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TECHNICAL MEMORANDUM

DATE March 11, 2009
TO Ira Dietrick
Sufism Reoriented
FROM Bruce Brubaker
RE **Updated Transportation Demand Management Plan**

I. INTRODUCTION

This technical memorandum contains a conceptual Transportation Demand Management Plan (TDM Plan) for the proposed Sufism Reoriented Sanctuary (Sanctuary) to be located along Boulevard Way in unincorporated Contra Costa County. This TDM Plan has been prepared to meet the requirements of Contra Costa County Code section 82-32.008.

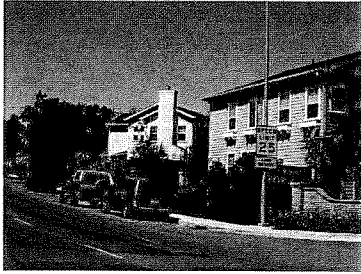
Sufism Reoriented currently has approximately 357 participants in the San Francisco Bay Area. This number of participants has remained fairly constant over the years and is projected to remain stable in the future. Sufism Reoriented has proposed development of a new Sanctuary site in order to consolidate uses that are currently dispersed throughout the Walnut Creek area.

This TDM Plan identifies transportation demand management measures that would reduce the number of automobile trips generated by users of the proposed Sanctuary site. The reduced number of automobile trips would also reduce the demand for parking spaces at the Sanctuary site. This TDM Plan analyzes the existing transportation network, the origin and travel choices of Sanctuary participants, including a description of the Sanctuary's walking, carpool and shuttle service programs.

II. PROJECT DESCRIPTION

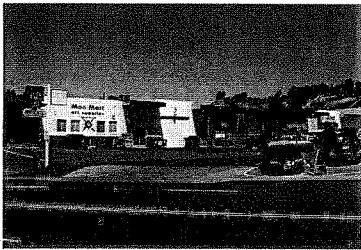
A. *Local Setting*

The proposed Sanctuary is located in unincorporated Contra Costa County, south of Highway 24 and west of Interstate 680, just over a mile southwest of downtown Walnut



Creek. The 3.1-acre development site occupies seven parcels along Boulevard Way and is less than a block away from the Sanctuary's current site. A regional context map and a map of the study area are provided in Figures 1 and 2.

As shown in the pictures, Boulevard Way contains a mix of residential and commercial uses, including higher density multi-family units, retail stores, office and industrial uses. The land uses immediately adjacent to the site include single-family and multi-family residential uses.



B. Site Design and Building Program

1. Site Plan

The site is bounded by Boulevard Way on the north and west. Warren Road is immediately south of the site. Private residential parcels border the south and east edges of the project area. The primary ground-level uses of the Sanctuary include the Prayer Hall, an existing residence and surface parking. Subsurface construction includes the Plaza, bookstore, offices and other uses described in more detail in the section on Building Program.



The project includes parking spaces for participants and residents. Vehicular parking for participants is accessed via a driveway on Boulevard Way and bicycle parking spaces are located adjacent to the ground-level entrance to the Sanctuary. Vehicular parking for residents in the parsonage is accessed from Warren Road. The proposed Sanctuary would also make improvements to the public transportation infrastructure, including construction of a sidewalk along the frontage of Boulevard Way, which would improve access to the site and to a County Connection Route 101 bus stop located along Boulevard Way at the project site.

2. Building Program

The principal uses on the proposed Sanctuary site are described in the following section:

a. Prayer Hall

The 5,000 square-foot prayer hall would have a capacity of 400 people. The ground floor of the Prayer Hall includes space for storage of items used in the prayer hall, such as chairs and video equipment. The prayer hall would be used for worship and devotional gatherings, chorus rehearsals and occasional larger celebrations.

