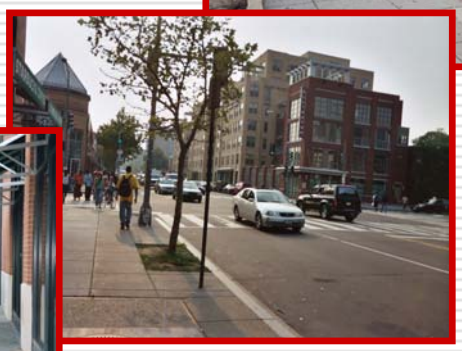
U Street/Shaw/Howard University Transportation and Parking Study



Final Report
March 2006

District Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

Government of the District of Columbia
Anthony A. Williams, Mayor

U Street/Shaw/Howard University Transportation & Parking Study

FINAL REPORT • MARCH 2006

Prepared for d.
District Department of Transportation
2000 14th Street, NW
Washington, DC 20009

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DISTRICT DEPARTMENT OF TRANSPORTATION

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EXECUTIVE SUMMARY

The Historic U Street/Shaw/Howard University study area is centrally located in the northwest section of the District of Columbia, in the Greater U Street Historic District.

Today, the study area is experiencing new mixed-use developments of public and privately owned land. Future developments comprise a total density of nearly 3 million square feet of residential, office and retail uses. As these new developments are completed, local residents, businesses, commuters and visitors of this community are experiencing a significant increase in the number of vehicular, transit and pedestrian trips. Consequently, the District Department of Transportation (DDOT) has responded by developing a multi-modal transportation and parking management plan for the Historic U Street/Shaw/Howard U Transportation and Parking study area that:

- Promotes safe and convenient mobility for all forms of transportation including vehicular, pedestrian, transit and bicycle modes;
- Provides a framework for addressing future transportation needs;
- Provides a forum for community input on future transportation system elements;
- Develops a creative approach to right-size parking for urban residential, commercial, and employment needs; and
- Creates an attractive streetscape environment.

The plan includes short-term and long-term improvements that address five key elements which are:

- Parking management
- Traffic safety and mobility
- Transit accessibility and facility enhancements
- Pedestrian and bicycle safety
- Urban streetscape design

The study area consists of 3,352 on-street parking spaces. Residential permit parking (RPP) spaces are the pre-dominate type followed by metered parking spaces. Off-street parking is provided in parking lots owned by public and private entities. Approximately 710 spaces are located in 24 public and private owned lots in the study area.

Average occupancy in commercial and residential areas indicated unacceptable occupancy levels in 65% and 50% of the surveyed area respectively. Peak occupancy in

commercial and residential areas indicated unacceptable occupancy levels in 87% and 49% of the surveyed area respectively. Peak occupancy levels occurred on Friday and Saturday evening during late night periods.

The study area experience Average Daily Traffic (ADT) volumes ranging from 12,900 (east of 18th Street) to approximately 27,000 (east of Vermont Avenue). Three intersections operated above capacity and another three intersections operated near capacity. According to accident statistics, the predominate collision types were side-swipes, rear-ends, right angle and left turning vehicles.

A total of 16 bus routes serve the study area and the top four of them are ranked second, third, forth and fifth, constituting 34% of the DC's total ridership. Two subway stations serve the study area along DC Metro's Green Line and high volumes of pedestrian traffic are experienced at station entrances. A designated bicycle lane is in operation on R Street.

The study area includes wide sidewalks in commercial areas and narrow sidewalks in residential areas. Pedestrian choke points have been experienced in residential areas, especially in areas where street furniture and tree boxes are prevalent. The majority of street trees in the study area Sycamores and Pin Oaks. Approximately 50% of these street trees and tree pits are in need of replacement.

Six civic spaces are located along the U Street Corridor, and four of them are included on the U Street Heritage Trail. Future parking and transportation needs were determined from reviews of neighborhood revitalization plans. One such plan entitled the Draft Development Framework for a Cultural Destination District within Washington, DC's Greater Shaw/U Street or DUKE was used as the basis for determining the future parking supply. Types of parking supply were determined: the minimum parking supply is 1,532 spaces and the recommended parking supply is 3,091 spaces. The differential, which is the recommended parking supply minus the number of approved spaces is 2,104.

Trip generation results yielded 900 retail, 1,700 office and 2,600 residential trips for a total of 5,200 peak hour trips. These trips were distributed throughout the study area to project Year 2015 traffic volumes. Approximately 34 short-term and 60 long-term recommended improvements were identified that address current parking and transportation issues and future development needs. Out of the universe of proposed improvements, a total of 24 key improvements for parking, traffic, transit, pedestrian, bicycle and streetscape were selected that offer a corridor-wide approach to maintaining a balanced transportation system for the safe and efficient mobility of automobiles, buses, pedestrians and bicycles.

These improvements were incorporated into a concept plan for the U Street/Florida Avenue corridor, which is described in the study.

TABLE OF CONTENTS

TITLE		Page
	EXECUTIVE SUMMARY	
I.	Introduction……..……..…….	1
	A. Project Background and Study Goals……..……...…….	1
	B. Study Process…..…….……	2
	C. Guiding Principles…….……	3
	D. The Study Area…….……	3
II.	Existing Conditions…….	4
	A. Demographics……..……...……..……	4
	B. Existing Land Use……..……..….…	6
	C. Status of Development …….……	7
	D. Cultural and Historic Landmarks…….……	8
	E. On-Street and Off-Street Parking……..….……..	12
	F. Traffic Characteristics……..	14
	1. Street Classification……..…….…….	14
	2. Average Daily Traffic Volumes……..…….……..	15
	3. Daily and Peak Hourly Volumes……..……..	16
	G. Transit Services……..…….…….….	18
	1. Serviceability……..…….….	18
	2. Ridership……..…….…….……	19
	H. Pedestrian Activity……..……..……	19
	I. Bicycle Facilities……..…….……	20
	J. Streetscape Elements……..……..	21
	1. Sidewalks……..…….……..…...	21
	2. Vegetation……..…….…….……	21
	3. Civic (Open) Spaces……..…….…….……	21
	4. Lighting……..…….……	22

TITLE **Page**

III. Study Area Issues…… 23

A. Parking…… 23
1. Survey Boundaries…… 23
2. Average Occupancy…… 23
3. Peak Occupancy…… 25
4. Parking Turnover…… 27
5. Parking Violations…… 27
6. Parking Comments and Complaints…… 29

B. Traffic Safety and Mobility…… 31
1. Intersection Locations…… 31
2. Accident History…… 32
3. Roadway Capacity…… 34

C. Pedestrian Safety…… 36

D. Transit…… 38
1. High Boarding Locations…… 38
2. Operational Deficiencies…… 39
3. Station Entrances…… 39
4. Other Concerns…… 39

E. Bicycle Safety…… 40

F. Streetscape…… 41
1. Sidewalks…… 41
2. Street Trees…… 42
3. Open Space Treatment …… 43

IV. Future Parking and Transportation Needs…… 44

A. Planned Land Use…… 44

B. The DUKE Plan…… 44
1. Transportation and Parking Guidelines for District Agencies … 47

C. Future Parking Supply…… 48
1. Parking Requirements…… 48
2. Minimum Parking Supply…… 49
3. Recommended Parking Supply…… 49
4. Parking Space Differential …… 50

TITLE **Page**

D. Future Traffic…… 51
1. Principal Factors…… 52
2. Trip Generation…… 52
3. Peak Hour Volumes and Level of Service…… 53

V. Recommended Short-Term and Long-Term Improvements…… 54

A. Recommended Parking Improvements…… 55
1. Summary of Parking Issues…… 55
2. Short-Term Parking Improvements…… 55
3. Long-Term Parking Improvements…… 56

B. Recommended Traffic Improvements…… 58
1. Summary of Traffic Issues…… 58
2. Short-Term Traffic Improvements…… 58
3. Long-Term Traffic Improvements…… 59

C. Recommended Transit Improvements…… 60
1. Summary of Transit Issues…… 60
2. Short-Term Transit Improvements…… 60
3. Long-Term Transit Improvements…… 60

D. Recommended Pedestrian Safety Improvements…… 62
1. Summary of Pedestrian Issues…… 62
2. Recently Completed Pedestrian Improvements…… 62
3. Short-Term Pedestrian Improvements…… 63
4. Long-Term Pedestrian Improvements…… 63

E. Recommended Bicycle Improvements…… 64
1. Summary of Bicycle Issues…… 64
2. Short-Term and Long-Term Bicycle Improvements…… 64

F. Recommended Streetscape Improvements…… 65
1. Summary of Streetscape Issues…… 65
2. Short-Term Streetscape Improvements…… 65
3. Long-Term Streetscape Improvements…… 67

TITLE **Page**

VI. Summary of Key Improvements…….…… 69

A. Key Improvements ……..…… 69
B. Proposed Corridor Alternates…….. 72
C. Proposed Cost and Revenue Estimates…… 75

VII. Conclusions……..…….……. 77

LIST OF FIGURES

Figure 1: Study Area Map
Figure 2: Development Plan
Figure 3: Short and Long Term Parking Improvements
Figure 4: Key Opportunity Sites for Shared Parking
Figure 5: Short and Long Term Parking Improvements
Figure 6: U Street/18th Street/Florida Avenue Geometric Improvement Concept
Figure 7: Short and Long Term Transit Improvements
Figure 8: Short and Long Term Streetscape Improvements – New Sidewalk Paving
Figure 9: Short and Long Term Streetscape Improvements – New Sidewalk Paving
Figure 10: Short and Long Term Streetscape Improvements – Florida Ave/6th St/T St
Figure 11: Short and Long Term Streetscape Improvements – Florida Ave/6th St/T St
Figure 12: Short and Long Term Streetscape Improvements – Garnet Patterson School
Figure 13: Short and Long Term Streetscape Improvements – Lincoln Theater
Figure 14: Short and Long Term Streetscape Improvements – U Street Metro Station
Figure 15: Short and Long Term Streetscape Improvements – Reeves Center
Figure 16: U Street Corridor Plan – Alternate A
Figure 17: U Street Corridor Plan – Alternate B

LIST OF APPENDICES

Appendix A: Summary of Improvements Chart
Appendix B: Parking Worksheets
Appendix C: Traffic Worksheets
Appendix D: Estimate of Cost Calculations
Appendix E: Public Involvement Information
Appendix F: Transit Data

I. INTRODUCTION

A. BACKGROUND AND STUDY GOALS

The Historic U Street/Shaw/Howard University study area is centrally located in the northwest section of the District of Columbia. Nestled within this area was a nationally known significant, self-sufficient African American community in the early 20th century, known as the Greater U Street neighborhood. Its centerpiece was the Lincoln Theater, which was home to many jazz concerts, national and local music acts, film festivals, benefit galas, and private events.

Today, the study area is experiencing new investments that are significantly expanding the residential base, commercial activity, and retail space especially along the 14th Street, U Street, Florida Avenue and 7th Street corridors. New investments include current and planned mixed-use developments of public and privately owned land.

As these new developments are completed, a significant increase in the number of vehicular, transit and pedestrian trips is being experienced by local residents, businesses, commuters and visitors of this community. Consequently, the District Department of Transportation (DDOT) is developing a multi-modal transportation and parking management plan for the Historic U Street/Shaw/Howard University Transportation and Parking study area. The goals of the study shown below are consistent with the District of Columbia's Comprehensive Plan and other planning initiatives.

Goals of the Historic U Street/Shaw/Howard University Transportation and Parking Study

- **Promotes safe and convenient mobility for all forms of transportation including vehicular, pedestrian, transit and bicycle modes;**
- **Provides a framework for addressing future transportation needs;**
- **Provides a forum for community input on future transportation system elements;**
- **Develops a creative approach to right-size parking for urban residential, commercial, and employment needs; and**
- **Creates an attractive streetscape environment.**

Key Transportation Elements

Included in the plan are recommendations of short-term and long-term improvements that address five key transportation elements in the study area. They are:

- Parking management,
- Traffic safety and mobility,
- Transit accessibility and facility enhancements,
- Pedestrian and bicycle safety, and
- Urban streetscape design.

B. STUDY PROCESS

The study process consisted of collecting existing land use, parking, traffic, transit and pedestrian information and performing analyses to determine their condition. These results were presented to the Advisory Neighborhood Committee and the public for review and comment.

The study continued with the identification of future transportation and parking needs as a result of new developments planned for the area and the projection of future traffic volumes within a 5 to 10 year period. Future traffic volumes were based on land use and development scenarios covering the study area.

The remaining activities included the development of short term and long term transportation and parking improvements that address future transportation and parking needs. These improvements were presented to the Advisory Neighborhood Committee and the public for review and comment and a final list of improvements were made.

The study concluded with the selection of the U Street corridor to implement key transportation and parking improvements. Two alternates were developed that display improvement concepts for mobility.

C. GUIDING PRINCIPALS

This study is consistent with the District of Columbia's Comprehensive Plan and vision for the Greater U Street Historic District, which is to create new mixed-use destinations that will attract visitors to the neighborhood and provide additional moderate to medium density housing, while restoring areas of historical significance. Consequently, the existing land use pattern in neighborhoods has changed from being predominately commercial type developments to a mixture of commercial and residential developments.

In addition to that this study meets transportation objectives of the Draft Development Framework for a Cultural Destination District within Washington, DC's Greater Shaw/U Street or "DUKE Plan" which outlines a community planning process for specific developments and use targets between the Shaw-Howard University and U Street/African-American Civil War Memorial/Cardozo metro stations.

D. THE STUDY AREA

The Historic U Street/Shaw/Howard University study area is located approximately two miles north of the central business district of the District of Columbia and the new Convention Center **(Figure 1)**. It is bounded by Florida Avenue and Barry Place to the north; U Street/14th Street/S Streeet/9th Street/Rhode Island Avenue to the south; 6th Street to the east, and 18th Street to the west. Enclosed within these limits is a network of streets running north and south (6th St thru 18th St), east and west (R St through W St) and diagonal (Rhode Island, Vermont, Florida, and New Hampshire Avenues).

Two unique communities, the Cardozo and Shaw neighborhoods, are located along the U Street and Georgia Avenue corridors. Through the years, these neighborhoods have evolved into three overlapping communities known as the Greater U Street Historic District, the Strivers Section, and LeDroit Park.

Other well-known neighborhoods surround the study area including Adams Morgan, which is centered at the crossroads of 18th Street and Columbia Road and Columbia Heights, which is located directly north of the study area. The U Street, Florida Avenue, and 14th Street corridors serve as primary arterials that link these surrounding neighborhoods together.

Major destinations near the study area include Howard University and its adjoining hospital and the District of Columbia's Convention Center.

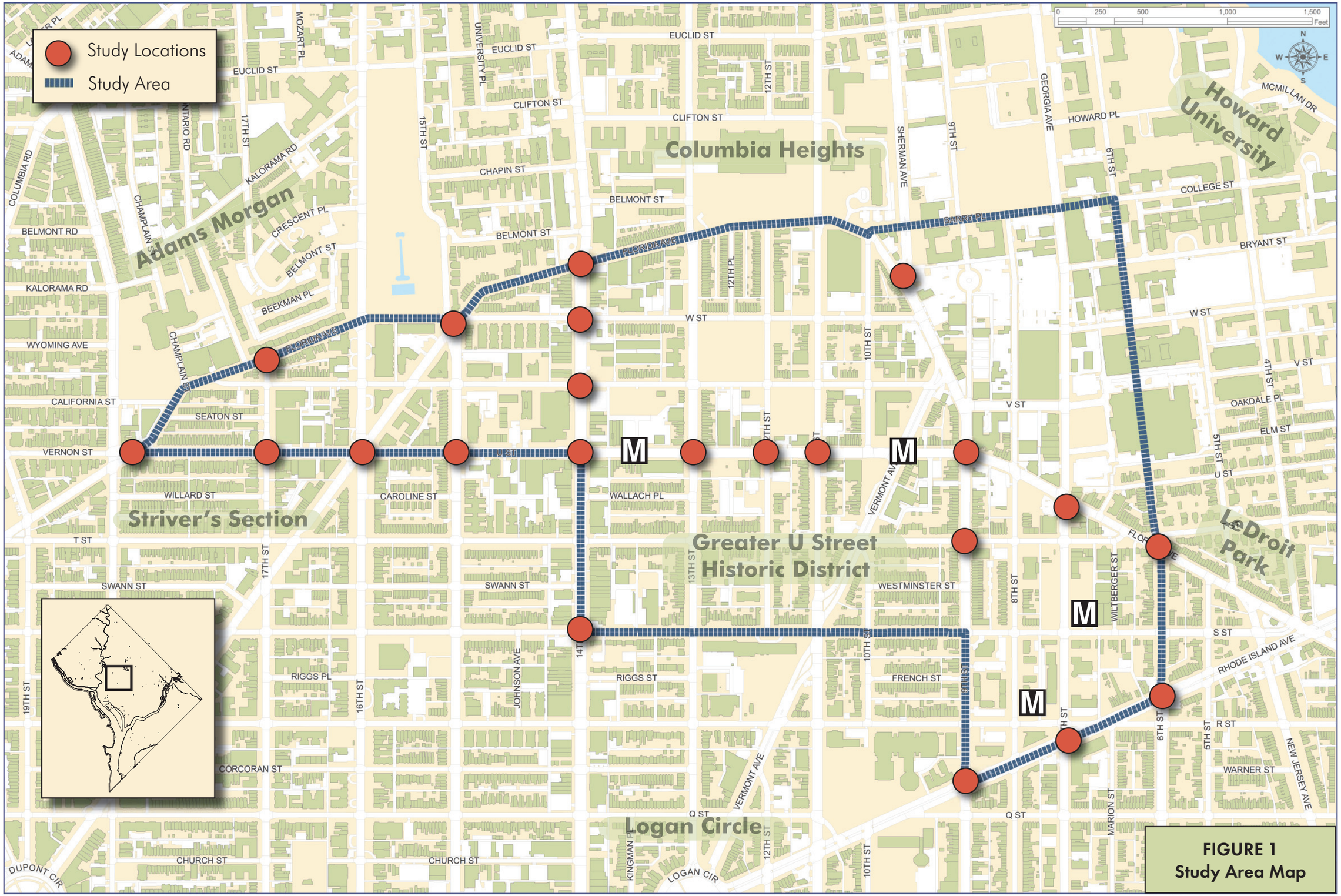
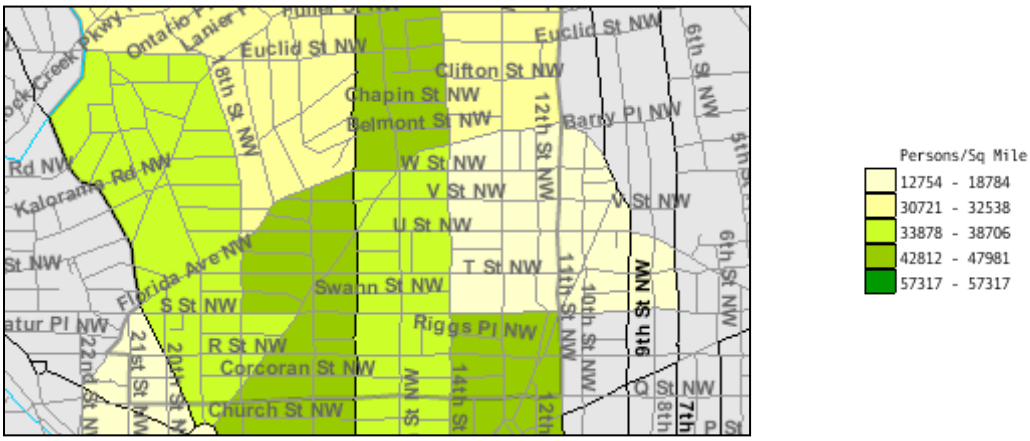


FIGURE 1
Study Area Map

II. EXISTING CONDITIONS

A. DEMOGRAPHICS

Population: The study areas' total population in 2000 was 9,238 persons, which comprised 1.5% of the District of Columbia's total population of 572,059, according to US Census data. The study area is more densely populated in areas west of 14th Street as shown on the map below.



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.

Income and Housing: The average household income in the study area was $44,585 in 2000, according to income data in the following table. West of 14th Street, average household incomes were slightly higher at $46,671. The highest incomes were recorded in areas between 16th Street and 18th Street. A total of 5,583 housing units were recorded in the study area, of which 73% or 4070 units were located west of 14th Street. Occupancy rates averaged 96% and 76% to the west and east respectively. The total number of households with one or more vehicles was 5,066 with nearly 80% (3,942) of these households located west of 14th Street.

2000 US Census Data
Population, Income and Housing

Tract Number	44	42.01 & 43	Total
Sections*	6th St - 14th St	14th St - 18th St	
Population	**2450**	**6788**	**9238**
Average Household Income	**$42,500**	**$46,671**	**$44,585**
Available Housing Units	**1513**	**4070**	**5583**
Number of Occupied Housing	**1144**	**3915**	**5059**
Occupancy Rate	**76%**	**96%**	**86%**
One or More Available Vehicles	**1124**	**3942**	**5066**

*North/South boundaries are Florida Avenue to S Street

Travel: Public transportation was the most popular mode of travel to work in the study area according to results in the table below. Approximately 38% of commuters used public transportation to travel to work in 2000. The second most popular method of travel to work was driving at 35%, followed by walking at 26%. A total of 4,766 persons in the study area experienced a travel time of 40 minutes or less to work.

2000 US Census Data
Travel

Travel Mode	Distribution
Public Transportation to Work	38%
Taxi to Work	2%
Drive to Work	35%
Walk to Work	25%
Total	100%

Travel Time to Work	Total
Travel Time to Work (<40 minutes)	4766

Census 2000 data was compared with 1990 data to determine if any significant population, housing and travel trends occurred during the ten-year period. According to the table below the most significant changes occurred in the eastern section of the study area, between 6th Street and 14th Street. For instance, available housing units nearly doubled (from 758 to 1,513) between 1990 and 2000. Likewise, the number of occupied housing units nearly doubled.

The average household income levels increased throughout the study area, however, its largest increase (71%) was concentrated in the section between 14th Street and 16th Street.

US Census Data
1990 – 2000

Tract Numbers	42.01			43			44		
Sections*	16th St - 18th St			14th St - 16th St			6th St - 14th St		
Census Year	1990	2000	Change	1990	2000	Change	1990	2000	Change
Population	3714	3359	-10%	3280	3429	4%	1764	2450	39%
Average Household Income	$39,522	$53,500	35%	$23,354	$39,841	71%	$33,750	$42,500	26%
Available Housing Units	2235	2224	-0.5%	2035	1846	-9%	758	1513	100%
Number of Occupied Housing	2043	2160	6%	1797	1755	-2%	630	1144	82%
Occupancy Rate	91%	97%	6%	88%	95%	8%	83%	76%	-9%
One or More Available Vehicles	2043	2167	6%	1797	1775	-1%	630	1124	78%
Public Transportation to Work	35%	36%	0.7%	34.2%	34.1%	-0.4%	35%	48%	38%

*North/South boundaries are Florida Avenue to S Street

B. EXISTING LAND USE

Existing land uses in the study area consist of rows of commercial, residential and public facility buildings, with the most predominate use being residential. A continuous chain of retail shops, restaurants and entertainment establishments are located along the U Street corridor between 6th Street and 16th Street. West of 16th Street, pockets of low to medium density residential uses align the streets. A total of 24 churches and three public and private schools are dispersed throughout the study area.

Existing Land Use

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Transport, Communication, Utilities
- Industrial
- Mixed Use
- Institutional
- Federal Public
- Local Public
- Public, Quasi-Public, Institutional
- Parks and Open Spaces
- Parking
- Roads; Alleys; Median
- Transportation Right of Way
- UnDetermined
- Water

C. STATUS OF DEVELOPMENT

Recently completed developments along the U Street, 14th Street, and 7th Street corridors include Ellington Plaza (U Street at 13th Street) and a senior housing facility (7th Street and S Street), while those under construction include Fristo Flats (14th Street and V Street and the Garnett Patterson Middle School. These developments consist of mixed-use (commercial and residential) type facilities **(Figure 2)**.

D. CULTURAL AND HISTORIC LANDMARKS

Some of the popular cultural and historic landmarks within the study area are the Lincoln Theater, the African American Civil War Memorial and Museum, Bohemian Caverns, Bens Chili Bowl, the Anthony Bowen YMCA and the True Reformer Building. These sites are easily accessible by way of a well-known pedestrian trail known as the U Street Heritage Trail. Descriptions of a few of these sites are as follows:

1) The Lincoln Theater
   Address: 1215 U Street, NW

   In the early 20th century the Lincoln Theater hosted great African American entertainers and top performers to the late 1950s. The Lincoln Theater was considered a crown jewel of what was known as "Black Broadway." Today, audiences are once again enjoying performances by touring shows, the latest comics, contemporary music and dance artists at the Lincoln Theater. It is currently cared for and maintained by the U Street Theatre Foundation, a non-profit organization.

The Lincoln Theater

2) The African American Civil War Memorial
   Address: 1200 U Street, NW

   ”The Spirit of Freedom” sculpture is dedicated to Black Civil War troops. The memorial stands ten-feet tall in the center of a granite-paved plaza encircled by a wall honoring the names of 209,145 United States Colored Troops who served in the Civil War.

African-American Civil War Memorial

3) True Reformer Building
Address: 1200 U Street, NW

This building has been on the DC Register of Historic Places since 1987 and on the National Register of Historic Places since 1989. It was built in 1902 by African American architect, John Lankford, for the United Order of True Reformers, a Richmond-based benevolent society. Over the years, it has served many purposes, but it was recently restored and renovated. Today, it is the home of the African-American Civil War Memorial Museum. In 2004, a mural of Duke Ellington was added on its side wall.

True Reformer Building/African American Civil War Memorial Museum

4) Twelfth Street/Anthony Bowen YMCA
Address: 1816 12th Street, NW

Constructed in 1908-1912, this building was designated as a national historic landmark in 1994. It became the home of the earliest YMCA for African Americans in the United States. Founded by Anthony Bowen, the Bowen "Y" is a strong reminder of an era in which blacks were encouraged and supported to create and maintain their institutions on a segregated basis. Today the newly renovated historic structure houses the Thurgood Marshall Center, a center dedicated to preserving the heritage of this landmark building while providing services for at-risk children, families, and youth through non-profit organizations housed there. It also houses the Shaw Heritage Trust, located on the first floor of the Center, offering a living history of African Americans in the Shaw community through exhibits and videos.

Anthony Bowen YMCA/
Thurgood Marshall Center

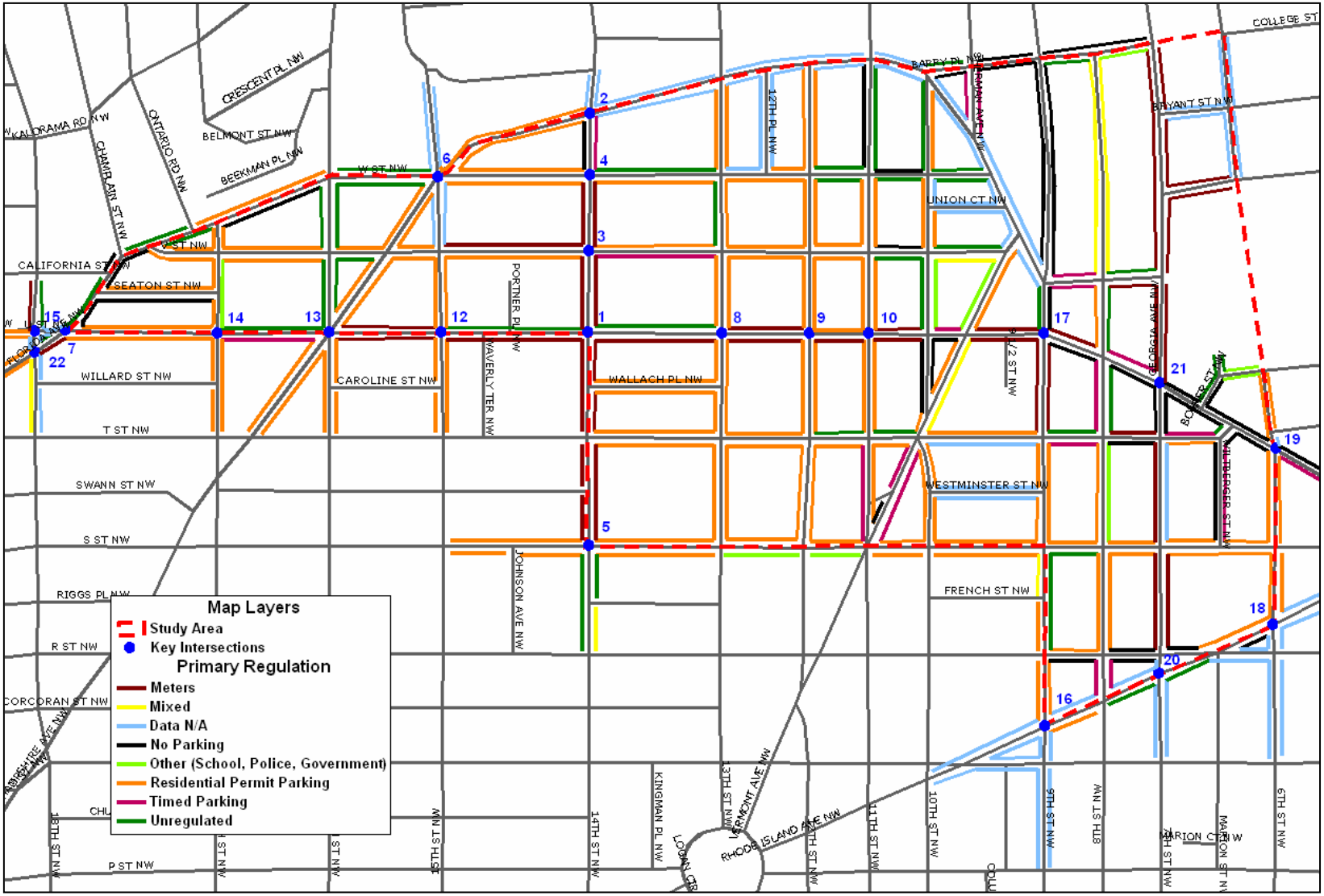
E. ON-STREET AND OFF-STREET PARKING

Results of a parking inventory survey identified a total of 3,352 on-street parking spaces. The majority of these spaces were identified as residential permit parking (RPP) spaces. RPP parking is located in residential areas to restrict visitor parking to short-term periods (one to three hours per day), thus making more spaces available for local residents.

Metered parking spaces are the second most common type of on-street parking. They are located in commercial areas of the study area and are in effect primarily during morning and afternoon hours, from 7:00 AM to 6:00 PM. Other types of on-street parking found in the study include unregulated, timed, and designated school, police and government parking.

Off-street parking is provided in parking lots owned by public and private entities. The survey found approximately 710 spaces located in 24 public and private owned lots serving residential, governmental, educational, commercial, religious entities in the study area. Two governmental entities offering public parking after business hours are the DC Housing Finance Agency and the Reeves Municipal Center. The DC Housing Finance Agency does not charge for parking after business hours but the Reeves Center charges a variable fee.

Parking Inventory Survey Area

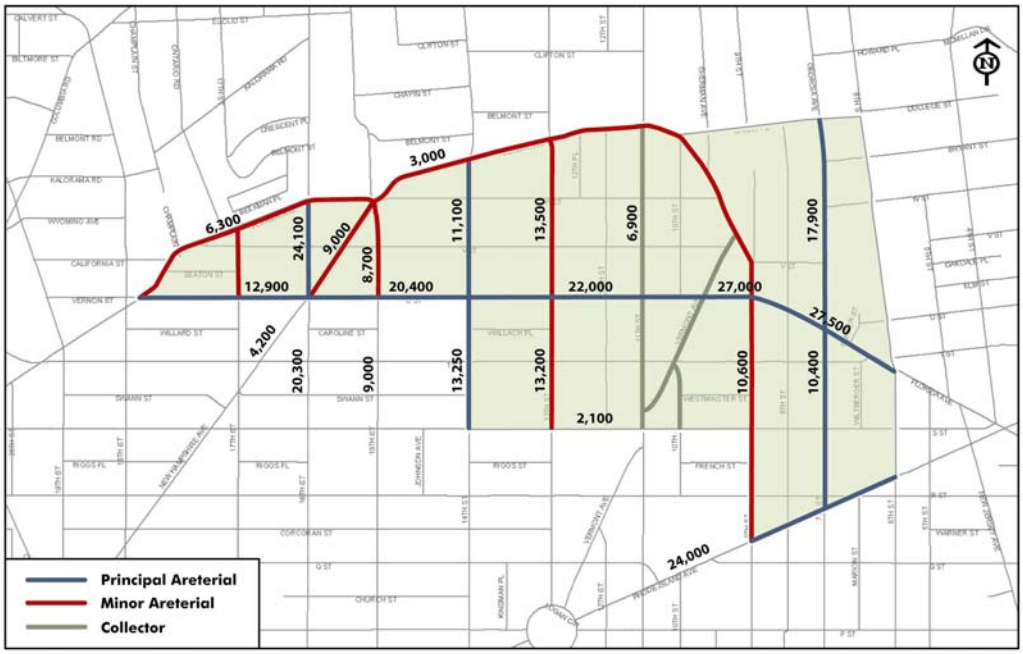


F. TRAFFIC CHARACTERISTICS

Street Classification

The principal arterials are identified as U Street (9th Street to 18 Street), Florida Avenue (east of 9th Street), 7th Street, Georgia Avenue, Rhode Island Avenue and 14th Street. The minor arterials are Florida Avenue (west of 9th Street), 9th Street; 13th Street; 15th Street; 17th Street and 18th Street. Other streets are classified as collectors and local streets.

Principal and Minor Arterials



The National Capital Planning Commission has identified eight "special streets" in the study area. These streets have either historical significance, are part of the National Highway System, or serve as key entry points to the city. They are: Rhode Island Avenue, Vermont Avenue, Florida Avenue, New Hampshire Avenue, 7th Street, 8th Street, 9th Street and 16th Street. The National Capital Planning Commission maintains federal elements of a comprehensive plan for these streets.

Special Streets

Major emergency evacuation routes were identified on Georgia Avenue and 16th Street, while snow emergency routes are located on U Street, Florida Avenue (east of U Street), Georgia Avenue, 7th Street, 16th Street and Rhode Island Avenue.

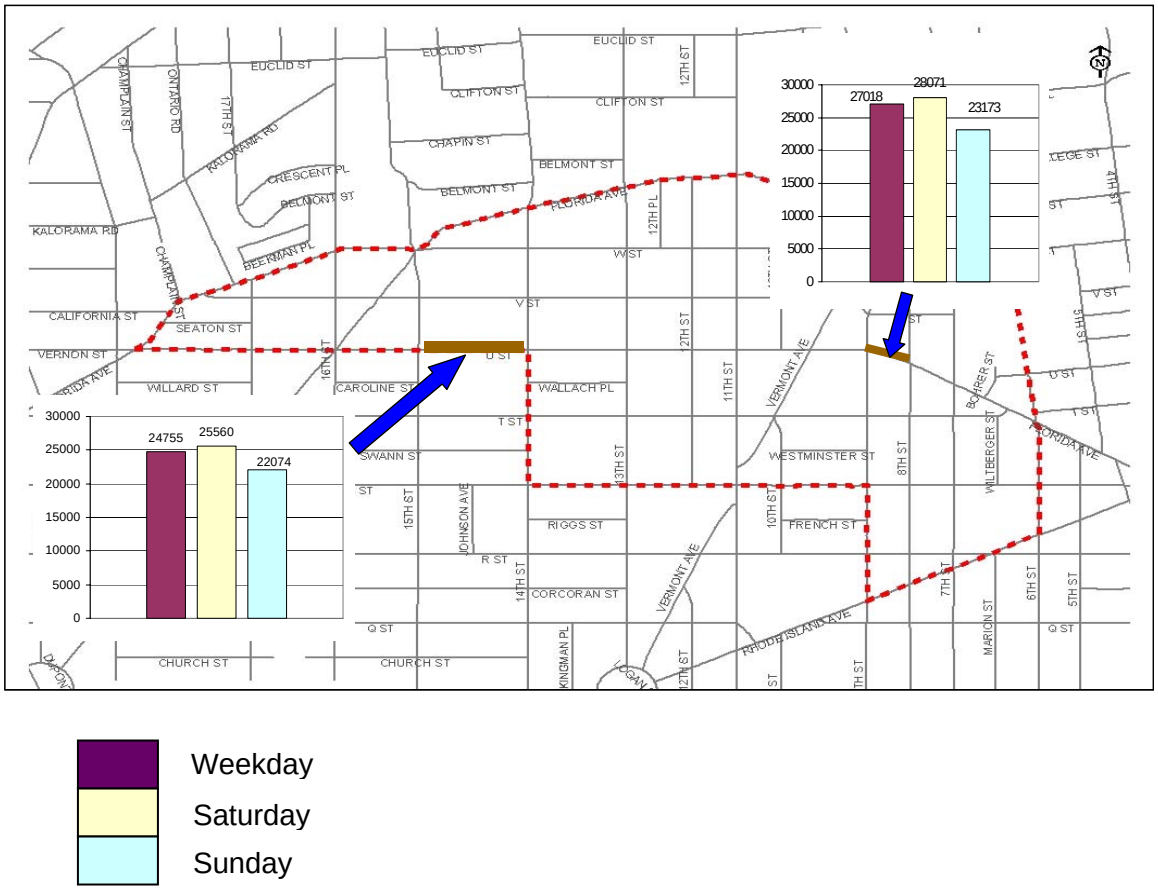
Average Daily Traffic Volumes

The U Street Corridor Average Daily Traffic (ADT) volumes range from 12,900 (east of 18th Street) to approximately 27,000 (east of Vermont Avenue). West of 15th Street, the ADT on U Street decreases by approximately 37%. Continuing east on Florida Avenue, the ADT reaches 27,500 vehicles per day. Higher ADT's are experienced on 13th Street (13,200 to 13,500), 14th Street (11,100 to 13,250) and 16th Street (20,300 to 24,100), based on data provided by the District. The ADT along 7th Street averages over 10,000 vehicles per day, and increases to almost 18,000 vehicles further north on Georgia Avenue.

Daily and Peak Hourly Volumes

According to results of a traffic count in 2004, Saturday traffic volumes ranging from 25,560 to 28,071 exist on U Street, nearly 3 to 4% higher than a typical weekday. Within the western segment of U Street, these volumes rise to peak levels of nearly 1,600 during the late night, between 11:00 and 12:00 PM. However, Sunday daily traffic volumes are lower than both weekday and Saturday volumes ranging from 22,074 to 23,173 vehicles per day.

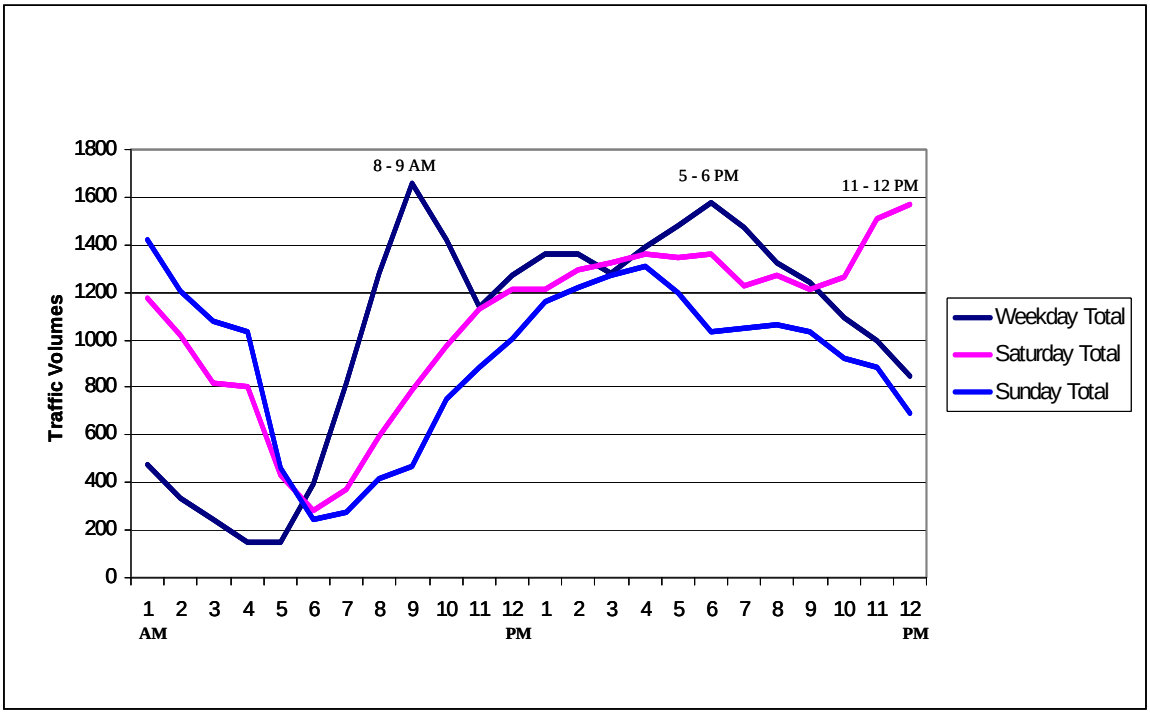
Daily Traffic Volumes



Weekday
Saturday
Sunday

During a typical weekday, distinct morning and afternoon peak periods occur during the hours of 7:00-9:00 AM and 4:00-6:00 PM respectively, with peak hour volumes approaching 1,700 vehicles during the AM peak and approximately 1,600 vehicles during the PM peak.

Peak Hours Periods



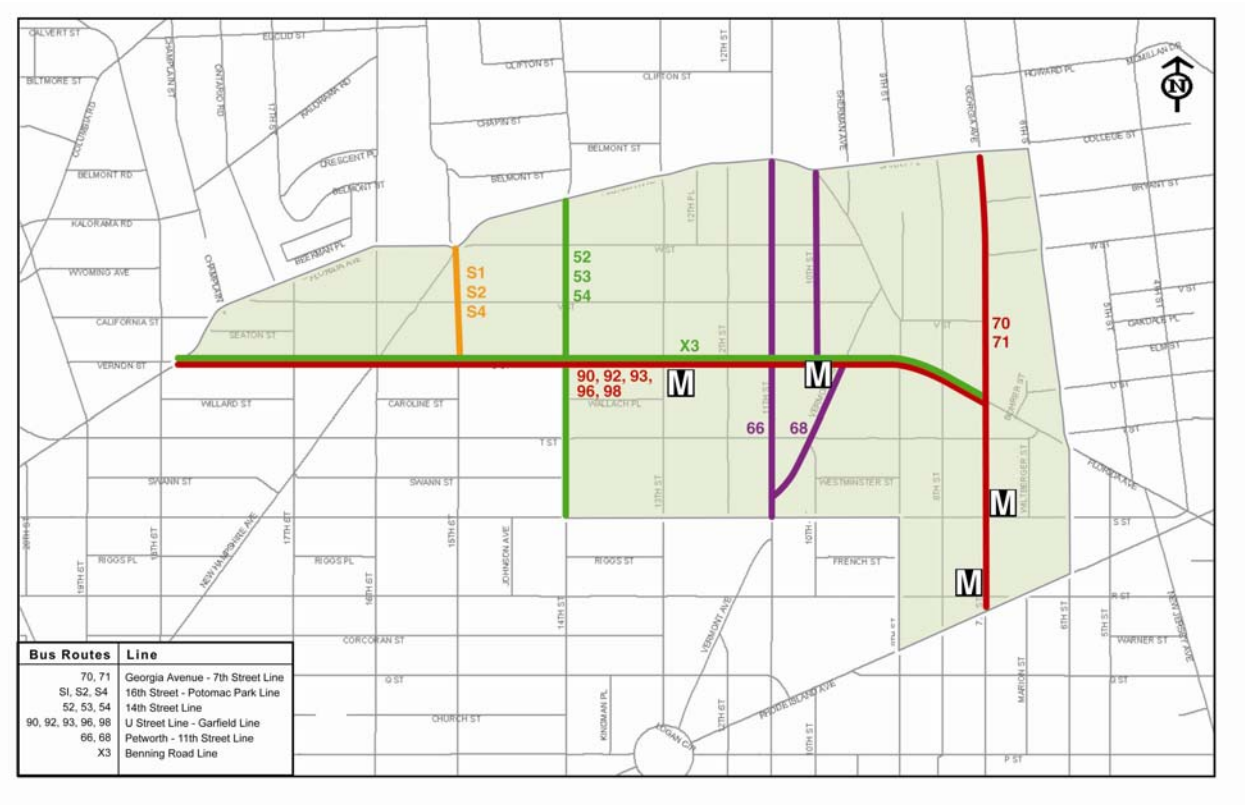
G. TRANSIT SERVICES

Serviceability

A total of 16 bus routes and two Metro stations serve the study area. These stations are along Metro's Green Line and are considered as major transfer points to the many bus routes that traverse the area. The U Street/African American Civil War Memorial/Cardozo Station was the former terminus for the south leg of the Green line and now is one of the more heavily-used stops along the route. Station entrances are located on U Street at 13th Street and two blocks east between 10th Street and 11th Street.

The Shaw/Howard University Metro Station, located approximately five blocks south of Howard University's campus, includes two station entrances located at 7th Street and S Street and one block west at the corner of 8th Street and R Street.

Transit Service



The Washington Metropolitan Area Transit Authority (WMATA) and DDOT have designated Georgia Avenue and U Street as Near-Term Transit Priority Corridors, while 14th Street and 16th Street Corridors are designated as Long-Term Priority Corridors. Near-term corridors are being immediately advanced for further study in

DC's Transit Alternative Analysis that will include recommendations for enhancements to existing transit services and extensions of the current system.

Ridership

The top four bus routes serving the study area are ranked second, third, forth and fifth overall in the District, and constitute 34% of the DC's total ridership. Average daily ridership on bus routes serving 7th Street/Georgia Avenue are the highest of the study area at 20,075 (ranked second), followed by U Street at 18,019 (ranked third), 14th Street at 17,114 (ranked forth), and 16th Street at 16,262 (ranked fifth).

The U Street station entrance at 13th Street experiences the highest number of passenger entries at 3,069 per day. This is due in part to the resurgence of the neighborhood and newly completed commercial development above. The second highest number of boardings of 2,370 per day is experienced at the 7th Street entrance of the Shaw/Howard University Station.

H. PEDESTRIAN ACTIVITY

The U Street Corridor and connecting streets handle significant pedestrian traffic along the adjacent sidewalks. In a given hour, over 200 pedestrians can be seen along U Street, between 13th and 16th Streets and along Georgia Avenue near the Howard University Hospital. The frequency of this modal choice is attributed to the high level of transit services and mix of commercial and residential land uses currently in the study area.

Pedestrian Traffic along U Street

I. BICYCLE FACILITIES

A designated bicycle lane is in operation on R Street. Its western terminus is at the intersection of R Street and 9th Street, and it extends westward across the study area into Rock Creek Park.

Another designated bike lane is located north of the study area on 11th Street between Florida Avenue and Clifton Street, in front of Cardozo High School. Currently, there are no plans to connect these two facilities.

On-street Bicycle Lane along R Street

J. STREETSCAPE ELEMENTS

Sidewalks

The study area includes variable width sidewalks in both residential and commercial areas. Many intersections have larger open sidewalk corners, some of which are used for outdoor eating for restaurants. The paving types range from all brick, concrete with brick paving along the curb, all-concrete, to special paving areas in front of municipal buildings and at the African American Civil War Memorial.

Vegetation

The majority of street trees on U Street are Sycamores, which are located between 9th Street and 15th Street. Pin Oaks are planted along Florida Avenue from 6th Street to 9th Street, which help buffer the residences along this area from the noise and distractions of the street. There are no street trees along the 1500 block of U Street, only empty tree pits. There is a mixture of street tree species from 16th street to 18th Street, and most of these trees are large and in good condition.

Civic (Open) Spaces

Six civic spaces are located along U Street and Florida Avenue corridors. Four of the six sites are included in the U Street Heritage Trail.

The first site, the African-American Civil War Memorial, is located on federal property in front of the U Street Metro Station.

The second site is located in front of the True Reformers Building. Its wide concrete sidewalk and open space provides access to a number of newly renovated ground level commercial developments and a major metro bus stop. This site also houses a mural of Duke Ellington located directly above the U Street Metro Station.

The third site is located in front of the Reeves Center, a municipal building complex located at the corner of 14th Street and U Street. Its wide brick sidewalk and open space area provides space for sidewalk retail development. It is also the last stop of the U Street Heritage Trail tour and includes a poster-sized illustrated sign that combines story-telling with historic images honoring the neighborhoods history.

The Reeves Center

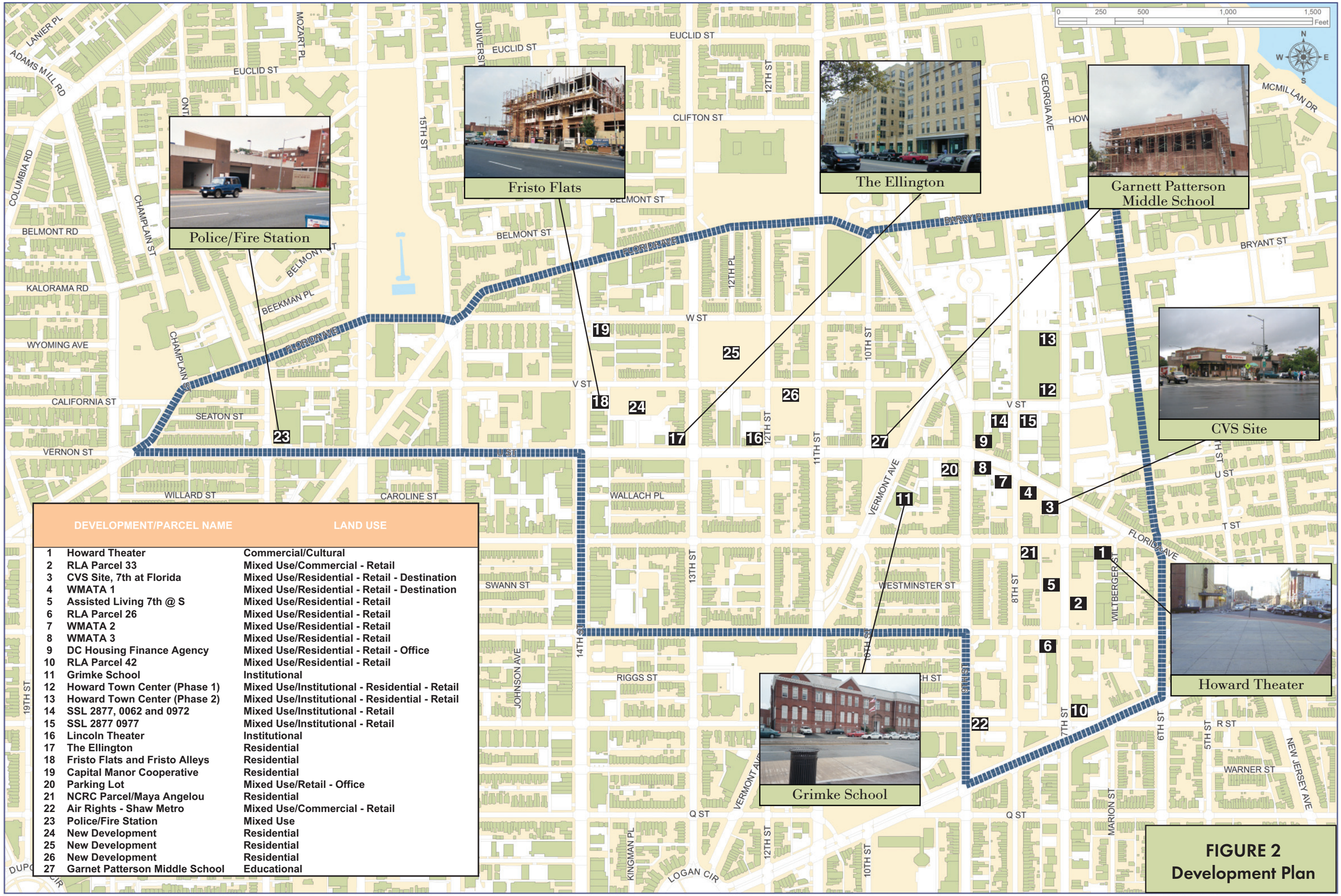
The fourth site is located at the Florida Avenue/6th Street/T Street intersection. It includes two spaces on the north and south sides of Florida Avenue and the Howard Theater entrance.

The fifth and sixth sites are located in front of the Lincoln Theater and the Garnett Patterson Middle School.

Lighting

The primary type of street lighting in the study area is the Cobrahead Pendant Pole. In a few instances the Washington Globe is used at the Civil War Memorial.

Washington Globe Lighting



	DEVELOPMENT/PARCEL NAME	LAND USE
1	Howard Theater	Commercial/Cultural
2	RLA Parcel 33	Mixed Use/Commercial - Retail
3	CVS Site, 7th at Florida	Mixed Use/Residential - Retail - Destination
4	WMATA 1	Mixed Use/Residential - Retail - Destination
5	Assisted Living 7th @ S	Mixed Use/Residential - Retail
6	RLA Parcel 26	Mixed Use/Residential - Retail
7	WMATA 2	Mixed Use/Residential - Retail
8	WMATA 3	Mixed Use/Residential - Retail
9	DC Housing Finance Agency	Mixed Use/Residential - Retail - Office
10	RLA Parcel 42	Mixed Use/Residential - Retail
11	Grimke School	Institutional
12	Howard Town Center (Phase 1)	Mixed Use/Institutional - Residential - Retail
13	Howard Town Center (Phase 2)	Mixed Use/Institutional - Residential - Retail
14	SSL 2877, 0062 and 0972	Mixed Use/Institutional - Retail
15	SSL 2877 0977	Mixed Use/Institutional - Retail
16	Lincoln Theater	Institutional
17	The Ellington	Residential
18	Fristo Flats and Fristo Alleys	Residential
19	Capital Manor Cooperative	Residential
20	Parking Lot	Mixed Use/Retail - Office
21	NCRC Parcel/Maya Angelou	Residential
22	Air Rights - Shaw Metro	Mixed Use/Commercial - Retail
23	Police/Fire Station	Mixed Use
24	New Development	Residential
25	New Development	Residential
26	New Development	Residential
27	Garnet Patterson Middle School	Educational

FIGURE 2
Development Plan

III. STUDY AREA ISSUES

A. PARKING

Survey Boundaries

A parking utilization study was performed during a one-week period in Fall 2004 to determine average, peak and turnover parking levels for on-street parking. The survey was also used to identify parking violation types and parking issues experienced in the study area.

Survey boundaries included selected block faces along U Street and Florida Avenue and on side streets extending one block north and south of these corridors. Comments received from Public Meeting #1 included a request to expand the limits to streets adjacent to Cleveland Elementary School.

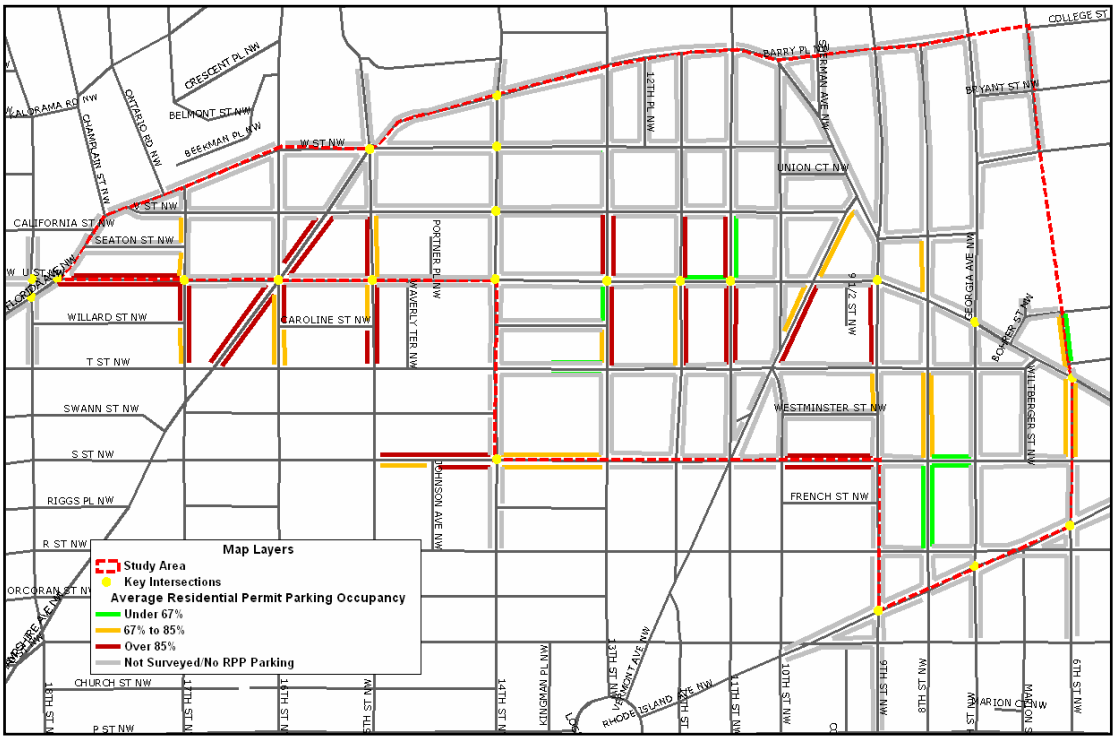
Average Occupancy

Average occupancy in residential areas indicated that of the 55 RPP block faces surveyed, unacceptable occupancy levels (> 85%) occurred in 26 of them representing nearly 50% of the surveyed area. Optimum occupancy levels (between 67% and 85%) occurred in RPP spaces along 21 block faces and low occupancy levels (< 67%) occurred in RPP spaces along 8 block faces.

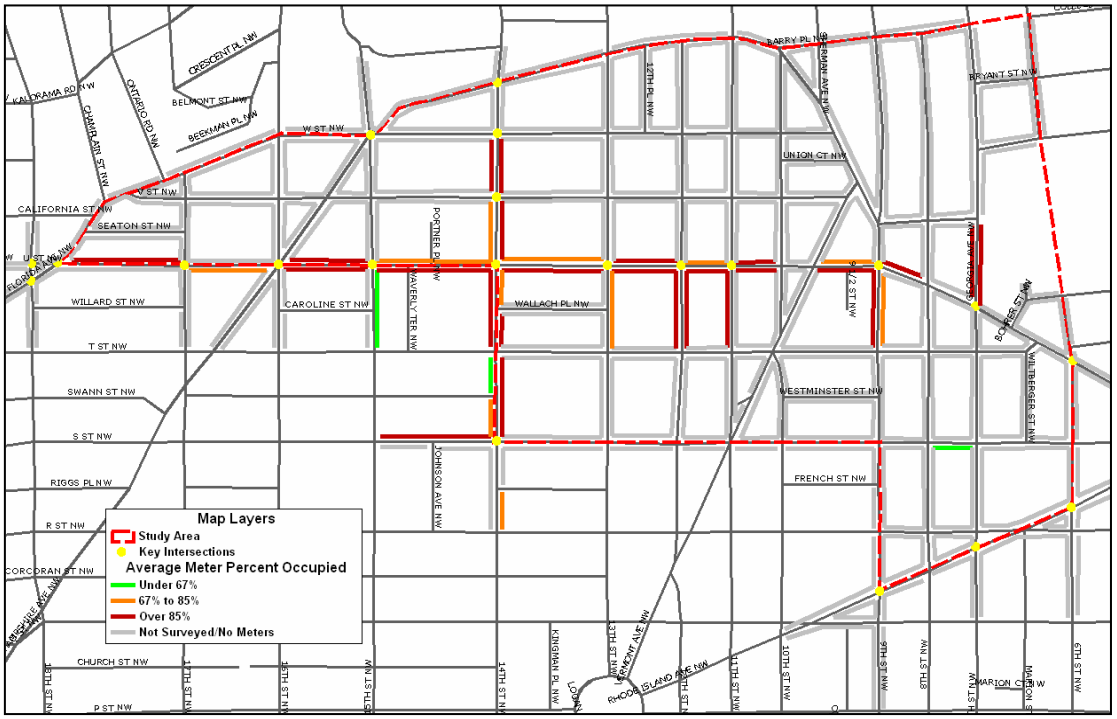
Average occupancy in commercial areas indicated that of the 39 block faces surveyed with metered parking spaces, 25 of them representing nearly 65% experienced unacceptable occupancy levels. Optimum parking levels occurred in metered spaces along 11 block faces followed by low levels in metered spaces along just 3 block faces.

Reasons for low occupancy levels included RPP and metered parking spaces near construction sites and heavily restricted parking zones.

Average Residential Permit Parking Occupancy



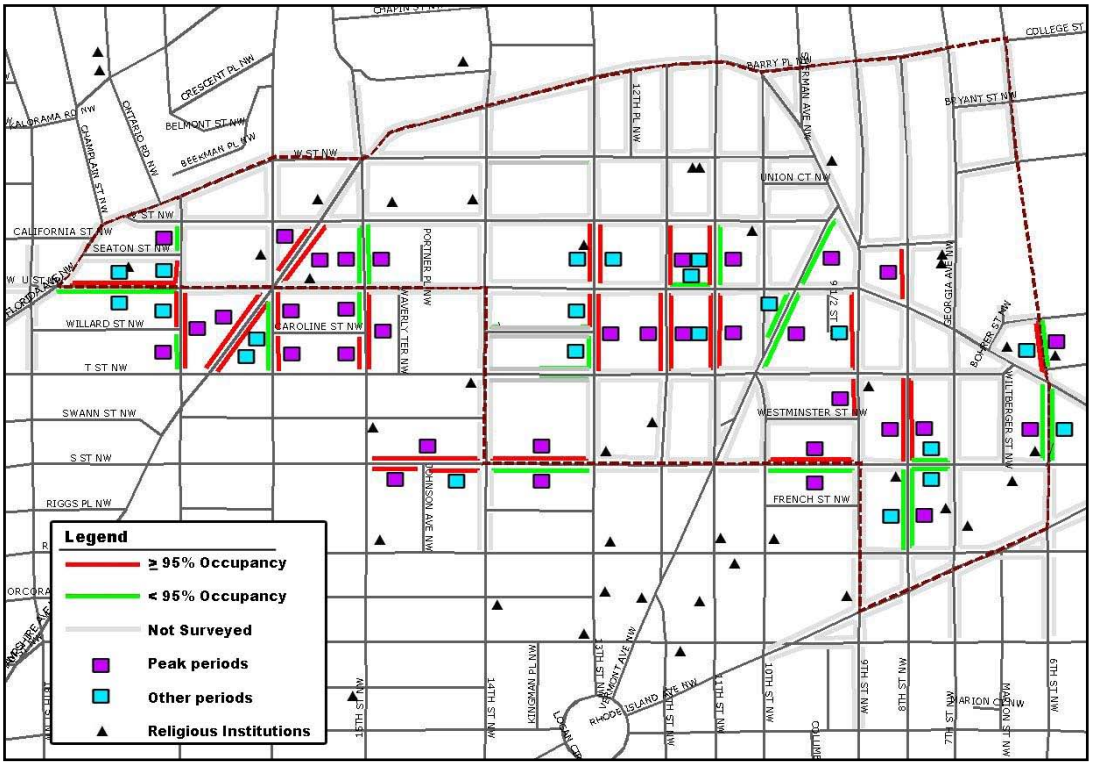
Average Metered Parking Occupancy



Peak Occupancy

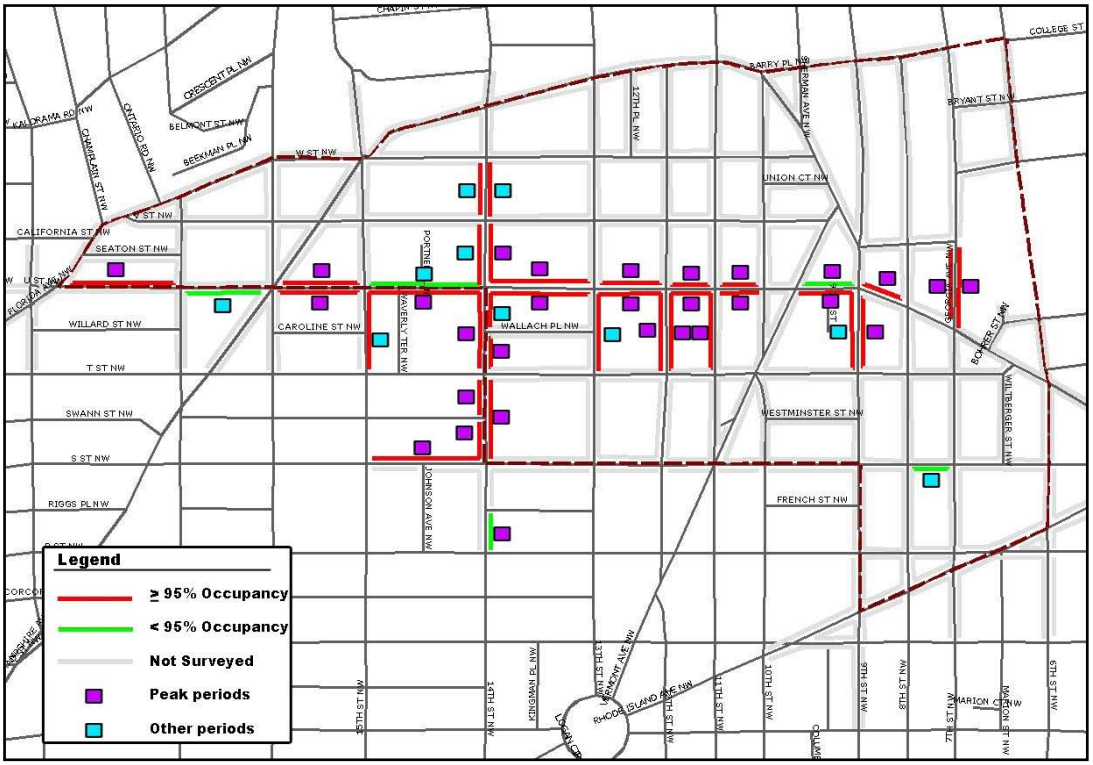
Peak occupancy levels (greater than or equal to 95%) were experienced in 49% of residential areas near U Street and Florida Avenue on Friday and Saturday evening during late night hours. In another situation, peak occupancy levels were experienced on Sunday morning and afternoon because of spillover parking onto residential streets during religious services between 6th Street and 9th Street. Even though these areas include RPP regulations, it is apparent that the demand for parking cause visitors to illegally park in these spaces during restricted hours. Numerous complaints have been issued by local residents in these neighborhoods.

Peak Residential Permit Parking Occupancy



Peak occupancy levels occurred in 87% of commercial areas along the corridors of U Street, Florida Avenue and 14th Street corridors. It also occurred on Friday and Saturday evening during the late night periods.

Peak Metered Parking Occupancy



Parking Turnover

Turnover studies were performed in residential and commercial areas experiencing high demand. Streets in residential areas included 15th Street, 17th Street and New Hampshire Avenue, while commercial area streets included U Street between 12th Street and 18th Street and 14th Street. Results indicated that the optimum RPP turnover was less in residential areas (67% to 140%) than the optimum metered turnover in commercial areas (over 140%).

Parking Violations

As a result of the high demand and short supply of parking in residential and commercial neighborhoods a number of parking violations were observed during the one-week survey period. The most common and frequently observed types are listed below. The accompanying photographs display some of these conditions.

- Double parking,
- Parking in no parking zones such as bus stops, loading zones and corners,
- Blockage of alleys and driveways,
- Parking beyond time limits in 2 hour parking zones,
- Not paying parking meter and parking in meter after time expires, and
- Overcrowding of cars between metered spaces.

Studies show that a Balanced Healthy System is represented by an optimal violation rate of 5% to 7%. Of the surveyed area, 41% showed a higher than optimal violation rate while 52% showed a lower than optimal rate.

Parked cars blocking alley

Vehicles in No Parking Zone in front of Lincoln Theater

Parking Comments and Complaints

The following comments and complaints were received from businesses owners and local residents at Public Meetings 1 and 2.

