Table B-2: Number of Weekday Peak-Hour Trips Generated by General Retail

With Major Food Chain Store

Bldg Size (SF of GLA)	Peak-Hour Trips AM	Peak-Hour Trips PM
50,000	155	619
55,000	164	656
60,000	173	693
65,000	182	730
70,000	192	767
75,000	201	804
80,000	210	841
85,000	220	879
90,000	229	916
95,000	238	953
100,000	248	990
105,000	257	1027
110,000	266	1064
115,000	275	1101
120,000	285	1139
125,000	294	1176
130,000	303	1213
135,000	313	1250
140,000	322	1287
145,000	331	1324
150,000	340	1362
155,000	350	1399
160,000	359	1436
165,000	368	1473
170,000	378	1510
175,000	387	1547
180,000	396	1584
185,000	405	1622
190,000	415	1659
195,000	424	1696
200,000	433	1733

Equations Used

50,000 to 200,000 sf

AM peak-hour trips = 0.25 [7.43 (GLA/1000) + 247]
PM peak-hour trips = 7.43 (GLA/1000) + 247

Please note:
Under 50,000 sf

No equations, since major food chain store is typically at least 50,000 sf

Adjustment Factor for No Major Food Chain Store

P = 0.05 + 0.002 [200 − (GLA/1000)]

Without Major Food Chain Store

Bldg Size (SF of GLA)	Peak-Hour Trips AM	Peak-Hour Trips PM
5,000	9	35
10,000	18	70
15,000	27	108
20,000	36	146
25,000	46	185
30,000	57	226
35,000	67	268
40,000	78	311
45,000	89	356
50,000	101	402
55,000	108	433
60,000	116	464
65,000	124	496
70,000	132	529
75,000	141	563
80,000	149	597
85,000	158	633
90,000	167	668
95,000	176	705
100,000	186	743
105,000	195	781
110,000	205	820
115,000	215	859
120,000	225	899
125,000	235	941
130,000	246	982
135,000	256	1025
140,000	267	1068
145,000	278	1112
150,000	289	1157
155,000	301	1203
160,000	312	1249
165,000	324	1296
170,000	336	1344
175,000	348	1393
180,000	360	1442
185,000	373	1492
190,000	386	1543
195,000	399	1594
200,000	412	1646

Equations Used

Under 50,000 sf

AM peak-hour trips = 0.25 [12.36(GLA/1000)](1-P)
PM peak-hour trips = [12.36 (GLA/1000)](1-P)

50,000 to 200,000 sf

AM peak-hour trips = 0.25 [7.43(GLA/1000) + 247](1-P)
PM peak-hour trips = [7.43(GLA/1000) + 247](1-P)

Table B-3: Number of Weekday Peak-Hour Trips Generated by Residential Units

No. of Units	Single-Family		Townhouse		Garden Apartment		High-Rise Apartments	
	AM	PM	AM	PM	AM	PM	AM	PM
1	1	1	0	1	0	0	0	0
5	5	6	2	4	2	2	2	2
10	10	11	5	8	4	5	4	5
15	14	17	7	12	7	7	6	7
20	19	22	10	17	9	10	8	9
25	24	28	12	21	11	12	10	12
30	29	33	14	25	13	14	12	14
35	33	39	17	29	15	17	14	16
40	38	44	19	33	18	19	16	18
45	43	50	22	37	20	22	18	21
50	48	56	24	42	22	24	20	23
55	52	61	26	46	24	26	22	25
60	57	67	29	50	26	29	24	28
65	62	72	31	54	29	31	26	30
70	67	78	34	58	31	34	28	32
75	72	83	36	62	33	36	30	35
80	75	87	38	66	35	39	32	37
85	78	91	41	71	37	41	34	39
90	81	95	43	75	39	43	36	41
95	84	99	46	79	41	46	39	44
100	87	103	48	83	43	46	40	46
110	93	111	53	88	47	53	43	49
120	99	119	59	93	51	57	46	53
130	106	128	64	97	55	62	49	56
140	112	136	69	102	59	67	52	60
150	118	144	75	107	64	72	55	63
160	124	152	80	112	67	76	57	66
170	130	160	85	117	71	81	60	70
180	137	169	90	121	75	86	63	73
190	143	177	96	126	79	90	66	77
200	149	185	101	131	83	95	69	80
210	155	193	106	136	87	100	72	83
220	161	201	112	141	91	104	75	87
230	168	210	117	145	95	109	78	90
240	174	218	122	150	99	114	81	94
250	180	226	128	155	103	119	84	97
275	196	247	141	167	113	130	91	106
300	211	267	154	179	123	142	98	114
325	227	288	167	191	133	154	105	123
350	242	308	181	203	143	166	113	131
375	258	329	194	215	153	177	120	140
400	273	349	207	227	164	189	127	148
425	289	370	220	239	173	201	134	157
450	304	390	234	251	183	213	142	165
475	320	411	247	263	193	224	149	174
500	320	431	260	275	203	236	156	182
550	366	472	287	299	223	260	171	199
600	397	513	313	323	243	283	185	216

