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16. Abstract <p>Recurring and non-recurring traffic congestion are serious problems in urban areas. Thus, transportation engineers are working to find ways to alleviate such congestion. Providing better information to motorists regarding traffic conditions is one method of accomplishing this task. This research study was established to evaluate the effectiveness of one such experimental motorist information system. This system provides real-time traffic information for pre-trip planning purposes using computer display terminals within a major activity center in Houston, Texas.</p> <p>Study activities -- including on-site system investigations, written surveys of tenant employees, comparison studies of construction and incident messages, and cost evaluation -- were used to evaluate the system on the basis of the acceptance and utilization of the system's information by the public, the reliability of the information provided, and the cost-effectiveness of the system.</p> <p>The report covers a twenty-four month evaluation period of the system and describes all of the study activities in detail. It also describes the results found in each activity and the basis for suggestions made to improve the effectiveness of the system.</p>					
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**EVALUATION OF A MOTORIST INFORMATION SYSTEM USING
COMPUTER DISPLAY TERMINALS**

Final Report

by

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Prepared for

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Prepared by

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Study No. 2-12D-89-958

August 1992

METRIC (SI*) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH				
in	inches	2.54	centimetres	cm
ft	feet	0.3048	metres	m
yd	yards	0.914	metres	m
mi	miles	1.61	kilometres	km

Symbol	When You Know	Multiply By	To Find	Symbol
AREA				
in ²	square inches	645.2	centimetres squared	cm ²
ft ²	square feet	0.0929	metres squared	m ²
yd ²	square yards	0.836	metres squared	m ²
mi ²	square miles	2.59	kilometres squared	km ²
ac	acres	0.395	hectares	ha

Symbol	When You Know	Multiply By	To Find	Symbol
MASS (weight)				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams	Mg

Symbol	When You Know	Multiply By	To Find	Symbol
VOLUME				
fl oz	fluid ounces	29.57	millilitres	mL
gal	gallons	3.785	litres	L
ft ³	cubic feet	0.0328	metres cubed	m ³
yd ³	cubic yards	0.0765	metres cubed	m ³

NOTE: Volumes greater than 1000 L shall be shown in m³.

TEMPERATURE (exact)

°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C
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APPROXIMATE CONVERSIONS TO SI UNITS

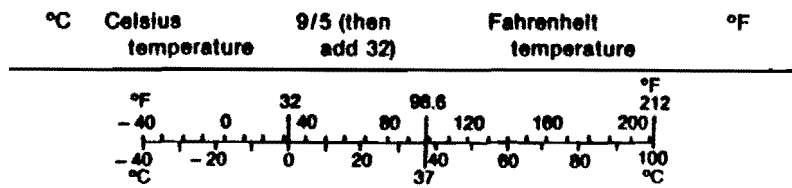
Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH				
mm	millimetres	0.039	inches	in
m	metres	3.28	feet	ft
m	metres	1.09	yards	yd
km	kilometres	0.621	miles	mi

Symbol	When You Know	Multiply By	To Find	Symbol
AREA				
mm ²	millimetres squared	0.0016	square inches	in ²
m ²	metres squared	10.764	square feet	ft ²
km ²	kilometres squared	0.39	square miles	mi ²
ha	hectares (10 000 m ²)	2.53	acres	ac

Symbol	When You Know	Multiply By	To Find	Symbol
MASS (weight)				
g	grams	0.0353	ounces	oz
kg	kilograms	2.205	pounds	lb
Mg	megagrams (1 000 kg)	1.103	short tons	T

Symbol	When You Know	Multiply By	To Find	Symbol
VOLUME				
mL	millilitres	0.034	fluid ounces	fl oz
L	litres	0.264	gallons	gal
m ³	metres cubed	35.315	cubic feet	ft ³
m ³	metres cubed	1.308	cubic yards	yd ³

TEMPERATURE (exact)



These factors conform to the requirement of FHWA Order 5190.1A.

* SI is the symbol for the International System of Measurements

ABSTRACT

This study evaluates the effectiveness of a motorist information system, InfoBanq_{SM}, that provides real-time traffic information for pre-trip planning using computer display terminals within a major activity center in Houston, Texas. The Texas Transportation Institute (TTI) conducted the evaluation over a twenty-four month period based on the acceptance and utilization of information by the public, the reliability of the system's information, and the cost-effectiveness of the system.

IMPLEMENTATION STATEMENT

This study evaluates the effectiveness of a motorist information system, InfoBanqSM, that provides real-time traffic information for pre-trip planning using computer display terminals within a major activity center in Houston, Texas. The Texas Transportation Institute (TTI) conducted the evaluation over a twenty-four month period based on the acceptance and utilization of information by the public, the reliability of the system's information, and the cost-effectiveness of the system.

The findings of the study and the subsequent suggestions can be incorporated into any real-time motorist information system. They are directed toward maximizing utilization of such a system by effectively informing potential users of the system and by ensuring clear presentation of timely and accurate information.

ACKNOWLEDGEMENTS

This report is based on a study conducted by the Texas Transportation Institute sponsored by the Texas Department of Transportation, District 12, in Houston, Texas.

This report was prepared by staff of the Transportation Analysis and Design Program of the Traffic Operations Division under the direction of William R. McCasland. Special appreciation is extended to him and the following individuals, without whose help this report would not have been possible: Tommy Cromer, Elizabeth Crowe, Tony Moran, Tom Nguyen, Lee Anne Shull, Jill Smith, Nada Trout, Nitin Vaidya, Mike Vickich, Lawrence Watkins, and Kevin Welborn.

DISCLAIMER

The contents of this report reflect the views of the author who is responsible for the opinions, findings, and recommendations presented herein. The contents do not necessarily reflect the official views or policies of the Texas Department of Transportation. This report does not constitute a standard, specification, or regulation, nor is it intended for construction, bidding, or permit purposes.

SUMMARY

This report documents the results of a twenty-four month evaluation of the effectiveness of a motorist information system, InfoBanq_{SM}, that provides real-time traffic information for pre-trip planning using computer display terminals within a major activity center in Houston, Texas. The system was evaluated on the basis of the acceptance and utilization of its information by the public, its reliability, and its cost-effectiveness.

Weekly random on-site system investigations showed that the average operational percentage of terminals was found to be 96%. This figure improved to 100% over the last ten months of the evaluation period.

Sample counts of pedestrians at the terminals revealed that approximately 2% of those observed (117 individuals) actually stopped at the traffic information terminals to view the information. A written survey of tenant employees indicated that 71% of the 153 random respondents were aware of InfoBanq_{SM} and the information it provides. The most common method of discovery of the system was walking by a terminal (90%). Respondent utilization of the system was found to be 69%, which conflicts with the results from the on-site counts. Sixty-four percent (64%) of respondents who use the system found the information useful, and 44% of that same group said they have changed their travel route based on given information.

Construction information provided was consistent and reliable based on a comparison study. However, the incident information was less reliable. In many cases, incidents did not appear on the screen in a timely manner (within 30 minutes), especially during the PM peak period.

A cost evaluation revealed that the system would be cost-effective if those users observed during on-site counts used the system between 3 and 4 times a week and saved at least 20 minutes with each use. Similarly, those users determined by the written survey would make the system cost-effective if they used it between 4 and 5 times a week and saved at least 20 minutes with each use.

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BACKGROUND

InfoBanq_{SM}, an experimental motorist information system jointly sponsored by the U.S. Department of Transportation, Federal Highway Administration, and the Texas Department of Transportation (TxDOT), is operating in a major activity center in Houston, Texas. The activity center selected for this demonstration project is Greenway Plaza, which houses some 12,000 employees. It was selected because of its employment characteristics and its proximity to US 59S (Southwest Freeway), as illustrated in Figure 1.

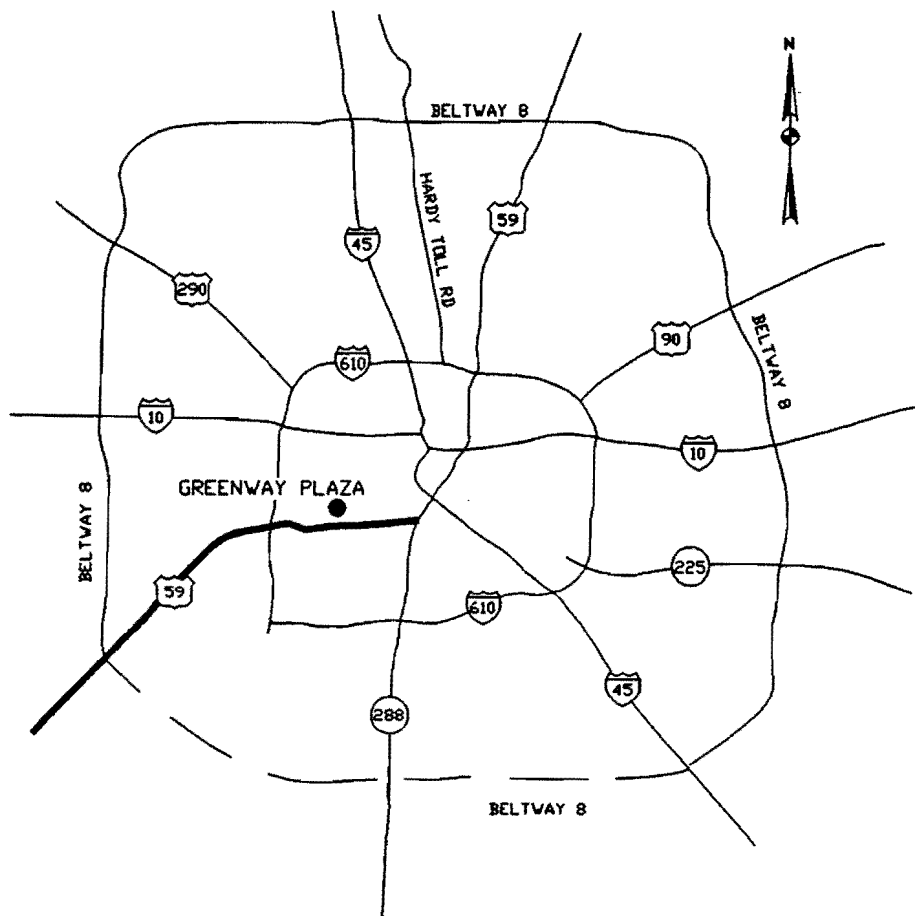


Figure 1. Greenway Plaza on US 59S, Houston

Ten computer display terminals have been installed within Greenway Plaza at access points to the parking facilities for various buildings, as illustrated in Figure 2. One additional terminal has been installed in the TxDOT Public Information Office for the Southwest Freeway Reconstruction project.

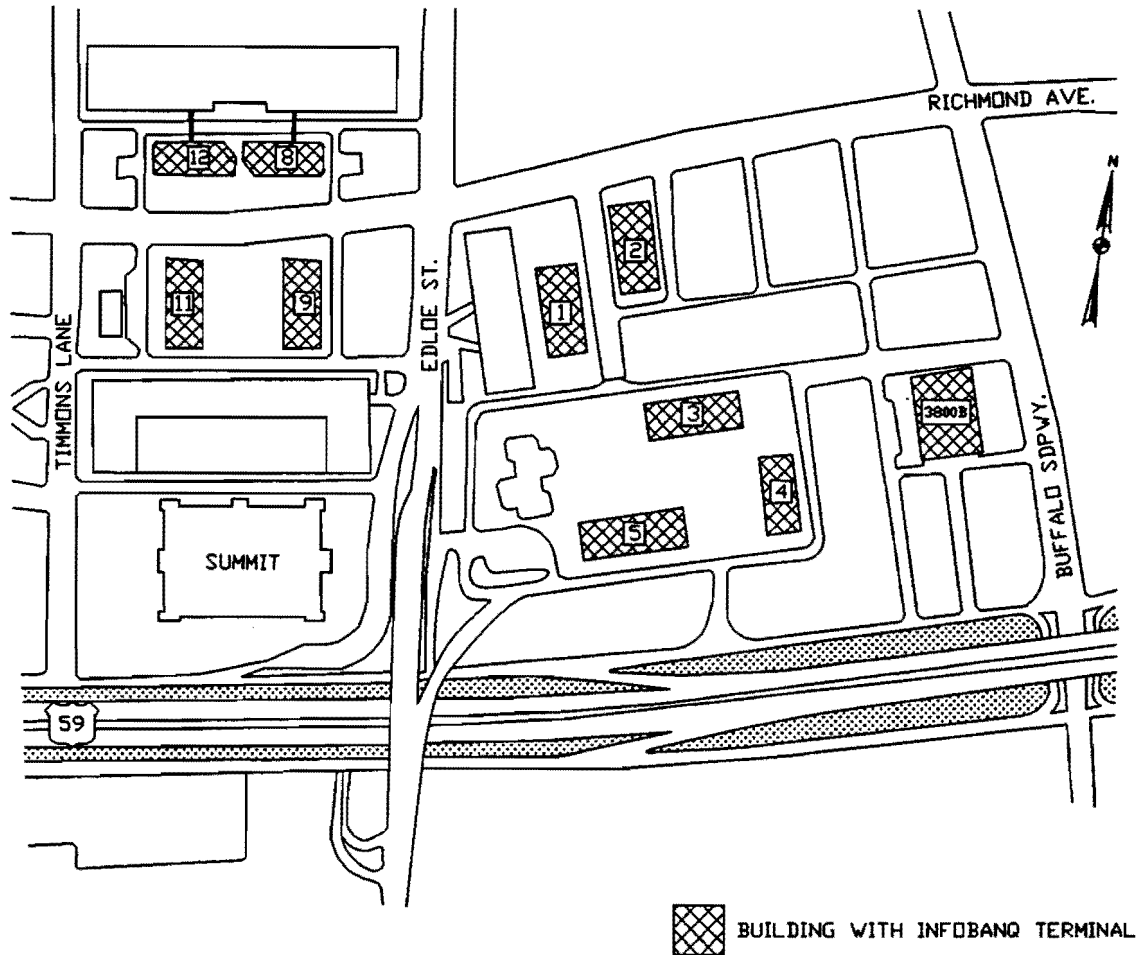


Figure 2. Computer Terminal Locations, Greenway Plaza

InfoBanq_{SM} simultaneously distributes the same traffic information to each of the eleven computer display terminals. It provides real-time traffic information to a substantial driver population on a large scale at the work place, rather than in the vehicle or at home.

The objective is to provide drivers with information which allows them to make choices concerning their commute trip before leaving the office.

The Southwest Freeway carries the highest volume of traffic of all radial freeways in Texas. The freeway carries over 200,000 vehicles per day and serves various activity centers in the city such as Greenway Plaza, the Galleria, the Summit, the Central Business District, and the Texas Medical Center, as illustrated in Figure 3.

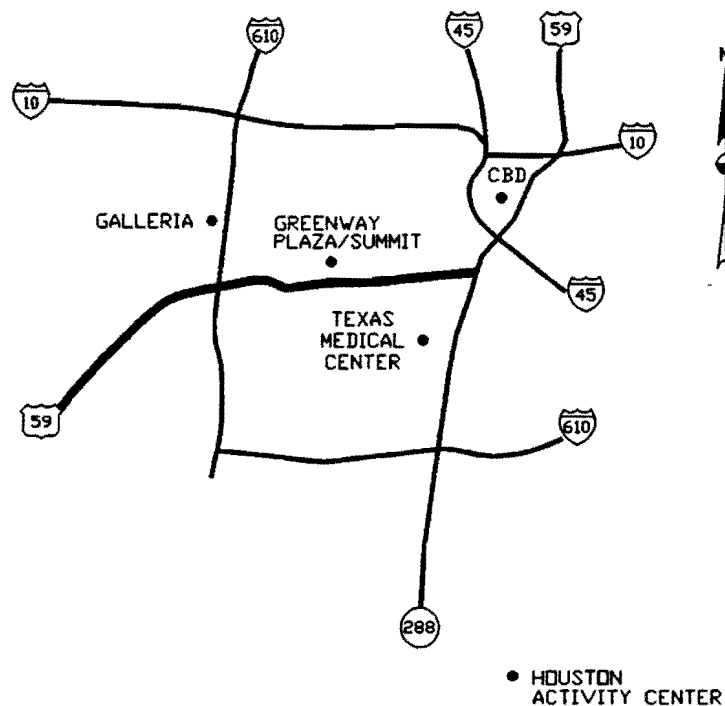


Figure 3. Activity Centers Served by US 59S, Houston

The Southwest Freeway is currently undergoing extensive reconstruction. This project involves the reconstruction and widening of the frontage roads and main lanes, and the construction of an exclusive High Occupancy Vehicle Lane (HOVL) in the freeway median. This reconstruction project creates problems for commuters in the form of congestion, both recurring and nonrecurring. Any information available to commuters concerning roadway conditions has the potential to reduce congestion on the Southwest Freeway and other key

roadways by reducing travel demands. The objective of InfoBanq_{SM} is to provide accurate and timely information to Greenway Plaza employees on freeway construction, accidents, disabled vehicles, and other roadway conditions, so that they may make decisions concerning travel routes to other areas of the city throughout each day.

TRAFFIC INFORMATION

The traffic conditions displayed on the computer display terminals are obtained from various sources by the commercial traffic advisory service that operates InfoBanq_{SM} under contract for TxDOT. These sources include the commercial traffic advisory service itself, TxDOT courtesy patrols, Harris County Metropolitan Transit Authority (Metro), the Motorist Assistance Program (MAP), law enforcement personnel, Houston drivers with cellular phones, and other emergency vehicles, as shown in Figure 4. Additional roadway condition reports and incident management information that relate to traffic operations are provided to InfoBanq_{SM} by the TxDOT Interim Communications Center.

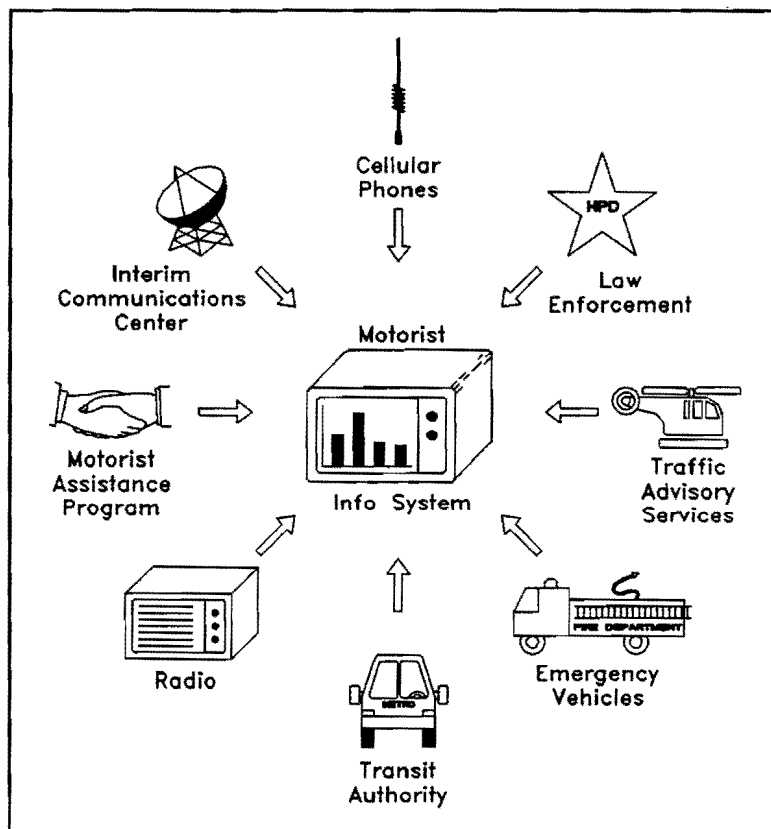


Figure 4. Traffic Information Sources

The information displayed by the terminals focuses on the Southwest Freeway since it is the major facility serving Greenway Plaza. Thus, all reports on construction, accidents, disabled vehicles, lane blockages, and traffic conditions on the Southwest Freeway are displayed. Furthermore, all reports on construction, incidents, and traffic conditions involving access routes to the Southwest Freeway are displayed. These access routes include frontage roads, ramps, adjacent arterials, and cross streets. Finally, major incidents on Interstate Highway (IH) 610 West Loop, other urban freeways, and major surface streets are also reported.

The aforementioned information is prioritized to serve those persons already in the Southwest Freeway Corridor at the Greenway Plaza complex. The priority categories in order of importance are: (1) Southwest Freeway conditions and incidents, (2) major problems on access routes, (3) incidents on other freeways, and (4) other general roadway conditions. The traffic information is divided into different categories on the computer terminals. They include MAJOR ACCIDENTS AND OTHER PROBLEMS, TODAY'S SCHEDULED CONSTRUCTION, OUTBOUND FREEWAY CONDITIONS, and SOUTHWEST FREEWAY RECONSTRUCTION PROJECT. Each terminal also displays non-traffic information to entice employees to use the system.

SYSTEM NETWORK

Traffic conditions and other relevant information obtained by the commercial traffic advisory service are entered directly into a source computer at their office. The source computer then transmits digital information every three to five minutes via phone line to computer display terminals in the buildings at Greenway Plaza. It accomplishes this with software on each terminal that dials the source computer every three to five minutes. Once a connection is made, the software takes the signal from the source computer and updates the screen on the computer display terminal. This process is illustrated in Figure 5. If no new information is on the source computer, the software still updates the screen at the terminal assuring that the most current traffic information is displayed at the terminals.

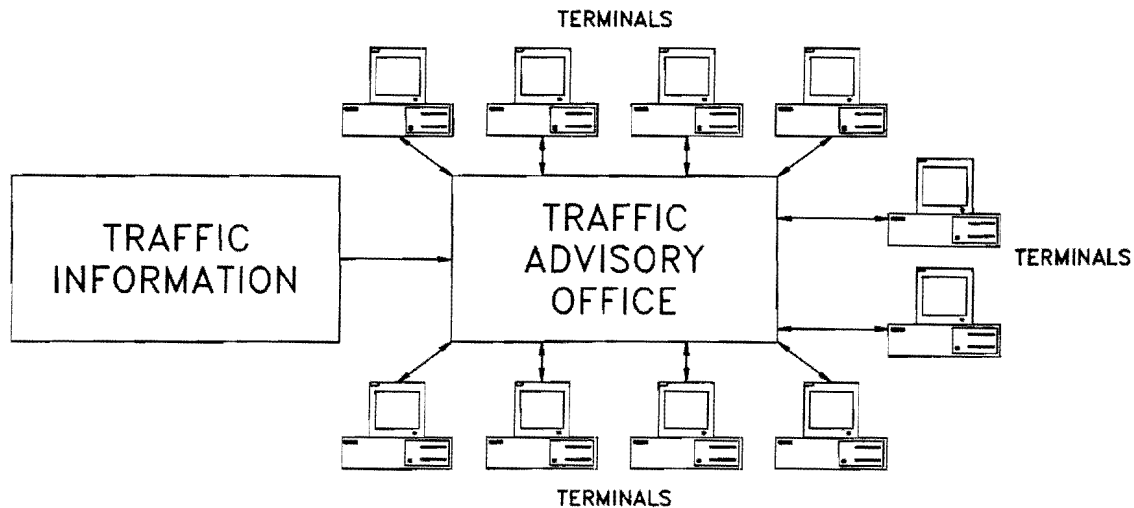


Figure 5. InfoBanq_{SM} System Network

SYSTEM OPERATIONS

The traffic advisory service operates InfoBanq_{SM} according to the following schedule:

Monday through Friday	6:00 am to 10:00 pm
Saturday	9:00 am to 6:00 pm
Sunday	10:00 am to 6:00 pm

The system does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. The messages displayed on the screen are updated every three to five minutes by the computer program. However, it is the responsibility of the traffic advisory service to check the contents of the display for accuracy. Messages are updated when new information is received from the field. The source computer keeps a record of each screen that is forwarded to the computer display terminals. The update time and new display are then placed in the memory of the computer on disk for retrieval. If no changes or additions are made to the information during the update time period, the computer automatically updates the screen with the previous information and stores the screen and update time as usual.

JANUARY 1991 EVALUATION REPORT

The evaluation report prepared in January 1991 encompassed system reliability and system utilization. System reliability was measured based on weekly random on-site system investigations performed by project staff. System utilization was measured in two manners. Sample counts of pedestrians at each terminal were taken to obtain general information on the number of pedestrians who view the terminals. A survey of building employees was conducted to obtain more specific information on the actual utilization of information provided by the system. System reliability was measured based on weekly random on-site system investigations performed by project staff. Three major recommendations were made based on the evaluation findings. One recommendation was to improve the reliability of the system by ensuring operational status at 100%. This task would help establish system credibility with the users and boost employee utilization. Launching a public relations campaign within Greenway Plaza was recommended to increase public awareness and utilization. Finally, suggestions regarding the presentation of information on the screens were made. The objectives of these suggestions were to make the system easier to use and to ensure reliability to the user.

After the report was reviewed by TxDOT, it was made available to those parties involved in the project. The on-site investigations of the system terminals were continued during the review period. The recommendations in the report were implemented. The system reliability was upgraded to nearly 100% and changes in the information presentation were made to improve text readability. The public relations campaign was conducted in the form of a tri-fold brochure, 1000 copies of which were produced and distributed on each of the ten terminals in Greenway Plaza. The brochure gave basic information about InfoBanq_{SM} including who sponsors the project, what information is provided, from where the information is obtained, how the system operates, and when it operates. A copy of the brochure is included in Appendix E.

SYSTEM EVALUATION

The evaluation of InfoBanq_{SM} encompasses four areas of effectiveness. These areas are system reliability, system utilization, information reliability, and cost effectiveness. System reliability was measured based on weekly random on-site system investigations performed by project staff. System utilization was measured with sample counts of pedestrians at each terminal taken to obtain general information on the number of pedestrians who view the terminals. A survey of tenant employees was also conducted in various Greenway Plaza buildings to obtain more specific information on the actual utilization of information provided by the system. Information reliability was determined in two manners. First, construction messages provided on the display terminals were compared to those provided by the TxDOT Public Road Construction Advisory and Information Bulletin Board. Second, incident messages displayed on the terminals were monitored in conjunction with specific incidents reported from the field. A cost evaluation was also conducted to determine the break-even point for the system.

System Operations

Data Collection

The general system operations data was collected during weekly random on-site investigations of each terminal in Greenway Plaza by project staff. The date and current time were noted for each terminal as well as the appearance of current information. Special note was taken if any terminal was inoperative, displayed unusual error messages, or did not give the information necessary to fulfill the contract. The findings of each system investigation were then reported to TxDOT and the commercial traffic advisory service for reference and further action if necessary. A sample on-site investigation report form is located in Appendix B.

Data Analysis and Findings

The results of the on-site investigations were compiled to determine the operational reliability of the system. During 80% of the investigations conducted at random intervals once the system was operational, all available terminals were operational, as illustrated by Figure 6.

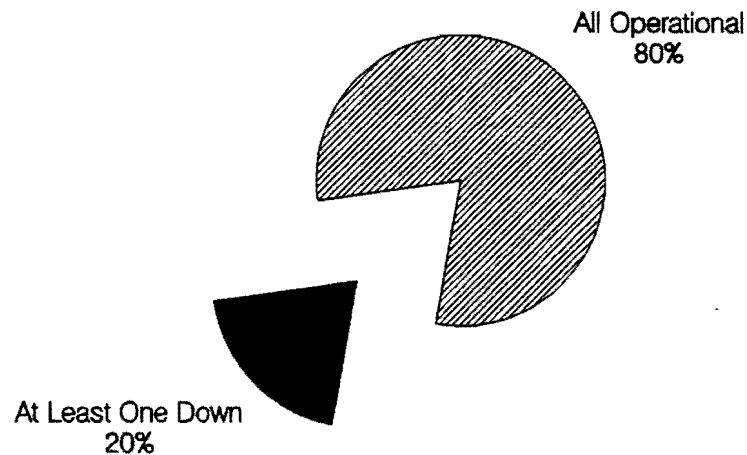


Figure 6. Terminal Operations: Percent of Investigations

The problems encountered during investigations in which at least one terminal was inoperative were varied. The majority occurred in a four-month period during which the commercial traffic advisory service changed the system to the current dial-out network (see **SYSTEM NETWORK**). Other incidents that caused terminal malfunctions included flooding and power failures.

At various times throughout the evaluation period, individual terminals were not available due to building remodeling activities. The average operational percentage was determined by dividing the total number of operational terminals during all of the on-site investigations by the total number of terminals available during all of the investigations. The resulting average operational percentage was 96%, as illustrated by Figure 7. Over the last ten months of the evaluation of the system, this average percentage improved to 100%.

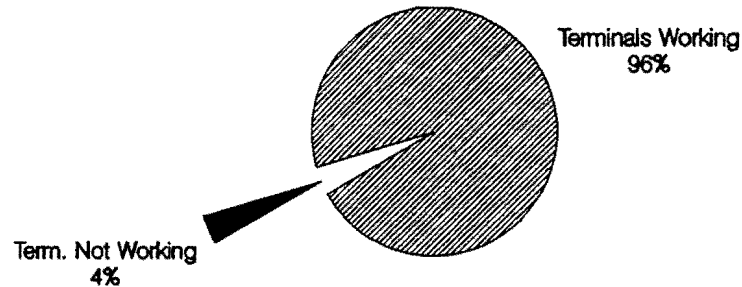


Figure 7. System Reliability: Average Operational Percentage

On-Site Pedestrian Counts

Data Collection

The daily on-site pedestrian counts were conducted from 3:30 P.M. to 5:30 P.M. during a typical work week. One count was conducted in each of nine buildings containing computer display terminals on Tuesday or Thursday for two weeks. A count was not conducted in 11 Greenway Plaza (GP) because the terminal was unavailable due to remodeling activities.

One observer was stationed in each building near the computer display terminal to observe pedestrian activity. The pedestrians were divided into those walking to the parking garage, those walking from the parking garage, and those passing through the area to a destination other than the garage. The observers then divided the pedestrians into the following categories based on their apparent behavior regarding the terminal:

- (1) Pedestrian stopped at the terminal;
- (2) Pedestrian glanced at the terminal while walking by; and
- (3) Pedestrian did not stop at the terminal.

The data was collected and recorded in fifteen minute increments for analysis. Comments were also noted concerning questions asked by passers by and general observations about system operations and pedestrian behavior. A sample count sheet used for the on-site pedestrian study is located in Appendix B.

Data Analysis and Findings

Table 1 summarizes the data according to building and pedestrian behavior.

Table 1. Observed Pedestrian Behavior: Total

	Stopped		Glanced		Didn't Stop		Total No.
	No.	%	No.	%	No.	%	
1 GP [†]	4	1.5	15	5.6	250	92.9	269
2 GP	13	4.1	5	1.6	299	94.3	317
3 GP	12	1.6	5	0.7	716	97.7	733
4 GP	12	3.0	5	1.2	385	95.8	402
5 GP	25	1.6	10	0.7	1485	97.7	1,520
8 GP	23	3.1	28	3.8	688	93.1	739
9 GP	3	0.8	6	1.6	359	97.6	368
12 GP	19	3.3	26	4.6	527	92.1	572
3800 BS [*]	6	1.5	19	4.8	373	93.7	398
Total	117	2.2	119	2.2	5,082	95.6	5,318

[†] Greenway Plaza
^{*} Buffalo Speedway

As indicated by Table 1, only a small percentage of all pedestrians observed in each building actually stopped at the traffic information terminals to view the information: ranging from a high of 4.1% in 2 GP to less than 1% in 9 GP, with an average of 2.2%. With only the on-site count information on terminal use, it is difficult to establish a reason

for such low numbers, or whether or not the pedestrians actually used the information. Approximately 2.2% of all observed pedestrians glanced at the terminal but did not stop to gather information. This behavior seems to indicate that the terminals' presence appears to generate mild curiosity in a pedestrian who is unaware of their existence or intended use.

