IV. ISSUES AND RECOMMENDED IMPROVEMENTS

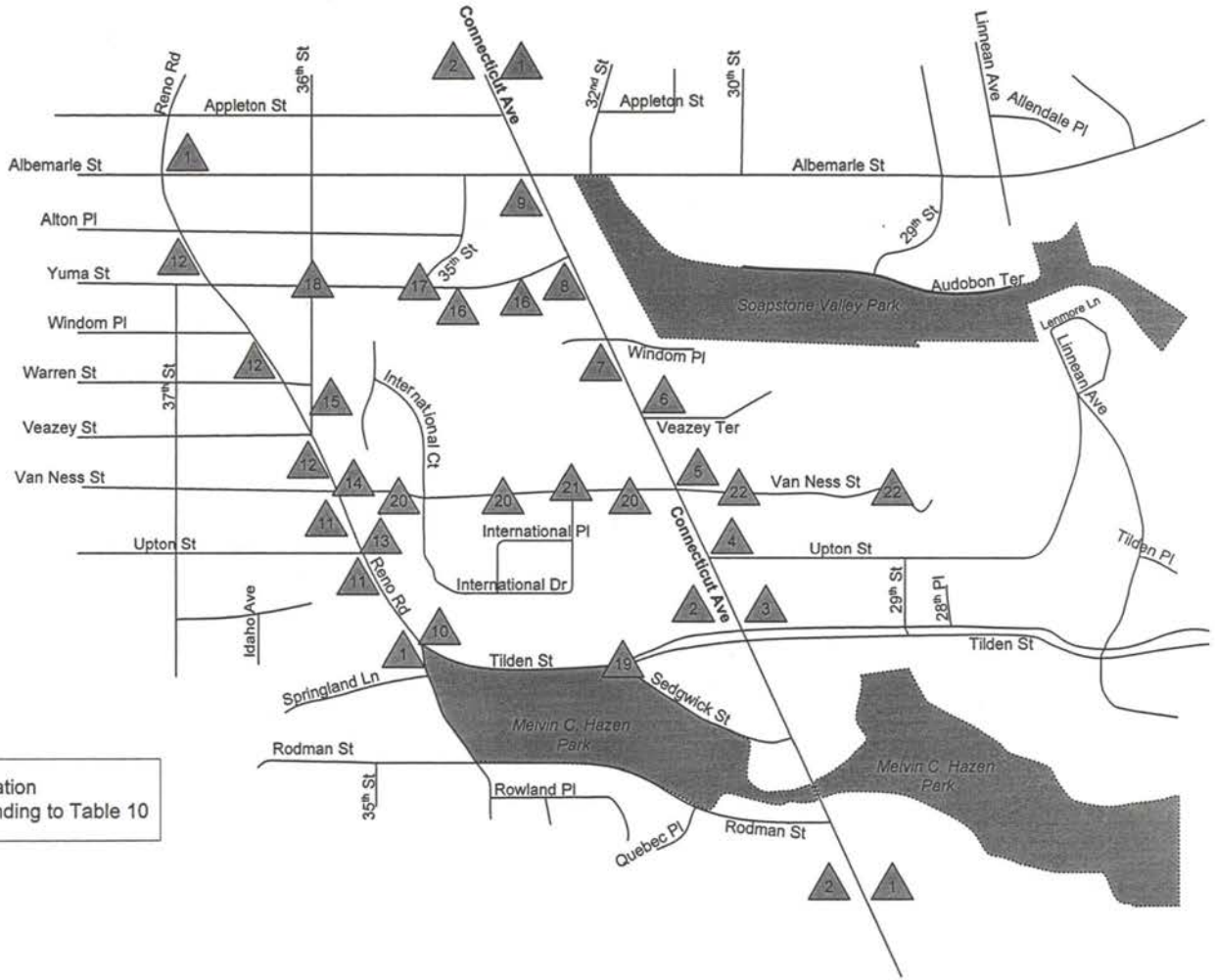
Through field work, assessment of existing conditions data and meetings with area residents, the Study Team compiled a comprehensive list of transportation issues and suggested improvements for the entire study area. These issues represent the most pressing concerns and needs for improving safety and transportation operations in the Study Area.

This section of the reports presents each identified transportation issue, listed by roadway, and then by intersection. They are presented as follows:

- Issue – states the concern, problem or need for improvement.
- Preliminary Suggestion(s) – various solutions that could potentially address the issue. This section includes a description of all the short-term and long-term improvements considered in the evaluation. Based on the evaluation of alternatives, some of the preliminary suggestions were not recommended for implementation.
- Discussion – analysis and evaluation parameters.
- Recommendations – improvements to be implemented.

Locations where issues were identified are shown in Figure 31. Table 10 presents a discussion of existing transportation issues and recommended improvements throughout the study area.

Board of Zoning Adjustment
District of Columbia
CASE NO. 17022
EXHIBIT NO. 62A3



Scale: 1" = 785'		Connecticut Avenue Transportation Study	Transportation Issue Locations	FIGURE 31
June 2003				