Equations Used

SINGLE-FAMILY DETACHED

Under 75 Units

AM peak-hour trips = 0.95(# of units)
PM peak-hour trips = 1.11(# of units)

75 Units and Over

AM peak-hour trips = 0.62(# of units) + 25
PM peak-hour trips = 0.82(# of units) + 21

TOWNHOUSES OR SINGLE-FAMILY ATTACHED

Under 100 Units

AM peak-hour trips = 0.48(# of units)
PM peak-hour trips = 0.83(# of units)

100 Units and Over

AM peak-hour trips = 0.53(# of units) - 5
PM peak-hour trips = 0.48(# of units) + 35

GARDEN & MID-RISE APARTMENTS
(one to nine stories)

Under 75 Units

AM peak-hour trips = 0.44(# of units)
PM peak-hour trips = 0.48(# of units)

75 Units and Over

AM peak-hour trips = 0.40(# of units) + 3
PM peak-hour trips = 0.47(# of units) + 1

HIGH-RISE APARTMENTS
(ten or more stories)

Under 100 Units

AM peak-hour trips = 0.40(# of units)
PM peak-hour trips = 0.46(# of units)

100 Units and Over

AM peak-hour trips = 0.29(# of units) + 11
PM peak-hour trips = 0.34(# of units) + 12

Table B-4: Number of Weekday Peak-Hour Trips Generated by a Child Day-Care Center

Number of Staff	Total AM Trips	Total PM Trips
6	28	28
7	29	30
8	31	32
9	33	35
10	35	37
11	36	39
12	38	41
13	40	43
14	42	45
15	43	47
16	45	49
17	47	51
18	49	53
19	50	55
20	52	57
21	54	59
22	56	61
23	57	63
24	59	65
25	61	68

Directional Distribution		Trip Purpose		
Peak Period	Entering	Exiting	New	Pass-by	Diverted
AM	53%	47%	32%	27%	41%
PM	49%	51%	27%	12%	61%

For child day-care centers with staffing fewer than five persons, the traffic impact is considered to have a De minimis impact (i.e., five or fewer new weekday peak-hour trips during either the morning or evening peak period) unless the applicant proffers a specific schedule of the arrival and departure of those staff arriving during weekday peak periods specified in the special exception statement of operation.

For six or fewer staff, there is no need for a traffic study to satisfy LATR.

Table B-5: Number of Weekday Peak-Hour Trips Generated by a Private School

Number of Children Enrolled	School Program for Kindergarten to:	
	12th Grade	8th Grade
25	20	23
50	38	46
75	59	69
100	78	92
125	98	115
150	117	138
175	137	161
200	156	184
225	176	207
250	195	230
275	215	253
300	234	276
325	254	299
350	273	322
375	293	345
400	312	368

Please note: For over 400 students, a special study is required to determine the trip-generation rate.

Table B-6: Number of Weekday Peak-Hour Trips Generated by an Automobile Filling Station

No. of Pumping Stations	With Fuel Only All Areas		With Fuel and Garage Only				With Fuel and Convenience Store Only				With Fuel, Car Washes, and Convenience Store			
			Upcounty		Downcounty		Upcounty		Downcounty		Upcounty		Downcounty	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	11	15	11	17	11	11	12	22	12	12	17	22	17	15
2	23	30	22	33	22	22	25	44	25	25	35	44	35	30
3	34	45	33	50	33	33	37	65	37	37 ·	52	65	52	45
4	45	60	44	67	44	44	49	87	49	49	69	87	69	60
5	57	75	55	83	55	55	61	109	61	62	87	109	87	75
6	68	90	66	100	66	67	74	131	74	74	104	131	104	90
7	79	105	77	117	77	78	86	152	86	86	121	152	121	106
8	90	120	88	133	88	89	98	174	98	99	139	174	139	121
9	102	135	99	150	99	100	111	196	111	111	156	196	156	136
10	113	150	110	167	110	111	123	218	123	123	173	218	173	151
11	124	165	121	183	121	122	135	239	135	136	191	239	191	166
12	136	180	132	200	132	133	147	261	147	148	208	261	208	181
13	147	194	143	217	143	144	160	283	160	160	225	283	225	196
14	158	209	154	233	154	155	172	305	172	172	243	305	243	211
15	170	224	165	250	165	166	184	326	184	185	260	326	260	226
16	181	239	176	267	176	177	196	348	196	197	277	348	277	241
17	192	254	187	283	187	189	209	370	209	209	295	370	295	256
18	204	269	198	300	198	200	221	392	221	222	312	392	312	271
19	215	284	209	317	209	211	233	413	233	234	329	413	329	287
20	226	299	220	333	220	222	246	435	246	246	347	435	347	302
Rate per Pumping Station	11.31	14.96	11.00	16.67	11.00	11.09	12.28	21.75	12.28	12.32	17.33	21.75	17.33	15.08