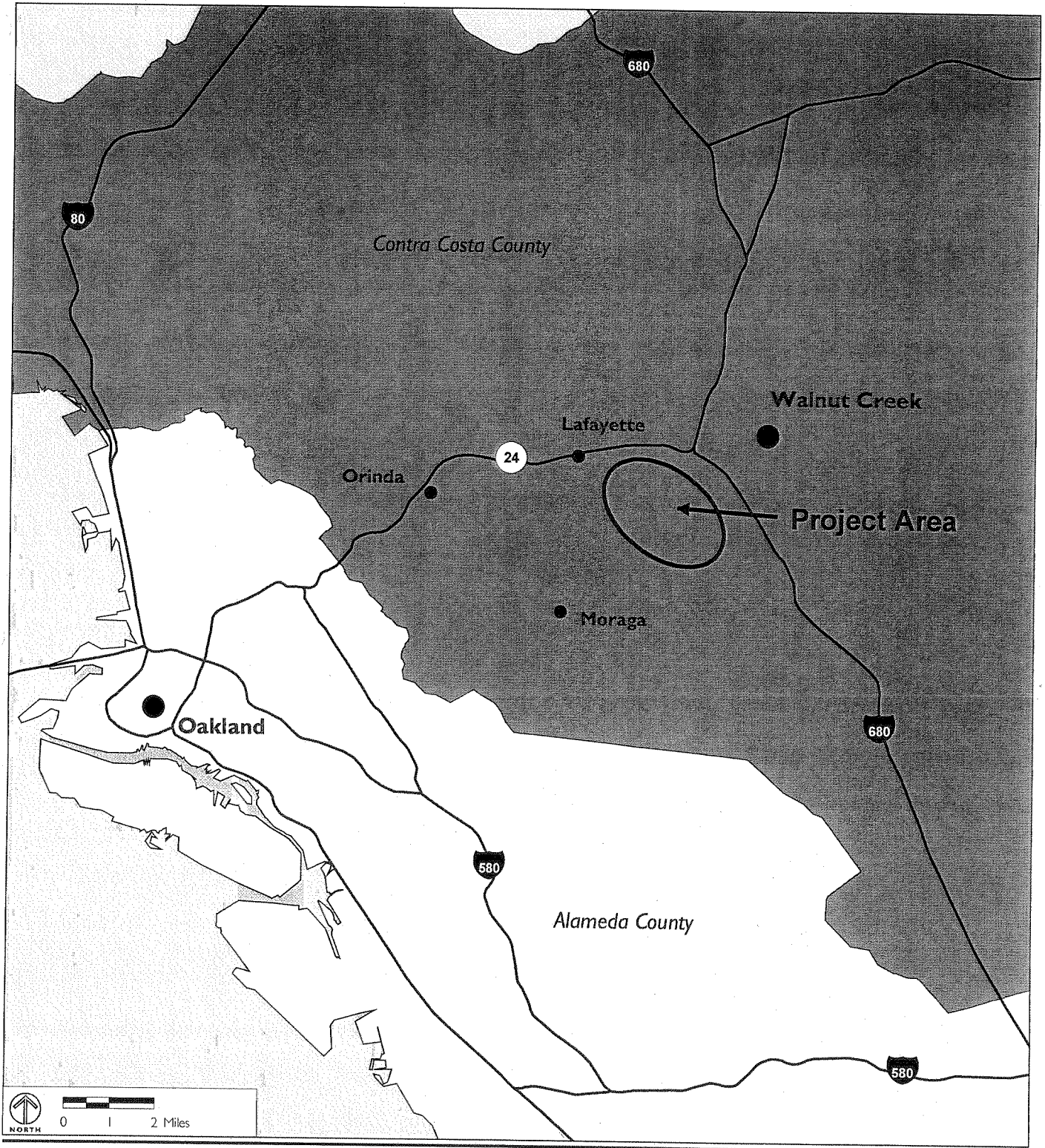


FIGURE 1
REGIONAL LOCATION

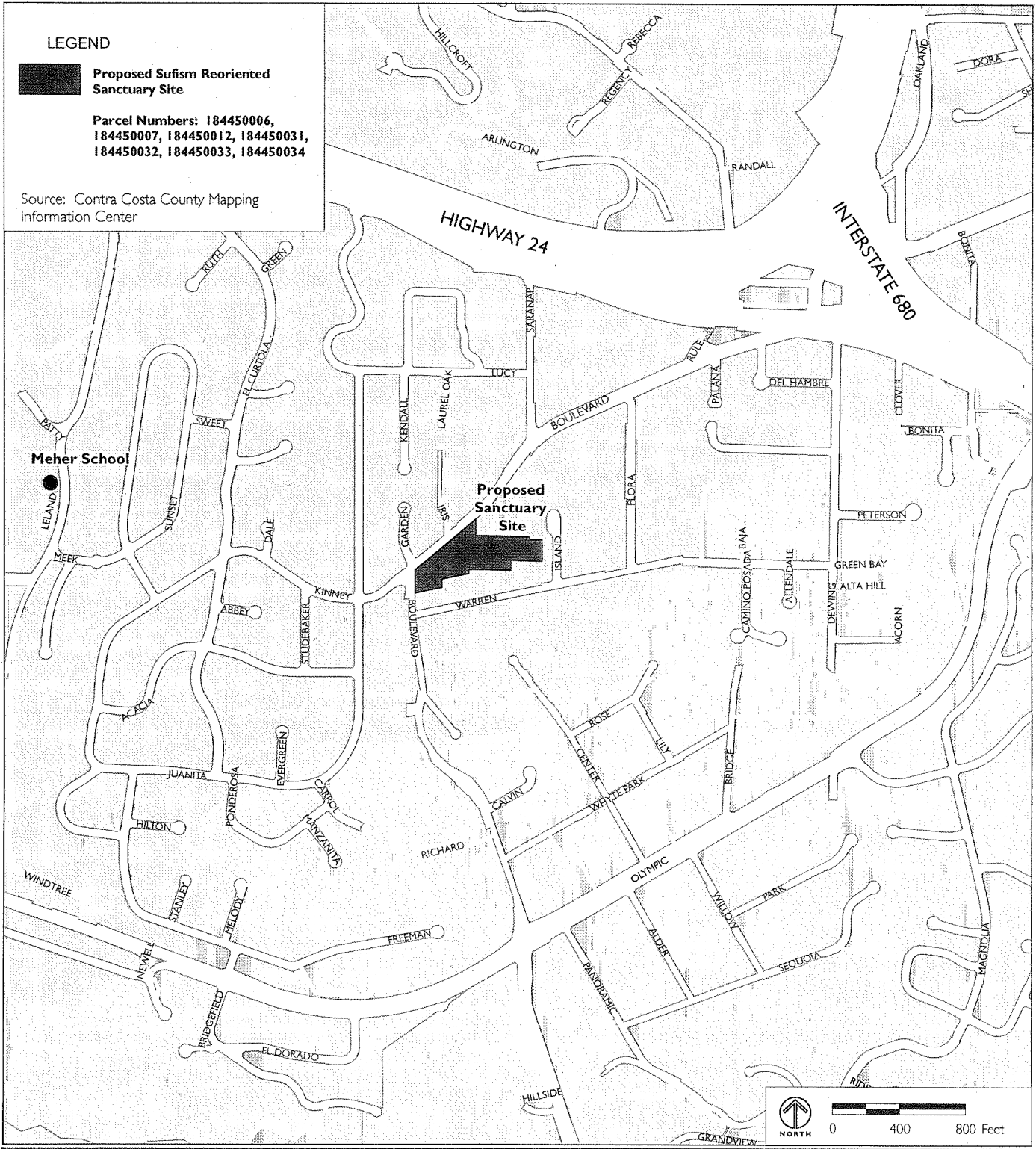


FIGURE 2
STUDY AREA

b. Library

The 2,656 square feet of library space includes book, film and audio storage for reference and use in productions. The ground floor library would be used to read transcripts of classes and listen to CDs or watch DVDs of classes.

c. Classroom

The classroom space, 1,065 square feet, would be used for small class meetings.

d. Offices

This 3,095 square-foot area would be used regularly by Sanctuary staff and participants working on craft or computer projects.

e. Murshida

This 1,079 square-foot main office would be used for work and to meet with students and visitors.

f. Plaza

This 9,100 square-foot area would be used for church socials, often including live dramatic and musical skits.

g. Video and Audio Rooms

This area that comprises a total of 2,750 square feet would be used to shoot videos, edit videos, mix recordings and attach sound tracks.

h. Dance and Drama Studio

This 2,200 square-foot area would be used for drama, dance and music rehearsals and classes.

i. Searchlight Bookstore

The 1,450 square-foot bookstore would be open to the public Tuesday nights and Saturday and Sunday during the day.

Please refer to Figure 3 to view the site plan of the proposed Sanctuary site.

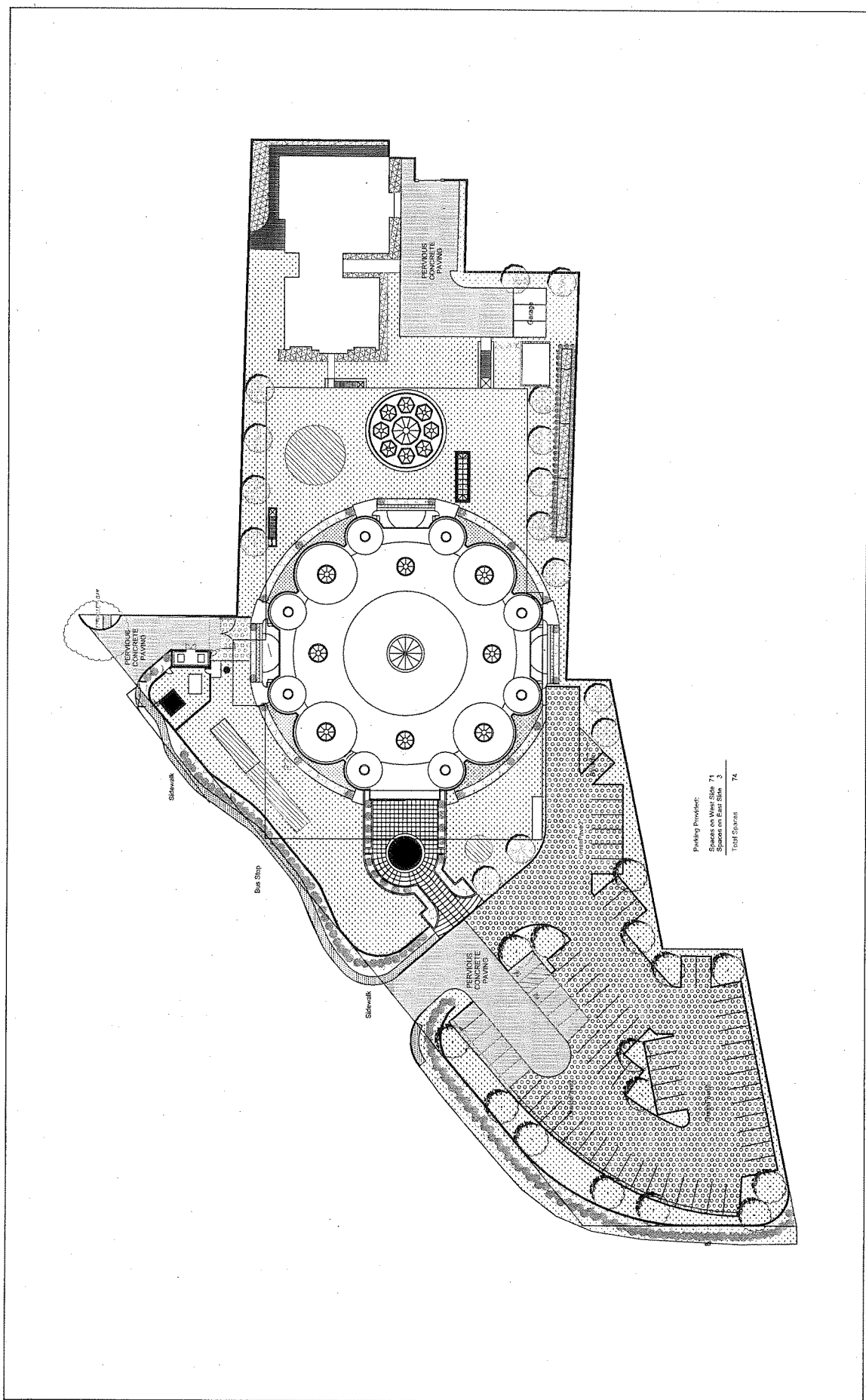


FIGURE 3
PROPOSED SANCTUARY SITE PLAN

III. SANCTUARY TRAVEL PATTERNS

In order to understand demand for parking at the proposed Sanctuary, it is important to first understand how and when people would be accessing the site. The following section describes regular use and peak demand periods at the Sanctuary based on current use.