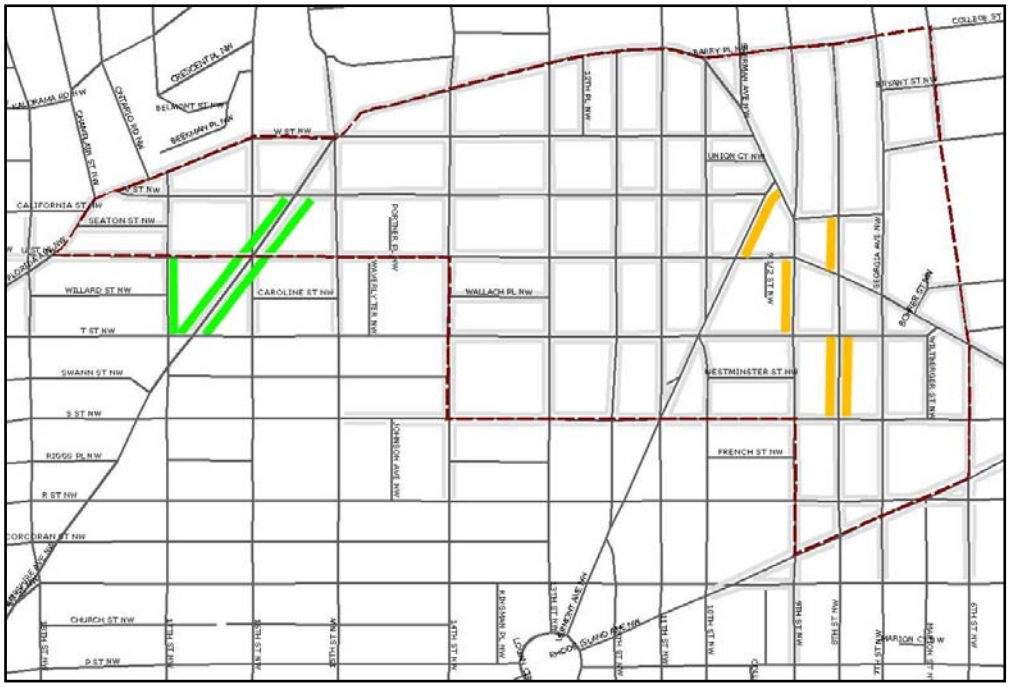
Residential Areas

- RPP occupancy is at capacity in residential areas near commercial establishments, especially during weekend evening periods.
- Lack of enforcement of illegally parked vehicles is prevalent.
- RPP regulations on New Hampshire Avenue and 17th Street do not coincide with parking meters regulations causing high spillover of visitor parking on weekends.
- High commercial usage during daytime hours is causing high spillover of parking on 8th Street, 9th Street and Vermont Avenue.
- Two-hour parking limit between the hours of 7:00 AM and 8:30 PM is inadequate for commercial usage on 6th Street.
- Inadequate on-street parking is available on Sundays during religious services between 6th Street and 9th Street.
- New residential developments include limited parking.

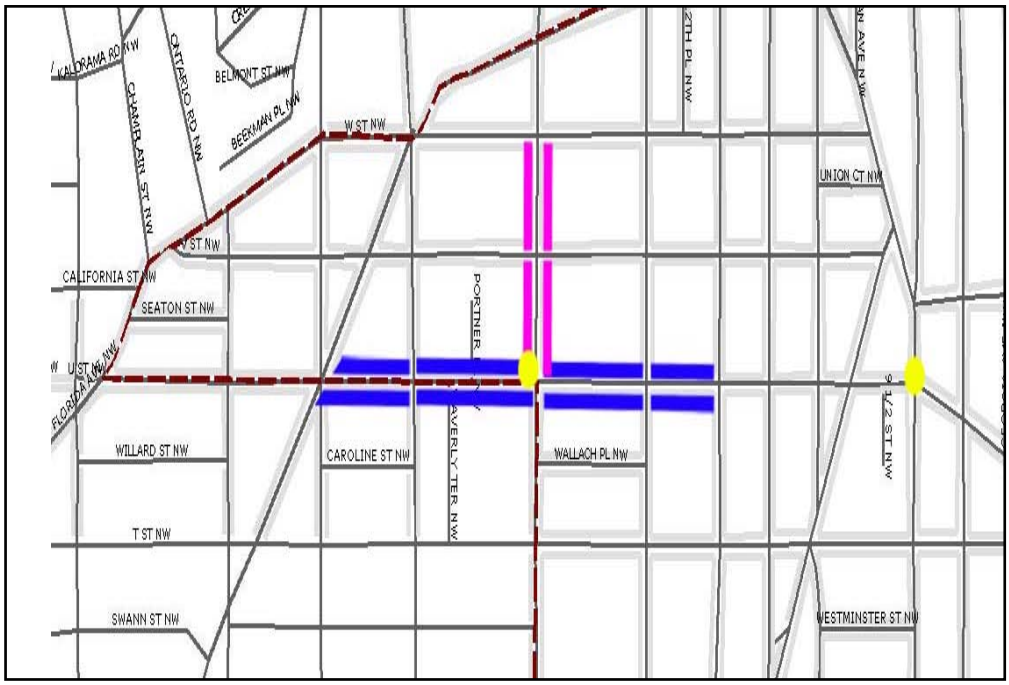
Commercial Areas

- Absence of off-street public parking facilities in study area.
- Metered occupancy is at capacity in commercial areas during daytime and weekend evening periods.
- Lack of enforcement of illegally parked vehicles is prevalent.
- Lack of loading zones exist for commercial usage.
- One-hour parking meter limit is inconsistent with commercial usage on 14th Street between U Street and V Street
- Current parking meter regulations beginning at 7:00 AM is inconsistent with commercial usage on U Street between 12th Street and 16th Street. Limited time regulations on Saturdays and evenings.
- Under utilization of parking at public facilities at the Reeves Center and the Housing Finance Agency during late evening hours, possibly due to lack of advertisement and public awareness.
- New commercial developments include limited parking.

High Spillover of Visitor Parking in Residential Areas



Parking Meter Limit Inconsistent with Commercial Usage



B. TRAFFIC SAFTEY AND MOBILITY

Intersection Locations

Traffic and safety analyses were initialized at 21 intersection locations within the study area. These analyses involved calculating the Level of Service (LOS) and reviewing accident statistics to determine potential operational deficiencies and hazardous conditions due to high volumes of vehicular, pedestrian and bus traffic and high-density future developments located in close proximity to the sites.

During Public Meeting #1, residents commented that speeding and high volumes of traffic were frequently experienced the intersection of 9th Street and T Street. Consequently, this site was added to the list for a total of 22 intersection locations.

Intersection Locations

1. **U Street and 13th Street, NW**
2. **U Street and 12th Street, NW**
3. **U Street and 11th Street, NW**
4. **U Street and 15th Street, NW**
5. **U Street/16th Street/New Hampshire Avenue, NW**
6. **U Street and 17th Street, NW**
7. **U Street/18th Street/Florida Avenue, NW**
8. **6th Street and Rhode Island Avenue, NW**
9. **6th Street and Florida Avenue, NW**
10. **7th Street and Rhode Island Avenue, NW**
11. **7th Street/Florida Avenue/Georgia Avenue, NW**
12. **9th Street and Rhode Island Avenue, NW**
13. **9th Street and Florida Avenue, NW**
14. **9th Street and T Street, NW**

Accidents History

Accident data was analyzed for a four-year period between January 2000 and December 2003. The most common collision types were side-swipes, rear-ends, right angle and left turning vehicles. Locations that warranted further evaluation and consideration for remedial measures are listed below:

High Accident Locations within the Study Area	
Location	Number of Accidents
U Street at 11th Street	51
U Street at 13th Street	68
U Street at 14th Street	140
U Street at 15th Street	47
U Street at 16th Street/New Hampshire	72
Florida Ave at Georgia Ave	113
Florida Ave at 14th Street[1]	36

[1]Data provided between years 2002-2004

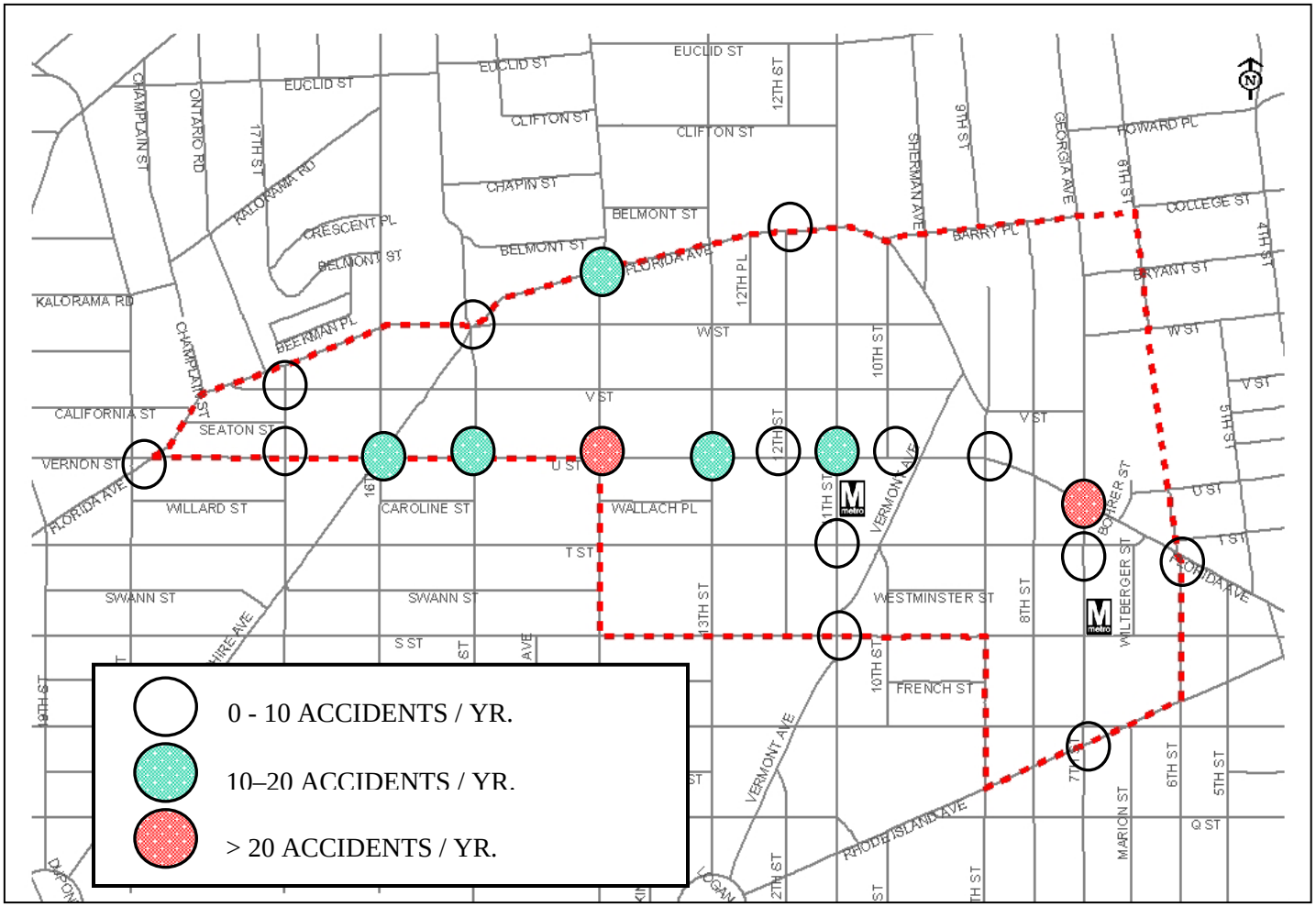
Pedestrian-vehicular conflicts were observed at locations with high levels of bus activity and new developments. These locations are listed below:

Pedestrian-Vehicle Conflicts	
Location	Vehicular/Pedestrian Conflict Point
U Street at 13th Street	✓
U Street at 14th Street	✓
U Street at 16th Street/New Hampshire	✓
Florida Ave at Georgia Ave	✓
U St at 18th St/Florida Ave	✓
7th Street at T Street	✓
11th Street at S Street	✓

[1] Data provided between years 2002-2004

High accident locations experiencing greater than 20 accidents per year are the intersections of U Street at 14th Street and Florida Avenue at 7th Street/Georgia Avenue. Others locations are shown on the map below that experience between 10 and 20 accidents per year and less than 20 accidents per year.

High Accident Locations



Roadway Capacity

The Level of Service (LOS) was calculated at 14 of the 22 intersections under existing conditions in accordance with Highway Capacity Manual procedures. Traffic counts for this study were performed on a typical weekday during peak periods and on Saturday and Sunday evening during peak periods. Traffic counts included automobile, pedestrian and truck movements for all intersection approaches.

A LOS of D or better would indicate that the intersection is operating under capacity, while a LOS of E and F would indicate that the intersection is operating above capacity. The following table and accompanying graphic on the next page illustrate existing LOS results for each intersection.

Existing Conditions Level of Service Summary	
Location	Level of Service
	(AM, PM)
Florida Avenue at 6th Street	A, B
Florida Avenue at Georgia Avenue/7th Street	C, D
Florida Avenue at 14th Street	A, B
Florida Avenue at 15th Street	A, B
Florida Avenue at 17th Street	A, B
U Street/Florida Avenue at 9th Street	E, F
U Street at 13th Street	C, D
U Street at 14th Street	C, D
U Street at 16th Street/New Hampshire Avenue	E, F
U Street at 18th Street/Florida Avenue	E, F
7th Street at T Street	A, B
7th Street at Rhode Island Avenue	A, B
11th Street at S Street	A, B
11th Street at T Street	A, B

Of the intersections listed above, three of them operate above capacity. They are:

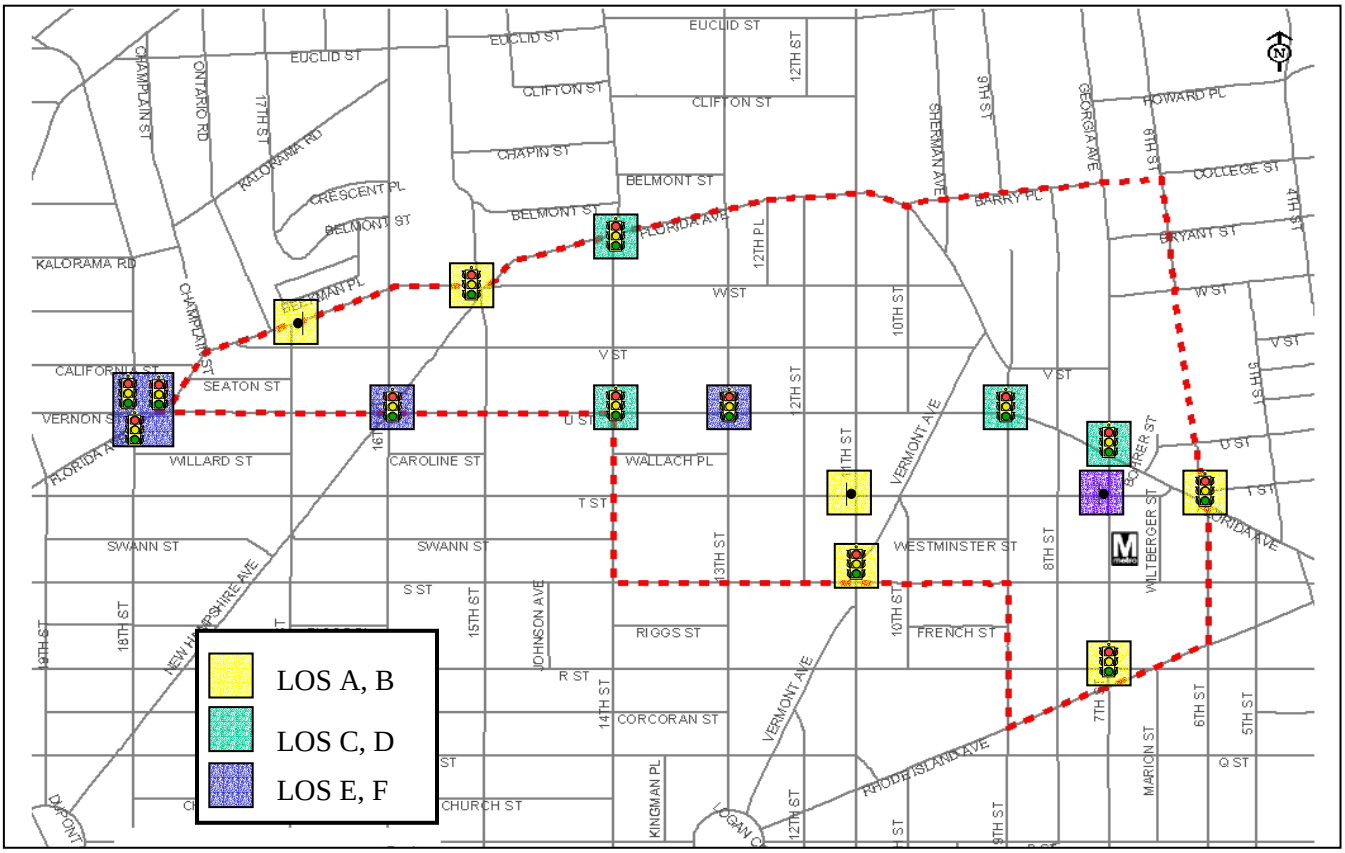
- U Street and 9th Street (heavy southbound left turns)
- U Street and 16th Street (complex geometry)
- U Street and 18th Street (complex geometry)

Possible contributory factors to these conditions are the rising numbers of new residential, commercial and mixed-use developments which have generated an increase in the number of automobile trips in the study area. More on this topic is presented in Section IV.

In addition to these, the three intersections operating near capacity (LOS D) during the PM peak period are:

- U Street and 13th Street
- U Street and 14th Street
- Florida Avenue/Georgia Avenue/7th Street

Level of Service Results



C. PEDESTRIAN SAFETY

Pedestrian safety was a concern with steering committee members, DDOT officials, and local residents. It involved pedestrian-vehicular conflicts reported at six locations below. A possible contributory factor to these conflicts is the high volumes of pedestrians (>200 pedestrians/hour) walking on narrow sidewalks along U Street between 13th Street and 16th Street and Georgia Avenue/7th Street between S Street and Barry Place.

1) U Street at 12th Street: Vehicles traveling eastbound and westbound on U Street conflict with pedestrians crossing due to the absence of a traffic signal. A traffic signal was added in March 2003.

2) U Street at 16th Street/New Hampshire Avenue: Fast moving vehicles traveling southbound on 16th Street conflict with pedestrians crossing the southwest leg of New Hampshire Avenue

3) U Street at 18th Street/Florida Avenue: Vehicles making a left turn from southbound 18th Street to eastbound U Street and vehicles making a right turn from northbound Florida Avenue to eastbound U Street conflict with pedestrians.

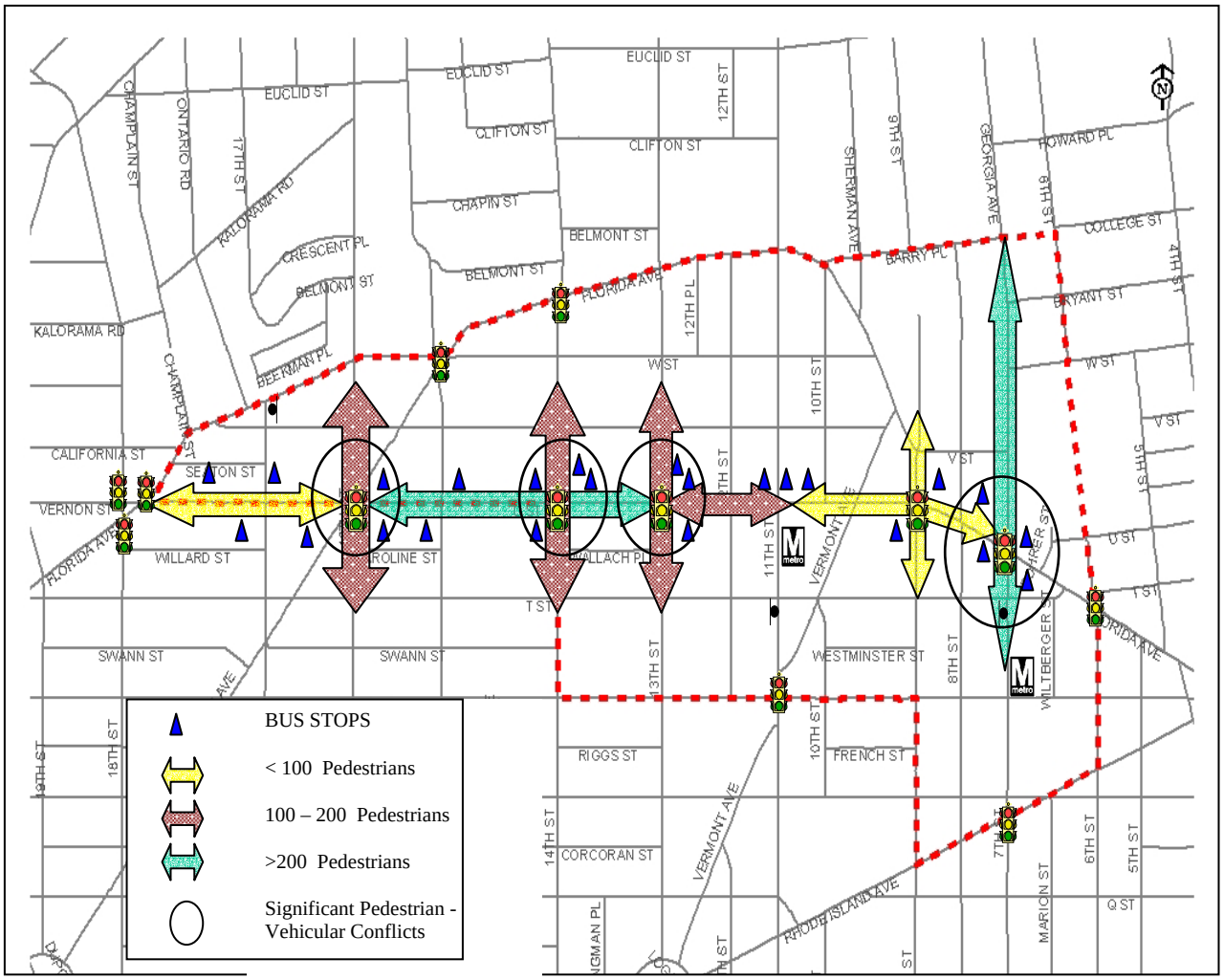
4) Florida Avenue at Georgia Avenue: Pedestrians were observing stopping in the middle of traffic while attempting to cross Florida Avenue. Since the centerline pavement marking has faded, pedestrians do not realize they are in the travel lane and increase their exposure to potential accidents.

5) Florida Avenue at 14th Street: Residents commented that speeding on southbound 14th Street approaching Florida Avenue is common and poor visibility has been an issue.

6) 7th Street at T Street: Vehicles conflict with school children crossing 7th Street and T Street during school hours.

Of these six locations, four locations experienced significant pedestrian-vehicular conflicts and they are circled on the following map. Measures to improve these conditions will be discussed later in the report.

Pedestrian/Vehicular Conflicts



D. TRANSIT

High Boarding Locations

Consistent with high ridership is the number of passengers boarding and alighting buses at a particular stop. Bus stops with high activity are located at the intersections of Florida and Georgia Avenues, U Street at 14th Street, and U Street at 16th Street. During AM and PM peak periods, passengers wait to load buses at crowded bus shelters.

The following tables provide total boardings "on" and alightings "off" at high activity bus stops during 2004. The highest numbers were experienced at the intersection of U Street and 14th Street. In this case, the "on" movement represents boardings on buses in the eastbound direction, while the "off" movement represents alightings in the opposite direction. The average number of boardings and alightings during a 15-minute period are 28 and 30 respectively. During AM and PM peak hours, "on" and "off" movements would be higher at this stop.

- Florida and Georgia Avenues

Route	On	Off
70	900	1070
90, 92, 93	1437	1554
Total	2337	2624
Average/15 minute period	24	27

- U Street and 14th Street

Route	On	Off
52, 53, 54	1546	1581
90, 92, 93	1140	1261
Total	2686	2842
Average/15 minute period	28	30

- U Street and 16th Street

Route	On	Off
S1, S2, S4	718	593
90, 92, 93	351	348
Total	1069	941
Average/15 minute period	11	9

Operational Deficiencies

- Buses ran behind schedule during peak periods of heavy traffic.
- Several buses arriving at the stop at the same time, blocking traffic in adjacent lanes.
- Buses experienced delays while waiting to pull into heavy traffic after a stop.
- Insufficient bus bay on northwest corner of 14th Street at U Street (in front of Reeves Center).
- Illegally parked cars were observed in bus stops.

Station Entrances

Rail station entrances were evaluated for appearance, visibility, accessibility and adequate amenities for passengers (signing, maps, bike racks and lighting). It was determined that the entrance to the U Street station at 13th Street was lacking in appearance and in need of bicycle racks for its riders. In addition, the bus stop located directly in front of escalator to the rail station appeared to cause confusion between rail and bus passengers.

Other Concerns:

- Lack of real time travel information at bus stops indicating the arrival time of the next bus.

Bus Stop Activity at Corner of Florida and Georgia Avenues

E. BICYCLE SAFETY

Bicycle activity was frequently observed on U Street and 14th Street. Since there are no marked bike lanes on these corridors, bicycles have to use traffic lanes, increasing the likelihood of potential conflicts.

Bicyclist traveling along U Street

Bicyclist traveling along 14th Street

F. STREETSCAPE

Streetscape elements were evaluated on segments of Florida Avenue between 6th Street and 9th Street and U Street between 9th Street and 18th Street. These elements were typically located adjacent to the roadway and include sidewalks, lighting, trees and vegetation, street furniture and way-finding signs. Of particular concern were the following conditions.

<u>Sidewalks</u>

- Sections of broken sidewalk need replacement.

- Narrow sidewalks at the following locations:
  - In front of bus shelter located on the southeast corner of 16th Street and U Street.
  - In front of the bus shelter located on the northeast corner of U Street and 17th Street.
  - U Street between 17th and 18th Streets in front of residential properties.
  - U Street (south side) between 13th and 14th Streets in front of commercial properties.

Narrow sidewalks at bus shelters on 16th Street and 17th Street

Narrow sidewalk in front of residential and commercial properties

Street Trees

- Approximately 50% of street trees and tree pits in need of replacement.

- Timbers surrounding tree boxes on U Street sidewalks between 13th and 18th interfere with pedestrian traffic by reducing sidewalk space and creating a "pinch point".

Tree in need of replacement

Timbers surrounding tree boxes in need of replacement

Open Space Treatment

- Uninviting open spaces at the following sites:
  - Reeves Center,
  - U Street Metro Station,
  - Florida Ave/T Street/6th Street intersection including entrance to Howard Theater,
  - Lincoln Theater entrance, and
  - Garnett Patterson Middle School.
- Lack of gateway treatment identifying entry into an historic residential, commercial, and entertainment area.
- Heritage sign at U Street Metro Station in poor location.
- Missing mailbox at the U Street Metro Station.

Ineffective open space near U Street Metro

IV. FUTURE PARKING AND TRANSPORTATION NEEDS

A. PLANNED LAND USE

In order to determine future parking and transportation needs, reviews of the future land use plan and active neighborhood and revitalization plans were conducted in the District of Columbia Office of Planning (OP) for Wards 1 and 2.

The District of Columbia's vision for the Greater U Street Historic District is to create new mixed-use destinations that will attract visitors to the neighborhood and provide additional moderate to medium density housing, while restoring areas of historical significance. Consequently, the existing land use pattern in neighborhoods east of 14th Street has changed from being predominately commercial type developments to a mixture of commercial and residential developments.

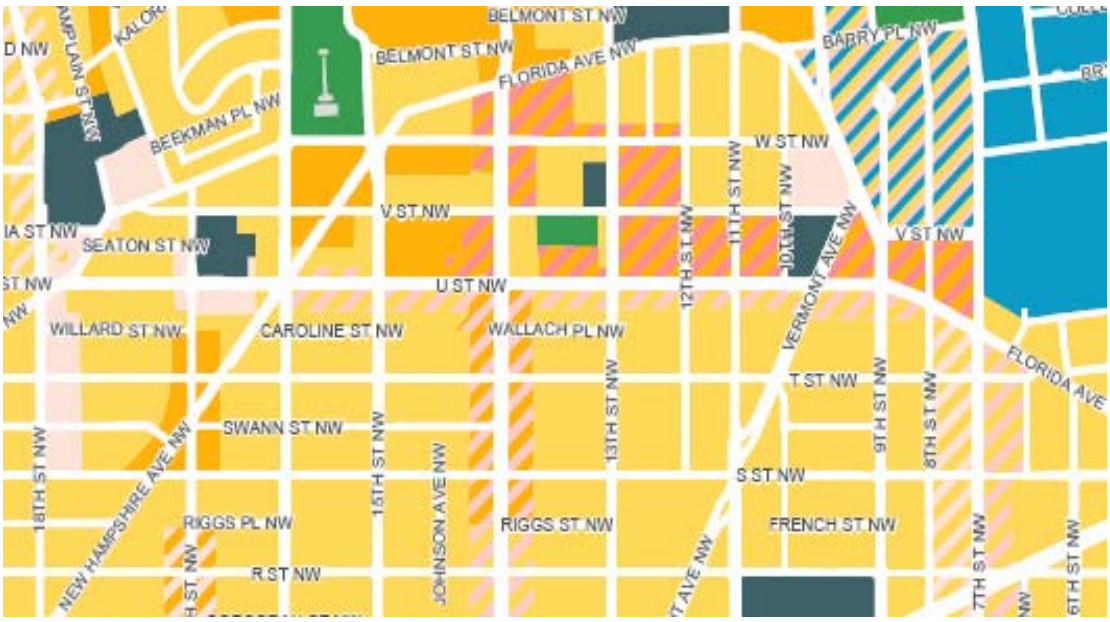
Future developments will comprise a total density of nearly three million square feet of residential, office and retail uses. Of this total over 50% of the development will take place east of 9th Street. Only one future development site has been identified west of 16th Street, which is the fire station on the northeast corner of U Street at 17th Street.

B. THE DUKE PLAN

Another such planning document entitled the "DUKE Plan: Draft Development Framework for a Cultural Destination District within Washington, DC's Greater Shaw/U Street," outlines a community planning process for specific developments and use targets between the Shaw-Howard University and U Street/African-American Civil War Memorial/Cardozo metro stations.

The DUKE plan specifically addresses the redevelopment of key public-owned buildings and private parcels of land, and provides guidance on making public policy decisions within the Shaw and U Street metro station areas and addressing parking and transportation needs. The following table lists the land use type, total density, number of dwelling units, and square footages of office and retail space for developments contained in the DUKE document. According to the table, a total density of nearly three million square feet is expected.

Planned Land Use



- Residential-Low Density
- Residential-Moderate Density
- Residential-Medium Density
- Residential-High Density
- Commercial-Low Density
- Commercial-Moderate Density
- Commercial-Medium Density
- Commercial-Medium-High Density
- Commercial-High Density
- Institutional
- Federal
- Local Public Facilities
- Parks, Recreation, and Open Space
- Production and Technical Employment
- Mixed Use
- Water
- NO DATA

Summary of Developments from the DUKE Plan

Development/Parcel Name	Land Use	Address	Land Area (SF)	MAX F.A.R.	Total Density	Dwelling Units	Square Feet Office	Square Feet Retail
Howard Theater	Commercial/Cultural	7th St and T St	16,000	-	-	-	-	16,000
RLA Parcel 33	Mixed Use/Commercial, Retail	7th and S St	35,189	6	211,134	200	80,000	22,000
CVS Site	Mixed Use/Residential, Retail,	7th and Florida	20,646	6	123,876	119		16,517
WMATA 1	Mixed Use/Residential, Retail,	8th/Florida - SE	8,621	6	51,726	50		6,897
Assisted Living	Mixed Use/Residential, Retail	7th and S St	41,351	6	248,106	202	33,081	33,081
RLA Parcel 26	Mixed Use/Residential, Retail	7th and S St	2,375	6	14,250	14	12,350	1,900
WMATA 2	Mixed Use/Residential, Retail	8th/Florida - SW	15,956	6	95,736	92		12,765
WMATA 3	Mixed Use/Residential, Retail	9th/Florida - SE	3,798	6	22,788	-	19,750	3,038
DC Housing Finance Agency	Mixed Use/Residential, Retail, Office	815 Florida Avenue	29,372	6	176,232	125	40,000	23,498
RLA Parcel 42	Mixed Use/Residential, Retail	Rhode Island Ave &	32,933	6	197,598	130	-	12,500
Grimke School	Institutional	Vermont Ave and T St	46,100		-	-	23,000	23,000
Howard Town Center	Mixed Use/Institutional, Residential,	7th and V St	97,679	9	879,111	300	-	80,000
Howard Town Center	Mixed Use/Institutional, Residential,	7th and W St	85,000	9	765,000	750	-	15,000
SSL 2877, 0062 and 0972	Mixed Use/Institutional, Retail	8th St and V St	11,673	9	105,057	-	95,719	9,338
SSL 2877 0977	Mixed Use/Institutional, Retail	8th St and V St	2,733	9	24,597	-	22,411	2,186
Lincoln Theater	Institutional	1200 Block U Street	14,544		-	-	-	14,544
The Ellington	Residential	1301 U St			-	186	-	-
Fristo Flats and Fristo	Residential	14th and V St			-	250	-	-
Capital Manor Cooperative	Residential	14th and W St			-	102	-	-
Parking Lot	Mixed Use/Retail, Office	900 Block, U Street	5,872	6	35,232	-	30,532	4,700
NCRC Parcel/Maya	Residential	T St and 8th	5,000		-	20		
Air Rights - Shaw Metro	Mixed Use/Commercial, Retail	9th and R St	4,200	6	25,200	-	21,000	-
			479,042	102	2,975,643	2,540	377,842	296,964

Transportation and Parking Guidelines for District Agencies.

Included in the DUKE plan are transportation and parking recommendations to District agencies. These recommendations were used to help establish the goals of this study.

Transportation and Parking Guidelines for District Agencies

- **Explore the potential for the expansion of the Metrorail Yellow Line service and the Downtown Circulator to the area.**
- **As rapidly as possible, complete assessments, now underway that are necessary for final approval, funding and scheduling of new surface transit service along the U Street/Florida Avenue and 7th Street/Georgia corridors.**
- **Schedule design and construction of special streetscape improvements for the U Street/Florida Avenue and 7th Street/Georgia corridors to coordinate with transit improvements, and in the interim implement the city streetscape standards to ensure a safe and attractive pedestrian environment.**
- **Resolve lead responsibility and roles between the City and NCRC for creating public parking in the project area and aggressively formulate a parking strategy and facilities program that seeks input from local businesses, institutions and the community with special emphasis on cooperative arrangements with Howard University.**
- **Support revision of zoning regulation regulations and operating protocols that would facilitate tax exempt financing of public parking facilities.**
- **Support creation of Tax Increment Financing Payment in lieu of taxes and special assessment projects and districts to help leverage other public funds (e.g. industrial revenue bonds, federal and local transportation funding) to finance implementation of transit and parking facilities.**

C. FUTURE PARKING SUPPLY

Parking Requirements

Two types of parking supply were identified for the study area. The first type is known as the minimum parking supply and is based on minimum requirements specified in the District of Columbia's Municipal Regulations for development use. Requirements used for this study are contained in the table below.

Summary of Parking Requirements for Land Use Types

Land Use	DC Off-Street Parking Requirements
ARTS/CR/C-2-B	**Community Business Center - Medium Density**
Office	1 For every 1800 sq ft in excess of 2,000 sq ft
Retail	1 for every 750 sq ft in excess of 3,000 sq ft
Residential	1 for every 3 dwelling units
C-M-2, C-M-3	**Mixed Office and Retail**
Office	1 For every 800 sq ft in excess of 2,000 sq ft
Retail	1 for every 750 sq ft in excess of 3,000 sq ft
CR	**Mixed Residential, Retail, Office and Light Industrial Uses**
Office	1 For every 1800 sq ft in excess of 2,000 sq ft
Retail	1 for every 750 sq ft in excess of 3,000 sq ft
Residential	1 for every 3 dwelling units
R-4	**Rural Dwelling and Flats**
Residential	1 for every 3 dwelling units
ARTS/C-3-A	**Medium Bulk Major Business and Employment**
Office	1 For every 600 sq ft in excess of 2,000 sq ft
Retail	1 for every 300 sq ft in excess of 3,000 sq ft
Residential	1 for every 2 dwelling units
ALL DISTRICTS	
Elementary and Junior High Schools	2 for every 3 teachers
Senior High Schools	Two for every three teachers plus one for every twenty classroom seats or one for every ten seats in the largest auditorium, whichever is greater
Cinema/Theater	One for each ten seats of occupancy capacity for the first ten thousand seats, plus one for each twenty seats above the first ten thousand; provided, that where such seats are not fixed, each 7 sq ft usable for seating shall be considered one seat

Note: Recommended off-street parking requirements are for transit and land-use mixed developments in the study area.

The second type is known as the recommended parking supply and is based on recommended off-street parking requirements in the following table. These requirements were based on the following:

- Current community concerns
- Future parking needs
- Market trends that project rising population and income levels and increases in the number of households and automobiles

Off Street Parking Requirements for General Land Use Types

Land Use	Recommended Off-Street Parking Requirements
GENERAL	
Office	2 spaces / 1000 sq ft
Retail	3 spaces / 1000 sq ft
Residential	1 - 2 / unit
Cinema/Theater	1 / 2.5 seats

Minimum Parking Supply

The minimum parking supply was determined by applying DC's off-street parking requirements to the number of dwelling units and square footage amounts of office and retail spaces for each development contained in the study area. The minimum parking supply is the combined total for each development, which totals 1,532 spaces.

Recommended Parking Supply

Similarly, the recommended parking supply was determined by applying recommended off-street parking requirements to the number of dwelling units and square footage amounts of office and retail spaces for each development in the study area, which totals 3,091 spaces.

Results for minimum and recommended parking supplies are shown in the following table.

Parking Space Differential

The remaining columns in the table below reflect the current number of approved spaces for each development by the District of Columbia, followed by number of displaced spaces. The last column represents the space differential, which was determined by subtracting the recommended parking supply from the number of approved spaces for each development and adding the total spaces displaced. The resulting total space differential is 2,104.

The approval process for these developments is ongoing, so the space differential will most likely decrease as time goes on.

Minimum and Recommended Parking Supply Summary

Development/Parcel Name	Minimum Parking Supply	Recommended Parking Supply	Total Spaces Approved	Total Spaces Displaced	Space Differential
Howard Theater	16	16	150	0	134
RLA Parcel 33	135	269	0	0	(269)
CVS Site	57	119	0	0	(119)
WMATA 1	21	50	0	0	(50)
Assisted Living	125	158	0	0	(158)
RLA Parcel 26	9	14	0	0	(14)
WMATA 2	43	92	0	0	(92)
WMATA 3	10	10	0	0	(10)
DC Housing Finance	90	173	0	30	(203)
RLA Parcel 42	55	142	170	0	28
Grimke School	77	77	0	0	(77)
Howard Town Center	202	402	502	0	100
Howard Town Center	265	765	0	0	(765)
SSL 2877, 0062 and 0972	61	61	0	0	(61)
SSL 2877 0977	10	10	0	0	(10)
Lincoln Theater	120	150	0	0	(150)
The Ellington	57	186	195	0	9
Fristo Flats and Fristo	112	250	0	0	(250)
Capital Manor Cooperative	38	102	0	0	(102)
Parking Lot	18	18	0	20	(38)
NCRC Parcel/Maya	7	20	0	17	(37)
Air Rights - Shaw Metro	7	7	0	0	(7)
	1,532	3,091	1,017	67	(2,104)

D. FUTURE TRAFFIC

Principal Factors

Future traffic volumes were developed based on three principal factors which are:

1) Projected growth in through/regional traffic along the corridor's arterial routes,

2) Projected trip generation and traffic assignment for planned/pending land use developments within the immediate area, and

3) Planned/programmed roadway improvements.

These factors are discussed further below.

Projected Growth in Through/Regional Traffic: This factor is based on consideration of historical growth trends and the recommendations by DDOT. Average daily traffic (ADT) volumes, available from DDOT's Traffic Volumes Maps (for the period 1996 – 2002), were reviewed to determine the traffic growth trends on key study area roadways of Florida Avenue, U Street, 7th Street, 9th Street, 13th Street, 14th Street, 15th Street, 16th Street and 18th Street.

The ADT data showed that the regional traffic volumes have increased or declined marginally over the time period analyzed. However, for planning purposes, DDOT typically recommends application of an annual factor of two percent (2%) to major commuter/regional corridors, in projecting future traffic volumes. This factor was therefore applied annually to the through traffic volumes on the key roadways, unto the horizon year, which is 2005.

Projected Trip Generation and Assignment for Planned/Pending Developments: Year 2005 traffic conditions also included the projected trip generation and assignments for planned/pending land use developments within the immediate study area. These developments were identified based on information provided by the District of Columbia Office of Planning, interest groups and stakeholders included in the study process. The locations and land use elements of those developments are shown in Figure 2.

Programmed Roadway Improvements. Ongoing and planned roadway improvements include the following. However, none of these projects would significantly impact the capacity of the study intersections.

- 14th Street Corridor
- Florida Avenue/6th Street/T Street intersection
- U Street/18th Street/Florida Avenue intersection
- W Street and Bryant Street

Trip Generation

The peak hour trip generation for developments were determined from trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition, 2003). Adjustments to trip estimates were made to reflect proximity to transit facilities and services, and the use of other alternative travel modes (walk, bike, etc.). The number of retail, office and residential trips totaled 5,200 trips. Trips were broken down as follows:

Trip Type	Number of Trips
Retail Trips	**900**
Office Trips	**1,700**
Residential Trips	**2,600**
Total Trips	**5,200**

Net trips were assigned to the study area roadway network, based on a number of factors, principal among which were the following:

1) Configuration of the local roadway network, and estimates of travel times to and from the regional highway facilities. In this regard, it is noted that the study area is traversed by several principal and minor arterials which provide connections to regional and local destinations, via other roadway classifications.

2) Existing traffic patterns observed on the general study area roadway network. It was observed that the dominant traffic movement along the Florida Avenue - U Street corridor is westbound during the morning peak period, with the reverse occurring during the afternoon peak period. The dominant directional traffic flows along the north-south arterials, is southbound to the City Downtown Area, during the morning peak period. The reverse situation occurs during the afternoon peak periods.

3) Geographic distribution of employment and residential land uses within the general study area. It was projected that the trips generated by the planned residential uses would be oriented primarily to the City's Employment Core. The planned commercial and other non-residential uses would be destinations for trips originating primarily within the residential areas located in the City and its suburbs within the adjacent jurisdictions.

Peak Hour Volumes and Level of Service

Traffic volumes for the year 2015, reflecting the projected growth of both local and regional traffic, and projected traffic assignments for planned/pending land use developments, are presented in Appendix C. These volumes were analyzed using the Highway Capacity Manual (HCM) methodology to determine the Level of Service (LOS) at selected intersections under 2015 conditions. The capacity analysis results are also illustrated in Appendix C.

V. RECOMMENDED SHORT & LONG TERM IMPROVEMENTS

Short-term and long-term transportation and parking improvements were developed to address current parking and transportation issues and future needs described in the previous sections. Short-term improvements are defined as those that can be implemented within one year, while long-term improvements will be those implemented after one year.

Short and long term improvements were initially developed for corridor segments and intersection sites and presented to neighborhood residents, business owners, and community leaders for comment at Public Meeting 3. Those improvements selected for further study were refined and presented during the final Public Meeting/Public Meeting 4. The following paragraphs describe short-term and long-term improvements for parking, transportation and streetscape elements.

RECOMMENDED SHORT AND LONG TERM IMPROVEMENTS

Parking	⇨	**Residential** **Commercial**
Transportation	⇨	**Traffic** **Transit** **Pedestrian** **Bicycle**
Streetscape	⇨	**Lighting** **Signing** **Vegetation** **Open Spaces**

A. RECOMMENDED PARKING IMPROVEMENTS

Summary of Parking Issues

- Insufficient parking in residential and commercial areas on Friday and Saturday evenings.
- Insufficient loading zones.
- Parking regulations are inconsistent with current use and demand.
- Illegal parking and lack of enforcement in bus stops, load zones and at corners.
- Inoperable parking meters.
- RPP hours and days are inconsistent with current use and demand.
- High non-resident usage on some RPP Blocks during daytime hours.
- Spillover of parking on residential streets on Sundays during religious services.
- Insufficient parking to meet future development.

Short-Term Parking Improvements **(Figure 3)**

Residential:

1) Install "No Double Parking" signs in residential areas.

2) Extend two-hour RPP regulations on New Hampshire Avenue between T Street and V Street and on 17th Street between T Street and U Street to Saturdays to be consistent with adjustments proposed on U Street, so the parking system is in balance. Currently these adjacent streets are RPP to prevent long-term parking poaching while the meters are in effect. As you extend the meter hours, the RPP hours need to match.

3) Extend 2-hour RPP regulations on 6th Street to three-hour minimum.

Commercial:

4) Install signs delineating the areas where parking is available at the Reeves Center and DC Housing Finance Agency to accommodate vehicles during evening hours.

5) Begin parking regulations at 9:30 AM (Monday through Friday) on U Street between 12th Street and 16th Street, instead of 7:00 AM to increase the availability of RPP or unregulated parking at the time when meters would be introduced in RPP zones to monitor the two-hour limits. The economic negative impact would be minimal and the good will generated (not having to move your car at 7:00 AM) could be helpful in contemporaneous or future parking changes.

6) Establish parking meter regulations on Saturday from 10:00 AM to 8:00 PM on U Street between 12th Street and 16th Street. The nature of the area has changed sufficiently as to demand enforcement and regulation at times previously not deemed necessary. The Curbside Management Division of the Traffic Services Administration should send this issue to the Council and lobby for amendments to the legislation precluding Saturday meter regulations.

7) Extend parking meter times to 8:00 PM or longer on U Street between 12th Street and 16th Street, when ground level commercial use is prevalent.

8) Synchronize parking meters in commercial areas with RPP.

9) Extend the regulated meter time to two hours on 14th Street between U and W Streets.

<u>Long Term Parking Improvements **(Figure 3)**</u>

Residential:

1) Install RPP Pay and Display meters on the following residential streets where there is daytime spiller of commercial parking.
   - Vermont St. between U St. and V St.
   - 8th St. between S St. and T St.
   - 8th St. between Florida Ave. and V St.
   - 9th St. between T St. and V St.

Commercial:

2) Consider implementation of municipal parking facilities

3) Investigate variable pricing strategies for private parking operators.

4) Redevelop site to include a shared parking facility at the following locations (**Figure 4**):
   - Howard University Hospital parking lot
   - WMATA/HU/CVS site (Florida Avenue at 7th Street)
   - DC Housing Finance Agency (U Street at 9th Street)
   - Fire/Police Station (U Street at 17th Street)
   - NCRC/UHOP sites (7th Street at R Street)
   - Howard University Town Center site (Georgia Ave and W Street)
   - DC Department of Public Recreation (12th Street and S Street.)
   - Redevelopment of Marie Reed Recreation Center (18th St and California Ave.)

5) Restrict on-street parking during peak hours in commercial areas to improve bus travel times.

B. RECOMMENDED TRAFFIC IMPROVEMENTS

Summary of Traffic Issues

- Faded lane markings and crosswalks.
- Limited posted speed limits.
- Narrow space between outer travel lane and curbside parking lane.
- Three intersections operate above capacity during peak hours.
- Three high accident location (113 accidents over 2000-2003).
- Centerlines along the Georgia Avenue and 7th Street approaches not aligned.
- Complex and confusing intersections at U Street/16th Street/New Hampshire Ave and U Street/18th Street/Florida Ave.
- Lack of connectivity of W Street and Bryant Street between Georgia Avenue and Sherman/Florida Avenues.
- Speeding and pedestrian safety at the intersection of 14th Street and Florida Avenue.

Short-Term Traffic Improvements **(Figure 5)**

1) Install "puppy tracks" to guide northbound vehicles on 7th Street through intersection at Florida Avenue.

2) Provide "No Turn on Red" on approaches (Florida Avenue at 7th Street).

3) Optimize signal operations for left turning vehicles on the north approach of 18th Street (U Street at 18th Street).

4) Provide 25mph speed limit signs along southbound 7th Street.

5) Provide 25mph speed limit signs approaching Florida Avenue at 14th Street intersection.

6) Re-stripe pavement markings and pedestrian crossings throughout study area.

7) Install "No Double Parking" signs throughout study area.

8) Basic improvements options for the intersection of 14th Street and Florida Avenue. (A separate study detailing results of an assessment and recommended safety improvements at the 14th Street and Florida Avenue intersection is found in Appendix C.)

    - Renew pavement markings to reduce the travel lane width on 14th Street approaches.
    - Provide accented posted speed signs indicating 25 mph on 14th Street and Florida Avenue approaches.

- Provide exclusive left-turn lanes along 14th Street approaches. This would be done in conjunction with minor changes in the signal phasing to allow for minimum green time for the exclusive left turn-phase. (At DDOT's option, this could be an exclusive permissive phase).
- Re-stripe crosswalks across all approaches and provide School Warning (Speed Restriction) signs on all approaches.
- Re-strict "Right-Turn-On-Red" movements on Florida Avenue approaches from 7:00 AM-7:00 PM.

Long-Term Traffic Improvements **(Figure 5)**

1) Investigate widening of 7th Street to provide two northbound through lanes at Florida Avenue.

2) Provide an exclusive left-turn and through/ right turn lane on northbound approach at intersection of U Street at 13th Street.

3) Prohibit right and left turns from U Street at intersection of U Street at 16th Street.

4) Reconfigure U Street at 18th Street intersection as shown in **Figure 6**.

5) Coordinate signal at 7th Street and T Street with signal at Georgia Ave/Florida Avenue intersection.

6) Reconfiguration of intersection at 18th Street and Florida Avenue is currently being analyzed as part of another study.

7) DDOT is investigating connecting W Street between Georgia Avenue and 9th Street and Bryant Street between Georgia Ave and Sherman/Florida Avenues under a separate study for the Howard Town Center Study Area. **See Appendix C** for Urban Design Study figure.

8) Reduce roadway width and provide one through lane and a parking lane in each direction separated by a median or turn lane.

C. RECOMMENDED TRANSIT IMPROVEMENTS

Summary of Transit Issues

- Limited room for buses to pull over blocking traffic in adjacent lanes.
- Long travel times and delays during AM and PM peak hours.
- Lack of bus shelters and benches in high bus boarding locations
- Lack of static and real time transit information.
- Lack of bike racks at Metro stations
- Narrow sidewalks in front of bus stops on southeast corner of U Street and 16th Street and northeast corner of U Street and 17th Street.
- Location of bus stop to close to escalation at U Street Metro Station.
- Illegally parked cars in bus stop.
- Several buses arriving at stop at the same time.
- Difficulty for buses to pull into adjacent travel lane.

Short-Term Transit Improvements **(Figure 7)**

1) Provide additional bus shelters on southwest corner of Florida Avenue at 7th Street.

2) Provide additional bus stop storage on 14th Street in front of Reeves Center.

3) Relocate bus stop on northeast corner of U Street at 17th Street closer to building.

4) Relocate bus stop in front of U Street Metro Station east of station entrance.

Long-Term Transit Improvements **(Figure 7)**

1) Investigate the implementation of "Transit Priority" treatments along key routes below; for instance. "Signal Priority" or "Queue Jumping."
   - Georgia Avenue/7th Street
   - U Street/Florida Avenue
   - 14th Street
   - 16th Street

2) Establish shuttle bus service by private businesses from remote parking locations to major activity centers.

3) Promote and expand transit use during evening hours, particularly during special events.

4) Restrict on-street parking during peak periods only on transit priority routes to improve bus travel times.

5) Widen sidewalk in front of bus stop on southeast corner of 16th Street.

6) Investigate new technologies for display of real-time transit information at bus stops and rail stations.

7) Investigate new technologies for buses involving schedule adherence.

D. RECOMMENDED PEDESTRIAN SAFETY IMPROVEMENTS

Summary of Pedestrian Issues

- High number of pedestrians (>200/hr) on narrow sidewalks on U Street between 13th Street and 16th Street and on 7th Street/Georgia Avenue between S Street and Barry Place.
- High number of pedestrian accidents at the intersections of:
  - U Street/16th Street/New Hampshire Ave
  - U Street/18th Street/Florida Ave.
- Significant number of pedestrian/vehicular conflicts at intersections of:
  - U Street and 12th Street
  - U Street and 13th Street
  - U Street and 14th Street
  - 7th Street/Georgia Ave and Florida Avenue.
  - 7th Street and T Street (school crossing)

Recently Completed Pedestrian Improvements

- Installed new pedestrian crossing signs at various intersections.

Pedestrian Crossing at 7th Street/T Street

- Installed new signal at U Street and 12th Street.
- Optimized pedestrian timings on signals.
- Installed pedestrian countdown signals at various intersections.

Pedestrian countdown signal at Florida Avenue and U Street

Short-Term Pedestrian Improvements

1) Pedestrian signal to be installed at intersection of U Street and 17th Street.

2) Install a flashing beacon at the intersection of 7th Street and T Street to supplement the "15 MPH When Children Are Present" advisory signs.

Long-Term Pedestrian Improvements

1) Options for reconfiguring the following intersections. These sites are being developed under separate study.
   - U Street/16th Street/New Hampshire Ave intersection, and
   - U Street/18th Street/Florida Ave intersection.

Note: Widening of sidewalks is discussed with streetscape improvements.

E. RECOMMENDED BICYCLE IMPROVEMENTS

Summary of Bicycle Issues

- Lack of designated north/south bike lanes.
- Insufficient bicycle storage facilities.

Short-Term and Long-Term Bicycle Improvements

1) New bike racks at metro stations.

2) Investigate the extension of the existing bike lane on 11th Street south to connect with R Street bike lane.

3) New bike lane 14th Street (Thomas Circle to Wallach).

4) Implement DC Bicycle Master Plan.

These photos represent two possible bicycle rack storage systems for the corridor.

F. RECOMMENDED STREETSCAPE IMPROVEMENTS

Summary of Streetscape Issues

- Narrow sidewalks in front of bus stops on southeast corner of U Street and 16th Street and northeast corner of U Street and 17th Street.
- Narrow sidewalks in front of residential and commercial properties on U Street between 13th Street and 18th Street.
- Portions of sidewalk need replacement.
- Timber surrounding tree boxes conflict with pedestrians.
- Uninviting open spaces.
- Lack of gateway treatment identifying entry into historic area.
- Heritage sign at U Street Metro station in poor location. Missing mailbox in front of station.
- Approximately 50% of trees and tree pits need replacement.
- Lack of wayfinding signs.

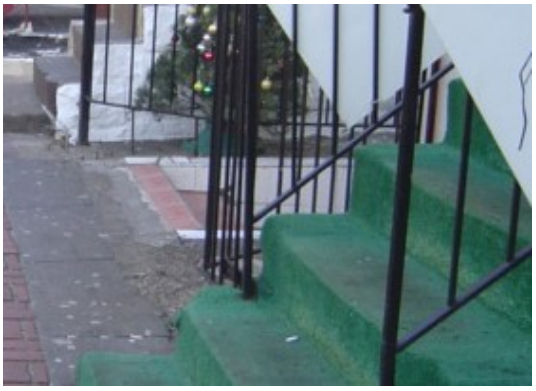
Short-Term Streetscape Improvements **(Figures 8-15)**

1) Replace dead trees.

2) Clean up planting pits and remove wood timbers around pits.

3) Improve intersection of U Street at 18th Street with lighting, planters, gateway sign, and plantings.

4) Modify existing steps leading to buildings on the south side of U Street between 13th and 14th Streets. These existing steps can be reconstructed by modifying the riser/thread ratio within allowable limits. This will reduce the overall length of the steps thus creating a wider sidewalk.



5) Provide additional plantings along U Street in front of Civil War Memorial and in median along Vermont Avenue.

6) Use “flush” grates to contain soil surrounding the trees. These grates should be flush with the sidewalk surface, thus making them traversable for pedestrians.

7) Remove and replace trees closer to the curb within an allowable offset from the face of curb for additional sidewalk width.

8) Relocate bus shelter and heritage sign from in front of U Street Metro station slightly to the east.

9) Reduce number of liter receptacles along U Street

10) Place additional mailboxes on U Street.

11) Coordinate with WMATA for reduction of street level grates at Metro Station and in front of Lincoln Theater.

12) Relocate bus stop on northeast corner of U Street at 17th Street closer to building.

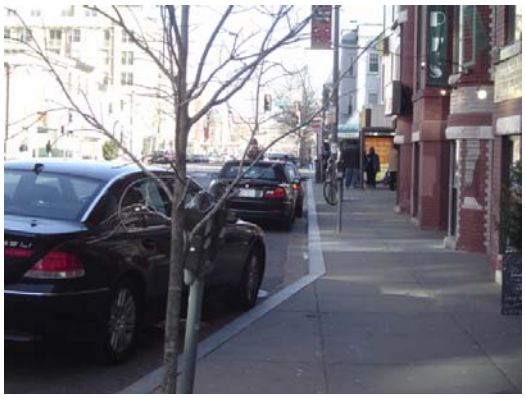
13) Coordinate with Public Art Program, Wayfaring Sign Program and Heritage Trail Program for proposed sign locations and public art opportunities.

Long-Term Streetscape Improvements **(Figures 8-15)**

1) Widen existing sidewalk on the south side of U Street between 13th Street and 14th Street and between 17th and 18th Street (both sides) by eliminating the 8' parking lane. Should the optimum location of the proposed curb not require using the entire 8' parking lane, the remaining part of the road could be striped as a shoulder.

2) Reconstruct curb line to widen narrow sidewalk on the southwest corner of U Street at 14th Street in front of McDonalds.

3) Widen sidewalk in front of bus stop on southeast corner of 16th Street.



4) New concrete sidewalk w/5' brick band adjacent to curb along U Street and Florida Avenue. Brick sidewalks flush tree grates along residential streets **(Figures 8 and 9)**.

5) New street trees – both sides along U Street and Florida Avenue.

6) Replace lighting with #16 or #18 black poles.

7) At the intersections with Special Street, replace lighting with decorative tear-drop with mast arm, and Twin – 20 without mast arm. At other signalized intersections with mast arm:

8) Pendant pole/decorative tear drop. If there is no mast arm, install #18 pole.

9) For unsignalized intersections, use #16 or #18 pole. The taller pole should be used for more illumination.

10) Streetscape design at 6th St and T St are currently in progress by DDOT Infrastructure Project Management Administration **(Figures10 and 11)**.

11) New pavement design, street trees, and plantings at the Garnett-Patterson Middle School (Coordinate with Cherry Tree Planting along east side of school building). **(Figure 12)**.

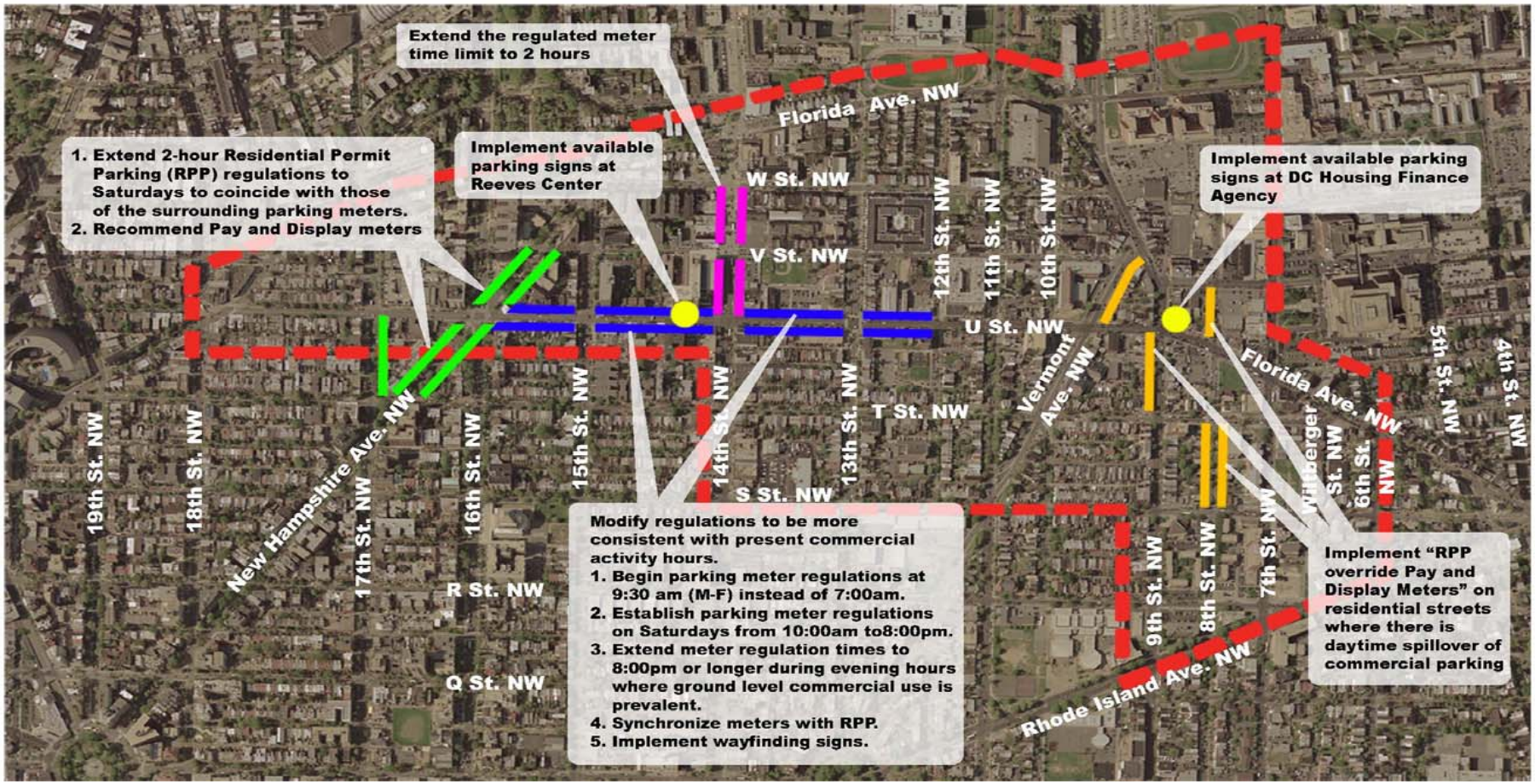
12) Reconstruct area in front of Lincoln Theater with special paving and decorative light poles on either side of existing canopy **(Figure 13)**.

13) Add stain to existing concrete paving on the east side of the U Street Metro entrance, add decorative planters, add brick paving band along curb, add benches, consistent color for newspaper bins, add mural to building façade. **(Figure 14)**.

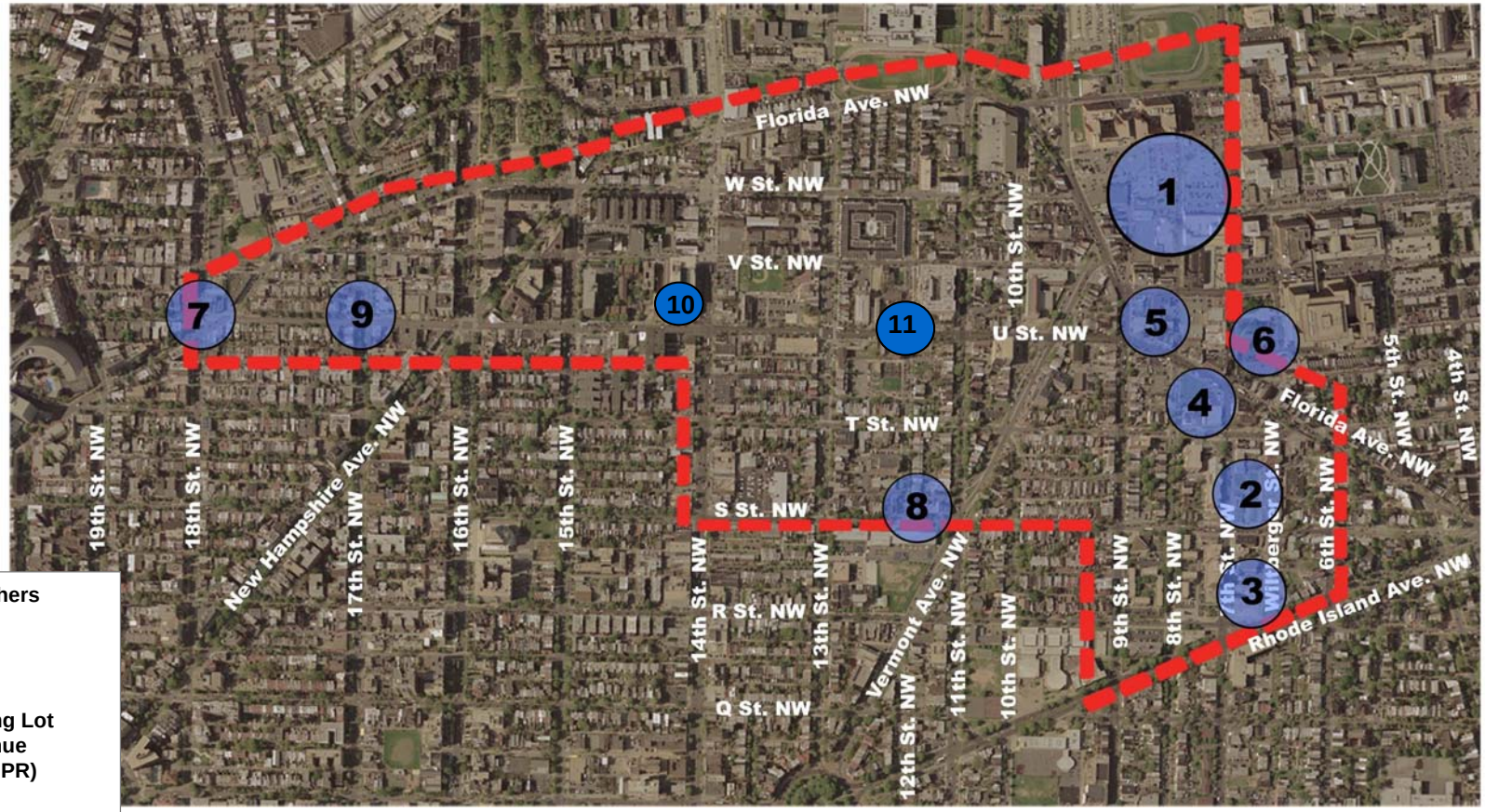
14) Reconstruct open space in front of Reeves Center with special paving, decorative planters and relocate flagpoles. Add Street tree in front of Reeves Center where curb line is reconstructed **(Figure 15)**.

15) Consolidate signs and reduce street trees and street furniture to minimize chokepoints on narrow sidewalks on U Street between 13th Street and 18th Street and on 7th Street/Georgia Avenue between S Street and Barry Place.