Appendix C: Weekday Peak-Hour Tip-Generation Rates and Directional Splits for the Bethesda, Friendship Heights, and Silver Spring CBDs

Table C-1: Weekday Morning and Evening Peak-Hour Trip-Generation Rates for the Bethesda and Friendship Heights CBDs

Land Use Per Trip Rate Unit	Rate AM Peak-Hour Vehicle Trips per Unit of Development	% In	% Out	Rate PM Peak-Hour Vehicle Trips per Unit of Development	% In	% Out
Office (1,000 sf)	1.50	85	15	1.50	25	75
Retail (1,000 sf)	0.65	50	50	2.60	50	50
Grocery Store (1,000 sf)	1.22	70	30	6.20	50	50
Residential High Rise (dwelling unit)	0.30	20	80	0.30	67	33
Residential Garden Apt. (dwelling unit)	0.45	20	80	0.45	67	33
Residential Townhouse (dwelling unit)	0.45	20	80	0.45	67	33
Residential Single-Family (dwelling unit)	0.80	25	75	0.80	67	33
Hotel (room)	0.22	60	40	0.22	55	45
Miscellaneous Service (1,000 sf)	1.30	50	50	1.30	50	50
Hospital (employee)	0.33	70	30	0.29	30	70
Industrial (1,000 sf)	1.10	85	15	1.10	15	85

Table C-2: Weekday Morning and Evening Peak-Hour Trip-Generation Rates for the Silver Spring CBD

Land Use	Morning			Evening		
	Rate	% In	% Out	Rate	% In	% Out
Office (existing vacant/1,000 sf)	1.60	85	15	1.60	15	85
Office (pending + future/1,000 sf)	1.40	85	15	1.40	15	85
Industrial (1,000 sf)	1.00	85	15	1.00	15	85
Retail (1,000 sf)	0.50	50	50	2.00	50	50
Residential (high rise)	0.30	20	80	0.30	70	30
Residential (townhouse)	0.45	20	80	0.45	67	33
Hotel (room)	0.20	60	40	0.20	55	45

Appendix D: The Annual Growth Policy's Transportation Facilities Adequacy Test

The Annual Growth Policy's
Transportation Facilities Adequacy Test

The Annual Growth Policy's transportation test is administered on a local area basis. Previously (prior to July 1, 2004), the AGP also administered a transportation adequacy test on a policy area basis. The AGP's transportation test is called Local Area Transportation Review (LATR). Since the mid 1970s, the Planning Board has used LATR to determine if a proposed preliminary plan of subdivision will cause unacceptable local traffic congestion at nearby critical intersections. Local Area Transportation Review is required only for subdivisions that generate 30 or more weekday peak hour automobile trips.

In administering LATR, the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of congestion will result after taking into account existing and programmed roads and transit. If a proposed subdivision causes conditions at a nearby intersection or roadway link to be worse than the standard, the applicant may make intersection or roadway link improvements or provide trip reduction measures to bring the intersection or roadway link back to the standard and gain preliminary plan approval. If the subdivision will affect an intersection or roadway link for which congestion is already unacceptable, then the Planning Board may approve the subdivision only if it does not make the situation worse.

Landowners may form development districts to finance the transportation improvements needed to pass AGP transportation tests.

The *Alternative Review Procedure for Metro Station Policy Areas* allows development in designated areas atop most Metro stations to meet LATR test obligations by submitting a traffic study, mitigating 50 percent of their trips, making a payment toward transportation improvements, participating in the area's transportation management organization, and submitting a traffic study to identify intersection or roadway link improvements that may be built with public funds.

The *Alternative Review Procedure for Golf Course Communities* is available to any planned unit development in the Fairland/White Oak policy area that includes a golf course or other major amenity that is developed on a public/private partnership basis. Such development need not take any action under Local Area Transportation Review if the applicant pays to the County a Development Approval Payment and submits a traffic study.

The *Alternative Review Procedure for Corporate Headquarters Facilities* is available to certain non-residential development projects that are an expansion of an existing corporate headquarters facility. Qualifying projects can meet LATR requirements

by paying the Development Approval Payment, meeting mode share goals set by the Planning Board, submitting a traffic study, and other conditions.

