

Table 15
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	118,900	96	114,100	96	-4,800	-4
Trucks	2,700	2	2,500	2	-200	-10
Motorcycles	400	0	400	0	0	-10
Transit Buses	700	1	700	1	0	-10
Other Buses	900	1	1,000	1	0	0
Total Vehicles	**123,700**	**100**	**118,600**	**100**	**-5,000**	**-4**

Data in table are rounded

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

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

Table 16

2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Inbound Vehicle Classification
6:30 - 9:30 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	89,400	97	88,800	97	-700	-1
Trucks	1,100	1	1,000	1	-200	-15
Motorcycles	700	1	900	1	200	18
Transit Buses	300	0	400	0	0	1
Other Buses	900	1	600	1	-300	-58
Total Vehicles	**92,500**	**100**	**91,500**	**100**	**-1,000**	**-1**

Data in table are rounded

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

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

For the full five-hour monitoring period (5:00 - 10:00 A.M.), some decline in total inbound traffic was observed (see Table 17). Inbound traffic declined from just under 295,000 in 2006 to about 283,000 in 2009, a decline of nearly 12,000 vehicles.

In the D.C. sectors of the cordon line, a decline of about 7,700 motor vehicles was observed (Table 18).

In the Virginia sectors, traffic showed little change from 2006 to 2009 (Table 19).

Table 17
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	283,900	96	273,300	97	-10,600	-4
Trucks	5,700	3	4,800	2	-900	-19
Motorcycles	1,500	0	1,600	1	100	6
Transit Buses	1,400	0	1,300	0	-100	-4
Other Buses	2,500	1	2,000	1	-500	-23
D.C. Portion	167,100	57	159,400	56	-7,700	-5
Virginia Portion	127,700	43	123,500	44	-4,200	-3
Total Vehicles	**294,900**	**100**	**283,000**	**100**	**-11,900**	**-4**

Data in table are rounded

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

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

Table 18
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	160,500	96	153,400	96	-7,000	-5
Trucks	4,000	2	3,400	2	-600	-20
Motorcycles	600	0	500	0	-100	-20
Transit Buses	1,000	1	900	1	-100	-10
Other Buses	1,200	1	1,200	1	0	0
Total Vehicles	**167,100**	**100**	**159,400**	**100**	**-7,700**	**-5**

Data in table are rounded

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

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

Table 19

2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Inbound Vehicle Classification
5:00 - 10:00 A.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	123,400	97	119,900	97	-3,600	-3
Trucks	1,700	1	1,400	1	-300	-23
Motorcycles	900	1	1,100	1	200	15
Transit Buses	400	0	400	0	0	2
Other Buses	1,200	1	800	1	-500	-62
Total Vehicles	**127,700**	**100**	**123,500**	**100**	**-4,200**	**-3**

Data in table are rounded

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

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

2. P.M. Outbound

During Spring, 2009, about 197,200 vehicles were observed leaving the Central Employment Area Core in the outbound direction in the P.M. peak period (3:30 to 6:30), a decline of more than 11,500 from 2006 (see Table 20). About 97% of all outbound vehicles were automobiles, with trucks, motorcycles, transit buses and other buses representing the remaining 3% of outbound traffic volume.

Outbound traffic in the D.C. sectors of the cordon line was about 110,500 vehicles in 2009, a decline of nearly 7,000 from 2006 (Table 21).

Outbound traffic in the Virginia sectors was about 87,000 vehicles in 2009, a slight decline from 2006 (Table 22).

Table 20
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Travel Trends
Outbound Vehicle Classification
3:30 - 6:30 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	203,300	97	191,500	97	-11,800	-6
Trucks	1,900	2	2,100	1	200	11
Motorcycles	1,200	1	1,400	1	200	12
Transit Buses	1,000	0	1,000	1	0	1
Other Buses	1,500	1	1,300	1	-200	-17
D.C. Portion	117,200	56	110,400	56	-6,800	-6
Virginia Portion	91,600	44	86,800	44	-4,800	-6
Total Vehicles	**208,800**	**100**	**197,200**	**100**	**-11,600**	**-6**

Data in table are rounded

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

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

Table 21
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends
Outbound Vehicle Classification
3:30 - 6:30 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	113,800	97	107,000	97	-6,900	-6
Trucks	1,400	1	1,500	1	100	10
Motorcycles	400	0	400	0	-100	-10
Transit Buses	600	1	600	1	0	0
Other Buses	900	1	900	1	0	0
Total Vehicles	**117,200**	**100**	**110,400**	**100**	**-6,800**	**-6**

Data in table are rounded

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

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

Table 22
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Outbound Vehicle Classification
3:30 - 6:30 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	89,400	98	84,500	97	-4,900	-6
Trucks	500	1	600	1	100	13
Motorcycles	800	1	1,000	1	200	21
Transit Buses	400	0	400	0	0	9
Other Buses	600	1	400	0	-200	-46
Total Vehicles	**91,600**	**100**	**86,800**	**100**	**-4,800**	**-6**

Data in table are rounded

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

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

In the full five hour monitoring period (3 P.M. – 8 P.M.), the number of counted vehicles declined from about over 325,000 in 2006 to less than 302,000 in 2009, a decrease of almost 23,000. About 55% of the traffic crossing the cordon line in the outbound period was observed in the D.C. sectors, and about 45% in the Virginia sectors (Table 23).

In the D.C. sectors, traffic decreased from 183,500 in 2006 to about 167,000 a decrease of almost 16,500 (Table 24).

Traffic crossing the Virginia sectors of the cordon line also declined, but the decline was not enough to be of statistical significance (Table 25).

Table 23
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Travel Trends
Outbound Vehicle Classification
3:00 - 8:00 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	317,000	97	294,400	97	-22,600	-8
Trucks	3,000	2	2,700	1	-200	-9
Motorcycles	1,800	1	1,900	1	100	7
Transit Buses	1,400	0	1,500	0	0	2
Other Buses	2,100	1	1,800	1	-300	-18
D.C. Portion	183,500	56	167,000	55	-16,500	-10
Virginia Portion	141,800	44	135,300	45	-6,500	-5
Total Vehicles	**325,300**	**100**	**302,300**	**100**	**-23,000**	**-8**

Data in table are rounded

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

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

Table 24

2009 Central Employment Core Cordon Count

2006 - 2009 Central Area Cordon D.C. Sectors Travel Trends

Outbound Vehicle Classification

3:00 - 8:00 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	178,300	97	162,400	97	-16,000	-10
Trucks	2,100	1	2,000	1	-200	-10
Motorcycles	800	0	600	0	-200	-30
Transit Buses	900	1	900	1	0	0
Other Buses	1,300	1	1,200	1	-100	-10
Total Vehicles	**183,500**	**100**	**167,000**	**100**	**-16,500**	**-10**

Data in table are rounded

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

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

Table 25
2009 Central Employment Core Cordon Count
2006 - 2009 Central Area Cordon Virginia Sectors Travel Trends
Outbound Vehicle Classification
3:00 - 8:00 P.M.

VEHICLE TYPE	YEAR - 2006		YEAR - 2009		'06 - '09 Absolute Change	'06 - '09 Percent Change
	Number	Percent	Number	Percent		
Autos	138,700	98	132,000	98	-6,600	-5
Trucks	800	1	800	1	-100	-7
Motorcycles	1,000	1	1,300	1	300	24
Transit Buses	500	0	600	0	100	11
Other Buses	800	1	600	0	-200	-34
Total Vehicles	**141,800**	**100**	**135,300**	**100**	**-6,500**	**-5**

Data in table are rounded

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

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

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 2009, the average auto occupancy in the A.M. peak period (6:30 – 9:30 A.M.) was measured at about 1.26, a increase for the first time since the 1980's (see Figure 13) and an increase just over 1.20 in 2006 (Table 26). Average auto occupancies entering the cordon through the D.C. sectors increased from 1.14 in 2006 to 1.18 in 2009 (Table 27). In the Virginia sectors, average auto occupancies increased from 1.29 in 2006 to 1.36 in 2009 (Table 28).

Figure 13
2009 Central Employment Core Cordon Count
Observed Average Auto Occupancy, 1975 - 2009
Inbound A.M. Peak Period 6:30 - 9:30 A.M.

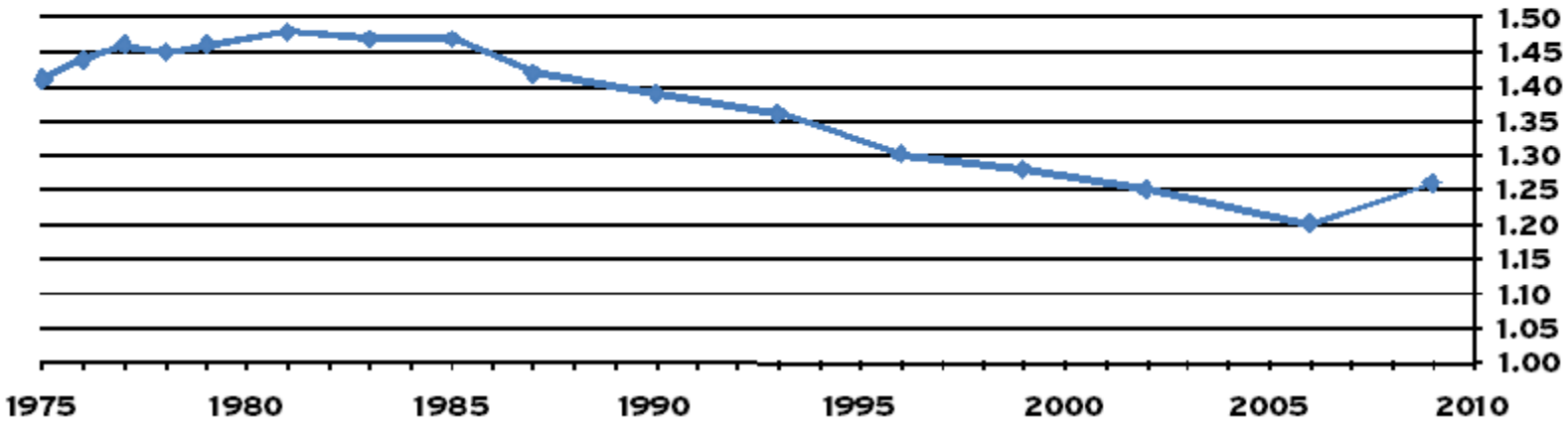


Table 26
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	251,500	255,900	4,300	2
Total Automobiles	208,400	202,900	-5,500	-3
Average Auto Occupancy	1.21	1.26	0.05	4

Source: Household Interview Survey

Table 27
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core D.C. Sectors Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	136,000	134,900	-1,100	-1
Total Automobiles	118,900	114,100	-4,800	-4
Average Auto Occupancy	1.14	1.18	0.04	3

Source: Household Interview Survey

Table 28
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core Virginia Sectors Travel Trends
Inbound Auto Occupancy
6:30 - 9:30 A.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	115,500	121,000	5,500	5
Total Automobiles	89,400	88,800	-700	-1
Average Auto Occupancy	1.29	1.36	0.07	5

Source: Household Interview Survey

In the P.M. peak period (3:30 – 6:60 P.M.) outbound, average auto occupancies increased from 1.27 in 2006 to 1.29 in 2009 (Table 26). Outbound average auto occupancies in the D.C. sectors was unchanged at about 1.29 in 2009 (Table 27). At stations in Virginia, outbound average auto occupancies increased from at 1.31 in 2006 to 1.36 in 2009 (Table 28).

Table 29
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core Travel Trends
Outbound Auto Occupancy
3:30 - 6:30 P.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	250,600	247,900	-2,700	-1
Total Automobiles	197,600	191,500	-6,100	-3
Average Auto Occupancy	1.27	1.29	0.02	2

Source: Household interview survey

Table 30
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core D.C. Sectors Travel Trends
Outbound Auto Occupancy
3:30 - 6:30 P.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	140,900	133,400	-7,500	-6
Total Automobiles	113,800	107,000	-6,900	-6
Average Auto Occupancy	1.24	1.25	0.01	1

Source: Household interview survey

Table 31
2009 Central Employment Core Cordon Count
2006-2009 Central Employment Core Virginia Sectors Travel Trends
Outbound Auto Occupancy
3:30 - 6:30 P.M.

	YEAR - 2006	YEAR - 2009	'06 - '09 Absolute Change	'06 - '09 Percent Change
Total Persons in Automobiles	109,700	114,500	4,800	4
Total Automobiles	83,700	84,500	700	1
Average Auto Occupancy	1.31	1.36	0.05	4

Source: Household interview survey

IV. MAJOR FINDINGS

A comparison of traffic and person counts across the Central Employment Core Cordon from 2006 with 2009 reveals the following:

1. In the three-hour A.M. (6:30-9:30) peak period, inbound person movements increased between 2006 and 2009 by about 20,000 trips. Transit increased by nearly 16,000 person trips, even though travel by Metrorail was nearly unchanged, and person trips in multiple-occupant vehicles increased by almost 16,000 (see Table 2). In the five-hour (5:00-10:00) monitoring period, an increase of 19,000 person trips was observed (see Table 5).
2. Single-occupant vehicle traffic crossing the cordon line declined inbound and outbound in both the three hour and five hour monitoring periods (Tables 2, 5, 8 and 11).
3. Motorized traffic crossing the cordon line declined (Tables 14, 17, 20, and 23).
4. The modal share of inbound A.M. trips by transit increased for both the three-hour peak period and the five-hour peak period and the absolute number of trips by transit also increased, even though the number of inbound trips by Metrorail in the three-hour peak period changed little from 2006 to 2009 (see Tables 2 and 5).
5. Inbound average auto occupancy reversed its long-term decline which began in the mid-1980's (see Figure 13).
6. Inbound A.M. medium and heavy-duty truck traffic remains a very small component of observed vehicle trips, and changed little from 2006 to 2009 (see Tables 14 and 17).

7. Outbound person trips in the three-hour P.M. peak period increased slightly (Table 8).

8. Vehicle travel outbound in the three-hour P.M. peak period declined from 2006 to 2009 (Table 8) and five-hour P.M. monitoring period (Table 11).

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 (6:30-9:30)
2009

AREA-WIDE TOTALS

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
7:00	3109	140	17662	1686	4339	35523	26558	1.34	359	217	172	27446
7:30	4637	176	24953	2249	5276	41204	32156	1.28	549	215	239	33335
8:00	4954	177	29275	3340	2329	47135	37143	1.27	592	185	305	38402
8:30	5778	199	31761	3016	3503	48338	38576	1.25	605	214	303	39897
9:00	5627	196	25261	3884	2803	45268	36833	1.23	663	242	335	38269
9:30	3472	140	14548	1485	2217	38386	31616	1.21	725	151	185	32817
A.M. PEAK HOUR 7:30- 8:30	10732	376	61036	6356	5832	95473	75719	1.26	1197	399	608	78299
A.M. RUSH PERIOD 6:30- 9:30	27577	1028	143460	15660	20467	255854	202882	1.26	3493	1224	1539	210166

(Totals have been factored to include uncounted roadways.)

A-2
PERSONS BY MODE (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SITE
CENT AREA CORDON (INBOUND)
2006 & 2009

	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
			TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT					
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	9641	9550	792	874	0	0	0	0	0	0	792	874	10433	10424	7.6	8.4
D2	9921	9826	74	82	0	0	0	0	0	0	74	82	9995	9908	0.7	0.8
D3	1424	1410	0	0	0	0	0	0	0	0	0	0	1424	1410	0.0	0.0
D4	1752	1737	821	905	0	0	0	0	0	0	821	905	2573	2642	31.9	34.3
D5	2945	2916	732	808	0	0	0	0	0	0	732	808	3677	3724	19.9	21.7
D6	4088	4051	1815	2001	25813	28194	0	0	0	0	27628	30195	31716	34246	87.1	88.2
D7	1717	1702	424	467	0	0	0	0	0	0	424	467	2141	2169	19.8	21.5
D8	5462	5336	2333	2573	0	0	0	315	0	0	2333	2888	7795	8224	29.9	35.1
D9	2336	2301	1373	1267	10649	12686	0	0	0	0	12022	13953	14358	16254	83.7	85.8
D10	2144	1359	0	0	0	0	0	0	0	0	0	0	2144	1359	0.0	0.0
D11	656	669	282	304	0	0	0	0	0	0	282	304	938	973	30.1	31.2
D12	2910	3001	287	0	0	0	0	0	0	0	287	0	3197	3001	9.0	0.0
D13	1756	2061	773	1389	0	0	0	0	0	0	773	1389	2529	3450	30.6	40.3
D14	8609	9075	705	594	0	0	0	0	0	0	705	594	9314	9669	7.6	6.1
D15	8253	8260	547	776	0	0	0	0	0	0	547	776	8800	9036	6.2	8.6
D16	6636	8652	0	0	24534	20599	0	0	9391	13362	33925	33961	40561	42613	83.6	79.7
D17	10718	9185	2527	1855	0	0	385	407	0	0	2912	2262	13630	11447	21.4	19.8
D18	4211	4885	580	974	0	0	0	0	0	0	580	974	4791	5859	12.1	16.6
D19	4313	1934	0	0	0	0	0	0	0	0	0	0	4313	1934	0.0	0.0
D20	877	1617	359	582	0	0	550	1076	0	0	909	1658	1786	3275	50.9	50.6
D21	5828	5997	1181	1505	21224	21232	1141	1135	0	0	23546	23872	29374	29869	80.2	79.9
D22	8537	10303	792	982	0	0	0	0	0	0	792	982	9329	11285	8.5	8.7
D23	1610	1515	0	0	0	0	654	0	0	0	654	0	2264	1515	28.9	0.0
D24	8161	6532	659	693	18462	17103	234	0	0	0	19355	17796	27516	24328	70.3	73.2
D25	21531	21027	331	261	0	0	0	1544	0	0	331	1805	21862	22832	1.5	7.9
V1	9261	9175	218	240	16965	16392	0	0	0	0	17183	16632	26444	25807	65.0	64.4
V2	8395	9685	210	125	0	0	0	0	5911	7105	6121	7230	14516	16915	42.2	42.7
V3	2781	1998	351	279	0	0	0	0	0	0	351	279	3132	2277	11.2	12.3
V4	596	655	138	283	0	0	0	0	0	0	138	283	734	938	18.8	30.2
V5	41437	45527	3310	3954	0	0	2368	6960	0	0	5678	10914	47115	56441	12.1	19.3
V6	4926	4706	1646	2398	0	0	0	0	0	0	1646	2398	6572	7104	25.0	33.8
V7	8198	8238	0	0	0	0	0	0	0	0	0	0	8198	8238	0.0	0.0
V8	10366	6360	575	652	0	0	0	0	0	0	575	652	10941	7012	5.3	9.3
V9	2768	2668	324	663	25404	27254	0	0	0	0	25728	27917	28496	30585	90.3	91.3
V10	4119	4560	140	0	0	0	0	0	0	0	140	0	4259	4560	3.3	0.0
V11	10135	14997	82	91	0	0	3393	4223	0	0	3475	4314	13610	19311	25.5	22.3
V12	12505	12384	0	0	0	0	0	0	0	0	0	0	12505	12384	0.0	0.0
TOTALS	251523	255854	24381	27577	143051	143460	8725	15660	15302	20467	191459	207164	442982	463018	43.2	44.7

A-3
PERSONS BY MODE
CENT AREA CORDON (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR
2006 & 2009

	AUTO PASSENGERS		- - - - - - - - - - - - TRANSIT PASSENGERS - - - - - - - - - - - -										TOTAL PERSONS		% TRANSIT	
			TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT					
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	62470	67040	4227	4881	16965	16392	2368	6960	5911	7105	29471	35338	91941	102378	32.1	34.5
2	23490	19304	2221	3050	0	0	0	0	0	0	2221	3050	25711	22354	8.6	13.6
3	29527	34609	546	754	25404	27254	3393	4223	0	0	29343	32231	58870	66840	49.8	48.2
4	22738	22523	1687	1861	0	0	0	0	0	0	1687	1861	24425	24384	6.9	7.6
5	8750	8669	2971	3276	25813	28194	0	0	0	0	28784	31470	37534	40139	76.7	78.4
6	15264	14727	5048	5533	10649	12686	0	315	0	0	15697	18534	30961	33261	50.7	55.7
7	23498	25987	1252	1370	24534	20599	0	0	9391	13362	35177	35331	58675	61318	60.0	57.6
8	20119	17621	3466	3411	0	0	935	1483	0	0	4401	4894	24520	22515	17.9	21.7
9	45667	45374	2963	3441	39686	38335	2029	2679	0	0	44678	44455	90345	89829	49.5	49.5
TOTALS	251523	255854	24381	27577	143051	143460	8725	15660	15302	20467	191459	207164	442982	463018	43.2	44.7

(Totals have been factored to include uncounted roadways.)