A. *Regular Daytime Use*

Regular daytime use of the Sanctuary site would typically involve at most 25 Sanctuary participants at a time. The regular staff would consist of ten participants working in the administrative office area, the video editing studio, the music studio and at the reception desk. Landscaping and cleaning would also be carried out by Sanctuary participants. There would be 2 to 3 people cleaning on a regular basis. During each weekend day a seven-person crew would work on landscape maintenance. During the week, there would be occasional visitors to the Searchlight Bookstore, typically not more than one or two people each day. Work projects, involving at most 12 people, would take place on weekday evenings and during the day on weekend. A 15-person afternoon class would occur on weekend afternoons.

B. *Regular Night Use*

The Sanctuary is most active during the months of October through June. At that time, several activities that occur on a weekly basis would be attended by a great number of participants. The full membership (357) would attend Friday night classes, while 200 to 250 participants would attend Sunday night devotional gatherings. On Wednesday nights, a maximum of 70 people would travel to the site for chorus rehearsals. On Thursday nights there would be review classes for 30 to 50 people.

C. *Annual or Semi-annual Events*

The Sanctuary also holds special annual and semi-annual activities. During the four-day annual celebrations held in March, all members and guests (up to 400 people) would be traveling to the site. Rehearsals for the annual celebrations would bring as many as 100 people to the Sanctuary site. During the semi-annual musical and drama events, called Taverns, held nightly for five days at a time, a maximum of 175 people would be traveling to the site.

Table 1 summarizes the anticipated transportation demand patterns for the proposed Sanctuary site.

TABLE I SANCTUARY TRAVEL PATTERNS

Frequency of Activity	Time of Year	Use/Activity	Days	Time	People Per Day
Regular	Jan - Dec	Administration, Cleaning, Landscaping, Day Classes, Bookstore	Mondays to Sundays	9 a.m. to 6 p.m.	25
	Oct - Jun	Chorus Rehearsals	Wednesdays	8 to 9 p.m.	70
	Oct - Jun	Review Classes	Thursdays	8 to 9 p.m.	30 to 50
	Oct - Jun	Night Classes	Fridays	8 to 9:30 p.m.	357
	Oct - Jun	Devotional Gathering	Sundays	8 to 9 p.m.	200 to 250
Once a Year	Feb - Mar (1 month)	Rehearsals for Annual Celebration	Saturday and Sunday	9 a.m. to 5 p.m.	100
			Monday to Friday	8 to 10 p.m.	100
	Mar (4 days)	Annual Celebration	Friday	8 to 10 p.m.	
			Saturday	8 to 10:30 p.m.	400
Twice a Year	Oct - Jun (5 days)	Taverns	Sunday	2 to 5 p.m.	
			Monday	8 to 9 p.m.	200
			Thursday to Monday	6:30 to 10 p.m.	175

IV. PARKING ANALYSIS

A. Required Parking

1. Contra Costa County Code

According to interpretation of Section 82-16.018 of the Contra Costa Zoning Code, the Sanctuary site is required to provide 125 parking spaces. Table 2 below summarizes the Zoning Code's parking requirements for each of the uses contained within the Sanctuary site. The Prayer Hall with a capacity of 400 persons and classified as an assembly hall without fixed seats requires 125 spaces. The ancillary uses require a total of 114 parking spaces. The bookstore, classified as a retail use, requires one space for every 250 square feet; and the remaining uses, classified as office use, require one space for every 200 square feet.

The Sanctuary travel patterns described earlier demonstrate that if the Prayer Hall were in use, none of the other uses would be active and vice versa. Therefore, the maximum parking demand is the greater of the Prayer Hall or ancillary uses demand: 125 spaces.

TABLE 2 CONTRA COSTA COUNTY ZONING CODE PARKING REQUIREMENTS

Use	Square Footage	Parking Requirement	Parking Spaces
Primary Use			
Prayer Hall (400-person)	5,000	1 per 40 sq.ft.	125
Ancillary Uses			
Classroom	1,065	1 per 200 sq.ft.	5
Library	2,656	1 per 200 sq.ft.	13
Murshida Office	1,079	1 per 200 sq.ft.	5
Music, Drama & Dance Studio	2,200	1 per 200 sq.ft.	11
Video and Audio	2,750	1 per 200 sq.ft.	14
Office	3,095	1 per 200 sq.ft.	15
Bookstore	1,450	1 per 250 sq.ft.	6
Plaza	9,100	1 per 200 sq.ft.	45

2. Institute of Transportation Engineers

According to the 3rd Edition of the Institute of Transportation Engineer's (ITE's) *Parking Generation*, uses similar to the Sanctuary site require 48 to 252 parking spaces. According to the report, the parking demand for churches ranges from 0.12 to 0.63 parking spaces per attendee.¹

B. Proposed Parking

This Plan will demonstrate how the number of required parking spaces can be reduced through the implementation of transportation demand measures, described in detail in Section V.

The project includes 74 parking spaces for motor vehicles. Most of the parking spaces are accessed from Boulevard Way and are located on the western edge of the site, linking them to the Sanctuary's main entrance. The spaces located on the eastern edge of the site are accessed from Warren Road and would be utilized as parking for residents. Three parking spaces are reserved for residents, five spaces are for participants who might need to drive

¹ A church is the land use that most closely resembles the Sanctuary in the ITE report.

their cars, 55 spaces are for carpool cars, two parking spaces are reserved for the Sanctuary shuttle and the nine remaining parking spaces are for guests.

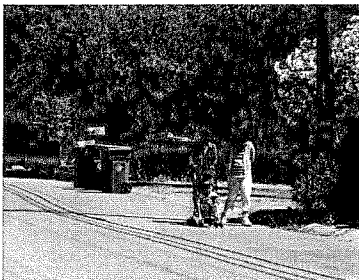
The Sanctuary will also include a bicycle rack for 12 bicycles located adjacent to the Sanctuary's main entrance, a convenient, visible and secure location. Secure bicycle parking, along with the on-site showers help make bicycling to the Sanctuary a viable option for participants.

V. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

There are several TDM strategies that are well suited to reducing the number of vehicular trips to and from the proposed Sanctuary site for Sufism Reoriented. Probable impacts of TDM strategies for walking, transit, carpooling, and remote shuttling on parking demand are described in this section.

Sufism Reoriented tested the strategies described in this section at the current Sanctuary site during a 17- month implementation period that began in October, 2007 and extended to February, 2009.² Implementation procedures and outcomes for the proposed Sanctuary site are expected to reflect outcomes for the current site, since the number and residential location of members is not likely to change. Information gathered during this period is therefore provided in this section as it relates to specific strategies and the overall implementation of the TDM plan.

The TDM strategies implemented at the current site were rooted in the commitment of members to reduce the number of cars accessing the site by walking, carpooling or using the shuttle service to attend regular Friday and Sunday night activities, annual celebrations and taverns under all conditions and all weather. During the initial implementation period, the number of vehicles parking on site did not reach or exceed the number of spaces proposed for the new site (74). A downward trend in the number of cars parking at the Sanctuary for both Friday and Sunday activities was also evident during this implementation period.



A. Walking

1. Existing Conditions

As shown in the picture, a wide variety of people, including mothers with baby strollers, children and joggers, travel by foot along the roads in the vicinity of the proposed

² Sufism Reoriented continues to implement these strategies at their current site.

Sanctuary site. Although the surrounding residential streets do not all have sidewalks, most of the streets do not have high traffic volumes, making them safe and pleasant places to walk.

The traffic volume along Boulevard Way, the roadway that provides direct access to the Sanctuary, is higher than on surrounding residential streets, but this roadway has sidewalks along much of its right-of-way; and, as described in the project description, the proposed Sanctuary would further enhance the pedestrian environment by constructing an extension of the existing sidewalk along Boulevard Way.

2. Demand Strategies

Walking is an effective mode of transportation for the 224 Sufism Reoriented participants that reside within a ½-mile, a 10- to 15-minute walk, of the site. Figure 4 shows the participants' residences in relation to the proposed Sanctuary site. Most of these participants walk to the current Sanctuary site, which is only several hundred feet away from the proposed site.

Prior to the TDM implementation period at the current site, 167 of the 224 participants that live within walking distance of the proposed Sanctuary site made written commitments to walk to regular Friday and Sunday night activities, annual celebrations and taverns under all conditions and all weather. A list of names and signatures of participants who have made this commitment is attached to this memorandum as Attachment 1. In the event that illness prevented a member from walking, the designated carpool coordinator assigned them to a temporary or permanent carpool.

3. Impact on Parking Demand

It is expected that during the large weekly events 167 to 224 people (approximately half the Sanctuary participants) would reach the site by walking.