The *Alternative Review Procedure for Strategic Economic Development Projects* is available to certain non-residential development projects that have been designated "Strategic Economic Development Projects" by the County Council. Qualifying projects can meet LATR requirements by paying double the applicable transportation impact tax and submitting a traffic study.

Draft Local Area Transportation Review Guidelines

Appendix E: Trip Distribution and Traffic Assignment Guidelines

Introduction

This document provides trip distribution guidance to be used in all traffic studies prepared for development sites in Montgomery County. Vehicle trip distribution and trip assignment are described in Sections VII-D and VII-F, respectively, of the *Local Area Transportation Review Guidelines.* For most development sites, the process described in the LATR Guidelines is a combination of trip distribution and traffic assignment.

Definitions

Trip distribution specifies the location where trips, which originate at a development site, are destined to and the origin of trips, which are destined to a development site.

Traffic assignment specifies the individual local area <u>roadways and</u> intersections used to access (enter and leave) a development site.

Discussion

The tables in this document provide generalized assumptions for trip distribution for both background development(s) and the development site. For the purpose of reviewing trip distribution, Transportation Planning staff divided the region into 16 geographic areas, called **super-districts.** Eleven of these super-districts are in Montgomery County, as shown in Figure E-1. The remaining five super-districts represent neighboring jurisdictions.

The trip distribution assumptions are contained in Tables E-1 through E-11 for developments within each of the eleven super-districts in Montgomery County. For each super-district, the assumed distribution of trips for general office development and for residential development is listed. For instance, 18.1% of trips generated by a general office development in Germantown (see Table E-9) would be expected to travel to or from Frederick County. However, only 2.0% of trips generated by a residential development in Germantown would be expected to travel to or from Frederick County.

The trip distribution assumptions in these tables are based on 1990 census journey-to-work information, updated to reflect regional housing and employment totals as of 1998. The distribution for residential development in each super-district is based on the reported workplace locations for 1990 census respondents who lived in that super-district. Similarly, the distribution for office development for each super-district is based on the distribution of all census households nationwide that reported a workplace in that super-district. Trip distribution for other land uses will be decided based on consultation with staff and the applicant prior to submission of the traffic study.

The application of the trip distribution information in Tables E-1 through E-11 is straightforward in cases where a traffic study has a limited number of alternate routes. In other cases, judgment is required to convert the trip distribution information into traffic assignment information useful for conducting the Local Area Transportation Review.

Figure E-2 provides an example of how the trip distribution information can be converted to traffic assignment information for a hypothetical case in the Rockville/North Bethesda super-district with both office and residential components.

The leftmost column of data shows the trip distribution by super-district as found in Table E-4 (used for development in the Rockville/North Bethesda super-district). The information located in the center of the table (inside the boxes) describes the assumed route, or assignment, taken for trips between the site and each super-district. *The data inside the boxes must be developed using judgment and confirmed by Transportation Planning staff.* The rightmost portion of the table multiplies the percent of trips distributed to each super-district by the percent of trips from that super-district assigned to each route to calculate the percent of total site-generated trips using each combination of distribution and assignment. The assignment data is then summed to develop an aggregate trip assignment for the trips generated by the office and residential components of the site, respectively.