A-4

TRANSIT PASSENGER OCCUPANCY COMPARISONS

A.M. PEAK PERIOD (6:30-9:30) BY SITE

CENT AREA CORDON (INBOUND)

2006 & 2009

	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	792	874	31	31	25.5	28.2	0	0	0	0	0.0	0.0
D2	74	82	12	12	6.2	6.8	0	0	0	0	0.0	0.0
D3	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D4	821	905	36	36	22.8	25.1	0	0	0	0	0.0	0.0
D5	732	808	28	28	26.1	28.9	0	0	0	0	0.0	0.0
D6	1815	2001	55	55	33.0	36.4	25813	28194	366	408	70.5	69.1
D7	424	467	44	44	9.6	10.6	0	0	0	0	0.0	0.0
D8	2333	2573	65	65	35.9	39.6	0	0	0	0	0.0	0.0
D9	1373	1267	36	36	38.1	35.2	10649	12686	172	200	61.9	63.4
D10	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D11	282	304	12	12	23.5	25.3	0	0	0	0	0.0	0.0
D12	287	0	12	0	23.9	0.0	0	0	0	0	0.0	0.0
D13	773	1389	17	34	45.5	40.9	0	0	0	0	0.0	0.0
D14	705	594	31	16	22.7	37.1	0	0	0	0	0.0	0.0
D15	547	776	28	27	19.5	28.7	0	0	0	0	0.0	0.0
D16	0	0	0	0	0.0	0.0	24534	20599	378	398	64.9	51.8
D17	2527	1855	98	55	25.8	33.7	0	0	0	0	0.0	0.0
D18	580	974	26	35	22.3	27.8	0	0	0	0	0.0	0.0
D19	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D20	359	582	23	25	15.6	23.3	0	0	0	0	0.0	0.0
D21	1181	1505	63	64	18.7	23.5	21224	21232	350	388	60.6	54.7
D22	792	982	33	35	24.0	28.1	0	0	0	0	0.0	0.0
D23	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D24	659	693	60	60	11.0	11.6	18462	17103	186	222	99.3	77.0
D25	331	261	12	8	27.6	32.6	0	0	0	0	0.0	0.0
V1	218	240	5	5	43.6	48.0	16965	16392	292	332	58.1	49.4
V2	210	125	15	7	14.0	17.9	0	0	0	0	0.0	0.0
V3	351	279	18	9	19.5	31.0	0	0	0	0	0.0	0.0
V4	138	283	9	9	15.3	31.4	0	0	0	0	0.0	0.0
V5	3310	3954	169	192	19.6	20.6	0	0	0	0	0.0	0.0
V6	1646	2398	73	83	22.5	28.9	0	0	0	0	0.0	0.0
V7	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
V8	575	652	21	21	27.4	31.0	0	0	0	0	0.0	0.0
V9	324	663	17	20	19.1	33.2	25404	27254	250	262	101.6	104.0
V10	140	0	16	0	8.8	0.0	0	0	0	0	0.0	0.0
V11	82	91	4	4	20.5	22.8	0	0	0	0	0.0	0.0
V12	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
TOTALS	24381	27577	1069	1028	22.8	26.8	143051	143460	1994	2210	71.7	64.9

A-5
TRANSIT PASSENGER OCCUPANCY COMPARISONS
CENT AREA CORDON (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR
2006 & 2009

	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	4227	4881	216	222	19.6	22.0	16965	16392	292	332	58.1	49.4
2	2221	3050	94	104	23.6	29.3	0	0	0	0	0.0	0.0
3	546	754	37	24	14.8	31.4	25404	27254	250	262	101.6	104.0
4	1687	1861	79	79	21.4	23.6	0	0	0	0	0.0	0.0
5	2971	3276	127	127	23.4	25.8	25813	28194	366	408	70.5	69.1
6	5048	5533	142	147	35.5	37.6	10649	12686	172	200	61.9	63.4
7	1252	1370	59	43	21.2	31.9	24534	20599	378	398	64.9	51.8
8	3466	3411	147	115	23.6	29.7	0	0	0	0	0.0	0.0
9	2963	3441	168	167	17.6	20.6	39686	38335	536	610	74.0	62.8
TOTALS	24381	27577	1069	1028	22.8	26.8	143051	143460	1994	2210	71.7	64.9

(Totals have been factored to include uncounted roadways.)

A-6

PASSENGER CAR OCCUPANCY COMPARISONS

A.M. PEAK PERIOD (6:30-9:30) BY SITE

	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	8267	8184	398	394	25	25	11	11	3	3	0	0	37	37
D2	8314	8231	583	577	36	36	11	11	5	5	2	2	21	21
D3	1275	1261	63	63	5	5	2	2	0	0	0	0	0	0
D4	1552	1537	81	81	2	2	2	2	0	0	0	0	2	2
D5	2683	2656	98	97	2	2	12	12	0	0	0	0	1	1
D6	3429	3394	260	259	26	26	2	2	1	1	0	0	4	4
D7	1431	1416	89	89	12	12	0	0	0	0	0	0	6	6
D8	3987	3873	543	537	41	41	13	13	2	2	0	0	17	17
D9	1376	1577	338	300	40	21	10	2	2	1	5	0	7	4
D10	1698	938	149	188	10	11	3	0	2	0	0	0	8	1
D11	450	459	77	77	12	9	4	2	0	0	0	0	0	3
D12	2293	2069	227	379	13	23	5	4	4	1	2	0	6	7
D13	1334	1328	161	248	5	19	2	3	1	0	0	0	6	14
D14	6460	5966	731	949	63	49	3	8	8	0	0	0	38	86
D15	5800	6248	834	654	69	36	26	14	6	0	0	0	37	45
D16	5750	6513	357	599	21	58	2	22	1	5	2	1	7	54
D17	8326	6026	960	1218	31	87	11	21	1	6	1	0	27	29
D18	3454	3322	274	661	11	44	2	11	0	1	0	0	14	5
D19	3482	1313	291	224	3	11	0	5	0	0	0	0	20	10
D20	742	1396	54	81	1	1	0	2	0	0	0	0	2	4
D21	5075	4364	298	608	3	35	2	3	4	1	0	0	10	25
D22	6048	6652	954	1283	45	88	13	13	2	6	0	0	32	62
D23	1219	910	103	167	11	10	2	2	0	1	0	0	12	19
D24	6400	4362	505	664	21	35	7	9	0	1	4	0	53	58
D25	16482	16427	1849	1712	142	84	35	28	2	6	0	2	65	65
V1	7051	6981	782	774	68	68	18	18	2	2	2	2	29	29
V2	6521	6798	689	899	60	48	10	7	0	1	2	0	22	76
V3	1418	1264	366	301	75	26	37	2	20	2	2	0	13	3
V4	375	462	42	90	3	3	2	1	0	0	0	0	10	0
V5	20059	18738	3425	2655	3335	5991	71	98	3	2	6	3	349	258
V6	3771	3420	415	577	21	20	12	3	2	1	0	0	17	5
V7	6761	6231	536	662	51	19	12	12	4	0	0	0	12	49
V8	8009	4648	904	621	62	45	20	12	5	1	1	1	26	23
V9	2269	1982	108	264	31	42	0	2	2	0	0	0	15	2
V10	3787	3776	149	285	10	14	1	1	0	0	0	0	0	14
V11	3029	4203	2922	4636	112	198	12	33	0	2	0	1	74	65
V12	10502	10397	821	813	51	51	7	7	0	0	0	0	15	15
TOTALS	180879	169322	21436	24686	4529	7295	382	398	82	51	29	12	1014	1118

A-7
PASSENGER CAR OCCUPANCY COMPARISONS
CENT AREA CORDON (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR
2006 & 2009

	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	35424	34243	5304	4719	3541	6136	138	126	25	7	12	5	423	366
2	18541	14299	1855	1860	134	84	44	27	11	2	1	1	55	77
3	19587	20358	4000	5998	204	305	20	43	2	2	0	1	104	96
4	19408	19213	1125	1115	68	68	26	26	8	8	2	2	60	60
5	7543	7466	447	445	40	40	14	14	1	1	0	0	11	11
6	11138	10244	1495	1729	121	124	37	24	11	4	7	0	44	46
7	18010	18727	1922	2202	153	143	31	44	15	5	2	1	82	185
8	16004	12057	1579	2184	46	143	13	39	1	7	1	0	63	48
9	35224	32715	3709	4434	222	252	59	55	8	15	4	2	172	229
TOTALS	180879	169322	21436	24686	4529	7295	382	398	82	51	29	12	1014	1118

(Totals have been factored to include uncounted roadways.)

A-8
PASSENGER CAR OCCUPANCY SUMMARY A.M.
PEAK PERIOD (6:30-9:30) BY SITE
2009

	AUTOS BY # OF OCCUPANTS									AVERAGE	
SITE	1	2	3	4	5	6	7 OR MORE	TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AUTO OCCUPANCY	TOTAL VEHICLES
D1	8184	394	25	11	3	0	37	9550	8654	1.10	8857
D2	8231	577	36	11	5	2	21	9826	8883	1.11	8939
D3	1261	63	5	2	0	0	0	1410	1331	1.06	1365
D4	1537	81	2	2	0	0	2	1737	1624	1.07	1767
D5	2656	97	2	12	0	0	1	2916	2768	1.05	2868
D6	3394	259	26	2	1	0	4	4051	3686	1.10	3827
D7	1416	89	12	0	0	0	6	1702	1523	1.12	1641
D8	3873	537	41	13	2	0	17	5336	4483	1.19	4659
D9	1577	300	21	2	1	0	4	2301	1905	1.21	1991
D10	938	188	11	0	0	0	1	1359	1138	1.19	1162
D11	459	77	9	2	0	0	3	669	550	1.22	565
D12	2069	379	23	4	1	0	7	3001	2483	1.21	2530
D13	1328	248	19	3	0	0	14	2061	1612	1.28	1700
D14	5966	949	49	8	0	0	86	9075	7058	1.29	7405
D15	6248	654	36	14	0	0	45	8260	6997	1.18	7162
D16	6513	599	58	22	5	1	54	8652	7252	1.19	7853
D17	6026	1218	87	21	6	0	29	9185	7387	1.24	7908
D18	3322	661	44	11	1	0	5	4885	4044	1.21	4212
D19	1313	224	11	5	0	0	10	1934	1563	1.24	1569
D20	1396	81	1	2	0	0	4	1617	1484	1.09	1547
D21	4364	608	35	3	1	0	25	5997	5036	1.19	5215
D22	6652	1283	88	13	6	0	62	10303	8104	1.27	8580
D23	910	167	10	2	1	0	19	1515	1109	1.37	1152
D24	4362	664	35	9	1	0	58	6532	5129	1.27	5448
D25	16427	1712	84	28	6	2	65	21027	18324	1.15	18719
V1	6981	774	68	18	2	2	29	9175	7874	1.17	7926
V2	6798	899	48	7	1	0	76	9685	7829	1.24	7979
V3	1264	301	26	2	2	0	3	1998	1598	1.25	1629
V4	462	90	3	1	0	0	0	655	556	1.18	581
V5	18738	2655	5991	98	2	3	258	45527	27745	1.64	29200
V6	3420	577	20	3	1	0	5	4706	4026	1.17	4203
V7	6231	662	19	12	0	0	49	8238	6973	1.18	7168
V8	4648	621	45	12	1	1	23	6360	5351	1.19	5473
V9	1982	264	42	2	0	0	2	2668	2292	1.16	2396
V10	3776	285	14	1	0	0	14	4560	4090	1.11	4161
V11	4203	4636	198	33	2	1	65	14997	9138	1.64	9458
V12	10397	813	51	7	0	0	15	12384	11283	1.10	11351
TOTALS	169322	24686	7295	398	51	12	1118	255854	202882	1.26	210166

A-9
PASSENGER CAR OCCUPANCY SUMMARY
CENT AREA CORDON (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR
2009

	AUTOS BY # OF OCCUPANTS									AVERAGE	
SECTOR	1	2	3	4	5	6	7 OR MORE	TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AUTO OCCUPANCY	TOTAL VEHICLES
1	34243	4719	6136	126	7	5	366	67040	45602	1.47	47315
2	14299	1860	84	27	2	1	77	19304	16350	1.18	16844
3	20358	5998	305	43	2	1	96	34609	26803	1.29	27366
4	19213	1115	68	26	8	2	60	22523	20492	1.10	20928
5	7466	445	40	14	1	0	11	8669	7977	1.09	8336
6	10244	1729	124	24	4	0	46	14727	12171	1.21	12607
7	18727	2202	143	44	5	1	185	25987	21307	1.22	22420
8	12057	2184	143	39	7	0	48	17621	14478	1.22	15236
9	32715	4434	252	55	15	2	229	45374	37702	1.20	39114
TOTALS	169322	24686	7295	398	51	12	1118	255854	202882	1.26	210166

(Totals have been factored to include uncounted roadways.)

A-10
PASSENGER CAR OCC. COMPARISONS
A.M. PEAK PERIOD (6:30-9:30) BY SITE

	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	9641	9550	8741	8654	1.10	1.10	94.6	94.6	37	37
D2	9921	9826	8972	8883	1.11	1.11	92.7	92.7	21	21
D3	1424	1410	1345	1331	1.06	1.06	94.8	94.7	0	0
D4	1752	1737	1639	1624	1.07	1.07	94.7	94.6	2	2
D5	2945	2916	2796	2768	1.05	1.05	96.0	96.0	1	1
D6	4088	4051	3722	3686	1.10	1.10	92.1	92.1	4	4
D7	1717	1702	1538	1523	1.12	1.12	93.0	93.0	6	6
D8	5462	5336	4603	4483	1.19	1.19	86.6	86.4	17	17
D9	2336	2301	1778	1905	1.31	1.21	77.4	82.8	7	4
D10	2144	1359	1870	1138	1.15	1.19	90.8	82.4	8	1
D11	656	669	543	550	1.21	1.22	82.9	83.5	0	0
D12	2910	3001	2550	2483	1.14	1.21	89.9	83.3	6	7
D13	1756	2061	1509	1612	1.16	1.28	88.4	82.4	6	14
D14	8609	9075	7303	7058	1.18	1.29	88.5	84.5	36	86
D15	8253	8260	6772	6997	1.22	1.18	85.6	89.3	37	45
D16	6636	8652	6140	7252	1.08	1.19	93.6	89.8	7	54
D17	10718	9185	9357	7387	1.15	1.24	89.0	81.6	27	29
D18	4211	4885	3755	4044	1.12	1.21	92.0	82.1	14	5
D19	4313	1934	3796	1563	1.14	1.24	91.7	84.0	20	10
D20	877	1617	799	1484	1.10	1.09	92.9	94.1	2	4
D21	5828	5997	5392	5036	1.08	1.19	94.1	86.7	10	24
D22	8537	10303	7094	8104	1.20	1.27	85.3	82.1	32	61
D23	1610	1515	1347	1109	1.20	1.37	90.5	82.1	12	19
D24	8161	6532	6990	5129	1.17	1.27	91.6	85.0	53	58
D25	21531	21027	18575	18324	1.16	1.15	88.7	89.6	64	63
V1	9261	9175	7952	7874	1.16	1.17	88.7	88.7	29	29
V2	8395	9685	7304	7829	1.15	1.24	89.3	86.8	22	76
V3	2781	1998	1931	1598	1.44	1.25	73.4	79.1	11	3
V4	596	655	432	556	1.38	1.18	86.8	83.1	10	0
V5	41437	45527	27248	27745	1.52	1.64	73.6	67.5	349	256
V6	4926	4706	4238	4026	1.16	1.17	89.0	84.9	17	4
V7	8198	8238	7376	6973	1.11	1.18	91.7	89.4	12	47
V8	10366	6360	9027	5351	1.15	1.19	88.7	86.9	14	23
V9	2768	2668	2425	2292	1.14	1.16	93.6	86.5	15	2
V10	4119	4560	3947	4090	1.04	1.11	95.9	92.3	0	14
V11	10135	14997	6149	9138	1.65	1.64	49.3	46.0	72	65
V12	12505	12384	11396	11283	1.10	1.10	92.2	92.1	15	15
TOTALS	251523	255854	208351	202882	1.21	1.26	86.8	83.5	995	1106

A-11
PASSENGER CAR OCCUPANCY COMPARISONS
CENT AREA CORDON (INBOUND)
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR
2006 & 2009

	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	62470	67040	44867	45602	1.39	1.47	79.0	75.1	421	364
2	23490	19304	20641	16350	1.14	1.18	89.8	87.5	43	74
3	29527	34609	23917	26803	1.23	1.29	81.9	76.0	102	96
4	22738	22523	20697	20492	1.10	1.10	93.8	93.8	60	60
5	8750	8669	8056	7977	1.09	1.09	93.6	93.6	11	11
6	15264	14727	12853	12171	1.19	1.21	86.7	84.2	44	43
7	23498	25987	20215	21307	1.16	1.22	89.1	87.9	80	185
8	20119	17621	17707	14478	1.14	1.22	90.4	83.3	63	48
9	45667	45374	39398	37702	1.16	1.20	89.4	86.8	171	225
TOTALS	251523	255854	208351	202882	1.21	1.26	86.8	83.5	995	1106

(Totals have been factored to include uncounted roadways.)

APPENDIX B

APPENDIX B

Summary Tables Outbound P.M. Peak Period

B-1
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
P.M. PEAK PERIOD (3:30-6:30)
2009

AREA-WIDE TOTALS

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
4:00	2600	118	15461	1277	3309	34735	26936	1.29	449	270	297	28070
4:30	3564	157	21166	2067	3258	38522	29318	1.31	460	224	242	30401
5:00	4023	169	26913	2319	3526	42506	31971	1.33	389	201	217	32947
5:30	4646	188	31359	3130	3474	46044	34994	1.32	288	252	209	35931
6:00	4999	202	26610	2465	3053	44999	34776	1.29	260	235	189	35662
6:30	4170	179	20088	1057	2212	41080	33464	1.23	223	183	133	34182
P.M. PEAK HOUR 5:00- 6:00	9645	390	57969	5595	6527	91043	69770	1.30	548	487	398	71593
P.M. RUSH PERIOD 3:30- 6:30	24002	1013	141597	12315	18832	247886	191459	1.29	2069	1365	1287	197193

(Totals have been factored to include uncounted roadways.)

B-2

PERSONS BY MODE P.M.(OUTBOUND)

PEAK PERIOD (3:30-6:30) BY SITE

	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
			TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT					
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	10149	9285	768	867	0	0	0	0	0	0	768	867	10917	10152	7.0	8.5
D2	10884	9965	64	72	0	0	0	0	0	0	64	72	10948	10037	0.6	0.7
D3	1953	1797	0	0	0	0	0	0	0	0	0	0	1953	1797	0.0	0.0
D4	869	810	614	692	0	0	0	0	0	0	614	692	1483	1502	41.4	46.1
D5	3667	3364	370	418	0	0	0	0	0	0	370	418	4037	3782	9.2	11.1
D6	5067	4647	1392	1615	23821	25646	0	0	0	0	25213	27261	30280	31908	83.3	85.4
D7	1999	1840	334	376	0	0	0	0	0	0	334	376	2333	2216	14.3	17.0
D8	5629	5173	1678	1891	0	0	0	350	0	0	1678	2241	7307	7414	23.0	30.2
D9	1942	2399	1141	1441	10645	12206	0	0	0	0	11786	13647	13728	16046	85.9	85.0
D10	1991	1706	0	0	0	0	0	0	0	0	0	0	1991	1706	0.0	0.0
D11	834	1215	285	268	0	0	0	0	0	0	285	268	1119	1483	25.5	18.1
D12	3113	2293	172	0	0	0	0	0	0	0	172	0	3285	2293	5.2	0.0
D13	1730	2433	1159	1100	0	0	0	0	0	0	1159	1100	2889	3533	40.1	31.1
D14	9227	7064	499	284	0	0	0	0	0	0	499	284	9726	7348	5.1	3.9
D15	8877	8713	520	721	0	0	0	0	0	0	520	721	9397	9434	5.5	7.6
D16	7571	8642	0	0	19877	11359	0	0	8768	11753	28645	23112	36216	31754	79.1	72.8
D17	11648	10489	2382	1930	0	0	455	518	0	0	2837	2448	14485	12937	19.6	18.9
D18	2965	3669	501	700	0	0	0	0	0	0	501	700	3466	4369	14.5	16.0
D19	2908	2591	0	0	0	0	0	0	0	0	0	0	2908	2591	0.0	0.0
D20	3765	3418	382	540	0	0	680	1113	0	0	1062	1653	4827	5071	22.0	32.6
D21	4396	4381	797	1261	21853	20631	1454	1572	0	0	24104	23464	28500	27845	84.6	84.3
D22	7720	7261	751	958	0	0	0	0	0	0	751	958	8471	8219	8.9	11.7
D23	1426	1490	0	0	0	0	765	0	0	0	765	0	2191	1490	34.9	0.0
D24	7129	5755	609	745	16820	16630	429	0	0	0	17858	17375	24987	23130	71.5	75.1
D25	23452	22967	219	264	0	16630	0	1781	0	0	219	18675	23671	41642	0.9	44.8
V1	7272	6655	141	159	16623	15812	0	0	0	0	16764	15971	24036	22626	69.7	70.6
V2	6998	10426	121	195	0	0	0	0	5777	7079	5898	7274	12896	17700	45.7	41.1
V3	2968	2555	380	181	0	0	0	0	0	0	380	181	3348	2736	11.4	6.6
V4	750	882	83	175	0	0	0	0	0	0	83	175	833	1057	10.0	16.6
V5	36105	35286	3003	4011	0	0	4066	3741	0	0	7069	7752	43174	43038	16.4	18.0
V6	4570	4130	1274	1922	0	0	0	0	0	0	1274	1922	5844	6052	21.8	31.8
V7	8055	8896	0	0	0	0	0	0	0	0	0	0	8055	8896	0.0	0.0
V8	10060	7102	337	528	0	0	0	0	0	0	337	528	10397	7630	3.2	6.9
V9	2573	2608	270	483	21823	22683	0	0	0	0	22093	23166	24666	25774	89.6	89.9
V10	2951	6635	317	0	0	0	0	0	0	0	317	0	3268	6635	9.7	0.0
V11	11775	15042	135	153	0	0	2379	3240	0	0	2514	3393	14289	18435	17.6	18.4
V12	15636	14302	46	52	0	0	0	0	0	0	46	52	15682	14354	0.3	0.4
TOTALS	250624	247886	20744	24002	131462	141597	10228	12315	14545	18832	176979	196746	427603	444632	41.4	44.2

B-3
PERSONS BY MODE
CENT AREA CORDON (OUTBOUND)
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR
2006 & 2009

	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
			TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT					
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	54093	55804	3728	4721	16623	15812	4066	3741	5777	7079	30194	31353	84287	87157	35.8	36.0
2	22685	20128	1611	2450	0	0	0	0	0	0	1611	2450	24296	22578	6.6	10.9
3	32935	38587	768	688	21823	22683	2379	3240	0	0	24970	26611	57905	65198	43.1	40.8
4	23855	21857	1446	1631	0	0	0	0	0	0	1446	1631	25301	23488	5.7	6.9
5	10733	9851	2096	2409	23821	25646	0	0	0	0	25917	28055	36650	37906	70.7	74.0
6	15239	15219	4435	4700	10645	12206	0	350	0	0	15080	17256	30319	32475	49.7	53.1
7	25675	24419	1019	1005	19877	11359	0	0	8768	11753	29664	24117	55339	48536	53.6	49.7
8	17521	16749	2883	2630	0	0	455	518	0	0	3338	3148	20859	19897	16.0	15.8
9	47888	45272	2758	3768	38673	53891	3328	4466	0	0	44759	62125	92647	107397	48.3	57.8
TOTALS	250624	247886	20744	24002	131462	141597	10228	12315	14545	18832	176979	196746	427603	444632	41.4	44.2

(Totals have been factored to include uncounted roadways.)

