

WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

ZONING COMMISSION

District of Columbia

ZONING COMMISSION

District of Columbia

CASE NO.

CASE NO. 08-30

EXHIBIT NO.

EXHIBIT NO. 27B1

**LINDA JOY AND KENNETH JAY POLLIN
MEMORIAL COMMUNITY
TRANSPORTATION IMPACT STUDY
WASHINGTON, D C**

Prepared for
Pollin Memorial Community Development, LLC
And
District of Columbia Housing Authority

Prepared by
Wells & Associates LLC

June 29 2007

**LINDA JOY AND KENNETH JAY POLLIN
MEMORIAL COMMUNITY
TRANSPORTATION IMPACT STUDY
WASHINGTON, D C**

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**LINDA JOY AND KENNETH JAY POLLIN
MEMORIAL COMMUNITY
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WASHINGTON, D C**

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- B Existing Pedestrian Traffic Counts**
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Section I INTRODUCTION

This report presents the results of a traffic impact analysis of the Linda Joy & Kenneth Jay Pollin Memorial Community residential project within Parkside in Ward 7 in the northeast section of Washington D C as shown on Figure I I

Parkside is located east of Kenilworth Aquatic Gardens west of Kenilworth Avenue and south of Mayfair The subject site consists of 257 976 square feet of land area in Square 5040 a portion of Parcel 170/27 and 170/28 in the northeast section of Washington D C Lot 804 in Square 5040 is zoned R 5 A and is bounded by Anacostia Avenue Hayes Street Barnes Street and Grant Street Parcel 170/27 and 170/28 which are triangular in shape and not now included in a zone district, are collectively bounded by Hayes Street, Anacostia Avenue and Kenilworth Park.

Pollin Memorial Community Development and the District of Columbia Housing Authority propose a Planned Unit Development consisting of 125 residential units and 125 off street parking spaces The 42 rental apartment units that currently occupy the site would be replaced and the remaining 83 units would be owner occupied townhomes

The subject site is served by a connected network of local streets including Anacostia Avenue Barnes Street, Grant Place and Hayes Street Parkside is connected to Route 295 (Kenilworth Avenue) a limited access highway The closest interchanges are located to the north at Nannie Helen Burroughs Avenue and to the south at Benning Road

For purposes of this traffic analysis this development was assumed to be completely built and occupied three years hence by 2010

Tasks undertaken in this study included the following

- 1 Review the proposed development plans and other background data
- 2 A field reconnaissance of existing roadway and intersection geometrics traffic controls traffic signal phasing/timings and speed limits
- 3 Counts of existing vehicular and pedestrian traffic at four (4) key intersections
- 4 Analysis of existing levels of service at these intersections
- 5 Background future traffic volumes were forecasted for project buildout



- 6 Background levels of service were calculated at key intersections based on background traffic forecasts existing traffic controls and existing intersection geometrics
- 7 The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on (1) Institute of Transportation Engineers (ITE) trip generation rates (2) the proximity of the project to the nearest Metro station and (3) experience with other comparable projects in Washington D C
- 8 Total future traffic volumes were forecasted for 2010
- 9 Total future levels of service were calculated at key intersections based on total future traffic forecasts existing traffic controls and existing intersection geometrics
- 10 The adequacy of the proposed number of parking spaces were evaluated

Sources of data for this analysis included traffic counts conducted by Wells & Associates ITE the Washington Metropolitan Area Transit Authority (WMATA) the District of Columbia Office of Planning the District Department of Transportation (DDOT) Parkside Mixed Use Development Traffic Impact Study Gorove Slade August 8 2005 and the development team



The conclusions of this traffic impact study are as follows.

- 1 Turning movements at the four intersections in the study area currently operate at level of service (LOS) "C" or better during both the AM and PM peak hours**
- 2 With the development of the Parkside PUD and without the Linda Joy & Kenneth Jay Pollin Memorial Community, the eastbound to southbound right turn movement at the Kenilworth Avenue access road intersection would operate at LOS "F" during the AM peak hour Turning movements at the other study intersections would operate at LOS "A" or "B" during the AM and PM peak hours**
- 3 The Linda Joy & Kenneth Jay Pollin Memorial Community residential project will add 24 new AM peak hour trips and 28 new PM peak hour trips, to the public street system upon project completion**
- 4 The net additional trips that would be generated by the proposed residential project will not have an adverse impact on traffic conditions in the study area On average, motorists on Hayes Street at the Kenilworth Avenue access road would realize 8 7 seconds of additional delay**
- 5 The 125 off-street parking spaces would satisfy the one parking space per unit requirement per code for the Linda Joy & Kenneth Jay Pollin Memorial Community residential project Additionally, on-street parking spaces will be provided throughout the community**
- 6 With the Metrobus stops adjacent to the site on Hayes Street, the Minnesota Metro station located less than one-half of a mile from the project, and a connected sidewalk network, along with the TMP measures proposed, the car sharing spaces and bicycle racks, residents of the proposed Linda Joy and Kenneth Jay Pollin Memorial Community would have transportation options other than the private automobile**





Figure 1-1
Site Location



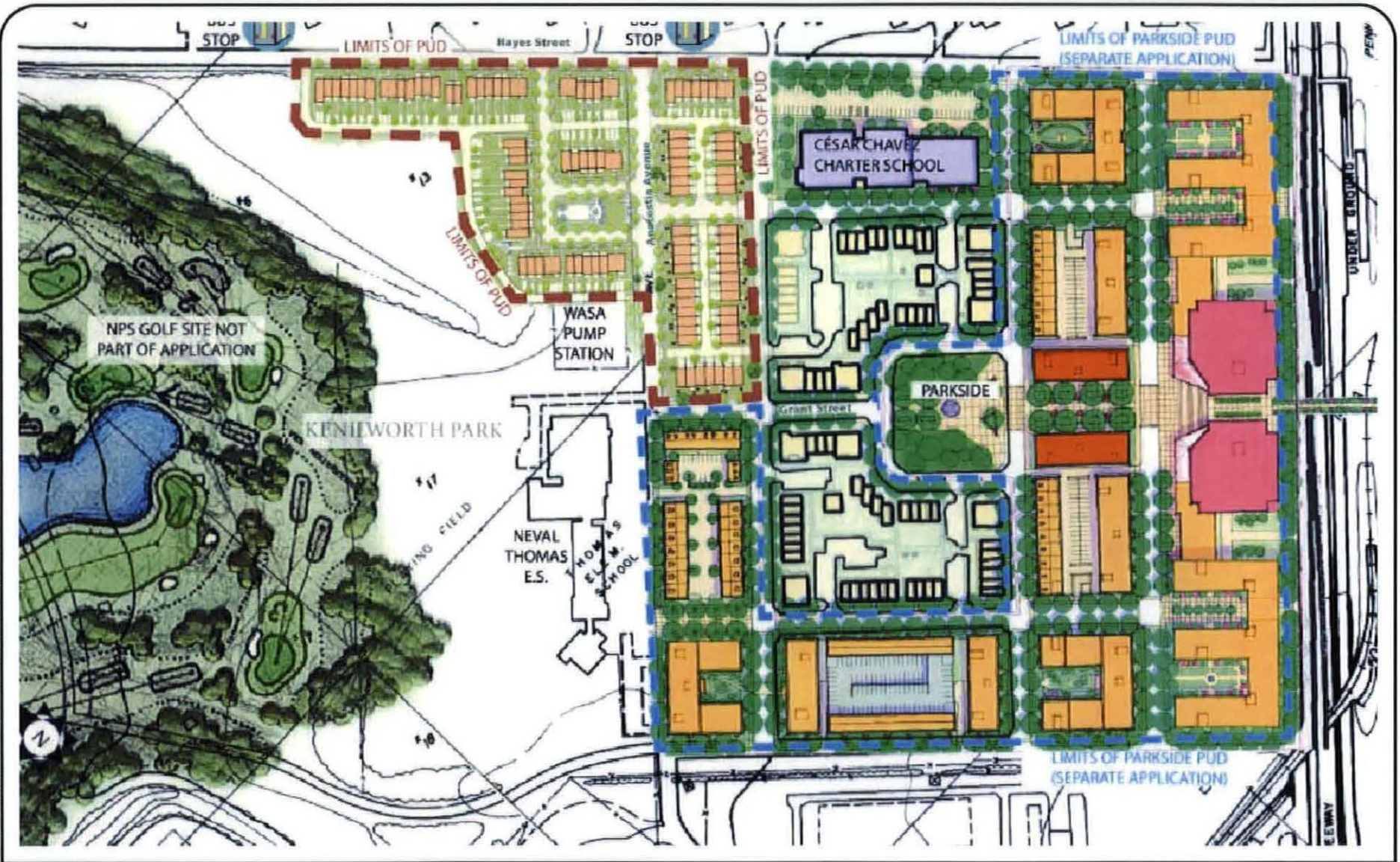


Figure 1-2
Site Plan

Plan Provided By:
Tortl Gallas & Partners



Section 2

BACKGROUND DATA

Overview

This section presents the general study scope and background data regarding the public road network, existing vehicular and pedestrian traffic counts, public transportation facilities and services, curb parking, and bicycle facilities

Study Scope

This traffic study includes the following intersections

- 1 Kenilworth Avenue/Foote Street
- 2 Anacostia Avenue/Hayes Street
- 3 Kenilworth Terrace/Hayes Street.
- 4 Kenilworth Avenue/Hayes Street.

Also two future intersections along Hayes Street and on intersection along Anacostia Avenue were included

Public Road Network

Overview. The subject site is served by a connected network of local streets and a freeway Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1

In the site vicinity, Kenilworth Avenue is classified by DDOT as a freeway Anacostia Avenue, Foote Street, Hayes Street, and Kenilworth Terrace are classified as local streets

Kenilworth Avenue (Route 295) is a north-south, limited access, freeway connecting the Baltimore Washington Parkway in Maryland to Interstate 295 in Washington, D C Access to Kenilworth Avenue, in the immediate site vicinity is provided via southbound access road The closest interchanges are located to the north at Nannie Helen Burroughs Avenue and to the south at Benning Road

Anacostia Avenue in the site vicinity is a 30-foot road that connects Hayes Street Foote Street. On-street parking is permitted on both sides of Anacostia Avenue. Sidewalks are located on either side of Anacostia Avenue in the site vicinity.

Foote Street is a two-way, local street that connects Anacostia Avenue to the Kenilworth Avenue access road. Sidewalks are located on the both side of Foote Street.

Hayes Street is a 62-foot wide local street that operates one-way westbound between Kenilworth Terrace and Mayfair Terrace. Between Kenilworth Avenue and Kenilworth Terrace, Hayes Street operates two-way. Sidewalks are located on both sides of Hayes Street. A pedestrian bridge over Kenilworth Avenue is located on the south side of Hayes Street at the Kenilworth Avenue access road, connecting pedestrians to the Minnesota Avenue Metro Station.

Kenilworth Terrace is a north-south, two-way, local street connecting Jay Street, to the north, to Foote Street. Sidewalks are located on either side of Kenilworth Terrace.

Existing Traffic Counts

Vehicular Traffic Counts Existing AM and PM peak period vehicular traffic counts were conducted on Thursday, April 19, 2007, by Wells & Associates at the following intersections:

- 1 Kenilworth Avenue/Foote Street.
- 2 Anacostia Avenue/Hayes Street.
- 3 Kenilworth Terrace/Hayes Street.
- 4 Kenilworth Avenue/Hayes Street.

The results are included in Appendix A and summarized on Figure 2-2.

Figure 2-2 indicates that Anacostia Avenue, through the site, carried 64 trips during the AM peak hour, and 52 trips during the PM peak hour. Hayes Street, just north of Kenilworth Terrace carried 293 trips during the AM peak hour, and 313 trips during the PM peak hour. The Kenilworth Avenue access road carried 1,073 trips during the AM peak hour and 473 trips during the PM peak hour, just north of Hayes Street.

Pedestrian Traffic Counts. Existing AM and PM peak period pedestrian traffic counts also were conducted on Thursday, April 19, 2007, by Wells & Associates at the intersections listed above. The results are included in Appendix B and summarized on Figure 2-3.

Figure 2-3 indicates 167 pedestrians crossed Hayes Street at Anacostia Avenue during the AM peak hour and 52 pedestrians crossed during the PM peak hour. During the AM peak hour, 309 pedestrians were observed crossing Kenilworth Terrace at Hayes Street and 151 crossed Kenilworth Terrace during the PM peak hour.

Pedestrians crossing the overpass across Kenilworth Avenue were also observed. As shown on Figure 2-3 at the Kenilworth Avenue/Hayes Street intersection, 411 pedestrians used the bridge during the AM peak hour and 151 pedestrians used the bridge during the PM peak hour.

Public Transportation Facilities and Services

The subject site is served by numerous Metrobus lines and the Minnesota Avenue Metro station, as shown on Figure 2-4. The Minnesota Avenue Metro station is located within walking distance, approximately 1,500 feet, from the proposed project, across Kenilworth Avenue. The Metro station is connected to the residential community by an existing pedestrian bridge at Hayes Street.

Metrobus Line U6 is routed on Kenilworth Terrace and Hayes Street, adjacent to Parkside. Bus stops for the U6 line are located on the north side of Hayes Street, just east of Anacostia Avenue and adjacent to the northwestern corner of the site. Metrobus Lines U2, U4, U5, U6, U8, V7, V8, and X3 serve the Minnesota Avenue Metro station.

The U2 line provides access south along Minnesota Avenue to the Anacostia Metro Station. The U4 line provides access east along Sheriff Road to Eastern Avenue. The U5 and U6 lines provide access to Lincoln Heights via Texas Avenue. The U8 line provides access to and from the Capitol Heights Metro Station. The V7 and V8 lines provide access between the Deanwood Station and the Bureau of Engraving and the Archives, with stops at the Minnesota Avenue Station. The X3 is a cross-town line providing access between the Minnesota Avenue Station and McLean Gardens on Wisconsin Avenue.

Curb Parking

Parking is permitted on both sides of both sides of Anacostia Avenue and Hayes Street through and along the site frontage. On-street curb parking is planned to remain along both Anacostia Avenue and Hayes Street with the proposed Linda Joy & Kenneth Jay Pollin Memorial Community residential project. As noted above, each dwelling unit would also have off-street parking.

Bicycle Facilities

Currently, there are no bicycle facilities in the immediate site vicinity. A multi-use trail is proposed along Foote Street and Kenilworth Terrace.