Figure E-1: Super Districts in Montgomery County

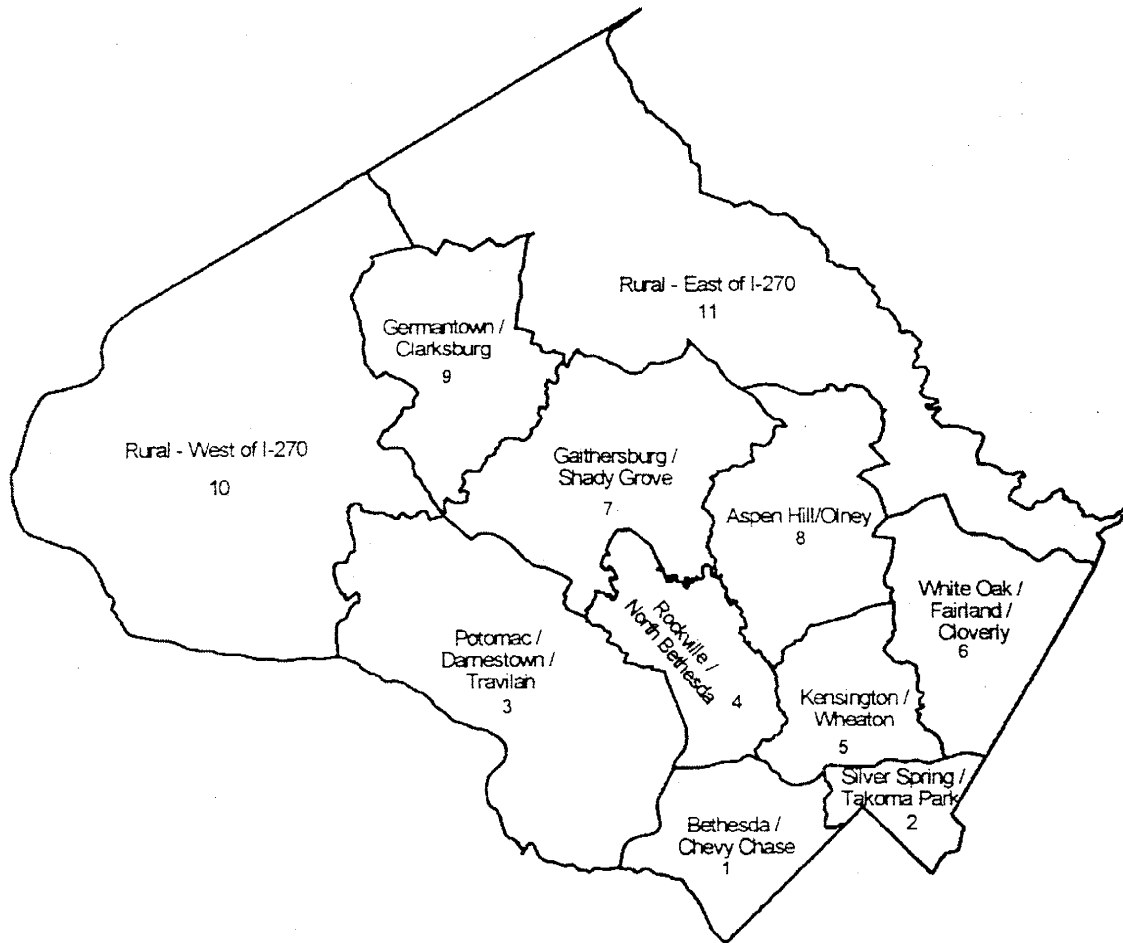### Montgomery County Department of Park and Planning
Travel/2 Super Districts

Figure 1

☐ Super District Borders

N

Trip Distribution - Assignment Matrix
Hypothetical Case in North Bethesda with both Office and Residential Components

Part 1. Office Component

	Trip distribution by super-district	Trip assignment for origin by super-district						Trip assignment for development case					
		Montrose west	MD 355 north	Randolph east	MD 355 south	MD 187 south	TOTAL	Montrose west	MD 355 north	Randolph east	MD 355 south	MD 187 south	TOTAL
Bethesda	3.5%				50%	50%	100%	0.0%	0.0%	0.0%	1.8%	1.8%	3.5%
Silver Spring	2.2%				100%		100%	0.0%	0.0%	0.0%	2.2%	0.0%	2.2%
Potomac	8.0%	80%				20%	100%	6.4%	0.0%	0.0%	0.0%	1.6%	8.0%
Rockville	12.8%	25%	75%				100%	3.2%	9.6%	0.0%	0.0%	0.0%	12.8%
Kensington	7.2%			80%	20%		100%	0.0%	0.0%	5.8%	1.4%	0.0%	7.2%
Farkand	4.1%			80%	20%		100%	0.0%	0.0%	3.3%	0.8%	0.0%	4.1%
Gaithersburg	14.4%	75%	25%				100%	10.8%	3.6%	0.0%	0.0%	0.0%	14.4%
Olney	8.5%	20%	50%	30%			100%	1.7%	4.3%	2.6%	0.0%	0.0%	8.5%
Germantown	6.5%	90%	10%				100%	5.9%	0.7%	0.0%	0.0%	0.0%	6.5%
Agricultural Area (West)	0.9%	100%					100%	0.9%	0.0%	0.0%	0.0%	0.0%	0.9%
Agricultural Area (East)	4.2%	40%	40%	20%			100%	1.7%	1.7%	0.8%	0.0%	0.0%	4.2%
Washington, DC	3.6%	70%			30%		100%	2.5%	0.0%	0.0%	1.1%	0.0%	3.6%
Prince George's County	8.8%				100%		100%	0.0%	0.0%	0.0%	8.8%	0.0%	8.8%
Virginia	7.8%	80%		10%		10%	100%	6.2%	0.0%	0.8%	0.0%	0.8%	7.8%
Frederick County	4.6%	100%					100%	4.6%	0.0%	0.0%	0.0%	0.0%	4.6%
Howard County	2.9%		10%	10%	80%		100%	0.0%	0.3%	0.3%	2.3%	0.0%	2.9%
TOTAL	100.0%							43.9%	20.1%	13.5%	18.4%	4.1%	100.0%
USE ==>								44%	20%	14%	16%	4%	100%