B-4
TRANSIT PASS. OCC. COMPARISONS
P.M. PEAK PERIOD (3:30-6:30) BY SITE

	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	768	867	27	27	28.4	32.1	0	0	0	0	0.0	0.0
D2	64	72	11	11	5.8	6.5	0	0	0	0	0.0	0.0
D3	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D4	614	692	28	28	21.9	24.7	0	0	0	0	0.0	0.0
D5	370	418	16	16	23.1	26.1	0	0	0	0	0.0	0.0
D6	1392	1615	47	47	29.6	34.4	23821	25646	396	408	60.2	62.9
D7	334	376	44	44	7.6	8.5	0	0	0	0	0.0	0.0
D8	1678	1891	51	51	32.9	37.1	0	0	0	0	0.0	0.0
D9	1141	1441	36	35	31.7	41.2	10645	12206	174	192	61.2	63.6
D10	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D11	285	268	11	13	25.9	20.6	0	0	0	0	0.0	0.0
D12	172	0	8	0	21.5	0.0	0	0	0	0	0.0	0.0
D13	1159	1100	22	33	52.7	33.3	0	0	0	0	0.0	0.0
D14	499	284	26	11	19.2	25.8	0	0	0	0	0.0	0.0
D15	520	721	26	25	20.0	28.8	0	0	0	0	0.0	0.0
D16	0	0	0	0	0.0	0.0	19877	11359	378	202	52.6	56.2
D17	2382	1930	80	59	29.8	32.7	0	0	0	0	0.0	0.0
D18	501	700	24	24	20.9	29.2	0	0	0	0	0.0	0.0
D19	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D20	382	540	19	26	20.1	20.8	0	0	0	0	0.0	0.0
D21	797	1261	50	53	15.9	23.8	21853	20631	336	379	65.0	54.4
D22	751	958	32	31	23.5	30.9	0	0	0	0	0.0	0.0
D23	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D24	609	745	66	66	9.2	11.3	16820	16630	186	208	90.4	80.0
D25	219	264	9	8	24.3	33.0	0	16630	0	208	0.0	80.0
V1	141	159	3	3	47.0	53.0	16623	15812	296	330	56.2	47.9
V2	121	195	16	7	7.6	27.9	0	0	0	0	0.0	0.0
V3	380	181	21	9	18.1	20.1	0	0	0	0	0.0	0.0
V4	83	175	7	9	11.9	19.4	0	0	0	0	0.0	0.0
V5	3003	4011	191	251	15.7	16.0	0	0	0	0	0.0	0.0
V6	1274	1922	72	74	17.7	26.0	0	0	0	0	0.0	0.0
V7	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
V8	337	528	16	17	21.1	31.1	0	0	0	0	0.0	0.0
V9	270	483	16	24	16.9	20.1	21823	22683	234	248	93.3	91.5
V10	317	0	14	0	22.6	0.0	0	0	0	0	0.0	0.0
V11	135	153	6	6	22.5	25.5	0	0	0	0	0.0	0.0
V12	46	52	5	5	9.2	10.4	0	0	0	0	0.0	0.0
TOTALS	20744	24002	1000	1013	20.7	23.7	131462	141597	2000	2175	65.7	65.1

B-5
TRANSIT PASSENGER OCCUPANCY COMPARISONS
CENT AREA CORDON (OUTBOUND)
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR
2006 & 2009

	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	3728	4721	238	279	15.7	16.9	16623	15812	296	330	56.2	47.9
2	1611	2450	88	91	18.3	26.9	0	0	0	0	0.0	0.0
3	768	688	41	35	18.7	19.7	21823	22683	234	248	93.3	91.5
4	1446	1631	66	66	21.9	24.7	0	0	0	0	0.0	0.0
5	2096	2409	107	107	19.6	22.5	23821	25646	396	408	60.2	62.9
6	4435	4700	128	132	34.6	35.6	10645	12206	174	192	61.2	63.6
7	1019	1005	52	36	19.6	27.9	19877	11359	378	202	52.6	56.2
8	2883	2630	104	83	27.7	31.7	0	0	0	0	0.0	0.0
9	2758	3768	176	184	15.7	20.5	38673	53891	522	795	74.1	67.8
TOTALS	20744	24002	1000	1013	20.7	23.7	131462	141597	2000	2175	65.7	65.1

(Totals have been factored to include uncounted roadways.)

B-6
PASSENGER CAR OCC. COMPARISONS
P.M. PEAK PERIOD (3:30-6:30) BY SITE

	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	7141	6541	959	877	103	95	22	21	9	9	2	2	53	47
D2	7948	7280	990	908	108	99	48	45	10	10	1	1	32	28
D3	1179	1079	294	269	31	29	4	4	1	1	0	0	6	6
D4	522	479	94	86	20	20	6	6	4	4	0	0	5	5
D5	2634	2413	378	346	65	59	12	12	2	2	0	0	2	2
D6	3110	2848	689	632	94	86	40	35	3	3	0	0	11	11
D7	1352	1238	251	230	31	30	4	4	0	0	0	0	3	3
D8	4004	3668	581	532	63	57	20	19	0	0	0	0	17	17
D9	1123	1754	296	247	30	16	9	0	1	0	4	0	6	9
D10	1317	1260	290	164	18	16	7	6	0	2	2	0	0	3
D11	460	659	150	188	22	16	2	6	0	0	0	0	0	9
D12	1960	1610	305	265	47	22	14	5	2	0	0	0	28	6
D13	1199	1219	206	388	13	38	2	9	0	1	0	0	6	24
D14	6092	5032	1123	624	120	52	30	7	4	0	5	0	32	50
D15	5501	5465	1112	995	82	64	23	19	2	0	4	1	65	82
D16	5021	6005	915	905	71	67	49	11	7	6	8	0	19	46
D17	7634	6417	1385	1475	175	127	31	24	11	3	0	1	45	52
D18	2265	2452	274	490	18	44	11	10	0	1	1	0	4	5
D19	1900	1502	297	399	22	42	0	4	0	1	2	0	28	12
D20	2672	2532	408	374	35	22	1	6	0	0	0	0	14	4
D21	3271	2822	393	602	41	40	16	10	4	4	0	0	11	15
D22	4996	4686	993	939	103	102	19	26	1	8	2	2	28	20
D23	828	779	167	230	20	29	16	5	4	0	2	0	9	12
D24	4450	3531	814	751	77	72	33	25	4	2	1	4	56	31
D25	16663	15692	2511	2646	175	164	36	39	8	9	4	1	87	107
V1	5768	5283	491	449	40	36	11	11	2	2	0	0	29	26
V2	5351	6829	525	1294	27	98	9	11	0	2	0	5	40	53
V3	1738	1851	420	280	66	32	13	6	12	0	1	0	7	2
V4	517	588	74	117	5	8	0	0	2	0	0	0	5	3
V5	19470	16482	2520	2324	2434	3032	83	304	17	9	4	0	321	317
V6	3094	2782	510	556	43	39	16	9	7	2	0	1	19	6
V7	5995	6192	802	905	75	66	18	27	5	0	0	0	12	49
V8	7500	5085	912	733	107	68	46	23	3	3	2	0	17	20
V9	1757	1832	265	293	30	29	4	7	0	3	0	0	15	5
V10	2162	4757	281	670	17	65	6	22	4	3	0	0	11	20
V11	2444	2983	3539	4832	324	397	47	37	5	0	4	0	87	88
V12	11950	10946	1504	1378	58	52	12	12	0	0	0	0	38	33
TOTALS	162988	154573	27718	29393	4810	5330	720	827	134	90	49	18	1168	1228

B-7
PASSENGER CAR OCCUPANCY COMPARISONS
CENT AREA CORDON (OUTBOUND)
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR
2006 & 2009

	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	32844	31033	4030	4464	2572	3206	116	332	33	13	5	5	402	401
2	16589	14059	2224	2194	225	173	80	59	15	5	2	1	48	75
3	18313	20518	5589	7173	429	543	69	78	9	6	4	0	151	146
4	16790	15379	2337	2140	262	243	80	76	24	24	3	3	96	86
5	7096	6499	1318	1208	190	175	56	51	5	5	0	0	16	16
6	10063	10170	1828	1784	193	165	54	45	3	3	6	0	57	68
7	16614	16502	3150	2524	273	183	102	37	13	6	17	1	116	178
8	11799	10371	1956	2364	215	213	42	38	11	5	3	1	77	69
9	32880	30042	5286	5542	451	429	121	111	21	23	9	7	205	189
TOTALS	162988	154573	27718	29393	4810	5330	720	827	134	90	49	18	1168	1228

(Totals have been factored to include uncounted roadways.)

B-8
PASSENGER CAR OCCUPANCY SUMMARY
P.M. PEAK PERIOD (3:30-6:30) BY SITE
2009

	AUTOS BY # OF OCCUPANTS									AVERAGE	
SITE	1	2	3	4	5	6	7 OR MORE	TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AUTO OCCUPANCY	TOTAL VEHICLES
D1	6541	877	95	21	9	2	47	9285	7592	1.22	7765
D2	7280	908	99	45	10	1	28	9965	8371	1.19	8459
D3	1079	269	29	4	1	0	6	1797	1388	1.29	1415
D4	479	86	20	6	4	0	5	810	600	1.35	640
D5	2413	346	59	12	2	0	2	3364	2834	1.19	2914
D6	2848	632	86	35	3	0	11	4647	3615	1.29	3748
D7	1238	230	30	4	0	0	3	1840	1505	1.22	1593
D8	3668	532	57	19	0	0	17	5173	4293	1.20	4454
D9	1754	247	16	0	0	0	9	2399	2026	1.18	2108
D10	1260	164	16	6	2	0	3	1706	1451	1.18	1483
D11	659	188	16	6	0	0	9	1215	878	1.38	894
D12	1610	265	22	5	0	0	6	2293	1908	1.20	1953
D13	1219	388	38	9	1	0	24	2433	1679	1.45	1757
D14	5032	624	52	7	0	0	50	7064	5765	1.23	5955
D15	5465	995	64	19	0	1	82	8713	6626	1.31	6763
D16	6005	905	67	11	6	0	46	8642	7040	1.23	7349
D17	6417	1475	127	24	3	1	52	10489	8099	1.30	8426
D18	2452	490	44	10	1	0	5	3669	3002	1.22	3085
D19	1502	399	42	4	1	0	12	2591	1960	1.32	1970
D20	2532	374	22	6	0	0	4	3418	2938	1.16	2997
D21	2822	602	40	10	4	0	15	4381	3493	1.25	3649
D22	4686	939	102	26	8	2	20	7261	5783	1.26	5977
D23	779	230	29	5	0	0	12	1490	1055	1.41	1093
D24	3531	751	72	25	2	4	31	5755	4416	1.30	4758
D25	15692	2646	164	39	9	1	107	22967	18658	1.23	19175
V1	5283	449	36	11	2	0	26	6655	5807	1.15	5857
V2	6829	1294	98	11	2	5	53	10426	8292	1.26	8409
V3	1851	280	32	6	0	0	2	2555	2171	1.18	2203
V4	588	117	8	0	0	0	3	882	716	1.23	741
V5	16482	2324	3032	304	9	0	317	35286	22468	1.57	23655
V6	2782	556	39	9	2	1	6	4130	3395	1.22	3545
V7	6192	905	66	27	0	0	49	8896	7239	1.23	7360
V8	5085	733	68	23	3	0	20	7102	5932	1.20	6050
V9	1832	293	29	7	3	0	5	2608	2169	1.20	2241
V10	4757	670	65	22	3	0	20	6635	5537	1.20	5627
V11	2983	4832	397	37	0	0	88	15042	8337	1.80	8642
V12	10946	1378	52	12	0	0	33	14302	12421	1.15	12483
TOTALS	154573	29393	5330	827	90	18	1228	247886	191459	1.29	197193

B-9
PASSENGER CAR OCCUPANCY SUMMARY
CENT AREA CORDON (OUTBOUND)
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR
2009

	AUTOS BY # OF OCCUPANTS									AVERAGE	
SECTOR	1	2	3	4	5	6	7 OR MORE	TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AUTO OCCUPANCY	TOTAL VEHICLES
1	31033	4464	3206	332	13	5	401	55804	39454	1.41	40865
2	14059	2194	173	59	5	1	75	20128	16566	1.22	16955
3	20518	7173	543	78	6	0	146	38587	28464	1.36	28993
4	15379	2140	243	76	24	3	86	21857	17951	1.22	18279
5	6499	1208	175	51	5	0	16	9851	7954	1.24	8255
6	10170	1784	165	45	3	0	68	15219	12235	1.24	12649
7	16502	2524	183	37	6	1	178	24419	19431	1.26	20067
8	10371	2364	213	38	5	1	69	16749	13061	1.28	13481
9	30042	5542	429	111	23	7	189	45272	36343	1.25	37649
TOTALS	154573	29393	5330	827	90	18	1228	247886	191459	1.29	197193

(Totals have been factored to include uncounted roadways.)

B-10
PASSENGER CAR OCC. COMPARISONS
P.M. PEAK PERIOD (3:30-6:30) BY SITE

	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
SITE	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
D1	10149	9285	8289	7592	1.22	1.22	86.2	86.2	53	47
D2	10884	9965	9137	8371	1.19	1.19	87.0	87.0	32	28
D3	1953	1797	1515	1388	1.29	1.29	77.8	77.7	6	6
D4	869	810	651	600	1.33	1.35	80.2	79.8	4	4
D5	3667	3364	3093	2834	1.19	1.19	85.2	85.1	2	2
D6	5067	4647	3947	3615	1.28	1.29	78.8	78.8	9	9
D7	1999	1840	1641	1505	1.22	1.22	82.4	82.3	3	3
D8	5629	5173	4685	4293	1.20	1.20	85.5	85.4	15	15
D9	1942	2399	1469	2026	1.32	1.18	76.4	86.6	6	8
D10	1991	1706	1634	1451	1.22	1.18	80.6	86.8	0	3
D11	834	1215	634	878	1.32	1.38	72.6	75.1	0	9
D12	3113	2293	2356	1908	1.32	1.20	83.2	84.4	28	5
D13	1730	2433	1426	1679	1.21	1.45	84.1	72.6	6	23
D14	9227	7064	7406	5765	1.25	1.23	82.3	87.3	27	50
D15	8877	8713	6789	6626	1.31	1.31	81.0	82.5	65	82
D16	7571	8642	6090	7040	1.24	1.23	82.4	85.3	19	46
D17	11648	10489	9281	8099	1.26	1.30	82.3	79.2	45	52
D18	2965	3669	2573	3002	1.15	1.22	88.0	81.7	4	5
D19	2908	2591	2249	1960	1.29	1.32	84.5	76.6	28	12
D20	3765	3418	3130	2938	1.20	1.16	85.4	86.2	14	4
D21	4396	4381	3736	3493	1.18	1.25	87.6	80.8	11	14
D22	7720	7261	6142	5783	1.26	1.26	81.3	81.0	28	19
D23	1426	1490	1046	1055	1.36	1.41	79.2	73.8	9	12
D24	7129	5755	5435	4416	1.31	1.30	81.9	80.0	54	31
D25	23452	22967	19484	18658	1.20	1.23	85.5	84.1	85	107
V1	7272	6655	6341	5807	1.15	1.15	91.0	91.0	29	26
V2	6998	10426	5952	8292	1.18	1.26	89.9	82.4	40	52
V3	2968	2555	2257	2171	1.32	1.18	77.0	85.3	5	2
V4	750	882	603	716	1.24	1.23	85.7	82.1	5	3
V5	36105	35286	24849	22468	1.45	1.57	78.4	73.4	321	316
V6	4570	4130	3689	3395	1.24	1.22	83.9	81.9	19	5
V7	8055	8896	6907	7239	1.17	1.23	86.8	85.5	10	49
V8	10060	7102	8587	5932	1.17	1.20	87.3	85.7	17	20
V9	2573	2608	2071	2169	1.24	1.20	84.8	84.5	15	5
V10	2951	6635	2481	5537	1.19	1.20	87.1	85.9	11	20
V11	11775	15042	6450	8337	1.83	1.80	37.9	35.8	87	88
V12	15636	14302	13562	12421	1.15	1.15	88.1	88.1	38	33
TOTALS	250624	247886	197587	191459	1.27	1.29	82.5	80.7	1150	1215

B-11
PASSENGER CAR OCCUPANCY COMPARISONS
CENT AREA CORDON (OUTBOUND)
A.M. PEAK PERIOD (3:30-6:30) BY SECTOR
2006 & 2009

	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
SECTOR	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
1	54093	55804	40002	39454	1.35	1.41	82.1	78.7	400	399
2	22685	20128	19183	16566	1.18	1.22	86.5	84.9	46	74
3	32935	38587	24564	28464	1.34	1.36	74.6	72.1	151	146
4	23855	21857	19592	17951	1.22	1.22	85.7	85.7	95	85
5	10733	9851	8681	7954	1.24	1.24	81.7	81.7	14	14
6	15239	15219	12204	12235	1.25	1.24	82.5	83.1	55	63
7	25675	24419	20285	19431	1.27	1.26	81.9	84.9	111	178
8	17521	16749	14103	13061	1.24	1.28	83.7	79.4	77	69
9	47888	45272	38973	36343	1.23	1.25	84.4	82.7	201	187
TOTALS	250624	247886	197587	191459	1.27	1.29	82.5	80.7	1150	1215

(Totals have been factored to include uncounted roadways.)

APPENDIX C

APPENDIX C

Station Tables Inbound A.M.

C-1
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D1
LOCATION: WISCONSIN AVE/CANAL RD NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	69	5	0	0	0	206	180	1.14	2	0	1	188
6:00	75	3	0	0	0	514	491	1.05	8	1	4	507
6:30	164	4	0	0	0	609	590	1.03	12	4	0	610
7:00	33	2	0	0	0	1158	1021	1.13	20	6	4	1053
7:30	197	8	0	0	0	1408	1272	1.11	9	2	3	1294
8:00	147	4	0	0	0	1731	1628	1.06	13	3	9	1657
8:30	231	6	0	0	0	1782	1592	1.12	16	7	6	1627
9:00	151	7	0	0	0	1846	1662	1.11	21	10	13	1713
9:30	115	4	0	0	0	1625	1479	1.10	18	6	6	1513
10:00	60	2	0	0	0	1678	1501	1.12	27	4	5	1539
A.M. PEAK HOUR 8:00- 9:00	382	13	0	0	0	3628	3254	1.11	37	17	19	3340
A.M. RUSH PERIOD 6:30- 9:30	874	31	0	0	0	9550	8654	1.10	97	34	41	8857
5-HOUR TOTALS	1242	45	0	0	0	12557	11416	1.10	146	43	51	11701

C-2
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D2
LOCATION: P ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	135	121	1.12	2	2	0	125
6:00	6	1	0	0	0	555	505	1.10	0	0	0	506
6:30	4	1	0	0	0	725	617	1.18	0	2	0	620
7:00	2	1	0	0	0	985	842	1.17	1	7	0	851
7:30	4	1	0	0	0	1481	1367	1.08	0	10	2	1380
8:00	17	2	0	0	0	1761	1620	1.09	2	2	2	1628
8:30	31	3	0	0	0	2074	1860	1.12	1	5	1	1870
9:00	10	2	0	0	0	1996	1811	1.10	2	4	0	1819
9:30	18	3	0	0	0	1529	1383	1.11	0	4	1	1391
10:00	9	1	0	0	0	1073	973	1.10	3	5	2	984
A.M. PEAK HOUR 8:00- 9:00	41	5	0	0	0	4070	3671	1.11	3	9	1	3689
A.M. RUSH PERIOD 6:30- 9:30	82	12	0	0	0	9826	8883	1.11	6	32	6	8939
5-HOUR TOTALS	101	15	0	0	0	12314	11099	1.11	11	41	8	11174

C-3
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D3
LOCATION: ROCK CREEK PARKWAY NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	0	0	0.00	0	0	0	0
6:00	0	0	0	0	0	34	32	1.06	0	0	0	32
6:30	0	0	0	0	0	48	44	1.09	0	0	0	44
7:00	0	0	0	0	0	88	83	1.06	1	2	0	86
7:30	0	0	0	0	0	112	103	1.09	0	1	0	104
8:00	0	0	0	0	0	188	175	1.07	3	3	0	181
8:30	0	0	0	0	0	287	276	1.04	5	4	1	286
9:00	0	0	0	0	0	376	361	1.04	5	2	1	369
9:30	0	0	0	0	0	359	333	1.08	4	1	1	339
10:00	0	0	0	0	0	296	253	1.17	5	2	1	261
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	735	694	1.06	9	3	2	708
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	1410	1331	1.06	18	13	3	1365
5-HOUR TOTALS	0	0	0	0	0	1788	1660	1.08	23	15	4	1702

C-4
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D4
LOCATION: Q ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	1	1	1.00	0	0	0	1
6:00	11	2	0	0	0	30	30	1.00	2	0	0	34
6:30	13	4	0	0	0	62	60	1.03	2	0	4	70
7:00	24	2	0	0	0	113	106	1.07	2	0	6	116
7:30	142	5	0	0	0	199	186	1.07	3	0	8	202
8:00	94	6	0	0	0	308	290	1.06	6	1	9	312
8:30	213	8	0	0	0	350	331	1.06	8	0	19	366
9:00	251	9	0	0	0	378	360	1.05	8	4	11	392
9:30	181	6	0	0	0	389	351	1.11	7	4	11	379
10:00	98	4	0	0	0	362	331	1.09	13	0	21	369
A.M. PEAK HOUR 8:30- 9:30	432	15	0	0	0	767	711	1.08	15	8	22	771
A.M. RUSH PERIOD 6:30- 9:30	905	36	0	0	0	1737	1624	1.07	34	9	64	1767
5-HOUR TOTALS	1027	46	0	0	0	2192	2046	1.07	51	9	89	2241