SHORT AND LONG TERM PARKING IMPROVEMENTS

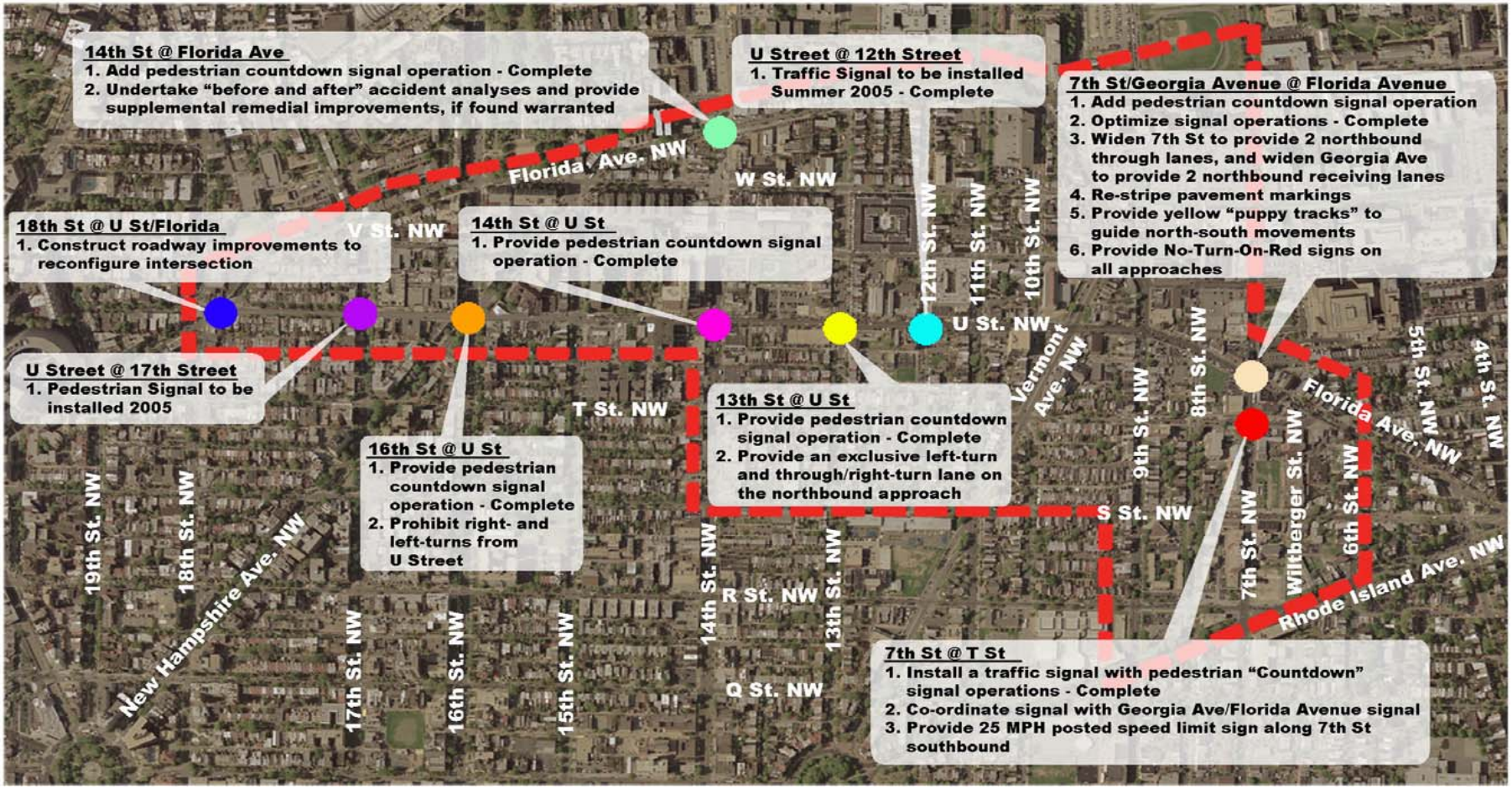


KEY OPPORTUNITY SITES FOR SHARED PARKING

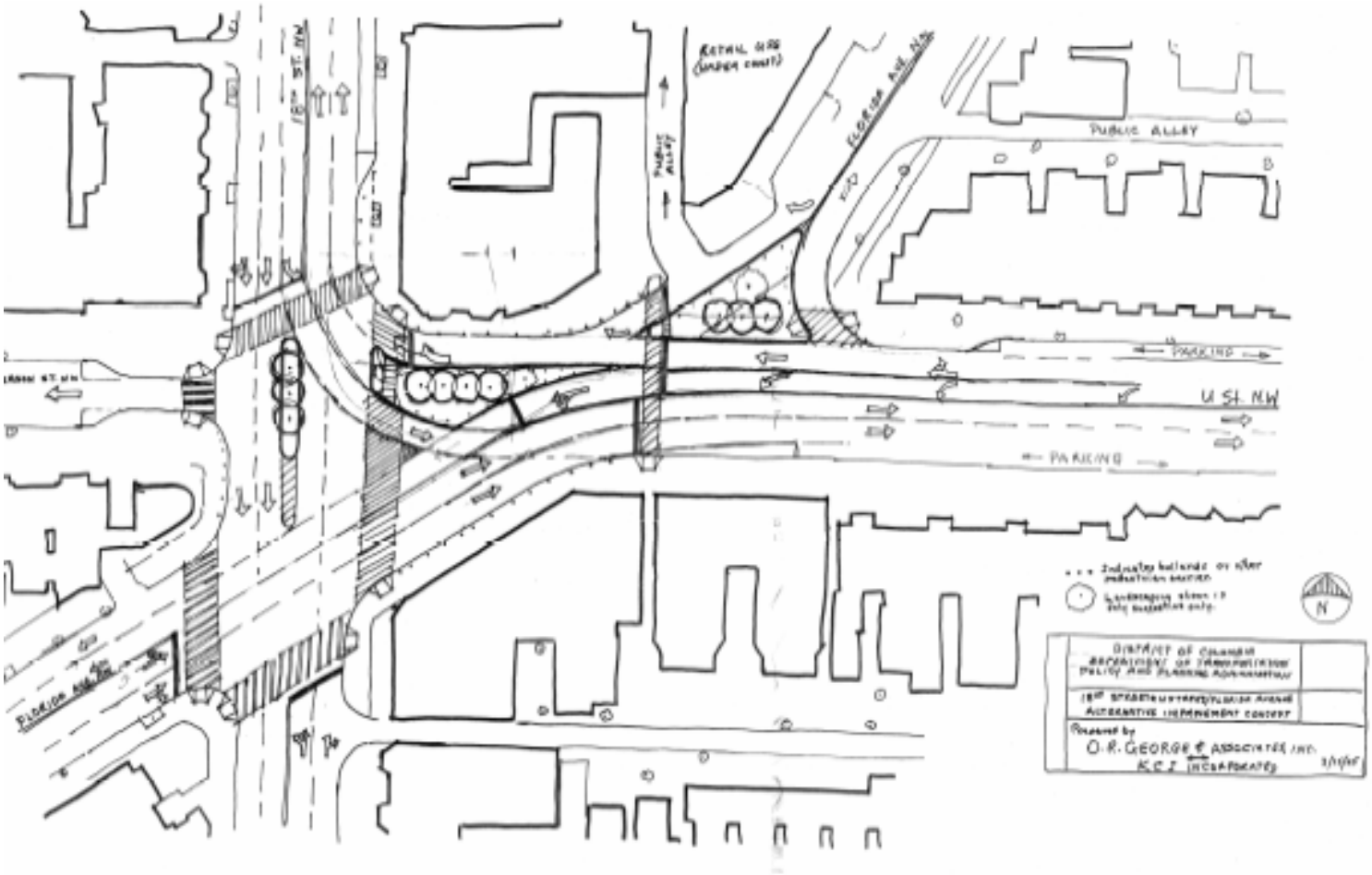


1. **Howard University and others**
2. **Square 0441**
3. **NCRC +UHOP Site**
4. **WMATA +HU/CVS Site**
5. **Housing Finance Agency**
6. **Howard University Parking Lot**
7. **18th Street at Florida Avenue**
8. **12th Street and S Street (DPR)**
9. **U Street and 17th Street**
10. Reeves Center
11. Lincoln Theater

SHORT AND LONG TERM TRAFFIC IMPROVEMENTS

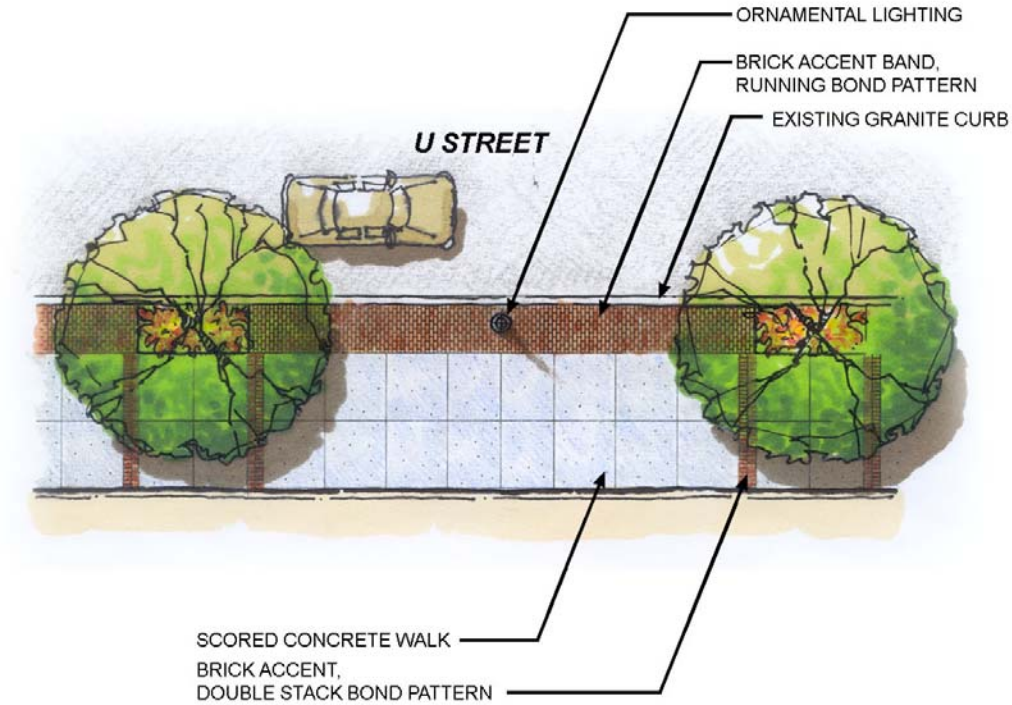


U STREET/18th STREET/FLORIDA AVENUE GEOMETRIC IMPROVEMENT CONCEPT



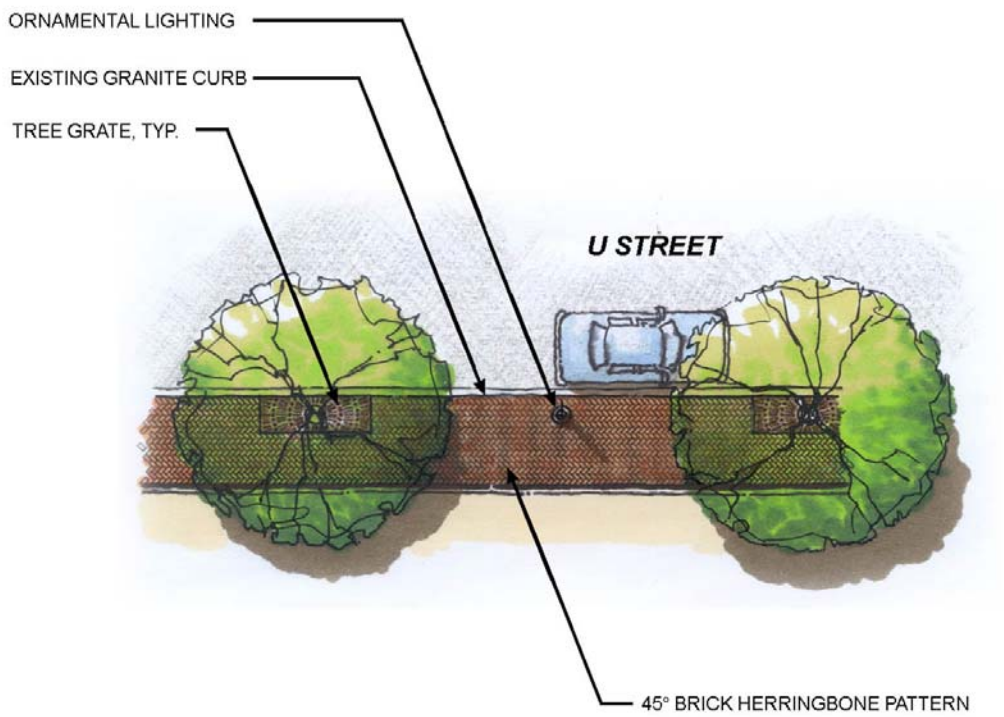
SHORT AND LONG TERM TRANSIT IMPROVEMENTS

SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS – NEW SIDEWALK PAVING



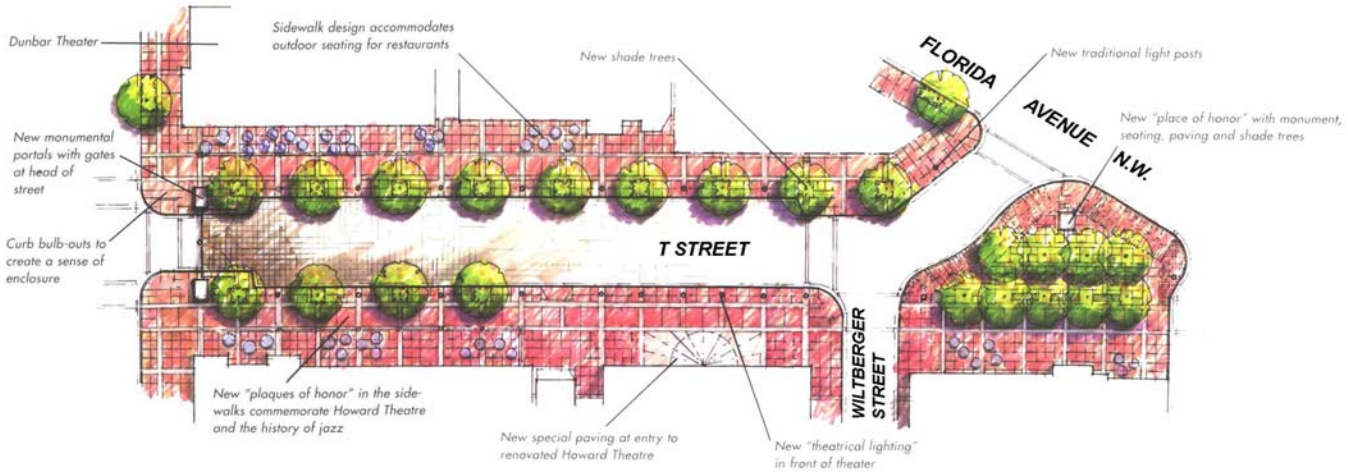
COMMERCIAL AREA SIDEWALK PAVING
FLORIDA AVE. & U ST. FROM 6th ST. TO 17th ST

SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS - NEW SIDEWALK PAVING



RESIDENTIAL AREA SIDEWALK PAVING
U St. FROM 17th St. TO 18th St.

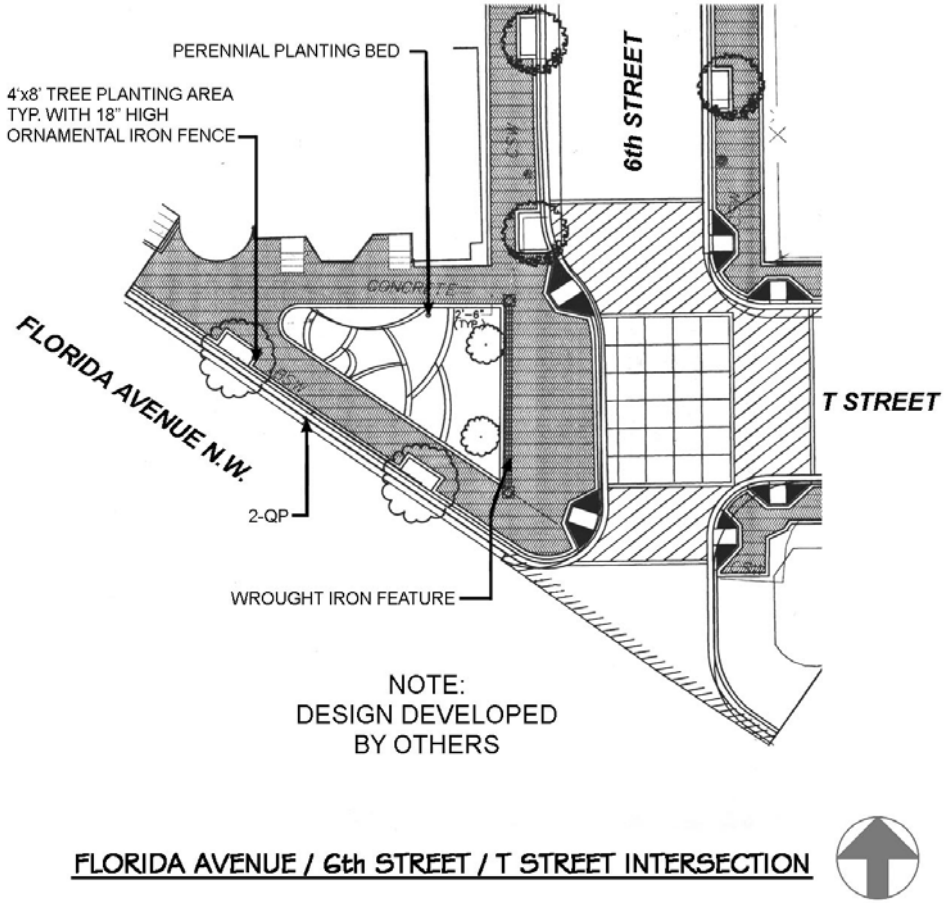
SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS – FLORIDA AVENUE/6th STREET/T STREET



NOTE:
CONCEPTUAL RENDERING
DEVELOPED BY OTHERS

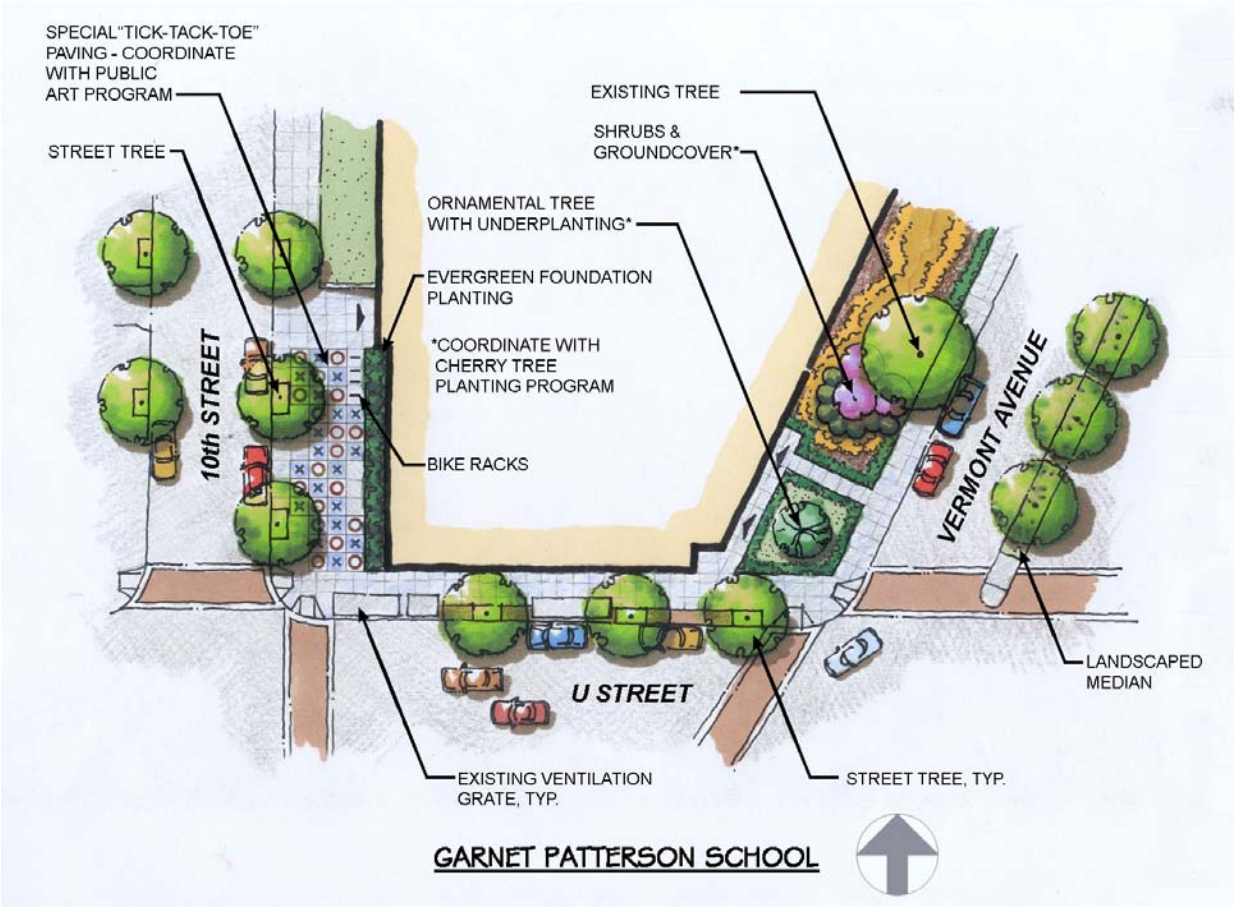
FLORIDA AVENUE / T STREET INTERSECTION

SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS - FLORIDA AVENUE/6th STREET/T STREET

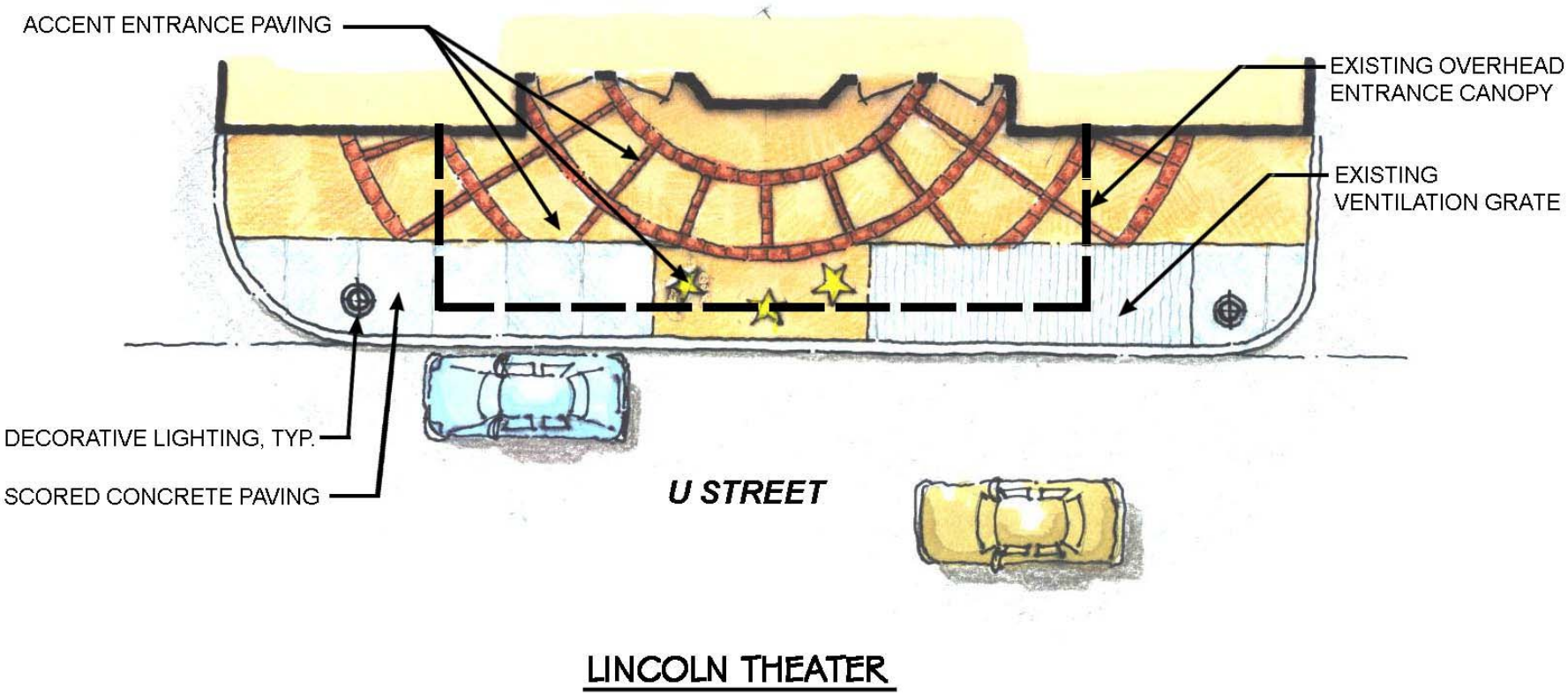


FLORIDA AVENUE / 6th STREET / T STREET INTERSECTION

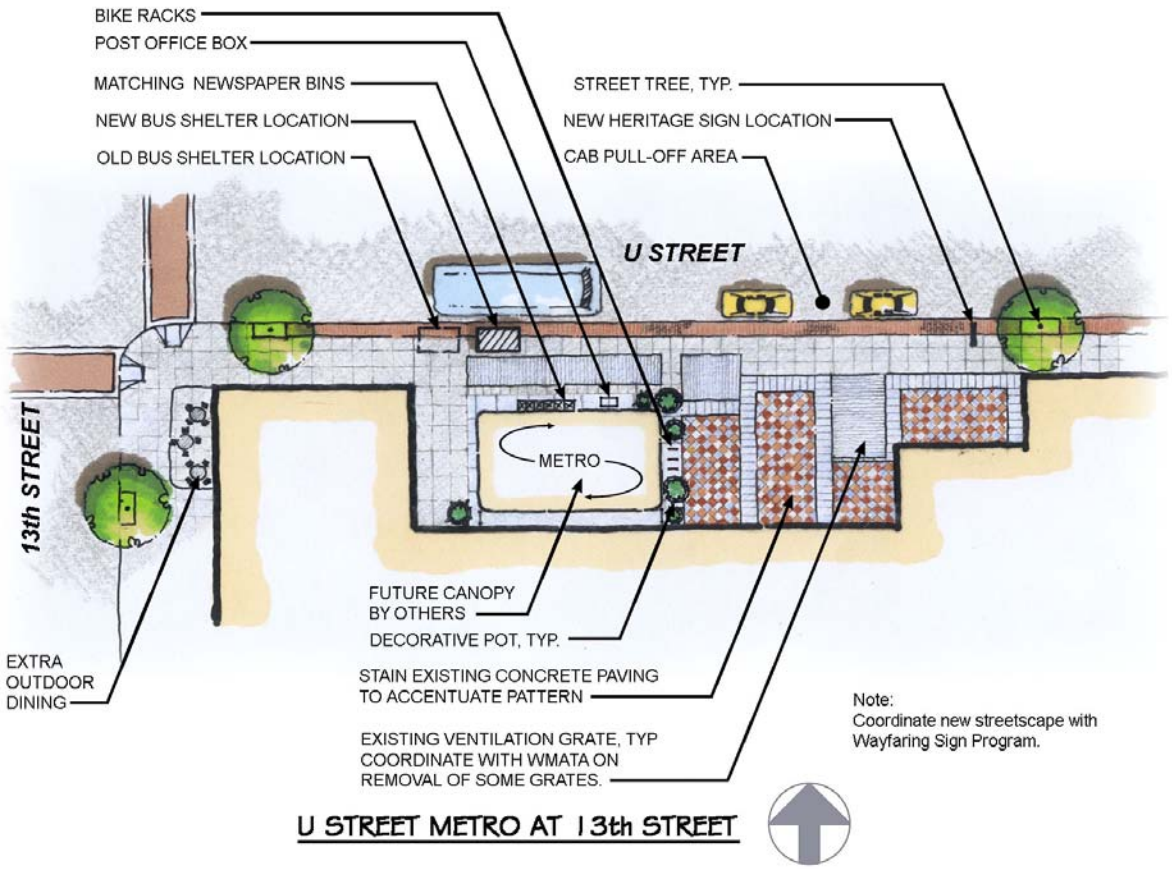
SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS – GARNETT-PATTERSON MIDDLE SCHOOL



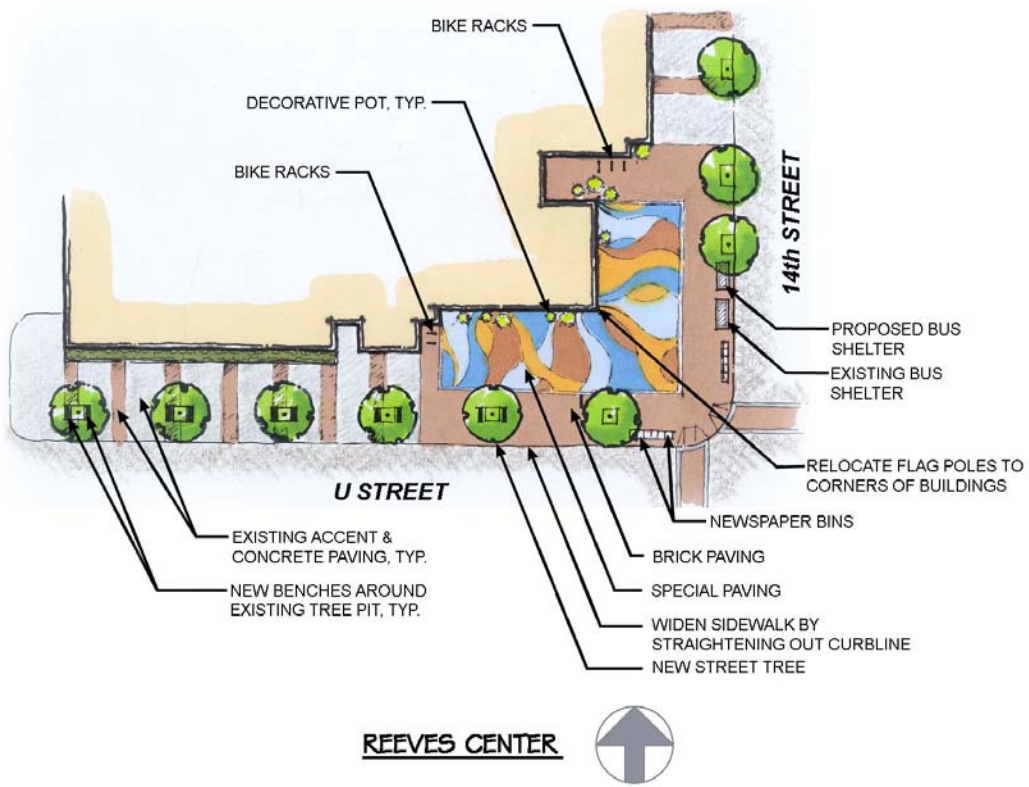
SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS - LINCOLN THEATER ENTRANCE



SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS – U STREET METRO STATION



SHORT AND LONG TERM STREETSCAPE IMPROVEMENTS – REEVES CENTER



VI. SUMMARY OF KEY IMPROVEMENTS

A. KEY IMPROVEMENTS

Out of the myriad of recommended improvements described in the previous section, a total of 24 key improvements were selected for incorporation in a corridor plan for the study area that offers a balanced transportation system for the safe and efficient mobility of automobiles, buses, pedestrians and bicycles. Selected key improvements are described in the following paragraphs.

Selected key parking improvements involve strategies for management of the existing parking supply and the addition of parking capacity to the system. They are:

1) Short term: Modification of parking regulations in commercial areas for consistency with current usages.

2) Short term: Advertise available parking at public facilities (Reeves Center and DC Finance Agency) during non-business hours.

3) Long term: Implementation of RPP Pay and Display Meters to manage spillover of parking in residential.

4) Long term: Implementation of shared parking facilities and municipal parking facilities.

5) Long term: Modifying DC's parking regulations to require more parking with new residential and commercial developments.

Traffic improvements include those that improve safety and mobility of the system. They are:

6) Short term: Re-striping of pavement markings and pedestrian crossings.

7) Short term: Installation of 25 mph speed signs along 7th Street and near the intersection of Florida Avenue at 14th Street.

8) Short term: Installation of "No Double Parking" signs in commercial areas.

9) Long term: Provide combination center turn lane/landscape median on U Street Corridor.

Transit improvements include those that improve the appearance and accessibility at metro stations, provide travel information and sufficient facilities for waiting passengers at bus stops and provide priority treatments to transit vehicles along main corridors. They are:

10) Short term: Provide an additional bus shelter on southwest corner of Florida Avenue at Georgia Avenue.

11) Short term: Relocate bus stops at northeast corner of U Street and 17th Street and in front of U Street Metro Station.

12) Long term: Implement transit priority treatments such as signal priority and queue jumping along selected corridors and restrict of on-street parking during peak travel periods.

13) Long term: Promote and expand transit use during evening hours and special events.

14) Long term: Provide real-time transit information at bus sops and metro stations.

Pedestrian improvements include those that provide safety at pedestrian crossings, while bicycle improvements include those that are consistent with the DC Bicycle Master Plan. They are:

15) Short term: Installation of pedestrian countdown signals and pedestrian crossing signs at intersections, especially where frequent accident involving pedestrians have occurred.

16) Short term: New bike racks at metro stations.

17) Short term: Extension of existing bike lane on 11th Street to connect with R Street bike lane.

18) Long term: Reconfiguration of the intersection at U Street/18th Street/Florida Avenue where pedestrian activity is high.

19) Long term: Complete current plans for installing a bike lane on 14th Street.

Streetscape improvements include those that improve sidewalk conditions, the appearance and aesthetics of open spaces, visibility on streets and the condition of trees and plantings. They are:

20) Short term: Upgrade street lighting fixtures.

21) Short term: Install way-finding signs to facilities with available parking. Install way-finding signs to major destinations.

22) Short term: Replace tress in poor condition. Replace planting pits and remove wood timbers around tree pits.

23) Long term: Improve appearance of open spaces.

24) Long-term: Widening of sidewalks.

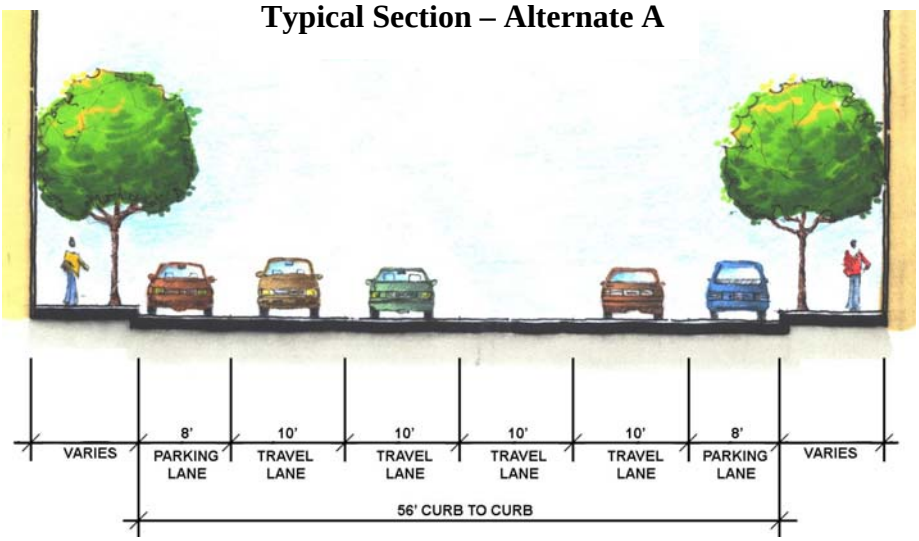
B. PROPOSED CORRIDOR ALTERNATES

The last step of this study was to develop a plan for a selected corridor in the study area that incorporates key parking, transportation and streetscape improvements above. The U Street corridor was selected for the following reasons:

- It is only east-west arterial in the study area surrounded be a continuous chain of mixed-use commercial, retail and multi-unit residential land uses and densely populated residential neighborhoods.
- Significant delays and operational problems at intersections, primarily due to left- and right-turn movements from shared through lanes. Mid-block operational problems due to narrow travel lanes, poorly defined parking lanes, double parking, and a lack of loading zones;
- Limited parking resources.
- High volumes of vehicular and pedestrian traffic.
- A number of major bus lines, high bus boarding locations and two metro station entrances.
- Opportunities for open space treatment.

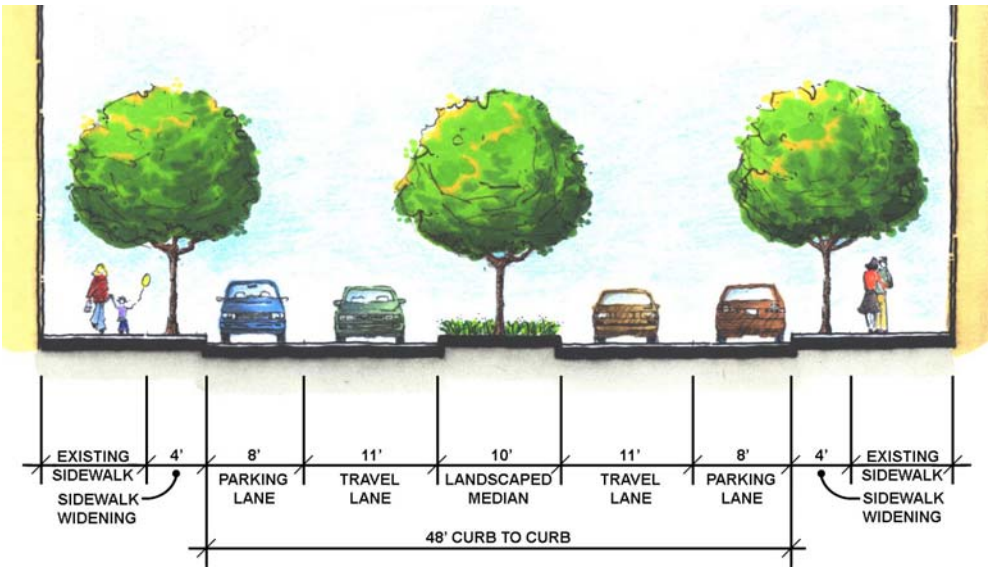
The plan offers two alternates for the typical roadway section of the U Street corridor. The first alternate (Alternate A) utilizes a "basic approach" to address traffic operational and safety issues identified at specific intersections and roadway links. It focuses more on enhancing vehicular throughput. As such, a key element of this Alternate is the maintenance of two through lanes in each direction along the entire length of the corridor as shown in the following figure and introduction of basic enhancements elements Refer to **Figure 16** for concept plan.

Typical Section – Alternate A

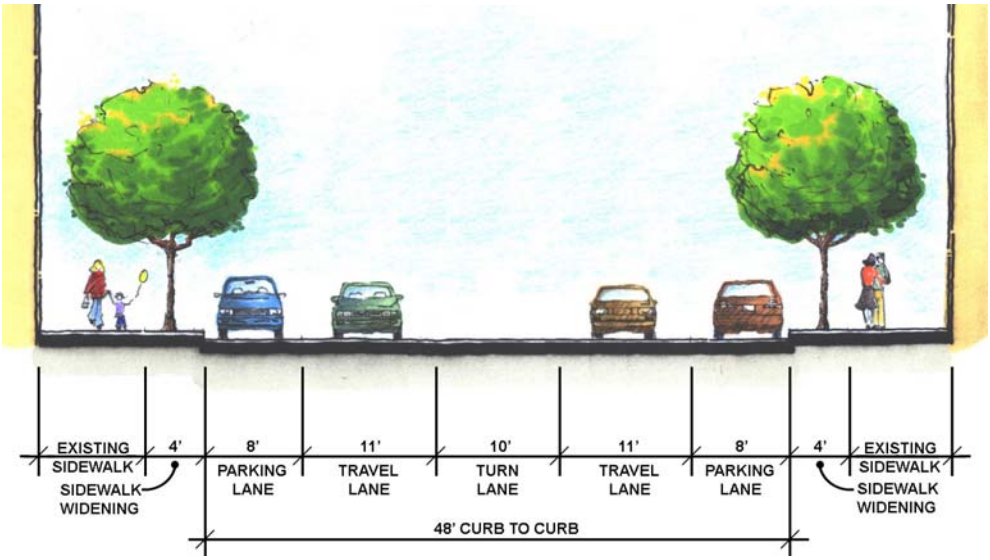


The second alternate (Alternate B) utilizes a "bold approach" to address delays at intersections caused by left- and right-turn movements from shared through lanes, mid-block conflicts and sidewalk choke points. Perhaps the most "radical" element of this alternate is the reduction of the corridor's roadway width to a typical section consisting of one-eleven foot travel lane and an eight-foot parking lane in each direction, separated by a ten-foot landscape median or center turn lane. Typical sections for this alternate are shown in figures below.

Typical Section – Alternate B (Landscape Median)



Typical Section – Alternate B (Center Left Turn)



The key elements of Alternate B are as follows:

- Separate right-turn and left-turn lanes are provided at most intersections in an effort to enhance operational efficiency;
- Buses would be allowed to use the right-turn lanes for pick-ups and drop-offs, as well as for through movements;
- Reduction of the existing two lanes serving through movements in each direction, to a single travel lane of greater width, along most sections;
- A continuous two-way left-turn lane between 14th and 16th Streets to enhance access to the retail, office, residential, entertainment and other abutting uses via the driveways and alleyways;
- Opportunity for landscaped median treatment within several blocks;
- Thirty-foot (30-ft.) ± mid-block loading zones; and
- Substantially widened sidewalks (by about 5-ft.) on either side within some blocks (notably between 12th and 15th Streets)' to complement the objectives of enhanced pedestrian facilities and movement

Refer to **Figure 17** for concept plan.

There are advantages and disadvantages to implementing either Alternates A or B. Advantages of Alternate A include maintaining two lanes of traffic for optimum flow of automobiles and buses through intersections. However, providing optimum traffic flows could comprise pedestrian safety and mobility, which is a disadvantage.

Advantages of Alternate B include wider sidewalks and medians for improved pedestrian mobility and safety. In addition, this alternate offers a separated left-turn lane on U Street approaches and the elimination of illegal U-turns at mid-block locations. However, disadvantages include the reduction of traffic flow, especially if the through lane is blocked by a stopped vehicle or bus. Also, emergency vehicles may experience problems if only one lane is provided.

C. PROPOSED COST AND REVENUE ESTIMATES

For this study, the final step in evaluating the two alternates involves the development of a planning level cost estimate for each alternate. Major components such as roadway, traffic, and streetscape items were used to categorize the collection of costs for comparative purposes. Associated with these three categories were costs for accommodating parking, drainage, utilities, and maintenance of traffic.

The total estimated cost of Alternate A ranges from $816,000 to $1,088,000, while the total estimated cost for Alternate B ranges from $1,739,000 to 2,898,000. Alternate B has a significantly higher cost than Alternate A, due to the amount of roadway construction that is needed. In addition to that new traffic signals would be needed at each signalized intersection. Worksheets used to develop the planning level cost estimates may be found in Appendix D.

Planning Level Cost Estimate Summary

U STREET/FLORIDA AVENUE CORRIDOR PLAN		
ITEM	**ALTERNATE A**	**ALTERNATE B**
Roadway	$168,960.00	$736,384.00
Traffic	$60,000.00	$182,860.00
Streetscape	$230,050.00	$391,650.00
Subtotal	$459,010.00	$1,310,894.00
Parking	$89,876.00	$89,876.00
Drainage	$137,703.00	$393,268.00
Utilities	$137,703.00	$393,268.00
Maintenance of Traffic	$45,901.00	$131,089.00
Total Cost Estimate	$870,193.00	$2,318,396.00
Cost Range (+/- 25%)	$816,000 - $1,088,000	$1,739,000 - $2,898,000

Parking revenues were estimated from the following sources:

- Installation of new "pay and display" parking meters in residential areas,
- Extension of parking meter regulations in commercial areas
- Modification of RPP regulations

Estimated annual parking revenues totaling $493,669, would be generated from these sources. The breakdown of parking revenue is as follows:

▪ New Pay and Display parking meters (for locations, see figure 3)	$ 315,484
▪ 14th Street and U Street parking regulation changes	$ 117,062
▪ RPP regulation changes (for locations, see figure 3)	$ 61,123
	$ 493,669

A memo detailing this analysis is contained in Appendix C.

U STREET CORRIDOR PLAN
ALTERNATE A

Prepared for:
D.C. Department of Transportation
November 2005

Scale: 1" = 200'

REFER TO INDEPENDENT DDOT STUDY

INSTALL PEDESTRIAN COUNTDOWN SIGNALS

RELOCATED EXISTING BUS SHELTER

EXISTING RESIDENTIAL: "EXTEND 2-HOUR RESIDENTIAL PERMIT PARKING (RPP) REGULATIONS TO SATURDAY" "RECOMMEND RPP OVERRIDE PAY AND DISPLAY METERS"

INSTALL PEDESTRIAN COUNTDOWN SIGNALS

IMPLEMENT AVAILABLE PARKING SIGN

EXTEND REGULATED METER TIME LIMIT TO 90 MIN.

EXPANDED BUS ZONE

REMOVE PULL OFF AREA

BRICK PAVING BAND, TYPICAL

CONCRETE SIDEWALK, TYPICAL

INSTALL NEW TRAFFIC SIGNAL (SUMMER 2005)

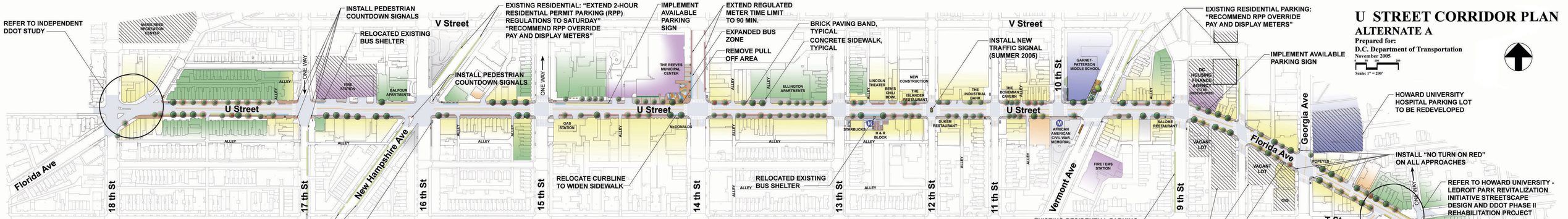
EXISTING RESIDENTIAL PARKING: "RECOMMEND RPP OVERRIDE PAY AND DISPLAY METERS"

IMPLEMENT AVAILABLE PARKING SIGN

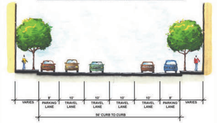
HOWARD UNIVERSITY HOSPITAL PARKING LOT TO BE REDEVELOPED

INSTALL "NO TURN ON RED" ON ALL APPROACHES

REFER TO HOWARD UNIVERSITY - LEDROIT PARK REVITALIZATION INITIATIVE STREETSCAPE DESIGN AND DDOT PHASE II REHABILITATION PROJECT



EXISTING TYPICAL SECTION



EXISTING RESIDENTIAL: "EXTEND 2-HOUR RESIDENTIAL PERMIT PARKING (RPP) REGULATIONS TO SATURDAY" "RECOMMEND RPP OVERRIDE PAY AND DISPLAY METERS"

RELOCATED EXISTING BUS SHELTER

RELOCATE CURBLINE TO WIDEN SIDEWALK

RELOCATED EXISTING BUS SHELTER

EXISTING RESIDENTIAL PARKING: "RECOMMEND RPP OVERRIDE PAY AND DISPLAY METERS"

W.M.A.T.A. & H.U./ CVS SITE

ADDITIONAL BUS SHELTER

EXISTING RESIDENTIAL PARKING: "RECOMMEND RPP OVERRIDE PAY AND DISPLAY METERS"

12TH STREET TO 16TH STREET

MODIFY REGULATIONS TO BE MORE CONSISTENT WITH PRESENT COMMERCIAL ACTIVITY HOURS.

1. BEGIN PARKING METER REGULATIONS AT 9:30 AM (M-F) INSTEAD OF 7:00 AM.
2. ESTABLISH PARKING METER REGULATIONS ON SATURDAYS FROM 10:00 AM TO 8:00 PM.
3. EXTEND METER REGULATION TIMES TO 8:00 PM OR LONGER DURING EVENING HOURS WHERE GROUND LEVEL COMMERCIAL USE IS PREVALENT.
4. SYNCHRONIZE METERS WITH R.P.P.
5. IMPLEMENT WAYFINDING SIGNS.

PROPOSED LIGHTING RECOMMENDATIONS

EXISTING LIGHT FIXTURES MAY BE REPLACED ALONG U STREET AS FOLLOWS:

DECORATIVE TEARDROP LIGHTS AT INTERSECTIONS WITH SPECIAL STREETS. SPECIAL STREETS WITHIN THE PROJECT CORRIDOR AND ACCORDING TO THE DC STREETLIGHT GRAND PLAN DRAFT INCLUDE GEORGIA AVENUE, 14TH ST., & 16TH ST.

DECORATIVE GLOBE LIGHTS ALONG REMAINDER OF U STREET WITHIN PROJECT AREA.

LEGEND

- METRO STATION
- RELIGIOUS / NON-PROFIT
- OPEN SPACE
- COMMERCIAL
- INSTITUTIONAL
- RESIDENTIAL
- MUNICIPAL
- KEY OPPORTUNITY SITES FOR SHARED PARKING
- B EXISTING BUS STOP
- EXISTING BUS SHELTER
- PROPOSED BUS SHELTER
- EXISTING TREE TO BE REPLACED
- EXISTING TREE TO BE REPLACED IN THE FUTURE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED TREE

PARKING ZONES

- RESIDENTIAL PARKING ZONE
- LOADING ZONE
- BUS ZONE
- METERED PARKING ZONE
- UNREGULATED PARKING ZONE
- AUTHORIZED PARKING ONLY ZONE
- TIME LIMITED PARKING ZONE
- NO PARKING ZONE

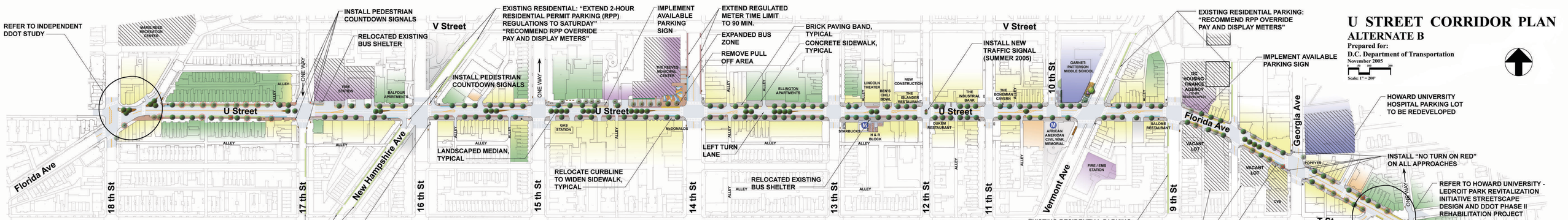
KCI TECHNOLOGIES
ENGINEERS, PLANNERS, SCIENTISTS
CONSTRUCTION MANAGERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND 21030

FIGURE 16

U STREET CORRIDOR PLAN
ALTERNATE B

Prepared for:
D.C. Department of Transportation
November 2005

Scale: 1" = 200'



12TH STREET TO 16TH STREET

MODIFY REGULATIONS TO BE MORE CONSISTENT WITH PRESENT COMMERCIAL ACTIVITY HOURS.
1. BEGIN PARKING METER REGULATIONS AT 9:30 AM (M-F) INSTEAD OF 7:00 AM.
2. ESTABLISH PARKING METER REGULATIONS ON SATURDAYS FROM 10:00 AM TO 8:00 PM.
3. EXTEND METER REGULATION TIMES TO 8:00 PM OR LONGER DURING EVENING HOURS WHERE GROUND LEVEL COMMERCIAL USE IS PREVALENT.
4. SYNCHRONIZE METERS WITH R.P.P.
5. IMPLEMENT WAYFINDING SIGNS.

PROPOSED TYPICAL SECTION- CENTER LANE TURN

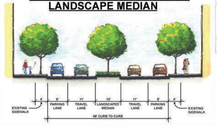
PROPOSED LIGHTING RECOMMENDATIONS

EXISTING LIGHT FIXTURES MAY BE REPLACED ALONG U STREET AS FOLLOWS:

DECORATIVE TEARDROP LIGHTS AT INTERSECTIONS WITH SPECIAL STREETS. SPECIAL STREETS WITHIN THE PROJECT CORRIDOR AND ACCORDING TO THE DC STREETLIGHT GRAND PLAN DRAFT INCLUDE GEORGIA AVENUE, 14TH ST., & 16TH ST.

DECORATIVE GLOBE LIGHTS ALONG REMAINDER OF U STREET WITHIN PROJECT AREA.

PROPOSED TYPICAL SECTION- LANDSCAPE MEDIAN



LEGEND

- METRO STATION
- RELIGIOUS / NON-PROFIT
- OPEN SPACE
- COMMERCIAL
- INSTITUTIONAL
- RESIDENTIAL
- MUNICIPAL
- KEY OPPORTUNITY SITES FOR SHARED PARKING
- B EXISTING BUS STOP
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- PROPOSED BUS SHELTER
- EXISTING TREE TO BE REPLACED
- EXISTING TREE TO BE REPLACED IN THE FUTURE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED TREE

PARKING ZONES

- RESIDENTIAL PARKING ZONE
- LOADING ZONE
- BUS ZONE
- METERED PARKING ZONE
- UNREGULATED PARKING ZONE
- AUTHORIZED PARKING ONLY ZONE
- TIME LIMITED PARKING ZONE
- NO PARKING ZONE

ENGINEERS, PLANNERS, SCIENTISTS CONSTRUCTION MANAGERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND 21030
KCI TECHNOLOGIES

FIGURE 17

VII. CONCLUSIONS

In order to meet current and future parking, development, and transportation needs for the U Street/Shaw Howard University study area, the District of Columbia should consider the following recommendations:

Parking Improvements: The limited amount of available parking in commercial and residential areas is a major concern with residents, business owners and visitors alike. This shortage is especially prevalent at night on weekends when commercial activity is high. During those times visitors seek parking on nearby residential streets, which are already near capacity and is expected to worsen as new developments are built.

Therefore, improvements are recommended that include parking management strategies such as modifying parking regulations in commercial areas, installing RPP Pay and Display meters in residential areas and seeking opportunities for shared parking agreements at nearby public facilities and institutions like the Reeves Center, DC Housing Finance Agency, and Howard University to address immediate needs. In addition, wayfinding signs directing motorists to available parking at these facilities are recommended.

Long-term improvement recommendations include re-visiting the current District of Columbia municipal regulations for off-street parking to determine if developers need to provide more parking that will be consistent with community needs. For instance, D.C. regulations require one space for every three residential dwellings. This study recommends 1-2 spaces for every unit, which is more consistent with the growing number of households having access to an automobile.

Another recommendation that should be pursued further is additional studies for the construction of new public parking facilities. These studies should include determining suitable locations and structure types, parking technologies and financing options. Parking capacity requirements for new facilities should be based on an updated parking differential that accounts for approved developments to date.

Traffic and Pedestrian Improvements: Key traffic and pedestrian issues associated with the study area include the number of conflicts resulting from high volumes of vehicular and pedestrian traffic. In the interim, this study recommends these safety improvements: new pavement markings, pedestrian crossing signs and countdown signals. The recommended long term improvements include pursuing options for reconfiguration of intersections at U Street/16th Street/New Hampshire Avenue and U Street/18th Street/Florida Avenue, which are being developed in separate studies.

Transit: Key transit issues include bus delays and insufficient shelter facilities at crowded bus stops during peak periods. It is recommend that transit priority treatments be pursued with WMATA in selected corridors to improve bus performance. It is also recommended that real-time transit information be pursued further with WMATA to give waiting passengers an estimate of the time when the next bus or train arrives.

Streetscape Improvements: Key streetscape issues are narrow sidewalks, trees and tree pits in poor condition and uninviting open spaces. In the interim, short-term improvements should begin like installation of way-finding signs directing visitors to major destinations, replacement of planting pits in poor condition, removal of wood timbers around tree pits and addition of bike racks at metro stations. In addition, street furniture should be relocated to maximize a clear walking path for pedestrians.

Long term recommendations for open spaces design should be consistent with the community's past and present and coordinated with the District of Columbia's Infrastructure Project Management Administration.

Corridor Options: Two corridor options were described that address transportation issues involving mobility, safety, accessibility and appearance. Recommendations should strive to provide a balance system between various transportation modes. Therefore, this study recommends Alternate A. Alternate A is consistent with the District Department of Transportation and the local Advisory Neighborhood Committee preference to maintain the two existing lanes of traffic in each direction, thus maintaining vehicular throughput at major intersections along the corridor. Alternate A also addresses key safety issues, by implementing recommended traffic and pedestrian improvements. However, it provides minimum improvements for left turning vehicles at intersections which could worsen queue lengths of turning vehicles.

Alternate A was further investigated to identify solutions that would address segments with narrow sidewalks on U Street between 13th Street and 18th Street. Some segments contain tree pits and street furniture that are impeding pedestrian flows on sidewalk paths.

Therefore, the study also recommends widening the existing sidewalk on the south side of U Street between 13th and 14th Street and between 17th and 18th Street (both sides) by eliminating the 8' parking lane in conjunction with Alternate A. The proposed curb would be placed at a location to avoid conflicts with existing utilities, and should the optimum location of the proposed curb not require using the entire 8' parking lane, the remaining part of the road could be striped as a shoulder. Existing traffic flow will be maintained because the existing travel lane geometries remain unchanged.

In addition to widening the sidewalk at select locations, the study recommends grating the soil surrounding trees along U Street between 13th Street and 18th Street. The grates should be flush with the sidewalk surface for they can be traversable for pedestrians.

Finally, the study recommends modifying the existing steps leading to buildings on the south side of U Street between 13th and 14th Street. These existing steps can be reconstructed by modifying the riser/thread ratio within allowable limits. This will reduce the overall length of the steps thus creating a wider sidewalk.

Alternate B was not selected as the recommended alternate for this study, but it could be considered as a future option if intersection operations continued to worsen. It addresses intersection operational and pedestrian needs along the corridor. However, the median type in Alternate B would need to allow the usage by emergency vehicles in the event of an adjacent blocked lane or access to property on the opposite side of the corridor is necessary. It should also be implemented in conjunction with the removal of on-street parking to nearby off-site parking facilities, thereby creating an additional lane for passing vehicles.

Appendix A

Summary of Improvements Chart

U Street/Shaw/Howard University Transportation and Parking Study

Corridor -Wide Transportation and Parking Improvement Recommendations				
Corridors	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
– U Street (9th Street –18th Street) – Florida Avenue (6th Street – 9th Street) – Georgia Avenue (Florida Avenue – Barry Place) – 7th Street (New Hampshire Avenue – Florida Avenue) – 14th Street (U Street – Florida Avenue)	▪ Re-stripe pavement markings and pedestrian crossings. (TSA) ▪ Install "No Double Parking" signs. (TSA) ▪ Replace dead trees. (IPMA) ▪ Clean up planting pits and remove wood timbers around pits. (IPMA)	$ 14,100 / Int. $ 96 / Sign $ 450 Each Additional studies required	▪ Investigate variable parking pricing strategies during evening hours. (TPPA) ▪ Consider implementation of municipal parking facilities. Location in study area to be determined (DMPED/DDOT) ▪ Investigate the implementation of "Transit Priority" treatments, for instance: – Signal Priority at designated intersections (TPPA/TSA/WMATA) – Queue jumping at intersections (TPPA/TSA/WMATA) ▪ Establish shuttle bus service by private businesses from remote parking locations to major activity centers. (TPPA/DMPED) ▪ Promote and expand transit use during evening hours, particularly during special events. (TPPA/WMATA) ▪ Restrict on-street parking during peak periods in commercial areas to improve bus travel times. (TSA/WMATA) ▪ Coordinate with Public Art Program, Wayfaring Sign Program and Heritage Trail Program for proposed sign locations and public art opportunities (IPMA)	Additional studies required

U Street/Shaw/Howard University Transportation and Parking Study

Transportation Improvement Recommendations (Traffic, Transit, Pedestrian and Bicycle)				
Intersection Locations	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
Florida Ave at 7th Street/Georgia Avenue	▪ Install "puppy tracks' to guide northbound vehicles through intersection. (TSA) ▪ Provide "No Turn on Red" signs on approaches. (TSA) ▪ Provide additional bus shelters on U Street on southwest corner. (WMATA)	$ 100 $ 580 Information required by WMATA.	▪ Widen 7th Street to provide two northbound thru lanes. (IPMA)	Additional studies required
U Street at 13th Street			▪ Provide an exclusive left-turn and through/ right turn lane on northbound approach. (TSA)	$ 2,100
U Street at 14th Street	▪ Provide additional bus stop storage on 14th Street in front of Reeves Center. (TPPA/WMATA)	Information required by WMATA.	▪ Reconstruct curb line to widen sidewalk on the southwest corner of U Street. (IPMA)	$ 4,500
U Street at 16th Street			▪ Prohibit right and left turns from U Street. (TSA) ▪ Widen sidewalk in front of bus stop on southeast corner of 16th Street. (IPMA)	$1,000 $ 15,030
U Street at 17th Street	▪ Pedestrian signal to be installed 2005. (TSA) ▪ Relocate bus stop on northeast corner closer to building. (TPPA/WMATA)	$ 4,500		
U Street at 18th Street	▪ Optimize signal operations for left turning vehicles on the north approach of 18th Street. (TSA)	$ 1,900	▪ Reconfiguration of intersection is currently being analyzed as part of another study. (TSA)	
7th Street and T Street	▪ Install a flashing beacon at the intersection to supplement the "15 MPH When Children Are Present" advisory signs.	$ 20,000	▪ Replace sub-standard handicap ramps. (IPMA) ▪ Coordinate signal with signal at Georgia Ave/Florida Avenue intersection. (TSA)	$ 20,000 $ 6,000
14th Street and Florida Avenue			▪ Conduct "before and after" accident analyses and provide supplemental remedial improvements, if warranted. (TSA)	Additional studies required

Transportation Improvement Recommendations (Traffic, Transit, Pedestrian and Bicycle)				
Intersection Locations	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
7th Street	▪ Provide 25mph speed limit signs along southbound 7th Street. (TSA)	$ 197 Each	▪ Widen 7th Street to provide two northbound thru lanes. (IPMA)	Additional studies required
11 Street	▪ Investigate the extension of the existing bike lane south to connect with R Street bike lane. (TPPA)	$ 1,700		
Florida Avenue (6th Street to 9th Street			▪ Roadway and streetscape design at 6th St and T St are currently in progress by DDOT Infrastructure Project Management Administration. (IPMA)	
U Street (17th Street – 18th Street			▪ Reconfiguration of intersection at 18th Street and Florida Avenue is currently being analyzed as part of another study.	

Parking Improvement Recommendations				
Intersection Locations	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
U Street at 7th Street			▪ Redevelopment of Howard University Hospital parking lot to include shared parking facility at existing. (OP) ▪ Redevelopment of WMATA/HU/CVS site to include shared parking facility. (OP)	Additional studies required
U Street at 9th Street			▪ Redevelopment of DC Housing Finance Agency to include shared parking facility. (OP)	Additional studies required
U Street at 14th Street	▪ Install signs displaying "Available Parking at Reeves Center" during evening hours. (TSA)	$ 240 Each		
U Street at 17th Street			▪ Redevelopment of Fire/Police Station to include shared parking facility. (OP)	Additional studies required
7th Street and R Street			▪ Redevelopment of NCRC/UHOP sites to include shared parking facility. (OP)	Additional studies required
7th Street and R Street			▪ Redevelopment of Square 0441 site to include shared parking facility. (OP)	Additional studies required
Georgia Av and W Street			▪ Redevelopment of Howard University Town Center site to include shared parking facility. (OP)	Additional studies required
12th Street and S Street			▪ Redevelopment of DC Department of Public Recreation site to include shared parking facility. (OP)	Additional studies required
18th St and California Av			▪ Redevelopment of Marie Reed Recreation site to include shared parking facility.	Additional studies required

Parking Improvement Recommendations				
Corridor Segments	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
U Street (12th St to 16th St - both sides)	▪ Begin parking regulations at 9:30 AM (M-F), instead of 7:00 AM to increase the availability of RPP or unregulated parking at the time when meters would be introduced in the RPP zones to monitor the 2-hour limits. The economic negative impact would be minimal and the good will generated (not having to move your car at 7:00 AM) could be helpful in contemporaneous or future parking changes. (TSA) ▪ Establish parking meter regulations on Saturday from 10:00 AM to 8:00 PM. The nature of the area has changed sufficiently as to demand enforcement and regulation at times previously not deemed necessary. The Curbside Management Division of the Traffic Services Administration should send this issue to the Council and lobby for amendments to the legislation precluding Saturday meter regulations. (TSA) ▪ Extend parking meter times to 8:00 PM or longer when ground level commercial use is prevalent. (TSA) ▪ Synchronize parking meters with Residential Permit Parking (RPP). (TSA)	$ 800*		
8th Street (S St to T St - both sides) (Florida Av to V St - west side)			▪ Install "RPP Override Pay and Display Meters" where there is daytime spillover of commercial users. (TSA)	$ 65,300*
9th Street (T St to U St - west side)			▪ Install "RPP Override Pay and Display Meters" where there is daytime spillover of commercial users. (TSA)	$ 65,300*

* Includes total for all locations within the project.

Parking Improvement Recommendations				
Corridor Segments	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
14th Street (U St to W St - both sides) (U Street to Florida Ave)	▪ Extend the regulated meter time to two hours. (TSA) ▪ Restrict on-street parking during peak hours only in commercial areas to improve bus travel times. (TSA)	$ 800*		
17th Street (T St to V St - east sides)	▪ Extend 2-hr RPP regulations to Saturdays to be consistent with adjustments proposed on U Street (above), so the parking system is in balance. Currently these adjacent streets are RPP to prevent long-term parking poaching while the meters are in effect. As you extend the meter hours, the RPP hours need to match. (TSA)	$ 800*	Install Pay and Display meters. (TSA)	$ 65,300*
New Hampshire Av (T St to V St-both sides)	▪ Extend 2-hr RPP regulations to Saturdays to be consistent with adjustments proposed on U Street - see above (TSA)	$ 800*	Install "Pay and Display" meters. (TSA)	$ 65,300*
Georgia Avenue	▪ Restrict on-street parking during peak periods to improve bus travel times. (TSA)	$ 800*		
Vermont Avenue (U St to V St - east side)			Install "RPP Override Pay and Display Meters" where there is daytime spillover of commercial users. (TSA)	$ 65,300*

* Includes total for all locations within the project.

Streetscape Improvement Recommendations				
Intersection Locations	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
Florida Ave. at 7th Street	▪ Provide additional bus shelters on U Street on southwest corner. (WMATA)	Information required by WMATA.		
U Street at 14th Street	▪ Provide additional bus shelter on 14th St. in front of Reeves Center. (WMATA)	Information required by WMATA.	▪ Reconstruct curb line to widen sidewalk on the southwest corner of U Street. (IPMA)	$ 4,500
U Street at 16th Street	▪ Relocate bus stop on southeast corner closer to building. (TPPA/WMATA)	Information required by WMATA.		
U Street at 17th Street	▪ Relocate bus stop on northeast corner closer to building. (TPPA/WMATA)	Information required by WMATA.		
U Street at 18th Street			▪ Improve intersection with lighting, planters, gateway sign, and plantings.	Additional studies required
Florida Avenue (6th Street to 9th Street)			▪ Roadway and streetscape design at 6th St and T St are currently in progress by DDOT Infrastructure Project Management Administration. (IPMA) ▪ New concrete sidewalk w/5' brick band adjacent to curb. (IPMA) ▪ New street trees – both sides. (IPMA) ▪ This is an historic district and would get #16 or #18 black pole. ▪ At the intersection of Georgia Avenue (Special Street): decorative tear drop with mast arm, and Twin – 20 without mast arm. ▪ At other signalized intersections w/ mast arm: ▪ Pendant pole / decorative tear drop. If there is no mast arm, install #18 pole. ▪ For unsignalized intersections, use #16 or #18 pole. The taller pole should be used for more illumination.	$ 22,500 $ 450 Each $ 340 Each $ 2,000 Each $ 100,000 $ 340 $ 340

Streetscape Improvement Recommendations				
Corridor Segments	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
U Street (9th Street – 17th Street	▪ Provide additional plantings along U Street in front of Civil War Memorial and in median along Vermont Avenue. (IPMA) ▪ Relocate bus shelter and heritage sign from in front of U Street Metro station slightly to the east. (WMATA).	Additional studies required Information required by WMATA.	▪ New concrete sidewalk w/5' brick band adjacent to curb. (IPMA) ▪ New street trees – both sides. (IPMA) ▪ Historic district - #16 or #18 black pole. ▪ New pavement design, street trees, and plantings at the Garnett-Patterson Middle School (Coordinate with Cherry Tree Planting along east side of school building) ▪ At the intersection of 14th and 16th (Special Street): Twin-20 without mast arm and decorative tear drop with mast arm. ▪ At signalized intersections: use #18 w/o mast arm and pendant pole/decorative tear drop with mast arm.	$ 22,500 $ 450 Each $ 340 Additional studies required $ 2500 $ 340
U Street (12th St. to 13th St.)	▪ Reduce number of liter receptacles ▪ Add post office box. (USPS) ▪ Coordinate with WMATA and reducing number of street level grates at Metro Station and in front of Lincoln Theater.	$ 150 Each Information required from USPS.	▪ Reconstruct area in front of Lincoln Theater with special paving and decorative light poles on either side of existing canopy. (IAPA) ▪ Add stain to existing concrete paving on the east side of the U Street Metro entrance, add decorative planters, add brick paving band along curb, add benches, consistent color for newspaper bins, add mural to building façade. (IAPA) ▪ New Metro canopy by others. (WMATA)	Additional studies required Additional studies required Information required by WMATA.
U Street (13th St to 14th St - south side)	▪ Reduce site furniture and street trees at chokepoint on south side (IPMA/UFA) ▪ Consolidate signs at chokepoints (TSA)	Additional studies required		

Streetscape Improvement Recommendations				
Corridor Segments	**Short Term Recommendations**	**Estimated Cost**	**Long Term Recommendations**	**Estimated Cost**
U Street (14th St. to 15th St.)	▪ Reduce site furniture and street trees at chokepoint on south side. ▪ Consolidate signs at chokepoints. (TSA)	Additional studies required	▪ Reconstruct curb line to widen sidewalk in front of Reeves Center and in front of McDonalds (IAPA) ▪ Reconstruct open space in front of Reeves Center with special paving, decorative planters and relocate flagpoles. ▪ Add Street tree in front of Reeves Center where curb line is reconstructed.	$ 4,500 Additional studies required $ 450 Each
U Street (15th St. to 16th Street – south side)	▪ Reduce site furniture and street trees at chokepoint on south side. ▪ Consolidate signs at chokepoints. (TSA)	Additional studies required		
U Street (17th Street – 18th Street)	▪ Consolidate signs at chokepoints. (TSA)	Additional studies required	▪ New brick sidewalk – both sides. (IPMA) ▪ New street trees w/tree grates – both sides. (IPMA) ▪ This is an historic district and would get #16 or #18 black pole. ▪ At signalized intersections: use #18 without mast arm and pendant pole/decorative tear drop with mast arm.	$ 22,500 $ 1450 Each $ 340 Each $ 2,000 Each

Appendix B

Parking Worksheets

CHANCE
MANAGEMENT ADVISORS, INC.