133

57
5

224
-167

57
-55

2

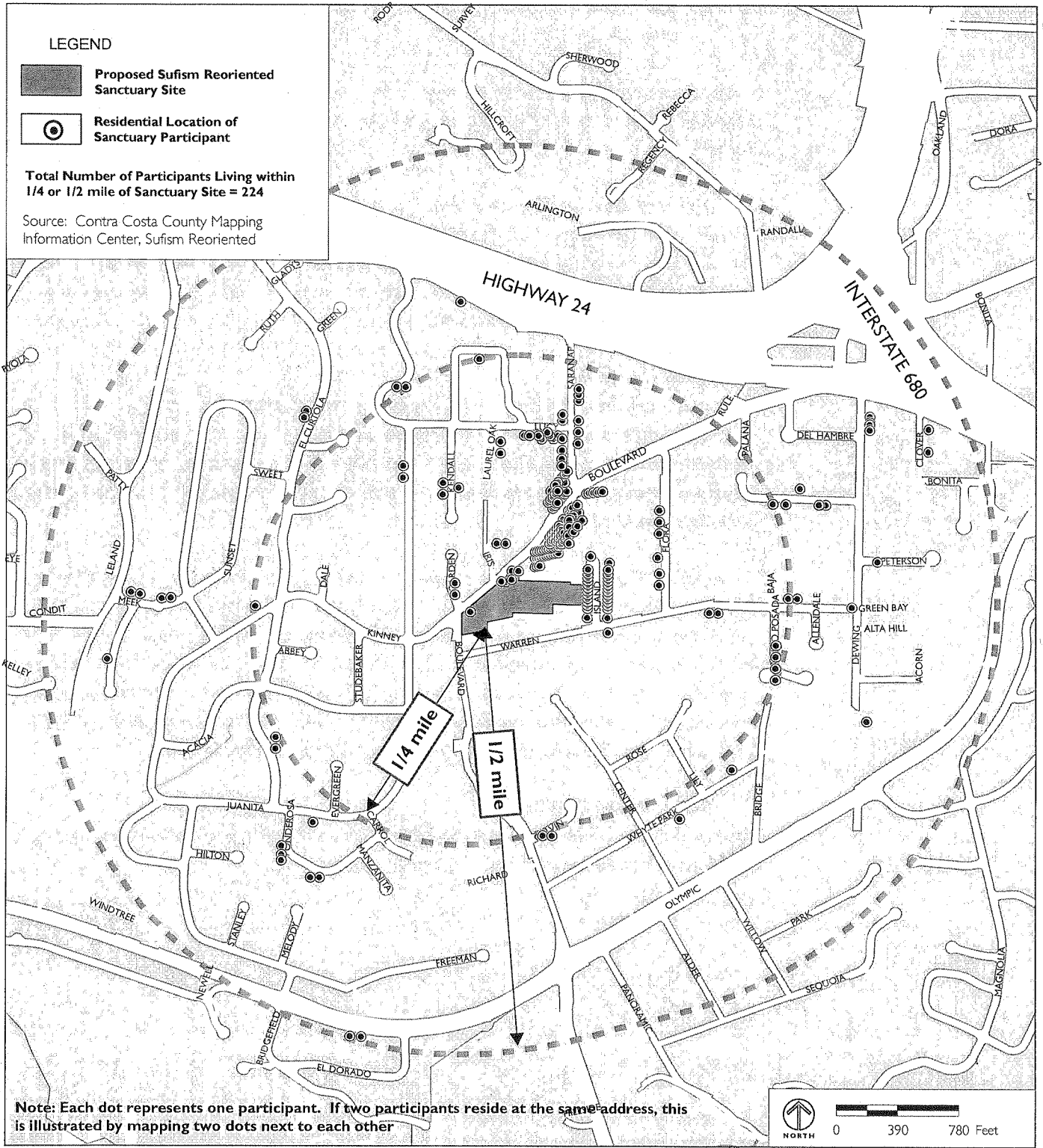
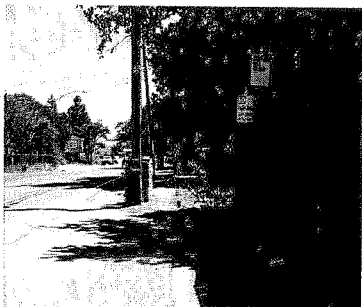


FIGURE 4

WALKING ACCESS

B. Transit



1. Existing Conditions

The site is currently served by County Connection Route 101. Route 101 has bus service weekdays and Saturdays. On weekdays, the first southbound bus stops at Boulevard Way and Kinney Drive, across the street from the proposed Sanctuary site, at 6:20 a.m.; the last bus passes at 7:33 p.m. The first northbound bus stops at Boulevard Way at Iris Lane in front of the Sanctuary site at 6:35 a.m.; the last bus stops at 6:49 p.m. Figure 5 shows the service area for County Connection Route 101. According to the Central Contra Costa County Transportation Authority's Short Range Transit Plan and the countywide Comprehensive Transportation Plan, there are no changes in service or alignment planned for County Connection Route 101.

As required by Contra Costa County Code section 82-32.00, representatives of Sufism Reoriented contacted the County Connection transit agency and they have approved the bus stop location proposed in their land use plan.

2. Demand Strategies

Although the County Connection Route 101 directly serves the project site, its hours of service do not include Friday or Sunday evenings, when the Sanctuary has its more highly attended events and when demand for parking would be highest. Staff members and participants who are at the Sanctuary during the week and in daytime hours may be able to use the County Connection service.

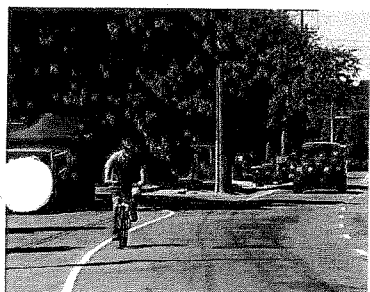
3. Impact on Parking Demand

The fact that County Connection Route 101 does not provide service during the Sanctuary's peak demand period will severely limit effectiveness of bus transit as a transportation demand measure for this project. Daytime staff may use the Route 101 service to access the site, but no reduction in parking demand is assumed based on this availability of service.

C. Bicycling

1. Existing Conditions

The surrounding streets do not have high traffic volumes and the terrain is relatively flat, making the bicycle a viable mode of transportation on the streets in the vicinity of the Sanctuary site.