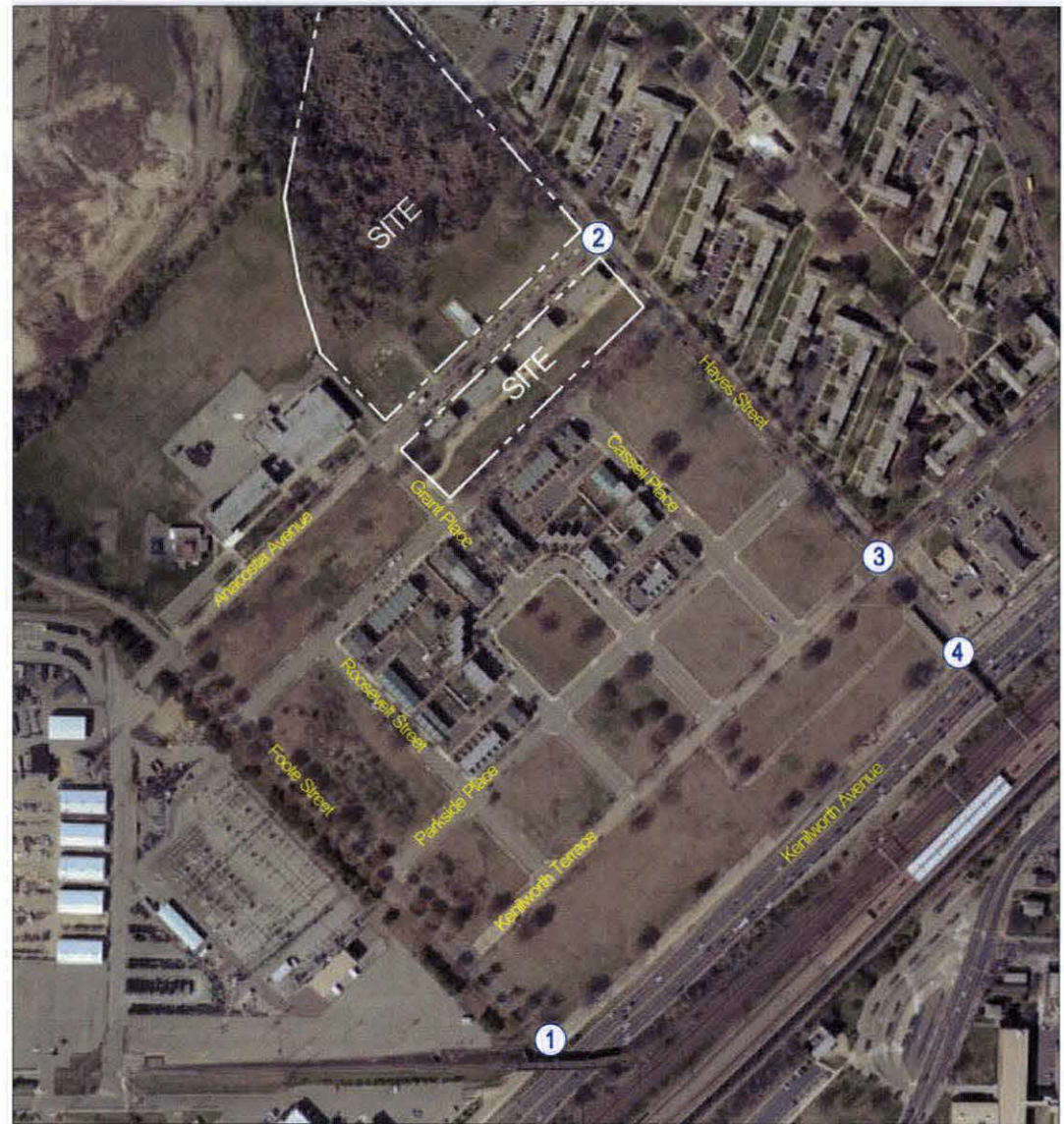
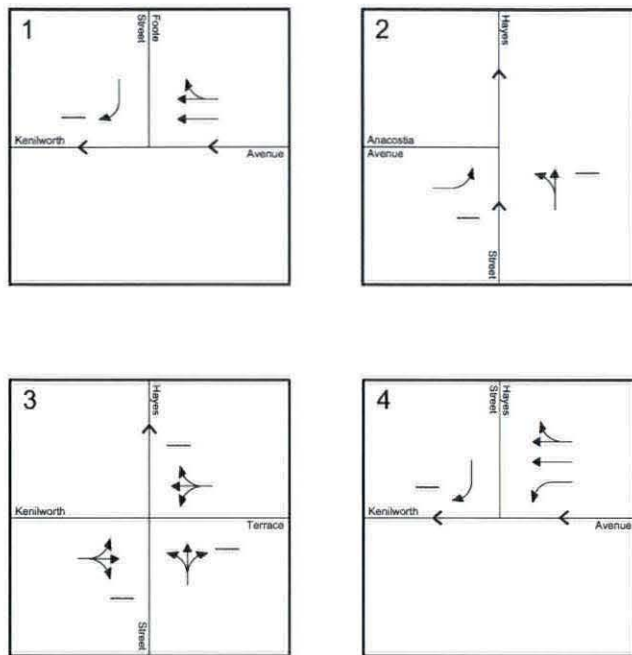


Figure 2-1
Intersection Lane Use and Traffic Control

← Represents One Travel Lane
 ● Signalized Intersection
 — Stop Sign



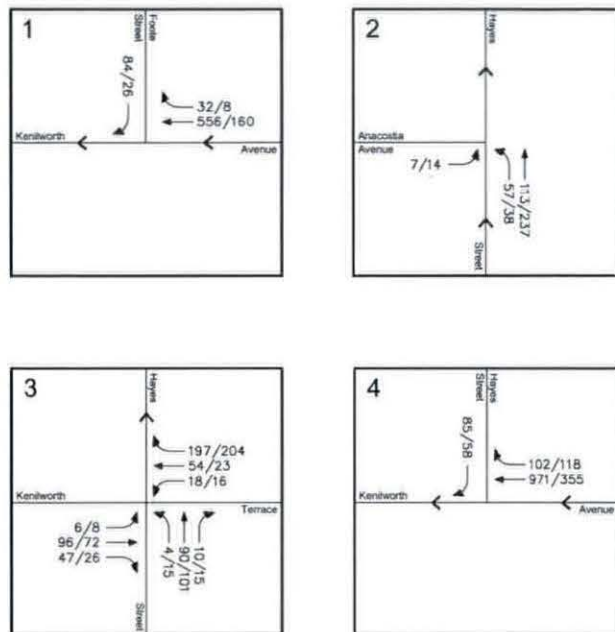


Figure 2-2
Existing Vehicular Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000
North

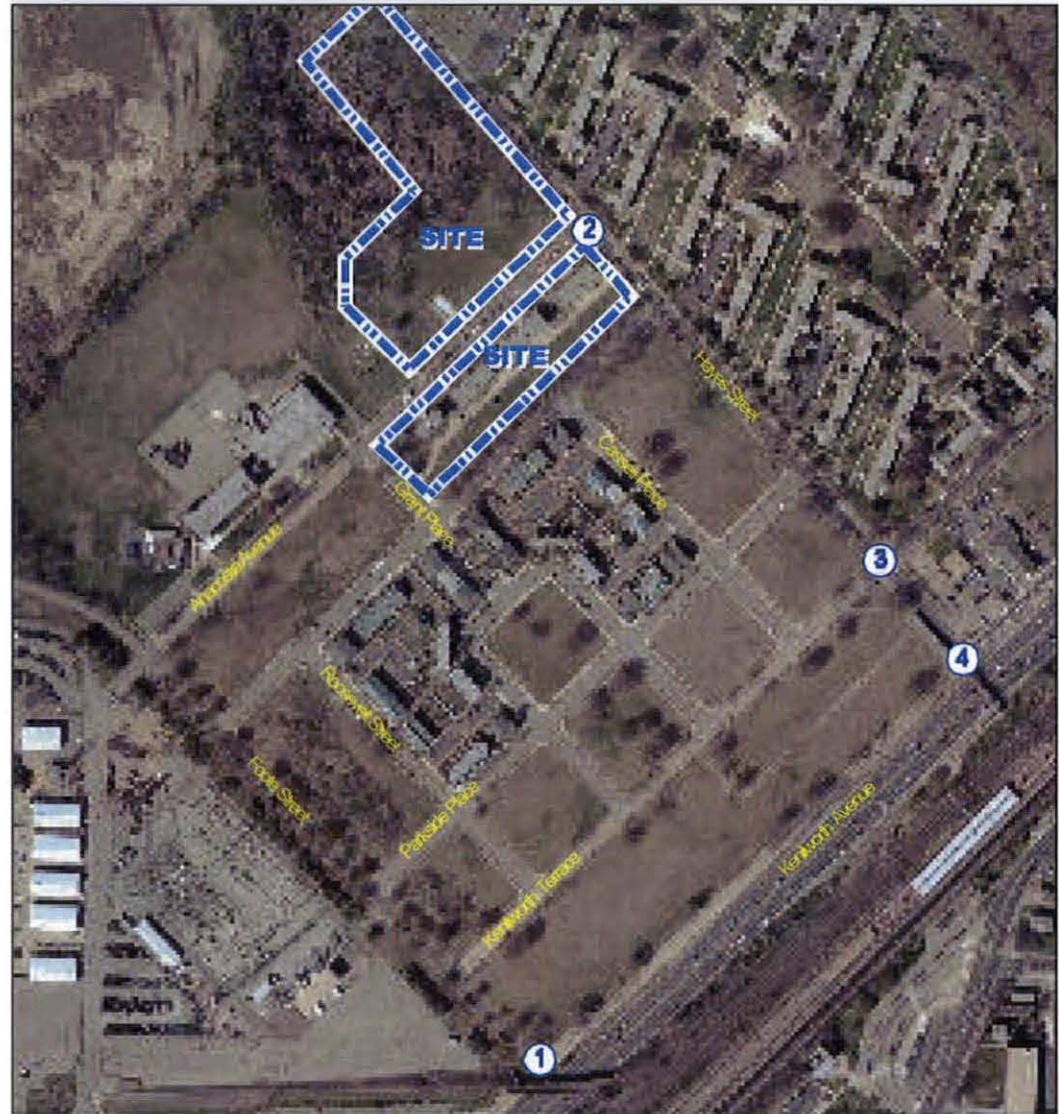
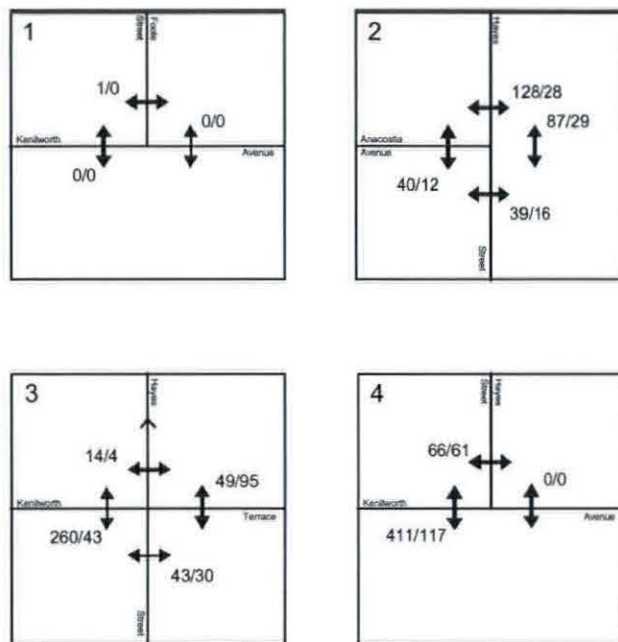


Figure 2-3
Existing Pedestrian Traffic Counts

xx/xx Existing Pedestrian Volumes
North



Figure 2-4
Existing Metro Bus & Rail Service



Section 3 ANALYSIS

Overview

This section presents analyses of existing and future traffic conditions, without and with the proposed Linda Joy & Kenneth Jay Pollin Memorial Community residential project, and evaluations of the parking requirements

Existing Levels of Service

Existing peak hour levels of service were estimated at the four key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2-1, existing vehicular traffic counts shown on Figure 2-2, existing pedestrian traffic counts shown on Figure 2-3, and the Synchro intersection capacity analysis model. The results are presented in Appendix C and summarized in Table 3-1.

Table 3-1 indicates that the turning movements at the four, unsignalized, study intersections currently operate at level of service (LOS) "C" or better during both the AM and PM peak hours.

Background Traffic Growth

A 0.5 percent per year background traffic growth rate was used to account for general regional traffic growth and other projects that may be built within the next three years in the District of Columbia outside of the study area. This rate was compounded for three years for project buildout (2010). This growth rate was applied to all movements at each study area intersection.

Pipeline Projects

Vehicular trips associated with the Parkside PUD, by Parkside Residential LLC and the Kenilworth Park Golf Course were included in this traffic study. Traffic data for the Parkside PUD was obtained from the Parkside Mixed-Use Development Traffic Impact Study, Gorove Slade, August 8, 2005.

The Parkside PUD, by Parkside Residential LLC, would include 1,865 residential units, 586,520 S F of office, and 37,000 S F of retail. As shown in Table 3-2, the Parkside project is anticipated to generate 797 AM peak hour trips (522 in, 275 out) and 871 PM peak hour trips (307 in, 564 out). The nine-hole Kenilworth Park Golf Course would generate 20 AM peak hour trips (16 in, 4 out) and 25 PM peak hour trips (11 in, 14 out), based on ITE trips rates.

Table 3-1

Linda Joy and Kenneth Jay Pollin Memorial Community
Intersection Level of Service (1 2 3)

| Intersection | Control | Approach | Existing | | Background | | Total Future | |
|---|--------------|-------------------------|-------------------------------|-------------------------------|--------------------|--------------------|--------------------|---------------------|
| | | | AM | PM | AM | PM | AM | PM |
| 1 Kenilworth Avenue & Foote Street | Unsignalized | EBR | B [11 2] | A [8.9] | B [12 2] | A [10 1] | B [12 3] | B [10 2] |
| 2 Anacostia Avenue & Hayes Street | Unsignalized | WBLT NBL | A [8 2] A [7 6] | A [9 0] A [7 9] | A [8 2] A [7 6] | A [9 2] A [7 9] | A [8 2] A [7 6] | A [9 3] A [8 0] |
| 3 Kenilworth Terrace & Hayes Street | Unsignalized | NBLTR SBLTR WBLTR | A [8 7] A [8 4] A [8 9] | A [8 7] A [8 2] A [8.5] | NA NA NA | NA NA NA | NA NA NA | NA NA NA |
| IMPROVEMENT <i>Parkside Mixed Use Development Proposes Hayes Street to be 2 way from Parkside Place to Kenilworth Terrace</i> | Unsignalized | EBLTR | NA | NA | A [9 1] | A [8 9] | A [9 1] | A [9 0] |
| | | WBLTR | NA | NA | A [10 0] | B [10 3] | B [10 1] | B [10 6] |
| | | NBLTR | NA | NA | A [9 8] | A [9 6] | B [10 0] | A [9 8] |
| | | SBLTR | NA | NA | B [12 3] | B [11 1] | B [12 5] | B [11 4] |
| 4 Kenilworth Avenue & Hayes Street | Unsignalized | EBR | C [17 1] | B [11 4] | F [86 3] | C [15 2] | F [75 0] | C [15.5] |
| 5 Anacostia Avenue & Site Access | Unsignalized | EBLR | NA | NA | NA | NA | A [8 7] | A [8 5] |
| 6 Site Access & Hayes Street | Unsignalized | WBLT NBL | NA NA | NA NA | NA NA | NA NA | A [8 5] A [7 2] | A [0 3] B [10 3] |
| 7 Site Access & Hayes Street | Unsignalized | NBLT | NA | NA | NA | NA | A [9 1] | A [0 1] |

Notes.