Memorandum

To: ■ Angela Jones
Company/Organization: ■ KCI
From: ■ Gal Guillermo Leiva
Subject: ■ U St./Shaw/Howard U. Transportation and Parking Study, Cost of recommendations
Date: ■ March 10, 2005

Below you will find the cost/benefit position of the changes CHANCE Management Advisors, Inc. has proposed for the study area.

Washington D.C. D.O.T.
U ST./SHAW/HOWARD U. TRANSPORTATION AND PARKING STUDY

TABLE 1: Cost/Benefit Position of Changes to Parking System in the Study Area

Revenues	
New Pay By Space Meters	315,484
14th St. & U St. Regulation Changes	117,062
RPP Changes	61,123
	$493,669
Expenses	
New Pay By Space Meters	64,486
14th St. & U St. Regulation Changes	14,184
RPP Changes	11,206
	$89,876
Net Benefit	***$403,793***

CHANCE Management Advisors, Inc

A breakdown by proposed change follows.

1600 Market Street
26th Floor
Philadelphia, PA 19103

Phone # 215-564-6464
Fax # 215-564-6472
www.chancemanagement.com

Washington D.C. D.O.T.
U ST./SHAW/HOWARD U. TRANSPORTATION AND PARKING STUDY

TABLE 2: Cost/Benefit Position of the Proposed Pay by Space Meters

Pay by Space Meter Revenue

Change in Parking Meter Inventory	Operating Schedule		Rate per Hour ($/hr)	% Paid Legal Occupancy	Parking Meter Operator Fee		*Potential Parking Meter Revenue*
	Hours/ Day	Days/Year			%	Total	
85	24	248	0.5	25%	70%		*$ 44,268*

Observed Violation Rate, %	*Expected Real Violation Rate, %*	Capture Rate, %	*Potential Number of Meter Tickets per Year*	Meter Ticket (Tx.) Fine, $	Dismissal Rate, %	Windshield Payment Rate, %	1st. Notice Tx. Rate, $	1st. Notice Payment Rate, %	2nd. Notice Tx. Rate, $	2nd. Notice Payment Rate, %	*Potential Gross Parking Meter Tx. Revenue*	Tx. Processor Fee		*Potential Net Parking Meter Tx. Revenue*
												%	Fixed $/Tx.	
3%	*9%*	33%	*15026*	$ 25.00	15%	55%	$ 40.00	15%	$ 65.00	2%	*$ 316,294*		$3.00	*$271,216*

Approximate Grand Total *$ 315,484*

Pay by Space Meter Expenses

Program Implementation & Management OH — *All of these would be covered by the Parking Meter Operator Fee*

Inventory & Maintenance — *8 P&D Meters @ 8,000* *$64,000*

Collections Operations - Ongoing — *All of these would be covered by the Parking Meter Operator Fee*

Security - Ongoing — *All of these would be covered by the Parking Meter Operator Fee*

Regulation Signs

Number of Changed Block Faces (BF)	Average No. Poles/BF	Per Sticker Cost	Install Labor, Hr	Wage Rate	Fully Loaded Rate	*Sign Change Cost*
10	3	$ 5.00	16	$ 15	140%	*$ 486*

Approximate Grand Total *$ 64,486*

Net benefit Position *$ 250,998*

CHANCE Management Advisors, Inc

Washington D.C. D.O.T.
U ST./SHAW/HOWARD U. TRANSPORTATION AND PARKING STUDY

TABLE 3: Cost/Benefit Position of the Proposed Meters Regulation Adjustments

Meter Revenue

Change in Parking Meter Inventory	Operating Schedule		Rate per Hour ($/hr)	% Paid Legal Occupancy	Parking Meter Operator Fee		*Potential Parking Meter Revenue*
	Hours/ Day	Days/Year			%	Total	
87	3	290	0.5	50%	70%		*$ 13,246*

Observed Violation Rate, %	*Expected Real Violation Rate, %*	Capture Rate, %	*Potential Number of Meter Tickets per Year*	Meter Ticket (Tx.) Fine, $	Dismissal Rate, %	Windshield Payment Rate, %	1st. Notice Tx. Rate, $	1st. Notice Payment Rate, %	2nd. Notice Tx. Rate, $	2nd. Notice Payment Rate, %	*Potential Gross Parking Meter Tx. Revenue*	Tx. Processor Fee		*Potential Net Parking Meter Tx. Revenue*
												%	Fixed $/Tx.	
5%	*15%*	33%	*3747*	$ 25.00	15%	55%	$ 40.00	15%	$ 65.00	2%	*$ 78,867*		$3.00	*$ 67,627*

Change in Parking Meter Inventory	Operating Schedule		Rate per Hour ($/hr)	% Paid Legal Occupancy	Parking Meter Operator		*Potential Parking Meter Revenue*
	Hours/ Day	Days/Year			%	Total	
23	3	290	0.5	50%	70%		*$ 3,502*

Observed Violation Rate, %	*Expected Real Violation Rate, %*	Capture Rate, %	*Potential Number of Meter Tickets per Year*	Meter Ticket (Tx.) Fine, $	Dismissal Rate, %	Windshield Payment Rate, %	1st. Notice Tx. Rate, $	1st. Notice Payment Rate, %	2nd. Notice Tx. Rate, $	2nd. Notice Payment Rate, %	*Potential Gross Parking Meter Tx.*	Tx. Processor		*Potential Net Parking Meter Tx. Revenue*
												%	Fixed $/Tx.	
5%	*15%*	33%	*990*	$ 25.00	15%	55%	$ 40.00	15%	$ 65.00	2%	*$ 20,850*		$3.00	*$ 17,878*

Approximate Grand Total *$ 117,062*

Meter Expenses

Program Implementation & Management OH — *All of these would be covered by the Parking Meter Operator Fee*

Inventory & Maintenance — *All of these would be covered by the Parking Meter Operator Fee*

Collections Operations - Ongoing — *All of these would be covered by the Parking Meter Operator Fee*

Security - Ongoing — *All of these would be covered by the Parking Meter Operator Fee*

Enforcement (Additional Hours)

PEO Wage Rate	Fully Loaded Rate, %	*Minimum Gross Enforcement Cost/Yr.*
$ 11	140%	*$ 13,398*

Regulation Signs

Number of Changed Block Faces (BF)	Average No. Poles/BF	Per Sticker Cost	Install Labor, Hr	Wage Rate	Fully Loaded Rate	*Sign Change Cost*
30	3	$ 5.00	16	$ 15	140%	*$ 786*

Approximate Grand Total *$ 14,184*

Net benefit Position *$ 102,878*

CHANCE Management Advisors, Inc

Washington D.C. D.O.T.
U ST./SHAW/HOWARD U. TRANSPORTATION AND PARKING STUDY

TABLE 4: Cost/Benefit Position of the Proposed RPP Changes

Expanded RPP Enforcement Revenue

Change in RPP Parking Inventory	Operating Schedule	
	Hours/ Day	Days/Year
140	14	50

Observed Violation Rate, %	*Expected Real Violation Rate, %*	Capture Rate, %	*Potential Number of Meter Tickets per Year*	Meter Ticket (Tx.) Fine, $	Dismissal Rate, %	Windshield Payment Rate, %	1st. Notice Tx. Rate, $	1st. Notice Payment Rate, %	2nd. Notice Tx. Rate, $	2nd. Notice Payment Rate, %	*Gross Parking Meter Tx. Revenue/ Yr.*	Tx. Processor Fee		*Potential Net Parking Meter Tx. Revenue/Yr.*
												%	Fixed $/Tx.	
3%	*9%*	33%	*2911*	$ 30.00		80%					*$ 69,854*		$ 3.00	*$ 61,123*

Approximate Grand Total *$ 61,123*

Expanded RPP Enforcement Expenses

PEO Wage Rate	Fully Loaded Rate, %	*Minimum Gross Enforcement Cost/Yr.*
$ 11	140%	*$ 10,780*

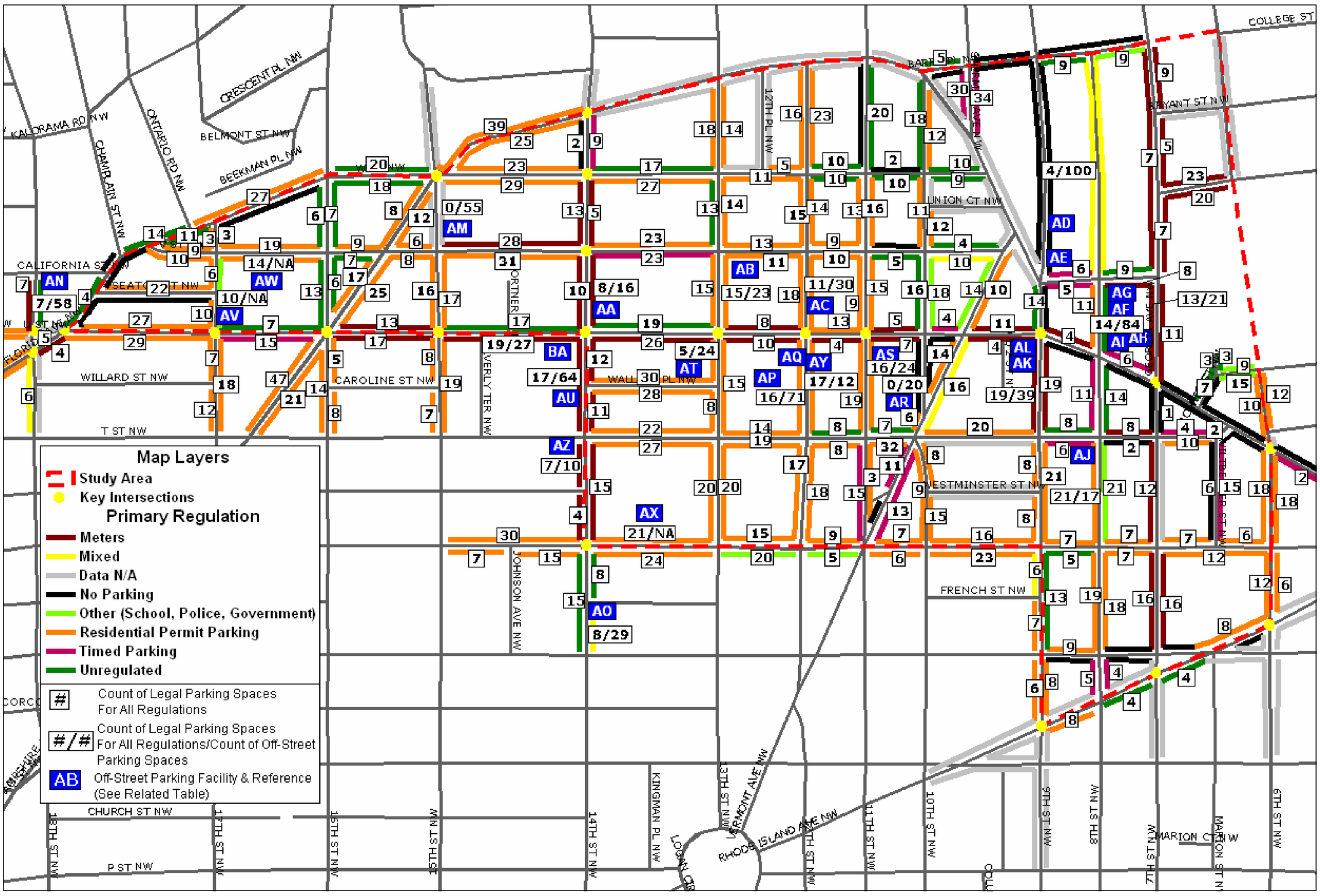
Number of Changed Block Faces (BF)	Average No. Poles/BF	Per Sticker Cost	Install Labor, Hr	Wage Rate	Fully Loaded Rate	*Sign Change Cost*
6	3	$ 5.00	16	$ 15	140%	*$ 426*

Approximate Grand Total *$ 11,206*

Net benefit Position *$ 49,917*

CHANCE Management Advisors, Inc

Inventory



On-Street Spaces in the Study Area*

- **RPP 1,839**
- **Timed 268**
- **Meter 506**
- **Other** 739**
- **Total 3,352**

*All counts based upon 291 inventoried blocks.

**School, Government, Police spaces, etc.

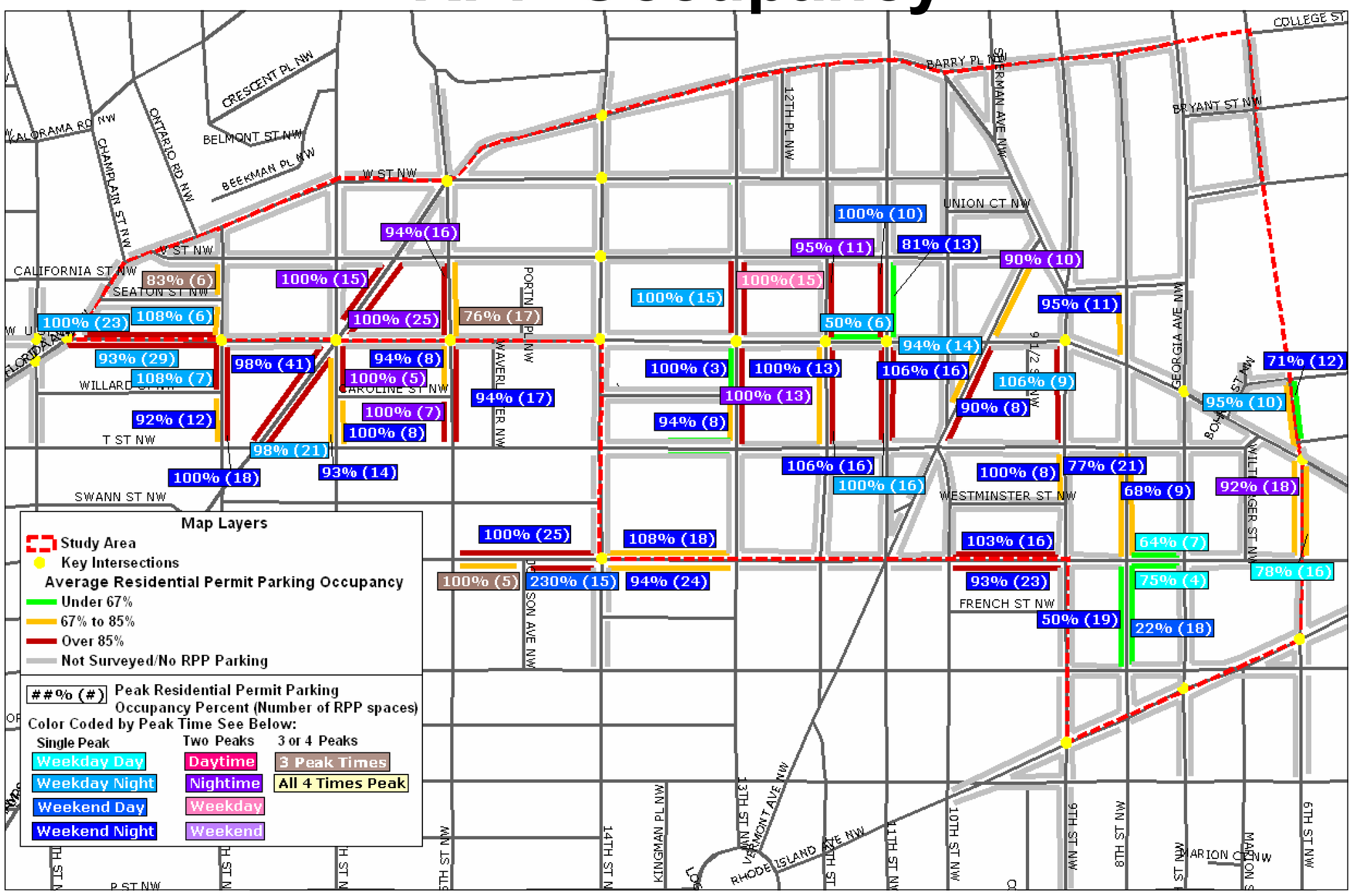
Survey Information

- **357 total block faces in the study area**
- **291 block faces inventoried**
- **118 block faces surveyed for occupancy**
- **37 block faces surveyed for turnover**

Off-Street Lot and Garage Inventory

Reference Code	Lot/Business Name	Inventory	Occupancy	Date	Time
AA	2000 14th	16	11	10/7/2004	11:07
AB	Lincoln Theater	23	11	10/7/2004	11:10
AC	Industrial Bank	30	20	10/7/2004	11:15
AD	Howard 9th and U	70	31	10/7/2004	11:23
AE	815 Florida Ave	30	28	10/7/2004	11:27
AF	Kili's Nightclub	32	1	10/7/2004	11:30
AG	Wilson's Restaurant	33	5	10/7/2004	11:31
AH	Bible Bookstore	21	12	10/7/2004	11:36
AI	Tropicana Eatery	5	2	10/7/2004	11:38
AJ	Odd Fellows Hall	17	50	10/7/2004	11:43
AK	U Street Parking	20	15	10/7/2004	12:18
AL	DC Government Parking	19	17	10/7/2004	12:21
AM	St. Augustine	55	42	10/21/2004	12:17
AN	Lauriol Plaza	58	38	10/21/2004	12:38
AO	Whitman Walker Clinic	29	21	10/21/2004	13:23
AP	12th St. Christian Church	43	19	10/21/2004	13:37
AQ	YMCA	28	24	10/21/2004	13:42
AR	Unknown	20	6	10/21/2004	13:47
AS	U Street Parking	24	23	10/21/2004	13:53
AT	Rite Aid	24	19	10/21/2004	14:00
AU	Public Lot	64	44	10/21/2004	14:04
AV	Police Parking	N/A	N/A	N/A	N/A
AW	Police Garage	N/A	N/A	N/A	N/A
AX	Parks and Recreation	N/A	N/A	N/A	N/A
AY	Lee's Flowers	12	6	10/21/2004	13:51
AZ	Permit Parking	10	9	10/21/2004	13:16
BA	Self Storage	27	7	10/21/2004	13:05
	Totals	710	461		

RPP Occupancy



RPP Occupancy Levels

- 55 Residential Parking Permit block faces surveyed
- 26 (Red) blocks over acceptable occupancy levels
- 21 (Yellow) blocks at optimum occupancy level
- 8 (Green) blocks under optimum occupancy levels

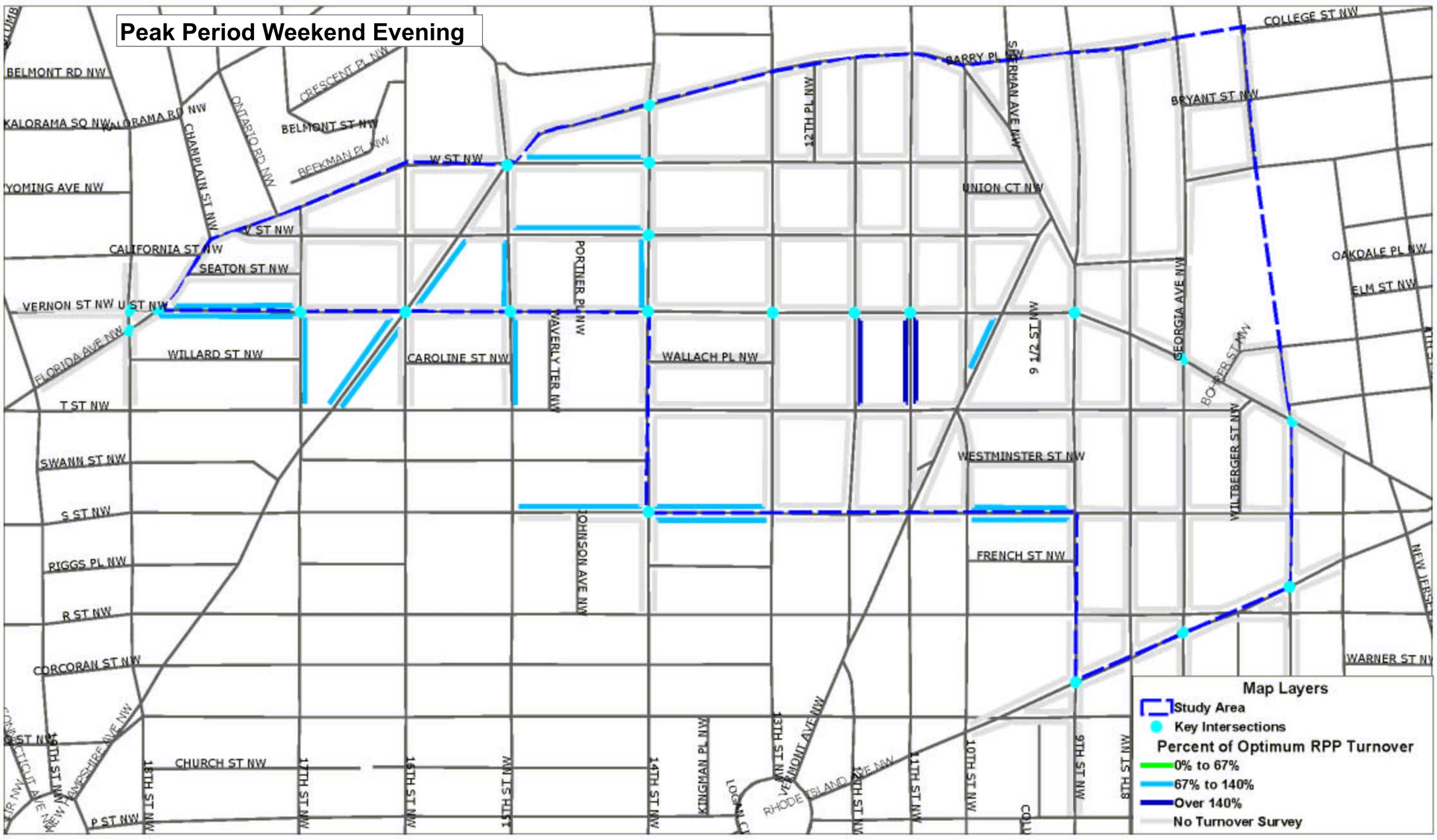
RPP Peak Occupancy Periods

- 46 block faces peak at night
  - 13 weekday
  - 23 weekend
  - 10 with mixed peaks including nights
- 12 block faces peak during the daytime
  - 3 weekday
  - 8 weekend
  - 1 with mixed times

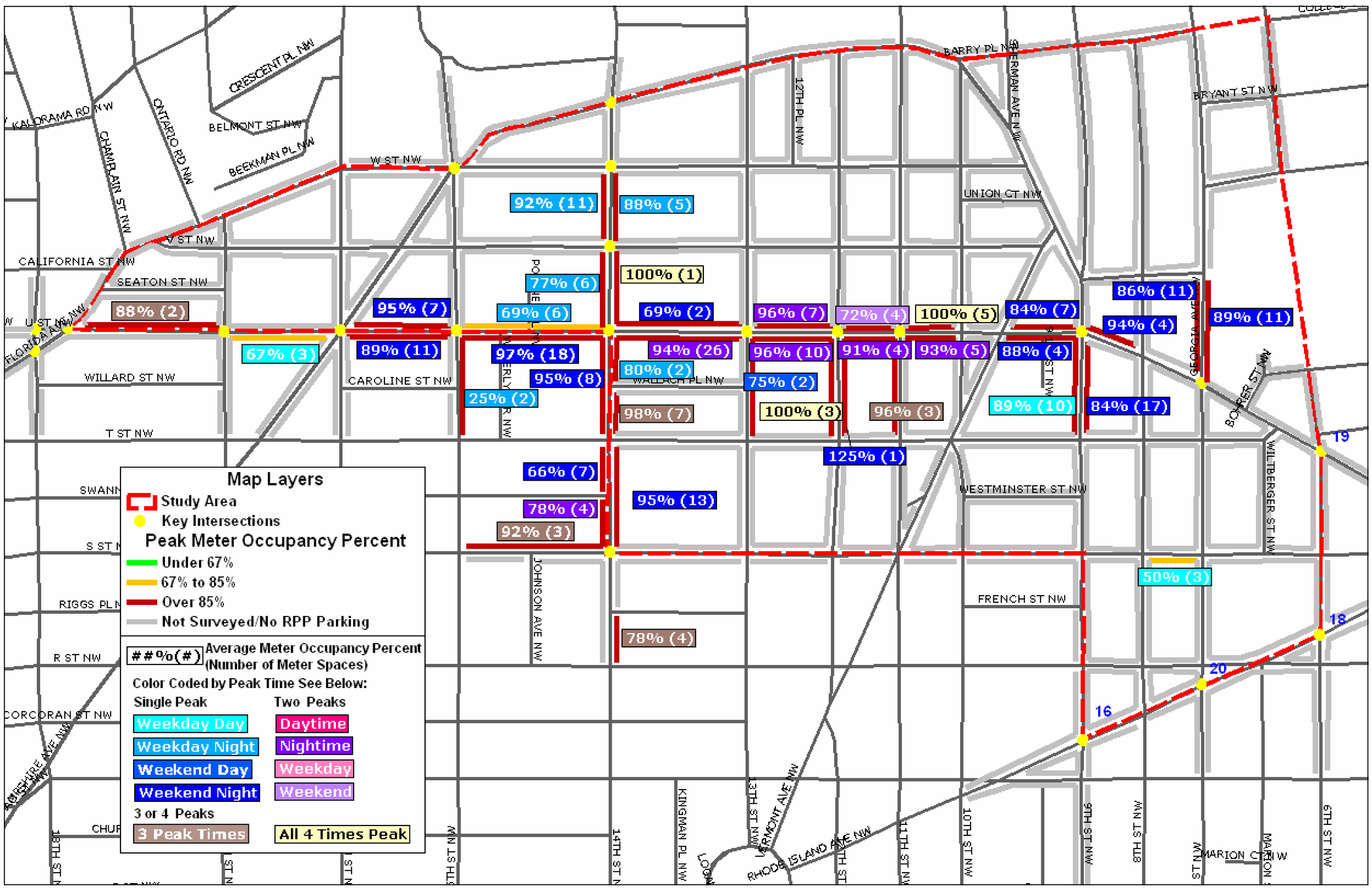
RPP Peak Period Turnover

- 0 Block faces with low turnover during peak period.
- 17 Block faces with optimum turnover during peak period.
- 3 Block faces with high turnover during peak period.

RPP Turnover



Meter Occupancy



Meter Occupancy Levels

- 39 Metered block faces surveyed
- 25 (Red) blocks over acceptable occupancy levels
- 11 (Yellow) blocks at optimum occupancy level
- 3 (Green) blocks under optimum occupancy levels

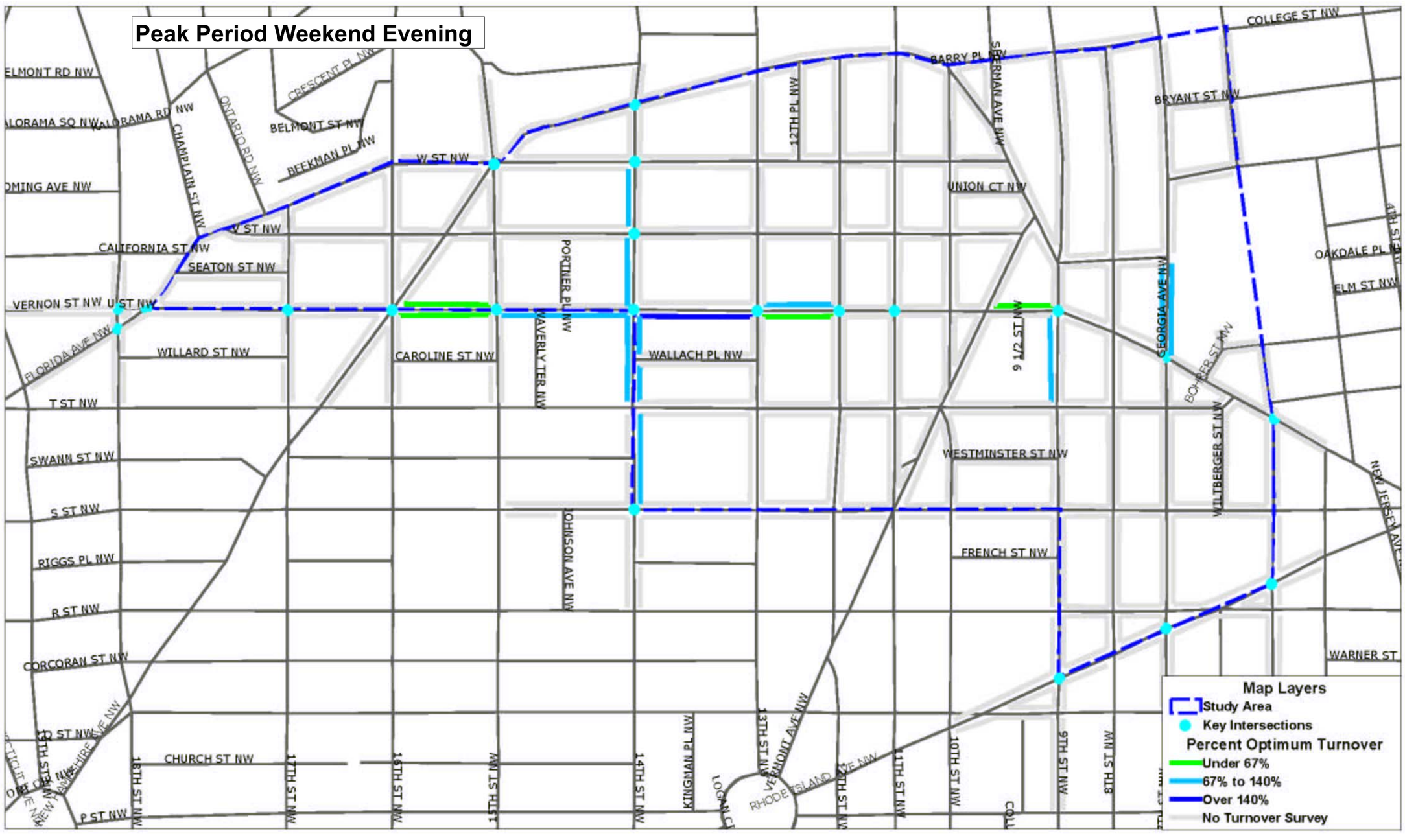
Meter Peak Periods

- 30 block faces peak at night
  - 6 weekday
  - 14 weekend
  - 6 on both nights
  - 1 with mixed peaks including nights
  - 3 at all times surveyed
- 10 block faces peak during the daytime
  - 5 weekend
  - 1 weekday
  - 3 at all times surveyed

Meter Peak Period Turnover

- 4 Block faces with low turnover during peak period
- 11 Block faces at optimum turnover rate during peak period
- 1 Block face with high turnover during peak period

Meter Turnover



CHAPTER 21 OFF-STREET PARKING REQUIREMENTS

Secs.

2100 Authority to Require Parking Facilities
2101 Schedule of Requirements for Parking Spaces
2102 Exceptions to the Schedule of Requirements: C-4 District
2103 Exceptions to the Schedule of Requirements: Downtown Urban Renewal
2104 Exceptions to the Schedule of Requirements: Near Metrorail Stations
2105 Exceptions to the Schedule of Requirements: Central Employment Area
2106 Exceptions to the Schedule of Requirements: Colleges and Universties
2107 Exceptions to the Schedule of Requirements: Outside the Central Employment Area
2108 Reduction of Parking Spaces: Authority of the Board
2109 Applicability of Residential Building
2110-2114 [Reserved]
2115 Size of Parking Spaces
2116 Location of Parking Spaces
2117 Access, Maintenance, and Operation
2118 Rules of Interpretation
2119 Bicycle Parking Spaces

2100 AUTHORITY TO REQUIRE PARKING FACILITIES

2100.1 AU buildings or structures erected on or after May 12, 1958, shall be provided with parking spaces to the extent specified in §2101. except as permitted by §2102.

2100.2 No application for a building permit for a building or structure to be erected on or after May 12, 1958, shall be approved unless there is included with the plans for the building or structure a parking plan showing the location, dimensions, and grades of all parking spaces and approaches thereto in accordance with the provisions of this chapter.

2100.3 No certificate of occupancy shall be issued for the use of a building or structure erected on or after May 12, 1958, unless the required parking spaces shall have been provided in accordance with the parking plan provided for in the approved building permit.

2100.4 Except as provided in §2100.5. when the use of a building or structure is changed to another use which requires more parking spaces than required for the use existing immediately prior to the change or, if the building or structure is vacant, the use which existed immediately prior to the vacancy, parking spaces shall be provided for the additional requirement in the amount necessary to conform to §2101.

2100.5 No additional parking spaces shall be required for a historic landmark or a building or structure located in a historic district which is certified by the State Historic Preservation Officer as contributing to the character of that historic district.

2100.6 When the intensity of use of a building or structure existing before May 12, 1958, is increased by an addition or additions of employees, dwelling units, gross floor area, seating capacity, or other unit of measurement specified in §2101, parking spaces shall be provided for the addition or additions, subject to §§2100.7 through 2100.9.

2100.7 Parking spaces shall not be required for the addition or additions unless the addition or additions increase the intensity of use of the building or structure by more than twenty-five percent (25%) of the aggregate.

2100.8 Parking spaces for the addition or additions need not exceed the amount of parking spaces which would be required for the entire structure as proposed if constructed new.

2100.9 The determination of the increase of intensity of use shall be based on the total increase in intensity of use the structure undergoes on or after May 12, 1958, whether the total increase occurs at one time or in successive stages.

2100.10 In the case of a building or structure for which the Zoning Regulations now require more parking spaces than were required when the building or structure was built, the following shall be required:

(a) If the existing number of parking spaces now provided is less than or equal to the minimum number of parking spaces now required by this chapter, the number of parking spaces cannot be reduced; and

(b) If the existing number of parking spaces now provided is more than the minimum number of parking spaces now required by this chapter, the number of parking spaces cannot be reduced below the minimum number of parking spaces required by this chapter.

AUTHORITY: Unless otherwise noted, the authority for this chapter is An Act approved June 20, 1938, 52 *Stat.* 797, ch. 534, as amended at 56 *Stat.* 122, D.C. Code §5-413 (1981).

SOURCE: Final Rulemaking published at 31 DCR 6585, 6586 (December 28, 1984), effective March 1, 1985.

2101 SCHEDULE OF REQUIREMENTS FOR PARKING SPACES

2101.1 On and after May 12, 1958, all buildings or structures shall be provided with parking spaces as specified in the following table:

USES	NUMBER OF PARKING SPACES REQUIRED
COMMERCIAL BUILDINGS	
Art Gallery	
All districts	In excess of 3,000 ft.^{2}, 1 for each 300 ft.2 of gross floor area and cellar floor area

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
Chancery:	
R-5-D	1 for each 1,200 ft.2 of gross floor area devoted to chancery use, or as determined by the Board of Zoning Adjustment
R-5-E	1 for each 1,800 ft.2 of gross floor area devoted to chancery use, or as determined by the Board of Zoning Adjustment
D	1 for each 800 ft.2 of gross floor area devoted to chancery use, or as determined by the Board of Zoning Adjustment
SP, W, CR, C, C-M, M	Same as required for general office
Clinic:	
R-4, R-5	1 space for each 300 ft.^{2} of gross floor area or cellar floor area
Fast Food Restaurant:	
C-2, C-3-A:	
In a building having a side yard	In excess of 1,500 ft.^{2}, 1 for each additional 100 ft.^{2} of gross floor area and cellar floor area
In a building having no side yard	Same as required for retail or service establishment in the district in which located
All other districts	Same as required for retail or service establishment in the district in which located
Food Delivery Service:	
C-2, C-3-A, C-3-B, W, CR, and other districts in which the use is permitted	1 for each 300 ft.* of gross floor area and cellar floor *area*
Hotel or Inn:	
R-5-B, R-5-C R-5-D	1 for each 2 sleeping rooms or suites
R-5-E	1 for each 4 sleeping rooms or suites
C-1, C-2, C-3-G W	1 for each 2 rooms usable for sleeping plus 1 for each 150 ft.2 of floor area in either the largest function room or the largest exhibit space, whichever is larger
SP, C-3-B, C-3-C CR	1 for each 4 rooms usable for sleeping plus 1 for each 300 ft.^{2} of floor area in either the largest function room or the largest exhibit space, whichever is larger

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
Hotel or Inn: (Continued)	
C-4, C-5 (PAD)	1 for each 8 rooms usable for sleeping
C-M, M	1 for each room usable for sleeping plus 1 for each 150 ft.² of floor area in either the largest function room or the largest exhibit space, whichever is larger
Office General, including television and radio broadcast studio:	
C-1, C-2-A, C-3-A	In excess of 2,000 ft.², 1 for each additional 600 ft.² of gross floor area and cellar floor area
W, C-2-B, C-2-C, C-3-B, C-3, C, SP, CR	In excess of 2,000 ft.², 1 for each additional 1,800 ft.² of gross floor area
C-4	
For a building or structure built on a lot having an area of 10,000 ft.² or less	No requirement
For a building or structure built on a lot having an area of more than 10,000 ft.²	In excess of 2,000 ft.², 1 for each additional 1,800 ft.² of gross floor area
C-5 (PAD)	No requirement
C-M, M	In excess of 2,000 ft.², 1 for each additional 800 ft.² of gross floor area and cellar floor area devoted to that use
Office - Medical and dental, clinic, veterinary doctor or veterinary hospital:	
C-4	Same as required for general office
C-5 (PAD)	No requirement
C-1, C-2-A, C-3-A:	
If the space devoted to medical or dental use is less than 25% of the gross floor area and cellar floor area of the entire structure	Same as required for general office for district in which located
If the space devoted to medical or dental use is 25% or more of the gross floor area and cellar floor area of the entire structure for that portion of the structure devoted to **medical and** dental offices	Twice the number of spaces required for general office for district in which located

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
Office Medical and dental, clinic, veterinary doctor or veterinary hospital: (Continued)	
In other districts:	
If the space devoted to medical or dental use is less than 25% of the gross floor area of the entire structure	Same as required for general office for district in which located
If the space devoted to medical or dental use is 25% or more of the gross floor area of the entire structure, for that portion of the structure devoted to medical and dental offices	Twice the number of spaces required for general office for district in which located
Retail or service establishment except gasoline service station and repair garage:	
C-1, C-2-A, C-3-A, C-M-1, M	In excess of 3,000 ft.², 1 for each additional 300 ft.² of gross floor area and cellar floor area
W, CR, C-2-B, C-2-C, C-3-B, C-3-C, C-M-2, C-M-3	In excess of 3,000 ft.², 1 for each additional 750 ft.² of grass floor area
C-4	In excess of 30,000 ft.², 1 for each additional 3,000 ft.² of gross floor area
C-5 (PAD)	No requirement
Gasoline service station:	
All districts	1 for each 300 ft.² of gross flwr area, excluding any pump island canopy and any kiosk adjacent to the pumps used exclusively as an attendant's shelter
Repair garage:	
All districts	4 plus 1 for each 200 ft.² of gross floor area
INSTITUTIONAL:	
Hospital:	
C-4, C-5 (PAD)	No requirement
All other districts	1 for each bed

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
MANUFACTURING, INDUSTRIAL OR WHOLESALE ESTABLISHMENT:	
All districts	1 for each 1,000 ft.2 of gross floor area
PLACES OF PUBLIC ASSEMBLY EXCEPT HOTELS):	
Arena, armory, assembly hall, auditorium, community center, concert hall, convention hall, dance hall, funeral parlor, ice or roller skating rink, public hall, stadium or theatre:	
C-4, C-5 (PAD)	No requirement
All other districts	1 for each 10 seats of occupancy capacity for the first 10,000 seats, plus 1 for each 20 seats above the first 10,000; Provided, that where such seats are not fixed, each seven square feet 7 ft.² usable for seating shall be considered 1 seat
Boat club or marina: All districts	for each 4 berths or slips
Churches: C-3-C, C-4, C-5 (PAD)	No requirement
All other districts	1 for each 10 seats of occupancy capacity in the main sanctuary; Provided, that where the seats are not fixed, each 7 ft.² usable for seating or each 18 in. of bench if benches are provided shall be considered 1 seat
Recreational building or use: All districts	1 for each 2,000 s.f. devoted to the building or use
RESIDENTIAL USES	
Apartment house or multiple dwelling:	
R-5-A, C-2	1 for each dwelling unit
R-3-B, C-2-A, C-3-A	1 for each 2 dwelling units
R-4, R-5-C, R-5-D, C-2-B, W, CR	1 for each 3 dwelling units
R-5-E, SP, C-2-C, C-3-B, C-3-C, C-4, C-5 (PAD)	1 for each 4 dwelling units

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
Community based residential facility:	
All districts other than C-3, C-4, C-5(PAD):	
1 to 8 persons housed	1
9 to 15 persons housed	2
16 or more persons housed	As determined by the BZA
C-3, C-4, C-5 districts	1 for each 10 persons housed
Dormitory, sorority or fraternity house not approved as part of a campus plan:	
All districts	1 for each 5 beds
Flat:	
R-S-A	1 for each dwelling unit
All other districts	1 for each two dwelling units
One-family dwelling	
All districts	1 for each dwelling unit
Publicly assisted housing, reserved for the elderly and/or handicapped:	
All districts	1 for each 6 dwelling units
Rooming or boarding house:	
All districts	1 plus 1 for each 5 rooming units
SCHOOLS	
Child/elderly development center:	
All districts	1 for each 4 teachers and other employees
College or other institution of higher learning, business trade, or other school and accessory uses located on the campus:	
C-4, C-5(PAD)	No requirement
All other districts	For each building: 2 for each 3 teachers; plus either 1 for each 10 classroom seats or 1 for each 12 stadium seats or 1 for each 10 auditorium seats, whichever is greater, except as provided in §2106
Elementary and Junior High School:	
All districts	2 for each 3 teachers and other employees

2101.1 (Continued)

USES	NUMBER OF PARKING SPACES REQUIRED
High school and accessory uses: All districts	2 for each 3 teachers and other employees, plus either 1 for each 20 classroom seats or 1 for each 30 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater
WAREHOUSE:	
All districts	1 for each 3,000 ft.^{2} of gross floor area
ALL OTHER USES: All districts	1 for each 600 ft.^{2} of gross floor area and cellar floor area

2101.2 Nothing contained in this section shall be construed to prohibit the establishment of accessory parking spaces in an amount which exceeds that required by §2101.1; Provided, that each case complies with all other applicable provisions of this chapter and chapter 23.

2101.3 Nothing contained in this section shall be construed to prohibit the establishment of parking spaces accessory to buildings or structures for which no required parking spaces are specified in §2101.1; Provided, that each case complies with all other applicable provisions of this chapter and chapter 23.

SOURCE: Final Rulemaking published at31 DCR 6585.6588 (December28.1984); as amended by Final published at 32 DCR 4374. 4378 (July 26, 1985); by published at 33 DCR 2818 (May 9, 1986): by Final Rulemaking published at 39 DCR 8305, 8309 (November 13, 1992): and by Final published at 40 3744.3747 (June 11,

2102 EXCEPTIONS TO THE SCHEDULE OF REQUIREMENTS: C-4 DISTRICT

2102.1 In a C-4 district, the provisions in this section shall apply.

2102.2 The parking requirements applicable to a Disposition Lot as defined in the urban Renewal Plan for the Downtown Urban Renewal Area shall be as specified in that Plan.

2102.3 The parking spaces required pursuant to §2101.1 for office and retail and service uses need not be limited to use by employees, occupants, guests, visitors or customers of such uses and may be used for general public parking.

SOURCE: Final Rulemaking published at 31 DCR 6585. (December 28. effective March 1985.

2103 EXCEPTIONS TO THE SCHEDULE OF REQUIREMENTS: DOWNTOWN URBAN RENEWAL AREA

2103.1 Within the Downtown Urban Renewal Area, parking spaces required for all uses need not be provided if adopted public law or municipal regulation prohibits a curb cut on the street on which the lot faces and there is no other alternative access to the lot through a street or alley.

2103.2 Within the Downtown Urban Renewal Area, the Board of Zoning Adjustment is hereby authorized to reduce or eliminate the amount of parking spaces required for all uses and to approve parking plans for buildings or structures to provide all the required parking spaces in an off-site collective parking facility; Provided, that the provisions of §§2103.3 through 2103.6 are satisfied.

2103.3 Parking spaces may be reduced if other adopted public law, policy or municipal regulation requires or recommends that the street not be broken with a curb cut and there is no other alternative access to the lot through a street or alley.

2 103.4 The Board shall give consideration to the following factors:

(a) The nature, and location of the structure;

(b) The maximum number of students, employees, guests, customers, or clients which can reasonably be expected to use the proposed building or structure at one (1) time;

(c) The amount of traffic congestion existing or which the building or structure can reasonably be expected to create in the neighborhood;

(d) The quantity of existing public, commercial, or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use; and

(e) The proximity to public transportation, particularly Metrorail stations, and the quality of public transportation service in the area, or a ride-sharing program approved by the District of Columbia Department of Public Works.

2103.5 If the applicant relies on a ride-sharing program, the applicant shall demonstrate to the Board that the program shall continue as long as the use continues.

2103.6 Prior to taking final action on an application, the Board shall refer the application to the District of Columbia Departments of Public Works and Housing and Community Development for review and report.

SOURCE: Final published at 31 DCR 6585, (December 2.3, effective March 1.1985.

2104 EXCEPTIONS TO THE SCHEDULE OF REQUIREMENTS: NEAR METRORAIL STATIONS

2104.1 The number of parking spaces required under §2101.1 for a nonresidential building or structure located within a radius of eight hundred feet (800 ft.) of a Metrorail station entrance may be reduced by up to twenty-five percent (25%); Provided, that the following requirements are met:

(a) The building or structure is located in a nonresidential district and is at least eight hundred feet (800 ft.) from any R-1, R-2, R-3, or R-4 districts; and

(b) The Metrorail station is currently in operation or is one (1) for which a construction contract has been awarded.

SOURCE: Final published at 31 (December 28,1984), March

2105 EXCEPTIONS TO THE SCHEDULE OF REQUIREMENTS: CENTRAL EMPLOYMENT AREA

2105.1 The number of parking spaces required under §2101.1 for a nonresidential building or structure located within the Central Employment Area may be reduced or eliminated; Provided, that the following requirements are met:

(a) The building or structure has a direct connection to a Metrorail station currently in operation or for which a construction contract has been awarded; and

(b) For a Disposition Lot, as depicted on Map No, 5 of the Urban Renewal Plan for the Downtown Urban Renewal Area, as modified by the National Capital Planning Commission and approved by the Council of the District of Columbia through July 5, 1983, parking may not be reduced below the limit specified in that Plan.

SOURCE. Final Rulemaking published at (December effective March 1985

2106 EXCEPTIONS TO THE SCHEDULE OF REQUIREMENTS: COLLEGES AND UNIVERSITIES

2106.1 For a college or university use, if a campus plan has been approved by the Board of Zoning Adjustment for the college or university, parking shall be provided as set forth in the approved campus plan.

SOURCE: Final Rulemaking published at (December 28, effective March 1,

2107 EXCEPTION TO THE SCHEDULE OF REQUIREMENTS: OUTSIDE THE CENTRAL EMPLOYMENT AREA

2107.1 The Board of Zoning Adjustment is hereby authorized to reduce or eliminate the amount of required parking spaces for nonresidential buildings or structures located outside the Central Employment Area: Provided, that the building or structure is provided with a direct connection to a Metrorail station currently in operation or for which a construction contract has been awarded.

2107.2 The parking spaces normally required are not necessary to serve the use located in the building or structure. In determining whether the parking spaces are necessary, the Board shall give consideration to the following:

(a) The nature and location of the building or structure and the nature and location of the connection to Metrorail;

(b) The maximum number ofstudents, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structure at one (1) time;

(c) The amount of traffic congestion existingor which the building or structure can reasonably be expected to create in the neighborhood;

(d) The quantity of existing public, commercial, or private parking, other than on-street parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use; and

(e) The availability of public transportation service in the area, or a ride-sharing program approved by the District of Columbia Department of Public Works.

2107.3 If the applicant relies on a ride-sharing program, the applicant shall demonstrate to the Board that the program shall continue as long as the use continues.

2107.4 Prior to taking final action on an application under this section, the Board shall refer the application to the District of Columbia Department of Public Works for review and report.

SOURCE: Final Rulemaking published at 31 DCR 6585, 6598 (December 28, 1984), effective March 1, 1985.

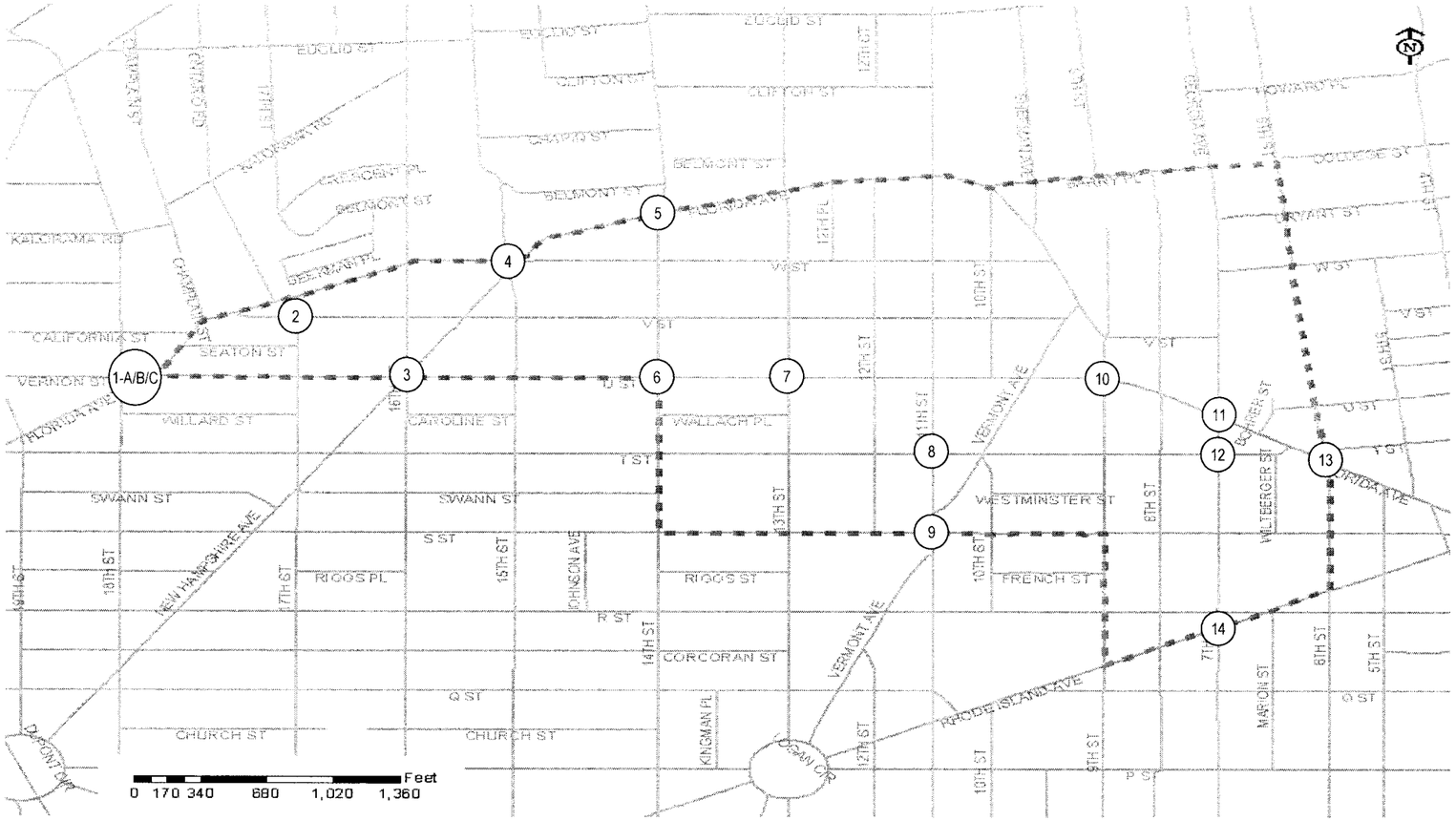
2108 REDUCTION OF PARKING SPACES: AUTHORITY OF THE BOARD

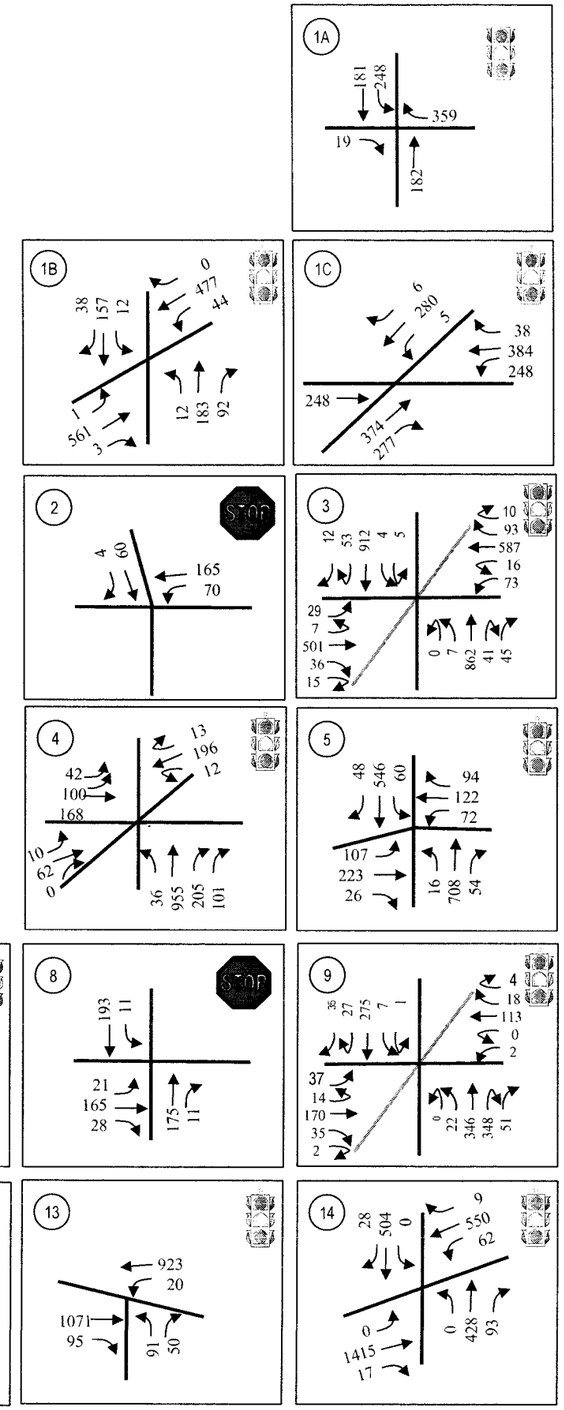
2108.1 The Board of Zoning Adjustment is hereby authorized to reduce the amount of parking spaces required for nonresidential uses by §2101.1 pursuant to the provisions of this section.

2108.2 The amount of required parking spaces shall not be reduced by more than twenty-five percent (25%): Provided, that for a use which is in the category of "All

Appendix C

Traffic Worksheets





LEGEND

STOP Stop Signal

Traffic Signal

N

SCHEMATIC
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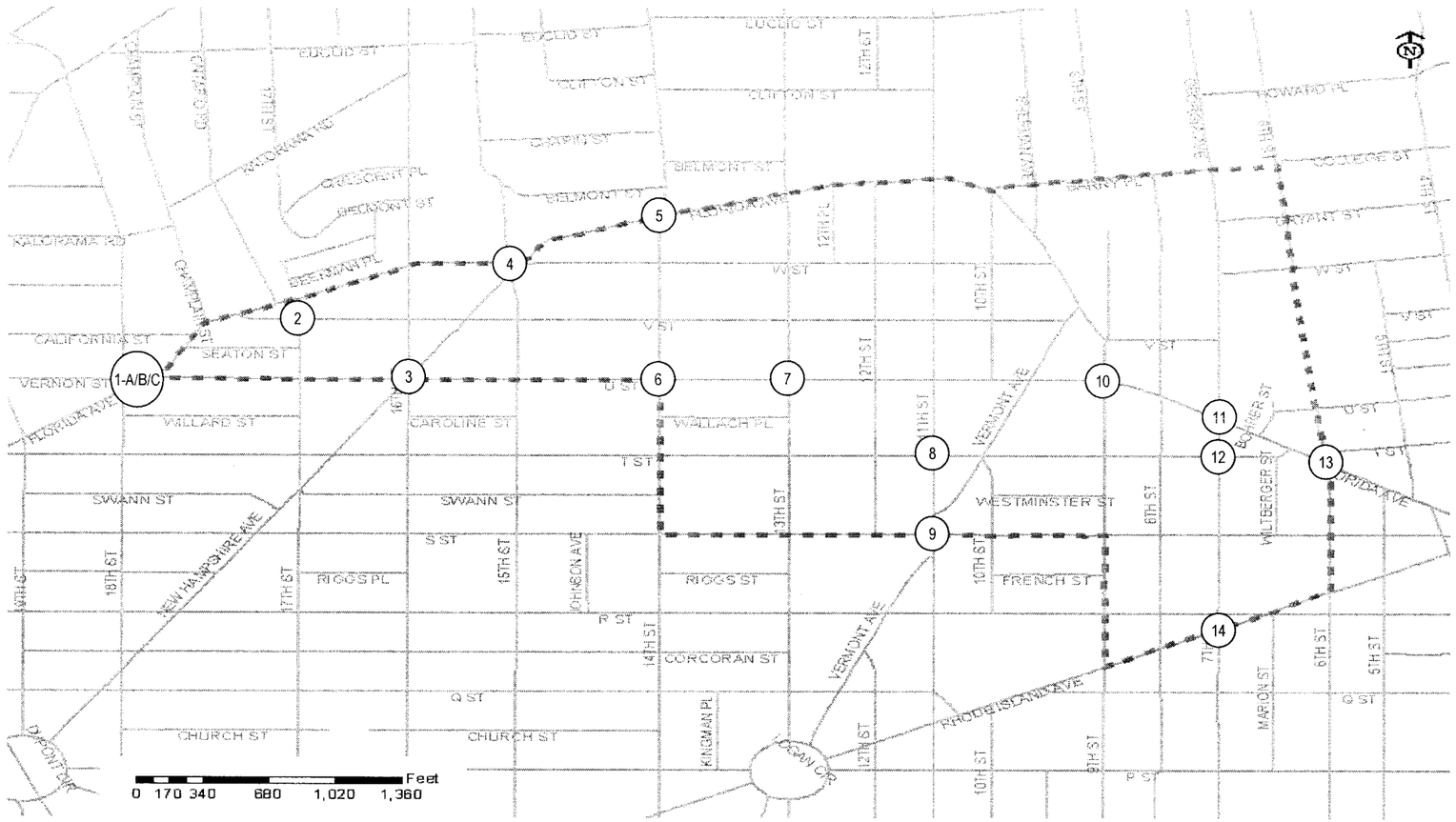
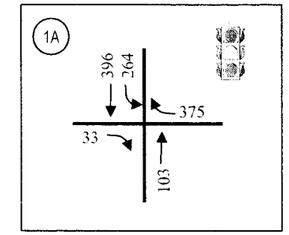
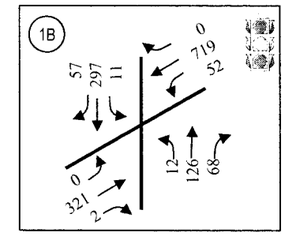
EXHIBIT

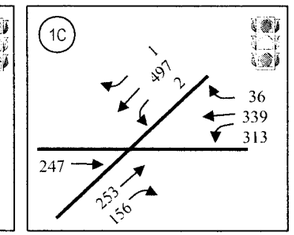
EXISTING (2004) WEEKDAY PM PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

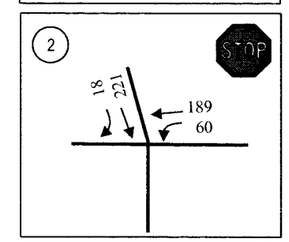
U Street/Shaw/Howard University Transportation and Parking Study, Northwest, Washington, D.C.

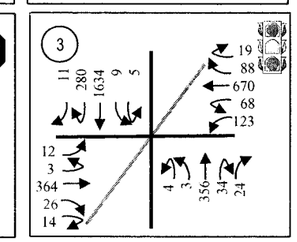


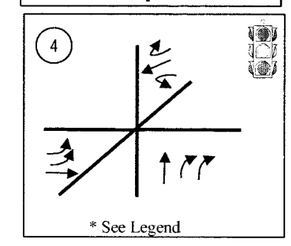


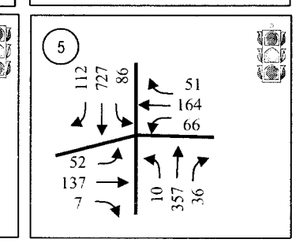


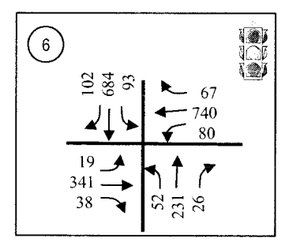


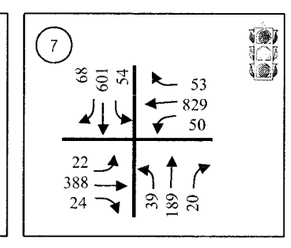


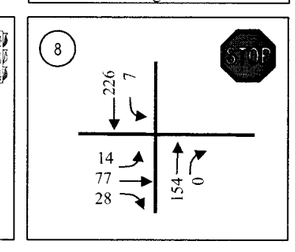


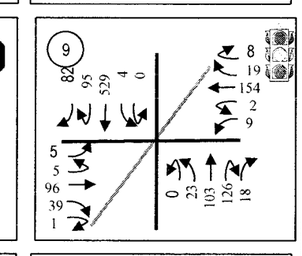


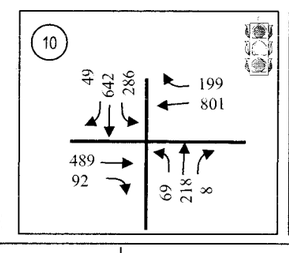


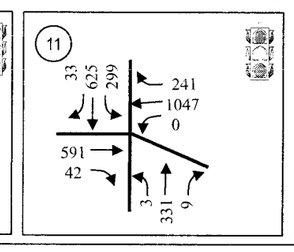


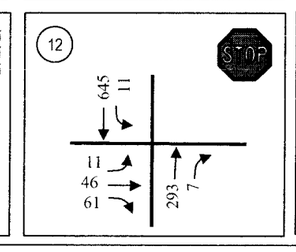


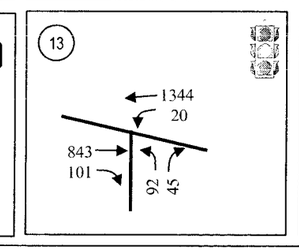


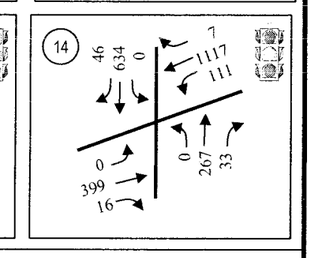












LEGEND

STOP Stop Signal

Traffic Signal

* Only Critical PM Peak Hour Observed, as 15th St. is One-Way NB

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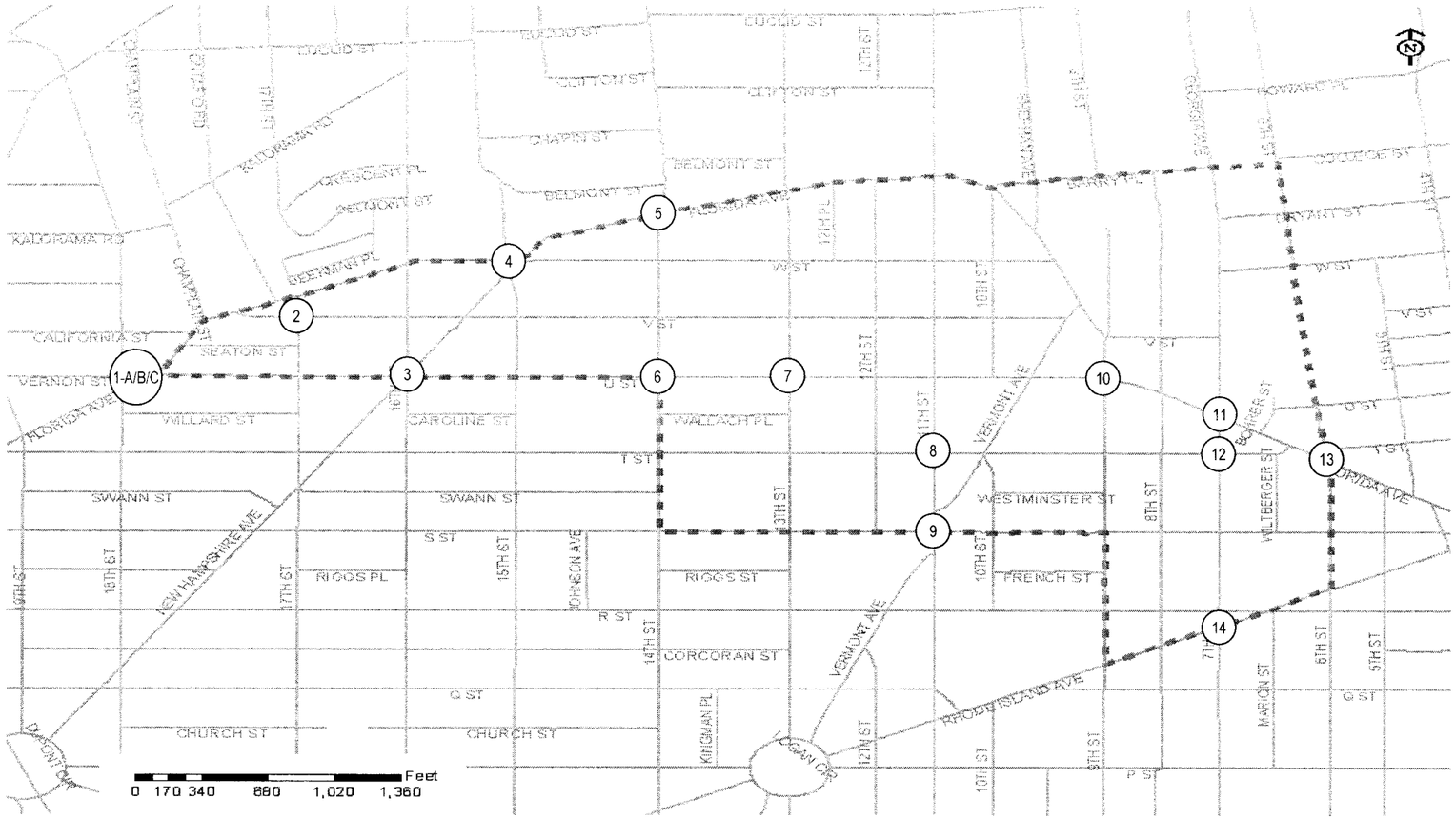
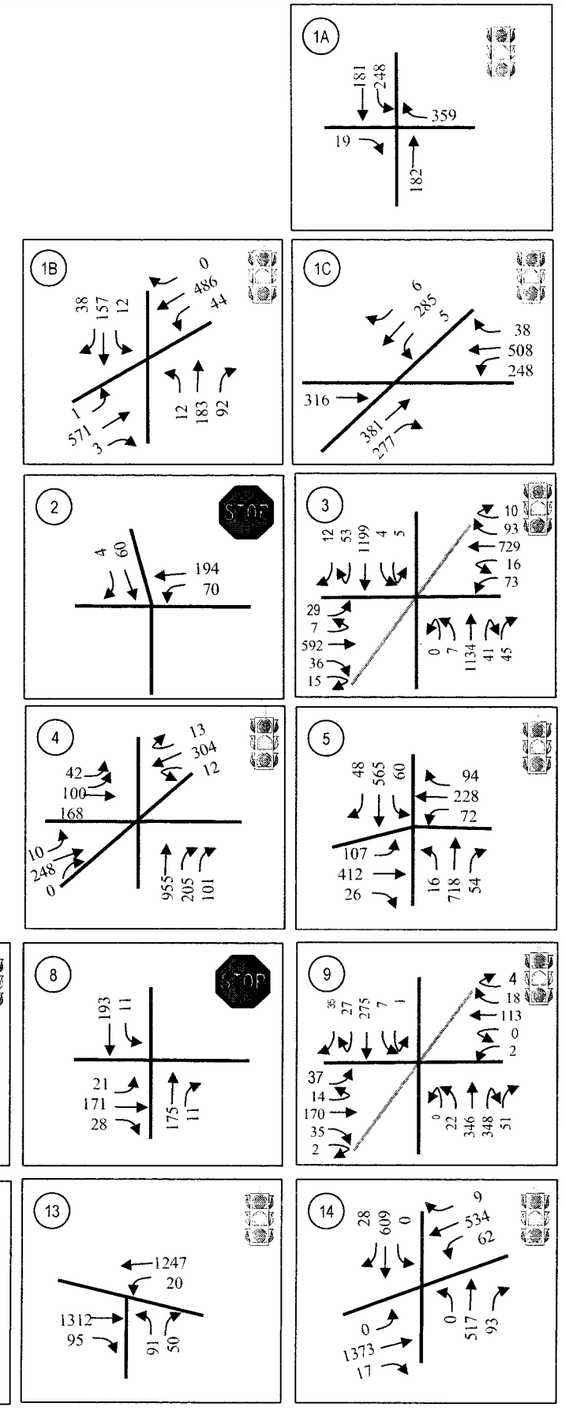
EXHIBIT

EXISTING (2004) WEEKDAY AM PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

U Street/Shaw/Howard University Transportation and Parking Study, Northwest, Washington, D.C.