Figure 8 illustrates the percentage of pedestrians stopping at the terminals, about 2%, observed during the on-site counts. Although this percentage is small, the figure indicates that the potential for utilization is large given that over 5,000 pedestrians pass by the terminals each day during the evening peak travel period.

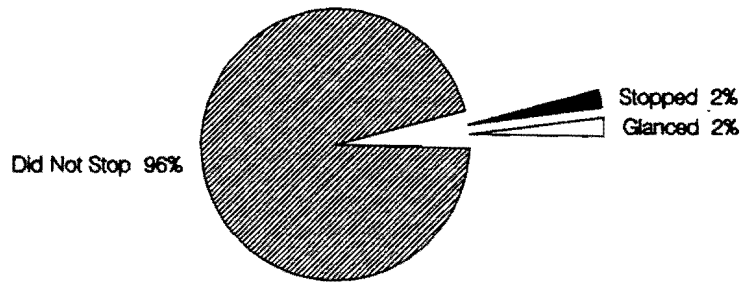


Figure 8. Overall Observed Pedestrian Behavior

Table 2 summarizes the behavior of those pedestrians observed traveling to the parking garage. Again, only a small percentage of pedestrians traveling to the parking garage to leave actually stopped at the traffic information terminals to view the information.

Table 2 illustrates that some terminals had higher utilization percentages by outgoing pedestrians than others. These values could indicate that some terminals are located in less than ideal positions with respect to the parking area for that building. For instance, the terminals in 3 GP, 4 GP, and 5 GP had outgoing utilization percentages of 1.7%, 3.2%, and 2.3%, respectively. This steady use relative to other buildings could be attributed to the terminals' positions in the underground Concourse connecting these buildings.

Table 2. Observed Pedestrian Behavior: To Parking

	Stopped		Glanced		Didn't Stop		Total No.
	No.	%	No.	%	No.	%	
1 GP*	3	1.6	9	4.9	171	93.4	183
2 GP	11	4.0	2	0.7	260	95.2	273
3 GP	11	1.7	4	0.6	631	97.7	646
4 GP	8	3.2	3	1.2	240	95.6	251
5 GP	23	2.3	8	0.8	980	96.9	1,011
8 GP	23	3.4	27	3.9	637	92.7	687
9 GP	3	1.1	4	1.4	275	97.5	282
12 GP	18	3.5	24	4.6	478	91.9	520
3800 BS*	6	1.9	10	3.1	302	95.0	318
Total	106	2.5	91	2.2	3,974	95.3	4,171

- * Greenway Plaza
- * Buffalo Speedway

The Concourse has heavy pedestrian traffic because of the commercial establishments located therein as well as because of its parking access. However, some pedestrians park on a level lower than the Concourse and do not pass the terminal as they exit. Figure 9 illustrates the placement of these terminals as well as the layout of the Concourse.

The terminals in 8 GP and 12 GP each had over 3% utilization by outgoing pedestrians. Each of these terminals is located in an enclosed pedestrian walkway that connects each building with the parking garage. Since this walkway is only one of two ways to reach the garage from each building, it is an ideal location for the terminal. Figure 10 presents the locations of these terminals in the walkway connected to the parking garage.

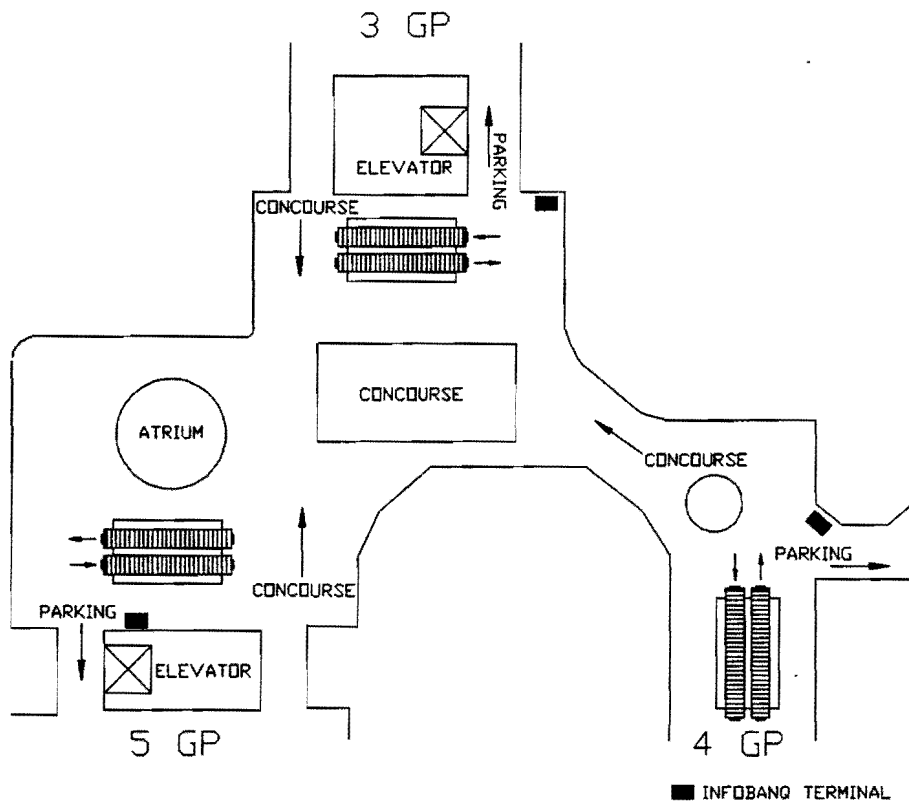


Figure 9. Greenway Plaza Concourse and Terminal Locations

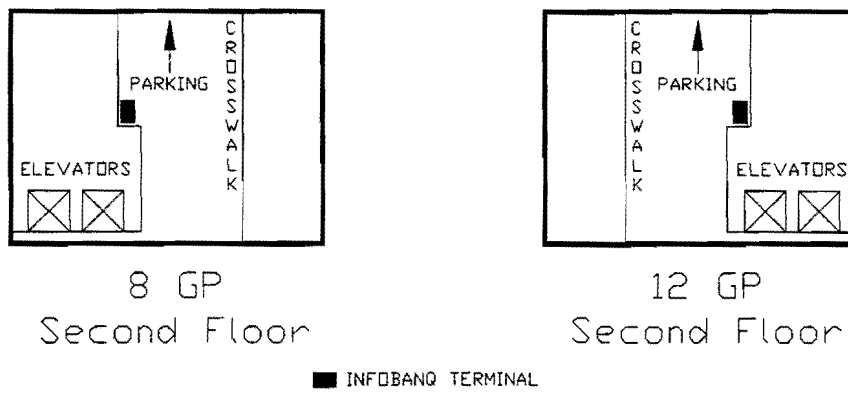


Figure 10. Terminal Locations in 8 Greenway Plaza and 12 Greenway Plaza

As indicated by Table 2, the terminals in 1 GP, 9 GP, and 3800 Buffalo Speedway (BS) had small percentages of outgoing pedestrians stopping compared to the other terminals. This fact could be an indication that these terminals are poorly located. For example, in the case of 3800 BS, the terminal is located at a ground level security exit to the building. However, most if not all building tenants park below the building on the parking level. In the case of 1 GP, the terminal is located in the lobby on the first floor of the building. Some building tenants may never see the terminal if they park on the second level of the parking facility which is accessible from the building via overhead pedestrian crosswalk. In the case of 9 GP, the terminal is located at the exit to a small parking facility mostly used by building visitors. Tenants may park in the facility connected to 8 GP since 8 GP is accessible via an overhead pedestrian crosswalk connected to 9 GP. This situation may explain low utilization in 9 GP.

The on-site counts conducted at terminal locations revealed useful information concerning utilization. The fact that most pedestrians did not stop and view the terminals during the evening peak travel time indicates that building employees need to be informed about the system's existence and intended use. Furthermore, based on what little use was observed, some terminals may need to be relocated to attract more users. Other locations might be in tenant offices or on employees' desks so users might read the information before leaving the office.

Greenway Plaza Tenant Survey

Data Collection

A survey of Greenway Plaza tenants in buildings having traffic information terminals was conducted during four consecutive working days (Tuesday - Friday) from 9:30 A.M. to 4:00 P.M. in late June 1992. The surveys were conducted in the underground Concourse near the terminals in 3 GP and 5 GP and in passageways near the terminals in 4 GP, 12 GP, and 3800 Buffalo Speedway. Random volunteers responded to questions asked by staff members. The objective of the survey was to obtain feedback concerning utilization and

usefulness and comments regarding the system. Various questions were asked of the tenant employees concerning whether or not they were aware of the system, how the knowledge of the system was gained, whether or not they used the information provided by the system, which terminals they used, and how often they used them. Comments were also requested on whether the information was useful, if travel routes were altered based on information provided by the system, or reasons for not using the system altogether. Basic demographic questions were also asked for comparison purposes. The confidentiality of all responses was assured by staff administering the surveys. A copy of the survey is located in Appendix B.

Data Analysis and Findings

One hundred fifty-three (153) surveys were answered by random volunteers during the four-day period. The completed surveys were categorized according to building and were coded into a data file and statistically analyzed. The results of the data analyses are located in Appendix D. Since only a small sample of employees were surveyed, the results may not be as reliable as those from other data collection efforts. However, the information retrieved can be helpful in determining future actions.

Table 3 illustrates the demographic questions asked of survey respondents. The survey response choices for each question are listed with the associated regional population statistics of the Houston metropolitan area for comparison purposes.¹ Additional background information was obtained from survey respondents regarding education, driving experience, and length of daily commute. The results to these questions are in Table 4.

As illustrated by Table 3, survey respondents were over-represented by males, Anglos, and individuals between the ages of 25 and 55. Table 4 indicates that 69% of the survey respondents stated they attended college. Seventy-seven percent (77%) of survey respondents indicated they have driven in Houston for more than 5 years, and 50% said that they drove between 10 and 25 miles to work each day. Detailed question response rates based on these demographics are located in Appendix D.

¹ Population Statistics, Texas State Data Center, Texas A&M University, U.S. Census Bureau, 1988.

Table 3. Survey Respondent Demographics

Survey Question	Survey Response Choice	Response*	Houston Metropolitan Population Statistics [†]
What is your gender?	A. Male	69%	50%
	B. Female	31%	50%
What is your age?	A. Less than 25	8%	23%
	B. 25-35	27%	
	C. 26-45	35%	
	D. 46-55	28%	51%
	E. Over 55	2%	26%
What is your family background?	A. Anglo	74%	68%
	B. African American	11%	17%
	C. Hispanic	9%	13%
	D. Asian	8%	N/A
	E. American Indian	0%	2%

Sum of percentages may not equal 100% due to rounding.

Table 4. Survey Respondent Background Information

Survey Question	Survey Response Choice	Response*
How long have you been driving in Houston?	A. Less than 1 year	6%
	B. 1 - 5 years	17%
	C. Over 5 years	77%
Approximately how many miles do you drive to work?	A. Less than 5 miles	7%
	B. 5 - 10 miles	13%
	C. 10 - 25 miles	50%
	D. 25 - 50 miles	27%
	E. Over 50 miles	3%
What was the last grade in school you completed?	A. Less than high school	1%
	B. High school graduate/equivalent	10%
	C. Some college	29%
	D. College degree(s)	60%

Sum of percentages may not equal 100% due to rounding.

According to those who responded to the survey, 71% said they were aware of the InfoBanq_{SM} terminals in Greenway Plaza and the information they provide, as illustrated by Figure 11.

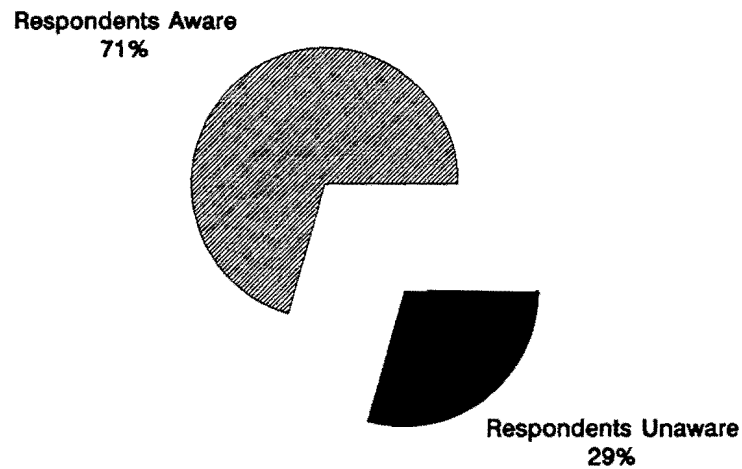


Figure 11. Respondent Awareness of InfoBanq_{SM}

Figure 12 shows that the majority of respondents (90%) discovered the terminals by walking by one.

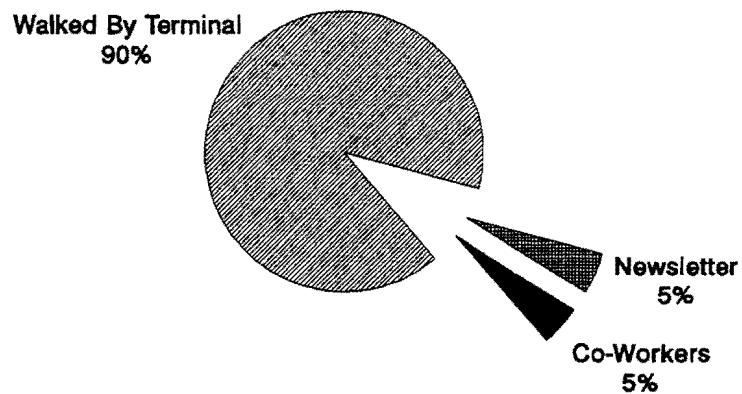


Figure 12. Respondent Means of InfoBanq_{SM} Awareness

Other methods of discovery were through co-workers (5%) and through various corporate newsletters (5%). These methods of awareness of the system are encouraging. However, the fact that most learned of the system by walking by a terminal could indicate that some sort of public relations effort is needed to increase tenant awareness. Various methods of approaching this effort will be considered in order to maximize tenant exposure and to encourage utilization.

Sixty-nine percent (69%) of survey respondents stated that they currently use or have used the traffic information terminals, as shown in Figure 13. Of those respondents, 62% said they use them infrequently (two or three times a week). Twenty-seven percent (27%) said they use them once a day, and 11% said they use them more than once daily. It is important to note that these results indicate significantly higher utilization than those from the on-site counts.

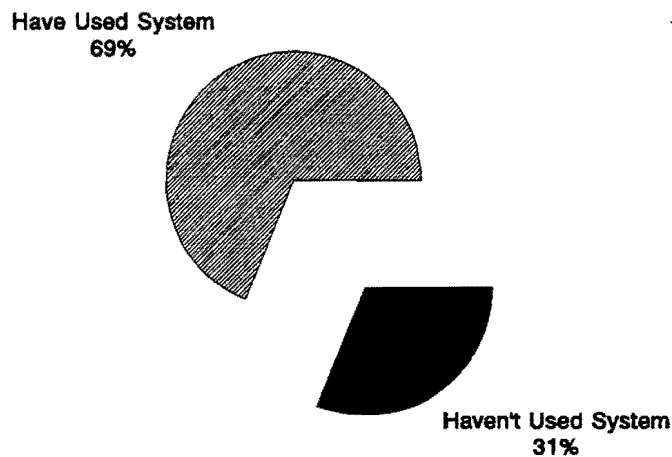


Figure 13. Respondent Use of InfoBanq_{SM}

Of those respondents that stated they do not use the system, 62% indicated that they have no need for the information provided. Common explanations included that they have only one commute route or that they do not commute on a major congested route such as a surface arterial. Other respondents indicated that they don't use the system because: (a) they find the location of the terminals inconvenient (15%), (b) the format used is confusing (12%), or (c) the information they need is not displayed on the terminals (8%). Seventy-

nine percent (79%) of respondents who don't use the system said they would use it in the future now that they are aware of its purpose and the possibility of time savings during commute trips.

Figure 14 indicates the respondents' opinions regarding the usefulness of the information provided by the system. Of those respondents who have used the system, 64% answered that they have found the information useful.

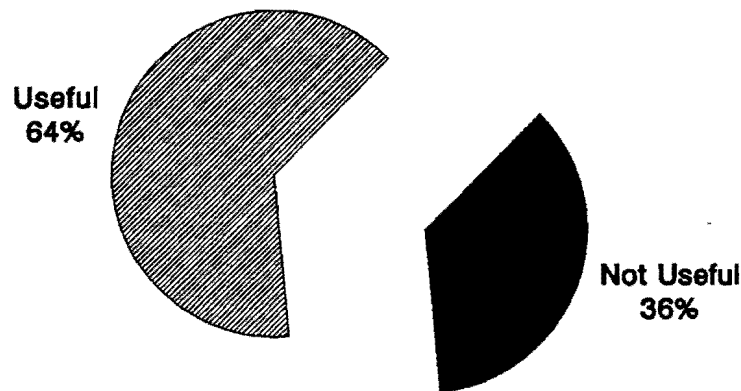


Figure 14. Usefulness of InfoBanq_{SM} Information

Forty-four percent (44%) of respondents who use the system said they have changed their travel route based on given information, as illustrated in Figure 15.

Respondents were asked what could be done to make the system more useful to them. Twenty-six percent (26%) said alternating a graphic map illustrating the information with the text would be helpful. Another 25% said access via personal office computer would be ideal. Sixteen percent (16%) stated that terminals in their particular office suite would be convenient, and 16% indicated that providing alternate route information would be useful. Other responses included the use of scrolling text to include information (9%) and access via telephone (8%). Finally, respondents were asked to identify potential urban locations for similar traffic information systems. Airports (34%) and special events centers

(32%) were favorable, and other choices included bus stations (17%) and transit facilities (11%).

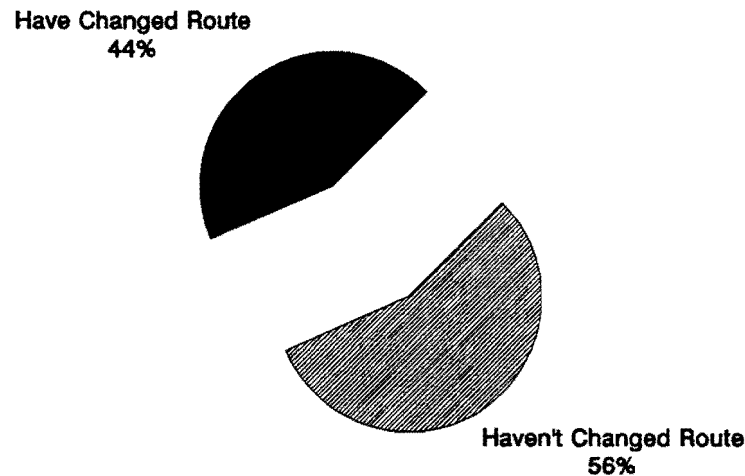


Figure 15. Respondent Route Change Behavior

Construction Information

Data Collection

The reliability of construction messages provided on the display terminals was determined by comparison. The construction information data used for comparison purposes was collected on a weekly random basis. The messages displayed on the InfoBanq_{SM} terminals were gathered by TTI staff connecting with the InfoBanq_{SM} source computer via telephone modem and later during weekly random on-site investigations of the terminals. The scheduled construction for each corresponding day was then obtained from the TxDOT Public Road Construction Advisory and Information Bulletin Board via telephone modem. This data collection took place for a period of three months during the evaluation period.

Data Comparison and Findings

Overall, the presentation of construction information on the InfoBanq_{SM} terminals was satisfactory. Primarily, the messages displayed during the evaluation period focused on major freeways, freeway frontage roads and ramps, and major arterials (in order of importance). A separate category was provided for the Southwest Freeway reconstruction period as required in the project contract.

The information provided on the TxDOT Public Road Construction Advisory and Information Bulletin Board fell into one of three categories: added message (A), modified message (M), and repeated message (R). The InfoBanq_{SM} terminals consistently displayed any (A) or (M) messages from the Bulletin Board for several days and/or weeks until such time as drivers using the system could become accustomed to the construction area mentioned in the message. The messages were then only repeated when space warranted on the screen. InfoBanq_{SM} also displayed various construction messages based on level of importance. Total closures received special notation in red blocks on the screen. For instance, the Southwest Freeway reconstruction project scheduled a "Big Switch II" at the beginning of November 1992. This project consisted of the closure of all outbound lanes for a period of approximately sixteen hours during a weekend in order to switch traffic from temporary inside lanes to completed outside lanes. InfoBanq_{SM} displayed a message notifying users of this closure for several days. When the project was complete, InfoBanq_{SM} then displayed a message notifying commuters that all outbound lanes were open. Other important messages displayed included construction areas with multiple lanes closed, alternate lanes closed, or closed entrance/exit ramps.

The construction information provided was consistent and reliable. It provided users with information on key construction areas around the city that might affect commuting routes. It must be noted that due to limited space, all construction in the city could not be listed. Thus, the displayed messages were chosen according to priority with respect to location and magnitude of project.

Incident Information

Data Collection

The reliability of incident messages provided on the display terminals was determined by comparison. The incident information used for comparison was collected in two manners. First, incidents in the north corridor of the city (i.e., IH 45 North, U.S. 59 North, and Hardy Toll Road) were reported from the field by cellular phone users participating in a separate TTI project. TTI staff then monitored the InfoBanq_{SM} terminal in 3800 BS to determine the time at which the incident appeared on the screen. The second method involved TTI staff traveling to incidents reported on the terminal to determine the accuracy of the information provided. These data collection efforts took place for a period of one month during the evaluation period. Copies of the report forms used for the two data collection efforts are located in Appendix B.

Data Comparison and Findings

The method of presenting incident information on the traffic information terminals is satisfactory. Each incident listed may be in one of four stages: reported, confirmed, clearing, and cleared. Once an incident is cleared and traffic conditions are back to normal, the incident is removed from the screen. Incidents are also classified according to type and severity. The categories used include minor, injury, major, fatality, car fire, and auto-pedestrian. Severe incidents are usually enclosed in a red box to draw attention to them. Descriptions of incidents may also include important information such as emergency personnel on the scene. Various other incidents and conditions are also listed including stalls, pot holes, debris in the road, and signal malfunctions. Finally, the terminals display general incoming and outgoing freeway conditions during the peak travel periods.

The comparison of reported incidents to InfoBanq_{SM} messages revealed that in many cases, incidents do not appear on the screen in a timely manner. Most incidents reported and compared during the AM peak appeared on the screen within 30 minutes, some in as

few as 8 minutes. However, most of the incidents reported during the PM peak period did not appear on the screen within 30 minutes, some not even within 60 minutes. These findings are not favorable since the PM peak travelers are more likely to use the terminals before leaving the office complex. Thus, they need timely information to make commute route decisions. However, it is important to note that those incidents used for comparison only pertain to the north corridor. Since InfoBanq_{SM} focuses on the Southwest Freeway corridor, it is likely that the traffic advisory service concentrates on presenting timely information for this corridor during the peak travel periods and only displays other incidents as space allows.

The field observations of various listed incidents revealed that those messages listed and confirmed by TTI staff were accurate in their description and location of the incident. The timeliness of those particular incident messages was not determined.

Cost Effectiveness

Data Collection

The cost effectiveness of InfoBanq_{SM} was determined by weighing the cost to install and operate the system against the time-savings benefits incurred by users. The cost of the system was based on a two-year contract between TxDOT and the commercial traffic advisory service. The terms of the contract were that TxDOT would pay the following:

The potential benefits of the system were based on time savings. The value of time was assumed at \$9.76 per person-hour or \$12.20 per vehicle-hour (obtained from the Consumer Price Index as prepared by the U.S. Department of Labor). Potential yearly benefits were then generated for 5, 10, 15, 20, 25, and 30 vehicle-minutes savings as a function of the number of users and their frequency of use per week. That data containing the break-even points is provided in Appendix D.

Table 3. InfoBanq_{SM} Contract Costs

Service	Unit Price	Terms	Total Cost
Installation of 11 Display Terminals	\$1,445.00	Once	\$15,895.00
Display of Motorist Information @ \$650.00 Per Terminal	\$7,150.00	24 Months	\$171,600.00
Total			\$187,498.00

Data Analysis and Findings

The following table illustrates the number of users required for cost-effectiveness of the system as a function of vehicle-minutes saved and the frequency of use per week over a two-year period.

Table 4. System Users Required for Cost Effectiveness

Vehicle-Minutes Savings	Frequency of Use Per Week				
	1	2	3	4	5
5	1804	902	601	451	361
10	902	451	301	226	181
15	601	301	201	151	121
20	451	226	151	113	91
25	361	181	121	91	73
30	301	151	101	76	61

Based on this data and the observed number of users during the peak travel period (117), the system would be cost-effective if those users used the system between 3 and 4 times a week and saved at least 20 minutes with each use. Similarly, based on the number of users determined with the written survey (105), the system would be cost-effective if they

used the system between 4 and 5 times a week and saved at least 20 minutes with each use. Note that if they saved more time with each use, they wouldn't have to use the system as often to make it cost-effective. As illustrated by Table 4, the more individuals who use the system, the more the system is cost-effective and the more benefits incurred by the users.

RECOMMENDATIONS

System Operations

Based on the results of the system evaluation, the system operates at an acceptable level of reliability at nearly 100%. No suggestions other than maintaining such operational reliability are necessary. However, some terminals were unavailable during interior renovation projects. During future projects of this kind, it is suggested that temporary locations be found for the terminals or that the terminals remain operating in their permanent location for as long as possible so as to eliminate or minimize down time, respectively.

Another suggestion involves the actual network of the system. Currently, each terminal is an interactive unit with the individual terminals connecting with the main computer via telephone modem. Although the current system works successfully and consistently, the traffic advisory service had problems in the past establishing and maintaining such a network because of the size of Greenway Plaza and the distances over which the information signals must travel. Thus, such an interactive network may not be feasible for projects like InfoBanq_{SM}. A more reliable network might involve converting each terminal to simply a passive screen which displays the traffic information but provides no interactive capabilities.

Such systems could also be expanded to provide information within individual office suites as well as to individual personal computers within an office. Such locations are more convenient to potential users as departure times can be altered in response to the information. With the current system, only travel routes can be generally altered since users are already on their way to their vehicles.

Public Relations

The key to system utilization is public awareness. If the system is to achieve its maximum potential and be cost-effective, all potential users need to know of its existence and the information it provides to the Houston commuter. Various public relations efforts might be made to increase public awareness and utilization. One initial manner to increase system awareness might be to place a sign of substantial size at each terminal. This sign would identify the terminal and its function to any pedestrian walking by, thus increasing general awareness on a daily basis. It would also make visitors to the buildings aware of the system.

Another measure might be to distribute informational brochures on a much wider scale than on the terminals. Distribution to each building tenant would help to increase public awareness as well as provide employees with exact locations of the terminals. Bulletins or newsletters could also be distributed on a regular basis to inform employees of any changes or upgrades in the system and to provide any general information on the system that might prove informational. The newsletter could also provide a forum for soliciting public opinion regarding the system.

Information Timeliness

Based on the incident information comparisons, one suggestion is to improve utilization. The speed with which incident messages are reported on the screen must be improved. Without timely and accurate information, the system cannot hope to attract users. Without users, the system cannot accomplish its objective of relieving urban congestion. A suggested time threshold for reporting incidents might be set at 10 minutes. Once an incident is listed as reported, the traffic advisory service can then confirm the incident and alter or remove the message as needed. By increasing the timeliness of the incident information, InfoBanq_{SM} can increase public confidence in the system and boost utilization.

Information Presentation

Several information presentation improvements might be made to increase utilization by ensuring reliability to the user and making the system easier to use. One suggestion is to place the time of the last information update on the screen along with the time of the next update. These times would help the user make sure that the information is current when considering using it.

Another suggestion is to incorporate a base map of the city having major travel routes and coded incidents. The screen could alternate between the text and map, remaining several minutes on each to allow users time to digest the given information. The base map might have color coded markers on it to identify various types of incidents. For example, red might indicate an accident, orange might indicate a construction area, and blue might note signal malfunctions. A blinking marker might also be used for severe incidents causing major traffic problems. Another suggestion may be to have the information scroll on the screen. This technique would allow more information to be provided as well as serve as an indication to the user that the information is current (as opposed to having a static screen).

CLOSING REMARKS

The suggestions previously mentioned in association with system operations, public relations, and information presentation are directed toward increasing utilization of the system. Without utilization, the system cannot achieve its purpose of providing accurate and timely information to Greenway Plaza employees so that they may make decisions concerning travel routes and save time in their vehicles. The suggestions concerning timeliness and accuracy are directed at the traffic advisory service in order to maintain the confidence of the users. Without the confidence that the information is correct, the utilization cannot be maintained.