Part 2. Residential Component

	Trip distribution by super-district	Trip assignment for origin by super-district						Trip assignment for development case					
		Montrose west	MD 355 north	Randolph east	MD 355 south	MD 187 south	TOTAL	Montrose west	MD 355 north	Randolph east	MD 355 south	MD 187 south	TOTAL
Bethesda	15.6%				50%	50%	100%	0.0%	0.0%	0.0%	7.8%	7.8%	15.6%
Silver Spring	2.4%				100%		100%	0.0%	0.0%	0.0%	2.4%	0.0%	2.4%
Potomac	3.3%	80%				20%	100%	2.6%	0.0%	0.0%	0.0%	0.7%	3.3%
Rockville	31.0%	25%	75%				100%	7.8%	23.3%	0.0%	0.0%	0.0%	31.0%
Kensington	2.6%			80%	20%		100%	0.0%	0.0%	2.1%	0.5%	0.0%	2.6%
Farkand	0.7%			80%	20%		100%	0.0%	0.0%	0.6%	0.1%	0.0%	0.7%
Gaithersburg	10.6%	75%	25%				100%	8.0%	2.7%	0.0%	0.0%	0.0%	10.6%
Olney	1.7%	20%	50%	30%			100%	0.3%	0.9%	0.5%	0.0%	0.0%	1.7%
Germantown	1.0%	90%	10%				100%	0.9%	0.1%	0.0%	0.0%	0.0%	1.0%
Agricultural Area (West)	0.0%	100%					100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Agricultural Area (East)	0.2%	40%	40%	20%			100%	0.1%	0.1%	0.0%	0.0%	0.0%	0.2%
Washington, DC	13.9%	70%			30%		100%	9.7%	0.0%	0.0%	4.2%	0.0%	13.9%
Prince George's County	6.1%				100%		100%	0.0%	0.0%	0.0%	6.1%	0.0%	6.1%
Virginia	9.7%	80%		10%		10%	100%	7.8%	0.0%	1.0%	0.0%	1.0%	9.7%
Frederick County	0.5%	100%					100%	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%
Howard County	0.7%		10%	10%	80%		100%	0.0%	0.1%	0.1%	0.6%	0.0%	0.7%
TOTAL	100.0%							37.7%	27.0%	4.2%	21.7%	9.4%	100.0%
USE ==>								38%	27%	4%	22%	9%	100%

Table E-1: Trip Distribution Report in Super District 1: Bethesda/Chevy Chase

Auto-Driver Trip Distribution for Development in Super District 1: Bethesda/Chevy Chase

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	11.7%	22.8%
2. Silver Spring/Takoma Park	3.8%	2.1%
3. Potomac/Darnestown/Travilah	7.3%	1.8%
4. Rockville/North Bethesda	9.4%	9.8%
5. Kensington/Wheaton	8.7%	1.6%
6. White Oak/Fairland/Cloverly	4.3%	0.7%
7. Gaithersburg/Shady Grove	7.5%	4.0%
8. Aspen Hill/Olney	5.1%	0.4%
9. Germantown/Clarksburg	3.3%	0.2%
10. Rural: West of I-270	0.6%	0.0%
11. Rural: East of I-270	2.0%	0.15%
12. Washington, DC	7.4%	39.5%
13. Prince George's County	12.4%	4.6%
14. Virginia	12.2%	11.7%
15. Frederick County	2.1%	0.2%
16. Howard County	2.2%	0.5%

Table E-2: Trip Distribution Report in Super District 2: Silver Spring/Takoma Park

Auto-Driver Trip Distribution for Development in Super District 2: Silver Spring/Takoma Park

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	2.2%	9.1%
2. Silver Spring/Takoma Park	11.5%	13.3%
3. Potomac/Darnestown/Travilah	2.2%	0.9%
4. Rockville/North Bethesda	3.0%	7.7%
5. Kensington/Wheaton	10.0%	4.6%
6. White Oak/Fairland/Cloverly	11.9%	2.7%
7. Gaithersburg/Shady Grove	3.9%	4.2%
8. Aspen Hill/Olney	6.3%	0.8%
9. Germantown/Clarksburg	1.3%	0.6%
10. Rural: West of I-270	0.1%	0.6%
11. Rural: East of I-270	2.8%	0.2%
12. Washington, DC	7.2%	32.5%
13. Prince George's County	24.5%	12.8%
14. Virginia	6.4%	8.9%
15. Frederick County	1.1%	0.2%
16. Howard County	5.6%	1.4%

Table E-3: Trip Distribution Report in Super District 3: Potomac / Darnestown / Travilah

Auto-Driver Trip Distribution for Development in Super District 3: Potomac/Darnestown/Travilah