C-5
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D5
LOCATION: MASSACHUSETTS AVE NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	3	3	1.00	1	0	0	4
6:00	7	1	0	0	0	43	43	1.00	1	0	0	45
6:30	13	1	0	0	0	123	123	1.00	6	1	0	131
7:00	28	2	0	0	0	96	93	1.03	4	3	1	103
7:30	195	7	0	0	0	440	431	1.02	10	10	1	459
8:00	103	3	0	0	0	527	520	1.01	7	6	0	536
8:30	169	5	0	0	0	528	524	1.01	8	4	1	542
9:00	245	7	0	0	0	625	580	1.08	5	1	1	594
9:30	68	4	0	0	0	700	620	1.13	3	6	1	634
10:00	42	3	0	0	0	588	518	1.14	12	2	1	536
A.M. PEAK HOUR 8:30- 9:30	313	11	0	0	0	1325	1200	1.10	8	7	2	1228
A.M. RUSH PERIOD 6:30- 9:30	808	28	0	0	0	2916	2768	1.05	37	30	5	2868
5-HOUR TOTALS	870	33	0	0	0	3673	3455	1.06	57	33	6	3584

C-6
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D6
LOCATION: CONNECTICUT AVE NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	25	1	655	0	0	57	47	1.21	0	0	0	48
6:00	69	2	655	0	0	177	150	1.18	4	2	0	158
6:30	93	2	1475	0	0	289	245	1.18	4	1	0	252
7:00	113	4	2432	0	0	348	303	1.15	6	4	0	317
7:30	260	8	4006	0	0	469	420	1.12	9	2	2	441
8:00	266	8	5234	0	0	631	562	1.12	10	1	0	581
8:30	550	13	6578	0	0	976	913	1.07	12	3	1	942
9:00	540	13	6176	0	0	834	771	1.08	16	5	1	806
9:30	272	9	3768	0	0	793	717	1.11	8	4	2	740
10:00	242	7	2342	0	0	542	455	1.19	9	5	1	477
A.M. PEAK HOUR 8:00- 9:00	1090	26	12754	0	0	1810	1684	1.07	28	8	2	1748
A.M. RUSH PERIOD 6:30- 9:30	2001	55	28194	0	0	4051	3686	1.10	61	19	6	3827
5-HOUR TOTALS	2430	67	33321	0	0	5116	4583	1.12	78	27	7	4762

C-7
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D7
LOCATION: 18TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	9	4	0	0	0	0	0	0.00	0	0	0	4
6:00	12	5	0	0	0	57	52	1.10	9	1	0	67
6:30	24	5	0	0	0	63	55	1.15	2	0	1	63
7:00	34	7	0	0	0	84	76	1.11	4	0	1	88
7:30	46	6	0	0	0	168	143	1.17	4	2	0	155
8:00	63	7	0	0	0	233	206	1.13	4	3	4	224
8:30	98	8	0	0	0	380	364	1.04	9	3	4	388
9:00	128	8	0	0	0	386	350	1.10	7	7	9	381
9:30	98	8	0	0	0	451	384	1.17	10	3	0	405
10:00	43	4	0	0	0	292	247	1.18	12	0	1	264
A.M. PEAK HOUR 8:30- 9:30	226	16	0	0	0	837	734	1.14	17	10	9	786
A.M. RUSH PERIOD 6:30- 9:30	467	44	0	0	0	1702	1523	1.12	38	18	18	1641
5-HOUR TOTALS	555	62	0	0	0	2114	1877	1.13	61	19	20	2039

C-8
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D8
LOCATION: 16TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	197	4	0	0	0	138	111	1.24	2	0	0	117
6:00	125	4	0	0	0	334	281	1.19	9	3	1	298
6:30	303	8	0	70	0	439	347	1.27	11	0	1	367
7:00	285	7	0	35	0	569	409	1.39	1	2	4	423
7:30	366	9	0	70	0	812	642	1.26	4	3	8	666
8:00	367	9	0	70	0	982	840	1.17	14	2	3	868
8:30	491	15	0	35	0	916	803	1.14	11	7	7	843
9:00	589	13	0	70	0	1007	880	1.14	10	5	5	913
9:30	475	12	0	35	0	1050	909	1.16	10	8	7	946
10:00	152	5	0	0	0	723	550	1.31	8	0	3	566
A.M. PEAK HOUR 8:30- 9:30	1064	25	0	105	0	2057	1789	1.15	20	13	12	1859
A.M. RUSH PERIOD 6:30- 9:30	2573	65	0	315	0	5336	4483	1.19	50	27	34	4659
5-HOUR TOTALS	3350	86	0	385	0	6970	5772	1.21	80	30	39	6007

C-9
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D9
LOCATION: 14TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	76	2	636	0	0	62	49	1.27	0	1	0	52
6:00	110	4	636	0	0	130	107	1.21	1	0	0	112
6:30	254	6	1185	0	0	174	149	1.17	3	1	0	159
7:00	127	4	1549	0	0	279	200	1.40	1	0	1	206
7:30	236	7	2178	0	0	348	307	1.13	3	0	3	320
8:00	258	8	2469	0	0	408	341	1.20	4	0	4	357
8:30	242	6	2817	0	0	405	335	1.21	3	1	9	354
9:00	214	6	2278	0	0	473	386	1.23	4	3	2	401
9:30	190	5	1395	0	0	388	336	1.15	10	0	2	353
10:00	199	5	995	0	0	373	294	1.27	5	1	1	306
A.M. PEAK HOUR 8:00- 9:00	456	12	5095	0	0	878	721	1.22	7	4	11	755
A.M. RUSH PERIOD 6:30- 9:30	1267	36	12686	0	0	2301	1905	1.21	25	4	21	1991
5-HOUR TOTALS	1906	53	16138	0	0	3040	2504	1.21	34	7	22	2620

C-10
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D10
LOCATION: 13TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	33	29	1.14	0	0	0	29
6:00	0	0	0	0	0	75	62	1.21	0	0	0	62
6:30	0	0	0	0	0	107	94	1.14	1	1	0	96
7:00	0	0	0	0	0	153	114	1.34	0	0	0	114
7:30	0	0	0	0	0	212	191	1.11	1	0	2	194
8:00	0	0	0	0	0	281	239	1.18	1	0	2	242
8:30	0	0	0	0	0	219	177	1.24	1	0	4	182
9:00	0	0	0	0	0	280	235	1.19	4	0	1	240
9:30	0	0	0	0	0	214	182	1.18	7	0	1	190
10:00	0	0	0	0	0	225	172	1.31	4	0	1	177
A.M. PEAK HOUR 7:00- 8:00	0	0	0	0	0	493	430	1.15	2	0	4	436
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	1359	1138	1.19	14	0	10	1162
5-HOUR TOTALS	0	0	0	0	0	1799	1495	1.20	19	1	11	1526

C-11
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D11
LOCATION: 11TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	12	1	0	0	0	22	9	2.44	0	0	0	10
6:00	32	1	0	0	0	23	18	1.28	0	0	0	19
6:30	18	1	0	0	0	29	23	1.26	0	0	0	24
7:00	46	2	0	0	0	38	36	1.06	0	0	0	38
7:30	80	3	0	0	0	55	50	1.10	0	0	0	53
8:00	31	1	0	0	0	114	90	1.27	0	0	0	91
8:30	45	2	0	0	0	145	113	1.28	0	0	0	115
9:00	65	3	0	0	0	167	128	1.30	2	0	0	133
9:30	37	1	0	0	0	150	133	1.13	1	0	0	135
10:00	36	2	0	0	0	99	79	1.25	0	0	0	81
A.M. PEAK HOUR 8:30- 9:30	102	4	0	0	0	317	261	1.21	3	0	0	268
A.M. RUSH PERIOD 6:30- 9:30	304	12	0	0	0	669	550	1.22	3	0	0	565
5-HOUR TOTALS	402	17	0	0	0	842	679	1.24	3	0	0	699

C-12
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	20	17	1.18	0	0	0	17
6:00	0	0	0	0	0	100	89	1.12	0	2	0	91
6:30	0	0	0	0	0	133	112	1.19	0	0	2	114
7:00	0	0	0	0	0	186	158	1.18	2	2	2	164
7:30	0	0	0	0	0	278	214	1.30	2	0	0	216
8:00	0	0	0	0	0	484	358	1.35	2	0	2	362
8:30	0	0	0	0	0	682	560	1.22	2	1	0	563
9:00	0	0	0	0	0	779	677	1.15	12	9	2	700
9:30	0	0	0	0	0	592	516	1.15	8	1	0	525
10:00	0	0	0	0	0	294	268	1.10	2	0	0	270
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	1461	1237	1.18	14	10	2	1263
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	3001	2483	1.21	28	13	6	2530
5-HOUR TOTALS	0	0	0	0	0	3548	2969	1.20	30	15	8	3022

C-13
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	42	1	0	0	0	7	6	1.17	0	0	0	7
6:00	42	1	0	0	0	93	73	1.27	0	0	0	74
6:30	107	3	0	0	0	141	119	1.18	1	1	0	124
7:00	245	6	0	0	0	189	154	1.23	2	1	1	164
7:30	174	4	0	0	0	203	176	1.15	3	0	3	186
8:00	262	6	0	0	0	311	257	1.21	7	2	1	273
8:30	205	5	0	0	0	369	292	1.26	9	2	1	309
9:00	283	7	0	0	0	498	332	1.50	8	0	6	353
9:30	220	6	0	0	0	491	401	1.22	7	1	0	415
10:00	144	5	0	0	0	364	342	1.06	5	0	1	353
A.M. PEAK HOUR 8:30- 9:30	503	13	0	0	0	989	733	1.35	15	1	6	768
A.M. RUSH PERIOD 6:30- 9:30	1389	34	0	0	0	2061	1612	1.28	36	6	12	1700
5-HOUR TOTALS	1724	44	0	0	0	2666	2152	1.24	42	7	13	2258

C-14
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	182	159	1.14	0	0	0	159
6:00	30	1	0	0	0	516	452	1.14	13	0	3	469
6:30	63	2	0	0	0	586	519	1.13	31	0	4	556
7:00	64	2	0	0	0	1275	990	1.29	17	0	11	1020
7:30	66	2	0	0	0	1457	1133	1.29	62	0	13	1210
8:00	64	2	0	0	0	1674	1229	1.36	58	0	12	1301
8:30	176	4	0	0	0	1580	1280	1.23	41	2	6	1333
9:00	126	3	0	0	0	1683	1343	1.25	40	4	7	1397
9:30	98	3	0	0	0	1406	1083	1.30	44	3	11	1144
10:00	33	1	0	0	0	1154	1030	1.12	67	0	2	1100
A.M. PEAK HOUR 8:00- 9:00	302	7	0	0	0	3263	2623	1.24	81	6	13	2730
A.M. RUSH PERIOD 6:30- 9:30	594	16	0	0	0	9075	7058	1.29	262	9	60	7405
5-HOUR TOTALS	720	20	0	0	0	11513	9218	1.25	373	9	69	9689

C-15
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D15
LOCATION: NORTH CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	21	1	0	0	0	197	193	1.02	0	0	0	194
6:00	72	4	0	0	0	593	558	1.06	2	0	2	566
6:30	147	4	0	0	0	694	669	1.04	9	5	1	688
7:00	83	4	0	0	0	1066	884	1.21	8	1	4	901
7:30	78	4	0	0	0	1183	968	1.22	10	1	7	990
8:00	211	6	0	0	0	1548	1297	1.19	13	0	17	1333
8:30	158	6	0	0	0	1693	1448	1.17	11	1	6	1472
9:00	144	4	0	0	0	1614	1351	1.19	7	2	14	1378
9:30	102	3	0	0	0	1156	1049	1.10	25	3	8	1088
10:00	64	3	0	0	0	755	669	1.13	13	4	7	696
A.M. PEAK HOUR 8:00- 9:00	302	10	0	0	0	3307	2799	1.18	18	3	20	2850
A.M. RUSH PERIOD 6:30- 9:30	776	27	0	0	0	8260	6997	1.18	74	8	56	7162
5-HOUR TOTALS	1080	39	0	0	0	10499	9086	1.16	98	17	66	9306

C-16
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	819	0	0	411	331	1.24	0	1	2	334
6:00	0	0	819	0	1014	1253	1149	1.09	21	1	5	1176
6:30	0	0	1430	0	801	1327	1191	1.11	85	1	23	1300
7:00	0	0	2534	0	2829	1391	1151	1.21	71	4	35	1261
7:30	0	0	3444	0	3244	1279	1120	1.14	77	0	22	1219
8:00	0	0	4088	0	801	1525	1323	1.15	90	0	22	1435
8:30	0	0	4604	0	2829	1760	1452	1.21	93	0	12	1557
9:00	0	0	3778	0	1844	1365	1162	1.17	71	2	23	1258
9:30	0	0	2151	0	1815	1332	1044	1.28	72	0	7	1123
10:00	0	0	1478	0	0	1181	1003	1.18	52	0	4	1059
A.M. PEAK HOUR 7:30- 8:30	0	0	8692	0	3630	3285	2775	1.18	183	0	34	2992
A.M. RUSH PERIOD 6:30- 9:30	0	0	20599	0	13362	8652	7252	1.19	474	6	121	7853
5-HOUR TOTALS	0	0	25145	0	15177	12824	10926	1.17	632	9	155	11722

C-17
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D17
LOCATION: K ST / H ST NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	90	3	0	0	0	172	156	1.10	0	0	0	159
6:00	142	4	0	37	0	392	352	1.11	9	1	2	368
6:30	215	9	0	74	0	592	498	1.19	18	0	0	525
7:00	226	9	0	74	0	1036	838	1.24	20	1	8	876
7:30	267	10	0	74	0	1415	1073	1.32	39	1	22	1145
8:00	346	9	0	111	0	1701	1443	1.18	41	3	12	1508
8:30	315	9	0	111	0	1826	1468	1.24	62	4	14	1557
9:00	392	9	0	37	0	1721	1414	1.22	130	0	11	1564
9:30	309	9	0	0	0	1486	1151	1.29	90	2	6	1258
10:00	130	3	0	0	0	1141	924	1.23	88	2	3	1020
A.M. PEAK HOUR 8:00- 9:00	707	18	0	148	0	3547	2882	1.23	192	4	25	3121
A.M. RUSH PERIOD 6:30- 9:30	1855	55	0	407	0	9185	7387	1.24	382	11	73	7908
5-HOUR TOTALS	2432	74	0	518	0	11482	9317	1.23	497	14	78	9980

C-18
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D18
LOCATION: MASSACHUSETTS AV NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	153	2	0	0	0	119	108	1.10	0	0	0	110
6:00	34	4	0	0	0	279	236	1.18	8	0	2	250
6:30	100	3	0	0	0	406	339	1.20	9	0	2	353
7:00	64	7	0	0	0	584	496	1.18	10	1	1	515
7:30	244	9	0	0	0	791	647	1.22	12	1	2	671
8:00	153	4	0	0	0	955	772	1.24	15	1	15	807
8:30	219	6	0	0	0	938	800	1.17	20	1	8	835
9:00	181	5	0	0	0	817	667	1.22	20	0	3	695
9:30	113	4	0	0	0	800	662	1.21	18	2	3	689
10:00	55	3	0	0	0	586	485	1.21	19	4	10	521
A.M. PEAK HOUR 7:30- 8:30	372	10	0	0	0	1893	1572	1.20	35	2	23	1642
A.M. RUSH PERIOD 6:30- 9:30	974	35	0	0	0	4885	4044	1.21	95	6	32	4212
5-HOUR TOTALS	1316	47	0	0	0	6275	5212	1.20	131	10	46	5446

C-19
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D19
LOCATION: CONSTITUTION AVE NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	47	41	1.15	0	0	0	41
6:00	0	0	0	0	0	118	109	1.08	0	0	0	109
6:30	0	0	0	0	0	247	208	1.19	0	0	0	208
7:00	0	0	0	0	0	368	256	1.44	0	1	0	257
7:30	0	0	0	0	0	343	265	1.29	0	0	0	265
8:00	0	0	0	0	0	346	287	1.21	0	0	0	287
8:30	0	0	0	0	0	303	267	1.13	2	0	0	269
9:00	0	0	0	0	0	287	257	1.12	1	1	0	259
9:30	0	0	0	0	0	287	231	1.24	1	0	0	232
10:00	0	0	0	0	0	210	183	1.15	0	0	1	184
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	649	554	1.17	2	0	0	556
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	1934	1563	1.24	4	2	0	1569
5-HOUR TOTALS	0	0	0	0	0	2556	2104	1.21	4	2	1	2111

C-20
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D20
LOCATION: EAST CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	14	1	0	0	0	45	42	1.07	0	0	0	43
6:00	42	2	0	0	0	42	39	1.08	0	0	1	42
6:30	40	2	0	186	0	76	68	1.12	0	0	2	72
7:00	88	5	0	222	0	146	116	1.26	1	0	3	125
7:30	78	4	0	298	0	170	145	1.17	0	1	4	154
8:00	84	3	0	260	0	363	352	1.03	2	0	2	359
8:30	126	4	0	184	0	354	345	1.03	4	0	1	354
9:00	117	5	0	112	0	319	302	1.06	5	1	7	320
9:30	89	4	0	0	0	265	224	1.18	1	2	4	235
10:00	34	1	0	0	0	128	122	1.05	2	0	0	125
A.M. PEAK HOUR 7:30- 8:30	210	7	0	444	0	717	697	1.03	6	0	3	713
A.M. RUSH PERIOD 6:30- 9:30	582	25	0	1076	0	1617	1484	1.09	13	4	21	1547
5-HOUR TOTALS	712	31	0	1262	0	1908	1755	1.09	15	4	24	1829

C-21
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D21
LOCATION: PENNSYLVANIA AVE SE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	42	1	1094	0	0	87	80	1.09	0	0	0	81
6:00	99	4	1094	202	0	244	227	1.07	1	0	4	236
6:30	210	9	2174	278	0	373	356	1.05	1	5	5	376
7:00	141	6	3022	353	0	670	535	1.25	1	1	4	547
7:30	312	12	4154	280	0	870	720	1.21	31	6	9	778
8:00	263	10	4654	315	0	1158	1002	1.16	10	2	5	1029
8:30	282	12	4314	149	0	1317	1093	1.20	4	1	8	1118
9:00	304	12	3226	38	0	1192	1020	1.17	13	5	4	1054
9:30	203	12	1862	0	0	790	666	1.19	10	1	0	689
10:00	94	7	1058	0	0	396	367	1.08	13	1	0	388
A.M. PEAK HOUR 8:00- 9:00	586	24	7540	187	0	2509	2113	1.19	17	6	12	2172
A.M. RUSH PERIOD 6:30- 9:30	1505	64	21232	1135	0	5997	5036	1.19	69	16	30	5215
5-HOUR TOTALS	1950	85	26652	1615	0	7097	6066	1.17	84	22	39	6296

C-22
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D22
LOCATION: SOUTH CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	531	491	1.08	0	8	2	501
6:00	74	3	0	0	0	862	789	1.09	11	3	7	813
6:30	125	4	0	0	0	1166	992	1.18	27	7	4	1034
7:00	165	9	0	0	0	1577	1235	1.28	35	10	9	1298
7:30	216	6	0	0	0	1648	1264	1.30	41	10	11	1332
8:00	191	7	0	0	0	1833	1401	1.31	46	13	24	1491
8:30	173	5	0	0	0	1774	1415	1.25	49	4	24	1497
9:00	159	5	0	0	0	1762	1456	1.21	49	8	15	1533
9:30	78	3	0	0	0	1709	1333	1.28	70	11	12	1429
10:00	0	0	0	0	0	1286	1074	1.20	47	5	16	1142
A.M. PEAK HOUR 8:00- 9:00	332	10	0	0	0	3536	2871	1.23	98	12	39	3030
A.M. RUSH PERIOD 6:30- 9:30	982	35	0	0	0	10303	8104	1.27	290	56	95	8580
5-HOUR TOTALS	1181	42	0	0	0	14148	11450	1.24	375	79	124	12070

C-23
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D23
LOCATION: 4TH ST SW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	49	40	1.23	0	0	0	40
6:00	0	0	0	0	0	80	63	1.27	1	0	2	66
6:30	0	0	0	0	0	101	87	1.16	0	0	0	87
7:00	0	0	0	0	0	149	116	1.28	1	1	1	119
7:30	0	0	0	0	0	292	201	1.45	6	3	2	212
8:00	0	0	0	0	0	278	196	1.42	3	1	2	202
8:30	0	0	0	0	0	220	179	1.23	2	2	1	184
9:00	0	0	0	0	0	301	224	1.34	3	6	3	236
9:30	0	0	0	0	0	275	193	1.42	1	5	0	199
10:00	0	0	0	0	0	149	131	1.14	7	2	2	142
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	576	417	1.38	4	11	3	435
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	1515	1109	1.37	16	18	9	1152
5-HOUR TOTALS	0	0	0	0	0	1894	1430	1.32	24	20	13	1487

C-24
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D24
LOCATION: 7TH ST SW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	6	1	898	0	0	77	75	1.03	0	0	1	77
6:00	51	4	898	0	0	360	325	1.11	3	0	8	340
6:30	35	4	1867	0	0	506	431	1.17	9	2	10	456
7:00	111	10	2702	0	0	809	569	1.42	5	2	11	597
7:30	111	8	3604	0	0	993	749	1.33	18	5	17	797
8:00	148	12	3899	0	0	1045	838	1.25	17	1	24	892
8:30	116	9	3407	0	0	1184	998	1.19	22	5	26	1060
9:00	132	12	2219	0	0	1324	1058	1.25	26	3	26	1125
9:30	75	9	1272	0	0	1177	917	1.28	33	2	16	977
10:00	50	11	875	0	0	686	615	1.12	22	1	36	685
A.M. PEAK HOUR 8:00- 9:00	248	21	5626	0	0	2508	2056	1.22	48	8	52	2185
A.M. RUSH PERIOD 6:30- 9:30	693	60	17103	0	0	6532	5129	1.27	121	18	120	5448
5-HOUR TOTALS	835	80	21641	0	0	8161	6575	1.24	155	21	175	7006