APPENDICES

APPENDIX A: CHRONOLOGICAL PROJECT ACTIVITY REPORT

TTI PROJECT #09581 - INFOBANQ
Project Activity
1990-1991 Fiscal Year

<u>DATE</u>	<u>EVENT</u>
28 February 1991	<p><u>System Investigation:</u> All terminals operating properly. The information on terminals in 8 GP, 11 GP, and 12 GP was in a different format than that on the others. Need to investigate as to whether or not Richard Enlow has changed the format and if so, what it is.</p> <p><u>Memo:</u> To Steve Levine et al from Beverly A. Thompson to report investigation findings.</p> <p><u>Telecon:</u> T. Wayne Holcombe spoke with Carlton Allen. Carlton asked how the investigation went. Wayne also asked him to ask Richard Enlow for the LandSite software again.</p>
5 March 1991	<p><u>System Investigation:</u> All terminals operating properly. Format as follows: Major Problems Southwest Freeway Construction Project Scheduled Construction Signals and Other Problems</p> <p><u>Memo:</u> To Steve Levine et al from Beverly A. Thompson to report investigation findings.</p>
6 March 1991	<p><u>System Investigation:</u> All terminals operating properly.</p> <p><u>Memo:</u> To Steve Levine et al from Beverly A. Thompson and T. Wayne Holcombe to report investigation findings.</p>
11 March 1991	<p><u>System Investigation:</u> Investigation performed by SDHPT personnel. Some minor problems including the timing of the clocks and correlation of information.</p>
12 March 1991	<p><u>Fax:</u> Received from Carlton Allen to report investigation findings.</p> <p><u>System Investigation:</u> All terminals operating properly.</p> <p><u>Memo:</u> To Steve Levine et al from Beverly A. Thompson to report investigation findings.</p> <p><u>Meeting:</u> Dick McCasland and Beverly A. Thompson to discuss the next step in the evaluation process. Wants a rough timetable of actions regarding public relations and a meeting with Steve Levine within the next two weeks to go over the proposals and determine in which direction the evaluation will go next.</p> <p><u>System Investigation:</u> All terminals operating properly.</p> <p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p>
18 March 1991	<p><u>Memo:</u> To Dick McCasland from Beverly A. Thompson outlining a tentative meeting schedule and future actions for INFOBANQ. Hope to have the survey completed during June 1991.</p> <p><u>Letter:</u> To Margaret Garner, Editor of <i>Commuter Information Systems</i>, to request a correction regarding the spelling of INFOBANQ in the February issue.</p>
19 March 1991	<p><u>System Investigation:</u> All terminals operating properly.</p> <p><u>Memo:</u> To Steve Levine from Beverly A. Thompson and T. Wayne Holcombe to report investigation findings.</p>
21 March 1991	<p><u>Telecon:</u> Beverly Thompson spoke with Carlton Allen at SDHPT about setting up a meeting within the next two weeks to discuss actions for project in the way of public relations. Will get back on the date once he and Steve Levine confer. Also, the terminal in Southwest Freeway Project Office has not worked at all this month.</p>

TTI PROJECT #09581 - INFOBANQ

Project Activity
1990-1991 Fiscal Year

<u>DATE</u>	<u>EVENT</u>
21 March 1991	<u>Meeting:</u> Beverly A. Thompson and T. Wayne Holcombe to discuss actions for public relations and preparations for the meeting with Carlton Allen and Steve Levine.
22 March 1991	<u>System Investigation:</u> All terminals operating properly. The internal clocks on those in 2 GP, 3 GP, 4 GP, and 5 GP are fast. <u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.
25 March 1991	<u>Telecon:</u> Steve Levine called to ask to relay some slides and general info on INFOBANQ to a CBS affiliate in Seattle. Tentative meeting date set up for 10 April 1991.
26 March 1991	<u>System Investigation:</u> All terminals except for 9 GP operating properly. The terminal in 9 GP displayed two lines of stagnant ASCII characters and two lines of flashing ASCII characters. The lines were displayed at the very top of the screen and the remainder was blank. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson and T. Wayne Holcombe to report investigation findings.
28 March 1991	<u>System Investigation:</u> All terminals operating properly.
29 March 1991	<u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
1 April 1991	<u>Letter:</u> To Richard Thompson at KIRO-TV in Seattle giving a brief abstract of the project and six slides for his use as requested of Steve Levine. <u>System Investigation:</u> All terminals except for 1 GP operating properly. The basement in 1 GP flooded and the power was cut for safety purposes. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
4 April 1991	<u>System Investigation:</u> All terminals operating properly except 9 GP. It displayed the message: "-- Awaiting initial report --". <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
11 April 1991	<u>System Investigation:</u> Terminals 1 GP, 2 GP, 3 GP, 4 GP, 5 GP, and 11 GP operating properly. Terminal in 3800 BS had no major accident locations listed. Terminals in 8 GP and 12 GP displayed "Proc DISPREC line 197, open error TCI3.DBF (1) Retry? (Y/N)" message. Terminal in 9 GP had the wrong date and old information. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson and T. Wayne Holcombe to report investigation findings.
16 April 1991	<u>System Investigation:</u> All terminals operating properly except 9 GP. It displayed the previous day's date and information and no update time was shown. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
18 April 1991	<u>System Investigation:</u> All terminals operating properly except 9 GP. It displayed the previous day's date and information and no update time was shown. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.

TTI PROJECT #09581 - INFOBANQ
Project Activity
1990-1991 Fiscal Year

<u>DATE</u>	<u>EVENT</u>
19 April 1991	<u>Meeting:</u> Steve Levine, Dick McCasland, Carlton Allen, Elizabeth C. Crowe, and Beverly A. Thompson. Discussed public relations suggestions and narrowed down the field to a sign for the terminals, a packet to be distributed to key employers, and a logo to be used on all correspondence and literature related to INFOBANQ. Also devised a rough time schedule for remaining activities up until the end of the project in April 1992.
23 April 1991	<u>System Investigation:</u> All terminals operating properly. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
26 April 1991	<u>System Investigation:</u> All terminals operating properly. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
29 April 1991	<u>Meeting:</u> Dick McCasland and Beverly A. Thompson. Discussed progress on project the sign, meeting with Phil O'Conner, availability of software or data files on screens, and the possibility of doing on-site counts both before and after public relations campaign. <u>Meeting:</u> Carlton Allen and Beverly A. Thompson. Discussed sign options as well as contacting Richard Enlow about the sign going on the kiosks. Signs will be of no cost to anyone except SDHPT overhead and will take 30 days to make after the order is placed. See if Enlow has INFOBANQ logo. <u>Telecon:</u> Spoke with Phil O'Conner at Senterra Development Corp. Set up a meeting with him at his office on Thursday, 2 May 1991 at 1:30 P.M. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson requesting either software or files from Traffic Central. <u>Telecon:</u> Spoke with Carlton Allen. Requested that he inform Traffic Central of the signs and refer them to me for reasons for their installation.
30 April 1991	<u>System Investigation:</u> All terminals operating properly except those in 8 GP, 11 GP, and 12 GP. Displayed the error message "Proc DISPREC line 197, open error TCI3.DBF (1) Retry? (Y/N)". <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
2 May 1991	<u>Fax:</u> To Steve Levine received from Carlton Allen. Reported investigation findings on Monday, 29 April 1991. Terminals in 8 GP, 9 GP, 11 GP, and 12 GP not operational. Terminals in remaining buildings operational but not meeting contract specifications with no separate category for Southwest Freeway Construction Project. <u>Meeting:</u> Dick McCasland and Beverly A. Thompson to discuss topics to be covered at meeting with Phil O'Conner at Senterra in the afternoon. <u>Meeting:</u> Phil O'Conner, Dick McCasland, and Beverly A. Thompson. Rejected the sign proposal but accepted the public relations packet proposal. Will contact O'Conner again once the draft packet has been prepared.
3 May 1991	<u>Memo:</u> To Carlton Allen from Beverly A. Thompson thanking him for the use of the sign samples. <u>Letter:</u> Draft to Phil O'Conner from Beverly A. Thompson regarding meeting. Given to Dick McCasland for review and additions. <u>Memo:</u> Draft to Steve Levine from Beverly A. Thompson regarding meeting. Given to Dick McCasland for review and additions.

TTI PROJECT #09581 - INFOBANQ
Project Activity
1990-1991 Fiscal Year

<u>DATE</u>	<u>EVENT</u>
3 May 1991	<u>Telecon:</u> Spoke with Carlton Allen. He was going over to Greenway Plaza to check the terminals. He spoke with Richard Enlow on Thursday, 2 May 1991, and Richard said that the system was being converted to complete dial-up where the main computer dials each terminal independently. He also said that he is going to get Carlton the software to check the system. If he gets that, Carlton will relay the software to us for use in our evaluation.
6 May 1991	<u>Draft:</u> Received drafts back from Mr. McCasland for editing and mailing. <u>Letter:</u> To Phil O'Conner from Beverly A. Thompson regarding meeting decisions and future actions. Enclosed a copy of the article on the survey results. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson outlining decisions from meeting with Phil O'Conner. Requested information on Richard Enlow's capabilities for screen identification as well as expansion of system. Also asked for any information on major changes in construction project that would affect Greenway Plaza. <u>Meeting:</u> Elizabeth C. Crowe and Beverly A. Thompson to discuss proceedings and decisions from the meeting the Phil O'Conner.
9 May 1991	<u>Telecon:</u> Spoke with Jeff Hesla, marketing representative for Traffic Central, Inc. Outlined status of software as well as the direction in which they are now ready to go. Set up a meeting for Monday, 13 May 1991 at 2:30 P.M. in our offices.
10 May 1991	<u>Software:</u> Received software from Traffic Central with which to run INFOBANQ from TTI computer terminals via modem.
13 May 1991	<u>Meeting:</u> Jeff Hesla, Traffic Central, and Beverly A. Thompson to discuss TI's plans for marketing INFOBANQ as TTI's plans to distribute literature to tenants.
14 May 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding the memo sent on 6 May 1991. Would like to be in next meeting with Phil O'Conner. Was sending Pat out to Greenway to check terminals that afternoon. <u>Memo:</u> Received from Darrell Borchardt regarding his evaluation of Traffic Central INFOBANQ software.
15 May 1991	<u>Meeting:</u> Dick McCasland, Richard Enlow, Darrell Borchardt and Beverly A. Thompson to discuss the problems with the software and any other items concerning the project. Will supply a terminal to use for evaluation for the duration of the project. <u>System Investigation:</u> Received copy of results from SDHPT investigation. All terminals displayed information except the one in 1 GP which could not be located. No update time was displayed. Seems that update times are no longer displayed given the display obtained on TTI terminal.
17 May 1991	<u>System Investigation:</u> All terminals but 1 GP and 5 GP working properly. Terminal in 5 GP displayed a prompt message. Terminal in 1 GP could not be located. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings. <u>Telecon:</u> Spoke with Carlton Allen regarding the terminal investigations. He is going to investigation the missing terminal in 1 GP.
20 May 1991	<u>Telecon:</u> Spoke with Carlton Allen's office to indicate that Carlton was sending SDHPT staff over to Greenway Plaza for an investigation.

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<u>DATE</u>	<u>EVENT</u>
20 May 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding the investigation. The terminal in 1 GP was finally located on the 10th floor of that building. He spoke with Jeff Hesla of Traffic Central, Inc. who said that nothing had been done with the terminal because SDHPT had not determined a location for it. Carlton plans to contact Phil O'Conner to determine where Senterra would like the terminal to be located.
21 May 1991	<u>Memo:</u> Faxed to Phil O'Conner from Beverly A. Thompson notifying him that TTI staff will be at Greenway Plaza on Wednesday, 22 May 1991, to photograph terminals.
22 May 1991	<u>Photographs:</u> Took slide photographs of terminals for use in presentations and for general files.
23 May 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding 1 GP terminal. The building is being cleared of asbestos and the work will be completed in 5-6 weeks. Terminal is currently on 10th floor in temporary snack bar and will be connected. Will return to original lobby location at completion of construction. <u>Fax:</u> To William R. McCasland from Richard Enlow regarding the terminal in 1 GP.
24 May 1991	<u>Terminal:</u> Received rented computer terminal and installed software for evaluation purposes. System working.
24 May 1991	<u>Terminal:</u> Display of information has highlighted text. Serious accident is white letters on red background. Outbound conditions in general yellow letters on blue background.
28 May 1991	<u>Telecon:</u> Spoke with T. Wayne Holcombe to set up a meeting to view slides for presentation. <u>System Investigation:</u> Terminals in 2 GP, 3 GP, 4 GP, 5 GP, 11 GP, and 12 GP operating properly. Terminal in 1 GP not hooked up. Terminals in 9 GP, and 3800 BS missing. Appear to have been moved due to remodeling project in lobby area. Check with Carlton Allen for details. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings. <u>Meeting:</u> Met with T. Wayne Holcombe to select slides for presentation.
30 May 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding system investigation. Will send SDHPT staff member to check system.
31 May 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding system investigation. Did not get a staff member out to Greenway yesterday but will go himself today. Will also send information regarding terminals in 5 GP and 9 GP. Those will be removed for 5 - 6 weeks for remodeling purposes. Will check on the status of the one in 3800 B.S. and let us know.
6 June 1991	<u>System Investigation:</u> Terminals in 2 GP, 3 GP, 4 GP, 5 GP, 8 GP, 9 GP, 11 GP, 12 GP, and 3800 BS operating properly. Terminals in 9 GP and 3800 BS back in place. Terminal in 1 GP not hooked up. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
7 June 1991	<u>Public Relations:</u> Delivered map changes to drafting department for completion.
14 June 1991	<u>Memo:</u> To Beverly A. Thompson from William R. McCasland notifying that Tim Lomax will be in the office on Thursday, 27 June 1991, with approximately 12 students to view INFOBANQ. Be prepared to have the monitor in the office working and be ready to answer any questions they may have. We also need to meet them at Greenway at 5:15 P.M. to see some terminals.
12 June 1991	<u>System Investigation:</u> All terminals operational except for the one in 1 GP. <u>Memo:</u> Faxed to Steve Levine from Elizabeth C. Crowe to report investigation findings.

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1990-1991 Fiscal Year

<u>DATE</u>	<u>EVENT</u>
17 June 1991	<u>Public Relations:</u> Received completed map changed from drafting department.
19 June 1991	<u>Meeting:</u> Briefly talked with William R. McCasland to discuss the upcoming event as well as the status on the public relations efforts.
20 June 1991	<u>Letter:</u> To Phil O'Conner from Beverly A. Thompson to notify him that TTI staff and the A&M students will be visiting Greenway on Thursday, 27 June 1991. <u>Telecon:</u> Spoke with Carlton Allen regarding the terminals. He was going over to Greenway to meet Richard Enlow and would check them then as well as see when the missing terminals (1 GP and 9 GP) are going to be back in operation. <u>Telecon:</u> Spoke with Pat Siek regarding a meeting with Richard Enlow in the Concourse at 9:00 A.M. on Friday, 21 June 1991 to discuss placement of moved terminals.
21 June 1991	<u>Telecon:</u> Spoke with Carlton Allen regarding meeting with Richard Enlow. Meeting was canceled due to Richard having spoke with Phil O'Conner. See file for more details. All terminals operational except for 1 GP and 9 GP which are missing.
25 June 1991	<u>System Investigation:</u> Terminals in 3 GP, 4 GP, 5 GP, 8 GP, and 12 GP operating. Terminal in 1 GP in snack bar but not operating. Terminal in 9 GP missing. Terminal in 11 GP had wrong date (06/19/91) and incorrect information. Terminals in 3800 BS had InfoBanq <sm> error message. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
27 June 1991	<u>Meeting:</u> Tim Lomax and students from Texas A&M to see the system. Met with them in the office to explain the system and show them TTI's hookup. Met with them at Greenway Plaza to further explain system and answer questions.
2 July 1991	<u>System Investigation:</u> Terminals in 2 GP, 3 GP, 4 GP, 8 GP, 11 GP, 12 GP, and 3800 BS operating. Terminal in 1 GP in snack bar but not operating. Terminal in 5 GP displayed InfoBanq <sm> error message. Terminal in 9 GP missing. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
9 July 1991	<u>System Investigation:</u> Terminals in 2 GP, 3 GP, 4 GP, 5 GP, 8 GP, 11 GP, 12 GP, and 3800 BS operating. Terminal in 1 GP in snack bar not operating. Terminal in 9 GP missing. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
15 July 1991	<u>Telecon:</u> Spoke with Carlton Allen and set up a meeting with Steve Levine, Dick McCasland, and he for Wednesday, 17 July 1991 at 1:15 P.M. at TTI. Will discuss the future activities for InfoBanq <sm>.
16 July 1991	<u>Meeting:</u> Prepared notes for meeting on 17 July 1991.
17 July 1991	<u>Meeting:</u> Steve Levine, William R. McCasland, Carlton Allen, and Beverly Thompson met to discuss project. Proceed with observation, public relations, and survey actions as planned. Carefully document every step. Plan on having a final report to SDHPT sometime in December. <u>Letter:</u> Draft of letter to Phil O'Conner to Dick McCasland for review and editing. Will send out on Tuesday, 23 July 1991.
18 July 1991	<u>Letter:</u> Draft letter to Phil O'Conner to William R. McCasland for review.

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<u>DATE</u>	<u>EVENT</u>
23 July 1991	<p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson outlining schedule for project activities, requesting list of tenant contacts, and requesting meeting if desired.</p> <p><u>Meeting:</u> William R. McCasland, Steve Levine, Richard Enlow, and Beverly Thompson met to discuss project. Will proceed with schedule unless Richard contacts TTI regarding his meeting with Phil O'Conner. Some terminals may be moved and he hopes to get public relations activities underway. See file for more details.</p>
26 July 1991	<p><u>System Investigation:</u> All terminals operational except for 1 GP and 9 GP (missing) and 3 GP (prompt message).</p> <p><u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.</p>
30 July 1991	<p><u>Letter:</u> Draft of letter to Phil O'Conner with brochure draft to William R. McCasland for review.</p>
31 July 1991	<p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson enclosing copy of draft cover letter and informational sheet in InfoBanq_{SM}, requesting list of tenant contacts, and requesting meeting if desired.</p> <p><u>System Investigation:</u> All terminals operational except for 1 GP and 9 GP.</p> <p><u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.</p>
8 August 1991	<p><u>System Investigation:</u> All terminals operational except for 1 GP and 9 GP.</p> <p><u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.</p>
12 August 1991	<p><u>Letter:</u> Faxed and mailed to Phil O'Conner from Beverly A. Thompson outlining on-site observation schedule and requesting meeting and tenant contact list.</p> <p><u>Memo:</u> Faxed to Richard Enlow from Beverly A. Thompson requesting information on plans for terminals.</p> <p><u>Memo:</u> To students scheduled to conduct on-site observations notifying them of schedule and meeting on Friday, 16 August 1991 at 1:30 P.M. in my office to discuss procedures. Requested notification of schedule is a problem.</p>
15 August 1991	<p><u>Telecon:</u> Spoke with Richard Enlow regarding memo and project. He had spoken with Phil O'Conner and relayed his decision that TTI was not going to be able to conduct any survey or counts during the fall. Richard decided to see if a meeting could be set up to discuss the situation.</p> <p><u>Telecon:</u> Spoke with Phil O'Conner regarding the project. He said that he had met with his building management and they had not been receptive to the idea of any kind of survey. Apparently, Senterra conducted one in February and the September/October date was too early. I asked him when we might be able to conduct one and he responded with perhaps after the first of the year.</p> <p><u>Telecon:</u> Relayed a message to Dick McCasland via his home telephone answering machine as to the situation. Noted that a meeting may be scheduled for Monday.</p> <p><u>System Investigation:</u> All terminals operational except for 1 GP and 9 GP.</p> <p><u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.</p>
19 August 1991	<p><u>Meeting:</u> Met with Dick McCasland regarding status of the project. He suggested writing a memo to him outlining where we are now and copying it to Steve Levine for documentation. Outline possible alternatives and possible meeting with all parties involved. He also saw no problem with presenting the paper in Milwaukee as is.</p>

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<u>DATE</u>	<u>EVENT</u>
19 August 1991	<u>Memo:</u> To William R. McCasland from Beverly A. Thompson outlining status of project and listing possible alternative directions.
21 August 1991	<u>System Investigation:</u> All terminals operational except for 5 GP and 9 GP. 1 GP back in place. 9 GP missing. 5 GP displayed F:\DB>_. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
27 August 1991	<u>System Investigation:</u> All terminals operational except for 9 GP which was missing. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
29 August 1991	<u>System Investigation:</u> All terminals operational except for 9 GP which was missing. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.

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Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
3 September 1991	<u>Meeting:</u> Study Supervisor's meeting with Freeway Design and Operations program. Outlined status of project. Money is available for fiscal year. Continue as planned.
4 September 1991	<u>Telecon:</u> Spoke with Carlton Allen. His office will check the terminals for operational status.
6 September 1991	<u>System Investigation:</u> All terminals operating except for 9 GP and 11 GP (missing) and 3800 BS (displayed the prompt F:\DB>_. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
11 September 1991	<u>Telecon:</u> Spoke with Carlton Allen. All terminals were operating successfully during his system investigation except for the ones in 9 GP and 11 GP which are missing. He also informed me that he had a letter to Phil O'Conner requesting a meeting with all organizations involved in the project to discuss progress. The letter is pending Steve Levine's signature.
12 September 1991	<u>Telecon:</u> Spoke with Carlton Allen and the letter to Phil O'Conner is being mailed with our office receiving a copy.
17 September 1991	<u>Letter:</u> Received a copy of the letter from TxDOT (Steve Levine) to Phil O'Conner requesting a meeting.
19 September 1991	<u>System Investigation:</u> All terminals operating except for 9 GP and 11 GP (missing). <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
24 September 1991	<u>Meeting:</u> The following met to discuss project: Phil O'Conner, Richard Enlow, Steve Levine, Carlton Allen, Dick McCasland, and Elizabeth Crowe. See file for meeting minutes.
25 September 1991	<u>Meeting:</u> Met with William R. McCasland to discuss meeting and the future activities for the project. Will prepare a tri-fold brochure to place on kiosks and possible distribute to major tenants. Pare down survey. Will probably be conducted in early February. On-site observations will be conducted throughout the fall months according to renovation schedules. Plan to have report written except for those portions to be filled in with survey.
1 October 1991	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings.
3 October 1991	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. <u>Memo:</u> Faxed to Steve Levine from Beverly A. Thompson to report investigation findings. <u>Telecon:</u> Spoke with Richard Enlow regarding the renovation schedule from Phil O'Conner. He had not received and will try and get rolling on it today when he goes over to Greenway Plaza. <u>Memo:</u> To Steve Levine from Beverly A. Thompson to correct errors on 1 October and 3 October memos. The Southwest Freeway Construction Project did have a separate information category those days.
7 October 1991	<u>Meeting:</u> Discussed project at the Division IV meeting. Mr. McCasland suggested that I get a cost estimate on the brochures from Sue Lancaster in College Station and we continue to press for the renovation schedule. If we don't have it by week's end, write a letter for Steve to send to Phil O'Conner requesting it.
8 October 1991	<u>Telecon:</u> Spoke with Bill Ghant regarding the transfer of information on construction to Traffic Central. See file for memo on this conversation. <u>Meeting:</u> Met with Sabas Avila to discuss the availability of MAP data for the evaluation of the accuracy of incident information on the screens. See file for memo on this conversation.

TTI PROJECT #09582 - INFOBANQ
Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
8 October 1991	<p><u>Telecon:</u> Spoke with Carlton Allen. He said that we no longer have to check the terminals since he is over in Greenway Plaza and can have Pat check them daily. He will provide the files to me at the time of the evaluation.</p> <p><u>Fax:</u> Received from Steve Levine regarding the COM-TV project in California. He requested that I see if I can get a copy of the survey for our files.</p> <p><u>Call:</u> Placed a call to Richard Enlow to request the renovation schedule. Left a message for him to return my call.</p>
9 October 1991	<p><u>Field:</u> Traveled to Triangle Reproductions and Kinko's Copies to obtain price quotes on brochures.</p>
10 October 1991	<p><u>Field:</u> Traveled to Office Depot and a local paper company to price recycled paper for brochures.</p>
11 October 1991	<p><u>Field:</u> Traveled on major freeways in Houston taking photographs of traffic for use in brochure.</p> <p><u>Telecon:</u> Spoke with Richard Enlow and enquired about the renovation schedule. He still had not received one from Phil O'Conner and was going to contact him that afternoon.</p>
14 October 1991	<p><u>Call:</u> Placed a call to Richard Enlow to enquire about renovations schedules.</p>
16 October 1991	<p><u>Meeting:</u> Spoke with Steve Levine regarding renovations schedule. Passed along the information that it had not been obtained by either Richard Enlow or TTI. He stated that he would contact either Richard or Phil on the matter.</p>
18 October 1991	<p><u>Memo:</u> To William R. McCasland from Beverly A. Thompson relaying production costs for brochures.</p> <p><u>Meeting:</u> Met with William R. McCasland briefly regarding memo. He felt that the production of a tri-fold slick brochure from Triangle was the best option.</p>
21 October 1991	<p><u>Meeting:</u> Met with William R. McCasland briefly and he provided comments on the brochure. He said to prepare it for distribution to interested parties for comments and review for production. Need to push the issue of studies on site.</p> <p><u>Letter:</u> Draft letter to Phil O'Conner requesting renovation schedules to William R. McCasland for comment.</p>
22 October 1991	<p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson requesting renovation schedules for Greenway Plaza buildings.</p>
24 October 1991	<p><u>Brochure:</u> Finished draft of brochure with logo.</p> <p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson enclosing brochure for his comment and review. Request to be returned by November 15, 1991.</p> <p><u>Memo:</u> To Steve Levine from Beverly A. Thompson enclosing brochure for comment and review. Request to be returned by November 15, 1991.</p> <p><u>Memo:</u> To Carlton Allen from Beverly A. Thompson enclosing brochure for comment and review. Request to be returned by November 15, 1991.</p>
24 October 1991	<p><u>Memo:</u> To Richard Enlow from Beverly A. Thompson enclosing brochure for comment and review. Request to be returned by November 15, 1991. Requested opinion on using trademark and necessary arrangements for use.</p>
11 November 1991	<p><u>System Investigation:</u> All terminals operating except for 11 GP which was not in place.</p> <p><u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.</p>

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Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
12 November 1991	<u>Call:</u> Placed to Richard Enlow by Beverly A. Thompson to question problems with InfoBanq access from TTI terminal.
13 November 1991	<u>Brochure:</u> Received comments from TxDOT via Carlton Allen.
14 November 1991	<u>Meeting:</u> Met with William R. McCasland regarding need of information from Phil O'Conner regarding building renovations. Will prepare a letter for Steve Levine requesting information as well as brochure comments. <u>Letter:</u> Draft of letter to Phil O'Conner from Steve Levine to William R. McCasland for review. <u>Letter:</u> Draft of letter faxed to Steve Levine after receiving confirmation from William R. McCasland.
19 November 1991	<u>Call:</u> Placed to Richard Enlow from Beverly A. Thompson to question problems with InfoBanq access from TTI terminal.
20 November 1991	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. <u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
21 November 1991	<u>Report:</u> Provided William R. McCasland with brief progress report for District 10, TxDOT.
26 November 1991	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. <u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
27 November 1991	<u>Meeting:</u> Met with Steve Levine to discuss project. Notify him at the end of the following week if we haven't received requested information from Phil O'Conner.
4 December 1991	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. <u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings. <u>Call:</u> Placed to Pat Seik at TxDOT requesting files on on-site system investigations for evaluation.
6 December 1991	<u>Telecon:</u> Spoke with Steve Levine who had heard from Phil O'Conner. Renovation schedules were provided as well as comments on the brochure. Proceed as quickly as possible. May not be able to conduct on-site observations at 11 GP, 3 GP, 4 GP, and 5 GP. <u>Call:</u> Placed to Richard Enlow requesting brochure comments so that I can get brochure to Triangle by the end of the week.
9 December 1991	<u>Letter:</u> Received letter to Steve Levine from Phil O'Conner outlining renovation schedules and brochure comments.
11 December 1991	<u>Letter:</u> Draft letter to Phil O'Conner from Beverly A. Thompson outlining on-site observation schedule and brochure plans given to W. R. McCasland for comments.
12 December 1991	<u>Letter:</u> Letter to Phil O'Conner from Beverly A. Thompson outlining on-site observation schedule and brochure plans sent. <u>Meeting:</u> Met with William R. McCasland to discuss project. Need to sketch out a rough expenditure budget for the remainder of the project to determine if funds will hold. Also advised not to wait too long for information from Richard Enlow on the brochure. <u>System Investigation:</u> Received files from Pat Seik at MAP on their on-site system investigations.

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<u>DATE</u>	<u>ACTIVITY</u>
12 December 1991	<p><u>System Investigation:</u> All terminals operating except for 11 GP which was not in place.</p> <p><u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.</p>
16 December 1991	<p><u>Telecon:</u> Spoke with Robert Woelfel at Traffic Central, Inc. regarding contents and comments on the brochure. He said he would fax their comments for review. We discussed the possibility of kiosks moving and I alerted him that we would reprint the brochures of necessary. I also alerted him to the fact that we can no longer access the system and he said he would check into the matter.</p> <p><u>Fax:</u> Received from Robert Woelfel at Traffic Central, Inc. containing comments on the brochure.</p>
17 December 1991	<p><u>Brochure:</u> Made changes and delivered the master and photograph to Triangle Reproductions for printing of 500 copies by Friday, 20 December 1991 or Monday, 23 December 1991.</p>
19 December 1991	<p><u>Brochure:</u> Received the brochures from Triangle Reproductions.</p> <p><u>System Investigation:</u> All terminals operating except for 11 GP which was not in place.</p> <p><u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.</p>
20 December 1991	<p><u>Telecon:</u> Spoke with Phil O'Conner's office regarding the brochures and was informed that he was on vacation. I was transferred to Mr. Brad Ritter in 5 Greenway Plaza who offered to distribute the brochures if I would deliver them to his office.</p> <p><u>Brochures:</u> Delivered to Brad Ritter in 5 Greenway Plaza for distribution.</p> <p><u>Letter:</u> To Mr. Brad Ritter from Beverly A. Thompson transferring the brochures with a list of buildings containing InfoBanq_{SM} terminals.</p> <p><u>Letter:</u> To Mr. Phil O'Conner from Beverly A. Thompson informing him of the distribution of the brochures by Brad Ritter.</p>
6 January 1992	<p><u>Memo:</u> To Elizabeth C. Crowe, Tommy Cromer, Eric Lacey, Larry Watkins, and Kevin Welborn from Beverly A. Thompson requesting their assistance with on-site observations in Greenway Plaza.</p>
7 January 1992	<p><u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. Brochures were at each terminal except for 1 GP and 2 GP.</p> <p><u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.</p> <p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson outlining final schedule for on-site observations.</p>
8 January 1992	<p><u>Telecon:</u> Spoke with Robert Woelfel of Traffic Central, Inc. to discuss the counts. Wanted to know if we were going to be conducting surveys. I told him that we were not allowed by Senterra to solicit surveys by individuals in lobbies.</p> <p><u>Fax:</u> Faxed copy of count sheets to Robert Woelfel at Traffic Central, Inc. for his information.</p> <p><u>Memo:</u> To Greenway Plaza tenants outlining on-site count schedules and focus of InfoBanq_{SM}. Will be used when informing particular tenants that we will be counting in the area.</p> <p><u>Meeting:</u> Met with Larry Watkins, Kevin Welborn, Tommy Cromer, and Jill Smith regarding count schedule and procedures.</p>
9 January 1992	<p><u>On-Site Observations:</u> On-site observations conducted at buildings 3 GP, 4 GP, and 5 GP by TTI personnel Elizabeth C. Crowe, Jill Smith, and Beverly A. Thompson.</p>

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<u>DATE</u>	<u>ACTIVITY</u>
10 January 1992	<u>On-Site Observations:</u> Completed data entry and analysis for 9 January 1992 counts.
14 January 1992	<u>On-Site Observations:</u> On-site observations conducted at buildings 1 GP, 2 GP, and 3800 BS by TTI personnel Tommy Cromer, Larry Watkins, and Beverly A. Thompson.
15 January 1992	<u>On-Site Observations:</u> Completed data entry and analysis for 14 January 1992 counts. <u>System Investigation:</u> All terminals operating except for 11 GP which was not in place.
15 January 1992	<u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
16 January 1992	<u>On-Site Observations:</u> On-site observations conducted at buildings 8 GP, 9 GP, and 12 GP by TTI personnel Larry Watkins, Kevin Welborn, and Beverly A. Thompson
17 January 1992	<u>On-Site Observations:</u> Completed data entry and analysis for 16 January 1992 counts.
20 January 1992	<u>System Investigation:</u> All terminals operating except for 11 GP which was not in place. Brochures were at each terminal except for 1 GP and 2 GP. <u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
23 January 1992	<u>Telecon:</u> Spoke with Richard Enlow to relay the basic results from the on-site pedestrian counts. He said that they were getting ready to demo graphics with the system and would like Dick and I to see them before they implement. Would also like a copy of the draft survey once it is complete. He had spoken with Phil O'Conner who said that the terminals would not be moved.
28 January 1992	<u>Letter:</u> To Phil O'Conner from Beverly A. Thompson thanking him for his assistance with the on-site observation counts, presenting him with a draft survey, and requesting building populations for survey reproduction and distribution.
10 February 1992	<u>Memo:</u> To Jessica Franklin from Beverly A. Thompson giving a list of deliverables for the project.
21 February 1992	<u>Report:</u> Draft report to William R. McCasland for review.
5 March 1992	<u>Meeting:</u> Met with William R. McCasland to discuss the project. No developments. Will meet with Steve Levine to discuss conducting the survey with the assistance of Phil O'Conner. <u>System Investigation:</u> Checked to determine which terminals were out of service: 3 GP, 4 GP, and 11 GP are not operating. <u>Memo:</u> To Steve Levine from Beverly A. Thompson through William R. McCasland to summarize activities on the project for December, January, and February and to outline alternatives regarding written survey.
7 April 1992	<u>System Investigation:</u> Checked to determine which terminals were out of service: 3 GP, 4 GP, 5 GP, and 11 GP are not operating.
9 April 1992	<u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings. <u>System Investigation:</u> Checked to determine which terminals were out of service: 3 GP, 4 GP, 5 GP, and 11 GP are not operating.
10 April 1992	<u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
13 April 1992	<u>Call:</u> Placed call to Steve Levine regarding project status with respect to Senterra.