LEGEND

Stop Signal

Traffic Signal

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SCHEMATIC
NOT TO SCALE

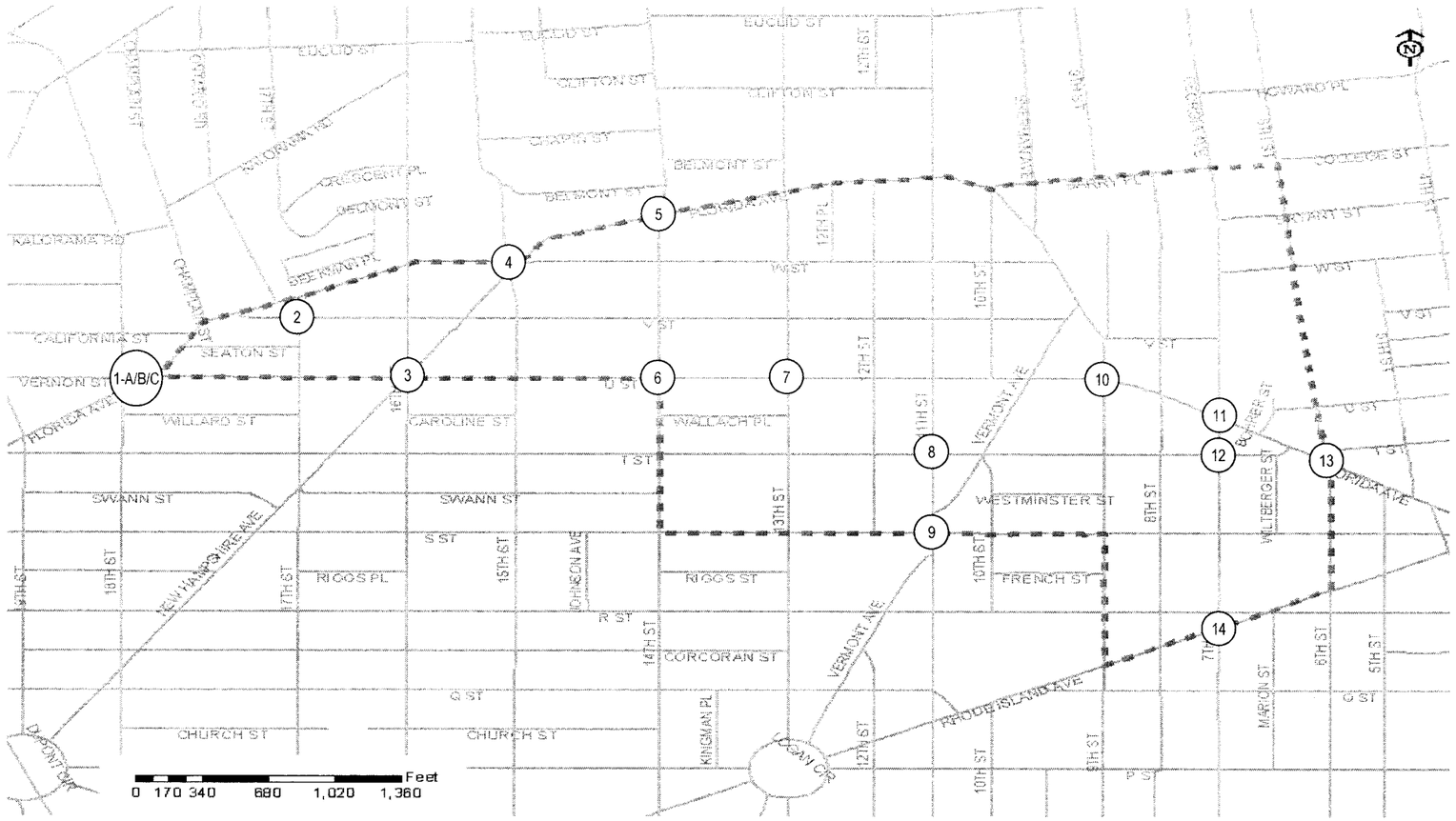
O. R. GEORGE & ASSOCIATES, INC.

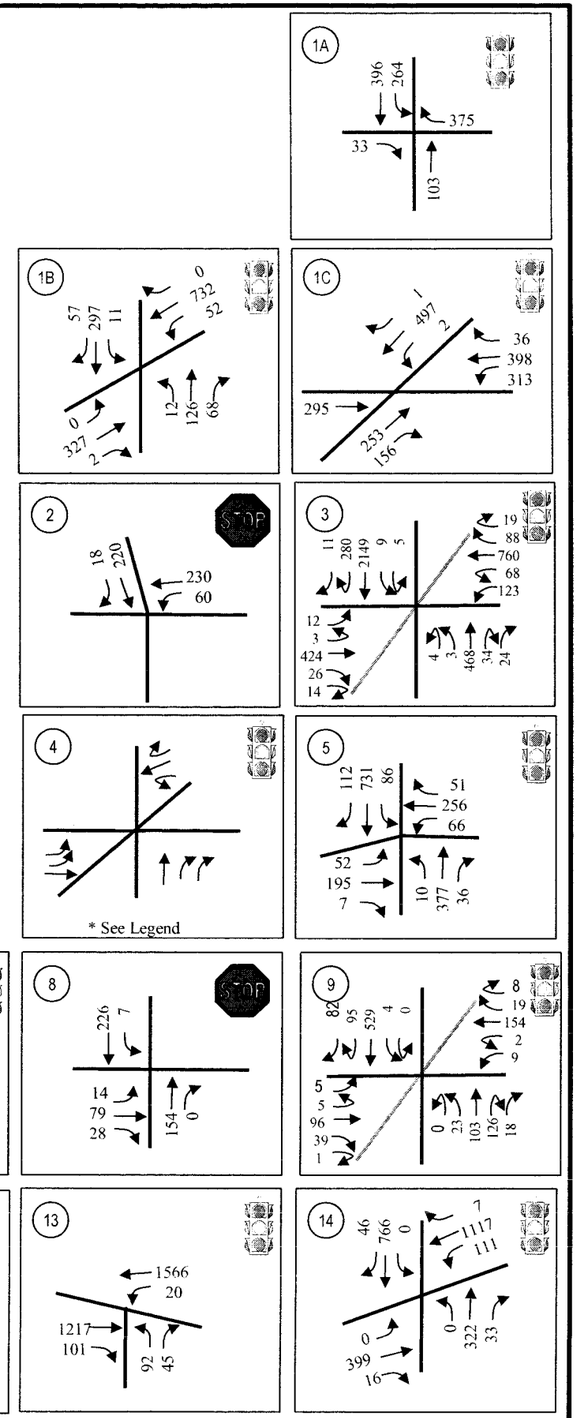
Traffic Engineers - Transportation Planners

EXHIBIT

FUTURE (2010) WEEKDAY PM PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

U Street/Shaw/Howard University Transportation and Parking Study, Northwest, Washington, D.C.





LEGEND

STOP Stop Signal

Traffic Signal

* Only Critical PM Peak Hour Observed, as 15th St. is One-Way NB

N

SCHEMATIC
NOT TO SCALE

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT

FUTURE (2010) WEEKDAY AM PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

U Street/Shaw/Howard University Transportation and Parking Study, Northwest, Washington, D.C.

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham, MD 20706-2218
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

MEMORANDUM

DRAFT

DATE: September 7, 2005

TO: Angela Jones, P.E., Project Manager
KCI Technologies

FROM: Osborne George/Cullen Elias/Johnson Owusu-Amoako

RE: U Street Corridor Study – Safety Improvement
Considerations For 14th Street at Florida Avenue, N.W.

BACKGROUND

As you recall, members of the Steering Committee and the community-at-large raised concerns regarding safety at the intersection of 14th Street and Florida Avenue, N.W., during the public meeting held on June 29, 2004. The consultant team agreed to examine the situation in order to identify improvement measures, which the City may implement. The investigation included the following principal tasks:

a) Site visit and field observations;

b) Speed surveys of the northbound and southbound approaches of 14th Street;

c) Turning movement counts, including enumeration of pedestrians; and

d) Capacity analysis and safety evaluation, including review of accident/crash occurrences over the most recent three-year period.

The assessment determined that there are basic improvement options that would enhance safety and operational efficiency. It was determined that these could be undertaken at low cost, as part of the early action recommendations of the study. This memorandum presents the basis for the consultant team findings and recommendations.

EXISTING SITUATION

Roadway Geometrics

Fourteenth Street is designated as a Principal Arterial; and Florida Avenue is designated as a Minor Arterial on the City's Functional Classification Map. The Fourteenth Street approaches vary in width between 68 - 70 Ft. and provide for two (2) travel lanes in each direction, with adjacent roadway surface used for parking, loading, bus stops, etc. Florida Avenue is 36-Ft. wide, providing for two-way traffic flow with parking along both sides of the roadway. Exhibit 1 presents an aerial view of the intersection and surrounding area, and identifies key abutting land uses. Exhibit 2 presents an illustrative schematic of the intersection geometrics.

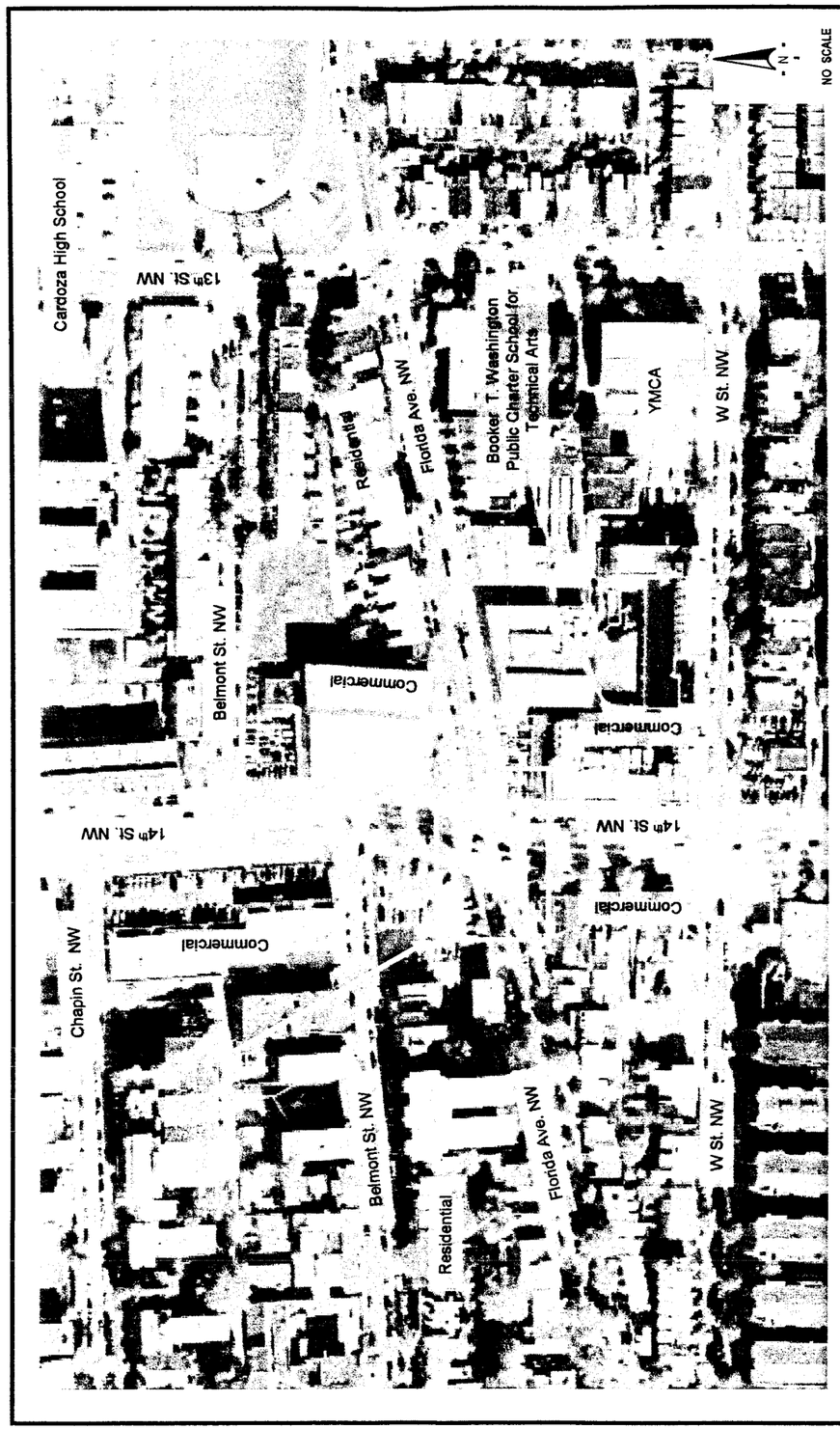


EXHIBIT 1

SAFETY STUDY – 14TH ST. @ FLORIDA AVENUE, NW
U Street/Shaw/Howard University Transportation & Parking Study

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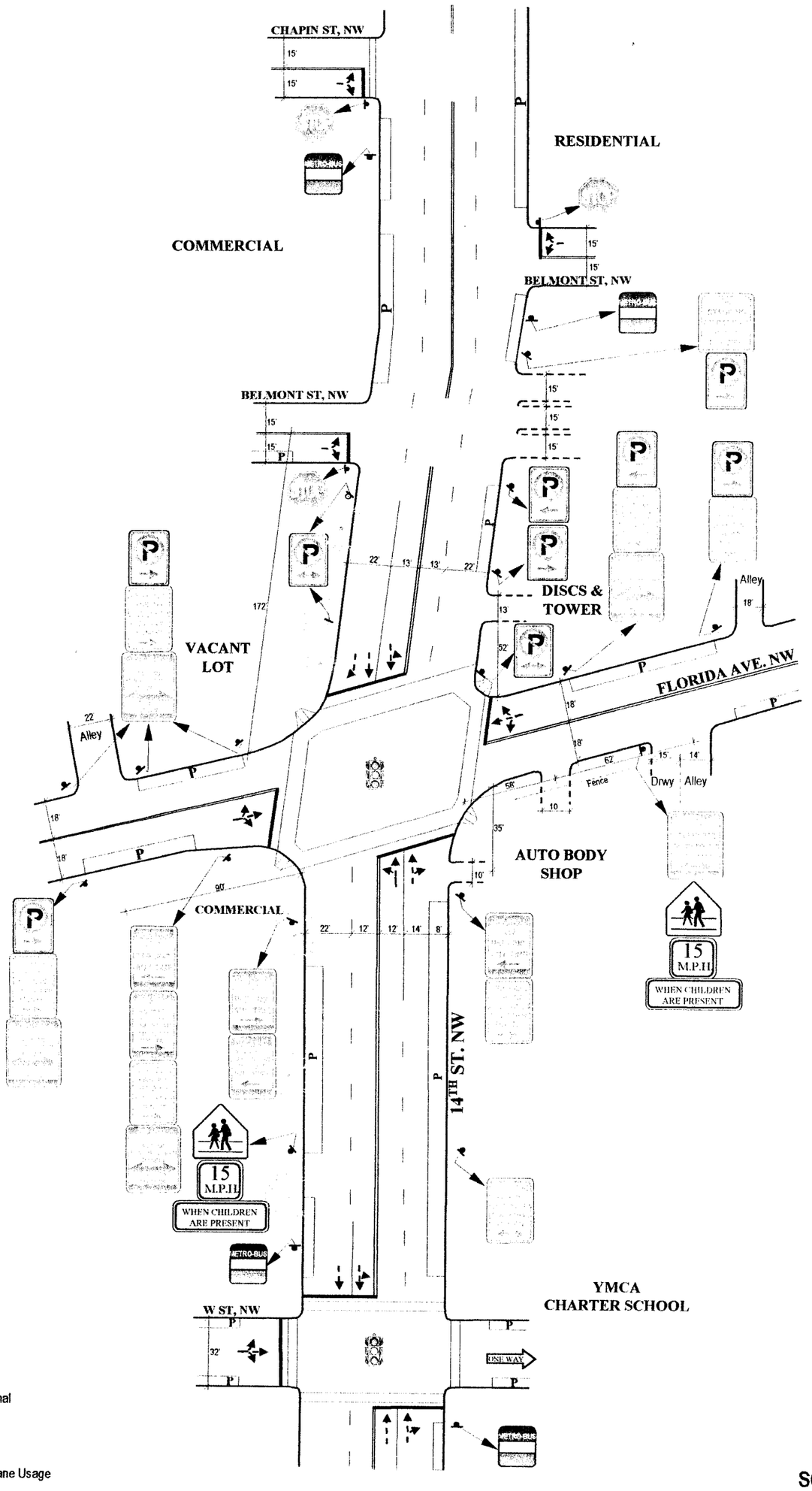

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EXHIBIT 2:

EXISTING CONDITIONS - 14TH ST. @ FLORIDA AVE. N.W.

U Street/Shaw/Howard University Transportation & Parking Study

In the context of safety, several of the geometric elements of this intersection and the approaches of 14th Street warrant special mention, as they are pertinent to the evaluation and recommendations of this assessment. These are as follows:

1) The intersection is skewed with Florida Avenue intersecting 14th Street at an angle of approximately 30 degrees from the typical 90-degrees configuration.
2) The lane widths along both approaches of 14th Street are quite wide, ranging between 12 - 14 Ft. This is significantly wider than is typical for the City, where lane widths of 10 Ft are quite frequent. There are no lane usage markings, and the crosswalks are open (i.e., not striped or highlighted).
3) The overall cross-section of 14th Street changes from 56 Ft. north of Belmont Street, to 60 Ft. between Belmont Street and Florida Avenue, and further to 68 Ft. south of Florida Avenue.
4) From a point just north of Belmont Street to just South of Florida Avenue, Fourteenth Street is of a slight reverse horizontal curve alignment.
5) The presence of relatively mature trees along the west side of 14th Street (north of Florida Avenue) restricts the sight distance available to vehicles approaching the intersection from the west. [*There are no restrictions to Right-Turn-on-Red movements along any approach to the intersection.*]
6) There are three (3) narrow driveways in close proximity to the intersection along the east side.
7) There are no posted speed limit signs in the vicinity of the intersection. [The closest sign in the southbound direction is at Park Road. There are no signs between the intersection and Thomas Circle in the northbound direction.]

Several aspects of the above geometrics and traffic controls have a significant bearing on the operations, and on vehicular and pedestrian usage of the intersection. These are discussed in the section following.

Safety Evaluation/Accident Statistics

Weekday peak period turning movement counts were conducted in October of 2004. The data was analyzed using the Highway Capacity Manual (HCM) procedures, as specified by DDOT. The results of the analysis are summarized in Table 1 following, and capacity analysis worksheets are included as Attachment 1.

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (sec./veh.)	Level of Service	Average Delay (sec./veh.)
Fourteenth Street @ Florida Avenue, NW	B	19.3	C	20.1

Source: O. R. George & Associates.

Crash/accident data was obtained from DDOT for the subject location, with respect to the most recent three-year period (2002 - 2004). The accident reports are included as Attachment 2. This data is summarized in the table following:

TABLE 2

ACCIDENT DATA SUMMARY (2002 –2004) – FOURTEENTH STREET @ FLORIDA AVENUE

Data Elements	YEAR		
	2002	2003	2004
• **No. of Accidents** (Total-36; Average-12 per yr.)	16 (44.4%)	6 (16.7%)	14 (38.8%)
• **Accident Severity**			
- Property Damage	12	3	6
- Injuries	4	3	8
- Fatalities	0	0	0
• **Time-of-Day**			
- Weekday AM Peak	2 (12.5%)	0 (0.0%)	1 (7.1%)
- Weekday PM Peak	4 (25.0%)	2 (33.3%)	1 (7.1%)
- Weekday Off-Peak	10 (62.5%)	4 (66.7%)	12 (85.8%)
• **Dominant Collision Type**			
- Rear End	2 (12.5%)	2 (33.3%)	5 (35.7%)
- Left Turn	3 (18.8%)	2 (33.3%)	2 (14.3%)
- Side Swipe	1 (6.3%)	0 (0.0%)	3 (21.4%)
- Right Angle	4 (25.0%)	0 (0.0%)	0 (0.0%)
- Pedestrian	0 (0.0%)	0 (0.0%)	1 (7.1%)
• **Accident Rate Per One Million Entering Vehs.** (Average Acc. Rate – 1.6)	2.1	0.8	1.9

Source: District Department of Transportation Traffic Services Administration and O. R. George & Associates.

The data presented in Table 2 shows that accident collisions fluctuated significantly over the period 2002 – 2004. The occurrences decreased by 62.5% from 2002 to 2003 and increased by 133.3% from 2003 to 2004. An average of twelve (12) accidents occurred over the three (3) year period, with the majority occurring on weekdays during the off-peak daytime and nighttime periods. The data also indicates that the dominant collision types were rear-end, left-turn, sideswipe and right-angle. Pedestrian involvement was quite minimal. However, the average accident rate per million entering vehicles, with respect to the three-year period, was computed to be 1.6. This is quite close to the rate of 2.0, which is generally used as the standard for determining if an intersection warrants further safety evaluation and mitigation.

Radar vehicular spot speed surveys were also conducted to determine the levels of speeding along Fourteenth Street at Florida Avenue. The survey results are included as Attachment 3. The speed survey results are included as Attachment 3. Table 3 presents a summary of the key vehicular speed characteristics observed.

TABLE 3

SPOT SPEED SURVEY RESULTS – FOURTEENTH STREET @ FLORIDA AVENUE

Direction	Posted Speed	50th Perc. Speed	85th Perc. Speed	10 MPH Pace	Highest Speed
• Northbound	-	28	33	25-34	41
• Southbound	25	29	34	24-33	42

Source: O. R. George & Associates.

The data, presented in Table 3, indicates that vehicles travel at speeds which are considerably higher that the posted speed. This situation may be related to the current wide approach lanes and "openness" of the intersection, and the absence of regulatory posted speed signs along the Fourteenth Street approaches. Signs restricting vehicles to "15 MPH When Children are Present" are provided only along the southbound departure lanes of 14th Street and the eastbound departure lanes of Florida Avenue.

It is also noted that the general area adjacent to the subject intersection is largely built-out with a range of residential densities, employment centers (such as the Reeves Center) as well as several schools and other institutional uses. Some of these are shown on Exhibit 1.

RECOMMENDED MEASURES

Based upon the data and discussion presented above, it is apparent that there are several physical and operational changes that could be made to improve visibility, mitigate travel speeds and enhance overall safety. These changes include the following:

a) Renew the pavement markings to reduce the travel lane widths of the Fourteenth Street approaches.

b) Provide accented posted speed signs indicating 25 MPH Speed at appropriate locations along the Fourteenth Street and Florida Avenue approaches.

c) Provide exclusive left-turn lanes along both approaches of 14th Street. This would be done in conjunction with minor changes in the signal phasing to allow for minimum green for the exclusive left-turn phase. [At DDOT's option, this could be an exclusive-permissive phase.]

d) Re-stripe the crosswalks to provide for highlighted crosswalk markings across all approaches.

e) Restrict "Right-Turn-On-Red" movements along both Florida Avenue approaches during the period 7:00 AM – 7:00 PM on weekdays.

f) Provide School Warning (Speed Restriction) Signs along both approaches of Fourteenth Street and Florida Avenue.

The above proposals are illustrated on Exhibit 3. The options noted are all relatively low-cost items, which could be implemented as part of the early action recommendations of the study. It is relevant to note that the recommendations are quite "basic" in scope, and do not entail urban design or esthetic features, which would be subject to the consensus building process adopted for the study.

We believe that this assessment fully responds to the concerns raised by the community. We would welcome any questions or further input you may have. You may consider including this memorandum as an Appendix to the study report. A brief summary with appropriate exhibits could be incorporated in the body of the report. Thanks.

ORG/CEE/JOA

Attachments: As Noted.

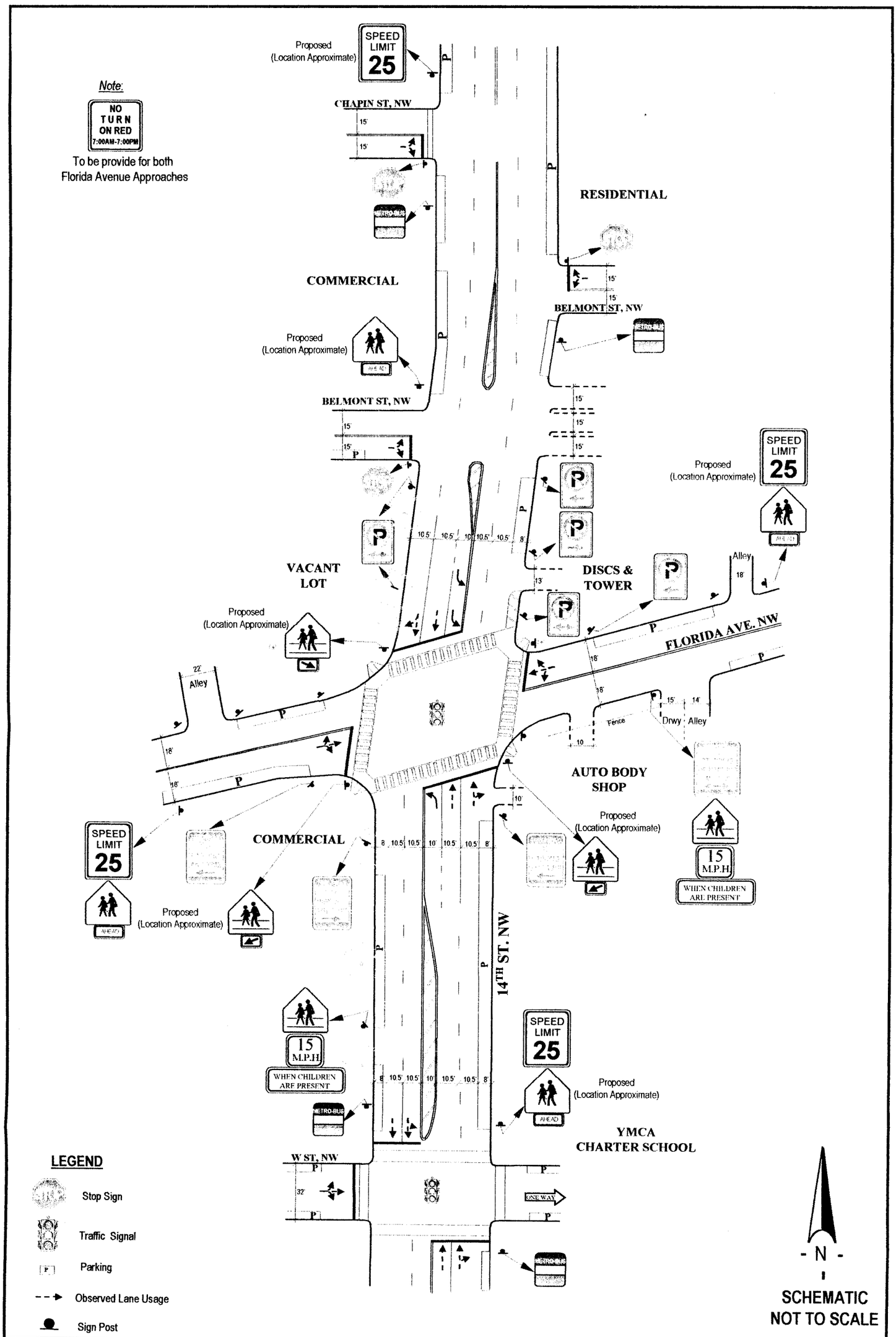

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EXHIBIT 3:

INTERSECTION IMPROVEMENT CONCEPT - 14TH ST. @ FLORIDA AVE. N.W.

U Street/Shaw/Howard University Transportation & Parking Study

ATTACHMENT

1

CAPACITY ANALYSES WORKSHEETS

SHORT REPORT

General Information		Site Information	
Analyst	JOA	Intersection	14TH @ FLORIDA AVE
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	10/18/2004	Jurisdiction	
Time Period	AM	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	52	137	7	66	164	51	10	357	36	86	727	112
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.83	0.83	0.83	0.82	0.82	0.82	0.90	0.90	0.90	0.81	0.81	0.81
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	4	0	0	40	0	0	49	0	0	8	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.0	G =	G =	G =	G = 45.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		236			342			448			1142	
Lane group cap.		393			415			1626			1482	
v/c ratio		0.60			0.82			0.28			0.77	
Green ratio		0.30			0.30			0.56			0.56	
Unif. delay d1		23.9			26.0			9.1			13.5	
Delay factor k		0.19			0.36			0.11			0.32	
Increm. delay d2		2.6			12.7			0.1			2.6	
PF factor		1.000			1.000			1.000			1.000	
Control delay		26.5			38.7			9.2			16.1	
Lane group LOS		C			D			A			B	
Apprch. delay	26.5			38.7			9.2			16.1		
Approach LOS	C			D			A			B		
Intersec. delay	19.3			Intersection LOS						B		

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ATTACHMENT

2

ACCIDENT DATA RECORDS

SHORT REPORT

General Information		Site Information	
Analyst	*JOA*	Intersection	*14TH ST @ FLORIDA AVE*
Agency or Co.		Area Type	*CBD or Similar*
Date Performed	*10/18/2004*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2004*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	107	223	26	72	122	94	16	708	54	60	546	48
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.82	0.82	0.82
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	42	0	0	52	0	0	22	0	0	23	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 39.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		379			331			819			798	
Lane group cap.		471			477			1431			1190	
v/c ratio		0.80			0.69			0.57			0.67	
Green ratio		0.38			0.38			0.49			0.49	
Unif. delay d1		22.4			21.1			14.6			15.6	
Delay factor k		0.35			0.26			0.17			0.24	
Increm. delay d2		9.8			4.3			0.6			1.5	
PF factor		1.000			1.000			1.000			1.000	
Control delay		32.2			25.5			15.1			17.1	
Lane group LOS		C			C			B			B	
Apprch. delay	32.2			25.5			15.1			17.1		
Approach LOS	C			C			B			B		
Intersec. delay	20.1			Intersection LOS						C		

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Version 4.1e

District Department of Transportation
Traffic Services Administration

Fax (202) 671-0619

Facsimile transmittal

To:	Chynsy Johnson	Fax:	301-794-4400
From:	Pamela A Evans	Date:	7/26/05
Re:	Accident	Pages:	5

CC:

☐ Urgent ☐ For Review ☐ Please Comment

Sorry for the delay,
Ms. Evans

d.
District Department of Transportation

2000 14th Street NW, 7th Floor Washington, DC 20009 Telephone (202) 671-2710

DDOT: Accident Summary Report (R-4)

Date:
Prepared By: P. EVANS

Quadrant: NW

Location:

14TH ST And FLORIDA AVE

Summary for the time period of: 1/1/2004 To: 12/31/2004

Total Number of Accident 14

Total Number of Injuries 8

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	42.86%	0	0.00%	1	7.14%	5	35.71%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	1	5	3	0	1

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

Accident Times:

Time	Number	Percent
07:30-09:30	1	7.14%
09:30-11:30	0	0.00%
11:30-13:30	3	21.43%
13:30-16:00	2	14.29%
16:00-18:30	1	7.14%
18:30-07:30	7	50.00%
Weekday:	10	71.43%
Weekend:	4	28.57%

DDOT: Accident Summary Report (R-4)

Date:
Prepared By: P. EVANS

Location: Quadrant: NW

14TH ST And FLORIDA AVE

Summary for the time period of: 1/1/2003 To: 12/31/2003

Total Number of Accident 6

Total Number of Injuries 3

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	50.00%	0	0.00%	1	16.67%	1	16.67%

Collision Types:

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

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

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	16.67%
11:30-13:30	0	0.00%
13:30-16:00	1	16.67%
16:00-18:30	2	33.33%
18:30-07:30	2	33.33%
Weekday:	1	16.67%
Weekend:	3	50.00%

DDOT: Accident Summary Report (R-4)

Date:
Prepared By: P. EVANS

Location: Quadrant: NW

14TH ST And FLORIDA AVE

Summary for the time period of: 1/1/2002 To: 12/31/2002

Total Number of Accident 16

Total Number of Injuries 4

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	37.50%	0	0.00%	1	6.25%	7	43.75%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
4	3	1	2	1	0	2

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

Accident Times:

Time	Number	Percent
07:30-09:30	2	12.50%
09:30-11:30	1	6.25%
11:30-13:30	2	12.50%
13:30-16:00	4	25.00%
16:00-18:30	4	25.00%
18:30-07:30	3	18.75%
Weekday:	12	75.00%
Weekend:	4	25.00%

ATTACHMENT

3

SPEED SURVEY RESULTS

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Speed Survey

Street : 14th Street, NW @ Florida Avenue, NW
Capture Zone : Commercial

Counted By: ORGA-GC
Posted Speed Limit : None
Types of Vehicles : All Vehicles
Weather Conditions : Cold/Sunny/Dry

****

Date : 7/11/2005
Day : Monday
Time Range : 1:15 PM Through 2:15 PM
Direction : Northbound

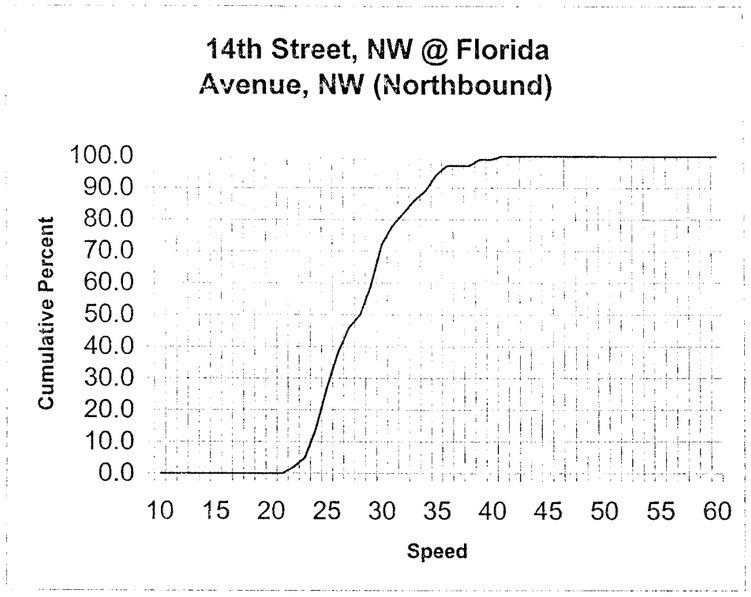
****

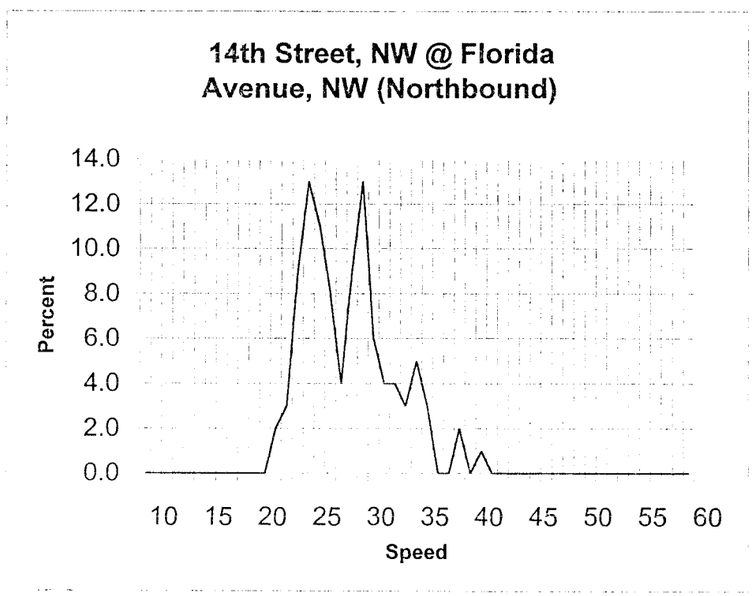
Lowest Recorded Speed :	22	15th Percentile :	24
Highest Recorded Speed :	41	50th Percentile :	28
Average Speed :	29	85th Percentile :	33
Vehicles Observed :	100	95th Percentile :	35

10 MPH Pace Speed :	25 Through 34
Percent In Pace Speed :	75.0
Percent Under Pace Speed :	14.0
Percent Over Pace Speed :	11.0

****

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
10	0	0.0	0.0	36	3	3.0	97.0
11	0	0.0	0.0	37	0	0.0	97.0
12	0	0.0	0.0	38	0	0.0	97.0
13	0	0.0	0.0	39	2	2.0	99.0
14	0	0.0	0.0	40	0	0.0	99.0
15	0	0.0	0.0	41	1	1.0	100.0
16	0	0.0	0.0	42	0	0.0	100.0
17	0	0.0	0.0	43	0	0.0	100.0
18	0	0.0	0.0	44	0	0.0	100.0
19	0	0.0	0.0	45	0	0.0	100.0
20	0	0.0	0.0	46	0	0.0	100.0
21	0	0.0	0.0	47	0	0.0	100.0
22	2	2.0	2.0	48	0	0.0	100.0
23	3	3.0	5.0	49	0	0.0	100.0
24	9	9.0	14.0	50	0	0.0	100.0
25	13	13.0	27.0	51	0	0.0	100.0
26	11	11.0	38.0	52	0	0.0	100.0
27	8	8.0	46.0	53	0	0.0	100.0
28	4	4.0	50.0	54	0	0.0	100.0
29	9	9.0	59.0	55	0	0.0	100.0
30	13	13.0	72.0	56	0	0.0	100.0
31	6	6.0	78.0	57	0	0.0	100.0
32	4	4.0	82.0	58	0	0.0	100.0
33	4	4.0	86.0	59	0	0.0	100.0
34	3	3.0	89.0	60	0	0.0	100.0
35	5	5.0	94.0				





O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Speed Survey

Street : 14th Street, NW @ Florida Avenue, NW
Capture Zone : Commercial

Counted By: ORGA-GC
Posted Speed Limit : 25 MPH
Types of Vehicles : All Vehicles
Weather Conditions : Hot/Sunny/Dry

****

Date : 7/11/2005
Day : Monday
Time Range : 1:15 PM Through 2:15 PM
Direction : Southbound

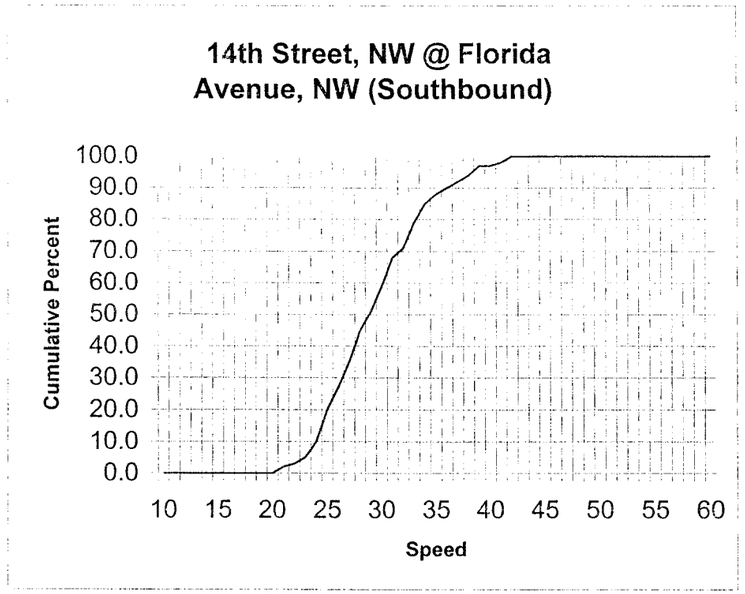
****

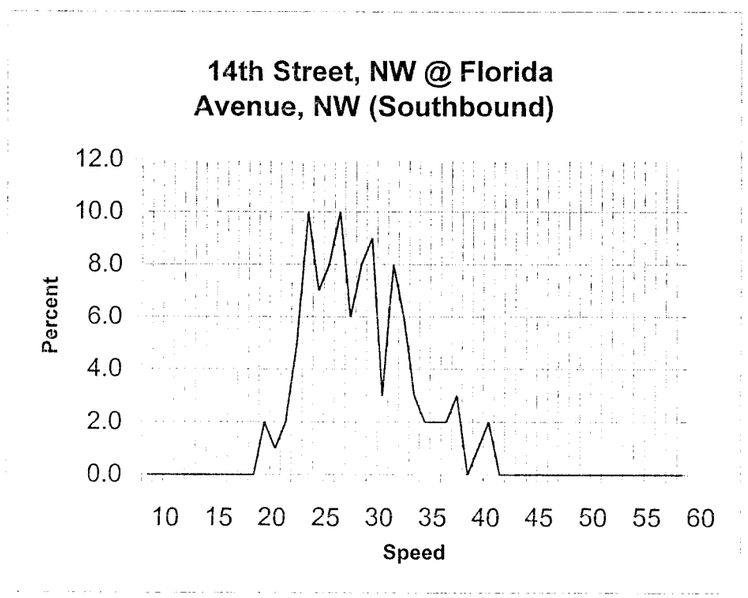
Lowest Recorded Speed :	21	15th Percentile :	24
Highest Recorded Speed :	42	50th Percentile :	29
Average Speed :	30	85th Percentile :	34
Vehicles Observed :	100	95th Percentile :	38

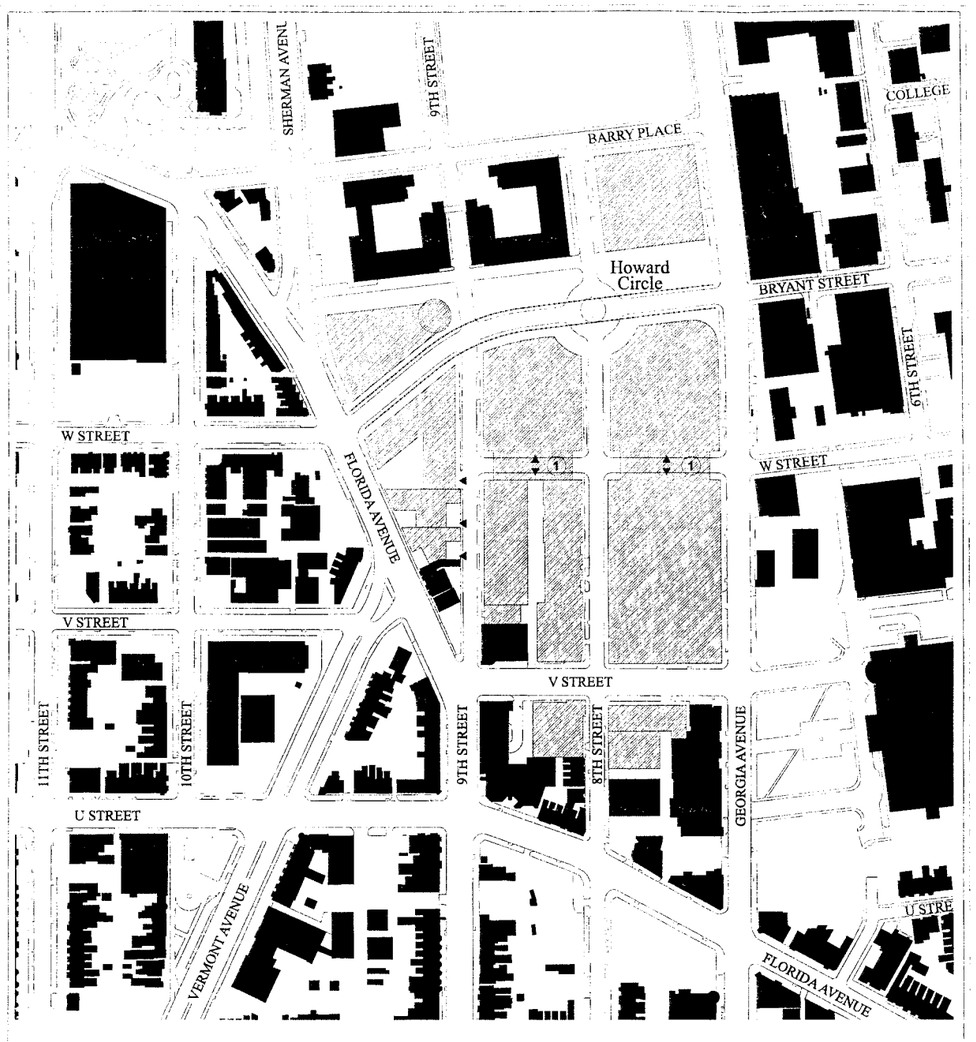
10 MPH Pace Speed : 24 Through 33
Percent In Pace Speed : 74.0
Percent Under Pace Speed : 5.0
Percent Over Pace Speed : 21.0

****

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
10	0	0.0	0.0	36	2	2.0	90.0
11	0	0.0	0.0	37	2	2.0	92.0
12	0	0.0	0.0	38	2	2.0	94.0
13	0	0.0	0.0	39	3	3.0	97.0
14	0	0.0	0.0	40	0	0.0	97.0
15	0	0.0	0.0	41	1	1.0	98.0
16	0	0.0	0.0	42	2	2.0	100.0
17	0	0.0	0.0	43	0	0.0	100.0
18	0	0.0	0.0	44	0	0.0	100.0
19	0	0.0	0.0	45	0	0.0	100.0
20	0	0.0	0.0	46	0	0.0	100.0
21	2	2.0	2.0	47	0	0.0	100.0
22	1	1.0	3.0	48	0	0.0	100.0
23	2	2.0	5.0	49	0	0.0	100.0
24	5	5.0	10.0	50	0	0.0	100.0
25	10	10.0	20.0	51	0	0.0	100.0
26	7	7.0	27.0	52	0	0.0	100.0
27	8	8.0	35.0	53	0	0.0	100.0
28	10	10.0	45.0	54	0	0.0	100.0
29	6	6.0	51.0	55	0	0.0	100.0
30	8	8.0	59.0	56	0	0.0	100.0
31	9	9.0	68.0	57	0	0.0	100.0
32	3	3.0	71.0	58	0	0.0	100.0
33	8	8.0	79.0	59	0	0.0	100.0
34	6	6.0	85.0	60	0	0.0	100.0
35	3	3.0	88.0				


14th Street, NW @ Florida Avenue, NW (Southbound)
Cumulative Percent
100.0
90.0
80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0
10 15 20 25 30 35 40 45 50 55 60
Speed

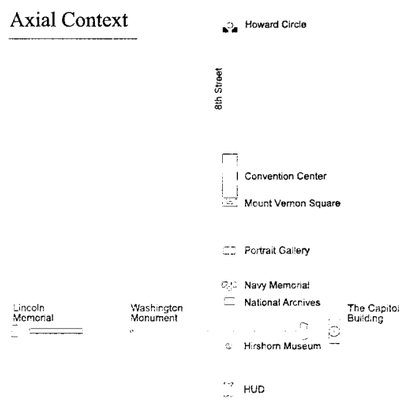

14th Street, NW @ Florida Avenue, NW (Southbound)
Percent
12.0
10.0
8.0
6.0
4.0
2.0
0.0
10 15 20 25 30 35 40 45 50 55 60
Speed



Key

- Potential Development at Site
- Existing Building
- Potential Service/Loading Location
- (1) 60'W x 24'H Thru-Block Easement

Axial Context



Urban Design Study - Howard Town Center Area

ESOCOFF & ASSOCIATES

NORTH

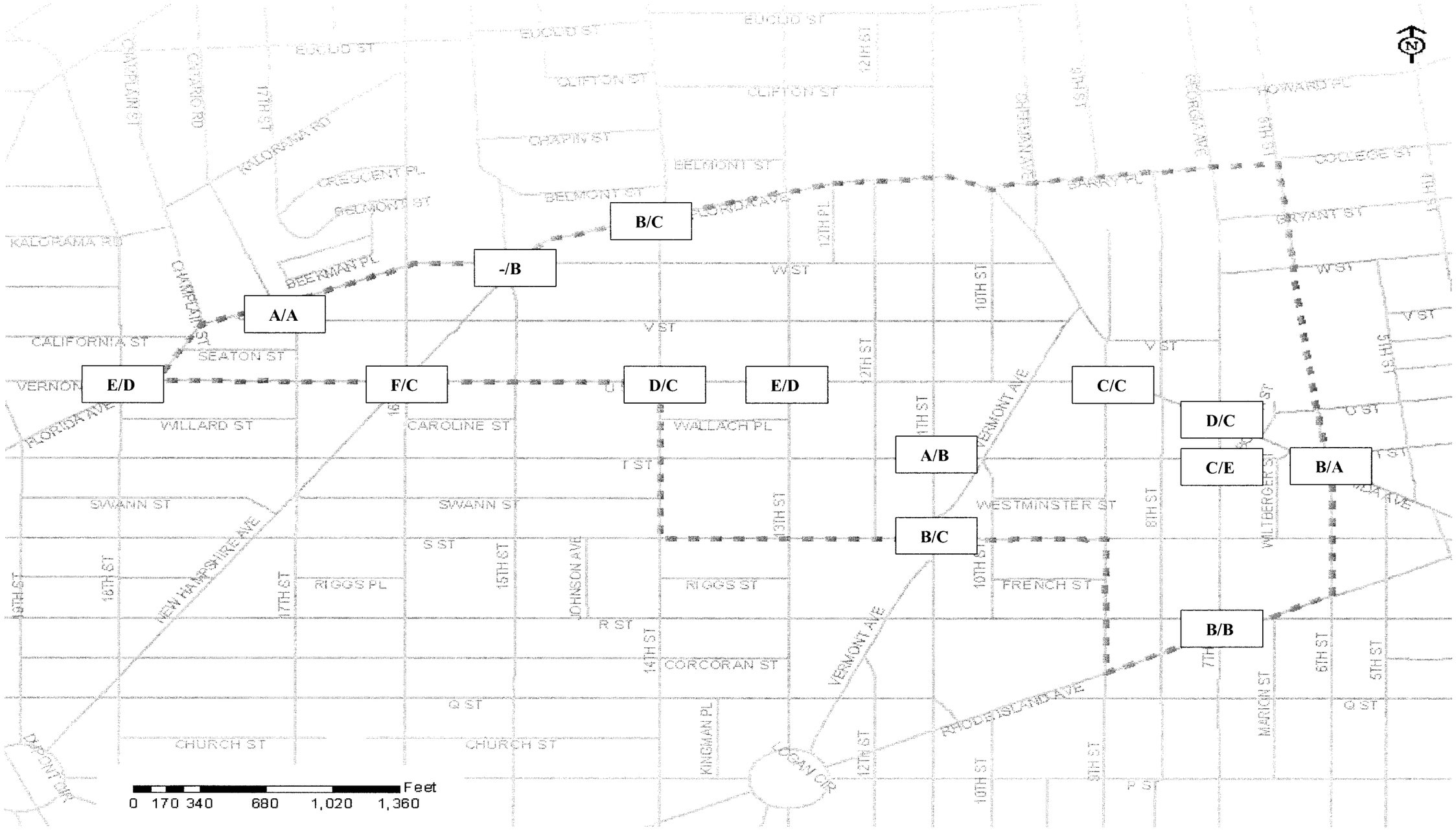
0 50' 100' 200'

SCALE: 1" = 200'-0"

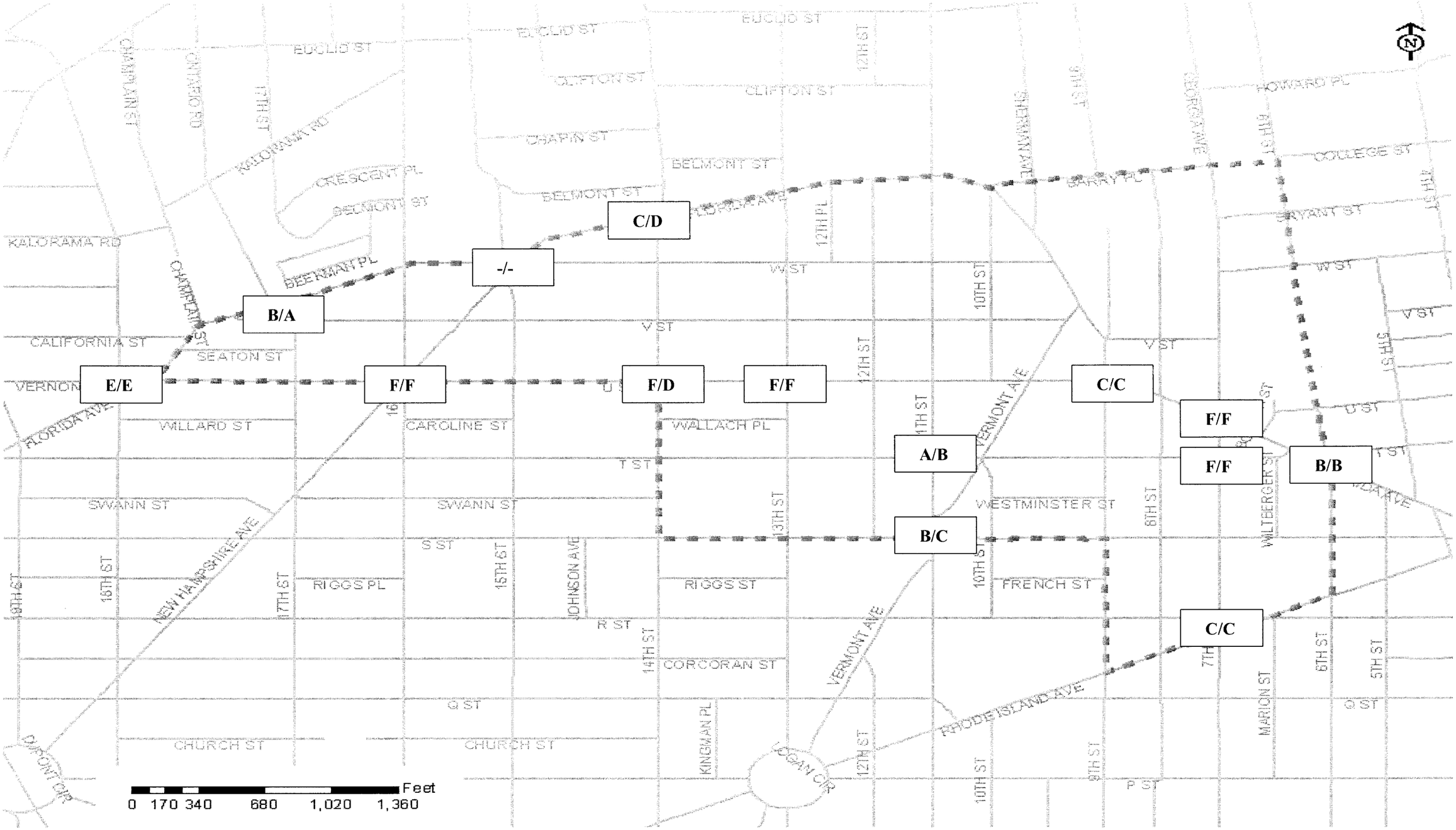
AUGUST 10, 2005

UDS 01

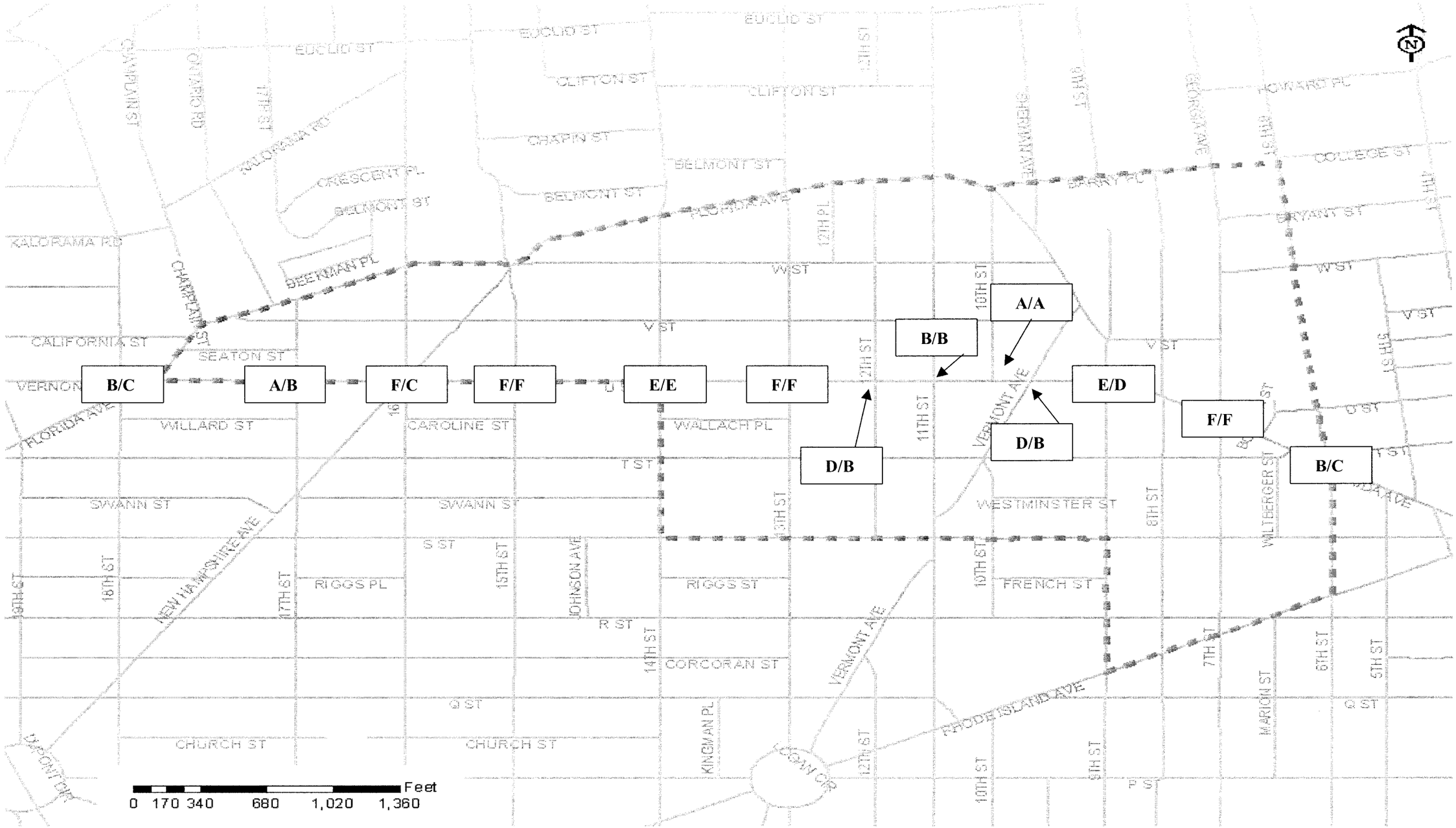
ALTERNATE A: EXISTING LOS (AM/PM) – HCM/HCS RESULTS



ALTERNATE A : LOS (AM/PM): FUTURE (2010) VOLS. WITH EXISTING GEOMETRICS – HCS RESULTS



ALTERNATE B: LOS (AM/PM) USING FUTURE (2010) VOLUMES AND NEW CONFIGURATION – SYNCHRO RESULTS



Appendix D

Estimate of Cost Calculations

District of Columbia - Department of Transportation
U Street Transportation and Parking Study
ALTERNATE B - PLANNING LEVEL ESTIMATE OF COST (Draft)

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
Roadway				
PAVEMENT MILLING	SY	39,424	4.00	$157,696.00
PAVEMENT/SIDEWALK REMOVAL	CY	4,224	18.00	$76,032.00
AC SURFACE, CLASS "C"	TONS	4,140	50.00	$206,976.00
LIGHTING (Removal and Installation)	EACH	169	1,000.00	$168,960.00
PCC CURB AND/OR GUTTER	L.F.	12,672	10.00	$126,720.00
Traffic				
SIGNALIZATION				$75,000.00
SIGNS				$22,500.00
PAVEMENT MARKING/STRIPING				$75,000.00
PCC WHEELCHAIR/BICYCLE RAMP	EACH	56	185.00	$10,360.00
Landscape				
TREES				$57,400.00
10’ BRICK (18TH-17TH ST.)				$21,450.00
5’ BRICK (17-6TH ST.)				$136,500.00
5’ CONCRETE (17-6TH ST.)				$45,500.00
MEDIANS				$130,800.00
SUBTOTAL				**$1,180,094.00**
Parking and Contingencies				
PAY AND DISPLAY METERS, SIGNS				**$89,876.00**
DRAINAGE	30%			**$354,028.20**
UTILITIES	30%			**$354,028.20**
MAINTENANCE OF TRAFFIC	10%			**$118,009.40**
TOTAL COST ESTIMATE				**$2,096,035.80**

District of Columbia - Department of Transportation
U Street Transportation and Parking Study
ALTERNATE A - PLANNING LEVEL ESTIMATE OF COST (Draft)

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
Roadway				
PAVEMENT MILLING	SY	0	4.00	$0.00
PAVEMENT/SIDEWALK REMOVAL	CY	0	18.00	$0.00
AC SURFACE, CLASS "C"	TONS	0	50.00	$0.00
LIGHTING (Removal and Installation)	EACH	169	1,000.00	$168,960.00
PCC CURB AND/OR GUTTER	L.F.	0	10.00	$0.00
Traffic				
SIGNALIZATION				$5,000.00
SIGNS				$5,000.00
PAVEMENT MARKING/STRIPING				$50,000.00
PCC WHEELCHAIR/BICYCLE RAMP		0		$0.00
Landscape				
TREES				$26,600.00
10’ BRICK (18TH-17TH ST.)				$21,450.00
5’ BRICK (17-6TH ST.)				$136,500.00
5’ CONCRETE (17-6TH ST.)				$45,500.00
MEDIANS				$0.00
SUBTOTAL				**$459,010.00**
Parking and Contingencies				
PAY AND DISPLAY METERS, SIGNS				**$89,876.00**
DRAINAGE	30%			**$137,703.00**
UTILITIES	30%			**$137,703.00**
MAINTENANCE OF TRAFFIC	10%			**$45,901.00**
TOTAL COST ESTIMATE				**$870,193.00**

Appendix E

Public Involvement Information

U Street/Shaw/Howard University Transportation and Parking Study

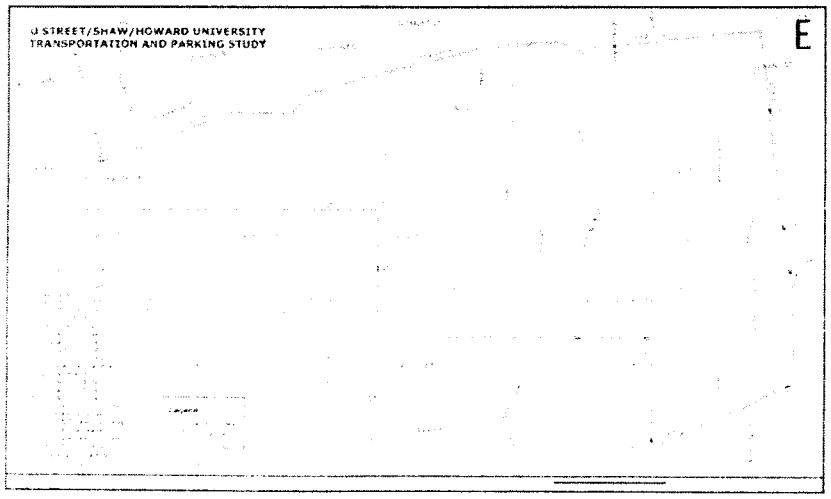
Public Meeting #1

Wednesday, September 29, 2004

Housing Finance Agency
815 Florida Avenue NW
Washington, DC 20001

Doors open/Open House:	6:00 PM
Public Meeting:	6:30 - 8:30 PM

street parking available • limited child assistance • light refreshments



For more information, contact Justice & Sustainability Associates at 202•610•0005

KCI, Technologies
October 6, 2004

U Street/Shaw/Howard University Transportation and Parking Study

Public Workshop #1 Meeting Summary

Parking Management

- Parking violations occur often including double parking, not paying at the meters, and parking in "No Parking Zones."
- Parking for schools, churches and businesses is inadequate.
- Parking fills up quickly on Friday and Saturday nights.
- It is unfair to install meters in residential areas
- There are people who cannot walk or bike because of various reasons and need parking facilities.
- The District should require more spaces for new residents and businesses.

Traffic and Transit

- There is constant congestion on U St and the surrounding areas.
- Speeding is a major concern as it affects the safety of everyone.
- Bus stop areas are a concern as sometimes there are 2 or 3 buses stopped at the same stop, blocking travel lanes. Bus pull-off areas / lanes would help this
- Car vandalism is a concern everywhere
- Loading zones for businesses is a concern. The alleys should be opened to help this problem.

Bicycle, Pedestrian and Mass Transit

- Bike lanes and pedestrian refuge areas should be provided. This will encourage more walking and biking.
- The Metro entrances should be more attractive and accessible.

Streetscape

- The streetscape should knit streets together and extend further in all directions.

U Street/Shaw/Howard University Transportation and Parking Study

Public Workshop #1 Meeting Comments

Opening Remarks

Project Goals

- Promote safe and convenient mobility for all forms of transportation including pedestrian, bicycle, vehicular, and transit modes;
- Provide a framework for addressing future transportation needs;
- Provide a forum for community input on future transportation system elements;
- Develop a creative approach to right-size parking for urban residential, commercial, and employment needs; and
- Create an attractive streetscape environment with outdoor leisure

Key Transportation Elements of the study

- Parking Management
- Traffic
- Transit
- Bicycle and Pedestrian
- Streetscape

General

- Nov. 10th - 2nd Public Meeting
- Oct 20th - 2nd Advisory Committee Meeting
- DDOT to listen and review input from community and revise scope as necessary.
- DDOT to include adjacent neighborhood studies at next meeting.
- Participants were encouraged to submit written comments on comment forms.

Comments from Participants

1) Neighborhood Leader (what community?)