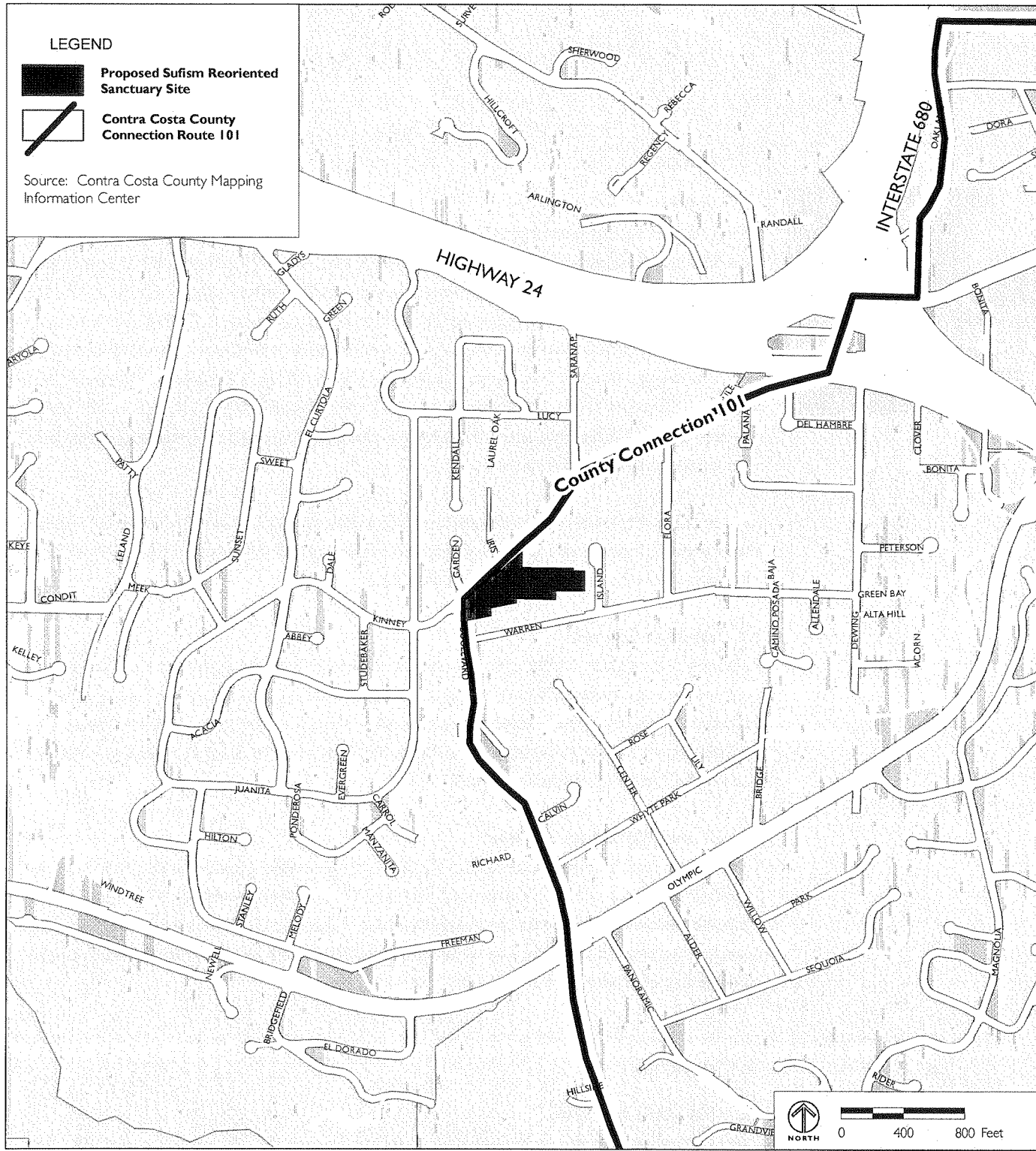


FIGURE 5

TRANSIT ACCESS

2. Demand Strategies

As described earlier, the project would provide secure bicycle parking on site. In addition, the Sanctuary would have amenities, such as showers and changing rooms for all participants, including those who arrive by bicycle. This could encourage participants to arrive to the site by bicycle.

3. Impact on Parking Demand

It is expected that 1 to 5 people might arrive to the Sanctuary site by bicycle. However, because this number is so small, bicycling is not considered to have an impact on transportation demand for purposes of this Plan.

D. Carpool

1. Existing Conditions

One hundred and sixty-six (166) members participated in the carpool program during the TDM initial implementation period at the current site. This section summarizes carpool activities, monitoring procedures, and overall impact on the number of cars parking at the current site during this period.

2. Demand Strategies

Members who live near each other are grouped together to ride in one vehicle to the Sanctuary's Friday and Sunday events and during the annual event held in March. The location and number of people within each of the carpools is included as Attachment 2. Each carpool has been assigned a number and only cars showing the carpool numbers are allowed to park on site. Members are advised to park only on site or at the Meher School during the Sanctuary's Friday and Sunday night events. As described earlier, the proposed Sanctuary site would include reserved parking spaces for carpool vehicles.

In order to ensure the effectiveness of the carpool program, the Sanctuary has assigned staff to manage and monitor its implementation. A carpool coordinator is responsible for making changes to carpool assignments when necessary, monitoring the program, making periodic reports and issuing reminders to participants when necessary. A carpool monitoring team is responsible for monitoring and recording carpool activity. Since full implementation began in October 2007, two members of the TDM carpool monitoring team were stationed in the parking areas with lists of approved carpools and permit card numbers at Friday and Sunday night activities, annual celebrations and taverns. Monitors check parking permit cards for each carpool as they enter the parking lot and provide a final count of cars parking on the site for each event. All cars at the site, including shuttle cars and cars belonging to residents, members and guests, are included in the counts.

If parking permit cards are left at home, carpool drivers give their parking card number to the monitor who checks it against the names on the monitoring list. If a carpool arrives before the monitors are in place, it will be checked by monitors upon their arrival. If a permit is not displayed, monitors leave a reminder form on the windshield and still include the car in the final count.

3. Impact on Parking Demand

The Sanctuary's carpool program will reduce the number of single-occupancy vehicles arriving to the site. Currently, a total of 166 participants have formed carpools that occupy 55 parking spaces. These numbers are expected to be the same for the proposed Sanctuary site, since the number and residential location of members is not likely to change.

E. Remote Lot Shuttle Service

1. Existing Conditions

The proposed Sanctuary site has the potential to increase its parking capacity by utilizing the parking facilities of Meher School, located at 999 Leland Drive in Lafayette, less than 1 mile away from the proposed Sanctuary site. Figure 2 illustrates the location of the Meher School in relation to the proposed Sanctuary site. Meher School, an educational institution associated with Sufism Reoriented, has a total of 40 parking spaces. The Meher School's parking spaces are occupied during school hours and are available for use during the Sanctuary's large night-time events.

2. Demand Strategies

In order to capitalize on the additional parking capacity, Sufism Reoriented, while located at its current Center, provides 2 to 3 cars as shuttle service. Once the new building is completed Sufism Reoriented will purchase a large van to serve as the shuttle service for a limited number of participants who park at the Meher School. Participants who live far away (in cities beyond the Lafayette-Walnut Creek area) and those who must arrive early or late and cannot be part of a carpool will participate in the shuttle service. As with the carpool program, the Sanctuary staff will monitor and ensure the effectiveness of the shuttle service.

3. Impact on Parking Demand

The shuttle service would allow the Sanctuary to utilize existing off-site parking spaces to increase parking capacity. Most of the participants who would regularly utilize the shuttle service would otherwise reach the site by single-occupancy vehicle. Therefore, implementation of the shuttle service would reduce the number of single-occupancy

vehicles arriving at the Sanctuary and the demand for on-site parking space. Twelve to 24 participants currently use the shuttle service.

F. Results of TDM Implementation at the Current Sanctuary Site

The TDM strategies implemented and fully monitored by Sufism Reoriented at the current site from October, 2007 to February, 2009 were highly effective. Figure 6 shows the number of cars parked on site for Friday nights (7:15 – 9:30 pm) when the full membership attends classes, Sunday evenings (7:15 – 9:00 pm) when more than half the membership attends devotional gatherings, and for annual celebrations during the Christmas/New Year Holiday period and during mid-March that involves all the membership and some outside guests. Highlights of the TDM implementation at the current site include the following:

- ◆ The number of cars parked on-site never reached the parking capacity of the proposed Sanctuary site plan (74).
- ◆ The average number of car parked on-site on Friday nights was 59 vehicles, which would result in 15 unused spaces at the proposed Sanctuary site.
- ◆ The average for Sunday night devotional gatherings was 49 vehicles, which would result in 25 unused parking spaces at the proposed Sanctuary site.
- ◆ During the six special events that occurred during the implementation period, the number of parked cars ranged between 39 and 57. These events potentially have the largest number of attendees.
- ◆ Parking trends for Friday and Sunday evenings indicate a decline in the number parked cars during the TDM implementation period.