Based on as Synchro version 6

² Numbers in brackets, [], represent control delay in seconds per vehicle for unsignalized intersections.³ Numbers in parenthesis, (), represent control delay in seconds per vehicle for signalized intersections.

Table 3-2

Linda Joy and Kenneth Jay Pollin Memorial Community

Pipeline Project Trip Generation (1)

| Background Development | Land Use | Land Use Code | Size | Units | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------------|---------------|------|---------|--------------|-----|-------|--------------|-----|-------|
| | | | | | In | Out | Total | In | Out | Total |
| Parkside Mixed Use Development, by Parkside Residential LLC | | | | | | | | | | |
| | Residential | | | | 68 | 203 | 271 | 184 | 119 | 303 |
| | Office | | | | 442 | 61 | 503 | 80 | 392 | 472 |
| | Retail | | | | 12 | 11 | 23 | 43 | 53 | 96 |
| | | | | | 522 | 275 | 797 | 307 | 564 | 871 |
| Kenilworth Park Golf Course | | | | | | | | | | |
| | Golf Course (2) | 430 | | 9 Holes | 16 | 4 | 20 | 11 | 14 | 25 |
| Total Background Development | | | | | 538 | 279 | 817 | 318 | 578 | 896 |

Notes

(1) Trip Generation taken from Parkside Mixed Use Development, Traffic Impact Study Prepared by Gorove Slade August 8 2005

(2) Rates Based on Trip Generation 7th Edition published by the Institute of Transportation Engineers

Thus, as shown in Table 3-2, the two pipeline projects will generate 817 AM peak hour trips (538 in, 279 out) and 896 PM peak hour trips (318 in, 578 out) The traffic assignments for the pipeline projects are shown on Figure 3-1

Background Traffic Forecasts

Future peak hour traffic forecasts, without the Linda Joy & Kenneth Jay Pollin Memorial Community residential project, were estimated based on existing traffic counts, background traffic growth, and traffic assignments associated with the pipeline projects, as shown on Figure 3-2

Background Future Levels of Service

Future peak hour levels of service, without the Linda Joy & Kenneth Jay Pollin Memorial Community residential project, were estimated at the four key intersections in the study area for the year of project buildout (2010) based on the intersection lane usage and traffic control shown on Figure 2-1, the background traffic forecasts shown on Figure 3-2, and the Synchro intersection capacity analysis model The results are presented in Appendix D, and are summarized in Table 3-1

Table 3-1 indicates that the turning movements at the Kenilworth Avenue/Foote Street, Anacostia Avenue/Hayes Street, and Kenilworth Terrace/Hayes Street intersections would operate at LOS "A" or "B" during the AM and PM peak hours

The eastbound right turn movement on Hayes Street at the Kenilworth Avenue access road would operate at LOS "F" during the AM peak hour and LOS "B" during the PM peak hour

Site Trip Generation Analysis

The number of trips that will be generated by the proposed Linda Joy & Kenneth Jay Pollin Memorial Community residential project were estimated based on (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Minnesota Avenue Metro station, and (3) experience with other comparable projects in Washington, D C

The number of vehicle trips generated by the proposed project were reduced to account for the proximity to the Minnesota Avenue Metro station, based on U S Census 2000 Data and the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989. The proposed project is approximately 1,500 feet from Metro station, with access provided via an existing bridge over Kenilworth Avenue and in the future via a new pedestrian bridge. It is assumed that 40-52 percent of the residents will use either Metrorail, Metrobus or another form of transportation other than a single occupancy vehicle.

It is estimated that the proposed 125 dwelling units would generate 37 AM peak hour trips, and 50 PM peak hour trips, as shown in Table 3-3. The 42 existing residential apartments generate 13 AM peak hour trips and 22 PM peak hour trips, based on ITE rates. The proposed Linda Joy & Kenneth Jay Pollin Memorial Community, thus, would generate 24 net additional trips during the AM peak hour and 28 net additional trips during the PM peak hour, or one (1) vehicle every 2.5 minutes during the AM peak hour and one (1) vehicle every 2.15 minutes during the PM peak hour.

Trip Distribution Analysis

The distribution of peak hour trips that would be generated by the proposed Linda Joy & Kenneth Jay Pollin Memorial Community residential project was determined based on existing traffic counts and are consistent with other traffic studies conducted in the area. The estimated directions of approach are shown on Figure 3-3.

As shown on Figure 3-3, 25 percent of the trips would approach the site from the north on Kenilworth Avenue, 50 percent would approach the site from the south on Kenilworth Avenue and 25 percent would approach the site from the west on Benning Road.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 3-4.

Total Future Traffic Forecasts

These site traffic assignments were added to the future background traffic volumes shown on Figure 3-2 to yield the total future traffic forecasts shown on Figure 3-5.

Table 3-3
Linda Joy and Kenneth Jay Pollin Memorial Community
Site-Trip Generation Analysis

| Land Use | Size | Units | Land Use Code | AM Peak Hour | | | PM Peak Hour | | |
|--|------|-------|------------------|--------------|-----------|-----------|--------------|----------|-----------|
| | | | | In | Out | Total | In | Out | Total |
| <u>Existing Conditions</u> | | | | | | | | | |
| Apartments | 42 | D U | 220 | 5 | 19 | 24 | 27 | 14 | 41 |
| <u>Existing ITE Person-Trips (2)</u> | | | | | | | | | |
| Apartments | 42 | D U | 220 | 6 | 21 | 26 | 30 | 15 | 45 |
| <u>Existing ITE Vehicle Trips (3)</u> | | | | | | | | | |
| Apartments | 42 | D U | 220 | 3 | 10 | 13 | 15 | 7 | 22 |
| <u>Proposed ITE Vehicle Trips (1)</u> | | | | | | | | | |
| Townhomes | 83 | D U | 230 | 7 | 37 | 44 | 35 | 17 | 52 |
| Apartments | 42 | D U | 220 | 5 | 19 | 24 | 27 | 14 | 41 |
| <u>ITE Person Trips (2)</u> | | | | | | | | | |
| Townhomes | 83 | D U | 230 | 8 | 41 | 48 | 39 | 19 | 57 |
| Apartments | 42 | D U | 220 | 6 | 21 | 26 | 30 | 15 | 45 |
| <u>ITE Vehicle Trips (3)</u> | | | | | | | | | |
| Townhomes | 83 | D U | 230 | 4 | 20 | 24 | 19 | 9 | 28 |
| Apartments | 42 | D U | 220 | 3 | 10 | 13 | 15 | 7 | 22 |
| Proposed Development Subtotal | | | | 7 | 30 | 37 | 34 | 16 | 50 |
| Difference (Proposed minus Existing) | | | | 4 | 20 | 24 | 19 | 9 | 28 |

- Notes (1) Based on Trip Generation 7th Edition Institute of Transportation Engineers
(2) Assumptions

Residential

Non-auto mode split 0%

Average vehicle occupancy 1.10
(persons per vehicle)

- (3) Assumptions

Residential

Non-auto mode split 40.52%

Average vehicle occupancy 1.20
(persons per vehicle)

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the Development-Related Ridership Survey II
Washington Metropolitan Area Transit Authority December 1989

Total Future Levels of Service

Future peak hour levels of service with Linda Joy & Kenneth Jay Pollin Memorial Community residential project were estimated at the key intersections in the study area based on the lane usage and traffic controls shown on Figure 2-1, the total future traffic forecasts shown on Figure 3-5, and the Synchro intersection capacity analysis model. The results are presented in Appendix E and summarized in Table 3-1.

Table 3-1 indicates that the turning movements at the unsignalized, study intersections would continue to operate at levels of service consistent with background levels during both the AM and PM peak hours. The eastbound right turn movements from Hayes Street onto the Kenilworth Avenue access road would continue to operate at or near capacity during the AM peak hour, as identified under background conditions without the Linda Joy & Kenneth Jay Pollin Memorial Community. The trips associated with the proposed residential project would add 8.7 seconds of delay per vehicle to the eastbound right turn movement during the AM peak hour and only 0.3 seconds during the PM peak hour. Thus, the project will not have an adverse impact on the surrounding road network.

Parking Requirements

The parking requirement for residential units, both apartments and one-family dwellings, within the R-5-A zone is one (1) space for each dwelling unit, according to Chapter 21 of the *District of Columbia Municipal Regulations*. The proposed Linda Joy & Kenneth Jay Pollin Memorial Community residential project, therefore, would require 125 parking spaces.

The proposed residential project would be served by 125 off-street parking spaces, one space for each dwelling unit. Further, some of the dwelling units will have tandem off-street parking spaces and on-street parking is proposed to remain along Anacostia Avenue and Hayes Street and is proposed along the dwelling side of the 20-foot streets within the project. These on-street spaces will provide an opportunity for guests of the residents to park within the site and not spill onto other neighborhood streets. The proposed parking supply more than adequately accommodates the parking requirements for the proposed residential project.



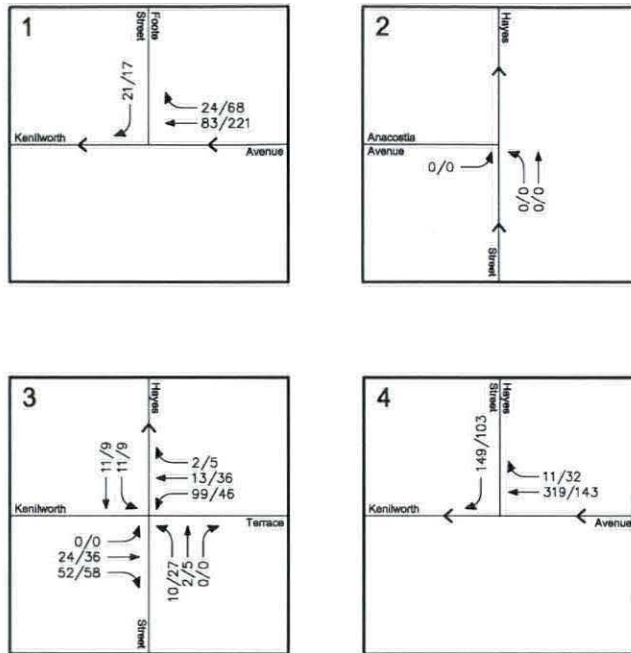


Figure 3-1
Pipeline Project Traffic Forecasts

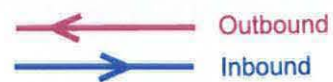




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Figure 3-3
Site-Generated Traffic Directional Distribution



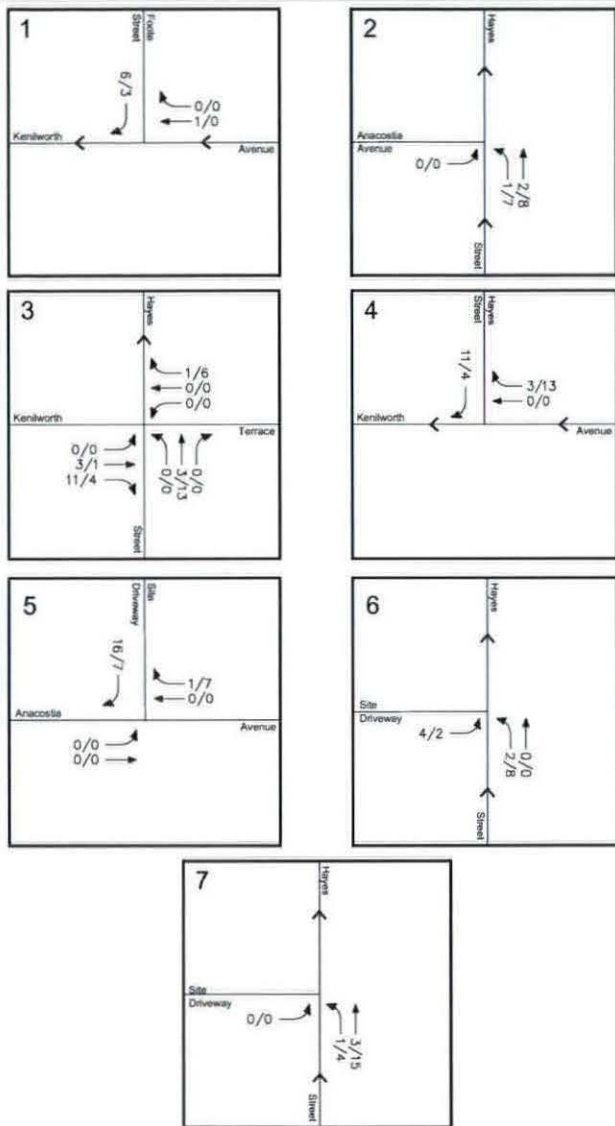


Figure 3-4
Site-Generated Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000
North