- Friday and Saturday Night – can't park in his neighborhood
- church parking violations
- create one way traffic to get parking on both sides
- one parking space per three units (regulation), it should be one space per unit
- speed bumps and rumble strips but hinders emergency vehicles (fire trucks, ambulances)
- cabs, double parking, and 2 – 3 buses stopped at one stop blocks travel lane
- trees under street lights are creating dark spots

2) New School Leader
- parking area for school is inadequate
- there is vandalism of the cars
- Evaluate parking zone enforcements near the school, allow permit parking

3) Howard University Association Leader
- District should buy land and create public parking structures
- shared parking facilities among private organizations
- destination district – needs adequate amount of parking

4) Homeowner
- study should mention assets of area and focus on management of parking rather than more parking
- U St, 7th St and 14th St – improve mass transit priority for buses, metro, bike, and pedestrian
- coordinate this study with other studies

5) Cleveland Elementary School
- 8th St isn't included in study
- parking during the day

6) Homeowners Association
- group homes: allow only one car permit per apartment
- develop campaign to encourage more walking and biking
- future development of Howard Theater – parking demands

7) U St. Exec Director
- study area should be expandedisn't large enough
- planning in isolation

8) CPM Development Corporation
- Howard University / schools / hospital – pay attention to the institution's future and current needs

9) City Councilman Staff
- Howard University parking needs should be a priority
- installation of meters on residential streets is unfair
- there is unused space behind The Black Cat

10) 14th St and U St Business and Arts Association
- foolish to focus on bike / pedestrian because of senior citizens, bad weather, and businesses need visitors / deliveries
- shared parking for commercial, residential
- 3rd District of Police
- structure parking costs $8.00 per day – or make excess parking more efficient

11) Westminster Neighborhood Association
- speeding on 9th St and T St
- traffic on 9th St and T St
- vandalism on 9th St and T St
- church parking on Sunday
- police close off roadway
- unlimited use for private vehicles

12) Neighbor and employee at school
- parking inventory and parking survey – residential streets not really covered in this study

13) 14th St and U St Initiative
- private parking for housing can be shared – will this be looked at?
- parking management – innovative solutions will be looked at
- streetscape - Lee & Lui design went from 9th to 15th St – our study extends in both directions and moves forward from their study
- Howard University Study – 4 or 5 options for DDOT – separate from our study

14) Crossing Guard
- schools – traffic coming down 7th St from U St is atrocious
- children's safety is a concern

15) Resident
- DDOT Phase 2 in Detroit park radar screen
- Howard University overflow of university staff into residential areas

16) Main St Program and Resident
- offering his services for Main Street Info
- congested traffic
- loading zones
- closing alleys for new development hurts loading zone areas
- streetscape should knit streets together

17) Resident
- 9th St, U St, and T St – too much traffic and speeding

General Comments from Participants

- 16th St and U St – high accident intersection
- Design charret for 9th Street
- Parking on Friday and Saturday night is impossible
- insufficient parking
- speed problems (suggestion: speed bumps and rumble strips but they hinder fire trucks and ambulances)

- double parking is a problem
- bus stops – there should be a pull off area
- streetlights are being blocked by trees
- there should be permit parking for people who work in the area
- use of land as public parking areas
- look at walkable and bikeable friendly improvements
- transit priority streets should be looked at
- people who work here get tickets and have to constantly stop working to move their cars
- there should be a campaign to encourage biking and walking
- the scope of the project t is too small – it should be from the Convention Center eastward
- crucial component – public parking issue
- places where there are no vehicles or vehicles that don't move at all can become residential parking areas
- there are people who can't bike / walk so we need more parking
- structured parking is an idea
- residential parking permits are available but what about the people who are employed by the companies
- speeding is a BIG problem
- vandalism of cars is a major concern
- too focused on commercial and not on residential areas of the site
- the traffic coming south on 7th St from U St is terrible – safety is a major concern
- business loading zones need to be looked at – the closing of the allies effects this and is a major concern
- speeding is a major concern
- construction sites should be built (set up) better so it doesn't block the sidewalks

November 10, 2004

U Street/Shaw/Howard University Transportation and Parking Study

Public Workshop #2 Meeting Comments

Parking Presentation

- Many of the areas in the study are not surveyed for meter occupancy and meter turnover and should be. KCI explained that the team had to prioritize what is studied.
- Has the team looked at out of state tags vs. rpp vehicles during nights and weekends? Yes, Chance Management has info on this.
- It would be helpful to provide a slide of off-street parking locations. Scott Pomeroy has information for Chance Management regarding off-street parking locations that should not be listed in our study for various reasons and other off-street parking, which should be part of the study.
- Was all off-street parking inventoried, including alleys, etc? Yes, if it was public, then it was counted.
- Could the team gather all parking available including private parking to complete the picture? Chance Management stated that this may be difficult due to access issues.

Traffic Presentation

- Does the accident data specify injuries vs. non-injury related accidents? O.R. George has that info. The group notified the Consultants of a recent fatal accident on 14th Street @ Florida Avenue. .
- Is there info on pedestrian levels of service? O.R. George stated that the levels were acceptable.

Transit Presentation

- Can the team track the 98 local bus ridership?
- The completion of the in-line green stations may have contributed to the decrease in the use of the 70 and 71 bus lines.
- Is peak info available for high boarding/alighting locations as well as peak day vs. night vs. weekend? Yes, KCI has the raw data.
- Has the number of boarding/alighting changed over the years?

Improvements for Parking

- Are there other improvements being made around the city that we can learn from? There is a pilot being done within a one block radius around the convention center for permit parking shared with public parking.

- Is there a recommendation on whether more parking is needed? This is the teams next step.
- Can we make this study available to civic organizations through outreach so developers/owners develop more housing then parking issues can be identified more easily.
- Can an improvement be made to allow people to pay for extended parking in rpp zones that are in low demand by rpp users at certain times of the day?
- There is a pilot in Georgetown where officials meet with everyone block by block to figure out best use for parking, loading zones, etc.
- Off-street Municipal Parking should be identified and recommended for use. It is believed that there will be a future deficit of parking with all the new development and attraction in the area.
- Will we locate severe parking areas and areas with a lot of future development to see where more parking would best fit? Also, where are areas where the District owns land?
- Do we have any bus pull-off and double parking recommendations at this time? Suggestion was made to put up signs that list substantial fines for double parking
- A request for diagonal parking was made along the 1900 block of 9th Street at U and Florida
- A second request for municipal parking was made due to the future development of the local theaters and other mixed use developments. Howard University is studying the possibility of a garage in their new Town Center Development.

Improvements for Traffic

- Are timed crosswalks being studied? Yes.
- There is a speeding issue on 14th Street crossing Florida. Can a median be introduced or roadway narrowing be a recommendation?
- Investigate why 15th Street is one-way. Investigate excessive speeding along this roadway.
- Investigate why the 1500 block of W Street is one-way.
- Study the introduction of a crosswalk on U Street between 14th and 15th Streets because the block is extra long
- A request was made for a traffic light at 7th and T Street because of the heavy vehicular/pedestrian conflict and backup of traffic during peak hours.
- Examine the provision of a better cross-walk along Florida for the LeDroit residents walking from LeDroit Park to the metro or bus stops.

Improvements for Transit

- WMATA is planning on 1500 new bus shelters to be placed around the District.
- Main Street groups are trying to get the Downtown Circulator to expand north. If this happens the Circulator may use the transit priority streets.
- Signs on the bus shelters showing bus schedules should be introduced.

- Not everyone in the communities think that municipal parking is the answer. Other options need to be investigated such as shared parking and subsidizing transit costs for employees.
- Shared parking with private lots may be too expensive for the average user.
- What about future planning of light rail along Georgia Ave/7th Street?
- A request was made to invite a WMATA rep at the next advisory meeting.

Streetscape coordination

- Streetscape work has been done on east/west streets in LeDroit Park and new streetscape work will be done on T Street all the way to Florida Ave and 6th Street that our team should coordinate with.
- Future improvements should be coordinated with WASA?
- The heritage sign at 13th and U Streets is poorly located. There is a bus stop, metro, and site amenities all clustered together in this area.
- The display map of current project overlays should include the phases or schedules of the different projects going on.
- Can we find out how much revenue the District gets from meters? Yes, Chance Management said it is possible to get info on this and can provide the agency to call.
- There is a sidewalk activity study happening.
- The study for the 14th Street Streetscape from Florida Ave to Thomas Circle is beginning in 2005.

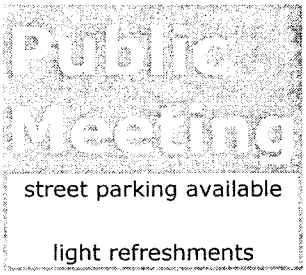
Process outline:

1st Public Meeting – Introduction and Input from public (completed)
2nd Public Meeting – Results of data collection and input from public (completed)
3rd Public Meeting – Preliminary Improvement Options
4th Public Meeting – Final Recommendations

DDOT will plan on implementing short term recommendations and further study/design will be required for longer term improvements.

Next Meeting will be posted on the website <u>www.publicspaceforum.org</u>

Please join us!



Wednesday, February 23, 2005

Housing Finance Agency

815 Florida Avenue, NW

Washington, DC 20001

6:00 pm - Doors open / Open house

6:30 - 8:30 pm - Public Meeting

February 24, 2005

U Street/Shaw/Howard University Transportation and Parking Study

Public Workshop #3 Meeting Comments

General Comments

1) A significant number of accidents have occurred at U Street and 12th Street.

2) There is in an existing bike path on 11th Street between Florida and Clifton St.

3) 14th Street and Florida Avenue - MPH signs should be located on 14th Street.

4) Need to emphasize parking management solutions for existing system instead of increasing parking capacity.

5) Need to emphasize improvements that would provide sufficient room at bus stops, so buses could move out of travel lane.

6) Short term parking is preferred in front of commercial business on U Street instead of parking restrictions.

7) We are talking about a limited number of parking spaces in front of these businesses, maybe they can be removed to other locations.

8) If we recommended a median along U Street, it should be minimum 4' for handicap accessibility.

Specific Comments

1) Did we review future demand projections for residential units at Howard University?

Response: These estimates are in progress and not yet finalized. Follow-up with DC Department of Planning is underway to review these estimates.

2) Explain the "total trips" and how they relate to the project?

Response: "Total Trips" refer to the summation of the morning and afternoon peak hour trip estimates developed for the planned/proposed developments within the U Street Corridor study area. These trips were developed using rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (2003), as stipulated by DDOT. The trips include those

arriving at the developments (inbound trips) and those departing (outbound trips). They also reflect the application of reduction factors for transit (bus and rail) usage, based on WMATA's 1989 Ridership Surveys.

3) Improvements related to speeding along 14th Street should not just reflect the approaches. Drivers are coming down the hill very fast.

Response: The provision of rumble strips along 14th Street southbound, in conjuction with the other recommendations for this location, should be quite effective in reducing the downhill speeds. It is also recommended that rumble strips be placed approximately 400 feet north of Florida Avenue. Another set could be considered for a location further upstream, depending on the length of the gradient.

4) Have we recommended improvements for pedestrians?

Response: Yes, by extending green times, eliminating right turn on red, installing pedestrian countdown signals, replacing pavement marking.

5) What other transportation studies are we coordinating with?
Response: DDOT/WMATA Transportations Alternatives Analysis and Uptown Destination District Study

6) The study emphasizes improvements for vehicles, but what about pedestrians, transit?

Response: The study is proposing improvements for specific elements, however a policy decision needs to be made for prioritization of a particular mode through the corridor. This study has not addressed that.

Process outline:
1st Public Meeting – Introduction and Input from public (completed)
2nd Public Meeting – Results of data collection and input from public (completed)
3rd Public Meeting – Preliminary Improvement Options
4th Public Meeting – Final Recommendations

DDOT will plan on implementing short term recommendations and further study/design will be required for longer term improvements.

Next Meeting will be posted on the website www.publicspaceforum.org

Greetings!

You are invited!

Please join us...

Final Public Meeting

U Street/Shaw/Howard University Transportation and Parking Study

Wednesday, June 29, 2005
6:00 pm - 6:30 pm Open House
6:30pm - 8:30 pm Public Meeting
DC Housing Finance Agency (Auditorium)
815 Florida Avenue NW
Washington, DC

If you have any questions please call 202.610.0005 or send an email to rsvp@jsallc.com.

We look forward to seeing you at the meeting.

Note: If you no longer wish to receive email alerts please **DO NOT** respond to this email. Please click the link at the bottom of this email to unsubscribe.

June 29, 2005

U Street/Shaw/Howard University Transportation and Parking Study

Public Workshop #4 Meeting Comments

General Comments

1) Alternative B: U Street corridor is a major emergency corridor. Will it comply with DC laws? ***Yes***. Medians are minimum.

2) DDOT should have put parking where Hoffman Development is. There's no parking and quality of life has diminished. Enforcement is the problem, not putting up signs.

3) Cameras at loading zones? Technology is available.

4) Pay and display meters are only being placed in a few places. They should be on every street that has "RPP".

5) Pilot Program in Georgetown. U Street will be pilot as well?

6) SLIDE #17: There needs to be similar solutions at other intersections. Safety is more important than cars.

7) Extension of RPP from 8:30 → 10:30

8) SLIDE #14: "Replace" not "Remove" wood timbers? Wood timbers are tripping hazard.

9) When it rains absent boxes, you get run-off.

10) SLIDE #16: NCRC is giving away public land that could be used for parking.

11) Want to remove parking meter units that allow people to do "bad things" rather than add units.

12) Plan B doesn't respect Historic District median and street trees in median are not consistent with Historical District.

13) Brick bonding is not shown in historic fabric. Concrete is what is illustrated from historic fabric.

14) SLIDE #19: Pay/Display meters are very different. One in middle works – others don't.

15) Historic character should be considered but Alternate B is more pedestrian friendly.

16) 16th Street & U Street southbound crossing →more specifics?

Safety. No improvement concept. Will be addressed in separate study.

17) 15th Street - Car platforms make streets smaller & more dangerous. Remove from U Street.

18) Traffic lights at 18th & Florida Avenue. People misuse light signal. Enforcement is what's needed.

19) Recommendations really do improve sidewalks and priority tax for traffic.

20) Adding new parking supply: Visitor parking should be managed as a parking district. Take Pay/Display further. Public should not pay for parking. Businesses should pay for visiting parking.

21) Make 15th Street 2-way.

22) Florida/14 is wide. 14th & Florida is not given enough attention. Will look at further

22) Kalaroma Site: Traffic backed up at California Street? Traffic is headed west not down 16th Street.

23) Pedestrian hazards are due to eastbound traffic turning onto U Street.

24) Southbound traffic turns "L" onto U Street.

25) Do not make U Street a service corridor.

26) Short-term improvements: were signals coordinated on U Street?

27) Travel time study finds pretty good time for 1.2 miles. Need better coordination

28) Loading/Off-loading goes on all day. Propose a mid block or other loading zone: 30' feet or so.

29) "R" lane works better, so put at ends adjacent turn lanes.

30) Make it more difficult for people to come through our neighborhoods. Density for people, we need to force people to by-pass the neighborhood.

31) Who maintains bricks @ Reeves Center? Maintenance goes up with more brick

32) 4 lanes vs. 3 lanes: 3 lane cross-section works for the surprise "L" turns

Commissioner Philip C. Spalding
1020 14th Street NW, 20005, 624-6853, [illegible]

4 July 2005

Callistus Nwadike
Angela Jones
Don Edwards

RE: U Street/Howard University Transportation and Parking Study

Dear Project Managers:

I am going to try to comment on the final presentation of this DDOT study, and ask that you take these comments in the context of my voice as ANC Commissioner for a large portion of the study area. I do hope that you will receive or solicit comments from Commissioners Moss and Estrada who also represent significant portions of the study area. Comments from ANC1B will be voiced separately. My single member district runs from 9th Street to 14th Street along U Street, and I will attempt to speak to study recommendations that are in this portion of the study area.

As a participant through this study process, I continue to be concerned with two larger issues that I do not think have been adequately addressed. Most of the study area is located in recognized historic districts, and despite DDOT's recent work with context sensitive solution/design policy this study has not allowed the historic context of the district to inform or guide many of the policy recommendations presented. I am also left with the impression that current and future difficulties with parking and traffic have been underestimated when viewed in the context of commercial occupancy growth and rapidly increasing residential density. Most of my comments on specific short and long-term recommendations will reflect my concern with these two larger issues. I do recommend that further research addressing these issues be done and incorporated into future decision making on changes to the local transportation infrastructure.

In "Corridor-Wide Transportation and Parking Improvement Recommendations", I agree with the restriping of pavement markings and pedestrian crossings, many of which are currently faded to near invisibility. While agreeing with the installation of no parking signs, I do suggest that over signage is currently problematic, and encourage TSA to consolidate signage whenever possible. I agree with replacing dead trees and also cleaning up the tree pits and removing wood timbers, and additionally ask that tree grates replace pits along most of the corridor to allow better pedestrian traffic on the often-cramped sidewalks. I agree that investigation of variable parking pricing strategies during evening hours may be helpful, and encourage DDOT to speak with business owners responsible for the heavy

evening hours use to help in finding appropriate solutions. Consideration of development of municipal parking facilities should be one of the highest priorities suggested by this study. This area of the city does not have the available shared resources of other sections of the city, and the combination of commercial revival and increased density will continue to place unwarranted onus on the residential streets. Transit priority treatments should be studied and encouraged. Shuttle bus service from remote locations could be difficult, since there are diminishing remote parking locations available. Promoting transit use during evening hours is necessary, and may suggest further study of multiple line service at the Shaw and U Street Metro stations. I am not clear on how restricting parking during peak periods to allow improved bus travel times can be accomplished without making the parking signage impossible to interpret. I am fully supportive of coordinating signage and public art opportunities, and suggest that neighborhood associations or ANC's also be involved.

In "Transportation Improvement Recommendations", I agree with the provision of an exclusive turn lane on the northbound approach to 13/U, but caution that the presence of Starbucks and stop-to-purchase vehicles should be fully considered. Both recommendations to aid bus service at 14/U are supported, and street furniture benches alongside building on the southwest corner might help with congestion at this busy location. The intersection of 14/Florida does need further study, and that study should incorporate the enormous density changes currently planned. Using 11th Street for extension of the bicycle lane is possible, but should be timed to work with redevelopment along the street. The addition of a cab pull-off area at the 13/U Metro sidewalk is a great idea and may suggest other locations in the corridor for this curb side use.

In "Parking Improvement Recommendations", U/9th shared parking in redevelopment of DC Housing Finance Agency should also be coordinated with the other redevelopment activity in this and adjacent blocks. Installing available parking signs at the Reeves Center should be coordinated with the Office of Property Management, but this is one of our few parking resources and should be as fully used as possible. Redevelopment of the DC Dept. of Parks and Recreation site in the 1300 block of S Street should also include the possibility of use as municipal parking. Beginning parking regulations at 9:30AM is acceptable, and establishing Saturday regulation and enforcement is encouraged. Extending meter times to 8PM along the commercial corridor would be useful, and synchronizing meters with RPP follows. 9th (T to U Streets) may present difficulties with the RPP Override system since this is turning into a purely commercial block, and the occupancy of the commercial establishments already indicates unacceptable levels. 14th (U to Florida) will be coming under enormous pressure with current and future development, and deserves more study. Vermont Avenue (U to V east side) would benefit from RPP Override metering.

In "Streetscape Improvement Recommendations", I agree with the short-term additional plantings at Civil War Memorial and in Vermont median, and hope that these can be coordinated with the neighborhood associations who have initiated much of the work. Both the bus shelter and the heritage sign at the 13/U Metro station entrance should be moved, and wish you great luck in working with the air grates that limit the shelter location. I am adamant that the sidewalk design reflect historic materials and design, and that the brick band adjacent to curb be removed where it currently exists and dropped from the proposed design. I also ask that the streetscape design call for a consistent sidewalk concrete in a

warmer tan color and with an aggregate admixture. New street trees would be welcomed, but please remember to use grates instead of pits to address the limited sidewalk depths. Yes, something certainly needs to be done at Garnett-Patterson School. I think that additional plantings and art are preferable to pavement design. I am thrilled that you are considering #16 & #18 black lighting poles, and also request that you attempt to include relief bases that are more difficult to paste with advertising and political signage. Replacement of most of the current street lighting (could not be any uglier) with historic poles is highly encouraged. U St. (12th to 13th) would be improved by reducing the number of litter receptacles, but would also be improved by consistent litter receptacles. Returning the lost post office box would be appreciated by many constituents. The WMATA grates are indeed problematic and any reduction or appropriate relocation is encouraged. I agree that special paving in front of Lincoln Theatre is appropriate, but caution that this treatment should not be overused in the corridor and reserved for a few special locations. I do not agree to staining at the U St. Metro entrance, do not agree with the brick paving band, support decorative planters, strongly (very strongly) support consistent newspaper bin furniture, and support the possibility of a mural. U St. (13th to 14th) has some difficult chokepoints on the south side, and reducing furniture and possibly street trees at the chokepoints may be required. All signs in this block should be consolidated as much as possible, but due to its significant restaurant/nightclub use litter receptacles are needed.

In reference to the O.R. George & Associates generated variations for reconfiguring U Street, I am adamantly opposed to "Alternate B". This is a proposal that is not in keeping with the corridor's design history, and in my judgment does not offer significant transportation improvement to counterbalance the retention of historic design. I do not think that the current fifty-six foot wide street should be narrowed, and that any discussion of widening existing sidewalks or narrowing the street should do as little harm to the historic configuration as possible. Reconfiguring turn lanes with striping and signal changes could be added to Alternate A, however, adding medians with or without street trees is not supported. In addition to concern for the historic aesthetic, the location of police, fire and ambulance traffic along the corridor also suggests that Alternate A may be more functional. I suggest that serious consideration of Alternate B should be preceded by extensive consultation with the DC Office of Historic Preservation, MPD, and FEMS.

As mentioned earlier in this letter a significant portion of this study is in or borders ANC1C and ANC2B and the study should actively solicit responses from both of these Commissions. The difficult intersections at 18th Street, 16th Street and 14th Street all equally affect our neighboring Commissions, and a number of recommended improvements are actually located in their Commission territories.

Ongoing attention should be given to projected development, increased residential density and their impact on future transportation needs. These are immediately apparent in the area north of U Street on 14th Street, and in the area north of U/Florida between 7th & 9th north to Barry Place. Increased density along V Street from Vermont west to 14th should also be given further attention.

I would like to thank each of you for your efforts in managing this study process, and look forward to continuing to work with Callistus in implementing ideas generated by your work in the final report.

Sincerely,

Commissioner Philip C. Spalding

CC: Councilmember Jim Graham
Cardozo Shaw Neighborhood Association
DC Historic Preservation Office
Commissioner Lynn Taylor 1C08
Commissioner Ramon Estrada 2B09

Frances Murphy
Treasurer

Beverly Perry
Chairman

Lee Jackson
Board Member

Vi Curtis Audrey Hinton
Board Member

Reverend Reginald Green
Secretary

Jack Olender
Board Member

Emmanuel Friedman
Board Member

Frank Smith
Founding Director

DDOT U STREET PARKING, TRANSPORTATION AND STREET-SCAPE STUDY

The African American Civil War Memorial and Museum represent a partnership between the District government, Metro, the National Park Service and the African American Civil War Memorial Freedom Foundation, Inc. (Freedom Foundation). The Freedom Foundation is a non-profit tax exempt organization chartered in the District of Columbia.

The African American Civil War Memorial had two beginnings. The first was to correct a great wrong in American history by building a monument to the 209,145 black soldiers who fought to end slavery and keep America united under one flag. Our mission is to change the way Civil War history is taught by including material on the courage and sacrifice of African American soldiers spreading democracy and building America. If we accomplish our mission, people will come to U Street from all over the world to see the only monument to the courage and sacrifice of these men. In July 2004, USA Today named The Civil War Memorial one of the "10 Best Places to Go Fourth in the Nations Capitol".

The second purpose for building the African American Civil War Memorial and Museum on U Street was to build a national tourist attraction that would help correct some of the major destruction done to historic U Street by the botched Metro construction job involving the green line. The monument supports District and Federal policy to more evenly spread some of the six billion dollar economic benefit of tourism beyond the Mall into the neighborhoods of the City.

We are seeking the support of DDOT, The Mayor and Council in helping to further the goals of the "Uptown Destination District" to build out the African American Civil War Memorial into the "Civil War Memorial Plaza". The goals of the extensive planning process carried out by the office of Planning would more fully develop the memorial as the key element in the "String of Pearls" stretching economic and housing development east along U Street and north along 7th Street, by involving the Grimke building as a site for the Civil War Museum and U Street tourist information center. The concept also involves utilizing the façade of the Garnet Patterson School, the Masonic Building and

1200 U Street, NW Washington, D.C. 20001 (202) 667-2667 Fax: (202) 667-6771 Email: afroamcivilwar.org

the completion of the landscaping in the area of the memorial to fully develop the site as an international tourist attraction.

The Civil War Memorial Foundation is seeking the support of DDOT in considering the impact of bus traffic and parking at the Memorial site and at the museum which is located in the True Reformer Building at 1200 U Street. The intersection at 12th and U is dangerous because it has a cross walk and no traffic signal. There are many accidents and much pedestrian danger at this intersection which is in need of a traffic signal.

Secondly, the Uptown Destination District recognizes the triangle where the monument is located as "African American Civil War Memorial Plaza. To build out this concept and to make the monument more discernable to automobile and bus traffic, we would like some type of demarcation placed at the corner where the Metro pylon is located. Also, when jurisdiction for the monument was transferred to the Park Service, DDOT retained jurisdiction of the 10th Street bed and the tree boxes and trees that are on the East side of the monument. Some lights are out that are the responsibility of DDOT and some trees have died and must be replaced. The grass that was removed from the tree boxes under DDOT's jurisdiction must also be replaced.

Thirdly the monument receives about 75,000 tourists each year. Many come by Metro but most come by bus and automobile. We would like to request that DDOT place directional signage along the major routes leading into the City, directing people to the Civil War monument, using a photo of the monument and its motto "See It—Be Inspired", to make it easier and safer for drivers to find the monument.

On May 1922, the Civil War Memorial Foundation will celebrate its Annual Founders Day Program. This year we are inviting the President and various other dignitaries in an effort to promote the monument and attract more day-time tourists to the area. We will be submitting to DDOT a request for public relations media advertising the Grand celebration on Friday May 20th, the Civil War reenactment camp at Banneker Field and the reenactment of President Abraham Lincoln's visit to a church at a contraband camp at 12th and R Streets NW on Sunday morning May 22, 2005.

Finally, when the monument was being built, DDOT qualified the museum pedestrian plaza for what is now called T21 funding because Vermont Ave. is part of the original L'Enfant Plan and qualifies as a highway in D. C. The Civil War Museum is negotiating with the City for a home for the Civil War Museum. Grimke is a national treasure that is in disrepair and forms the East boundary of the "Memorial Plaza". We would like DDOT to reserve $500,000 of T21 funds to be used to do a stabilization and utilization study on the Grimke Building. Moving the museum store into the Grimke building along with the nationally known collection that the Civil War Foundation is purchasing will further entice tourists to visit the East end of U Street, spend more time and money and contribute to the economic enhancement of day-time business in the area. All of these are goals of the T21 funds as approved by Congress.

and also serves as a major example of cultural tourism because it incorporates tourism and economic development as a part of its story line. The Civil War Memorial Foundation operates a web site at www.afroamcivilwar.org which receives more than two millions hits each year and last year more than 75,000 tourists visited the monument, many of whom became customers to the variety of businesses on U Street. As the Freedom Foundation promotes the area and supports local businesses, more jobs are created in the corridor and more taxes are paid by employees and customers to the District Government.

The museum currently occupies the café level of the True Reformer Building that is owned by the Public Welfare Foundation. The museum has a collection of rare objects, artifacts and prints on display at the museum which is open to the public six days a week. Every museum must have its own unique and defining collection. For reason, the African American Civil War Museum is negotiating to purchase the largest collection of African American Civil War artifacts collected in one place. This collection we are seeking has never been exhibited in public before and will attract the attention of tourists, academics, researchers and serious minded people from all over the world. Marketing research on tourists has shown that Civil War tourists tend to spend twice as much money as most and stay longer than ordinary tourists. The purchase of this nationally know collection of more than 2,000 items will increase the visibility and visitation at the monument by four fold and greatly enhance the economic viability of the eastern end of U Street.

The Freedom Foundation has raised several million dollars from the Kellogg Foundation, the Public Welfare Foundation, Metro, local foundations, corporations and individuals. It has mounted a nationwide promotional and educational program and conducts an annual Founders Day in May program which attracts tens of thousands of new people to U Street. I am attaching herewith material on the Founders Day program being planned for this May. All of our employees live and shop in the area and we do virtually all of our banking, printing, catering and other business with neighborhood businesses. We contribute greatly to the economy of Shaw and the City.

Finally, let me say that I appreciate the creative support of DDOT staff in locating funding for the Pedestrian Plaza of the Memorial. The memorial was dedicated in 1998 and NPS took jurisdiction in 2004. For six years, DDOT showed great patience and support and worked with the African American Civil War Memorial Foundation to keep up the memorial for far too long. On behalf of the neighbors, staff, volunteers and the 209,145 black soldiers and their white officers whose names are engraved on the Wall of Honor, we say thank you and lets keep working together the make U Street and the Nations Capitol a better place visit, live, work and have a good time.

Thank you very much for your kind consideration in this matter.

Hon. Frank Smith, Founding Director

B Omenuto
Cleveland ES
1825 8th St NW
Washington DC 20001

37

Mr. Callistus Nwadike
Project Manager
District Department of Transportation
Transportation Policy + Planning Administration
2000 14th St NW Seventh Floor
Washington DC 20009

20009+4473

d.

DISTRICT DEPARTMENT OF TRANSPORTATION

U STREET/SHAW/HOWARD UNIVERSITY TRANSPORTATION AND PARKING STUDY

PUBLIC MEETING #1

SEPTEMBER 29, 2004

Comments/ Initial Input on Study Area Transportation/Mobility Issues

Please provide your comments on this study in the space below. Please identify any existing transportation issues in the study area, that you think should be examined by this study.

1. *Are there locations, landuses and activities within the study area which you think should be specificallyexamined?* [illegible]

2. *Are there specific events and timeframes that should be considered? (i.e., weekday AM/PM, mid-day, Saturday, etc.)* [illegible]

3. Are there any locations you think would warrant special consideration based upon vehicular safety? _____

4. Is congestion a major problem, and if so at what locations (beside everywhere)? [illegible]

5. Is pedestrian movement a problem, in terms of adequacy of sidewalk/ crosswalk space provisions? _____ If so, please cite specific locations. [illegible]

6. Please provide your thoughts on provision for bicyclist (routes, storage facilities, etc.) [illegible]

Comments/ Initial Input on Study Area Transportation/Mobility Issues (Continued)

7. Please provide your thoughts on existing access to Metro stations:
   a) Shaw/ Howard: [illegible] is good
   b) U Street/ Cardozo:

8. Do bus and Metro schedules provide a good level of service? [illegible]

9. Please share your thoughts on the study area parking:
   a) Supply Adequate? [illegible]
   b) Appropriately managed and enforced? [illegible]
   c) Cost?
   d) Impacts of Construction? [illegible]
   e) Would you like to see more parking lots and garages? [illegible]
   f) RPP/Enforcement

Other Comments/ and issues?

[illegible]

Please hand this form to Mr. Callistus Nwadike or the representative from KCI at the end of this meeting, fax, or mail the form to:

Mr. Callistus Nwadike, Project Manager
District Department of Transportation
Transportation Policy and Planning Administration
2000 14th Street, NW, Seventh Floor
Washington, DC 20009
Fax: 202-671-0617

Alternatively, e-mail your comments to callistus.nwadike@dc.gov

MEMORANDUM

September 24, 2004

To: Angela Jones, KCI Technologies, Inc.
From: Nevin J. Kelly, 14th & U Streets Business and Arts Coalition ("14th&UBAC")
Re: U Street/Shaw/Howard University Transportation and Parking Study (the "Study")

Without involving the 14th&UBAC membership in my crazier ideas, I wanted to give you a few additional comments on matters that seem to exacerbate traffic issues city-wide, but that have not been addressed by policymakers. Perhaps these issues could be studied or addressed in the current study area as a first step towards implementing changes on a wider scale.

Metro Buses (I): I have observed in my years of driving here that many of the traffic problems in DC are directly caused by Metro buses and their drivers. Millions of dollars were spent in recent years to install concrete bus aprons for Metro buses, but they are not properly used. Most Metro bus drivers appear to cut the steering wheel to the right to bring the nose of the bus to the curb to pick up passengers, but they do not regularly cut the wheel back to the left to bring the tail end in. As a result, the back end of the bus typically blocks at least one lane of traffic when a bus is making a stop. This blocks traffic and frustrates drivers, who often make some kind of dangerous move to get around the bus. Metro bus drivers should be required to pull their buses parallel to the curb for pickup, and should be aggressively fined for not doing so. If they cannot do so because of an illegally parked car, the car should be fined. A short but aggressive campaign on the part of the police would presumably have long-term effects on driver habits. Metro bus boxes could be more visibly striped and posted to put cars on notice not to park inside the box. E.g. "If the bumper of your car has crossed over the marked box, you will be ticketed."

Metro Buses (II): Another frequent problem with Metro buses is the battle between bus and automobile in getting into traffic when the light turns green. Aggressive moves by bus drivers or by drivers trying to get a jump on the bus create a dangerous situation. A pilot program might be instituted in the study area to alleviate this problem. When the first traffic lights were introduced in this country a century ago, they were new to everyone, but they were nonetheless quickly understood. A new light could be added to traffic lights (perhaps a small strobe at the top of the light unit) that would precede the green light. For the two or three seconds the additional light is on (and the green is not), two things could happen: (1) a Metro bus at a corner stop would have the right to proceed through the intersection, gaining the two or three seconds it needs to get ahead of other traffic and (2) no right on red would be permitted (giving pedestrians the ability to get into the box before the green light brings right-turning cars into the crossing lanes). Perhaps this is an impractical idea, but it is worthy of consideration.

I recognize that these ideas may seem "out there." but I am convinced that implementing them would have a positive effect on traffic flow in the city. Metro buses are a positive force in the city, but their benefits often cause their downsides to be overlooked. Thanks for letting me present my views to you.

MEMORANDUM

September 24, 2004

To: Angela Jones, KCI Technologies, Inc.
From: Nevin J. Kelly, 14th & U Streets Business and Arts Coalition ("14th&UBAC")
Re: U Street/Shaw/Howard University Transportation and Parking Study (the "Study")

I wanted to report on the views of some of the members of the 14th&UBAC concerning the scope of the Study and issues that the 14th&UBAC members would like to see addressed. I am still soliciting input from members, and this memo does not necessarily express all pertinent views. It does, however, identify issues that have been raised so far.

First, 14th&UBAC is pleased that the Study has been initiated and that the various consultants are beginning their work. Your work will be important to the orderly development of the study area as a model residential and commercial corridor.

As a group of local businesses, the concerns of 14th&UBAC may differ from those of other voices on the advisory committee. Specifically, parking and vehicular access to the study area are of significant concern to the 14th&UBAC. While improved pedestrian, bicycle and public transportation access to the study area are important issues to consider, *it is critically important to the establishment and maintenance of a vibrant mixed-use community that access by private vehicles be facilitated and that adequate parking be provided to serve all community needs.*

A FEW SPECIFIC ISSUES

Members of the 14th&UBAC have identified a number of issues that they believe the consultants should look at in conducting the Study. Some of these were addressed at the initial advisory committee meeting and are addressed in your minutes. Others are described here for the first time. I thought it would be helpful for you to have them in one place.

Need for Increased Parking: There has long been a severe shortage of parking in the west end of the study area. A principal goal of the study group should be to assess, and make recommendations to promote, a level of accessible parking that will support all community needs. Retail customers frequently are unable to find parking, with the result that many get frustrated and drive away without making the stops they had intended to make in the area. In addition to street parking improvements, there is an urgent need for off-street parking in the area. Municipal parking has long been a "hot potato" of DC politics, but there are few commercial parking interests doing business in the area that would be hurt by a municipal parking facility. We point to Bethesda, Maryland as an

example of a neighborhood that has successfully mixed municipal and retail parking to the benefit of the community.

There are a number of publicly owned sites within the study area that could accommodate a municipal parking facility. The community center near the corner of 18th & U is an example. The existing tennis courts could be placed on top of a multi-deck garage without losing public facilities. The 3rd District headquarters in the 1600 block of U and the bus lot near 12th & T Streets are other examples of sites that are currently underutilized and that could relieve parking pressures without abandoning current uses. 17th Street between Florida & U has almost no utility as a through street and could be used for improved street scape or additional parking. The status of parking at the Reeves Center should also be analyzed.

Meters: A large percentage of meters in the study area are broken or inoperable at any given time. Often, there are 4 or more meters per block that are not working. The Office of Parking Enforcement often gives tickets to cars that have parked at meters that will not accept money. This is unfair and bad for business. Many of the meters are used for all-day parking by residents and area employees, even though they have a posted limit of between 30 minutes and 2 hours. Some ideas to address this problem would be welcomed by the community (including a program that would permit business owners, show contribute significantly to the tax base, to qualify for parking permits such as those made available to residents—perhaps the hours for which those permits are valid could be restricted to avoid competing with residents who park overnight).

Traffic Lights: The lights in the area are poorly timed. This contributes to traffic backups and frustrated drivers. Frustrated drivers frequently take reckless measures to "beat" lights or get around backups. The lights at the corner of 18th & U seem to permit cars in the left-hand lane of southbound 18th Street to make a left turn onto U Street while still allowing the westbound traffic on U to make a left onto Florida. Near–collisions are common there. Elsewhere, drivers often speed to "catch the next light." The lights along 15th Street are well timed to encourage drivers to drive at 30 mph or below. 15th Street should serve as a model for other portions of the study area.

Crossings: With the length of the blocks along 14th & U Streets, and the high density of commercial activity there, mid-block street crossings, with traffic lights timed a second or two apart from the end-block lights (to allow clearing of the crossing box) should be considered.

Towing Patterns: Many of the streets in the neighborhood are closed to parking for street cleaning or rush hour traffic during certain hours. Municipal towing crews remove cars from the restricted lanes and "dump" them elsewhere in the neighborhood, frequently in metered spaces along the commercial streets. There, the cars take up valuable parking spaces and accumulate tickets, often for more than a week. Owners report that they have searched for their cars for days but that city officials cannot tell them where they were moved. This is a serious problem that needs to be addressed.

Street Cleaning: The study team should consider whether parking restrictions to allow street cleaning are appropriate. The team should look at the "Green Team" initiative sponsored by the 14th&UBAC, which put homeless people to work keeping the streets in the 14th& U Streets area clean. The study team should consider whether there are technologies that can be employed to clean streets and gutters without restricting parking (e.g., a sidewalk-based vacuum technology or human labor such as the Green Team). Alternatively, the study team should consider whether street cleaning schedules can be fine-tuned to narrow the window during which parking is banned. Affected streets are typically closed for 4 or 5 hours, although the individually blocks can be cleaned in a few minutes. If Metro buses can run according to a schedule, why not street cleaning machines?

Storm Sewers: The 1500 block of U Street, NW has experienced flooding in heavy rains where water rises above the curbs and floods the below-sidewalk business of many of the buildings along the street. Other blocks may experience similar problems. We encourage the consultants to access appropriate records to assess the problem and to make appropriate recommendations. There appears to be a need for additional storm sewers along the affected streets.

Streetscape Improvements: In improving the streetscape in the study area, emphasis should be placed on making the neighborhood desirable for foot traffic, to increase street presence at all hours (with due regard, of course, to the noise, crime & litter concerns of residents). Evening uses such as restaurants and theaters provide an active street life after retail stores have closed that reduces crime. Steps should be taken to discourage vagrancy (e.g., avoiding benches that may serve as beds). Plantings should be designed not to attract litter or and not to be difficult to clean. If plantings are included, adequate maintenance should be assured. There should be an adequate number of waste receptacles (and they should be scheduled for pickup before they overflow). Commitments on the part of neighbors to maintain plantings could be sought. The area around 19th & N is a good example of how neighboring uses can band together to make a highly attractive streetscape at what is presumably a low cost to the city. Changes to sidewalks and traffic lanes as part of any streetscape improvements should encourage smooth and orderly traffic flow, but they should not cause bottlenecks or reductions in much-needed parking.

The 14th&UBAC hopes these comments and ideas will be of help to you as you embark on your very important work. If you wish, I would be pleased to discuss these matters with you at any time that is convenient for you. I can be reached on my cell phone at 202-258-2684 and by e-mail at nevodc@msn.com.

cc: 14th&UBAC membership

WASHINGTON REGIONAL NETWORK
FOR LIVABLE COMMUNITIES

Cheryl Cort
Executive Director

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Recommendations regarding the U Street/Shaw/Howard University Transportation Study Scope of Work
(from 10 August 2004 meeting)

1) The goal for the study should be to maximize person throughput, rather than 'level of service'. Throughout the study, modes should be prioritized in the following order:

1. Pedestrians
2. Bicycles
3. Bus
4. Private vehicles

2) The following streets to be made 'Transit priority streets':

- 14th Street
- 7th Street
- U Street

3) Traffic and pedestrian counts must also be taken for weekends and evenings (during club hours)

4) Intersections of particular concern:

- 14th/U (left turn onto U from Southbound 14th Street combined with bus stop creates bottleneck)
- Movement from Northbound 7th to Florida/U Street
- 16th and U

5) Other issues to address/consider:

- Transit – Yellow line extension through the District; Adams-Morgan U Street link's schedule issues
- Making Florida 2-way between 15th and 16th
- Making 15th Street 2-way

POINTS FOR U ST TRANSPORTATION STUDY

1. Why exclude ANC2B? Spill out from commercial street use into residential neighborhoods is a top concern, and cutting out the 2B areas south of U St. and west of 14th St. is a concern. With the UDD addition we're including ANC2C, then why are we not including ANC2B?

2. Need to increase the emphasis on streetscape and all 'public space' components of the plan. The built environment is being enormously improved, and the public space needs the same attention.

3. Almost the entire area of study is included in recognized historic districts and this should influence all decision making.

4. Traffic and pedestrian counts and analysis must include night time use. This is an entertainment district, and highest use is currently late night use on Friday and Saturday nights.

5. Rivalry for parking between the commercial corridors and the surrounding residential neighborhoods will continue to be a problem and including representation from the Shaw Main Streets and 14th & U Main Streets program should be considered.

6. Encouraging development and use of the 10th and U entrance to the subway in conjunction with UDD plans.

7. Consideration of possible larger scale parking facilities for long term development.

8. Parking considerations should always prioritize by users

1. **Residents**
2. **Public Transportation**
3. **Employees**
4. **Visitors**

9. Intersection with larger city wide plans e.g. downtown circulator.

10. Yellow line extension north.

11. Traffic light at 12th and U.

WASHINGTON REGIONAL NETWORK
FOR LIVABLE COMMUNITIES

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March 4, 2003

Ken Laden
DDOT
2000 14th Street, NW, 7th Floor
Washington, DC 20009
Fax: 202-671-0617

RE: 14th & U Streets Transportation Study, Scope of Work, October 2002

Dear Mr. Laden:

Please accept our preliminary comments on the scope of work for the 14th & U Transportation study. In general, we are greatly disappointed in the scope of the study which appears to have benefited little from the more multi-modal approach expressed in the Columbia Heights Transportation study. We consider this scope of work a setback from the promising direction of the Columbia Heights Transportation study.

Specifically:

1. *Problem Statement, p. 1*: We are disappointed in how little the problem statement benefited from the concepts in the Columbia Heights Scope of Work. Indeed the 14th & U study claims its purpose is to "investigate traffic management requirements." We ask that the Columbia Heights study problem statement be used as a model for this study creating an approach that is inter-modal, flexible, demand-management based to address the community and business district's transportation concerns, giving the special attention to the important question of the quality of the public realm. We ask that the scope for the 14th & U Street study be revised to reflect a state-of-the-art transportation for livable communities approach reflected in the Columbia Heights study.
2. *Definition of Work*: The concept of "parking needs" is flawed without reference to demand management – parking demand and need should be assessed, accounting for demand by type of user by time day at a certain price. Incentives to drive with free employee parking or incentives to take transit with free transit passes greatly influence traffic & parking demand. We recommend adding "propose transportation demand management strategies" as part of the recommendations.
3. *Task 2*: study of traffic flow – should include flow of transit vehicles (vs. SOVs in mixed traffic), pedestrians & bicyclists. Time of day movements should be noted. Parking prices on & off street, turnover rates, time of day demand information should also be collected. Availability of facilities, such as the Reeves Center parking facility should also be noted – days, hours, capacity, etc. All other off street facilities, their use, availability and pricing should also be investigated such as the D.C. Housing Finance Agency parking garage at U and 9th Street, and Howard University parking lots and garages.
4. *Task 2, 4th bullet:* "Traffic management plans" refers to only planning for moving automobiles. Has DDOT not required Transportation Management Plans for new development? If DDOT does not require buildings to have Transportation Management Plans, we recommend doing so, using the Arlington County model. Arlington County requires large buildings to develop Transportation Management Plans that focus on minimizing vehicle trips. We also recommend working with Howard University to create a Transportation Management Plan. This would afford the area an opportunity to convert the large surface lots into lively, street-oriented buildings through better management of parking and transportation incentives which may currently provide greater

subsidies to drive than to take transit. Reducing incentives to drive to Howard University will also aid in reducing traffic in the corridor.

5. *Task 2:* We recommend similarly detailed collection of data regarding pedestrian, bicycle and transit vehicle movements to match attention given to traffic in general. More attention to the important modes of pedestrian and bicycle travel is needed. The lack of detail compared with attention to assessing the movements of automobiles sets up the study to give priority to intersection changes that might benefit the movement of automobile travel, but at the expense of pedestrians and bicyclists. Detailed attention should be given to the needs of pedestrians and bicyclists, along with buses, and integrated with analyses of automobile movements, so that appropriate priority can be given to the movement of buses, pedestrians, bicyclists on our public rights-of-way. Also, we suggest this assessment inventory all ADA-required accommodations to ensure they are fully functional, and that intersection designs and other transportation facilities provide persons with disabilities with safe and attractive mobility choices. We suggest adding "curb cuts" and "front-loaded parking" to the field assessment, as these have a major effect on the quality of the walking and bicycling environment.

6. *"Parking Inventory":* Please add inventory of pricing for all on and off street parking spaces, and availability of parking resources by time of day, and type of user.

7. *We recommend adding a* "Parking Demand Management" study to examine parking demand based on pricing, availability and other choices such as transit access and incentives, bicycle facilities, etc. Future parking needs will be dependent on the goals of the community and management approaches. The consultant should work with the community to determine how managing parking will help achieve community goals. Goals related to parking management might include:
    a. Reducing traffic congestion
    b. Transit ridership
    c. Pedestrian-friendliness
    d. Local business development, especially small businesses
    e. Employee retention
    f. Housing supply and affordability
    g. Social equity

    Based on community goals, it might be determined that parking supplies should be managed to ensure that short-term customers visiting local businesses have easy parking access, permit-holding residents can find a space, etc. Creating a hierarchy of priority users is a good way to determine how to best allocate existing parking supply and determine if new parking supply is needed, evaluated with a cost/benefit analysis of demand reduction strategies. Better management of existing parking supply and demand reduction strategies are often cheaper and more in line with broader community goals than constructing expensive new parking supply. In the near future, we hope that the city institutes a transportation demand management program that includes managed parking supply rather than requiring private off street parking supply for new development. Demand reduction strategies include: subsidized transit passes for employees, apartment residents, neighborhood blocks, car sharing (FlexCar & ZipCar). Better management of parking supply include: innovative permit management, shared parking, city-managed facilities.

8. *Bus service* investigation should include assessment of delays in vehicle movements in traffic, and bus bunching.

9. *"Traffic Impacts of Development Projects"* should be changed to assessment of transit use, pedestrian, bicycle, automobile, delivery truck, and transit vehicle travel demand and facilities related to the development projects, and parking demand based on different pricing and transit subsidy incentives, and identification of users. The amount of automobile traffic generated by new development should be compared with background through-trips. Clearly time of day for travel demand is essential to understanding traffic impacts of different land uses, incentives, and management approaches.

10. *The "mobility" goal is vague* – we suggest specifying priority beneficiaries: (1) residents – address pedestrian, bicycle, transit access/bus mobility, traffic and parking concerns; (2) Businesses – access for customers (short term parking, ped/bike & transit), employees (transit, ped/bike), and deliveries, (3) through vehicle trips via transit vehicles, and automobiles. Will the Sychro software model pedestrian, bicycle and transit vehicle movements?

Conclusion

We are disappointed in the limited scope of this study, and its weak focus on community-based goals for transportation services and management. We ask that the scope be substantially revised to address wholistic community goals (resident, business and citywide), and provide a more systematic multi-modal approach.

Thank you for your consideration.

Sincerely,

Cheryl Cort
Executive Director

Cc: The Honorable Jim Graham, Ward 1 Councilmember

Angela Jones

From: Woody, Derrick (EOM) [Derrick.Woody@dc.gov]
Sent: Wednesday, February 23, 2005 10:50 AM
To: 'Reese, Arlene, G. GS BUMED'; Nwadike, Callistus (DDOT)
Cc: Simpson-Mason, Ann (DDOT); ajones@kci.com; 'Mencer 'Don' Edwards'
Subject: RE: UDD Notice of Public Hearing - STAKEHOLDER NOTIFICATIONS - II I

Callistus and U Street - Shaw Team see below.

Derrick Lanardo Woody
Project Manager - Plan Implementation & Citywide Retail Strategy
Office of the Deputy Mayor for
Planning & Economic Development
1350 Pennsylvania Avenue NW
Suite 317
Washington, DC 20004-3001
202.727.2981 phone
202.727.6703 fax
derrick.woody@dc.gov

From: Reese, Arlene, G. GS BUMED [mailto:AGReese@US.MED.NAVY.MIL]
Sent: Wednesday, February 23, 2005 10:47 AM
To: 'callistus.nwaidike@dc.gov'
Cc: 'derrick.woody@dc.gov'
Subject: FW: UDD Notice of Public Hearing - STAKEHOLDER NOTIFICATIONS - II I

I am concerned about the parking fines that are being levied on customers and business owners in the 6th and Florida Avenue corridor after two hours. Being a DC business tax payer/property owner, I think DDOT should consider changing the street parking during the day to three hours, vice two hours so that customers can conduct business without having to worry about getting a $30.00 ticket. For example, it can take approximately 2-2-1/2 hours to go into a beauty shop, and receive services. Depending on the workload of the operator, 1-1/2 to 2 hours is sometimes the norm, but it does not give the customer enough time to move their cars before being ticketed. I agree - all-day parking should be prohibited in order to allow for a turnover of the parking spaces every few hours.

I can be reached on (202) 762-3613 or (301) 313-5848 to discuss this matter further.

Arlene Reese

Angela Jones

From: Angela Jones [jones_angela@comcast.net]
Sent: Wednesday, November 23, 2005 8:13 PM
To: Angela Jones Work
Subject: Public Meeting comment

From: Jim Moore

To: don@jsallc.com
Cc: lynn@johnsonandpavuk.com; callistus.nwadike@dc.gov; ajones@kci.com
Sent: 10/07/2004 5:19:40 PM
Subject: U Street Shaw/Howard University Transportation Study

I attended the Sept 29 public meeting on behalf of the Westminster Neighborhood Association. Please send me a copy of the **map of the study area** and the **study scope document** that was distributed during the meeting. In addition to the concerns that I raised during the meeting;

- Weekend parking on T street, 91/2 street, Westminister street
- Speeding along T street, S street, and 9th street
- Vandalism to cars
- Church parking on Sunday
- Restricting vehicle use on U street on weekends

I want to solicit imput from other members of our association prior to the next meeting on November 10.

Thanks
Jim Moore

Angela Jones

From: Cheryl Cort [ccort@washingtonregion.net]
Sent: Tuesday, July 05, 2005 1:03 PM
To: Angela Jones
Subject: timbers around tree boxes

RE: U Street Transportation Study:

RE: Recommendation to remove timbers on tree boxes:

Timbers are a problem on tree boxes on U Street, they are not a problem on side streets including Florida Ave. The U Street timbers do not seem to be the result any recent resident efforts. New timbers, which do not constrict the wide sidewalk on the south side of Florida, have been recently installed by adjacent neighbors. This fact should be noted when discussing the problem of timbers on tree boxes on U Street. this was the basis of Ernest Spring's concern about removing sidewalk timbers.

Removing timbers on tree boxes on U Street is a good idea as it severely interferes with the sidewalk width where pedestrian traffic is high. This is not a problem or only a minor one on side streets - either because sidewalks are wide or pedestrian traffic lower.

Cheryl Cort
Executive Director
Washington Regional Network for Livable Communities (WRN)
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Through targeted education, outreach and policy advocacy, WRN promotes transportation investments, land use policies, and designs that enhance neighborhoods and protect the environment of the Washington, D.C. region.

Angela Jones

From: Cheryl Cort [ccort@washingtonregion.net]
Sent: Thursday, September 02, 2004 3:30 PM
To: Angela Jones
Cc: Alex Eckmann; Ken Laden (DDOT); Ann Simpson-Mason
Subject: Transit Level of Service - U Street Study

RE: Transit Level of Service Performance Measures - U Street Transportation Study

Thank you for the meeting minutes. We look forward to the launching of this effort.

Regarding our discussion about designating U Street, 7th/Georgia, and 14th Street "Transit Priority" streets, the question of how to measure "person throughput" vs. conventional measures of vehicle throughput was raised. It was also suggested that "what is good for cars is good for buses." We do not think that this is entirely true, and that there appears to be substantial recent experience in developing measures and techniques to give preference to transit vehicles over single-occupancy vehicles in order to improve person throughput.

The "Transit Capacity and Quality of Service Manual, 2nd Edition" published by the TRB provides standards for data collection and techniques to quantify transit quality of service. Given that there is substantial experience in this field, we hope that these (perhaps newer) analytical approaches can be brought into this study.

I also suggest that DDOT Mass Transit Administration and WMATA participate in the planning and development of this study since several of the streets are major bus corridors, and we have asked that these streets be designated "Transit Priority" streets.

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Transit Capacity and Quality of Service Manual, 2nd Edition
http://trb.org/news/blurb_detail.asp?id=2326

TRB's Transit Cooperative Research Program (TCRP) Report 100: Transit Capacity and Quality of Service Manual, 2nd Edition contains background, statistics, and graphics on the various types of public transportation, and provides a framework for measuring transit availability and quality of service from the passenger point of view. The report contains quantitative techniques for calculating the capacity of bus, rail, and ferry transit services, and transit stops, stations, and terminals.

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"Free parking has become the arbiter of urban form, and cars have replaced people & buildings as zoning's real density concern. Form no longer follows function, fashion, or even finance. Instead form follows parking requirements." -- Donald Shoup

Angela Jones

From: Cheryl Cort [ccort@washingtonregion.net]
Sent: Friday, August 27, 2004 8:11 AM
To: joseph.sciulli@chancemanagement.com
Cc: Ken Laden (DDOT); ajones@kci.com
Subject: U Street Parking Study

Dear Mr. Sciulli:

We are happy to see that a parking specialist has been brought onto to the team. We are anxious to get high quality parking demand management strategies in place to address residents', and business' concerns about managing parking.

We are hopeful that you can help us devise some the same high quality parking demand management strategies that other cities have enjoyed. We recommend looking at the excellent work of Nelson/Nygaard on parking demand management (Jeff Tumlin http://www.nelsonnygaard.com/quals/parking.htm), and also suggest Judith Gray with Kittelson www.kittelson.com, if you are looking for highly qualified subcontractors.

Reeves Center:

In terms of management of existing parking supply, if this issue has not already been raised with you, we urge you to examine the management of the Reeves Center parking facility. Businesses often complain that the facility is not managed to provide a reliable source of parking for customers. We ask that the existing contract be assessed to evaluate how it can be corrected or terminated in order to fully utilize this potential parking supply for surrounding businesses.

Other existing parking supply:

The DC Housing Finance Agency at U Street and 9th is another potential source of shared parking. The current building is being planned for demolition and reconstruction, so it is timely to devise a shared parking plan with this DC agency. The existing surface and structured parking facilities controlled by Howard University is also a key issue. The surface lots are a burden on the community as they deaden acres of space in this urban neighborhood around the University. Assessing the current pricing, utilization and priority users for these facilities will be helpful in assessing their land development potential and needed parking supply targeted to priority users. Understanding incentives to park or use alterative modes of access will be a key part of this study to assess demand based on cost to the user and other tradeoffs. It is my understanding that Howard University does not have a transportation management plan in place for employees and students. We are interested to learn what transit incentives are provided to Howard workers and students, and what the pricing regime of Howard parking is. The direct and opportunity costs should also be taken into account when assessing Howard's parking and access management approach.

Again, we are excited by the opportunity to conduct a state-of-the-art parking demand management study - one that addressed the key concerns of the community and businesses. While many people perceive that the answer to a perceived shortage in parking availability is increased supply, we know that effective management relies on understanding who the priority users is of what facilities, what the demand is based on price, availability by time of day, and information about available facilities. We also recognize that all users are not the same and that priority users for specific types of parking need to be targeted. We also recognize that the cost of off- and on-street parking always needs to be part of the equation for understanding the trade-off that users make between one mode of travel and another. We are

hopeful that your analysis will account for all of this.

As I mentioned before, I believe that multispace meters on residentially zoned streets experiencing spill over parking from commercial areas could be one of the most effective tools for reducing conflict between residents and businesses. We ask that a proposal for a Transportation Management District be developed so that businesses can pay into a fund to support demand management measures, especially the deployment of multispace meters.

Thank you.

Cheryl Cort
Cardozo Shaw Neighborhood Association
resident: 1438 Florida Ave., NW

Cheryl Cort
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"Free parking has become the arbiter of urban form, and cars have replaced people & buildings as zoning's real density concern. Form no longer follows function, fashion, or even finance. Instead form follows parking requirements." -- Donald Shoup

Angela Jones

From: Sebastian, Jim (DDOT) [Jim.Sebastian@dc.gov]
Sent: Monday, June 27, 2005 9:46 AM
To: 'ajones@kci.com'
Cc: Nwadike, Callistus (DDOT)
Subject: RE: Bike Lanes on 14th Street

yes, but that will require a road diet (4 lanes down to 3) and some traffic analysis (which you are welcome to do :)

-jim

James R. Sebastian
Bicycle and Pedestrian Program Manager
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, NW
Washington, DC 20009

Phone: 202 671 2331
Fax: 202 671 0617
Mobile: 202 409 9197
Email: jim.sebastian@dc.gov
Web Site: www.ddot.dc.gov

-----Original Message-----
From: Angela Jones [mailto:ajones@kci.com]
Sent: Friday, June 24, 2005 9:36 AM
To: 'Sebastian, Jim (DDOT)'
Subject: RE: Bike Lanes on 14th Street

Are there any future plans to extend it north to U Street

-----Original Message-----
From: Sebastian, Jim (DDOT) [mailto:Jim.Sebastian@dc.gov]
Sent: Thursday, June 23, 2005 4:10 PM
To: 'ajones@kci.com'
Cc: Burns, Ramona (DDOT)
Subject: RE: Bike Lanes on 14th Street

The first phase will coincide with the resurfacing of 14th between S and Wallach. This is supposed to be done in the next few weeks. As soon as that is done we will add bike lanes south to Thomas Circle.

What are you working on?

-jim

James R. Sebastian
Bicycle and Pedestrian Program Manager
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, NW
Washington, DC 20009

Phone: 202 671 2331
Fax: 202 671 0617
Mobile: 202 409 9197

Email: jim.sebastian@dc.gov
Web Site: www.ddot.dc.gov

-----Original Message-----
From: Angela Jones [mailto:ajones@kci.com]
Sent: Thursday, June 23, 2005 2:56 PM
To: jim.sebastian@dc.gov
Subject: Bike Lanes on 14th Street

Jim,
I was given your name by Cheyl Cort, who said that you would know something about the bike lane project on 14th Street.

Can you tell me the limits, cross sectional width, and time frame for implementation.

Thank You

Angela J. Jones, P.E.
Principal Engineer
KCI Technologies, Incorporated
10 North Park Drive
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fax: 410-316-7900
email: ajones@kci.com

Appendix F

Transit Data

Exhibit Data

LINE #	JUR	ROUTE	REGIONAL / NON-REGIONAL	JAN 2000	FEB 2000	MAR 2000	APR 2000	MAY 2000	JUN 2000	JUL 2000	AUG 2000	SEP 2000	OCT 2000	NOV 2000	DEC 2000	JAN 2001	FEB 2001	MAR 2001	APR 2001	MAY 2001	JUN 2001	JUL 2001	AUG 2001	SEP 2001	OCT 2001	NOV 2001	DEC 2001	JAN 2002
644	DC	5A	N/R												350	410	486	542	550	600	690	685	645	658	700	746	746	763
646	DC	5B	N/R																					30	83	103	129	150
93	DC	30,32,34,36,38	R	21462	22818	23806	24244	24818	24696	25970	25467	24242	24442	23854	22232	22080	22906	21996	23714	24404	21160	24918	21887	22052	24051	22971	23330	22478
81	DC	42	R	9233	11154	11653	12624	10562	11837	11372	10959	11053	11079	10767	12273	10939	10747	11754	10833	12121	10300	11247	11195	10305	10479	10627	10233	10603
80	DC	52,53,54	R	14769	16297	17201	17099	18011	16736	16969	16027	17140	17530	16313	16272	16677	17601	18922	18286	17315	18107	16482	17320	17677	19629	18071	18066	16994
43	DC	60,64	R	3023	3186	3656	3036	3413	2967	3540	3335	3429	3818	3399	3109	3604	3764	4071	3395	3451	3527	3105	2724	3334	2865	3113	2736	3473
59	DC	62	R	3104	3689	3596	3527	3567	3030	3432	2953	3065	3386	3319	3020	3250	3936	3657	3495	3480	3317	3658	2906	3849	4663	3548	3584	4025
50	DC	66,68	R	3063	4078	3725	4053	4330	4231	3732	3739	3842	3805	3909	3031	3325	3639	3819	3514	3530	3624	3320	3411	3696	3495	3396	3364	3502
118	DC	70,71	R	16533	21846	19932	21128	22648	20660	23109	20604	23031	21532	20675	19755	21403	21492	20733	20313	20755	21015	21250	19912	21595	21631	22241	20179	18936
7	DC	73	R	325	539	592	462	719	671	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	DC	80	R	7793	8678	8701	8836	8524	8521	8654	8189	8889	8538	8288	6869	7363	8668	7619	7646	8023	8321	8305	8282	8554	8958	9137	8858	8599
130	DC	90,92,93	R	14197	16650	17966	17142	18322	17074	16382	16849	17885	19560	18220	17268	18316	19810	19146	19431	19671	17379	17432	16353	19067	19878	19393	19851	19780
17	DC	91,93 (old)	R	621	956	1151	982	1387	992	785	697	657	852	785	602	829	0	0	0	0	0	0	0	0	0	0	0	0
141	DC	94	R	2219	2455	2204	1925	2201	2491	2594	2132	2080	2136	2218	1919	1852	1905	2079	1819	2065	1985	1842	1329	1639	1836	1914	1625	1668
18	DC	96,97	R	5250	6871	6068	7072	7034	6697	6638	6373	7751	7311	6847	5890	5831	6897	6648	6193	6230	6365	5983	6047	6454	6854	7224	6119	6708
23	DC	98	N/R	112	153	142	189	133	164	168	237	190	174	139	181	134	160	284	329	288	269	188	234	262	211	216	221	156
24	DC	99	N/R	152	135	147	139	139	188	159	177	146	176	130	95	104	127	133	144	127	93	94	107	0	0	0	0	0
581	DC	A2,6,7,8,42,46,48	R	10512	13765	13498	13174	12930	13003	13885	12925	14155	14680	13932	13330	13253	12988	11992	12032	11976	11309	10898	9635	11316	12086	11590	12438	12827
582	DC	A4,5	R	2113	2998	2974	3286	2989	2709	2526	2648	2711	3274	2991	2800	3004	3205	2815	3068	2848	2647	2756	2494	3122	3146	2771	3086	3526
111	DC	A9	R	791	848	1005	1234	1187	1164	1262	1154	1057	1138	843	774	879	799	874	876	812	1038	1291	1083	1208	961	737	844	909
150	DC	B2	R	7548	9629	9724	9264	9923	9521	9864	9018	9223	9994	8987	7910	8352	8026	8668	8886	8805	8518	8172	7977	9860	10378	9521	8367	9045

LINE #	JUR	ROUTE	REGIONAL / NON-REGIONAL	JAN 2000	FEB 2000	MAR 2000	APR 2000	MAY 2000	JUN 2000	JUL 2000	AUG 2000	SEP 2000	OCT 2000	NOV 2000	DEC 2000	JAN 2001	FEB 2001	MAR 2001	APR 2001	MAY 2001	JUN 2001	JUL 2001	AUG 2001	SEP 2001	OCT 2001	NOV 2001	DEC 2001	JAN 2002
49	DC	B8,9	N/R	301	320	591	533	605	609	544	518	712	693	639	437	623	713	613	686	580	594	462	422	545	607	647	418	650
53	DC	D1,3,6	R	6116	7683	7599	7486	7786	8134	8502	7641	7621	8287	7679	7140	7312	9230	7857	7249	8252	9173	8461	9060	8744	8962	8630	8058	8343
51	DC	D2	N/R	965	985	1086	1335	1382	1642	2011	1799	1520	1478	1367	1468	1340	1396	1331	1305	1419	1721	1795	1469	1539	1719	1901	1889	1807
56	DC	D4	N/R	1205	1590	1496	1836	1604	1568	1615	1523	1806	1831	1573	1290	1464	1759	1999	1621	1767	1686	1693	1873	1835	1904	1779	1669	1355
37	DC	D5	R	399	585	401	385	356	494	568	454	326	431	447	446	442	442	304	315	308	469	399	360	352	349	405	395	472
45	DC	D8	N/R	2526	3317	3435	3155	3666	3340	3635	4227	4000	4313	4094	3669	3980	3975	4269	3795	4341	4374	4703	4524	3999	4128	4294	3875	4476
77	DC	E2,3,4	R	5048	6370	6930	6924	7641	6883	6682	6619	6661	7113	7273	6831	7172	7397	6601	7127	7693	6650	6997	6671	7652	7352	7135	6984	7166
71	DC	E6	N/R	444	577	327	444	592	639	570	627	645	652	577	615	531	522	485	550	551	568	489	604	463	606	527	439	471
89	DC	G2	R	1850	2247	2873	3218	2949	2669	3121	3233	3048	3323	3111	2463	2742	3702	3209	2845	3014	3096	3059	2734	3241	3349	3258	2542	2863
101	DC	G8	R	3687	4781	4428	4519	4999	4656	4504	4618	5125	4768	3859	4133	4259	4673	4543	4368	4878	4651	4522	4463	4062	4534	4807	4508	4193
62	DC	H1	R									435	542	604	501	526	505	626	484	678	657	771	623	861	678	691	612	587
35	DC	H2,3,4	R	6489	7366	7886	7544	7411	7629	7575	7559	7175	7697	7108	5972	7050	8410	7890	8104	8549	8456	7676	7385	7935	7956	8192	7302	7719
21	DC	H5,7	N/R	195	199	191	224	217	236	245	187	197	199	162	210	159	235	252	232	255	183	179	140	233	211	277	237	380
34	DC	H6	N/R	1518	1690	1828	1639	1860	1726	1563	1628	1687	1813	1409	1401	1335	1465	1595	1749	1803	1545	1687	1625	1749	1770	2092	1591	1523
91	DC	H8,9	N/R	3104	3182	3340	3212	3476	2756	3370	2953	3728	3542	3591	2775	3259	3404	4024	3929	3330	3218	3155	3058	3122	3597	4079	3376	4135
583	DC	K2	N/R	521	547	596	581	563	560	430	401	464	599	542	466	675	665	671	687	606	767	774	836	891	742	681	475	694
32	DC	L1,2,4	R	3555	4140	4600	4859	4728	5002	4832	4905	5111	4485	4179	3757	4493	4676	4810	4868	5086	4403	4704	5233	5670	5414	5447	4922	4688
64	DC	M2	N/R													140	236	200	169	121	122	176	181	281	220	281	289	136
84	DC	M4	N/R	770	871	785	738	778	729	999	906	1179	847	830	788	1026	1282	1249	1070	1313	1054	1110	803	953	1010	1058	1285	1221
46	DC	M6	N/R	619	652	653	542	622	624	630	449	452	634	631	572	1029	1418	1609	1304	1386	1419	1633	1382	1659	1689	1765	1642	1331
82	DC	M8,9	N/R													203	510	688	497	625	534	561	496	540	613	479	454	579
136	DC	M20,22	N/R	1012	1208	1302	1091	1328	1110	1240	1001	1097	1185	1411	1206	1248	0	0	0	0	0	0	0	0	0	0	0	0
75	DC	N2,3,4,6	R	2569	3546	3817	3913	3811	3946	4889	4250	4311	5098	4413	4248	4124	4994	4662	4856	4749	4544	4760	4583	4871	5073	5043	4786	4236
73	DC	N8	N/R	305	347	347	385	411	402	424	474	501	465	416	351	383	365	551	373	329	367	544	416	434	550	514	447	486
98	DC	N22	R													219	434	518	708	897	964	971	1020	613	596	731	723	853
544	DC	P1,2,6	N/R	3350	4615	4840	4527	4450	5206	4941	4741	5337	5416	4995	4685	4394	4315	4594	4967	4686	4422	4623	4346	4310	4941	4343	4573	4078
109	DC	S1	R	1547	1849	1832	1784	1869	2646	2406	2508	2646	2388	2305	1892	2146	2134	2005	1915	1967	2137	2543	1790	1820	2140	2225	1833	1655
108	DC	S2,4	R	13159	14900	14956	14407	15532	14668	15854	16940	14516	15896	15908	16177	14465	16891	15574	16204	16702	16899	15510	17121	16898	17221	16221	15289	15512
134	DC	U2	R									1547	2026	1710	1628	1683	1821	1857	1864	2094	2271	2069	1896	2297	2571	2429	2176	2306
78	DC	U4	N/R	1002	1004	1043	1242	1231	1280	1170	1067	1203	1243	1129	831	960	1073	1181	1209	1132	1270	1215	1283	1333	1271	1411	1416	1212
135	DC	U5,6	N/R	2658	3771	3691	3628	3570	3250	2815	2514	3059	3474	3284	3300	3338	4323	4049	3591	3561	3346	3173	3052	3662	3364	3454	3344	3599
44	DC	U8	N/R	4577	6026	6189	5306	6294	5917	5905	5308	5890	6466	5898	5230	5530	5283	5648	5572	6399	6080	5761	6180	5829	6359	6553	6142	6665
57	DC	V5	R	943	1006	1240	1331	1249	1456	1069	1082	1369	1227	1094	858	924	767	894	860	783	959	668	698	857	927	710	811	759
114	DC	V7,8,9	R	4443	5891	5840	5432	5804	6251	6426	5883	5346	5906	5361	5032	5093	4974	5051	4605	5317	4709	5078	4291	5292	5386	4761	5077	5479
158	DC	W2,3	N/R	1194	1457	1534	1472	1368	1409	1653	1629	1779	2039	2098	1926	2618	3259	2983	2928	3019	2845	2529	2475	2793	3199	2653	2817	3113
95	DC	W4	R	3871	5834	5969	5642	5979	5418	5610	4930	5711	6148	5570	5929	5332	5635	5123	5530	5236	5083	4657	4324	4391	4811	5285	4758	5279
15	DC	W6,8	N/R	2746	3546	3396	3040	3143	3197	2977	3051	3309	3287	3343	2981	3176	3549	2924	2972	2874	2909	3075	2670	2924	3753	3084	2921	3245
159	DC	W9	R	411	431	418	398	446	431	507	478	479	556	591	554	516	400	409	388	420	405	442	464	424	209	180	133	343
151	DC	X1,3	R	1042	1022	1011	879	906	1196	1341	1396	1834	2468	1901	1334	1697	1926	1633	1612	1649	1855	1801	1508	1783	1836	2175	1583	1679
14	DC	X2	R	13499	14750	14971	16083	16525	14821	13950	13484	14385	15209	13054	11332	12486	15447	14790	13996	15829	15166	16076	15936	17106	16047	15750	14046	14990
25	DC	X8	N/R	1279	1349	1524	1429	1419	1436	1245	1286	1355	1464	1367	1353	1281	1629	1300	1413	1498	1474	1282	1387	1213	1143	1240	1287	1124
		DC Total:		222465	266599	271495	270569	279427	271285	276926	265552	278113 290700*	288833	271156	253361	263047	282995	275923	273339	282827	273641	273477	262988	279874	290590	281961	271100	275504

*This total reflects additional ridership data missing from the GFI report.