Table 10 -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
Area-Wide			
1)	A. Truck route restriction violations	**Preliminary Suggestion(s):** Increased enforcement **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	Current truck restrictions are presented in Figure 32
	B. Traffic signal timings are not optimized	**Preliminary Suggestion(s):** Optimize signal timings **Final Recommendation(s):** Short-term: implement the preliminary suggestion listed above.	Appendix I provides signal timing recommendations for all signals to optimize traffic operations.
Connecticut Avenue			
2) General	A. Evening (after 6:30 PM) congestion	**Preliminary Suggestion(s):** Prohibit Connecticut Avenue parking until 7:00 PM throughout the length of the reversible lane section of Connecticut Avenue. **Final Recommendation(s):** Short-term: implement the preliminary suggestion listed above.	Traffic levels are consistently high until 7:00 PM.
	B. Safety of reversible lane operation	**Preliminary Suggestion(s):** I. Implement a system of overhead lane control signals. II. Upgrade existing signing. III. Convert Connecticut Avenue operation to three lanes in each direction. Construct a center left turn lane, if possible. **Final Recommendation(s):** Long-term: Implement preliminary suggestion I above.	Appendix J presents a detailed evaluation of reversible lane operations.
	C. Pedestrian safety crossing Connecticut Avenue	**Preliminary Suggestion(s):** Increase the number of signs for the pedestrian underpass at the Van Ness Metro station, raising pedestrian awareness. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	This will reduce the number of pedestrian-vehicle conflicts at signalized intersections on Connecticut Avenue.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	D. Buses traveling on Connecticut Avenue cannot keep to their schedules because of traffic downtown.	**Preliminary Suggestion(s):** I. Run peak period shuttle bus service for WMATA routes L1, L2 and L4 between the Van Ness Metro station and Chevy Chase Circle.II. L1, L2, L4 shuttles should loop to and from Connecticut Avenue via Tilden Street, Reno Road and Van Ness Street. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	Current bus headways and downtown traffic congestion create extensive delays on these routes. These delays hinder ability to maintain schedules. No additional stops are recommended
	E. Pedestrian-vehicle conflicts on Connecticut Avenue	**Preliminary Suggestion(s):** I. Remove the damaged "Yield to Pedestrians while Turning" sign on the westbound approach of Tilden Street to Connecticut Avenue. II. Install "Yield to Pedestrians while Turning" signs at all signalized intersections on Connecticut Avenue. **Final Recommendation(s):** Short-term: implement the preliminary suggestions listed above.	These signs will increase pedestrian safety.
3) **Connecticut Avenue and Tilden Street**	A. Westbound traffic congestion	**Preliminary Suggestion(s):** I. Eliminate westbound parking on Tilden between the alley located east of Connecticut Avenue and Connecticut Avenue to create a right turn lane. Add westbound overlap for right turns. II. Construct 100' westbound left turn lane from median. **Final Recommendation(s):** Short-term: Implement preliminary suggestion I above. Long-term: Implement preliminary suggestion II above.	An eastbound overlap means that a green arrow will be provide for eastbound right turning vehicles. The green arrow will be displayed when northbound left/through/right Connecticut Avenue has a green indication. Pedestrian operations will not be affected. See Figure 33
	B. Difficult northbound left turns	**Preliminary Suggestion(s):** I. Provide northbound protected left-turn phase. **Final Recommendation(s):** Do not implement the preliminary suggestion listed above.	Northbound left turn volumes are not high enough to necessitate a protected phase.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	C. Condition of crosswalks	**Preliminary Suggestion(s):** I. Restripe east crosswalk across Tilden **Final Recommendation(s):** Short-Term: Implement the preliminary suggestion listed above.	
4) **Connecticut Avenue and Upton Street**	Large number of accidents/difficult left turn maneuver	**Preliminary Suggestion(s):** I. Prohibit left turns from Upton to Connecticut at all times. **Final Recommendation(s):** Short-Term: Implement the preliminary suggestion listed above.	Left turns accounted for the highest percentage of accidents at this intersection between 1999 and 2001. Due to the low number of left turns, their prohibition is expected to have a negligible effect on traffic operations but a marked effect on safety.
5) **Connecticut Avenue and Van Ness Street**	A. Speeding and congestion in the alley between Van Ness Street and Veazey Terrace	**Preliminary Suggestion(s):** I. Convert the alley to one-way southbound operation II. Convert alley to one-way southbound operation - convert the alley between Van Ness and Upton Streets to northbound operation. III. Convert alley to one-way northbound operation. Do not change the operation of the alley between Van Ness and Upton Streets. IV. Install speed humps **Final Recommendation(s):** Short-term: Implement preliminary suggestions I and IV listed above. Provide two-way access for vehicles from the loading dock north (see Figure 36).	See Table 10A for discussion of this issue.
	B. Pedestrian-vehicle conflicts due to large numbers of pedestrians crossing Van Ness Street and a large number of southbound right turns.	**Preliminary Suggestion(s):** I. Prohibit right turns on red from Connecticut to Van Ness at all times. II. Extend pedestrian times **Final Recommendation(s):** Short-term: implement preliminary suggestion I above.	Prohibiting right turns on red will improve pedestrian safety. Existing pedestrian times are adequate.
	C. Missing pavement markings	**Preliminary Suggestion(s):** Stripe eastbound Van Ness as left, through and right lanes. **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	D. Vehicular congestion on eastbound Van Ness Street at Connecticut Avenue	**Preliminary Suggestion(s):** I. Add eastbound overlap for right turns. Right turns will be protected when northbound Connecticut Avenue enters the advance green phase. II. Add eastbound protected left turn phase. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	An eastbound overlap means that a green arrow will be provided for eastbound right turning vehicles. The green arrow will be displayed when northbound left/through/right Connecticut Avenue has a green indication. Pedestrian operations will not be affected.
	E. Southbound right turns affect southbound through traffic	**Preliminary Suggestion(s):** Eliminate two parking spaces on southbound Connecticut Avenue to create a short right-turn lane. **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	This lane would only be active during non-peak periods and would serve to remove right turning traffic, which is often held up by crossing pedestrians, from the through lane. During peak periods, this curb lane is used as a travel lane.
	F. Difficulty making southbound left turns	**Preliminary Suggestion(s):** Create protected left turn phase for southbound Connecticut Avenue at Van Ness Street. **Final Recommendation(s):** Do not implement the preliminary suggestion listed above.	Southbound left turn volumes are not high enough to justify the installation of a protected left turn phase at this location. The implementation of a protected left turn phase would result in significant deterioration of traffic operation within the study area.
6) **Connecticut Avenue and Veazey Terrace**	A. Pedestrian safety in the vicinity of Connecticut Avenue	**Preliminary Suggestion(s):** I. Extend pedestrian crossing times II. Replace pedestrian crossing sign on Veazey Terrace east of Connecticut Avenue. Restripe existing crosswalk. **Final Recommendation(s):** Short-term: implement the preliminary suggestions listed above.	Existing pedestrian times are adequate. Replacing the pedestrian crossing sign and crosswalk will enhance pedestrian safety.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
7) **Connecticut Avenue and Windom Place**	A. Congestion on Windom Place and Connecticut Avenue due to DC School District bus drop-off and pick-up for ETS and Rock Creek Academy.	**Preliminary Suggestion(s):** I. Coordinate with ETS and Rock Creek Academy to arrange for off-site consolidation of students into fewer buses. II. AM operations should be allowed to continue on Windom Place. III. Reserve parking spaces in 4400 block of Connecticut Avenue during school dismissal hours so PM operations do not take place on Windom Place. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	Remote student drop-off/pick-up will reduce pedestrian-vehicle conflicts on Windom place as well as reduce congestion on Windom Place and ct Avenue. Shoemaker Street is a suggested location for this activity. Coordination with the National Park Service would be necessary in order to use their parking lot located off Shoemaker Street. Another possible location is 36th Street between Reno Road and Warren Street.
	B. Pedestrian safety: inadequate crosswalks, missing pedestrian signals, lack of pedestrian phase in every cycle	**Preliminary Suggestion(s):** I. Operate signal in max recall mode from 7:00 AM to 7:00 PM to ensure a pedestrian phase in every cycle. II. Install pedestrian pushbutton sign at button in northwest corner of intersection. III. Install pedestrian signals on the east side of the intersection. IV. Operate signals in pre-timed mode. Remove pedestrian pushbuttons. V. Restripe crosswalks across Windom Place. VI. Stripe crosswalk diagonally across the north side of Connecticut Avenue VII. Remove "no pedestrian crossing" signs from south side of intersection. VIII. Place crosswalk diagonally across the south side of Connecticut Avenue. **Final Recommendation(s):** Short-term: Implement preliminary suggestions III through VIII listed above.	Operating the signals in pre-timed mode means that pedestrian crossing indications will appear during every cycle, eliminating the need for pedestrian pushbuttons and ensuring a consistent amount of walk time on every cycle, thereby increasing safety. The combined walk/flashing don't walk time should be at least 26 seconds in order to cross Connecticut Avenue. See Figure 37