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	5.7%	13.05
2. Silver Spring/Takoma Park	2.4%	1.9%
3. Potomac/Darnestown/Travilah	21.0%	6.2%
4. Rockville/North Bethesda	12.1%	20.5%
5. Kensington/Wheaton	6.8%	1.4%
6. White Oak/Fairland/Cloverly	2.3%	0.7%
7. Gaithersburg/Shady Grove	11.1%	13.3%
8. Aspen Hill/Olney	5.1%	0.6%
9. Germantown/Clarksburg	4.5%	1.7%
10. Rural: West of I-270	1.1%	0.1%
11. Rural: East of I-270	2.2%	0.2%
12. Washington, DC	3.8%	22.1%
13. Prince George's County	7.2%	5.1%
14. Virginia	10.4%	12.4%
15. Frederick County	2.8%	0.4%
16. Howard County	1.5%	0.4%

Table E-4: Trip Distribution Report in Super District 4: Rockville / North Bethesda

Auto-Driver Trip Distribution for Development in Super District 4: Rockville/North Bethesda

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	3.5%	15.6%
2. Silver Spring/Takoma Park	2.2%	2.4%
3. Potomac/Darnestown/Travilah	8.0%	3.3%
4. Rockville/North Bethesda	12.8%	31.0%
5. Kensington/Wheaton	7.2%	2.6%
6. White Oak/Fairland/Cloverly	4.1%	0.7%
7. Gaithersburg/Shady Grove	14.4%	10.6%
8. Aspen Hill/Olney	8.5%	1.7%
9. Germantown/Clarksburg	6.5%	1.0%
10. Rural: West of I-270	0.9%	0.0%
11. Rural: East of I-270	4.2%	0.2%
12. Washington, DC	3.6%	13.9%
13. Prince George's County	8.8%	6.1%
14. Virginia	7.8%	9.7%
15. Frederick County	4.6%	0.5%
16. Howard County	2.9%	0.7%

Table E-5: Trip Distribution Report in Super District 5: Kensington / Wheaton

Auto-Driver Trip Distribution for Development in Super District 5: Kensington/Wheaton

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	2.7%	12.3%
2. Silver Spring/Takoma Park	6.2%	6.9%
3. Potomac/Darnestown/Travilah	2.6%	1.6%
4. Rockville/North Bethesda	5.1%	14.8%
5. Kensington/Wheaton	26.0%	11.1%
6. White Oak/Fairland/Cloverly	10.6%	2.2%
7. Gaithersburg/Shady Grove	5.5%	6.0%
8. Aspen Hill/Olney	10.3%	2.0%
9. Germantown/Clarksburg	2.1%	0.6%
10. Rural: West of I-270	0.2%	0.0%
11. Rural: East of I-270	4.3%	0.4%
12. Washington, DC	3.7%	22.6%
13. Prince George's County	11.9%	9.5%
14. Virginia	4.1%	8.2%
15. Frederick County	1.5%	0.2%
16. Howard County	3.2%	1.5%

Table E-6: Trip Distribution Report in Super District 6: White Oak / Fairland / Cloverly

Auto-Driver Trip Distribution for Development in Super District 6: White Oak/Fairland/Cloverly

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	1.3%	6.8%
2. Silver Spring/Takoma Park	4.5%	9.0%
3. Potomac/Darnestown/Travilah	1.7%	0.6%
4. Rockville/North Bethesda	1.7%	9.3%
5. Kensington/Wheaton	6.1%	5.0%
6. White Oak/Fairland/Cloverly	23.5%	9.3%
7. Gaithersburg/Shady Grove	3.2%	3.8%
8. Aspen Hill/Olney	6.2%	1.4%
9. Germantown/Clarksburg	0.4%	0.4%
10. Rural: West of I-270	0.1%	0.0%
11. Rural: East of I-270	2.8%	1.1%
12. Washington, DC	3.7%	23.4%
13. Prince George's County	26.4%	20.1%
14. Virginia	3.4%	7.1%
15. Frederick County	1.6%	0.0%
16. Howard County	13.4%	2.7%

Table E-7: Trip Distribution Report in Super District 7: Gaithersburg / Shady Grove

Auto-Driver Trip Distribution for Development in Super District 7: Gaithersburg/Shady Grove

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	1.8%	8.5%
2. Silver Spring/Takoma Park	1.5%	2.2%
3. Potomac/Darnestown/Travilah	6.6%	2.1%
4. Rockville/North Bethesda	5.6%	23.7%
5. Kensington/Wheaton	3.7%	1.95
6. White Oak/Fairland/Cloverly	2.2%	0.9%
7. Gaithersburg/Shady Grove	25.2%	32.4%
8. Aspen Hill/Olney	5.3%	1.8%
9. Germantown/Clarksburg	10.9%	3.4%
10. Rural: West of I-270	1.6%	0.1%
11. Rural: East of I-270	7.1%	0.8%
12. Washington, DC	2.5%	8.4%
13. Prince George's County	6.7%	4.0%
14. Virginia	4.6%	7.9%
15. Frederick County	12.1%	1.3%
16. Howard County	2.6%	0.6%