C-25
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: D25
LOCATION: SOUTHEAST FREEWAY SE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	118	0	1116	1047	1.07	0	0	1	1048
6:00	11	1	0	198	0	2875	2727	1.05	16	4	10	2758
6:30	43	2	0	237	0	3353	3129	1.07	29	7	16	3183
7:00	52	2	0	356	0	3881	3453	1.12	49	5	19	3528
7:30	43	1	0	277	0	4130	3597	1.15	44	6	24	3672
8:00	77	2	0	317	0	3408	2946	1.16	42	1	29	3020
8:30	26	1	0	356	0	2877	2504	1.15	49	1	23	2578
9:00	31	1	0	198	0	3369	2956	1.14	20	0	11	2988
9:30	32	1	0	40	0	3362	2868	1.17	56	0	8	2933
10:00	28	1	0	0	0	3436	3114	1.10	67	1	17	3200
A.M. PEAK HOUR 6:30- 7:30	95	3	0	633	0	8011	7050	1.14	93	11	43	7200
A.M. RUSH PERIOD 6:30- 9:30	261	8	0	1544	0	21027	18324	1.15	260	13	114	18719
5-HOUR TOTALS	343	12	0	2097	0	31807	28341	1.12	372	25	158	28908

C-26
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	724	0	0	117	114	1.03	0	0	0	114
6:00	0	0	724	0	0	427	398	1.07	0	6	0	404
6:30	0	0	1802	0	0	670	602	1.11	2	4	1	609
7:00	0	0	2540	0	0	1022	882	1.16	0	2	1	885
7:30	46	1	3322	0	0	1532	1378	1.11	1	4	2	1386
8:00	87	2	3562	0	0	1746	1534	1.14	0	1	5	1542
8:30	44	1	3416	0	0	1589	1400	1.14	3	3	7	1414
9:00	63	1	2304	0	0	1722	1476	1.17	3	3	6	1489
9:30	0	0	1248	0	0	1564	1204	1.30	2	2	2	1210
10:00	0	0	896	0	0	1203	903	1.33	2	1	0	906
A.M. PEAK HOUR 7:30- 8:30	131	3	6978	0	0	3335	2934	1.14	3	4	12	2956
A.M. RUSH PERIOD 6:30- 9:30	240	5	16392	0	0	9175	7874	1.17	9	15	23	7926
5-HOUR TOTALS	240	5	20538	0	0	11592	9891	1.17	13	26	24	9959

C-27
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	15	1	0	0	0	104	95	1.09	0	0	1	97
6:00	17	1	0	0	0	480	436	1.10	7	2	8	454
6:30	21	2	0	0	422	609	545	1.12	10	1	3	561
7:00	30	1	0	0	1510	1220	935	1.30	6	1	4	947
7:30	34	1	0	0	2032	1439	1154	1.25	20	3	1	1179
8:00	33	1	0	0	1528	1811	1464	1.24	28	1	1	1495
8:30	13	1	0	0	674	1900	1526	1.25	19	1	3	1550
9:00	10	1	0	0	959	1964	1623	1.21	20	1	10	1655
9:30	5	2	0	0	402	1351	1127	1.20	18	3	3	1153
10:00	7	3	0	0	0	993	902	1.10	25	3	1	934
A.M. PEAK HOUR 8:00- 9:00	23	2	0	0	1633	3864	3149	1.23	39	2	13	3205
A.M. RUSH PERIOD 6:30- 9:30	125	7	0	0	7105	9685	7829	1.24	111	10	22	7979
5-HOUR TOTALS	185	14	0	0	7527	11871	9807	1.21	153	16	35	10025

C-28
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: V3
LOCATION: ARLINGTON RIDGE RD.

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	30	26	1.15	0	0	0	26
6:00	0	3	0	0	0	111	93	1.19	0	1	0	97
6:30	0	4	0	0	0	198	157	1.26	0	0	0	161
7:00	44	2	0	0	0	223	155	1.44	1	0	1	159
7:30	68	2	0	0	0	301	231	1.30	1	0	1	235
8:00	73	2	0	0	0	446	364	1.23	7	0	0	373
8:30	30	1	0	0	0	385	311	1.24	4	1	0	317
9:00	64	2	0	0	0	385	312	1.23	1	0	0	315
9:30	0	0	0	0	0	258	225	1.15	3	0	2	230
10:00	0	0	0	0	0	202	178	1.13	4	2	0	184
A.M. PEAK HOUR 7:30- 8:30	103	3	0	0	0	831	675	1.23	11	1	0	690
A.M. RUSH PERIOD 6:30- 9:30	279	9	0	0	0	1998	1598	1.25	17	1	4	1629
5-HOUR TOTALS	279	16	0	0	0	2539	2052	1.24	21	4	4	2097

C-29
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: V4
LOCATION: ARMY-NAVY DR.

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	6	4	1.50	0	0	0	4
6:00	0	0	0	0	0	20	16	1.25	0	2	0	18
6:30	21	1	0	0	0	19	18	1.06	0	1	1	21
7:00	65	2	0	0	0	34	31	1.10	0	0	2	35
7:30	25	1	0	0	0	68	57	1.19	0	1	3	62
8:00	72	2	0	0	0	134	113	1.19	1	0	2	118
8:30	48	1	0	0	0	138	112	1.23	1	0	2	116
9:00	58	2	0	0	0	145	124	1.17	0	0	3	129
9:30	15	1	0	0	0	136	119	1.14	0	0	1	121
10:00	6	1	0	0	0	89	72	1.24	2	0	1	76
A.M. PEAK HOUR 8:30- 9:30	73	3	0	0	0	281	243	1.16	0	0	4	250
A.M. RUSH PERIOD 6:30- 9:30	283	9	0	0	0	655	556	1.18	2	1	13	581
5-HOUR TOTALS	310	11	0	0	0	789	666	1.18	4	4	15	700

C-30
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: V5
LOCATION: I-395 (COMPOSITE)

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	1	1	0	0	0	831	749	1.11	0	10	0	760
6:00	137	4	0	280	0	4529	3967	1.14	14	35	16	4036
6:30	581	22	0	320	0	4530	3640	1.24	55	37	24	3778
7:00	517	24	0	400	0	8649	4617	1.87	62	116	20	4839
7:30	760	37	0	840	0	8548	5164	1.66	96	79	31	5407
8:00	734	35	0	1160	0	9163	5408	1.69	97	78	42	5660
8:30	982	44	0	1320	0	8619	5300	1.63	63	93	51	5551
9:00	745	38	0	2240	0	5937	3693	1.61	88	113	70	4002
9:30	216	14	0	1000	0	4611	3563	1.29	98	30	36	3741
10:00	67	9	0	600	0	4741	4007	1.18	154	17	45	4232
A.M. PEAK HOUR 7:30- 8:30	1716	79	0	2480	0	17782	10708	1.66	160	171	93	11211
A.M. RUSH PERIOD 6:30- 9:30	3954	192	0	6960	0	45527	27745	1.64	504	509	250	29200
5-HOUR TOTALS	4740	228	0	8160	0	60158	40108	1.50	727	608	335	42006

C-31
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	1	1	0	0	0	288	272	1.06	0	8	0	281
6:00	137	4	0	280	0	1748	1506	1.16	1	27	7	1545
6:30	581	22	0	320	0	2206	1036	2.13	5	32	8	1103
7:00	517	24	0	400	0	5089	1513	3.36	3	116	10	1666
7:30	760	37	0	840	0	4446	1543	2.88	5	74	21	1680
8:00	734	35	0	1160	0	5008	1756	2.85	6	74	29	1900
8:30	982	44	0	1320	0	4376	1638	2.67	5	91	33	1811
9:00	745	38	0	2240	0	3264	1322	2.47	13	109	56	1538
9:30	216	14	0	1000	0	2081	1398	1.49	11	24	25	1472
10:00	67	9	0	600	0	1979	1623	1.22	22	14	15	1683
A.M. PEAK HOUR 7:30- 8:30	1716	79	0	2480	0	9384	3394	2.76	11	165	62	3711
A.M. RUSH PERIOD 6:30- 9:30	3954	192	0	6960	0	24264	9170	2.65	43	488	174	10067
5-HOUR TOTALS	4740	228	0	8160	0	30485	13607	2.24	71	569	204	14679

C-32
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	543	477	1.14	0	2	0	479
6:00	0	0	0	0	0	2781	2461	1.13	13	8	9	2491
6:30	0	0	0	0	0	2984	2659	1.12	50	5	16	2730
7:00	0	0	0	0	0	3560	3104	1.15	59	0	10	3173
7:30	0	0	0	0	0	4102	3621	1.13	91	5	10	3727
8:00	0	0	0	0	0	4155	3652	1.14	91	4	13	3760
8:30	0	0	0	0	0	4243	3662	1.16	58	2	18	3740
9:00	0	0	0	0	0	2673	2371	1.13	75	4	14	2464
9:30	0	0	0	0	0	2530	2165	1.17	87	6	11	2269
10:00	0	0	0	0	0	2762	2384	1.16	132	3	30	2549
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	8398	7314	1.15	149	6	31	7500
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	21263	18575	1.14	461	21	76	19133
5-HOUR TOTALS	0	0	0	0	0	30333	26556	1.14	656	39	131	27382

C-33
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	318	252	1.26	0	0	0	252
6:00	82	4	0	0	0	274	219	1.25	0	1	0	224
6:30	268	10	0	0	0	379	303	1.25	0	1	5	319
7:00	390	14	0	0	0	636	541	1.18	4	0	6	565
7:30	369	12	0	0	0	756	655	1.15	8	6	10	691
8:00	493	17	0	0	0	1077	882	1.22	2	3	5	909
8:30	538	17	0	0	0	890	757	1.18	11	3	5	793
9:00	319	13	0	0	0	811	701	1.16	4	2	8	728
9:30	289	10	0	0	0	536	490	1.09	8	2	7	517
10:00	143	5	0	0	0	373	333	1.12	8	1	5	352
A.M. PEAK HOUR 7:30- 8:30	1031	34	0	0	0	1967	1639	1.20	13	6	10	1702
A.M. RUSH PERIOD 6:30- 9:30	2398	83	0	0	0	4706	4026	1.17	37	16	41	4203
5-HOUR TOTALS	2891	102	0	0	0	6050	5133	1.18	45	19	51	5350

C-34
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	190	170	1.12	0	5	0	175
6:00	0	0	0	0	0	397	355	1.12	5	5	2	367
6:30	0	0	0	0	0	594	527	1.13	6	4	10	547
7:00	0	0	0	0	0	1063	842	1.26	8	6	1	857
7:30	0	0	0	0	0	1353	1126	1.20	16	4	5	1151
8:00	0	0	0	0	0	1570	1371	1.15	22	3	11	1407
8:30	0	0	0	0	0	1692	1473	1.15	35	1	8	1517
9:00	0	0	0	0	0	1433	1287	1.11	22	1	10	1320
9:30	0	0	0	0	0	1127	874	1.29	31	8	3	916
10:00	0	0	0	0	0	874	736	1.19	42	5	4	787
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	3262	2844	1.15	57	4	19	2924
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	8238	6973	1.18	134	23	38	7168
5-HOUR TOTALS	0	0	0	0	0	10293	8761	1.17	187	42	54	9044

C-35
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	158	116	1.36	0	4	0	120
6:00	0	0	0	0	0	179	136	1.32	0	2	1	139
6:30	15	1	0	0	0	382	318	1.20	3	6	1	329
7:00	59	3	0	0	0	626	530	1.18	7	2	0	542
7:30	108	4	0	0	0	962	840	1.15	6	5	3	858
8:00	152	5	0	0	0	1239	1040	1.19	8	6	3	1062
8:30	106	2	0	0	0	1434	1171	1.22	11	9	6	1199
9:00	150	4	0	0	0	1186	1023	1.16	3	5	6	1041
9:30	77	3	0	0	0	913	747	1.22	12	4	5	771
10:00	33	2	0	0	0	732	644	1.14	12	4	5	667
A.M. PEAK HOUR 7:30- 8:30	258	7	0	0	0	2673	2211	1.21	19	15	9	2261
A.M. RUSH PERIOD 6:30- 9:30	652	21	0	0	0	6360	5351	1.19	47	31	23	5473
5-HOUR TOTALS	700	24	0	0	0	7811	6565	1.19	62	47	30	6728

C-36
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	2	1	741	0	0	0	0	0.00	0	0	0	1
6:00	4	1	741	0	0	44	44	1.00	0	0	0	45
6:30	49	3	2038	0	0	112	86	1.30	2	0	0	91
7:00	73	3	2883	0	0	176	154	1.14	2	2	2	163
7:30	112	3	4245	0	0	266	250	1.06	8	2	4	267
8:00	165	4	5369	0	0	486	408	1.19	6	2	4	424
8:30	90	3	6625	0	0	644	496	1.30	4	6	2	511
9:00	156	4	5280	0	0	684	580	1.18	12	2	2	600
9:30	67	3	2852	0	0	412	404	1.02	16	8	0	431
10:00	38	2	1808	0	0	242	224	1.08	18	10	2	256
A.M. PEAK HOUR 8:00- 9:00	246	7	11905	0	0	1328	1076	1.23	16	8	4	1111
A.M. RUSH PERIOD 6:30- 9:30	663	20	27254	0	0	2668	2292	1.16	48	22	14	2396
5-HOUR TOTALS	756	27	32582	0	0	3066	2646	1.16	68	32	16	2789

C-37
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	89	77	1.16	0	0	0	77
6:00	0	0	0	0	0	71	63	1.13	3	0	0	66
6:30	0	0	0	0	0	185	160	1.16	2	0	0	162
7:00	0	0	0	0	0	374	333	1.12	3	1	0	337
7:30	0	0	0	0	0	589	558	1.06	5	2	0	565
8:00	0	0	0	0	0	963	801	1.20	7	3	3	814
8:30	0	0	0	0	0	931	844	1.10	4	1	0	849
9:00	0	0	0	0	0	1010	929	1.09	19	3	1	952
9:30	0	0	0	0	0	693	625	1.11	16	3	0	644
10:00	0	0	0	0	0	385	345	1.12	16	1	0	362
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	1941	1773	1.09	23	4	1	1801
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	4560	4090	1.11	54	13	4	4161
5-HOUR TOTALS	0	0	0	0	0	5290	4735	1.12	75	14	4	4828

C-38
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

SITE: V11
LOCATION: I-66

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	41	0	376	366	1.03	0	5	1	372
6:00	0	0	0	205	0	1688	1561	1.08	0	13	5	1579
6:30	12	1	0	328	0	1695	1535	1.10	3	15	8	1562
7:00	0	0	0	246	0	2136	1326	1.61	3	25	6	1360
7:30	0	1	0	410	0	2398	1323	1.81	0	44	10	1378
8:00	0	0	0	1107	0	2476	1493	1.66	4	41	27	1565
8:30	61	2	0	861	0	2815	1655	1.70	3	37	21	1718
9:00	0	0	0	1189	0	2717	1654	1.64	2	29	29	1714
9:30	30	1	0	410	0	2455	1687	1.46	5	20	10	1723
10:00	0	1	0	943	0	1873	1585	1.18	2	17	23	1628
A.M. PEAK HOUR 8:30- 9:30	30	1	0	1599	0	5172	3341	1.55	7	49	39	3437
A.M. RUSH PERIOD 6:30- 9:30	91	4	0	4223	0	14997	9138	1.64	17	196	103	9458
5-HOUR TOTALS	103	6	0	5740	0	20629	14185	1.45	22	246	140	14599

C-39
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (INBOUND)
5 HOUR PERIOD (5:00 A.M.-10:00 A.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
5:30	0	0	0	0	0	340	340	1.00	1	1	0	342
6:00	0	0	0	0	0	961	959	1.00	1	3	3	966
6:30	0	0	0	0	0	1109	1097	1.01	1	1	2	1101
7:00	0	0	0	0	0	2126	1978	1.07	1	8	3	1990
7:30	0	0	0	0	0	2236	2036	1.10	0	1	4	2041
8:00	0	0	0	0	0	2231	2053	1.09	0	2	2	2057
8:30	0	0	0	0	0	2362	2142	1.10	3	1	15	2161
9:00	0	0	0	0	0	1875	1688	1.11	0	1	14	1703
9:30	0	0	0	0	0	1554	1386	1.12	2	2	9	1399
10:00	0	0	0	0	0	1652	1445	1.14	2	4	12	1463
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	4593	4195	1.09	3	3	17	4218
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	12384	11283	1.10	6	15	47	11351
5-HOUR TOTALS	0	0	0	0	0	16446	15124	1.09	11	24	64	15223

APPENDIX D

APPENDIX D

Station Tables Outbound P.M.

D-1
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D1
LOCATION: WISCONSIN AVE/CANAL RD NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	71	5	0	0	0	1404	1132	1.24	27	0	8	1172
4:00	77	3	0	0	0	1457	1169	1.25	22	3	12	1209
4:30	168	4	0	0	0	1347	1133	1.19	12	2	4	1155
5:00	34	2	0	0	0	1350	1133	1.19	13	3	15	1166
5:30	202	8	0	0	0	1574	1302	1.21	7	8	8	1333
6:00	150	4	0	0	0	1656	1299	1.27	8	6	7	1324
6:30	236	6	0	0	0	1901	1556	1.22	0	5	11	1578
7:00	154	7	0	0	0	1768	1480	1.19	2	6	5	1500
7:30	117	4	0	0	0	1457	1236	1.18	5	5	8	1258
8:00	61	2	0	0	0	1206	954	1.26	3	3	1	963
P.M. PEAK HOUR 5:30- 6:30	386	10	0	0	0	3557	2855	1.25	8	11	18	2902
P.M. RUSH PERIOD 3:30- 6:30	867	27	0	0	0	9285	7592	1.22	62	27	57	7765
5-HOUR TOTALS	1270	45	0	0	0	15120	12394	1.22	99	41	79	12658

D-2
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D2
LOCATION: P ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	14	1	0	0	0	1154	880	1.31	1	3	2	887
4:00	15	2	0	0	0	1295	1010	1.28	3	7	10	1032
4:30	18	3	0	0	0	1626	1322	1.23	0	5	4	1334
5:00	8	1	0	0	0	1577	1278	1.23	1	9	4	1293
5:30	11	2	0	0	0	1871	1615	1.16	0	15	2	1634
6:00	17	2	0	0	0	1952	1713	1.14	0	7	3	1725
6:30	3	1	0	0	0	1644	1433	1.15	1	5	1	1441
7:00	5	1	0	0	0	1337	1157	1.16	0	3	6	1167
7:30	11	2	0	0	0	1368	1078	1.27	0	4	1	1085
8:00	8	1	0	0	0	1292	976	1.32	1	3	2	983
P.M. PEAK HOUR 5:00- 6:00	28	4	0	0	0	3823	3328	1.15	0	22	5	3359
P.M. RUSH PERIOD 3:30- 6:30	72	11	0	0	0	9965	8371	1.19	5	48	24	8459
5-HOUR TOTALS	110	16	0	0	0	15116	12462	1.21	7	61	35	12581

D-3
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D3
LOCATION: ROCK CREEK PARKWAY NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	204	143	1.43	8	0	0	151
4:00	0	0	0	0	0	255	180	1.42	1	2	0	183
4:30	0	0	0	0	0	245	181	1.35	2	2	2	187
5:00	0	0	0	0	0	257	200	1.29	1	2	1	204
5:30	0	0	0	0	0	334	268	1.25	0	3	1	272
6:00	0	0	0	0	0	340	268	1.27	2	3	1	274
6:30	0	0	0	0	0	366	291	1.26	2	2	0	295
7:00	0	0	0	0	0	346	281	1.23	2	1	0	284
7:30	0	0	0	0	0	367	291	1.26	1	2	0	294
8:00	0	0	0	0	0	331	248	1.33	1	2	0	251
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	706	559	1.26	4	5	1	569
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	1797	1388	1.29	8	14	5	1415
5-HOUR TOTALS	0	0	0	0	0	3045	2351	1.30	20	19	5	2395

D-4
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D4
LOCATION: Q ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	39	3	0	0	0	68	62	1.10	1	0	2	68
4:00	24	2	0	0	0	111	84	1.32	0	0	0	86
4:30	70	4	0	0	0	150	115	1.30	0	0	1	120
5:00	104	5	0	0	0	108	78	1.38	1	1	0	85
5:30	115	5	0	0	0	170	122	1.39	0	3	0	130
6:00	207	6	0	0	0	121	87	1.39	2	1	2	98
6:30	172	6	0	0	0	150	114	1.32	1	0	0	121
7:00	171	6	0	0	0	161	108	1.49	0	0	0	114
7:30	73	4	0	0	0	122	80	1.53	0	9	0	93
8:00	43	3	0	0	0	112	77	1.45	0	0	0	80
P.M. PEAK HOUR 5:00- 6:00	322	11	0	0	0	291	209	1.39	2	4	2	228
P.M. RUSH PERIOD 3:30- 6:30	692	28	0	0	0	810	600	1.35	4	5	3	640
5-HOUR TOTALS	1018	44	0	0	0	1273	927	1.37	5	14	5	995

D-5
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D5
LOCATION: MASSACHUSETTS AVE NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	25	2	0	0	0	144	109	1.32	2	0	0	113
4:00	29	2	0	0	0	333	271	1.23	2	0	2	277
4:30	16	1	0	0	0	390	338	1.15	5	4	5	353
5:00	20	1	0	0	0	512	453	1.13	7	4	6	471
5:30	94	4	0	0	0	639	541	1.18	5	4	4	558
6:00	174	5	0	0	0	753	618	1.22	2	2	2	629
6:30	85	3	0	0	0	737	613	1.20	3	6	1	626
7:00	156	5	0	0	0	689	529	1.30	1	3	3	541
7:30	21	1	0	0	0	844	620	1.36	1	3	3	628
8:00	42	2	0	0	0	703	514	1.37	2	2	4	524
P.M. PEAK HOUR 5:30- 6:30	259	8	0	0	0	1490	1231	1.21	5	8	3	1255
P.M. RUSH PERIOD 3:30- 6:30	418	16	0	0	0	3364	2834	1.19	24	20	20	2914
5-HOUR TOTALS	662	26	0	0	0	5744	4606	1.25	30	28	30	4720