LINE #	JUR	ROUTE	REGIONAL / NON-REGIONAL	FEB 2002	MAR 2002	APR 2002	MAY 2002	JUN 2002	JUL 2002	AUG 2002	SEP 2002	OCT 2002	NOV 2002	DEC 2002	JAN 2003	FEB 2003	MAR 2003	APR 2003	MAY 2003	JUN 2003	JUL 2003	AUG 2003	SEP 2003	OCT 2003	NOV 2003	DEC 2003
644	DC	5A	N/R	810	850	836	871	820	643	627	819	812	861	625	691	553	610	841	872	903	643	954	605	931	991	664
646	DC	5B	N/R	144	158	155	189	220	245	261	211	204	216	196	134	110	109	104	103	108	118	123	142	168	164	185
93	DC	30,32,34,35,36	R	21985	22696	22062	23611	23629	21934	21794	23264	21981	20359	21044	19782	21235	20272	19977	20973	21665	22821	21136	22853	22743	21162	20494
81	DC	42	R	10213	11146	10250	11066	11221	12056	12374	12854	11176	10440	10873	11284	10826	10085	12834	11171	10898	10339	9472	10464	8987	8311	8729
52	DC	52,53,54	R	15916	16624	16172	16582	16263	17821	17002	19685	17235	17557	15129	16132	15772	17132	16710	14966	16382	19428	17313	18494	18306	17494	15829
43	DC	60,64	R	3433	3096	3034	2864	2749	2970	2952	3515	3687	3037	3179	3201	3649	3451	3352	3134	4053	3172	2856	2594	3199	3204	2893
59	DC	62	R	3871	3783	3090	3570	3501	3287	3163	3826	3755	3715	3039	3804	3974	4001	3450	3448	3614	4015	3159	4082	4641	3652	3700
50	DC	66,68	R	3609	3527	3395	3902	3475	3290	3021	3036	3599	3577	3514	2935	3379	2931	3723	3088	3245	3227	3007	2842	3555	3114	3302
118	DC	70,71	R	21421	21310	18949	20225	18957	19823	19393	21199	19394	18534	17920	13152	18542	20078	18984	18731	19276	18474	17111	19695	19392	17641	16966
86	DC	80	R	8683	8519	8046	8656	8317	8696	8106	8819	8989	8336	7958	7658	8463	6690	8179	8596	8354	8594	8227	8572	8513	8232	7335
130	DC	90,92,93	R	18589	19428	18159	17128	16355	17314	16436	19401	16350	18011	17084	18050	19671	19702	18773	18278	18805	16006	15895	16936	18489	17317	17501
141	DC	94	R	1554	1770	1393	1643	1288	1655	1349	1689	1809	1843	1628	1848	1844	2172	1834	1664	1620	1810	1310	1861	1813	1642	1421
18	DC	96,97	R	6461	6591	6545	6425	6383	6425	6379	7279	6460	6121	5357	5919	5468	5654	5690	5426	5958	5760	4952	5369	6057	5061	4883
23	DC	98	N/R	278	204	250	159	200	198	210	237	178	154	151	204	202	257	248	263	276	185	224	134	226	170	183
581	DC	A2,6,7,8,42,46,48	R	13992	12380	11543	12173	10907	10691	10221	12242	11195	10907	10541	11198	11971	12719	11331	11876	11672	10406	10290	10764	12241	12251	10341
582	DC	A4,5	R	3465	3580	3295	2973	3412	3018	3130	3594	3048	3063	2861	2981	2735	3763	3204	3441	3659	3114	2767	3134	3623	3642	3132
111	DC	A9	R	879	755	821	899	847	738	874	921	1025	762	667	601	565	662	891	627	571	604	770	629	662	760	615
150	DC	B2	R	9039	8870	8403	10209	8468	7826	6926	8322	8556	7529	7559	7864	7566	7297	7743	8809	8166	8073	7591	8812	9258	7993	7878
49	DC	B8,9	N/R	700	634	784	816	617	609	656	812	750	587	680	690	458	498	593	598	488	692	637	786	835	988	708
55	DC	D1,3,6	R	8616	8299	8016	8514	9171	8611	7489	8411	7711	7341	7016	7240	7054	7154	8576	8317	7937	8301	8125	8846	8136	7149	7004
51	DC	D2	N/R	1596	1674	1630	1868	2012	1885	1711	2125	2073	2128	1988	2034	1756	2155	2212	2039	2003	2107	1767	1977	2016	1613	2190
56	DC	D4	N/R	1462	1584	1359	1565	1494	1809	1725	1778	1592	1236	1271	1306	1126	1136	1461	1451	1659	1433	1400	1757	1433	1736	1788
37	DC	D5	R	418	312	364	367	349	376	504	571	501	271	247	248	288	381	278	221	288	365	328	462	431	408	246
45	DC	D8	N/R	4255	4572	4800	5002	4166	4279	4198	4631	4523	4018	3734	4247	4330	3236	4257	3782	3995	3941	4087	3538	3879	3885	3554
77	DC	E2,3,4	R	6872	7107	6738	7200	7059	6931	6827	8136	6901	7348	6345	7381	7446	7354	7895	7433	6966	6652	6378	7159	7976	6787	6302
71	DC	E6	N/R	476	616	629	666	611	508	416	502	450	527	364	533	576	529	623	608	604	631	599	673	601	575	711
89	DC	G2	R	3270	2593	2613	2877	2606	2948	2940	3907	3501	2953	2561	2438	2079	2733	2786	2453	2424	2845	2277	3304	2244	2451	1828

LINE #	JUR	ROUTE	REGIONAL / NON REGIONAL	FEB 2002	MAR 2002	APR 2002	MAY 2002	JUN 2002	JUL 2002	AUG 2002	SEP 2002	OCT 2002	NOV 2002	DEC 2002	JAN 2003	FEB 2003	MAR 2003	APR 2003	MAY 2003	JUN 2003	JUL 2003	AUG 2003	SEP 2003	OCT 2003	NOV 2003	DEC 2003
131	DC	G8	R	4715	4560	4454	4486	4760	4479	4372	4475	3957	3225	3793	4910	3737	3765	4561	4941	4287	4396	4527	4572	4371	4312	4373
62	DC	H1	R	552	546	579	527	614	534	532	599	675	656	554	646	670	653	732	740	770	737	628	582	768	737	565
35	DC	H2,3,4	R	8048	7725	7581	7530	8328	7301	7512	8126	7582	6767	6909	7329	7412	5959	7973	8412	7871	7075	6764	7361	6805	6769	7147
21	DC	H5,7	N/R	336	377	345	303	404	357	436	405	445	435	431	412	356	465	471	485	385	330	503	472	402	379	303
34	DC	H6	N/R	1862	1822	1663	1838	1879	1560	1541	1611	1514	1264	1526	1428	1070	1085	1432	1600	1468	1730	1410	1447	1511	1606	1470
91	DC	H8,9	N/R	3761	3585	4143	3813	3206	3047	2942	3436	3125	2895	2306	3130	3171	3351	3261	3171	3717	3155	2503	3336	3414	2705	3137
583	DC	K2	N/R	651	673	715	651	681	634	632	875	946	671	688	735	653	491	635	574	578	608	567	799	827	741	708
32	DC	L1,2,4	R	4759	4503	4439	4482	4482	4969	4732	5129	4847	5227	4575	4714	4526	4526	4839	4760	4423	4490	4927	4295	4417	3811	3523
64	DC	M2	N/R	259	321	267	147	267	227	177	169	192	190	187	213	174	213	256	172	154	163	213	172	223	176	216
84	DC	M4	N/R	1206	1037	1295	1230	927	896	795	1042	1077	1117	1070	1004	1004	1069	775	1045	882	913	762	916	1168	1162	1135
46	DC	M6	N/R	1446	1356	1358	1197	1134	1691	1311	1661	1558	1545	1442	1504	1491	1591	1094	1046	974	1394	1277	1948	1264	1317	1311
82	DC	M8,9	N/R	639	804	675	733	545	821	680	904	739	753	671	863	592	721	577	714	787	580	760	667	754	578	521
75	DC	N2,3,4,6	R	4314	4288	4357	5213	5133	4835	4694	4614	4472	4767	4239	4018	3900	4139	4488	4016	4188	4632	4343	4914	4238	4096	3903
79	DC	N8	N/R	370	504	451	438	586	394	366	356	331	327	306	564	520	480	555	499	401	464	605	622	614	490	448
98	DC	N22	R	999	1002	1010	950	804	1012	1005	1230	1275	1175	1045	1231	989	1223	1273	1101	1250	1157	1057	1143	1274	1139	1135
544	DC	P1,2,6	N/R	4383	4520	4897	4924	4019	4254	4024	4456	3929	4249	3909	4207	2943	3998	4054	3975	3306	4303	3949	3655	4727	4206	3365
109	DC	S1	R	2096	1841	1526	2310	2517	2271	2050	2262	2132	2138	2135	1961	2313	2394	2516	2113	2177	2219	2264	2119	2274	2287	2195
108	DC	S2,4	R	16039	15850	16228	17106	17859	17609	17451	17729	16624	16636	14906	16321	16992	18207	17428	15858	15820	17053	16427	17183	18281	17305	16228
134	DC	U2	R	2229	2610	2199	2668	2016	1977	1745	2382	2107	1869	1835	2327	2143	1544	2390	2162	2192	2668	1900	2583	2242	2027	2275
78	DC	U4	N/R	1266	1469	1455	1336	1322	1449	1220	1555	1338	1183	1041	1363	1125	1455	1598	1607	1502	982	948	1451	1347	1287	1255
135	DC	U5,6	N/R	3388	3486	3492	3712	3382	3322	2923	4086	3709	3425	3048	3762	3352	3414	4113	4142	4162	3483	2583	3603	3254	4213	4071
44	DC	U8	N/R	6712	6289	6238	6295	6282	6323	6416	6653	6637	4357	4472	6053	5654	5288	6375	6179	6165	7345	5992	6592	5586	5535	5222
57	DC	V5	R	806	909	600	722	726	705	919	865	726	674	869	888	981	836	955	969	926	761	748	664	644	776	545
114	DC	V7,8,9	R	5603	4893	4581	4710	4137	4525	4417	5104	5112	5285	4546	4759	4867	4897	5325	5250	4877	3755	4555	4610	5014	5277	4120
158	DC	W2,3	N/R	3183	3598	3558	3202	3238	3237	2902	3445	4089	3387	3035	3346	2518	3398	3013	3548	3620	3133	3149	3648	3396	3427	3329
95	DC	W4	R	4873	4887	4679	4506	4567	4494	4121	5609	5455	5687	4835	5112	5079	5545	5716	5742	5389	5105	4306	5804	6041	6222	4132
15	DC	W6,8	N/R	3222	3219	3213	3089	3506	3214	2945	3517	3756	3545	3460	3500	2962	3431	3038	3404	3672	3366	2782	3189	3708	3043	3050
159	DC	W9	R	421	618	438	568	472	478	409	503	478	572	368	448	385	485	525	312	489	392	419	465	472	328	322
151	DC	X1,3	R	1842	1772	1598	1684	1785	1605	1603	1483	1537	1357	1715	2261	2284	1745	2616	2437	2644	2032	1726	1992	2528	2177	2011
14	DC	X2	R	16874	17040	16157	16333	15546	16239	14261	17288	14858	13712	14808	14773	13992	11541	16369	16873	16322	16634	14530	15555	15210	15502	15212
25	DC	X8	N/R	1197	1200	1192	1211	1194	1526	1157	945	1132	1289	978	1309	1055	1221	1410	1504	1635	1619	1536	1361	1248	1233	1445
		DC Total:		279858	280082	268830	279904	271317	272671	261475	294200	276109	261830	249233	263666	259749	261941	276903	271709	272627	270230	252434	273804	278378	263246	249112

70,71
GEORGIA AVENUE - 7TH STREET
SOUTHBOUND

GH 3/99 (WEEKDAY) (CHECK DATE 1/99)	(C.P. GEORGIA AVE. & NEW HAMPSHIRE AVE.)	3:00A-5:29A (4 TRIPS) (0 MISSING)			5:30A-9:29A (23 TRIPS) (0 MISSING)			9:30A-2:59P (32 TRIPS) (0 MISSING)			3:00P-6:59P (24 TRIPS) (0 MISSING)			7:00P-2:59X (24 TRIPS) (2 MISSING)			GRAND TOTALS (107 TRIPS) (2 MISSING)		
ON STREET	DIR AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
SILVER SPRING STA.	MC BUS BAY J (TP)	15	0	15	198	0	198	304	0	304	385	0	385	246	0	246	1148	0	1148
GEORGIA AVE	MC BONIFANT ST	3	0	18	34	3	229	89	4	389	110	4	491	41	1	286	277	12	1413
GEORGIA AVE	MC SILVER SPRING AVE	0	0	18	3	3	229	16	7	398	14	7	498	17	0	303	50	17	1446
GEORGIA AVE	MC 13TH ST	0	0	18	12	1	240	0	6	392	1	4	495	3	4	303	16	15	1448
EASTERN AVE	NW KING ST (TP-70/)	0	0	18	0	0	240	1	2	391	0	3	492	0	0	303	1	5	1444
GEORGIA AVE	MC EASTERN AVE (TP)	4	1	21	23	21	242	61	35	417	61	48	505	36	28	311	185	133	1496
GEORGIA AVE	NW JUNIPER ST X	0	0	21	13	0	255	40	15	442	60	15	550	31	6	335	144	36	1603
GEORGIA AVE	NW HEMLOCK ST X	0	0	21	9	4	260	26	15	453	24	10	564	1	2	335	60	31	1633
GEORGIA AVE	NW GERANIUM ST	0	0	21	9	5	264	23	4	472	27	7	584	7	5	337	66	21	1678
GEORGIA AVE	NW FERN ST (W)	0	0	21	2	17	249	18	18	472	10	4	590	8	3	342	38	42	1674
GEORGIA AVE	NW DAHLIA ST	1	0	22	18	12	255	39	5	506	40	12	618	10	13	339	108	42	1740
GEORGIA AVE	NW BUTTERNUT ST.	3	0	25	26	16	265	41	11	536	38	22	634	17	13	342	125	62	1802
GEORGIA AVE	NW VAN BUREN ST	3	0	28	36	8	293	32	19	549	35	28	641	11	14	339	117	69	1850
GEORGIA AVE	NW PINEY BRANCH RD	7	0	35	21	9	305	73	19	603	76	17	700	28	7	360	205	52	2003
GEORGIA AVE	NW RITTENHOUSE ST	0	0	35	39	9	335	116	24	695	61	32	729	30	16	374	246	81	2168
GEORGIA AVE	NW QUACKENBOS ST	1	0	36	13	3	345	36	17	714	35	15	749	7	9	372	92	44	2216
GEORGIA AVE	NW ROCK CREEK FORD RD	1	0	37	75	4	416	68	12	770	104	40	813	25	14	382	273	70	2418
GEORGIA AVE	NW MADISON ST	7	0	44	31	1	446	40	19	791	25	34	804	1	9	375	104	63	2460
GEORGIA AVE	NW KENNEDY ST (TP)	9	1	52	100	28	518	144	73	862	91	71	824	46	34	387	390	207	2643
GEORGIA AVE	NW INGRAHAM ST	3	0	55	33	9	542	34	15	881	41	16	849	15	7	395	126	47	2722
GEORGIA AVE	NW GALLATIN ST	4	0	59	41	6	577	24	17	888	52	20	881	17	10	402	138	53	2807
GEORGIA AVE	NW FARRAGUT ST	1	0	60	23	2	598	26	11	903	30	11	900	10	10	402	90	34	2863
GEORGIA AVE	NW DECATUR ST	0	0	60	46	4	640	72	22	953	52	39	913	12	18	396	182	83	2962
GEORGIA AVE	NW BUCHANAN ST	3	0	63	23	4	659	16	9	960	15	20	908	8	7	397	65	40	2987
GEORGIA AVE	NW WEBSTER ST	3	0	66	33	26	666	21	11	970	32	20	920	5	8	394	94	65	3016
GEORGIA AVE	NW KANSAS AVE	3	0	69	40	22	684	100	32	1038	83	35	968	10	19	385	236	108	3144
GEORGIA AVE	NW SHEPHERD ST	0	0	69	20	2	702	36	11	1063	31	17	982	7	10	383	94	40	3199
GEORGIA AVE	NW RANDOLPH ST	6	1	74	71	13	760	68	49	1082	48	77	953	9	17	375	202	157	3244
GEORGIA AVE	NW N. HAMPSHIRE AVE (TP)	5	7	72	75	29	806	128	69	1141	50	56	947	20	28	367	278	189	3333
GEORGIA AVE	NW NEWTON PL	5	0	77	43	9	840	59	52	1148	34	43	938	18	8	377	159	112	3380
GEORGIA AVE	NW PARK RD	5	0	82	46	6	880	52	27	1173	24	35	927	7	3	381	134	71	3443
GEORGIA AVE	NW LAMONT ST	3	0	85	55	7	928	77	20	1230	63	28	962	24	17	388	222	72	3593
GEORGIA AVE	NW IRVING ST	3	0	88	34	59	903	83	80	1233	45	66	941	15	17	386	180	222	3551
GEORGIA AVE	NW COLUMBIA RD	1	2	87	49	29	923	109	52	1290	68	44	965	17	14	390	244	141	3655
GEORGIA AVE	NW GRESHAM PL	1	0	88	33	11	945	29	16	1303	21	27	959	8	13	385	92	67	3680
GEORGIA AVE	NW EUCLID ST	4	0	92	11	39	917	39	50	1292	29	21	967	6	8	383	89	118	3651
GEORGIA AVE	NW BANNEKER REC CTR	3	0	95	3	19	901	4	13	1283	14	4	977	1	1	383	25	37	3639
GEORGIA AVE	NW BARRY PL	1	1	95	4	19	886	58	50	1291	19	29	967	12	18	377	94	117	3616
GEORGIA AVE	NW W ST X	0	1	94	6	18	874	10	34	1267	16	12	971	1	6	372	33	71	3578
GEORGIA AVE	NW V ST	0	1	93	1	19	856	14	56	1225	12	19	964	0	6	366	27	101	3504

48

GEORGIA AVE	NW	FLORIDA AVE (TP)	1	18	76	26	148	734	62	264	1023	31	223	772	7	119	254	127	772	2859
7TH ST	NW	T ST	0	0	76	22	19	737	75	36	1062	68	51	789	8	12	251	173	118	2915
7TH ST	NW	S ST	8	11	73	9	56	690	20	51	1031	4	67	726	2	26	227	43	211	2747
7TH ST	NW	R ST	1	3	71	41	21	710	20	46	1005	30	48	708	3	20	217	95	138	2704
7TH ST	NW	Q ST	7	0	78	5	4	711	18	27	996	10	12	706	5	1	214	45	44	2705
7TH ST	NW	P ST	4	1	81	40	52	699	70	117	949	45	74	677	14	27	202	173	271	2678
7TH ST	NW	N ST	4	0	85	26	12	713	19	20	948	16	16	677	0	15	187	65	63	2610
7TH ST	NW	M ST	2	11	76	15	24	704	14	37	925	9	32	654	2	12	177	42	116	2536
7TH ST	NW	L ST	0	0	76	11	13	702	2	22	905	4	6	652	1	10	168	18	51	2503
7TH ST	NW	I ST	5	0	81	5	27	680	6	47	864	9	42	619	0	5	162	25	122	2406
7TH ST	NW	H ST (TP)	13	24	70	67	192	555	61	328	597	35	254	400	2	85	79	178	883	1701
7TH ST	NW	G ST	0	3	67	2	16	541	2	33	566	3	38	365	0	0	79	7	90	1618
7TH ST	NW	E ST	1	6	62	14	63	492	20	74	512	12	62	315	1	18	62	48	223	1443
7TH ST	NW	PENNSYLVANIA AVE (TP)	0	36	36	4	160	336	31	215	328	17	128	207	4	26	40	56	552	947
7TH ST	NW	CONSTITUTION AVE	0	1	35	20	43	313	19	112	235	28	19	216	2	9	33	69	184	832
9TH ST	NW	CONSTITUTION AVE(TP-70/)	0	0	35	0	0	313	0	0	235	0	0	216	0	8	25	0	8	824
7TH ST	SW	INDEPENDENCE AVE	0	15	20	4	38	279	9	14	230	1	6	211	0	2	23	14	75	763
7TH ST	SW	C ST	2	8	14	6	33	252	0	25	205	0	18	193	0	0	23	8	84	687
D ST	SW	7TH ST (TP-70)	0	1	13	0	18	234	0	0	205	0	0	193	0	7	16	0	26	661
7TH ST	SW	E ST X (TP)	0	7	6	24	73	185	11	57	159	12	73	132	0	1	15	47	211	497
7TH ST	SW	G ST X	0	0	6	0	6	179	0	9	150	0	4	128	0	0	15	0	19	478
7TH ST	SW	I ST X	0	1	5	1	63	117	0	16	134	4	9	123	0	0	15	5	89	394
I ST	SW	7TH ST	0	0	5	0	4	113	1	3	132	0	7	116	0	0	15	1	14	381
7TH ST	SW	MAINE AVE	0	1	4	0	8	105	0	1	131	0	1	115	0	0	15	0	11	370
MAINE AVE	SW	9TH ST (TP)	0	0	4	0	18	87	0	14	117	0	5	110	0	0	15	0	37	333
6TH ST	SW	K ST X	0	2	2	1	13	75	0	12	105	0	8	102	0	0	15	1	35	299
6TH ST	SW	ARENA STAGE	0	0	2	0	0	75	0	0	105	0	1	101	0	0	15	0	1	298
M ST	SW	6TH ST	0	0	2	0	12	63	0	6	99	1	3	99	2	0	17	3	21	280
M ST	SW	BET 3RD & 4TH STS	0	0	2	3	23	43	0	9	90	2	12	87	0	3	15	5	47	237
DELAWARE AVE	SW	M ST	0	0	2	1	9	35	2	21	71	2	20	69	0	2	13	5	52	190
DELAWARE AVE	SW	#1301-1311	0	0	2	0	2	33	0	13	58	0	1	68	0	0	13	0	16	174
DELAWARE AVE	SW	CANAL ST	0	0	2	0	7	25	4	6	56	0	7	61	0	3	10	4	23	155
CANAL ST	SW	P ST (AM ONLY)	0	0	2	1	9	18	0	0	56	0	0	61	0	0	10	1	9	147
O ST	SW	FIRST ST	0	0	2	0	0	18	0	5	51	0	2	59	0	4	6	0	11	136
HALF ST	SW	O ST (TP)	0	0	2	0	10	8	0	50	1	1	27	37	0	6	0	1	93	48
P ST	SW	FIRST ST (PM ONLY)	0	0	2	0	0	8	0	0	1	0	8	29	0	0	0	0	8	40
2ND ST	SW	Q ST X	0	0	2	0	2	6	0	0	1	0	0	29	0	0	0	0	2	38
2ND ST	SW	S ST X	0	0	2	0	0	6	0	0	1	0	0	29	0	0	0	0	0	38
2ND ST	SW	T ST X	0	0	2	0	0	6	0	0	1	0	0	29	0	0	0	0	0	38
V ST	SW	BET 2ND & 1ST STS(TP-71)	0	1	1	0	1	5	0	0	1	0	27	2	0	0	0	0	29	9
WATER ST	SW	BET HALF & T STS (AM)	0	0	1	0	0	5	0	0	1	0	0	2	0	0	0	0	0	9
WATER ST	SW	BET T & S STS (TP-71 AM)	0	1	0	0	5	0	0	1	0	0	0	2	0	0	0	0	7	2
		TOTALS	156	156	312	1700	1700	3400	2692	2692	5384	2320	2320	4640	832	832	1664	7700	7700	15400

70,71
GEORGIA AVENUE 7TH STREET
NORTHBOUND

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OH 3/99			5:29A			9:29A			2:59P			6:59P			2:59X			TOTALS		
(WEEKDAY)		(C.P. GEORGIA AVE. &	(4 TRIPS)			(21 TRIPS)			(33 TRIPS)			(25 TRIPS)			(31 TRIPS)			(114 TRIPS)		
(CHECK DATE 1/99)		N. HAMPSHIRE AVE.)	(0 MISSING)			(0 MISSING)			(2 MISSING)			(0 MISSING)			(1 MISSING)			(3 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
V ST	SW	BET 2ND & 1 STS (TP-71 PM)	0	0	0	0	0	0	1	0	1	5	0	5	1	0	1	7	0	7
WATER ST	SW	BET HALF & T STS (PM)	0	0	0	0	0	0	0	0	1	3	0	8	0	0	1	3	0	10
WATER ST	SW	BET T & S STS (TP-71)	0	0	0	0	0	0	0	0	1	0	0	8	0	0	1	0	0	10
FIRST ST	SW	Q ST	0	0	0	0	0	0	3	0	3	0	0	8	0	0	1	2	0	12
FIRST ST	SW	P ST	0	0	0	7	0	7	0	0	3	2	0	10	0	0	1	9	0	21
HALF ST	SW	O ST (TP-70)	0	0	0	39	0	46	26	0	29	10	0	20	2	0	3	77	0	98
P ST	SW	FIRST ST	1	0	1	7	0	53	3	0	32	1	0	21	0	0	3	12	0	110
P ST	SW	CANAL ST	0	0	1	22	0	75	3	0	35	2	1	22	0	0	3	27	1	136
P ST	SW	3RD ST	0	0	1	4	0	79	1	0	36	0	0	22	0	0	3	5	0	141
P ST	SW	4TH ST	1	0	2	13	0	92	7	0	43	1	0	23	0	0	3	22	0	163
4TH ST	SW	O ST (S)	0	0	2	3	0	95	7	0	50	0	0	23	0	0	3	10	0	173
4TH ST	SW	N ST	0	0	2	3	0	98	2	1	51	5	0	28	0	0	3	10	1	182
4TH ST	SW	M ST	0	0	2	7	10	95	16	3	64	26	2	52	3	0	6	52	15	219
M ST	SW	6TH ST	0	0	2	12	1	106	13	0	77	8	0	60	0	1	5	33	2	250
6TH ST	SW	K ST	1	0	3	2	8	100	5	0	82	4	1	63	3	0	8	15	9	256
I ST	SW	7TH ST	0	0	3	5	9	96	1	0	83	11	0	74	2	0	10	19	9	266
MAINE AVE	SW	9TH ST (TP-70)	0	0	3	0	0	96	15	0	98	20	0	94	0	0	10	35	0	301
G ST	SW	7TH ST	0	0	3	0	0	96	4	0	102	26	0	120	0	0	10	30	0	331
7TH ST	SW	G ST	0	0	3	9	0	105	8	1	109	12	0	132	1	0	11	30	1	360
D ST	SW	7TH ST (TP-70)	0	0	3	29	0	134	0	0	109	0	0	132	7	0	18	36	0	396
7TH ST	SW	E ST (1ST STOP) (TP)	1	0	4	135	13	256	90	6	193	84	10	206	36	0	54	346	29	713
7TH ST	SW	MARYLAND AVE	0	0	4	12	1	267	22	0	214	39	0	245	3	0	57	76	1	787
7TH ST	SW	INDEPENDENCE AVE	1	0	5	53	24	296	42	3	248	29	5	269	7	1	63	132	38	881
7TH ST	NW	CONSTITUTION AVE	0	0	5	23	16	303	22	7	262	32	9	292	17	2	78	93	34	940
9TH ST	NW	CONSTITUTION AVE (TP)	5	0	10	0	0	303	0	0	262	0	0	292	5	0	83	10	0	950
7TH ST	NW	PENNSYLVANIA AVE (TP)	12	1	21	67	43	327	243	34	471	201	7	486	97	2	177	619	87	1482
7TH ST	NW	E ST	4	1	24	21	26	322	73	24	520	94	14	566	45	4	218	237	69	1650
7TH ST	NW	G ST	0	0	24	4	8	318	38	14	544	38	12	592	35	2	251	115	36	1729
7TH ST	NW	H ST (TP)	22	0	46	142	43	417	347	81	809	301	64	829	197	11	437	1009	199	2538
7TH ST	NW	MASSACHUSETTS AVE	1	0	47	10	10	417	28	24	813	35	6	858	22	2	457	96	42	2592
7TH ST	NW	L ST	0	0	47	17	2	432	6	5	815	9	10	857	10	1	466	42	18	2616
7TH ST	NW	M ST	7	1	53	25	7	450	45	24	836	43	36	864	18	3	481	138	71	2684
7TH ST	NW	N ST	0	0	53	9	6	453	8	6	838	7	22	849	6	6	481	30	40	2674
7TH ST	NW	O ST	2	1	54	23	10	466	33	62	809	30	51	828	7	13	475	95	137	2632
7TH ST	NW	P ST	0	0	54	14	33	447	83	49	843	91	55	864	46	13	508	234	150	2716
7TH ST	NW	RHODE ISLAND AVE	9	2	61	67	10	504	79	19	903	87	52	899	26	21	514	268	103	2881
7TH ST	NW	S ST	3	0	64	125	7	622	163	21	1045	136	29	1006	75	3	585	501	60	3322
7TH ST	NW	FLORIDA AVE (TP)	8	3	69	144	24	742	238	113	1169	278	111	1173	105	47	643	773	298	3796
GEORGIA AVE	NW	V ST X	0	1	68	18	24	736	45	45	1169	63	20	1216	20	7	657	146	96	3846
GEORGIA AVE	NW	W ST	0	0	68	7	16	727	30	41	1158	49	16	1249	4	9	652	90	82	3853
GEORGIA AVE	NW	BARRY PL X	2	0	70	7	28	706	36	42	1152	66	11	1304	27	12	666	138	93	3898

3/8

GEORGIA AVE	NW	HOWARD PL	0	1	69	1	47	680	15	50	1117	31	18	1317	4	0	670	51	116	3833
GEORGIA AVE	NW	EUCLID ST	1	0	70	4	85	679	15	33	1099	56	39	1333	19	12	677	94	169	3757
GEORGIA AVE	NW	GRESHAM PL X	2	1	71	23	13	589	24	40	1083	47	71	1309	8	58	627	104	182	3679
GEORGIA AVE	NW	IRVING ST	0	3	68	76	64	601	150	107	1126	152	139	1322	28	33	623	406	345	3739
GEORGIA AVE	NW	LAMONT ST X	0	5	63	35	27	609	23	71	1078	34	94	1262	9	35	537	101	232	3609
GEORGIA AVE	NW	PARK RD	2	1	64	20	31	598	47	83	1042	35	86	1211	13	51	558	116	282	3473
GEORGIA AVE	NW	OTIS PL X	2	0	66	14	18	597	33	42	1034	15	50	1176	5	11	562	69	118	3425
GEORGIA AVE	NW	N. HAMPSHIRE AVE (N/N) (TP)	0	1	65	33	42	588	45	67	1011	38	93	1121	23	55	520	139	258	3306
GEORGIA AVE	NW	N. HAMPSHIRE AVE (N/F)	1	0	66	43	12	619	35	45	1001	26	45	1104	12	15	517	119	117	3307
GEORGIA AVE	NW	SHEPHERD ST	2	0	68	27	16	631	21	54	969	8	37	1075	8	32	493	66	138	3236
GEORGIA AVE	NW	UPSHUR ST	5	0	73	31	91	571	46	73	944	42	59	1058	19	25	487	144	248	3132
GEORGIA AVE	NW	WEBSTER ST	2	8	67	10	38	543	19	32	931	13	41	1030	10	16	481	54	135	3051
GEORGIA AVE	NW	BUCHANAN ST	4	0	71	14	8	549	17	26	922	9	31	1008	5	15	471	49	80	3021
GEORGIA AVE	NW	DECATUR ST	1	0	72	15	8	556	17	27	912	7	21	994	9	13	467	49	69	3001
GEORGIA AVE	NW	EMERSON ST	3	0	75	6	11	551	20	29	903	12	26	980	4	15	458	45	81	2965
GEORGIA AVE	NW	FARRAGUT ST	0	0	75	3	4	550	8	8	902	3	9	974	2	18	441	16	39	2942
GEORGIA AVE	NW	GALLATIN ST	0	2	73	16	6	560	21	27	896	9	39	944	12	25	427	57	99	2900
GEORGIA AVE	NW	INGRAHAM ST	3	0	76	10	9	561	24	46	874	21	58	907	11	26	412	69	139	2830
GEORGIA AVE	NW	KENNEDY ST (TP)	9	6	79	64	90	535	82	155	801	42	151	798	20	63	369	217	465	2582
GEORGIA AVE	NW	MADISON ST	0	0	79	15	7	543	51	37	815	20	48	770	8	33	344	94	125	2551
GEORGIA AVE	NW	MISSOURI AVE	2	0	81	10	46	507	7	40	783	3	48	725	1	21	324	23	155	2420
GEORGIA AVE	NW	QUACKENBOS ST	2	1	82	14	73	448	26	77	732	30	82	673	11	31	304	83	264	2239
GEORGIA AVE	NW	RITTENHOUSE ST	0	1	81	4	23	429	32	63	701	15	56	632	4	26	283	55	168	2126
GEORGIA AVE	NW	TUCKERMAN ST	1	0	82	12	33	408	27	65	663	20	41	611	4	19	268	64	158	2031
GEORGIA AVE	NW	UNDERWOOD ST	1	0	83	4	19	393	26	49	640	13	28	596	1	15	254	45	111	1966
GEORGIA AVE	NW	VAN BUREN ST	0	1	82	7	4	396	14	26	628	8	33	571	5	24	235	34	88	1912
GEORGIA AVE	NW	BUTTERNUT ST X	0	4	78	25	22	399	25	58	595	11	23	559	7	14	228	68	121	1858
GEORGIA AVE	NW	DAHLIA ST	0	1	77	13	50	362	15	27	582	22	36	545	2	14	216	52	128	1782
GEORGIA AVE	NW	FERN ST (W) X	1	3	75	4	9	357	4	11	575	8	9	544	3	5	214	19	36	1765
GEORGIA AVE	NW	GERANIUM ST X	0	3	72	7	20	344	4	17	562	1	13	532	1	1	214	13	54	1724
GEORGIA AVE	NW	HEMLOCK ST	0	0	72	1	9	336	3	37	528	11	14	529	1	7	208	16	67	1673
GEORGIA AVE	NW	JUNIPER ST	0	0	72	3	15	324	6	47	487	5	33	501	2	13	197	16	108	1581
EASTERN AVE	NW	KING ST (TP-70/ ONLY)	0	0	72	0	3	321	0	0	487	0	0	501	0	7	190	0	10	1571
GEORGIA AVE	MC	BLAIR RD (TP)	4	0	76	39	28	332	53	57	483	47	25	523	12	35	168	155	144	1582
GEORGIA AVE	MC	BURLINGTON AVE	0	0	76	2	11	323	0	19	464	4	22	505	0	0	168	6	52	1536
GEORGIA AVE	MC	SILVER SPRING AVE	0	0	76	3	12	314	7	69	402	3	43	465	0	7	161	13	131	1418
WAYNE AVE	MC	DIXON AVE	0	10	66	0	66	248	0	102	300	1	89	377	0	40	121	1	307	1112
SILVER SPRING STA.	MC	BUS BAY A/B (TP)	0	66	0	0	248	0	0	300	0	0	377	0	0	121	0	0	1112	0
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			128	128	256	1693	1693	3386	2735	2735	5470	2671	2671	5342	1105	1105	2210	8332	8332	16664

4/8

90,92,93
U STREET - GARFIELD
SOUTHBOUND

CH 6/01 (WEEKDAY) (CHECK DATE 2/03)		(C.P. 8TH & L STS. SE)	3:00A-5:29A (6 TRIPS) (0 MISSING)			5:30A-9:29A (29 TRIPS) (0 MISSING)			9:30A-2:59P (41 TRIPS) (0 MISSING)			3:00P-6:59P (39 TRIPS) (0 MISSING)			7:00P-2:59X (27 TRIPS) (0 MISSING)			GRAND TOTALS (142 TRIPS) (0 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
NEWARK ST	NW	BET IDAHO & WISC (TP)	0	0	0	34	0	34	65	0	65	78	0	78	44	0	44	221	0	221
WISCONSIN AVE	NW	MACOMB ST	0	0	0	9	0	43	1	0	66	11	0	89	14	0	58	35	0	256
WOODLEY RD	NW	WISCONSIN AVE	0	0	0	23	1	65	15	0	81	40	0	129	8	0	66	86	1	341
WOODLEY RD	NW	35TH ST X	0	0	0	0	3	62	6	0	87	9	0	138	0	0	66	15	3	353
WOODLEY RD	NW	34TH ST	0	0	0	6	8	59	8	1	94	28	2	161	0	0	66	38	11	380
WOODLEY RD	NW	32ND ST	0	0	0	1	0	60	1	2	93	3	1	163	0	0	66	5	3	382
CATHEDRAL AVE	NW	WOODLEY RD X	0	0	0	1	1	60	1	0	94	6	1	168	4	0	70	12	2	392
CATHEDRAL AVE	NW	#2931	0	0	0	1	0	61	0	0	94	2	0	170	0	0	70	3	0	395
29TH ST	NW	CATHEDRAL AVE	0	0	0	1	2	60	3	3	94	0	1	169	0	0	70	4	6	393
29TH ST	NW	GARFIELD ST	0	0	0	0	0	60	0	1	93	2	0	171	4	0	74	6	1	398
29TH ST	NW	#2745	0	0	0	1	0	61	2	0	95	1	1	171	0	1	73	4	2	400
CALVERT ST	NW	MC GILL TERR	0	0	0	8	0	69	4	2	97	18	4	185	1	0	74	31	6	425
CALVERT ST	NW	SHOREHAM-AMERICANA	0	0	0	1	14	56	6	2	101	28	10	203	3	1	76	38	27	436
CALVERT ST	NW	CONNECTICUT AVE	0	0	0	14	4	66	16	2	115	30	2	231	7	1	82	67	9	494
CALVERT ST	NW	BILTMORE ST (TP)	0	0	0	2	3	65	14	2	127	4	5	230	1	0	83	21	10	505
CALVERT ST LOOP	NW	CALVERT ST (BRIDGE) (TP)	0	0	0	6	0	71	23	0	150	33	0	263	16	0	99	78	0	583
CALVERT ST	NW	CLIFFBOURNE PL	0	0	0	1	0	72	1	1	150	2	3	262	0	1	98	4	5	582
CALVERT ST	NW	ADAMS MILL RD X	0	0	0	10	5	77	12	13	149	0	9	253	1	3	96	23	30	575
18TH ST	NW	COLUMBIA RD	5	0	5	86	19	144	224	39	334	175	67	361	80	34	142	570	159	986
18TH ST	NW	WYOMING AVE	0	0	5	20	9	155	34	3	365	67	10	418	5	1	146	126	23	1089
18TH ST	NW	CALIFORNIA ST	3	0	8	14	5	164	28	11	382	32	9	441	17	5	158	94	30	1153
U ST	NW	17TH ST	1	0	9	14	7	171	19	6	395	32	5	468	12	2	168	78	20	1211
U ST	NW	NEW HAMPSHIRE AVE	15	0	24	101	8	264	86	23	458	56	56	468	35	9	194	293	96	1408
U ST	NW	15TH ST	0	0	24	12	1	275	27	13	472	23	26	465	8	4	198	70	44	1434
U ST	NW	14TH ST (TP)	18	4	38	215	40	450	361	86	747	261	86	640	81	30	249	936	246	2124
U ST	NW	13TH ST	1	0	39	44	34	460	76	43	780	87	86	641	51	14	286	259	177	2206
U ST	NW	11TH ST	0	0	39	31	17	474	54	34	800	51	32	660	8	7	287	144	90	2260
U ST	NW	VERMONT AVE	1	0	40	36	4	506	38	8	830	44	8	696	16	4	299	135	24	2371
U ST	NW	9TH ST	0	0	40	3	3	506	13	9	834	16	9	703	3	5	297	35	26	2380
FLORIDA AVE	NW	7TH ST (TP)	19	2	57	174	74	606	386	215	1005	299	114	888	136	35	398	1014	440	2954
FLORIDA AVE	NW	6TH ST	2	1	58	1	1	606	16	14	1007	13	10	891	6	11	393	38	37	2955
FLORIDA AVE	NW	5TH ST	0	0	58	6	0	612	11	13	1005	13	13	891	10	10	393	40	36	2959
FLORIDA AVE	NW	3RD ST (S)	4	1	61	42	16	638	72	50	1027	72	57	906	15	28	380	205	152	3012
FLORIDA AVE	NW	R ST	1	0	62	7	6	639	10	17	1020	28	26	908	1	8	373	47	57	3002
FLORIDA AVE	NW	FIRST ST	2	1	63	27	22	644	23	40	1003	33	59	882	9	29	353	94	151	2945
FLORIDA AVE	NW	NORTH CAPITOL ST (TP)	6	2	67	142	131	655	259	238	1024	249	151	980	48	49	352	704	571	3078
FLORIDA AVE	NE	P ST	0	0	67	6	8	653	10	6	1028	0	0	980	1	0	353	17	14	3081
FLORIDA AVE	NE	FIRST ST	0	4	63	44	60	637	95	37	1086	54	28	1006	12	13	352	205	142	3144
FLORIDA AVE	NE	N ST	0	7	56	1	45	593	15	46	1055	12	30	988	0	2	350	28	130	3042
FLORIDA AVE	NE	5TH ST	1	17	40	20	82	531	83	61	1077	52	36	1004	8	18	340	164	214	2992

5/18

FLORIDA AVE	NE	7TH ST	0	7	33	10	5	536	15	19	1073	5	16	993	5	12	333	35	59	2968
8TH ST	NE	L ST	0	0	33	17	6	547	13	21	1064	18	23	988	11	5	339	58	55	2971
8TH ST	NE	K ST	1	5	29	83	57	573	76	64	1076	90	100	978	20	29	330	270	255	2986
8TH ST	NE	H ST (TP)	10	7	32	111	173	506	348	410	1034	352	275	1055	72	79	323	913	949	2950
8TH ST	NE	F ST	1	0	33	11	15	502	10	13	1031	21	11	1065	3	6	320	46	45	2951
8TH ST	NE	E ST	0	0	33	9	3	508	11	11	1031	17	9	1073	4	3	321	41	26	2966
8TH ST	NE	D ST	2	2	33	30	19	519	22	36	1017	50	36	1087	11	8	324	115	101	2980
8TH ST	NE	C ST	2	1	34	14	8	525	16	24	1011	24	12	1099	9	3	330	67	48	2999
8TH ST	NE	CONSTITUTION AVE	0	0	34	2	0	527	9	3	1017	4	6	1097	5	0	335	20	9	3010
8TH ST	NE	EAST CAPITOL ST	0	0	34	28	26	529	31	39	1009	24	29	1092	5	11	329	88	105	2993
8TH ST	SE	INDEPENDENCE AVE	0	1	33	0	4	525	1	14	996	3	3	1092	2	3	328	6	25	2974
8TH ST	SE	D ST (N) (TP)	1	12	22	22	126	421	88	173	911	60	148	1004	35	38	325	206	497	2683
8TH ST	SE	D ST (S)	1	1	22	26	13	434	132	65	978	187	53	1138	23	20	328	369	152	2900
8TH ST	SE	G ST	0	1	21	9	18	430	17	22	973	43	31	1150	15	3	340	84	70	2914
8TH ST	SE	I ST	0	0	21	3	10	420	9	5	975	1	12	1139	9	5	344	17	32	2899
8TH ST	SE	L ST (TP)	1	1	21	27	70	377	76	145	906	109	85	1163	19	21	342	232	322	2809
M ST	SE	9TH ST X	0	4	17	12	14	375	30	33	903	25	20	1168	7	13	336	74	84	2799
M L KING AVE	SE	U ST (TP) (90,93)	0	2	15	3	19	359	22	24	901	7	40	1135	4	10	330	36	95	2740
M L KING AVE	SE	W ST (90,93)	0	1	14	2	23	338	21	35	887	8	25	1118	2	9	323	33	93	2680
M L KING AVE	SE	CHICAGO ST (90)	0	0	14	0	8	330	0	12	875	2	22	1098	1	8	316	3	50	2633
M L KING AVE	SE	TALBERT ST (90)	0	0	14	3	4	329	0	27	848	0	22	1076	0	3	313	3	56	2580
M L KING AVE	SE	HOWARD RD (90)	0	0	14	0	15	314	0	19	829	0	31	1045	0	5	308	0	70	2510
ANACOSTIA STA	SE	BUS BAY 'E' (TP) (90)	0	3	11	0	130	184	0	303	526	0	382	663	0	75	233	0	893	1617
MORRIS RD	SE	MT VIEW PL (93)	0	1	10	0	0	184	0	0	526	0	0	663	0	2	231	0	3	1614
MORRIS RD	SE	#1349-51 (93)	0	1	9	0	0	184	0	0	526	0	0	663	0	0	231	0	1	1613
MORRIS RD	SE	WEST ST (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	231	0	0	1613
MORRIS RD	SE	HUNTER PL (W) (TP-93)	0	0	9	0	0	184	0	0	526	0	0	663	1	0	232	1	0	1614
MORRIS RD	SE	POMEROY RD (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
POMEROY RD	SE	ERIE ST X (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
POMEROY RD	SE	#2345 (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	POMEROY RD (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	ELVANS RD (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	SUITLAND PKWY (s/n) (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	SUITLAND PKWY (s/f) (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	PARK STANTON APTS (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	BRUCE PL (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	CONGRESS PL (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	0	232	0	0	1614
STANTON RD	SE	ALABAMA AVE (93)	0	0	9	0	0	184	0	0	526	0	0	663	0	2	230	0	2	1612
GOOD HOPE RD	SE	M L KING AVE (TP) (92)	0	0	9	1	38	147	40	60	506	15	37	641	0	43	187	56	178	1490
GOOD HOPE RD	SE	14TH ST (92)	1	2	8	8	10	145	45	44	507	17	39	619	5	11	181	76	106	1460
GOOD HOPE RD	SE	15TH ST (92)	0	2	6	8	5	148	11	5	513	17	22	614	0	2	179	36	36	1460
GOOD HOPE RD	SE	16TH ST (E) (92)	2	0	8	15	19	144	55	30	538	42	20	636	18	16	181	132	85	1507
GOOD HOPE RD	SE	18TH ST X (92)	2	0	10	2	7	139	10	17	531	1	25	612	0	10	171	15	59	1463
GOOD HOPE RD	SE	22ND ST X (92)	1	0	11	9	1	147	5	15	521	3	26	589	0	4	167	18	46	1435
GOOD HOPE RD	SE	MARBURY PLAZA APTS (92)	3	0	14	19	6	160	12	37	496	6	46	549	0	22	145	40	111	1364
GOOD HOPE RD	SE	ALTAMONT PL (92)	0	0	14	5	4	161	1	10	487	2	9	542	1	8	138	9	31	1342
GOOD HOPE RD	SE	24TH ST (92)	0	0	14	6	3	164	5	20	472	3	24	521	3	3	138	17	50	1309
GOOD HOPE RD	SE	25TH ST (92)	3	1	16	2	34	132	16	108	380	17	83	455	10	21	127	48	247	1110
NAYLOR RD	SE	ALABAMA AVE (TP) (92)	0	3	13	17	37	112	58	113	325	55	74	436	27	13	141	157	240	1027
ALABAMA AVE	SE	25TH ST (92)	0	0	13	0	1	111	0	1	324	4	2	438	0	2	139	4	6	1025

6/18

ALABAMA AVE	SE	AINGER PL (92)	2	3	12	17	14	114	10	46	288	9	95	352	14	23	130	52	181	896
ALABAMA AVE	SE	HARTFORD ST X (92)	0	0	12	14	8	120	8	26	270	5	46	311	3	20	112	29	100	825
ALABAMA AVE	SE	IRVING PL (92)	0	0	12	20	10	130	8	46	232	7	54	264	1	10	103	36	120	741
ALABAMA AVE	SE	24TH ST (92)	0	0	12	3	3	130	2	2	232	2	12	254	1	3	101	8	20	729
ALABAMA AVE	SE	22ND ST (92)	1	0	13	19	2	146	12	26	218	11	33	232	5	13	93	48	75	702
ALABAMA AVE	SE	STANTON TERR (N) (92)	0	0	13	20	22	144	5	20	203	6	11	227	1	4	90	32	57	677
ALABAMA AVE	SE	18TH PL X (92)	0	0	13	1	5	140	0	28	175	0	25	202	1	7	84	2	65	614
ALABAMA AVE	SE	STANTON RD (TP) (92,93)	0	0	13	18	5	153	22	27	170	10	42	170	2	6	80	52	80	586
ALABAMA AVE	SE	15TH PL (92,93)	0	0	13	0	5	148	2	17	155	2	13	159	0	9	71	4	44	546
ALABAMA AVE	SE	15TH ST X (92,93)	0	0	13	0	0	148	0	1	154	0	2	157	0	11	60	0	14	532
ALABAMA AVE	SE	CONGRESS ST X (92,93)	0	0	13	0	16	132	1	17	138	2	29	130	0	3	57	3	65	470
CONGRESS HGHTS STA	SE	BUS BAY 'E' (TP) (92,93)	0	13	0	0	132	0	0	138	0	0	130	0	0	57	0	0	470	0
		TOTALS	113	113	226	1787	1787	3574	3412	3412	6824	3247	3247	6494	1019	1019	2038	9578	9578	19156

90,92,93
U STREET - GARFIELD
NORTHBOUND

GH 6/01
(WEEKDAY)
(CHECK DATE 2/03) (C.P. 8TH & L STS. SE)

			3:00A-5:29A (7 TRIPS) (0 MISSING)			5:30A-9:29A (40 TRIPS) (0 MISSING)			9:30A-2:59P (39 TRIPS) (0 MISSING)			3:00P-6:59P (31 TRIPS) (0 MISSING)			7:00P-2:59X (30 TRIPS) (1 MISSING)			GRAND TOTALS (147 TRIPS) (1 MISSING)		
ON STREET	DIR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
CONGRESS HGHTS STA	SE	BUS BAY 'B' (TP) (92,93)	9	0	9	159	0	159	128	0	128	153	0	153	88	0	88	537	0	537
ALABAMA AVE	SE	13TH ST (92,93)	0	0	9	4	0	163	0	0	128	2	0	155	0	0	88	6	0	543
ALABAMA AVE	SE	CONGRESS ST (92,93)	4	0	13	33	3	193	26	0	154	24	1	178	23	2	109	110	6	647
ALABAMA AVE	SE	15TH PL X (92,93)	1	0	14	0	0	202	7	3	158	10	7	181	2	0	111	20	10	666
ALABAMA AVE	SE	STANTON RD (92)	4	0	18	66	9	259	74	15	217	38	23	196	16	12	115	198	59	805
ALABAMA AVE	SE	18TH PL (92)	5	0	23	46	2	303	12	2	227	9	6	199	4	5	114	76	15	866
ALABAMA AVE	SE	22ND ST (92)	4	0	27	33	7	329	14	26	215	5	29	175	7	17	104	63	79	850
ALABAMA AVE	SE	24TH ST X (92)	1	0	28	13	0	342	18	2	231	4	3	176	3	8	99	39	13	876
ALABAMA AVE	SE	JASPER ST (92)	1	0	29	56	14	384	40	20	251	11	22	165	12	13	98	120	69	927
ALABAMA AVE	SE	HARTFORD ST (92)	0	0	29	80	3	461	16	8	259	28	9	184	3	12	89	127	32	1022
ALABAMA AVE	SE	AINGER PL X (92)	6	0	35	56	1	516	38	12	285	18	12	190	10	15	84	128	40	1110
NAYLOR RD	SE	GOOD HOPE RD (TP) (92)	3	4	34	102	28	590	116	65	336	72	37	225	19	24	79	312	158	1264
GOOD HOPE RD	SE	25TH ST (92)	1	0	35	23	11	607	56	17	375	71	11	285	17	2	94	173	41	1396
GOOD HOPE RD	SE	24TH ST X (92)	0	0	35	14	0	621	15	0	390	3	4	284	1	3	92	33	7	1422
GOOD HOPE RD	SE	ALTAMONT PL (92)	2	0	37	24	1	644	9	6	393	3	2	285	0	0	92	38	9	1451
GOOD HOPE RD	SE	MARBURY PLAZA APTS (92)	9	0	46	50	2	692	38	15	416	20	17	288	3	4	91	120	38	1533
GOOD HOPE RD	SE	22ND ST (92)	6	0	52	23	5	710	7	5	418	10	6	292	3	2	92	49	18	1564
GOOD HOPE RD	SE	18TH ST (92)	0	0	52	15	4	721	16	7	427	20	15	297	1	2	91	52	28	1588
GOOD HOPE RD	SE	16TH ST (E) X (92)	4	0	56	28	38	711	25	27	425	24	24	297	5	4	92	86	93	1581
GOOD HOPE RD	SE	14TH ST (TP) (92)	10	2	64	74	60	725	62	53	434	24	29	292	11	11	92	181	155	1607
STANTON RD	SE	ALABAMA AVE (TP) (93)	4	0	68	0	0	725	5	0	439	0	0	292	0	0	92	9	0	1616
STANTON RD	SE	CONGRESS PL X (93)	0	0	68	0	0	725	0	0	439	0	0	292	0	0	92	0	0	1616
STANTON RD	SE	BRUCE PL (93)	4	0	72	0	0	725	0	0	439	0	0	292	0	0	92	4	0	1620
STANTON RD	SE	JASPER PL (93)	0	0	72	0	0	725	0	0	439	0	0	292	0	0	92	0	0	1620
STANTON RD	SE	PARK STANTON APTS (93)	0	0	72	0	0	725	0	0	439	0	0	292	0	0	92	0	0	1620
STANTON RD	SE	SUITLAND PKWY (n/n) (93)	0	0	72	0	0	725	0	0	439	0	0	292	0	0	92	0	0	1620
STANTON RD	SE	SUITLAND PKWY (n/f) (93)	0	0	72	0	0	725	0	0	439	0	0	292	0	0	92	0	0	1620
STANTON RD	SE	ELVANS RD (93)	1	0	73	0	0	725	0	0	439	0	0	292	0	0	92	1	0	1621
STANTON RD	SE	POMEROY RD (93)	1	0	74	0	0	725	0	0	439	0	0	292	2	0	93	3	0	1623
POMEROY RD	SE	HOWARD RD X (93)	0	0	74	0	0	725	0	0	439	0	0	292	0	0	93	0	0	1623
MORRIS RD	SE	HUNTER PL (E) (TP-93)	0	0	74	0	0	725	0	0	439	0	0	292	0	0	93	0	0	1623
MORRIS RD	SE	BRYAN PL (93)	4	0	78	0	0	725	0	0	439	0	0	292	0	0	93	4	0	1627
MORRIS RD	SE	HIGH ST X (93)	0	0	78	0	0	725	0	0	439	0	0	292	0	0	93	0	0	1627
MORRIS RD	SE	#1340 (93)	0	0	78	0	0	725	0	0	439	0	0	292	0	0	93	0	0	1627
MORRIS RD	SE	MT VIEW PL (93)	0	2	76	0	0	725	0	0	439	0	0	292	0	0	93	0	2	1625
ANACOSTIA STATION	SE	BUS BAY 'E' (TP) (90)	27	0	103	414	0	1139	372	0	811	240	0	532	66	0	159	1119	0	2744
M L KING AVE	SE	SHERIDAN RD (90)	0	0	103	75	0	1214	40	0	851	36	4	564	12	0	171	163	4	2903
M L KING AVE	SE	MORRIS RD (90)	1	2	102	25	0	1239	17	2	866	12	2	574	4	0	175	59	6	2956
M L KING AVE	SE	W ST (90,93)	0	0	102	10	11	1238	47	25	888	6	4	576	0	0	175	63	40	2979
13TH ST	SE	V ST (90,93)	0	0	102	6	4	1240	2	8	882	7	3	580	1	1	175	16	16	2979

8/8

13TH ST	SE	GOOD HOPE RD (TP) (90,93	1	1	102	23	12	1251	33	15	900	14	31	563	3	7	172	74	66	2988
12TH ST	SE	M ST (90,93)	1	0	103	2	4	1249	0	0	900	0	0	563	0	0	172	3	4	2987
M ST	SE	11TH ST	19	1	121	15	21	1243	45	23	922	22	24	561	7	9	170	108	78	3017
9TH ST	SE	L ST (TP)	7	5	122	85	126	1172	87	80	959	62	56	567	18	24	164	229	261	2985
8TH ST	SE	I ST	3	0	126	13	18	1167	12	6	965	10	2	575	3	0	167	41	26	3000
8TH ST	SE	G ST	0	0	126	9	10	1166	1	23	943	3	6	572	1	0	168	14	39	2975
8TH ST	SE	E ST	2	11	117	16	113	1069	29	78	893	27	51	548	15	13	170	88	266	2797
8TH ST	SE	D ST (N) (TP)	13	18	112	240	147	1162	266	114	1045	137	50	635	59	11	218	715	340	3172
8TH ST	SE	INDEPENDENCE AVE	1	0	113	39	11	1190	64	27	1082	30	3	662	18	2	234	152	43	3281
8TH ST	NE	EAST CAPITOL ST	2	1	114	39	34	1195	34	26	1090	9	23	648	1	2	233	85	36	3280
8TH ST	NE	MASSACHUSETTS AVE	0	0	114	5	14	1186	10	12	1088	2	4	646	11	1	243	28	31	3277
8TH ST	NE	C ST	4	6	112	23	44	1165	19	33	1074	15	23	638	6	4	245	67	110	3234
8TH ST	NE	D ST	1	0	113	15	37	1143	24	27	1071	23	31	630	2	11	236	65	106	3193
8TH ST	NE	E ST	0	0	113	26	22	1147	8	10	1069	13	12	631	9	5	240	56	49	3200
8TH ST	NE	F ST	4	0	117	11	16	1142	10	12	1067	3	11	623	2	2	240	30	41	3189
8TH ST	NE	H ST (TP)	14	7	124	184	315	1011	358	389	1036	218	149	692	71	55	256	845	915	3119
8TH ST	NE	K ST	9	28	105	83	104	990	98	92	1042	56	84	664	19	23	252	265	331	3053
8TH ST	NE	L ST	0	0	105	17	15	992	5	9	1038	9	10	663	2	10	244	33	44	3042
FLORIDA AVE	NE	8TH ST	7	3	109	5	25	972	39	23	1054	21	8	676	8	8	244	80	67	3055
FLORIDA AVE	NE	7TH ST X	1	0	110	4	5	971	3	9	1048	3	11	668	5	4	245	16	29	3042
FLORIDA AVE	NE	5TH ST	0	2	108	50	57	964	133	78	1103	120	33	755	18	10	253	321	180	3183
FLORIDA AVE	NE	3RD ST X	0	0	108	14	8	970	8	4	1107	42	11	786	5	1	257	69	24	3228
FLORIDA AVE	NE	ECKINGTON PL	1	9	100	29	91	908	52	74	1085	21	17	790	16	14	259	119	205	3142
FLORIDA AVE	NE	#60	0	4	96	16	56	868	12	26	1071	13	12	791	1	2	258	42	100	3084
FLORIDA AVE	NW	NORTH CAPITOL ST (TP)	15	11	100	157	226	799	232	215	1088	157	156	792	30	39	249	591	647	3028
FLORIDA AVE	NW	FIRST ST	0	1	99	61	10	850	50	26	1112	42	34	800	7	9	247	160	80	3108
FLORIDA AVE	NW	2ND ST	4	3	100	29	14	865	23	17	1118	14	14	800	2	2	247	72	50	3130
FLORIDA AVE	NW	3RD ST (N)	1	0	101	26	55	836	27	36	1109	10	33	777	5	13	239	69	137	3062
FLORIDA AVE	NW	NEW JERSEY AVE	0	1	100	24	13	847	36	25	1120	7	7	777	5	14	230	72	60	3074
FLORIDA AVE	NW	6TH ST	0	0	100	6	10	843	13	10	1123	3	12	768	1	8	223	23	40	3057
FLORIDA AVE	NW	GEORGIA AVE (TP)	5	23	82	78	280	641	217	426	914	99	312	555	24	73	174	423	1114	2366
U ST	NW	VERMONT AVE	2	1	83	29	29	641	9	52	871	5	20	540	4	7	171	49	109	2306
U ST	NW	11TH ST	2	1	84	38	48	631	19	44	846	20	26	534	6	7	170	85	126	2265
U ST	NW	13TH ST	0	1	83	61	50	642	69	82	833	48	49	533	7	11	166	185	193	2257
U ST	NW	14TH ST (TP)	1	29	55	66	268	440	81	398	516	48	255	326	8	65	109	204	1015	1446
U ST	NW	15TH ST	1	0	56	18	15	443	15	17	514	4	13	317	3	11	101	41	56	1431
U ST	NW	NEW HAMPSHIRE AVE	1	9	48	23	79	387	21	80	455	7	71	253	6	13	94	58	252	1237
U ST	NW	17TH ST	0	1	47	13	24	376	6	20	441	7	18	242	1	5	90	27	68	1196
U ST	NW	FLORIDA AVE	0	4	43	1	36	341	6	44	403	2	27	217	3	7	86	12	118	1090
18TH ST	NW	CALIFORNIA ST	0	0	43	8	68	281	10	34	379	4	24	197	5	1	90	27	127	990
18TH ST	NW	BELMONT RD X	0	1	42	7	21	267	4	20	363	3	15	185	1	9	82	15	66	939
18TH ST	NW	COLUMBIA RD	6	12	36	91	120	238	47	234	176	26	114	97	9	54	37	179	534	584
CALVERT ST	NW	CLIFFBOURNE PL X	0	0	36	21	7	252	0	2	174	5	5	97	1	3	35	27	17	594
CALVERT ST LOOP	NW	CALVERT ST (BRIDGE) (TP	0	25	11	5	36	221	1	32	143	2	11	88	0	14	21	8	118	484
CALVERT ST	NW	BILTMORE ST X (TP)	0	0	11	7	1	227	6	10	139	4	2	90	0	1	20	17	14	487
CALVERT ST	NW	CONNECTICUT AVE	0	4	7	11	40	198	13	28	124	10	24	76	0	0	20	34	96	425
CALVERT ST	NW	WARDMAN PK GARAGE	0	1	6	1	6	193	0	1	123	0	1	75	0	1	19	1	10	416
CALVERT ST	NW	29TH ST	0	0	6	3	30	166	1	10	114	2	4	73	1	0	20	7	44	379
29TH ST	NW	#2727	0	0	6	3	3	166	0	4	110	0	0	73	0	0	20	3	7	375
29TH ST	NW	WOODLEY RD	0	0	6	0	1	165	0	0	110	0	6	67	0	4	16	0	11	364

CATHEDRAL AVE	NW	29TH ST	0	0	6	2	1	166	0	2	108	0	3	64	1	0	17	3	6	361
CATHEDRAL AVE	NW	#2937	0	0	6	0	0	166	1	0	109	0	0	64	0	0	17	1	0	362
CATHEDRAL AVE	NW	WOODLEY RD	0	0	6	1	14	153	1	3	107	2	4	62	0	0	17	4	21	348
WOODLEY RD	NW	32ND ST X	0	0	6	0	2	151	0	0	107	0	3	59	0	0	17	0	5	340
WOODLEY RD	NW	34TH ST	0	0	6	1	28	124	2	12	97	0	4	55	0	0	17	3	44	299
WOODLEY RD	NW	35TH ST	0	0	6	0	3	121	0	5	92	0	0	55	0	0	17	0	8	291
WOODLEY RD	NW	36TH ST	0	0	6	0	3	118	0	3	89	0	0	55	0	0	17	0	6	285
WOODLEY RD	NW	WISCONSIN AVE	0	2	4	0	57	61	1	29	61	0	18	37	0	5	12	1	111	175
WISCONSIN AVE	NW	MACOMB ST	0	1	3	0	16	45	0	6	55	0	5	32	0	2	10	0	30	145
WISCONSIN AVE	NW	NEWARK ST	0	3	0	0	14	31	0	32	23	0	14	18	0	4	6	0	67	78
WISCONSIN AVE	NW	NORTON PL	0	0	0	0	0	31	0	0	23	0	0	18	0	0	6	0	0	78
PORTER ST	NW	WISCONSIN AVE	0	0	0	0	7	24	0	1	22	1	2	17	0	0	6	1	10	69
NEWARK ST	NW	BET IDAHO & WISC (TP)	0	0	0	0	24	0	0	22	0	0	17	0	0	6	0	0	69	0
		TOTALS	240	240	480	3167	3167	6334	3460	3460	6920	2255	2255	4510	742	742	1484	9864	9864	19728