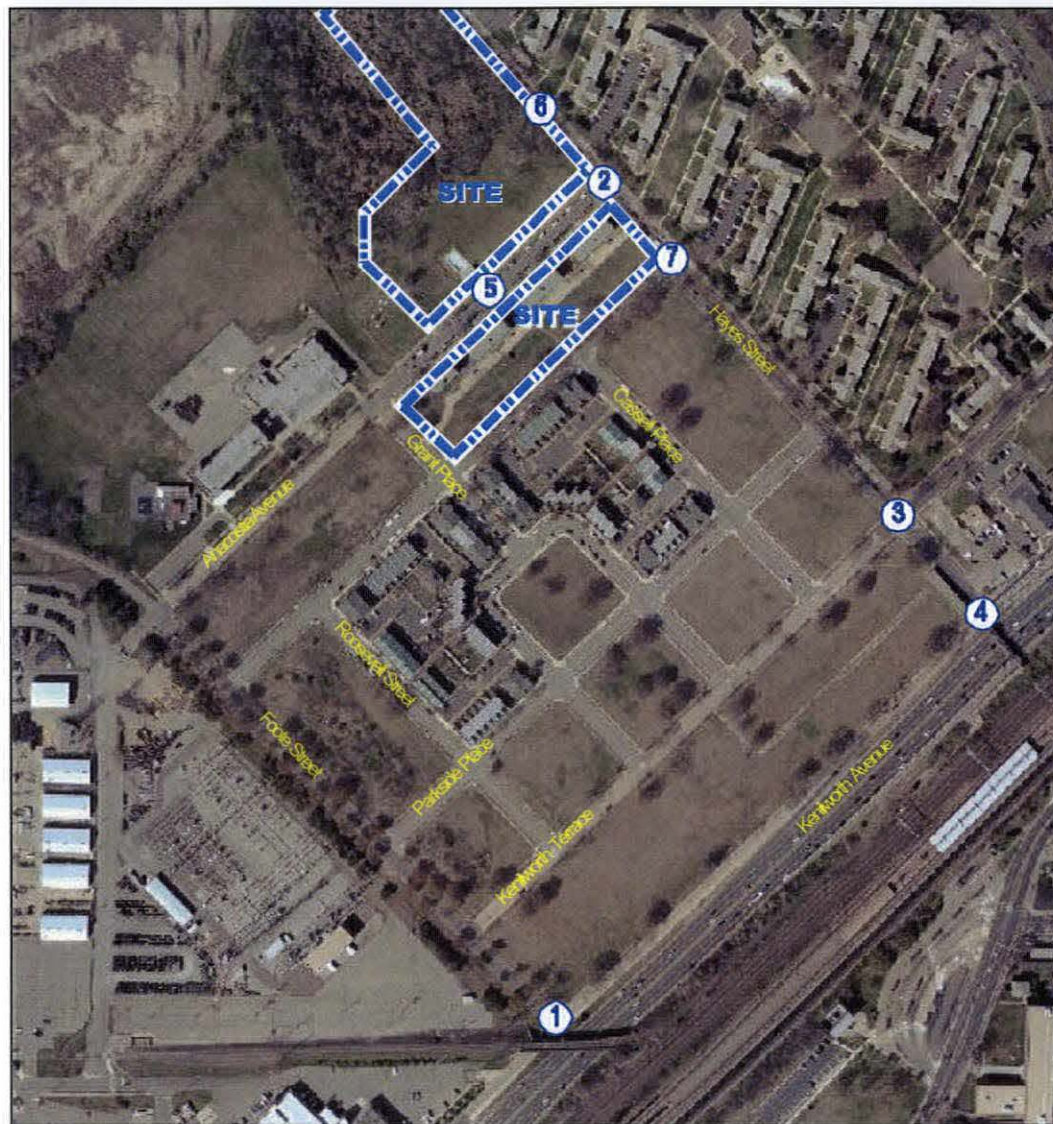
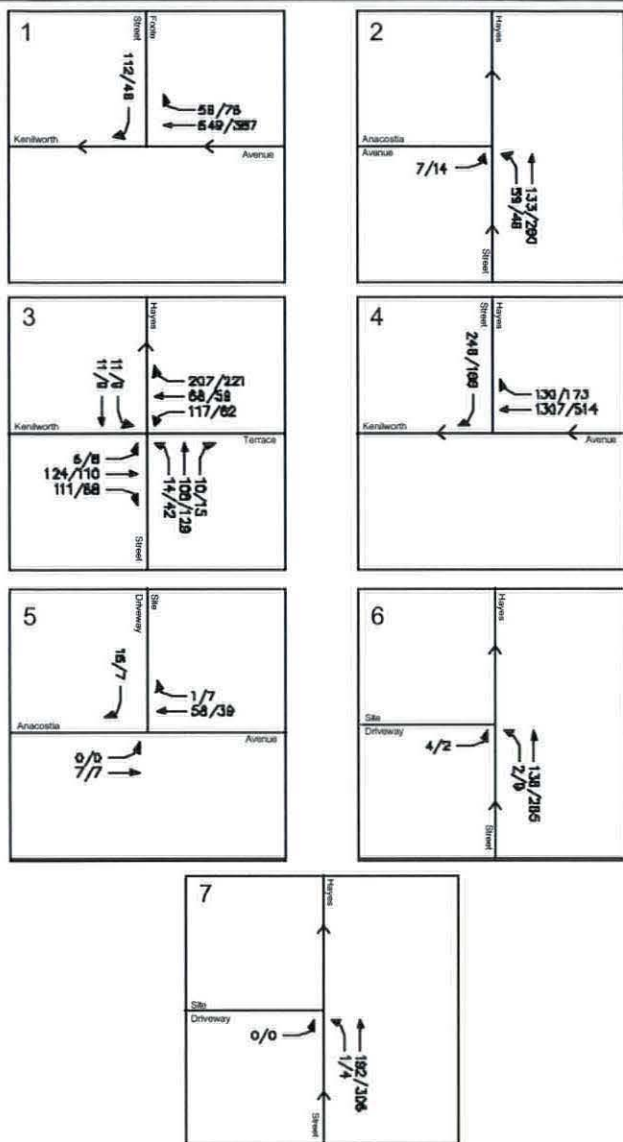


Figure 3-5
Total Future Peak Hour Traffic Forecasts



Section 4

TRANSPORTATION MANAGEMENT PLAN

Overview

This section provides strategies for a transportation management plan (TMP) to be implemented by the Linda Joy and Kenneth Jay Pollin Memorial Community. A TMP is the establishment of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of transportation facilities. Given the project's proximity to the Minnesota Metro Station, Metrobus service and a connected sidewalk system, the community lends itself to a TMP.

Transportation Management Plan

The Linda Joy and Kenneth Jay Pollin Memorial Community project inherently has opportunity for use of modes of transportation other than the private automobile. Metrobus Line U6, with direct access to the Minnesota Avenue Metro Station and Lincoln Heights neighborhood, has stops along Hayes Street adjacent to the project, and the Minnesota Avenue Metro Station, on the Orange Line, is located less than one-half of a mile. A pedestrian bridge provides convenient access for residents west of Kenilworth Avenue to the Metro station.

With the development of the Linda Joy and Kenneth Jay Pollin Memorial Community project, existing and new sidewalks will connect the residents to the sidewalk network in Parkside, thus providing access to the existing bus stops and Metro station.

On-street parking will be provided within the Linda Joy and Kenneth Jay Pollin Memorial Community. The applicant proposes that up to two (2) of these spaces be designated as car share spaces, subject to DDOT approval.

The applicant also proposes to locate bicycle racks at convenient locations throughout the Linda Joy and Kenneth Jay Pollin Memorial Community for residents. This will encourage residents of the townhouses and apartments to utilize bicycles as a means of transportation, reducing demand for the private automobile.

With Metrobus stops adjacent to the site on Hayes Street, the Minnesota Metro station located less than one-half of a mile from the project, a connected sidewalk network, potential car sharing spaces, and bicycle racks, residents of the proposed Linda Joy and Kenneth Jay Pollin Memorial Community would have transportation options other than the private automobile.



Section 5

CONCLUSIONS

The conclusions of this traffic impact study are as follows

- 1 Turning movements at the four intersections in the study area currently operate at level of service (LOS) "C" or better during both the AM and PM peak hours
- 2 With the development of the Parkside PUD and without the Linda Joy & Kenneth Jay Pollin Memorial Community, the eastbound to southbound right turn movement at the Kenilworth Avenue access road intersection would operate at LOS "F" during the AM peak hour. Turning movements at the other study intersections would operate at LOS "A" or "B" during the AM and PM peak hours
- 3 The Linda Joy & Kenneth Jay Pollin Memorial Community residential project will add 24 new AM peak hour trips and 28 new PM peak hour trips, to the public street system upon project completion
- 4 The net additional trips that would be generated by the proposed residential project will not have an adverse impact on traffic conditions in the study area. On average, motorists on Hayes Street at the Kenilworth Avenue access road would realize 8.7 seconds of additional delay
- 5 The 125 off-street parking spaces would satisfy the one parking space per unit requirement per code for the Linda Joy & Kenneth Jay Pollin Memorial Community residential project. Additionally, on-street parking spaces will be provided throughout the community
- 6 With the Metrobus stops adjacent to the site on Hayes Street, the Minnesota Metro station located less than one-half of a mile from the project, and a connected sidewalk network, along with the TMP measures proposed, the car sharing spaces and bicycle racks, residents of the proposed Linda Joy and Kenneth Jay Pollin Memorial Community would have transportation options other than the private automobile



Appendix A
Existing Vehicular Traffic Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

| | | | | | | | | | | | | | | | | | | | | |
|---------------|-------------------|--------------------------|--------|------------|--------------|-----------|--------|-----------------|------------------|------------------|--------|-------|--------------|---------|---------|-------|-------|-----|-------------|-----------------|
| PROJECT | | Parkside Housing | | DATE | | 4/19/2007 | | SOUTHBOUND ROAD | | 0 | | | | | | | | | | |
| W & A JOB NO | | 3204 | | DAY | | Thursday | | NORTHBOUND ROAD | | Anacostia Avenue | | | | | | | | | | |
| INTERSECTION | | Hayes St & Anacostia Ave | | WEATHER | | Clear | | WESTBOUND ROAD | | Hayes Street | | | | | | | | | | |
| LOCATION | | Washington DC | | COUNTED BY | | Ergys | | EASTBOUND ROAD | | Hayes Street | | | | | | | | | | |
| | | | | INPUTED BY | | agan | | | | | | | | | | | | | | |
| Time Period | Turning Movements | | | | | | | | | | | | | | | | Total | PHF | Time Period | |
| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | | | | |
| | 0 | | | | Hayes Street | | | | Anacostia Avenue | | | | Hayes Street | | | | | | | North & South |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | |
| AM | | | | | | | | | | | | | | | | | | | | |
| 7 00-7 15 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 21 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 23 | 25 | 7 00 7 15 |
| 7 15-7 30 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 38 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 39 | 40 | 7 15-7 30 |
| 7 30-7 45 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 30 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 4 | 2 | 34 | 36 | 7 30-7 45 |
| 7 45-8 00 | 0 | 0 | 0 | 0 | 0 | 23 | 9 | 32 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 34 | 34 | 7 45-8 00 |
| 8 00-8 15 | 0 | 0 | 0 | 0 | 0 | 21 | 23 | 44 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 1 | 4 | 45 | 49 | 8 00-8 15 |
| 8 15-8 30 | 0 | 0 | 0 | 0 | 0 | 30 | 11 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 41 | 8 15-8 30 |
| 8 30-8 45 | 0 | 0 | 0 | 0 | 0 | 25 | 13 | 38 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 39 | 40 | 8 30-8 45 |
| 8 45-9 00 | 0 | 0 | 0 | 0 | 0 | 37 | 10 | 47 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 4 | 47 | 51 | 8 45-9 00 |
| 9 00-9 15 | 0 | 0 | 0 | 0 | 0 | 30 | 10 | 40 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 40 | 43 | 9 00 9 15 |
| 9 15-9 30 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 37 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 37 | 40 | 9 15-9 30 |
| 9 30-9 45 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 28 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 28 | 29 | 9 30 9 45 |
| 9 45-10 00 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 21 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 22 | 23 | 9 45-10 00 |
| 3 Hour Totals | 0 | 0 | 0 | 0 | 0 | 316 | 101 | 417 | 2 | 0 | 20 | 22 | 12 | 0 | 0 | 12 | 22 | 429 | 451 | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | |
| 7 00-8 00 | 0 | 0 | 0 | 0 | 0 | 97 | 24 | 121 | 0 | 0 | 5 | 5 | 9 | 0 | 0 | 9 | 5 | 130 | 135 | 0.84 7 00-8 00 |
| 7 15-8 15 | 0 | 0 | 0 | 0 | 0 | 101 | 43 | 144 | 1 | 0 | 6 | 7 | 8 | 0 | 0 | 8 | 7 | 152 | 159 | 0.81 7 15-8 15 |
| 7 30-8 30 | 0 | 0 | 0 | 0 | 0 | 100 | 47 | 147 | 1 | 0 | 5 | 6 | 7 | 0 | 0 | 7 | 6 | 154 | 160 | 0.82 7 30-8 30 |
| 7 45-8 45 | 0 | 0 | 0 | 0 | 0 | 99 | 56 | 155 | 1 | 0 | 4 | 5 | 4 | 0 | 0 | 4 | 5 | 159 | 164 | 0.84 7 45-8 45 |
| 8 00-9 00 | 0 | 0 | 0 | 0 | 0 | 113 | 57 | 170 | 2 | 0 | 7 | 9 | 2 | 0 | 0 | 2 | 9 | 172 | 181 | 0.89 8 00 9 00 |
| 8 15-9 15 | 0 | 0 | 0 | 0 | 0 | 122 | 44 | 166 | 1 | 0 | 7 | 8 | 1 | 0 | 0 | 1 | 8 | 167 | 175 | 0.86 8 15-9 15 |
| 8 30-9 30 | 0 | 0 | 0 | 0 | 0 | 126 | 36 | 162 | 1 | 0 | 10 | 11 | 1 | 0 | 0 | 1 | 11 | 163 | 174 | 0.85 8 30 9 30 |
| 8 45-9 45 | 0 | 0 | 0 | 0 | 0 | 125 | 27 | 152 | 1 | 0 | 10 | 11 | 0 | 0 | 0 | 0 | 11 | 152 | 163 | 0.80 8 45-9 45 |
| 9 00-10 00 | 0 | 0 | 0 | 0 | 0 | 106 | 20 | 126 | 0 | 0 | 8 | 8 | 1 | 0 | 0 | 1 | 8 | 127 | 135 | 0.78 9 00 10 00 |
| AM Peak | | | | | | | | | | | | | | | | | | | | |
| 8 00-9 00 | 0 | 0 | 0 | 0 | 0 | 113 | 57 | 170 | 2 | 0 | 7 | 9 | 2 | 0 | 0 | 2 | 9 | 172 | 181 | 0.89 8 00 9 00 |
| PM | | | | | | | | | | | | | | | | | | | | |
| 4 00-4 15 | 0 | 0 | 0 | 0 | 0 | 43 | 3 | 46 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 4 | 46 | 50 | 4 00-4 15 |
| 4 15-4 30 | 0 | 0 | 0 | 0 | 0 | 54 | 7 | 61 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 63 | 65 | 4 15-4 30 |
| 4 30-4 45 | 0 | 0 | 0 | 0 | 0 | 52 | 6 | 58 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 59 | 60 | 4 30-4 45 |
| 4 45-5 00 | 0 | 0 | 0 | 0 | 0 | 51 | 5 | 56 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 1 | 5 | 57 | 62 | 4 45-5 00 |
| 5 00-5 15 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 56 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 1 | 3 | 57 | 60 | 5 00 5 15 |
| 5 15-5 30 | 0 | 0 | 0 | 0 | 0 | 43 | 6 | 49 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 2 | 3 | 51 | 54 | 5 15 5 30 |
| 5 30-5 45 | 0 | 0 | 0 | 0 | 0 | 51 | 10 | 61 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 6 | 61 | 67 | 5 30 5 45 |
| 5 45-6 00 | 0 | 0 | 0 | 0 | 0 | 58 | 12 | 70 | 0 | 0 | 5 | 5 | 2 | 0 | 0 | 2 | 5 | 72 | 77 | 5 45-6 00 |
| 6 00-6 15 | 0 | 0 | 0 | 0 | 0 | 59 | 12 | 71 | 2 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 7 | 71 | 78 | 6 00-6 15 |
| 6 15-6 30 | 0 | 0 | 0 | 0 | 0 | 57 | 3 | 60 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 3 | 4 | 63 | 67 | 6 15-6 30 |
| 6 30-6 45 | 0 | 0 | 0 | 0 | 0 | 63 | 11 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 74 | 6 30-6 45 |
| 6 45-7 00 | 0 | 0 | 0 | 0 | 0 | 58 | 6 | 62 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 64 | 64 | 6 45-7 00 |
| 3 Hour Totals | 0 | 0 | 0 | 0 | 0 | 641 | 83 | 724 | 2 | 0 | 38 | 40 | 12 | 2 | 0 | 14 | 40 | 738 | 778 | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | |
| 4 00-5 00 | 0 | 0 | 0 | 0 | 0 | 200 | 21 | 221 | 0 | 0 | 12 | 12 | 4 | 0 | 0 | 4 | 12 | 225 | 237 | 0.91 4 00-5 00 |
| 4 15-5 15 | 0 | 0 | 0 | 0 | 0 | 211 | 20 | 231 | 0 | 0 | 11 | 11 | 5 | 0 | 0 | 5 | 11 | 236 | 247 | 0.95 4 15 5 15 |
| 4 30-5 30 | 0 | 0 | 0 | 0 | 0 | 200 | 19 | 219 | 0 | 0 | 12 | 12 | 5 | 0 | 0 | 5 | 12 | 224 | 238 | 0.95 4 30 5 30 |
| 4 45-5 45 | 0 | 0 | 0 | 0 | 0 | 199 | 23 | 222 | 0 | 0 | 17 | 17 | 4 | 0 | 0 | 4 | 17 | 226 | 243 | 0.91 4 45 5 45 |
| 5 00-6 00 | 0 | 0 | 0 | 0 | 0 | 206 | 30 | 236 | 0 | 0 | 17 | 17 | 5 | 0 | 0 | 5 | 17 | 241 | 258 | 0.84 5 00-6 00 |
| 5 15-6 15 | 0 | 0 | 0 | 0 | 0 | 211 | 40 | 251 | 2 | 0 | 19 | 21 | 4 | 0 | 0 | 4 | 21 | 255 | 276 | 0.88 5 15-6 15 |
| 5 30-6 30 | 0 | 0 | 0 | 0 | 0 | 225 | 37 | 262 | 2 | 0 | 20 | 22 | 4 | 1 | 0 | 5 | 22 | 267 | 289 | 0.93 5 30-6 30 |
| 5 45-6 45 | 0 | 0 | 0 | 0 | 0 | 237 | 38 | 275 | 2 | 0 | 14 | 16 | 4 | 1 | 0 | 5 | 16 | 280 | 296 | 0.95 5 45-6 45 |
| 6 00-7 00 | 0 | 0 | 0 | 0 | 0 | 235 | 32 | 267 | 2 | 0 | 9 | 11 | 3 | 2 | 0 | 5 | 11 | 272 | 283 | 0.91 6 00 7 00 |
| PM Peak | | | | | | | | | | | | | | | | | | | | |
| 5 45-6 45 | 0 | 0 | 0 | 0 | 0 | 237 | 38 | 275 | 2 | 0 | 14 | 16 | 4 | 1 | 0 | 5 | 16 | 280 | 296 | 0.95 5 45-6 45 |