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	C. Signal coordination	**Preliminary Suggestion(s):** Reduce PM peak period signal offset by seven seconds. **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	Signal coordination and traffic flow between Veazey Terrace and Windom Place will be improved.
	D. Confusing "No Parking" sign on Windom near Connecticut	**Preliminary Suggestion(s):** Replace with correct sign **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	The arrow on this sign is facing in the wrong direction
8) Connecticut Avenue and Yuma Street	Actuated signal means that pedestrian walk indications are not present in every signal cycle.	**Preliminary Suggestion(s):** I. Operate signal in max recall mode from 7:00 AM to 7:00 PM to ensure a pedestrian phase in every cycle. II. Move newspaper boxes away from pedestrian pushbutton in southwest corner of intersection. III. Install pedestrian signals across Yuma Street. IV. Operate signals in pre-timed mode. Remove pedestrian pushbuttons. V. Re-stripe crosswalks and stop bars. **Final Recommendation(s):** Short-term: Implement preliminary suggestions III, IV and V listed above.	Operating the signals in pre-timed mode means that pedestrian crossing indications will appear during every cycle, eliminating the need for pedestrian pushbuttons and ensuring a consistent amount of walk time on every cycle, thereby increasing safety.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
9) **Connecticut Avenue and Albemarle Street**	A. Congestion caused by car wash on southbound Connecticut between Albemarle and Yuma	**Preliminary Suggestion(s):** I. Under the existing car wash configuration, coordinate with the Metropolitan Police Department to provide an officer to direct traffic during peak hours of operation and ensure that local and residential traffic is not blocked by car wash activity. II. Reverse the operation of the car wash and use the alleys behind and next to the car wash for queuing. III. Coordinate with the car wash owners to implement a new system where customers drop their cars off in the back of the carwash. Attendants would drive cars through the alley, turn right on Albemarle, right on Connecticut and finally right into the car wash. IV. Same as II, but use the alley behind the car wash in both directions, from Albemarle and Yuma Streets. **Final Recommendation(s):** Short-term: Implement preliminary suggestion I listed above. Long-term: Implement preliminary suggestion II listed above. Continue to provide an MPD officer to direct traffic during peak periods of operation.	The MPD officer would ensure that local and residential traffic is not blocked by car wash activity. Suggestion II would ensure that all queuing took place on the driveway between the car wash and Burger King and in the alley behind the car wash. Coordination with car wash owners will be needed to assess the feasibility of implementing this modification.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	B. Cut-through traffic in the alley between Albemarle and Yuma Streets	**Preliminary Suggestion(s):** I. Repair damaged "one-way" sign on the south side of Yuma Street at the alley. II. Install a stop sign in the alley at Yuma Street. III. Repair the two damaged speed bumps in the alley. **Final Recommendation(s):** Short-Term: Implement the preliminary suggestions listed above.	
Reno Road			
10) **Reno Road and Tilden Street/Springland Lane**	A. Lack of sidewalks and disabled pedestrian access	**Preliminary Suggestion(s):** I. Replace existing crosswalk across Reno Road and associated pedestrian signal from the south side of Reno and Tilden to the north side of Reno and Springland. II. Construct ADA curb ramps on the north side of the intersection. III. Remove pedestrian pushbuttons. IV. Construct path on the west side of the island. **Final Recommendation(s):** Short-Term: Implement preliminary suggestions I through III listed above. Long-term: Implement preliminary suggestion IV listed above.	The pushbutton is not necessary. Pedestrian indications are provided on every cycle. Neighborhood residential groups are planning to landscape the island and provide a meandering gravel sidewalk. All new pedestrian facilities should be ADA-compliant.
	B. Striping	**Preliminary Suggestion(s):** Restripe pavement markings at intersection of Reno Road and Tilden Street, including the left lane approach of Tilden Street to Reno Road. **Final Recommendation(s):** Short-term: implement the preliminary suggestion listed above.	Current markings are confusing.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
11) **Reno Road between Tilden Street and Van Ness Street**	Traffic operations and pavement striping	**Preliminary Suggestion(s):** Restripe pavement markings to make this section of Reno Road consistent with other sections of Reno (three lane cross-section with continuous center turning lane.) **Final Recommendation(s):** Do not implement the preliminary suggestion listed above.	This section of Reno Road contains its highest traffic volumes, with numerous turning movements at its intersections with Tilden and Van Ness Streets. Providing two lanes in each direction facilitates the high traffic and turning movement volumes.
12) **Reno Road between Van Ness Street and Albemarle Street**	A. Lack of parking. High traffic speeds.	**Preliminary Suggestion(s):** I. Remove continuous center lane and provide left turn lanes at intersections. II. Provide residential parking. III. Install additional speed limit signs. IV. Increased speed enforcement **Final Recommendation(s):** Short-Term: Implement preliminary suggestions III and IV listed above.	Portions of Reno Road north of Chevy Chase Parkway are one lane in each direction with one parking lane. Traffic volumes in the study area are substantially higher and necessitate the additional lane.High northbound speeds on Reno Road support the need for increased speed limit signage and enforcement.
	B. Lack of sidewalk on the west side of Reno Road.	**Preliminary Suggestion(s):** Construct sidewalk on west side of Reno Road between Tilden Street and Upton Street. **Final Recommendation(s):** Long-term: Implement the preliminary suggestion listed above.	Sidewalk construction at this location would be difficult, but feasible.
13) **Reno Road and Upton Street**	Pedestrian safety crossing Reno Road and lack of disabled pedestrian access	**Preliminary Suggestion(s):** I. Place crosswalk across Reno Road. II. Construct ADA curb ramps at each end of the crosswalk. **Final Recommendation(s):** Short-Term: Implement the preliminary suggestion listed above.	Curb ramps are necessary to comply with ADA regulations.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
14) **Reno Road and Van Ness Street**	A. Riders boarding and alighting buses at this location have to cross a landscaped sidewalk buffer.	**Preliminary Suggestion(s):** Construct concrete pedestrian bus pad at bus stop in southeast corner of the intersection. **Final Recommendation(s):** Short-Term: Implement the preliminary suggestion listed above.	A concrete pedestrian bus pad will improve conditions at this bus stop.
	B. Signage	**Preliminary Suggestion(s):** Replace damaged "No Trucks" sign in northeast corner of the intersection. **Final Recommendation(s):** Short-Term: Implement the preliminary suggestion listed above.	
	C. Difficult left turns on all approaches	**Preliminary Suggestion(s):** I. Construct left turn lanes on Van Ness Street. II. Change signal timing to create protected left turn phases. **Final Recommendation(s):** Do not implement either of the preliminary suggestions listed above.	While constructing left turns on Van Ness Street would improve traffic operations, the considerable parking impact and difficulty of constructing the additional lane within the existing Right-of-Way outweigh the benefits. Implementing a protected left turn phase for Reno Road traffic would have a negative impact on overall traffic operations at this intersection