D-6
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D6
LOCATION: CONNECTICUT AVE NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	168	6	2025	0	0	443	356	1.24	4	1	3	370
4:00	204	6	2963	0	0	660	483	1.37	8	6	5	508
4:30	263	8	3798	0	0	800	631	1.27	12	3	4	658
5:00	240	7	5377	0	0	832	684	1.22	7	5	0	703
5:30	301	10	5451	0	0	812	643	1.26	7	5	2	667
6:00	393	10	4768	0	0	783	601	1.30	3	5	5	624
6:30	214	6	3289	0	0	760	573	1.33	4	3	2	588
7:00	225	6	2588	0	0	885	709	1.25	6	5	2	728
7:30	179	4	1744	0	0	703	546	1.29	3	4	0	557
8:00	179	4	1872	0	0	588	429	1.37	0	0	0	433
P.M. PEAK HOUR 4:30- 5:30	541	17	10828	0	0	1644	1327	1.24	14	10	2	1370
P.M. RUSH PERIOD 3:30- 6:30	1615	47	25646	0	0	4647	3615	1.29	41	27	18	3748
5-HOUR TOTALS	2366	67	33875	0	0	7266	5655	1.28	54	37	23	5836

D-7
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D7
LOCATION: 18TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	54	5	0	0	0	228	184	1.24	5	0	3	197
4:00	65	7	0	0	0	253	203	1.25	3	4	3	220
4:30	65	7	0	0	0	271	225	1.20	7	1	0	240
5:00	65	8	0	0	0	262	219	1.20	3	1	0	231
5:30	50	6	0	0	0	318	261	1.22	3	3	0	273
6:00	53	8	0	0	0	359	291	1.23	3	5	3	310
6:30	78	8	0	0	0	377	306	1.23	1	4	0	319
7:00	30	5	0	0	0	379	299	1.27	1	4	1	310
7:30	66	5	0	0	0	387	315	1.23	2	2	1	325
8:00	51	5	0	0	0	454	369	1.23	3	3	0	380
P.M. PEAK HOUR 5:30- 6:30	131	16	0	0	0	736	597	1.23	4	9	3	629
P.M. RUSH PERIOD 3:30- 6:30	376	44	0	0	0	1840	1505	1.22	20	18	6	1593
5-HOUR TOTALS	577	64	0	0	0	3288	2672	1.23	31	27	11	2805

D-8
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D8
LOCATION: 16TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	279	6	0	0	0	537	430	1.25	14	4	5	459
4:00	281	5	0	35	0	664	526	1.26	17	1	7	556
4:30	269	7	0	70	0	773	626	1.23	12	6	4	655
5:00	302	9	0	70	0	817	682	1.20	10	3	8	712
5:30	310	10	0	70	0	869	697	1.25	14	2	4	727
6:00	416	10	0	70	0	1042	889	1.17	5	5	3	912
6:30	313	10	0	35	0	1008	873	1.15	2	5	2	892
7:00	331	7	0	0	0	963	807	1.19	3	6	3	826
7:30	222	4	0	35	0	944	813	1.16	3	3	0	823
8:00	188	5	0	0	0	713	599	1.19	2	4	0	610
P.M. PEAK HOUR 5:30- 6:30	729	20	0	105	0	2050	1762	1.16	7	10	5	1804
P.M. RUSH PERIOD 3:30- 6:30	1891	51	0	350	0	5173	4293	1.20	60	22	28	4454
5-HOUR TOTALS	2911	73	0	385	0	8330	6942	1.20	82	39	36	7172

D-9
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D9
LOCATION: 14TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	235	7	1052	0	0	338	301	1.12	0	0	1	309
4:00	159	4	1418	0	0	431	362	1.19	12	0	1	379
4:30	387	9	1813	0	0	346	314	1.10	2	0	4	329
5:00	246	6	2169	0	0	342	281	1.22	9	0	2	298
5:30	178	4	2626	0	0	414	354	1.17	4	0	1	363
6:00	243	7	2315	0	0	440	362	1.22	3	1	0	373
6:30	228	5	1865	0	0	426	353	1.21	6	2	0	366
7:00	144	5	1221	0	0	329	304	1.08	2	3	0	314
7:30	130	4	1012	0	0	346	310	1.12	0	2	0	316
8:00	83	2	778	0	0	418	345	1.21	2	0	0	349
P.M. PEAK HOUR 5:30- 6:30	471	12	4180	0	0	866	715	1.21	9	3	0	739
P.M. RUSH PERIOD 3:30- 6:30	1441	35	12206	0	0	2399	2026	1.18	36	3	8	2108
5-HOUR TOTALS	2033	53	16269	0	0	3830	3286	1.17	40	8	9	3396

D-10
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D10
LOCATION: 13TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	256	202	1.27	0	2	1	205
4:00	0	0	0	0	0	251	214	1.17	6	1	2	223
4:30	0	0	0	0	0	278	256	1.09	1	1	1	259
5:00	0	0	0	0	0	297	250	1.19	1	1	1	253
5:30	0	0	0	0	0	271	206	1.32	4	2	2	214
6:00	0	0	0	0	0	339	277	1.22	7	0	0	284
6:30	0	0	0	0	0	270	248	1.09	0	1	1	250
7:00	0	0	0	0	0	258	233	1.11	1	0	0	234
7:30	0	0	0	0	0	277	229	1.21	1	2	0	232
8:00	0	0	0	0	0	228	180	1.27	0	0	0	180
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	609	525	1.16	7	1	1	534
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	1706	1451	1.18	19	6	7	1483
5-HOUR TOTALS	0	0	0	0	0	2725	2295	1.19	21	10	8	2334

D-11
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D11
LOCATION: 11TH ST NW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	29	2	0	0	0	150	112	1.34	0	1	0	115
4:00	37	2	0	0	0	189	143	1.32	0	1	0	146
4:30	40	3	0	0	0	228	146	1.56	0	0	0	149
5:00	27	1	0	0	0	199	144	1.38	0	1	0	146
5:30	27	2	0	0	0	232	174	1.33	0	1	0	177
6:00	80	3	0	0	0	204	152	1.34	0	0	0	155
6:30	57	2	0	0	0	163	119	1.37	0	0	0	121
7:00	25	2	0	0	0	182	136	1.34	0	1	0	139
7:30	19	1	0	0	0	122	117	1.04	0	3	0	121
8:00	19	2	0	0	0	76	73	1.04	0	0	0	75
P.M. PEAK HOUR 5:00- 6:00	107	5	0	0	0	436	326	1.34	0	1	0	332
P.M. RUSH PERIOD 3:30- 6:30	268	13	0	0	0	1215	878	1.38	0	3	0	894
5-HOUR TOTALS	360	20	0	0	0	1745	1316	1.33	0	8	0	1344

D-12
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	280	215	1.30	0	7	8	230
4:00	0	0	0	0	0	313	261	1.20	7	1	0	269
4:30	0	0	0	0	0	330	261	1.26	4	1	1	267
5:00	0	0	0	0	0	398	312	1.28	6	0	0	318
5:30	0	0	0	0	0	405	348	1.16	6	3	0	357
6:00	0	0	0	0	0	409	354	1.16	3	1	2	360
6:30	0	0	0	0	0	438	372	1.18	4	5	1	382
7:00	0	0	0	0	0	352	285	1.24	1	0	0	286
7:30	0	0	0	0	0	288	243	1.19	1	1	1	246
8:00	0	0	0	0	0	364	274	1.33	1	1	0	276
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	847	726	1.17	7	6	3	742
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	2293	1908	1.20	30	11	4	1953
5-HOUR TOTALS	0	0	0	0	0	3577	2925	1.22	33	20	13	2991

D-13
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	106	4	0	0	0	316	239	1.32	0	0	0	243
4:00	166	5	0	0	0	373	251	1.49	3	1	0	260
4:30	257	7	0	0	0	374	237	1.58	6	1	6	257
5:00	210	5	0	0	0	418	269	1.55	13	1	2	290
5:30	173	5	0	0	0	355	267	1.33	5	0	1	278
6:00	180	7	0	0	0	439	310	1.42	4	0	0	321
6:30	114	4	0	0	0	474	345	1.37	1	1	0	351
7:00	140	6	0	0	0	301	210	1.43	4	0	2	222
7:30	95	5	0	0	0	289	190	1.52	2	1	0	198
8:00	115	4	0	0	0	191	142	1.35	0	0	0	146
P.M. PEAK HOUR 5:30- 6:30	294	11	0	0	0	913	655	1.39	5	1	0	672
P.M. RUSH PERIOD 3:30- 6:30	1100	33	0	0	0	2433	1679	1.45	32	4	9	1757
5-HOUR TOTALS	1556	52	0	0	0	3530	2460	1.43	38	5	11	2566

D-14
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	36	2	0	0	0	973	727	1.34	0	0	7	736
4:00	40	2	0	0	0	1120	887	1.26	30	0	13	932
4:30	63	3	0	0	0	1190	1010	1.18	43	0	1	1057
5:00	30	1	0	0	0	1239	988	1.25	23	0	2	1014
5:30	94	2	0	0	0	1161	914	1.27	13	2	3	934
6:00	25	1	0	0	0	1216	996	1.22	15	2	0	1014
6:30	32	2	0	0	0	1138	970	1.17	29	2	1	1004
7:00	97	3	0	0	0	1278	981	1.30	43	1	2	1030
7:30	28	2	0	0	0	889	766	1.16	12	1	1	782
8:00	17	1	0	0	0	514	404	1.27	8	1	0	414
P.M. PEAK HOUR 4:00- 5:00	93	4	0	0	0	2429	1998	1.22	66	0	3	2071
P.M. RUSH PERIOD 3:30- 6:30	284	11	0	0	0	7064	5765	1.23	153	6	20	5955
5-HOUR TOTALS	462	19	0	0	0	10718	8643	1.24	216	9	30	8917

D-15
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D15
LOCATION: NORTH CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	95	4	0	0	0	961	705	1.36	0	2	6	717
4:00	165	5	0	0	0	1271	864	1.47	14	5	8	896
4:30	119	5	0	0	0	1332	964	1.38	16	4	7	996
5:00	85	3	0	0	0	1425	1104	1.29	6	3	2	1118
5:30	90	2	0	0	0	1659	1303	1.27	13	3	1	1322
6:00	147	5	0	0	0	1435	1131	1.27	13	4	3	1156
6:30	115	5	0	0	0	1591	1260	1.26	5	3	2	1275
7:00	0	0	0	0	0	1250	1008	1.24	7	1	3	1019
7:30	143	5	0	0	0	905	728	1.24	7	1	2	743
8:00	17	1	0	0	0	755	651	1.16	5	3	3	663
P.M. PEAK HOUR 5:00- 6:00	237	7	0	0	0	3094	2434	1.27	26	7	4	2478
P.M. RUSH PERIOD 3:30- 6:30	721	25	0	0	0	8713	6626	1.31	67	22	23	6763
5-HOUR TOTALS	976	35	0	0	0	12584	9718	1.29	86	29	37	9905

D-16
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	853	0	0	1583	1200	1.32	0	1	10	1211
4:00	0	0	1304	0	1743	1482	1134	1.31	64	3	6	1207
4:30	0	0	1717	0	2627	1538	1292	1.19	53	3	12	1360
5:00	0	0	2164	0	1714	1685	1307	1.29	42	0	16	1365
5:30	0	0	2509	0	2627	1355	1178	1.15	22	1	15	1216
6:00	0	0	2069	0	1714	1306	1064	1.23	30	0	8	1102
6:30	0	0	1596	0	1328	1276	1065	1.20	22	5	7	1099
7:00	0	0	910	0	1714	1124	991	1.13	13	1	6	1011
7:30	0	0	714	0	415	1059	1024	1.03	13	1	4	1042
8:00	0	0	500	0	1299	89	85	1.05	13	0	0	98
P.M. PEAK HOUR 4:00- 5:00	0	0	3881	0	4341	3223	2599	1.24	95	3	28	2725
P.M. RUSH PERIOD 3:30- 6:30	0	0	11359	0	11753	8642	7040	1.23	233	12	64	7349
5-HOUR TOTALS	0	0	14336	0	15181	12497	10340	1.21	272	15	84	10711

D-17
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D17
LOCATION: K ST / H ST NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	114	6	0	0	0	700	526	1.33	0	0	14	546
4:00	230	7	0	74	0	1424	1071	1.33	27	3	11	1119
4:30	314	9	0	37	0	1636	1248	1.31	27	4	10	1298
5:00	398	12	0	111	0	1902	1486	1.28	39	4	11	1552
5:30	438	12	0	111	0	1994	1514	1.32	35	1	9	1571
6:00	280	11	0	111	0	1916	1524	1.26	33	6	8	1582
6:30	270	8	0	74	0	1617	1256	1.29	32	3	5	1304
7:00	316	9	0	37	0	1417	1182	1.20	30	2	3	1226
7:30	190	6	0	0	0	1088	922	1.18	9	2	7	946
8:00	221	7	0	0	0	908	776	1.17	11	0	5	799
P.M. PEAK HOUR 5:00- 6:00	718	23	0	222	0	3910	3038	1.29	68	7	17	3153
P.M. RUSH PERIOD 3:30- 6:30	1930	59	0	518	0	10489	8099	1.30	193	21	54	8426
5-HOUR TOTALS	2771	87	0	555	0	14602	11505	1.27	243	25	83	11943

D-18
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D18
LOCATION: MASSACHUSETTS AV NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	66	3	0	0	0	348	298	1.17	0	0	5	306
4:00	72	4	0	0	0	462	371	1.25	7	1	2	385
4:30	122	4	0	0	0	504	420	1.20	11	2	6	443
5:00	82	4	0	0	0	623	506	1.23	11	0	2	523
5:30	110	4	0	0	0	652	526	1.24	6	0	2	538
6:00	160	4	0	0	0	768	614	1.25	2	1	1	622
6:30	154	4	0	0	0	660	565	1.17	4	1	0	574
7:00	106	4	0	0	0	527	416	1.27	4	1	1	426
7:30	108	3	0	0	0	391	333	1.17	5	0	3	344
8:00	31	3	0	0	0	319	262	1.22	2	2	0	269
P.M. PEAK HOUR 5:30- 6:30	314	8	0	0	0	1428	1179	1.21	6	2	1	1196
P.M. RUSH PERIOD 3:30- 6:30	700	24	0	0	0	3669	3002	1.22	41	5	13	3085
5-HOUR TOTALS	1011	37	0	0	0	5254	4311	1.22	52	8	22	4430

D-19
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D19
LOCATION: CONSTITUTION AVE NE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	233	179	1.30	0	1	0	180
4:00	0	0	0	0	0	287	235	1.22	0	0	1	236
4:30	0	0	0	0	0	423	344	1.23	1	0	2	347
5:00	0	0	0	0	0	429	323	1.33	0	0	0	323
5:30	0	0	0	0	0	545	380	1.43	0	0	2	382
6:00	0	0	0	0	0	487	338	1.44	0	0	0	338
6:30	0	0	0	0	0	420	340	1.24	1	1	2	344
7:00	0	0	0	0	0	326	278	1.17	0	0	0	278
7:30	0	0	0	0	0	177	146	1.21	1	0	0	147
8:00	0	0	0	0	0	119	103	1.16	0	0	0	103
P.M. PEAK HOUR 5:00- 6:00	0	0	0	0	0	1032	718	1.44	0	0	2	720
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	2591	1960	1.32	2	1	7	1970
5-HOUR TOTALS	0	0	0	0	0	3446	2666	1.29	3	2	7	2678

D-20
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D20
LOCATION: EAST CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	45	2	0	75	0	283	232	1.22	0	3	0	237
4:00	53	3	0	149	0	311	283	1.10	3	3	1	293
4:30	73	4	0	222	0	493	392	1.26	2	4	3	405
5:00	52	4	0	260	0	634	533	1.19	5	0	1	543
5:30	190	7	0	260	0	897	792	1.13	1	0	2	802
6:00	120	5	0	185	0	569	497	1.14	0	3	0	505
6:30	52	3	0	37	0	514	441	1.17	4	1	0	449
7:00	60	2	0	73	0	433	384	1.13	1	2	0	389
7:30	28	1	0	0	0	297	262	1.13	0	2	1	266
8:00	49	2	0	0	0	209	169	1.24	0	0	0	171
P.M. PEAK HOUR 4:30- 5:30	242	11	0	520	0	1531	1325	1.16	6	0	3	1345
P.M. RUSH PERIOD 3:30- 6:30	540	26	0	1113	0	3418	2938	1.16	15	11	7	2997
5-HOUR TOTALS	722	33	0	1261	0	4640	3985	1.16	16	18	8	4060

D-21
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D21
LOCATION: PENNSYLVANIA AVE SE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	102	5	1517	86	0	320	280	1.14	0	0	2	287
4:00	105	5	2317	272	0	529	427	1.24	5	0	8	445
4:30	153	11	3138	272	0	580	454	1.28	8	2	12	487
5:00	234	8	3930	316	0	633	496	1.28	7	0	10	521
5:30	314	11	4583	315	0	889	751	1.18	3	6	12	783
6:00	213	9	3791	316	0	940	773	1.22	3	3	13	801
6:30	242	9	2872	81	0	810	592	1.37	2	4	5	612
7:00	112	8	1623	0	0	510	415	1.23	3	4	1	431
7:30	126	5	1337	0	0	462	393	1.18	1	3	0	402
8:00	44	2	918	0	0	352	291	1.21	1	1	0	295
P.M. PEAK HOUR 5:00- 6:00	527	20	8374	631	0	1829	1524	1.20	6	9	25	1584
P.M. RUSH PERIOD 3:30- 6:30	1261	53	20631	1572	0	4381	3493	1.25	28	15	60	3649
5-HOUR TOTALS	1645	73	26026	1658	0	6025	4872	1.24	33	23	63	5064

D-22
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D22
LOCATION: SOUTH CAPITOL ST

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	33	1	0	0	0	1202	976	1.23	0	12	12	1001
4:00	51	2	0	0	0	1207	991	1.22	17	5	15	1030
4:30	160	5	0	0	0	1146	903	1.27	15	10	2	935
5:00	179	5	0	0	0	1201	925	1.30	15	8	5	958
5:30	232	7	0	0	0	1071	879	1.22	7	4	3	900
6:00	180	6	0	0	0	1304	1043	1.25	9	23	2	1083
6:30	156	6	0	0	0	1332	1042	1.28	10	6	7	1071
7:00	138	6	0	0	0	1219	954	1.28	6	1	4	971
7:30	51	2	0	0	0	1065	828	1.29	8	6	7	851
8:00	0	0	0	0	0	711	541	1.31	4	2	3	550
P.M. PEAK HOUR 5:30- 6:30	336	12	0	0	0	2636	2085	1.26	19	29	9	2154
P.M. RUSH PERIOD 3:30- 6:30	958	31	0	0	0	7261	5783	1.26	73	56	34	5977
5-HOUR TOTALS	1180	40	0	0	0	11458	9082	1.26	91	77	60	9350

D-23
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D23
LOCATION: 4TH ST SW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	146	112	1.30	0	2	0	114
4:00	0	0	0	0	0	126	103	1.22	2	0	5	110
4:30	0	0	0	0	0	277	164	1.69	0	0	6	170
5:00	0	0	0	0	0	289	179	1.61	1	3	3	186
5:30	0	0	0	0	0	273	210	1.30	2	1	3	216
6:00	0	0	0	0	0	253	193	1.31	2	1	4	200
6:30	0	0	0	0	0	272	206	1.32	5	0	0	211
7:00	0	0	0	0	0	176	122	1.44	1	0	2	125
7:30	0	0	0	0	0	113	83	1.36	0	0	0	83
8:00	0	0	0	0	0	63	51	1.24	0	1	0	52
P.M. PEAK HOUR 5:00- 6:00	0	0	0	0	0	526	403	1.31	4	2	7	416
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	1490	1055	1.41	12	5	21	1093
5-HOUR TOTALS	0	0	0	0	0	1988	1423	1.40	13	8	23	1467

D-24
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D24
LOCATION: 7TH ST SW

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	92	9	1375	0	0	609	475	1.28	0	1	21	506
4:00	108	10	2053	0	0	765	560	1.37	15	4	46	635
4:30	69	11	2787	0	0	908	650	1.40	12	3	32	708
5:00	122	12	3315	0	0	1091	842	1.30	8	1	41	904
5:30	115	11	3734	0	0	1076	852	1.26	13	3	25	904
6:00	196	12	2725	0	0	1053	853	1.23	11	5	33	914
6:30	135	10	2016	0	0	862	659	1.31	4	2	18	693
7:00	78	8	1215	0	0	884	642	1.38	11	3	16	680
7:30	75	9	962	0	0	531	411	1.29	10	0	15	445
8:00	17	5	749	0	0	360	290	1.24	8	0	2	305
P.M. PEAK HOUR 5:00- 6:00	311	23	6459	0	0	2129	1705	1.25	24	8	58	1818
P.M. RUSH PERIOD 3:30- 6:30	745	66	16630	0	0	5755	4416	1.30	63	18	195	4758
5-HOUR TOTALS	1007	97	20931	0	0	8139	6234	1.31	92	22	249	6694

D-25
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: D25
LOCATION: SOUTHEAST FREEWAY SE

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	1375	158	0	3525	2794	1.26	0	2	22	2818
4:00	46	2	2053	237	0	3879	3179	1.22	53	8	72	3314
4:30	0	0	2787	317	0	4318	3499	1.23	71	2	46	3618
5:00	54	2	3315	356	0	3936	3264	1.21	59	3	21	3349
5:30	0	0	3734	356	0	3570	2827	1.26	32	1	26	2886
6:00	124	3	2725	317	0	3823	2947	1.30	41	0	20	3011
6:30	40	1	2016	198	0	3441	2942	1.17	25	3	26	2997
7:00	30	1	1215	40	0	3550	2991	1.19	29	9	6	3036
7:30	0	0	962	40	0	3133	2622	1.19	46	8	5	2681
8:00	0	0	749	0	0	2617	2103	1.24	26	2	10	2141
P.M. PEAK HOUR 4:00- 5:00	54	2	6102	673	0	8254	6763	1.22	130	5	67	6967
P.M. RUSH PERIOD 3:30- 6:30	264	8	16630	1781	0	22967	18658	1.23	281	17	211	19175
5-HOUR TOTALS	294	9	20931	2019	0	35792	29168	1.23	382	38	254	29851

D-26
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	1020	0	0	750	615	1.22	3	5	4	627
4:00	0	0	1466	0	0	899	789	1.14	1	4	6	800
4:30	0	0	2323	0	0	1000	893	1.12	1	4	8	906
5:00	0	0	2949	0	0	1129	976	1.16	0	3	1	980
5:30	54	1	3583	0	0	1296	1115	1.16	1	2	4	1123
6:00	44	1	3106	0	0	1273	1109	1.15	0	3	4	1117
6:30	61	1	2385	0	0	1058	925	1.14	0	4	1	931
7:00	48	1	1502	0	0	954	828	1.15	0	2	4	835
7:30	0	0	1163	0	0	821	746	1.10	0	2	4	752
8:00	0	0	816	0	0	708	627	1.13	0	1	5	633
P.M. PEAK HOUR 5:00- 6:00	98	2	6689	0	0	2569	2224	1.16	1	5	8	2240
P.M. RUSH PERIOD 3:30- 6:30	159	3	15812	0	0	6655	5807	1.15	3	20	24	5857
5-HOUR TOTALS	207	4	20313	0	0	9888	8623	1.15	6	30	41	8704

D-27
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	12	1	0	0	0	970	788	1.23	0	2	3	794
4:00	24	1	0	0	1566	1354	1059	1.28	8	4	5	1077
4:30	42	2	0	0	631	1651	1286	1.28	9	5	1	1303
5:00	34	1	0	0	1812	1744	1381	1.26	16	3	8	1409
5:30	41	1	0	0	847	1944	1545	1.26	16	4	5	1571
6:00	30	1	0	0	1339	1839	1466	1.25	10	2	1	1480
6:30	24	1	0	0	884	1894	1555	1.22	9	3	1	1569
7:00	18	1	0	0	301	1804	1403	1.29	11	2	6	1423
7:30	25	5	0	0	171	1454	1109	1.31	1	5	12	1132
8:00	7	8	0	0	0	1225	983	1.25	9	2	10	1012
P.M. PEAK HOUR 5:00- 6:00	71	2	0	0	2186	3783	3011	1.26	26	6	6	3051
P.M. RUSH PERIOD 3:30- 6:30	195	7	0	0	7079	10426	8292	1.26	68	21	21	8409
5-HOUR TOTALS	257	22	0	0	7551	15879	12575	1.26	89	32	52	12770

D-28
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: V3
LOCATION: ARLINGTON RIDGE RD.

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	328	250	1.31	0	0	1	251
4:00	0	0	0	0	0	355	275	1.29	2	0	0	277
4:30	0	1	0	0	0	360	301	1.20	2	0	1	305
5:00	59	2	0	0	0	466	383	1.22	4	1	1	391
5:30	33	2	0	0	0	463	401	1.15	4	1	0	408
6:00	45	3	0	0	0	453	395	1.15	2	2	0	402
6:30	44	1	0	0	0	458	416	1.10	1	2	0	420
7:00	15	2	0	0	0	440	394	1.12	0	0	1	397
7:30	0	2	0	0	0	338	288	1.17	2	1	0	293
8:00	0	0	0	0	0	214	210	1.02	0	1	0	211
P.M. PEAK HOUR 5:30- 6:30	89	4	0	0	0	911	811	1.12	3	4	0	822
P.M. RUSH PERIOD 3:30- 6:30	181	9	0	0	0	2555	2171	1.18	15	6	2	2203
5-HOUR TOTALS	196	13	0	0	0	3875	3313	1.17	17	8	4	3355

D-29

VEHICLE AND PASSENGER VOLUMES

CENT AREA CORDON (OUTBOUND)

5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2009

SITE: V4

LOCATION: ARMY-NAVY DR.

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	6	1	0	0	0	61	50	1.22	0	0	0	51
4:00	8	1	0	0	0	71	54	1.31	0	0	1	56
4:30	7	1	0	0	0	103	89	1.16	1	0	2	93
5:00	47	2	0	0	0	104	87	1.20	2	1	1	93
5:30	44	2	0	0	0	206	164	1.26	1	0	1	168
6:00	22	1	0	0	0	190	164	1.16	2	0	3	170
6:30	47	2	0	0	0	208	158	1.32	0	0	1	161
7:00	18	1	0	0	0	145	108	1.34	2	0	0	111
7:30	36	2	0	0	0	116	107	1.08	41	2	0	152
8:00	0	0	0	0	0	115	110	1.05	0	0	0	110
P.M. PEAK HOUR 5:00- 6:00	66	3	0	0	0	396	328	1.21	3	0	4	338
P.M. RUSH PERIOD 3:30- 6:30	175	9	0	0	0	882	716	1.23	6	1	9	741
5-HOUR TOTALS	235	13	0	0	0	1319	1091	1.21	49	3	9	1165

D-30
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: V5
LOCATION: I-395 (COMPOSITE)

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	87	7	0	129	0	4053	3389	1.20	0	65	16	3477
4:00	286	22	0	258	0	4672	3307	1.41	60	165	11	3565
4:30	589	33	0	645	0	5724	3412	1.68	72	87	21	3625
5:00	947	50	0	774	0	6928	3849	1.80	36	94	20	4049
5:30	811	46	0	1118	0	6886	4061	1.70	29	96	31	4263
6:00	796	52	0	602	0	5837	3643	1.60	24	81	19	3819
6:30	582	48	0	344	0	5239	4196	1.25	28	42	20	4334
7:00	431	36	0	430	0	4477	3871	1.16	35	22	20	3984
7:30	135	18	0	860	0	4059	3877	1.05	29	44	34	4002
8:00	145	13	0	688	0	3338	3123	1.07	16	50	19	3221
P.M. PEAK HOUR 4:30- 5:30	1758	96	0	1892	0	13814	7910	1.75	65	190	51	8312
P.M. RUSH PERIOD 3:30- 6:30	4011	251	0	3741	0	35286	22468	1.57	249	565	122	23655
5-HOUR TOTALS	4809	325	0	5848	0	51213	36728	1.39	329	746	211	38339

D-31
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	87	7	0	129	0	1936	1407	1.38	0	35	3	1452
4:00	286	22	0	258	0	2072	830	2.50	12	67	6	937
4:30	589	33	0	645	0	3014	952	3.17	5	85	15	1090
5:00	947	50	0	774	0	4227	1319	3.20	6	82	18	1475
5:30	811	46	0	1118	0	4065	1442	2.82	0	91	26	1605
6:00	796	52	0	602	0	3291	1168	2.82	1	80	14	1315
6:30	582	48	0	344	0	2765	1842	1.50	4	34	8	1936
7:00	431	36	0	430	0	2176	1695	1.28	6	15	10	1762
7:30	135	18	0	860	0	1552	1438	1.08	6	38	20	1520
8:00	145	13	0	688	0	1314	1131	1.16	4	44	16	1208
P.M. PEAK HOUR 5:30- 6:30	1378	100	0	946	0	6056	3010	2.01	5	114	22	3251
P.M. RUSH PERIOD 3:30- 6:30	4011	251	0	3741	0	19434	7553	2.57	28	439	87	8358
5-HOUR TOTALS	4809	325	0	5848	0	26412	13224	2.00	44	571	136	14300

D-32
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	2117	1982	1.07	0	30	13	2025
4:00	0	0	0	0	0	2600	2477	1.05	48	98	5	2628
4:30	0	0	0	0	0	2710	2460	1.10	67	2	6	2535
5:00	0	0	0	0	0	2701	2530	1.07	30	12	2	2574
5:30	0	0	0	0	0	2821	2619	1.08	29	5	5	2658
6:00	0	0	0	0	0	2546	2475	1.03	23	1	5	2504
6:30	0	0	0	0	0	2474	2354	1.05	24	8	12	2398
7:00	0	0	0	0	0	2301	2176	1.06	29	7	10	2222
7:30	0	0	0	0	0	2507	2439	1.03	23	6	14	2482
8:00	0	0	0	0	0	2024	1992	1.02	12	6	3	2013
P.M. PEAK HOUR 4:30- 5:30	0	0	0	0	0	5522	5149	1.07	59	17	7	5232
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	15852	14915	1.06	221	126	35	15297
5-HOUR TOTALS	0	0	0	0	0	24801	23504	1.06	285	175	75	24039

D-33
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	121	6	0	0	0	318	266	1.20	0	1	1	274
4:00	215	8	0	0	0	509	418	1.22	9	1	4	440
4:30	203	8	0	0	0	538	456	1.18	11	8	6	489
5:00	278	12	0	0	0	752	603	1.25	4	0	3	622
5:30	357	12	0	0	0	869	695	1.25	3	3	5	718
6:00	441	17	0	0	0	766	651	1.18	3	1	4	676
6:30	428	17	0	0	0	696	572	1.22	3	2	6	600
7:00	356	13	0	0	0	610	504	1.21	1	4	2	524
7:30	187	10	0	0	0	620	476	1.30	1	0	3	490
8:00	177	6	0	0	0	429	347	1.24	2	2	3	360
P.M. PEAK HOUR 5:00- 6:00	798	29	0	0	0	1635	1346	1.21	6	4	9	1394
P.M. RUSH PERIOD 3:30- 6:30	1922	74	0	0	0	4130	3395	1.22	33	15	28	3545
5-HOUR TOTALS	2763	109	0	0	0	6107	4988	1.22	37	22	37	5193

D-34
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	1225	925	1.32	0	8	7	940
4:00	0	0	0	0	0	1449	1081	1.34	20	4	4	1109
4:30	0	0	0	0	0	1381	1081	1.28	15	3	3	1102
5:00	0	0	0	0	0	1420	1199	1.18	16	3	6	1224
5:30	0	0	0	0	0	1453	1239	1.17	8	9	3	1259
6:00	0	0	0	0	0	1716	1406	1.22	7	7	1	1421
6:30	0	0	0	0	0	1477	1233	1.20	7	4	1	1245
7:00	0	0	0	0	0	1570	1251	1.25	3	12	0	1266
7:30	0	0	0	0	0	1316	1060	1.24	3	5	3	1071
8:00	0	0	0	0	0	1057	873	1.21	4	8	3	888
P.M. PEAK HOUR 5:00- 6:00	0	0	0	0	0	3169	2645	1.20	15	16	4	2680
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	8896	7239	1.23	73	30	18	7360
5-HOUR TOTALS	0	0	0	0	0	14064	11348	1.24	83	63	31	11525

D-35

VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	20	1	0	0	0	602	491	1.23	0	6	4	502
4:00	47	2	0	0	0	903	691	1.31	11	5	5	714
4:30	41	2	0	0	0	1008	821	1.23	10	8	4	845
5:00	54	2	0	0	0	1179	963	1.22	8	5	2	980
5:30	131	4	0	0	0	1421	1196	1.19	9	9	1	1219
6:00	103	3	0	0	0	1374	1207	1.14	4	4	5	1223
6:30	152	4	0	0	0	1217	1054	1.15	2	9	0	1069
7:00	50	2	0	0	0	1113	909	1.22	4	3	0	918
7:30	92	3	0	0	0	945	744	1.27	2	5	0	754
8:00	40	2	0	0	0	722	593	1.22	0	4	1	600
P.M. PEAK HOUR 5:00- 6:00	234	7	0	0	0	2795	2403	1.16	13	13	6	2442
P.M. RUSH PERIOD 3:30- 6:30	528	17	0	0	0	7102	5932	1.20	44	40	17	6050
5-HOUR TOTALS	730	25	0	0	0	10484	8669	1.21	50	58	22	8824

D-36
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	27	1	1335	0	0	368	303	1.21	0	3	0	307
4:00	52	4	1887	0	0	365	300	1.22	4	2	0	310
4:30	41	3	2803	0	0	367	311	1.18	6	5	0	325
5:00	67	3	3694	0	0	323	264	1.22	3	6	2	278
5:30	98	5	5139	0	0	503	418	1.20	1	3	2	429
6:00	101	4	5111	0	0	504	424	1.19	3	5	0	436
6:30	124	5	4049	0	0	546	452	1.21	2	4	0	463
7:00	82	5	2665	0	0	490	386	1.27	1	5	2	399
7:30	66	3	2066	0	0	604	406	1.49	4	5	0	418
8:00	48	2	1258	0	0	498	372	1.34	2	1	0	377
P.M. PEAK HOUR 5:30- 6:30	225	9	9160	0	0	1050	876	1.20	5	9	0	899
P.M. RUSH PERIOD 3:30- 6:30	483	24	22683	0	0	2608	2169	1.20	19	25	4	2241
5-HOUR TOTALS	706	35	30007	0	0	4568	3636	1.26	26	39	6	3742

D-37

VEHICLE AND PASSENGER VOLUMES

CENT AREA CORDON (OUTBOUND)

5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2009

SITE: V10

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	0	0	503	404	1.25	0	5	2	411
4:00	0	0	0	0	0	831	641	1.30	9	5	7	662
4:30	0	0	0	0	0	909	743	1.22	9	5	2	759
5:00	0	0	0	0	0	1112	906	1.23	6	4	2	918
5:30	0	0	0	0	0	1322	1103	1.20	8	8	1	1120
6:00	0	0	0	0	0	1285	1131	1.14	3	4	5	1143
6:30	0	0	0	0	0	1176	1013	1.16	2	9	1	1025
7:00	0	0	0	0	0	1014	831	1.22	2	2	0	835
7:30	0	0	0	0	0	891	703	1.27	4	5	0	712
8:00	0	0	0	0	0	710	572	1.24	0	5	1	578
P.M. PEAK HOUR 5:00- 6:00	0	0	0	0	0	2607	2234	1.17	11	12	6	2263
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	6635	5537	1.20	37	35	18	5627
5-HOUR TOTALS	0	0	0	0	0	9753	8047	1.21	43	52	21	8163

D-38
VEHICLE AND PASSENGER VOLUMES
CENT AREA CORDON (OUTBOUND)
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)
2009

SITE: V11
LOCATION: I-66

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	0	0	0	144	0	1505	1161	1.30	0	8	4	1173
4:00	34	1	0	252	0	1788	1287	1.39	2	17	7	1314
4:30	6	1	0	504	0	1920	1060	1.81	2	38	14	1115
5:00	45	1	0	432	0	2356	1227	1.92	5	26	12	1271
5:30	23	2	0	900	0	3687	1867	1.97	4	44	25	1942
6:00	45	1	0	864	0	3284	1734	1.89	1	38	24	1798
6:30	0	0	0	288	0	2007	1162	1.73	0	32	8	1202
7:00	9	1	0	252	0	1663	1252	1.33	0	11	7	1271
7:30	0	0	0	288	0	1735	1375	1.26	3	6	8	1392
8:00	0	0	0	216	0	1650	1313	1.26	4	8	6	1331
P.M. PEAK HOUR 5:00- 6:00	68	3	0	1764	0	6971	3601	1.94	5	82	49	3740
P.M. RUSH PERIOD 3:30- 6:30	153	6	0	3240	0	15042	8337	1.80	14	195	90	8642
5-HOUR TOTALS	162	7	0	4140	0	21595	13438	1.61	21	228	115	13809

D-39

VEHICLE AND PASSENGER VOLUMES

CENT AREA CORDON (OUTBOUND)

5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2009

SITE: V12

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

	TRANSIT					AUTOS			OTHER VEHICLES			
PERIOD ENDING	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR-CYCLES	OTHER BUSES	TOTAL VEHICLES
3:30	8	1	0	0	0	2007	1653	1.21	5	5	14	1678
4:00	7	1	0	0	0	2091	1772	1.18	2	4	17	1796
4:30	9	1	0	0	0	2058	1740	1.18	0	1	5	1747
5:00	0	0	0	0	0	2537	2197	1.15	1	2	6	2206
5:30	10	1	0	0	0	2588	2266	1.14	2	2	3	2274
6:00	14	1	0	0	0	2571	2252	1.14	0	4	3	2260
6:30	12	1	0	0	0	2457	2194	1.12	1	2	2	2200
7:00	0	0	0	0	0	2152	1958	1.10	0	7	6	1971
7:30	16	1	0	0	0	2040	1884	1.08	1	5	5	1896
8:00	0	0	0	0	0	1752	1612	1.09	2	1	2	1617
P.M. PEAK HOUR 5:00- 6:00	24	2	0	0	0	5159	4518	1.14	2	6	6	4534
P.M. RUSH PERIOD 3:30- 6:30	52	5	0	0	0	14302	12421	1.15	6	15	36	12483
5-HOUR TOTALS	76	7	0	0	0	22253	19528	1.14	14	33	63	19645

APPENDIX E

APPENDIX E

Because many field work days were lost in Spring 2009 to heavy rainfall, traffic and transit bus counts on the cordon line were not performed at some stations,[10] 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 were data were collected, so factors to *increase* person trips on transit buses were applied at the uncounted stations with transit bus service.

Table E-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

[10] Please see Appendix F for a detailed list of counted and uncounted stations.

APPENDIX F

APPENDIX F
COUNTING SITE LOCATIONS

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	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	Crystal Drive at S. 23rd Street (9B, 10P) 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	Pentagon Station @ Rotary Rd. (10E)	
V4	Army-Navy Drive	Army-Navy Drive south of 20th St	Counted	Pentagon @ Rotary Rd. (22B)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	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, 7D, 7F, 7H, 7P, 7W, 7X, 8S, 8W, 8X, 8Z, 16L, 17A, 17B, 17H, 17K, 17L, 17M, 18E, 18F, 18G, 18H, 18P, 21A, 21B, 21C, 21D, 21F, 25G, 28F, 28G, 29C, 29E, 29G, 29H, 29X) Fairfax Connector 380 DASH AT3, AT4	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	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,16C,16D,16F,16G,16H,16J,16W,24P S. 12th Street at Hayes Street ART 74, ART 82	
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, 4S, 4H (outbound only) S. Courthouse Road at 2nd Street (16Y)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
V9	Clarendon Boulevard and Wilson Boulevard	a) Clarendon Boulevard east of N. Rhodes St. b) Wilson Boulevard east of N. Rhodes St.	Counted	Clarendon Blvd./Wilson Blvd. @ N. Rhodes St. (4B, 4E, 38B)	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,B) (15L-Inbound)	
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, 5B) Loudoun Commuter Express (all) PRTC (all I-66 corridor services)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	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	Va. 123 (Dolley Madison Boulevard) at Kirby Road (15K, 15L) P.M. only	
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. @ Dumbarton St. N.W. (30,30/, 32,34,35) M St. @ 34th St., N.W. (D5)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
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) P St. @ 21st St. N.W. (D2,D6,D1)	
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. (D4)	
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. (N2, N4) 23rd Street, N.W. at P (N3)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
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, L4, L1, H1)	Dupont Circle Station Red Line (Leave) 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, 96, 96/, L2)	
D8	a) 16th Street, N.W. b) 15th Street, N.W. (P.M. only)	a) 16th Street north of Florida Ave, N.W. b) 15th Street north of Florida Ave. N.W.	Highway and bus counts factored	16th St.@ Crescent Pl. N.W. (S1,S2,S4) MTA 915, 929	
D9	14th Street, N.W.	14th Street south of Euclid St.	Counted	14th St. @ Fairmont St. N.W. (52,54,53)	
D10	13th Street, N.W.	13th Street south of Euclid St.	Counted	No Transit	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
D11	11th Street, N.W.	11th Street south of Florida Ave.	Counted	11th St. @ Florida Ave. N.W. (66)	
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	Sherman Ave. @ Barry Pl. N.W. (68)	
D13	7th Street, N.W. (U.S. 29)	7th Street south of Florida Ave.	Counted	Georgia Ave. @ Florida Ave. N.W. (70, 71)	
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 R.I. Ave (G2)	
D15	North Capitol Street	North Capitol Street north of Florida Ave.	Counted	North Capitol St. @ Florida Ave. N.W. (80,P6)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	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. and Leave in P.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. c) H Street between 4th & 5th Sts. N.E.	Counted	Florida Ave. @ Eckington Pl. N.E. (90,91,92,93,X3) K St. @ 6th St., N.E. (D4,D6) H St.@ 4th St. N.E. (X1,X2)	
D18	Massachusetts Avenue, N.E.	Massachusetts Avenue, N.E. east of 3rd St.	Counted	C St. @ 4th St. N.E. (X8,D2)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
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. N.E. (96,97) MTA 922, 995	
D21	Pennsylvania Avenue, S.E.	Pennsylvania Avenue, S.E. between 4th Street and North Carolina Avenue	Counted	Pennsylvania Ave. @ 4th St. S.E. (30, 32, 36. 36, J13, N22) MTA 902, 904, 907, 909	Capitol South Station Orange/Blue Line (Leave) Eastern Market Station Orange/Blue Line (Leave)
D22	South Capitol Street	South Capitol Street between I Street and I-395 ramps)	Counted	E Street, S.W. at 1st Street (P6) South Capitol Street at E Street (W13, P17, P19)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	COUNTED or FACTORED	BUS COUNT LOCATION	RAIL COUNT LOCATION
D23	4th Street, S.W.	4th Street south of E St.	Counted	4th St. @ E St. S.W. (P1,P2) MTA 903, 905	
D24	7th Street, S.W.	7th Street south of E St.	Counted	7th St. @ E St. S.W. (70, 71, V7, V9, A9, A42, A46, A48, Downtown Circulator (7th Street Line)) MTA 901	L'Enfant Plaza Station Green/Yellow Line (Leave) Waterfront Station Green Line (Leave)
D25	Southeast Freeway	Southeast Freeway Mainline between South Capitol Street and 6th Street, S.E.	Counted	E Street, S.W. at 6th Street (V5)	

APPENDIX G

APPENDIX G

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.[11] 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 formula[12] is:

$$DVOL = Z * \sqrt{\left(\sum \frac{SVOLD^2}{ND} - \sum \frac{SVOLD^2}{NDPOP} \right)}$$

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 2009

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

[12] GUTVC, p. 25.

= 28

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

When this formula is applied to vehicle traffic crossing the Central Employment Core Cordon line in 2009 for the three-hour peak periods, DVOL is 9,482 and 8,725 for A.M. and P.M. respectively. 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 +/- 9,482 for A.M. and +/- 8,725 for P.M. Since the observed traffic volume counted crossing the cordon line in 2009 was 216,143 in A.M. and 203,973 in P.M., then the relative error was 4.39 percent for A.M. and 4.58 percent for P.M.

For the five-hour monitoring periods, DVOL is 13,306 and 13,634 for A.M. and P.M. respectively. 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 +/- 13,306 for A.M. and +/- 13,634 for P.M. Observed traffic volumes counted

crossing the cordon line in 2009 were 290,692 in A.M. and 313,470 in P.M., and the relative error was 4.58 percent for A.M. and 4.35 percent for P.M.

APPENDIX H

APPENDIX H

OCCUPANCY AND CLASSIFICATION DETAILS

1. Refer to Table H-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. For I-66 (V11) and I-395 (HOV) (V5H) sites, "Other Buses" are further broken down into "In-service" and "Not-in-service" categories. "In-service" buses are those that are carrying passengers, and "Not-in-service" buses are those that are not carrying passengers.

Table H-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 I

APPENDIX I

VAN-POOLS

1. Van-pool analysis

Table I-1 contains a summary of van-pools entering the Central Employment Core in 2009 during the three-hour peak period (6:30 - 9:30 A.M.), as well as prior Central Employment Core Cordon years of 2006, 2002, 1999 and 1996. Table I-2 contains a summary of inbound van-pools for 2009, 2006, 2002, 1999 and 1996 for the entire 5-hour inbound monitoring period. Table I-3 contains a summary, by sector, of outbound van-pool traffic for the full five-hour afternoon monitoring period.

Table I-1
2009 Central Employment Core Cordon Count
Number of Inbound Van-pools and Passengers
by Sector
1990 - 2009
A.M. Peak Period - 6:30 - 9:30 A.M.

		1996		1999		2002		2006		2009	
	Sector	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers
Virginia	1	280	3,380	190	2,240	240	2,870	420	5,050	360	4,370
	2	30	340	40	480	30	380	40	520	70	890
	3	80	970	90	1,030	80	900	100	1,220	100	1,150
Va. Totals		**390**	**4,690**	**310**	**3,760**	**350**	**4,150**	**570**	**6,790**	**530**	**6,410**
District of Columbia	4	30	350	40	520	50	600	60	720	60	720
	5	10	120	20	240	20	190	10	130	10	130
	6	30	340	60	760	30	400	40	530	40	520
	7	30	400	110	1,360	50	580	80	960	190	2,220
	8	60	770	80	980	70	820	60	760	20	290
	9	130	1,560	130	1,570	160	1,920	170	2,050	230	2,700
D.C. Totals		**290**	**3,530**	**450**	**5,420**	**380**	**4,500**	**430**	**5,150**	**550**	**6,580**
Totals		**690**	**8,220**	**770**	**9,180**	**720**	**8,650**	**1,000**	**11,940**	**1,080**	**12,980**

Table I-2
2009 Central Employment Core Cordon Count
Number of Inbound Van-pools and Passengers
by Sector
1996 - 2009
5 Hour Monitoring Period - 5:00 - 10:00 A.M.

		1996		1999		2002		2006		2009	
	Sector	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers
Virginia	1	450	5,390	310	3,740	240	2,870	420	5,050	360	4,370
	2	30	380	50	620	30	380	40	520	70	890
	3	130	1,540	140	1,640	80	900	100	1,220	0	0
Va. Totals		**610**	**7,310**	**500**	**6,010**	**350**	**4,150**	**570**	**6,790**	**440**	**5,260**
District of Columbia	4	40	530	70	890	50	600	60	720	60	720
	5	10	140	30	370	20	190	10	130	10	130
	6	30	400	90	1,060	30	400	40	530	40	520
	7	50	550	150	1,740	50	580	80	960	190	2,220
	8	80	1,010	110	1,260	70	820	60	760	20	290
	9	200	2,340	190	2,300	160	1,920	170	2,050	230	2,700
D.C. Totals		**410**	**4,970**	**640**	**7,620**	**380**	**4,500**	**430**	**5,150**	**550**	**6,580**
Totals		**1,020**	**12,280**	**1,140**	**13,630**	**720**	**8,650**	**1,000**	**11,940**	**990**	**11,830**

Table I-3
2009 Central Employment Core Cordon Count
Number of Outbound Van-pools and Passengers
by Sector
1996 - 2009
5 Hour Monitoring Period - 3:00 - 8:00 P.M.

		1996		1999		2002		2006		2009	
	Sector	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers	Number of Van-pools	Number of Passengers
Virginia	1	410	4,870	280	3,360	330	4,010	500	5,990	450	5,340
	2	10	140	60	760	50	590	60	730	100	1,200
	3	130	1,550	140	1,720	120	1,490	190	2,290	170	2,060
Va. Totals		550	6,560	490	5,830	510	6,080	750	9,010	720	8,600
District of Columbia	4	60	740	90	1,020	60	740	120	1,380	100	1,240
	5	20	180	40	470	20	260	20	230	20	230
	6	40	460	70	790	50	610	70	860	80	960
	7	40	470	140	1,640	80	920	140	1,670	220	2,630
	8	80	910	120	1,440	60	740	110	1,270	30	370
	9	190	2,280	240	2,890	150	1,790	250	2,960	230	2,770
D.C. Totals		420	5,040	690	8,260	420	5,080	700	8,380	680	8,200
Totals		**970**	**11,600**	**1,170**	**14,090**	**930**	**11,160**	**1,450**	**17,390**	**1,400**	**16,800**

Data in table are rounded

2. Van-pool monitoring and occupancy factor

The high occupancy of van-pools has presented some technical problems for monitoring vehicle occupancy. Further complications arise from the fact that many van-pools have darkened or silvered windows (privacy windows) which prevent traffic monitoring technicians from determining van occupancies. To address these problems, COG/TPB revised the techniques for van-pool monitoring procedures in the mid-1990's, when laptop computers were adopted as the primary field data collection tool. Current van-pool monitoring procedures are as follows:

Van-pools are defined as vans with 8 and more occupants.

1. Field technicians are provided with equipment having a button for van-pools.
2. Field technicians are trained to identify a van-pool as 'A stretch-van with privacy windows and an overhang of at least three feet from the rear wheel to the rear bumper (15 passenger van); or a van without privacy windows having eight or more occupants. *Some of the 15-passenger vans classified as van-pool vans are not used in van-pool-type service.*
3. Smaller vans (including mini-vans) are never classified as van-pool vans, even if they display the name of a van leasing service.
4. Field technicians are also shown several stretch-vans as part of training. All other vehicles are classified by occupancy, so a van with 5, 6, or 7 visible occupants would be counted with other vehicles having that occupancy.

APPENDIX J

APPENDIX J

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 2008 (not 2009). 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 40. In the P.M. peak period it was 43. Load factor for I-66 was 41 in the A.M. peak period and 36 in the P.M. in 2009.

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 Dillon and Keller on behalf of the MTA)	1. Quick's
	2. PRTC OmniRide
	3. Loudoun County Commuter Express
	4. Martz

APPENDIX K

Appendix K

2009 Central Employment Core Cordon Count

Historical Review of Major New Facilities and Policy Changes

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
2009	• 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	• 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.	• 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	• 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.	• 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	• 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.	• 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	• 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.	• 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	• The extension of MARC's Penn Line from Baltimore to Perryville in Cecil County Maryland.	• 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	• Shirley Highway (I-395) HOV restriction changed from HOV-4 to HOV-3 in January 1989.	None
1987	• 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.	• Extension of the Metro Orange Line in June 1986 from Ballston to Vienna.

REPORT YEAR	CHANGES IN OPERATING POLICIES	NEW FACILITIES
1985	• 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.	• 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	• 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 L

APPENDIX L

MEDIUM AND HEAVY TRUCK TRAFFIC

Trucks are defined as vehicles with two or more axles and *at least* six tires (this means that most pickup trucks, SUVs, vans and panel trucks are classified as automobiles). Observed truck traffic entering the Central Employment Core in the morning and leaving in the afternoon is a small percentage of total traffic, due in part to the lack of industrial land uses and few truck intermodal facilities within the Central Employment Core, and also due in part to truck bans and restrictions that exist on several facilities entering and crossing the core, such as the federal parkways (including the Memorial Bridge) and I-66. Additionally, most trucks are excluded from U.S. 50 (Arlington Boulevard) in Virginia and along most of Constitution Avenue, N.W. in the District. I-395 through the Third Street Tunnel (between New York Avenue, N.W. and the S.E./S.W. Freeway) prohibits many trucks because of height limitations (13 feet, low by Interstate standards) and because of tunnel-related restrictions on carriage of hazardous materials.

Table L-1 contains a historical overview of truck traffic entering the Central Employment Core during the 6:30-9:30 A.M. period since 1981. In 2006, volumes of truck traffic counted were less than the standard error associated with the Central Employment Core Cordon Count,[13] and thus not statistically significant, so only annual totals are provided in this appendix. Table L-1 contains inbound three-hour totals for counts starting in 1996. Table L-2 contains inbound truck traffic from 5:00-10:00 A.M. Table L-3 contains outbound truck traffic from 3:00 P.M.-8:00 P.M.

[13] See Appendix K for details.

Table L-1
2009 Central Employment Core Cordon Count
Medium and Heavy Truck Traffic
1996 - 2009
A.M. Peak Period - 6:30-9:30 A.M.

	1996	1999	2002	2006	2009
Inbound Totals	3,420	3,700	4,030	3,840	3,350

Table L-2
2009 Central Employment Core Cordon Count
Medium and Heavy Truck Traffic
by Sector
1996 - 2009
5:00-10:00 A.M.

Sector	1996	1999	2002	2006	2009
Inbound Totals	4,750	5,330	5,650	5,670	4,600

Data in table are rounded

Table L-3
2009 Central Employment Core Cordon Count
Medium and Heavy Truck Traffic
1996 - 2009
3:00-8:00 P.M.

	1996	1999	2002	2006	2009
Outbound Totals	2,580	3,090	2,840	2,960	2,620

Data in table are rounded

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.[14]

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.

[14] See 2006 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

2009 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.	

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-2 contains similar data since 1993 for outbound P.M. peak period trips. Table N-3 contains peak-period railcar occupancy comparisons for the inbound A.M. peak period since 1983.

Table N-1 (part 1 of 2)
2009 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 and 2009, Red Line counts at the New York Avenue station

Data in table are rounded

Table N-1 (part 2 of 2)
2009 Central Employment Core Cordon Count
Inbound Metrorail Ridership
by Line
6:30 - 9:30 A.M.
1990 - 2009

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

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

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

Data in table are rounded

Table N-2
2009 Central Employment Core Cordon Count
Outbound Metrorail Ridership
by Line
3:30 - 6:30 P.M.
1993 - 2009

METRO LINE	RAIL STATION NAME	CENTRAL EMPLOYMENT CORE CORDON STATION CODE	1993	1996	1999	2002	2006	2009
RED	Woodley Park	D6	22,000	22,100	21,700	23,200	23,800	25,600
GREEN	Columbia Heights	D9	- -	- -	- -	9,200	10,600	12,200
RED	Rhode Island Avenue	D16	19,700	22,600	21,700	19,800	19,900	11,400
ORANGE/BLUE	Eastern Market	D21	22,200	21,700	21,900	19,800	21,900	20,600
GREEN	Waterfront	D24	15,800	6,400	6,200	14,600	16,800	16,600
YELLOW/BLUE	Braddock Road	V1	9,400	9,200	12,300	15,500	16,600	15,800
ORANGE	Court House	V9	29,900	19,600	20,000	21,600	21,800	22,700
TOTALS			**118,900**	**101,600**	**103,700**	**123,600**	**131,500**	**125,000**

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

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

Data in table are rounded

Table N-3 (part 1 of 2)
2009 Central Employment Core Cordon Count
Average Railcar Occupancy and Number of Inbound Metrorail Cars
6:30 - 9:30 A.M.
1983 - 1990

METRO LINE	RAIL STATION NAME	CENTRAL EMPLOYMENT CORE CORDON STATION CODE	1983		1985		1987		1990	
			Occ.	Railcars	Occ.	Railcars	Occ.	Railcars	Occ.	Railcars
RED	Woodley Park	D6	33.7	186	71.1	240	86.5	260	89.2	282
GREEN	Columbia Heights	D9	- -	- -	- -	- -	- -	- -	- -	- -
RED	Rhode Island Avenue	D16	92.9	192	82.6	220	74.7	266	79.9	278
ORANGE/BLUE	Eastern Market	D21	81.3	226	86.6	246	83.2	286	88.3	294
GREEN	Waterfront	D24	- -	- -	- -	- -	- -	- -	- -	- -
YELLOW/BLUE	Braddock Road	V1	- -	- -	63.6	120	70.9	116	77.8	120
ORANGE	Court House	V9	94.1	116	88.4	134	92.5	204	102.4	210

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

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

Table N-3 (part 2 of 2)
2006 Central Employment Core Cordon Count
Average Railcar Occupancy and Number of Inbound Metrorail Cars
6:30 - 9:30 A.M.
1993 - 2009

RAIL STATION NAME	METRO CORE CORDON STATION CODE	1993		1996		1999		2002		2006		2009	
		Occ.	Railcars	Occ.	Railcars	Occ.	Railcars	Occ.	Railcars	Occ.	Railcars	Occ.	Railcars
Woodley Park	D6	85.2	292	78.7	340	78.7	320	81.3	316	70.5	366	69.1	408
Columbia Heights	D9	- -	- -	- -	- -	- -	- -	56.1	164	61.9	172	63.4	200
Rhode Island Avenue	D16	75.0	280	84.2	318	71.1	414	69.7	328	64.9	378	51.8	398
Eastern Market	D21	78.5	296	79.5	300	83.7	276	67.3	312	60.6	350	54.7	388
Waterfront	D24	49.4	122	68.8	120	66.8	112	104.3	154	99.3	186	77.0	222
Braddock Road	V1	62.4	184	58.8	182	60.8	232	68.0	246	58.1	292	58.1	332
Court House	V9	108.1	212	110.0	206	112.0	208	104.9	234	101.6	250	104.0	262

ı Line service through Rhode Island Avenue Station in 1999 only
Red Line counts at the New York Avenue station

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 2009. The table also disaggregates total inbound traffic volumes entering the Central Employment Core into D.C. and Virginia stations. Similar data for the P.M. peak period from 1993 through 2009 are in Table O-2. Average inbound auto occupancies by Central Employment Core Cordon sector since 1975 for the A.M. peak period are found in Table O-3.

Table 0-1
2009 Central Employment Core Cordon Count
Inbound Historical Traffic Trends by Vehicle Classification
6:30 - 9:30 A.M.
1975 - 2009

						Surface Vehicles		
Year	Autos	Trucks	Motor-cycles	Transit Buses	Other Buses	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

Data in table are rounded

Table 0-2

2009 Central Employment Core Cordon Count
Outbound Historical Traffic Trends by Vehicle Classification
3:30 - 6:30 P.M.
1993 - 2009

						Surface Vehicles		
Year	Autos	Trucks	Motor-cycles	Transit Buses	Other Buses	Total	D.C. Sectors	Virginia Sectors
1993	202,100	2,200	600	1,300	900	207,100	116,200	91,000
1996	201,800	1,700	700	1,200	800	206,200	112,700	93,500
1999	206,900	2,100	600	1,100	800	211,400	119,400	92,000
2002	204,200	2,000	800	1,100	1,200	209,200	115,400	93,800
2006	197,600	1,900	1,200	1,000	1,500	203,200	117,200	85,900
2009	186,700	2,000	1,400	1,000	1,300	192,300	105,900	86,500

Data in table are rounded

Table 0-3
2009 Central Employment Core Cordon Count
Inbound Average Automobile Occupancy
by Sector
1975 - 2009
6:30 - 9:30 A.M.

	SECTOR	1975	1976	1977	1978	1979	1980	1981	1983	1985	1987	1990	1993	1996	1999	2002	2006	2009
Virginia	1	1.47	1.55	1.58	1.64	1.61	1.70	1.72	1.68	1.60	1.52	1.51	1.43	1.40	1.36	1.37	1.39	1.47
	2	1.34	1.34	1.37	1.34	1.38	1.38	1.36	1.25	1.28	1.25	1.23	1.24	1.17	1.13	1.13	1.14	1.18
	3	1.36	1.37	1.30	1.38	1.36	1.37	1.42	1.49	1.60	1.47	1.43	1.40	1.30	1.34	1.32	1.23	1.29
District of Columbia	4	1.32	1.35	1.32	1.36	1.38	1.41	1.38	1.33	1.33	1.29	1.28	1.24	1.19	1.16	1.16	1.10	1.10
	5	1.45	1.51	1.46	1.39	1.43	1.44	1.40	1.35	1.37	1.34	1.33	1.32	1.26	1.25	1.20	1.09	1.09
	6	1.39	1.50	1.62	1.69	1.45	1.48	1.42	1.45	1.45	1.44	1.35	1.38	1.33	1.32	1.25	1.19	1.21
	7	1.42	1.41	1.39	1.34	1.39	1.40	1.38	1.40	1.40	1.36	1.30	1.32	1.31	1.26	1.19	1.16	1.22
	8	1.56	1.61	1.52	1.53	1.50	1.61	1.50	1.60	1.55	1.49	1.44	1.46	1.38	1.31	1.24	1.14	1.20
	9	1.52	1.49	1.44	1.34	1.47	1.47	1.47	1.46	1.47	1.45	1.39	1.39	1.31	1.28	1.21	1.16	1.20
	AVERAGE AUTO OCCUPANCY FOR ENTIRE CORDON	**1.43**	**1.46**	**1.45**	**1.45**	**1.46**	**1.49**	**1.48**	**1.47**	**1.47**	**1.42**	**1.39**	**1.36**	**1.31**	**1.28**	**1.25**	**1.21**	**1.26**

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. Table P-2 contains similar data for outbound P.M. movements by mode since 1993.

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)

2009 Central Employment Core Cordon Count

Historical - 1975 - 2009 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	Pct
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	13
Metrorail	- -		- -		2,600	1	26,800	7	34,200	9	51,900	13	53,400	13	76,000	17	93,300	21
Commuter Bus	N/C		N/C		N/C		N/C		7,700	2	5,400	1	7,100	2	5,800	1	6,000	1
Commuter Rail	N/C		N/C		N/C		N/C		4,000	1	4,500	1	3,400	1	3,500	1	3,500	1
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	36
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	33
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	31
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	64
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	100

Detail may not add to total
Trips and about to changes to nearest multiple of 100; percentages to nearest percent
N/C - not counted

Table P-1 (part 2 of 2)
2009 Central Employment Core Cordon Count
Historical - 1975 - 2009 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	
	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
Metrorail	104,200	23	109,500	23	119,000	26	123,700	27	136,100	29	143,100	32	143,500	31
Commuter Bus	8,500	2	10,100	2	9,400	2	9,100	2	10,600	2	8,700	2	15,700	3
Commuter Rail	6,100	1	9,400	2	10,300	2	10,200	2	12,400	3	15,300	3	20,500	4
Total Transit	171,600	38	176,200	37	174,600	38	173,700	38	186,200	40	191,500	43	207,200	45
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
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
Total Auto Passengers	280,000	62	296,600	63	287,700	62	284,500	62	280,900	60	251,500	57	251,500	55
Total Persons	451,600	100	472,700	100	462,300	100	458,200	100	467,100	100	443,000	100	458,700	100

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-2

2009 Central Employment Core Cordon Count

Historical 1993 - 2009 Central Employment Core Cordon Person Travel Trends

Outbound Person Trips by Mode

3:30 - 6:30 P.M.

MODE	1993		1996		1999		2002		2006		2009	
	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct
Transit Bus	39,200	8	32,100	8	27,400	6	25,200	6	20,700	5	24,000	5
Metrorail	118,900	25	101,600	24	103,700	24	123,600	28	131,500	31	141,600	32
Commuter Bus	9,200	2	10,000	2	8,600	2	9,500	2	10,200	2	12,300	3
Commuter Rail	9,500	2	8,600	2	10,000	2	13,100	3	14,500	3	18,800	4
Total Transit	176,900	38	152,400	36	149,600	35	171,400	39	177,000	41	196,700	45
Single Occupant Vehicle (SOV)	142,000	30	151,000	35	159,700	38	159,600	37	163,000	38	150,900	34
Multiple Occupant Vehicle (2+ persons)	150,800	32	123,400	29	115,000	27	105,300	24	87,600	20	90,600	21
Total Auto Passengers	292,800	62	274,400	64	274,700	65	264,900	61	250,600	59	241,500	55
Total Persons	469,700	100	426,800	100	424,300	100	436,400	100	427,600	100	438,300	100

Data in table are rounded

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

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
2009 Central Employment Core Cordon Count
Inbound Bicycles and Outbound Bicycles (outbound 1999, 2002 and 2006 only)
1986 - 2009
6:30 - 9:30 A.M. and 3:30 - 6:30 P.M.

Locations	1996	1999		2002				2006				2009	
		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
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
Va. (Sectors 1-3)	N/C	409	565	645	425	N/C	N/C	376	441	N/C	N/C	841	750
Totals Crossing Cordon Line	- -	1,561	1,590	2,024	1,538	- -	- -	984	745	- -	- -	2,246	2,021
14th Street Bridge	211	197	197	300	238	34	75	314	102	66	275	N/C	
Memorial Bridge	232	220	104	104	143	2	31	148	47	14	182		
T. Roosevelt Bridge	59	81	62	18	89	2	0	6	0	66	0		
Key Bridge	86	124	93	103	92	29	58	143	95	44	138		
Totals Crossing Potomac	588	622	456	525	562	67	164	611	244	190	595		

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