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

| | | | | | | | | | | | | | | | | | | | | | |
|---------------|-------------------------------|--------------------------------|--------|-------|------------------------|------------|--------|-----------|-------------------------------|-----------------|--------|-------|------------------------|--------------------|---------|-------|-------|-----|-------------|-----------------|-------------|
| PROJECT | | Parkside Housing | | | | DATE | | 4/19/2007 | | SOUTHBOUND ROAD | | | | Kenilworth Terrace | | | | | | | |
| W & A JOB NO | | 3204 | | | | DAY | | Thursday | | NORTHBOUND ROAD | | | | Kenilworth Terrace | | | | | | | |
| INTERSECTION | | Hayes St. & Kenilworth Terrace | | | | WEATHER | | Clear | | WESTBOUND ROAD | | | | Hayes Street | | | | | | | |
| LOCATION | | Washington DC | | | | COUNTED BY | | Majda | | EASTBOUND ROAD | | | | Hayes Street | | | | | | | |
| | | | | | | INPUTED BY | | agan | | | | | | | | | | | | | |
| Time Period | Turning Movements | | | | | | | | | | | | | | | | Total | PHF | Time Period | | |
| | Southbound Kenilworth Terrace | | | | Westbound Hayes Street | | | | Northbound Kenilworth Terrace | | | | Eastbound Hayes Street | | | | | | | North & South | East & West |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| AM | | | | | | | | | | | | | | | | | | | | | |
| 7 00-7 15 | 18 | 20 | 8 | 46 | 3 | 6 | 4 | 13 | 4 | 3 | 0 | 7 | 1 | 0 | 0 | 1 | 53 | 14 | 67 | 7 00-7 15 | |
| 7 15-7 30 | 35 | 17 | 4 | 56 | 1 | 12 | 0 | 13 | 6 | 9 | 0 | 15 | 0 | 0 | 0 | 0 | 71 | 13 | 84 | 7 15-7 30 | |
| 7 30-7 45 | 30 | 12 | 7 | 49 | 0 | 16 | 2 | 18 | 3 | 12 | 1 | 16 | 1 | 0 | 0 | 1 | 65 | 19 | 84 | 7 30-7 45 | |
| 7 45-8 00 | 38 | 15 | 6 | 59 | 3 | 20 | 3 | 26 | 8 | 10 | 1 | 19 | 0 | 0 | 0 | 0 | 78 | 26 | 104 | 7 45-8 00 | |
| 8 00-8 15 | 57 | 7 | 4 | 68 | 3 | 32 | 0 | 35 | 14 | 31 | 2 | 47 | 0 | 0 | 0 | 0 | 115 | 35 | 150 | 8 00-8 15 | |
| 8 15-8 30 | 65 | 22 | 7 | 94 | 3 | 24 | 1 | 28 | 18 | 37 | 3 | 58 | 0 | 0 | 0 | 0 | 152 | 28 | 180 | 8 15-8 30 | |
| 8 30-8 45 | 37 | 10 | 1 | 48 | 1 | 14 | 0 | 15 | 7 | 18 | 0 | 25 | 0 | 0 | 0 | 0 | 73 | 15 | 88 | 8 30-8 45 | |
| 8 45-9 00 | 41 | 8 | 3 | 52 | 2 | 14 | 0 | 16 | 4 | 18 | 0 | 22 | 0 | 0 | 0 | 0 | 74 | 16 | 90 | 8 45-9 00 | |
| 9 00-9 15 | 29 | 9 | 6 | 44 | 4 | 10 | 2 | 16 | 4 | 14 | 5 | 23 | 0 | 0 | 0 | 0 | 67 | 16 | 83 | 9 00-9 15 | |
| 9 15-9 30 | 28 | 6 | 3 | 37 | 1 | 6 | 1 | 8 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 46 | 8 | 54 | 9 15-9 30 | |
| 9 30-9 45 | 27 | 8 | 1 | 36 | 3 | 12 | 1 | 16 | 3 | 3 | 0 | 6 | 0 | 0 | 1 | 1 | 42 | 17 | 59 | 9 30-9 45 | |
| 9 45-10 00 | 17 | 3 | 3 | 23 | 3 | 8 | 2 | 13 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 32 | 13 | 45 | 9 45-10 00 | |
| 3 Hour Totals | 422 | 137 | 53 | 612 | 27 | 174 | 16 | 217 | 75 | 169 | 12 | 256 | 2 | 0 | 1 | 3 | 868 | 220 | 1 088 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 7 00-8 00 | 121 | 64 | 25 | 210 | 7 | 54 | 9 | 70 | 21 | 34 | 2 | 57 | 2 | 0 | 0 | 2 | 267 | 72 | 339 | 0.81 7 00-8 00 | |
| 7 15-8 15 | 160 | 51 | 21 | 232 | 7 | 80 | 5 | 92 | 31 | 62 | 4 | 97 | 1 | 0 | 0 | 1 | 329 | 93 | 422 | 0.70 7 15-8 15 | |
| 7 30-8 30 | 190 | 56 | 24 | 270 | 9 | 92 | 6 | 107 | 43 | 90 | 7 | 140 | 1 | 0 | 0 | 1 | 410 | 108 | 518 | 0.72 7 30-8 30 | |
| 7 45-8 45 | 197 | 54 | 18 | 269 | 10 | 90 | 4 | 104 | 47 | 96 | 6 | 149 | 0 | 0 | 0 | 0 | 418 | 104 | 522 | 0.73 7 45-8 45 | |
| 8 00-9 00 | 200 | 47 | 15 | 262 | 9 | 84 | 1 | 94 | 43 | 104 | 5 | 152 | 0 | 0 | 0 | 0 | 414 | 94 | 508 | 0.71 8 00-9 00 | |
| 8 15-9 15 | 172 | 49 | 17 | 238 | 10 | 62 | 3 | 75 | 33 | 87 | 8 | 128 | 0 | 0 | 0 | 0 | 366 | 75 | 441 | 0.61 8 15-9 15 | |
| 8 30-9 30 | 135 | 33 | 13 | 181 | 8 | 44 | 3 | 55 | 17 | 57 | 5 | 79 | 0 | 0 | 0 | 0 | 260 | 55 | 315 | 0.88 8 30-9 30 | |
| 8 45-9 45 | 125 | 31 | 13 | 169 | 10 | 42 | 4 | 56 | 13 | 42 | 5 | 60 | 0 | 0 | 1 | 1 | 229 | 57 | 286 | 0.79 8 45-9 45 | |
| 9 00-10 00 | 101 | 26 | 13 | 140 | 11 | 36 | 6 | 53 | 11 | 31 | 5 | 47 | 0 | 0 | 1 | 1 | 187 | 54 | 241 | 0.73 9 00-10 00 | |
| AM Peak | | | | | | | | | | | | | | | | | | | | AM Peak | |
| 7 45-8 45 | 197 | 54 | 18 | 269 | 10 | 90 | 4 | 104 | 47 | 96 | 6 | 149 | 0 | 0 | 0 | 0 | 418 | 104 | 522 | 0.73 7 45-8 45 | |
| PM | | | | | | | | | | | | | | | | | | | | | |
| 4 00-4 15 | 31 | 16 | 1 | 48 | 0 | 15 | 1 | 16 | 11 | 30 | 0 | 41 | 0 | 2 | 0 | 2 | 89 | 18 | 107 | 4 00-4 15 | |
| 4 15-4 30 | 52 | 7 | 2 | 61 | 4 | 17 | 2 | 23 | 1 | 22 | 1 | 24 | 0 | 0 | 1 | 1 | 85 | 24 | 109 | 4 15-4 30 | |
| 4 30-4 45 | 49 | 2 | 0 | 51 | 5 | 21 | 1 | 27 | 3 | 21 | 3 | 27 | 0 | 0 | 0 | 0 | 78 | 27 | 105 | 4 30-4 45 | |
| 4 45-5 00 | 44 | 10 | 0 | 54 | 2 | 22 | 2 | 26 | 2 | 19 | 0 | 21 | 0 | 0 | 0 | 0 | 75 | 26 | 101 | 4 45-5 00 | |
| 5 00-5 15 | 47 | 12 | 4 | 63 | 6 | 22 | 5 | 33 | 3 | 16 | 3 | 22 | 0 | 0 | 0 | 0 | 85 | 33 | 118 | 5 00-5 15 | |
| 5 15-5 30 | 44 | 4 | 1 | 49 | 4 | 22 | 1 | 27 | 5 | 19 | 0 | 24 | 0 | 0 | 0 | 0 | 73 | 27 | 100 | 5 15-5 30 | |
| 5 30-5 45 | 42 | 11 | 2 | 55 | 3 | 21 | 3 | 27 | 5 | 15 | 2 | 22 | 0 | 0 | 0 | 0 | 77 | 27 | 104 | 5 30-5 45 | |
| 5 45-6 00 | 43 | 7 | 1 | 51 | 4 | 26 | 6 | 36 | 8 | 19 | 1 | 28 | 0 | 0 | 0 | 0 | 79 | 36 | 115 | 5 45-6 00 | |
| 6 00-6 15 | 56 | 7 | 3 | 66 | 2 | 23 | 5 | 30 | 6 | 17 | 2 | 25 | 1 | 0 | 0 | 1 | 91 | 31 | 122 | 6 00-6 15 | |
| 6 15-6 30 | 53 | 6 | 8 | 67 | 5 | 25 | 3 | 33 | 8 | 16 | 3 | 27 | 0 | 0 | 0 | 0 | 84 | 33 | 127 | 6 15-6 30 | |
| 6 30-6 45 | 52 | 3 | 4 | 59 | 4 | 27 | 1 | 32 | 4 | 20 | 2 | 26 | 0 | 0 | 0 | 0 | 85 | 32 | 117 | 6 30-6 45 | |
| 6 45-7 00 | 51 | 5 | 0 | 56 | 5 | 29 | 0 | 34 | 2 | 14 | 2 | 18 | 0 | 0 | 2 | 2 | 74 | 36 | 110 | 6 45-7 00 | |
| 3 Hour Totals | 564 | 90 | 26 | 680 | 44 | 270 | 30 | 344 | 58 | 228 | 19 | 305 | 1 | 2 | 3 | 6 | 985 | 350 | 1,335 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4 00-5 00 | 176 | 35 | 3 | 214 | 11 | 75 | 6 | 92 | 17 | 92 | 4 | 113 | 0 | 2 | 1 | 3 | 327 | 95 | 422 | 0.97 4 00-5 00 | |
| 4 15-5 15 | 192 | 31 | 6 | 229 | 17 | 82 | 10 | 109 | 9 | 78 | 7 | 94 | 0 | 0 | 1 | 1 | 323 | 110 | 433 | 0.92 4 15-5 15 | |
| 4 30-5 30 | 184 | 28 | 5 | 217 | 17 | 87 | 9 | 113 | 13 | 75 | 6 | 94 | 0 | 0 | 0 | 0 | 311 | 113 | 424 | 0.90 4 30-5 30 | |
| 4 45-5 45 | 177 | 37 | 7 | 221 | 15 | 87 | 11 | 113 | 15 | 89 | 5 | 89 | 0 | 0 | 0 | 0 | 310 | 113 | 423 | 0.90 4 45-5 45 | |
| 5 00-6 00 | 176 | 34 | 8 | 218 | 17 | 91 | 15 | 123 | 21 | 69 | 6 | 96 | 0 | 0 | 0 | 0 | 314 | 123 | 437 | 0.93 5 00-6 00 | |
| 5 15-6 15 | 185 | 29 | 7 | 221 | 13 | 92 | 15 | 120 | 24 | 70 | 5 | 99 | 1 | 0 | 0 | 1 | 320 | 121 | 441 | 0.90 5 15-6 15 | |
| 5 30-6 30 | 194 | 31 | 14 | 239 | 14 | 95 | 17 | 126 | 27 | 67 | 8 | 102 | 1 | 0 | 0 | 1 | 341 | 127 | 468 | 0.92 5 30-6 30 | |
| 5 45-6 45 | 204 | 23 | 16 | 243 | 15 | 101 | 15 | 131 | 26 | 72 | 8 | 106 | 1 | 0 | 0 | 1 | 349 | 132 | 481 | 0.95 5 45-6 45 | |
| 6 00-7 00 | 212 | 21 | 15 | 248 | 16 | 104 | 9 | 129 | 20 | 67 | 9 | 96 | 1 | 0 | 2 | 3 | 344 | 132 | 476 | 0.94 6 00-7 00 | |
| PM Peak | | | | | | | | | | | | | | | | | | | | PM Peak | |
| 5 45-6 45 | 204 | 23 | 16 | 243 | 15 | 101 | 15 | 131 | 26 | 72 | 8 | 106 | 1 | 0 | 0 | 1 | 349 | 132 | 481 | 0.95 5 45-6 45 | |