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
15) Reno Road and 36th Street	A. Speeding and cut-through traffic on northbound 36th Street between Reno Road and Yuma Street	**Preliminary Suggestion(s):** I. Make 36th Street one-way southbound between Yuma Street and Reno Road. II. Close 36th Street between Reno Road and Warren Street. III. Construct two traffic chokers on the east side of the 4300 block of 36th Street. IV. Remove the rumble strips on 36th Street in front of Sheridan School. V. Coordinate with Sheridan School for morning drop-off to take place on the west side of 36th Street. VI. Install a stop-sign on 36th Street at Warren Street. VII. Construct a choker on 36th Street at Reno Road. **Final Recommendation(s):** Short-Term: Implement preliminary suggestions III - V and VII listed above. Long-term: Remove the proposed choker (see short-term recommendation) on 36th Street at Reno Road and implement preliminary suggestion II above.	Closing 36th Street will force traffic destined for the neighborhood between Reno Road and Connecticut Avenue (as well as cut-through traffic) to enter the neighborhood via one of the streets north of 36th Street. This will result in substantially lower speeds in the neighborhood and increase safety. See Table 10B for further discussion of this issue.
	B. Frequent parking violations	**Preliminary Suggestion(s):** Increase residential parking enforcement on 36th Street between Reno and Yuma. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	Increased parking enforcement will reduce the number of parking violations.
Yuma Street			
16) General	No sidewalk on portions of the south side of Yuma Street	**Preliminary Suggestion(s):** Construct sidewalk on south side of Yuma Street between the UDC driveway west of Connecticut Avenue and 35th Street. **Final Recommendation(s):** Short-term: Implement the preliminary suggestion listed above.	The design for an upgrade of Yuma Street is currently being completed by DDOT. Construction is expected to begin August 2003. New sidewalk will most likely be part of the roadway upgrades.

Table 10 (cont.) -Transportation Issues and Improvements

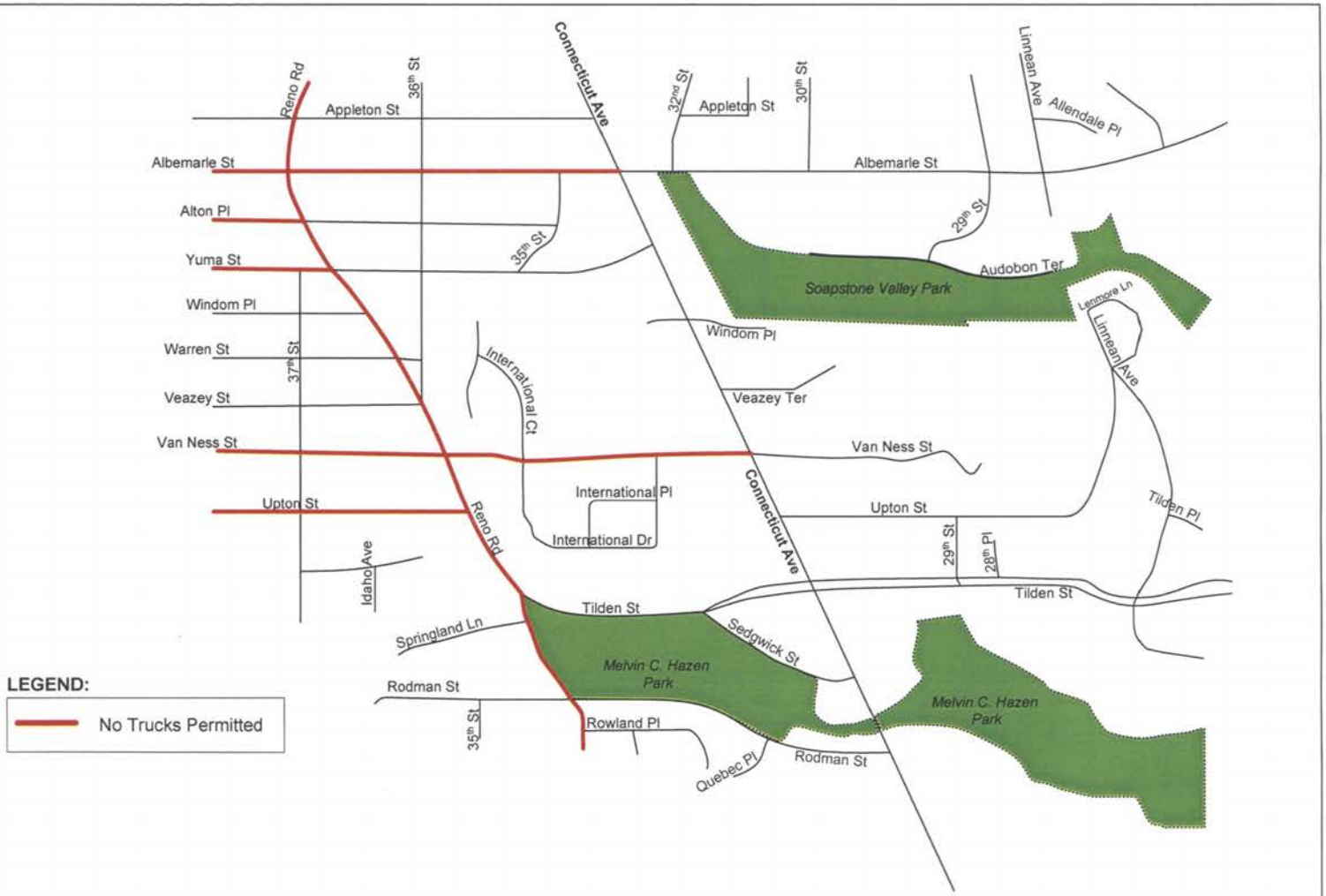
Location	Issue	Recommendations	Discussion
17) Yuma and 35th Streets	A. Disabled pedestrian access	**Preliminary Suggestion(s):** Construct ADA curb ramps at the crosswalk on the east side of 35th Street. **Final Recommendation(s):** Implement the preliminary suggestions listed above.	Curb ramps are necessary to comply with ADA regulations.
	B. Signage	**Preliminary Suggestion(s):** I. Replace missing stop sign on 35th Street. II. Install all-way stop signs. **Final Recommendation(s):** Implement preliminary suggestion II listed above.	Preliminary analysis indicates that all-way stop warrants are met at this intersection.
18) Yuma and 36th Streets	Disabled pedestrian access	**Preliminary Suggestion(s):** I. Construct ADA curb ramps at the crosswalk on the south side of Yuma Street. II. Reconstruct ADA curb ramps on the north side of Yuma Street. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	Curb ramps are necessary to comply with ADA regulations.
Tilden Street			
19) Tilden Street and Sedgwick Street	A. Lack of crosswalks and lack of disabled pedestrian access	**Preliminary Suggestion(s):** I. Place crosswalks across Sedgwick Street and the east side of Tilden Street. II. Construct ADA curb ramp on Tilden Street in the northeast corner of the intersection. **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	Two parking spaces west of the Intelsat driveway on Tilden Street will need to be eliminated in order to implement suggestion II.