Table E-8: Trip Distribution Report in Super District 8: Aspen Hill / Olney

Auto-Driver Trip Distribution for Development in Super District 8: Aspen Hill/Olney

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	1.2%	9.3%
2. Silver Spring/Takoma Park	1.9%	5.5%
3. Potomac/Darnestown/Travilah	1.9%	1.5%
4. Rockville/North Bethesda	6.1%	22.5%
5. Kensington/Wheaton	8.6%	5.7%
6. White Oak/Fairland/Cloverly	5.5%	2.8%
7. Gaithersburg/Shady Grove	9.4%	11.0%
8. Aspen Hill/Olney	26.0%	8.1%
9. Germantown/Clarksburg	3.1%	0.8%
10. Rural: West of I-270	0.1%	0.1%
11. Rural: East of I-270	14.1%	1.3%
12. Washington, DC	2.2%	15.2%
13. Prince George's County	6.4%	7.7%
14. Virginia	3.1%	6.2%
15. Frederick County	4.7%	0.4%
16. Howard County	5.7%	1.9%

Table E-9: Trip Distribution Report in Super District 9: Germantown / Clarksburg

Auto-Driver Trip Distribution for Development in Super District 9: Germantown/ Clarksburg

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	0.6%	8.1%
2. Silver Spring/Takoma Park	1.4%	1.6%
3. Potomac/Darnestown/Travilah	5.5%	1.8%
4. Rockville/North Bethesda	3.5%	22.9%
5. Kensington/Wheaton	2.3%	1.6%
6. White Oak/Fairland/Cloverly	1.6%	0.2%
7. Gaithersburg/Shady Grove	17.2%	30.2%
8. Aspen Hill/Olney	2.5%	1.3%
9. Germantown/Clarksburg	25.2%	10.5%
10. Rural: West of I-270	2.6%	0.1%
11. Rural: East of I-270	8.0%	1.0%
12. Washington, DC	0.7%	7.0%
13. Prince George's County	5.8%	3.8%
14. Virginia	3.0%	7.4%
15. Frederick County	18.1%	2.0%
16. Howard County	2.1%	0.5%

Table E-10: Trip Distribution Report in Super District 10: Rural – West of I-270

Auto-Driver Trip Distribution for Development in Super District 10: Rural – West of I-270

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	0.8%	9.7%
2. Silver Spring/Takoma Park	2.7%	0.7%
3. Potomac/Darnestown/Travilah	4.3%	2.9%
4. Rockville/North Bethesda	2.1%	20.1%
5. Kensington/Wheaton	0.8%	1.2%
6. White Oak/Fairland/Cloverly	0.0%	0.4%
7. Gaithersburg/Shady Grove	7.0%	30.0%
8. Aspen Hill/Olney	3.0%	0.4%
9. Germantown/Clarksburg	4.1%	7.1%
10. Rural: West of I-270	47.7%	9.1%
11. Rural: East of I-270	1.7%	0.5%
12. Washington, DC	0.0%	7.4%
13. Prince George's County	2.1%	1.7%
14. Virginia	4.8%	4.5%
15. Frederick County	18.9%	3.8%
16. Howard County	0.0%	0.5%

Table E-11: Trip Distribution Report in Super District 11: Rural – East of I-270

Auto-Driver Trip Distribution for Development in Super District 11: Rural – East of I-270

Trip Distribution to Super District for	Office Development	Residential Development
1. Bethesda/Chevy Chase	0.4%	5.9%
2. Silver Spring/Takoma Park	0.8%	3.9%
3. Potomac/Darnestown/Travilah	1.3%	1.0%
4. Rockville/North Bethesda	1.3%	17.7%
5. Kensington/Wheaton	3.4%	3.8%
6. White Oak/Fairland/Cloverly	8.8%	2.1%
7. Gaithersburg/Shady Grove	9.0%	23.5%
8. Aspen Hill/Olney	8.8%	6.9%
9. Germantown/Clarksburg	4.9%	4.1%
10. Rural: West of I-270	0.4%	0.1%
11. Rural: East of I-270	27.5%	6.7%
12. Washington, DC	0.5%	7.35
13. Prince George's County	9.8%	7.0%
14. Virginia	0.5%	5.2%
15. Frederick County	10.5%	2.0%
16. Howard County	12.1%	2.85