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

| | | | | | | | | | | | | | | | | | | | | | |
|-------------------|------------------------------|---------------------------|--------|-------|-------------|------------|--------|-------------|------------------------------|-----------------|--------|-------|------------------------|-------------------|---------|-------|-------|-----|-------------|------------------------|-------------|
| PROJECT | | Parkside Housing | | | | DATE | | 4/19/2007 | | SOUTHBOUND ROAD | | | | Kenilworth Avenue | | | | | | | |
| W & A JOB NO | | 3204 | | | | DAY | | Thursday | | NORTHBOUND ROAD | | | | Kenilworth Avenue | | | | | | | |
| INTERSECTION | | Hayes St & Kenilworth Ave | | | | WEATHER | | Clear | | WESTBOUND ROAD | | | | 0 | | | | | | | |
| LOCATION | | Washington DC | | | | COUNTED BY | | Jesi & Alba | | EASTBOUND ROAD | | | | Hayes Street | | | | | | | |
| | | | | | | INPUTED BY | | agan | | | | | | | | | | | | | |
| Time Period | Turning Movements | | | | | | | | | | | | | | | | Total | PHF | Time Period | | |
| | Southbound Kenilworth Avenue | | | | Westbound 0 | | | | Northbound Kenilworth Avenue | | | | Eastbound Hayes Street | | | | | | | North & South | East & West |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| AM | | | | | | | | | | | | | | | | | | | | | |
| 7 00-7 15 | 9 | 166 | 29 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 204 | 16 | 220 | 7 00-7 15 | |
| 7 15-7 30 | 11 | 207 | 34 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 252 | 21 | 273 | 7 15-7 30 | |
| 7 30-7 45 | 21 | 188 | 48 | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 255 | 16 | 271 | 7 30-7 45 | |
| 7 45-8 00 | 21 | 182 | 57 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 260 | 20 | 280 | 7 45-8 00 | |
| 8 00-8 15 | 33 | 196 | 63 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 292 | 20 | 312 | 8 00-8 15 | |
| 8 15-8 30 | 27 | 161 | 78 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 266 | 29 | 295 | 8 15-8 30 | |
| 8 30-8 45 | 15 | 173 | 48 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 236 | 18 | 254 | 8 30-8 45 | |
| 8 45-9 00 | 14 | 145 | 49 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 208 | 12 | 220 | 8 45-9 00 | |
| 9 00-9 15 | 14 | 134 | 34 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 182 | 13 | 195 | 9 00-9 15 | |
| 9 15-9 30 | 8 | 128 | 28 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 164 | 9 | 173 | 9 15-9 30 | |
| 9 30-9 45 | 14 | 90 | 12 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 116 | 7 | 123 | 9 30-9 45 | |
| 9 45-10 00 | 10 | 78 | 12 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 100 | 8 | 108 | 9 45-10 00 | |
| 3 Hour Totals | 197 | 1,848 | 490 | 2,535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 2,535 | 189 | 2,724 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 7 00-8 00 | 62 | 743 | 168 | 971 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 73 | 971 | 73 | 1,044 | 0.93 7 00-8 00 | |
| 7 15-8 15 | 86 | 773 | 200 | 1,059 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 77 | 1,059 | 77 | 1,136 | 0.91 7 15-8 15 | |
| 7 30-8 30 | 102 | 727 | 244 | 1,073 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 85 | 1,073 | 85 | 1,158 | 0.93 7 30-8 30 | |
| 7 45-8 45 | 96 | 712 | 246 | 1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 1,054 | 87 | 1,141 | 0.91 7 45-8 45 | |
| 8 00-9 00 | 89 | 675 | 238 | 1,002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 79 | 1,002 | 79 | 1,081 | 0.87 8 00-9 00 | |
| 8 15-9 15 | 70 | 613 | 209 | 892 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 892 | 72 | 964 | 0.82 8 15-9 15 | |
| 8 30-9 30 | 51 | 580 | 159 | 790 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 790 | 52 | 842 | 0.83 8 30-9 30 | |
| 8 45-9 45 | 50 | 497 | 123 | 670 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 670 | 41 | 711 | 0.81 8 45-9 45 | |
| 9 00-10 00 | 46 | 430 | 86 | 562 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 562 | 37 | 599 | 0.77 9 00-10 00 | |
| AM Peak 7 30-8 30 | 102 | 727 | 244 | 1,073 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 85 | 1,073 | 85 | 1,158 | 0.93 AM Peak 7 30-8 30 | |
| PM | | | | | | | | | | | | | | | | | | | | | |
| 4 00-4 15 | 17 | 102 | 7 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 126 | 13 | 139 | 4 00-4 15 | |
| 4 15-4 30 | 18 | 79 | 4 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 101 | 4 | 105 | 4 15-4 30 | |
| 4 30-4 45 | 23 | 79 | 5 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 107 | 5 | 112 | 4 30-4 45 | |
| 4 45-5 00 | 25 | 73 | 5 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 103 | 7 | 110 | 4 45-5 00 | |
| 5 00-5 15 | 32 | 75 | 3 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 110 | 10 | 120 | 5 00-5 15 | |
| 5 15-5 30 | 26 | 104 | 7 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 137 | 9 | 146 | 5 15-5 30 | |
| 5 30-5 45 | 25 | 72 | 9 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 106 | 10 | 116 | 5 30-5 45 | |
| 5 45-6 00 | 35 | 88 | 6 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 129 | 13 | 142 | 5 45-6 00 | |
| 6 00-6 15 | 30 | 72 | 8 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 110 | 11 | 121 | 6 00-6 15 | |
| 6 15-6 30 | 27 | 94 | 3 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 124 | 23 | 147 | 6 15-6 30 | |
| 6 30-6 45 | 26 | 80 | 4 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 110 | 11 | 121 | 6 30-6 45 | |
| 6 45-7 00 | 31 | 87 | 6 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 124 | 10 | 134 | 6 45-7 00 | |
| 3 Hour Totals | 315 | 1,005 | 67 | 1,387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 126 | 1,387 | 126 | 1,513 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4 00-5 00 | 83 | 333 | 21 | 437 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 437 | 29 | 466 | 0.84 4 00-5 00 | |
| 4 15-5 15 | 98 | 306 | 17 | 421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 421 | 28 | 447 | 0.93 4 15-5 15 | |
| 4 30-5 30 | 106 | 331 | 20 | 457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 457 | 31 | 488 | 0.84 4 30-5 30 | |
| 4 45-5 45 | 108 | 324 | 24 | 456 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 36 | 456 | 36 | 492 | 0.84 4 45-5 45 | |
| 5 00-6 00 | 118 | 339 | 25 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 482 | 42 | 524 | 0.90 5 00-6 00 | |
| 5 15-6 15 | 116 | 336 | 30 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 43 | 482 | 43 | 525 | 0.90 5 15-6 15 | |
| 5 30-6 30 | 117 | 326 | 28 | 469 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 57 | 469 | 57 | 526 | 0.89 5 30-6 30 | |
| 5 45-6 45 | 118 | 334 | 21 | 473 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 473 | 58 | 531 | 0.90 5 45-6 45 | |
| 6 00-7 00 | 114 | 333 | 21 | 468 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | 468 | 55 | 523 | 0.89 6 00-7 00 | |
| PM Peak 5 45-6 45 | 118 | 334 | 21 | 473 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 473 | 58 | 531 | 0.90 PM Peak 5 45-6 45 | |

Wells & Associates, LLC

McLean, Virginia

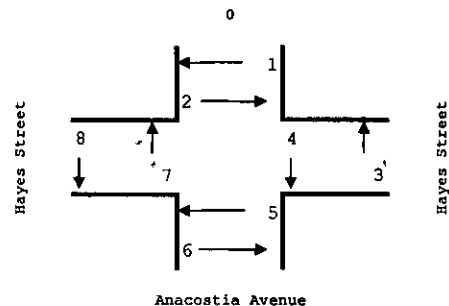
Existing Traffic Count

| | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------|--|-----------|--|----------------|--|-----------|---|---------------------------------|-----------|-----------|-------|---------------------------|------------|------------|-------|-------|-----|----------------|---------------------------|----------------|
| PROJECT W & A JOB NO INTERSECTION LOCATION | | Parkside Housing 3204 Kenilworth Ave & Foote St Washington DC | | DATE 4/19/2007 DAY Thursday WEATHER Clear COUNTED BY Matt INPUTED BY agan | | SOUTHBOUND ROAD NORTHBOUND ROAD WESTBOUND ROAD EASTBOUND ROAD | | Kenilworth Avenue Kenilworth Avenue 0 Foote Street | | | | | | | | | | | | | |
| Time Period | Turning Movements | | | | | | | | | | | | | | | | Total | PHF | Time Period | | |
| | Southbound Kenilworth Avenue | | | | Westbound 0 | | | | Northbound Kenilworth Avenue | | | | Eastbound Foote Street | | | | | | | North & South | East & West |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| AM | | | | | | | | | | | | | | | | | | | | | |
| 7 00-7 15 | 16 | 110 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 126 | 12 | 138 | 7 00 7 15 | |
| 7 15-7 30 | 8 | 89 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 97 | 7 | 104 | 7 15-7 30 | |
| 7 30-7 45 | 3 | 129 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 132 | 12 | 144 | 7 30 7 45 | |
| 7 45-8 00 | 6 | 138 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 144 | 21 | 165 | 7 45-8 00 | |
| 8 00-8 15 | 11 | 153 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 164 | 18 | 182 | 8 00-8 15 | |
| 8 15-8 30 | 10 | 136 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 146 | 24 | 170 | 8 15-8 30 | |
| 8 30-8 45 | 5 | 129 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 134 | 21 | 155 | 8 30-8 45 | |
| 8 45-9 00 | 6 | 132 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 138 | 9 | 147 | 8 45-9 00 | |
| 9 00-9 15 | 8 | 95 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 103 | 11 | 114 | 9 00-9 15 | |
| 9 15-9 30 | 3 | 98 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 101 | 5 | 106 | 9 15-9 30 | |
| 9 30-9 45 | 2 | 59 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 61 | 5 | 66 | 9 30-9 45 | |
| 9 45-10 00 | 1 | 44 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 45 | 6 | 51 | 9 45-10 00 | |
| 3 Hour Totals | 78 | 1,312 | 0 | 1,391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 151 | 1,391 | 151 | 1,542 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 7 00-8 00 | 33 | 466 | 0 | 499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 499 | 52 | 551 | 0.83 7 00-8 00 | |
| 7 15-8 15 | 28 | 509 | 0 | 537 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 537 | 58 | 595 | 0.82 7 15-8 15 | |
| 7 30-8 30 | 30 | 556 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 75 | 586 | 75 | 661 | 0.91 7 30-8 30 | |
| 7 45-8 45 | 32 | 556 | 0 | 588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 84 | 588 | 84 | 672 | 0.92 7 45-8 45 | |
| 8 00-9 00 | 32 | 550 | 0 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 582 | 72 | 654 | 0.90 8 00-9 00 | |
| 8 15-9 15 | 29 | 492 | 0 | 521 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 521 | 65 | 586 | 0.86 8 15-9 15 | |
| 8 30-9 30 | 22 | 454 | 0 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 476 | 46 | 522 | 0.84 8 30-9 30 | |
| 8 45-9 45 | 19 | 384 | 0 | 403 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 403 | 30 | 433 | 0.74 8 45-9 45 | |
| 9 00-10 00 | 14 | 296 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 310 | 27 | 337 | 0.74 9 00-10 00 | |
| AM Peak 7 45-8 45 | 32 | 556 | 0 | 588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 84 | 588 | 84 | 672 | 0.92 AM Peak 7 45-8 45 | |
| PM | | | | | | | | | | | | | | | | | | | | | |
| 4 00-4 15 | 3 | 39 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 42 | 11 | 53 | 4 00-4 15 | |
| 4 15-4 30 | 0 | 44 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 44 | 3 | 47 | 4 15-4 30 | |
| 4 30-4 45 | 1 | 38 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 39 | 5 | 44 | 4 30-4 45 | |
| 4 45 5 00 | 4 | 39 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 43 | 7 | 50 | 4 45 5 00 | |
| 5 00 5 15 | 2 | 30 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 32 | 8 | 40 | 5 00 5 15 | |
| 5 15-5 30 | 4 | 32 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 36 | 6 | 42 | 5 15-5 30 | |
| 5 30-5 45 | 2 | 32 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 34 | 9 | 43 | 5 30-5 45 | |
| 5 45-6 00 | 1 | 44 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 45 | 4 | 49 | 5 45-6 00 | |
| 6 00-6 15 | 6 | 32 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 38 | 5 | 43 | 6 00-6 15 | |
| 6 15-6 30 | 0 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 37 | 9 | 46 | 6 15-6 30 | |
| 6 30-6 45 | 4 | 35 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 39 | 3 | 42 | 6 30-6 45 | |
| 6 45-7 00 | 4 | 35 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 39 | 4 | 43 | 6 45-7 00 | |
| 3 Hour Totals | 31 | 437 | 0 | 468 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 74 | 468 | 74 | 542 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4 00-5 00 | 8 | 160 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 168 | 26 | 194 | 0.92 4 00-5 00 | |
| 4 15-5 15 | 7 | 151 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 158 | 23 | 181 | 0.91 4 15-5 15 | |
| 4 30-5 30 | 11 | 139 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 150 | 26 | 176 | 0.88 4 30-5 30 | |
| 4 45-5 45 | 12 | 133 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 145 | 30 | 175 | 0.88 4 45-5 45 | |
| 5 00-6 00 | 9 | 138 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 147 | 27 | 174 | 0.89 5 00-6 00 | |
| 5 15-6 15 | 13 | 140 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 153 | 24 | 177 | 0.90 5 15-6 15 | |
| 5 30-6 30 | 9 | 145 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 154 | 27 | 181 | 0.92 5 30-6 30 | |
| 5 45-6 45 | 11 | 148 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 159 | 21 | 180 | 0.92 5 45-6 45 | |
| 6 00-7 00 | 14 | 139 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 153 | 21 | 174 | 0.95 6 00-7 00 | |
| PM Peak 4 00 5 00 | 8 | 160 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 168 | 26 | 194 | 0.92 PM Peak 4 00 5 00 | |

Appendix B
Existing Pedestrian Traffic Counts



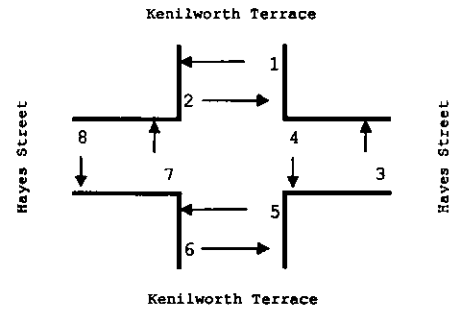
Project Name Palisade Housing
 Project Number 04
 Location Washington DC
 Intersection Hyatt St & Anacostia Ave
 Weather Clear
 Date 4/17/2007
 Surveyor ERS