Table 10 (cont.) -Transportation Issues and Improvements

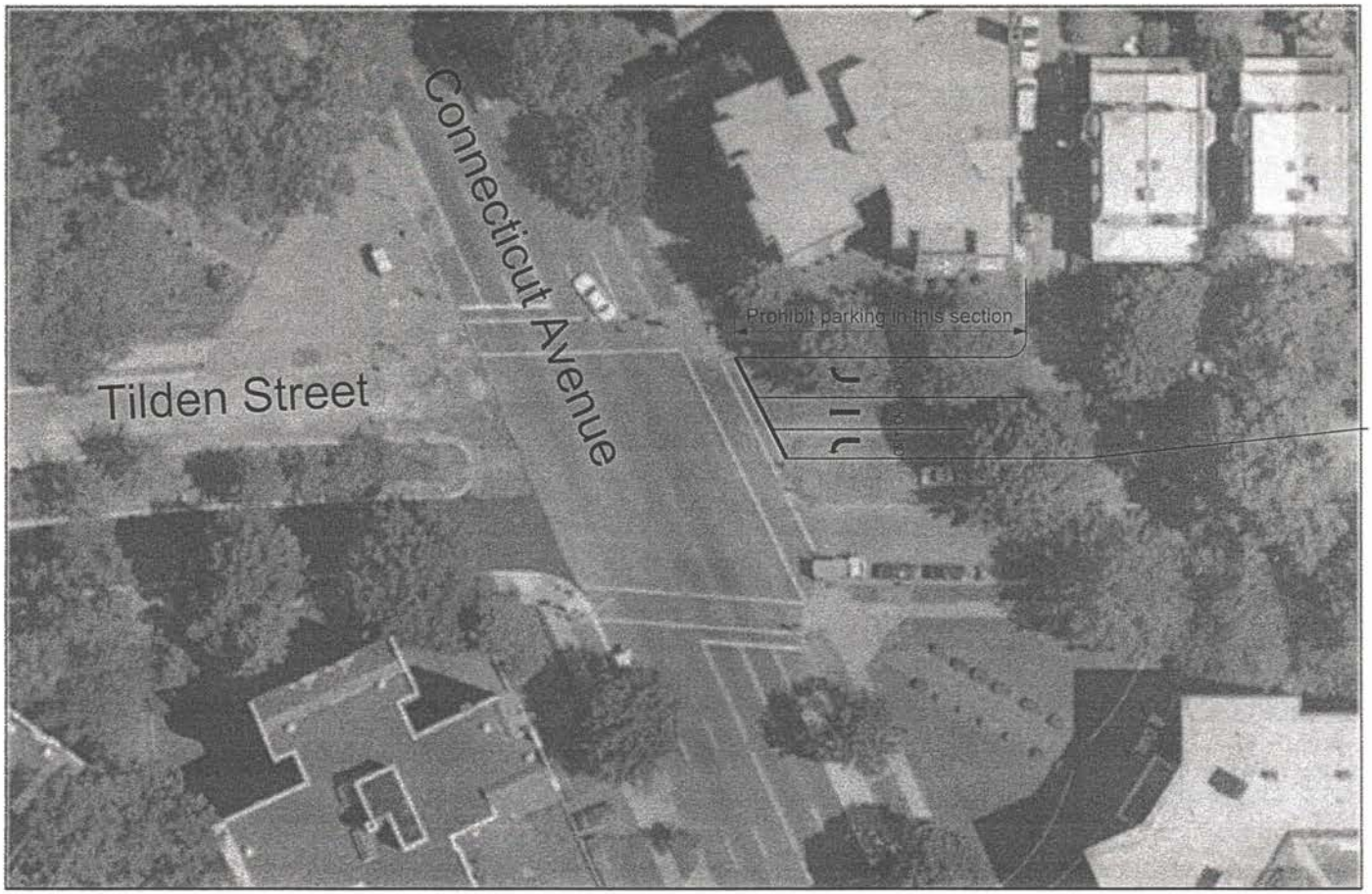
Location	Issue	Recommendations	Discussion
	B. Signage	**Preliminary Suggestion(s):** Replace damaged/misaligned "No Left Turn" sign on eastbound Tilden at Intelsat driveway **Final Recommendation(s):** Short-term: Implement the preliminary suggestions listed above.	
Van Ness Street			
20) **Van Ness Street between Reno Road and Connecticut Avenue**	A. The planter/barrier in front of the Israeli Embassy creates a vehicular safety hazard.	**Preliminary Suggestion(s):** I. Place pavement marking taper tangent from curve on the south side of Van Ness to the corner of the planter/barrier in front of the Israeli Embassy. Add gore markings between the taper and the curb. Continue pavement marking from east side of planter to International Drive. II. Install a crash attenuator on the west side of the planter that fits the architectural characteristics of the embassy. III. Place yellow pavement taper extending west from the western end of the median on Van Ness Street in front of the Israeli embassy. **Final Recommendation(s):** Short-term: implement the preliminary suggestions listed above.	Implementation of these measures will improve safety and will most likely need to be coordinated with the Israeli Embassy and/or State Department.
	B. Lack of pavement markings for left turn bays	**Preliminary Suggestion(s):** Stripe left turn lanes on both approaches of Van Ness Street to both intersections with International Drive. **Final Recommendation(s):** Short-Term: implement the preliminary suggestion listed above.	Marked left turn lanes will improve vehicular safety and traffic operations

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	C. Crosswalks are in poor condition or are missing	**Preliminary Suggestion(s):** I. Restripe all existing crosswalks. II. Stripe crosswalk across the south side of International Drive at Van Ness Street. **Final Recommendation(s):** Short-term: implement the preliminary suggestions listed above.	Crosswalks will improve pedestrian safety
21) **Van Ness Street and the UDC exit driveway**	Unsafe exit maneuvers from the UDC driveway.	**Preliminary Suggestion(s):** I. Replace the existing mirror in the median of Van Ness Street with a larger mirror showing oncoming traffic in greater detail. II. Eliminate the two parking spaces on the north side of Van Ness Street closest to the UDC exit driveway. III. Install "Hidden Driveway" signs on eastbound and westbound Van Ness Street 150 feet before the exit driveway. IV. Consolidate driveway entrance and exit movements to the current entrance driveway opposite International Drive. Signalize the intersection if warrants are met. The current exit driveway would remain operational as an emergency or overflow driveway. **Final Recommendation(s):** Short-term: implement preliminary suggestions I - III listed above. Long-term: implement preliminary suggestion IV listed above.	Suggestions I - III will improve driver visibility and safety at the exit driveway. The long-term suggestion of consolidating driveway operations and signalizing the intersection with Van Ness Street will further improve operations and safety.
22) **Van Ness Street east of Connecticut Avenue**	Difficult emergency vehicle access on Van Ness east of Connecticut due to congestion	**Preliminary Suggestion(s):** I. Greater enforcement of parking regulations II. Install "No Double Parking" signs. III. Request that Bank of America place a sign on their building encouraging customers to use the parking garage on Veazey Terrace. **Final Recommendation(s):** Short-term: implement the preliminary suggestions listed above.	Bank of America customers often park illegally on Van Ness between Connecticut and the alley.