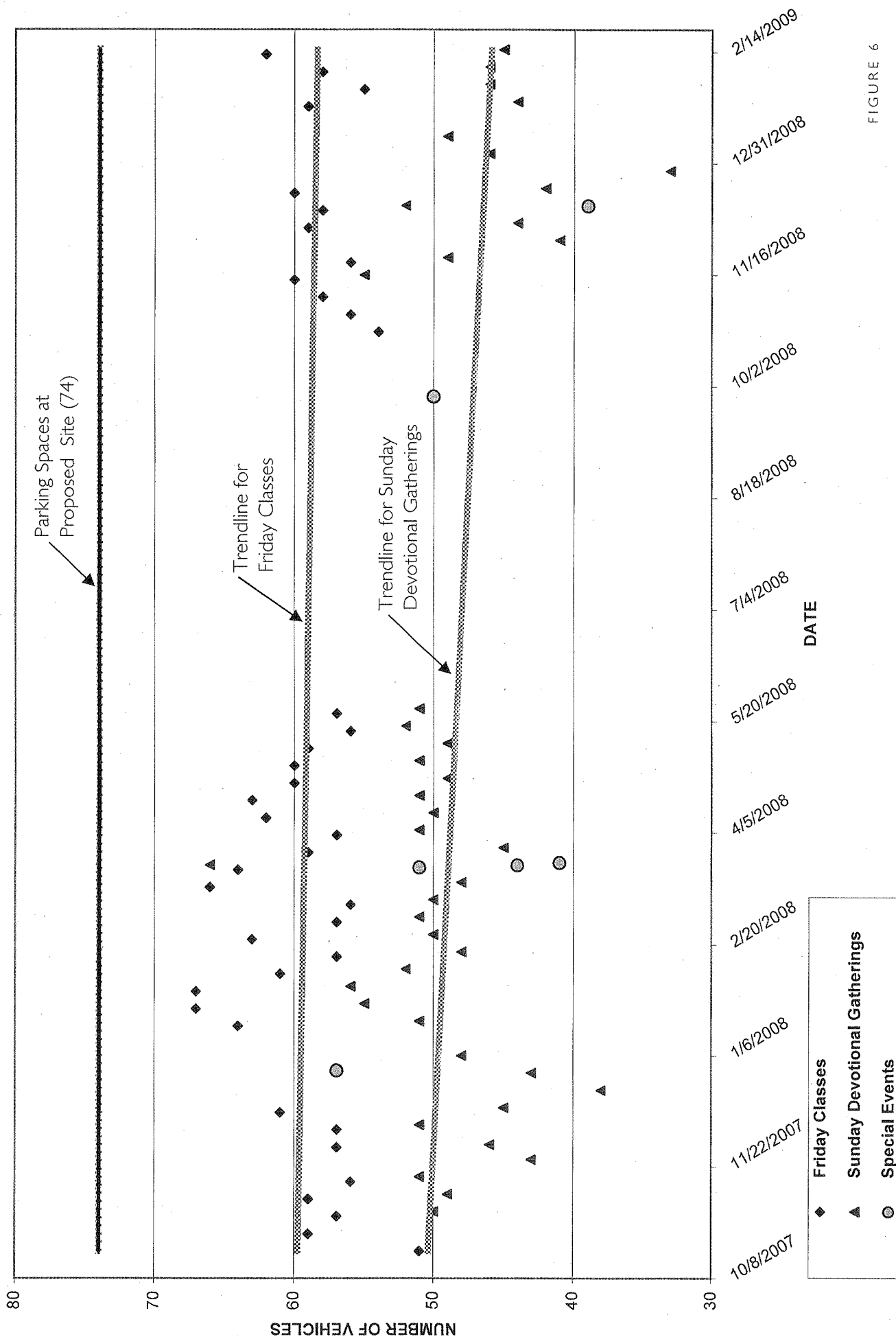


FIGURE 6
PARKING DATA FOR CURF'IT SITE
OCTOBER 2007 to FEBRUARY 2009

G. Conclusions

1. Implementation of Transportation Demand Management Strategies

Table 3 summarizes the types of activities that would take place at the proposed Sanctuary and the number of people participating in those activities. The table also identifies the transportation management strategies that would be implemented in order to reduce the demand for parking.

TABLE 3 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Type of Demand	Use/Activity	People Per Day	Demand Management Strategy
Regular Weekdays	Administration, Cleaning, Landscaping, Day Classes, Bookstore	25	Not necessary*
	Review Classes	30 to 50	Not necessary*
	Chorus Rehearsal	70	Not necessary*
Regular Nights	Night Classes	357	Walking Program Carpool Program Shuttle Service
	Devotional Gathering	200 to 250	Walking Program Carpool Program Shuttle Service
Once a Year	March Celebration	400	Walking Program Carpool Program Shuttle Service
	Rehearsals for March Celebration	100	Walking Program Carpool Program
Twice a Year	Musical/Drama Taverns	150 to 175	Walking Program Carpool Program Shuttle Service

*Demand management strategies not necessary for daily use of the Sanctuary, since, even if every person arrived in a single-occupancy vehicle, the 74 parking spaces would not be filled.

As described earlier, the Sanctuary would have a dedicated staff person to monitor travel patterns, parking demand and the smooth operation of the walking, carpool and shuttle service programs. The staff person will monitor the schedule of events at the Sanctuary and if a combination of scheduled events will require exercise of the transportation demand management plan it will be implemented.

2. Summary of Impact on Parking Demand

Table 4 calculates the parking demand at the proposed Sanctuary based on how people would be expected to arrive at the site.

TABLE 4 SUMMARY OF PARKING DEMAND

Mode	Participants	Parking Demand
Walking Program	167 to 224	0
Carpool Program	166	55
Shuttle Service	12 to 24	1*
Single-Occupancy Vehicle	9 to 13	9 to 13
Total	357 to 400	65 to 69*

*As discussed earlier, the Meher School site, located at 999 Leland Drive, would supply an additional 14 to 24 (up to 40) parking spaces for participants who utilize the shuttle service.

The TDM strategies implemented at the current site have more than achieved the parking demand target of 65 to 69 identified in Table 4.

VI. LOOKING TO THE FUTURE

The success of TDM implementation at the current site has led Sufism Reoriented to set parking demand targets that would reduce the average number of vehicles parked on the proposed Sanctuary site an additional ten percent from the numbers recorded during the TDM implementation period at the current site. These targets for Sufism Reoriented for 53 or fewer vehicles parked on site for Friday class nights and 44 or fewer vehicles for Sunday night devotional gatherings will further reduce vehicular use and traffic associated with the Sanctuary. Sufism Reoriented fully expects that these targets will be reached at the proposed Sanctuary site for the following reasons:

- ◆ Members have tended toward living as close as possible to the Sanctuary, as evidenced by the fact that more than half currently live within a ½-mile. The vast majority of these members are part of the walking program. The number of members living close to the Sanctuary who walk to activities is expected to grow, especially once the new Sanctuary is constructed.
- ◆ There is additional capacity within current carpools that can accommodate members who move closer to the Sanctuary, but for whom walking is not possible.

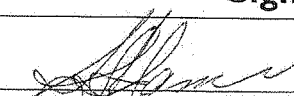
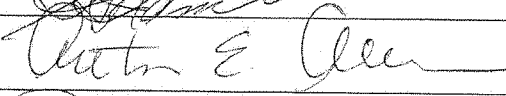
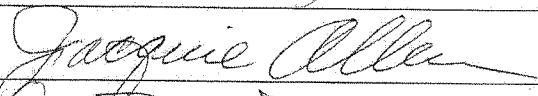
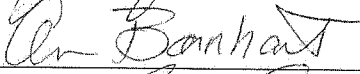
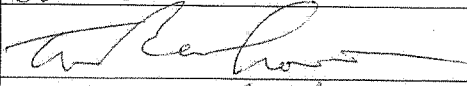
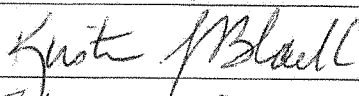
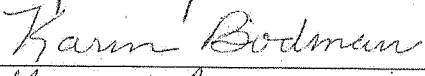
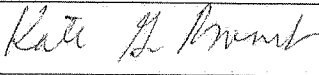
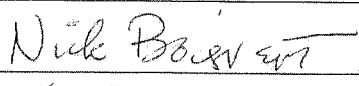
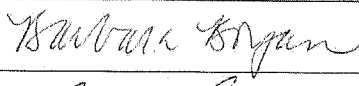
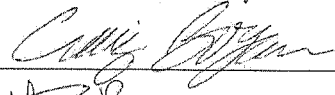
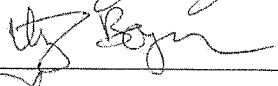
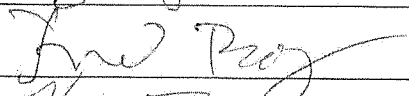
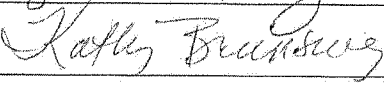
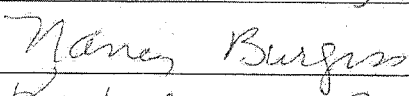

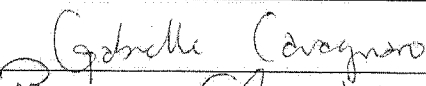
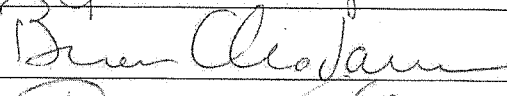
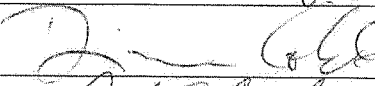
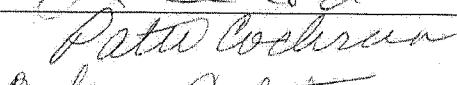

- ◆ Central principles of Sufism Reoriented are to protect the environment and to put their core values and ideals into practice in everyday life. Reducing automobile traffic, with the resulting reduction in air pollution and the use of scarce natural resources, is seen by the membership as a natural extension of their view of the sacredness of the earth and their responsibilities as stewards.