Hourly Pedestrian Count

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | |
|-------------|-------|------|----|----|----|----|----|----|----|-----|-------|-------|-------|-------|-------|
| | | From | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| AM PEAK | | | | | | | | | | | | | | | |
| 7 00 | 8 00 | | 17 | 33 | 0 | 4 | 0 | 2 | 3 | 12 | 71 | 50 | 4 | 2 | 15 |
| 7 15 | 8 15 | | 23 | 37 | 1 | 22 | 7 | 18 | 1 | 66 | 175 | 60 | 23 | 25 | 67 |
| 7 30 | 8 30 | | 33 | 53 | 2 | 26 | 7 | 24 | 7 | 93 | 245 | 86 | 28 | 31 | 100 |
| 7 45 | 8 45 | | 34 | 57 | 3 | 32 | 7 | 27 | 9 | 102 | 271 | 91 | 35 | 34 | 111 |
| 8 00 | 9 00 | | 29 | 58 | 6 | 33 | 8 | 32 | 13 | 115 | 294 | 87 | 39 | 40 | 128 |
| 8 15 | 9 15 | | 18 | 46 | 5 | 20 | 1 | 16 | 14 | 60 | 180 | 64 | 25 | 17 | 74 |
| 8 30 | 9 30 | | 10 | 28 | 4 | 17 | 1 | 16 | 9 | 38 | 123 | 38 | 21 | 17 | 47 |
| 8 45 | 9 45 | | 8 | 18 | 3 | 12 | 1 | 15 | 7 | 26 | 90 | 26 | 15 | 16 | 33 |
| 9 00 | 10 00 | | 7 | 16 | 0 | 7 | 0 | 8 | 3 | 8 | 49 | 23 | 7 | 8 | 11 |
| PM PEAK | | | | | | | | | | | | | | | |
| 16 00 | 17 00 | | 36 | 18 | 7 | 1 | 0 | 2 | 17 | 9 | 90 | 54 | 8 | 2 | 26 |
| 16 15 | 17 15 | | 34 | 20 | 11 | 1 | 0 | 3 | 19 | 9 | 97 | 54 | 12 | 3 | 28 |
| 16 30 | 17 30 | | 38 | 22 | 10 | 3 | 1 | 3 | 20 | 11 | 108 | 60 | 13 | 4 | 31 |
| 16 45 | 17 45 | | 42 | 15 | 7 | 4 | 1 | 5 | 29 | 12 | 115 | 57 | 11 | 6 | 41 |
| 17 00 | 18 00 | | 33 | 14 | 5 | 5 | 5 | 9 | 34 | 8 | 113 | 47 | 10 | 14 | 42 |
| 17 15 | 18 15 | | 25 | 12 | 1 | 10 | 5 | 9 | 34 | 6 | 102 | 37 | 11 | 14 | 40 |
| 17 30 | 18 30 | | 15 | 12 | 0 | 12 | 4 | 10 | 34 | 6 | 93 | 27 | 12 | 14 | 40 |
| 17 45 | 18 45 | | 11 | 18 | 0 | 16 | 4 | 8 | 26 | 2 | 85 | 29 | 16 | 12 | 28 |
| 18 00 | 19 00 | | 10 | 16 | 0 | 15 | 0 | 5 | 24 | 4 | 74 | 26 | 15 | 5 | 28 |

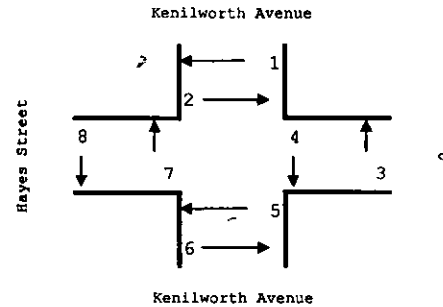
Project Name Parkside Housing
 Project Number 704
 Location Washington DC
 Intersection Haver St & Kenilworth Terrace
 Weather Clear
 Date 8/29/2011
 Surveyor Majda



Hourly Pedestrian Count

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | |
|-------------|-------|----|----|----|----|-----|----|----|----|-------|-------|-------|-------|-------|--|
| Time Period | From | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 | |
| | To | NE | SE | SE | SW | NW | SW | NE | NW | | | | | | |
| AM PEAK | | | | | | | | | | | | | | | |
| 7 00 | 8 00 | 14 | 30 | 7 | 38 | 89 | 38 | 6 | 11 | 233 | 44 | 45 | 127 | 17 | |
| 7 15 | 8 15 | 11 | 33 | 5 | 35 | 155 | 37 | 3 | 11 | 290 | 44 | 40 | 192 | 14 | |
| 7 30 | 8 30 | 13 | 43 | 5 | 39 | 205 | 36 | 1 | 15 | 357 | 56 | 44 | 241 | 16 | |
| 7 45 | 8 45 | 10 | 39 | 4 | 39 | 222 | 38 | 1 | 13 | 366 | 49 | 43 | 260 | 14 | |
| 8 00 | 9 00 | 9 | 32 | 2 | 27 | 186 | 35 | 0 | 12 | 303 | 41 | 29 | 221 | 12 | |
| 8 15 | 9 15 | 7 | 26 | 2 | 27 | 122 | 50 | 2 | 15 | 251 | 33 | 29 | 172 | 17 | |
| 8 30 | 9 30 | 4 | 22 | 0 | 27 | 75 | 46 | 2 | 9 | 185 | 26 | 27 | 121 | 11 | |
| 8 45 | 9 45 | 9 | 28 | 0 | 27 | 33 | 45 | 2 | 7 | 151 | 37 | 27 | 78 | 9 | |
| 9 00 | 10 00 | 11 | 27 | 0 | 25 | 18 | 35 | 3 | 5 | 124 | 38 | 25 | 53 | 8 | |
| PM PEAK | | | | | | | | | | | | | | | |
| 16 00 | 17 00 | 36 | 27 | 9 | 13 | 15 | 14 | 4 | 3 | 121 | 63 | 22 | 29 | 7 | |
| 16 15 | 17 15 | 41 | 36 | 9 | 18 | 13 | 18 | 6 | 6 | 147 | 77 | 27 | 31 | 12 | |
| 16 30 | 17 30 | 48 | 35 | 7 | 13 | 12 | 18 | 6 | 8 | 147 | 83 | 20 | 30 | 14 | |
| 16 45 | 17 45 | 38 | 38 | 7 | 11 | 21 | 16 | 4 | 8 | 143 | 76 | 18 | 37 | 12 | |
| 17 00 | 18 00 | 33 | 33 | 7 | 5 | 21 | 17 | 4 | 8 | 128 | 66 | 12 | 38 | 12 | |
| 17 15 | 18 15 | 41 | 40 | 17 | 0 | 23 | 21 | 2 | 5 | 149 | 81 | 17 | 44 | 7 | |
| 17 30 | 18 30 | 41 | 34 | 18 | 8 | 27 | 24 | 1 | 2 | 155 | 75 | 26 | 51 | 3 | |
| 17 45 | 18 45 | 50 | 45 | 22 | 8 | 19 | 24 | 1 | 3 | 172 | 95 | 30 | 43 | 4 | |
| 18 00 | 19 00 | 57 | 58 | 25 | 10 | 15 | 21 | 1 | 3 | 190 | 115 | 35 | 36 | 4 | |

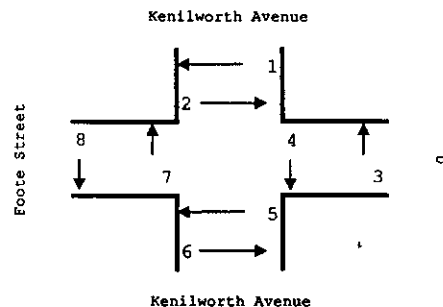
Project Name Hillside Housing
 Project Number 3204
 Location Washington DC
 Intersection Hayes St & Kenilworth Ave
 Weather Clear
 Date 4/19/2007
 Surveyor Juli & Alba



Hourly Pedestrian Count

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|-------------|---------|----|----|----|----|-----|-----|----|----|-------|-------|-------|-------|-------|
| Time Period | From To | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| | | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| AM PEAK , | | | | | | | | | | | | | | |
| 7 00 | 8 00 | 0 | 0 | 0 | 0 | 129 | 133 | 14 | 46 | 322 | 0 | 0 | 262 | 60 |
| 7 15 | 8 15 | 0 | 0 | 0 | 0 | 223 | 137 | 18 | 49 | 427 | 0 | 0 | 360 | 67 |
| 7 30 | 8 30 | 0 | 0 | 0 | 0 | 296 | 115 | 24 | 42 | 477 | 0 | 0 | 411 | 66 |
| 7 45 | 8 45 | 0 | 0 | 0 | 0 | 285 | 106 | 14 | 34 | 439 | 0 | 0 | 391 | 48 |
| 8 00 | 9 00 | 0 | 0 | 0 | 0 | 221 | 81 | 15 | 22 | 339 | 0 | 0 | 302 | 37 |
| 8 15 | 9 15 | 0 | 0 | 0 | 0 | 126 | 97 | 13 | 15 | 251 | 0 | 0 | 223 | 28 |
| 8 30 | 9 30 | 0 | 0 | 0 | 0 | 44 | 96 | 17 | 21 | 178 | 0 | 0 | 140 | 38 |
| 8 45 | 9 45 | 0 | 0 | 0 | 0 | 22 | 92 | 20 | 17 | 151 | 0 | 0 | 114 | 37 |
| 9 00 | 10 00 | 0 | 0 | 0 | 0 | 11 | 92 | 16 | 17 | 136 | 0 | 0 | 103 | 33 |
| PM PEAK | | | | | | | | | | | | | | |
| 16 00 | 17 00 | 0 | 0 | 0 | 0 | 103 | 44 | 67 | 9 | 223 | 0 | 0 | 147 | 76 |
| 16 15 | 17 15 | 0 | 0 | 0 | 0 | 100 | 51 | 65 | 10 | 226 | 0 | 0 | 151 | 75 |
| 16 30 | 17 30, | 0 | 0 | 0 | 0 | 93 | 53 | 62 | 10 | 218 | 0 | 0 | 146 | 72 |
| 16 45 | 17 45 | 0 | 0 | 0 | 0 | 87 | 46 | 59 | 6 | 198 | 0 | 0 | 133 | 65 |
| 17 00 | 18 00 | 0 | 0 | 0 | 0 | 74 | 31 | 51 | 4 | 160 | 0 | 0 | 105 | 55 |
| 17 15 | 18 15 | 0 | 0 | 0 | 0 | 64 | 27 | 45 | 4 | 140 | 0 | 0 | 91 | 49 |
| 17 30 | 18 30 | 0 | 0 | 0 | 0 | 78 | 45 | 55 | 11 | 189 | 0 | 0 | 123 | 66 |
| 17 45 | 18 45 | 0 | 0 | 0 | 0 | 63 | 54 | 47 | 14 | 178 | 0 | 0 | 117 | 61 |
| 18 00 | 19 00 | 0 | 0 | 0 | 0 | 61 | 56 | 52 | 22 | 191 | 0 | 0 | 117 | 74 |

Project Name Pal Side Housing
 Project Number 7 04
 Location Washington DC
 Intersection Kenilworth Ave & Foote St
 Weather Clear
 Date 4/19/2007
 Surveyor hatt












Hourly Pedestrian Count

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|----------------|-------|----|----|----|----|----|----|----|----|-------|-------|-------|-------|-------|
| | | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| From To | | | | | | | | | | | | | | |
| AM PEAK | | | | | | | | | | | | | | |
| 7 00 | 8 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 7 15 | 8 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 7 30 | 8 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 7 45 | 8 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 8 00 | 9 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 15 | 9 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 8 30 | 9 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| 8 45 | 9 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| 9 00 | 10 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| PM PEAK | | | | | | | | | | | | | | |
| 16 00 | 17 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 15 | 17 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 30 | 17 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 16 45 | 17 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17 00 | 18 00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17 15 | 18 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| 17 30 | 18 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17 45 | 18 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 18 00 | 19 00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |

Appendix C

Existing Levels of Service
















HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 1: Foote St & Kennilworth Ave Existing AM

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  |  |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 84 | 0 | 0 | 556 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 91 | 0 | 0 | 604 | 35 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 622 | 320 | 639 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 622 | 320 | 639 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 86 | 100 | | | |
| cM capacity (veh/h) | 419 | 676 | 941 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 91 | 403 | 236 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 91 | 0 | 35 | | | |
| cSH | 676 | 1700 | 1700 | | | |
| Volume to Capacity | 0.14 | 0.24 | 0.14 | | | |
| Queue Length 95th (ft) | 12 | 0 | 0 | | | |
| Control Delay (s) | 11.2 | 0.0 | 0.0 | | | |
| Lane LOS | B | | | | | |
| Approach Delay (s) | 11.2 | 0.0 | | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.4 | | | | |
| Intersection Capacity Utilization | | 28.3% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |










HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community
 2: Hayes St & Anacostia Ave Existing AM

| | | | | | | |
|-----------------------------------|------|------|-------|----------------------|------|------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↖ | ↗ | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 0 | 0 | 67 | 113 | 7 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 73 | 123 | 8 | 0 |
| Direction, Lane # | WB 1 | NB 1 | | | | |
| Volume Total (vph) | 196 | 8 | | | | |
| Volume Left (vph) | 73 | 8 | | | | |
| Volume Right (vph) | 0 | 0 | | | | |
| Hadj (s) | 0.11 | 0.23 | | | | |
| Departure Headway (s) | 4.0 | 4.6 | | | | |
| Degree Utilization, x | 0.22 | 0.01 | | | | |
| Capacity (veh/h) | 887 | 749 | | | | |
| Control Delay (s) | 8.2 | 7.6 | | | | |
| Approach Delay (s) | 8.2 | 7.6 | | | | |
| Approach LOS | A | A | | | | |
| Intersection Summary | | | | | | |
| Delay | | | 8.1 | | | |
| HCM Level of Service | | | A | | | |
| Intersection Capacity Utilization | | | 33.6% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |









HCM Unsignalized Intersection Capacity Analysis 3: Hayes St & Kennilworth Terr Existing AM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  | | |  | | |  | | |
| Sign Control | Stop | | | Stop | | | Stop | | | Stop | | |
| Volume (vph) | 0 | 0 | 0 | 4 | 90 | 10 | 6 | 96 | 47 | 18 | 54 | 197 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 98 | 11 | 7 | 104 | 51 | 20 | 59 | 214 |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | | | | | | | |
| Volume Total (vph) | 113 | 162 | 292 | | | | | | | | | |
| Volume Left (vph) | 4 | 7 | 20 | | | | | | | | | |
| Volume Right (vph) | 11 | 51 | 214 | | | | | | | | | |
| Hadj (s) | -0.02 | -0.15 | -0.39 | | | | | | | | | |
| Departure Headway (s) | 4.8 | 4.3 | 4.0 | | | | | | | | | |
| Degree Utilization, x | 0.15 | 0.20 | 0.32 | | | | | | | | | |
| Capacity (veh/h) | 681 | 795 | 870 | | | | | | | | | |
| Control Delay (s) | 8.7 | 8.4 | 8.9 | | | | | | | | | |
| Approach Delay (s) | 8.7 | 8.4 | 8.9 | | | | | | | | | |
| Approach LOS | A | A | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | 8.7 | | | | | | | | | | | |
| HCM Level of Service | A | | | | | | | | | | | |
| Intersection Capacity Utilization | 42.3% | | | ICU Level of Service | | | A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community
 4: Hayes St & Kennilworth Ave Existing AM