Scale: 1" = 785'		Connecticut Avenue Transportation Study	Truck Restrictions	FIGURE 32
June 2003				



Scale: 1" = 50'		Connecticut Avenue Transportation Study	Recommended Improvements to Connecticut Avenue and Tilden Street	FIGURE 33
June, 2003				

Table 10A – Connecticut Avenue and Van Ness Street

Issue: Speeding and congestion in the alley between Van Ness Street and Veazey Terrace
Preliminary Suggestion(s): I. Convert the alley to one-way southbound operation II. Convert alley to one-way southbound operation - convert the alley between Van Ness and Upton Streets to northbound operation. III. Convert alley to one-way northbound operation. Do not change the operation of the alley between Van Ness and Upton Streets. IV. Install speed humps
Discussion: Residents of Van Ness Street and Veazey Terrace raised this issue through email correspondence and discussion at public meetings. The alley east of Connecticut Avenue, between Van Ness Street and Veazey Terrace, is used as a cut-through route for traffic wishing to avoid congestion on Connecticut Avenue, in addition to serving local businesses and residences. Residents have commented that the alley is too narrow for two-way traffic, which is often traveling too fast for conditions. They say that the alley is too often used as a cut-through route to bypass Connecticut Avenue congestion, and the additional alley traffic creates congestion on Van Ness Street and has possibly played a factor in traffic accidents on Van Ness Street. The Study Team observed traffic operations in the alley over the course of numerous field visits, examining its geometry and taking note of traffic patterns and activity. Study Team staff conduced traffic counts in the alley on April 23, 2003 between the hours of 8 – 9 AM and 5 – 6 PM, as shown in Figures 34 and 35. It can be seen that during the morning peak, a total of 61 vehicles used the alley – 20 traveling northbound and 41 traveling southbound. Of the 41 traveling southbound, the largest number of vehicles – 20 – turned left onto Van Ness Street to access the apartment buildings to the east or Howard Law School. Nine vehicles crossed Van Ness to continue in the alley towards Upton Street, and seven vehicles were ultimately destined for southbound Connecticut Avenue. During the PM peak, 89 vehicles used the alley – 55 traveling south, and 34 traveling north. Of the 55, 15 turned left on Van Ness towards the apartments or Howard Law School, 18 continued in the alley towards Upton, and 8 went to southbound Connecticut. The majority of northbound alley traffic during both peaks came from Connecticut Avenue, indicating that the alley is being used for northbound cut-through traffic as well. Study Team staff did not observe undue congestion due to southbound traffic in the alley. However, vehicles attempting to turn left into the alley (northbound) often had to wait for queued Van Ness traffic approaching Connecticut Avenue to clear, creating additional queuing extending towards Connecticut Avenue. The alley is narrow for two-way traffic. The Study Team explored the impacts of different alley configurations while evaluating the issue. If the alley were to operate as one-way northbound, traffic could still use it to bypass the block of Connecticut Avenue between Van Ness Street and Veazey Terrace, as the majority of northbound alley traffic is currently doing. A northbound configuration would require trucks accessing the loading dock in the alley to turn left at Van Ness Street, increasing traffic and congestion at this intersection. Currently, trucks can use the protected left turn phase

Table 10A (cont.) – Connecticut Avenue and Van Ness Street

at Veazey Terrace, which is ideal for large, slow-moving vehicles. A northbound configuration would allow the Bank of America drive-through window to operate unchanged.

Converting the alley to one-way southbound operation would eliminate northbound cut-through traffic, but would still provide an alternative to Connecticut Avenue for southbound vehicles, letting them travel through to Upton or even Tilden Streets by way of the alley system. To prevent this, the alley between Van Ness and Upton could be turned around to operate as one-way northbound, but this would increase overall congestion at Connecticut and Van Ness and is not recommended.

The Study Team feels that converting the alley between Van Ness and Veazey to one-way southbound operation, while leaving the alley between Van Ness and Upton as it currently operates, is the best solution. With southbound operation, vehicles destined for the alley, such as the trucks discussed above, have the advantage of a protected left turn phase on Connecticut Avenue, something that cannot be provided at Van Ness without severely affecting traffic operation and LOS throughout the entire Connecticut Avenue corridor. Additionally, vehicles that have final destinations on Van Ness Street can continue to make left turns from Connecticut at this protected signal.

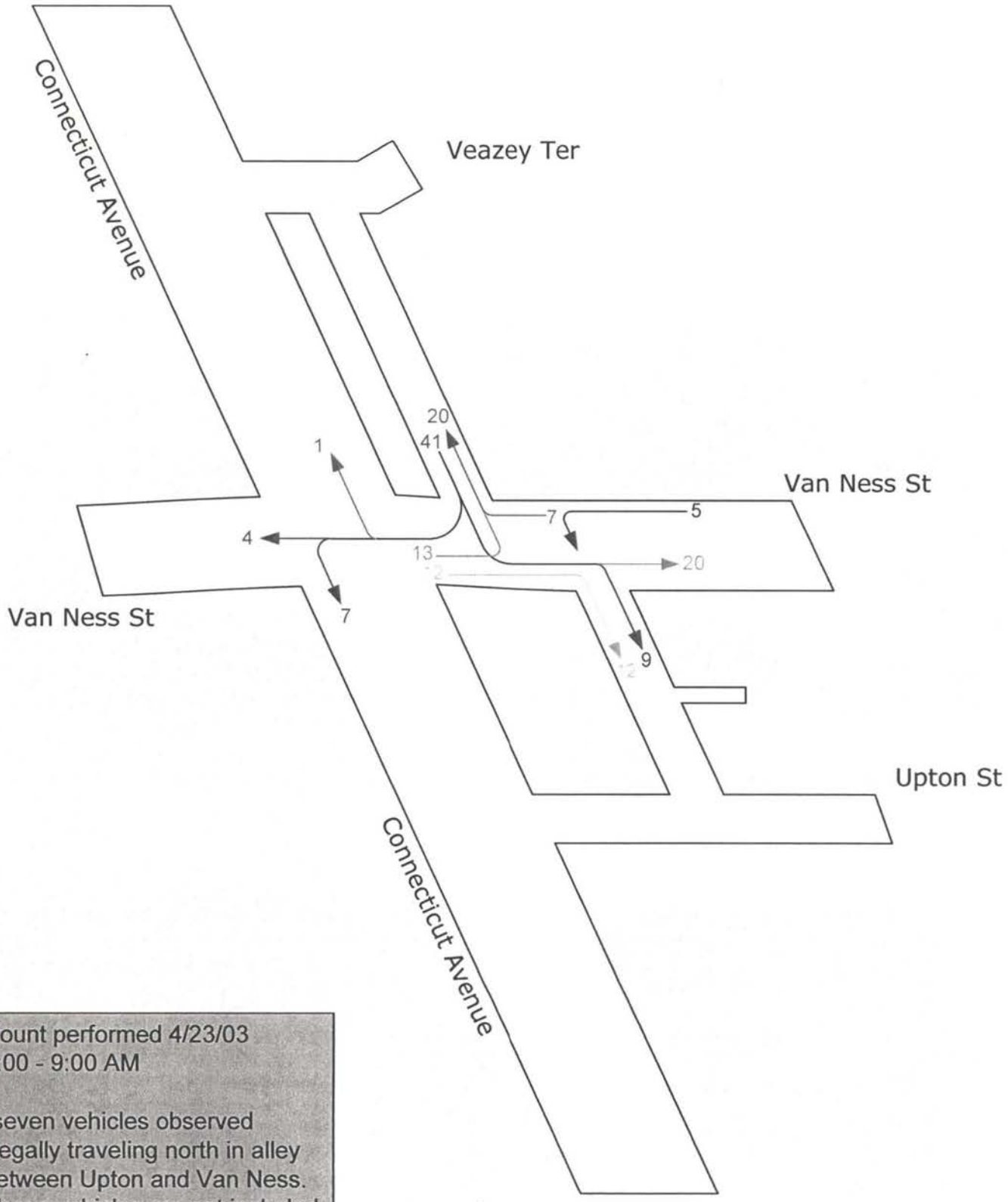
Again, the Study Team observed more problems with northbound traffic accessing the alley from Van Ness than with southbound traffic accessing Van Ness from the alley. The one drawback to this recommendation is the Bank of America drive-through window will need to be reconfigured for southbound operation.