S1
16TH STREET - POTOMAC PARK
SOUTHBOUND

(WEEKDAY) (CHECKS 5/95)			3:00A- 5:29A (0 TRIPS) (0 MISSING)			5:30A- 9:29A (21 TRIPS) (0 MISSING)			9:30A- 3:59P (0 TRIPS) (0 MISSING)			3:00P- 6:59P (0 TRIPS) (0 MISSING)			7:00P- 2:59X (0 TRIPS) (0 MISSING)			GRAND TOTALS (21 TRIPS) (0 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
14TH ST	NW	MISSOURI AVE (TP)			0	23	0	23			0			0			0	23	0	23
16TH ST	NW	MILITARY RD (F)			0	50	0	73			0			0			0	50	0	73
16TH ST	NW	NICHOLSON ST			0	10	0	83			0			0			0	10	0	83
16TH ST	NW	MADISON ST			0	6	0	89			0			0			0	6	0	89
16TH ST	NW	MORROW DR			0	24	0	113			0			0			0	24	0	113
16TH ST	NW	COLORADO AVE			0	42	0	155			0			0			0	42	0	155
16TH ST	NW	BLAGDEN AVE			0	10	0	165			0			0			0	10	0	165
16TH ST	NW	DECATUR ST			0	38	0	203			0			0			0	38	0	203
16TH ST	NW	BUCHANAN ST (TP)			0	23	0	226			0			0			0	23	0	226
16TH ST	NW	ALLISON ST			0	8	0	234			0			0			0	8	0	234
16TH ST	NW	VARNUM ST			0	15	0	249			0			0			0	15	0	249
16TH ST	NW	UPSHUR ST			0	17	0	266			0			0			0	17	0	266
16TH ST	NW	SHEPHERD ST			0	30	0	296			0			0			0	30	0	296
16TH ST	NW	#3636			0	24	0	320			0			0			0	24	0	320
16TH ST	NW	SPRING ST X			0	51	0	371			0			0			0	51	0	371
16TH ST	NW	OAK ST			0	27	0	398			0			0			0	27	0	398
16TH ST	NW	NEWTON ST			0	64	0	462			0			0			0	64	0	462
16TH ST	NW	PARK RD			0	65	0	527			0			0			0	65	0	527
16TH ST	NW	LAMONT ST			0	16	1	542			0			0			0	16	1	542
16TH ST	NW	IRVING ST (TP)			0	43	3	582			0			0			0	43	3	582
16TH ST	NW	HARVARD ST			0	62	1	643			0			0			0	62	1	643
16TH ST	NW	EUCLID ST			0	58	0	701			0			0			0	58	0	701
16TH ST	NW	CRESCENT PL			0	50	0	751			0			0			0	50	0	751
16TH ST	NW	V ST			0	33	1	783			0			0			0	33	1	783
16TH ST	NW	U ST			0	33	6	810			0			0			0	33	6	810
16TH ST	NW	RIGGS PL			0	19	0	829			0			0			0	19	0	829
16TH ST	NW	CORCORAN ST			0	24	4	849			0			0			0	24	4	849
16TH ST	NW	P ST (TP)			0	21	4	866			0			0			0	21	4	866
16TH ST	NW	M ST			0	1	2	865			0			0			0	1	2	865
16TH ST	NW	K ST			0	1	11	855			0			0			0	1	11	855
K ST (MAIN RDWY)	NW	16TH ST			0	0	1	854			0			0			0	0	1	854
K ST (MAIN RDWY)	NW	CONN AVE (TP)			0	102	293	663			0			0			0	102	293	663
K ST (MAIN RDWY)	NW	8TH ST			0	5	103	565			0			0			0	5	103	565
19TH ST	NW	I ST			0	40	104	501			0			0			0	40	104	501
19TH ST	NW	H ST			0	45	61	485			0			0			0	45	61	485
19TH ST	NW	G ST			0	1	87	399			0			0			0	1	87	399
19TH ST	NW	F ST			0	2	50	351			0			0			0	2	50	351
19TH ST	NW	E ST (S)			0	0	146	205			0			0			0	0	146	205
19TH ST	NW	VIRGINIA AVE			0	1	88	118			0			0			0	1	88	118
VIRGINIA AVENUE	NW	19TH ST			0	0	0	118			0			0			0	0	0	118
VIRGINIA AVENUE	NW	21ST ST (TP)			0	0	118	0			0			0			0	0	118	0
		TOTALS	0	0	0	1084	1084	2168	0	0	0	0	0	0	0	0	0	1084	1084	2168

11/18

S1
16TH STREET - POTOMAC PARK
NORTHBOUND

(WEEKDAY) (CHECKS 8/05)			3:00A-5:29A (0 TRIPS) (0 MISSING)			5:30A-9:29A (0 TRIPS) (0 MISSING)			9:30A-2:59P (0 TRIPS) (0 MISSING)			3:00P-6:59P (10 TRIPS) (0 MISSING)			7:00P-2:59X (0 TRIPS) (0 MISSING)			GRAND TOTALS (10 TRIPS) (0 MISSING)		
ON STREET	DIR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
VIRGINIA AVENUE	NW	21ST ST (TP)			0			0			0	79	0	79			0	79	0	79
VIRGINIA AVENUE	NW	19TH ST			0			0			0	14	0	93			0	14	0	93
18TH ST	NW	C ST			0			0			0	20	0	113			0	20	0	113
18TH ST	NW	D ST			0			0			0	0	0	113			0	0	0	113
18TH ST	NW	E ST (S)			0			0			0	38	1	150			0	38	1	150
18TH ST	NW	F ST			0			0			0	39	0	189			0	39	0	189
18TH ST	NW	G ST			0			0			0	27	0	216			0	27	0	216
18TH ST	NW	PENNSYLVANIA AVE			0			0			0	23	3	236			0	23	3	236
18TH ST	NW	I ST			0			0			0	16	30	222			0	16	30	222
18TH ST	NW	K ST			0			0			0	9	4	227			0	9	4	227
K ST (MAIN RDWY)	NW	17TH ST (W) (TP)			0			0			0	13	34	206			0	13	34	206
16TH ST	NW	L ST			0			0			0	66	19	253			0	66	19	253
16TH ST	NW	M ST			0			0			0	19	2	270			0	19	2	270
16TH ST	NW	P ST (TP)			0			0			0	32	9	293			0	32	9	293
16TH ST	NW	Q ST			0			0			0	7	12	288			0	7	12	288
16TH ST	NW	R ST			0			0			0	6	4	290			0	6	4	290
16TH ST	NW	BET SWANN & S STS			0			0			0	5	2	293			0	5	2	293
16TH ST	NW	U ST			0			0			0	18	16	295			0	18	16	295
16TH ST	NW	V ST			0			0			0	2	3	294			0	2	3	294
16TH ST	NW	CRESCENT PL X			0			0			0	1	11	284			0	1	11	284
16TH ST	NW	EUCLID ST			0			0			0	2	34	252			0	2	34	252
16TH ST	NW	HARVARD ST			0			0			0	7	34	225			0	7	34	225
16TH ST	NW	IRVING ST (TP)			0			0			0	11	32	204			0	11	32	204
16TH ST	NW	LAMONT ST			0			0			0	7	6	205			0	7	6	205
16TH ST	NW	PARK RD			0			0			0	2	15	192			0	2	15	192
16TH ST	NW	NEWTON ST			0			0			0	1	11	182			0	1	11	182
16TH ST	NW	OAK ST			0			0			0	0	24	158			0	0	24	158
16TH ST	NW	SPRING RD			0			0			0	1	25	134			0	1	25	134
16TH ST	NW	SHEPHERD ST X			0			0			0	0	21	113			0	0	21	113
16TH ST	NW	UPSHUR ST			0			0			0	0	8	105			0	0	8	105
16TH ST	NW	WEBSTER ST			0			0			0	0	13	92			0	0	13	92
16TH ST	NW	ALLISON ST			0			0			0	0	2	90			0	0	2	90
16TH ST	NW	BUCHANAN ST (TP)			0			0			0	0	19	71			0	0	19	71
16TH ST	NW	DECATUR ST			0			0			0	0	22	49			0	0	22	49
16TH ST	NW	EMERSON ST			0			0			0	0	2	47			0	0	2	47
COLORADO AVE	NW	16TH ST (TP)			0			0			0	0	47	0			0	0	47	0
		TOTALS	0	0	0	0	0	0	0	0	0	465	465	930	0	0	0	465	465	930

12/18

S2,3,4,5
16TH STREET
SOUTHBOUND

GH 5/99
(WEEKDAY)
(CHECK DATE 1/99) (C.P. 16TH & P STS. NW)

			3:00A-5:59A (3 TRIPS) (2 MISSING)			6:00A-9:29A (48 TRIPS) (4 MISSING)			9:30A-2:59P (32 TRIPS) (0 MISSING)			3:00P-6:59P (34 TRIPS) (1 MISSING)			7:00P-2:59X (30 TRIPS) (2 MISSING)			GRAND TOTALS (147 TRIPS) (9 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
SILVER SPRING STATION	MC	BUS BAY 'P' (TP)	0	0	0	310	0	310	262	0	262	364	0	364	230	0	230	1165	0	1165
COLESVILLE RD	MC	SECOND AVE	0	0	0	39	0	348	44	0	306	65	0	429	38	0	268	185	0	1350
COLESVILLE RD	MC	EAST-WEST HWY	0	0	0	5	0	353	23	1	328	30	1	458	14	0	281	72	2	1420
COLESVILLE RD	MC	16TH ST	0	0	0	56	0	409	66	1	393	110	3	565	37	1	318	269	5	1684
EASTERN AVE	NW	16TH ST (TP)	12	0	12	19	0	428	8	0	401	12	0	577	6	0	324	57	0	1741
EASTERN AVE	NW	NORTHGATE RD	0	0	12	15	1	442	4	3	402	1	0	578	4	2	326	24	6	1759
EASTERN AVE	NW	14TH ST	0	0	12	15	0	456	5	0	407	0	0	578	0	0	326	20	0	1778
EASTERN AVE	NW	13TH ST	0	0	12	6	0	462	2	3	406	2	0	580	1	6	321	11	9	1781
EASTERN AVE	NW	BET 12TH & GA AVE	2	0	14	5	3	464	0	1	405	4	5	579	1	0	322	12	9	1783
ALASKA AVE	NW	KALMIA RD (TP)	0	0	14	33	1	496	15	5	415	27	7	599	6	8	320	80	20	1843
ALASKA AVE	NW	HEMLOCK ST	0	0	14	9	5	500	0	1	414	0	3	596	0	1	319	9	9	1843
ALASKA AVE	NW	GERANIUM ST	0	0	14	4	0	504	1	0	415	0	3	593	1	0	320	6	3	1846
ALASKA AVE	NW	14TH ST	0	0	14	4	19	489	0	2	413	5	2	596	0	0	320	9	23	1832
ALASKA AVE	NW	DAHLIA ST X	0	0	14	0	0	489	0	0	413	1	0	597	0	0	320	1	0	1833
ALASKA AVE	NW	16TH ST	0	0	14	1	2	488	0	0	413	3	2	598	0	0	320	4	4	1833
16TH ST	NW	PORTAL DR (NO) (TP)	0	0	14	22	0	510	12	3	422	14	3	609	12	0	332	60	6	1886
16TH ST	NW	PRIMROSE RD	0	0	14	2	0	512	0	1	421	0	0	609	0	0	332	2	1	1887
16TH ST	NW	MYRTLE ST	0	0	14	1	2	511	2	0	423	1	1	609	0	0	332	4	3	1888
16TH ST	NW	KALMIA RD	0	0	14	7	1	516	3	1	425	17	5	621	0	4	328	27	11	1904
16TH ST	NW	JUNIPER ST	0	0	14	9	0	525	3	4	424	5	2	624	1	3	326	18	9	1913
16TH ST	NW	HOLLY ST	0	0	14	3	0	528	6	1	429	0	1	623	0	1	325	9	3	1919
16TH ST	NW	GERANIUM ST X	0	0	14	8	1	535	0	0	429	0	2	621	1	1	325	9	4	1923
16TH ST	NW	ALASKA AVE X	0	0	14	2	0	537	1	3	427	0	0	621	0	0	325	3	3	1923
16TH ST	NW	WALTER REED HOSP X	0	0	14	3	6	534	5	2	430	14	1	634	0	1	324	22	10	1936
ASPEN ST	NW	14TH ST X (TP)	0	0	14	0	0	534	0	0	430	0	0	634	0	0	324	0	0	1936
16TH ST	NW	WHITTIER ST X	0	0	14	6	2	539	1	0	431	2	6	630	1	4	321	10	12	1934
16TH ST	NW	VAN BUREN ST	0	0	14	15	0	554	3	3	431	2	6	626	0	1	320	20	10	1944
16TH ST	NW	TUCKERMAN ST	0	0	14	10	2	562	5	6	430	3	9	620	1	7	315	19	23	1940
16TH ST	NW	SHERIDAN ST X (TP)	4	0	18	120	1	681	66	4	492	35	17	637	5	22	298	230	44	2126
16TH ST	NW	FORT STEVENS DR X	4	0	22	68	2	747	47	6	533	51	13	675	9	7	300	179	28	2277
16TH ST	NW	MILITARY RD	0	2	20	10	24	732	19	6	546	23	2	696	4	0	304	56	34	2298
14TH ST	NW	MISSOURI AVE (TP)	0	0	20	65	9	788	21	2	565	52	3	745	15	2	317	152	16	2435
16TH ST	NW	MISSOURI AVE	0	0	20	16	0	804	3	0	568	6	0	751	0	0	317	25	0	2460
16TH ST	NW	NICHOLSON ST	4	0	24	17	0	821	5	2	571	8	1	757	0	2	316	33	5	2488
16TH ST	NW	MADISON ST	0	0	24	13	0	834	10	1	580	2	1	758	0	2	314	25	4	2509
16TH ST	NW	MORROW DR	2	0	26	31	6	859	37	7	610	28	8	778	5	2	317	102	22	2589
16TH ST	NW	COLORADO AVE	2	0	28	16	5	870	11	2	619	17	9	786	2	1	318	48	17	2621
16TH ST	NW	BLAGDEN AVE	0	0	28	8	2	876	3	4	618	10	3	793	1	2	317	22	11	2631
DECATUR ST	NW	14TH ST (TP)	1	0	29	1	0	877	0	0	618	0	0	793	0	0	317	2	0	2633
16TH ST	NW	DECATUR ST	0	0	29	23	1	898	12	3	627	13	5	801	3	6	314	51	15	2669
16TH ST	NW	BUCHANAN ST (TP)	2	0	31	59	10	947	23	37	613	15	26	791	9	4	318	108	77	2700
16TH ST	NW	ALLISON ST	4	0	35	12	3	956	14	3	624	6	11	786	8	3	323	44	20	2724
16TH ST	NW	VARNUM ST	0	0	35	24	1	979	20	2	642	18	10	794	1	5	320	63	18	2769
16TH ST	NW	UPSHUR ST	0	0	35	20	1	998	12	0	654	13	12	794	0	4	316	45	17	2797
16TH ST	NW	SHEPHERD ST	0	0	35	52	0	1050	22	8	668	16	10	800	6	4	318	96	22	2871

13/18

16TH ST		NW	SPRING RD X		5	0	40	176	13	1213	76	22	722	72	39	833	17	28	307	345	101	3115
16TH ST		NW	#3636		2	0	42	184	8	1389	124	31	825	112	36	909	15	19	303	436	84	3467
16TH ST		NW	OAK ST		3	0	45	119	6	1602	46	9	862	56	20	948	5	7	301	229	42	3685
16TH ST		NW	NEWTON ST		3	0	48	184	23	1673	59	14	907	114	43	1015	18	15	304	387	95	3947
16TH ST		NW	PARK RD		21	0	69	167	37	1802	75	53	989	160	41	1134	20	31	289	438	161	4224
16TH ST		NW	LAMONT ST		2	0	71	71	48	1851	35	39	925	47	37	1144	16	24	281	170	143	4252
16TH ST		NW	IRVING ST	(TP)	7	5	73	187	182	1836	103	167	861	134	166	1112	35	51	265	465	570	4146
16TH ST		NW	HARVARD ST		1	0	74	175	35	1976	73	50	884	83	65	1129	25	24	266	356	174	4329
16TH ST		NW	EUCLID ST		20	0	94	181	50	2108	65	28	921	77	48	1159	23	29	259	366	155	4540
16TH ST		NW	CRESCENT PL		3	0	97	100	6	2201	22	12	931	13	14	1157	6	7	259	144	39	4646
16TH ST		NW	V ST		0	0	97	61	26	2237	14	10	935	17	40	1135	0	13	246	92	88	4649
16TH ST		NW	U ST		5	13	89	153	135	2255	74	110	899	50	77	1108	4	19	231	286	353	4581
16TH ST		NW	RIGGS PL		0	4	85	33	34	2254	8	18	889	2	22	1088	0	7	224	43	85	4539
16TH ST		NW	CORCORAN ST		1	1	85	46	66	2233	32	45	876	22	37	1073	6	15	215	106	164	4481
16TH ST		NW	P ST	(TP)	4	0	89	53	184	2103	37	92	811	33	147	959	1	36	180	118	459	4141
16TH ST		NW	M ST		0	4	85	2	322	1793	2	134	679	15	179	795	4	32	152	24	671	3494
16TH ST		NW	K ST		0	42	43	8	594	1197	6	310	375	11	376	430	0	54	98	25	1376	2143
H ST		NW	MADISON PL		0	14	29	0	385	813	0	118	257	6	124	312	4	22	81	10	662	1491
H ST		NW	15TH ST		0	0	29	0	118	695	2	37	222	4	51	266	2	6	77	8	211	1288
H ST		NW	14TH ST	(TP)	0	4	25	14	257	451	5	49	178	14	60	220	0	21	57	33	390	931
H ST		NW	13TH ST		0	0	25	5	99	357	1	54	125	1	51	170	1	5	53	8	209	729
H ST		NW	11TH ST		0	8	17	4	104	257	1	21	105	3	57	116	0	10	43	8	200	538
11TH ST		NW	F ST		0	2	15	0	71	186	1	38	68	2	49	70	0	20	24	3	179	362
11TH ST		NW	E ST		0	0	15	1	94	93	0	29	39	2	27	45	0	13	11	3	162	203
10TH ST	(WEST CURB)	NW	PENNSYLVANIA AVE		0	0	15	0	10	83	0	4	35	0	10	35	0	4	7	0	28	175
10TH ST	(WEST CURB)	NW	CONSTITUTION AVE	(TP)	0	15	0	0	83	0	0	35	0	0	35	0	0	7	0	0	175	0
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			TOTALS		114	114	228	3087	3087	6174	1647	1647	3294	2038	2038	4076	612	612	1224	7498	7498	14996

4/8

S2,3,4,5
16TH STREET
NORTHBOUND

CH 5/99
(WEEKDAY)
(CHECK DATE 1/99)

(C.P. 16TH & P STS. NW)

			6:00A-6:59A (1 TRIP) (0 MISSING)			5:30A-9:29A (26 TRIPS) (2 MISSING)			9:30A-2:59P (33 TRIPS) (0 MISSING)		3:00P-6:59P (48 TRIPS) (5 MISSING)			7:00P-8:59X (37 TRIPS) (2 MISSING)			GRAND TOTALS (145 TRIPS) (9 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
10TH ST (WEST CURB)	NW	CONSTITUTION AVE (TP)	0	0	0	16	0	16	0	39	52	0	52	10	0	10	116	0	116
10TH ST (ON ISLAND)	NW	CONSTITUTION AVE (TP)	0	0	0	0	0	16	0	41	1	0	53	1	0	11	4	0	120
12TH ST	NW	CONSTITUTION AVE	0	0	0	4	0	20	0	43	29	0	81	4	0	14	38	0	158
11TH ST	NW	E ST	0	0	0	35	0	55	0	95	184	0	265	69	0	83	340	0	498
11TH ST	NW	G ST	0	0	0	43	1	96	2	182	232	4	493	126	1	208	489	8	978
11TH ST	NW	H ST	0	0	0	16	3	109	2	206	78	15	556	40	2	246	160	21	1117
I ST	NW	12TH ST	5	0	5	24	2	131	0	222	50	0	605	11	1	256	106	3	1219
I ST	NW	13TH ST	0	0	5	9	1	139	2	229	46	1	650	46	0	302	109	4	1324
I ST	NW	14TH ST (TP)	2	0	7	29	5	163	16	275	207	15	842	180	8	474	480	44	1760
I ST	NW	15TH ST	0	0	7	59	14	208	3	328	276	8	1110	145	3	615	536	28	2268
16TH ST	NW	I ST	1	3	5	41	11	238	6	472	337	14	1433	308	1	922	837	35	3070
16TH ST	NW	L ST	0	1	4	24	4	258	4	606	298	9	1721	242	3	1161	701	21	3750
16TH ST	NW	M ST	4	0	8	56	16	299	9	648	135	16	1840	150	6	1304	394	46	4098
16TH ST	NW	P ST (TP)	0	0	8	58	29	327	22	718	147	44	1942	111	25	1390	407	120	4385
16TH ST	NW	Q ST	0	0	8	10	10	327	19	732	20	27	1935	36	19	1407	98	75	4408
16TH ST	NW	R ST	1	0	9	27	13	341	13	759	57	51	1941	32	16	1423	156	92	4472
16TH ST	NW	BET SWANN & S STS	1	0	10	13	1	352	7	766	24	17	1948	14	21	1416	66	46	4492
16TH ST	NW	U ST	0	1	9	75	13	414	39	830	143	101	1990	60	70	1406	381	224	4649
16TH ST	NW	V ST	0	0	9	44	4	454	10	830	16	31	1975	16	30	1393	86	74	4660
16TH ST	NW	CRESCENT PL X	0	0	9	5	6	453	18	814	9	42	1942	1	47	1347	17	113	4564
16TH ST	NW	EUCLID ST	3	0	12	63	26	490	61	792	50	150	1841	25	136	1237	180	373	4371
16TH ST	NW	HARVARD ST	4	0	16	55	37	507	88	825	102	144	1799	52	117	1172	334	386	4319
16TH ST	NW	IRVING ST (TP)	2	0	18	76	61	522	87	829	140	180	1760	64	117	1119	373	444	4247
16TH ST	NW	LAMONT ST	2	0	20	10	34	498	53	814	58	71	1747	8	39	1089	116	196	4167
16TH ST	NW	PARK RD	4	0	24	62	55	505	62	805	69	160	1655	45	143	990	232	420	3979
16TH ST	NW	NEWTON ST	0	0	24	25	31	499	45	785	21	100	1576	4	82	912	75	258	3796
16TH ST	NW	OAK ST	4	0	28	17	18	498	61	732	20	168	1428	6	127	792	55	374	3477
16TH ST	NW	SPRING RD	10	0	38	64	18	544	91	690	34	199	1262	16	183	625	173	491	3158
16TH ST	NW	SHEPHERD ST X	1	0	39	8	11	541	16	686	3	71	1194	5	36	594	29	134	3054
16TH ST	NW	UPSHUR ST	0	0	39	5	4	542	20	680	2	42	1155	3	27	570	24	92	2985
16TH ST	NW	WEBSTER ST	0	0	39	4	2	544	14	672	2	26	1131	4	24	550	16	66	2936
16TH ST	NW	ALLISON ST	0	0	39	8	0	551	5	669	1	13	1120	1	6	546	12	23	2924
16TH ST	NW	BUCHANAN ST (TP)	0	1	38	21	10	563	47	637	3	33	1090	0	40	506	39	130	2833
16TH ST	NW	DECATUR ST	0	0	38	2	4	561	12	630	4	35	1059	2	7	501	13	58	2788
16TH ST	NW	EMERSON ST	0	0	38	0	7	554	3	628	0	2	1057	0	2	499	1	14	2775
16TH ST	NW	FARRAGUT ST	0	0	38	0	7	547	2	630	3	14	1046	0	3	496	7	26	2757
COLORADO AVE	NW	16TH ST (TP)	0	0	38	0	0	547	0	630	0	50	997	0	11	485	0	61	2696
16TH ST	NW	COLORADO AVE	1	0	39	2	3	546	26	613	21	21	997	3	12	476	36	62	2671
16TH ST	NW	KENNEDY ST	0	0	39	11	7	550	19	602	3	32	969	0	21	455	22	79	2614
16TH ST	NW	MADISON ST	0	0	39	2	3	549	4	598	0	11	958	1	12	444	3	30	2587
16TH ST	NW	NICHOLSON ST	0	0	39	2	1	550	8	593	0	34	924	0	9	435	5	52	2540
16TH ST	NW	MISSOURI AVE	0	1	38	9	39	520	33	578	23	54	893	5	48	392	55	175	2420

15/18

16TH ST	NW	FORT STEVENS DR	3	2	39	33	18	534	31	554	12	96	809	1	42	351	56	189	2287
16TH ST	NW	LUZON AVE (TP)	0	0	39	35	10	560	40	537	17	100	726	4	66	290	88	224	2152
LUZON AVE	NW	14TH ST	0	0	39	0	0	560	1	536	0	3	723	0	0	290	0	4	2148
14TH ST	NW	WHITTIER ST X	0	0	39	0	1	559	0	536	0	3	720	0	0	290	0	4	2144
14TH ST	NW	ASPEN ST	0	0	39	0	0	559	0	536	0	0	720	0	0	290	0	0	2144
ASPEN ST	NW	14TH ST (TP)	0	0	39	0	0	559	0	536	0	0	720	0	0	290	0	0	2144
16TH ST	NW	UNDERWOOD ST	0	0	39	0	1	558	3	540	4	17	707	0	11	279	11	32	2123
16TH ST	NW	WHITTIER ST	0	0	39	3	2	559	3	542	1	5	703	0	8	271	9	18	2114
16TH ST	NW	WALTER REED HOSP	0	0	39	0	4	555	2	540	2	4	701	0	1	270	2	11	2103
ALASKA AVE	NW	16TH ST	0	0	39	1	1	555	1	539	2	0	703	0	0	270	3	2	2106
ALASKA AVE	NW	DAHLIA ST	0	0	39	0	1	554	2	537	1	0	704	0	0	270	1	3	2104
ALASKA AVE	NW	FERN ST	0	0	39	1	4	551	0	539	18	7	715	0	5	265	21	16	2109
ALASKA AVE	NW	GERANIUM ST	0	0	39	0	5	546	0	542	0	1	714	0	1	264	3	7	2105
ALASKA AVE	NW	13TH ST	0	0	39	2	2	547	2	541	0	10	704	0	2	262	3	16	2093
ALASKA AVE	NW	12TH ST	0	0	39	0	2	545	0	541	0	0	704	0	0	262	0	2	2091
ALASKA AVE	NW	KALMIA RD (TP)	0	0	39	0	10	535	28	515	1	48	657	0	15	247	3	101	1993
EASTERN AVE	NW	12TH ST X	0	0	39	7	7	535	10	506	3	16	644	0	2	245	11	35	1969
EASTERN AVE	NW	13TH ST	0	0	39	0	4	531	4	502	1	2	643	0	0	245	1	10	1960
EASTERN AVE	NW	NEWELL RD	0	0	39	0	1	530	0	503	1	7	637	0	0	245	2	8	1954
EASTERN AVE	NW	BLAIR MILL RD	0	0	39	0	3	527	0	503	1	5	633	0	2	243	1	10	1945
EASTERN AVE	NW	# 8228	0	0	39	0	0	527	0	505	0	3	630	0	0	243	2	3	1944
EASTERN AVE	NW	16TH ST (TP)	0	1	38	6	7	526	12	496	0	12	618	0	13	230	9	45	1908
16TH ST	NW	ALASKA AVE	0	0	38	1	3	524	1	496	0	0	618	0	0	230	2	4	1906
16TH ST	NW	GERANIUM ST	0	0	38	1	0	525	2	494	2	8	612	0	1	229	3	11	1898
16TH ST	NW	HEMLOCK ST	0	0	38	0	4	521	0	497	1	6	607	0	1	228	4	11	1891
16TH ST	NW	JUNIPER ST	0	0	38	8	4	525	5	494	1	5	603	0	2	226	11	16	1886
16TH ST	NW	KALMIA RD	0	0	38	2	19	508	2	492	1	1	603	0	0	226	3	22	1867
16TH ST	NW	LEEGATE RD	0	0	38	0	0	508	0	492	0	4	599	0	0	226	0	4	1863
16TH ST	NW	PRIMROSE RD X	0	0	38	0	1	507	1	491	0	3	596	0	0	226	0	5	1858
16TH ST	NW	PORTAL DR (SO)	0	0	38	0	0	507	5	486	0	4	592	0	0	226	0	9	1849
16TH ST	NW	EASTERN AVE (TP)	0	0	38	1	4	504	12	474	3	19	576	1	29	198	5	64	1790
COLESVILLE RD	MC	16TH ST	0	0	38	2	7	499	8	466	0	28	548	0	5	193	2	48	1744
COLESVILLE RD	MC	EAST-WEST HWY	0	3	35	0	49	450	41	425	0	39	509	0	1	192	0	133	1611
SILVER SPRING STA.	MC	BUS BAY 'A' (TP)	0	35	0	0	450	0	425	0	0	509	0	0	192	0	0	1611	0
		TOTALS	48	48	96	1128	1128	2256	1578	3156	2964	2964	5928	1847	1847	3694	7565	7565	15130

14/18

52,53,54
14TH STREET
SOUTHBOUND

CK 10/99
(WEEKDAY)
(CHECK DATE 10/01) (C.P. 14TH & U ST.)

			3:00A-5:29A (7 TRIPS) (0 MISSING)			5:30A-9:29A (44 TRIPS) (0 MISSING)			9:30A-2:59P (33 TRIPS) (0 MISSING)			3:00P-6:59P (31 TRIPS) (0 MISSING)			7:00P-2:59X (28 TRIPS) (0 MISSING)			GRAND TOTALS (143 TRIPS) (0 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
TAKOMA STATION	NW	BUS BAY 'C' (TP)	0	0	0	112	0	112	63	0	63	187	0	187	93	0	93	455	0	455
4TH STREET	NW	BUTTERNUT ST	0	0	0	9	0	121	2	2	63	8	0	195	6	0	99	25	2	478
BUTTERNUT ST	NW	6TH ST	0	0	0	0	0	121	0	0	63	1	3	193	0	0	99	1	3	476
BUTTERNUT ST	NW	PINEY BRANCH RD	0	0	0	3	1	123	1	0	64	2	0	195	0	1	98	6	2	480
BUTTERNUT ST	NW	8TH ST	0	0	0	9	1	131	0	0	64	0	2	193	0	4	94	9	7	482
GEORGIA AVE	NW	BUTTERNUT ST X	0	0	0	27	27	131	11	7	68	25	18	200	7	13	88	70	65	487
ASPEN ST	NW	GEORGIA AVE	0	0	0	14	2	143	3	2	69	11	11	200	0	5	83	28	20	495
ASPEN ST	NW	13TH ST X	0	0	0	1	0	144	1	1	69	0	2	198	0	0	83	2	3	494
14TH ST	NW	ASPEN ST (TP)	0	0	0	23	4	163	9	3	75	6	16	188	0	14	69	38	37	495
14TH ST	NW	WHITTIER ST	0	0	0	12	1	174	3	0	78	2	13	177	1	3	67	18	17	496
14TH ST	NW	UNDERWOOD ST	0	0	0	28	1	201	6	1	83	11	11	177	2	7	62	47	20	523
14TH ST	NW	TUCKERMAN ST	0	0	0	37	1	237	11	0	94	22	23	176	5	7	60	75	31	567
14TH ST	NW	SHERIDAN ST	0	0	0	31	2	266	10	2	102	11	4	183	0	4	56	52	12	607
14TH ST	NW	FORT STEVENS DR	0	0	0	90	12	344	16	4	114	42	13	212	3	10	49	151	39	719
14TH ST	NW	MISSOURI AVE	0	0	0	44	32	356	18	8	124	34	10	236	5	2	52	101	52	768
14TH ST	NW	NICHOLSON ST	0	0	0	6	14	348	6	0	130	5	11	230	0	0	52	17	25	760
14TH ST	NW	MONTAGUE ST	0	0	0	1	0	349	1	0	131	0	3	227	0	0	52	2	3	759
14TH ST	NW	LONGFELLOW ST	0	0	0	6	1	354	1	2	130	1	8	220	0	2	50	8	13	754
COLORADO AVE LOOP	NW	14TH ST (TP)	13	0	13	213	1	566	144	1	273	187	2	405	40	3	87	597	7	1344
14TH ST	NW	JEFFERSON ST X (TP)	5	0	18	70	6	630	68	2	339	67	6	466	21	0	108	231	14	1561
14TH ST	NW	INGRAHAM ST	0	0	18	13	2	641	7	0	346	12	5	473	0	0	108	32	7	1586
14TH ST	NW	GALLATIN ST	0	0	18	38	10	669	21	3	364	35	14	494	7	1	114	101	28	1659
IOWA AVE	NW	EMERSON ST	1	0	19	13	0	682	8	1	371	4	14	484	1	2	113	27	17	1669
14TH ST	NW	DECATUR ST	1	0	20	14	2	694	12	2	381	22	5	501	1	2	112	50	11	1708
14TH ST	NW	BUCHANAN ST (TP)	6	1	25	79	30	743	95	19	457	91	15	577	28	3	137	299	68	1939
14TH ST	NW	WEBSTER ST	9	0	34	54	14	783	50	3	504	81	21	637	9	3	143	203	41	2101
14TH ST	NW	UPSHUR ST	10	0	44	68	9	842	58	8	554	75	23	689	8	3	148	219	43	2277
14TH ST	NW	SHEPHERD ST	7	0	51	92	4	930	41	8	587	47	14	722	4	2	150	191	28	2440
14TH ST	NW	RANDOLPH ST	19	0	70	177	14	1093	100	16	671	127	33	816	19	7	162	442	70	2812
14TH ST	NW	SPRING RD	12	0	82	118	10	1201	124	18	777	80	19	877	13	6	169	347	53	3106
14TH ST	NW	PARKWOOD PL	20	0	102	74	11	1264	60	15	822	50	23	904	6	7	168	210	56	3260
14TH ST	NW	OGDEN ST	19	0	121	117	14	1367	78	23	877	69	41	932	21	6	183	304	84	3480
14TH ST	NW	NEWTON ST (N) X	14	1	134	122	16	1473	117	43	951	92	40	984	23	16	190	368	116	3732
14TH ST	NW	PARK RD	22	1	155	162	68	1567	120	68	1003	113	84	1013	20	13	197	437	234	3935
14TH ST	NW	IRVING ST (TP)	14	3	166	166	252	1481	188	201	990	172	163	1022	80	22	255	620	641	3914
14TH ST	NW	COLUMBIA RD	3	8	161	79	82	1478	86	37	1039	124	56	1090	19	3	271	311	186	4039
14TH ST	NW	HARVARD ST	9	0	170	40	16	1502	47	11	1075	24	28	1086	7	14	264	127	69	4097
14TH ST	NW	GIRARD ST (E) X	3	0	173	60	12	1550	36	20	1091	28	29	1085	11	19	256	138	80	4155
14TH ST	NW	FAIRMONT ST	27	1	199	123	23	1650	90	61	1120	66	76	1075	19	22	253	325	183	4297
14TH ST	NW	CHAPIN ST	19	2	216	58	32	1676	17	13	1124	47	42	1080	7	10	250	148	99	4346

7/18

14TH ST	NW	BELMONT ST (W)	13	1	228	56	34	1693	31	29	1126	41	26	1095	10	13	247	181	103	4394
14TH ST	NW	W ST	2	5	228	58	93	1663	29	67	1098	48	74	1069	6	10	243	143	239	4098
14TH ST	NW	U ST (TP)	9	32	202	136	368	1431	221	349	970	128	194	1003	39	70	212	533	1013	3818
14TH ST	NW	T ST	2	8	196	25	18	1440	36	40	966	26	32	997	1	5	208	80	101	3807
14TH ST	NW	S ST	1	0	197	21	32	1429	18	24	960	22	23	996	7	2	213	69	81	3795
14TH ST	NW	R ST	6	1	202	45	41	1433	21	36	945	9	43	962	6	11	208	87	132	3750
14TH ST	NW	Q ST	1	1	202	9	20	1422	14	12	947	6	23	945	1	5	204	31	61	3720
14TH ST	NW	P ST	0	1	201	48	119	1351	27	82	892	19	67	897	5	10	199	99	279	3540
14TH ST	NW	RHODE ISLAND AVE	1	2	200	17	46	1322	20	39	873	18	44	871	2	14	187	58	145	3453
14TH ST	NW	N ST	4	3	201	57	80	1299	47	112	808	39	98	812	2	53	136	149	346	3256
14TH ST	NW	L ST	2	9	194	4	146	1157	25	95	738	28	115	725	2	29	109	61	394	2923
14TH ST	NW	K ST	0	38	156	19	205	971	19	123	634	16	125	616	6	15	100	60	506	2477
14TH ST	NW	I ST (TP)	3	48	111	31	362	640	18	226	426	9	219	406	4	44	60	65	899	1643
14TH ST	NW	G ST	1	19	93	12	125	527	6	112	319	10	87	329	0	6	54	28	349	1322
14TH ST	NW	F ST	0	8	85	0	51	476	3	28	294	2	60	271	1	2	53	6	149	1179
14TH ST	NW	E ST	0	7	78	1	103	374	10	30	274	2	25	248	2	2	53	15	167	1027
14TH ST	NW	D ST X	0	0	78	0	17	357	1	18	257	1	15	234	0	0	53	2	50	979
14TH ST	NW	CONSTITUTION AVE N/S	0	0	78	0	7	350	0	4	253	6	11	229	0	0	53	6	22	963
14TH ST	NW	CONSTITUTION AVE F/S	0	21	57	3	10	343	0	0	253	0	0	229	0	0	53	3	31	935
14TH ST	NW	JEFFERSON DR	0	0	57	1	3	341	0	0	253	0	1	228	0	0	53	1	4	932
INDEPENDENCE AVE	NW	14TH ST	0	8	49	1	39	303	3	12	244	0	4	224	0	1	52	4	64	872
INDEPENDENCE AVE	NW	12TH ST (TP)	0	5	44	13	55	261	2	22	224	2	23	203	0	1	51	17	106	783
C ST	SW	12TH ST	0	0	44	0	6	255	0	0	224	0	3	200	0	0	51	0	9	774
C ST	SW	14TH ST (TP)	0	0	44	0	24	231	0	0	224	0	0	200	0	0	51	0	24	750
12TH ST	SW	C ST	0	0	44	0	5	226	0	0	224	0	0	200	0	0	51	0	5	745
12TH ST	SW	MARYLAND AVE	0	0	44	0	4	222	0	0	224	0	0	200	0	0	51	0	4	741
14TH ST	SW	C ST (TP)	0	1	43	0	20	202	0	0	224	0	0	200	0	0	51	0	21	720
INDEPENDENCE AVE	SW	10TH ST	0	1	42	2	2	202	2	6	220	0	0	200	0	0	51	4	9	715
INDEPENDENCE AVE	SW	7TH ST	0	0	42	0	3	199	0	18	202	0	3	197	0	2	49	0	26	689
F ST	NW	14TH ST	0	0	42	0	14	185	1	32	171	4	22	179	0	1	48	5	59	625
F ST	NW	13TH ST	0	2	40	4	26	163	3	18	156	10	34	155	2	1	49	19	81	563
F ST	NW	11TH ST	0	2	38	0	15	148	3	15	144	3	14	144	0	0	49	6	46	523
11TH ST	NW	E ST	0	4	34	1	16	133	0	10	134	4	11	137	0	10	39	5	51	477
PENNSYLVANIA AVE	NW	10TH ST	0	2	32	6	16	123	2	20	116	2	16	123	0	4	35	10	58	429
PENNSYLVANIA AVE	NW	7TH ST (TP)	1	10	23	1	43	81	2	42	76	0	20	103	0	4	31	4	119	314
7TH ST	NW	CONSTITUTION AVE	1	1	23	1	2	80	1	5	72	4	3	104	1	0	32	8	11	311
7TH ST	SW	INDEPENDENCE AVE	0	0	23	0	6	74	2	5	69	1	2	103	1	0	33	4	13	302
7TH ST	SW	C ST	0	0	23	0	16	58	0	7	62	0	6	97	0	2	31	0	31	271
D ST	SW	7TH ST (TP)	0	23	0	0	58	0	0	62	0	0	97	0	0	31	0	0	271	0
		TOTALS	280	280	560	2975	2975	5950	2295	2295	4590	2441	2441	4882	584	584	1168	8575	8575	17150

52,53,54
14TH STREET
NORTHBOUND

			3:00A-			5:30A-			9:30A-			3:00P-			7:00A-			GRAND		
OH 10/99			5:29A			9:29A			2:59P			6:59P			2:59X			TOTALS		
(WEEKDAY)			(3 TRIPS)			(25 TRIPS)			(36 TRIPS)			(46 TRIPS)			(35 TRIPS)			(145 TRIPS)		
(CHECK DATE 10/01)		(C.P. 14TH & U ST.)	(0 MISSING)			(0 MISSING)			(2 MISSING)			(0 MISSING)			(0 MISSING)			(2 MISSING)		
ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
D ST	SW	7TH ST (TP)	3	0	3	87	0	87	55	0	55	117	0	117	81	0	81	343	0	343
7TH ST	SW	INDEPENDENCE AVE	2	0	5	5	0	92	7	1	60	22	2	137	0	0	81	36	3	375
7TH ST	SW	CONSTITUTION AVE	0	0	5	9	0	101	6	0	66	14	1	150	4	0	85	33	1	407
PENNSYLVANIA AVE	NW	7TH ST (TP)	0	0	5	17	3	115	60	0	126	87	1	236	18	1	102	182	5	584
PENNSYLVANIA AVE	NW	10TH ST	2	0	7	4	4	115	12	3	135	7	0	243	1	0	103	26	7	603
11TH ST	NW	E ST	3	0	10	3	2	116	12	8	139	17	14	246	19	5	117	54	29	628
F ST	NW	12TH ST	0	0	10	5	6	115	17	6	149	24	7	263	17	1	133	63	20	670
F ST	NW	13TH ST	0	1	9	2	3	114	16	2	163	18	3	278	14	0	147	50	9	711
F ST	NW	14TH ST	0	0	9	0	2	112	3	2	164	12	2	288	1	0	148	16	6	721
INDEPENDENCE AVE	SW	9TH ST X	0	0	9	2	0	114	0	0	164	13	0	301	0	0	148	15	0	736
INDEPENDENCE AVE	SW	10TH ST X	0	0	9	0	0	114	0	0	164	1	0	302	0	0	148	1	0	737
INDEPENDENCE AVE	SW	12TH ST (W/B) (TP)	0	0	9	1	3	112	14	2	176	23	0	325	10	0	158	48	5	780
INDEPENDENCE AVE	SW	14TH ST (W/B)	0	0	9	1	1	112	3	0	178	7	0	332	7	0	165	18	1	796
C ST	SW	14TH ST (TP)	0	0	9	0	0	112	0	0	178	2	0	334	0	0	165	2	0	798
INDEPENDENCE AVE	SW	14TH ST (E/B)	0	0	9	0	0	112	0	0	178	1	0	335	0	0	165	1	0	799
INDEPENDENCE AVE	SW	12TH ST (E/B) (TP)	0	0	9	0	0	112	0	0	178	3	0	338	2	0	167	5	0	804
12TH ST	SW	C ST	0	0	9	0	0	112	1	0	179	6	0	344	0	0	167	7	0	811
12TH ST	SW	MARYLAND AVE	0	0	9	0	0	112	3	0	182	9	0	353	0	0	167	12	0	823
14TH ST	SW	C ST	0	0	9	0	0	112	0	0	182	0	0	353	0	0	167	0	0	823
14TH ST	NW	JEFFERSON DR	0	0	9	2	0	114	5	0	187	19	0	372	0	0	167	26	0	849
14TH ST	NW	CONSTITUTION AVE	0	0	9	0	2	112	14	1	200	29	0	401	11	1	177	54	4	899
14TH ST	NW	D ST	0	0	9	0	0	112	12	0	212	28	0	429	7	1	183	47	1	945
14TH ST	NW	PENNSYLVANIA AVE (N)	0	0	9	11	3	120	51	3	260	88	9	508	59	0	242	209	15	1139
14TH ST	NW	F ST	0	0	9	0	3	117	19	2	277	58	11	555	45	0	287	122	16	1245
14TH ST	NW	NEW YORK AVE	0	0	9	12	6	123	153	15	414	171	21	705	211	6	492	547	48	1743
14TH ST	NW	I ST (TP)	3	1	11	122	12	233	249	21	642	355	46	1014	245	22	715	974	102	2615
14TH ST	NW	K ST	2	0	13	49	6	276	186	17	811	205	9	1210	108	0	823	550	32	3133
14TH ST	NW	L ST	0	0	13	23	24	275	70	17	864	135	14	1331	98	7	914	326	62	3397
14TH ST	NW	THOMAS CIR	1	0	14	19	33	261	62	18	908	63	19	1375	59	7	966	204	77	3524
14TH ST	NW	N ST	2	0	16	105	24	342	139	66	980	111	84	1402	29	49	946	386	223	3686
14TH ST	NW	RHODE ISLAND AVE	3	0	19	40	12	370	60	22	1018	141	55	1488	30	30	946	274	119	3841
14TH ST	NW	P ST	0	0	19	6	3	373	35	19	1034	19	16	1491	31	20	957	91	58	3874
14TH ST	NW	Q ST	0	0	19	8	11	370	19	13	1041	30	12	1509	5	11	951	62	47	3890
14TH ST	NW	R ST	5	0	24	19	14	375	59	41	1059	29	43	1490	10	16	945	122	119	3833
14TH ST	NW	S ST	0	0	24	9	11	373	19	17	1061	30	36	1484	4	6	943	62	70	3885
14TH ST	NW	T ST	0	0	24	6	4	375	23	32	1052	22	16	1490	6	17	932	57	69	3873
14TH ST	NW	U ST (TP)	3	3	24	134	88	421	379	206	1225	381	170	1701	167	50	1049	1064	517	4420
14TH ST	NW	V ST	6	7	23	38	7	452	59	16	1268	89	34	1756	7	35	1021	199	99	4520
14TH ST	NW	BELMONT ST	1	1	23	34	38	448	33	50	1252	96	66	1786	14	58	977	178	213	4486
14TH ST	NW	CLIFTON ST	1	0	24	22	42	428	22	36	1238	20	59	1747	8	38	947	73	175	4384

14TH ST	NW	EUCLID ST	3	1	26	36	21	443	32	54	1216	36	100	1683	10	70	887	117	246	4255
14TH ST	NW	FAIRMONT ST	0	1	25	8	8	443	12	23	1205	12	24	1671	1	21	867	33	77	4211
14TH ST	NW	GIRARD ST (N)	0	0	25	26	12	457	25	48	1181	24	72	1623	4	37	834	79	169	4120
14TH ST	NW	HARVARD ST	0	2	23	10	25	442	13	77	1118	21	79	1565	5	23	817	50	206	3965
14TH ST	NW	COLUMBIA RD	0	0	23	24	64	402	41	87	1062	115	109	1571	26	32	811	206	302	3869
14TH ST	NW	IRVING ST (TP)	4	5	22	127	68	461	311	317	1156	345	227	1689	146	111	846	933	628	4174
14TH ST	NW	PARK RD	3	2	23	28	24	465	82	98	1140	84	111	1662	33	78	801	230	313	4091
14TH ST	NW	NEWTON ST (N)	2	0	25	22	43	444	16	113	1043	23	130	1555	12	55	758	75	341	3825
14TH ST	NW	OAK ST	1	0	26	37	19	462	46	103	986	39	147	1447	10	72	696	133	341	3617
14TH ST	NW	PARKWOOD PL	4	0	30	32	13	481	18	83	921	13	103	1362	6	75	627	73	274	3421
14TH ST	NW	SPRING RD	2	1	31	18	36	463	22	104	839	20	133	1249	16	53	590	78	327	3172
14TH ST	NW	RANDOLPH ST	1	0	32	20	31	452	13	107	745	15	232	1032	2	126	466	51	496	2727
14TH ST	NW	SHEPHERD ST	0	0	32	14	17	449	17	54	708	17	98	951	7	49	424	55	218	2564
14TH ST	NW	UPSHUR ST	1	0	33	10	38	421	9	47	670	18	101	868	0	28	396	38	214	2388
14TH ST	NW	WEBSTER ST	0	0	33	12	68	365	14	44	640	24	102	790	0	53	343	50	267	2171
14TH ST	NW	BUCHANAN ST (TP)	4	6	31	18	37	346	10	106	545	20	103	707	2	62	283	54	314	1912
14TH ST	NW	DECATUR ST	0	1	30	10	16	340	6	22	529	6	39	674	0	17	266	22	95	1839
IOWA AVE	NW	EMERSON ST	1	1	30	13	12	341	4	23	510	2	25	651	0	13	253	20	74	1785
14TH ST	NW	GALLATIN ST	0	0	30	3	27	317	4	33	482	8	50	609	0	7	246	15	117	1684
14TH ST	NW	INGRAHAM ST	0	0	30	0	0	317	1	10	473	2	22	589	1	8	239	4	40	1648
14TH ST	NW	COLORADO AVE LOOP (TP)	1	18	13	8	183	142	19	286	206	37	311	315	6	127	118	71	925	794
COLORADO AVE LOOP	NW	14TH ST (TP)	0	0	13	0	0	142	0	0	206	0	0	315	0	0	118	0	0	794
14TH ST	NW	LONGFELLOW ST	0	3	10	4	18	128	2	11	197	19	14	320	1	3	116	26	49	771
14TH ST	NW	MONTAGUE ST	0	0	10	2	2	128	1	1	197	0	10	310	0	1	115	3	14	760
14TH ST	NW	NICHOLSON ST	0	0	10	4	3	129	0	10	187	16	15	311	0	0	115	20	28	752
14TH ST	NW	MISSOURI AVE	0	0	10	11	9	131	11	18	180	20	45	286	3	20	98	45	92	705
14TH ST	NW	FORT STEVENS DR	1	2	9	20	19	132	10	48	142	17	71	232	2	35	65	50	175	580
14TH ST	NW	SHERIDAN ST	0	0	9	6	1	137	2	10	134	2	24	210	2	2	65	12	37	555
14TH ST	NW	TUCKERMAN ST	2	0	11	17	4	150	5	13	126	5	25	190	0	5	60	29	47	537
14TH ST	NW	UNDERWOOD ST	2	0	13	19	5	164	4	9	121	4	17	177	3	5	58	32	36	533
14TH ST	NW	WHITTIER ST X	0	0	13	2	2	164	2	6	117	1	21	157	0	5	53	5	34	504
14TH ST	NW	ASPEN ST (TP)	1	0	14	14	4	174	7	6	118	5	29	133	1	8	46	28	47	485
ASPEN ST	NW	13TH ST	0	0	14	2	0	176	0	1	117	1	2	132	0	0	46	3	3	485
ASPEN ST	NW	13TH PL	0	0	14	4	5	175	3	5	115	4	22	114	1	4	43	12	36	461
GEORGIA AVE	NW	BUTTERNUT ST	1	4	11	8	22	161	7	23	99	11	24	101	3	7	39	30	80	411
BUTTERNUT ST	NW	8TH ST	0	0	11	2	0	163	0	3	96	1	4	98	0	4	35	3	11	403
BUTTERNUT ST	NW	PINEY BRANCH RD	0	0	11	1	11	153	0	1	95	1	1	98	0	0	35	2	13	392
BUTTERNUT ST	NW	6TH ST	0	0	11	1	0	154	0	1	94	0	0	98	0	0	35	1	1	392
4TH STREET	NW	BUTTERNUT ST	0	0	11	0	8	146	0	8	86	0	6	92	0	4	31	0	26	366
TAKOMA STATION	NW	BUS BAY 'C' (TP)	0	11	0	0	146	0	0	86	0	0	92	0	0	31	0	0	366	0
		TOTALS	71	71	142	1388	1388	2776	2636	2636	5272	3495	3495	6990	1632	1632	3264	9222	9222	18444

2000

RUN DATE = 06/07/2000
RUN TIME = 09:59:53

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AVERAGE WEEKDAY RIDERSHIP REPORT
FOR THE PERIOD 05/01/2000 TO 05/31/2000

PROGRAM = DEEB017
PAGE 7

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
055 SMITHSONIAN - SOUTH	ENTRY	313	1,831	4,051	546	6,742
	EXIT	4,092	2,189	448	93	6,823
*** SMITHSONIAN	ENTRY	350	3,835	7,009	1,043	12,241
	EXIT	5,018	5,965	1,099	256	12,340
062 STADIUM ARMORY-SOUTH	ENTRY	292	278	228	88	888
	EXIT	224	256	287	103	871
063 STADIUM ARMORY-NORTH	ENTRY	1,234	651	324	221	2,431
	EXIT	400	369	1,166	360	2,297
*** STADIUM ARMORY	ENTRY	1,526	929	552	309	3,319
	EXIT	624	625	1,453	463	3,168
029 TAKOMA	ENTRY	3,189	1,323	754	327	5,595
	EXIT	604	908	2,765	1,192	5,471
010 TENLEYTOWN	ENTRY	1,761	1,608	1,796	799	5,966
	EXIT	1,699	1,435	2,073	968	6,176
016 TWINBROOK	ENTRY	2,117	761	756	228	3,863
	EXIT	639	630	1,747	792	3,809
073 U STREET - EAST	ENTRY	297	243	215	123	879
	EXIT	157	174	284	178	794
074 U STREET - WEST	ENTRY	916	687	643	371	2,618
	EXIT	482	594	909	434	2,420
*** U STREET	ENTRY	1,213	930	858	494	3,497
	EXIT	639	768	1,193	612	3,214
024 UNION STATION -SOUTH	ENTRY	3,954	4,021	5,299	2,649	15,925
	EXIT	4,530	4,644	4,803	1,637	15,616
025 UNION STATION -NORTH	ENTRY	3,983	2,564	3,763	1,094	11,405
	EXIT	3,587	2,434	4,488	557	11,068
*** UNION STATION	ENTRY	7,937	6,585	9,062	3,743	27,330
	EXIT	8,117	7,078	9,291	2,194	26,684
094 VAN DORN STREET	ENTRY	2,028	592	486	177	3,285
	EXIT	462	432	1,682	675	3,252

RUN DATE = 06/07/2000
RUN TIME = 09:59:53

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AVERAGE WEEKDAY RIDERSHIP REPORT
FOR THE PERIOD 05/01/2000 TO 05/31/2000

PROGRAM = DEEB017
PAGE 6

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
068 NEW CARROLLTON	ENTRY	6,030	1,424	968	318	8,742
	EXIT	1,061	1,234	5,083	1,257	8,637
043 PENTAGON	ENTRY	8,096	3,511	3,471	470	15,548
	EXIT	3,964	3,006	7,205	1,291	15,467
044 PENTAGON CITY	ENTRY	2,327	3,357	3,124	2,248	11,058
	EXIT	1,383	3,829	4,369	1,544	11,127
061 POTOMAC AVENUE	ENTRY	3,535	1,031	543	243	5,353
	EXIT	450	894	3,269	770	5,384
078 PRINCE GEORGES PLAZA	ENTRY	1,782	752	582	271	3,389
	EXIT	405	589	1,645	600	3,241
026 RHODE ISLAND AVENUE	ENTRY	2,621	1,118	772	345	4,858
	EXIT	594	1,087	2,477	873	5,033
017 ROCKVILLE	ENTRY	2,081	850	701	210	3,844
	EXIT	650	698	1,798	675	3,822
041 ROSSLYN	ENTRY	4,152	3,802	5,380	1,336	14,672
	EXIT	5,242	3,132	3,687	1,826	13,889
018 SHADY GROVE	ENTRY	7,387	1,254	850	274	9,767
	EXIT	631	1,181	5,834	2,024	9,671
071 SHAW HOWARD U -SOUTH	ENTRY	479	250	208	99	1,037
	EXIT	144	198	371	189	904
072 SHAW HOWARD U -NORTH	ENTRY	460	656	697	255	2,070
	EXIT	487	584	561	309	1,942
*** SHAW HOWARD U	ENTRY	939	906	905	354	3,107
	EXIT	631	782	932	498	2,846
030 SILVER SPRING -SOUTH	ENTRY	4,134	1,868	1,595	732	8,330
	EXIT	1,300	1,501	3,816	1,838	8,456
031 SILVER SPRING -NORTH	ENTRY	1,718	658	677	109	3,162
	EXIT	738	568	1,245	448	3,001
*** SILVER SPRING	ENTRY	5,852	2,526	2,272	841	11,492
	EXIT	2,038	2,069	5,061	2,286	11,457
054 SMITHSONIAN - NORTH	ENTRY	37	2,004	2,958	497	5,499
	EXIT	926	3,776	651	163	5,517

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
031 SILVER SPRING -NORTH	ENTRY	1,813	767	744	161	3,486
	EXIT	769	615	1,369	689	3,443
*** SILVER SPRING	ENTRY	5,991	2,735	2,434	878	12,040
	EXIT	2,149	2,216	5,273	2,510	12,151
054 SMITHSONIAN - NORTH	ENTRY	32	1,866	2,787	512	5,198
	EXIT	908	3,604	681	177	5,372
055 SMITHSONIAN - SOUTH	ENTRY	285	1,937	4,165	570	6,957
	EXIT	4,219	2,300	448	104	7,073
*** SMITHSONIAN	ENTRY	317	3,803	6,952	1,082	12,155
	EXIT	5,127	5,904	1,129	281	12,445
107 SOUTHERN AVE	ENTRY	3,217	667	243	129	4,258
	EXIT	186	531	2,757	615	4,090
062 STADIUM ARMORY-SOUTH	ENTRY	295	274	186	88	845
	EXIT	163	253	284	105	806
063 STADIUM ARMORY-NORTH	ENTRY	993	630	371	334	2,329
	EXIT	398	405	983	428	2,216
*** STADIUM ARMORY	ENTRY	1,288	904	557	422	3,174
	EXIT	561	658	1,267	533	3,022
088 SUITLAND	ENTRY	3,737	772	500	171	5,182
	EXIT	500	682	3,058	736	4,978
029 TAKOMA	ENTRY	3,264	1,509	918	339	6,031
	EXIT	690	968	2,840	1,358	5,857
010 TENLEYTOWN	ENTRY	1,790	1,637	1,894	820	6,143
	EXIT	1,823	1,494	2,088	932	6,339
016 TWINBROOK	ENTRY	2,309	870	853	233	4,266
	EXIT	695	688	1,932	942	4,259
073 U STREET - EAST	ENTRY	325	275	249	185	1,035
	EXIT	190	208	320	246	966
074 U STREET - WEST	ENTRY	866	718	702	403	2,690
	EXIT	550	632	930	455	2,567
*** U STREET	ENTRY	1,191	993	951	588	3,725
	EXIT	740	840	1,250	701	3,533

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
105 NAVY YARD - WEST	ENTRY	205	221	200	109	736
	EXIT	187	210	220	151	770
*** NAVY YARD	ENTRY	456	722	943	199	2,323
	EXIT	1,051	497	469	248	2,269
087 NAYLOR ROAD	ENTRY	1,659	383	197	132	2,373
	EXIT	150	365	1,455	424	2,394
068 NEW CARROLLTON	ENTRY	6,362	1,465	917	320	9,065
	EXIT	925	1,288	5,368	1,355	8,937
043 PENTAGON	ENTRY	8,738	3,898	4,230	534	17,401
	EXIT	4,800	3,251	7,849	1,432	17,334
044 PENTAGON CITY	ENTRY	2,512	3,585	3,328	2,325	11,751
	EXIT	1,462	4,031	4,647	1,689	11,830
061 POTOMAC AVENUE	ENTRY	1,915	703	384	251	3,255
	EXIT	266	563	1,559	609	2,998
078 PRINCE GEORGES PLAZA	ENTRY	1,930	888	715	355	3,889
	EXIT	461	715	1,813	670	3,660
026 RHODE ISLAND AVENUE	ENTRY	2,650	1,187	782	467	5,088
	EXIT	599	1,098	2,621	952	5,272
017 ROCKVILLE	ENTRY	2,134	836	716	228	3,915
	EXIT	659	713	1,844	714	3,931
041 ROSSLYN	ENTRY	4,102	4,142	5,939	1,449	15,633
	EXIT	5,978	3,514	3,726	1,848	15,067
018 SHADY GROVE	ENTRY	7,843	1,467	991	332	10,635
	EXIT	739	1,295	6,260	2,255	10,550
071 SHAW HOWARD U -SOUTH	ENTRY	479	249	215	110	1,054
	EXIT	155	189	402	198	946
072 SHAW HOWARD U -NORTH	ENTRY	495	704	776	290	2,266
	EXIT	526	649	589	326	2,091
*** SHAW HOWARD U	ENTRY	974	953	991	400	3,320
	EXIT	681	838	991	524	3,037
030 SILVER SPRING -SOUTH	ENTRY	4,178	1,968	1,690	717	8,554
	EXIT	1,380	1,601	3,904	1,821	8,708

RUN DATE = 06/11/2002
RUN TIME = 08:56:54

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AVERAGE WEEKDAY RIDERSHIP REPORT
FOR THE PERIOD 05/01/2002 TO 05/31/2002

2002

PROGRAM = DEEB017
PAGE

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
031 SILVER SPRING -NORTH	ENTRY	1,888	706	800	187	3,581
	EXIT	736	587	1,555	707	3,586
*** SILVER SPRING	ENTRY	5,847	2,495	2,786	904	12,034
	EXIT	2,186	2,038	5,619	2,300	12,146
054 SMITHSONIAN - NORTH	ENTRY	53	1,525	3,018	516	5,114
	EXIT	958	3,451	914	170	5,494
055 SMITHSONIAN - SOUTH	ENTRY	316	1,454	4,591	544	6,907
	EXIT	4,359	2,041	549	75	7,025
*** SMITHSONIAN	ENTRY	369	2,979	7,609	1,060	12,021
	EXIT	5,317	5,492	1,463	245	12,519
107 SOUTHERN AVE	ENTRY	3,844	718	393	182	5,139
	EXIT	244	598	3,415	725	4,984
062 STADIUM ARMORY-SOUTH	ENTRY	292	218	186	67	765
	EXIT	119	209	303	90	723
063 STADIUM ARMORY-NORTH	ENTRY	968	516	570	143	2,198
	EXIT	483	341	954	308	2,087
*** STADIUM ARMORY	ENTRY	1,260	734	756	210	2,963
	EXIT	602	550	1,257	398	2,810
088 SUITLAND	ENTRY	3,906	796	711	222	5,636
	EXIT	602	659	3,394	811	5,468
029 TAKOMA	ENTRY	3,234	1,351	1,044	388	6,019
	EXIT	711	876	3,027	1,246	5,861
010 TENLEYTOWN	ENTRY	1,741	1,441	2,190	879	6,252
	EXIT	1,750	1,341	2,394	962	6,447
016 TWINBROOK	ENTRY	2,330	821	971	246	4,369
	EXIT	732	589	2,064	891	4,278
073 U STREET - EAST	ENTRY	303	254	308	151	1,017
	EXIT	199	205	344	195	944
074 U STREET - WEST	ENTRY	909	699	944	455	3,007
	EXIT	668	659	1,069	459	2,856
*** U STREET	ENTRY	1,212	953	1,252	606	4,024
	EXIT	867	864	1,413	654	3,800

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

RUN DATE = 06/11/2002
RUN TIME = 08:56:54

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AVERAGE WEEKDAY RIDERSHIP REPORT
FOR THE PERIOD 05/01/2002 TO 05/31/2002

PROGRAM = DEEB017
PAGE 6

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
105 NAVY YARD - WEST	ENTRY	225	267	409	140	1,043
	EXIT	363	233	258	199	1,054
*** NAVY YARD	ENTRY	492	762	1,581	260	3,099
	EXIT	1,679	558	533	301	3,074
087 NAYLOR ROAD	ENTRY	1,738	449	282	166	2,637
	EXIT	174	356	1,651	476	2,660
068 NEW CARROLLTON	ENTRY	6,290	1,364	1,077	326	9,058
	EXIT	930	1,102	5,583	1,288	8,904
043 PENTAGON	ENTRY	7,134	2,399	4,084	518	14,136
	EXIT	4,408	2,001	6,798	1,167	14,376
044 PENTAGON CITY	ENTRY	3,143	3,310	3,913	2,438	12,805
	EXIT	1,490	3,671	5,525	1,855	12,542
061 POTOMAC AVENUE	ENTRY	1,844	708	497	231	3,281
	EXIT	328	489	1,666	576	3,061
078 PRINCE GEORGES PLAZA	ENTRY	2,009	941	956	450	4,357
	EXIT	591	779	2,068	708	4,148
026 RHODE ISLAND AVENUE	ENTRY	2,579	1,136	1,002	386	5,105
	EXIT	671	994	2,674	914	5,255
017 ROCKVILLE	ENTRY	2,144	807	807	235	3,994
	EXIT	683	629	1,991	697	4,001
041 ROSSLYN	ENTRY	3,932	3,410	6,108	1,364	14,816
	EXIT	5,645	2,817	3,922	1,677	14,063
018 SHADY GROVE	ENTRY	8,107	1,411	1,171	359	11,050
	EXIT	766	1,119	6,867	2,238	10,992
071 SHAW HOWARD U -SOUTH	ENTRY	473	230	284	112	1,100
	EXIT	168	189	421	191	970
072 SHAW HOWARD U -NORTH	ENTRY	471	648	910	311	2,342
	EXIT	575	605	652	338	2,170
*** SHAW HOWARD U	ENTRY	944	878	1,194	423	3,442
	EXIT	743	794	1,073	529	3,140
030 SILVER SPRING -SOUTH	ENTRY	3,959	1,789	1,986	717	8,453
	EXIT	1,450	1,451	4,064	1,593	8,560

MISV
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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FOR THE PERIOD 05[redacted]/2003 TO 05/31/2003

2003

Weekday

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
031 SILVER SPRING -NORTH	ENTRY	1,797	688	835	198	3,519
	EXIT	830	609	1,462	653	3,555
*** SILVER SPRING	ENTRY	5,817	2,540	3,028	986	12,374
	EXIT	2,493	2,109	5,526	2,418	12,547
054 SMITHSONIAN - NORTH	ENTRY	42	1,280	2,735	422	4,480
	EXIT	886	2,951	775	118	4,732
055 SMITHSONIAN - SOUTH	ENTRY	308	1,428	4,440	505	6,684
	EXIT	4,314	2,018	528	84	6,945
*** SMITHSONIAN	ENTRY	350	2,708	7,175	927	11,164
	EXIT	5,200	4,969	1,303	202	11,677
107 SOUTHERN AVE	ENTRY	4,155	759	418	209	5,543
	EXIT	269	630	3,638	843	5,381
062 STADIUM ARMORY-SOUTH	ENTRY	344	213	176	65	799
	EXIT	115	209	336	100	761
063 STADIUM ARMORY-NORTH	ENTRY	968	429	582	262	2,243
	EXIT	496	319	993	383	2,192
*** STADIUM ARMORY	ENTRY	1,312	642	758	327	3,042
	EXIT	611	528	1,329	483	2,953
088 SUITLAND	ENTRY	4,034	825	750	248	5,859
	EXIT	675	683	3,502	888	5,750
029 TAKOMA	ENTRY	3,332	1,322	1,098	384	6,138
	EXIT	771	872	3,106	1,240	5,991
010 TENLEYTOWN	ENTRY	1,697	1,308	2,224	873	6,103
	EXIT	1,812	1,285	2,212	956	6,266
016 TWINBROOK	ENTRY	2,465	796	1,028	250	4,541
	EXIT	802	589	2,105	943	4,440
073 U STREET - EAST	ENTRY	307	241	315	174	1,038
	EXIT	213	187	339	226	967
074 U STREET - WEST	ENTRY	923	684	1,005	456	3,069
	EXIT	763	665	1,062	485	2,976
*** U STREET	ENTRY	1,230	925	1,320	630	4,107
	EXIT	976	852	1,401	711	3,943

MISV
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FOR THE PERIOD 05/01/2003 TO 05/31/2003

Weekday

MEZZ MEZZ NAME		AM PEAK	AM OFF	PM PEAK	PM OFF	TOTAL
105 NAVY YARD - WEST	ENTRY	229	237	373	142	982
	EXIT	362	225	258	173	1,019
*** NAVY YARD	ENTRY	470	714	1,526	257	2,970
	EXIT	1,624	533	505	265	2,929
087 NAYLOR ROAD	ENTRY	1,892	476	299	170	2,839
	EXIT	190	391	1,734	518	2,835
068 NEW CARROLLTON	ENTRY	6,408	1,359	1,149	343	9,260
	EXIT	1,030	1,119	5,667	1,328	9,146
043 PENTAGON	ENTRY	7,427	2,902	4,891	505	15,726
	EXIT	5,325	2,444	6,777	1,091	15,638
044 PENTAGON CITY	ENTRY	3,535	3,522	4,120	2,339	13,518
	EXIT	1,775	3,885	5,781	1,778	13,220
061 POTOMAC AVENUE	ENTRY	1,874	667	489	216	3,247
	EXIT	334	464	1,632	584	3,016
078 PRINCE GEORGES PLAZA	ENTRY	2,232	952	1,013	445	4,644
	EXIT	640	759	2,201	765	4,366
026 RHODE ISLAND AVENUE	ENTRY	2,763	1,190	1,009	427	5,391
	EXIT	737	1,046	2,799	951	5,535
017 ROCKVILLE	ENTRY	2,258	747	854	246	4,106
	EXIT	708	637	2,104	724	4,174
041 ROSSLYN	ENTRY	4,155	3,363	6,367	1,511	15,397
	EXIT	5,912	2,980	4,097	1,813	14,802
018 SHADY GROVE	ENTRY	9,024	1,574	1,282	409	12,290
	EXIT	848	1,202	7,539	2,558	12,149
071 SHAW HOWARD U -SOUTH	ENTRY	484	221	284	123	1,113
	EXIT	189	178	449	196	1,013
072 SHAW HOWARD U -NORTH	ENTRY	466	626	961	315	2,370
	EXIT	620	624	645	327	2,218
*** SHAW HOWARD U	ENTRY	950	847	1,245	438	3,483
	EXIT	809	802	1,094	523	3,231
030 SILVER SPRING -SOUTH	ENTRY	4,020	1,852	2,193	788	8,855
	EXIT	1,663	1,500	4,064	1,765	8,992

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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