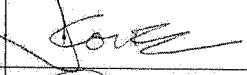




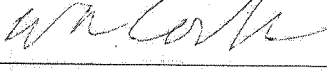
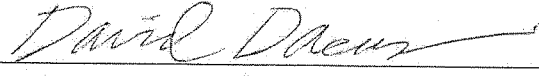

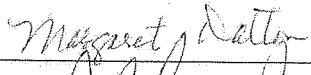


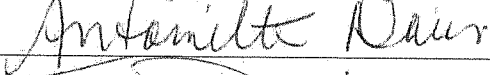



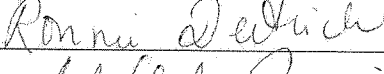
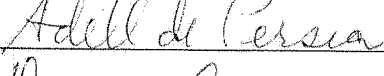
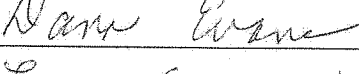
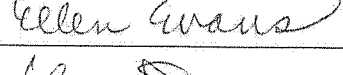


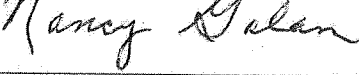
74
spots

50
spots —
190
166 carpool

257
- 167 walk
90
22 to 24
parking ne

**ATTACHMENT I:
WALKING PROGRAM PARTICIPANTS**

Name	Signature
1. Sara Adams	
2. Anton Allen	
3. Jacquie Allen	
4. Ann Barnhart	
5. Tim Barnhart	
6. Kirsten Black	
7. Karin Bodman	
8. Kate Boisvert	
9. Nick Boisvert	
10. Barbara Boyan	
11. Craig Boyan	
12. Ivy Boyan	
13. Fred Brunswig	
14. Kathy Brunswig	
15. Nancy Burgess	
16. Kathleen Carroll	
17. Gabby Cavagnaro	
18. Briane Chavanne	
19. Diane Cobb	
20. Patti Cochran	
BARBARA CONSTANTINE	

21. John Cole	
22. Robineve Cole	
23. Jan Colt	
24. Scott Colt	
25. Anna Cook	
26. Bill Cook	
27. David Dacus	
28. Rachel Dacus	
29. Margaret Dalton	
30. Don Davenport	
31. Sidney Davenport	
32. Antoinette Davis	
33. Tony Davis	
34. Mark Davis	
35. Ira Deitrick	
36. Ronnie Deitrick	
37. Adelle dePersia	
38. Dana Evans	
39. Ellen Evans	
40. Michael Evans	
41. Allan Francke	
42. Nancy Galan	

43. Lorraine Granit	Lorraine Granit
44. Barbara Goodwin	Barbara Goodwin
45. Diane Hammon	Diane Hammon
46. Randy Hammon	Randy Hammon
47. Karima Hastings	Karima Hastings
48. Ken Hastings	Ken Hastings
49. Ira Hastings	Ira Hastings
50. Toni Hastings	Toni Hastings
51. Arleen Hays	Arleen C Hays
52. Joy Hedgepath	Joy Hedgepath
53. Autumn Henry	Autumn Henry
54. John Hobson	John L. Hobson
55. Bob Holcomb	Bob Holcomb
56. Julie Holcomb	Julie Holcomb
57. Charles Huddleston	Charles Huddleston
58. Joyce Huddleston	Joyce Huddleston
59. Larry Hudson	Larry Hudson
60. John Italia	John Italia
61. David Jamieson	David Jamieson
62. Robert Johnson	Robert Johnson
63. Terry Hogan Johnson	Terry Hogan Johnson

64. Jeanne Kassof	J. Kassof
65. Miranda Kentfield	Miranda Kentfield
66. Jeannie Kerr	Jeannie Kerr
67. Jeremy Kershaw	Jeremy Kershaw
68. Brigitte Kirkpatrick	Brigitte Kirkpatrick
69. Jim Kirkpatrick	Jim Kirkpatrick
70. Duncan Knowles	Duncan Knowles
71. Ivy Mary Knowles	Ivy Mary Knowles
72. Millie Koffel	Millie Koffel
73. Armin Kraemer	Armin Kraemer
74. Shauna Kraemer	Shauna Kraemer
75. Ian Lintermans	Ian Lintermans
76. Mary T Lloyd	Mary T. Lloyd
77. Michael Mader	Michael Mader
78. Caryl Marks	Caryl Marks
79. Michael Marks	Michael Marks
80. Meg Mayer	Meg Mayer
81. Michele Mayo	Michele Mayo
82. Jon McAdams	Jon McAdams
83. Cherie McConnell	Cherie McConnell
84. Elinor McCoy	Elinor McCoy
85. Mike McCune	Mike McCune

86. Beth McWhirter	Beth McWhirter
87. Seth Merriman	Seth Merriman
88. Victoria Merriman	Victoria Merriman
89. Margaret Miller	Margaret Miller
90. Hank Mindlin	Hank Mindlin
91. Bob Monson	Bob Monson
92. Stephanie Monson	Stephanie Monson
93. Julie Morrison	Julie Morrison
94.	
95. Michael Nemanic	Michael Nemanic
96. Claudia O'Hanrahan	Claudia O'Hanrahan
97. Tighe O'Hanrahan	Tighe O'Hanrahan
98. Patricia O'Leary	Patricia O'Leary
99. Heather Osborne	Heather Osborne
100. John Osborne	John Osborne
101. Charles Parker	Charles Parker
102. Judith Parker	Judith Parker
103. Cynthia Pastor	Cynthia Pastor
104. David Pastor	David Pastor
105. Nathan Pastor	Nathan Pastor
106. Denagh Patrick	Denagh Patrick
SOHRAB NAZARI	Sohrab Nazari

107.	Ann Pinkas	Ann Pinkas
108.	Giora Pinkas	Giora Pinkas
109.	Catherine Pinkas	Catherine Pinkas
110.	Cherie Plumlee	Cherie Plumlee
111.	Craig Plumlee	Craig Plumlee
112.	Mari Pongkhamasing	Mari Pongkhamasing
113.	Donna Redman	Donna Redman
114.	Ann Reed	Ann Reed
115.	Michael Sheriar Rehl	Michael Rehl
116.	Lilli Remer	Lilli Remer
117.	Norman Remer	Norman Remer
118.	Nick Remer	Nick Remer
119.	Wendy Ritchey	Wendy Ritchey
120.	Hugh Rosenthal	Hugh Rosenthal
121.	Sue Rose	Sue Rose
122.	Becky Royeton	Becky Royeton
123.	Bob Royeton	Bob Royeton
124.	Leslie Salazar	Leslie Salazar
125.	Jerry Salazar	Jerry Salazar
126.	June Sardella	June Sardella
127.	Steve Sardella	Steve Sardella

128.	Allen Saviskas	Allen Saviskas
129.	Lynn Saviskas	Lynn Saviskas
130.	Bernie Schwartz	Bernard Schwartz
131.	Victor Seckler	Victor Seckler
132.	Jeanette Segal	Jeanette Segal
133.	Farhad Shafa	Farhad Shafa
134.	Nancy Shafa	Nancy Shafa
135.	Stuart Shaffer	Stuart Shaffer
136.	Allan Shulakoff	Allan Shulakoff
137.	Monika Siegel	Monika Siegel
138.	Roger Siegel	Roger Siegel
139.	Julia Skiff	Julia Skiff
140.	Peter Skiff	Peter Skiff
141.	Cassandra Smith	Cassandra Smith
142.	Tom Smith	Tom Smith
143.	Eleanor Smith	Eleanor Smith
144.		
145.	Barbara Snow	Barbara Snow
146.	George Snow	George Snow
147.	Steve Spraitzer	Steve Spraitzer
148.	Sandra Starr	Sandra Starr

149.	Sue Tacker	<i>Sue Tacker</i>
150.	Tim Tacker	<i>Tim Tacker</i>
151.	Doug Taylor	<i>Doug Taylor</i>
152.	Lilliana Taylor	<i>Lilliana Taylor</i>
153.	Jerry Ulmer	<i>Jerry Ulmer</i>
154.	Katie Ulmer	<i>Katie Ulmer</i>
155.	Arlene Unamun	<i>Arlene Unamun</i>
156.	Scott Wallace	<i>Scott Wallace</i>
157.	Dick Watson	<i>Dick Watson</i>
✓ 158.	Margo Watson	<i>Margo Watson</i>
159.	Doug Webb	<i>Doug Webb</i>
160.	Evelyn Webb	<i>Evelyn Webb</i>
161.	Karen Wells	<i>Karen Wells</i>
162.	Pete Wells	<i>Pete Wells</i>
163.	Mira White	<i>Mira M. White</i>
164.	Amy Zwicker	<i>Amy Zwicker</i>
165.	Paul Zwicker	<i>Paul Zwicker</i>
166.	Matt Isaacs	<i>Matt Isaacs</i>
167.	LANA FARSON	<i>Lana Farson</i>

**ATTACHMENT 2:
CARPOOL PROGRAM PARTICIPANTS**

Card #	Address	# People
1.	227 Douglas Lane, Pleasant Hill, CA 94523	2
	295 Keats Circle, Pleasant Hill, CA 94523	1
2.	2101 Pine Knoll Dr. #15 Walnut Creek, CA 94595	1
	2925 Golden Rain Road #4, Walnut Creek, CA 94595	1
	1209 Skycrest #3, Walnut Creek, CA 94595	1
3.	1278 Laurel Oak Lane, Walnut Creek, CA 94595	3
4.	1930 Cameron Court, Concord, CA 94518	1
	952 Alla Avenue, Concord, CA 94518	1
5	1624 Oakmont Drive, #1 Walnut Creek, CA 94595	2
	1809 Golden Rain Road, Walnut Creek, CA 94595	1
	2150 Tice Valley Blvd., #1 Walnut Creek, CA 94595	1
6	3247 Marlene Drive, Lafayette, CA 94549	1
	3281 Marlene Drive, Lafayette, CA 94549	2
7.	2531 Olympic Boulevard Walnut Creek, CA 94595	2
	2633 West Newell Avenue, Walnut Creek, CA 94595	2
8	114 Cleveland Road, Pleasant Hill CA 94523	2
	21 Richie Drive, Pleasant Hill, CA 94523	1
9	885 Holly Hill Drive, Walnut Creek, CA 94596	1
	2008 Hermine Avenue, Walnut Creek, CA 94596	1
10	263 Shady Lane, Walnut Creek, CA 94597	2
	37 Kuhl Court Walnut Creek, CA 94597	1
11	70 Shaw Rd., Walnut Creek, CA 94597	2
	370 Shaw Rd., Walnut Creek, CA 94597	1
	3146 Oak Road, Walnut Creek, CA 94597	1
12	2175 Oakvale Road, Walnut Creek, CA 94596	2
13	1160 Sierra Vista Way, Lafayette, CA 94549	1
	3152 Sun Ridge Court, Lafayette, CA 94549	1
14	1770 Holland Drive, Walnut Creek, CA 94596	2
15	821 Argonne, Drive, Walnut Creek, CA 94598	2
16	1620 Arkell Road, Walnut Creek, CA 94598	1
	1398 CAndalero Drive, Walnut Creek, CA 94598	1
17	373 Ridge View Drive, Pleasant Hill, CA 94523	2
18	3926 South Peardale Drive, Lafayette, CA 94549	2
19	163 Whyte Park Avenue, Walnut Creek, CA 94595	1
	2120 Whyte Park Avenue, Walnut Creek, CA 94595	1
	16 Calvin Court, Walnut Creek, CA 94595	2
20	179 Saranap Avenue, Walnut Creek, CA 94595	1
	1250 Kendall Court, Walnut Creek, CA 94595	1
	148 Kendall Road, Walnut Creek, CA 94595	1

SUFISM REORIENTED
TRANSPORTATION DEMAND MANAGEMENT PLAN

21	914 Sousa Drive, Walnut Creek, CA 94597	2
	948 Leroy Lane, Walnut Creek, CA 94597	1
	2695 Overlook Drive Walnut Creek, CA 94597	1
22	1348 Running Spring Road #6, Walnut Creek, 94595	2
	1101 Stanley Dollar Dr #1, Walnut Creek, 94595	1
23.	115 Ponderosa Lane, Walnut Creek, CA 94595	2
	1042 El Curtola Blvd., Walnut Creek, CA 94595	2
24.	101 Andrea Drive Walnut Creek, CA 94596	2
	133 Sharene L., Walnut Creek, CA 94596	1
25.	1827 Newcastle Ct. Walnut Creek, CA 94595	2
26.	1272 Clover Lane Walnut Creek, CA 94595	2
	1184 Dewing Lane, Walnut Creek, CA 94595	2
27	954 Reliez Station Road Lafayette, CA 94549	1
	2757 West Newell Avenue, Walnut Creek, CA 94595	2
28.	2145 Hillside Avenue Walnut Creek, CA 94597	2
	611 Mason, #504, San Francisco, CA 94108	1
	512 Jones Place Walnut Creek, CA 94597	1
29.	1585 Pleasant Hill Road Lafayette, CA 94549	2
	2721 Ross Place Walnut Creek, CA 94597	1
30.	1738 Stanley Dollar Dr #2b Walnut Creek, CA 94596	2
	3341 Tice Creek Drive Walnut Creek, CA 94595	2
31.	1802 Pasto Ct., Walnut Creek, CA 94595	2
32.	2806 Kinney Dr., Walnut Creek, CA 94595	2
	1305 El Curtola, Lafayette, CA 94595	2
33.	41 Blade Way, Walnut Creek, CA 94595	2
	24 Peterson Pl., Walnut Creek, CA 94595	1
34.	128 Pioneer Ave, Walnut Creek, CA 94597	2
35.	77 Carolyn Ct., Lafayette, CA 94549	1
	40 Meek Place, Lafayette, CA 94549	2
36.	1340 Juanita Dr., Walnut Creek, CA 94595	2
	1277 Juanita Dr., Walnut Creek, CA 94595	2
37.	2193 Dapplegray Lane Walnut Creek, CA 94596	2
	1103 Westmoreland Circle Walnut Creek, CA 94596	2
38.	17 Stanley Ct., Walnut Creek, CA 94595	2
	20 Meek Place, Lafayette, CA 94549	2
39.	758 Charlton Drive Pleasant Hill, CA 94523	1
	1667 Geary Road Walnut Creek, CA 94597	1
40.	4493 River Ash Court Concord, CA 94521	1
	790 El Verano Drive Walnut Creek, CA 94598	2
41.	1305 Blvd. Way #11 Walnut Creek, CA 94595	2
	2500 Lucy Lane #309, Walnut Creek, CA 94595	1
42.	3334 Ridge Rd. Lafayette, CA 94549	2
43.	1209 Skycrest Dr. #3, Walnut Creek, CA 94595	1
	1940 Skycrest Dr., #6, Walnut Creek, CA 94595	1
	1940 Skycrest Dr. #6, Walnut Creek, CA 94595	1
44.	2332 Warren Rd., Walnut Creek, CA 94594	2

SUFISM REORIENTED
TRANSPORTATION DEMAND MANAGEMENT PLAN

45.	1021 South Villa Way, Walnut Creek, CA 94595	1
	627 North Villa Way, Walnut Creek, CA 94595	1
	952 Alla Avenue Concord, CA 94518	1
46.	277 S. Wildwood, Hercules, CA 94547	2
47.	1133 Rockledge Lane #4 Walnut Creek, CA 94595	1
	1348 Rockledge Lane #8, Walnut Creek, CA 94596	2
	2329 Tice Creek Drive #4 Walnut Creek, CA 94595	1
48.	1532 Canyonwood Court, #2, Walnut Creek, CA 94595	2
	1252 Singing Wood Court #3, Walnut Creek, CA 94595	2
49.	2515 Lucy Lane, Walnut Creek, CA 94595	2
50.	139 Ponderosa Lane, Walnut Creek, CA 94595	2
	110 Carrol Place, Walnut Creek, CA 94595	1
51.	21 Camino Posada Ct., Walnut Creek, CA 94595	2
	27 Camino Posada Ct., Walnut Creek, CA 94595	2
52.	739 Pershing Drive Walnut Creek, CA 94597	1
	29 Mayhew Way Walnut Creek, CA 94597	2
53.	2416 Golden Rain Rd. #8, Walnut Creek, CA 94595	2
	2525 Golden Rain Rd #4, Walnut Creek, CA 94595	2
54.	1773 Tice Valley Blvd, Walnut Creek, CA 94595	1
	1771 Tice Valley Blvd, Walnut Creek, CA 94595	1
	1759 Tice Valley Blvd, Walnut Creek, CA 94595	1
	1765 Tice Valley Blvd., Walnut Creek, CA 94595	1
55.	172 Lancaster Road Walnut Creek, CA 94595	1
	2013 Devita Court Walnut Creek, CA 94595	1
	2150 Tice Valley Blvd. #138 Walnut Creek, CA 94595	1