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Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
14 April 1992	<u>Telecon:</u> Spoke with Carlton Allen regarding project. He is preparing a letter for Steve Levine to send to Phil O'Conner regarding written survey request by TTI. Needs new target dates for survey.
22 April 1992	<u>System Investigation:</u> Checked to determine which terminals were out of service: 3 GP, 4 GP, 5 GP, and 11 GP are not operating. All terminals were down because of a failure in the system.
23 April 1992	<u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings.
30 April 1992	<u>System Investigation:</u> Checked to determine which terminals were operating. 1 GP, 2 GP, 3 GP, 8 GP, 9 GP, 12 GP, and 3800 BS were working. 3 GP and 4 GP were in place but not plugged in. 11 GP was not in place. <u>Memo:</u> To project file from Beverly A. Thompson to report investigation findings. <u>Meeting:</u> Met with Carlton Allen at Greenway Plaza to discuss status of letter to Phil O'Conner at Senterra. I gave him the date of the first week in June as the possible survey date. He will get back once the letter was written.
13 May 1992	<u>System Investigation:</u> Checked terminals 3 GP, 4 GP, and 5 GP to determine which terminals were operating. 3 GP and 4 GP were in place but not plugged in. <u>Telecon:</u> Spoke with Carlton Allen regarding letter to Phil O'Conner from Steve Levine requesting survey. <u>Fax:</u> To Beverly A. Thompson from Carlton Allen a copy of the letter to Phil O'Conner from Steve Levine.
14 May 1992	<u>System Investigation:</u> Checked terminals to determine which were operating. 3 GP and 4 GP were in place but not plugged in. 11 GP was not in place. <u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.
26 May 1992	<u>Telecon:</u> Spoke with Carlton Allen. Phil O'Conner said that a written survey distributed to tenants in the manner previously used is out of the question. However, we can set up a table in the Concourse area and survey passers-by and his office will cooperate. <u>Meeting:</u> Met with William R. McCasland to discuss the telephone conversation with Carlton Allen. Will proceed with survey and will contact Steve Levine soon to arrange to meet with him and discuss survey.
27 May 1992	<u>System Investigation:</u> Checked terminals to determine which were operating.
28 May 1992	<u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings. <u>Meeting:</u> Met with William R. McCasland regarding the project.
1 June 1992	<u>Telecon:</u> Spoke with Carlton Allen regarding survey request to Phil O'Conner. He agreed to on-site survey in Concourse area at his discretion. <u>Meeting:</u> Met with William R. McCasland regarding survey efforts. Will plan on 3 counts sites (Concourse, 3800 BS, and 8 GP or 12 GP) and 2 days of surveys. <u>Telecon:</u> Set up meeting with Nada Trout of College Station to discuss potential activities on this project as well as oil overcharge project.
2 June 1992	<u>Meeting:</u> Met with Nada Trout regarding activities for project and requested assistance on survey efforts. Relayed project files and reports for her reference. <u>Letter:</u> Draft to Phil O'Conner from Beverly A. Thompson outlining survey activities given to William R. McCasland for review.

TTI PROJECT #09582 - INFOBANQ
Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
2 June 1992	<p><u>Memo:</u> Draft to Richard Enlow from Beverly A. Thompson asking that terminals in 4 GP and 5 GP be operational prior to survey activities (given to WRM for review and comment).</p> <p><u>Letter:</u> To Phil O'Conner from Beverly A. Thompson outlining survey activities.</p>
3 June 1992	<p><u>System Investigation:</u> Checked terminals to determine which were operating. 11 GP was not in place.</p> <p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p> <p><u>Memo:</u> To Richard Enlow from Beverly A. Thompson not necessary since 4 GP and 5 GP operating.</p>
10 June 1992	<p><u>System Investigation:</u> Checked terminals to determine which were operating. 11 GP was not in place.</p>
11 June 1992	<p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p>
12 June 1992	<p><u>Telecon:</u> Spoke with Nada Trout regarding status of survey. She will get back early next week with draft for discussion.</p>
15 June 1992	<p><u>Telecon:</u> Spoke with Nada Trout regarding survey. Wanted information on previous survey results. Will contact me tomorrow with a draft for discussion and editing.</p>
16 June 1992	<p><u>Fax:</u> To Nada Trout from Beverly A. Thompson delivering results from November 1992 survey as requested.</p> <p><u>System Investigation:</u> Checked terminals to determine which were operating. 11 GP was not in place.</p>
17 June 1992	<p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p> <p><u>Fax:</u> Received from Nada Trout delivering a draft of the survey to be used.</p> <p><u>Telecon:</u> Spoke with Nada Trout regarding the draft survey and any changes necessary.</p>
18 June 1992	<p><u>Survey:</u> Prepared final survey for use in Greenway Plaza.</p> <p><u>Fax:</u> Faxed survey to Nada Trout for review and comment.</p>
19 June 1992	<p><u>Telecon:</u> Spoke with Nada Trout regarding survey activities for the next week. Will know more on Monday.</p>
22 June 1992	<p><u>Survey:</u> Finalized schedule for survey activities and relayed information to Nada Trout.</p>
23 June 1992	<p><u>Survey:</u> Beverly Thompson, Nada Trout, Jill Smith, and Mike Vickich conducted surveys at 3 GP and 5 GP from 9:30 A.M. to 4:00 P.M.</p>
24 June 1992	<p><u>Survey:</u> Beverly Thompson, Nada Trout, Jill Smith, Larry Watkins, Mike Vickich, and Tommy Cromer conducted surveys at 12 GP and 4 GP from 9:30 A.M. to 3:30 P.M.</p>
25 June 1992	<p><u>Survey:</u> Beverly Thompson, Nada Trout, Jill Smith, Larry Watkins, and Mike Vickich conducted surveys at 3800 BS and 3 GP from 9:30 A.M. to 3:30 P.M.</p>
26 June 1992	<p><u>Survey:</u> Beverly Thompson, Jill Smith, and Larry Watkins conducted surveys at 5 GP from 9:30 A.M. to 12:00 Noon.</p>
29 June 1992	<p><u>System Investigation:</u> Checked terminals to determine which were operating. All in place and operating. Delivered additional brochures to kiosks.</p>
30 June 1992	<p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p>

TTI PROJECT #09582 - INFOBANQ
Project Activity: B.A. Thompson
1991-1992 Fiscal Year

<u>DATE</u>	<u>ACTIVITY</u>
2 July 1992	<p><u>Memo:</u> To Nada Trout from Beverly A. Thompson thanking her for her assistance with the survey efforts.</p> <p><u>Memo:</u> To Tommy Cromer, Jill Smith, Mike Vickich, and Larry Watkins from Beverly A. Thompson thanking them for their assistance with the survey efforts.</p> <p><u>Letter:</u> To Brad Ritter from Beverly A. Thompson thanking him for his assistance and cooperation with the survey study.</p>
7 July 1992	<p><u>System Investigation:</u> Checked terminals to determine which were operating. All in place and operating. Delivered additional brochures to kiosks.</p> <p><u>Memo:</u> To Steve Levine from Beverly A. Thompson to report investigation findings.</p>
21 July 1992	<p><u>Meeting:</u> Beverly Thompson met with Nada Trout regarding the survey analysis.</p> <p><u>Survey:</u> Entered data for analysis.</p>
28 July 1992	<p><u>Meeting:</u> Met with Nada Trout and John Eaves to discuss survey evaluation and analysis.</p>
29 July 1992	<p><u>Survey:</u> Analyzed data using Reflex.</p>
17 August 199	<p><u>Report:</u> Generated Reflex data and put in appropriate Appendix. Worked on the final report.</p>
18 August 1992	<p><u>Report:</u> Worked on the final report.</p>
19 August 1992	<p><u>Report:</u> Worked on the final report.</p>
24 August 1992	<p><u>Report:</u> Delivered draft final report to William R. McCasland for review and comment.</p>
27 August 1992	<p><u>Report:</u> Received draft final report from WRM with comments and made appropriate changes. Prepared covers for reproduction and binding.</p>

APPENDIX B: DATA COLLECTION FORMS

INFOBANQ INVESTIGATION REPORT

Project #09582

Date: _____

Time: _____

Investigators: _____

OPERATIONAL INFORMATION		
Date	Clock	Information
1 GP		
2 GP		
3 GP		
4 GP		
5 GP		
8 GP		
9 GP		
11 GP		
12 GP		
3800 BS		

On-Site Pedestrian Counts

InfoBanq Utilization Data Sheet
 Project #09582

Location: _____

Date: _____

Observer: _____

NUMBER OF PEDESTRIANS

Time	Out to Parking Garage				From Parking Garage				Pass Through				Comment	
	Stop	Glance	Didn't Stop	Total	Stop	Glance	Didn't Stop	Total	Stop	Glance	Didn't Stop	Total		
2:00 - 2:15														
2:15 - 2:30														
2:30 - 2:45														
2:45 - 3:00														
3:00 - 3:15														
3:15 - 3:30														
3:30 - 3:45														
3:45 - 4:00														
4:00 - 4:15														
4:15 - 4:30														
4:30 - 4:45														
4:45 - 5:00														
5:00 - 5:15														
5:15 - 5:30														
5:30 - 5:45														
5:45 - 6:00														

Greenway Plaza Tenant Survey

TRAFFIC INFORMATION SURVEY

Date: _____

Recorder: _____

Hello, I'm _____ from the Texas Transportation Institute (Texas A&M University System). TTI and the Texas Department of Transportation are conducting a survey to study your use or knowledge of the traffic information provided to you, by computer monitors, at Greenway Plaza. This confidential survey will only take a few minutes of your time, and we'd really appreciate your participation.

1. **Are you aware of the timely traffic information provided on the computer monitors located on the parking levels for Greenway Plaza (GP) buildings 1 through 5, 8, 9, 11, 12, and 3800 Buffalo Speedway (BS)?**
 Yes (IF ANSWERED YES, CONTINUE)
 No (IF ANSWERED NO, PLEASE SKIP TO QUESTION #9)

2. **How did you find out about the Traffic Information Monitors?**
 Walked by Monitor and Saw It
 Co-Workers
 Business (Senterra) Newsletter
 Informational Brochure
 Other _____

3. **If you have used the Traffic Information Monitors (Yes No), please identify which ones?**
 1 GP 3 GP 5 GP 9 GP 12 GP
 2 GP 4 GP 8 GP 11 GP 3800 BS

4. **If you have not used the Traffic Information Monitors, what are your reasons? (Check all that apply.)**
 Forgot about monitors Format confusing
 Monitor location inconvenient No need for information
 It takes too much time Needed information unavailable
 Other (specify) _____

5. **How often do you look at the monitors for traffic information?**
 Do not look at the monitors
 Infrequently (2 times a week or less)
 Once each day
 More than once daily

6. **Have you found the traffic information provided to be useful?**
 Yes No Why or why not? _____

7. **Have you ever changed your travel route because of traffic information you received from the monitors?**
 Yes No Why or why not? _____

8. **What could we do to make the system more convenient and/or more useful for you?**
 Scrolling text Provide alternate route information Available on personal computer
 Alternate city map and text Available in office suite Available by telephone
 Other (specify) _____

(PLEASE CONTINUE TO QUESTION #10)

9. **Now that you are aware of the traffic information monitors and how they provide valuable information on traffic conditions (major congestion, accidents, alternate routes available, etc.) that could save you travel time and avoid delay, will you use them?**
 Yes No Why or why not? _____

10. **If available, would you use the traffic information monitors at other facilities such as:**
 Airports Bus Stations Transit Facilities
 Special Events Centers None, would not use Other (Please specify) _____

TRAFFIC INFORMATION SURVEY

Date: _____

Recorder: _____

For comparison purposes we would like to know a little about you and your driving experience.

- 11. **How many years have you been driving in Houston?**
 - ___ Less than 1 year
 - ___ 1 - 5 years
 - ___ More than 5 years

- 12. **Approximately how many miles do you drive to work?**
 - ___ Less than 5 miles
 - ___ 5 - 10 miles
 - ___ 10 - 25 miles
 - ___ 25 - 50 miles
 - ___ More than 50 miles

- 13. **What was the last grade in school you completed?**
 - ___ Less than high school
 - ___ High school or equivalent
 - ___ Some college
 - ___ College degree(s)

- 14. **What is your current age? Are you:**
 - ___ Younger than 25 years old
 - ___ 25 to 35
 - ___ 36 to 45
 - ___ 46 to 55
 - ___ Over 55 years old

- 15. **Which of the following best describes your ethnic group?**
 - ___ Anglo
 - ___ African American
 - ___ Hispanic
 - ___ Asian
 - ___ American Indian
 - ___ Other

- 16. **(Without asking, enter gender of participant)**
 - ___ Male
 - ___ Female

Are there any additional comments that you would like to make? _____

Thank you for your cooperation.

Incident Information Reliability

INFOBANQ - PROJECT 09582
Incident Investigation Report

Date: _____

Investigator: _____

TIME	INCIDENT DESCRIPTION	MEANS
TIME	MESSAGE / STATUS	COMMENTS

INFOBANQ - PROJECT 09582
Incident Investigation Report

Date: _____

Investigator: _____

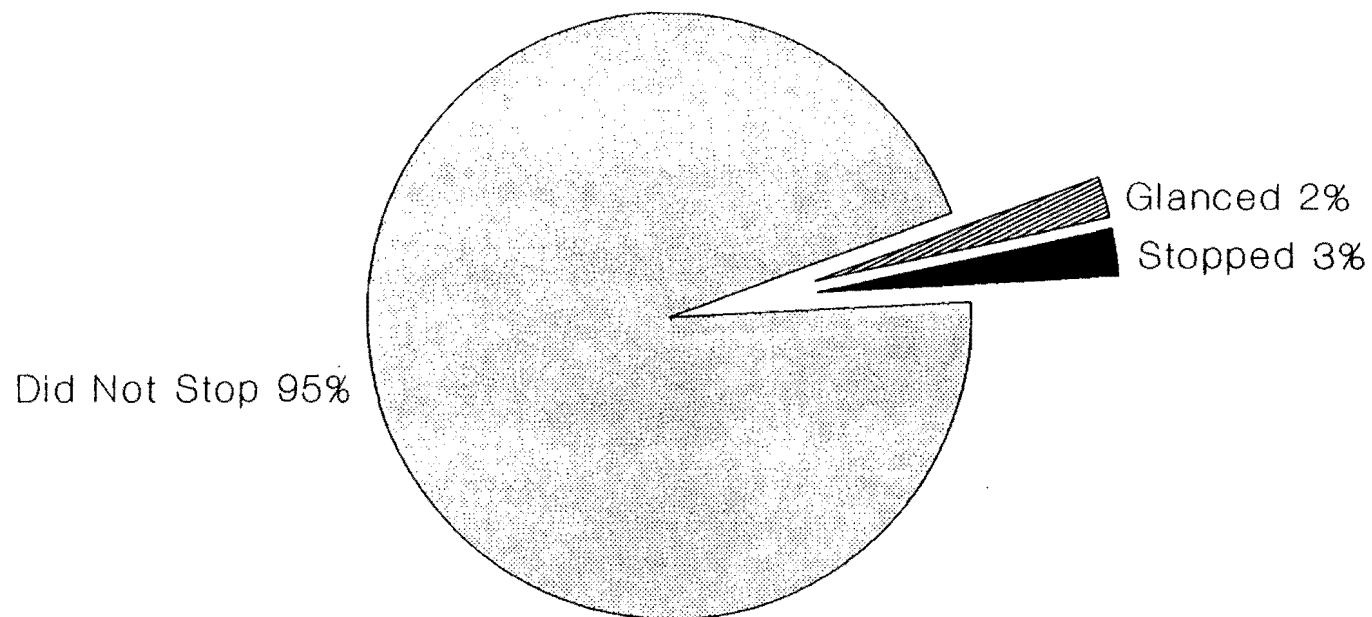
TIME	MESSAGE	COMMENTS
TIME	INCIDENT STATUS	COMMENTS

APPENDIX C: DETAILED GRAPHICAL ANALYSES RESULTS

On-Site Pedestrian Counts

Pedestrian Behavior: Outgoing

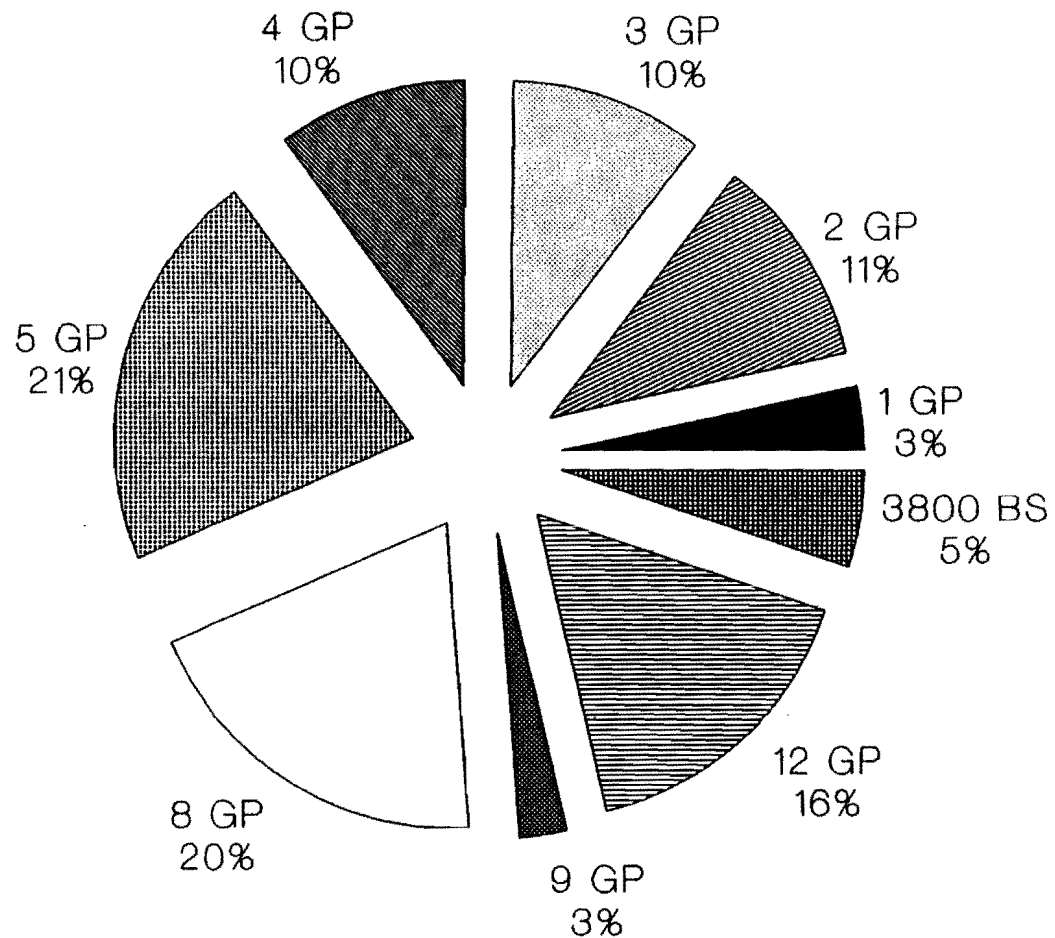
January 1992 On-Site Counts



Sample Size: n = 4,171

Stopped Pedestrians by Building

January 1992 On-Site Counts

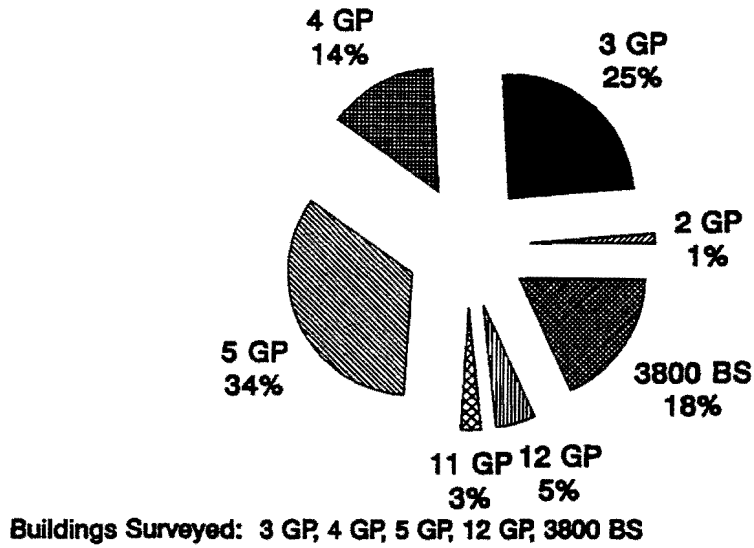


Sample Size: n = 117

Greenway Plaza Tenant Survey

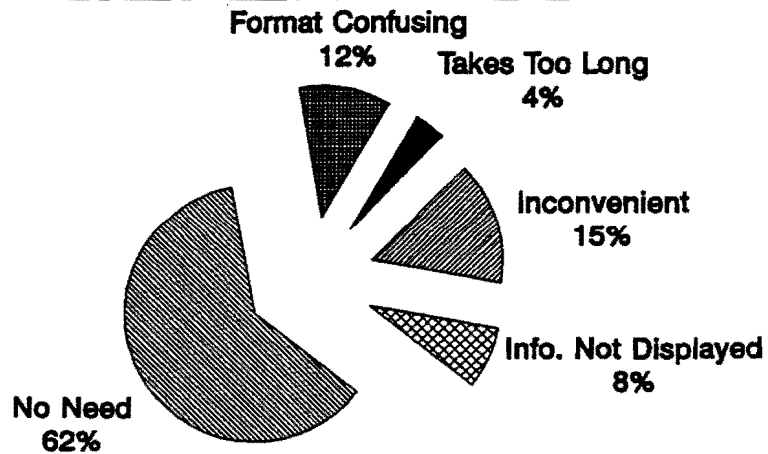
USE OF SYSTEM BY MONITOR

Greenway Plaza Survey



REASONS FOR NOT USING TERMINALS

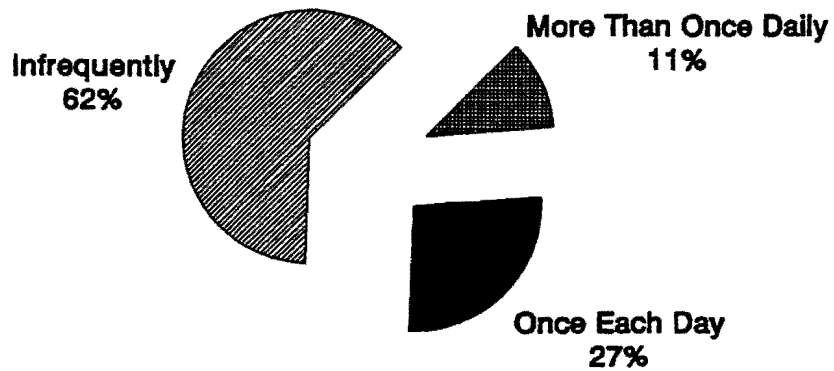
Greenway Plaza Survey



Buildings Surveyed: 3 GP, 4 GP, 5 GP, 12 GP, 3800 BS

FREQUENCY OF TERMINAL USE

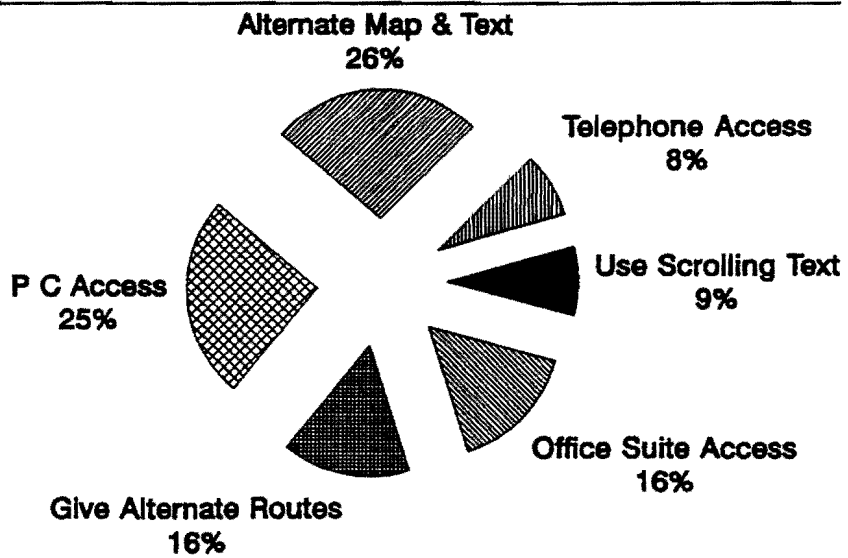
Greenway Plaza Survey



Buildings Surveyed: 3 GP, 4 GP, 5 GP, 12 GP, 3800 BS

POTENTIAL SYSTEM IMPROVEMENTS

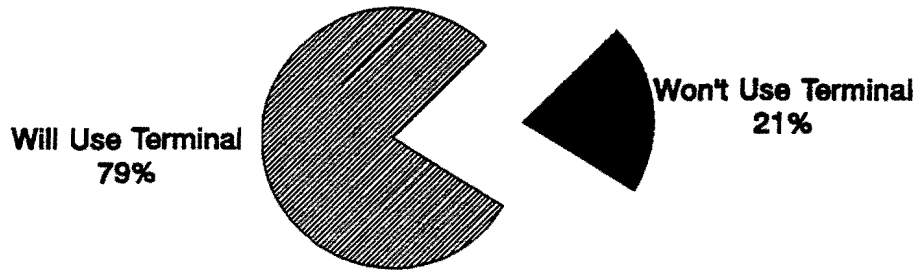
Greenway Plaza Survey



Buildings Surveyed: 3 GP, 4 GP, 5 GP, 12 GP, 3800 BS

POTENTIAL NEW USERS AFTER SURVEY

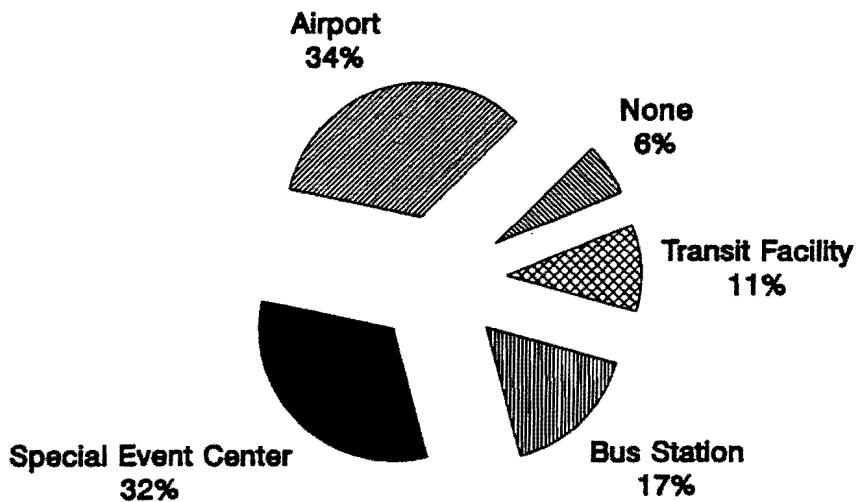
Greenway Plaza Survey



Buildings Surveyed: 3 GP, 4 GP, 5 GP, 12 GP, 3800 BS

POTENTIAL LOCATIONS FOR SIMILAR SYSTEMS

Greenway Plaza Survey



Buildings Surveyed: 3 GP, 4 GP, 5 GP, 12 GP, 3800 BS

APPENDIX D: DETAILED RESULTS OF DATA ANALYSES

InfoBanq(sm) System Investigation Evaluation						
Investigation No.	Date	No. Terminals Operational	No. Terminals Not Working	No. Terminals Unavailable	No. Available Terminals	Percent Operational
1	2/26/91	10	0	0	10	100.0
2	2/28/91	10	0	0	10	100.0
3	3/5/91	10	0	0	10	100.0
4	3/6/91	10	0	0	10	100.0
5	3/11/91	10	0	0	10	100.0
6	3/12/91	10	0	0	10	100.0
7	3/13/91	10	0	0	10	100.0
8	3/19/91	10	0	0	10	100.0
9	3/22/91	10	0	0	10	100.0
10	3/26/91	9	1	0	10	90.0
11	3/28/91	10	0	0	10	100.0
12	4/1/91	9	0	1	9	100.0
13	4/4/91	9	1	0	10	90.0
14	4/11/91	7	3	0	10	70.0
15	4/16/91	9	1	0	10	90.0
16	4/18/91	9	1	0	10	90.0
17	4/23/91	10	0	0	10	100.0
18	4/26/91	10	0	0	10	100.0
19	4/29/91	6	4	0	10	60.0
20	4/30/91	7	3	0	10	70.0
21	5/14/91	9	0	1	9	100.0
22	5/17/91	8	1	1	9	88.9
23	5/28/91	7	0	3	7	100.0
24	6/6/91	9	0	1	9	100.0
25	6/12/91	9	0	1	9	100.0
26	6/25/91	5	2	3	7	71.4
27	7/2/91	7	1	2	8	87.5
28	7/9/91	8	0	2	8	100.0
29	7/26/91	7	1	2	8	87.5
30	7/31/91	8	0	2	8	100.0
31	8/8/91	8	0	2	8	100.0
32	8/21/91	8	1	1	9	88.9
33	8/27/91	9	0	1	9	100.0
34	8/29/91	9	0	1	9	100.0
35	9/6/91	7	1	2	8	87.5

36	9/19/91	8	0	2	8	100.0
37	10/1/91	9	0	1	9	100.0
38	10/3/91	9	0	1	9	100.0
39	11/4/91	9	0	1	9	100.0
40	11/8/91	9	0	1	9	100.0
41	11/11/91	9	0	1	9	100.0
42	11/15/91	9	0	1	9	100.0
43	11/20/91	9	0	1	9	100.0
44	11/26/91	9	0	1	9	100.0
45	12/4/91	9	0	1	9	100.0
46	12/5/91	9	0	1	9	100.0
47	12/12/91	9	0	1	9	100.0
48	12/19/91	9	0	1	9	100.0
49	1/7/92	9	0	1	9	100.0
50	1/9/92	3	0	0	3	100.0
51	1/14/92	3	0	0	3	100.0
52	1/15/92	9	0	1	9	100.0
53	1/16/92	3	0	0	3	100.0
54	1/20/92	9	0	1	9	100.0
55	4/9/92	6	0	4	6	100.0
56	4/30/92	7	0	3	7	100.0
57	5/13/92	7	0	3	7	100.0
58	5/14/92	7	0	3	7	100.0
59	5/28/92	7	0	3	7	100.0
60	6/3/92	9	0	1	9	100.0
61	6/11/92	9	0	1	9	100.0
62	6/17/92	9	0	1	9	100.0
63	6/30/92	10	0	0	10	100.0
64	7/7/92	10	0	0	10	100.0
Totals		536	21	62	557	96.2