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  |  |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 85 | 0 | 0 | 971 | 102 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 92 | 0 | 0 | 1055 | 111 |
| Pedestrians | 66 | | | | | |
| Lane Width (ft) | 12.0 | | | | | |
| Walking Speed (ft/s) | 4.0 | | | | | |
| Percent Blockage | 6 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1177 | 649 | 1232 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1177 | 649 | 1232 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 76 | 100 | | | |
| cM capacity (veh/h) | 174 | 390 | 530 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 92 | 704 | 463 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 92 | 0 | 111 | | | |
| cSH | 390 | 1700 | 1700 | | | |
| Volume to Capacity | 0.24 | 0.41 | 0.27 | | | |
| Queue Length 95th (ft) | 23 | 0 | 0 | | | |
| Control Delay (s) | 17.1 | 0.0 | 0.0 | | | |
| Lane LOS | C | | | | | |
| Approach Delay (s) | 17.1 | 0.0 | | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.3 | | | | |
| Intersection Capacity Utilization | | 42.0% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |
















HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 1: Foote St & Kennilworth Ave Existing PM

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 26 | 0 | 0 | 160 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 28 | 0 | 0 | 174 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 178 | 91 | 183 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 178 | 91 | 183 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 100 | | | |
| cM capacity (veh/h) | 794 | 948 | 1390 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 28 | 116 | 67 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 28 | 0 | 9 | | | |
| cSH | 948 | 1700 | 1700 | | | |
| Volume to Capacity | 0.03 | 0.07 | 0.04 | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | | | |
| Control Delay (s) | 8.9 | 0.0 | 0.0 | | | |
| Lane LOS | A | | | | | |
| Approach Delay (s) | 8.9 | 0.0 | | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.2 | | | | |
| Intersection Capacity Utilization | | 14.7% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |










HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 2: Hayes St & Anacostia Ave Existing PM

| | | | | | | |
|-----------------------------------|------|------|-------|----------------------|------|------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↙ ↘ | ↖ ↗ | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 0 | 0 | 38 | 237 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 41 | 258 | 15 | 0 |
| Direction, Lane # | WB 1 | NB 1 | | | | |
| Volume Total (vph) | 299 | 15 | | | | |
| Volume Left (vph) | 41 | 15 | | | | |
| Volume Right (vph) | 0 | 0 | | | | |
| Hadj (s) | 0.06 | 0.23 | | | | |
| Departure Headway (s) | 4.0 | 4.8 | | | | |
| Degree Utilization, x | 0.33 | 0.02 | | | | |
| Capacity (veh/h) | 892 | 702 | | | | |
| Control Delay (s) | 9.0 | 7.9 | | | | |
| Approach Delay (s) | 9.0 | 7.9 | | | | |
| Approach LOS | A | A | | | | |
| Intersection Summary | | | | | | |
| Delay | | | 8.9 | | | |
| HCM Level of Service | | | A | | | |
| Intersection Capacity Utilization | | | 34.3% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis 3: Hayes St & Kennilworth Terr Existing PM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  | | |  | | |  | | |
| Sign Control | Stop | | | Stop | | | Stop | | | Stop | | |
| Volume (vph) | 0 | 0 | 0 | 15 | 101 | 15 | 8 | 72 | 26 | 16 | 23 | 204 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 110 | 16 | 9 | 78 | 28 | 17 | 25 | 222 |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | | | | | | | |
| Volume Total (vph) | 142 | 115 | 264 | | | | | | | | | |
| Volume Left (vph) | 16 | 9 | 17 | | | | | | | | | |
| Volume Right (vph) | 16 | 28 | 222 | | | | | | | | | |
| Hadj (s) | -0.01 | -0.10 | -0.46 | | | | | | | | | |
| Departure Headway (s) | 4.7 | 4.4 | 3.9 | | | | | | | | | |
| Degree Utilization, x | 0.19 | 0.14 | 0.29 | | | | | | | | | |
| Capacity (veh/h) | 711 | 774 | 874 | | | | | | | | | |
| Control Delay (s) | 8.7 | 8.2 | 8.5 | | | | | | | | | |
| Approach Delay (s) | 8.7 | 8.2 | 8.5 | | | | | | | | | |
| Approach LOS | A | A | A | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | 8.5 | | | | | | | | | | | |
| HCM Level of Service | A | | | | | | | | | | | |
| Intersection Capacity Utilization | 38.8% | | | ICU Level of Service | | | A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |









HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 4: Hayes St & Kennilworth Ave Existing PM

| | | | | | | |
|-----------------------------------|---|---|---|---|--|---|
| |  |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |   | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 58 | 0 | 0 | 355 | 118 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 63 | 0 | 0 | 386 | 128 |
| Pedestrians | 75 | | | | | |
| Lane Width (ft) | 12.0 | | | | | |
| Walking Speed (ft/s) | 4.0 | | | | | |
| Percent Blockage | 6 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 525 | 332 | 589 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 525 | 332 | 589 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 90 | 100 | | | |
| cM capacity (veh/h) | 452 | 622 | 921 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 63 | 257 | 257 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 63 | 0 | 128 | | | |
| cSH | 622 | 1700 | 1700 | | | |
| Volume to Capacity | 0.10 | 0.15 | 0.15 | | | |
| Queue Length 95th (ft) | 8 | 0 | 0 | | | |
| Control Delay (s) | 11.4 | 0.0 | 0.0 | | | |
| Lane LOS | B | | | | | |
| Approach Delay (s) | 11.4 | 0.0 | | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.2 | | | | |
| Intersection Capacity Utilization | | 25.1% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

Appendix D

Background Future Levels of Service













HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 1: Foote St & Kennilworth Ave Background AM

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 106 | 0 | 0 | 648 | 56 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 115 | 0 | 0 | 704 | 61 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 735 | 383 | 765 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 735 | 383 | 765 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 81 | 100 | | | |
| cM capacity (veh/h) | 355 | 615 | 844 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 115 | 470 | 296 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 115 | 0 | 61 | | | |
| cSH | 615 | 1700 | 1700 | | | |
| Volume to Capacity | 0.19 | 0.28 | 0.17 | | | |
| Queue Length 95th (ft) | 17 | 0 | 0 | | | |
| Control Delay (s) | 12.2 | 0.0 | 0.0 | | | |
| Lane LOS | B | | | | | |
| Approach Delay (s) | 12.2 | 0.0 | | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.6 | | | | |
| Intersection Capacity Utilization | | 32.9% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 2: Hayes St & Anacostia Ave Background AM









| | | | | | | |
|-----------------------------------|------|------|-------|----------------------|------|------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↰ | ↱ | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 0 | 0 | 58 | 131 | 7 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 63 | 142 | 8 | 0 |
| Direction, Lane # | WB 1 | NB 1 | | | | |
| Volume Total (vph) | 205 | 8 | | | | |
| Volume Left (vph) | 63 | 8 | | | | |
| Volume Right (vph) | 0 | 0 | | | | |
| Hadj (s) | 0.10 | 0.23 | | | | |
| Departure Headway (s) | 4.0 | 4.6 | | | | |
| Degree Utilization, x | 0.23 | 0.01 | | | | |
| Capacity (veh/h) | 889 | 745 | | | | |
| Control Delay (s) | 8.2 | 7.6 | | | | |
| Approach Delay (s) | 8.2 | 7.6 | | | | |
| Approach LOS | A | A | | | | |
| Intersection Summary | | | | | | |
| Delay | | | 8.2 | | | |
| HCM Level of Service | | | A | | | |
| Intersection Capacity Utilization | | | 34.0% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 3: Hayes St & Kennilworth Terr Background AM

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 11 | 11 | 0 | 14 | 105 | 10 | 6 | 121 | 100 | 117 | 68 | 206 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 12 | 0 | 15 | 114 | 11 | 7 | 132 | 109 | 127 | 74 | 224 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total (vph) | 24 | 140 | 247 | 425 | | | | | | | | |
| Volume Left (vph) | 12 | 15 | 7 | 127 | | | | | | | | |
| Volume Right (vph) | 0 | 11 | 109 | 224 | | | | | | | | |
| Hadj (s) | 0.13 | 0.01 | -0.23 | -0.22 | | | | | | | | |
| Departure Headway (s) | 5.9 | 5.5 | 4.7 | 4.5 | | | | | | | | |
| Degree Utilization, x | 0.04 | 0.21 | 0.32 | 0.53 | | | | | | | | |
| Capacity (veh/h) | 525 | 588 | 737 | 780 | | | | | | | | |
| Control Delay (s) | 9.1 | 10.0 | 9.8 | 12.3 | | | | | | | | |
| Approach Delay (s) | 9.1 | 10.0 | 9.8 | 12.3 | | | | | | | | |
| Approach LOS | A | A | A | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | | 11.1 | | | | | | | | |
| HCM Level of Service | | | | B | | | | | | | | |
| Intersection Capacity Utilization | | | | 60.0% | ICU Level of Service | B | | | | | | |
| Analysis Period (min) | | | | 15 | | | | | | | | |









HCM Unsignalized Intersection Capacity Analysis 4: Hayes St & Kennilworth Ave

Background AM









| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 235 | 0 | 0 | 1307 | 127 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 255 | 0 | 0 | 1421 | 138 |
| Pedestrians | 66 | | | | | |
| Lane Width (ft) | 12.0 | | | | | |
| Walking Speed (ft/s) | 4.0 | | | | | |
| Percent Blockage | 6 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1556 | 845 | 1625 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1556 | 845 | 1625 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 12 | 100 | | | |
| cM capacity (veh/h) | 98 | 289 | 375 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 255 | 947 | 612 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 255 | 0 | 138 | | | |
| cSH | 289 | 1700 | 1700 | | | |
| Volume to Capacity | 0.88 | 0.56 | 0.36 | | | |
| Queue Length 95th (ft) | 198 | 0 | 0 | | | |
| Control Delay (s) | 66.3 | 0.0 | 0.0 | | | |
| Lane LOS | F | | | | | |
| Approach Delay (s) | 66.3 | 0.0 | | | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 9.3 | | | | |
| Intersection Capacity Utilization | | 61.8% | | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 1: Foote St & Kennilworth Ave

















Background PM

| | | | | | | |
|-----------------------------------|---|---|---|---|---|---|
| |  |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 43 | 0 | 0 | 387 | 76 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 47 | 0 | 0 | 421 | 83 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 462 | 252 | 503 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 462 | 252 | 503 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 94 | 100 | | | |
| cM capacity (veh/h) | 528 | 748 | 1057 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 47 | 280 | 223 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 47 | 0 | 83 | | | |
| cSH | 748 | 1700 | 1700 | | | |
| Volume to Capacity | 0.06 | 0.16 | 0.13 | | | |
| Queue Length 95th (ft) | 5 | 0 | 0 | | | |
| Control Delay (s) | 10.1 | 0.0 | 0.0 | | | |
| Lane LOS | B | | | | | |
| Approach Delay (s) | 10.1 | 0.0 | | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 0.9 | | | | |
| Intersection Capacity Utilization | | 23.1% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 2: Hayes St & Anacostia Ave Background PM









| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | |  |  | |
| Sign Control | Stop | | | Stop | Stop | |
| Volume (vph) | 0 | 0 | 39 | 252 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 42 | 274 | 15 | 0 |
| Direction, Lane # | WB 1 | NB 1 | | | | |
| Volume Total (vph) | 316 | 15 | | | | |
| Volume Left (vph) | 42 | 15 | | | | |
| Volume Right (vph) | 0 | 0 | | | | |
| Hadj (s) | 0.06 | 0.23 | | | | |
| Departure Headway (s) | 4.0 | 4.8 | | | | |
| Degree Utilization, x | 0.35 | 0.02 | | | | |
| Capacity (veh/h) | 892 | 695 | | | | |
| Control Delay (s) | 9.2 | 7.9 | | | | |
| Approach Delay (s) | 9.2 | 7.9 | | | | |
| Approach LOS | A | A | | | | |
| Intersection Summary | | | | | | |
| Delay | | | 9.1 | | | |
| HCM Level of Service | | | A | | | |
| Intersection Capacity Utilization | | | 35.2% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis and Kenneth Jay Pollin Memorial Community 3: Hayes St & Kennilworth Terr Background PM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 9 | 0 | 42 | 116 | 15 | 8 | 109 | 84 | 62 | 59 | 215 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 10 | 0 | 46 | 126 | 16 | 9 | 118 | 91 | 67 | 64 | 234 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total (vph) | 20 | 188 | 218 | 365 | | | | | | | | |
| Volume Left (vph) | 10 | 46 | 9 | 67 | | | | | | | | |
| Volume Right (vph) | 0 | 16 | 91 | 234 | | | | | | | | |
| Hadj (s) | 0.13 | 0.03 | -0.21 | -0.31 | | | | | | | | |
| Departure Headway (s) | 5.7 | 5.3 | 4.7 | 4.5 | | | | | | | | |
| Degree Utilization, x | 0.03 | 0.28 | 0.29 | 0.45 | | | | | | | | |
| Capacity (veh/h) | 539 | 618 | 721 | 774 | | | | | | | | |
| Control Delay (s) | 8.9 | 10.3 | 9.6 | 11.1 | | | | | | | | |
| Approach Delay (s) | 8.9 | 10.3 | 9.6 | 11.1 | | | | | | | | |
| Approach LOS | A | B | A | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | | 10.4 | | | | | | | | |
| HCM Level of Service | | | | B | | | | | | | | |
| Intersection Capacity Utilization | | | | 56.4% | ICU Level of Service | B | | | | | | |
| Analysis Period (min) | | | | 15 | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 4: Hayes St & Kennilworth Ave

Background PM

| | | | | | | |
|-----------------------------------|---|---|---|---|---|---|
| |  |  |  |  |  |  |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | | |  | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 162 | 0 | 0 | 514 | 160 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 176 | 0 | 0 | 559 | 174 |
| Pedestrians | 75 | | | | | |
| Lane Width (ft) | 12.0 | | | | | |
| Walking Speed (ft/s) | 4.0 | | | | | |
| Percent Blockage | 6 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 721 | 441 | 808 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 721 | 441 | 808 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 67 | 100 | | | |
| cM capacity (veh/h) | 340 | 529 | 762 | | | |
| Direction, Lane # | EB 1 | SB 1 | SB 2 | | | |
| Volume Total | 176 | 372 | 360 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 176 | 0 | 174 | | | |
| cSH | 529 | 1700 | 1700 | | | |
| Volume to Capacity | 0.33 | 0.22 | 0.21 | | | |
| Queue Length 95th (ft) | 36 | 0 | 0 | | | |
| Control Delay (s) | 15.2 | 0.0 | 0.0 | | | |
| Lane LOS | C | | | | | |
| Approach Delay (s) | 15.2 | 0.0 | | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 2.9 | | | | |
| Intersection Capacity Utilization | | 37.2% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |