

**2006 CENTRAL EMPLOYMENT CORE CORDON COUNT  
OF VEHICULAR  
AND PASSENGER VOLUMES**

**March 2, 2007**

**DRAFT**

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**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

ABSTRACT FORM

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<b>AGENCY:</b>	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.
<b>REPORT ABSTRACT:</b>	This report represents peak period vehicle and passenger volumes entering the downtown employment area of the District of Columbia and Arlington County, Virginia. All 2006 data presented in this report were collected during the months of March, April, May and June 2006.
<b>SUBJECT:</b>	2006 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 2006 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. Supplemental two-way counts of vehicle and person movements in both monitoring periods across four central Potomac River bridges between the District of Columbia and Arlington County were also performed.

Most comparisons are made with results obtained from the previous Central Employment Core Cordon Count<sup>1</sup> conducted in Spring 2002. Between the 2002 and 2006 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).

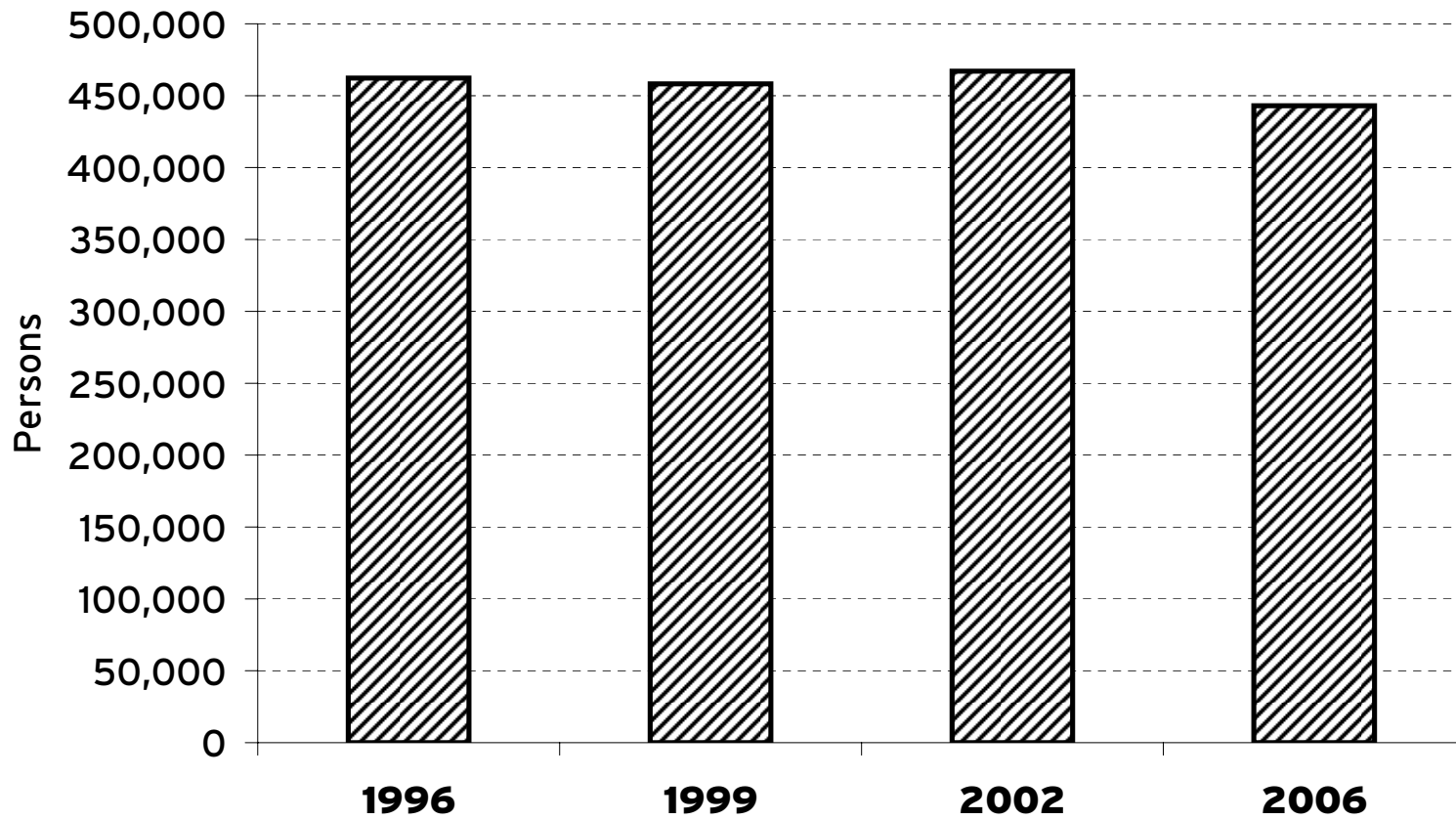
Trends and changes in person and vehicle trips by mode are emphasized for the 6:30 - 9:30 A.M. peak period inbound and the 3:30 - 6:30 P.M. outbound peak period. The following changes were observed:

1. Total inbound travel declined in the A.M. peak period from 467,100 person trips in 2002 to 443,000 in 2006. In the P.M. peak period, total outbound person travel declined from 436,400 persons in 2002 to 427,600 in 2006.

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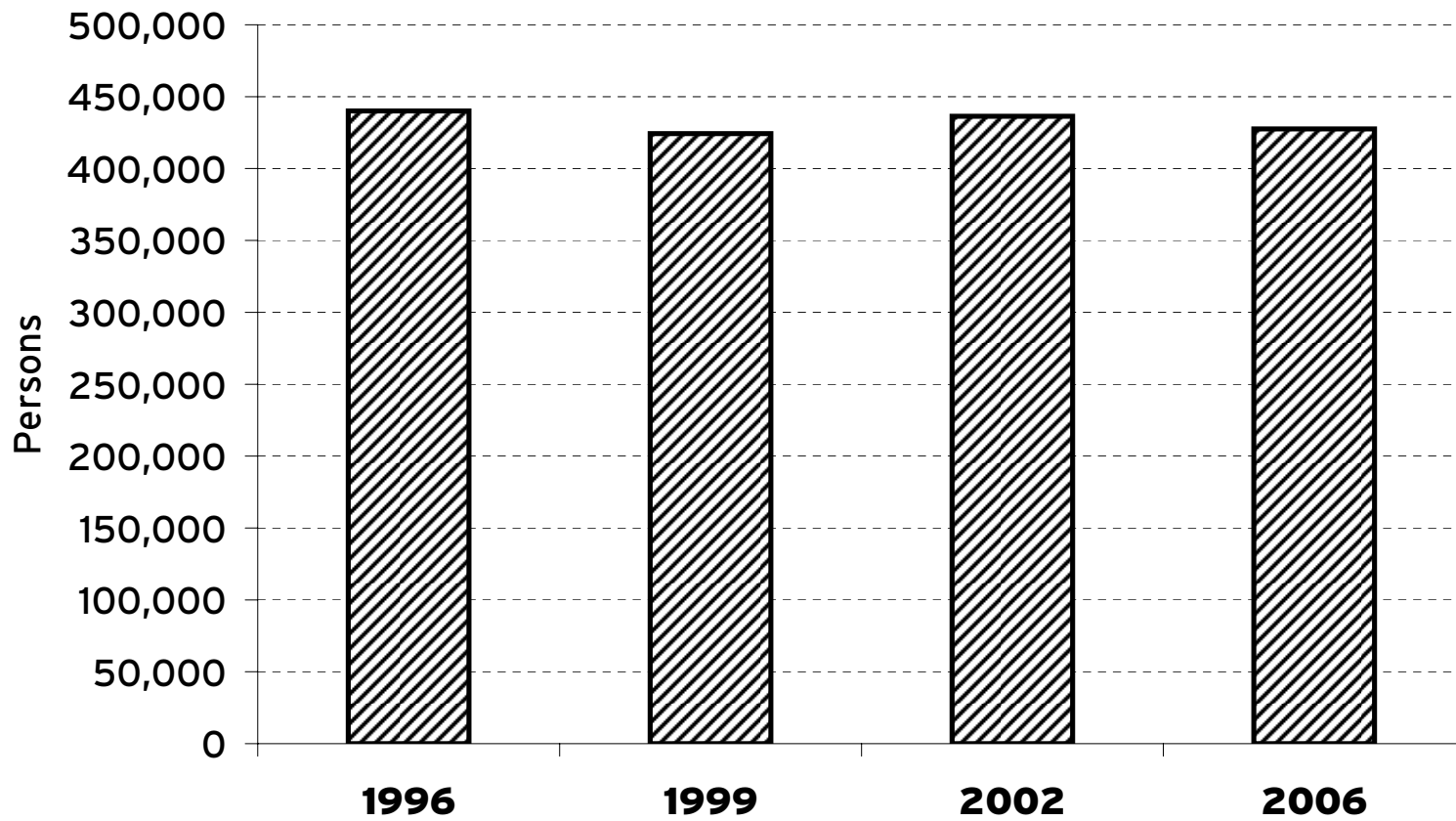
<sup>1</sup> In 2002, this report was known as the Metro Employment Core Cordon Count. Prior to 2002, the reports in this series were known as the Metro Core Cordon Count.

**Figure EX-1**  
**2006 Central Employment Area Cordon Count**  
**Trends in Person Trips: 1996 - 2006**  
**Inbound 6:30 - 9:30 A.M.**



■ Inbound Person Trips by All Modes

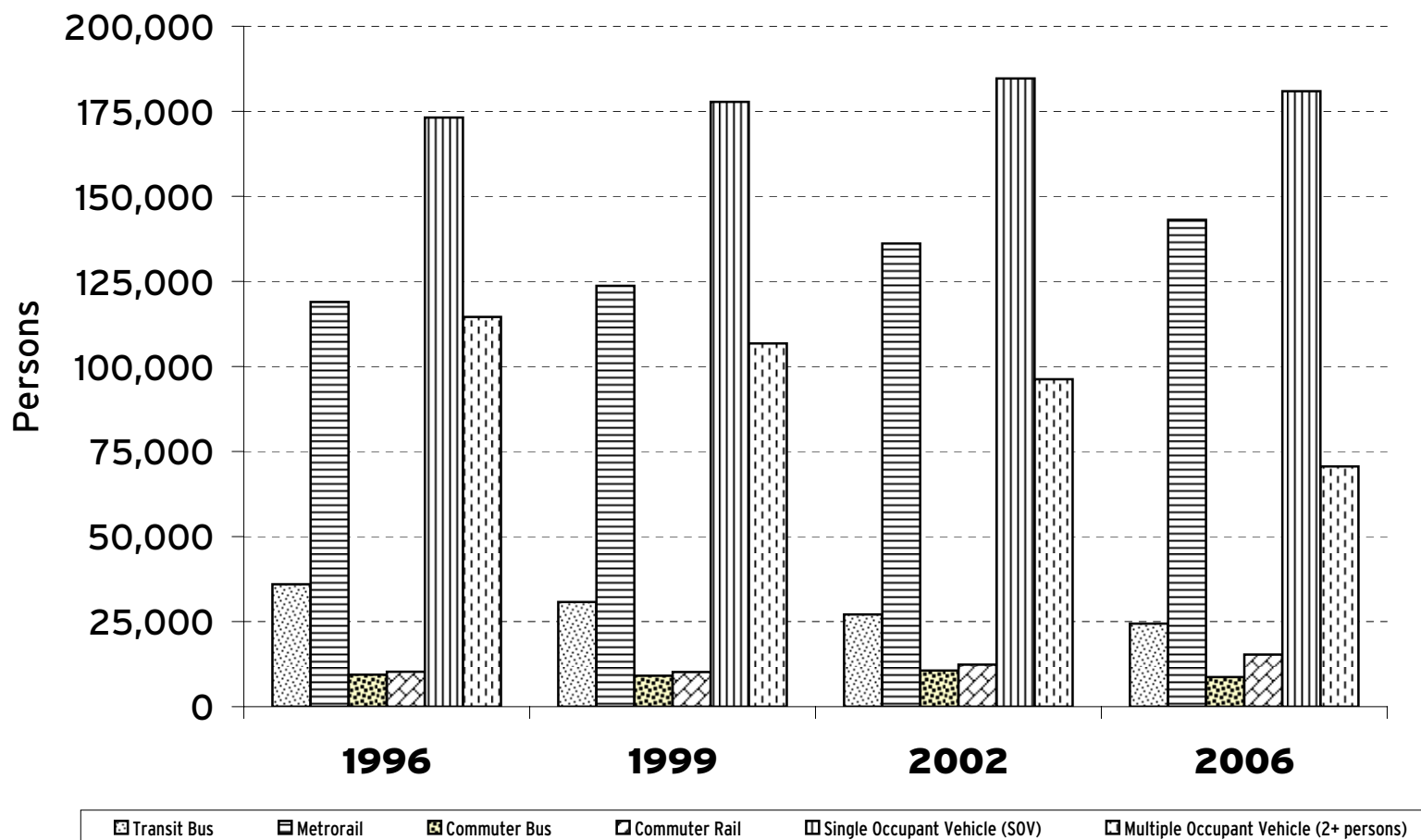
**Figure EX-2**  
**2006 Central Employment Area Cordon Count**  
**Trends in Person Trips: 1996 - 2006**  
**Outbound 3:30 - 6:30 P.M.**



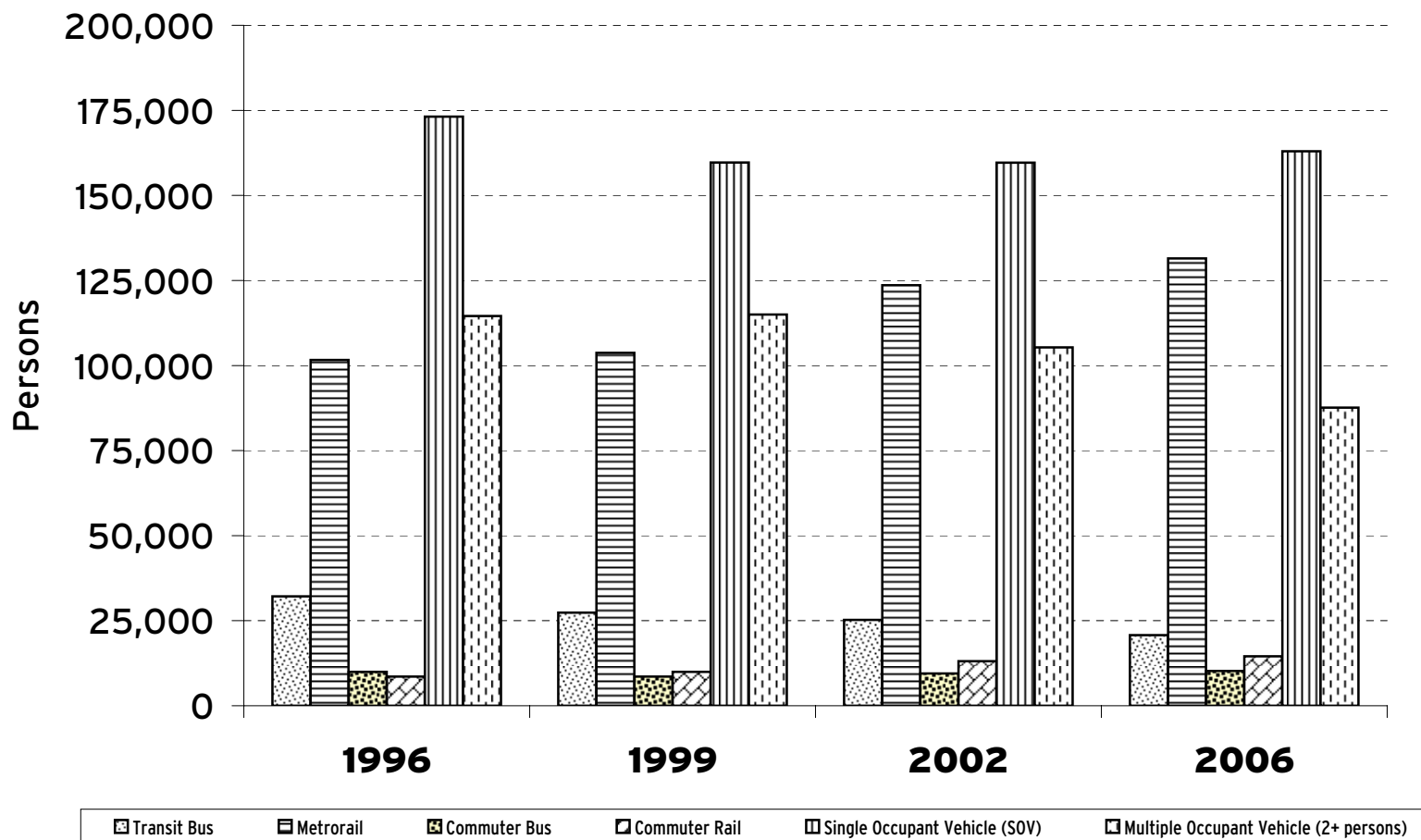
■ Outbound Person Trips by All Modes

2. Inbound peak period transit trips increased from 186,200 trips in 2002 to 191,500 trips in 2006, of which 143,100 trips were served by Metrorail. Outbound peak-period transit trips increased from 171,400 trips in 2002 to 177,000 trips in 2006, of which Metrorail represented 131,500.
3. Trips by persons in single-occupant vehicles did not change, even with growth in transit's modal share.
4. The number of person trips entering the Central Employment Core by private automobiles during the A.M. peak period in 2006 has declined from 2002, and, the decline in person trips by multiple-occupant accounts for nearly all of that decline.
5. The number of automobiles entering the Central Employment Core in the A.M. peak period has declined from about 232,400 vehicles in 2002 to about 216,200 in 2006. In the P.M. peak period, outbound auto traffic was little changed at about 209,000 vehicles.
6. Continuing a long-term trend, average auto occupancies in both peak periods have declined. In the A.M. peak period, the average number of persons in each vehicle crossing the cordon line inbound declined from 1.25 in 2002 to 1.21 in 2006. In the P.M. peak period, outbound average auto occupancy declined from 1.30 in 2002 to 1.27 in 2006.
7. Travel passing the District of Columbia count stations of the Central Employment Core inbound in the A.M. peak period by single-occupant vehicle are nearly unchanged from 2002, but person trips by vehicles with more than one occupant declined by over 17,000. In the P.M. peak period, outbound trips at the D.C. stations by multiple occupant vehicles declined by over 10,000.

**Figure EX-3**  
**2006 Central Employment Area Cordon Count**  
**Trends in Person Trips by Mode: 1996 - 2006**  
**Inbound 6:30 - 9:30 A.M.**



**Figure EX-4**  
**2006 Central Area Employment Cordon Count**  
**Trends in Person Trips by Mode: 1996 - 2006**  
**Outbound 3:30 - 6:30 P.M.**





8. Travel crossing the Arlington, Virginia sectors of the cordon line showed little change in total, but there was a decline of over 10,000 person trips by multiple-occupant vehicles. In the P.M. peak period, a decrease from 177,600 person trips in 2002 to 166,500 trips in 2006 was observed.



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## I. INTRODUCTION

### A. BACKGROUND

The National Capital Region Transportation Planning Board of the Metropolitan Washington Council of Governments (COG/TPB) conducts counts of vehicles and persons entering the downtown employment area of Washington, D.C., including the Pentagon, Pentagon City, Crystal City and Rosslyn areas of Arlington County, Virginia. The combined area is the Central Employment Core.<sup>2</sup> 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 2006, and most comparisons are with data collected in 2002. 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 2006 were the same as 2002 and 1999. The Central Employment Core Cordon Count has historically included a supplemental count of peak-flow traffic crossing the four central Potomac River bridges - in 2002, for the first time, off-peak, or reverse person and traffic flows were also counted at the Potomac River screenline. Included in this report is an analysis of trends and changes in travel patterns between selected prior years and 2006.

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 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.

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<sup>2</sup> 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.

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*2007-03-02*

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 2002 REPORT**

From 2002 through 2006, total nonfarm employment in the District of Columbia increased from 647,800 to 666,600,<sup>3</sup> an increase of more than 18,500 jobs. Employment in Arlington County, Virginia increased from about 152,500 in 2002 to about 157,600 in 2006.<sup>4</sup> *It is important to note that not all employment in D.C. and Arlington County is within the Central Employment Core Cordon boundary.* The Cooperative Forecasts provide more geographically precise forecasts, but data are not available for all years. For the period from 2000 to 2005, employment within the Central Employment Core increased from about 598,200 to 604,300.<sup>5</sup>

Since 2002, there have been several additions and changes to the transportation system that improve access to the areas within the Central Employment Cordon:

1. The Metrorail “G” Route (Blue Line) extension from Addison Road to Largo Town Center was opened to revenue service.
2. The New York Avenue Metrorail station on the “B” Route (Red Line) opened.<sup>6</sup>
3. The Metrorail system now opens for revenue service at 5:00 A.M. instead of 5:30 A.M.
4. New express bus service (Route 16Y) from the Columbia Pike corridor of Arlington County to downtown Washington was initiated.

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<sup>3</sup> U.S. Department of Labor, Bureau of Labor Statistics (BLS) Web site - URL <http://www.bls.gov/data/> (2006 data are marked as preliminary). Web site accessed February 2007.

<sup>4</sup> Also from the BLS Web site. 2006 data are marked as preliminary.

<sup>5</sup> Metropolitan Washington Council of Governments, Cooperative Forecasts, Round 7.0a.

<sup>6</sup> This station is just within the cordon line, at Florida Avenue and 3<sup>rd</sup> Street, N.E.

5. Fares on Metrorail and Metrobus were increased in June 2004.

There were no changes to HOV policy<sup>7</sup> on the Shirley Highway (I-395),<sup>8</sup> 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) continued.

As a result of the terrorist attack on the Pentagon on 11 September 2001, a long section of Va. Route 110 (Jefferson Davis Highway) between I-66 and I-395 was reconstructed, and has now been re-opened to all truck and bus traffic.

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<sup>7</sup> HOV-3, restricted inbound from 6 A.M. to 9 A.M. and outbound from 3:30 P.M. to 6 P.M.

<sup>8</sup> 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. A summary table showing inbound A.M. peak period travel crossing the central Potomac River bridges and individual tabulations by mode and site are presented in Appendix E. The corresponding outbound P.M. tables are presented in Appendix F. Reverse-flow (outbound from D.C. to Virginia) A.M. counts crossing the Potomac River are contained in Appendix G, and afternoon reverse-flow (inbound from Virginia to D.C.) counts are in Appendix H. The locations of specific traffic and transit counting stations are listed in Appendix I. A statistical procedure used for measuring the precision of the traffic counts and overall survey reliability is documented in Appendix J. 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 K, L and M, respectively. A historical listing of the opening of major new transportation facilities is contained in Appendix N. Appendix O contains a discussion of medium and heavy truck traffic trends. HOV restrictions in effect in Spring, 2002 and other operational policies (such as reversible lanes and roadways) are described in Appendix P. Metrorail ridership and railcar loadings are described in Appendix Q. Historical traffic and auto occupancy trends are presented in Appendix R (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 S (also contains historical A.M. peak period data back to 1975) Finally, bicycle travel are contained in Appendix T.

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) collected all patronage data for Metrobus and Metrorail. 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 Office of Planning provided Loudoun Commuter Express, and the Potomac and Rappahannock Transportation Commission (PRTC) furnished OmniRide bus load factors for their respective services. Several units of the National Park Service of the United States Department of the Interior provided permits to COG/TPB staff to conduct data collection activities on federal parkland for this project. All traffic count and load factors from privately owned commuter bus companies were collected by COG/TPB staff.

## **II. METHODOLOGY**

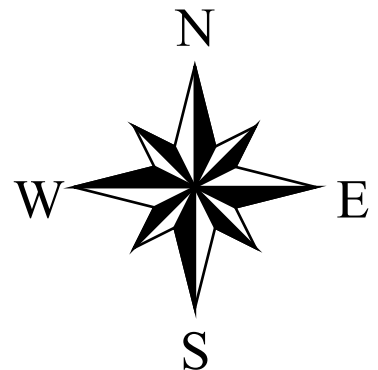
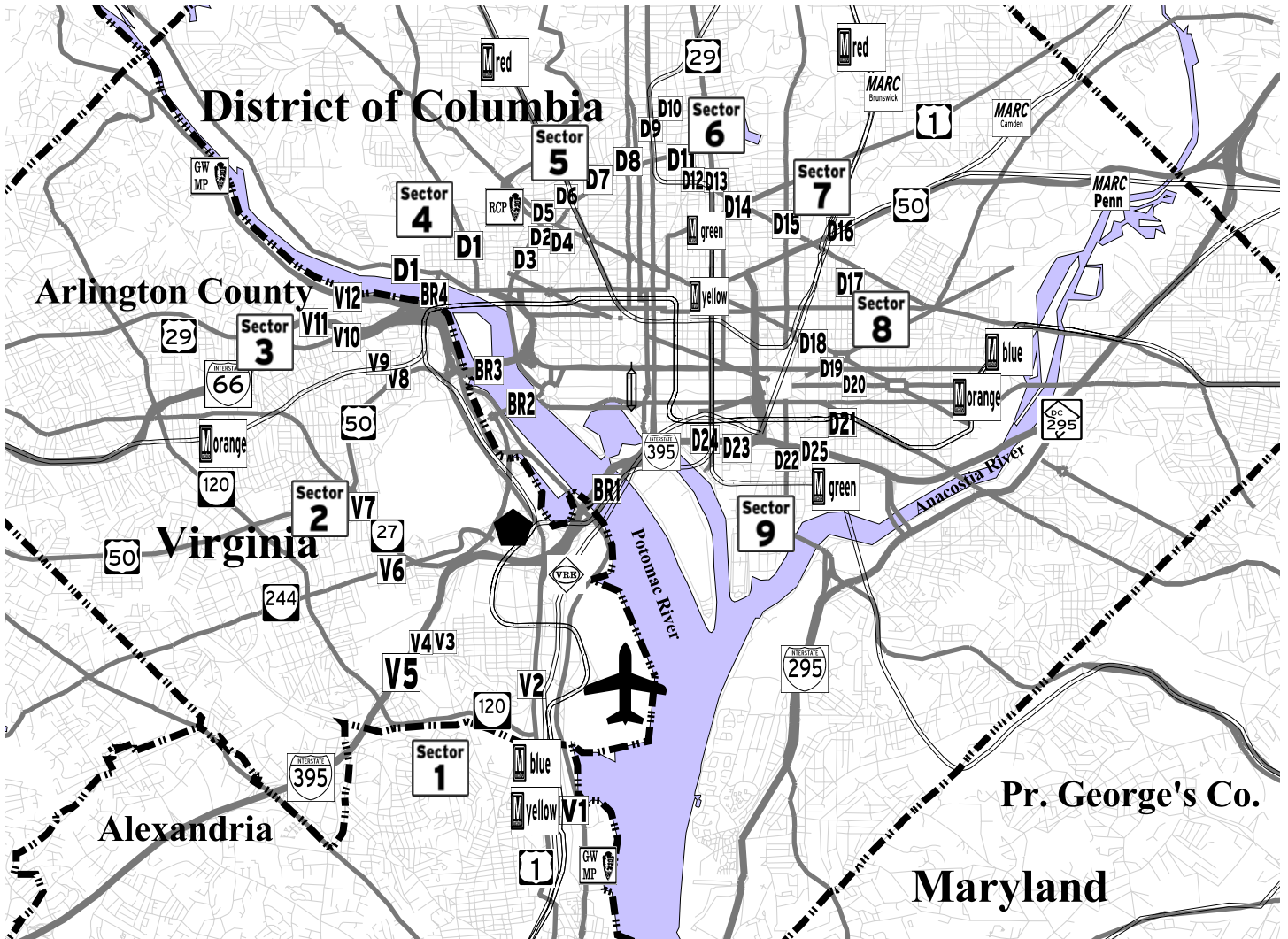
The Central Employment Core Cordon line encompasses the central employment area of Washington, D.C. and Arlington County, Virginia. Counting stations along the cordon line were at about 40 roadways in 2006 (see Figure 1 and Table 1).

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

## 2006 Central Employment Core Cordon Monitoring Stations



**Table 1**  
**List of Central Employment Core Cordon Counting Stations**

<b>Sector</b>	<b>Station</b>	<b>Station Location</b>
<b>1</b>	<b>V1</b>	George Washington Memorial Parkway at Marina Drive
	<b>V2</b>	U.S. 1/Jefferson Davis Highway south of S. 27th Street
	<b>V3</b>	Arlington Ridge Road north of S. 21st Street
	<b>V4</b>	Army-Navy Drive south of S. 20th Street
	<b>V5M</b> <b>V5H</b>	I-395/Shirley Highway north of S. Glebe Road (non-HOV and HOV lanes)
<b>2</b>	<b>V6</b>	Va. 244/Columbia Pike west of S. Scott Street
	<b>V7</b>	Va. 27/Washington Boulevard east of S. Rhodes Street
	<b>V8</b>	U.S. 50/Arlington Boulevard at N. Queen Street
<b>3</b>	<b>V9</b>	(1) Clarendon Boulevard east of N. Rhodes Street (inbound, A.M. only) (2) Wilson Boulevard east of N. Rhodes Street (outbound, P.M. only)
	<b>V10</b>	U.S. 29/Lee Highway north (east) of N. Uhle Street
	<b>V11</b>	I-66 at Spout Run Parkway
	<b>V12</b>	(1) George Washington Memorial Parkway north of Spout Run (2) Spout Run Parkway between G. Washington Parkway and Lorcom Lane
<b>4</b>	<b>D1</b>	(1) Wisconsin Avenue, N.W. south of P Street (2) Canal Road, N.W. between M Street and Georgetown University entrance
	<b>D2</b>	P Street, N.W. east of Rock Creek Parkway
	<b>D3</b>	Rock Creek Parkway, N.W. south of P Street
	<b>D4</b>	Q Street, N.W. west of 23rd Street
<b>5</b>	<b>D5</b>	Massachusetts Avenue, N.W. west of 22nd Street
	<b>D6</b>	Connecticut Avenue, N.W. north of Florida Avenue
	<b>D7</b>	18th Street, N.W. north of Florida Avenue
<b>6</b>	<b>D8</b>	(1) 16th Street, N.W. north of Florida Avenue (2) 15th Street, N.W. north of Florida Avenue (outbound, P.M. only)
	<b>D9</b>	14th Street, N.W. north of Euclid Street
	<b>D10</b>	13th Street, N.W. north of Euclid Street
	<b>D11</b>	11th Street, N.W. south of Florida Avenue
	<b>D12</b>	(1) Vermont Avenue, N.W. between U and V Streets (2) 9th Street, N.W. south of T Street
	<b>D13</b>	U.S. 29/7th Street, N.W. south of Florida Avenue

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



Sector	Station	Station Location
<b>N/A</b>	<b>BR1</b>	I-395/U.S. 1/14th Street Bridge at Potomac River (local and express lane spans), peak flow directions
	<b>BR2</b>	Arlington Memorial Bridge west of the Lincoln Memorial, peak-flow directions
	<b>BR3</b>	I-66/T. Roosevelt Bridge at D.C. end of span, peak-flow directions
	<b>BR4</b>	U.S. 29/Key Bridge at Virginia end of span, peak-flow directions
<b>N/A</b>	<b>CB1</b>	I-395/U.S. 1/14th Street Bridge at Potomac River (local and express lane spans), off-peak flow directions
	<b>CB2</b>	Arlington Memorial Bridge west of the Lincoln Memorial, off-peak-flow directions
	<b>CB3</b>	I-66/T. Roosevelt Bridge at D.C. end of span, off-peak-flow directions
	<b>CB4</b>	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, 2006. 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<sup>9</sup> 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 2002, and are documented in Appendix L. Commuter bus data were obtained from the public agency responsible for operation of the lines (Maryland Transit Administration, Loudoun County and PRTC), or from telephone interviews with bus company operators, who were asked to describe routes, headways and average ridership in spring, 2006. 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

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<sup>9</sup> Memorial Day, Good Friday, Easter and the first night of Passover.

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.

A supplemental feature of the Central Employment Core Cordon Count is a count of traffic crossing the screenline at the central Potomac River crossings in the traditional peak-flow directions, inbound to (A.M.) and outbound from (P.M.) the District of Columbia. Data are collected on the four central river bridge crossings. The bridges are (14th Street (I-395) [express and local lane spans], Arlington Memorial, Theodore Roosevelt (I-66/U.S. 50) and Key (U.S. 29). Using these screenline counts, volumes of traffic crossing into and out of the Washington, D.C. downtown area can be calculated.

For the second time in the history of the Central Employment Core Cordon Count monitoring program, counts were performed in both directions at the central crossings of the Potomac River , so that this report contains data for the traditional peak-flow directions of the bridges<sup>10</sup>, and the off-peak-flow<sup>11</sup> directions as well.

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<sup>10</sup> From Virginia to D.C. in A.M. and from D.C. to Virginia in P.M., see Appendices E and F, respectively.

<sup>11</sup> D.C. to Virginia in A.M. and from Virginia to D.C. in P.M., see Appendices G and H, respectively.

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 2006*

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<sup>12</sup> through 2006. Since the 1990 Central Employment Core Cordon Count,<sup>13</sup> person trips inbound to the regional core have exceeded 450,000 in the A.M. peak period in each year that the count was conducted<sup>14</sup> until 2006, when the number of inbound person trips declined to 443,000, about the same as the number of inbound trips observed in the 1987 Central Employment Core Cordon Count, 442,900. Inbound travel in 1996, 1999, 2002 and 2006 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.

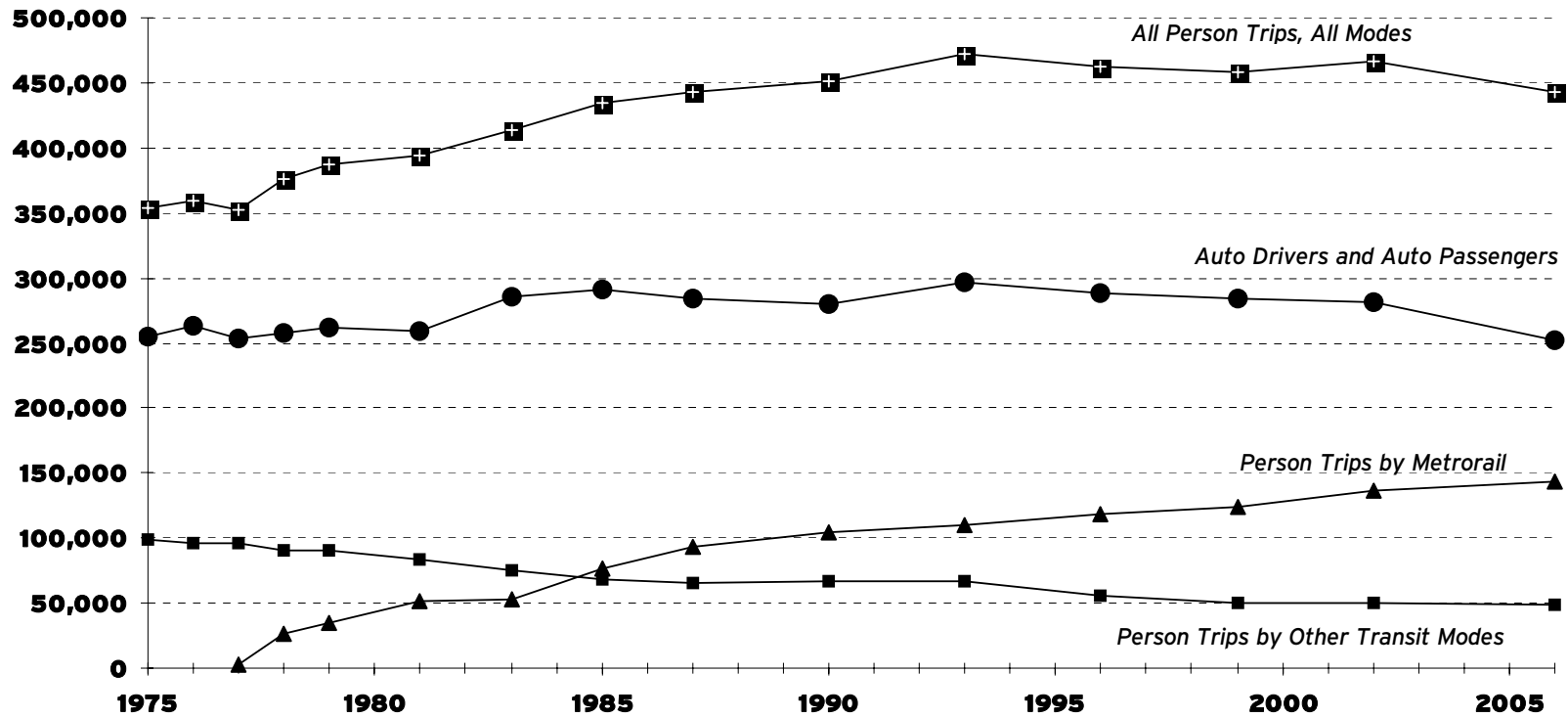
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<sup>12</sup> The first segment of the Metrorail system opened in early Spring, 1976 - the Red Line from Rhode Island Avenue to Farragut North.

<sup>13</sup> When the report was written, it was known as the 1990 Metro Core Cordon Count.

<sup>14</sup> Central Employment Core Cordon Counts were conducted in 1990, 1993, 1996, 1999 and 2002.

**Figure 2**  
**2006 Central Employment Core Cordon Count**  
**Historical Timeseries, 1975 - 2006**  
**Person Trips by Mode**  
**Inbound 6:30 - 9:30 A.M.**



***Observed changes from 2002 to 2006 in the morning peak period (6:30 - 9:30 A.M.).***

Total inbound trips (by all modes) to the Central Employment Core have declined from 467,100 in 2002 to 443,000 in 2006, approximately 5%. The modal share of transit increased from 40% of all trips in 2002 to about 43% of all trips in 2006, with most of the increase in transit's share due to an increase in trips on Metrorail (see Table 2). Person trips in multiple-occupant vehicles (MOV) declined by over 25,000 trips, and modal share declined from about 21% in 2002 to 16% in 2006. Person trips crossing the cordon line in the D.C. sectors decreased by about 11,000, with nearly all of that decrease due to a decline in trips by persons in multiple-occupant vehicles (see Table 3). Person trips crossing the cordon line's Virginia sectors declined by almost 13,000, with most of the decline due to decreased travel by persons in multiple-occupant vehicles (Table 4).

**Table 2**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Employment Core Cordon Person Travel Trends**  
**Inbound Person Trips by Mode**  
**6:30 - 9:30 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	27,100	6	24,400	6	-2,700	-10
<b>Metrorail</b>	136,100	29	143,100	32	6,900	5
<b>Commuter Bus</b>	10,600	2	8,700	2	-1,900	-18
<b>Commuter Rail</b>	12,400	3	15,300	3	2,900	24
<b>Subtotal - person trips by transit</b>	186,200	40	191,500	43	5,200	3
<b>Single Occupant Vehicle (SOV)</b>	184,600	40	180,900	41	-3,800	-2
<b>Multiple Occupant Vehicle (2+ persons)</b>	96,200	21	70,600	16	-25,600	-27
<b>Subtotal - person trips by automobile</b>	280,900	60	251,500	57	-29,300	-10
<b>Total - person trips by all modes</b>	467,100	100	443,000	100	-24,100	-5

Data in table are rounded

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



**Table 3**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Inbound Person Trips by Mode**  
**6:30 - 9:30 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	18,700	7	17,400	7	-1,300	-7
<b>Metrorail</b>	94,800	34	100,700	38	5,900	6
<b>Commuter Bus</b>	2,100	1	3,000	1	800	40
<b>Commuter Rail</b>	8,100	3	9,400	4	1,300	16
<b>Subtotal - person trips by transit</b>	123,700	45	130,400	49	6,700	5
<b>Single Occupant Vehicle (SOV)</b>	107,300	39	107,300	40	0	0
<b>Multiple Occupant Vehicle (2+ persons)</b>	46,600	17	28,700	11	-17,900	-38
<b>Subtotal - person trips by automobile</b>	154,000	55	136,000	51	-17,900	-12
<b>Total - person trips by all modes</b>	277,700	100	266,500	100	-11,200	-4

Data in table are rounded

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

**Table 4**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Inbound Person Trips by Mode**  
**6:30 - 9:30 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	8,400	4	7,000	4	-1,400	-17
<b>Metrorail</b>	41,300	22	42,400	24	1,100	3
<b>Commuter Bus</b>	8,500	4	5,800	3	-2,700	-32
<b>Commuter Rail</b>	4,300	2	5,900	3	1,600	37
<b>Subtotal - person trips by transit</b>	62,500	33	61,000	35	-1,500	-2
<b>Single Occupant Vehicle (SOV)</b>	77,300	41	73,600	42	-3,800	-5
<b>Multiple Occupant Vehicle (2+ persons)</b>	49,600	26	41,900	24	-7,700	-15
<b>Subtotal - person trips by automobile</b>	126,900	67	115,500	65	-11,400	-9
<b>Total - person trips by all modes</b>	189,400	100	176,500	100	-12,900	-7

Data in table are rounded

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

***Observed changes from 2002 and 2006 in the full morning monitoring period (5 - 10 A.M.)***

Total inbound person movements decreased from about 587,600 in 2002 to 569,200 in 2006, with most of the decline due to decreased travel by multiple-occupant vehicles (Table 5). For the five-hour period, the SOV mode in absolute terms showed little change, while MOV trips declined by 23,300 (a 20% drop) to 93,800. For the D.C. sectors, person trips by transit increased slightly, while person trips in multiple-occupant vehicles declined by over 20,000 (Table 6). In the Virginia sectors, there was a decline of about 11,000 in total person trips, with most of the decline in single-occupant vehicles (Table 7).

**Table 5**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Person Travel Trends**  
**Inbound Person Trips by Mode**  
**5:00 - 10:00 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	33,400	6	31,100	5	-2,300	-7
<b>Metrorail</b>	160,200	27	169,000	30	8,800	6
<b>Commuter Bus</b>	14,100	2	11,800	2	-2,200	-16
<b>Commuter Rail</b>	15,500	3	18,000	3	2,400	16
<b>Subtotal - person trips by transit</b>	223,200	38	229,900	40	6,700	3
<b>Single Occupant Vehicle (SOV)</b>	247,300	42	245,500	43	-1,800	-1
<b>Multiple Occupant Vehicle (2+ persons)</b>	117,200	20	93,800	16	-23,300	-20
<b>Subtotal - person trips by automobile</b>	364,400	62	339,300	60	-25,100	-7
<b>Total - person trips by all modes</b>	587,600	100	569,200	100	-18,400	-3

Data in table are rounded

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

**Table 6**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Inbound Person Trips by Mode**  
**5:00 - 10:00 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	23,800	7	22,500	7	-1,200	-5
<b>Metrorail</b>	111,500	32	118,600	35	7,100	6
<b>Commuter Bus</b>	3,100	1	4,200	1	1,100	35
<b>Commuter Rail</b>	9,500	3	11,700	3	2,200	23
<b>Subtotal - person trips by transit</b>	148,000	43	157,000	46	9,100	6
<b>Single Occupant Vehicle (SOV)</b>	140,400	40	144,300	43	3,900	3
<b>Multiple Occupant Vehicle (2+ persons)</b>	58,500	17	38,100	11	-20,500	-35
<b>Subtotal - person trips by automobile</b>	198,900	57	182,300	54	-16,500	-8
<b>Total - person trips by all modes</b>	346,800	100	339,400	100	-7,500	-2

Data in table are rounded

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

**Table 7**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Inbound Person Trips by Mode**  
**5:00 - 10:00 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	9,700	4	8,500	4	-1,100	-11
<b>Metrorail</b>	48,600	20	50,400	22	1,800	4
<b>Commuter Bus</b>	10,900	5	7,600	3	-3,300	-30
<b>Commuter Rail</b>	6,000	3	6,300	3	300	4
<b>Subtotal - person trips by transit</b>	75,200	31	72,800	32	-2,400	-3
<b>Single Occupant Vehicle (SOV)</b>	106,900	44	101,200	44	-5,700	-5
<b>Multiple Occupant Vehicle (2+ persons)</b>	58,600	24	55,700	24	-2,900	-5
<b>Subtotal - person trips by automobile</b>	165,500	69	157,000	68	-8,600	-5
<b>Total - person trips by all modes</b>	240,800	100	229,800	100	-11,000	-5

Data in table are rounded

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

## **B. P.M. Outbound**

### ***Observed changes from 2002 to 2006 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 decreased slightly from about 436,300 in 2002 to 427,600 in 2006. Person trips by automobile in the P.M. peak period declined from 264,900 in 2002 to 250,600, a decline of about 2% - most of the decline due to a decrease of 17,700 trips by multiple-occupant vehicles, while transit increased by about 5,500 trips (Table 8). Outbound trips in the D.C. sectors showed little change in total trips, but there was a decline of over 10,000 in person trips by multiple-occupant vehicles, which was offset by increases in person trips by Metrorail, and by single-occupant vehicles (Table 9). In the Virginia sectors of the cordon, there was a decline of over 11,000 person trips by multiple-occupant vehicles, and some decline in person trips by single-occupant vehicles, while person trips by transit showed little change (Table 10).

**Table 8**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Person Travel Trends**  
**Outbound Person Trips by Mode**  
**3:30 - 6:30 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	25,200	6	20,700	5	-4,500	-18
<b>Metrorail</b>	123,600	28	131,500	31	7,900	6
<b>Commuter Bus</b>	9,500	2	10,200	2	700	8
<b>Commuter Rail</b>	13,100	3	14,500	3	1,400	11
<b>Subtotal - person trips by transit</b>	171,400	39	177,000	41	5,500	3
<b>Single Occupant Vehicle (SOV)</b>	159,600	37	163,000	38	3,400	2
<b>Multiple Occupant Vehicle (2+ persons)</b>	105,300	24	87,600	20	-17,700	-17
<b>Subtotal - person trips by automobile</b>	264,900	61	250,600	59	-14,300	-5
<b>Total - person trips by all modes</b>	436,400	100	427,600	100	-8,800	-2

Data in table are rounded

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



**Table 9**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Outbound Person Trips by Mode**  
**3:30 - 6:30 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	17,100	7	14,600	6	-2,500	-14
<b>Metrorail</b>	86,500	33	93,000	36	6,500	8
<b>Commuter Bus</b>	2,500	1	3,800	1	1,200	49
<b>Commuter Rail</b>	8,500	3	8,800	3	300	3
<b>Subtotal - person trips by transit</b>	114,600	44	120,200	46	5,600	5
<b>Single Occupant Vehicle (SOV)</b>	88,100	34	95,200	36	7,200	8
<b>Multiple Occupant Vehicle (2+ persons)</b>	56,100	22	45,700	17	-10,400	-19
<b>Subtotal - person trips by automobile</b>	144,200	56	140,900	54	-3,200	-2
<b>Total - person trips by all modes</b>	258,800	100	261,100	100	2,400	1

Data in table are rounded

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

**Table 10**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Outbound Person Trips by Mode**  
**3:30 - 6:30 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	8,100	5	6,100	4	-2,000	-25
<b>Metrorail</b>	37,100	21	38,400	23	1,300	4
<b>Commuter Bus</b>	7,000	4	6,400	4	-500	-7
<b>Commuter Rail</b>	4,600	3	5,800	3	1,100	25
<b>Subtotal - person trips by transit</b>	56,800	32	56,800	34	-100	0
<b>Single Occupant Vehicle (SOV)</b>	71,600	40	67,700	41	-3,800	-5
<b>Multiple Occupant Vehicle (2+ persons)</b>	49,200	28	42,000	25	-7,300	-15
<b>Subtotal - person trips by automobile</b>	120,800	68	109,700	66	-11,100	-9
<b>Total - person trips by all modes</b>	177,600	100	166,500	100	-11,100	-6

Data in table are rounded

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

***Observed changes from 2002 to 2006 in the full afternoon/evening monitoring period (3 - 8 P.M.)***

Total outbound person trips for the five-hour period in 2006 increased by about 27,000 from 609,800 in 2002 to about 636,800. Most of the increase was due to increases in trips by Metrorail and single-occupant vehicles (Table 11). In the D.C. sectors, total person trips increased from 359,300 in 2002 by over 20,000 to nearly 380,000. Person trips by Metrorail increased from 111,900 in 2002 by over 10,000 to 122,300 in 2006, while single-occupant vehicles increased from 129,800 in 2002 to 146,700 in 2006, an increase of almost 17,000 (Table 12). In the Virginia sectors of the cordon line, changes were small enough to not be of statistical significance - total person trips increased from 250,500 in 2002 to 257,200 in 2006 (Table 13).

**Table 11**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Person Travel Trends**  
**Outbound Person Trips by Mode**  
**3:00 - 8:00 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	33,600	6	29,000	5	-4,500	-14
<b>Metrorail</b>	160,700	26	173,300	27	12,600	8
<b>Commuter Bus</b>	11,700	2	12,900	2	1,100	10
<b>Commuter Rail</b>	15,700	3	16,800	3	1,100	7
<b>Subtotal - person trips by transit</b>	221,700	36	232,000	36	10,300	5
<b>Single Occupant Vehicle (SOV)</b>	239,000	39	256,800	40	17,800	7
<b>Multiple Occupant Vehicle (2+ persons)</b>	149,100	24	148,000	23	-1,100	-1
<b>Subtotal - person trips by automobile</b>	388,100	64	404,800	64	16,700	4
<b>Total - person trips by all modes</b>	609,800	100	636,800	100	27,000	4

Data in table are rounded

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

**Table 12**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Outbound Person Trips by Mode**  
**3:00 - 8:00 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	22,900	6	20,900	5	-2,100	-9
<b>Metrorail</b>	111,900	31	122,300	32	10,300	9
<b>Commuter Bus</b>	2,700	1	4,200	1	1,400	53
<b>Commuter Rail</b>	9,700	3	10,700	3	1,000	10
<b>Subtotal - person trips by transit</b>	147,300	41	158,000	42	10,700	7
<b>Single Occupant Vehicle (SOV)</b>	129,800	36	146,700	39	16,900	13
<b>Multiple Occupant Vehicle (2+ persons)</b>	82,300	23	75,000	20	-7,300	-9
<b>Subtotal - person trips by automobile</b>	212,000	59	221,700	58	9,600	5
<b>Total - person trips by all modes</b>	359,300	100	379,700	100	20,300	6

Data in table are rounded

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

**Table 13**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Outbound Person Trips by Mode**  
**3:00 - 8:00 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	10,600	4	8,200	3	-2,500	-23
<b>Metrorail</b>	48,800	19	51,100	20	2,300	5
<b>Commuter Bus</b>	9,000	4	8,700	3	-300	-3
<b>Commuter Rail</b>	6,000	2	6,200	2	100	2
<b>Subtotal - person trips by transit</b>	74,400	30	74,000	29	-400	-1
<b>Single Occupant Vehicle (SOV)</b>	109,300	44	110,100	43	900	1
<b>Multiple Occupant Vehicle (2+ persons)</b>	66,800	27	73,000	28	6,200	9
<b>Subtotal - person trips by automobile</b>	176,100	70	183,200	71	7,000	4
<b>Total - person trips by all modes</b>	250,500	100	257,200	100	6,700	3

Data in table are rounded

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 2002 and 2006, 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 - it shows that there has been a decline in person trips between 2002 and 2006 by each 30-minute interval from 6:00 A.M. to 9:00 A.M., but that inbound trips increased in the hour after 9:00 A.M. In the outbound direction, person trips declined or showed little change in the 30-minute intervals from 3:00 P.M. to 6:00 P.M., but between 6:00 P.M. and 8:00 P.M., person trips in 2006 were observed to be higher than in 2002.

Inbound trips by single-occupant vehicle showed little change or even some decline in the half-hour intervals before 9:00 A.M., but some increase between 9:00 A.M. and 10:00 A.M. (Figure 5). Outbound trips in the afternoon increased slightly or did not change from 3:00 P.M. to 6:00 P.M., but after 6:00 P.M., increases were observed in each interval (Figure 6).

Inbound trips by multiple-occupant vehicles appears to have shifted to later hours in both A.M. (after 9 A.M.) and P.M. (after 6:30 P.M.) (see Figure 7 and Figure 8).

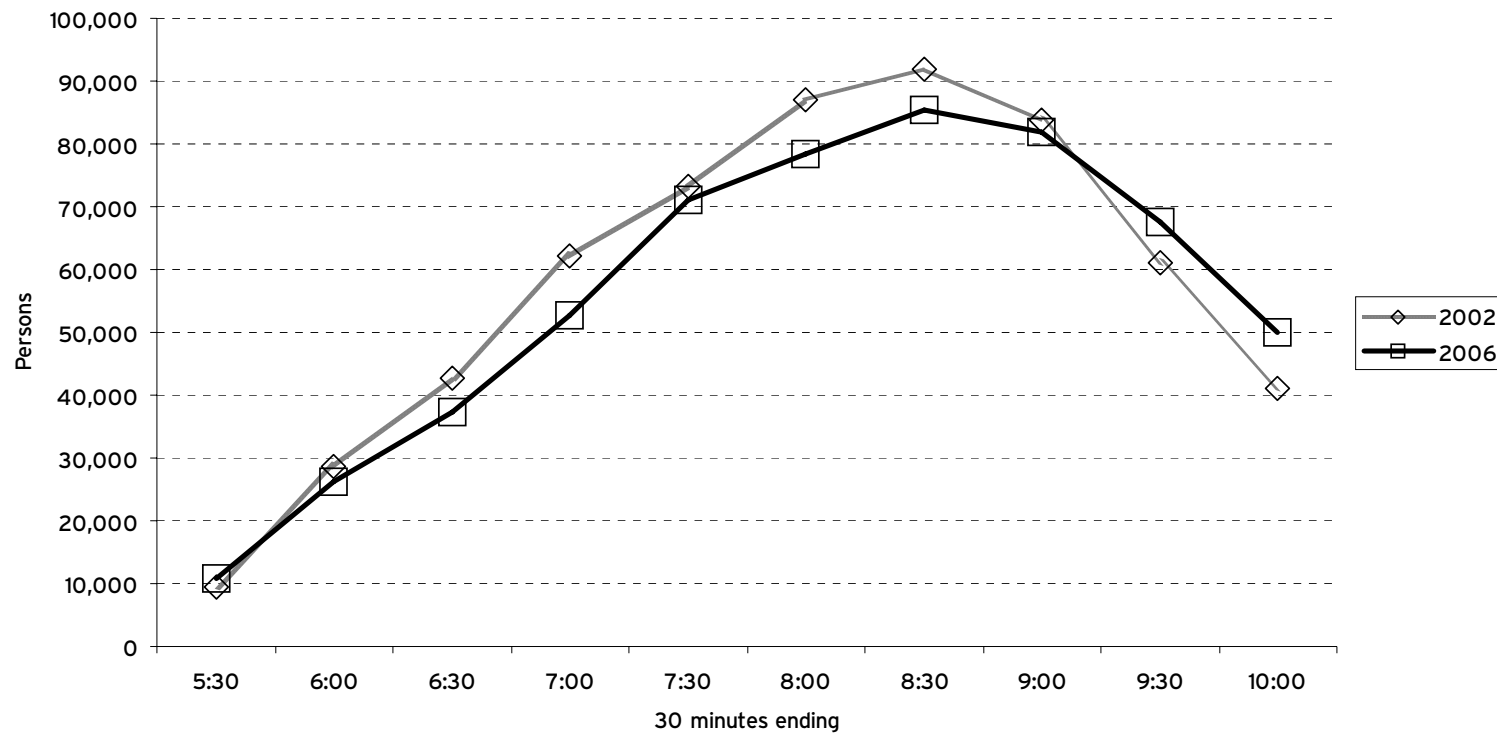
Inbound trips by Metrorail have increased in nearly all 30-minute intervals in both the A.M. inbound and P.M. outbound monitoring periods, while trips by other types of transit have changed relatively little from 2002 to 2006 (see Figures 9 and 10).

Inbound trips by motor vehicle also appear to have declined before 9:00 A.M., but increased between 9:00 and 10:00 (Figure 11). Outbound vehicle trips

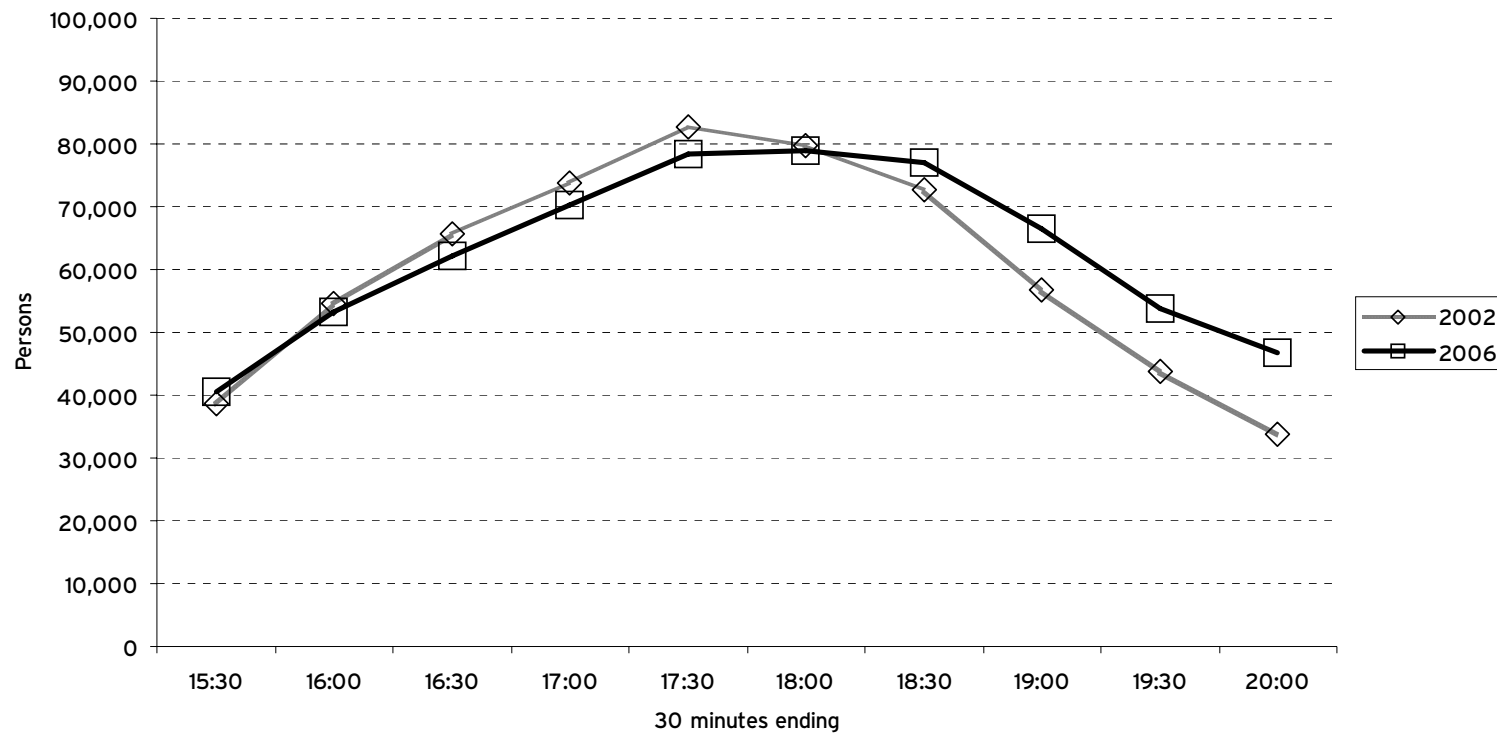
also declined between 3:00 P.M. and 6:00 P.M., but increased after 6:30 P.M. (Figure 12).



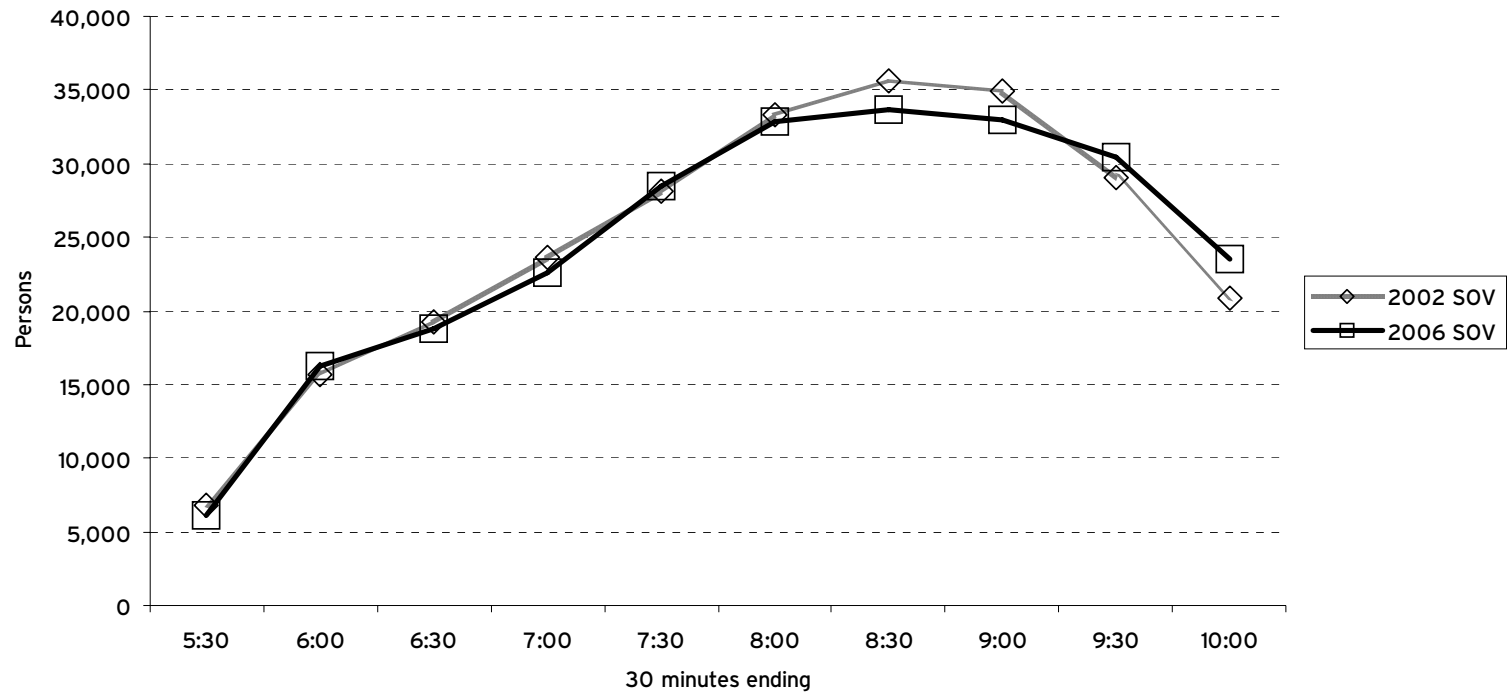
**Figure 3**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by All Modes**  
**Inbound 5:00 - 10:00 A.M.**  
**2002 and 2006**



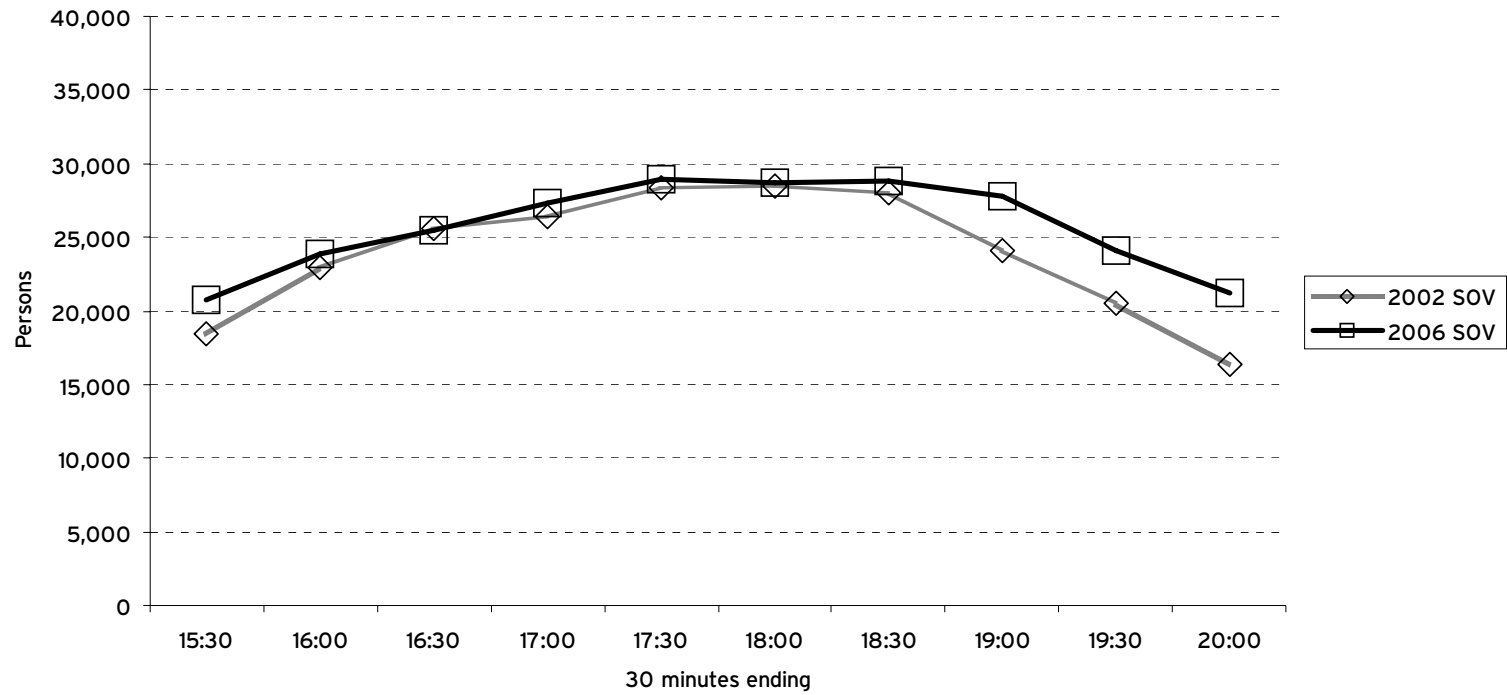
**Figure 4**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by All Modes**  
**Outbound 3:00 - 8:00 P.M.**  
**2002 and 2006**



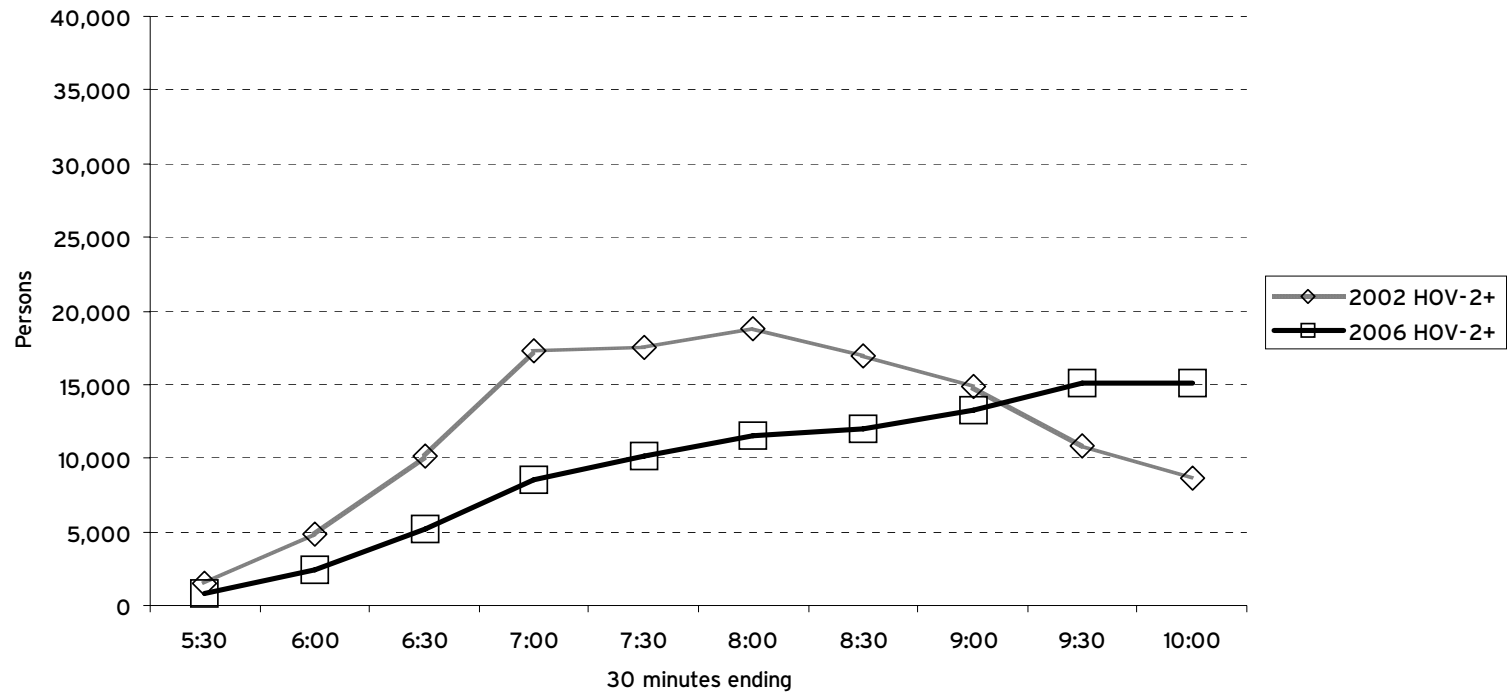
**Figure 5**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Auto**  
**In Single-Occupant Vehicles**  
**Inbound 5:00 - 10:00 A.M.**  
**2002 and 2006**



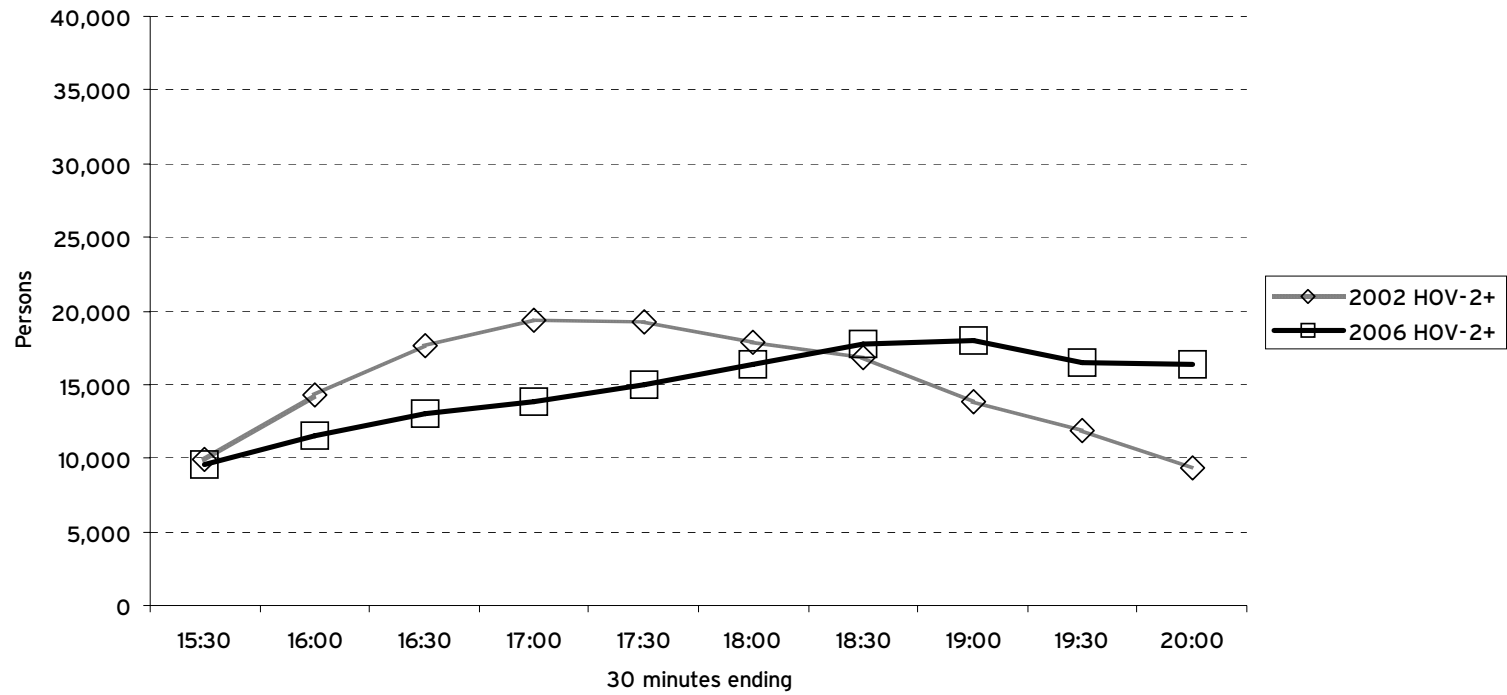
**Figure 6**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Auto**  
**In Single-Occupant Vehicles**  
**Outbound 3:00 - 8:00 P.M.**  
**2002 and 2006**



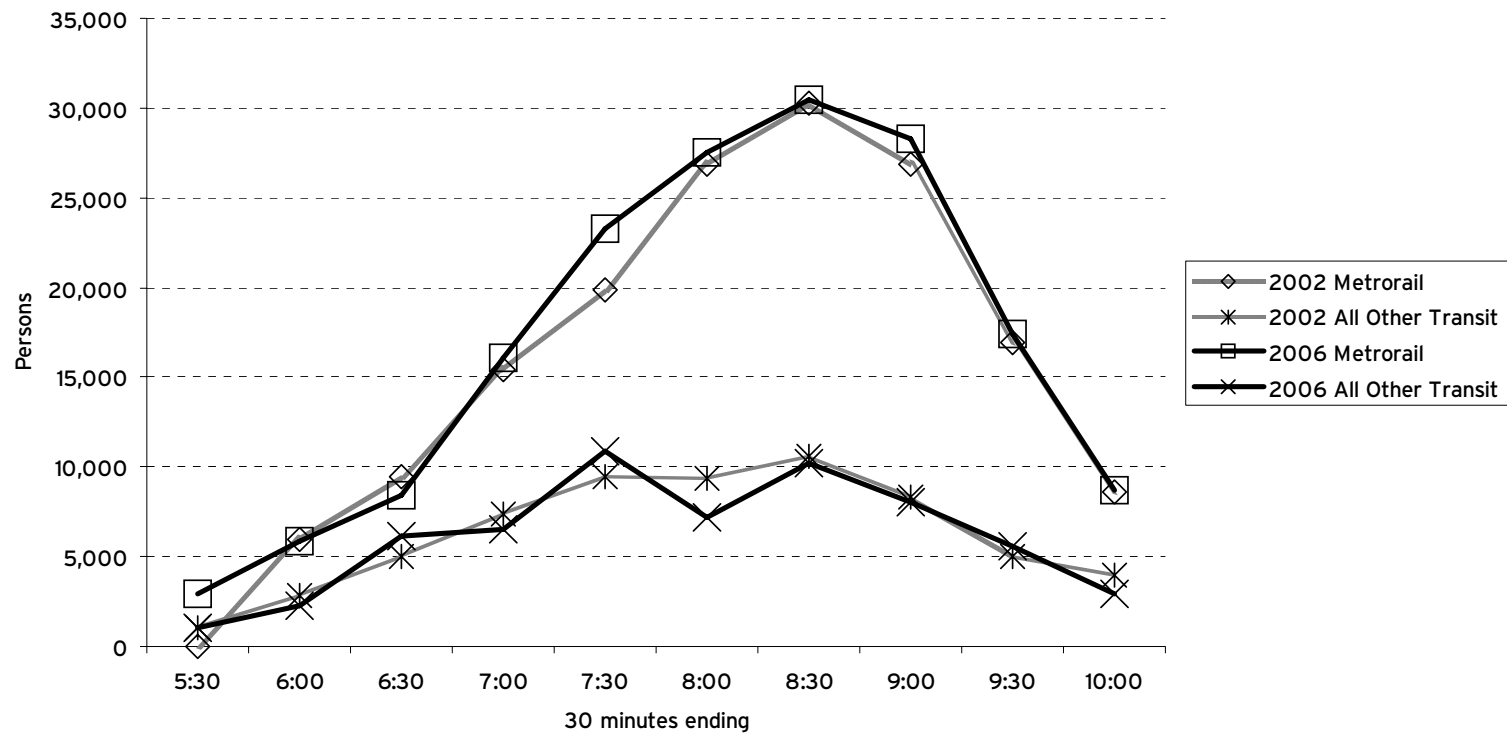
**Figure 7**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Auto**  
**In Multiple-Occupant Vehicles**  
**Inbound 5:00 - 10:00 A.M.**  
**2002 and 2006**



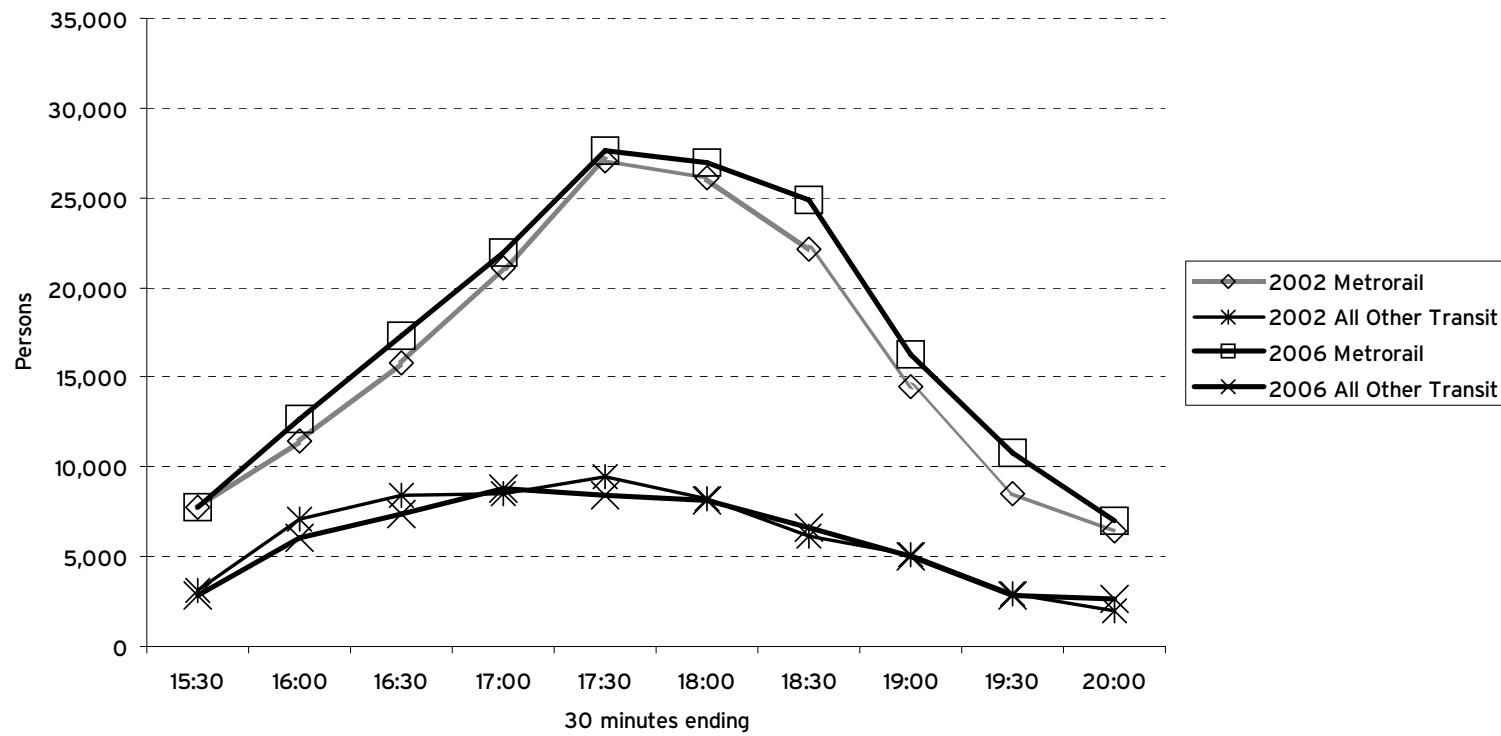
**Figure 8**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Auto**  
**In Multiple-Occupant Vehicles**  
**Outbound 3:00 - 8:00 P.M.**  
**2002 and 2006**



**Figure 9**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Metrorail and Other Transit Modes**  
**Inbound 5:00 - 10:00 A.M.**  
**2002 and 2006**

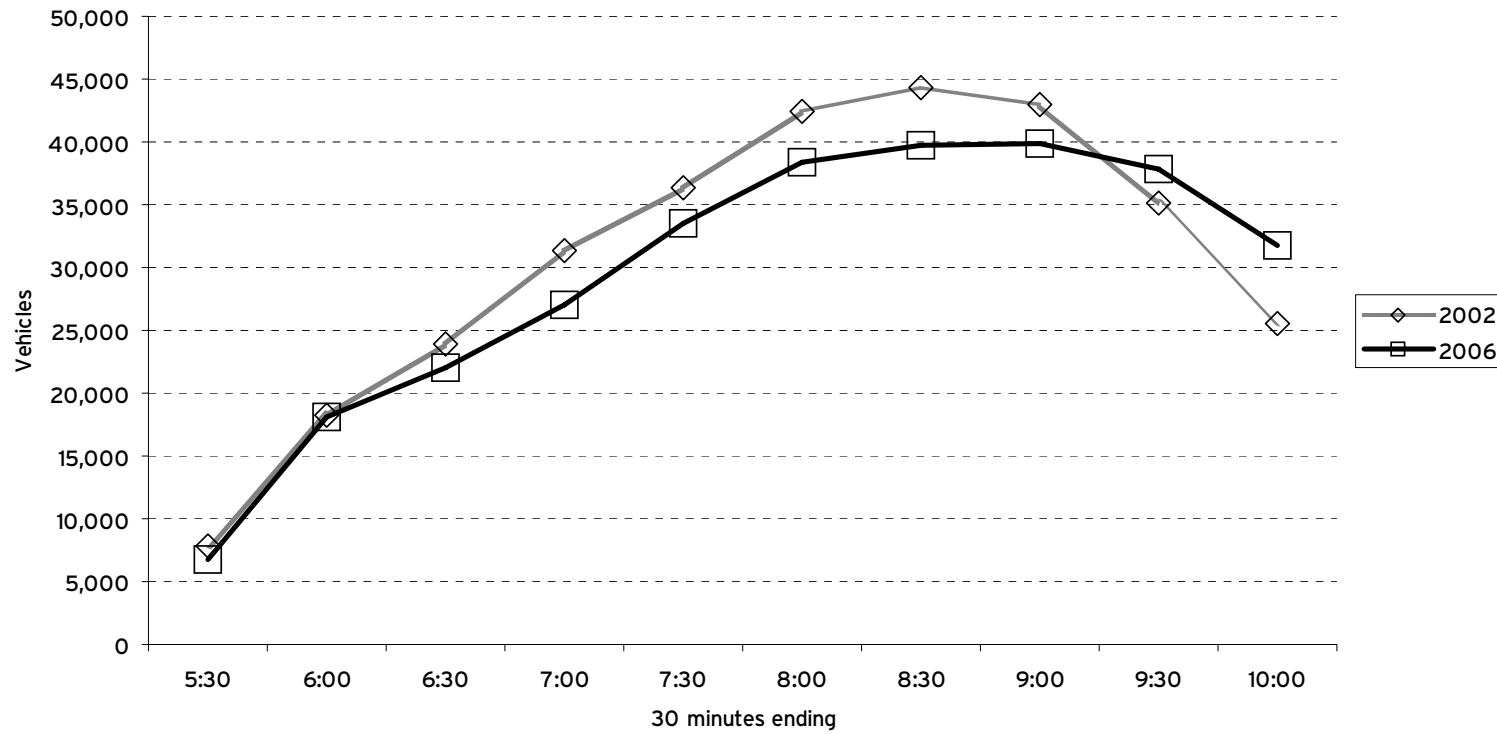


**Figure 10**  
**2006 Central Employment Core Cordon Count**  
**Person Trips by Metrorail and Other Transit Modes**  
**Outbound 3:00 - 8:00 P.M.**  
**2002 and 2006**

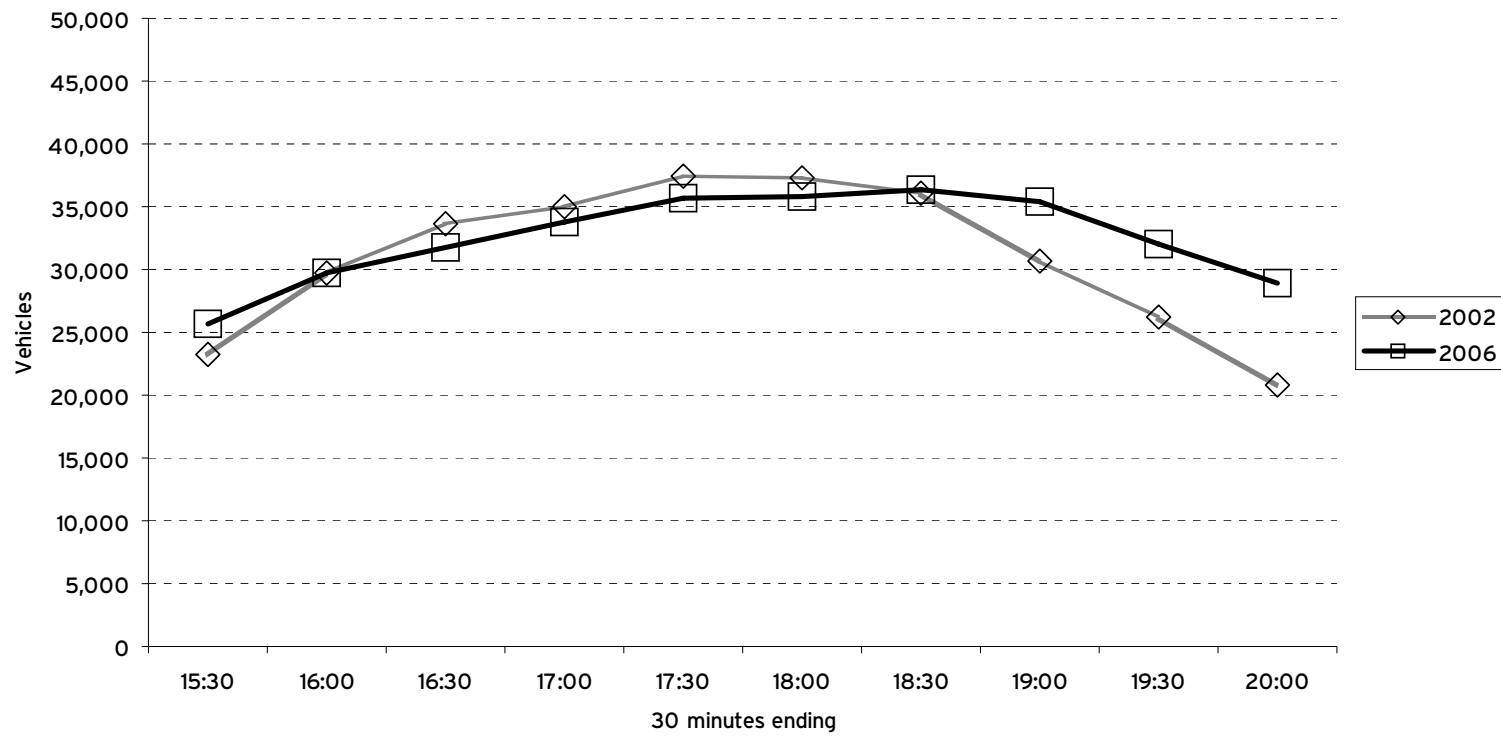




**Figure 11**  
**2006 Central Employment Core Cordon Count**  
**Motor Vehicle Trips**  
**Inbound 5:00 - 10:00 A.M.**  
**2002 and 2006**



**Figure 12**  
**2006 Central Employment Core Cordon Count**  
**Motor Vehicle Trips**  
**Outbound 3:00 - 8:00 P.M.**  
**2002 and 2006**



## **C. TRAFFIC**

### **1. A.M. Inbound**

In 2002, about 232,400 motor vehicles entered the Central Employment Area Core during the 6:30-9:30 A.M. peak period. In 2006, about 216,200 vehicles crossed the cordon line inbound, a decrease of about 16,200 (see Table 14). This change, when considered in the context of the full cordon, is of statistical significance, however, the declines in vehicular traffic for the D.C. or Virginia sectors alone, is not. About 96%, or 208,400 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).

Vehicles crossing the cordon line at District of Columbia stations (Table 15) accounted for about 57% of inbound traffic in 2006, also little changed from 2002. Vehicle traffic crossing the D.C. sectors of the cordon line inbound declined by about 8,800, which was not enough of a decline to be of statistical significance.

Traffic counted at the Virginia stations (Table 16) accounted for the balance of traffic, about 92,500 vehicles, or 43% of vehicular movements. Vehicles crossing the Virginia sectors declined by about 7,400, not enough to be significant.

**Table 14**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Travel Trends**  
**Inbound Vehicle Classification**  
**6:30 - 9:30 A.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	224,800	97	208,400	96	-16,400	-4
<b>Trucks</b>	4,000	3	3,800	2	-200	-5
<b>Motorcycles</b>	1,000	0	1,100	1	100	13
<b>Transit Buses</b>	1,100	0	1,100	0	0	-4
<b>Other Buses</b>	1,500	1	1,800	1	300	18
<b>D.C. Portion</b>	132,500	57	123,700	57	-8,800	-7
<b>Virginia Portion</b>	99,900	43	92,500	43	-7,400	-8
<b>Total Vehicles</b>	<b>232,400</b>	<b>100</b>	<b>216,200</b>	<b>100</b>	<b>-16,200</b>	<b>-7</b>

Data in table are rounded

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

**Table 15**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Inbound Vehicle Classification**  
**6:30 - 9:30 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	127,600	96	118,900	96	-8,700	-7
<b>Trucks</b>	2,800	2	2,700	2	-100	0
<b>Motorcycles</b>	400	0	400	0	0	0
<b>Transit Buses</b>	800	1	700	1	0	0
<b>Other Buses</b>	1,000	1	900	1	-100	-10
<b>Total Vehicles</b>	<b>132,500</b>	<b>100</b>	<b>123,700</b>	<b>100</b>	<b>-8,800</b>	<b>-7</b>

*Data in table are rounded*

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

**Table 16**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Inbound Vehicle Classification**  
**6:30 - 9:30 A.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	97,200	97	89,400	97	-7,800	-9
<b>Trucks</b>	1,200	1	1,100	1	-100	-6
<b>Motorcycles</b>	600	1	700	1	100	19
<b>Transit Buses</b>	400	0	300	0	0	-5
<b>Other Buses</b>	500	1	900	1	400	41
<b>Total Vehicles</b>	<b>99,900</b>	<b>100</b>	<b>92,500</b>	<b>100</b>	<b>-7,400</b>	<b>-8</b>

*Data in table are rounded*

*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 308,000 in 2002 to about 295,000 in 2006, a decline of almost 13,000 vehicles.

In the D.C. sectors of the cordon line, a decline of about 6,000 motor vehicles was observed, not enough to be of statistical significance (Table 18).

In the Virginia sectors, traffic declined from about 135,000 in 2002 to under 128,000 in 2006, a decline of about 7,000 - not enough to be significant (Table 19).

**Table 17**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Travel Trends**  
**Inbound Vehicle Classification**  
**5:00 - 10:00 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	297,500	97	283,900	96	-13,600	-2
<b>Trucks</b>	5,600	3	5,700	2	0	0
<b>Motorcycles</b>	1,400	0	1,500	0	100	8
<b>Transit Buses</b>	1,400	0	1,400	0	0	-1
<b>Other Buses</b>	2,000	1	2,500	1	500	20
<b>D.C. Portion</b>	173,100	56	167,100	57	-5,900	-4
<b>Virginia Portion</b>	134,800	44	127,700	43	-7,000	-5
<b>Total Vehicles</b>	<b>307,800</b>	<b>100</b>	<b>294,900</b>	<b>100</b>	<b>-12,900</b>	<b>-4</b>

Data in table are rounded

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



**Table 18**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Inbound Vehicle Classification**  
**5:00 - 10:00 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	166,300	96	160,500	96	-5,900	-4
<b>Trucks</b>	4,000	2	4,000	2	0	0
<b>Motorcycles</b>	500	0	600	0	0	0
<b>Transit Buses</b>	1,000	1	1,000	1	0	0
<b>Other Buses</b>	1,200	1	1,200	1	0	0
<b>Total Vehicles</b>	<b>173,100</b>	<b>100</b>	<b>167,100</b>	<b>100</b>	<b>-5,900</b>	<b>-4</b>

*Data in table are rounded*

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

**Table 19**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Inbound Vehicle Classification**  
**5:00 - 10:00 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	131,100	97	123,400	97	-7,700	-6
<b>Trucks</b>	1,600	1	1,700	1	100	4
<b>Motorcycles</b>	800	1	900	1	100	11
<b>Transit Buses</b>	400	0	400	0	0	1
<b>Other Buses</b>	700	1	1,200	1	500	40
<b>Total Vehicles</b>	<b>134,800</b>	<b>100</b>	<b>127,700</b>	<b>100</b>	<b>-7,000</b>	<b>-5</b>

*Data in table are rounded*

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

## 2.     **P.M. Outbound**

During Spring, 2006, about 208,900 vehicles were observed leaving the Central Employment Area Core in the outbound direction in the P.M. peak period (3:30 to 6:30), almost no change from 2002 (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 117,000 vehicles in 2006, little changed from 2002 (Table 21).

Outbound traffic in the Virginia sectors was about 91,600 vehicles in 2006, also little changed from 2002 (Table 22).

**Table 20**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Travel Trends**  
**Outbound Vehicle Classification**  
**3:30 - 6:30 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	204,200	98	203,300	97	-900	1
<b>Trucks</b>	2,000	2	1,900	1	-200	-8
<b>Motorcycles</b>	800	0	1,200	1	400	34
<b>Transit Buses</b>	1,100	1	1,000	0	-100	-6
<b>Other Buses</b>	1,200	1	1,500	1	300	19
<b>D.C. Portion</b>	115,400	55	117,200	56	1,800	2
<b>Virginia Portion</b>	93,800	45	91,600	44	-2,200	-2
<b>Total Vehicles</b>	<b>209,200</b>	<b>100</b>	<b>208,800</b>	<b>100</b>	<b>-400</b>	<b>0</b>

Data in table are rounded

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

**Table 21**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Outbound Vehicle Classification**  
**3:30 - 6:30 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	112,200	97	113,800	97	1,700	1
<b>Trucks</b>	1,400	1	1,400	1	0	0
<b>Motorcycles</b>	400	0	400	0	100	20
<b>Transit Buses</b>	700	1	600	1	-100	-10
<b>Other Buses</b>	800	1	900	1	200	20
<b>Total Vehicles</b>	<b>115,400</b>	<b>100</b>	<b>117,200</b>	<b>100</b>	<b>1,800</b>	<b>2</b>

*Data in table are rounded*

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

**Table 22**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Outbound Vehicle Classification**  
**3:30 - 6:30 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	92,000	98	89,400	98	-2,600	-3
<b>Trucks</b>	600	1	500	1	-100	-23
<b>Motorcycles</b>	400	0	800	1	300	45
<b>Transit Buses</b>	400	0	400	0	0	-3
<b>Other Buses</b>	400	0	600	1	100	21
<b>Total Vehicles</b>	<b>93,800</b>	<b>100</b>	<b>91,600</b>	<b>100</b>	<b>-2,200</b>	<b>-2</b>

*Data in table are rounded*

*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 increased from about 310,000 in 2002 to over 325,000 in 2006, an increase of about 15,000. About 56% of the traffic crossing the cordon line in the outbound period was observed in the D.C. sectors, and about 44% in the Virginia sectors (Table 23).

In the D.C. sectors, traffic increased from 170,000 in 2002 to about 183,500 in 2006, an increase of about 13,500 (Table 24).

Traffic crossing the Virginia sectors of the cordon line showed little change from 2002 to 2006 - in 2006, about 142,000 vehicles were observed (Table 25).

**Table 23**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Travel Trends**  
**Outbound Vehicle Classification**  
**3:00 - 8:00 P.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	303,100	98	317,000	97	14,000	4
<b>Trucks</b>	2,800	2	3,000	1	100	4
<b>Motorcycles</b>	1,200	0	1,800	1	500	30
<b>Transit Buses</b>	1,500	0	1,400	0	0	-2
<b>Other Buses</b>	1,700	1	2,100	1	400	20
<b>D.C. Portion</b>	170,000	55	183,500	56	13,500	7
<b>Virginia Portion</b>	140,300	45	141,800	44	1,500	1
<b>Total Vehicles</b>	<b>310,300</b>	<b>100</b>	<b>325,300</b>	<b>100</b>	<b>15,000</b>	<b>5</b>

*Columns may not sum precisely due to rounding.*

*Counts rounded to nearest 100, percents to nearest 1/100th.*



**Table 24**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon D.C. Sectors Travel Trends**  
**Outbound Vehicle Classification**  
**3:00 - 8:00 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	165,400	97	178,300	97	12,900	7
<b>Trucks</b>	2,000	1	2,100	1	200	10
<b>Motorcycles</b>	500	0	800	0	200	30
<b>Transit Buses</b>	1,000	1	900	1	0	0
<b>Other Buses</b>	1,100	1	1,300	1	200	20
<b>Total Vehicles</b>	<b>170,000</b>	<b>100</b>	<b>183,500</b>	<b>100</b>	<b>13,500</b>	<b>7</b>

*Data in table are rounded*

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

**Table 25**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Central Area Cordon Virginia Sectors Travel Trends**  
**Outbound Vehicle Classification**  
**3:00 - 8:00 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	137,600	98	138,700	98	1,100	1
<b>Trucks</b>	900	1	800	1	0	-5
<b>Motorcycles</b>	700	0	1,000	1	300	32
<b>Transit Buses</b>	500	0	500	0	0	0
<b>Other Buses</b>	600	0	800	1	200	22
<b>Total Vehicles</b>	<b>140,300</b>	<b>100</b>	<b>141,800</b>	<b>100</b>	<b>1,500</b>	<b>1</b>

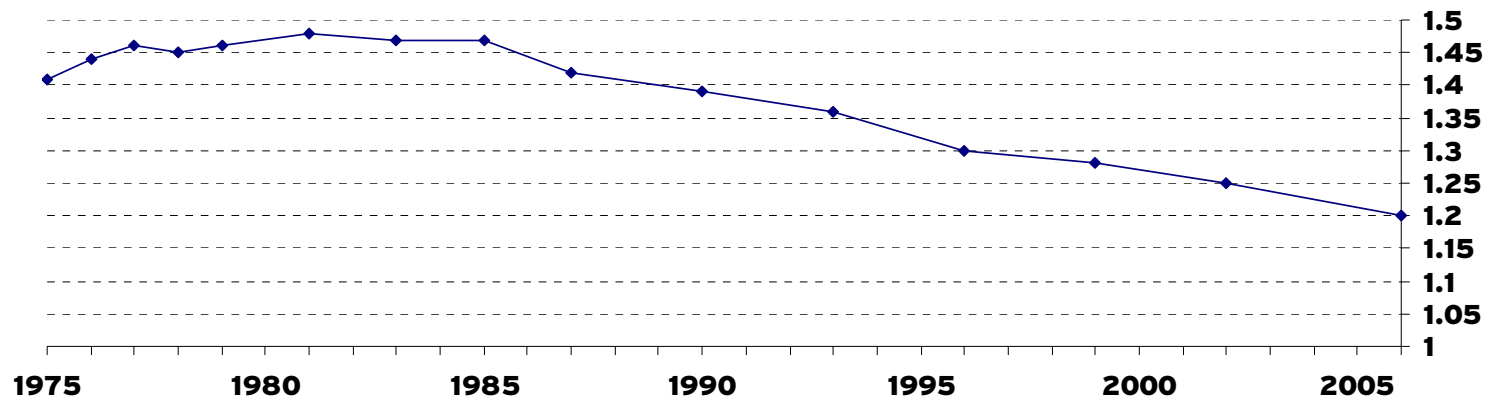
*Data in table are rounded*

*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 2006, the average auto occupancy in the A.M. peak period (6:30 – 9:30 A.M.) was measured at about 1.21, a decline from 1.25 in 2002 (Table 26). This is consistent with declines in multiple-occupant vehicles and increases in single-occupant vehicles, and is the continuation of a trend that started in the mid-1980's (see Figure 13). Stated differently, the number of persons observed in automobiles declined by about 29,300 in the A.M. peak, while the number of autos counted decreased by about 16,400. Average auto occupancies declined entering the cordon through the D.C. sectors from 1.21 in 2002 to 1.14 in 2006 (Table 27). In the Virginia sectors, average auto occupancies declined from 1.31 in 2002 to 1.29 in 2006 (Table 28).

**Figure 13**  
**2006 Central Employment Core Cordon Count**  
**Observed Average Auto Occupancy, 1975 - 2006**  
**Inbound A.M. Peak Period 6:30 - 9:30 A.M.**



**Table 26**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core Travel Trends**  
**Inbound Auto Occupancy**  
**6:30 - 9:30 A.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	280,900	251,500	-29,300	-10
<b>Total Automobiles</b>	224,800	208,400	-16,400	-7
<b>Average Auto Occupancy</b>	1.25	1.21	-0.04	-3

*Person and Automobile volumes are rounded*

**Table 27**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core D.C. Sectors Travel Trends**  
**Inbound Auto Occupancy**  
**6:30 - 9:30 A.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	154,000	136,000	-17,900	-13
<b>Total Automobiles</b>	127,600	118,900	-8,700	-7
<b>Average Auto Occupancy</b>	1.21	1.14	-0.07	-6

*Person and Automobile volumes are rounded*

**Table 28**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core Virginia Sectors Travel Trends**  
**Inbound Auto Occupancy**  
**6:30 - 9:30 A.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	126,900	115,500	-11,400	-9
<b>Total Automobiles</b>	97,200	89,400	-7,800	-8
<b>Average Auto Occupancy</b>	1.31	1.29	-0.02	-2

*Person and Automobile volumes are rounded*

In the P.M. peak period (3:30 – 6:60 P.M.) outbound, average auto occupancies declined from 1.30 in 2002 to 1.27 in 2006 (Table 26). Outbound average auto occupancies in the D.C. sectors declined from 1.29 in 2002 to 1.24 in 2006 (Table 27). At stations in Virginia, outbound average auto occupancies showed little change in the aggregate, holding at 1.31 (Table 28).

**Table 29**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core Travel Trends**  
**Outbound Auto Occupancy**  
**3:30 - 6:30 P.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	264,900	250,600	-14,300	-5
<b>Total Automobiles</b>	204,200	197,600	-6,600	-3
<b>Average Auto Occupancy</b>	1.30	1.27	-0.03	-2

*Person and Automobile volumes are rounded*

**Table 30**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core D.C. Sectors Travel Trends**  
**Outbound Auto Occupancy**  
**3:30 - 6:30 P.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	144,200	140,900	-3,200	-2
<b>Total Automobiles</b>	112,200	113,800	1,700	1
<b>Average Auto Occupancy</b>	1.29	1.24	-0.05	-4

*Person and Automobile volumes are rounded*

**Table 31**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Central Employment Core Virginia Sectors Travel Trends**  
**Outbound Auto Occupancy**  
**3:30 - 6:30 P.M.**

			<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>YEAR - 2002</b>	<b>YEAR - 2006</b>		
<b>Total Persons in Automobiles</b>	120,800	109,700	-11,100	-9
<b>Total Automobiles</b>	92,000	83,700	-8,200	-9
<b>Average Auto Occupancy</b>	1.31	1.31	0.00	0

*Person and Automobile volumes are rounded*





## IV. MAJOR FINDINGS

A comparison of traffic and person counts across the Central Employment Core Cordon from 2002 with 2006 reveals the following:

1. In the three-hour A.M. (6:30-9:30) peak period, inbound person movements declined between 2002 and 2006 by over 24,000. This decline was the result of a drop of over 25,000 person trips by multiple-occupant vehicles, which was not offset by a corresponding increase in trips by transit (see Table 2). In the five-hour (5:00-10:00) monitoring period, a decline of over 25,000 person trips was observed (see Table 5).
2. Inbound trips in single-occupant vehicles did not change from 2002 to 2006 in statistically significant<sup>15</sup> terms (see Table 2 and Table 5).
3. Motor vehicle trips inbound crossing the Central Employment Core Cordon line did decline slightly from 2002 to 2006 in the three-hour A.M. peak period (Table 14) and the five-hour A.M. monitoring period (5:00-10:00) (Table 17).
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, even though person trips by transit did not increase in statistically significant terms (see Tables 2 and 5).
5. Inbound average auto occupancy continued its long-term decline, which began in the mid-1980's (see Figure 13).

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<sup>15</sup> Please see Appendix J of this report for a discussion of statistical significance.

6. Inbound A.M. medium and heavy-duty truck traffic remains a very small component of observed vehicle trips, and remains essentially unchanged from 2002 to 2006 (see Tables 14 and 17).
7. In the three-hour P.M. (3:30-6:30) peak period, outbound person trips did not change from 2002 to 2006 in statistically significant terms, but a decline in trips by multiple-occupant vehicles was observed (see Table 8).
8. In the five-hour P.M. (3:00-8:00) monitoring period, outbound person trips increased significantly, mostly due to increases in travel by Metrorail and single-occupant vehicles (see Table 11).
9. Trips by single-occupant vehicles outbound in the three-hour P.M. peak period did not change (Table 8). However, in the five-hour P.M. monitoring period, SOV travel increased by over 17,000 trips (Table 11).
10. Vehicle travel outbound in the three-hour P.M. peak period was unchanged from 2002 to 2006 (Table 8). But outbound vehicle travel in the five-hour P.M. monitoring period showed an increase of 15,000 trips (Table 11).
11. At the Potomac River crossings, person travel inbound from Virginia to D.C. declined from 2002 to 2006 in the three-hour A.M. peak period. Most of the decline was due to a drop in trips by multiple-occupant vehicles (see Table E-13). In the five-hour A.M. inbound monitoring period, there was little change in inbound travel (Table E-14).

12. For travel outbound (reverse-flow) in the A.M. peak period crossing the Potomac, there was almost no change in person trips (Table G-11 and Table G-12).<sup>16</sup>
13. In the P.M. peak period and P.M. monitoring period, trips crossing the Potomac River did not show much change from 2002 to 2006 (Table G-11 and Table G-12).
14. Inbound P.M. trips (reverse-flow) across the Potomac River were little changed from 2002 to 2006 in the P.M. peak period (Table H-11) and the P.M. monitoring period (Table H-12).

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<sup>16</sup> Reverse-flow trips across the Potomac River were first counted in 2002, so this is the first opportunity to examine trends for this type of travel.

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## **APPENDIX A**

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## **APPENDIX A**

Summary Tables Inbound A.M. Peak Period

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A-1  
VEHICLE AND PASSENGER VOLUMES  
CENT AREA CORDON (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30)

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
7:00	2840	136	16064	1343	2319	31138	25887	1.20	558	185	195	26961
7:30	4403	194	23284	2016	4415	38570	32156	1.20	624	232	265	33471
8:00	4274	188	27480	1071	1857	44332	37026	1.20	592	181	325	38312
8:30	5495	224	30505	1526	3220	45643	38330	1.19	608	187	373	39722
9:00	4470	191	28269	1350	2265	46317	38420	1.21	658	192	390	39851
9:30	2899	136	17449	1419	1226	45523	36532	1.25	804	122	297	37891
A.M. PEAK HOUR 8:00- 9:00	9965	415	58774	2876	5485	91960	76750	1.20	1266	379	763	79573
A.M. RUSH PERIOD 6:30- 9:30	24381	1069	143051	8725	15302	251523	208351	1.21	3844	1099	1845	216208

(Totals have been factored to include uncounted roadways.)

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A-2  
PERSONS BY MODE (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30) BY SITE  
CENT AREA CORDON (INBOUND)  
2002 & 2006

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS								TOTAL PERSONS		% TRANSIT			
	2002	2006	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
			2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
D1	10532	9641	724	792	0	0	0	0	0	0	724	792	11256	10433	6.4	7.6
D2	1529	9921	393	74	0	0	0	0	0	0	393	74	1922	9995	20.4	0.7
D3	13836	1424	0	0	0	0	0	0	0	0	0	0	13836	1424	0.0	0.0
D4	588	1752	1007	821	0	0	0	0	0	0	1007	821	1595	2573	63.1	31.9
D5	3514	2945	892	732	0	0	0	0	0	0	892	732	4406	3677	20.2	19.9
D6	5594	4088	1776	1815	25688	25813	0	0	0	0	27464	27628	33058	31716	83.1	87.1
D7	2218	1717	569	424	0	0	0	0	0	0	569	424	2787	2141	20.4	19.8
D8	6076	5462	2417	2333	0	0	234	0	0	0	2651	2333	8727	7795	30.4	29.9
D9	3079	2336	1320	1373	9206	10649	0	0	0	0	10526	12022	13605	14358	77.4	83.7
D10	3280	2144	0	0	0	0	0	0	0	0	0	0	3280	2144	0.0	0.0
D11	936	656	319	282	0	0	0	0	0	0	319	282	1255	938	25.4	30.1
D12	3589	2910	321	287	0	0	0	0	0	0	321	287	3910	3197	8.2	9.0
D13	1941	1756	958	773	0	0	0	0	0	0	958	773	2899	2529	33.0	30.6
D14	9625	8609	468	705	0	0	0	0	0	0	468	705	10093	9314	4.6	7.6
D15	8920	8253	673	547	0	0	0	0	0	0	673	547	9593	8800	7.0	6.2
D16	9145	6636	1035	0	22859	24534	0	0	8069	9391	31963	33925	41108	40561	77.8	83.6
D17	8111	10718	1133	2527	0	0	0	385	0	0	1133	2912	9244	13630	12.3	21.4
D18	4331	4211	504	580	0	0	0	0	0	0	504	580	4835	4791	10.4	12.1
D19	4740	4313	0	0	0	0	0	0	0	0	0	0	4740	4313	0.0	0.0
D20	2228	877	500	359	0	0	628	550	0	0	1128	909	3356	1786	33.6	50.9
D21	6512	5828	1193	1181	21013	21224	518	1141	0	0	22724	23546	29236	29374	77.7	80.2
D22	11110	8537	911	792	0	0	0	0	0	0	911	792	12021	9329	7.6	8.5
D23	2221	1610	162	0	0	0	0	654	0	0	162	654	2383	2264	6.8	28.9
D24	6946	8161	720	659	16065	18462	738	234	0	0	17523	19355	24469	27516	71.6	70.3
D25	23363	21531	702	331	0	0	0	0	0	0	702	331	24065	21862	2.9	1.5
V1	10577	9261	430	218	16740	16965	0	0	0	0	17170	17183	27747	26444	61.9	65.0
V2	9631	8395	417	210	0	0	0	0	4305	5911	4722	6121	14353	14516	32.9	42.2
V3	2330	2781	135	351	0	0	0	0	0	0	135	351	2465	3132	5.5	11.2
V4	489	596	165	138	0	0	0	0	0	0	165	138	654	734	25.2	18.8
V5	42429	41437	3689	3310	0	0	5376	2368	0	0	9065	5678	51494	47115	17.6	12.1
V6	5476	4926	1927	1646	0	0	0	0	0	0	1927	1646	7403	6572	26.0	25.0
V7	7754	8198	275	0	0	0	0	0	0	0	275	0	8029	8198	3.4	0.0
V8	9246	10366	529	575	0	0	0	0	0	0	529	575	9775	10941	5.4	5.3
V9	3769	2768	281	324	24552	25404	0	0	0	0	24833	25728	28602	28496	86.8	90.3
V10	5156	4119	254	140	0	0	0	0	0	0	254	140	5410	4259	4.7	3.3
V11	16449	10135	314	82	0	0	3115	3393	0	0	3429	3475	19878	13610	17.3	25.5
V12	13592	12505	0	0	0	0	0	0	0	0	0	0	13592	12505	0.0	0.0
TOTALS	280862	251523	27113	24381	136123	143051	10609	8725	12374	15302	186219	191459	467081	442982	39.9	43.2

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A-3  
PERSONS BY MODE  
CENT AREA CORDON (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR  
2002 & 2006

SECTOR	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2002	2006	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
			2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
1	65456	62470	4836	4227	16740	16965	5376	2368	4305	5911	31257	29471	96713	91941	32.3	32.1
2	22476	23490	2731	2221	0	0	0	0	0	0	2731	2221	25207	25711	10.8	8.6
3	38966	29527	849	546	24552	25404	3115	3393	0	0	28516	29343	67482	58870	42.3	49.8
4	26485	22738	2124	1687	0	0	0	0	0	0	2124	1687	28609	24425	7.4	6.9
5	11326	8750	3237	2971	25688	25813	0	0	0	0	28925	28784	40251	37534	71.9	76.7
6	18901	15264	5335	5048	9206	10649	234	0	0	0	14775	15697	33676	30961	43.9	50.7
7	27690	23498	2176	1252	22859	24534	0	0	8069	9391	33104	35177	60794	58675	54.5	60.0
8	19410	20119	2137	3466	0	0	628	935	0	0	2765	4401	22175	24520	12.5	17.9
9	50152	45667	3688	2963	37078	39686	1256	2029	0	0	42022	44678	92174	90345	45.6	49.5
TOTALS	280862	251523	27113	24381	136123	143051	10609	8725	12374	15302	186219	191459	467081	442982	39.9	43.2

(Totals have been factored to include uncounted roadways.)

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A-4  
TRANSIT PASSENGER OCCUPANCY COMPARISONS  
A.M. PEAK PERIOD (6:30-9:30) BY SITE  
CENT AREA CORDON (INBOUND)  
2002 & 2006

SITE	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	724	792	53	31	13.7	25.5	0	0	0	0	0.0	0.0
D2	393	74	27	12	14.6	6.2	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	1007	821	46	36	21.9	22.8	0	0	0	0	0.0	0.0
D5	892	732	30	28	29.7	26.1	0	0	0	0	0.0	0.0
D6	1776	1815	58	55	30.6	33.0	25688	25813	316	366	81.3	70.5
D7	569	424	45	44	12.6	9.6	0	0	0	0	0.0	0.0
D8	2417	2333	65	65	37.2	35.9	0	0	0	0	0.0	0.0
D9	1320	1373	33	36	40.0	38.1	9206	10649	164	172	56.1	61.9
D10	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D11	319	282	16	12	19.9	23.5	0	0	0	0	0.0	0.0
D12	321	287	17	12	18.9	23.9	0	0	0	0	0.0	0.0
D13	958	773	22	17	43.5	45.5	0	0	0	0	0.0	0.0
D14	468	705	29	31	16.1	22.7	0	0	0	0	0.0	0.0
D15	673	547	26	28	25.9	19.5	0	0	0	0	0.0	0.0
D16	1035	0	36	0	28.8	0.0	22859	24534	328	378	69.7	64.9
D17	1133	2527	39	98	29.1	25.8	0	0	0	0	0.0	0.0
D18	504	580	21	26	24.0	22.3	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	500	359	25	23	20.0	15.6	0	0	0	0	0.0	0.0
D21	1193	1181	46	63	25.9	18.7	21013	21224	312	350	67.3	60.6
D22	911	792	31	33	29.4	24.0	0	0	0	0	0.0	0.0
D23	162	0	8	0	20.3	0.0	0	0	0	0	0.0	0.0
D24	720	659	52	60	13.8	11.0	16065	18462	154	186	104.3	99.3
D25	702	331	26	12	27.0	27.6	0	0	0	0	0.0	0.0
V1	430	218	8	5	53.8	43.6	16740	16965	246	292	68.0	58.1
V2	417	210	30	15	13.9	14.0	0	0	0	0	0.0	0.0
V3	135	351	7	18	19.3	19.5	0	0	0	0	0.0	0.0
V4	165	138	7	9	23.6	15.3	0	0	0	0	0.0	0.0
V5	3689	3310	181	169	20.4	19.6	0	0	0	0	0.0	0.0
V6	1927	1646	59	73	32.7	22.5	0	0	0	0	0.0	0.0
V7	275	0	10	0	27.5	0.0	0	0	0	0	0.0	0.0
V8	529	575	22	21	24.0	27.4	0	0	0	0	0.0	0.0
V9	281	324	17	17	16.5	19.1	24552	25404	234	250	104.9	101.6
V10	254	140	12	16	21.2	8.8	0	0	0	0	0.0	0.0
V11	314	82	10	4	31.4	20.5	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	27113	24381	1114	1069	24.3	22.8	136123	143051	1754	1994	77.6	71.7

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A-5  
TRANSIT PASSENGER OCCUPANCY COMPARISONS  
CENT AREA CORDON (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR  
2002 & 2006

SECTOR	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	4836	4227	233	216	20.8	19.6	16740	16965	246	292	68.0	58.1
2	2731	2221	91	94	30.0	23.6	0	0	0	0	0.0	0.0
3	849	546	39	37	21.8	14.8	24552	25404	234	250	104.9	101.6
4	2124	1687	126	79	16.9	21.4	0	0	0	0	0.0	0.0
5	3237	2971	133	127	24.3	23.4	25688	25813	316	366	81.3	70.5
6	5335	5048	153	142	34.9	35.5	9206	10649	164	172	56.1	61.9
7	2176	1252	91	59	23.9	21.2	22859	24534	328	378	69.7	64.9
8	2137	3466	85	147	25.1	23.6	0	0	0	0	0.0	0.0
9	3688	2963	163	168	22.6	17.6	37078	39686	466	536	79.6	74.0
TOTALS	27113	24381	1114	1069	24.3	22.8	136123	143051	1754	1994	77.6	71.7

(Totals have been factored to include uncounted roadways.)

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

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	8172	8267	977	398	48	25	6	11	3	3	2	0	18	37
D2	1112	8314	191	583	9	36	2	11	0	5	0	2	0	21
D3	10112	1275	1423	63	105	5	31	2	11	0	2	0	31	0
D4	401	1552	69	81	7	2	1	2	0	0	0	0	2	2
D5	2663	2683	361	98	20	2	7	12	1	0	0	0	3	1
D6	3586	3429	840	260	62	26	9	2	3	1	0	0	8	4
D7	1590	1431	222	89	28	12	4	0	1	0	0	0	7	6
D8	3889	3987	891	543	72	41	18	13	3	2	1	0	8	17
D9	2015	1376	438	338	25	40	11	10	3	2	1	5	4	7
D10	2206	1698	428	149	29	10	7	3	0	2	0	0	9	8
D11	580	450	149	77	11	12	2	4	1	0	0	0	1	0
D12	2133	2293	574	227	57	13	6	5	2	4	2	2	8	6
D13	1253	1334	273	161	22	5	4	2	0	1	0	0	5	6
D14	6297	6460	1365	731	103	63	23	3	7	8	1	0	13	38
D15	6082	5800	1036	834	108	69	27	26	10	6	1	0	24	37
D16	7280	5750	690	357	79	21	13	2	4	1	1	2	15	7
D17	5214	8326	1075	960	91	31	13	11	4	1	1	1	33	27
D18	2918	3454	516	274	42	11	2	2	0	0	0	0	21	14
D19	3307	3482	583	291	43	3	3	0	0	0	1	0	10	20
D20	1380	742	337	54	34	1	3	0	0	0	0	0	5	2
D21	4131	5075	956	298	73	3	12	2	2	4	0	0	16	10
D22	7229	6048	1582	954	110	45	26	13	5	2	1	0	21	32
D23	1195	1219	317	103	36	11	8	2	0	0	0	0	21	12
D24	4251	6400	785	505	67	21	17	7	2	0	1	4	70	53
D25	18341	16482	1935	1849	205	142	23	35	4	2	1	0	37	65
V1	7992	7051	1066	782	49	68	14	18	2	2	0	2	20	29
V2	6654	6521	1109	689	91	60	22	10	10	0	2	2	28	22
V3	1472	1418	312	366	40	75	6	37	2	20	1	2	7	13
V4	278	375	71	42	7	3	0	2	0	0	0	0	4	10
V5	21422	20059	2104	3425	4799	3335	39	71	6	3	3	6	184	349
V6	4191	3771	519	415	24	21	4	12	3	2	0	0	12	17
V7	6253	6761	583	536	38	51	9	12	4	4	2	0	14	12
V8	7496	8009	701	904	48	62	19	20	4	5	0	1	9	26
V9	2951	2269	278	108	64	31	1	0	0	2	1	0	5	15
V10	4291	3787	377	149	10	10	4	1	1	0	0	0	5	0
V11	3606	3029	5278	2922	455	112	79	12	13	0	1	0	45	74
V12	10697	10502	1203	821	57	51	14	7	2	0	0	0	21	15
TOTALS	184640	180879	31614	21436	7168	4529	489	382	113	82	26	29	744	1014

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A-7  
PASSENGER CAR OCCUPANCY COMPARISONS  
CENT AREA CORDON (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR  
2002 & 2006

SECTOR	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	37818	35424	4662	5304	4986	3541	81	138	20	25	6	12	243	423
2	17940	18541	1803	1855	110	134	32	44	11	11	2	1	35	55
3	21545	19587	7136	4000	586	204	98	20	16	2	2	0	76	104
4	19797	19408	2660	1125	169	68	40	26	14	8	4	2	51	60
5	7839	7543	1423	447	110	40	20	14	5	1	0	0	18	11
6	12076	11138	2753	1495	216	121	48	37	9	11	4	7	35	44
7	19659	18010	3091	1922	290	153	63	31	21	15	3	2	52	82
8	12819	16004	2511	1579	210	46	21	13	4	1	2	1	69	63
9	35147	35224	5575	3709	491	222	86	59	13	8	3	4	165	172
TOTALS	184640	180879	31614	21436	7168	4529	489	382	113	82	26	29	744	1014

(Totals have been factored to include uncounted roadways.)

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

2006

SITE	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OR MORE OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7				
D1	8267	398	25	11	3	0	37	9641	8741	1.10	8944
D2	8314	583	36	11	5	2	21	9921	8972	1.11	9028
D3	1275	63	5	2	0	0	0	1424	1345	1.06	1379
D4	1552	81	2	2	0	0	2	1752	1639	1.07	1782
D5	2683	98	2	12	0	0	1	2945	2796	1.05	2896
D6	3429	260	26	2	1	0	4	4088	3722	1.10	3863
D7	1431	89	12	0	0	0	6	1717	1538	1.12	1656
D8	3987	543	41	13	2	0	17	5462	4603	1.19	4779
D9	1376	338	40	10	2	5	7	2336	1778	1.31	1892
D10	1698	149	10	3	2	0	8	2144	1870	1.15	1901
D11	450	77	12	4	0	0	0	656	543	1.21	566
D12	2293	227	13	5	4	2	6	2910	2550	1.14	2635
D13	1334	161	5	2	1	0	6	1756	1509	1.16	1593
D14	6460	731	63	3	8	0	38	8609	7303	1.18	7650
D15	5800	834	69	26	6	0	37	8253	6772	1.22	7060
D16	5750	357	21	2	1	2	7	6636	6140	1.08	6534
D17	8326	960	31	11	1	1	27	10718	9357	1.15	9968
D18	3454	274	11	2	0	0	14	4211	3755	1.12	3919
D19	3482	291	3	0	0	0	20	4313	3796	1.14	3803
D20	742	54	1	0	0	0	2	877	799	1.10	871
D21	5075	298	3	2	4	0	10	5828	5392	1.08	5596
D22	6048	954	45	13	2	0	32	8537	7094	1.20	7446
D23	1219	103	11	2	0	0	12	1610	1347	1.20	1436
D24	6400	505	21	7	0	4	53	8161	6990	1.17	7354
D25	16482	1849	142	35	2	0	65	21531	18575	1.16	19129
V1	7051	782	68	18	2	2	29	9261	7952	1.16	8004
V2	6521	689	60	10	0	2	22	8395	7304	1.15	7476
V3	1418	366	75	37	20	2	13	2781	1931	1.44	1985
V4	375	42	3	2	0	0	10	596	432	1.38	447
V5	20059	3425	3335	71	3	6	349	41437	27248	1.52	28739
V6	3771	415	21	12	2	0	17	4926	4238	1.16	4402
V7	6761	536	51	12	4	0	12	8198	7376	1.11	7611
V8	8009	904	62	20	5	1	26	10366	9027	1.15	9207
V9	2269	108	31	0	2	0	15	2768	2425	1.14	2544
V10	3787	149	10	1	0	0	0	4119	3947	1.04	4033
V11	3029	2922	112	12	0	0	74	10135	6149	1.65	6616
V12	10502	821	51	7	0	0	15	12505	11396	1.10	11464
TOTALS	180879	21436	4529	382	82	29	1014	251523	208351	1.21	216208



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

2006

SECTOR	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
1	35424	5304	3541	138	25	12	423	62470	44867	1.39	46651
2	18541	1855	134	44	11	1	55	23490	20641	1.14	21220
3	19587	4000	204	20	2	0	104	29527	23917	1.23	24657
4	19408	1125	68	26	8	2	60	22738	20697	1.10	21133
5	7543	447	40	14	1	0	11	8750	8056	1.09	8415
6	11138	1495	121	37	11	7	44	15264	12853	1.19	13366
7	18010	1922	153	31	15	2	82	23498	20215	1.16	21244
8	16004	1579	46	13	1	1	63	20119	17707	1.14	18561
9	35224	3709	222	59	8	4	172	45667	39398	1.16	40961
TOTALS	180879	21436	4529	382	82	29	1014	251523	208351	1.21	216208

(Totals have been factored to include uncounted roadways.)

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

SITE	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	10532	9641	9226	8741	1.14	1.10	88.6	94.6	17	37
D2	1529	9921	1314	8972	1.16	1.11	84.6	92.7	0	21
D3	13836	1424	11715	1345	1.18	1.06	86.3	94.8	31	0
D4	588	1752	480	1639	1.23	1.07	83.5	94.7	2	2
D5	3514	2945	3055	2796	1.15	1.05	87.2	96.0	3	1
D6	5594	4088	4508	3722	1.24	1.10	79.5	92.1	7	4
D7	2218	1717	1852	1538	1.20	1.12	85.9	93.0	6	6
D8	6076	5462	4882	4603	1.24	1.19	79.7	86.6	8	17
D9	3079	2336	2497	1778	1.23	1.31	80.7	77.4	4	7
D10	3280	2144	2679	1870	1.22	1.15	82.3	90.8	8	8
D11	936	656	744	543	1.26	1.21	78.0	82.9	1	0
D12	3589	2910	2782	2550	1.29	1.14	76.7	89.9	7	6
D13	1941	1756	1557	1509	1.25	1.16	80.5	88.4	5	6
D14	9625	8609	7809	7303	1.23	1.18	80.6	88.5	13	36
D15	8920	8253	7288	6772	1.22	1.22	83.5	85.6	22	37
D16	9145	6636	8082	6140	1.13	1.08	90.1	93.6	13	7
D17	8111	10718	6431	9357	1.26	1.15	81.1	89.0	33	27
D18	4331	4211	3499	3755	1.24	1.12	83.4	92.0	20	14
D19	4740	4313	3947	3796	1.20	1.14	83.8	91.7	10	20
D20	2228	877	1759	799	1.27	1.10	78.5	92.9	5	2
D21	6512	5828	5190	5392	1.25	1.08	79.6	94.1	16	10
D22	11110	8537	8974	7094	1.24	1.20	80.6	85.3	21	32
D23	2221	1610	1577	1347	1.41	1.20	75.8	90.5	21	12
D24	6946	8161	5193	6990	1.34	1.17	81.9	91.6	70	53
D25	23363	21531	20546	18575	1.14	1.16	89.3	88.7	32	64
V1	10577	9261	9143	7952	1.16	1.16	87.4	88.7	20	29
V2	9631	8395	7916	7304	1.22	1.15	84.1	89.3	28	22
V3	2330	2781	1840	1931	1.27	1.44	80.0	73.4	5	11
V4	489	596	360	432	1.36	1.38	77.2	86.8	4	10
V5	42429	41437	28557	27248	1.49	1.52	75.0	73.6	182	349
V6	5476	4926	4753	4238	1.15	1.16	88.2	89.0	12	17
V7	7754	8198	6903	7376	1.12	1.11	90.6	91.7	11	12
V8	9246	10366	8277	9027	1.12	1.15	90.6	88.7	9	14
V9	3769	2768	3300	2425	1.14	1.14	89.4	93.6	5	15
V10	5156	4119	4688	3947	1.10	1.04	91.5	95.9	5	0
V11	16449	10135	9477	6149	1.74	1.65	38.1	49.3	44	72
V12	13592	12505	11994	11396	1.13	1.10	89.2	92.2	21	15
TOTALS	280862	251523	224794	208351	1.25	1.21	82.1	86.8	721	995

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A-11  
PASSENGER CAR OCCUPANCY COMPARISONS  
CENT AREA CORDON (INBOUND)  
A.M. PEAK PERIOD (6:30-9:30) BY SECTOR  
2002 & 2006

SECTOR	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	65456	62470	47816	44867	1.37	1.39	79.1	79.0	239	421
2	22476	23490	19933	20641	1.13	1.14	90.0	89.8	32	43
3	38966	29527	29459	23917	1.32	1.23	73.1	81.9	75	102
4	26485	22738	22735	20697	1.16	1.10	87.1	93.8	50	60
5	11326	8750	9415	8056	1.20	1.09	83.3	93.6	16	11
6	18901	15264	15141	12853	1.25	1.19	79.8	86.7	33	44
7	27690	23498	23179	20215	1.19	1.16	84.8	89.1	48	80
8	19410	20119	15636	17707	1.24	1.14	82.0	90.4	68	63
9	50152	45667	41480	39398	1.21	1.16	84.7	89.4	160	171
TOTALS	280862	251523	224794	208351	1.25	1.21	82.1	86.8	721	995

(Totals have been factored to include uncounted roadways.)

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## **APPENDIX B**

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## **APPENDIX B**

Summary Tables Outbound P.M. Peak Period

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

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
4:00	2344	121	12698	1446	2255	35391	28656	1.24	429	176	320	29702
4:30	3091	163	17302	1515	2816	38488	30760	1.25	375	192	268	31758
5:00	3383	161	21965	2226	3209	41162	32754	1.26	325	223	286	33749
5:30	4114	193	27658	2168	2181	43958	34790	1.26	272	227	259	35741
6:00	4342	191	26946	1644	2171	45057	34972	1.29	240	243	206	35852
6:30	3470	171	24893	1229	1913	46568	35655	1.31	210	146	167	36349
P.M. PEAK HOUR 5:30- 6:30	7812	362	51839	2873	4084	91625	70627	1.30	450	389	373	72201
P.M. RUSH PERIOD 3:30- 6:30	20744	1000	131462	10228	14545	250624	197587	1.27	1851	1207	1506	203151

(Totals have been factored to include uncounted roadways.)

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B-2  
PERSONS BY MODE P.M. (OUTBOUND)  
PEAK PERIOD (3:30-6:30) BY SITE

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS								TOTAL PERSONS		% TRANSIT			
	2002	2006	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
			2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
D1	10688	10149	844	768	0	0	0	0	0	0	844	768	11532	10917	7.3	7.0
D2	2061	10884	456	64	0	0	0	0	0	0	456	64	2517	10948	18.1	0.6
D3	10138	1953	0	0	0	0	0	0	0	0	0	0	10138	1953	0.0	0.0
D4	33	869	492	614	0	0	0	0	0	0	492	614	525	1483	93.7	41.4
D5	3731	3667	767	370	0	0	0	0	0	0	767	370	4498	4037	17.1	9.2
D6	5542	5067	1130	1392	23200	23821	0	0	0	0	24330	25213	29872	30280	81.4	83.3
D7	2413	1999	365	334	0	0	0	0	0	0	365	334	2778	2333	13.1	14.3
D8	6539	5629	1677	1678	0	0	220	0	0	0	1897	1678	8436	7307	22.5	23.0
D9	3585	1942	1347	1141	9213	10645	0	0	0	0	10560	11786	14145	13728	74.7	85.9
D10	2842	1991	0	0	0	0	0	0	0	0	0	0	2842	1991	0.0	0.0
D11	1136	834	333	285	0	0	0	0	0	0	333	285	1469	1119	22.7	25.5
D12	3196	3113	218	172	0	0	0	0	0	0	218	172	3414	3285	6.4	5.2
D13	1620	1730	1039	1159	0	0	0	0	0	0	1039	1159	2659	2889	39.1	40.1
D14	11244	9227	605	499	0	0	0	0	0	0	605	499	11849	9726	5.1	5.1
D15	9011	8877	832	520	0	0	0	0	0	0	832	520	9843	9397	8.5	5.5
D16	9180	7571	1116	0	19760	19877	0	0	8477	8768	29353	28645	38533	36216	76.2	79.1
D17	6927	11648	1836	2382	0	0	0	455	0	0	1836	2837	8763	14485	21.0	19.6
D18	2972	2965	486	501	0	0	0	0	0	0	486	501	3458	3466	14.1	14.5
D19	3008	2908	0	0	0	0	0	0	0	0	0	0	3008	2908	0.0	0.0
D20	2846	3765	460	382	0	0	700	680	0	0	1160	1062	4006	4827	29.0	22.0
D21	6505	4396	978	797	19765	21853	597	1454	0	0	21340	24104	27845	28500	76.6	84.6
D22	6442	7720	1075	751	0	0	0	0	0	0	1075	751	7517	8471	14.3	8.9
D23	1745	1426	143	0	0	0	0	765	0	0	143	765	1888	2191	7.6	34.9
D24	8359	7129	497	609	14561	16820	1020	429	0	0	16078	17858	24437	24987	65.8	71.5
D25	22397	23452	392	219	0	0	0	0	0	0	392	219	22789	23671	1.7	0.9
V1	9057	7272	328	141	15524	16623	0	0	0	0	15852	16764	24909	24036	63.6	69.7
V2	7632	6998	564	121	0	0	0	0	4635	5777	5199	5898	12831	12896	40.5	45.7
V3	3114	2968	124	380	0	0	0	0	0	0	124	380	3238	3348	3.8	11.4
V4	860	750	161	83	0	0	0	0	0	0	161	83	1021	833	15.8	10.0
V5	38437	36105	3996	3003	0	0	4991	4066	0	0	8987	7069	47424	43174	19.0	16.4
V6	4622	4570	1395	1274	0	0	0	0	0	0	1395	1274	6017	5844	23.2	21.8
V7	8808	8055	173	0	0	0	0	0	0	0	173	0	8981	8055	1.9	0.0
V8	11036	10060	454	337	0	0	0	0	0	0	454	337	11490	10397	4.0	3.2
V9	3488	2573	442	270	21579	21823	0	0	0	0	22021	22093	25509	24666	86.3	89.6
V10	3083	2951	281	317	0	0	0	0	0	0	281	317	3364	3268	8.4	9.7
V11	14506	11775	230	135	0	0	1960	2379	0	0	2190	2514	16696	14289	13.1	17.6
V12	16145	15636	0	46	0	0	0	0	0	0	0	46	16145	15682	0.0	0.3
TOTALS	264948	250624	25236	20744	123602	131462	9488	10228	13112	14545	171438	176979	436386	427603	39.3	41.4

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B-3  
PERSONS BY MODE  
CENT AREA CORDON (OUTBOUND)  
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR  
2002 & 2006

SECTOR	AUTO PASSENGERS		TRANSIT PASSENGERS								TOTAL PERSONS		% TRANSIT			
	2002	2006	TRANSIT BUS		METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
			2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
1	59100	54093	5173	3728	15524	16623	4991	4066	4635	5777	30323	30194	89423	84287	33.9	35.8
2	24466	22685	2022	1611	0	0	0	0	0	0	2022	1611	26488	24296	7.6	6.6
3	37222	32935	953	768	21579	21823	1960	2379	0	0	24492	24970	61714	57905	39.7	43.1
4	22920	23855	1792	1446	0	0	0	0	0	0	1792	1446	24712	25301	7.3	5.7
5	11686	10733	2262	2096	23200	23821	0	0	0	0	25462	25917	37148	36650	68.5	70.7
6	18918	15239	4614	4435	9213	10645	220	0	0	0	14047	15080	32965	30319	42.6	49.7
7	29435	25675	2553	1019	19760	19877	0	0	8477	8768	30790	29664	60225	55339	51.1	53.6
8	15753	17521	2782	2883	0	0	700	455	0	0	3482	3338	19235	20859	18.1	16.0
9	45448	47888	3085	2758	34326	38673	1617	3328	0	0	39028	44759	84476	92647	46.2	48.3
TOTALS	264948	250624	25236	20744	123602	131462	9488	10228	13112	14545	171438	176979	436386	427603	39.3	41.4

(Totals have been factored to include uncounted roadways.)

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

SITE	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	844	768	34	27	24.8	28.4	0	0	0	0	0.0	0.0
D2	456	64	29	11	15.7	5.8	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	492	614	35	28	14.1	21.9	0	0	0	0	0.0	0.0
D5	767	370	37	16	20.7	23.1	0	0	0	0	0.0	0.0
D6	1130	1392	35	47	32.3	29.6	23200	23821	332	396	69.9	60.2
D7	365	334	41	44	8.9	7.6	0	0	0	0	0.0	0.0
D8	1677	1678	53	51	31.6	32.9	0	0	0	0	0.0	0.0
D9	1347	1141	37	36	36.4	31.7	9213	10645	168	174	54.8	61.2
D10	0	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0
D11	333	285	15	11	22.2	25.9	0	0	0	0	0.0	0.0
D12	218	172	14	8	15.6	21.5	0	0	0	0	0.0	0.0
D13	1039	1159	23	22	45.2	52.7	0	0	0	0	0.0	0.0
D14	605	499	28	26	21.6	19.2	0	0	0	0	0.0	0.0
D15	832	520	24	26	34.7	20.0	0	0	0	0	0.0	0.0
D16	1116	0	35	0	31.9	0.0	19760	19877	328	378	60.2	52.6
D17	1836	2382	51	80	36.0	29.8	0	0	0	0	0.0	0.0
D18	486	501	27	24	18.0	20.9	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	460	382	20	19	23.0	20.1	0	0	0	0	0.0	0.0
D21	978	797	39	50	25.1	15.9	19765	21853	308	336	64.2	65.0
D22	1075	751	29	32	37.1	23.5	0	0	0	0	0.0	0.0
D23	143	0	8	0	17.9	0.0	0	0	0	0	0.0	0.0
D24	497	609	49	66	10.1	9.2	14561	16820	160	186	91.0	90.4
D25	392	219	22	9	17.8	24.3	0	0	0	0	0.0	0.0
V1	328	141	6	3	54.7	47.0	15524	16623	256	296	60.6	56.2
V2	564	121	35	16	16.1	7.6	0	0	0	0	0.0	0.0
V3	124	380	7	21	17.7	18.1	0	0	0	0	0.0	0.0
V4	161	83	7	7	23.0	11.9	0	0	0	0	0.0	0.0
V5	3996	3003	187	191	21.4	15.7	0	0	0	0	0.0	0.0
V6	1395	1274	54	72	25.8	17.7	0	0	0	0	0.0	0.0
V7	173	0	8	0	21.6	0.0	0	0	0	0	0.0	0.0
V8	454	337	24	16	18.9	21.1	0	0	0	0	0.0	0.0
V9	442	270	26	16	17.0	16.9	21579	21823	222	234	97.2	93.3
V10	281	317	16	14	17.6	22.6	0	0	0	0	0.0	0.0
V11	230	135	9	6	25.6	22.5	0	0	0	0	0.0	0.0
V12	0	46	0	5	0.0	9.2	0	0	0	0	0.0	0.0
TOTALS	25236	20744	1064	1000	23.7	20.7	123602	131462	1774	2000	69.7	65.7

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B-5  
TRANSIT PASSENGER OCCUPANCY COMPARISONS  
CENT AREA CORDON (OUTBOUND)  
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR  
2002 & 2006

SECTOR	TRANSIT BUS PASSENGERS		TRANSIT BUSES		TRANSIT BUS AVG OCCUPANCY		METRORAIL PASSENGERS		METRORAIL CARS		METRORAIL CAR AVG OCCUPANCY	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	5173	3728	242	238	21.4	15.7	15524	16623	256	296	60.6	56.2
2	2022	1611	86	88	23.5	18.3	0	0	0	0	0.0	0.0
3	953	768	51	41	18.7	18.7	21579	21823	222	234	97.2	93.3
4	1792	1446	98	66	18.3	21.9	0	0	0	0	0.0	0.0
5	2262	2096	113	107	20.0	19.6	23200	23821	332	396	69.9	60.2
6	4614	4435	142	128	32.5	34.6	9213	10645	168	174	54.8	61.2
7	2553	1019	87	52	29.3	19.6	19760	19877	328	378	60.2	52.6
8	2782	2883	98	104	28.4	27.7	0	0	0	0	0.0	0.0
9	3085	2758	147	176	21.0	15.7	34326	38673	468	522	73.3	74.1
TOTALS	25236	20744	1064	1000	23.7	20.7	123602	131462	1774	2000	69.7	65.7

(Totals have been factored to include uncounted roadways.)

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

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	6583	7141	1490	959	181	103	58	22	21	9	3	2	21	53
D2	1239	7948	315	990	30	108	5	48	2	10	2	1	5	32
D3	6189	1179	1314	294	166	31	72	4	24	1	4	0	33	6
D4	21	522	3	94	2	20	0	6	0	4	0	0	0	5
D5	2262	2634	515	378	78	65	39	12	5	2	0	0	2	2
D6	2993	3110	924	689	137	94	27	40	16	3	1	0	8	11
D7	1486	1352	351	251	38	31	12	4	3	0	0	0	4	3
D8	3847	4004	989	581	91	63	34	20	8	0	1	0	22	17
D9	1842	1123	644	296	71	30	32	9	7	1	0	4	7	6
D10	1783	1317	410	290	51	18	10	7	2	0	0	2	3	0
D11	610	460	188	150	29	22	8	2	5	0	1	0	0	0
D12	1653	1960	557	305	86	47	17	14	6	2	1	0	6	28
D13	771	1199	275	206	50	13	10	2	5	0	0	0	7	6
D14	6833	6092	1623	1123	180	120	43	30	9	4	4	5	32	32
D15	5589	5501	1179	1112	199	82	60	23	16	2	1	4	13	65
D16	6152	5021	1043	915	137	71	55	49	9	7	4	8	21	19
D17	4477	7634	970	1385	83	175	12	31	3	11	1	0	16	45
D18	1743	2265	445	274	49	18	16	11	4	0	0	1	9	4
D19	1541	1900	531	297	52	22	10	0	1	0	2	2	16	28
D20	1670	2672	428	408	52	35	12	1	4	0	0	0	8	14
D21	3771	3271	1055	393	104	41	23	16	4	4	1	0	17	11
D22	3852	4996	1009	993	111	103	20	19	3	1	0	2	12	28
D23	956	828	303	167	20	20	7	16	1	4	1	2	7	9
D24	4811	4450	1170	814	139	77	31	33	5	4	3	1	52	56
D25	15391	16663	2778	2511	206	175	71	36	7	8	0	4	44	87
V1	6155	5768	1009	491	111	40	37	11	10	2	3	0	30	29
V2	5612	5351	787	525	48	27	14	9	6	0	0	0	18	40
V3	1839	1738	471	420	56	66	21	13	4	12	1	1	5	7
V4	474	517	139	74	9	5	1	0	1	2	0	0	6	5
V5	21596	19470	4297	2520	1666	2434	65	83	13	17	3	4	243	321
V6	2875	3094	670	510	54	43	19	16	5	7	0	0	12	19
V7	6199	5995	1012	802	107	75	31	18	5	5	2	0	9	12
V8	7508	7500	1363	912	143	107	37	46	9	3	2	2	14	17
V9	2107	1757	530	265	53	30	24	4	6	0	0	0	3	15
V10	2380	2162	260	281	17	17	6	6	0	4	0	0	9	11
V11	3245	2444	4419	3539	473	324	58	47	2	5	7	4	60	87
V12	11573	11950	1657	1504	158	58	69	12	8	0	4	0	37	38
TOTALS	159628	162988	37123	27718	5237	4810	1066	720	239	134	52	49	811	1168

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B-7  
PASSENGER CAR OCCUPANCY COMPARISONS  
CENT AREA CORDON (OUTBOUND)  
P.M. PEAK PERIOD (3:30-6:30) BY SECTOR  
2002 & 2006

SECTOR	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	35676	32844	6703	4030	1890	2572	138	116	34	33	7	5	302	402
2	16582	16589	3045	2224	304	225	87	80	19	15	4	2	35	48
3	19305	18313	6866	5589	701	429	157	69	16	9	11	4	109	151
4	14032	16790	3122	2337	379	262	135	80	47	24	9	3	59	96
5	6741	7096	1790	1318	253	190	78	56	24	5	1	0	14	16
6	10506	10063	3063	1828	378	193	111	54	33	3	3	6	45	57
7	18574	16614	3845	3150	516	273	158	102	34	13	9	17	66	116
8	9431	11799	2374	1956	236	215	50	42	12	11	3	3	49	77
9	28781	32880	6315	5286	580	451	152	121	20	21	5	9	132	205
TOTALS	159628	162988	37123	27718	5237	4810	1066	720	239	134	52	49	811	1168

(Totals have been factored to include uncounted roadways.)

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

2006

SITE	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
D1	7141	959	103	22	9	2	53	10149	8289	1.22	8465
D2	7948	990	108	48	10	1	32	10884	9137	1.19	9231
D3	1179	294	31	4	1	0	6	1953	1515	1.29	1542
D4	522	94	20	6	4	0	5	869	651	1.33	691
D5	2634	378	65	12	2	0	2	3667	3093	1.19	3174
D6	3110	689	94	40	3	0	11	5067	3947	1.28	4082
D7	1352	251	31	4	0	0	3	1999	1641	1.22	1730
D8	4004	581	63	20	0	0	17	5629	4685	1.20	4848
D9	1123	296	30	9	1	4	6	1942	1469	1.32	1579
D10	1317	290	18	7	0	2	0	1991	1634	1.22	1662
D11	460	150	22	2	0	0	0	834	634	1.32	651
D12	1960	305	47	14	2	0	28	3113	2356	1.32	2394
D13	1199	206	13	2	0	0	6	1730	1426	1.21	1485
D14	6092	1123	120	30	4	5	32	9227	7406	1.25	7641
D15	5501	1112	82	23	2	4	65	8877	6789	1.31	6962
D16	5021	915	71	49	7	8	19	7571	6090	1.24	6289
D17	7634	1385	175	31	11	0	45	11648	9281	1.26	9693
D18	2265	274	18	11	0	1	4	2965	2573	1.15	2683
D19	1900	297	22	0	0	2	28	2908	2249	1.29	2260
D20	2672	408	35	1	0	0	14	3765	3130	1.20	3201
D21	3271	393	41	16	4	0	11	4396	3736	1.18	3925
D22	4996	993	103	19	1	2	28	7720	6142	1.26	6291
D23	828	167	20	16	4	2	9	1426	1046	1.36	1137
D24	4450	814	77	33	4	1	56	7129	5435	1.31	5727
D25	16663	2511	175	36	8	4	87	23452	19484	1.20	19874
V1	5768	491	40	11	2	0	29	7272	6341	1.15	6391
V2	5351	525	27	9	0	0	40	6998	5952	1.18	6069
V3	1738	420	66	13	12	1	7	2968	2257	1.32	2316
V4	517	74	5	0	2	0	5	750	603	1.24	617
V5	19470	2520	2434	83	17	4	321	36105	24849	1.45	25952
V6	3094	510	43	16	7	0	19	4570	3689	1.24	3828
V7	5995	802	75	18	5	0	12	8055	6907	1.17	7003
V8	7500	912	107	46	3	2	17	10060	8587	1.17	8715
V9	1757	265	30	4	0	0	15	2573	2071	1.24	2139
V10	2162	281	17	6	4	0	11	2951	2481	1.19	2530
V11	2444	3539	324	47	5	4	87	11775	6450	1.83	6750
V12	11950	1504	58	12	0	0	38	15636	13562	1.15	13624
TOTALS	162988	27718	4810	720	134	49	1168	250624	197587	1.27	203151



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

2006

SECTOR	AUTOS BY # OF OCCUPANTS							TOTAL AUTO OCCUPANTS	TOTAL AUTOS	AVERAGE AUTO OCCUPANCY	TOTAL VEHICLES
	1	2	3	4	5	6	7 OR MORE				
1	32844	4030	2572	116	33	5	402	54093	40002	1.35	41345
2	16589	2224	225	80	15	2	48	22685	19183	1.18	19546
3	18313	5589	429	69	9	4	151	32935	24564	1.34	25043
4	16790	2337	262	80	24	3	96	23855	19592	1.22	19929
5	7096	1318	190	56	5	0	16	10733	8681	1.24	8986
6	10063	1828	193	54	3	6	57	15239	12204	1.25	12619
7	16614	3150	273	102	13	17	116	25675	20285	1.27	20892
8	11799	1956	215	42	11	3	77	17521	14103	1.24	14636
9	32880	5286	451	121	21	9	205	47888	38973	1.23	40155
TOTALS	162988	27718	4810	720	134	49	1168	250624	197587	1.27	203151

(Totals have been factored to include uncounted roadways.)

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

SITE	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
D1	10688	10149	8357	8289	1.28	1.22	78.8	86.2	16	53
D2	2061	10884	1598	9137	1.29	1.19	77.5	87.0	5	32
D3	10138	1953	7802	1515	1.30	1.29	79.3	77.8	32	6
D4	33	869	26	651	1.27	1.33	80.8	80.2	0	4
D5	3731	3667	2901	3093	1.29	1.19	78.0	85.2	2	2
D6	5542	5067	4106	3947	1.35	1.28	72.9	78.8	8	9
D7	2413	1999	1894	1641	1.27	1.22	78.5	82.4	4	3
D8	6539	5629	4992	4685	1.31	1.20	77.1	85.5	21	15
D9	3585	1942	2603	1469	1.38	1.32	70.8	76.4	6	6
D10	2842	1991	2259	1634	1.26	1.22	78.9	80.6	3	0
D11	1136	834	841	634	1.35	1.32	72.5	72.6	0	0
D12	3196	3113	2326	2356	1.37	1.32	71.1	83.2	5	28
D13	1620	1730	1118	1426	1.45	1.21	69.0	84.1	7	6
D14	11244	9227	8724	7406	1.29	1.25	78.3	82.3	32	27
D15	9011	8877	7057	6789	1.28	1.31	79.2	81.0	10	65
D16	9180	7571	7421	6090	1.24	1.24	82.9	82.4	19	19
D17	6927	11648	5562	9281	1.25	1.26	80.5	82.3	16	45
D18	2972	2965	2266	2573	1.31	1.15	76.9	88.0	9	4
D19	3008	2908	2153	2249	1.40	1.29	71.6	84.5	16	28
D20	2846	3765	2174	3130	1.31	1.20	76.8	85.4	8	14
D21	6505	4396	4975	3736	1.31	1.18	75.8	87.6	15	11
D22	6442	7720	5007	6142	1.29	1.26	76.9	81.3	12	28
D23	1745	1426	1295	1046	1.35	1.36	73.8	79.2	7	9
D24	8359	7129	6211	5435	1.35	1.31	77.5	81.9	52	54
D25	22397	23452	18497	19484	1.21	1.20	83.2	85.5	41	85
V1	9057	7272	7355	6341	1.23	1.15	83.7	91.0	25	29
V2	7632	6998	6485	5952	1.18	1.18	86.5	89.9	18	40
V3	3114	2968	2397	2257	1.30	1.32	76.7	77.0	4	5
V4	860	750	630	603	1.37	1.24	75.2	85.7	6	5
V5	38437	36105	27883	24849	1.38	1.45	77.5	78.4	241	321
V6	4622	4570	3635	3689	1.27	1.24	79.1	83.9	12	19
V7	8808	8055	7365	6907	1.20	1.17	84.2	86.8	8	10
V8	11036	10060	9076	8587	1.22	1.17	82.7	87.3	14	17
V9	3488	2573	2723	2071	1.28	1.24	77.4	84.8	3	15
V10	3083	2951	2672	2481	1.15	1.19	89.1	87.1	9	11
V11	14506	11775	8264	6450	1.76	1.83	39.3	37.9	60	87
V12	16145	15636	13506	13562	1.20	1.15	85.7	88.1	37	38
TOTALS	264948	250624	204156	197587	1.30	1.27	78.2	82.5	783	1150

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B-11  
PASSENGER CAR OCCUPANCY COMPARISONS  
CENT AREA CORDON (OUTBOUND)  
A.M. PEAK PERIOD (3:30-6:30) BY SECTOR  
2002 & 2006

SECTOR	TOTAL PERSONS		TOTAL AUTOS		AVERAGE AUTO OCCUPANCY		% S.O.V.		VANPOOLS	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
1	59100	54093	44750	40002	1.32	1.35	79.7	82.1	294	400
2	24466	22685	20076	19183	1.22	1.18	82.6	86.5	34	46
3	37222	32935	27165	24564	1.37	1.34	71.1	74.6	109	151
4	22920	23855	17783	19592	1.29	1.22	78.9	85.7	53	95
5	11686	10733	8901	8681	1.31	1.24	75.7	81.7	14	14
6	18918	15239	14139	12204	1.34	1.25	74.3	82.5	42	55
7	29435	25675	23202	20285	1.27	1.27	80.1	81.9	61	111
8	15753	17521	12155	14103	1.30	1.24	77.6	83.7	49	77
9	45448	47888	35985	38973	1.26	1.23	80.0	84.4	127	201
TOTALS	264948	250624	204156	197587	1.30	1.27	78.2	82.5	783	1150

(Totals have been factored to include uncounted roadways.)

## **APPENDIX C**

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## **APPENDIX C**

Station Tables Inbound A.M.

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

2006

SITE: D1  
LOCATION: WISCONSIN AVE/CANAL RD NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	63	5	0	0	0	0	208	182	1.14	2	0	1	190
6:00	68	3	0	0	0	0	519	496	1.05	8	1	4	512
6:30	149	4	0	0	0	0	615	596	1.03	12	4	0	616
7:00	30	2	0	0	0	0	1168	1031	1.13	20	6	4	1063
7:30	179	8	0	0	0	0	1420	1284	1.11	9	2	3	1306
8:00	133	4	0	0	0	0	1749	1645	1.06	13	3	9	1674
8:30	209	6	0	0	0	0	1799	1608	1.12	16	7	6	1643
9:00	137	7	0	0	0	0	1864	1679	1.11	21	10	13	1730
9:30	104	4	0	0	0	0	1641	1494	1.10	18	6	6	1528
10:00	54	2	0	0	0	0	1694	1516	1.12	27	4	5	1554
A.M. PEAK HOUR 8:00- 9:00	346	13	0	0	0	0	3663	3287	1.11	37	17	19	3373
A.M. RUSH PERIOD 6:30- 9:30	792	31	0	0	0	0	9641	8741	1.10	97	34	41	8944
5-HOUR TOTALS	1126	45	0	0	0	0	12677	11531	1.10	146	43	51	11816



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

2006

SITE: D2  
LOCATION: P ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	136	122	1.11	2	2	0	126
6:00	5	1	0	0	0	0	560	510	1.10	0	0	0	511
6:30	4	1	0	0	0	0	732	623	1.17	0	2	0	626
7:00	2	1	0	0	0	0	995	851	1.17	1	7	0	860
7:30	4	1	0	0	0	0	1496	1381	1.08	0	10	2	1394
8:00	15	2	0	0	0	0	1778	1636	1.09	2	2	2	1644
8:30	28	3	0	0	0	0	2093	1878	1.11	1	5	1	1888
9:00	9	2	0	0	0	0	2015	1829	1.10	2	4	0	1837
9:30	16	3	0	0	0	0	1544	1397	1.11	0	4	1	1405
10:00	8	1	0	0	0	0	1084	983	1.10	3	5	2	994
A.M. PEAK HOUR 8:00- 9:00	37	5	0	0	0	0	4108	3707	1.11	3	9	1	3725
A.M. RUSH PERIOD 6:30- 9:30	74	12	0	0	0	0	9921	8972	1.11	6	32	6	9028
5-HOUR TOTALS	91	15	0	0	0	0	12433	11210	1.11	11	41	8	11285

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2007-03-02

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

2006

SITE: D3  
LOCATION: ROCK CREEK PARKWAY NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	0	0.00	0	0	0	0	
6:00	0	0	0	0	0	0	34	1.06	0	0	0	32	
6:30	0	0	0	0	0	0	48	1.09	0	0	0	44	
7:00	0	0	0	0	0	0	89	1.06	1	2	0	87	
7:30	0	0	0	0	0	0	113	1.09	0	1	0	105	
8:00	0	0	0	0	0	0	190	1.07	3	3	0	183	
8:30	0	0	0	0	0	0	290	1.04	5	4	1	289	
9:00	0	0	0	0	0	0	380	1.04	5	2	1	373	
9:30	0	0	0	0	0	0	362	1.08	4	1	1	342	
10:00	0	0	0	0	0	0	298	1.17	5	2	1	263	
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	0	742	1.06	9	3	2	715	
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	1424	1.06	18	13	3	1379	
5-HOUR TOTALS	0	0	0	0	0	0	1804	1.08	23	15	4	1718	

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2007-03-02

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

2006

SITE: D4  
LOCATION: Q ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	1	1	1.00	0	0	0	1
6:00	10	2	0	0	0	0	30	30	1.00	2	0	0	34
6:30	12	4	0	0	0	0	63	61	1.03	2	0	4	71
7:00	22	2	0	0	0	0	114	107	1.07	2	0	6	117
7:30	129	5	0	0	0	0	201	188	1.07	3	0	8	204
8:00	85	6	0	0	0	0	311	293	1.06	6	1	9	315
8:30	193	8	0	0	0	0	353	334	1.06	8	0	19	369
9:00	228	9	0	0	0	0	381	363	1.05	8	4	11	395
9:30	164	6	0	0	0	0	392	354	1.11	7	4	11	382
10:00	89	4	0	0	0	0	365	334	1.09	13	0	21	372
A.M. PEAK HOUR 8:30- 9:30	392	15	0	0	0	0	773	717	1.08	15	8	22	777
A.M. RUSH PERIOD 6:30- 9:30	821	36	0	0	0	0	1752	1639	1.07	34	9	64	1782
5-HOUR TOTALS	932	46	0	0	0	0	2211	2065	1.07	51	9	89	2260

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2007-03-02

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

2006

SITE: D5  
LOCATION: MASSACHUSETTS AVE NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	3	3	1.00	1	0	0	4
6:00	6	1	0	0	0	0	43	43	1.00	1	0	0	45
6:30	12	1	0	0	0	0	124	124	1.00	6	1	0	132
7:00	25	2	0	0	0	0	97	94	1.03	4	3	1	104
7:30	177	7	0	0	0	0	444	435	1.02	10	10	1	463
8:00	93	3	0	0	0	0	532	525	1.01	7	6	0	541
8:30	153	5	0	0	0	0	533	529	1.01	8	4	1	547
9:00	222	7	0	0	0	0	631	586	1.08	5	1	1	600
9:30	62	4	0	0	0	0	708	627	1.13	3	6	1	641
10:00	38	3	0	0	0	0	595	524	1.14	12	2	1	542
A.M. PEAK HOUR 8:30- 9:30	284	11	0	0	0	0	1339	1213	1.10	8	7	2	1241
A.M. RUSH PERIOD 6:30- 9:30	732	28	0	0	0	0	2945	2796	1.05	37	30	5	2896
5-HOUR TOTALS	788	33	0	0	0	0	3710	3490	1.06	57	33	6	3619

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2007-03-02

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

2006

SITE: D6  
LOCATION: CONNECTICUT AVE NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	23	1	144	0	0	57	47	1.21	0	0	0	48	
6:00	63	2	453	0	0	178	151	1.18	4	2	0	159	
6:30	84	2	874	0	0	291	247	1.18	4	1	0	254	
7:00	102	4	1756	0	0	351	306	1.15	6	4	0	320	
7:30	236	8	3288	0	0	473	424	1.12	9	2	2	445	
8:00	241	8	4732	0	0	636	567	1.12	10	1	0	586	
8:30	499	13	3810	0	0	985	922	1.07	12	3	1	951	
9:00	490	13	7139	0	0	841	778	1.08	16	5	1	813	
9:30	247	9	5088	0	0	802	725	1.11	8	4	2	748	
10:00	219	7	1936	0	0	548	460	1.19	9	5	1	482	
A.M. PEAK HOUR 8:00- 9:00	989	26	10949	0	0	1826	1700	1.07	28	8	2	1764	
A.M. RUSH PERIOD 6:30- 9:30	1815	55	25813	0	0	4088	3722	1.10	61	19	6	3863	
5-HOUR TOTALS	2204	67	29220	0	0	5162	4627	1.12	78	27	7	4806	

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2007-03-02

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

2006

SITE: D7  
LOCATION: 18TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	8	4	0	0	0	0	0	0.00	0	0	0	4	
6:00	11	5	0	0	0	57	52	1.10	9	1	0	67	
6:30	22	5	0	0	0	63	55	1.15	2	0	1	63	
7:00	31	7	0	0	0	85	77	1.10	4	0	1	89	
7:30	42	6	0	0	0	169	144	1.17	4	2	0	156	
8:00	57	7	0	0	0	235	208	1.13	4	3	4	226	
8:30	89	8	0	0	0	384	368	1.04	9	3	4	392	
9:00	116	8	0	0	0	389	353	1.10	7	7	9	384	
9:30	89	8	0	0	0	455	388	1.17	10	3	0	409	
10:00	39	4	0	0	0	294	249	1.18	12	0	1	266	
A.M. PEAK HOUR 8:30- 9:30	205	16	0	0	0	844	741	1.14	17	10	9	793	
A.M. RUSH PERIOD 6:30- 9:30	424	44	0	0	0	1717	1538	1.12	38	18	18	1656	
5-HOUR TOTALS	504	62	0	0	0	2131	1894	1.13	61	19	20	2056	

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

2006

SITE: D8  
LOCATION: 16TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	179	4	0	0	0	0	141	114	1.24	2	0	0	120
6:00	113	4	0	0	0	0	341	288	1.18	9	3	1	305
6:30	275	8	0	0	0	0	449	356	1.26	11	0	1	376
7:00	258	7	0	0	0	0	580	419	1.38	1	2	4	433
7:30	332	9	0	0	0	0	830	659	1.26	4	3	8	683
8:00	333	9	0	0	0	0	1006	863	1.17	14	2	3	891
8:30	445	15	0	0	0	0	939	825	1.14	11	7	7	865
9:00	534	13	0	0	0	0	1032	904	1.14	10	5	5	937
9:30	431	12	0	0	0	0	1075	933	1.15	10	8	7	970
10:00	138	5	0	0	0	0	739	564	1.31	8	0	3	580
A.M. PEAK HOUR 8:30- 9:30	965	25	0	0	0	0	2107	1837	1.15	20	13	12	1907
A.M. RUSH PERIOD 6:30- 9:30	2333	65	0	0	0	0	5462	4603	1.19	50	27	34	4779
5-HOUR TOTALS	3038	86	0	0	0	0	7132	5925	1.20	80	30	39	6160

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2007-03-02

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

2006

SITE: D9  
LOCATION: 14TH ST NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	122	4	249	0	0	113	87	1.30	1	0	0	92
6:00	95	3	617	0	0	205	162	1.27	3	1	2	171
6:30	221	6	1045	0	0	265	211	1.26	7	1	0	225
7:00	179	5	976	0	0	327	244	1.34	7	0	2	258
7:30	266	7	1753	0	0	335	245	1.37	12	0	6	270
8:00	190	6	2099	0	0	375	286	1.31	9	1	13	315
8:30	294	7	1944	0	0	411	319	1.29	7	2	1	336
9:00	219	5	2596	0	0	466	369	1.26	4	1	1	380
9:30	225	6	1281	0	0	422	315	1.34	10	1	1	333
10:00	112	3	817	0	0	418	290	1.44	17	1	8	319
A.M. PEAK HOUR 8:00- 9:00	513	12	4540	0	0	877	688	1.27	11	3	2	716
A.M. RUSH PERIOD 6:30- 9:30	1373	36	10649	0	0	2336	1778	1.31	49	5	24	1892
5-HOUR TOTALS	1923	52	13377	0	0	3337	2528	1.32	77	8	34	2699



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2007-03-02

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

2006

SITE: D10  
LOCATION: 13TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	50	46	1.09	0	0	0	46
6:00	0	0	0	0	0	0	127	114	1.11	3	0	0	117
6:30	0	0	0	0	0	0	178	157	1.13	2	0	0	159
7:00	0	0	0	0	0	0	291	265	1.10	4	1	4	274
7:30	0	0	0	0	0	0	491	465	1.06	3	0	2	470
8:00	0	0	0	0	0	0	301	260	1.16	1	0	0	261
8:30	0	0	0	0	0	0	350	296	1.18	2	0	0	298
9:00	0	0	0	0	0	0	343	291	1.18	5	0	0	296
9:30	0	0	0	0	0	0	368	293	1.26	7	1	1	302
10:00	0	0	0	0	0	0	316	252	1.25	3	0	1	256
A.M. PEAK HOUR 6:30- 7:30	0	0	0	0	0	0	782	730	1.07	7	1	6	744
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	2144	1870	1.15	22	2	7	1901
5-HOUR TOTALS	0	0	0	0	0	0	2815	2439	1.15	30	2	8	2479

DRAFT  
2007-03-02

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

2006

SITE: D11  
LOCATION: 11TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	21	20	1.05	0	0	0	20
6:00	63	2	0	0	0	0	22	20	1.10	0	0	0	22
6:30	18	1	0	0	0	0	38	32	1.19	0	0	0	33
7:00	47	2	0	0	0	0	47	40	1.18	0	0	0	42
7:30	49	2	0	0	0	0	70	56	1.25	1	0	0	59
8:00	74	3	0	0	0	0	110	90	1.22	0	0	0	93
8:30	45	2	0	0	0	0	120	102	1.18	2	0	1	107
9:00	50	2	0	0	0	0	152	129	1.18	4	2	0	137
9:30	17	1	0	0	0	0	157	126	1.25	1	0	0	128
10:00	15	1	0	0	0	0	135	100	1.35	6	0	0	107
A.M. PEAK HOUR 8:30- 9:30	67	3	0	0	0	0	309	255	1.21	5	2	0	265
A.M. RUSH PERIOD 6:30- 9:30	282	12	0	0	0	0	656	543	1.21	8	2	1	566
5-HOUR TOTALS	378	16	0	0	0	0	872	715	1.22	14	2	1	748

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	20	1	0	0	0	0	57	51	1.12	1	1	0	54
6:00	33	1	0	0	0	0	139	127	1.09	6	0	0	134
6:30	47	2	0	0	0	0	178	162	1.10	3	0	1	168
7:00	35	1	0	0	0	0	215	173	1.24	0	0	0	174
7:30	55	3	0	0	0	0	340	290	1.17	7	1	0	301
8:00	42	2	0	0	0	0	473	421	1.12	12	1	3	439
8:30	69	3	0	0	0	0	564	508	1.11	11	0	5	527
9:00	56	2	0	0	0	0	701	631	1.11	12	4	0	649
9:30	30	1	0	0	0	0	617	527	1.17	13	0	4	545
10:00	27	1	0	0	0	0	373	318	1.17	10	2	0	331
A.M. PEAK HOUR 8:30- 9:30	86	3	0	0	0	0	1318	1158	1.14	25	4	4	1194
A.M. RUSH PERIOD 6:30- 9:30	287	12	0	0	0	0	2910	2550	1.14	55	6	12	2635
5-HOUR TOTALS	414	17	0	0	0	0	3657	3208	1.14	75	9	13	3322

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	27	1	0	0	0	0	53	46	1.15	0	0	1	48
6:00	154	3	0	0	0	0	140	118	1.19	2	0	3	126
6:30	167	3	0	0	0	0	163	141	1.16	1	0	3	148
7:00	130	3	0	0	0	0	197	162	1.22	6	0	1	172
7:30	173	4	0	0	0	0	234	203	1.15	6	1	0	214
8:00	109	2	0	0	0	0	285	243	1.17	6	0	1	252
8:30	176	4	0	0	0	0	317	281	1.13	12	0	1	298
9:00	69	2	0	0	0	0	382	346	1.10	16	8	2	374
9:30	116	2	0	0	0	0	341	274	1.24	6	1	0	283
10:00	135	4	0	0	0	0	246	192	1.28	11	1	0	208
A.M. PEAK HOUR 8:00- 9:00	245	6	0	0	0	0	699	627	1.11	28	8	3	672
A.M. RUSH PERIOD 6:30- 9:30	773	17	0	0	0	0	1756	1509	1.16	52	10	5	1593
5-HOUR TOTALS	1256	28	0	0	0	0	2358	2006	1.18	66	11	12	2123

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	20	2	0	0	0	0	172	146	1.18	5	0	0	153
6:00	18	2	0	0	0	0	508	451	1.13	13	0	4	470
6:30	30	2	0	0	0	0	629	556	1.13	21	1	1	581
7:00	65	4	0	0	0	0	975	856	1.14	30	3	2	895
7:30	95	5	0	0	0	0	1284	1094	1.17	59	2	5	1165
8:00	137	6	0	0	0	0	1548	1355	1.14	42	1	12	1416
8:30	153	6	0	0	0	0	1813	1583	1.15	39	2	10	1640
9:00	189	6	0	0	0	0	1641	1336	1.23	43	2	9	1396
9:30	66	4	0	0	0	0	1348	1079	1.25	48	3	4	1138
10:00	23	2	0	0	0	0	1347	1075	1.25	50	3	5	1135
A.M. PEAK HOUR 7:30- 8:30	290	12	0	0	0	0	3361	2938	1.14	81	3	22	3056
A.M. RUSH PERIOD 6:30- 9:30	705	31	0	0	0	0	8609	7303	1.18	261	13	42	7650
5-HOUR TOTALS	796	39	0	0	0	0	11265	9531	1.18	350	17	52	9989

DRAFT  
2007-03-02

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

2006

SITE: D15  
LOCATION: NORTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	48	4	0	0	0	0	261	236	1.11	6	0	0	246
6:00	53	4	0	0	0	0	602	558	1.08	6	3	2	573
6:30	33	2	0	0	0	0	804	716	1.12	14	1	3	736
7:00	71	5	0	0	0	0	993	805	1.23	32	2	11	855
7:30	64	4	0	0	0	0	1239	1018	1.22	30	3	9	1064
8:00	86	4	0	0	0	0	1410	1165	1.21	25	4	9	1207
8:30	144	6	0	0	0	0	1622	1358	1.19	32	3	15	1414
9:00	78	4	0	0	0	0	1624	1361	1.19	41	5	11	1422
9:30	104	5	0	0	0	0	1365	1065	1.28	22	2	4	1098
10:00	33	2	0	0	0	0	1009	793	1.27	29	4	5	833
A.M. PEAK HOUR 8:00- 9:00	222	10	0	0	0	0	3246	2719	1.19	73	8	26	2836
A.M. RUSH PERIOD 6:30- 9:30	547	28	0	0	0	0	8253	6772	1.22	182	19	59	7060
5-HOUR TOTALS	714	40	0	0	0	0	10929	9075	1.20	237	27	69	9448

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
5:30	0	0	538	0	0	356	335	1.06	21	1	0	357
6:00	0	0	936	0	64	998	957	1.04	79	4	4	1044
6:30	0	0	1432	0	1713	991	945	1.05	67	7	6	1025
7:00	0	0	2199	0	909	989	934	1.06	65	7	11	1017
7:30	0	0	3974	0	2773	986	906	1.09	73	6	7	992
8:00	0	0	4681	0	682	1071	980	1.09	61	0	6	1047
8:30	0	0	5793	0	2657	1133	1038	1.09	38	2	3	1081
9:00	0	0	4547	0	1379	1199	1111	1.08	37	3	7	1158
9:30	0	0	3340	0	991	1258	1171	1.07	61	1	6	1239
10:00	0	0	1296	0	510	1000	892	1.12	52	0	17	961
A.M. PEAK HOUR 8:30- 9:30	0	0	7887	0	2370	2457	2282	1.08	98	4	13	2397
A.M. RUSH PERIOD 6:30- 9:30	0	0	24534	0	9391	6636	6140	1.08	335	19	40	6534
5-HOUR TOTALS	0	0	28736	0	11678	9981	9269	1.08	554	31	67	9921

DRAFT  
2007-03-02

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

2006

SITE: D17  
LOCATION: K ST / H ST NE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	167	6	0	0	0	163	143	1.14	8	0	2	159
6:00	181	7	0	35	0	452	414	1.09	23	0	2	446
6:30	376	14	0	70	0	622	575	1.08	37	0	8	634
7:00	323	14	0	70	0	1237	1069	1.16	46	2	5	1136
7:30	320	12	0	70	0	1615	1428	1.13	87	0	20	1547
8:00	453	18	0	105	0	1944	1775	1.10	72	0	21	1886
8:30	496	19	0	70	0	2052	1840	1.12	74	2	24	1959
9:00	537	22	0	70	0	2022	1744	1.16	54	1	10	1831
9:30	398	13	0	0	0	1848	1501	1.23	80	8	7	1609
10:00	292	9	0	0	0	1494	1185	1.26	58	0	13	1265
A.M. PEAK HOUR 7:30- 8:30	949	37	0	175	0	3996	3615	1.11	146	2	45	3845
A.M. RUSH PERIOD 6:30- 9:30	2527	98	0	385	0	10718	9357	1.15	413	13	87	9968
5-HOUR TOTALS	3543	134	0	490	0	13449	11674	1.15	539	13	112	12472



DRAFT  
2007-03-02

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

2006

SITE: D18  
LOCATION: MASSACHUSETTS AV NE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	85	74	1.15	2	0	0	76
6:00	19	2	0	0	0	221	203	1.09	3	0	1	209
6:30	40	3	0	0	0	304	275	1.11	4	0	3	285
7:00	79	4	0	0	0	580	471	1.23	15	2	9	501
7:30	105	7	0	0	0	724	605	1.20	12	1	8	633
8:00	98	5	0	0	0	757	706	1.07	12	2	8	733
8:30	186	6	0	0	0	790	735	1.07	22	1	5	769
9:00	87	3	0	0	0	730	663	1.10	14	2	3	685
9:30	25	1	0	0	0	630	575	1.10	13	2	7	598
10:00	39	2	0	0	0	505	416	1.21	9	1	3	431
A.M. PEAK HOUR 7:30- 8:30	284	11	0	0	0	1547	1441	1.07	34	3	13	1502
A.M. RUSH PERIOD 6:30- 9:30	580	26	0	0	0	4211	3755	1.12	88	10	40	3919
5-HOUR TOTALS	678	33	0	0	0	5326	4723	1.13	106	11	47	4920

DRAFT  
2007-03-02

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

2006

SITE: D19  
LOCATION: CONSTITUTION AVE NE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	11	10	1.10	0	0	0	10
6:00	0	0	0	0	0	0	130	125	1.04	0	1	0	126
6:30	0	0	0	0	0	0	265	256	1.04	0	2	0	258
7:00	0	0	0	0	0	0	372	315	1.18	0	0	0	315
7:30	0	0	0	0	0	0	489	415	1.18	0	0	0	415
8:00	0	0	0	0	0	0	797	703	1.13	1	1	0	705
8:30	0	0	0	0	0	0	1152	1045	1.10	1	1	1	1048
9:00	0	0	0	0	0	0	983	894	1.10	0	1	0	895
9:30	0	0	0	0	0	0	520	424	1.23	1	0	0	425
10:00	0	0	0	0	0	0	560	478	1.17	0	0	0	478
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	0	2135	1939	1.10	1	2	1	1943
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	4313	3796	1.14	3	3	1	3803
5-HOUR TOTALS	0	0	0	0	0	0	5279	4665	1.13	3	6	1	4675

DRAFT  
2007-03-02

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

2006

SITE: D20  
LOCATION: EAST CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	2	1	0	0	0	0	11	10	1.10	0	0	0	11
6:00	17	2	0	0	0	0	39	38	1.03	1	0	0	41
6:30	29	2	0	195	0	0	65	59	1.10	1	0	9	71
7:00	75	4	0	130	0	0	121	112	1.08	4	1	7	128
7:30	48	3	0	161	0	0	130	123	1.06	1	0	9	136
8:00	84	4	0	129	0	0	141	133	1.06	1	0	6	144
8:30	57	4	0	98	0	0	145	125	1.16	0	0	6	135
9:00	70	5	0	32	0	0	174	153	1.14	6	0	6	170
9:30	25	3	0	0	0	0	166	153	1.08	0	0	2	158
10:00	24	3	0	0	0	0	115	98	1.17	3	0	2	106
A.M. PEAK HOUR 8:30- 9:30	95	8	0	32	0	0	340	306	1.11	6	0	8	328
A.M. RUSH PERIOD 6:30- 9:30	359	23	0	550	0	0	877	799	1.10	12	1	36	871
5-HOUR TOTALS	431	31	0	745	0	0	1107	1004	1.10	17	1	47	1100

DRAFT  
2007-03-02

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

2006

SITE: D21  
LOCATION: PENNSYLVANIA AVE SE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	563	0	0	93	90	1.03	1	1	0	92
6:00	160	6	1141	71	0	214	208	1.03	3	6	3	226
6:30	121	6	1275	289	0	403	397	1.02	4	2	16	425
7:00	98	6	3074	359	0	755	746	1.01	5	3	17	777
7:30	263	12	3758	231	0	975	960	1.02	9	2	18	1001
8:00	245	12	4496	256	0	1027	978	1.05	6	2	18	1016
8:30	301	15	4924	258	0	1136	1022	1.11	10	2	14	1063
9:00	140	9	3427	37	0	1093	962	1.14	5	7	7	990
9:30	134	9	1545	0	0	842	724	1.16	10	1	5	749
10:00	44	4	893	0	0	535	421	1.27	12	0	3	440
A.M. PEAK HOUR 7:30- 8:30	546	27	9420	514	0	2163	2000	1.08	16	4	32	2079
A.M. RUSH PERIOD 6:30- 9:30	1181	63	21224	1141	0	5828	5392	1.08	45	17	79	5596
5-HOUR TOTALS	1506	79	25096	1501	0	7073	6508	1.09	65	26	101	6779

DRAFT  
2007-03-02

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

2006

SITE: D22  
LOCATION: SOUTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	550	536	1.03	17	7	2	562
6:00	45	3	0	0	0	1209	1164	1.04	24	6	6	1203
6:30	153	6	0	0	0	1200	1141	1.05	33	11	2	1193
7:00	171	6	0	0	0	1109	997	1.11	40	4	3	1050
7:30	194	8	0	0	0	1250	1032	1.21	41	2	4	1087
8:00	150	6	0	0	0	1496	1189	1.26	25	1	4	1225
8:30	155	8	0	0	0	1373	1105	1.24	41	2	11	1167
9:00	100	4	0	0	0	1783	1520	1.17	41	3	18	1586
9:30	22	1	0	0	0	1526	1251	1.22	65	2	12	1331
10:00	45	2	0	0	0	1468	1243	1.18	61	6	6	1318
A.M. PEAK HOUR 8:30- 9:30	122	5	0	0	0	3309	2771	1.19	106	5	30	2917
A.M. RUSH PERIOD 6:30- 9:30	792	33	0	0	0	8537	7094	1.20	253	14	52	7446
5-HOUR TOTALS	1035	44	0	0	0	12964	11178	1.16	388	44	68	11722

DRAFT  
2007-03-02

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

2006

SITE: D23  
LOCATION: 4TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	74	0	23	22	1.05	1	0	2	25
6:00	0	0	0	0	108	0	67	61	1.10	1	0	8	70
6:30	0	0	0	0	145	0	129	119	1.08	1	0	13	133
7:00	0	0	0	0	145	0	172	152	1.13	5	2	15	174
7:30	0	0	0	0	108	0	240	199	1.21	6	1	13	219
8:00	0	0	0	0	182	0	286	227	1.26	4	1	9	241
8:30	0	0	0	0	145	0	302	239	1.26	2	1	9	251
9:00	0	0	0	0	74	0	323	276	1.17	5	0	8	289
9:30	0	0	0	0	0	0	287	254	1.13	5	1	2	262
10:00	0	0	0	0	0	0	164	128	1.28	11	2	0	141
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	74	0	610	530	1.15	10	1	10	551
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	654	0	1610	1347	1.20	27	6	56	1436
5-HOUR TOTALS	0	0	0	0	981	0	1993	1677	1.19	41	8	79	1805

DRAFT  
2007-03-02

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

2006

SITE: D24  
LOCATION: 7TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	70	5	384	0	0	91	85	1.07	1	0	2	93	
6:00	40	3	1263	156	0	348	332	1.05	10	4	8	357	
6:30	63	4	1002	117	0	539	519	1.04	25	11	6	565	
7:00	112	6	2788	156	0	752	687	1.09	16	4	18	731	
7:30	126	9	3883	78	0	1097	987	1.11	15	14	15	1040	
8:00	110	12	3568	0	0	1456	1291	1.13	23	8	17	1351	
8:30	84	10	3789	0	0	1815	1582	1.15	30	4	20	1646	
9:00	112	12	2915	0	0	1570	1270	1.24	24	13	19	1338	
9:30	115	11	1519	0	0	1471	1173	1.25	34	6	24	1248	
10:00	14	5	1072	0	0	1240	1038	1.19	26	4	17	1090	
A.M. PEAK HOUR 7:30- 8:30	194	22	7357	0	0	3271	2873	1.14	53	12	37	2997	
A.M. RUSH PERIOD 6:30- 9:30	659	60	18462	234	0	8161	6990	1.17	142	49	113	7354	
5-HOUR TOTALS	846	77	22183	507	0	10379	8964	1.16	204	68	146	9459	

DRAFT  
2007-03-02

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

2006

SITE: D25  
LOCATION: SOUTHEAST FREEWAY SE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	1741	1707	1.02	38	1	6	1752
6:00	0	0	0	0	0	2476	2429	1.02	38	6	2	2475
6:30	0	0	0	0	0	3574	3309	1.08	64	15	8	3396
7:00	63	2	0	0	0	3766	3106	1.21	92	6	16	3222
7:30	56	2	0	0	0	3607	3038	1.19	72	4	14	3130
8:00	54	2	0	0	0	3493	3028	1.15	41	3	29	3103
8:30	56	2	0	0	0	2348	2059	1.14	39	6	13	2119
9:00	87	3	0	0	0	3619	3220	1.12	57	1	12	3293
9:30	15	1	0	0	0	4698	4124	1.14	119	7	11	4262
10:00	0	0	0	0	0	2973	2709	1.10	130	4	11	2854
A.M. PEAK HOUR 8:30- 9:30	102	4	0	0	0	8317	7344	1.13	176	8	23	7555
A.M. RUSH PERIOD 6:30- 9:30	331	12	0	0	0	21531	18575	1.16	420	27	95	19129
5-HOUR TOTALS	331	12	0	0	0	32295	28729	1.12	690	53	122	29606



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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
5:30	0	0	531	0	0	118	115	1.03	0	0	0	115
6:00	0	0	779	0	0	431	402	1.07	0	6	0	408
6:30	0	0	1868	0	0	677	608	1.11	2	4	1	615
7:00	0	0	2755	0	0	1032	891	1.16	0	2	1	894
7:30	42	1	3438	0	0	1547	1392	1.11	1	4	2	1400
8:00	79	2	3516	0	0	1762	1549	1.14	0	1	5	1557
8:30	40	1	3787	0	0	1604	1414	1.13	3	3	7	1428
9:00	57	1	2093	0	0	1739	1491	1.17	3	3	6	1504
9:30	0	0	1376	0	0	1577	1215	1.30	2	2	2	1221
10:00	0	0	928	0	0	1213	911	1.33	2	1	0	914
A.M. PEAK HOUR 7:30- 8:30	119	3	7303	0	0	3366	2963	1.14	3	4	12	2985
A.M. RUSH PERIOD 6:30- 9:30	218	5	16965	0	0	9261	7952	1.16	9	15	23	8004
5-HOUR TOTALS	218	5	21071	0	0	11700	9988	1.17	13	26	24	10056

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	14	1	0	0	0	0	195	183	1.07	3	1	1	189
6:00	9	1	0	0	0	0	542	503	1.08	11	1	4	520
6:30	0	0	0	0	0	373	704	631	1.12	11	0	3	645
7:00	35	2	0	0	0	1410	996	861	1.16	15	5	0	883
7:30	17	2	0	0	0	1642	1548	1399	1.11	18	3	2	1424
8:00	59	3	0	0	0	1175	1619	1423	1.14	19	7	4	1456
8:30	47	3	0	0	0	563	1476	1291	1.14	14	1	4	1313
9:00	26	2	0	0	0	886	1462	1285	1.14	29	2	7	1325
9:30	26	3	0	0	0	235	1294	1045	1.24	20	3	4	1075
10:00	22	2	0	0	0	0	1076	844	1.27	23	3	3	875
A.M. PEAK HOUR 7:00- 8:00	76	5	0	0	0	2817	3167	2822	1.12	37	10	6	2880
A.M. RUSH PERIOD 6:30- 9:30	210	15	0	0	0	5911	8395	7304	1.15	115	21	21	7476
5-HOUR TOTALS	255	19	0	0	0	6284	10912	9465	1.15	163	26	32	9705

DRAFT  
2007-03-02

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

2006

SITE: V3  
LOCATION: ARLINGTON RIDGE RD.

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	34	1	0	0	0	52	44	1.18	1	0	0	46
6:00	36	1	0	0	0	159	133	1.20	1	0	0	135
6:30	41	2	0	0	0	192	145	1.32	0	0	0	147
7:00	31	1	0	0	0	322	226	1.42	4	0	0	231
7:30	82	4	0	0	0	488	326	1.50	1	0	6	337
8:00	59	3	0	0	0	585	398	1.47	4	2	4	411
8:30	134	7	0	0	0	485	357	1.36	5	0	1	370
9:00	33	2	0	0	0	459	339	1.35	0	1	1	343
9:30	12	1	0	0	0	442	285	1.55	4	1	2	293
10:00	13	1	0	0	0	320	203	1.58	5	2	0	211
A.M. PEAK HOUR 7:30- 8:30	193	10	0	0	0	1070	755	1.42	9	2	5	781
A.M. RUSH PERIOD 6:30- 9:30	351	18	0	0	0	2781	1931	1.44	18	4	14	1985
5-HOUR TOTALS	475	23	0	0	0	3504	2456	1.43	25	6	14	2524

DRAFT  
2007-03-02

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

2006

SITE: V4  
LOCATION: ARMY-NAVY DR.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	10	8	1.25	1	0	0	9
6:00	0	0	0	0	0	0	16	14	1.14	0	0	0	14
6:30	13	1	0	0	0	0	22	22	1.00	0	0	0	23
7:00	19	2	0	0	0	0	47	35	1.34	0	1	0	38
7:30	17	1	0	0	0	0	86	60	1.43	0	0	0	61
8:00	25	2	0	0	0	0	125	94	1.33	0	0	0	96
8:30	21	1	0	0	0	0	145	122	1.19	0	0	1	124
9:00	45	2	0	0	0	0	97	75	1.29	0	0	0	77
9:30	11	1	0	0	0	0	96	46	2.09	3	0	1	51
10:00	4	1	0	0	0	0	58	29	2.00	1	0	0	31
A.M. PEAK HOUR 7:30- 8:30	46	3	0	0	0	0	270	216	1.25	0	0	1	220
A.M. RUSH PERIOD 6:30- 9:30	138	9	0	0	0	0	596	432	1.38	3	1	2	447
5-HOUR TOTALS	155	11	0	0	0	0	702	505	1.39	5	1	2	524

DRAFT  
2007-03-02

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

2006

SITE: V5  
LOCATION: I-395 (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	72	0	1009	910	1.11	35	6	5	956
6:00	68	2	0	288	0	4043	3548	1.14	81	39	22	3692
6:30	421	19	0	432	0	4672	3704	1.26	61	59	31	3874
7:00	487	23	0	288	0	5806	4108	1.41	77	64	27	4299
7:30	868	39	0	900	0	6776	4491	1.51	80	103	54	4767
8:00	714	35	0	126	0	7198	4528	1.59	73	82	80	4798
8:30	746	37	0	136	0	6865	4529	1.52	83	82	80	4811
9:00	373	24	0	162	0	6651	4243	1.57	91	61	94	4513
9:30	122	11	0	756	0	8141	5349	1.52	124	22	45	5551
10:00	124	9	0	115	0	7566	4899	1.54	107	17	81	5113
A.M. PEAK HOUR 8:30- 9:30	495	35	0	918	0	14792	9592	1.54	215	83	139	10064
A.M. RUSH PERIOD 6:30- 9:30	3310	169	0	2368	0	41437	27248	1.52	528	414	380	28739
5-HOUR TOTALS	3923	199	0	3275	0	58727	40309	1.46	812	535	519	42374

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	72	0	368	326	1.13	10	4	4	344	
6:00	68	2	0	288	0	1379	1032	1.34	3	32	16	1085	
6:30	421	19	0	432	0	1985	967	2.05	2	57	24	1069	
7:00	487	23	0	288	0	2254	928	2.43	11	63	16	1041	
7:30	868	39	0	900	0	3007	1064	2.83	13	102	50	1268	
8:00	714	35	0	126	0	3422	1120	3.06	18	79	70	1322	
8:30	746	37	0	136	0	2935	1053	2.79	8	82	76	1256	
9:00	373	24	0	162	0	3181	1237	2.57	8	60	90	1419	
9:30	122	11	0	756	0	4874	2597	1.88	28	17	42	2695	
10:00	124	9	0	115	0	4673	2446	1.91	26	15	64	2560	
A.M. PEAK HOUR 8:30- 9:30	495	35	0	918	0	8055	3834	2.10	36	77	132	4114	
A.M. RUSH PERIOD 6:30- 9:30	3310	169	0	2368	0	19673	7999	2.46	86	403	344	9001	
5-HOUR TOTALS	3923	199	0	3275	0	28078	12770	2.20	127	511	452	14059	

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	641	584	1.10	25	2	1	612
6:00	0	0	0	0	0	0	2664	2516	1.06	78	7	6	2607
6:30	0	0	0	0	0	0	2999	2763	1.09	59	2	7	2831
7:00	0	0	0	0	0	0	3552	3180	1.12	66	1	11	3258
7:30	0	0	0	0	0	0	3769	3427	1.10	67	1	4	3499
8:00	0	0	0	0	0	0	3776	3408	1.11	55	3	10	3476
8:30	0	0	0	0	0	0	3930	3476	1.13	75	0	4	3555
9:00	0	0	0	0	0	0	3470	3006	1.15	83	1	4	3094
9:30	0	0	0	0	0	0	3267	2752	1.19	96	5	3	2856
10:00	0	0	0	0	0	0	2893	2453	1.18	81	2	17	2553
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	0	7706	6884	1.12	130	3	14	7031
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	21764	19249	1.13	442	11	36	19738
5-HOUR TOTALS	0	0	0	0	0	0	30961	27565	1.12	685	24	67	28341

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUS BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	112	5	0	0	0	0	5	5	1.00	0	0	0	10
6:00	137	6	0	0	0	0	333	324	1.03	7	2	1	340
6:30	223	9	0	0	0	0	364	340	1.07	6	3	3	361
7:00	225	13	0	0	0	0	599	545	1.10	8	3	7	576
7:30	268	14	0	0	0	0	867	787	1.10	1	4	11	817
8:00	357	14	0	0	0	0	1036	884	1.17	9	3	10	920
8:30	341	12	0	0	0	0	1081	867	1.25	6	2	2	889
9:00	263	12	0	0	0	0	790	664	1.19	12	0	3	691
9:30	192	8	0	0	0	0	553	491	1.13	6	1	3	509
10:00	153	7	0	0	0	0	546	475	1.15	18	1	3	504
A.M. PEAK HOUR 7:30- 8:30	698	26	0	0	0	0	2117	1751	1.21	15	5	12	1809
A.M. RUSH PERIOD 6:30- 9:30	1646	73	0	0	0	0	4926	4238	1.16	42	13	36	4402
5-HOUR TOTALS	2271	100	0	0	0	0	6174	5382	1.15	73	19	43	5617



DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	165	156	1.06	3	0	0	159
6:00	0	0	0	0	0	0	445	426	1.04	7	2	2	437
6:30	0	0	0	0	0	0	571	541	1.06	15	0	4	560
7:00	0	0	0	0	0	0	1018	908	1.12	16	3	3	930
7:30	0	0	0	0	0	0	1372	1235	1.11	17	6	2	1260
8:00	0	0	0	0	0	0	1556	1404	1.11	40	6	6	1456
8:30	0	0	0	0	0	0	1588	1451	1.09	34	8	7	1500
9:00	0	0	0	0	0	0	1489	1340	1.11	41	1	8	1390
9:30	0	0	0	0	0	0	1175	1038	1.13	33	4	0	1075
10:00	0	0	0	0	0	0	900	789	1.14	64	1	0	854
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	0	3144	2855	1.10	74	14	13	2956
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	8198	7376	1.11	181	28	26	7611
5-HOUR TOTALS	0	0	0	0	0	0	10279	9288	1.11	270	31	32	9621

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	61	58	1.05	2	0	1	61
6:00	0	0	0	0	0	0	438	430	1.02	11	5	2	448
6:30	39	2	0	0	0	0	537	496	1.08	3	4	0	505
7:00	50	2	0	0	0	0	1086	915	1.19	11	7	7	942
7:30	144	5	0	0	0	0	1559	1336	1.17	9	4	4	1358
8:00	107	3	0	0	0	0	2002	1785	1.12	19	9	13	1829
8:30	163	5	0	0	0	0	2062	1873	1.10	8	5	11	1902
9:00	63	4	0	0	0	0	1928	1686	1.14	16	4	3	1713
9:30	48	2	0	0	0	0	1729	1432	1.21	20	3	6	1463
10:00	24	1	0	0	0	0	1404	1132	1.24	13	2	8	1156
A.M. PEAK HOUR 7:30- 8:30	270	8	0	0	0	0	4064	3658	1.11	27	14	24	3731
A.M. RUSH PERIOD 6:30- 9:30	575	21	0	0	0	0	10366	9027	1.15	83	32	44	9207
5-HOUR TOTALS	638	24	0	0	0	0	12806	11143	1.15	112	43	55	11377

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	542	0	0	8	8	1.00	3	0	0	11	
6:00	15	2	639	0	0	80	76	1.05	4	1	0	83	
6:30	12	2	944	0	0	131	116	1.13	2	1	0	121	
7:00	53	3	2516	0	0	215	158	1.36	9	4	0	174	
7:30	38	3	3190	0	0	360	313	1.15	14	2	2	334	
8:00	66	3	4388	0	0	433	386	1.12	22	0	2	413	
8:30	86	3	6458	0	0	567	516	1.10	8	2	1	530	
9:00	49	3	5552	0	0	683	609	1.12	12	3	0	627	
9:30	32	2	3300	0	0	510	443	1.15	20	1	0	466	
10:00	0	0	1801	0	0	324	289	1.12	23	2	0	314	
A.M. PEAK HOUR 8:00- 9:00	135	6	12010	0	0	1250	1125	1.11	20	5	1	1157	
A.M. RUSH PERIOD 6:30- 9:30	324	17	25404	0	0	2768	2425	1.14	85	12	5	2544	
5-HOUR TOTALS	351	21	29330	0	0	3311	2914	1.14	117	16	5	3073	

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	15	15	1.00	4	0	0	19
6:00	12	1	0	0	0	0	80	79	1.01	3	3	0	86
6:30	8	1	0	0	0	0	127	121	1.05	3	1	0	126
7:00	22	3	0	0	0	0	348	331	1.05	10	1	0	345
7:30	14	2	0	0	0	0	670	650	1.03	10	4	0	666
8:00	19	2	0	0	0	0	948	931	1.02	5	1	2	941
8:30	30	3	0	0	0	0	924	905	1.02	9	5	2	924
9:00	31	3	0	0	0	0	665	630	1.06	6	1	1	641
9:30	24	3	0	0	0	0	564	500	1.13	10	2	1	516
10:00	0	0	0	0	0	0	485	408	1.19	14	1	0	423
A.M. PEAK HOUR 7:30- 8:30	49	5	0	0	0	0	1872	1836	1.02	14	6	4	1865
A.M. RUSH PERIOD 6:30- 9:30	140	16	0	0	0	0	4119	3947	1.04	50	14	6	4033
5-HOUR TOTALS	160	18	0	0	0	0	4826	4570	1.06	74	19	6	4687

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

2006

SITE: V11  
LOCATION: I-66

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	513	512	1.00	6	6	0	524
6:00	0	0	0	0	156	0	1529	1475	1.04	0	10	8	1493
6:30	11	1	0	0	195	0	1797	1603	1.12	1	15	10	1630
7:00	0	0	0	0	195	0	1145	808	1.42	1	26	10	845
7:30	0	1	0	0	468	0	788	428	1.84	0	34	24	487
8:00	0	0	0	0	273	0	1409	827	1.70	1	22	14	864
8:30	55	2	0	0	819	0	1641	861	1.91	3	17	63	946
9:00	0	0	0	0	975	0	2122	1220	1.74	6	24	99	1349
9:30	27	1	0	0	663	0	3030	2005	1.51	5	9	105	2125
10:00	6	1	0	0	585	0	3441	2240	1.54	11	9	119	2380
A.M. PEAK HOUR 8:30- 9:30	27	1	0	0	1638	0	5152	3225	1.60	11	33	204	3474
A.M. RUSH PERIOD 6:30- 9:30	82	4	0	0	3393	0	10135	6149	1.65	16	132	315	6616
5-HOUR TOTALS	99	6	0	0	4329	0	17415	11979	1.45	34	172	452	12643

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	343	343	1.00	1	1	0	345
6:00	0	0	0	0	0	0	971	969	1.00	1	3	3	976
6:30	0	0	0	0	0	0	1120	1108	1.01	1	1	2	1112
7:00	0	0	0	0	0	0	2147	1998	1.07	1	8	3	2010
7:30	0	0	0	0	0	0	2257	2056	1.10	0	1	4	2061
8:00	0	0	0	0	0	0	2252	2073	1.09	0	2	2	2077
8:30	0	0	0	0	0	0	2386	2164	1.10	3	1	15	2183
9:00	0	0	0	0	0	0	1894	1705	1.11	0	1	14	1720
9:30	0	0	0	0	0	0	1569	1400	1.12	2	2	9	1413
10:00	0	0	0	0	0	0	1669	1460	1.14	2	4	12	1478
A.M. PEAK HOUR 7:30- 8:30	0	0	0	0	0	0	4638	4237	1.09	3	3	17	4260
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	12505	11396	1.10	6	15	47	11464
5-HOUR TOTALS	0	0	0	0	0	0	16608	15276	1.09	11	24	64	15375

## **APPENDIX D**

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## **APPENDIX D**

Station Tables Outbound P.M.

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

2006

SITE: D1  
LOCATION: WISCONSIN AVE/CANAL RD NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	63	5	0	0	0	0	1535	1235	1.24	27	0	8	1275
4:00	68	3	0	0	0	0	1591	1276	1.25	22	3	12	1316
4:30	149	4	0	0	0	0	1475	1237	1.19	12	2	4	1259
5:00	30	2	0	0	0	0	1480	1238	1.20	13	3	15	1271
5:30	179	8	0	0	0	0	1720	1421	1.21	7	9	8	1453
6:00	133	4	0	0	0	0	1804	1417	1.27	8	7	7	1443
6:30	209	6	0	0	0	0	2079	1700	1.22	0	6	11	1723
7:00	137	7	0	0	0	0	1936	1617	1.20	2	7	5	1638
7:30	104	4	0	0	0	0	1590	1349	1.18	5	6	8	1372
8:00	54	2	0	0	0	0	1319	1042	1.27	3	3	1	1051
P.M. PEAK HOUR 5:30- 6:30	342	10	0	0	0	0	3883	3117	1.25	8	13	18	3166
P.M. RUSH PERIOD 3:30- 6:30	768	27	0	0	0	0	10149	8289	1.22	62	30	57	8465
5-HOUR TOTALS	1126	45	0	0	0	0	16529	13532	1.22	99	46	79	13801

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2007-03-02

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

2006

SITE: D2  
LOCATION: P ST NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES	
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES		OTHER BUSES
3:30	12	1	0	0	0	0	1254	960	1.31	1	3	2	967
4:00	13	2	0	0	0	0	1409	1101	1.28	3	8	10	1124
4:30	16	3	0	0	0	0	1769	1442	1.23	0	6	4	1455
5:00	7	1	0	0	0	0	1728	1396	1.24	1	10	4	1412
5:30	10	2	0	0	0	0	2046	1764	1.16	0	16	2	1784
6:00	15	2	0	0	0	0	2133	1870	1.14	0	8	3	1883
6:30	3	1	0	0	0	0	1799	1564	1.15	1	6	1	1573
7:00	4	1	0	0	0	0	1457	1263	1.15	0	3	6	1273
7:30	10	2	0	0	0	0	1496	1177	1.27	0	4	1	1184
8:00	7	1	0	0	0	0	1415	1067	1.33	1	3	2	1074
P.M. PEAK HOUR 5:00- 6:00	25	4	0	0	0	0	4179	3634	1.15	0	24	5	3667
P.M. RUSH PERIOD 3:30- 6:30	64	11	0	0	0	0	10884	9137	1.19	5	54	24	9231
5-HOUR TOTALS	97	16	0	0	0	0	16506	13604	1.21	7	67	35	13729

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2007-03-02

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

2006

SITE: D3  
LOCATION: ROCK CREEK PARKWAY NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	222	156	1.42	8	0	0	164
4:00	0	0	0	0	0	0	278	197	1.41	1	2	0	200
4:30	0	0	0	0	0	0	265	197	1.35	2	2	2	203
5:00	0	0	0	0	0	0	279	218	1.28	1	2	1	222
5:30	0	0	0	0	0	0	363	293	1.24	0	3	1	297
6:00	0	0	0	0	0	0	368	292	1.26	2	3	1	298
6:30	0	0	0	0	0	0	400	318	1.26	2	2	0	322
7:00	0	0	0	0	0	0	377	307	1.23	2	1	0	310
7:30	0	0	0	0	0	0	398	317	1.26	1	2	0	320
8:00	0	0	0	0	0	0	360	270	1.33	1	2	0	273
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	0	768	610	1.26	4	5	1	620
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	1953	1515	1.29	8	14	5	1542
5-HOUR TOTALS	0	0	0	0	0	0	3310	2565	1.29	20	19	5	2609

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2007-03-02

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

2006

SITE: D4  
LOCATION: Q ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	35	3	0	0	0	0	73	67	1.09	1	0	2	73
4:00	21	2	0	0	0	0	119	91	1.31	0	0	0	93
4:30	62	4	0	0	0	0	161	125	1.29	0	0	1	130
5:00	92	5	0	0	0	0	117	85	1.38	1	1	0	92
5:30	102	5	0	0	0	0	183	133	1.38	0	3	0	141
6:00	184	6	0	0	0	0	129	94	1.37	2	1	2	105
6:30	153	6	0	0	0	0	160	123	1.30	1	0	0	130
7:00	152	6	0	0	0	0	175	118	1.48	0	0	0	124
7:30	65	4	0	0	0	0	129	86	1.50	0	10	0	100
8:00	38	3	0	0	0	0	121	84	1.44	0	0	0	87
P.M. PEAK HOUR 5:00- 6:00	286	11	0	0	0	0	312	227	1.37	2	4	2	246
P.M. RUSH PERIOD 3:30- 6:30	614	28	0	0	0	0	869	651	1.33	4	5	3	691
5-HOUR TOTALS	904	44	0	0	0	0	1367	1006	1.36	5	15	5	1075

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2007-03-02

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

2006

SITE: D5  
LOCATION: MASSACHUSETTS AVE NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	22	2	0	0	0	155	118	1.31	2	0	0	122
4:00	26	2	0	0	0	364	296	1.23	2	0	2	302
4:30	14	1	0	0	0	428	370	1.16	5	4	5	385
5:00	18	1	0	0	0	560	495	1.13	7	4	6	513
5:30	83	4	0	0	0	696	590	1.18	5	4	4	607
6:00	154	5	0	0	0	817	673	1.21	2	2	2	684
6:30	75	3	0	0	0	802	669	1.20	3	7	1	683
7:00	138	5	0	0	0	754	578	1.30	1	3	3	590
7:30	19	1	0	0	0	924	678	1.36	1	3	3	686
8:00	37	2	0	0	0	767	561	1.37	2	2	4	571
P.M. PEAK HOUR 5:30- 6:30	229	8	0	0	0	1619	1342	1.21	5	9	3	1367
P.M. RUSH PERIOD 3:30- 6:30	370	16	0	0	0	3667	3093	1.19	24	21	20	3174
5-HOUR TOTALS	586	26	0	0	0	6267	5028	1.25	30	29	30	5143

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2007-03-02

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

2006

SITE: D6  
LOCATION: CONNECTICUT AVE NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
3:30	136	7	1952	0	0	482	388	1.24	4	1	3	403
4:00	149	6	2145	0	0	715	526	1.36	8	7	5	552
4:30	181	6	2757	0	0	873	689	1.27	12	3	4	714
5:00	233	8	3692	0	0	912	748	1.22	7	5	0	768
5:30	213	7	5001	0	0	889	703	1.26	7	5	2	724
6:00	267	10	5022	0	0	853	656	1.30	3	6	5	680
6:30	349	10	5204	0	0	825	625	1.32	4	3	2	644
7:00	190	6	4172	0	0	961	773	1.24	6	6	2	793
7:30	200	6	2005	0	0	768	596	1.29	3	4	0	609
8:00	159	4	1872	0	0	641	468	1.37	0	0	0	472
P.M. PEAK HOUR 4:30- 5:30	446	15	8693	0	0	1801	1451	1.24	14	10	2	1492
P.M. RUSH PERIOD 3:30- 6:30	1392	47	23821	0	0	5067	3947	1.28	41	29	18	4082
5-HOUR TOTALS	2077	70	33822	0	0	7919	6172	1.28	54	40	23	6359



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2007-03-02

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

2006

SITE: D7  
LOCATION: 18TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	48	5	0	0	0	0	249	201	1.24	5	0	3	214
4:00	58	7	0	0	0	0	276	222	1.24	3	4	3	239
4:30	58	7	0	0	0	0	294	245	1.20	7	1	0	260
5:00	58	8	0	0	0	0	285	239	1.19	3	1	0	251
5:30	44	6	0	0	0	0	344	284	1.21	3	3	0	296
6:00	47	8	0	0	0	0	392	318	1.23	3	6	3	338
6:30	69	8	0	0	0	0	408	333	1.23	1	4	0	346
7:00	27	5	0	0	0	0	410	326	1.26	1	4	1	337
7:30	59	5	0	0	0	0	423	344	1.23	2	2	1	354
8:00	45	5	0	0	0	0	496	403	1.23	3	3	0	414
P.M. PEAK HOUR 5:30- 6:30	116	16	0	0	0	0	800	651	1.23	4	10	3	684
P.M. RUSH PERIOD 3:30- 6:30	334	44	0	0	0	0	1999	1641	1.22	20	19	6	1730
5-HOUR TOTALS	513	64	0	0	0	0	3577	2915	1.23	31	28	11	3049

DRAFT  
2007-03-02

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

2006

SITE: D8  
LOCATION: 16TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	248	6	0	0	0	0	592	478	1.24	14	4	5	507
4:00	249	5	0	0	0	0	722	574	1.26	17	1	7	604
4:30	239	7	0	0	0	0	840	683	1.23	12	7	4	713
5:00	268	9	0	0	0	0	889	744	1.19	10	3	8	774
5:30	275	10	0	0	0	0	942	760	1.24	14	2	4	790
6:00	369	10	0	0	0	0	1137	971	1.17	5	6	3	995
6:30	278	10	0	0	0	0	1099	953	1.15	2	5	2	972
7:00	294	7	0	0	0	0	1050	881	1.19	3	7	3	901
7:30	197	4	0	0	0	0	1031	888	1.16	3	3	0	898
8:00	167	5	0	0	0	0	779	654	1.19	2	4	0	665
P.M. PEAK HOUR 5:30- 6:30	647	20	0	0	0	0	2236	1924	1.16	7	11	5	1967
P.M. RUSH PERIOD 3:30- 6:30	1678	51	0	0	0	0	5629	4685	1.20	60	24	28	4848
5-HOUR TOTALS	2584	73	0	0	0	0	9081	7586	1.20	82	42	36	7819

DRAFT  
2007-03-02

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

2006

SITE: D9  
LOCATION: 14TH ST NW

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	213	6	638	0	0	125	88	1.42	1	0	0	95
4:00	244	8	1434	0	0	217	163	1.33	3	1	2	177
4:30	139	4	1356	0	0	277	212	1.31	7	1	0	224
5:00	222	7	2087	0	0	327	244	1.34	7	0	2	260
5:30	191	6	2059	0	0	335	245	1.37	12	0	6	269
6:00	243	7	1846	0	0	375	286	1.31	9	1	13	316
6:30	102	4	1863	0	0	411	319	1.29	7	2	1	333
7:00	119	5	965	0	0	466	369	1.26	4	1	1	380
7:30	80	4	927	0	0	410	314	1.31	10	1	1	330
8:00	101	4	587	0	0	418	290	1.44	17	1	8	320
P.M. PEAK HOUR 5:30- 6:30	345	11	3709	0	0	786	605	1.30	16	3	14	649
P.M. RUSH PERIOD 3:30- 6:30	1141	36	10645	0	0	1942	1469	1.32	45	5	24	1579
5-HOUR TOTALS	1654	55	13762	0	0	3361	2530	1.33	77	8	34	2704

DRAFT  
2007-03-02

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

2006

SITE: D10  
LOCATION: 13TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	337	273	1.23	4	0	3	280
4:00	0	0	0	0	0	0	370	314	1.18	5	0	3	322
4:30	0	0	0	0	0	0	312	244	1.28	3	1	3	251
5:00	0	0	0	0	0	0	361	285	1.27	2	0	1	288
5:30	0	0	0	0	0	0	312	256	1.22	2	1	0	259
6:00	0	0	0	0	0	0	274	222	1.23	5	0	0	227
6:30	0	0	0	0	0	0	362	313	1.16	2	0	0	315
7:00	0	0	0	0	0	0	368	331	1.11	1	0	1	333
7:30	0	0	0	0	0	0	290	242	1.20	0	0	0	242
8:00	0	0	0	0	0	0	299	247	1.21	0	0	0	247
P.M. PEAK HOUR 3:30- 4:30	0	0	0	0	0	0	682	558	1.22	8	1	6	573
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	1991	1634	1.22	19	2	7	1662
5-HOUR TOTALS	0	0	0	0	0	0	3285	2727	1.20	24	2	11	2764

DRAFT  
2007-03-02

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

2006

SITE: D11  
LOCATION: 11TH ST NW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	38	2	0	0	0	0	103	66	1.56	3	1	2	74
4:00	15	1	0	0	0	0	107	86	1.24	0	0	3	90
4:30	45	2	0	0	0	0	129	93	1.39	0	0	0	95
5:00	64	2	0	0	0	0	149	103	1.45	1	0	0	106
5:30	57	2	0	0	0	0	147	114	1.29	0	0	0	116
6:00	55	2	0	0	0	0	157	127	1.24	1	0	0	130
6:30	49	2	0	0	0	0	145	111	1.31	1	0	0	114
7:00	17	1	0	0	0	0	147	114	1.29	1	0	0	116
7:30	15	1	0	0	0	0	133	100	1.33	0	0	0	101
8:00	24	1	0	0	0	0	111	82	1.35	0	0	0	83
P.M. PEAK HOUR 5:00- 6:00	112	4	0	0	0	0	304	241	1.26	1	0	0	246
P.M. RUSH PERIOD 3:30- 6:30	285	11	0	0	0	0	834	634	1.32	3	0	3	651
5-HOUR TOTALS	379	16	0	0	0	0	1328	996	1.33	7	1	5	1025

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	31	1	0	0	0	0	329	224	1.47	9	3	3	240
4:00	58	2	0	0	0	0	413	277	1.49	7	1	3	290
4:30	23	1	0	0	0	0	498	355	1.40	3	1	1	361
5:00	20	1	0	0	0	0	521	382	1.36	4	1	0	388
5:30	17	1	0	0	0	0	570	451	1.26	2	0	0	454
6:00	37	2	0	0	0	0	574	462	1.24	4	0	1	469
6:30	17	1	0	0	0	0	537	429	1.25	2	0	0	432
7:00	19	1	0	0	0	0	380	309	1.23	6	0	2	318
7:30	22	2	0	0	0	0	337	258	1.31	2	0	0	262
8:00	0	0	0	0	0	0	357	272	1.31	2	2	0	276
P.M. PEAK HOUR 5:00- 6:00	54	3	0	0	0	0	1144	913	1.25	6	0	1	923
P.M. RUSH PERIOD 3:30- 6:30	172	8	0	0	0	0	3113	2356	1.32	22	3	5	2394
5-HOUR TOTALS	244	12	0	0	0	0	4516	3419	1.32	41	8	10	3490

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	193	4	0	0	0	0	269	234	1.15	5	0	1	244
4:00	174	3	0	0	0	0	399	332	1.20	6	0	0	341
4:30	206	4	0	0	0	0	326	253	1.29	4	0	1	262
5:00	156	3	0	0	0	0	202	154	1.31	5	1	1	164
5:30	275	5	0	0	0	0	254	218	1.17	1	2	1	227
6:00	228	5	0	0	0	0	298	257	1.16	5	4	4	275
6:30	120	2	0	0	0	0	251	212	1.18	0	1	1	216
7:00	213	4	0	0	0	0	317	256	1.24	1	0	0	261
7:30	74	2	0	0	0	0	336	276	1.22	1	2	1	282
8:00	124	3	0	0	0	0	235	151	1.56	3	1	1	159
P.M. PEAK HOUR 3:30- 4:30	380	7	0	0	0	0	725	585	1.24	10	0	1	603
P.M. RUSH PERIOD 3:30- 6:30	1159	22	0	0	0	0	1730	1426	1.21	21	8	8	1485
5-HOUR TOTALS	1763	35	0	0	0	0	2887	2343	1.23	31	11	11	2431

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	31	1	0	0	0	0	1179	894	1.32	40	4	4	943
4:00	43	5	0	0	0	0	1524	1183	1.29	29	2	10	1229
4:30	36	3	0	0	0	0	1445	1156	1.25	28	5	3	1195
5:00	138	4	0	0	0	0	1445	1177	1.23	24	7	3	1215
5:30	59	5	0	0	0	0	1704	1381	1.23	31	5	6	1428
6:00	110	4	0	0	0	0	1695	1374	1.23	23	7	2	1410
6:30	113	5	0	0	0	0	1414	1135	1.25	19	3	2	1164
7:00	68	4	0	0	0	0	1436	1121	1.28	12	2	1	1140
7:30	57	3	0	0	0	0	1199	934	1.28	13	2	2	954
8:00	35	3	0	0	0	0	1053	790	1.33	7	5	0	805
P.M. PEAK HOUR 5:00- 6:00	169	9	0	0	0	0	3399	2755	1.23	54	12	8	2838
P.M. RUSH PERIOD 3:30- 6:30	499	26	0	0	0	0	9227	7406	1.25	154	29	26	7641
5-HOUR TOTALS	690	37	0	0	0	0	14094	11145	1.26	226	42	33	11483



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2007-03-02

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

2006

SITE: D15  
LOCATION: NORTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	63	3	0	0	0	0	978	777	1.26	17	0	11	808
4:00	94	4	0	0	0	0	1239	967	1.28	14	3	9	997
4:30	121	6	0	0	0	0	1275	905	1.41	16	1	20	948
5:00	72	4	0	0	0	0	1585	1217	1.30	16	4	9	1250
5:30	93	4	0	0	0	0	1603	1272	1.26	7	4	5	1292
6:00	80	4	0	0	0	0	1697	1323	1.28	19	5	1	1352
6:30	60	4	0	0	0	0	1478	1105	1.34	10	3	1	1123
7:00	63	4	0	0	0	0	1459	1225	1.19	10	3	3	1245
7:30	84	5	0	0	0	0	1207	1064	1.13	12	2	7	1090
8:00	14	1	0	0	0	0	1252	1108	1.13	19	3	1	1132
P.M. PEAK HOUR 5:00- 6:00	173	8	0	0	0	0	3300	2595	1.27	26	9	6	2644
P.M. RUSH PERIOD 3:30- 6:30	520	26	0	0	0	0	8877	6789	1.31	82	20	45	6962
5-HOUR TOTALS	744	39	0	0	0	0	13773	10963	1.26	140	28	67	11237

DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	1059	0	0	1086	860	1.26	36	5	6	907	
4:00	0	0	1818	0	948	1299	1061	1.22	31	3	3	1098	
4:30	0	0	2788	0	2312	1191	962	1.24	33	4	11	1010	
5:00	0	0	3098	0	1702	1193	961	1.24	24	3	4	992	
5:30	0	0	3957	0	920	1296	1064	1.22	20	2	6	1092	
6:00	0	0	4486	0	1746	1325	1035	1.28	16	3	7	1061	
6:30	0	0	3730	0	1140	1267	1007	1.26	17	4	8	1036	
7:00	0	0	2421	0	1137	1159	951	1.22	11	8	1	971	
7:30	0	0	1917	0	137	1000	759	1.32	19	2	5	785	
8:00	0	0	937	0	616	937	714	1.31	8	3	6	731	
P.M. PEAK HOUR 5:00- 6:00	0	0	8443	0	2666	2621	2099	1.25	36	5	13	2153	
P.M. RUSH PERIOD 3:30- 6:30	0	0	19877	0	8768	7571	6090	1.24	141	19	39	6289	
5-HOUR TOTALS	0	0	26211	0	10658	11753	9374	1.25	215	37	57	9683	

DRAFT  
2007-03-02

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

2006

SITE: D17  
LOCATION: K ST / H ST NE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	477	15	0	35	0	1245	995	1.25	59	2	20	1091
4:00	372	12	0	70	0	1591	1280	1.24	33	3	29	1357
4:30	404	15	0	35	0	1871	1526	1.23	32	3	9	1585
5:00	491	15	0	105	0	1868	1537	1.22	28	2	15	1597
5:30	404	14	0	105	0	2271	1817	1.25	42	2	15	1890
6:00	440	13	0	105	0	2146	1655	1.30	41	4	16	1729
6:30	271	11	0	35	0	1901	1466	1.30	41	4	13	1535
7:00	169	6	0	35	0	1782	1280	1.39	20	1	19	1326
7:30	297	9	0	0	0	1518	1117	1.36	20	3	10	1159
8:00	186	6	0	0	0	1318	960	1.37	10	1	7	984
P.M. PEAK HOUR 5:00- 6:00	844	27	0	210	0	4417	3472	1.27	83	6	31	3619
P.M. RUSH PERIOD 3:30- 6:30	2382	80	0	455	0	11648	9281	1.26	217	18	97	9693
5-HOUR TOTALS	3511	116	0	525	0	17511	13633	1.28	326	25	153	14253

DRAFT  
2007-03-02

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

2006

SITE: D18  
LOCATION: MASSACHUSETTS AV NE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	33	2	0	0	0	319	274	1.16	17	1	3	297
4:00	52	3	0	0	0	361	312	1.16	11	0	1	327
4:30	119	5	0	0	0	458	408	1.12	17	3	2	435
5:00	34	3	0	0	0	525	436	1.20	7	1	3	450
5:30	100	4	0	0	0	616	541	1.14	7	1	8	561
6:00	105	5	0	0	0	480	433	1.11	9	3	2	452
6:30	91	4	0	0	0	525	443	1.19	3	0	8	458
7:00	47	3	0	0	0	497	380	1.31	2	0	1	386
7:30	6	1	0	0	0	382	291	1.31	4	2	0	298
8:00	32	2	0	0	0	350	261	1.34	3	1	6	273
P.M. PEAK HOUR 5:00- 6:00	205	9	0	0	0	1096	974	1.13	16	4	10	1013
P.M. RUSH PERIOD 3:30- 6:30	501	24	0	0	0	2965	2573	1.15	54	8	24	2683
5-HOUR TOTALS	619	32	0	0	0	4513	3779	1.19	80	12	34	3937

DRAFT  
2007-03-02

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

2006

SITE: D19  
LOCATION: CONSTITUTION AVE NE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	308	181	1.70	1	1	0	183
4:00	0	0	0	0	0	0	391	248	1.58	1	0	0	249
4:30	0	0	0	0	0	0	418	329	1.27	0	4	0	333
5:00	0	0	0	0	0	0	426	346	1.23	2	0	0	348
5:30	0	0	0	0	0	0	542	439	1.23	0	0	0	439
6:00	0	0	0	0	0	0	530	418	1.27	0	2	0	420
6:30	0	0	0	0	0	0	601	469	1.28	0	2	0	471
7:00	0	0	0	0	0	0	547	410	1.33	0	1	0	411
7:30	0	0	0	0	0	0	419	349	1.20	0	0	1	350
8:00	0	0	0	0	0	0	323	253	1.28	1	1	0	255
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	0	1131	887	1.28	0	4	0	891
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	2908	2249	1.29	3	8	0	2260
5-HOUR TOTALS	0	0	0	0	0	0	4505	3442	1.31	5	11	1	3459

DRAFT  
2007-03-02

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

2006

SITE: D20  
LOCATION: EAST CAPITOL ST

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	36	3	0	32	0	354	280	1.26	6	1	2	292
4:00	34	2	0	97	0	379	300	1.26	2	2	9	315
4:30	72	4	0	130	0	561	500	1.12	4	1	4	513
5:00	54	3	0	194	0	698	624	1.12	3	2	8	640
5:30	110	4	0	129	0	692	561	1.23	0	0	7	572
6:00	45	2	0	130	0	765	603	1.27	1	0	4	610
6:30	67	4	0	0	0	670	542	1.24	3	0	2	551
7:00	21	2	0	33	0	585	462	1.27	3	2	1	470
7:30	24	2	0	0	0	480	362	1.33	0	1	1	366
8:00	14	1	0	0	0	411	301	1.37	2	0	0	304
P.M. PEAK HOUR 4:30- 5:30	164	7	0	323	0	1390	1185	1.17	3	2	15	1212
P.M. RUSH PERIOD 3:30- 6:30	382	19	0	680	0	3765	3130	1.20	13	5	34	3201
5-HOUR TOTALS	477	27	0	745	0	5595	4535	1.23	24	9	38	4633

DRAFT  
2007-03-02

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

2006

SITE: D21  
LOCATION: PENNSYLVANIA AVE SE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	42	2	1147	80	0	424	373	1.14	9	0	5	389
4:00	147	10	2263	218	0	520	453	1.15	6	0	14	483
4:30	186	11	3614	249	0	696	593	1.17	8	3	19	634
5:00	101	5	3274	326	0	692	583	1.19	5	0	21	614
5:30	135	8	4610	289	0	762	667	1.14	1	0	18	694
6:00	97	7	4312	295	0	863	732	1.18	1	2	15	757
6:30	131	9	3780	77	0	863	708	1.22	5	14	7	743
7:00	47	4	2455	0	0	630	500	1.26	1	1	4	510
7:30	12	4	1050	0	0	712	580	1.23	0	2	0	586
8:00	14	2	892	0	0	570	427	1.33	1	0	0	430
P.M. PEAK HOUR 5:30- 6:30	228	16	8092	372	0	1726	1440	1.20	6	16	22	1500
P.M. RUSH PERIOD 3:30- 6:30	797	50	21853	1454	0	4396	3736	1.18	26	19	94	3925
5-HOUR TOTALS	912	62	27397	1534	0	6732	5616	1.20	37	22	103	5840

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2007-03-02

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

2006

SITE: D22  
LOCATION: SOUTH CAPITOL ST

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	25	2	0	0	0	1182	991	1.19	38	10	6	1047
4:00	24	1	0	0	0	1248	1044	1.20	16	10	7	1078
4:30	159	7	0	0	0	1361	1090	1.25	18	7	9	1131
5:00	126	5	0	0	0	1315	1041	1.26	3	6	5	1060
5:30	205	8	0	0	0	1312	1038	1.26	10	3	5	1064
6:00	120	5	0	0	0	1170	888	1.32	6	0	4	903
6:30	117	6	0	0	0	1314	1041	1.26	4	3	1	1055
7:00	78	5	0	0	0	1324	1035	1.28	4	4	7	1055
7:30	49	2	0	0	0	1156	934	1.24	3	9	1	949
8:00	18	1	0	0	0	1016	831	1.22	9	8	4	853
P.M. PEAK HOUR 3:30- 4:30	183	8	0	0	0	2609	2134	1.22	34	17	16	2209
P.M. RUSH PERIOD 3:30- 6:30	751	32	0	0	0	7720	6142	1.26	57	29	31	6291
5-HOUR TOTALS	921	42	0	0	0	12398	9933	1.25	111	60	49	10195



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2007-03-02

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

2006

SITE: D23  
LOCATION: 4TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	108	0	138	108	1.28	7	1	9	125
4:00	0	0	0	0	108	0	171	127	1.35	8	1	12	148
4:30	0	0	0	0	145	0	194	148	1.31	4	0	11	163
5:00	0	0	0	0	182	0	267	195	1.37	11	0	15	221
5:30	0	0	0	0	182	0	290	214	1.36	1	0	14	229
6:00	0	0	0	0	74	0	271	199	1.36	0	2	6	207
6:30	0	0	0	0	74	0	233	163	1.43	2	0	4	169
7:00	0	0	0	0	0	0	177	138	1.28	2	1	2	143
7:30	0	0	0	0	0	0	186	145	1.28	2	0	0	147
8:00	0	0	0	0	0	0	171	122	1.40	0	2	0	124
P.M. PEAK HOUR 4:30- 5:30	0	0	0	0	364	0	557	409	1.36	12	0	29	450
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	765	0	1426	1046	1.36	26	3	62	1137
5-HOUR TOTALS	0	0	0	0	873	0	2098	1559	1.35	37	7	73	1676

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2007-03-02

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

2006

SITE: D24  
LOCATION: 7TH ST SW

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	64	11	1175	0	0	902	668	1.35	21	46	25	771	
4:00	78	11	1101	0	0	1147	919	1.25	14	4	18	966	
4:30	123	15	3099	0	0	1116	873	1.28	6	5	42	941	
5:00	100	10	2868	0	0	1343	1078	1.25	6	6	30	1130	
5:30	132	12	3889	195	0	1302	1020	1.28	8	5	30	1075	
6:00	79	9	3543	117	0	1163	819	1.42	0	5	18	851	
6:30	97	9	2320	117	0	1058	726	1.46	5	4	20	764	
7:00	91	10	1512	39	0	1110	836	1.33	4	5	26	881	
7:30	29	8	866	0	0	1138	928	1.23	3	23	13	975	
8:00	40	6	713	39	0	1291	1083	1.19	4	8	7	1108	
P.M. PEAK HOUR 4:30- 5:30	232	22	6757	195	0	2645	2098	1.26	14	11	60	2205	
P.M. RUSH PERIOD 3:30- 6:30	609	66	16820	429	0	7129	5435	1.31	39	29	158	5727	
5-HOUR TOTALS	833	101	21086	507	0	11570	8950	1.29	71	111	229	9462	

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2007-03-02

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

2006

SITE: D25  
LOCATION: SOUTHEAST FREEWAY SE

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	3511	2961	1.19	79	4	23	3067
4:00	20	1	0	0	0	0	3510	2922	1.20	69	8	57	3057
4:30	17	1	0	0	0	0	3874	3158	1.23	39	8	20	3226
5:00	56	2	0	0	0	0	3829	3090	1.24	35	5	11	3143
5:30	48	2	0	0	0	0	3706	3008	1.23	26	7	6	3049
6:00	36	1	0	0	0	0	4060	3440	1.18	20	6	12	3479
6:30	42	2	0	0	0	0	4473	3866	1.16	24	12	16	3920
7:00	20	2	0	0	0	0	4001	3345	1.20	28	6	8	3389
7:30	0	0	0	0	0	0	3329	2711	1.23	15	15	3	2744
8:00	0	0	0	0	0	0	2890	2358	1.23	23	9	12	2402
P.M. PEAK HOUR 5:30- 6:30	78	3	0	0	0	0	8533	7306	1.17	44	18	28	7399
P.M. RUSH PERIOD 3:30- 6:30	219	9	0	0	0	0	23452	19484	1.20	213	46	122	19874
5-HOUR TOTALS	239	11	0	0	0	0	37183	30859	1.20	358	80	168	31476

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	
3:30	0	0	892	0	0	818	672	1.22	3	5	4	684
4:00	0	0	1683	0	0	976	861	1.13	1	4	6	872
4:30	0	0	1848	0	0	1097	975	1.13	1	4	8	988
5:00	0	0	2878	0	0	1239	1067	1.16	0	3	1	1071
5:30	48	1	3809	0	0	1422	1218	1.17	1	2	4	1226
6:00	39	1	3298	0	0	1386	1210	1.15	0	3	4	1218
6:30	54	1	3107	0	0	1152	1010	1.14	0	4	1	1016
7:00	43	1	1897	0	0	1035	903	1.15	0	2	4	910
7:30	0	0	1370	0	0	895	814	1.10	0	2	4	820
8:00	0	0	764	0	0	773	685	1.13	0	1	5	691
P.M. PEAK HOUR 5:00- 6:00	87	2	7107	0	0	2808	2428	1.16	1	5	8	2444
P.M. RUSH PERIOD 3:30- 6:30	141	3	16623	0	0	7272	6341	1.15	3	20	24	6391
5-HOUR TOTALS	184	4	21546	0	0	10793	9415	1.15	6	30	41	9496

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	14	3	0	0	0	0	1008	879	1.15	14	3	5	904
4:00	20	3	0	0	0	1307	1118	987	1.13	17	8	5	1020
4:30	13	2	0	0	0	504	1170	1016	1.15	11	2	3	1034
5:00	25	3	0	0	0	1507	1095	941	1.16	13	3	5	965
5:30	23	3	0	0	0	1261	1103	949	1.16	1	3	4	960
6:00	20	2	0	0	0	425	1117	889	1.26	5	5	5	906
6:30	20	3	0	0	0	773	1395	1170	1.19	6	1	4	1184
7:00	14	3	0	0	0	190	1243	1068	1.16	2	4	10	1087
7:30	5	2	0	0	0	201	991	852	1.16	4	1	14	873
8:00	10	3	0	0	0	0	1257	1123	1.12	2	5	2	1135
P.M. PEAK HOUR 5:30- 6:30	40	5	0	0	0	1198	2512	2059	1.22	11	6	9	2090
P.M. RUSH PERIOD 3:30- 6:30	121	16	0	0	0	5777	6998	5952	1.18	53	22	26	6069
5-HOUR TOTALS	164	27	0	0	0	6168	11497	9874	1.16	75	35	57	10068

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2007-03-02

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

2006

SITE: V3  
LOCATION: ARLINGTON RIDGE RD.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	41	2	0	0	0	0	377	270	1.40	3	0	0	275
4:00	40	2	0	0	0	0	406	298	1.36	3	1	4	308
4:30	78	5	0	0	0	0	451	343	1.31	6	2	0	356
5:00	57	3	0	0	0	0	474	353	1.34	1	3	4	364
5:30	67	4	0	0	0	0	494	368	1.34	1	3	1	377
6:00	83	4	0	0	0	0	581	452	1.29	2	3	0	461
6:30	55	3	0	0	0	0	562	443	1.27	3	0	1	450
7:00	37	2	0	0	0	0	603	480	1.26	2	0	1	485
7:30	28	2	0	0	0	0	527	406	1.30	1	0	0	409
8:00	30	2	0	0	0	0	492	350	1.41	4	1	0	357
P.M. PEAK HOUR 5:30- 6:30	138	7	0	0	0	0	1143	895	1.28	5	3	1	911
P.M. RUSH PERIOD 3:30- 6:30	380	21	0	0	0	0	2968	2257	1.32	16	12	10	2316
5-HOUR TOTALS	516	29	0	0	0	0	4967	3763	1.32	26	13	11	3842

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2007-03-02

D-29  
VEHICLE AND PASSENGER VOLUMES  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2006

SITE: V4  
LOCATION: ARMY-NAVY DR.

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	9	1	0	0	0	0	52	39	1.33	1	0	0	41
4:00	7	1	0	0	0	0	72	59	1.22	0	1	0	61
4:30	12	1	0	0	0	0	83	73	1.14	0	1	0	75
5:00	18	1	0	0	0	0	106	86	1.23	0	0	0	87
5:30	15	1	0	0	0	0	149	126	1.18	2	0	0	129
6:00	17	1	0	0	0	0	157	128	1.23	0	1	0	130
6:30	14	2	0	0	0	0	183	131	1.40	1	1	0	135
7:00	0	0	0	0	0	0	170	121	1.40	0	1	0	122
7:30	11	2	0	0	0	0	99	80	1.24	0	0	0	82
8:00	6	1	0	0	0	0	117	89	1.31	0	0	0	90
P.M. PEAK HOUR 5:30- 6:30	31	3	0	0	0	0	340	259	1.31	1	2	0	265
P.M. RUSH PERIOD 3:30- 6:30	83	7	0	0	0	0	750	603	1.24	3	4	0	617
5-HOUR TOTALS	109	11	0	0	0	0	1188	932	1.27	4	5	0	952

DRAFT  
2007-03-02

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

2006

SITE: V5  
LOCATION: I-395 (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	88	6	0	0	342	0	4288	3816	1.12	95	44	28	3989
4:00	162	12	0	0	836	0	4397	3701	1.19	54	62	50	3879
4:30	274	23	0	0	722	0	5194	4022	1.29	47	75	46	4213
5:00	611	40	0	0	912	0	5723	4193	1.36	46	93	61	4433
5:30	709	40	0	0	722	0	6055	4166	1.45	34	89	51	4380
6:00	737	44	0	0	494	0	6507	3924	1.66	26	82	29	4105
6:30	510	32	0	0	380	0	8229	4843	1.70	22	21	24	4942
7:00	419	26	0	0	456	0	9048	5654	1.60	28	19	34	5761
7:30	166	13	0	0	342	0	7357	4777	1.54	25	19	32	4866
8:00	74	7	0	0	304	0	6919	4378	1.58	26	22	21	4454
P.M. PEAK HOUR 5:30- 6:30	1247	76	0	0	874	0	14736	8767	1.68	48	103	53	9047
P.M. RUSH PERIOD 3:30- 6:30	3003	191	0	0	4066	0	36105	24849	1.45	229	422	261	25952
5-HOUR TOTALS	3750	243	0	0	5510	0	63717	43474	1.47	403	526	376	45022



DRAFT  
2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	88	6	0	0	342	0	1496	1356	1.10	27	41	18	1448
4:00	162	12	0	0	836	0	1013	648	1.56	10	57	44	771
4:30	274	23	0	0	722	0	1601	776	2.06	3	73	38	913
5:00	611	40	0	0	912	0	1870	712	2.63	7	87	48	894
5:30	709	40	0	0	722	0	2232	803	2.78	6	87	38	974
6:00	737	44	0	0	494	0	3199	1117	2.86	7	78	26	1272
6:30	510	32	0	0	380	0	5268	2338	2.25	5	18	20	2413
7:00	419	26	0	0	456	0	5518	2618	2.11	3	14	24	2685
7:30	166	13	0	0	342	0	4417	2176	2.03	6	14	18	2227
8:00	74	7	0	0	304	0	4175	1985	2.10	1	17	16	2026
P.M. PEAK HOUR 5:30- 6:30	1247	76	0	0	874	0	8467	3455	2.45	12	96	46	3685
P.M. RUSH PERIOD 3:30- 6:30	3003	191	0	0	4066	0	15183	6394	2.37	38	400	214	7237
5-HOUR TOTALS	3750	243	0	0	5510	0	30789	14529	2.12	75	486	290	15623

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	2792	2460	1.13	68	3	10	2541
4:00	0	0	0	0	0	0	3384	3053	1.11	44	5	6	3108
4:30	0	0	0	0	0	0	3593	3246	1.11	44	2	8	3300
5:00	0	0	0	0	0	0	3853	3481	1.11	39	6	13	3539
5:30	0	0	0	0	0	0	3823	3363	1.14	28	2	13	3406
6:00	0	0	0	0	0	0	3308	2807	1.18	19	4	3	2833
6:30	0	0	0	0	0	0	2961	2505	1.18	17	3	4	2529
7:00	0	0	0	0	0	0	3530	3036	1.16	25	5	10	3076
7:30	0	0	0	0	0	0	2940	2601	1.13	19	5	14	2639
8:00	0	0	0	0	0	0	2744	2393	1.15	25	5	5	2428
P.M. PEAK HOUR 4:30- 5:30	0	0	0	0	0	0	7676	6844	1.12	67	8	26	6945
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	20922	18455	1.13	191	22	47	18715
5-HOUR TOTALS	0	0	0	0	0	0	32928	28945	1.14	328	40	86	29399

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2007-03-02

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

2006

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

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	110	8	0	0	0	618	495	1.25	7	0	1	511
4:00	72	7	0	0	0	774	602	1.29	7	5	3	624
4:30	219	13	0	0	0	832	672	1.24	5	1	6	697
5:00	174	9	0	0	0	733	620	1.18	4	4	5	642
5:30	275	14	0	0	0	754	620	1.22	3	1	4	642
6:00	314	16	0	0	0	766	612	1.25	5	3	5	641
6:30	220	13	0	0	0	711	563	1.26	1	2	3	582
7:00	317	15	0	0	0	610	459	1.33	0	2	3	479
7:30	169	7	0	0	0	845	706	1.20	0	0	0	713
8:00	63	4	0	0	0	892	770	1.16	2	0	1	777
P.M. PEAK HOUR 4:00- 5:00	393	22	0	0	0	1565	1292	1.21	9	5	11	1339
P.M. RUSH PERIOD 3:30- 6:30	1274	72	0	0	0	4570	3689	1.24	25	16	26	3828
5-HOUR TOTALS	1933	106	0	0	0	7535	6119	1.23	34	18	31	6308

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	1077	882	1.22	30	5	3	920
4:00	0	0	0	0	0	0	1277	1049	1.22	8	7	3	1067
4:30	0	0	0	0	0	0	1349	1113	1.21	11	2	3	1129
5:00	0	0	0	0	0	0	1409	1226	1.15	11	4	7	1248
5:30	0	0	0	0	0	0	1376	1248	1.10	9	4	8	1269
6:00	0	0	0	0	0	0	1296	1126	1.15	6	8	0	1140
6:30	0	0	0	0	0	0	1348	1145	1.18	3	2	0	1150
7:00	0	0	0	0	0	0	1295	1108	1.17	6	8	0	1122
7:30	0	0	0	0	0	0	1084	924	1.17	5	3	2	934
8:00	0	0	0	0	0	0	854	696	1.23	5	0	0	701
P.M. PEAK HOUR 4:30- 5:30	0	0	0	0	0	0	2785	2474	1.13	20	8	15	2517
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	8055	6907	1.17	48	27	21	7003
5-HOUR TOTALS	0	0	0	0	0	0	12365	10517	1.18	94	43	26	10680

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D-35  
VEHICLE AND PASSENGER VOLUMES  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	18	1	0	0	0	0	1204	982	1.23	9	8	5	1005
4:00	14	1	0	0	0	0	1298	1076	1.21	13	5	4	1099
4:30	30	2	0	0	0	0	1512	1230	1.23	10	6	5	1253
5:00	34	2	0	0	0	0	1793	1511	1.19	8	8	7	1536
5:30	72	3	0	0	0	0	1789	1576	1.14	8	4	7	1598
6:00	115	5	0	0	0	0	2004	1772	1.13	7	6	5	1795
6:30	72	3	0	0	0	0	1664	1422	1.17	4	3	2	1434
7:00	71	3	0	0	0	0	1634	1369	1.19	2	11	1	1386
7:30	31	2	0	0	0	0	1437	1184	1.21	7	2	1	1196
8:00	13	1	0	0	0	0	1253	984	1.27	4	10	0	999
P.M. PEAK HOUR 5:00- 6:00	187	8	0	0	0	0	3793	3348	1.13	15	10	12	3393
P.M. RUSH PERIOD 3:30- 6:30	337	16	0	0	0	0	10060	8587	1.17	50	32	30	8715
5-HOUR TOTALS	470	23	0	0	0	0	15588	13106	1.19	72	63	37	13301

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

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	917	0	0	446	302	1.48	17	1	0	320	
4:00	37	2	2254	0	0	354	269	1.32	4	2	1	278	
4:30	54	3	1840	0	0	357	293	1.22	5	3	0	304	
5:00	55	2	4068	0	0	423	349	1.21	8	2	0	361	
5:30	51	3	4333	0	0	478	379	1.26	3	3	1	389	
6:00	28	2	4439	0	0	468	375	1.25	2	7	0	386	
6:30	45	4	4889	0	0	493	406	1.21	3	7	1	421	
7:00	30	2	2866	0	0	444	354	1.25	2	0	0	358	
7:30	27	2	2621	0	0	468	389	1.20	1	7	0	399	
8:00	8	1	1279	0	0	371	297	1.25	0	3	1	302	
P.M. PEAK HOUR 5:30- 6:30	73	6	9328	0	0	961	781	1.23	5	14	1	807	
P.M. RUSH PERIOD 3:30- 6:30	270	16	21823	0	0	2573	2071	1.24	25	24	3	2139	
5-HOUR TOTALS	335	21	29506	0	0	4302	3413	1.26	45	35	4	3518	

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D-37  
VEHICLE AND PASSENGER VOLUMES  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	27	2	0	0	0	0	43	35	1.23	0	0	1	38
4:00	17	1	0	0	0	0	319	270	1.18	3	2	2	278
4:30	29	2	0	0	0	0	521	411	1.27	5	0	1	419
5:00	29	2	0	0	0	0	507	418	1.21	6	3	2	431
5:30	93	4	0	0	0	0	494	432	1.14	1	1	0	438
6:00	93	3	0	0	0	0	625	538	1.16	1	2	2	546
6:30	56	2	0	0	0	0	485	412	1.18	3	1	0	418
7:00	47	2	0	0	0	0	393	327	1.20	0	1	1	331
7:30	62	3	0	0	0	0	343	289	1.19	5	5	0	302
8:00	29	1	0	0	0	0	315	274	1.15	0	2	1	278
P.M. PEAK HOUR 5:00- 6:00	186	7	0	0	0	0	1119	970	1.15	2	3	2	984
P.M. RUSH PERIOD 3:30- 6:30	317	14	0	0	0	0	2951	2481	1.19	19	9	7	2530
5-HOUR TOTALS	482	22	0	0	0	0	4045	3406	1.19	24	17	10	3479

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

2006

SITE: V11  
LOCATION: I-66

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	78	0	802	606	1.32	3	2	4	615
4:00	30	1	0	0	117	0	1752	1278	1.37	6	12	6	1303
4:30	5	1	0	0	234	0	1564	920	1.70	2	23	12	958
5:00	40	1	0	0	507	0	1890	975	1.94	1	31	26	1034
5:30	20	2	0	0	546	0	2117	980	2.16	1	38	28	1049
6:00	40	1	0	0	429	0	1861	923	2.02	1	36	22	983
6:30	0	0	0	0	546	0	2591	1374	1.89	4	17	28	1423
7:00	8	1	0	0	195	0	3458	1951	1.77	0	9	10	1971
7:30	0	0	0	0	195	0	3304	2039	1.62	2	7	10	2058
8:00	0	0	0	0	312	0	3501	2183	1.60	0	9	16	2208
P.M. PEAK HOUR 5:30- 6:30	40	1	0	0	975	0	4452	2297	1.94	5	53	50	2406
P.M. RUSH PERIOD 3:30- 6:30	135	6	0	0	2379	0	11775	6450	1.83	15	157	122	6750
5-HOUR TOTALS	143	7	0	0	3159	0	22840	13229	1.73	20	184	162	13602



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D-39  
VEHICLE AND PASSENGER VOLUMES  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3:00 P.M.-8:00 P.M.)

2006

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

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	7	1	0	0	0	0	2195	1805	1.22	5	5	14	1830
4:00	6	1	0	0	0	0	2288	1935	1.18	2	4	17	1959
4:30	8	1	0	0	0	0	2251	1899	1.19	0	1	5	1906
5:00	0	0	0	0	0	0	2774	2399	1.16	1	2	6	2408
5:30	9	1	0	0	0	0	2830	2474	1.14	2	2	3	2482
6:00	12	1	0	0	0	0	2813	2459	1.14	0	4	3	2467
6:30	11	1	0	0	0	0	2680	2396	1.12	1	2	2	2402
7:00	0	0	0	0	0	0	2346	2137	1.10	0	8	6	2151
7:30	14	1	0	0	0	0	2227	2057	1.08	1	5	5	2069
8:00	0	0	0	0	0	0	1913	1760	1.09	2	1	2	1765
P.M. PEAK HOUR 5:00- 6:00	21	2	0	0	0	0	5643	4933	1.14	2	6	6	4949
P.M. RUSH PERIOD 3:30- 6:30	46	5	0	0	0	0	15636	13562	1.15	6	15	36	13624
5-HOUR TOTALS	67	7	0	0	0	0	24317	21321	1.14	14	34	63	21439

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## **APPENDIX E**

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## **APPENDIX E**

### **POTOMAC RIVER SCREENLINE**

#### **A.M. PEAK-FLOW DIRECTION**

Inbound peak period travel across the central Potomac River bridge crossings from Virginia to the District of Columbia are detailed in this appendix.

The Potomac River screenline is counted at the four central bridge crossings (14th Street Bridge [I-395/U.S.1], Arlington Memorial Bridge, T. Roosevelt Bridge [I-66/U.S. 50] and Key [U.S. 29]), plus two Metrorail crossings (Yellow at the 14th Street Bridge and Blue/Orange under the river near the Roosevelt Bridge). Trends from 1979 to 2006 are contained in Table E-11. Surface vehicle counts for the entire screenline in the A.M. peak direction from Central Employment Core Cordon Count years 1990 through 2006 are in Table E-12.

In the A.M. three-hour peak period, person trips crossing the Potomac River towards D.C. in autos declined by about 13,000, while the number of person trips on transit increased by about 6,000, due to increases in Metrorail and commuter bus ridership (see Table E-13). Reverse-flow travel in the A.M. peak period from D.C. to Virginia across the Potomac River revealed little change in total person travel, a slight increase in Metrorail usage and a corresponding decline in persons using multiple-occupant vehicles (see Table E-14).

For the full five-hour monitoring period, inbound trips across the Potomac River showed little change in total, but an observed decline in person trips by multiple-occupant vehicles of 8,900 was nearly offset by an increase in trips by transit (Table E-14).

Vehicle traffic crossing the Potomac River towards the District in the A.M. peak period declined from about 68,000 in 2002 to 58,600 vehicles in 2006 (see Table E-15).

In the five-hour monitoring period, inbound traffic crossing the Potomac River from Virginia to D.C. declined from 94,000 in 2002 by almost 13,000 vehicles to about 81,000 in 2006 (Table E-16).

In the three-hour A.M. peak period, average auto occupancy declined from 1.36 in 2002 to 1.26 in 2006 (Table E-17).

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E-1  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM)

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
7:00	91	6	4747	242	865	8678	7138	1.22	76	72	41	7333	
7:30	276	12	5530	684	214	10605	8861	1.20	88	81	75	9117	
8:00	171	9	8865	767	849	11745	9317	1.26	69	67	73	9535	
8:30	222	10	12001	1094	0	13596	10422	1.30	82	57	105	10676	
9:00	287	13	11592	1298	594	13986	10815	1.29	69	48	142	11087	
9:30	126	8	6391	710	397	13591	10555	1.29	109	29	116	10817	
A.M. PEAK HOUR 8:30- 9:30	413	21	17983	2008	991	27577	21370	1.29	178	77	258	21904	
A.M. RUSH PERIOD 6:30- 9:30	1173	58	49126	4795	2919	72201	57108	1.26	493	354	552	58565	
TOTALS	1173	58	49126	4795	2919	72201	57108	1.26	493	354	552	58565	

(Totals have been factored to include uncounted roadways.)

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

2006  
SITE: B1A  
LOCATION: 14TH ST BRIDGE (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	137	0	0	468	441	1.06	17	3	0	461
6:00	19	1	557	0	0	2467	2220	1.11	41	12	5	2279
6:30	7	1	624	0	578	2984	2520	1.18	34	8	3	2566
7:00	14	1	1469	0	865	3140	2635	1.19	37	9	1	2683
7:30	68	2	1853	0	214	3945	3348	1.18	37	14	4	3405
8:00	38	2	2577	0	849	3650	3030	1.20	36	4	10	3082
8:30	76	3	3197	0	0	3774	3218	1.17	35	0	9	3265
9:00	57	2	2424	0	594	3734	3199	1.17	30	6	15	3252
9:30	8	1	1593	0	397	3346	2818	1.19	58	8	16	2901
10:00	7	1	736	0	0	2786	2373	1.17	54	2	23	2453
A.M. PEAK HOUR 8:00- 9:00	133	5	5621	0	594	7508	6417	1.17	65	6	0	6517
A.M. RUSH PERIOD 6:30- 9:30	261	11	13113	0	2919	21589	18248	1.18	233	41	55	18588
TOTALS	294	14	15167	0	3497	30294	25802	1.17	379	66	86	26347



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

2006  
SITE: B1B  
LOCATION: 14TH ST BRIDGE (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	36	0	79	61	1.30	2	2	1	66
6:00	6	1	0	0	144	0	1310	1187	1.10	20	16	7	1231
6:30	13	1	0	0	216	0	1406	1156	1.22	21	21	13	1212
7:00	33	2	0	0	144	0	1718	1239	1.39	21	37	18	1317
7:30	22	1	0	0	450	0	1976	1300	1.52	37	39	37	1414
8:00	17	1	0	0	630	0	2548	1414	1.80	13	37	35	1500
8:30	8	1	0	0	684	0	3012	1438	2.09	19	24	33	1515
9:00	22	3	0	0	810	0	2942	1496	1.97	17	23	39	1578
9:30	11	2	0	0	378	0	3030	1796	1.69	27	8	24	1857
10:00	0	0	0	0	576	0	2993	1893	1.58	42	22	25	1982
A.M. PEAK HOUR 8:30- 9:30	33	5	0	0	1188	0	5972	3292	1.81	44	31	0	3435
A.M. RUSH PERIOD 6:30- 9:30	113	10	0	0	3096	0	15226	8683	1.75	134	168	186	9181
TOTALS	132	12	0	0	4068	0	21014	12980	1.62	219	229	232	13672

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

2006  
SITE: BR1  
LOCATION: 14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	137	36	0	547	502	1.09	19	5	1	527
6:00	25	2	557	144	0	3777	3407	1.11	61	28	12	3510
6:30	20	2	624	216	578	4390	3676	1.19	55	29	16	3778
7:00	47	3	1469	144	865	4858	3874	1.25	58	46	19	4000
7:30	90	3	1853	450	214	5921	4648	1.27	74	53	41	4819
8:00	55	3	2577	630	849	6198	4444	1.39	49	41	45	4582
8:30	84	4	3197	684	0	6786	4656	1.46	54	24	42	4780
9:00	79	5	2424	810	594	6676	4695	1.42	47	29	54	4830
9:30	19	3	1593	378	397	6376	4614	1.38	85	16	40	4758
10:00	7	1	736	576	0	5779	4266	1.35	96	24	48	4435
A.M. PEAK HOUR 8:00- 9:00	163	9	5621	1494	594	13462	9351	1.44	101	53	0	9610
A.M. RUSH PERIOD 6:30- 9:30	374	21	13113	3096	2919	36815	26931	1.37	367	209	241	27769
TOTALS	426	26	15167	4068	3497	51308	38782	1.32	598	295	318	40019

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

2006  
SITE: BR2  
LOCATION: MEMORIAL BRIDGE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	59	56	1.05	0	0	0	56
6:00	4	1	0	0	0	442	410	1.08	0	5	3	419
6:30	15	2	0	0	0	630	552	1.14	0	7	2	563
7:00	12	1	0	0	0	847	743	1.14	1	13	2	760
7:30	37	2	0	0	0	1208	1101	1.10	3	8	5	1119
8:00	31	2	0	0	0	1839	1644	1.12	4	12	10	1672
8:30	38	3	0	0	0	2177	1921	1.13	3	11	8	1946
9:00	16	2	0	0	0	2177	1920	1.13	1	13	30	1966
9:30	7	1	0	0	0	2079	1716	1.21	2	5	12	1736
10:00	5	1	0	0	0	1814	1330	1.36	1	9	21	1362
A.M. PEAK HOUR 8:00- 9:00	54	5	0	0	0	4354	3841	1.13	4	24	0	3912
A.M. RUSH PERIOD 6:30- 9:30	141	11	0	0	0	10327	9045	1.14	14	62	67	9199
TOTALS	165	15	0	0	0	13272	11393	1.16	15	83	93	11599

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

2006  
SITE: BR3  
LOCATION: ROOSEVELT BRIDGE (I-66)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	302	283	1.07	0	0	0	283
6:00	0	0	0	78	0	1150	1092	1.05	9	8	6	1115
6:30	0	0	0	98	0	1340	1211	1.11	4	8	6	1229
7:00	19	1	0	98	0	1942	1523	1.28	11	9	14	1558
7:30	109	4	0	234	0	2230	1909	1.17	5	16	16	1950
8:00	72	3	0	137	0	2463	2026	1.22	7	9	13	2058
8:30	51	1	0	410	0	2968	2240	1.33	18	13	47	2319
9:00	150	4	0	488	0	3120	2288	1.36	6	1	43	2342
9:30	46	2	0	332	0	3168	2390	1.33	3	6	56	2457
10:00	0	0	0	293	0	2862	2211	1.29	7	2	52	2272
A.M. PEAK HOUR 8:30- 9:30	196	6	0	820	0	6288	4678	1.34	9	7	0	4799
A.M. RUSH PERIOD 6:30- 9:30	447	15	0	1699	0	15891	12376	1.28	50	54	189	12684
TOTALS	447	15	0	2168	0	21545	17173	1.25	70	72	253	17583

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

2006  
SITE: BR4  
LOCATION: KEY BRIDGE (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	387	0	0	112	107	1.05	2	0	1	110	
6:00	14	1	854	0	0	596	571	1.04	5	1	6	584	
6:30	16	1	1649	0	0	637	605	1.05	9	6	10	631	
7:00	13	1	3278	0	0	1031	998	1.03	6	4	6	1015	
7:30	40	3	3677	0	0	1246	1203	1.04	6	4	13	1229	
8:00	13	1	6288	0	0	1245	1203	1.03	9	5	5	1223	
8:30	49	2	8804	0	0	1665	1605	1.04	7	9	8	1631	
9:00	42	2	9168	0	0	2013	1912	1.05	15	5	15	1949	
9:30	54	2	4798	0	0	1968	1835	1.07	19	2	8	1866	
10:00	16	1	2930	0	0	1670	1536	1.09	11	2	10	1560	
A.M. PEAK HOUR 8:30- 9:30	96	4	13966	0	0	3981	3747	1.06	34	7	0	3815	
A.M. RUSH PERIOD 6:30- 9:30	211	11	36013	0	0	9168	8756	1.05	62	29	55	8913	
TOTALS	257	14	41833	0	0	12183	11575	1.05	89	38	82	11798	

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E-8  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

BRIDGE	VEHICLES						PERSONS						AVERAGE AUTO OCCUPANCY		% TRANSIT			
	AUTOS/TAXIS		BUS TRANSIT		METRORAIL		AUTOS/TAXIS		BUS TRANSIT		METRORAIL		TOTAL PERSONS		2002	2006	2002	2006
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
14TH	31444	26931	195	262	132	160	44168	36815	2967	3470	11759	13113	61049	56317	1.40	1.37	27.7	34.6
MEM.	10906	9045	62	78	0	0	14310	10327	277	141	0	0	14587	10468	1.31	1.14	1.9	1.3
RVLT	17000	12376	95	204	0	0	23263	15891	1458	2146	0	0	24721	18037	1.37	1.28	5.9	11.9
KEY	6912	8756	62	66	356	396	8061	9168	280	211	34158	36013	42499	45392	1.17	1.05	81.0	79.8
TOTAL	66262	57108	414	610	488	556	89802	72201	4982	5968	45917	49126	142856	130214	1.36	1.26	37.1	44.6

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E-9  
PERSONS BY MODE  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2002	2006	TRANSIT 2002	BUS 2006	METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
					2002	2006	2002	2006	2002	2006	2002	2006				
14TH	44168	36815	281	374	11759	13113	2686	3096	2155	2919	16881	19502	61049	56317	27.7	34.6
MEM.	14310	10327	277	141	0	0	0	0	0	0	277	141	14587	10468	1.9	1.3
RVLT	23263	15891	0	447	0	0	1458	1699	0	0	1458	2146	24721	18037	5.9	11.9
KEY	8061	9168	280	211	34158	36013	0	0	0	0	34438	36224	42499	45392	81.0	79.8
TOTALS	89802	72201	838	1173	45917	49126	4144	4795	2155	2919	53054	58013	142856	130214	37.1	44.6

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E-10  
PASSENGER CAR OCCUPANCY SUMMARY  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
14TH	24152	21815	4625	3281	1872	1257	473	254	67	25	17	7	238	292
MEM.	8460	8146	1903	699	409	121	74	58	21	4	7	6	32	11
RVLT	11883	10043	4579	2006	420	169	48	62	5	4	5	3	60	89
KEY	5981	8415	798	312	98	19	25	6	2	0	1	0	7	4
TOTALS	50476	48419	11905	6298	2799	1566	620	380	95	33	30	16	337	396



**Table E-11  
2006 Central Employment Core Cordon Count  
Potomac River Screenline  
Inbound Travel Trends - 1979 - 2006  
6:30 - 9:30 A.M., by Bridge**

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

Data in table are rounded

**Table E-12**  
**2006 Central Employment Core Cordon Count**  
**Potomac River Screenline**  
**Total Inbound Surface Vehicles by Time Period**  
**6:30 - 9:30 A.M. (and 5:00 - 10:00 A.M. for 1996, 1999, 2002 and 2006)**

<b>Period Ending</b>	<b>1990</b>	<b>1993</b>	<b>1996</b>	<b>1999</b>	<b>2002</b>	<b>2006</b>
<b>5:30 AM</b>			1,600	1,900	1,900	1,000
<b>6:00 AM</b>			4,400	4,800	6,900	5,600
<b>6:30 AM</b>			6,900	6,600	8,000	6,200
<b>7:00 AM</b>	7,400	8,200	9,200	8,300	10,200	7,300
<b>7:30 AM</b>	8,900	10,000	11,700	10,600	11,100	9,100
<b>8:00 AM</b>	10,300	11,800	14,900	12,200	12,300	9,500
<b>8:30 AM</b>	10,300	12,200	12,900	11,600	12,600	10,700
<b>9:00 AM</b>	9,500	12,200	12,400	11,200	11,000	11,100
<b>9:30 AM</b>	9,000	9,500	11,600	10,600	10,700	10,800
<b>10:00 AM</b>			8,000	7,900	9,100	9,600
<b>Total (6:30 - 9:30 A.M.)</b>	<b>55,500</b>	<b>63,900</b>	<b>72,700</b>	<b>64,500</b>	<b>67,900</b>	<b>58,600</b>
<b>Total (5:00 - 10:00 A.M.)</b>	<b>N/C</b>	<b>N/C</b>	<b>93,600</b>	<b>85,700</b>	<b>93,800</b>	<b>81,000</b>

*Data in table are rounded*

*N/C - not counted*

**Table E-13**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound Person Trips by Mode**  
**6:30 - 9:30 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	800	1	1,200	1	300	40
<b>Metrorail</b>	45,900	32	49,100	38	3,200	7
<b>Commuter Bus</b>	4,100	3	4,800	4	700	16
<b>Commuter Rail</b>	2,200	2	2,900	2	800	35
<b>Subtotal - person trips by transit</b>	53,100	37	58,000	45	5,000	9
<b>Single Occupant Vehicle (SOV)</b>	50,500	35	48,400	37	-2,100	-4
<b>Multiple Occupant Vehicle (2+ persons)</b>	39,300	28	23,800	18	-15,500	-40
<b>Subtotal - person trips by automobile</b>	89,800	63	72,200	55	-17,600	-20
<b>Total - person trips by all modes</b>	142,900	100	130,200	100	-12,600	-9

Data in table are rounded

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

**Table E-14**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound Person Trips by Mode**  
**5:00 - 10:00 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	600	0	1,300	1	700	124
<b>Metrorail</b>	50,600	30	57,000	34	6,400	13
<b>Commuter Bus</b>	6,000	4	6,200	4	200	4
<b>Commuter Rail</b>	2,400	1	3,500	2	1,100	44
<b>Subtotal - person trips by transit</b>	59,600	36	68,000	41	8,500	14
<b>Single Occupant Vehicle (SOV)</b>	67,100	40	66,800	40	-400	-1
<b>Multiple Occupant Vehicle (2+ persons)</b>	40,500	24	31,600	19	-8,900	-22
<b>Subtotal - person trips by automobile</b>	107,600	64	98,300	59	-9,300	-9
<b>Total - person trips by all modes</b>	167,100	100	166,300	100	-800	0

Data in table are rounded

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

**Table E-15**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound Vehicle Classification**  
**6:30 - 9:30 A.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	66,300	98	57,100	98	-9,200	-16
<b>Trucks</b>	700	1	500	1	-300	-51
<b>Motorcycles</b>	500	1	400	1	-100	-30
<b>Transit Buses</b>	0	0	100	0	0	38
<b>Other Buses</b>	400	1	600	1	200	32
<b>Total Vehicles</b>	<b>67,900</b>	<b>100</b>	<b>58,600</b>	<b>100</b>	<b>-9,300</b>	<b>-16</b>

*Data in table are rounded*

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

**Table E-16**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound Vehicle Classification**  
**5:00 - 10:00 A.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	91,600	97	79,000	97	-12,600	-16
<b>Trucks</b>	1,100	1	800	1	-300	-43
<b>Motorcycles</b>	600	1	500	1	-200	-32
<b>Transit Buses</b>	0	0	100	0	0	34
<b>Other Buses</b>	600	1	700	1	200	22
<b>Total Vehicles</b>	<b>94,000</b>	<b>100</b>	<b>81,100</b>	<b>100</b>	<b>-12,900</b>	<b>-16</b>

*Data in table are rounded*

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

**Table E-17**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Potomac River Crossings Travel Trends**  
**Inbound Auto Occupancy**  
**6:30 - 9:30 A.M.**

	YEAR - 2002	YEAR - 2006	'02 - '06 Absolute Change	'02 - '06 Percent Change
<b>Total Persons in Automobiles</b>	89,800	72,200	-17,600	-20
<b>Total Automobiles</b>	66,300	57,100	-9,200	-14
<b>Average Auto Occupancy</b>	1.36	1.26	-0.10	-7

*Person and Automobile volumes are rounded*

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## **APPENDIX F**

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## **APPENDIX F**

### **POTOMAC RIVER SCREENLINE**

#### **P.M. PEAK DIRECTION**

Outbound peak period travel across the Potomac River is documented in this appendix. Table F-11 contains outbound travel trends, by mode, for the river crossings for 1993, 1996, 1999, 2002 and 2006. Table F-12 contains outbound traffic volumes for the river crossings for the same years.

Person trips crossing the Potomac River outbound from D.C. to Virginia were unchanged in statistical terms (Table F-13).

In the P.M. three-hour peak period, about 55,200 vehicles were observed in 2006 (Table F-14), and about 90,000 were counted in the full five-hour monitoring period (Table F-15). Average auto occupancy increased very slightly, from 1.40 to 1.14 in the three-hour peak period (Table F-17).

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F-1  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS (OUTBOUND)  
3 HOUR PERIOD (3:30PM-6:30PM)

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT BUS PASSENGERS	TRANSIT BUSES	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
4:00	71	4	4328	477	725	10977	8077	1.36	81	71	83	8316
4:30	150	8	5631	478	189	11061	7776	1.42	57	70	109	8020
5:00	194	9	7272	710	819	11064	7644	1.45	30	71	118	7872
5:30	128	8	9507	634	724	13661	9680	1.41	36	78	89	9891
6:00	215	9	9792	462	315	14383	9931	1.45	26	60	79	10105
6:30	221	11	8528	463	403	14971	10815	1.38	28	46	61	10961
P.M. PEAK HOUR 5:30- 6:30	436	20	18320	925	718	29354	20746	1.41	54	106	140	21066
P.M. RUSH PERIOD 3:30- 6:30	979	49	45058	3224	3175	76117	53923	1.41	258	396	539	55165
TOTALS	979	49	45058	3224	3175	76117	53923	1.41	258	396	539	55165

(Totals have been factored to include uncounted roadways.)

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F-2  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: B1A  
LOCATION: 14TH ST BRIDGE (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	1	1102	0	0	3766	2998	1.26	61	17	11	3088
4:00	15	1	1376	0	725	4181	3083	1.36	50	13	15	3162
4:30	2	1	1854	0	189	4165	2939	1.42	37	7	16	3000
5:00	57	2	2252	0	819	3382	2355	1.44	12	8	23	2400
5:30	6	1	2507	0	724	3548	2704	1.31	19	7	10	2741
6:00	101	3	2642	0	315	3293	2651	1.24	14	10	9	2687
6:30	34	2	2013	0	403	3370	2775	1.21	16	5	8	2806
7:00	6	1	1670	0	220	3488	2766	1.26	21	3	8	2799
7:30	0	0	1041	0	0	3453	2804	1.23	23	4	10	2841
8:00	10	1	477	0	0	3332	2630	1.27	2	8	10	2651
P.M. PEAK HOUR 3:30- 4:30	17	2	3230	0	914	8346	6022	1.39	87	20	0	6162
P.M. RUSH PERIOD 3:30- 6:30	215	10	12644	0	3175	21939	16507	1.33	148	50	81	16796
TOTALS	231	13	16934	0	3395	35978	27705	1.30	255	82	120	28175

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F-3  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: B1B  
LOCATION: 14TH ST BRIDGE (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES	
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES		OTHER BUSES
3:30	0	0	0	0	171	0	1215	868	1.40	16	10	19	913
4:00	20	1	0	0	418	0	2044	1339	1.53	10	37	33	1420
4:30	17	2	0	0	361	0	2107	1155	1.82	13	33	47	1250
5:00	16	1	0	0	456	0	2483	1340	1.85	7	27	57	1432
5:30	13	1	0	0	361	0	3609	2155	1.67	10	35	36	2237
6:00	23	2	0	0	247	0	3738	2157	1.73	7	31	35	2232
6:30	6	1	0	0	190	0	3437	2031	1.69	4	18	22	2076
7:00	6	1	0	0	228	0	2807	1732	1.62	4	5	16	1758
7:30	4	1	0	0	171	0	2396	1779	1.35	3	9	13	1805
8:00	9	1	0	0	152	0	2485	1828	1.36	8	8	8	1853
P.M. PEAK HOUR 5:00- 6:00	36	3	0	0	608	0	7347	4312	1.70	17	66	0	4469
P.M. RUSH PERIOD 3:30- 6:30	95	8	0	0	2033	0	17418	10177	1.71	51	181	230	10647
TOTALS	114	11	0	0	2755	0	26321	16384	1.61	82	213	286	16976

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F-4  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: BR1  
LOCATION: 14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	1	1102	171	0	4981	3866	1.29	77	27	30	4001
4:00	35	2	1376	418	725	6225	4422	1.41	60	50	48	4582
4:30	19	3	1854	361	189	6272	4094	1.53	50	40	63	4250
5:00	73	3	2252	456	819	5865	3695	1.59	19	35	80	3832
5:30	19	2	2507	361	724	7157	4859	1.47	29	42	46	4978
6:00	124	5	2642	247	315	7031	4808	1.46	21	41	44	4919
6:30	40	3	2013	190	403	6807	4806	1.42	20	23	30	4882
7:00	12	2	1670	228	220	6295	4498	1.40	25	8	24	4557
7:30	4	1	1041	171	0	5849	4583	1.28	26	13	23	4646
8:00	19	2	477	152	0	5817	4458	1.30	10	16	18	4504
P.M. PEAK HOUR 5:00- 6:00	143	7	5149	608	1039	14188	9667	1.47	50	83	0	9897
P.M. RUSH PERIOD 3:30- 6:30	310	18	12644	2033	3175	39357	26684	1.47	199	231	311	27443
TOTALS	345	24	16934	2755	3395	62299	44089	1.41	337	295	406	45151

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F-5  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: BR2  
LOCATION: MEMORIAL BRIDGE

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES	
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES		OTHER BUSES
3:30	3	1	0	0	0	0	2036	1448	1.41	12	4	0	1465
4:00	11	1	0	0	0	0	1978	1374	1.44	0	14	2	1391
4:30	22	2	0	0	0	0	1954	1382	1.41	0	14	16	1414
5:00	23	2	0	0	0	0	2168	1490	1.46	6	32	16	1546
5:30	28	3	0	0	0	0	3178	2140	1.49	0	26	18	2187
6:00	41	2	0	0	0	0	3516	2016	1.74	0	8	4	2030
6:30	20	2	0	0	0	0	4054	2602	1.56	0	10	10	2624
7:00	19	2	0	0	0	0	3670	2580	1.42	0	6	10	2598
7:30	13	1	0	0	0	0	3800	2798	1.36	0	12	14	2825
8:00	0	0	0	0	0	0	2920	2084	1.40	2	10	18	2114
P.M. PEAK HOUR 5:30- 6:30	61	4	0	0	0	0	7570	4618	1.64	0	18	0	4654
P.M. RUSH PERIOD 3:30- 6:30	145	12	0	0	0	0	16848	11004	1.53	6	104	66	11192
TOTALS	180	16	0	0	0	0	29274	19914	1.47	20	136	108	20194



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F-6  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: BR3  
LOCATION: ROOSEVELT BRIDGE (I-66)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	39	0	1426	1097	1.30	6	4	19	1126
4:00	0	0	0	59	0	1631	1307	1.25	11	2	21	1341
4:30	44	1	0	117	0	1687	1339	1.26	3	8	16	1367
5:00	57	2	0	254	0	1910	1516	1.26	4	2	15	1539
5:30	57	2	0	273	0	2246	1770	1.27	4	2	16	1794
6:00	29	1	0	215	0	2444	1918	1.27	4	6	19	1948
6:30	127	4	0	273	0	2580	2067	1.25	7	6	14	2098
7:00	30	2	0	98	0	2095	1549	1.35	2	5	5	1563
7:30	18	1	0	98	0	1921	1469	1.31	4	5	9	1488
8:00	0	0	0	156	0	1231	891	1.38	2	2	9	904
P.M. PEAK HOUR 5:30- 6:30	156	5	0	488	0	5024	3985	1.26	11	12	0	4046
P.M. RUSH PERIOD 3:30- 6:30	314	10	0	1191	0	12498	9917	1.26	33	26	101	10087
TOTALS	362	13	0	1582	0	19171	14923	1.28	47	42	143	15168

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F-7  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (OUTBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: BR4  
LOCATION: KEY BRIDGE (U.S. 29)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	8	1	1985	0	0	1235	1076	1.15	8	2	9	1096
4:00	25	1	2952	0	0	1143	974	1.17	10	5	12	1002
4:30	65	2	3777	0	0	1148	961	1.19	4	8	14	989
5:00	41	2	5020	0	0	1121	943	1.19	1	2	7	955
5:30	24	1	7000	0	0	1080	911	1.19	3	8	9	932
6:00	21	1	7150	0	0	1392	1189	1.17	1	5	12	1208
6:30	34	2	6515	0	0	1530	1340	1.14	1	7	7	1357
7:00	22	2	4088	0	0	1149	993	1.16	0	2	12	1009
7:30	13	1	3680	0	0	846	712	1.19	2	3	5	723
8:00	18	1	1916	0	0	693	583	1.19	1	0	5	590
P.M. PEAK HOUR 5:30- 6:30	55	3	13665	0	0	2922	2529	1.16	2	12	0	2565
P.M. RUSH PERIOD 3:30- 6:30	210	9	32414	0	0	7414	6318	1.17	20	35	61	6443
TOTALS	271	14	44083	0	0	11337	9682	1.17	31	42	92	9861

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F-8  
VEHICLE AND PASSENGER VOLUMES  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

BRIDGE	VEHICLES						PERSONS						AVERAGE AUTO OCCUPANCY		% TRANSIT			
	AUTOS/TAXIS		BUS TRANSIT		METRORAIL		AUTOS/TAXIS		BUS TRANSIT		METRORAIL		TOTAL PERSONS		2002	2006	2002	2006
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006				
14TH	29094	26684	212	329	130	156	41966	39357	2777	2343	11579	12644	58642	57519	1.44	1.47	28.4	31.6
MEM.	7138	11004	104	78	0	0	9695	16848	226	145	0	0	9921	16993	1.36	1.53	2.3	0.9
RVLT	14589	9917	84	111	0	0	20002	12498	981	1505	0	0	20983	14003	1.37	1.26	4.7	10.7
KEY	7541	6318	61	70	368	396	10136	7414	183	210	32625	32414	42944	40038	1.34	1.17	76.4	81.5
TOTAL	58362	53923	461	588	498	552	81799	76117	4167	4203	44204	45058	132490	128553	1.40	1.41	38.3	40.8

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F-9  
PERSONS BY MODE  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2002	2006	TRANSIT 2002	BUS 2006	METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
					2002	2006	2002	2006	2002	2006	2002	2006				
14TH	41966	39357	280	310	11579	12644	2497	2033	2320	3175	16676	18162	58642	57519	28.4	31.6
MEM.	9695	16848	226	145	0	0	0	0	0	0	226	145	9921	16993	2.3	0.9
RVLT	20002	12498	0	314	0	0	981	1191	0	0	981	1505	20983	14003	4.7	10.7
KEY	10136	7414	183	210	32625	32414	0	0	0	0	32808	32624	42944	40038	76.4	81.5
TOTALS	81799	76117	689	979	44204	45058	3478	3224	2320	3175	50691	52436	132490	128553	38.3	40.8

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F-10  
PASSENGER CAR OCCUPANCY SUMMARY  
CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
14TH	21198	19627	5663	5077	1526	1264	366	298	81	50	15	9	245	359
MEM.	5335	7348	1457	2624	206	592	81	284	23	64	3	14	33	78
RVLT	10615	8302	3405	1228	329	257	120	53	40	21	5	0	75	56
KEY	5607	5577	1524	667	288	31	78	10	22	2	4	2	18	29
TOTALS	42755	40854	12049	9596	2349	2144	645	645	166	137	27	25	371	522

**Table F-11**  
**2006 Central Employment Core Cordon Count**  
**Potomac River Screenline**  
**Outbound Travel Trends - 1993 - 2006**  
**3:30 - 6:30 P.M., by Bridge**

	1993	1996	1999	2002	2006
<b>Transit except</b>					
<b>Metrorail:</b>					
14th Street	4,000	1,900	4,400	5,100	5,500
Memorial	400	200	200	200	100
Roosevelt	100	0	2,500	1,000	1,500
Key	0	0	200	200	200
<b>Total</b>	<b>4,500</b>	<b>2,200</b>	<b>7,300</b>	<b>6,500</b>	<b>7,400</b>
<b>Metrorail riders:</b>					
14th Street	16,000	10,300	10,300	11,600	12,600
Key	28,800	27,500	27,700	32,600	32,400
<b>Total</b>	<b>44,800</b>	<b>37,800</b>	<b>38,000</b>	<b>44,200</b>	<b>45,100</b>
<b>Auto Passengers:</b>					
14th Street	46,000	68,500	39,500	42,000	39,400
Memorial	19,800	11,200	11,300	9,700	16,800
Roosevelt	20,000	19,200	17,600	20,000	12,500
Key	9,600	9,300	9,300	10,100	7,400
<b>Total</b>	<b>95,400</b>	<b>108,200</b>	<b>77,700</b>	<b>81,800</b>	<b>76,100</b>
<b>Total Persons:</b>					
14th Street	66,000	80,800	54,300	58,600	57,500
Memorial	20,100	11,400	11,500	9,900	17,000
Roosevelt	20,200	19,200	20,000	21,000	14,000
Key	38,400	36,800	37,100	42,900	40,000
<b>Total</b>	<b>144,600</b>	<b>148,200</b>	<b>123,000</b>	<b>132,500</b>	<b>128,600</b>
<b>Transit (Percent):</b>					
14th Street	30	15	27	28	32
Memorial	2	2	2	2	1
Roosevelt	1	0	12	5	11
Key	75	75	75	76	81
<b>Total</b>	<b>34</b>	<b>27</b>	<b>37</b>	<b>38</b>	<b>41</b>
<b>Autos:</b>					
14th Street	29,400	47,700	27,000	29,100	26,700
Memorial	12,500	7,700	8,000	7,100	11,000
Roosevelt	12,900	13,300	12,300	14,600	9,900
Key	7,200	7,100	7,600	7,500	6,300
<b>Total</b>	<b>62,000</b>	<b>75,900</b>	<b>54,800</b>	<b>58,400</b>	<b>53,900</b>
<b>Average Auto Occ.:</b>					
14th Street	1.56	1.44	1.46	1.44	1.47
Memorial	1.58	1.45	1.42	1.36	1.53
Roosevelt	1.55	1.45	1.43	1.37	1.26
Key	1.34	1.30	1.23	1.34	1.17
<b>Average all crossings</b>	<b>1.54</b>	<b>1.43</b>	<b>1.42</b>	<b>1.40</b>	<b>1.41</b>

Data in table are rounded

**Table F-12**  
**2006 Central Employment Core Cordon Count**  
**Potomac River Screenline**  
**Total Outbound Surface Vehicles by Time Period**  
**3:30 - 6:30 P.M. (and 3:00 - 8:00 P.M. for 1996, 1999, 2002 and 2006)**

<b>Period Ending</b>	<b>1993</b>	<b>1996</b>	<b>1999</b>	<b>2002</b>	<b>2006</b>
<b>3:30 PM</b>		9,000	5,700	8,500	7,700
<b>4:00 PM</b>	8,900	10,400	7,600	8,800	8,300
<b>4:30 PM</b>	10,100	12,300	8,200	9,200	8,000
<b>5:00 PM</b>	10,500	14,700	9,100	10,000	7,900
<b>5:30 PM</b>	11,400	13,500	10,600	10,500	9,900
<b>6:00 PM</b>	11,300	12,400	10,600	10,000	10,100
<b>6:30 PM</b>	10,900	13,800	9,800	11,100	11,000
<b>7:00 PM</b>		12,600	9,600	10,800	9,700
<b>7:30 PM</b>		9,300	8,400	9,000	9,700
<b>8:00 PM</b>		9,400	4,900	6,900	8,100
<b>Total (3:30 - 6:30 P.M.)</b>	<b>63,100</b>	<b>77,100</b>	<b>56,000</b>	<b>59,500</b>	<b>55,200</b>
<b>Total (3:00 - 8:00 P.M.)</b>	<b>N/C</b>	<b>117,300</b>	<b>84,600</b>	<b>94,700</b>	<b>90,400</b>

*Data in table are rounded*

*N/C - not counted*

**Table F-13**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound Person Trips by Mode**  
**3:30 - 6:30 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	700	1	1,000	1	300	42
<b>Metrorail</b>	44,200	33	45,100	35	900	2
<b>Commuter Bus</b>	3,500	3	3,200	3	-300	-7
<b>Commuter Rail</b>	2,300	2	3,200	2	900	37
<b>Subtotal - person trips by transit</b>	50,700	38	52,400	41	1,700	3
<b>Single Occupant Vehicle (SOV)</b>	42,800	32	40,900	32	-1,900	-4
<b>Multiple Occupant Vehicle (2+ persons)</b>	39,000	29	35,300	27	-3,800	-10
<b>Subtotal - person trips by automobile</b>	81,800	62	76,100	59	-5,700	-7
<b>Total - person trips by all modes</b>	132,500	100	128,600	100	-3,900	-3

Data in table are rounded

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



**Table F-14**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound Person Trips by Mode**  
**3:00 - 8:00 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	800	0	1,200	1	400	45
<b>Metrorail</b>	57,800	30	61,000	32	3,200	6
<b>Commuter Bus</b>	4,400	2	4,300	2	-100	-1
<b>Commuter Rail</b>	3,000	2	3,400	2	400	13
<b>Subtotal - person trips by transit</b>	66,000	34	69,900	36	3,900	6
<b>Single Occupant Vehicle (SOV)</b>	68,900	36	67,700	35	-1,100	-2
<b>Multiple Occupant Vehicle (2+ persons)</b>	58,700	30	54,300	28	-4,300	-7
<b>Subtotal - person trips by automobile</b>	127,500	66	122,100	64	-5,400	-4
<b>Total - person trips by all modes</b>	193,500	100	192,000	100	-1,500	-1

*Data in table are rounded*

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

**Table F-15**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound Vehicle Classification**  
**3:30 - 6:30 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	58,400	98	53,900	98	-4,400	-8
<b>Trucks</b>	300	1	300	0	-100	-27
<b>Motorcycles</b>	400	1	400	1	0	3
<b>Transit Buses</b>	0	0	0	0	0	24
<b>Other Buses</b>	400	1	500	1	100	21
<b>Total Vehicles</b>	<b>59,500</b>	<b>100</b>	<b>55,200</b>	<b>100</b>	<b>-4,400</b>	<b>-8</b>

Data in table are rounded

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

**Table F-16**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound Vehicle Classification**  
**3:00 - 8:00 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	93,100	98	88,700	98	-4,400	-5
<b>Trucks</b>	500	1	400	0	0	-11
<b>Motorcycles</b>	500	1	500	1	0	-1
<b>Transit Buses</b>	100	0	100	0	0	25
<b>Other Buses</b>	600	1	700	1	200	21
<b>Total Vehicles</b>	<b>94,700</b>	<b>100</b>	<b>90,500</b>	<b>100</b>	<b>-4,300</b>	<b>-5</b>

Data in table are rounded

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

**Table F-17**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Potomac River Crossings Travel Trends**  
**Outbound Auto Occupancy**  
**3:30 - 6:30 P.M.**

	YEAR - 2002	YEAR - 2006	'02 - '06 Absolute Change	'02 - '06 Percent Change
<b>Total Persons in Automobiles</b>	81,800	76,100	-5,700	-7
<b>Total Automobiles</b>	58,400	53,900	-4,400	-8
<b>Average Auto Occupancy</b>	1.40	1.41	0.01	1

*Person and Automobile volumes are rounded*

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## **APPENDIX G**

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## **APPENDIX G**

Potomac River Crossings - Station Tables and Summaries

Outbound A.M. (Reverse-flow)

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This appendix contains count data for reverse-flow A.M. trips crossing the Potomac River (from D.C. to Virginia).

In the full five-hour monitoring period, reverse-flow trips across the Potomac River crossings from D.C. to Virginia were little changed in 2006 from 2002, but a slight decline in person trips by automobile was offset by a similar slight increase in trips by transit (Table G-12).

In the three-hour A.M. peak period, reverse-flow traffic crossing the Potomac River from D.C. to Virginia consisted of about 39,000 vehicles (Table G-13), little changed from 2002.

For the full 5-hour monitoring period, in the reverse-flow outbound direction (from D.C. to Virginia), traffic was little changed, in 2006 about 51,300 vehicles crossed in the A.M. monitoring period (Table G-14).

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G-1  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM)

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
7:00	32	4	2718	0	0	5155	4456	1.16	108	15	31	4614	
7:30	43	6	3293	0	0	6901	6180	1.12	102	29	35	6352	
8:00	25	6	3750	0	0	7668	6936	1.11	132	8	53	7135	
8:30	37	7	3639	0	0	7870	7009	1.12	117	13	51	7197	
9:00	32	7	3102	0	0	7111	6281	1.13	111	12	46	6457	
9:30	18	5	1842	0	0	6180	5543	1.11	134	17	63	5762	
A.M. PEAK HOUR 7:30- 8:30	62	13	7389	0	0	15538	13945	1.11	249	21	104	14332	
A.M. RUSH PERIOD 6:30- 9:30	187	35	18344	0	0	40885	36405	1.12	704	94	279	37517	
TOTALS	187	35	18344	0	0	40885	36405	1.12	704	94	279	37517	

(Totals have been factored to include uncounted roadways.)

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

2006  
SITE: C1A  
LOCATION: REV-14TH ST BR (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	625	620	1.01	23	3	2	648
6:00	34	3	829	0	0	2130	2089	1.02	48	11	8	2159
6:30	14	2	666	0	0	2118	2001	1.06	63	4	10	2080
7:00	17	2	1385	0	0	2035	1794	1.13	76	4	10	1886
7:30	32	3	1867	0	0	2667	2392	1.11	59	13	4	2471
8:00	14	4	1735	0	0	2875	2608	1.10	80	2	28	2722
8:30	16	4	1214	0	0	2787	2466	1.13	73	3	16	2562
9:00	18	3	1227	0	0	2300	2023	1.14	62	4	12	2104
9:30	12	3	526	0	0	1766	1590	1.11	73	5	6	1677
10:00	13	2	437	0	0	1695	1578	1.07	82	10	15	1687
A.M. PEAK HOUR 7:30- 8:30	30	8	2949	0	0	5662	5074	1.12	153	5	0	5284
A.M. RUSH PERIOD 6:30- 9:30	109	19	7954	0	0	14430	12873	1.12	423	31	76	13422
TOTALS	170	26	9886	0	0	20998	19161	1.10	639	59	111	19996

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

2006  
SITE: C1B  
LOCATION: REV-14TH ST BR (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	432	396	1.09	6	0	0	402
6:00	0	0	0	0	0	0	530	493	1.08	9	1	5	508
6:30	2	1	0	0	0	0	879	838	1.05	16	5	2	862
7:00	2	1	0	0	0	0	1021	961	1.06	24	5	4	995
7:30	5	2	0	0	0	0	1282	1175	1.09	29	12	4	1222
8:00	2	1	0	0	0	0	1463	1326	1.10	30	4	6	1367
8:30	2	1	0	0	0	0	1302	1173	1.11	17	4	4	1199
9:00	3	3	0	0	0	0	1230	1090	1.13	28	5	9	1135
9:30	1	1	0	0	0	0	1060	956	1.11	32	5	5	999
10:00	1	1	0	0	0	0	873	807	1.08	28	5	7	848
A.M. PEAK HOUR 7:00- 8:00	7	3	0	0	0	0	2745	2501	1.10	59	16	0	2589
A.M. RUSH PERIOD 6:30- 9:30	15	9	0	0	0	0	7358	6681	1.10	160	35	32	6917
TOTALS	18	11	0	0	0	0	10072	9215	1.09	219	46	46	9537

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

2006  
SITE: CB1  
LOCATION: REV-14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	1057	1016	1.04	29	3	2	1050
6:00	34	3	829	0	0	2660	2582	1.03	57	12	13	2667
6:30	16	3	666	0	0	2997	2839	1.06	79	9	12	2942
7:00	19	3	1385	0	0	3056	2755	1.11	100	9	14	2881
7:30	37	5	1867	0	0	3949	3567	1.11	88	25	8	3693
8:00	16	5	1735	0	0	4338	3934	1.10	110	6	34	4089
8:30	18	5	1214	0	0	4089	3639	1.12	90	7	20	3761
9:00	21	6	1227	0	0	3530	3113	1.13	90	9	21	3239
9:30	13	4	526	0	0	2826	2546	1.11	105	10	11	2676
10:00	14	3	437	0	0	2568	2385	1.08	110	15	22	2535
A.M. PEAK HOUR 7:30- 8:30	34	10	2949	0	0	8427	7573	1.11	200	13	0	7850
A.M. RUSH PERIOD 6:30- 9:30	124	28	7954	0	0	21788	19554	1.11	583	66	108	20339
TOTALS	188	37	9886	0	0	31070	28376	1.09	858	105	157	29533

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

2006  
SITE: CB2  
LOCATION: REV-MEMORIAL BR

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	56	35	1.60	0	0	0	35
6:00	0	0	0	0	0	0	318	230	1.38	0	1	1	232
6:30	0	0	0	0	0	0	486	328	1.48	1	4	4	337
7:00	0	0	0	0	0	0	698	484	1.44	0	5	5	494
7:30	0	0	0	0	0	0	789	629	1.25	2	2	6	639
8:00	0	0	0	0	0	0	782	629	1.24	6	1	11	647
8:30	0	0	0	0	0	0	859	700	1.23	4	3	22	729
9:00	0	0	0	0	0	0	865	730	1.18	0	2	11	743
9:30	0	0	0	0	0	0	903	765	1.18	0	5	29	799
10:00	0	0	0	0	0	0	726	587	1.24	1	1	19	608
A.M. PEAK HOUR 8:30- 9:30	0	0	0	0	0	0	1768	1495	1.18	0	7	0	1542
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	4896	3937	1.24	12	18	84	4051
TOTALS	0	0	0	0	0	0	6482	5117	1.27	14	24	108	5263

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

2006  
SITE: CB3  
LOCATION: REV-ROOSEVELT BR (I-66)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	0	0	0	0	0	0	101	99	1.02	1	0	0	100
6:00	0	0	0	0	0	0	442	410	1.08	3	1	0	414
6:30	0	0	0	0	0	0	641	569	1.13	7	0	2	578
7:00	0	0	0	0	0	0	963	822	1.17	3	0	6	831
7:30	0	0	0	0	0	0	1447	1305	1.11	4	0	12	1321
8:00	0	0	0	0	0	0	1538	1379	1.12	6	0	5	1390
8:30	0	0	0	0	0	0	1936	1728	1.12	9	1	6	1744
9:00	0	0	0	0	0	0	1709	1492	1.15	10	0	11	1513
9:30	0	0	0	0	0	0	1512	1351	1.12	13	1	10	1375
10:00	0	0	0	0	0	0	1100	993	1.11	4	0	7	1004
A.M. PEAK HOUR 8:00- 9:00	0	0	0	0	0	0	3645	3220	1.13	19	1	0	3257
A.M. RUSH PERIOD 6:30- 9:30	0	0	0	0	0	0	9105	8077	1.13	45	2	50	8174
TOTALS	0	0	0	0	0	0	11389	10148	1.12	60	3	59	10270

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

2006  
SITE: CB4  
LOCATION: REV-KEY BR (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
5:30	21	1	85	0	0	50	41	1.22	0	0	0	42	
6:00	0	0	462	0	0	209	191	1.09	0	0	0	191	
6:30	31	2	794	0	0	253	233	1.09	1	1	0	237	
7:00	13	1	1333	0	0	438	395	1.11	5	1	6	408	
7:30	6	1	1426	0	0	716	679	1.05	8	2	9	699	
8:00	9	1	2015	0	0	1010	994	1.02	10	1	3	1009	
8:30	19	2	2425	0	0	986	942	1.05	14	2	3	963	
9:00	11	1	1875	0	0	1007	946	1.06	11	1	3	962	
9:30	5	1	1316	0	0	939	881	1.07	16	1	13	912	
10:00	10	1	636	0	0	774	720	1.08	17	3	4	745	
A.M. PEAK HOUR 7:30- 8:30	28	3	4440	0	0	1996	1936	1.03	24	3	0	1972	
A.M. RUSH PERIOD 6:30- 9:30	63	7	10390	0	0	5096	4837	1.05	64	8	37	4953	
TOTALS	125	11	12367	0	0	6382	6022	1.06	82	12	41	6168	



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G-8  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

BRIDGE	VEHICLES						PERSONS						TOTAL PERSONS		AVERAGE AUTO OCCUPANCY		% TRANSIT	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
R-14	21918	19554	184	136	140	144	25120	21788	92	124	6554	7954	31766	29866	1.15	1.11	20.9	27.0
R-ME	4226	3937	71	84	0	0	5138	4896	19	0	0	0	5157	4896	1.22	1.24	0.4	0.0
R-RV	7344	8077	55	50	0	0	8773	9105	0	0	0	0	8773	9105	1.19	1.13	0.0	0.0
R-KE	4261	4837	72	44	292	344	4938	5096	47	63	8481	10390	13466	15549	1.16	1.05	63.3	67.2
TOTAL	37749	36405	382	314	432	488	43969	40885	158	187	15035	18344	59162	59416	1.16	1.12	25.7	31.2

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G-9  
PERSONS BY MODE  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2002	2006	TRANSIT 2002	BUS 2006	METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
					2002	2006	2002	2006	2002	2006	2002	2006				
R-14TH	25120	21788	92	124	6554	7954	0	0	0	0	6646	8078	31766	29866	20.9	27.0
R-MEM.	5138	4896	19	0	0	0	0	0	0	0	19	0	5157	4896	0.4	0.0
R-RVLT	8773	9105	0	0	0	0	0	0	0	0	0	0	8773	9105	0.0	0.0
R-KEY	4938	5096	47	63	8481	10390	0	0	0	0	8528	10453	13466	15549	63.3	67.2
TOTALS	43969	40885	158	187	15035	18344	0	0	0	0	15193	18531	59162	59416	25.7	31.2

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G-10  
PASSENGER CAR OCCUPANCY SUMMARY  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (6:30AM-9:30AM) BY BRIDGE  
2002 & 2006

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
R-14TH	19895	18024	1748	1343	127	100	37	28	13	6	6	0	92	53
R-MEM.	3492	3231	648	578	64	91	9	19	4	8	1	0	8	10
R-RVLT	6337	7503	865	464	91	51	17	16	3	6	2	2	29	35
R-KEY	3770	4659	417	154	52	15	9	3	2	0	0	0	11	6
TOTALS	33494	33417	3678	2539	334	257	72	66	22	20	9	2	140	104

**Table G-11**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound (Reverse-flow) Person Trips by Mode**  
**6:30 - 9:30 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	200	0	200	0	0	18
<b>Metrorail</b>	15,000	25	18,300	31	3,300	22
<b>Commuter Bus</b>	0	0	0	0	0	N/A
<b>Commuter Rail</b>	0	0	0	0	0	N/A
<b>Subtotal - person trips by transit</b>	15,200	26	18,500	31	3,300	22
<b>Single Occupant Vehicle (SOV)</b>	33,500	57	33,400	56	-100	0
<b>Multiple Occupant Vehicle (2+ persons)</b>	10,500	18	7,500	13	-3,000	-29
<b>Subtotal - person trips by automobile</b>	44,000	74	40,900	69	-3,100	-7
<b>Total - person trips by all modes</b>	59,200	100	59,400	100	300	0

Data in table are rounded

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

**Table G-12**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound (Reverse-flow) Person Trips by Mode**  
**5:00 - 10:00 A.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	300	0	300	0	0	18
<b>Metrorail</b>	18,300	23	22,300	29	3,900	22
<b>Commuter Bus</b>	0	0	0	0	0	N/A
<b>Commuter Rail</b>	0	0	0	0	0	N/A
<b>Subtotal - person trips by transit</b>	18,600	24	22,600	29	4,000	21
<b>Single Occupant Vehicle (SOV)</b>	45,400	57	45,700	59	300	1
<b>Multiple Occupant Vehicle (2+ persons)</b>	15,000	19	9,700	12	-5,300	-35
<b>Subtotal - person trips by automobile</b>	60,300	76	55,300	71	-5,000	-8
<b>Total - person trips by all modes</b>	78,900	100	77,900	100	-1,000	-1

Data in table are rounded

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

**Table G-13**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound (Reverse-Flow) Vehicle Classification**  
**6:30 - 9:30 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	37,700	97	36,400	97	-1,300	-4
<b>Trucks</b>	800	2	700	2	-100	-13
<b>Motorcycles</b>	100	0	100	0	0	-19
<b>Transit Buses</b>	0	0	0	0	0	-14
<b>Other Buses</b>	300	1	300	1	-100	-23
<b>Total Vehicles</b>	<b>39,000</b>	<b>100</b>	<b>37,500</b>	<b>100</b>	<b>-1,500</b>	<b>-4</b>

Data in table are rounded

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

**Table G-14**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Outbound (Reverse-Flow) Vehicle Classification**  
**5:00 - 10:00 A.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	51,800	97	49,700	97	-2,100	-4
<b>Trucks</b>	1,100	2	1,000	2	-100	-8
<b>Motorcycles</b>	100	0	100	0	0	-1
<b>Transit Buses</b>	100	0	0	0	0	-4
<b>Other Buses</b>	400	1	400	1	-100	-19
<b>Total Vehicles</b>	<b>53,500</b>	<b>100</b>	<b>51,300</b>	<b>100</b>	<b>-2,200</b>	<b>-4</b>

Data in table are rounded

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

**Table G-15**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Potomac River Crossings Travel Trends**  
**Outbound (Reverse-flow) Auto Occupancy**  
**6:30 - 9:30 A.M.**

	YEAR - 2002	YEAR - 2006	'02 - '06 Absolute Change	'02 - '06 Percent Change
<b>Total Persons in Automobiles</b>	44,000	40,900	-3,100	-8
<b>Total Automobiles</b>	37,700	36,400	-1,300	-4
<b>Average Auto Occupancy</b>	1.16	1.12	-0.04	-3

*Person and Automobile volumes are rounded*



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## **APPENDIX H**

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## APPENDIX H

Potomac River Crossings - Station Tables and Summaries

Inbound P.M. (Reverse-flow)

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In the reverse-flow direction during the P.M. peak period (3:30 to 6:30), person trips were little changed from 2002 to 2006, but person trips by Metrorail increased by about 3,500 - this increase was offset by a small decrease in single-occupant vehicles (Table H-11). Similarly, during the full 5-hour monitoring period, trips by single-occupant vehicles declined slightly, which were offset a small increase in Metrorail ridership (Table H-12).

In the 3-hour P.M. peak period, reverse-flow traffic from Virginia inbound to D.C., just over 41,000 vehicles were counted in 2006, a decline of about 4,000 from 2002 (Table H-13).

Average auto occupancy increased slightly in the P.M. peak period, from 1.24 in 2002 to 1.27 in 2006 (Table H-15).

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H-1  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM)

2006

AREA-WIDE TOTALS

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	COMMUTER PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
4:00	67	8	2707	0	0	8093	6570	1.23	92	27	72	6769	
4:30	27	5	3427	0	0	8193	6495	1.26	67	31	43	6641	
5:00	68	6	3547	0	0	8052	6198	1.30	42	47	56	6349	
5:30	50	7	4511	0	0	8665	6778	1.28	34	38	36	6893	
6:00	62	6	3806	0	0	9012	7024	1.28	46	30	39	7145	
6:30	17	5	2588	0	0	9261	7303	1.27	47	37	37	7429	
P.M. PEAK HOUR 5:30- 6:30	79	11	6394	0	0	18273	14327	1.28	93	67	76	14574	
P.M. RUSH PERIOD 3:30- 6:30	291	37	20586	0	0	51276	40368	1.27	328	210	283	41226	
TOTALS	291	37	20586	0	0	51276	40368	1.27	328	210	283	41226	

(Totals have been factored to include uncounted roadways.)

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H-2  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: C1A  
LOCATION: REV-14TH ST BR (I-395 MAIN LANES)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	7	2	757	0	0	2885	2454	1.18	59	2	20	2537
4:00	22	3	1333	0	0	3095	2631	1.18	43	3	28	2708
4:30	9	3	1653	0	0	2840	2339	1.21	28	6	8	2384
5:00	31	3	1518	0	0	2385	1875	1.27	15	3	5	1901
5:30	10	4	2196	0	0	2401	1868	1.29	18	3	6	1899
6:00	24	3	1455	0	0	2748	2203	1.25	22	3	5	2236
6:30	4	2	1071	0	0	2701	2244	1.20	15	3	8	2272
7:00	11	2	928	0	0	2527	2073	1.22	21	6	5	2107
7:30	0	0	705	0	0	2558	2170	1.18	25	7	5	2207
8:00	10	1	310	0	0	2220	1856	1.20	17	4	9	1887
P.M. PEAK HOUR 3:30- 4:30	31	6	2986	0	0	5935	4970	1.19	71	9	0	5092
P.M. RUSH PERIOD 3:30- 6:30	100	18	9226	0	0	16170	13160	1.23	141	21	60	13400
TOTALS	128	23	11926	0	0	26360	21713	1.21	263	40	99	22138

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H-3  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: C1B  
LOCATION: REV-14TH ST BR (I-395 EXP LANES)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	1036	906	1.14	26	3	8	943
4:00	23	3	0	0	0	0	1478	1260	1.17	30	9	9	1311
4:30	3	1	0	0	0	0	1574	1308	1.20	27	4	6	1346
5:00	7	1	0	0	0	0	1569	1275	1.23	16	1	6	1299
5:30	3	1	0	0	0	0	1553	1266	1.23	10	6	4	1287
6:00	8	1	0	0	0	0	1323	1074	1.23	18	4	6	1103
6:30	2	1	0	0	0	0	1288	1102	1.17	22	5	4	1134
7:00	7	1	0	0	0	0	1205	1004	1.20	13	4	7	1029
7:30	3	1	0	0	0	0	1456	1256	1.16	21	3	4	1285
8:00	5	1	0	0	0	0	974	746	1.31	6	2	2	757
P.M. PEAK HOUR 3:30- 4:30	26	4	0	0	0	0	3052	2568	1.19	57	13	0	2657
P.M. RUSH PERIOD 3:30- 6:30	46	8	0	0	0	0	8785	7285	1.21	123	29	35	7480
TOTALS	61	11	0	0	0	0	13456	11197	1.20	189	41	56	11494



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H-4  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: CB1  
LOCATION: REV-14TH ST BR (I-395) (COMPOSITE)

PERIOD ENDING	-----TRANSIT-----					-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	7	2	757	0	0	3921	3360	1.17	85	5	28	3480
4:00	45	6	1333	0	0	4573	3891	1.18	73	12	37	4019
4:30	12	4	1653	0	0	4414	3647	1.21	55	10	14	3730
5:00	38	4	1518	0	0	3954	3150	1.26	31	4	11	3200
5:30	13	5	2196	0	0	3954	3134	1.26	28	9	10	3186
6:00	32	4	1455	0	0	4071	3277	1.24	40	7	11	3339
6:30	6	3	1071	0	0	3989	3346	1.19	37	8	12	3406
7:00	18	3	928	0	0	3732	3077	1.21	34	10	12	3136
7:30	3	1	705	0	0	4014	3426	1.17	46	10	9	3492
8:00	15	2	310	0	0	3194	2602	1.23	23	6	11	2644
P.M. PEAK HOUR 3:30- 4:30	57	10	2986	0	0	8987	7538	1.19	128	22	0	7749
P.M. RUSH PERIOD 3:30- 6:30	146	26	9226	0	0	24955	20445	1.22	264	50	95	20880
TOTALS	189	34	11926	0	0	39816	32910	1.21	452	81	155	33632

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H-5  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: CB2  
LOCATION: REV-MEMORIAL BR

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	314	240	1.31	0	1	10	251
4:00	0	0	0	0	0	0	425	357	1.19	0	1	10	368
4:30	0	0	0	0	0	0	297	228	1.30	1	0	7	236
5:00	0	0	0	0	0	0	313	220	1.42	0	0	8	228
5:30	0	0	0	0	0	0	382	289	1.32	0	1	5	295
6:00	0	0	0	0	0	0	359	249	1.44	0	1	3	253
6:30	0	0	0	0	0	0	398	286	1.39	0	0	4	290
7:00	0	0	0	0	0	0	367	263	1.40	0	0	3	266
7:30	0	0	0	0	0	0	279	204	1.37	0	1	1	206
8:00	0	0	0	0	0	0	276	224	1.23	0	1	3	228
P.M. PEAK HOUR 3:30- 4:30	0	0	0	0	0	0	722	585	1.23	1	1	0	604
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	2174	1629	1.33	1	3	37	1670
TOTALS	0	0	0	0	0	0	3410	2560	1.33	1	6	54	2621

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H-6  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: CB3  
LOCATION: REV-ROOSEVELT BR (I-66)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	0	0	0	0	0	0	1294	953	1.36	6	1	14	974
4:00	0	0	0	0	0	0	1713	1298	1.32	4	7	15	1324
4:30	0	0	0	0	0	0	1979	1519	1.30	6	13	11	1549
5:00	0	0	0	0	0	0	2288	1697	1.35	5	32	26	1760
5:30	0	0	0	0	0	0	2805	2113	1.33	2	18	11	2144
6:00	0	0	0	0	0	0	3057	2250	1.36	4	21	16	2291
6:30	0	0	0	0	0	0	3206	2343	1.37	4	19	12	2378
7:00	0	0	0	0	0	0	3133	2296	1.36	1	14	10	2321
7:30	0	0	0	0	0	0	3070	2230	1.38	1	8	3	2242
8:00	0	0	0	0	0	0	2733	1890	1.45	3	6	4	1903
P.M. PEAK HOUR 5:30- 6:30	0	0	0	0	0	0	6263	4593	1.36	8	40	0	4669
P.M. RUSH PERIOD 3:30- 6:30	0	0	0	0	0	0	15048	11220	1.34	25	110	91	11446
TOTALS	0	0	0	0	0	0	25278	18589	1.36	36	139	122	18886

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H-7  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
CENT AREA CORDON (INBOUND)  
5 HOUR PERIOD (3 P.M. - 8 P.M.)

2006  
SITE: CB4  
LOCATION: REV-KEY BR (U.S. 29)

PERIOD ENDING	-----TRANSIT-----						-----AUTOS-----			-----OTHER VEHICLES-----			TOTAL VEHICLES
	TRANSIT PASSENGERS	BUS BUSES	TRANSIT PASSENGERS	METRORAIL PASSENGERS	COMMUTER BUS PASS.	COMMUTER RAIL PASS.	PASS.	VEHICLES	AVG OCC.	TRUCKS	MOTOR- CYCLES	OTHER BUSES	
3:30	15	1	1276	0	0	1223	919	1.33	14	2	4	940	
4:00	22	2	1374	0	0	1382	1024	1.35	15	7	10	1058	
4:30	15	1	1774	0	0	1503	1101	1.37	5	8	11	1126	
5:00	30	2	2029	0	0	1497	1131	1.32	6	11	11	1161	
5:30	37	2	2315	0	0	1524	1242	1.23	4	10	10	1268	
6:00	30	2	2351	0	0	1525	1248	1.22	2	1	9	1262	
6:30	11	2	1517	0	0	1668	1328	1.26	6	10	9	1355	
7:00	4	1	1127	0	0	1528	1234	1.24	2	7	7	1251	
7:30	3	1	896	0	0	1371	1099	1.25	5	5	9	1119	
8:00	3	1	766	0	0	1341	1008	1.33	6	4	6	1025	
P.M. PEAK HOUR 5:30- 6:30	41	4	3868	0	0	3193	2576	1.24	8	11	0	2617	
P.M. RUSH PERIOD 3:30- 6:30	145	11	11360	0	0	9099	7074	1.29	38	47	60	7230	
TOTALS	170	15	15425	0	0	14562	11334	1.28	65	65	86	11565	

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H-8  
VEHICLE AND PASSENGER VOLUMES  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

BRIDGE	VEHICLES						PERSONS						TOTAL PERSONS		AVERAGE AUTO OCCUPANCY		% TRANSIT	
	AUTOS/TAXIS 2002	AUTOS/TAXIS 2006	BUS TRANSIT 2002	BUS TRANSIT 2006	METRORAIL 2002	METRORAIL 2006	AUTOS/TAXIS 2002	AUTOS/TAXIS 2006	BUS TRANSIT 2002	BUS TRANSIT 2006	METRORAIL 2002	METRORAIL 2006	2002	2006	2002	2006	2002	2006
R-14	19663	20445	122	121	132	152	23463	24955	80	146	7412	9226	30955	34327	1.19	1.22	24.2	27.3
R-ME	8652	1629	126	37	0	0	10706	2174	16	0	0	0	10722	2174	1.24	1.33	0.1	0.0
R-RV	10208	11220	82	91	0	0	13457	15048	0	0	0	0	13457	15048	1.32	1.34	0.0	0.0
R-KE	5884	7074	58	71	308	346	7507	9099	53	145	9709	11360	17269	20604	1.28	1.29	56.5	55.8
TOTAL	44407	40368	388	320	440	498	55133	51276	149	291	17121	20586	72403	72153	1.24	1.27	23.9	28.9

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H-9  
PERSONS BY MODE  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

SITE	AUTO PASSENGERS		TRANSIT PASSENGERS										TOTAL PERSONS		% TRANSIT	
	2002	2006	TRANSIT 2002	BUS 2006	METRORAIL		COMM. BUS		COMMUTER RAIL		TOTAL TRANSIT		2002	2006	2002	2006
					2002	2006	2002	2006	2002	2006	2002	2006				
R-14TH	23463	24955	80	146	7412	9226	0	0	0	0	7492	9372	30955	34327	24.2	27.3
R-MEM.	10706	2174	16	0	0	0	0	0	0	0	16	0	10722	2174	0.1	0.0
R-RVLT	13457	15048	0	0	0	0	0	0	0	0	0	0	13457	15048	0.0	0.0
R-KEY	7507	9099	53	145	9709	11360	0	0	0	0	9762	11505	17269	20604	56.5	55.8
TOTALS	55133	51276	149	291	17121	20586	0	0	0	0	17270	20877	72403	72153	23.9	28.9

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H-10  
PASSENGER CAR OCCUPANCY SUMMARY  
REVERSE-FLOW CENTRAL POTOMAC RIVER CROSSINGS  
3 HOUR PERIOD (3:30PM-6:30PM) BY BRIDGE  
2002 & 2006

SITE	AUTOS BY # OF OCCUPANTS													
	1		2		3		4		5		6		7 OR MORE	
	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
R-14TH	16890	17256	2347	2732	256	270	90	73	29	27	1	6	50	81
R-MEM.	7378	1335	1018	233	151	25	35	16	16	0	4	1	50	19
R-RVLT	7915	8642	1862	2041	271	324	78	106	31	34	9	8	42	65
R-KEY	4679	5564	981	1307	145	130	46	31	14	10	6	2	13	30
TOTALS	36862	32797	6208	6313	823	749	249	226	90	71	20	17	155	195

**Table H-11**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound (Reverse-flow) Person Trips by Mode**  
**3:30 - 6:30 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	100	0	300	0	100	95
<b>Metrorail</b>	17,100	24	20,600	29	3,500	20
<b>Commuter Bus</b>	0	0	0	0	0	N/A
<b>Commuter Rail</b>	0	0	0	0	0	N/A
<b>Subtotal - person trips by transit</b>	17,300	24	20,900	29	3,600	21
<b>Single Occupant Vehicle (SOV)</b>	36,900	51	32,800	45	-4,100	-11
<b>Multiple Occupant Vehicle (2+ persons)</b>	18,300	25	18,500	26	200	1
<b>Subtotal - person trips by automobile</b>	55,100	76	51,300	71	-3,900	-7
<b>Total - person trips by all modes</b>	72,400	100	72,200	100	-300	0

*Data in table are rounded*

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



**Table H-12**  
**2006 Central Area Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound (Reverse-flow) Person Trips by Mode**  
**3:00 - 8:00 P.M.**

MODE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Trips	Percent	Trips	Percent		
<b>Transit Bus</b>	200	0	400	0	200	72
<b>Metrorail</b>	22,900	21	27,400	25	4,500	19
<b>Commuter Bus</b>	0	0	0	0	0	N/A
<b>Commuter Rail</b>	0	0	0	0	0	N/A
<b>Subtotal - person trips by transit</b>	23,100	21	27,700	25	4,600	20
<b>Single Occupant Vehicle (SOV)</b>	55,300	51	52,700	48	-2,700	-5
<b>Multiple Occupant Vehicle (2+ persons)</b>	30,300	28	30,400	27	100	0
<b>Subtotal - person trips by automobile</b>	85,600	79	83,100	75	-2,500	-3
<b>Total - person trips by all modes</b>	108,700	100	110,800	100	2,100	2

Data in table are rounded

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

**Table H-13**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound (Reverse-Flow) Vehicle Classification**  
**3:30 - 6:30 P.M.**

VEHICLE TYPE	YEAR - 2002		YEAR - 2006		'02 - '06 Absolute Change	'02 - '06 Percent Change
	Number	Percent	Number	Percent		
<b>Autos</b>	44,400	98	40,400	98	-4,000	-10
<b>Trucks</b>	300	1	300	1	0	7
<b>Motorcycles</b>	100	0	200	1	100	51
<b>Transit Buses</b>	0	0	0	0	0	14
<b>Other Buses</b>	400	1	300	1	-100	-26
<b>Total Vehicles</b>	<b>45,200</b>	<b>100</b>	<b>41,200</b>	<b>100</b>	<b>-4,000</b>	<b>-10</b>

Data in table are rounded

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

**Table H-14**  
**2006 Central Employment Core Cordon Count**  
**2002 - 2006 Potomac River Crossings Travel Trends**  
**Inbound (Reverse-Flow) Vehicle Classification**  
**3:00 - 8:00 P.M.**

<b>VEHICLE TYPE</b>	<b>YEAR - 2002</b>		<b>YEAR - 2006</b>		<b>'02 - '06 Absolute Change</b>	<b>'02 - '06 Percent Change</b>
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>		
<b>Autos</b>	68,100	98	65,400	98	-2,700	-4
<b>Trucks</b>	500	1	600	1	100	10
<b>Motorcycles</b>	200	0	300	0	100	41
<b>Transit Buses</b>	0	0	0	0	0	6
<b>Other Buses</b>	500	1	400	1	-100	-24
<b>Total Vehicles</b>	<b>69,300</b>	<b>100</b>	<b>66,700</b>	<b>100</b>	<b>-2,600</b>	<b>-4</b>

Data in table are rounded

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

**Table H-15**  
**2006 Central Employment Core Cordon Count**  
**2002-2006 Potomac River Crossings Travel Trends**  
**Inbound (Reverse-flow) Auto Occupancy**  
**3:30 - 6:30 P.M.**

	YEAR - 2002	YEAR - 2006	'02 - '06 Absolute Change	'02 - '06 Percent Change
<b>Total Persons in Automobiles</b>	55,100	51,300	-3,900	-8
<b>Total Automobiles</b>	44,400	40,400	-4,000	-10
<b>Average Auto Occupancy</b>	1.24	1.27	0.03	2

*Person and Automobile volumes are rounded*

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## **APPENDIX I**

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## APPENDIX I COUNTING SITE LOCATIONS

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>V1</b>	George Washington Memorial Parkway	a) Parkway at Marina Drive (Washington Sailing Marina) b) Bike path at Marina Drive	G.W. Parkway @ Slaters Lane (11Y)	National Airport Station Blue/Yellow Line (Leave)  Braddock Road Station Blue/Yellow Line (Leave)
<b>V2</b>	Jefferson Davis Highway (U.S. 1)	a) Jefferson Davis Highway south of 27th St. b) Eads St. south of 32nd St.	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.)
<b>V3</b>	Arlington Ridge Road	Arlington Ridge Road north of 21st St.	Pentagon Station @ Rotary Rd. (10E)	
<b>V4</b>	Army-Navy Drive	Army-Navy Drive south of 20th St	Pentagon @ Rotary Rd. (22B)	



STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>V5</b>	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.)	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	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>V6</b>	Columbia Pike (Va. 244)	Columbia Pike west of S. Scott St.	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	
<b>V7</b>	Washington Boulevard (Va. 27)	Washington Boulevard west of Columbia Pike	No Transit	
<b>V8</b>	Arlington Boulevard (U.S. 50)	Arlington Boulevard at N. Queen St.	Arlington Blvd @ Queen St. 4A, 4S, 4H (outbound only) S. Courthouse Road at 2nd Street (16Y)	
<b>V9</b>	Clarendon Boulevard and Wilson Boulevard	a) Clarendon Boulevard east of N. Rhodes St. b) Wilson Boulevard east of N. Rhodes St.	Clarendon Blvd./Wilson Blvd. @ N. Rhodes St. (4B, 4E, 38B)	Court House Station Orange Line (Leave)  Rosslyn Station Orange Line (Leave)
<b>V10</b>	Lee Highway (U.S. 29)	Lee Highway at N. Uhle St.	Lee Hwy. @ N. Scott Street (3A,B) (15L-Inbound)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>V11</b>	I-66	a) I-66 at bridge over Spout Run Parkway b) Custis Trail at bridge over Spout Run Parkway	Rosslyn Metrorail Station (5A, 5B) Loudoun Commuter Express (all) PRTC (all I-66 corridor services)	
<b>V12</b>	George Washington Memorial Parkway	a) G.W. Memorial Parkway at Windy Run overlook b) Spout Run Parkway east of Lorcom Lane	Va. 123 (Dolley Madison Boulevard) at Kirby Road (15K, 15L) P.M. only	
<b>D1</b>	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.)	Wisconsin Ave. @ Dumbarton St. N.W. (30,30/, 32,34,35)  M St. @ 34th St., N.W. (D5)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>D2</b>	P Street, N.W.	P St. just east of Rock Creek Parkway	P St. @ 23rd St. N.W.(G2) P St. @ 21st St. N.W. (D2,D6,D1)	
<b>D3</b>	Rock Creek Parkway, N.W.	a) Rock Creek Parkway south of P Street b) Bike path south of P Street	No Transit	
<b>D4</b>	Q Street, N.W.	Q Street west of 23rd St., N.W.	Massachusetts Ave. at 20th St. N.W. (D4)	
<b>D5</b>	Massachusetts Avenue, N.W.	Massachusetts Avenue West of 22nd St., N.W.	Massachusetts Ave. at 20th St. N.W. (N2, N4) 23rd Street, N.W. at P (N3)	
<b>D6</b>	Connecticut Avenue, N.W.	Connecticut Avenue north of Florida Ave, N.W.	Connecticut Ave. at Leroy Pl. N.W. (42, L4, L1, H1)	Dupont Circle Station Red Line (Leave)  Woodley Park Station Red Line (Leave)
<b>D7</b>	18th Street, N.W.	18th Street north of Florida Ave, N.W.	18th St. @ California St. N.W. (90, 92, 96, 96/, L2)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>D8</b>	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.	16th St.@ Crescent Pl. N.W. (S1,S2,S4) MTA 915, 929	
<b>D9</b>	14th Street, N.W.	14th Street south of Euclid St.	14th St. @ Fairmont St. N.W. (52,54,53)	
<b>D10</b>	13th Street, N.W.	13th Street south of Euclid St.	No Transit	
<b>D11</b>	11th Street, N.W.	11th Street south of Florida Ave.	11th St. @ Florida Ave. N.W. (66)	
<b>D12</b>	a) Vermont Avenue, N.W.  b) 9th Street, N.W.	a) Vermont Avenue between U & V Sts.  b) 9th Street south of T St.	Sherman Ave. @ Barry Pl. N.W. (68)	
<b>D13</b>	7th Street, N.W. (U.S. 29)	7th Street south of Florida Ave.	Georgia Ave. @ Florida Ave. N.W. (70, 71)	

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>D14</b>	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.	Rhode Island Ave., N.W. @ 4th St. (G8) 3rd Street south of R.I. Ave (G2)	
<b>D15</b>	North Capitol Street	North Capitol Street north of Florida Ave.	North Capitol St. @ Florida Ave. N.W. (80,P6)	
<b>D16</b>	New York Avenue, N.E. (U.S. 50)	New York Avenue, N.E. between Florida Avenue. and 4th Street		New York Ave. Station Red Line (Leave)  Union Station Red Line (Leave)  Union Station MARC Penn, Camden and Brunswick Lines (Arrive in A.M. and Leave in P.M.)

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>D17</b>	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.	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)	
<b>D18</b>	Massachusetts Avenue, N.E.	Massachusetts Avenue, N.E. east of 3rd St.	C St. @ 4th St. N.E. (X8,D2)	
<b>D19</b>	Constitution Avenue, N.E.	Constitution Avenue, N.E. between 4th & 5th Sts.	No Transit	
<b>D20</b>	East Capitol Street	East Capitol Street between 4th & 5th Sts.	East Capitol St. @ 4th St. N.E. (96,97) MTA 922, 995	
<b>D21</b>	Pennsylvania Avenue, S.E.	Pennsylvania Avenue, S.E. between 4th Street and North Carolina Avenue	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)

STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>D22</b>	South Capitol Street	South Capitol Street between I Street and I-395 ramps)	E Street, S.W. at 1st Street (P6) South Capitol Street at E Street (W13, P17, P19)	
<b>D23</b>	4th Street, S.W.	4th Street south of E St.	4th St. @ E St. S.W. (P1,P2) MTA 903, 905	
<b>D24</b>	7th Street, S.W.	7th Street south of E St.	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)
<b>D25</b>	Southeast Freeway	Southeast Freeway Mainline between South Capitol Street and 6th Street, S.E.	E Street, S.W. at 6th Street (V5)	



STATION	HIGHWAY FACILITY	TRAFFIC COUNT LOCATION	BUS COUNT LOCATION	RAIL COUNT LOCATION
<b>SCREENLINE BRIDGE CROSSINGS</b>				
<b>BR1, CB1</b>	14th Street Bridge (I-395 and U.S. 1)	Crossing Potomac River a) Conventional lanes at D.C. shoreline b) Express lanes at Virginia shoreline	14th St. @ C St. S.W. (11Y) (13A,B) L'Enfant Plaza Station (5A)	Pentagon Station Blue/Yellow Line (Leave)  L'Enfant Plaza Station Green/Yellow Line (Leave)  L'Enfant Plaza commuter rail station VRE Fredericksburg and Manassas Lines (Arrive in A.M. and Leave in P.M.)
<b>BR2, CB2</b>	Arlington Memorial Bridge	West of Lincoln Memorial, D.C. shoreline	Constitution Ave. @ 21st & 22nd Sts. (13A,13B)	
<b>BR3, CB3</b>	Theodore Roosevelt Bridge (I-66 and U.S. 50)	Potomac River, D.C. shoreline	20th Street, N.W. at E Street (3Y, 16Y)	
<b>BR4, CB3</b>	Key Bridge (U.S. 29)	Potomac River, Virginia shoreline (north of Rosslyn Circle)	M St. @ 34th St., N.W. (38B)	Foggy Bottom Station Orange Line (Leave)  Rosslyn Station Orange Line (Leave)

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## **APPENDIX J**

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## APPENDIX J

### 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.<sup>17</sup> 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<sup>18</sup> is:

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

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 March, April, May and June 2006
	=	28

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<sup>17</sup> U.S. Department of Transportation, Federal Highway Administration, Urban Planning Division, Washington, D.C., 1981. *Guide to Urban Traffic Volume Counting*(GUTVC).

<sup>18</sup> GUTVC, p. 25.

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 2006 for the **three-hour** peak periods, DVOL is 9,692 and 9,311 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 +/- 9,692 for A.M. and +/- 9,311 for P.M. Since the observed traffic volume counted crossing the cordon line in 2006 was 226,366 in A.M. and 214,784 in P.M., then the relative error was 4.28 percent for A.M. and 4.34 percent for P.M.

For the **five-hour** monitoring periods, DVOL is 13,730 and 15,150 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 +/- 13,730 for A.M. and +/- 15,150 for P.M. Observed traffic volumes counted crossing the cordon line in 2006 were 308,074 in A.M. and 343,287 in P.M., and the relative error was 4.46 percent for A.M. and 4.41 percent for P.M.

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## APPENDIX K

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## **APPENDIX K**

### **OCCUPANCY AND CLASSIFICATION DETAILS**

1. Refer to Table K-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 K-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

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## **APPENDIX L**

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## **APPENDIX L**

### **VAN-POOLS**

#### 1. Van-pool analysis

Table L-1 contains a summary of van-pools entering the Central Employment Core in 2006 during the three-hour peak period (6:30 - 9:30 A.M.), as well as prior Central Employment Core Cordon years of 2002, 1999, 1996, 1993 and 1990. Table L-2 contains a summary of inbound van-pools for 1999 and 1996 for the entire 5-hour inbound monitoring period. Table L-3 contains a summary, by sector, of outbound van-pool traffic for the full five-hour afternoon monitoring period.

**Table L-1  
2006 Central Employment Core Cordon Count  
Number of Inbound Van-pools and Passengers  
by Sector  
1990 - 2006  
A.M. Peak Period - 6:30 - 9:30 A.M.**

		1990		1993		1996		1999		2002		2006	
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	Number of Van-pools	Number of Passengers
Virginia	1	450	5,390	310	3,660	280	3,380	190	2,240	240	2,870	420	5,050
	2	0	0	30	300	30	340	40	480	30	380	40	520
	3	120	1,490	90	1,120	80	970	90	1,030	80	900	100	1,220
<b>Va. Totals</b>		<b>570</b>	<b>6,880</b>	<b>420</b>	<b>5,080</b>	<b>390</b>	<b>4,690</b>	<b>310</b>	<b>3,760</b>	<b>350</b>	<b>4,150</b>	<b>570</b>	<b>6,790</b>
District of Columbia	4	40	480	50	640	30	350	40	520	50	600	60	720
	5	10	160	10	100	10	120	20	240	20	190	10	130
	6	20	260	20	240	30	340	60	760	30	400	40	530
	7	60	700	60	660	30	400	110	1,360	50	580	80	960
	8	80	960	100	1,200	60	770	80	980	70	820	60	760
	9	140	1,700	140	1,720	130	1,560	130	1,570	160	1,920	170	2,050
<b>D.C. Totals</b>		<b>360</b>	<b>4,260</b>	<b>380</b>	<b>4,550</b>	<b>290</b>	<b>3,530</b>	<b>450</b>	<b>5,420</b>	<b>380</b>	<b>4,500</b>	<b>430</b>	<b>5,150</b>
<b>Totals</b>		<b>930</b>	<b>11,140</b>	<b>800</b>	<b>9,620</b>	<b>690</b>	<b>8,220</b>	<b>770</b>	<b>9,180</b>	<b>720</b>	<b>8,650</b>	<b>1,000</b>	<b>11,940</b>

Data in table are rounded

**Table L-2**  
**2006 Central Employment Core Cordon Count**  
**Number of Inbound Van-pools and Passengers**  
**by Sector**  
**1996 - 2006**  
**5 Hour Monitoring Period - 5:00 - 10:00 A.M.**

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

*Data in table are rounded*

**Table L-3  
2006 Central Employment Core Cordon Count  
Number of Outbound Van-pools and Passengers  
by Sector  
1996 - 2006  
5 Hour Monitoring Period - 3:00 - 8:00 P.M.**

		1996		1999		2002		2006	
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
Virginia	1	410	4,870	280	3,360	330	4,010	500	5,990
	2	10	140	60	760	50	590	60	730
	3	130	1,550	140	1,720	120	1,490	190	2,290
<b>Va. Totals</b>		<b>550</b>	<b>6,560</b>	<b>490</b>	<b>5,830</b>	<b>510</b>	<b>6,080</b>	<b>750</b>	<b>9,010</b>
District of Columbia	4	60	740	90	1,020	60	740	120	1,380
	5	20	180	40	470	20	260	20	230
	6	40	460	70	790	50	610	70	860
	7	40	470	140	1,640	80	920	140	1,670
	8	80	910	120	1,440	60	740	110	1,270
	9	190	2,280	240	2,890	150	1,790	250	2,960
<b>D.C. Totals</b>		<b>420</b>	<b>5,040</b>	<b>690</b>	<b>8,260</b>	<b>420</b>	<b>5,080</b>	<b>700</b>	<b>8,380</b>
<b>Totals</b>		<b>970</b>	<b>11,600</b>	<b>1,170</b>	<b>14,090</b>	<b>930</b>	<b>11,160</b>	<b>1,450</b>	<b>17,390</b>

*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. In addition, the traffic counting equipment used prior to 1996 to tally occupancies did not have a higher classification than 7 occupants, and software used to generate the output tables was geared to range of 1-7 occupants.

To address these problems, COG/TPB revised the techniques for van-pool monitoring procedures during the 1989 Beltway Cordon Count and again 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.

Concurrent with the 1989 Beltway Cordon Count, COG/TPB conducted a mail-back survey of van-pool operators from May through June of 1989. A van-pool occupancy factor of 12, resulting from that survey, is used in the 2006 Central Employment Core Cordon Count.<sup>19</sup>

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<sup>19</sup> A survey of van-pool operators was conducted in 2001. However, final results from that survey are not yet available, so the van-pool factors from 1989 are used in this report.

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## **APPENDIX M**

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## APPENDIX M

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

#### Commuter Bus Monitoring

Private commuter bus data are included in the output tables by half-hour period. Private operators were contacted by telephone and asked to describe routes, schedules and average ridership by trip in Spring 2006. From these data, commuter bus ridership across the Central Employment Core Cordon Line was assigned by station and time period. 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 36. In the P.M. peak period it was 38. Load factor for I-66 was 35 in the A.M. peak period and 33 in the P.M. in 2006.

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

<b>Maryland Services</b>		<b>Virginia Services</b>	
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 (formerly National Coach Works)

### Other Adjustments to Transit Counts

The following adjustments and assumptions were made for certain services:

- *Orange Line and Blue Line P.M. leave loads from Rosslyn Foggy Bottom*  
Count data were not collected for this link in the afternoon reverse-flow direction, so 2002 data were factored, using the observed growth of person trips in the reverse-flow direction in the A.M. monitoring period.
- *Five-railcar Metrorail consists*  
In a few instances, count data for six-railcar trains only had data for five cars. In such cases, the sixth car was assumed to carry a load equivalent to the arithmetic mean of the five counted railcars, rounded to the nearest whole number.
- *VRE Commuter rail counts crossing the Potomac River screenline in the peak-flow direction*  
It is not possible to computer how many commuter rail patrons cross the Central Employment Core Cordon in the Virginia sectors and then continue on to locations in the District of Columbia. So an assumption has been made that about 55% of VRE Fredericksburg Line riders counted at station V2 and about 69% of VRE Manassas Line riders counted at station V2 continue to the two stations in the District of Columbia.

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## **APPENDIX N**

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**Appendix N**  
**2006 Central Employment Core Cordon Count**  
**Historical Review of Major New Facilities and Policy Changes**

<b>REPORT YEAR</b>	<b>CHANGES IN OPERATING POLICIES</b>	<b>NEW FACILITIES</b>
2006	<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• The Metrorail system now opens to revenue passengers at 5:00 A.M. In 2002, the opening time was 5:30 A.M.</li></ul>	<ul style="list-style-type: none"><li>• 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.</li></ul>

<b>REPORT YEAR</b>	<b>CHANGES IN OPERATING POLICIES</b>	<b>NEW FACILITIES</b>
2002	<ul style="list-style-type: none"> <li>• Metro Green Line service via Red Line from Fort Totten to Farragut North discontinued</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro Green Line between Fort Totten and U Street/Cardozo completed and open to traffic</li> <li>• Metro Green Line between Branch Avenue and Anacostia completed and open to traffic, which completed Metrorail's 103-mile Adopted Regional System</li> <li>• 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</li> <li>• Reconstruction of Southeast Freeway between South Capitol Street and Pennsylvania Avenue, S.E. is completed</li> <li>• New Metrobus Route 5A operates between L'Enfant Plaza, Rosslyn, Tysons Transit Center, Herndon and Washington Dulles International Airport.</li> </ul>
1999	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Metrobus fare system simplified across the entire region.</li> <li>• Reversible lane system (which provided extra peak-flow direction highway capacity) on Va. 244 (Columbia Pike) discontinued.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Metrobus fare system simplified across the entire region.</li> <li>• Reversible lane system (which provided extra peak-flow direction highway capacity) on Va. 244 (Columbia Pike) discontinued.</li> </ul>

<b>REPORT YEAR</b>	<b>CHANGES IN OPERATING POLICIES</b>	<b>NEW FACILITIES</b>
1996	<ul style="list-style-type: none"> <li>• 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)).</li> <li>• Metrorail now open for patrons at 5:30 A.M. (instead of 6:00 A.M.).</li> <li>• George Washington Memorial Parkway mainline at Spout Run (inbound direction only) widened from one lane to two lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• I-95 barrier-separated HOV lanes extended from Springfield to Dale City.</li> <li>• I-66 diamond lanes opened from I-495 to Centreville.</li> <li>• "Outer" Metrorail E Route (Green Line) opened from Fort Totten to Greenbelt.</li> <li>• MARC Camden Line rail stations at Greenbelt and Muirkirk open.</li> </ul>
1993	<ul style="list-style-type: none"> <li>• The extension of MARC's Penn Line from Baltimore to Perryville in Cecil County Maryland.</li> </ul>	<ul style="list-style-type: none"> <li>• Metrorail Green Line Opened from Anacostia to U Street Cardozo in May and December 1991.</li> <li>• Metrorail Red Line Opened from Silver Spring to Wheaton in September 1990.</li> <li>• Metrorail Blue Line Opened from King Street to Van Dorn Street in June 1991.</li> <li>• The Virginia Railway Express started operation from Manassas and Fredericksburg, Virginia to Union Station in 1992.</li> </ul>
1990	<ul style="list-style-type: none"> <li>• Shirley Highway (I-395) HOV restriction changed from HOV-4 to HOV-3 in January 1989.</li> </ul>	None
1987	<ul style="list-style-type: none"> <li>• HOV restriction on Custis Memorial Parkway (I-66) extended to start at 6:30 A.M. instead of 7:00 A.M.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Extension of the Metro Orange Line in June 1986 from Ballston to Vienna.</li> </ul>

<b>REPORT YEAR</b>	<b>CHANGES IN OPERATING POLICIES</b>	<b>NEW FACILITIES</b>
1985	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Metrorail Yellow Line from Gallery Place to National Airport opened in April 1983. This line was further extended to Huntington in December 1983.</li> <li>• Metrorail Red Line extended to Grosvenor in August 1984 and then to Shady Grove in December 1984.</li> <li>• 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.</li> <li>• The Alexandria Transit Company started operation of DASH transit bus service in March 1984.</li> </ul>
1983	None	<ul style="list-style-type: none"> <li>• The Metrorail Red Line was extended from Woodley Park to Van Ness in December 1981.</li> <li>• Custis Memorial Parkway (I-66) completed from the Capital Beltway to T.R. Bridge in December 1982.</li> </ul>

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## **APPENDIX O**

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## APPENDIX O

### 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 O-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,<sup>20</sup> and thus not statistically significant, so data in Table O-1 must be used with caution. Table O-2 contains inbound truck traffic from 5:00-10:00 A.M. for 1996, 1999, 2002 and 2006. Table O-3 contains outbound truck traffic from 3:00 P.M.-8:00 P.M.

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<sup>20</sup> See Appendix K for details.

**Table O-1  
2006 Central Employment Core Cordon Count  
Medium and Heavy Truck Traffic  
by Sector  
1981 - 2006  
A.M. Peak Period - 6:30-9:30 A.M.**

		Sector	1981	1983	1985	1987	1990	1993	1996	1999	2002	2006
Inbound - Virginia	1		640	560	650	650	750	680	630	550	670	670
	2		290	210	430	310	320	190	230	280	390	310
	3		110	80	140	130	170	120	120	200	150	160
<b>Va. Totals</b>			<b>1,030</b>	<b>850</b>	<b>1,210</b>	<b>1,090</b>	<b>1,240</b>	<b>1,000</b>	<b>980</b>	<b>1,030</b>	<b>1,210</b>	<b>1,140</b>
Inbound - District of Columbia	4		120	130	130	160	300	160	100	160	160	160
	5		150	130	170	160	180	110	140	180	140	140
	6		240	280	290	300	380	230	160	210	260	240
	7		920	780	850	950	940	830	830	930	1,010	780
	8		330	340	330	450	380	260	500	360	350	520
	9		660	560	750	700	900	620	690	820	900	890
<b>D.C. Totals</b>			<b>2,410</b>	<b>2,210</b>	<b>2,510</b>	<b>2,720</b>	<b>3,080</b>	<b>2,210</b>	<b>2,430</b>	<b>2,670</b>	<b>2,820</b>	<b>2,710</b>
<b>Inbound Totals</b>			<b>3,450</b>	<b>3,070</b>	<b>3,720</b>	<b>3,810</b>	<b>4,310</b>	<b>3,210</b>	<b>3,420</b>	<b>3,700</b>	<b>4,030</b>	<b>3,840</b>
Potomac River Bridges	Inbound to D.C.										740	490
	Outbound to Va.										790	700

Data in table are rounded

**Table O-2**  
**2006 Central Employment Core Cordon Count**  
**Medium and Heavy Truck Traffic**  
**by Sector**  
**1996 - 2006**  
**5:00-10:00 A.M.**

		Sector	1996	1999	2002	2006
<b>Inbound - Virginia</b>	<b>1</b>		970	840	910	1,020
	<b>2</b>		330	390	520	460
	<b>3</b>		170	280	220	240
<b>Va. Totals</b>			<b>1,470</b>	<b>1,510</b>	<b>1,650</b>	<b>1,710</b>
<b>Inbound - District of Columbia</b>	<b>4</b>		170	230	230	230
	<b>5</b>		190	270	190	200
	<b>6</b>		250	300	360	340
	<b>7</b>		1,180	1,360	1,460	1,140
	<b>8</b>		460	470	450	670
	<b>9</b>		1,030	1,180	1,310	1,390
<b>D.C. Totals</b>			<b>3,270</b>	<b>3,810</b>	<b>4,000</b>	<b>3,960</b>
<b>Inbound Totals</b>			<b>4,750</b>	<b>5,330</b>	<b>5,650</b>	<b>5,670</b>
<b>Potomac River Bridges</b>	<b>Inbound to D.C.</b>				1,100	770
	<b>Outbound to Va.</b>				1,090	1,010

*Data in table are rounded*

**Table O-3**  
**2006 Central Employment Core Cordon Count**  
**Medium and Heavy Truck Traffic**  
**by Sector**  
**1996 - 2006**  
**3:00-8:00 P.M.**

		Sector	1996	1999	2002	2006
<b>Outbound - Virginia</b>	<b>1</b>		510	530	480	510
	<b>2</b>		170	220	250	200
	<b>3</b>		130	140	130	100
<b>Va. Totals</b>			<b>820</b>	<b>890</b>	<b>860</b>	<b>820</b>
<b>Outbound - District of Columbia</b>	<b>4</b>		150	110	100	130
	<b>5</b>		130	160	120	120
	<b>6</b>		170	210	240	260
	<b>7</b>		660	830	800	580
	<b>8</b>		190	280	220	410
	<b>9</b>		470	610	500	640
<b>D.C. Totals</b>			<b>1,760</b>	<b>2,200</b>	<b>1,980</b>	<b>2,140</b>
<b>Outbound Totals</b>			<b>2,580</b>	<b>3,090</b>	<b>2,840</b>	<b>2,960</b>
<b>Potomac River Bridges</b>	<b>Outbound to Va.</b>				480	440
	<b>Inbound to D.C.</b>				500	550

*Data in table are rounded*

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## **APPENDIX P**

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## **APPENDIX P**

### **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 P-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.<sup>21</sup>

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 P-2 contains a summary of these facilities and their operating policies.

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<sup>21</sup> See 2004 Performance of Regional HOV Facilities by Metropolitan Washington Council of Governments.

**Table P-1**  
**2006 Central Employment Core Cordon Count**  
**HOV Facility Restrictions**

<b>HOV Facility</b>	<b>A.M. Restrictions</b>	<b>P.M. Restrictions</b>
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 P-2**  
**2006 Central Employment Core Cordon Count**  
**Operational Parameters for Facilities with Reversible Lanes**  
**For Peak-Flow Traffic**

<b>Facility</b>	<b>A.M.</b>	<b>P.M.</b>
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.
Constitution Avenue, N.E.	One-way (2 lanes) inbound 7:00 to 9:00 A.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.	

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## **APPENDIX Q**

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## **APPENDIX Q**

### **METRORAIL RIDERSHIP BY LINE**

In Spring 2006, 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 Q-1 contains historical ridership data for inbound peak-period trips for Central Employment Core Cordon Counts since 1977. Table Q-2 contains similar data since 1993 for outbound P.M. peak period trips. Table Q-3 contains peak-period railcar occupancy comparisons for the inbound A.M. peak period since 1983.

**Table Q-1 (part 1 of 2)  
2006 Central Employment Core Cordon Count  
Inbound Metrorail Ridership  
by Line  
6:30 - 9:30 A.M.  
1977 - 1987**

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

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

*For 2006 only, Red Line counts at the New York Avenue station*

*Data in table are rounded*

**Table Q-1 (part 2 of 2)**  
**2006 Central Employment Core Cordon Count**  
**Inbound Metrorail Ridership**  
**by Line**  
**6:30 - 9:30 A.M.**  
**1990 - 2006**

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

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

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

Data in table are rounded

**Table Q-3 (part 1 of 2)**  
**2006 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 only, Red Line counts at the New York Avenue station

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

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

Data in table are rounded

<b>TOTALS</b>	<b>118,900</b>	<b>101,600</b>	<b>103,700</b>	<b>123,600</b>	<b>131,500</b>
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**Table Q-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 - 2006**

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

*Count data for Green Line service through Rhode Island Avenue Station in 1999 only  
For 2006 only, Red Line counts at the New York Avenue station*

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## **APPENDIX R**

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## **APPENDIX R**

### **HISTORICAL TRAFFIC AND AUTO OCCUPANCY TRENDS**

Table R-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 2006. 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 2006 are in Table R-2. Average inbound auto occupancies by Central Employment Core Cordon sector since 1975 for the A.M. peak period are found in Table R-3.

**Table R-1**  
**2006 Central Employment Core Cordon Count**  
**Inbound Historical Traffic Trends by Vehicle Classification**  
**6:30 - 9:30 A.M.**  
**1975 - 2006**

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

Data in table are rounded

**Table R-2**  
**2006 Central Employment Core Cordon Count**  
**Outbound Historical Traffic Trends by Vehicle Classification**  
**3:30 - 6:30 P.M.**  
**1993 - 2006**

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

*Data in table are rounded*

**Table R-3  
2006 Central Employment Core Cordon Count  
Inbound Average Automobile Occupancy  
by Sector  
1975 - 2006  
6:30 - 9:30 A.M.**

		<b>SECTOR</b>	<b>1975</b>	<b>1976</b>	<b>1977</b>	<b>1978</b>	<b>1979</b>	<b>1980</b>	<b>1981</b>	<b>1983</b>	<b>1985</b>	<b>1987</b>	<b>1990</b>	<b>1993</b>	<b>1996</b>	<b>1999</b>	<b>2002</b>	<b>2006</b>
<b>Virginia</b>	<b>1</b>	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	
	<b>2</b>	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	
	<b>3</b>	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	
<b>District of Columbia</b>	<b>4</b>	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	
	<b>5</b>	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	
	<b>6</b>	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	
	<b>7</b>	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	
	<b>8</b>	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	
	<b>9</b>	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	
<b>AVERAGE AUTO OCCUPANCY FOR ENTIRE CORDON</b>		<b>1.43</b>	<b>1.46</b>	<b>1.45</b>	<b>1.45</b>	<b>1.46</b>	<b>1.49</b>	<b>1.48</b>	<b>1.47</b>	<b>1.47</b>	<b>1.42</b>	<b>1.39</b>	<b>1.36</b>	<b>1.31</b>	<b>1.28</b>	<b>1.25</b>	<b>1.21</b>	



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## **APPENDIX S**

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## **APPENDIX S**

### **HISTORICAL PERSON TRAVEL TRENDS BY MODE**

Table S-1 contains a summary of inbound A.M. peak period person movements by travel mode since 1975. Table S-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 S-1 (part 1 of 2)**  
**2006 Central Employment Core Cordon Count**  
**Historical - 1975 - 2006 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
<b>Total Transit</b>	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
<b>Total Auto Passengers</b>	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
<b>Total Persons</b>	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

Data in table are rounded

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

N/C - mode not counted

**Table S-1 (part 2 of 2)**  
**2006 Central Employment Core Cordon Count**  
**Historical - 1975 - 2006 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	
	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct	Trips	Pct
<b>Transit Bus</b>	52,900	12	47,200	10	36,000	8	30,700	7	27,100	6	24,400	6
<b>Metrorail</b>	104,200	23	109,500	23	119,000	26	123,700	27	136,100	29	143,100	32
<b>Commuter Bus</b>	8,500	2	10,100	2	9,400	2	9,100	2	10,600	2	8,700	2
<b>Commuter Rail</b>	6,100	1	9,400	2	10,300	2	10,200	2	12,400	3	15,300	3
<b>Total Transit</b>	171,600	38	176,200	37	174,600	38	173,700	38	186,200	40	191,500	43
<b>Single Occupant Vehicle (SOV)</b>	151,400	34	162,800	34	173,100	37	177,700	39	184,600	40	180,900	41
<b>Multiple Occupant Vehicle (2+ persons)</b>	128,600	28	133,800	28	114,600	25	106,700	23	96,200	21	70,600	16
<b>Total Auto Passengers</b>	280,000	62	296,600	63	287,700	62	284,500	62	280,900	60	251,500	57
<b>Total Persons</b>	451,600	100	472,700	100	462,300	100	458,200	100	467,100	100	443,000	100

*Data in table are rounded*

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

*N/C - mode not counted*

**Table S-2**  
**2006 Central Employment Core Cordon Count**  
**Historical 1993 - 2006 Central Employment Core Cordon Person Travel Trends**  
**Outbound Person Trips by Mode**  
**3:30 - 6:30 P.M.**

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

*Data in table are rounded*

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

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## **APPENDIX T**

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## **APPENDIX T**

### **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 T-1**  
**2006 Central Employment Core Cordon Count**  
**Inbound Bicycles and Outbound Bicycles (outbound 1999, 2002 and 2006 only)**  
**1986 - 2006**  
**6:30 - 9:30 A.M. and 3:30 - 6:30 P.M. (P.M. 1999, 2002 and 2006 only)**

Locations	1986	1987	1988	1990	1993	1996	1999		2002				2006			
							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
<b>D.C. (Sectors 4-9)</b>	474	470	568	771	799	920	1,152	1,025	1,379	1,113	N/C	N/C	608	304	N/C	N/C
<b>Va. (Sectors 1-3)</b>	N/C	N/C	N/C	N/C	N/C	N/C	409	565	645	425	N/C	N/C	376	441	N/C	N/C
<b>Totals Crossing Cordon Line</b>	--	--	--	--	--	--	1,561	1,590	2,024	1,538	--	--	984	745	--	--
<b>14th Street Bridge</b>	131	78	107	139	157	211	197	197	300	238	34	75	314	102	66	275
<b>Memorial Bridge</b>	49	124	146	219	120	232	220	104	104	143	2	31	148	47	14	182
<b>T. Roosevelt Bridge</b>	14	13	2	7	25	59	81	62	18	89	2	0	6	0	66	0
<b>Key Bridge</b>	123	92	104	106	64	86	124	93	103	92	29	58	143	95	44	138
<b>Totals Crossing Potomac</b>	317	307	359	471	366	588	622	456	525	562	67	164	611	244	190	595

N/C - not counted

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