On-Site Pedestrian Counts

InfoBanq On-Site Observations Data Sheet
 Project #09582
 January 1992

Number of Pedestrians

Building	Stopped		Glanced		Didn't Stop		Total
	No.	%	No.	%	No.	%	
1 GP	4	1.49	15	5.58	250	92.9	269
2 GP	13	4.1	5	1.58	299	94.3	317
3 GP	12	1.64	5	0.68	716	97.7	733
4 GP	12	2.99	5	1.24	385	95.8	402
5 GP	25	1.64	10	0.66	1485	97.7	1520
8 GP	23	3.11	28	3.79	688	93.1	739
9 GP	3	0.82	6	1.63	359	97.6	368
12 GP	19	3.32	26	4.55	527	92.1	572
3800 BS	6	1.51	19	4.77	373	93.7	398
Total	117	2.2	119	2.24	5082	95.6	5318

InfoBanq On-Site Observations Data Sheet
 Project #09582
 January 1992

Number of Pedestrians Going to Parking

Building	Stopped		Glanced		Didn't Stop		Total
	No.	%	No.	%	No.	%	
1 GP	3	1.64	9	4.92	171	93.4	183
2 GP	11	4.03	2	0.73	260	95.2	273
3 GP	11	1.7	4	0.62	631	97.7	646
4 GP	8	3.19	3	1.2	240	95.6	251
5 GP	23	2.27	8	0.79	980	96.9	1011
8 GP	23	3.35	27	3.93	637	92.7	687
9 GP	3	1.06	4	1.42	275	97.5	282
12 GP	18	3.46	24	4.62	478	91.9	520
3800 BS	6	1.89	10	3.14	302	95	318
Total	106	2.54	91	2.18	3974	95.3	4171

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 1 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 14 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	0	1	14	15	1	0	17	18				0	1	1	31	33
3:45 PM	0	2	14	16	0	2	12	14				0	0	4	26	30
4:00 PM	0	1	17	18	0	0	13	13				0	0	1	30	31
4:15 PM	0	0	12	12	0	0	9	9				0	0	0	21	21
4:30 PM	2	0	22	24	0	3	8	11				0	2	3	30	35
4:45 PM	1	1	30	32	0	0	8	8				0	1	1	38	40
5:00 PM	0	2	42	44	0	0	7	7				0	0	2	49	51
5:15 PM	0	2	20	22	0	1	5	6				0	0	3	25	28
Total	3	9	171	183	1	6	79	86	0	0	0	0	4	15	250	269

D-11

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 1 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 14 January 1992

Percentage of Pedestrians

D-12

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	0	6.7	93.3	100	5.6	0	94.4	100	ERR	ERR	ERR	ERR	3	3	93.9	100
3:45 PM	0	13	87.5	100	0	14	85.7	100	ERR	ERR	ERR	ERR	0	13	86.7	100
4:00 PM	0	5.6	94.4	100	0	0	100	100	ERR	ERR	ERR	ERR	0	3.2	96.8	100
4:15 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
4:30 PM	8.3	0	91.7	100	0	27	72.7	100	ERR	ERR	ERR	ERR	5.7	8.6	85.7	100
4:45 PM	3.1	3.1	93.8	100	0	0	100	100	ERR	ERR	ERR	ERR	2.5	2.5	95	100
5:00 PM	0	4.5	95.5	100	0	0	100	100	ERR	ERR	ERR	ERR	0	3.9	96.1	100
5:15 PM	0	9.1	90.9	100	0	17	83.3	100	ERR	ERR	ERR	ERR	0	11	89.3	100
Total	1.6	4.9	93.4	100	1.2	7	91.9	100	ERR	ERR	ERR	ERR	1.5	5.6	92.9	100

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 2 Greenway Plaza
 Observer: Larry Watkins
 Date: 14 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	1	0	30	31	0	0	5	5				0	1	0	35	36
3:45 PM	0	0	33	33	1	0	8	9				0	1	0	41	42
4:00 PM	5	1	41	47	1	0	2	3				0	6	1	43	50
4:15 PM	0	0	45	45	0	1	7	8				0	0	1	52	53
4:30 PM	0	1	33	34	0	0	1	1				0	0	1	34	35
4:45 PM	1	0	26	27	0	0	9	9				0	1	0	35	36
5:00 PM	0	0	35	35	0	0	5	5				0	0	0	40	40
5:15 PM	4	0	17	21	0	2	2	4				0	4	2	19	25
Total	11	2	260	273	2	3	39	44	0	0	0	0	13	5	299	317

D-13

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 2 Greenway Plaza
 Observer: Larry Watkins
 Date: 14 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	3.2	0	96.8	100	0	0	100	100	ERR	ERR	ERR	ERR	2.8	0	97.2	100
3:45 PM	0	0	100	100	11	0	88.9	100	ERR	ERR	ERR	ERR	2.4	0	97.6	100
4:00 PM	11	2.1	87.2	100	33	0	66.7	100	ERR	ERR	ERR	ERR	12	2	86	100
4:15 PM	0	0	100	100	0	13	87.5	100	ERR	ERR	ERR	ERR	0	1.9	98.1	100
4:30 PM	0	2.9	97.1	100	0	0	100	100	ERR	ERR	ERR	ERR	0	2.9	97.1	100
4:45 PM	3.7	0	96.3	100	0	0	100	100	ERR	ERR	ERR	ERR	2.8	0	97.2	100
5:00 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
5:15 PM	19	0	81	100	0	50	50	100	ERR	ERR	ERR	ERR	16	8	76	100
Total	4	0.7	95.2	100	4.5	6.8	88.6	100	ERR	ERR	ERR	ERR	4.1	1.6	94.3	100

D-14

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3 Greenway Plaza
 Observer: Elizabeth C. Crowe
 Date: 9 January 1992

Number of Pedestrians

D-15

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	0	1	15	16	0	0	17	17	1	0	47	48	1	1	79	81
2:15 PM	2	0	17	19	0	0	4	4	0	0	32	32	2	0	53	55
2:30 PM	0	0	17	17	0	0	15	15	0	0	29	29	0	0	61	61
2:45 PM	1	0	25	26	0	0	12	12	1	0	23	24	2	0	60	62
3:00 PM	3	2	15	20	0	0	9	9	1	0	37	38	4	2	61	67
3:15 PM	2	2	14	18	0	0	8	8	0	0	31	31	2	2	53	57
3:30 PM	2	0	23	25	0	0	13	13	0	0	20	20	2	0	56	58
3:45 PM	0	1	80	81	0	0	9	9	0	1	8	9	0	2	97	99
4:00 PM	1	1	184	186	1	0	3	4	0	0	7	7	2	1	194	197
4:15 PM	5	2	98	105	0	0	1	1	0	0	10	10	5	2	109	116
4:30 PM	1	0	112	113	0	0	0	0	0	0	4	4	1	0	116	117
4:45 PM	0	0	72	72	0	0	4	4	0	0	0	0	0	0	76	76
5:00 PM	2	0	41	43	0	0	1	1	0	0	3	3	2	0	45	47
5:15 PM	0	0	21	21	0	0	0	0	0	0	2	2	0	0	23	23
Total	19	9	734	762	1	0	96	97	3	1	253	257	23	10	1083	1116

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3 Greenway Plaza
 Observer: Elizabeth C. Crowe
 Date: 9 January 1992

Percentage of Pedestrians

D - 16

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	0	6.3	93.8	100	0	0	100	100	2.1	0	97.9	100	1.23	1.2	97.5	100
2:15 PM	11	0	89.5	100	0	0	100	100	0	0	100	100	3.64	0	96.4	100
2:30 PM	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
2:45 PM	3.8	0	96.2	100	0	0	100	100	4.2	0	95.8	100	3.23	0	96.8	100
3:00 PM	15	10	75	100	0	0	100	100	2.6	0	97.4	100	5.97	3	91	100
3:15 PM	11	11	77.8	100	0	0	100	100	0	0	100	100	3.51	3.5	93	100
3:30 PM	8	0	92	100	0	0	100	100	0	0	100	100	3.45	0	96.6	100
3:45 PM	0	1.2	98.8	100	0	0	100	100	0	11	88.9	100	0	2	98	100
4:00 PM	0.5	0.5	98.9	100	25	0	75	100	0	0	100	100	1.02	0.5	98.5	100
4:15 PM	4.8	1.9	93.3	100	0	0	100	100	0	0	100	100	4.31	1.7	94	100
4:30 PM	0.9	0	99.1	100	ERR	ERR	ERR	ERR	0	0	100	100	0.85	0	99.1	100
4:45 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
5:00 PM	4.7	0	95.3	100	0	0	100	100	0	0	100	100	4.26	0	95.7	100
5:15 PM	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100	0	0	100	100
Total	2.5	1.2	96.3	100	1	0	99	100	1.2	0.4	98.4	100	2.06	0.9	97	100

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3 Greenway Plaza
 Observer: Elizabeth C. Crowe
 Date: 9 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	2	0	23	25	0	0	13	13	0	0	20	20	2	0	56	58
3:45 PM	0	1	80	81	0	0	9	9	0	1	8	9	0	2	97	99
4:00 PM	1	1	184	186	1	0	3	4	0	0	7	7	2	1	194	197
4:15 PM	5	2	98	105	0	0	1	1	0	0	10	10	5	2	109	116
4:30 PM	1	0	112	113	0	0	0	0	0	0	4	4	1	0	116	117
4:45 PM	0	0	72	72	0	0	4	4	0	0	0	0	0	0	76	76
5:00 PM	2	0	41	43	0	0	1	1	0	0	3	3	2	0	45	47
5:15 PM	0	0	21	21	0	0	0	0	0	0	2	2	0	0	23	23
Total	11	4	631	646	1	0	31	32	0	1	54	55	12	5	716	733

D-17

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3 Greenway Plaza
 Observer: Elizabeth C. Crowe
 Date: 9 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	8	0	92	100	0	0	100	100	0	0	100	100	3.45	0	96.6	100
3:45 PM	0	1.2	98.8	100	0	0	100	100	0	11	88.9	100	0	2	98	100
4:00 PM	0.5	0.5	98.9	100	25	0	75	100	0	0	100	100	1.02	0.5	98.5	100
4:15 PM	4.8	1.9	93.3	100	0	0	100	100	0	0	100	100	4.31	1.7	94	100
4:30 PM	0.9	0	99.1	100	ERR	ERR	ERR	ERR	0	0	100	100	0.85	0	99.1	100
4:45 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
5:00 PM	4.7	0	95.3	100	0	0	100	100	0	0	100	100	4.26	0	95.7	100
5:15 PM	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100	0	0	100	100
Total	1.7	0.6	97.7	100	3.1	0	96.9	100	0	1.8	98.2	100	1.64	0.7	97.7	100

D-18

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 4 Greenway Plaza
 Observer: Jill Smith
 Date: 9 January 1992

Number of Pedestrians

D-19

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	0	4	14	18	0	0	13	13	2	0	16	18	2	4	43	49
2:15 PM	0	1	12	13	0	0	9	9	0	2	41	43	0	3	62	65
2:30 PM	0	0	16	16	0	0	22	22	1	0	62	63	1	0	100	101
2:45 PM	0	0	17	17	1	0	13	14	1	0	64	65	2	0	94	96
3:00 PM	1	0	14	15	1	0	7	8	0	2	31	33	2	2	52	56
3:15 PM	0	0	19	19	0	0	13	13	0	0	28	28	0	0	60	60
3:30 PM	1	0	15	16	1	0	14	15	1	0	37	38	3	0	66	69
3:45 PM	2	0	34	36	0	0	5	5	1	0	11	12	3	0	50	53
4:00 PM	1	0	63	64	0	0	3	3	1	0	28	29	2	0	94	96
4:15 PM				0				0				0	0	0	0	0
4:30 PM	3	0	39	42	0	0	2	2	0	0	8	8	3	0	49	52
4:45 PM	0	0	25	25	0	0	1	1	0	0	7	7	0	0	33	33
5:00 PM	1	2	43	46	0	0	12	12	0	0	7	7	1	2	62	65
5:15 PM	0	1	21	22	0	0	2	2	0	2	8	10	0	3	31	34
Total	9	8	332	349	3	0	116	119	7	6	348	361	19	14	796	829

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 4 Greenway Plaza
 Observer: Jill Smith
 Date: 9 January 1992

Percentage of Pedestrians

D - 20

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	0	22	77.8	100	0	0	100	100	11	0	88.9	100	4.08	8.2	87.8	100
2:15 PM	0	7.7	92.3	100	0	0	100	100	0	4.7	95.3	100	0	4.6	95.4	100
2:30 PM	0	0	100	100	0	0	100	100	1.6	0	98.4	100	0.99	0	99	100
2:45 PM	0	0	100	100	7.1	0	92.9	100	1.5	0	98.5	100	2.08	0	97.9	100
3:00 PM	6.7	0	93.3	100	13	0	87.5	100	0	6.1	93.9	100	3.57	3.6	92.9	100
3:15 PM	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
3:30 PM	6.3	0	93.8	100	6.7	0	93.3	100	2.6	0	97.4	100	4.35	0	95.7	100
3:45 PM	5.6	0	94.4	100	0	0	100	100	8.3	0	91.7	100	5.66	0	94.3	100
4:00 PM	1.6	0	98.4	100	0	0	100	100	3.4	0	96.6	100	2.08	0	97.9	100
4:15 PM	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
4:30 PM	7.1	0	92.9	100	0	0	100	100	0	0	100	100	5.77	0	94.2	100
4:45 PM	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
5:00 PM	2.2	4.3	93.5	100	0	0	100	100	0	0	100	100	1.54	3.1	95.4	100
5:15 PM	0	4.5	95.5	100	0	0	100	100	0	20	80	100	0	8.8	91.2	100
Total	2.6	2.3	95.1	100	2.5	0	97.5	100	1.9	1.7	96.4	100	2.29	1.7	96	100

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 4 Greenway Plaza
 Observer: Jill Smith
 Date: 9 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	1	0	15	16	1	0	14	15	1	0	37	38	3	0	66	69
3:45 PM	2	0	34	36	0	0	5	5	1	0	11	12	3	0	50	53
4:00 PM	1	0	63	64	0	0	3	3	1	0	28	29	2	0	94	96
4:15 PM				0				0				0	0	0	0	0
4:30 PM	3	0	39	42	0	0	2	2	0	0	8	8	3	0	49	52
4:45 PM	0	0	25	25	0	0	1	1	0	0	7	7	0	0	33	33
5:00 PM	1	2	43	46	0	0	12	12	0	0	7	7	1	2	62	65
5:15 PM	0	1	21	22	0	0	2	2	0	2	8	10	0	3	31	34
Total	8	3	240	251	1	0	39	40	3	2	106	111	12	5	385	402

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 4 Greenway Plaza
 Observer: Jill Smith
 Date: 9 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	6.3	0	93.8	100	6.7	0	93.3	100	2.6	0	97.4	100	4.35	0	95.7	100
3:45 PM	5.6	0	94.4	100	0	0	100	100	8.3	0	91.7	100	5.66	0	94.3	100
4:00 PM	1.6	0	98.4	100	0	0	100	100	3.4	0	96.6	100	2.08	0	97.9	100
4:15 PM	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
4:30 PM	7.1	0	92.9	100	0	0	100	100	0	0	100	100	5.77	0	94.2	100
4:45 PM	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
5:00 PM	2.2	4.3	93.5	100	0	0	100	100	0	0	100	100	1.54	3.1	95.4	100
5:15 PM	0	4.5	95.5	100	0	0	100	100	0	20	80	100	0	8.8	91.2	100
Total	3.2	1.2	95.6	100	2.5	0	97.5	100	2.7	1.8	95.5	100	2.99	1.2	95.8	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 5 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 9 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	1	0	40	41	0	0	66	66	0	0	66	66	1	0	172	173
2:15 PM	0	0	42	42	0	2	31	33	0	0	80	80	0	2	153	155
2:30 PM	0	2	39	41	0	0	28	28	0	0	85	85	0	2	152	154
2:45 PM	0	1	32	33	0	2	22	24	0	0	105	105	0	3	159	162
3:00 PM	0	0	26	26	0	0	20	20	0	0	111	111	0	0	157	157
3:15 PM	3	0	58	61	0	0	23	23	0	0	114	114	3	0	195	198
3:30 PM	1	1	48	50	0	0	16	16	0	0	104	104	1	1	168	170
3:45 PM	2	2	42	46	1	0	22	23	0	0	72	72	3	2	136	141
4:00 PM	1	0	66	67	0	1	28	29	0	0	51	51	1	1	145	147
4:15 PM	4	0	163	167	0	1	19	20	0	0	38	38	4	1	220	225
4:30 PM	7	3	311	321	1	0	17	18	0	0	31	31	8	3	359	370
4:45 PM	2	2	125	129	0	0	12	12	0	0	30	30	2	2	167	171
5:00 PM	2	0	106	108	0	0	20	20	0	0	10	10	2	0	136	138
5:15 PM	4	0	119	123	0	0	23	23	0	0	12	12	4	0	154	158
Total	27	11	1217	1255	2	6	347	355	0	0	909	909	29	17	2473	2519

D-23

InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 5 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 9 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
2:00 PM	2.4	0	97.6	100	0	0	100	100	0	0	100	100	0.6	0	99.4	100
2:15 PM	0	0	100	100	0	6.1	93.9	100	0	0	100	100	0	1.3	98.7	100
2:30 PM	0	4.9	95.1	100	0	0	100	100	0	0	100	100	0	1.3	98.7	100
2:45 PM	0	3	97	100	0	8.3	91.7	100	0	0	100	100	0	1.9	98.1	100
3:00 PM	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
3:15 PM	4.9	0	95.1	100	0	0	100	100	0	0	100	100	1.5	0	98.5	100
3:30 PM	2	2	96	100	0	0	100	100	0	0	100	100	0.6	0.6	98.8	100
3:45 PM	4.3	4.3	91.3	100	4.3	0	95.7	100	0	0	100	100	2.1	1.4	96.5	100
4:00 PM	1.5	0	98.5	100	0	3.4	96.6	100	0	0	100	100	0.7	0.7	98.6	100
4:15 PM	2.4	0	97.6	100	0	5	95	100	0	0	100	100	1.8	0.4	97.8	100
4:30 PM	2.2	0.9	96.9	100	5.6	0	94.4	100	0	0	100	100	2.2	0.8	97	100
4:45 PM	1.6	1.6	96.9	100	0	0	100	100	0	0	100	100	1.2	1.2	97.7	100
5:00 PM	1.9	0	98.1	100	0	0	100	100	0	0	100	100	1.4	0	98.6	100
5:15 PM	3.3	0	96.7	100	0	0	100	100	0	0	100	100	2.5	0	97.5	100
Total	2.2	0.9	97	100	0.6	1.7	97.7	100	0	0	100	100	1.2	0.7	98.2	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 5 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 9 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	1	1	48	50	0	0	16	16	0	0	104	104	1	1	168	170
3:45 PM	2	2	42	46	1	0	22	23	0	0	72	72	3	2	136	141
4:00 PM	1	0	66	67	0	1	28	29	0	0	51	51	1	1	145	147
4:15 PM	4	0	163	167	0	1	19	20	0	0	38	38	4	1	220	225
4:30 PM	7	3	311	321	1	0	17	18	0	0	31	31	8	3	359	370
4:45 PM	2	2	125	129	0	0	12	12	0	0	30	30	2	2	167	171
5:00 PM	2	0	106	108	0	0	20	20	0	0	10	10	2	0	136	138
5:15 PM	4	0	119	123	0	0	23	23	0	0	12	12	4	0	154	158
Total	23	8	980	1011	2	2	157	161	0	0	348	348	25	10	1485	1520

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 5 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 9 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	2	2	96	100	0	0	100	100	0	0	100	100	0.6	0.6	98.8	100
3:45 PM	4.3	4.3	91.3	100	4.3	0	95.7	100	0	0	100	100	2.1	1.4	96.5	100
4:00 PM	1.5	0	98.5	100	0	3.4	96.6	100	0	0	100	100	0.7	0.7	98.6	100
4:15 PM	2.4	0	97.6	100	0	5	95	100	0	0	100	100	1.8	0.4	97.8	100
4:30 PM	2.2	0.9	96.9	100	5.6	0	94.4	100	0	0	100	100	2.2	0.8	97	100
4:45 PM	1.6	1.6	96.9	100	0	0	100	100	0	0	100	100	1.2	1.2	97.7	100
5:00 PM	1.9	0	98.1	100	0	0	100	100	0	0	100	100	1.4	0	98.6	100
5:15 PM	3.3	0	96.7	100	0	0	100	100	0	0	100	100	2.5	0	97.5	100
Total	2.3	0.8	96.9	100	1.2	1.2	97.5	100	0	0	100	100	1.6	0.7	97.7	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 8 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 16 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	3	4	19	26	0	0	10	10				0	3	4	29	36
3:45 PM	0	0	10	10	0	0	9	9				0	0	0	19	19
4:00 PM	2	1	26	29	0	0	4	4				0	2	1	30	33
4:15 PM	3	1	28	32	0	0	4	4				0	3	1	32	36
4:30 PM	2	5	181	188	0	0	4	4				0	2	5	185	192
4:45 PM	5	4	82	91	0	1	12	13				0	5	5	94	104
5:00 PM	6	10	186	202	0	0	6	6				0	6	10	192	208
5:15 PM	2	2	105	109	0	0	2	2				0	2	2	107	111
Total	23	27	637	687	0	1	51	52	0	0	0	0	23	28	688	739

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 8 Greenway Plaza
 Observer: Beverly A. Thompson
 Date: 16 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	12	15	73.1	100	0	0	100	100	ERR	ERR	ERR	ERR	8.3	11	80.6	100
3:45 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
4:00 PM	6.9	3.4	89.7	100	0	0	100	100	ERR	ERR	ERR	ERR	6.1	3	90.9	100
4:15 PM	9.4	3.1	87.5	100	0	0	100	100	ERR	ERR	ERR	ERR	8.3	2.8	88.9	100
4:30 PM	1.1	2.7	96.3	100	0	0	100	100	ERR	ERR	ERR	ERR	1	2.6	96.4	100
4:45 PM	5.5	4.4	90.1	100	0	7.7	92.3	100	ERR	ERR	ERR	ERR	4.8	4.8	90.4	100
5:00 PM	3	5	92.1	100	0	0	100	100	ERR	ERR	ERR	ERR	2.9	4.8	92.3	100
5:15 PM	1.8	1.8	96.3	100	0	0	100	100	ERR	ERR	ERR	ERR	1.8	1.8	96.4	100
Total	3.3	3.9	92.7	100	0	1.9	98.1	100	ERR	ERR	ERR	ERR	3.1	3.8	93.1	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 9 Greenway Plaza
 Observer: Larry Watkins
 Date: 16 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	0	1	18	19	0	0	13	13				0	0	1	31	32
3:45 PM	1	0	19	20	0	0	17	17				0	1	0	36	37
4:00 PM	0	1	13	14	0	0	14	14				0	0	1	27	28
4:15 PM	0	0	18	18	0	0	11	11				0	0	0	29	29
4:30 PM	0	0	65	65	0	0	5	5				0	0	0	70	70
4:45 PM	1	0	28	29	0	1	11	12				0	1	1	39	41
5:00 PM	1	1	59	61	0	0	8	8				0	1	1	67	69
5:15 PM	0	1	55	56	0	1	5	6				0	0	2	60	62
Total	3	4	275	282	0	2	84	86	0	0	0	0	3	6	359	368

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 9 Greenway Plaza
 Observer: Larry Watkins
 Date: 16 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	0	5.3	94.7	100	0	0	100	100	ERR	ERR	ERR	ERR	0	3.1	96.9	100
3:45 PM	5	0	95	100	0	0	100	100	ERR	ERR	ERR	ERR	2.7	0	97.3	100
4:00 PM	0	7.1	92.9	100	0	0	100	100	ERR	ERR	ERR	ERR	0	3.6	96.4	100
4:15 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
4:30 PM	0	0	100	100	0	0	100	100	ERR	ERR	ERR	ERR	0	0	100	100
4:45 PM	3.4	0	96.6	100	0	8.3	91.7	100	ERR	ERR	ERR	ERR	2.4	2.4	95.1	100
5:00 PM	1.6	1.6	96.7	100	0	0	100	100	ERR	ERR	ERR	ERR	1.4	1.4	97.1	100
5:15 PM	0	1.8	98.2	100	0	17	83.3	100	ERR	ERR	ERR	ERR	0	3.2	96.8	100
Total	1.1	1.4	97.5	100	0	2.3	97.7	100	ERR	ERR	ERR	ERR	0.8	1.6	97.6	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 12 Greenway Plaza
 Observer: Kevin Welborn
 Date: 16 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	1	2	25	28	0	1	10	11				0	1	3	35	39
3:45 PM	1	3	16	20	0	1	5	6				0	1	4	21	26
4:00 PM	1	2	29	32	1	0	8	9				0	2	2	37	41
4:15 PM	2	1	38	41	0	0	6	6				0	2	1	44	47
4:30 PM	4	2	74	80	0	0	7	7				0	4	2	81	87
4:45 PM	2	5	64	71	0	0	2	2				0	2	5	66	73
5:00 PM	4	5	144	153	0	0	3	3				0	4	5	147	156
5:15 PM	3	4	88	95	0	0	8	8				0	3	4	96	103
Total	18	24	478	520	1	2	49	52	0	0	0	0	19	26	527	572

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 12 Greenway Plaza
 Observer: Kevin Welborn
 Date: 16 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	3.6	7.1	89.3	100	0	9.1	90.9	100	ERR	ERR	ERR	ERR	2.6	7.7	89.7	100
3:45 PM	5	15	80	100	0	17	83.3	100	ERR	ERR	ERR	ERR	3.8	15	80.8	100
4:00 PM	3.1	6.3	90.6	100	11	0	88.9	100	ERR	ERR	ERR	ERR	4.9	4.9	90.2	100
4:15 PM	4.9	2.4	92.7	100	0	0	100	100	ERR	ERR	ERR	ERR	4.3	2.1	93.6	100
4:30 PM	5	2.5	92.5	100	0	0	100	100	ERR	ERR	ERR	ERR	4.6	2.3	93.1	100
4:45 PM	2.8	7	90.1	100	0	0	100	100	ERR	ERR	ERR	ERR	2.7	6.8	90.4	100
5:00 PM	2.6	3.3	94.1	100	0	0	100	100	ERR	ERR	ERR	ERR	2.6	3.2	94.2	100
5:15 PM	3.2	4.2	92.6	100	0	0	100	100	ERR	ERR	ERR	ERR	2.9	3.9	93.2	100
Total	3.5	4.6	91.9	100	1.9	3.8	94.2	100	ERR	ERR	ERR	ERR	3.3	4.5	92.1	100

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3800 Buffalo Speedway
 Observer: Tommy Cromer
 Date: 14 January 1992

Number of Pedestrians

Time	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	1	2	19	22	0	1	16	17				0	1	3	35	39
3:45 PM	0	1	12	13	0	1	8	9				0	0	2	20	22
4:00 PM	0	1	31	32	0	1	15	16				0	0	2	46	48
4:15 PM	2	0	20	22	0	0	8	8				0	2	0	28	30
4:30 PM	0	2	27	29	0	3	7	10				0	0	5	34	39
4:45 PM	1	1	25	27	0	1	8	9				0	1	2	33	36
5:00 PM	0	2	144	146	0	1	5	6				0	0	3	149	152
5:15 PM	2	1	24	27	0	1	4	5				0	2	2	28	32
Total	6	10	302	318	0	9	71	80	0	0	0	0	6	19	373	398

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InfoBanq On-Site Observations Data Sheet
 Project #09582

Location: 3800 Buffalo Speedway
 Observer: Tommy Cromer
 Date: 14 January 1992

Percentage of Pedestrians

	Out to Parking				From Parking				Pass Through				Total			
	S	G	DS	T	S	G	DS	T	S	G	DS	T	S	G	DS	T
3:30 PM	4.5	9.1	86.4	100	0	5.9	94.1	100	ERR	ERR	ERR	ERR	2.6	7.7	89.7	100
3:45 PM	0	7.7	92.3	100	0	11	88.9	100	ERR	ERR	ERR	ERR	0	9.1	90.9	100
4:00 PM	0	3.1	96.9	100	0	6.3	93.8	100	ERR	ERR	ERR	ERR	0	4.2	95.8	100
4:15 PM	9.1	0	90.9	100	0	0	100	100	ERR	ERR	ERR	ERR	6.7	0	93.3	100
4:30 PM	0	6.9	93.1	100	0	30	70	100	ERR	ERR	ERR	ERR	0	13	87.2	100
4:45 PM	3.7	3.7	92.6	100	0	11	88.9	100	ERR	ERR	ERR	ERR	2.8	5.6	91.7	100
5:00 PM	0	1.4	98.6	100	0	17	83.3	100	ERR	ERR	ERR	ERR	0	2	98	100
5:15 PM	7.4	3.7	88.9	100	0	20	80	100	ERR	ERR	ERR	ERR	6.3	6.3	87.5	100
Total	1.9	3.1	95	100	0	11	88.8	100	ERR	ERR	ERR	ERR	1.5	4.8	93.7	100

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INFOBANG COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$6,760	\$13,520	\$20,280	\$27,040	\$33,800
131	\$6,812	\$13,624	\$20,436	\$27,248	\$34,060
132	\$6,864	\$13,728	\$20,592	\$27,456	\$34,320
133	\$6,916	\$13,832	\$20,748	\$27,664	\$34,580
134	\$6,968	\$13,936	\$20,904	\$27,872	\$34,840
135	\$7,020	\$14,040	\$21,060	\$28,080	\$35,100
136	\$7,072	\$14,144	\$21,216	\$28,288	\$35,360
137	\$7,124	\$14,248	\$21,372	\$28,496	\$35,620
138	\$7,176	\$14,352	\$21,528	\$28,704	\$35,880
139	\$7,228	\$14,456	\$21,684	\$28,912	\$36,140
140	\$7,280	\$14,560	\$21,840	\$29,120	\$36,400
141	\$7,332	\$14,664	\$21,996	\$29,328	\$36,660
142	\$7,384	\$14,768	\$22,152	\$29,536	\$36,920
143	\$7,436	\$14,872	\$22,308	\$29,744	\$37,180
144	\$7,488	\$14,976	\$22,464	\$29,952	\$37,440
145	\$7,540	\$15,080	\$22,620	\$30,160	\$37,700
146	\$7,592	\$15,184	\$22,776	\$30,368	\$37,960
147	\$7,644	\$15,288	\$22,932	\$30,576	\$38,220
148	\$7,696	\$15,392	\$23,088	\$30,784	\$38,480
149	\$7,748	\$15,496	\$23,244	\$30,992	\$38,740
150	\$7,800	\$15,600	\$23,400	\$31,200	\$39,000
151	\$7,852	\$15,704	\$23,556	\$31,408	\$39,260
152	\$7,904	\$15,808	\$23,712	\$31,616	\$39,520
153	\$7,956	\$15,912	\$23,868	\$31,824	\$39,780
154	\$8,008	\$16,016	\$24,024	\$32,032	\$40,040
155	\$8,060	\$16,120	\$24,180	\$32,240	\$40,300
156	\$8,112	\$16,224	\$24,336	\$32,448	\$40,560
157	\$8,164	\$16,328	\$24,492	\$32,656	\$40,820
158	\$8,216	\$16,432	\$24,648	\$32,864	\$41,080
159	\$8,268	\$16,536	\$24,804	\$33,072	\$41,340
160	\$8,320	\$16,640	\$24,960	\$33,280	\$41,600
161	\$8,372	\$16,744	\$25,116	\$33,488	\$41,860
162	\$8,424	\$16,848	\$25,272	\$33,696	\$42,120
163	\$8,476	\$16,952	\$25,428	\$33,904	\$42,380
164	\$8,528	\$17,056	\$25,584	\$34,112	\$42,640
165	\$8,580	\$17,160	\$25,740	\$34,320	\$42,900
166	\$8,632	\$17,264	\$25,896	\$34,528	\$43,160
167	\$8,684	\$17,368	\$26,052	\$34,736	\$43,420
168	\$8,736	\$17,472	\$26,208	\$34,944	\$43,680
169	\$8,788	\$17,576	\$26,364	\$35,152	\$43,940
170	\$8,840	\$17,680	\$26,520	\$35,360	\$44,200
171	\$8,892	\$17,784	\$26,676	\$35,568	\$44,460
172	\$8,944	\$17,888	\$26,832	\$35,776	\$44,720

INFOBANQ COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
345	\$17,940	\$35,880	\$53,820	\$71,760	\$89,700
346	\$17,992	\$35,984	\$53,976	\$71,968	\$89,960
347	\$18,044	\$36,088	\$54,132	\$72,176	\$90,220
348	\$18,096	\$36,192	\$54,288	\$72,384	\$90,480
349	\$18,148	\$36,296	\$54,444	\$72,592	\$90,740
350	\$18,200	\$36,400	\$54,600	\$72,800	\$91,000
351	\$18,252	\$36,504	\$54,756	\$73,008	\$91,260
352	\$18,304	\$36,608	\$54,912	\$73,216	\$91,520
353	\$18,356	\$36,712	\$55,068	\$73,424	\$91,780
354	\$18,408	\$36,816	\$55,224	\$73,632	\$92,040
355	\$18,460	\$36,920	\$55,380	\$73,840	\$92,300
356	\$18,512	\$37,024	\$55,536	\$74,048	\$92,560
357	\$18,564	\$37,128	\$55,692	\$74,256	\$92,820
358	\$18,616	\$37,232	\$55,848	\$74,464	\$93,080
359	\$18,668	\$37,336	\$56,004	\$74,672	\$93,340
360	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
361	\$18,772	\$37,544	\$56,316	\$75,088	\$93,860
362	\$18,824	\$37,648	\$56,472	\$75,296	\$94,120
363	\$18,876	\$37,752	\$56,628	\$75,504	\$94,380
364	\$18,928	\$37,856	\$56,784	\$75,712	\$94,640
365	\$18,980	\$37,960	\$56,940	\$75,920	\$94,900
366	\$19,032	\$38,064	\$57,096	\$76,128	\$95,160
367	\$19,084	\$38,168	\$57,252	\$76,336	\$95,420
368	\$19,136	\$38,272	\$57,408	\$76,544	\$95,680
369	\$19,188	\$38,376	\$57,564	\$76,752	\$95,940
370	\$19,240	\$38,480	\$57,720	\$76,960	\$96,200
371	\$19,292	\$38,584	\$57,876	\$77,168	\$96,460
372	\$19,344	\$38,688	\$58,032	\$77,376	\$96,720
373	\$19,396	\$38,792	\$58,188	\$77,584	\$96,980
374	\$19,448	\$38,896	\$58,344	\$77,792	\$97,240
375	\$19,500	\$39,000	\$58,500	\$78,000	\$97,500
376	\$19,552	\$39,104	\$58,656	\$78,208	\$97,760
377	\$19,604	\$39,208	\$58,812	\$78,416	\$98,020
378	\$19,656	\$39,312	\$58,968	\$78,624	\$98,280
379	\$19,708	\$39,416	\$59,124	\$78,832	\$98,540
380	\$19,760	\$39,520	\$59,280	\$79,040	\$98,800
381	\$19,812	\$39,624	\$59,436	\$79,248	\$99,060
382	\$19,864	\$39,728	\$59,592	\$79,456	\$99,320
383	\$19,916	\$39,832	\$59,748	\$79,664	\$99,580
384	\$19,968	\$39,936	\$59,904	\$79,872	\$99,840
385	\$20,020	\$40,040	\$60,060	\$80,080	\$100,100
386	\$20,072	\$40,144	\$60,216	\$80,288	\$100,360
387	\$20,124	\$40,248	\$60,372	\$80,496	\$100,620

INFOBANK COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
431	\$22,412	\$44,824	\$67,236	\$89,648	\$112,060
432	\$22,464	\$44,928	\$67,392	\$89,856	\$112,320
433	\$22,516	\$45,032	\$67,548	\$90,064	\$112,580
434	\$22,568	\$45,136	\$67,704	\$90,272	\$112,840
435	\$22,620	\$45,240	\$67,860	\$90,480	\$113,100
436	\$22,672	\$45,344	\$68,016	\$90,688	\$113,360
437	\$22,724	\$45,448	\$68,172	\$90,896	\$113,620
438	\$22,776	\$45,552	\$68,328	\$91,104	\$113,880
439	\$22,828	\$45,656	\$68,484	\$91,312	\$114,140
440	\$22,880	\$45,760	\$68,640	\$91,520	\$114,400
441	\$22,932	\$45,864	\$68,796	\$91,728	\$114,660
442	\$22,984	\$45,968	\$68,952	\$91,936	\$114,920
443	\$23,036	\$46,072	\$69,108	\$92,144	\$115,180
444	\$23,088	\$46,176	\$69,264	\$92,352	\$115,440
445	\$23,140	\$46,280	\$69,420	\$92,560	\$115,700
446	\$23,192	\$46,384	\$69,576	\$92,768	\$115,960
447	\$23,244	\$46,488	\$69,732	\$92,976	\$116,220
448	\$23,296	\$46,592	\$69,888	\$93,184	\$116,480
449	\$23,348	\$46,696	\$70,044	\$93,392	\$116,740
450	\$23,400	\$46,800	\$70,200	\$93,600	\$117,000
451	\$23,452	\$46,904	\$70,356	\$93,808	\$117,260
452	\$23,504	\$47,008	\$70,512	\$94,016	\$117,520
453	\$23,556	\$47,112	\$70,668	\$94,224	\$117,780
454	\$23,608	\$47,216	\$70,824	\$94,432	\$118,040
455	\$23,660	\$47,320	\$70,980	\$94,640	\$118,300
456	\$23,712	\$47,424	\$71,136	\$94,848	\$118,560
457	\$23,764	\$47,528	\$71,292	\$95,056	\$118,820
458	\$23,816	\$47,632	\$71,448	\$95,264	\$119,080
459	\$23,868	\$47,736	\$71,604	\$95,472	\$119,340
460	\$23,920	\$47,840	\$71,760	\$95,680	\$119,600
461	\$23,972	\$47,944	\$71,916	\$95,888	\$119,860
462	\$24,024	\$48,048	\$72,072	\$96,096	\$120,120
463	\$24,076	\$48,152	\$72,228	\$96,304	\$120,380
464	\$24,128	\$48,256	\$72,384	\$96,512	\$120,640
465	\$24,180	\$48,360	\$72,540	\$96,720	\$120,900
466	\$24,232	\$48,464	\$72,696	\$96,928	\$121,160
467	\$24,284	\$48,568	\$72,852	\$97,136	\$121,420
468	\$24,336	\$48,672	\$73,008	\$97,344	\$121,680
469	\$24,388	\$48,776	\$73,164	\$97,552	\$121,940
470	\$24,440	\$48,880	\$73,320	\$97,760	\$122,200
471	\$24,492	\$48,984	\$73,476	\$97,968	\$122,460
472	\$24,544	\$49,088	\$73,632	\$98,176	\$122,720
473	\$24,596	\$49,192	\$73,788	\$98,384	\$122,980

INFOBAQ COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
560	\$29,120	\$58,240	\$87,360	\$116,480	\$145,600
561	\$29,172	\$58,344	\$87,516	\$116,688	\$145,860
562	\$29,224	\$58,448	\$87,672	\$116,896	\$146,120
563	\$29,276	\$58,552	\$87,828	\$117,104	\$146,380
564	\$29,328	\$58,656	\$87,984	\$117,312	\$146,640
565	\$29,380	\$58,760	\$88,140	\$117,520	\$146,900
566	\$29,432	\$58,864	\$88,296	\$117,728	\$147,160
567	\$29,484	\$58,968	\$88,452	\$117,936	\$147,420
568	\$29,536	\$59,072	\$88,608	\$118,144	\$147,680
569	\$29,588	\$59,176	\$88,764	\$118,352	\$147,940
570	\$29,640	\$59,280	\$88,920	\$118,560	\$148,200
571	\$29,692	\$59,384	\$89,076	\$118,768	\$148,460
572	\$29,744	\$59,488	\$89,232	\$118,976	\$148,720
573	\$29,796	\$59,592	\$89,388	\$119,184	\$148,980
574	\$29,848	\$59,696	\$89,544	\$119,392	\$149,240
575	\$29,900	\$59,800	\$89,700	\$119,600	\$149,500
576	\$29,952	\$59,904	\$89,856	\$119,808	\$149,760
577	\$30,004	\$60,008	\$90,012	\$120,016	\$150,020
578	\$30,056	\$60,112	\$90,168	\$120,224	
579	\$30,108	\$60,216	\$90,324	\$120,432	
580	\$30,160	\$60,320	\$90,480	\$120,640	
581	\$30,212	\$60,424	\$90,636	\$120,848	
582	\$30,264	\$60,528	\$90,792	\$121,056	
583	\$30,316	\$60,632	\$90,948	\$121,264	
584	\$30,368	\$60,736	\$91,104	\$121,472	
585	\$30,420	\$60,840	\$91,260	\$121,680	
586	\$30,472	\$60,944	\$91,416	\$121,888	
587	\$30,524	\$61,048	\$91,572	\$122,096	
588	\$30,576	\$61,152	\$91,728	\$122,304	
589	\$30,628	\$61,256	\$91,884	\$122,512	
590	\$30,680	\$61,360	\$92,040	\$122,720	
591	\$30,732	\$61,464	\$92,196	\$122,928	
592	\$30,784	\$61,568	\$92,352	\$123,136	
593	\$30,836	\$61,672	\$92,508	\$123,344	
594	\$30,888	\$61,776	\$92,664	\$123,552	
595	\$30,940	\$61,880	\$92,820	\$123,760	
596	\$30,992	\$61,984	\$92,976	\$123,968	
597	\$31,044	\$62,088	\$93,132	\$124,176	
598	\$31,096	\$62,192	\$93,288	\$124,384	
599	\$31,148	\$62,296	\$93,444	\$124,592	
600	\$31,200	\$62,400	\$93,600	\$124,800	
601	\$31,252	\$62,504	\$93,756	\$125,008	
602	\$31,304	\$62,608	\$93,912	\$125,216	

INFOBANQ COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
861	\$44,772	\$89,544	\$134,316		
862	\$44,824	\$89,648	\$134,472		
863	\$44,876	\$89,752	\$134,628		
864	\$44,928	\$89,856	\$134,784		
865	\$44,980	\$89,960	\$134,940		
866	\$45,032	\$90,064	\$135,096		
867	\$45,084	\$90,168	\$135,252		
868	\$45,136	\$90,272	\$135,408		
869	\$45,188	\$90,376	\$135,564		
870	\$45,240	\$90,480	\$135,720		
871	\$45,292	\$90,584	\$135,876		
872	\$45,344	\$90,688	\$136,032		
873	\$45,396	\$90,792	\$136,188		
874	\$45,448	\$90,896	\$136,344		
875	\$45,500	\$91,000	\$136,500		
876	\$45,552	\$91,104	\$136,656		
877	\$45,604	\$91,208	\$136,812		
878	\$45,656	\$91,312	\$136,968		
879	\$45,708	\$91,416	\$137,124		
880	\$45,760	\$91,520	\$137,280		
881	\$45,812	\$91,624	\$137,436		
882	\$45,864	\$91,728	\$137,592		
883	\$45,916	\$91,832	\$137,748		
884	\$45,968	\$91,936	\$137,904		
885	\$46,020	\$92,040	\$138,060		
886	\$46,072	\$92,144	\$138,216		
887	\$46,124	\$92,248	\$138,372		
888	\$46,176	\$92,352	\$138,528		
889	\$46,228	\$92,456	\$138,684		
890	\$46,280	\$92,560	\$138,840		
891	\$46,332	\$92,664	\$138,996		
892	\$46,384	\$92,768	\$139,152		
893	\$46,436	\$92,872	\$139,308		
894	\$46,488	\$92,976	\$139,464		
895	\$46,540	\$93,080	\$139,620		
896	\$46,592	\$93,184	\$139,776		
897	\$46,644	\$93,288	\$139,932		
898	\$46,696	\$93,392	\$140,088		
899	\$46,748	\$93,496	\$140,244		
900	\$46,800	\$93,600	\$140,400		
901	\$46,852	\$93,704	\$140,556		
902	\$46,904	\$93,808	\$140,712		
903	\$46,956	\$93,912	\$140,868		

INFOBAND COST EVALUATION

5 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5.
1764	\$91,728				
1765	\$91,780				
1766	\$91,832				
1767	\$91,884				
1768	\$91,936				
1769	\$91,988				
1770	\$92,040				
1771	\$92,092				
1772	\$92,144				
1773	\$92,196				
1774	\$92,248				
1775	\$92,300				
1776	\$92,352				
1777	\$92,404				
1778	\$92,456				
1779	\$92,508				
1780	\$92,560				
1781	\$92,612				
1782	\$92,664				
1783	\$92,716				
1784	\$92,768				
1785	\$92,820				
1786	\$92,872				
1787	\$92,924				
1788	\$92,976				
1789	\$93,028				
1790	\$93,080				
1791	\$93,132				
1792	\$93,184				
1793	\$93,236				
1794	\$93,288				
1795	\$93,340				
1796	\$93,392				
1797	\$93,444				
1798	\$93,496				
1799	\$93,548				
1800	\$93,600				
1801	\$93,652				
1802	\$93,704				
1803	\$93,756				
1804	\$93,808				
1805	\$93,860				
1806	\$93,912				

INFOBANG COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$13,520	\$27,040	\$40,560	\$54,080	\$67,600
131	\$13,624	\$27,248	\$40,872	\$54,496	\$68,120
132	\$13,728	\$27,456	\$41,184	\$54,912	\$68,640
133	\$13,832	\$27,664	\$41,496	\$55,328	\$69,160
134	\$13,936	\$27,872	\$41,808	\$55,744	\$69,680
135	\$14,040	\$28,080	\$42,120	\$56,160	\$70,200
136	\$14,144	\$28,288	\$42,432	\$56,576	\$70,720
137	\$14,248	\$28,496	\$42,744	\$56,992	\$71,240
138	\$14,352	\$28,704	\$43,056	\$57,408	\$71,760
139	\$14,456	\$28,912	\$43,368	\$57,824	\$72,280
140	\$14,560	\$29,120	\$43,680	\$58,240	\$72,800
141	\$14,664	\$29,328	\$43,992	\$58,656	\$73,320
142	\$14,768	\$29,536	\$44,304	\$59,072	\$73,840
143	\$14,872	\$29,744	\$44,616	\$59,488	\$74,360
144	\$14,976	\$29,952	\$44,928	\$59,904	\$74,880
145	\$15,080	\$30,160	\$45,240	\$60,320	\$75,400
146	\$15,184	\$30,368	\$45,552	\$60,736	\$75,920
147	\$15,288	\$30,576	\$45,864	\$61,152	\$76,440
148	\$15,392	\$30,784	\$46,176	\$61,568	\$76,960
149	\$15,496	\$30,992	\$46,488	\$61,984	\$77,480
150	\$15,600	\$31,200	\$46,800	\$62,400	\$78,000
151	\$15,704	\$31,408	\$47,112	\$62,816	\$78,520
152	\$15,808	\$31,616	\$47,424	\$63,232	\$79,040
153	\$15,912	\$31,824	\$47,736	\$63,648	\$79,560
154	\$16,016	\$32,032	\$48,048	\$64,064	\$80,080
155	\$16,120	\$32,240	\$48,360	\$64,480	\$80,600
156	\$16,224	\$32,448	\$48,672	\$64,896	\$81,120
157	\$16,328	\$32,656	\$48,984	\$65,312	\$81,640
158	\$16,432	\$32,864	\$49,296	\$65,728	\$82,160
159	\$16,536	\$33,072	\$49,608	\$66,144	\$82,680
160	\$16,640	\$33,280	\$49,920	\$66,560	\$83,200
161	\$16,744	\$33,488	\$50,232	\$66,976	\$83,720
162	\$16,848	\$33,696	\$50,544	\$67,392	\$84,240
163	\$16,952	\$33,904	\$50,856	\$67,808	\$84,760
164	\$17,056	\$34,112	\$51,168	\$68,224	\$85,280
165	\$17,160	\$34,320	\$51,480	\$68,640	\$85,800
166	\$17,264	\$34,528	\$51,792	\$69,056	\$86,320
167	\$17,368	\$34,736	\$52,104	\$69,472	\$86,840
168	\$17,472	\$34,944	\$52,416	\$69,888	\$87,360
169	\$17,576	\$35,152	\$52,728	\$70,304	\$87,880
170	\$17,680	\$35,360	\$53,040	\$70,720	\$88,400
171	\$17,784	\$35,568	\$53,352	\$71,136	\$88,920
172	\$17,888	\$35,776	\$53,664	\$71,552	\$89,440

INFOBANG COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
173	\$17,992	\$35,984	\$53,976	\$71,968	\$89,960
174	\$18,096	\$36,192	\$54,288	\$72,384	\$90,480
175	\$18,200	\$36,400	\$54,600	\$72,800	\$91,000
176	\$18,304	\$36,608	\$54,912	\$73,216	\$91,520
177	\$18,408	\$36,816	\$55,224	\$73,632	\$92,040
178	\$18,512	\$37,024	\$55,536	\$74,048	\$92,560
179	\$18,616	\$37,232	\$55,848	\$74,464	\$93,080
180	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
181	\$18,824	\$37,648	\$56,472	\$75,296	\$94,120
182	\$18,928	\$37,856	\$56,784	\$75,712	\$94,640
183	\$19,032	\$38,064	\$57,096	\$76,128	\$95,160
184	\$19,136	\$38,272	\$57,408	\$76,544	\$95,680
185	\$19,240	\$38,480	\$57,720	\$76,960	\$96,200
186	\$19,344	\$38,688	\$58,032	\$77,376	\$96,720
187	\$19,448	\$38,896	\$58,344	\$77,792	\$97,240
188	\$19,552	\$39,104	\$58,656	\$78,208	\$97,760
189	\$19,656	\$39,312	\$58,968	\$78,624	\$98,280
190	\$19,760	\$39,520	\$59,280	\$79,040	\$98,800
191	\$19,864	\$39,728	\$59,592	\$79,456	\$99,320
192	\$19,968	\$39,936	\$59,904	\$79,872	\$99,840
193	\$20,072	\$40,144	\$60,216	\$80,288	\$100,360
194	\$20,176	\$40,352	\$60,528	\$80,704	\$100,880
195	\$20,280	\$40,560	\$60,840	\$81,120	\$101,400
196	\$20,384	\$40,768	\$61,152	\$81,536	\$101,920
197	\$20,488	\$40,976	\$61,464	\$81,952	\$102,440
198	\$20,592	\$41,184	\$61,776	\$82,368	\$102,960
199	\$20,696	\$41,392	\$62,088	\$82,784	\$103,480
200	\$20,800	\$41,600	\$62,400	\$83,200	\$104,000
201	\$20,904	\$41,808	\$62,712	\$83,616	\$104,520
202	\$21,008	\$42,016	\$63,024	\$84,032	\$105,040
203	\$21,112	\$42,224	\$63,336	\$84,448	\$105,560
204	\$21,216	\$42,432	\$63,648	\$84,864	\$106,080
205	\$21,320	\$42,640	\$63,960	\$85,280	\$106,600
206	\$21,424	\$42,848	\$64,272	\$85,696	\$107,120
207	\$21,528	\$43,056	\$64,584	\$86,112	\$107,640
208	\$21,632	\$43,264	\$64,896	\$86,528	\$108,160
209	\$21,736	\$43,472	\$65,208	\$86,944	\$108,680
210	\$21,840	\$43,680	\$65,520	\$87,360	\$109,200
211	\$21,944	\$43,888	\$65,832	\$87,776	\$109,720
212	\$22,048	\$44,096	\$66,144	\$88,192	\$110,240
213	\$22,152	\$44,304	\$66,456	\$88,608	\$110,760
214	\$22,256	\$44,512	\$66,768	\$89,024	\$111,280
215	\$22,360	\$44,720	\$67,080	\$89,440	\$111,800

INFOBANG COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
216	\$22,464	\$44,928	\$67,392	\$89,856	\$112,320
217	\$22,568	\$45,136	\$67,704	\$90,272	\$112,840
218	\$22,672	\$45,344	\$68,016	\$90,688	\$113,360
219	\$22,776	\$45,552	\$68,328	\$91,104	\$113,880
220	\$22,880	\$45,760	\$68,640	\$91,520	\$114,400
221	\$22,984	\$45,968	\$68,952	\$91,936	\$114,920
222	\$23,088	\$46,176	\$69,264	\$92,352	\$115,440
223	\$23,192	\$46,384	\$69,576	\$92,768	\$115,960
224	\$23,296	\$46,592	\$69,888	\$93,184	\$116,480
225	\$23,400	\$46,800	\$70,200	\$93,600	\$117,000
226	\$23,504	\$47,008	\$70,512	\$94,016	\$117,520
227	\$23,608	\$47,216	\$70,824	\$94,432	\$118,040
228	\$23,712	\$47,424	\$71,136	\$94,848	\$118,560
229	\$23,816	\$47,632	\$71,448	\$95,264	\$119,080
230	\$23,920	\$47,840	\$71,760	\$95,680	\$119,600
231	\$24,024	\$48,048	\$72,072	\$96,096	\$120,120
232	\$24,128	\$48,256	\$72,384	\$96,512	\$120,640
233	\$24,232	\$48,464	\$72,696	\$96,928	\$121,160
234	\$24,336	\$48,672	\$73,008	\$97,344	\$121,680
235	\$24,440	\$48,880	\$73,320	\$97,760	\$122,200
236	\$24,544	\$49,088	\$73,632	\$98,176	\$122,720
237	\$24,648	\$49,296	\$73,944	\$98,592	\$123,240
238	\$24,752	\$49,504	\$74,256	\$99,008	\$123,760
239	\$24,856	\$49,712	\$74,568	\$99,424	\$124,280
240	\$24,960	\$49,920	\$74,880	\$99,840	\$124,800
241	\$25,064	\$50,128	\$75,192	\$100,256	\$125,320
242	\$25,168	\$50,336	\$75,504	\$100,672	\$125,840
243	\$25,272	\$50,544	\$75,816	\$101,088	\$126,360
244	\$25,376	\$50,752	\$76,128	\$101,504	\$126,880
245	\$25,480	\$50,960	\$76,440	\$101,920	\$127,400
246	\$25,584	\$51,168	\$76,752	\$102,336	\$127,920
247	\$25,688	\$51,376	\$77,064	\$102,752	\$128,440
248	\$25,792	\$51,584	\$77,376	\$103,168	\$128,960
249	\$25,896	\$51,792	\$77,688	\$103,584	\$129,480
250	\$26,000	\$52,000	\$78,000	\$104,000	\$130,000
251	\$26,104	\$52,208	\$78,312	\$104,416	\$130,520
252	\$26,208	\$52,416	\$78,624	\$104,832	\$131,040
253	\$26,312	\$52,624	\$78,936	\$105,248	\$131,560
254	\$26,416	\$52,832	\$79,248	\$105,664	\$132,080
255	\$26,520	\$53,040	\$79,560	\$106,080	\$132,600
256	\$26,624	\$53,248	\$79,872	\$106,496	\$133,120
257	\$26,728	\$53,456	\$80,184	\$106,912	\$133,640
258	\$26,832	\$53,664	\$80,496	\$107,328	\$134,160

INFOBANQ COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
259	\$26,936	\$53,872	\$80,808	\$107,744	\$134,680
260	\$27,040	\$54,080	\$81,120	\$108,160	\$135,200
261	\$27,144	\$54,288	\$81,432	\$108,576	\$135,720
262	\$27,248	\$54,496	\$81,744	\$108,992	\$136,240
263	\$27,352	\$54,704	\$82,056	\$109,408	\$136,760
264	\$27,456	\$54,912	\$82,368	\$109,824	\$137,280
265	\$27,560	\$55,120	\$82,680	\$110,240	\$137,800
266	\$27,664	\$55,328	\$82,992	\$110,656	\$138,320
267	\$27,768	\$55,536	\$83,304	\$111,072	\$138,840
268	\$27,872	\$55,744	\$83,616	\$111,488	\$139,360
269	\$27,976	\$55,952	\$83,928	\$111,904	\$139,880
270	\$28,080	\$56,160	\$84,240	\$112,320	\$140,400
271	\$28,184	\$56,368	\$84,552	\$112,736	\$140,920
272	\$28,288	\$56,576	\$84,864	\$113,152	\$141,440
273	\$28,392	\$56,784	\$85,176	\$113,568	\$141,960
274	\$28,496	\$56,992	\$85,488	\$113,984	\$142,480
275	\$28,600	\$57,200	\$85,800	\$114,400	\$143,000
276	\$28,704	\$57,408	\$86,112	\$114,816	\$143,520
277	\$28,808	\$57,616	\$86,424	\$115,232	\$144,040
278	\$28,912	\$57,824	\$86,736	\$115,648	\$144,560
279	\$29,016	\$58,032	\$87,048	\$116,064	\$145,080
280	\$29,120	\$58,240	\$87,360	\$116,480	\$145,600
281	\$29,224	\$58,448	\$87,672	\$116,896	\$146,120
282	\$29,328	\$58,656	\$87,984	\$117,312	\$146,640
283	\$29,432	\$58,864	\$88,296	\$117,728	\$147,160
284	\$29,536	\$59,072	\$88,608	\$118,144	\$147,680
285	\$29,640	\$59,280	\$88,920	\$118,560	\$148,200
286	\$29,744	\$59,488	\$89,232	\$118,976	\$148,720
287	\$29,848	\$59,696	\$89,544	\$119,392	\$149,240
288	\$29,952	\$59,904	\$89,856	\$119,808	\$149,760
289	\$30,056	\$60,112	\$90,168	\$120,224	\$150,280
290	\$30,160	\$60,320	\$90,480	\$120,640	
291	\$30,264	\$60,528	\$90,792	\$121,056	
292	\$30,368	\$60,736	\$91,104	\$121,472	
293	\$30,472	\$60,944	\$91,416	\$121,888	
294	\$30,576	\$61,152	\$91,728	\$122,304	
295	\$30,680	\$61,360	\$92,040	\$122,720	
296	\$30,784	\$61,568	\$92,352	\$123,136	
297	\$30,888	\$61,776	\$92,664	\$123,552	
298	\$30,992	\$61,984	\$92,976	\$123,968	
299	\$31,096	\$62,192	\$93,288	\$124,384	
300	\$31,200	\$62,400	\$93,600	\$124,800	
301	\$31,304	\$62,608	\$93,912	\$125,216	

INFOBANK COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
431	\$44,824	\$89,648	\$134,472		
432	\$44,928	\$89,856	\$134,784		
433	\$45,032	\$90,064	\$135,096		
434	\$45,136	\$90,272	\$135,408		
435	\$45,240	\$90,480	\$135,720		
436	\$45,344	\$90,688	\$136,032		
437	\$45,448	\$90,896	\$136,344		
438	\$45,552	\$91,104	\$136,656		
439	\$45,656	\$91,312	\$136,968		
440	\$45,760	\$91,520	\$137,280		
441	\$45,864	\$91,728	\$137,592		
442	\$45,968	\$91,936	\$137,904		
443	\$46,072	\$92,144	\$138,216		
444	\$46,176	\$92,352	\$138,528		
445	\$46,280	\$92,560	\$138,840		
446	\$46,384	\$92,768	\$139,152		
447	\$46,488	\$92,976	\$139,464		
448	\$46,592	\$93,184	\$139,776		
449	\$46,696	\$93,392	\$140,088		
450	\$46,800	\$93,600	\$140,400		
451	\$46,904	\$93,808	\$140,712		
452	\$47,008	\$94,016	\$141,024		
453	\$47,112	\$94,224	\$141,336		
454	\$47,216	\$94,432	\$141,648		
455	\$47,320	\$94,640	\$141,960		
456	\$47,424	\$94,848	\$142,272		
457	\$47,528	\$95,056	\$142,584		
458	\$47,632	\$95,264	\$142,896		
459	\$47,736	\$95,472	\$143,208		
460	\$47,840	\$95,680	\$143,520		
461	\$47,944	\$95,888	\$143,832		
462	\$48,048	\$96,096	\$144,144		
463	\$48,152	\$96,304	\$144,456		
464	\$48,256	\$96,512	\$144,768		
465	\$48,360	\$96,720	\$145,080		
466	\$48,464	\$96,928	\$145,392		
467	\$48,568	\$97,136	\$145,704		
468	\$48,672	\$97,344	\$146,016		
469	\$48,776	\$97,552	\$146,328		
470	\$48,880	\$97,760	\$146,640		
471	\$48,984	\$97,968	\$146,952		
472	\$49,088	\$98,176	\$147,264		
473	\$49,192	\$98,384	\$147,576		

INFOBANK COST EVALUATION

10 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
861	\$89,544				
862	\$89,648				
863	\$89,752				
864	\$89,856				
865	\$89,960				
866	\$90,064				
867	\$90,168				
868	\$90,272				
869	\$90,376				
870	\$90,480				
871	\$90,584				
872	\$90,688				
873	\$90,792				
874	\$90,896				
875	\$91,000				
876	\$91,104				
877	\$91,208				
878	\$91,312				
879	\$91,416				
880	\$91,520				
881	\$91,624				
882	\$91,728				
883	\$91,832				
884	\$91,936				
885	\$92,040				
886	\$92,144				
887	\$92,248				
888	\$92,352				
889	\$92,456				
890	\$92,560				
891	\$92,664				
892	\$92,768				
893	\$92,872				
894	\$92,976				
895	\$93,080				
896	\$93,184				
897	\$93,288				
898	\$93,392				
899	\$93,496				
900	\$93,600				
901	\$93,704				
902	\$93,808				
903	\$93,912				

INFOBAQ COST EVALUATION

15 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
87	\$13,572	\$27,144	\$40,716	\$54,288	\$67,860
88	\$13,728	\$27,456	\$41,184	\$54,912	\$68,640
89	\$13,884	\$27,768	\$41,652	\$55,536	\$69,420
90	\$14,040	\$28,080	\$42,120	\$56,160	\$70,200
91	\$14,196	\$28,392	\$42,588	\$56,784	\$70,980
92	\$14,352	\$28,704	\$43,056	\$57,408	\$71,760
93	\$14,508	\$29,016	\$43,524	\$58,032	\$72,540
94	\$14,664	\$29,328	\$43,992	\$58,656	\$73,320
95	\$14,820	\$29,640	\$44,460	\$59,280	\$74,100
96	\$14,976	\$29,952	\$44,928	\$59,904	\$74,880
97	\$15,132	\$30,264	\$45,396	\$60,528	\$75,660
98	\$15,288	\$30,576	\$45,864	\$61,152	\$76,440
99	\$15,444	\$30,888	\$46,332	\$61,776	\$77,220
100	\$15,600	\$31,200	\$46,800	\$62,400	\$78,000
101	\$15,756	\$31,512	\$47,268	\$63,024	\$78,780
102	\$15,912	\$31,824	\$47,736	\$63,648	\$79,560
103	\$16,068	\$32,136	\$48,204	\$64,272	\$80,340
104	\$16,224	\$32,448	\$48,672	\$64,896	\$81,120
105	\$16,380	\$32,760	\$49,140	\$65,520	\$81,900
106	\$16,536	\$33,072	\$49,608	\$66,144	\$82,680
107	\$16,692	\$33,384	\$50,076	\$66,768	\$83,460
108	\$16,848	\$33,696	\$50,544	\$67,392	\$84,240
109	\$17,004	\$34,008	\$51,012	\$68,016	\$85,020
110	\$17,160	\$34,320	\$51,480	\$68,640	\$85,800
111	\$17,316	\$34,632	\$51,948	\$69,264	\$86,580
112	\$17,472	\$34,944	\$52,416	\$69,888	\$87,360
113	\$17,628	\$35,256	\$52,884	\$70,512	\$88,140
114	\$17,784	\$35,568	\$53,352	\$71,136	\$88,920
115	\$17,940	\$35,880	\$53,820	\$71,760	\$89,700
116	\$18,096	\$36,192	\$54,288	\$72,384	\$90,480
117	\$18,252	\$36,504	\$54,756	\$73,008	\$91,260
118	\$18,408	\$36,816	\$55,224	\$73,632	\$92,040
119	\$18,564	\$37,128	\$55,692	\$74,256	\$92,820
120	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
121	\$18,876	\$37,752	\$56,628	\$75,504	\$94,380
122	\$19,032	\$38,064	\$57,096	\$76,128	\$95,160
123	\$19,188	\$38,376	\$57,564	\$76,752	\$95,940
124	\$19,344	\$38,688	\$58,032	\$77,376	\$96,720
125	\$19,500	\$39,000	\$58,500	\$78,000	\$97,500
126	\$19,656	\$39,312	\$58,968	\$78,624	\$98,280
127	\$19,812	\$39,624	\$59,436	\$79,248	\$99,060
128	\$19,968	\$39,936	\$59,904	\$79,872	\$99,840
129	\$20,124	\$40,248	\$60,372	\$80,496	\$100,620

INFOBANQ COST EVALUATION

15 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$20,280	\$40,560	\$60,840	\$81,120	\$101,400
131	\$20,436	\$40,872	\$61,308	\$81,744	\$102,180
132	\$20,592	\$41,184	\$61,776	\$82,368	\$102,960
133	\$20,748	\$41,496	\$62,244	\$82,992	\$103,740
134	\$20,904	\$41,808	\$62,712	\$83,616	\$104,520
135	\$21,060	\$42,120	\$63,180	\$84,240	\$105,300
136	\$21,216	\$42,432	\$63,648	\$84,864	\$106,080
137	\$21,372	\$42,744	\$64,116	\$85,488	\$106,860
138	\$21,528	\$43,056	\$64,584	\$86,112	\$107,640
139	\$21,684	\$43,368	\$65,052	\$86,736	\$108,420
140	\$21,840	\$43,680	\$65,520	\$87,360	\$109,200
141	\$21,996	\$43,992	\$65,988	\$87,984	\$109,980
142	\$22,152	\$44,304	\$66,456	\$88,608	\$110,760
143	\$22,308	\$44,616	\$66,924	\$89,232	\$111,540
144	\$22,464	\$44,928	\$67,392	\$89,856	\$112,320
145	\$22,620	\$45,240	\$67,860	\$90,480	\$113,100
146	\$22,776	\$45,552	\$68,328	\$91,104	\$113,880
147	\$22,932	\$45,864	\$68,796	\$91,728	\$114,660
148	\$23,088	\$46,176	\$69,264	\$92,352	\$115,440
149	\$23,244	\$46,488	\$69,732	\$92,976	\$116,220
150	\$23,400	\$46,800	\$70,200	\$93,600	\$117,000
151	\$23,556	\$47,112	\$70,668	\$94,224	\$117,780
152	\$23,712	\$47,424	\$71,136	\$94,848	\$118,560
153	\$23,868	\$47,736	\$71,604	\$95,472	\$119,340
154	\$24,024	\$48,048	\$72,072	\$96,096	\$120,120
155	\$24,180	\$48,360	\$72,540	\$96,720	\$120,900
156	\$24,336	\$48,672	\$73,008	\$97,344	\$121,680
157	\$24,492	\$48,984	\$73,476	\$97,968	\$122,460
158	\$24,648	\$49,296	\$73,944	\$98,592	\$123,240
159	\$24,804	\$49,608	\$74,412	\$99,216	\$124,020
160	\$24,960	\$49,920	\$74,880	\$99,840	\$124,800
161	\$25,116	\$50,232	\$75,348	\$100,464	\$125,580
162	\$25,272	\$50,544	\$75,816	\$101,088	\$126,360
163	\$25,428	\$50,856	\$76,284	\$101,712	\$127,140
164	\$25,584	\$51,168	\$76,752	\$102,336	\$127,920
165	\$25,740	\$51,480	\$77,220	\$102,960	\$128,700
166	\$25,896	\$51,792	\$77,688	\$103,584	\$129,480
167	\$26,052	\$52,104	\$78,156	\$104,208	\$130,260
168	\$26,208	\$52,416	\$78,624	\$104,832	\$131,040
169	\$26,364	\$52,728	\$79,092	\$105,456	\$131,820
170	\$26,520	\$53,040	\$79,560	\$106,080	\$132,600
171	\$26,676	\$53,352	\$80,028	\$106,704	\$133,380
172	\$26,832	\$53,664	\$80,496	\$107,328	\$134,160

INFOBANQ COST EVALUATION

15 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
173	\$26,988	\$53,976	\$80,964	\$107,952	\$134,940
174	\$27,144	\$54,288	\$81,432	\$108,576	\$135,720
175	\$27,300	\$54,600	\$81,900	\$109,200	\$136,500
176	\$27,456	\$54,912	\$82,368	\$109,824	\$137,280
177	\$27,612	\$55,224	\$82,836	\$110,448	\$138,060
178	\$27,768	\$55,536	\$83,304	\$111,072	\$138,840
179	\$27,924	\$55,848	\$83,772	\$111,696	\$139,620
180	\$28,080	\$56,160	\$84,240	\$112,320	\$140,400
181	\$28,236	\$56,472	\$84,708	\$112,944	\$141,180
182	\$28,392	\$56,784	\$85,176	\$113,568	\$141,960
183	\$28,548	\$57,096	\$85,644	\$114,192	\$142,740
184	\$28,704	\$57,408	\$86,112	\$114,816	\$143,520
185	\$28,860	\$57,720	\$86,580	\$115,440	\$144,300
186	\$29,016	\$58,032	\$87,048	\$116,064	\$145,080
187	\$29,172	\$58,344	\$87,516	\$116,688	\$145,860
188	\$29,328	\$58,656	\$87,984	\$117,312	\$146,640
189	\$29,484	\$58,968	\$88,452	\$117,936	\$147,420
190	\$29,640	\$59,280	\$88,920	\$118,560	\$148,200
191	\$29,796	\$59,592	\$89,388	\$119,184	\$148,980
192	\$29,952	\$59,904	\$89,856	\$119,808	\$149,760
193	\$30,108	\$60,216	\$90,324	\$120,432	\$150,540
194	\$30,264	\$60,528	\$90,792	\$121,056	
195	\$30,420	\$60,840	\$91,260	\$121,680	
196	\$30,576	\$61,152	\$91,728	\$122,304	
197	\$30,732	\$61,464	\$92,196	\$122,928	
198	\$30,888	\$61,776	\$92,664	\$123,552	
199	\$31,044	\$62,088	\$93,132	\$124,176	
200	\$31,200	\$62,400	\$93,600	\$124,800	
201	\$31,356	\$62,712	\$94,068	\$125,424	
202	\$31,512	\$63,024	\$94,536	\$126,048	
203	\$31,668	\$63,336	\$95,004	\$126,672	
204	\$31,824	\$63,648	\$95,472	\$127,296	
205	\$31,980	\$63,960	\$95,940	\$127,920	
206	\$32,136	\$64,272	\$96,408	\$128,544	
207	\$32,292	\$64,584	\$96,876	\$129,168	
208	\$32,448	\$64,896	\$97,344	\$129,792	
209	\$32,604	\$65,208	\$97,812	\$130,416	
210	\$32,760	\$65,520	\$98,280	\$131,040	
211	\$32,916	\$65,832	\$98,748	\$131,664	
212	\$33,072	\$66,144	\$99,216	\$132,288	
213	\$33,228	\$66,456	\$99,684	\$132,912	
214	\$33,384	\$66,768	\$100,152	\$133,536	
215	\$33,540	\$67,080	\$100,620	\$134,160	

INFOBAND COST EVALUATION

15 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
259	\$40,404	\$80,808	\$121,212		
260	\$40,560	\$81,120	\$121,680		
261	\$40,716	\$81,432	\$122,148		
262	\$40,872	\$81,744	\$122,616		
263	\$41,028	\$82,056	\$123,084		
264	\$41,184	\$82,368	\$123,552		
265	\$41,340	\$82,680	\$124,020		
266	\$41,496	\$82,992	\$124,488		
267	\$41,652	\$83,304	\$124,956		
268	\$41,808	\$83,616	\$125,424		
269	\$41,964	\$83,928	\$125,892		
270	\$42,120	\$84,240	\$126,360		
271	\$42,276	\$84,552	\$126,828		
272	\$42,432	\$84,864	\$127,296		
273	\$42,588	\$85,176	\$127,764		
274	\$42,744	\$85,488	\$128,232		
275	\$42,900	\$85,800	\$128,700		
276	\$43,056	\$86,112	\$129,168		
277	\$43,212	\$86,424	\$129,636		
278	\$43,368	\$86,736	\$130,104		
279	\$43,524	\$87,048	\$130,572		
280	\$43,680	\$87,360	\$131,040		
281	\$43,836	\$87,672	\$131,508		
282	\$43,992	\$87,984	\$131,976		
283	\$44,148	\$88,296	\$132,444		
284	\$44,304	\$88,608	\$132,912		
285	\$44,460	\$88,920	\$133,380		
286	\$44,616	\$89,232	\$133,848		
287	\$44,772	\$89,544	\$134,316		
288	\$44,928	\$89,856	\$134,784		
289	\$45,084	\$90,168	\$135,252		
290	\$45,240	\$90,480	\$135,720		
291	\$45,396	\$90,792	\$136,188		
292	\$45,552	\$91,104	\$136,656		
293	\$45,708	\$91,416	\$137,124		
294	\$45,864	\$91,728	\$137,592		
295	\$46,020	\$92,040	\$138,060		
296	\$46,176	\$92,352	\$138,528		
297	\$46,332	\$92,664	\$138,996		
298	\$46,488	\$92,976	\$139,464		
299	\$46,644	\$93,288	\$139,932		
300	\$46,800	\$93,600	\$140,400		
301	\$46,956	\$93,912	\$140,868		

INFOBANQ COST EVALUATION

15 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
560	\$87,360				
561	\$87,516				
562	\$87,672				
563	\$87,828				
564	\$87,984				
565	\$88,140				
566	\$88,296				
567	\$88,452				
568	\$88,608				
569	\$88,764				
570	\$88,920				
571	\$89,076				
572	\$89,232				
573	\$89,388				
574	\$89,544				
575	\$89,700				
576	\$89,856				
577	\$90,012				
578	\$90,168				
579	\$90,324				
580	\$90,480				
581	\$90,636				
582	\$90,792				
583	\$90,948				
584	\$91,104				
585	\$91,260				
586	\$91,416				
587	\$91,572				
588	\$91,728				
589	\$91,884				
590	\$92,040				
591	\$92,196				
592	\$92,352				
593	\$92,508				
594	\$92,664				
595	\$92,820				
596	\$92,976				
597	\$93,132				
598	\$93,288				
599	\$93,444				
600	\$93,600				
601	\$93,756				
602	\$93,912				

INFOBANK COST EVALUATION

20 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
87	\$18,096	\$36,192	\$54,288	\$72,384	\$90,480
88	\$18,304	\$36,608	\$54,912	\$73,216	\$91,520
89	\$18,512	\$37,024	\$55,536	\$74,048	\$92,560
90	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
91	\$18,928	\$37,856	\$56,784	\$75,712	\$94,640
92	\$19,136	\$38,272	\$57,408	\$76,544	\$95,680
93	\$19,344	\$38,688	\$58,032	\$77,376	\$96,720
94	\$19,552	\$39,104	\$58,656	\$78,208	\$97,760
95	\$19,760	\$39,520	\$59,280	\$79,040	\$98,800
96	\$19,968	\$39,936	\$59,904	\$79,872	\$99,840
97	\$20,176	\$40,352	\$60,528	\$80,704	\$100,880
98	\$20,384	\$40,768	\$61,152	\$81,536	\$101,920
99	\$20,592	\$41,184	\$61,776	\$82,368	\$102,960
100	\$20,800	\$41,600	\$62,400	\$83,200	\$104,000
101	\$21,008	\$42,016	\$63,024	\$84,032	\$105,040
102	\$21,216	\$42,432	\$63,648	\$84,864	\$106,080
103	\$21,424	\$42,848	\$64,272	\$85,696	\$107,120
104	\$21,632	\$43,264	\$64,896	\$86,528	\$108,160
105	\$21,840	\$43,680	\$65,520	\$87,360	\$109,200
106	\$22,048	\$44,096	\$66,144	\$88,192	\$110,240
107	\$22,256	\$44,512	\$66,768	\$89,024	\$111,280
108	\$22,464	\$44,928	\$67,392	\$89,856	\$112,320
109	\$22,672	\$45,344	\$68,016	\$90,688	\$113,360
110	\$22,880	\$45,760	\$68,640	\$91,520	\$114,400
111	\$23,088	\$46,176	\$69,264	\$92,352	\$115,440
112	\$23,296	\$46,592	\$69,888	\$93,184	\$116,480
113	\$23,504	\$47,008	\$70,512	\$94,016	\$117,520
114	\$23,712	\$47,424	\$71,136	\$94,848	\$118,560
115	\$23,920	\$47,840	\$71,760	\$95,680	\$119,600
116	\$24,128	\$48,256	\$72,384	\$96,512	\$120,640
117	\$24,336	\$48,672	\$73,008	\$97,344	\$121,680
118	\$24,544	\$49,088	\$73,632	\$98,176	\$122,720
119	\$24,752	\$49,504	\$74,256	\$99,008	\$123,760
120	\$24,960	\$49,920	\$74,880	\$99,840	\$124,800
121	\$25,168	\$50,336	\$75,504	\$100,672	\$125,840
122	\$25,376	\$50,752	\$76,128	\$101,504	\$126,880
123	\$25,584	\$51,168	\$76,752	\$102,336	\$127,920
124	\$25,792	\$51,584	\$77,376	\$103,168	\$128,960
125	\$26,000	\$52,000	\$78,000	\$104,000	\$130,000
126	\$26,208	\$52,416	\$78,624	\$104,832	\$131,040
127	\$26,416	\$52,832	\$79,248	\$105,664	\$132,080
128	\$26,624	\$53,248	\$79,872	\$106,496	\$133,120
129	\$26,832	\$53,664	\$80,496	\$107,328	\$134,160

INFOBANQ COST EVALUATION

20 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$27,040	\$54,080	\$81,120	\$108,160	\$135,200
131	\$27,248	\$54,496	\$81,744	\$108,992	\$136,240
132	\$27,456	\$54,912	\$82,368	\$109,824	\$137,280
133	\$27,664	\$55,328	\$82,992	\$110,656	\$138,320
134	\$27,872	\$55,744	\$83,616	\$111,488	\$139,360
135	\$28,080	\$56,160	\$84,240	\$112,320	\$140,400
136	\$28,288	\$56,576	\$84,864	\$113,152	\$141,440
137	\$28,496	\$56,992	\$85,488	\$113,984	\$142,480
138	\$28,704	\$57,408	\$86,112	\$114,816	\$143,520
139	\$28,912	\$57,824	\$86,736	\$115,648	\$144,560
140	\$29,120	\$58,240	\$87,360	\$116,480	\$145,600
141	\$29,328	\$58,656	\$87,984	\$117,312	\$146,640
142	\$29,536	\$59,072	\$88,608	\$118,144	\$147,680
143	\$29,744	\$59,488	\$89,232	\$118,976	\$148,720
144	\$29,952	\$59,904	\$89,856	\$119,808	\$149,760
145	\$30,160	\$60,320	\$90,480	\$120,640	\$150,800
146	\$30,368	\$60,736	\$91,104	\$121,472	\$151,840
147	\$30,576	\$61,152	\$91,728	\$122,304	\$152,880
148	\$30,784	\$61,568	\$92,352	\$123,136	\$153,920
149	\$30,992	\$61,984	\$92,976	\$123,968	\$154,960
150	\$31,200	\$62,400	\$93,600	\$124,800	\$156,000
151	\$31,408	\$62,816	\$94,224	\$125,632	\$157,040
152	\$31,616	\$63,232	\$94,848	\$126,464	\$158,080
153	\$31,824	\$63,648	\$95,472	\$127,296	\$159,120
154	\$32,032	\$64,064	\$96,096	\$128,128	\$160,160
155	\$32,240	\$64,480	\$96,720	\$128,960	\$161,200
156	\$32,448	\$64,896	\$97,344	\$129,792	\$162,240
157	\$32,656	\$65,312	\$97,968	\$130,624	\$163,280
158	\$32,864	\$65,728	\$98,592	\$131,456	\$164,320
159	\$33,072	\$66,144	\$99,216	\$132,288	\$165,360
160	\$33,280	\$66,560	\$99,840	\$133,120	\$166,400
161	\$33,488	\$66,976	\$100,464	\$133,952	\$167,440
162	\$33,696	\$67,392	\$101,088	\$134,784	\$168,480
163	\$33,904	\$67,808	\$101,712	\$135,616	\$169,520
164	\$34,112	\$68,224	\$102,336	\$136,448	\$170,560
165	\$34,320	\$68,640	\$102,960	\$137,280	\$171,600
166	\$34,528	\$69,056	\$103,584	\$138,112	\$172,640
167	\$34,736	\$69,472	\$104,208	\$138,944	\$173,680
168	\$34,944	\$69,888	\$104,832	\$139,776	\$174,720
169	\$35,152	\$70,304	\$105,456	\$140,608	\$175,760
170	\$35,360	\$70,720	\$106,080	\$141,440	\$176,800
171	\$35,568	\$71,136	\$106,704	\$142,272	\$177,840
172	\$35,776	\$71,552	\$107,328	\$143,104	

INFOBANG COST EVALUATION

20 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
216	\$44,928	\$89,856	\$134,784		
217	\$45,136	\$90,272	\$135,408		
218	\$45,344	\$90,688	\$136,032		
219	\$45,552	\$91,104	\$136,656		
220	\$45,760	\$91,520	\$137,280		
221	\$45,968	\$91,936	\$137,904		
222	\$46,176	\$92,352	\$138,528		
223	\$46,384	\$92,768	\$139,152		
224	\$46,592	\$93,184	\$139,776		
225	\$46,800	\$93,600	\$140,400		
226	\$47,008	\$94,016	\$141,024		
227	\$47,216	\$94,432	\$141,648		
228	\$47,424	\$94,848	\$142,272		
229	\$47,632	\$95,264	\$142,896		
230	\$47,840	\$95,680	\$143,520		
231	\$48,048	\$96,096	\$144,144		
232	\$48,256	\$96,512	\$144,768		
233	\$48,464	\$96,928	\$145,392		
234	\$48,672	\$97,344	\$146,016		
235	\$48,880	\$97,760	\$146,640		
236	\$49,088	\$98,176	\$147,264		
237	\$49,296	\$98,592	\$147,888		
238	\$49,504	\$99,008	\$148,512		
239	\$49,712	\$99,424	\$149,136		
240	\$49,920	\$99,840	\$149,760		
241	\$50,128	\$100,256	\$150,384		
242	\$50,336	\$100,672			
243	\$50,544	\$101,088			
244	\$50,752	\$101,504			
245	\$50,960	\$101,920			
246	\$51,168	\$102,336			
247	\$51,376	\$102,752			
248	\$51,584	\$103,168			
249	\$51,792	\$103,584			
250	\$52,000	\$104,000			
251	\$52,208	\$104,416			
252	\$52,416	\$104,832			
253	\$52,624	\$105,248			
254	\$52,832	\$105,664			
255	\$53,040	\$106,080			
256	\$53,248	\$106,496			
257	\$53,456	\$106,912			
258	\$53,664	\$107,328			

INFOBANQ COST EVALUATION

20 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
431	\$89,648				
432	\$89,856				
433	\$90,064				
434	\$90,272				
435	\$90,480				
436	\$90,688				
437	\$90,896				
438	\$91,104				
439	\$91,312				
440	\$91,520				
441	\$91,728				
442	\$91,936				
443	\$92,144				
444	\$92,352				
445	\$92,560				
446	\$92,768				
447	\$92,976				
448	\$93,184				
449	\$93,392				
450	\$93,600				
451	\$93,808				
452	\$94,016				
453	\$94,224				
454	\$94,432				
455	\$94,640				
456	\$94,848				
457	\$95,056				
458	\$95,264				
459	\$95,472				
460	\$95,680				
461	\$95,888				
462	\$96,096				
463	\$96,304				
464	\$96,512				
465	\$96,720				
466	\$96,928				
467	\$97,136				
468	\$97,344				
469	\$97,552				
470	\$97,760				
471	\$97,968				
472	\$98,176				
473	\$98,384				

INFOBANQ COST EVALUATION

25 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
44	\$11,440	\$22,880	\$34,320	\$45,760	\$57,200
45	\$11,700	\$23,400	\$35,100	\$46,800	\$58,500
46	\$11,960	\$23,920	\$35,880	\$47,840	\$59,800
47	\$12,220	\$24,440	\$36,660	\$48,880	\$61,100
48	\$12,480	\$24,960	\$37,440	\$49,920	\$62,400
49	\$12,740	\$25,480	\$38,220	\$50,960	\$63,700
50	\$13,000	\$26,000	\$39,000	\$52,000	\$65,000
51	\$13,260	\$26,520	\$39,780	\$53,040	\$66,300
52	\$13,520	\$27,040	\$40,560	\$54,080	\$67,600
53	\$13,780	\$27,560	\$41,340	\$55,120	\$68,900
54	\$14,040	\$28,080	\$42,120	\$56,160	\$70,200
55	\$14,300	\$28,600	\$42,900	\$57,200	\$71,500
56	\$14,560	\$29,120	\$43,680	\$58,240	\$72,800
57	\$14,820	\$29,640	\$44,460	\$59,280	\$74,100
58	\$15,080	\$30,160	\$45,240	\$60,320	\$75,400
59	\$15,340	\$30,680	\$46,020	\$61,360	\$76,700
60	\$15,600	\$31,200	\$46,800	\$62,400	\$78,000
61	\$15,860	\$31,720	\$47,580	\$63,440	\$79,300
62	\$16,120	\$32,240	\$48,360	\$64,480	\$80,600
63	\$16,380	\$32,760	\$49,140	\$65,520	\$81,900
64	\$16,640	\$33,280	\$49,920	\$66,560	\$83,200
65	\$16,900	\$33,800	\$50,700	\$67,600	\$84,500
66	\$17,160	\$34,320	\$51,480	\$68,640	\$85,800
67	\$17,420	\$34,840	\$52,260	\$69,680	\$87,100
68	\$17,680	\$35,360	\$53,040	\$70,720	\$88,400
69	\$17,940	\$35,880	\$53,820	\$71,760	\$89,700
70	\$18,200	\$36,400	\$54,600	\$72,800	\$91,000
71	\$18,460	\$36,920	\$55,380	\$73,840	\$92,300
72	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
73	\$18,980	\$37,960	\$56,940	\$75,920	\$94,900
74	\$19,240	\$38,480	\$57,720	\$76,960	\$96,200
75	\$19,500	\$39,000	\$58,500	\$78,000	\$97,500
76	\$19,760	\$39,520	\$59,280	\$79,040	\$98,800
77	\$20,020	\$40,040	\$60,060	\$80,080	\$100,100
78	\$20,280	\$40,560	\$60,840	\$81,120	\$101,400
79	\$20,540	\$41,080	\$61,620	\$82,160	\$102,700
80	\$20,800	\$41,600	\$62,400	\$83,200	\$104,000
81	\$21,060	\$42,120	\$63,180	\$84,240	\$105,300
82	\$21,320	\$42,640	\$63,960	\$85,280	\$106,600
83	\$21,580	\$43,160	\$64,740	\$86,320	\$107,900
84	\$21,840	\$43,680	\$65,520	\$87,360	\$109,200
85	\$22,100	\$44,200	\$66,300	\$88,400	\$110,500
86	\$22,360	\$44,720	\$67,080	\$89,440	\$111,800

INFOBANQ COST EVALUATION

25 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
87	\$22,620	\$45,240	\$67,860	\$90,480	\$113,100
88	\$22,880	\$45,760	\$68,640	\$91,520	\$114,400
89	\$23,140	\$46,280	\$69,420	\$92,560	\$115,700
90	\$23,400	\$46,800	\$70,200	\$93,600	\$117,000
91	\$23,660	\$47,320	\$70,980	\$94,640	\$118,300
92	\$23,920	\$47,840	\$71,760	\$95,680	\$119,600
93	\$24,180	\$48,360	\$72,540	\$96,720	\$120,900
94	\$24,440	\$48,880	\$73,320	\$97,760	\$122,200
95	\$24,700	\$49,400	\$74,100	\$98,800	\$123,500
96	\$24,960	\$49,920	\$74,880	\$99,840	\$124,800
97	\$25,220	\$50,440	\$75,660	\$100,880	\$126,100
98	\$25,480	\$50,960	\$76,440	\$101,920	\$127,400
99	\$25,740	\$51,480	\$77,220	\$102,960	\$128,700
100	\$26,000	\$52,000	\$78,000	\$104,000	\$130,000
101	\$26,260	\$52,520	\$78,780	\$105,040	\$131,300
102	\$26,520	\$53,040	\$79,560	\$106,080	\$132,600
103	\$26,780	\$53,560	\$80,340	\$107,120	\$133,900
104	\$27,040	\$54,080	\$81,120	\$108,160	\$135,200
105	\$27,300	\$54,600	\$81,900	\$109,200	\$136,500
106	\$27,560	\$55,120	\$82,680	\$110,240	\$137,800
107	\$27,820	\$55,640	\$83,460	\$111,280	\$139,100
108	\$28,080	\$56,160	\$84,240	\$112,320	\$140,400
109	\$28,340	\$56,680	\$85,020	\$113,360	\$141,700
110	\$28,600	\$57,200	\$85,800	\$114,400	\$143,000
111	\$28,860	\$57,720	\$86,580	\$115,440	\$144,300
112	\$29,120	\$58,240	\$87,360	\$116,480	\$145,600
113	\$29,380	\$58,760	\$88,140	\$117,520	\$146,900
114	\$29,640	\$59,280	\$88,920	\$118,560	\$148,200
115	\$29,900	\$59,800	\$89,700	\$119,600	\$149,500
116	\$30,160	\$60,320	\$90,480	\$120,640	\$150,800
117	\$30,420	\$60,840	\$91,260	\$121,680	\$152,100
118	\$30,680	\$61,360	\$92,040	\$122,720	\$153,400
119	\$30,940	\$61,880	\$92,820	\$123,760	\$154,700
120	\$31,200	\$62,400	\$93,600	\$124,800	\$156,000
121	\$31,460	\$62,920	\$94,380	\$125,840	\$157,300
122	\$31,720	\$63,440	\$95,160	\$126,880	\$158,600
123	\$31,980	\$63,960	\$95,940	\$127,920	\$159,900
124	\$32,240	\$64,480	\$96,720	\$128,960	\$161,200
125	\$32,500	\$65,000	\$97,500	\$130,000	\$162,500
126	\$32,760	\$65,520	\$98,280	\$131,040	\$163,800
127	\$33,020	\$66,040	\$99,060	\$132,080	\$165,100
128	\$33,280	\$66,560	\$99,840	\$133,120	\$166,400
129	\$33,540	\$67,080	\$100,620	\$134,160	\$167,700

INFOBANQ COST EVALUATION

25 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$33,800	\$67,600	\$101,400	\$135,200	\$169,000
131	\$34,060	\$68,120	\$102,180	\$136,240	\$170,300
132	\$34,320	\$68,640	\$102,960	\$137,280	\$171,600
133	\$34,580	\$69,160	\$103,740	\$138,320	\$172,900
134	\$34,840	\$69,680	\$104,520	\$139,360	\$174,200
135	\$35,100	\$70,200	\$105,300	\$140,400	\$175,500
136	\$35,360	\$70,720	\$106,080	\$141,440	\$176,800
137	\$35,620	\$71,240	\$106,860	\$142,480	\$178,100
138	\$35,880	\$71,760	\$107,640	\$143,520	\$179,400
139	\$36,140	\$72,280	\$108,420	\$144,560	\$180,700
140	\$36,400	\$72,800	\$109,200	\$145,600	\$182,000
141	\$36,660	\$73,320	\$109,980	\$146,640	\$183,300
142	\$36,920	\$73,840	\$110,760	\$147,680	\$184,600
143	\$37,180	\$74,360	\$111,540	\$148,720	\$185,900
144	\$37,440	\$74,880	\$112,320	\$149,760	\$187,200
145	\$37,700	\$75,400	\$113,100	\$150,800	\$188,500
146	\$37,960	\$75,920	\$113,880	\$151,840	\$189,800
147	\$38,220	\$76,440	\$114,660	\$152,880	\$191,100
148	\$38,480	\$76,960	\$115,440	\$153,920	\$192,400
149	\$38,740	\$77,480	\$116,220	\$154,960	\$193,700
150	\$39,000	\$78,000	\$117,000	\$156,000	\$195,000
151	\$39,260	\$78,520	\$117,780	\$157,040	\$196,300
152	\$39,520	\$79,040	\$118,560	\$158,080	\$197,600
153	\$39,780	\$79,560	\$119,340	\$159,120	\$198,900
154	\$40,040	\$80,080	\$120,120	\$160,160	\$200,200
155	\$40,300	\$80,600	\$120,900	\$161,200	\$201,500
156	\$40,560	\$81,120	\$121,680	\$162,240	\$202,800
157	\$40,820	\$81,640	\$122,460	\$163,280	\$204,100
158	\$41,080	\$82,160	\$123,240	\$164,320	\$205,400
159	\$41,340	\$82,680	\$124,020	\$165,360	\$206,700
160	\$41,600	\$83,200	\$124,800	\$166,400	\$208,000
161	\$41,860	\$83,720	\$125,580	\$167,440	\$209,300
162	\$42,120	\$84,240	\$126,360	\$168,480	\$210,600
163	\$42,380	\$84,760	\$127,140	\$169,520	\$211,900
164	\$42,640	\$85,280	\$127,920	\$170,560	\$213,200
165	\$42,900	\$85,800	\$128,700	\$171,600	\$214,500
166	\$43,160	\$86,320	\$129,480	\$172,640	\$215,800
167	\$43,420	\$86,840	\$130,260	\$173,680	\$217,100
168	\$43,680	\$87,360	\$131,040	\$174,720	\$218,400
169	\$43,940	\$87,880	\$131,820	\$175,760	\$219,700
170	\$44,200	\$88,400	\$132,600	\$176,800	\$221,000
171	\$44,460	\$88,920	\$133,380	\$177,840	\$222,300
172	\$44,720	\$89,440	\$134,160		

INFOBANK COST EVALUATION

25 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
173	\$44,980	\$89,960	\$134,940		
174	\$45,240	\$90,480	\$135,720		
175	\$45,500	\$91,000	\$136,500		
176	\$45,760	\$91,520	\$137,280		
177	\$46,020	\$92,040	\$138,060		
178	\$46,280	\$92,560	\$138,840		
179	\$46,540	\$93,080	\$139,620		
180	\$46,800	\$93,600	\$140,400		
181	\$47,060	\$94,120	\$141,180		
182	\$47,320	\$94,640	\$141,960		
183	\$47,580	\$95,160	\$142,740		
184	\$47,840	\$95,680	\$143,520		
185	\$48,100	\$96,200	\$144,300		
186	\$48,360	\$96,720	\$145,080		
187	\$48,620	\$97,240	\$145,860		
188	\$48,880	\$97,760	\$146,640		
189	\$49,140	\$98,280	\$147,420		
190	\$49,400	\$98,800	\$148,200		
191	\$49,660	\$99,320	\$148,980		
192	\$49,920	\$99,840	\$149,760		
193	\$50,180	\$100,360	\$150,540		
194	\$50,440	\$100,880			
195	\$50,700	\$101,400			
196	\$50,960	\$101,920			
197	\$51,220	\$102,440			
198	\$51,480	\$102,960			
199	\$51,740	\$103,480			
200	\$52,000	\$104,000			
201	\$52,260	\$104,520			
202	\$52,520	\$105,040			
203	\$52,780	\$105,560			
204	\$53,040	\$106,080			
205	\$53,300	\$106,600			
206	\$53,560	\$107,120			
207	\$53,820	\$107,640			
208	\$54,080	\$108,160			
209	\$54,340	\$108,680			
210	\$54,600	\$109,200			
211	\$54,860	\$109,720			
212	\$55,120	\$110,240			
213	\$55,380	\$110,760			
214	\$55,640	\$111,280			
215	\$55,900	\$111,800			

INFOBANK COST EVALUATION

25 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
345	\$89,700				
346	\$89,960				
347	\$90,220				
348	\$90,480				
349	\$90,740				
350	\$91,000				
351	\$91,260				
352	\$91,520				
353	\$91,780				
354	\$92,040				
355	\$92,300				
356	\$92,560				
357	\$92,820				
358	\$93,080				
359	\$93,340				
360	\$93,600				
361	\$93,860				
362	\$94,120				
363	\$94,380				
364	\$94,640				
365	\$94,900				
366	\$95,160				
367	\$95,420				
368	\$95,680				
369	\$95,940				
370	\$96,200				
371	\$96,460				
372	\$96,720				
373	\$96,980				
374	\$97,240				
375	\$97,500				
376	\$97,760				
377	\$98,020				
378	\$98,280				
379	\$98,540				
380	\$98,800				
381	\$99,060				
382	\$99,320				
383	\$99,580				
384	\$99,840				
385	\$100,100				
386	\$100,360				
387	\$100,620				

INFOBANQ COST EVALUATION

30 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
44	\$13,728	\$27,456	\$41,184	\$54,912	\$68,640
45	\$14,040	\$28,080	\$42,120	\$56,160	\$70,200
46	\$14,352	\$28,704	\$43,056	\$57,408	\$71,760
47	\$14,664	\$29,328	\$43,992	\$58,656	\$73,320
48	\$14,976	\$29,952	\$44,928	\$59,904	\$74,880
49	\$15,288	\$30,576	\$45,864	\$61,152	\$76,440
50	\$15,600	\$31,200	\$46,800	\$62,400	\$78,000
51	\$15,912	\$31,824	\$47,736	\$63,648	\$79,560
52	\$16,224	\$32,448	\$48,672	\$64,896	\$81,120
53	\$16,536	\$33,072	\$49,608	\$66,144	\$82,680
54	\$16,848	\$33,696	\$50,544	\$67,392	\$84,240
55	\$17,160	\$34,320	\$51,480	\$68,640	\$85,800
56	\$17,472	\$34,944	\$52,416	\$69,888	\$87,360
57	\$17,784	\$35,568	\$53,352	\$71,136	\$88,920
58	\$18,096	\$36,192	\$54,288	\$72,384	\$90,480
59	\$18,408	\$36,816	\$55,224	\$73,632	\$92,040
60	\$18,720	\$37,440	\$56,160	\$74,880	\$93,600
61	\$19,032	\$38,064	\$57,096	\$76,128	\$95,160
62	\$19,344	\$38,688	\$58,032	\$77,376	\$96,720
63	\$19,656	\$39,312	\$58,968	\$78,624	\$98,280
64	\$19,968	\$39,936	\$59,904	\$79,872	\$99,840
65	\$20,280	\$40,560	\$60,840	\$81,120	\$101,400
66	\$20,592	\$41,184	\$61,776	\$82,368	\$102,960
67	\$20,904	\$41,808	\$62,712	\$83,616	\$104,520
68	\$21,216	\$42,432	\$63,648	\$84,864	\$106,080
69	\$21,528	\$43,056	\$64,584	\$86,112	\$107,640
70	\$21,840	\$43,680	\$65,520	\$87,360	\$109,200
71	\$22,152	\$44,304	\$66,456	\$88,608	\$110,760
72	\$22,464	\$44,928	\$67,392	\$89,856	\$112,320
73	\$22,776	\$45,552	\$68,328	\$91,104	\$113,880
74	\$23,088	\$46,176	\$69,264	\$92,352	\$115,440
75	\$23,400	\$46,800	\$70,200	\$93,600	\$117,000
76	\$23,712	\$47,424	\$71,136	\$94,848	\$118,560
77	\$24,024	\$48,048	\$72,072	\$96,096	\$120,120
78	\$24,336	\$48,672	\$73,008	\$97,344	\$121,680
79	\$24,648	\$49,296	\$73,944	\$98,592	\$123,240
80	\$24,960	\$49,920	\$74,880	\$99,840	\$124,800
81	\$25,272	\$50,544	\$75,816	\$101,088	\$126,360
82	\$25,584	\$51,168	\$76,752	\$102,336	\$127,920
83	\$25,896	\$51,792	\$77,688	\$103,584	\$129,480
84	\$26,208	\$52,416	\$78,624	\$104,832	\$131,040
85	\$26,520	\$53,040	\$79,560	\$106,080	\$132,600
86	\$26,832	\$53,664	\$80,496	\$107,328	\$134,160

INFOBANQ COST EVALUATION

30 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
87	\$27,144	\$54,288	\$81,432	\$108,576	\$135,720
88	\$27,456	\$54,912	\$82,368	\$109,824	\$137,280
89	\$27,768	\$55,536	\$83,304	\$111,072	\$138,840
90	\$28,080	\$56,160	\$84,240	\$112,320	\$140,400
91	\$28,392	\$56,784	\$85,176	\$113,568	\$141,960
92	\$28,704	\$57,408	\$86,112	\$114,816	\$143,520
93	\$29,016	\$58,032	\$87,048	\$116,064	\$145,080
94	\$29,328	\$58,656	\$87,984	\$117,312	\$146,640
95	\$29,640	\$59,280	\$88,920	\$118,560	\$148,200
96	\$29,952	\$59,904	\$89,856	\$119,808	\$149,760
97	\$30,264	\$60,528	\$90,792	\$121,056	\$151,320
98	\$30,576	\$61,152	\$91,728	\$122,304	\$152,880
99	\$30,888	\$61,776	\$92,664	\$123,552	\$154,440
100	\$31,200	\$62,400	\$93,600	\$124,800	\$156,000
101	\$31,512	\$63,024	\$94,536	\$126,048	\$157,560
102	\$31,824	\$63,648	\$95,472	\$127,296	\$159,120
103	\$32,136	\$64,272	\$96,408	\$128,544	\$160,680
104	\$32,448	\$64,896	\$97,344	\$129,792	\$162,240
105	\$32,760	\$65,520	\$98,280	\$131,040	\$163,800
106	\$33,072	\$66,144	\$99,216	\$132,288	\$165,360
107	\$33,384	\$66,768	\$100,152	\$133,536	\$166,920
108	\$33,696	\$67,392	\$101,088	\$134,784	\$168,480
109	\$34,008	\$68,016	\$102,024	\$136,032	\$170,040
110	\$34,320	\$68,640	\$102,960	\$137,280	\$171,600
111	\$34,632	\$69,264	\$103,896	\$138,528	\$173,160
112	\$34,944	\$69,888	\$104,832	\$139,776	\$174,720
113	\$35,256	\$70,512	\$105,768	\$141,024	\$176,280
114	\$35,568	\$71,136	\$106,704	\$142,272	\$177,840
115	\$35,880	\$71,760	\$107,640	\$143,520	\$179,400
116	\$36,192	\$72,384	\$108,576	\$144,768	\$180,960
117	\$36,504	\$73,008	\$109,512	\$146,016	\$182,520
118	\$36,816	\$73,632	\$110,448	\$147,264	\$184,080
119	\$37,128	\$74,256	\$111,384	\$148,512	\$185,640
120	\$37,440	\$74,880	\$112,320	\$149,760	\$187,200
121	\$37,752	\$75,504	\$113,256	\$151,008	\$188,760
122	\$38,064	\$76,128	\$114,192	\$152,256	\$190,320
123	\$38,376	\$76,752	\$115,128	\$153,504	\$191,880
124	\$38,688	\$77,376	\$116,064	\$154,752	\$193,440
125	\$39,000	\$78,000	\$117,000	\$156,000	\$195,000
126	\$39,312	\$78,624	\$117,936	\$157,248	\$196,560
127	\$39,624	\$79,248	\$118,872	\$158,496	\$198,120
128	\$39,936	\$79,872	\$119,808	\$159,744	\$199,680
129	\$40,248	\$80,496	\$120,744	\$160,992	\$201,240

INFOBANQ COST EVALUATION

30 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY

NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
130	\$40,560	\$81,120	\$121,680	\$162,240	\$202,800
131	\$40,872	\$81,744	\$122,616	\$163,488	\$204,360
132	\$41,184	\$82,368	\$123,552	\$164,736	\$205,920
133	\$41,496	\$82,992	\$124,488	\$165,984	\$207,480
134	\$41,808	\$83,616	\$125,424	\$167,232	\$209,040
135	\$42,120	\$84,240	\$126,360	\$168,480	\$210,600
136	\$42,432	\$84,864	\$127,296	\$169,728	\$212,160
137	\$42,744	\$85,488	\$128,232	\$170,976	\$213,720
138	\$43,056	\$86,112	\$129,168	\$172,224	\$215,280
139	\$43,368	\$86,736	\$130,104	\$173,472	\$216,840
140	\$43,680	\$87,360	\$131,040	\$174,720	\$218,400
141	\$43,992	\$87,984	\$131,976	\$175,968	\$219,960
142	\$44,304	\$88,608	\$132,912	\$177,216	\$221,520
143	\$44,616	\$89,232	\$133,848	\$178,464	\$223,080
144	\$44,928	\$89,856	\$134,784	\$179,712	\$224,640
145	\$45,240	\$90,480	\$135,720	\$180,960	\$226,200
146	\$45,552	\$91,104	\$136,656	\$182,208	\$227,760
147	\$45,864	\$91,728	\$137,592	\$183,456	\$229,320
148	\$46,176	\$92,352	\$138,528	\$184,704	\$230,880
149	\$46,488	\$92,976	\$139,464	\$185,952	\$232,440
150	\$46,800	\$93,600	\$140,400	\$187,200	\$234,000
151	\$47,112	\$94,224	\$141,336	\$188,448	\$235,560
152	\$47,424	\$94,848	\$142,272	\$189,696	\$237,120
153	\$47,736	\$95,472	\$143,208	\$190,944	\$238,680
154	\$48,048	\$96,096	\$144,144	\$192,192	\$240,240
155	\$48,360	\$96,720	\$145,080	\$193,440	\$241,800
156	\$48,672	\$97,344	\$146,016	\$194,688	\$243,360
157	\$48,984	\$97,968	\$146,952	\$195,936	\$244,920
158	\$49,296	\$98,592	\$147,888	\$197,184	\$246,480
159	\$49,608	\$99,216	\$148,824	\$198,432	\$248,040
160	\$49,920	\$99,840	\$149,760	\$199,680	\$249,600
161	\$50,232	\$100,464	\$150,696	\$200,928	\$251,160
162	\$50,544	\$101,088	\$151,632	\$202,176	\$252,720
163	\$50,856	\$101,712	\$152,568	\$203,424	\$254,280
164	\$51,168	\$102,336	\$153,504	\$204,672	\$255,840
165	\$51,480	\$102,960	\$154,440	\$205,920	\$257,400
166	\$51,792	\$103,584	\$155,376	\$207,168	\$258,960
167	\$52,104	\$104,208	\$156,312	\$208,416	\$260,520
168	\$52,416	\$104,832	\$157,248	\$209,664	\$262,080
169	\$52,728	\$105,456	\$158,184	\$210,912	\$263,640
170	\$53,040	\$106,080	\$159,120	\$212,160	\$265,200
171	\$53,352	\$106,704	\$160,056	\$213,408	\$266,760
172	\$53,664	\$107,328			

INFOBANQ COST EVALUATION

30 VEHICLE-MINUTES SAVINGS

SAVINGS PER YEAR BASED ON SINGLE OCCUPANCY					
NO. OF USERS	FREQUENCY OF USE PER WEEK				
	1	2	3	4	5
259	\$80,808				
260	\$81,120				
261	\$81,432				
262	\$81,744				
263	\$82,056				
264	\$82,368				
265	\$82,680				
266	\$82,992				
267	\$83,304				
268	\$83,616				
269	\$83,928				
270	\$84,240				
271	\$84,552				
272	\$84,864				
273	\$85,176				
274	\$85,488				
275	\$85,800				
276	\$86,112				
277	\$86,424				
278	\$86,736				
279	\$87,048				
280	\$87,360				
281	\$87,672				
282	\$87,984				
283	\$88,296				
284	\$88,608				
285	\$88,920				
286	\$89,232				
287	\$89,544				
288	\$89,856				
289	\$90,168				
290	\$90,480				
291	\$90,792				
292	\$91,104				
293	\$91,416				
294	\$91,728				
295	\$92,040				
296	\$92,352				
297	\$92,664				
298	\$92,976				
299	\$93,288				
300	\$93,600				
301	\$93,912				

Greenway Plaza Tenant Survey

GREENWAY PLAZA SURVEY

Data Analyses

1. Are you aware of the Traffic Information Monitors?

	YES	NO	TOTAL
	-----	-----	-----
GREENWAY PLAZA BUILDING:			
12 GP			
TOTAL:	8	1	9
PERCENT:	89	11	
3 GP			
TOTAL:	32	14	46
PERCENT:	70	30	
3800 BS			
TOTAL:	16	10	26
PERCENT:	62	38	
4 GP			
TOTAL:	15	9	24
PERCENT:	63	38	
5 GP			
TOTAL:	37	11	48
PERCENT:	77	23	
	-----	-----	-----
TOTAL:	108	45	153
TOTAL PERCENT:	71	29	

GREENWAY PLAZA SURVEY

Data Analyses

2. How did you find out about the Traffic Information Monitors?

	<u>WALKED BY</u>	<u>CO-WORKERS</u>	<u>NEWSLETTER</u>	<u>TOTAL</u>
BUILDING				
12 GP				
TOTAL:	6	1	1	8
PERCENT:	75	12.5	12.5	
3 GP				
TOTAL:	31		1	32
PERCENT:	97	0	3.13	
3800 BS				
TOTAL:	16			16
PERCENT:	100	0	0	
4 GP				
TOTAL:	14		1	15
PERCENT:	93	0	6.67	
5 GP				
TOTAL:	31	4	2	37
PERCENT:	84	10.8	5.41	
	<u>98</u>	<u>5</u>	<u>5</u>	<u>108</u>
TOTAL PERCENT:	91	4.6	4.6	

GREENWAY PLAZA SURVEY

Data Analyses

3A. Have you used the Traffic Information Monitors?

	YES -----	NO -----	TOTAL -----
GREENWAY PLAZA BUILDING:			
12 GP			
TOTAL:	5	3	8
PERCENT:	63	38	
3 GP			
TOTAL:	19	13	32
PERCENT:	59	41	
3800 BS			
TOTAL:	12	4	16
PERCENT:	75	25	
4 GP			
TOTAL:	13	2	15
PERCENT:	87	13	
5 GP			
TOTAL:	26	12	38
PERCENT:	68	32	
	-----	-----	-----
TOTAL:	75	34	109
TOTAL PERCENT:	69	31	

GREENWAY PLAZA SURVEY

Data Analyses

3B. While monitors have you used?

	2 GP	3 GP	4 GP	5 GP	11 GP	12 GP	3800 BS	TOTAL
	-----	-----	-----	-----	-----	-----	-----	-----
BUILDING								
12 GP								
TOTAL:					1	4		5
PERCENT:	0	0	0	0	20	80	0	
3 GP								
TOTAL:	1	15	3	3				22
PERCENT:	4.5	68	14	14	0	0	0	
3800 BS								
TOTAL:		1					10	11
PERCENT:	0	9.1	0	0	0	0	91	
4 GP								
TOTAL:		1	8		1		4	14
PERCENT:	0	7.1	57	0	7.1	0	29	
5 GP								
TOTAL:		2		23				25
PERCENT:	0	8	0	92	0	0	0	
TOTAL:	1	19	11	26	2	4	14	77
TOTAL PERCENT:	1.3	25	14	34	2.6	5.2	18	

GREENWAY PLAZA SURVEY

Data Analyses

4. Your reasons for not using the Traffic Information Monitors?

	<u>INCONV</u>	<u>TAKES TOO LONG</u>	<u>CONFUSING</u>	<u>NO NEED</u>	<u>INFO NOT THERE</u>	<u>TOTAL</u>
BUILDING						
12 GP						
TOTAL:		1		1		2
PERCENT:	0	50	0	50	0	
3 GP						
TOTAL:	3		2	4		9
PERCENT:	33.3	0	22.2	44.4	0	
3800 BS						
TOTAL:	1			1		2
PERCENT:	50	0	0	50	0	
4 GP						
TOTAL:				3		3
PERCENT:	0	0	0	100	0	
5 GP						
TOTAL:			1	7	2	10
PERCENT:	0	0	10	70	20	
	<u>4</u>	<u>1</u>	<u>3</u>	<u>16</u>	<u>2</u>	<u>26</u>
TOTAL PERCENT:	15.4	3.85	11.5	61.5	7.69	

GREENWAY PLAZA SURVEY

Data Analyses

5. How often do you look at the terminals?

	DON'T -----	INFREQ -----	ONCE/DAY -----	MORE THAN ONCE DAILY -----	TOTAL -----
BUILDING					
12 GP					
TOTAL:	3	1	3	1	8
PERCENT:	37.5	12.5	37.5	12.5	
3 GP					
TOTAL:	10	11	5	2	28
PERCENT:	35.7	39.3	17.9	7.14	
3800 BS					
TOTAL:	4	6	4	2	16
PERCENT:	25	37.5	25	12.5	
4 GP					
TOTAL:	3	8	2	1	14
PERCENT:	21.4	57.1	14.3	7.14	
5 GP					
TOTAL:	10	18	5	2	35
PERCENT:	28.6	51.4	14.3	5.71	
	-----	-----	-----	-----	-----
TOTAL:	30	44	19	8	101
TOTAL PERCENT:	29.7	43.6	18.8	7.92	

GREENWAY PLAZA SURVEY

Data Analyses

6. Have you found the information provided to be useful?

	YES -----	NO -----	TOTAL -----
GREENWAY PLAZA BUILDING			
12 GP			
TOTAL:	4	3	7
PERCENT:	57	43	
3 GP			
TOTAL:	16	13	29
PERCENT:	55	45	
3800 BS			
TOTAL:	12	4	16
PERCENT:	75	25	
4 GP			
TOTAL:	9	4	13
PERCENT:	69	31	
5 GP			
TOTAL:	23	12	35
PERCENT:	66	34	
	-----	-----	-----
TOTAL:	64	36	100
TOTAL PERCENT:	64	36	

GREENWAY PLAZA SURVEY

Data Analyses

7. Have you ever changed your travel route after using the information?

	YES -----	NO -----	TOTAL -----
GREENWAY PLAZA BUILDING			
12 GP			
TOTAL:	2	5	7
PERCENT:	29	71	
3 GP			
TOTAL:	13	16	29
PERCENT:	45	55	
3800 BS			
TOTAL:	8	8	16
PERCENT:	50	50	
4 GP			
TOTAL:	5	8	13
PERCENT:	38	62	
5 GP			
TOTAL:	16	19	35
PERCENT:	46	54	
	-----	-----	-----
TOTAL:	44	56	100
TOTAL PERCENT:	44	56	

GREENWAY PLAZA SURVEY

Data Analyses

8. What could we do to make the system more useful?

BUILDING	SCROLLING TEXT	MAP & TEXT	ALT. ROUTES	OFFICE SUITE	PERSONAL COMP.	TEL.	TOTAL
	-----	-----	-----	-----	-----	-----	-----
12 GP							
TOTAL:				1	2	1	4
PERCENT:	0	0	0	25	50	25	
3 GP							
TOTAL:	2	11	7	8	15	2	45
PERCENT:	4.44	24.4	15.6	17.8	33.3	4.44	
3800 BS							
TOTAL:	3	10	10	3	6	2	34
PERCENT:	8.82	29.4	29.4	8.82	17.6	5.88	
4 GP							
TOTAL:	3	8	2	4	7	3	27
PERCENT:	11.1	29.6	7.41	14.8	25.9	11.1	
5 GP							
TOTAL:	3	4	1	4	2	2	16
PERCENT:	18.8	25	6.25	25	12.5	12.5	
	-----	-----	-----	-----	-----	-----	-----
TOTAL:	11	33	20	20	32	10	126
TOTAL PERCENT:	8.73	26.2	15.9	15.9	25.4	7.94	

GREENWAY PLAZA SURVEY

Data Analyses

9. Now that you are aware of the system, will you use it?

	YES -----	NO -----	TOTAL -----
GREENWAY PLAZA BUILDING			
12 GP			
TOTAL:	1		1
PERCENT:	100	0	
3 GP			
TOTAL:	11	5	16
PERCENT:	69	31	
3800 BS			
TOTAL:	8	2	10
PERCENT:	80	20	
4 GP			
TOTAL:	7	2	9
PERCENT:	78	22	
5 GP			
TOTAL:	10	1	11
PERCENT:	91	9.1	
	-----	-----	-----
TOTAL:	37	10	47
TOTAL PERCENT:	79	21	

GREENWAY PLAZA SURVEY

Data Analyses

10. If available, would you use similar systems elsewhere?

	<u>AIRPORTS</u>	<u>SEC'S</u>	<u>BUS STATIONS</u>	<u>NONE</u>	<u>TRANSIT FACILITIES</u>	<u>TOTAL</u>
BUILDING						
12 GP						
TOTAL:	7	7	4	1		19
PERCENT:	36.8	36.8	21.1	5.26	0	
3 GP						
TOTAL:	33	28	13	7	9	90
PERCENT:	36.7	31.1	14.4	7.78	10	
3800 BS						
TOTAL:	21	19	10	2	16	68
PERCENT:	30.9	27.9	14.7	2.94	23.5	
4 GP						
TOTAL:	13	11	7	5	9	45
PERCENT:	28.9	24.4	15.6	11.1	20	
5 GP						
TOTAL:	36	39	19	5		99
PERCENT:	36.4	39.4	19.2	5.05	0	
<hr/>						
TOTAL:	110	104	53	20	34	321
TOTAL PERCENT:	34.3	32.4	16.5	6.23	10.6	

GREENWAY PLAZA SURVEY

Data Analyses

11. How long have you been driving in Houston?

> 1 YEAR 1 - 5 YRS > 5 YEARS

BUILDING

12 GP

TOTAL: 9

3 GP

TOTAL: 1 12 31

3800 BS

TOTAL: 2 6 18

4 GP

TOTAL: 1 2 19

5 GP

TOTAL: 5 5 38

TOTAL: 9 25 115

TOTAL PERCENT: 6.04 16.8 77.2 149

GREENWAY PLAZA SURVEY

Data Analyses

12. Approximately how many miles do you drive to work?

< 5 MI 5-10 MI 10-25 MI 25-50 MI > 50 MI

BUILDING

12 GP

TOTAL: 1 3 1 4

3 GP

TOTAL: 1 6 26 10 1

3800 BS

TOTAL: 2 4 10 9 1

4 GP

TOTAL: 3 2 11 6

5 GP

TOTAL: 3 5 27 11 2

TOTAL: 10 20 75 40 4

TOTAL PERCENT: 6.71 13.4 50.3 26.8 2.68

149

GREENWAY PLAZA SURVEY

Data Analyses

13. What was the last grade in school you completed?

	< HS	HS/EQ	COLLEGE	DEGREE	
	-----	-----	-----	-----	
BUILDING					
12 GP					
TOTAL:				9	
3 GP					
TOTAL:		5	10	29	
3800 BS					
TOTAL:		4	9	13	
4 GP					
TOTAL:		2	10	12	
5 GP					
TOTAL:	1	4	15	28	
	-----	-----	-----	-----	
TOTAL:	1	15	44	91	151
TOTAL PERCENT:	0.66	9.93	29.1	60.3	

GREENWAY PLAZA SURVEY

Data Analyses

14. What is you current age?

	<u>< 25</u>	<u>25-35</u>	<u>36-45</u>	<u>46-55</u>	<u>> 55</u>	
BUILDING						
12 GP						
TOTAL:	1	3	3	2		
3 GP						
TOTAL:	4	6	17	16	2	
3800 BS						
TOTAL:	1	13	7	5		
4 GP						
TOTAL:		9	8	7		
5 GP						
TOTAL:	<u>6</u>	<u>10</u>	<u>18</u>	<u>13</u>	<u>1</u>	
TOTAL:	12	41	53	43	3	152
TOTAL PERCENT:	7.89	27	27	28.3	1.97	

GREENWAY PLAZA SURVEY

Data Analyses

15. What is your ethnic group?

	<u>ANGLO</u>	<u>AFRICAN AMERICAN</u>	<u>HISPANIC</u>	<u>ASIAN</u>	<u>AMERICAN INDIAN</u>	
BUILDING						
12 GP						
TOTAL:	8	1				
3 GP						
TOTAL:	29	1	6	7		
3800 BS						
TOTAL:	20	5		1		
4 GP						
TOTAL:	18	2	1	1		
5 GP						
TOTAL:	34	7	6	1		
TOTAL:	109	16	13	10		148
TOTAL PERCENT:	73.6	10.8	8.78	6.76	0	

GREENWAY PLAZA SURVEY

Data Analyses

16. What is your gender?

	MALE -----	FEMALE -----	
BUILDING			
12 GP			
TOTAL:	4	5	
3 GP			
TOTAL:	37	8	
3800 BS			
TOTAL:	12	14	
4 GP			
TOTAL:	14	8	
5 GP			
TOTAL:	37	11	
TOTAL:	104	46	150
TOTAL PERCENT:	69.3	30.7	

APPENDIX E: INFOBANQ_{SM} PUBLIC RELATIONS BROCHURE

About the Information

The traffic information displayed on the terminals is gathered from various real-time sources in Houston. They include TxDOT courtesy radio patrols, Harris County Metropolitan Transit Authority, Houston Motorist Assistance Program, law enforcement personnel, emergency sources, Houston drivers with cellular phones, and various individual sources.

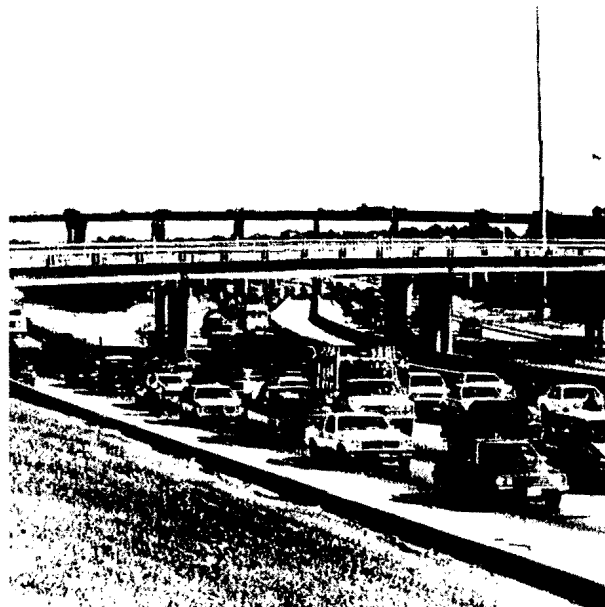
The information focuses on the Southwest Freeway since it is the major freeway that serves Greenway Plaza. The information is continuously updated when new reports are received from the field. The reports are also confirmed as soon as possible to ensure that the information provided to the motorists is current and accurate.

Hours of Operation

Monday - Friday	6:00 A.M. - 10:00 P.M.
Saturday	9:00 A.M. - 6:00 P.M.
Sunday	10:00 A.M. - 6:00 P.M.

InfoBanq_{SM} does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Traffic Information



GREENWAY PLAZA

Traffic Information At Your Convenience

Tired of getting caught in traffic jams? Frustrated by roadway construction? Wouldn't it help to know what the traffic on the freeways and roadways of Houston is like before leaving work? Well, the Federal Highway Administration and the Texas Department of Transportation (TxDOT) are helping Houston drivers to know just that. Together, they are sponsoring an experimental motorist information project in Greenway Plaza called InfoBanq_{SM}.

InfoBanq_{SM} provides up-to-the-minute traffic information on construction, accidents, disabled vehicles, signal malfunctions, and other problems on freeways and roadways. The objective is to help Greenway Plaza employees make decisions on travel routes within the city to avoid congestion.

What is the alternative to traffic nightmares? InfoBanq_{SM} in Greenway Plaza!

* InfoBanq_{SM} is a registered trademark.

Where is InfoBanq_{SM}?

InfoBanq_{SM} provides traffic information using computer display terminals. These terminals are located near the parking facilities for various Greenway Plaza buildings. Each terminal is recognizable by a tall black glass box containing a computer monitor. The buildings having terminals are listed below with the general locations of the terminals. Their exact locations are illustrated on the figure to the right.

Building	Location
1 GP	1st Floor Lobby
2 GP	1st Floor Lobby
3 GP	Concourse Level
4 GP	Concourse Level
5 GP	Concourse Level
8 GP	2nd Floor Crosswalk
9 GP	1st Floor Lobby
11 GP	1st Floor Lobby
12 GP	2nd Floor Crosswalk
3800 BS	1st Floor Lobby