It is expected that alley speeds will increase with one-way operation, regardless of direction. In order to counter the increased speed and make the alley less desirable to cut-through traffic, two speed humps should be installed between Van Ness Street and the south edge of the loading dock driveway, as shown in Figure 36. A speed hump should also be installed in the alley south of Van Ness Street.

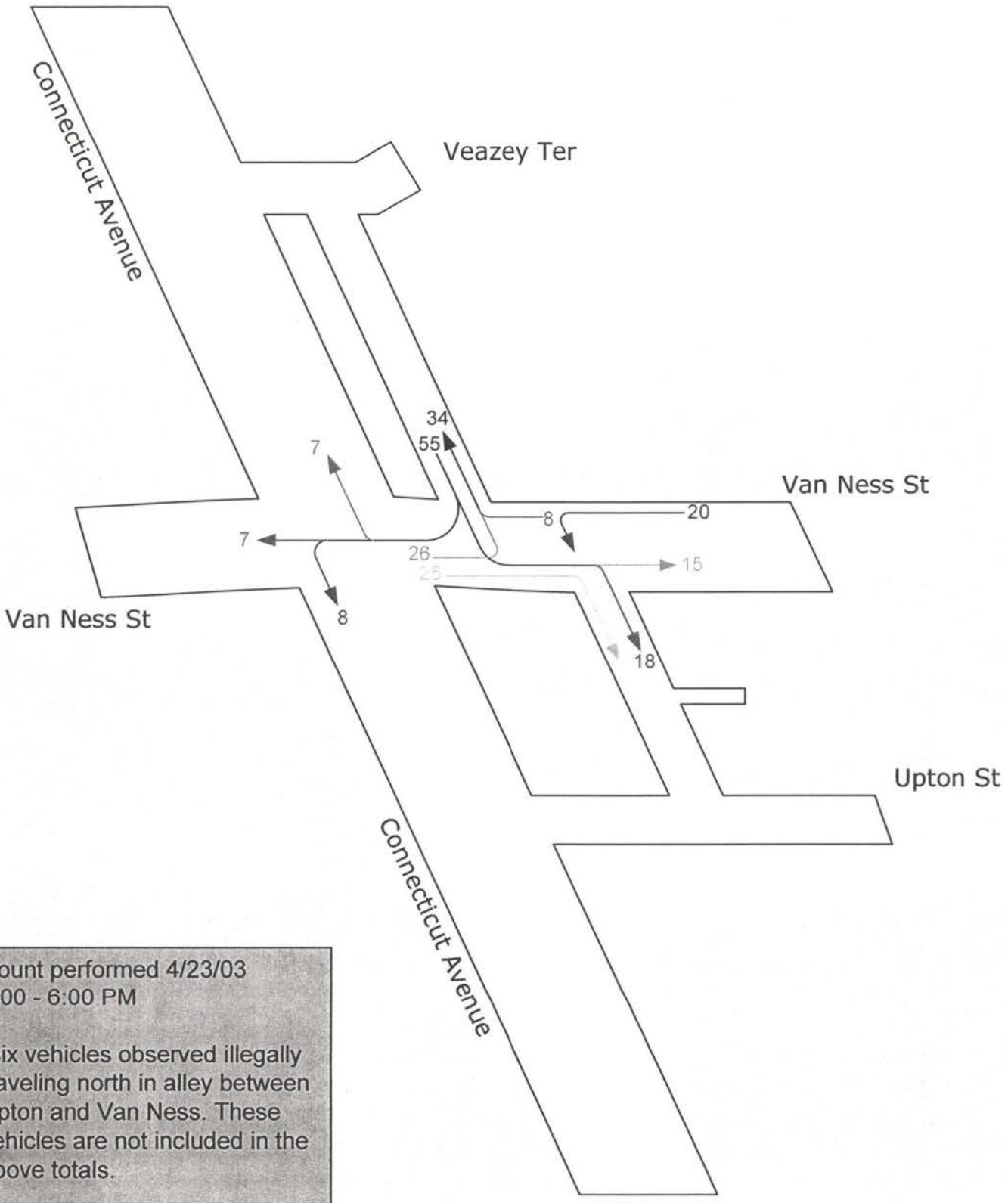
Because these speed humps will also serve as an inconvenience to truck traffic using the loading dock, and because of the narrow width and parking on Van Ness Street, the Study Team recommends that the alley be made two-way – for truck traffic only – from the loading dock north to Veazey Terrace. The alley should be signed appropriately, so that passenger vehicles do not travel northbound in the alley and so that trucks do not travel south of the loading dock.

Final Recommendation(s):

Short-Term: Implement preliminary suggestions I and IV listed above. Provide two-way access for trucks from the loading dock north.



Not to Scale June 2003		Connecticut Avenue Transportation Study	Van Ness Alley Counts - AM Peak Period	FIGURE 34

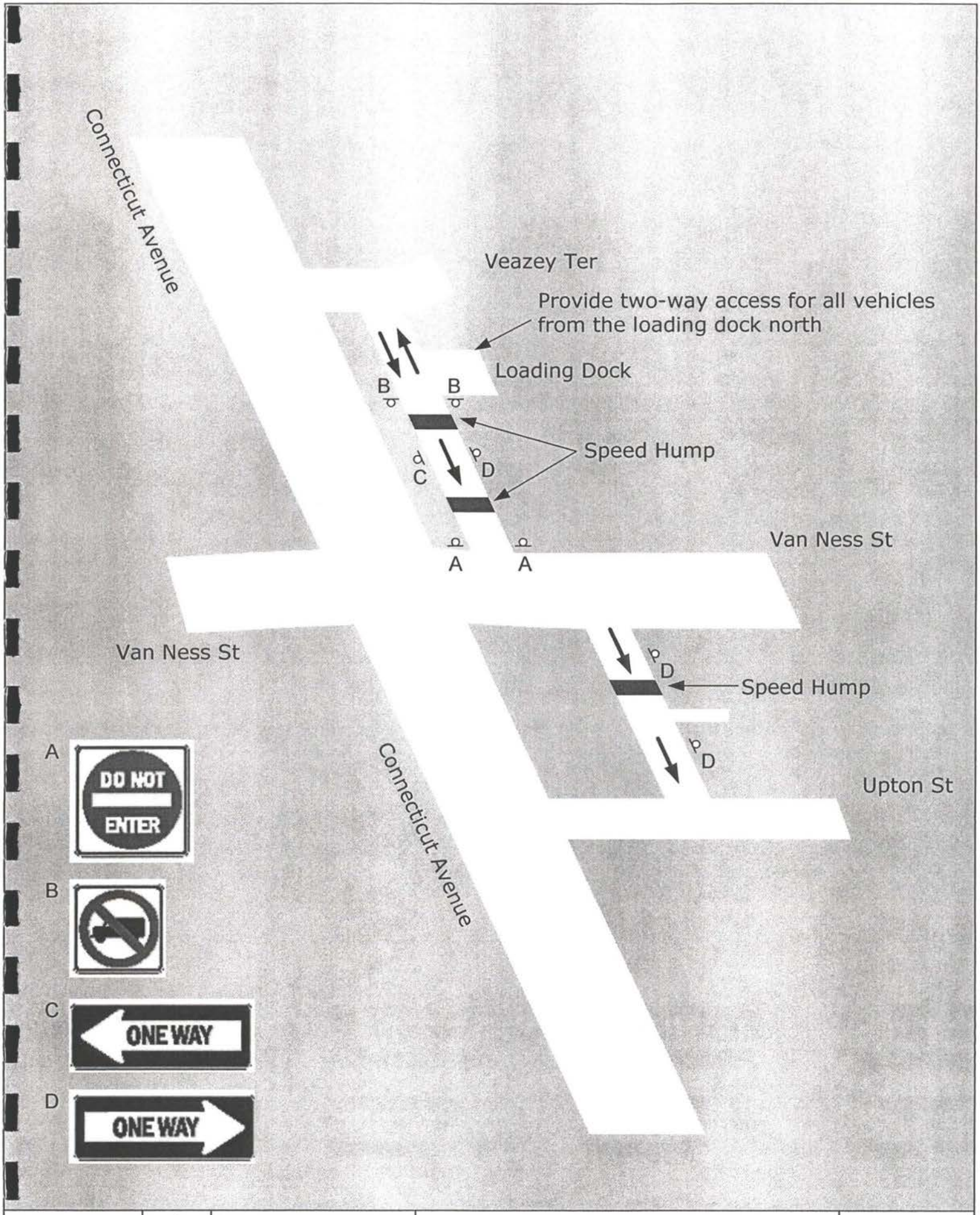


Count performed 4/23/03
5:00 - 6:00 PM

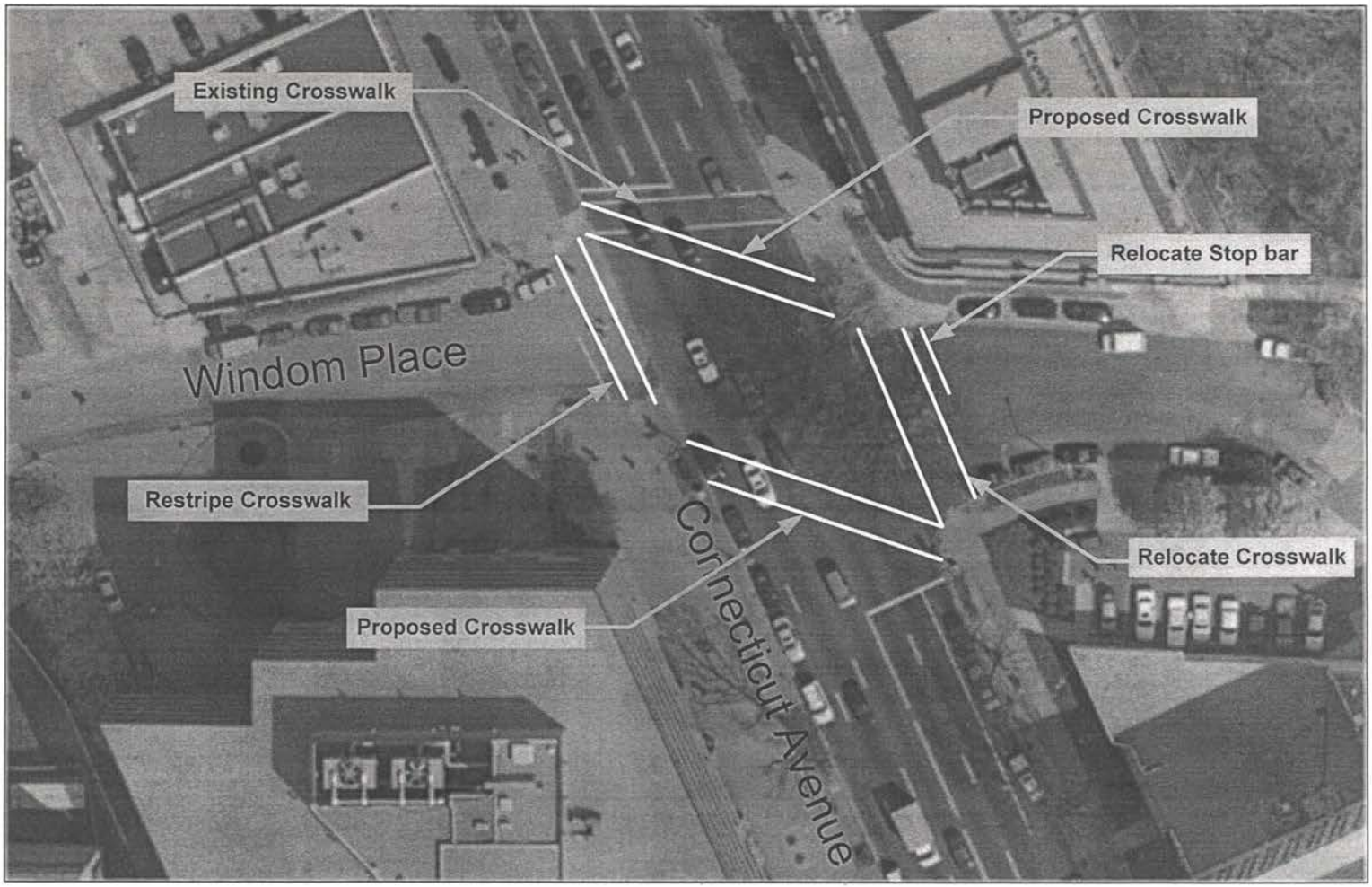
*six vehicles observed illegally traveling north in alley between Upton and Van Ness. These vehicles are not included in the above totals.

**seven southbound vehicles queued in the alley between Van Ness and Veazey at 5:40 PM.

Not to Scale June 2003	N	Connecticut Avenue Transportation Study	Van Ness Alley Counts - PM Peak Period	FIGURE 35



Not to Scale June, 2003	N	Connecticut Avenue Transportation Study	Van Ness Alley Improvements	FIGURE 36



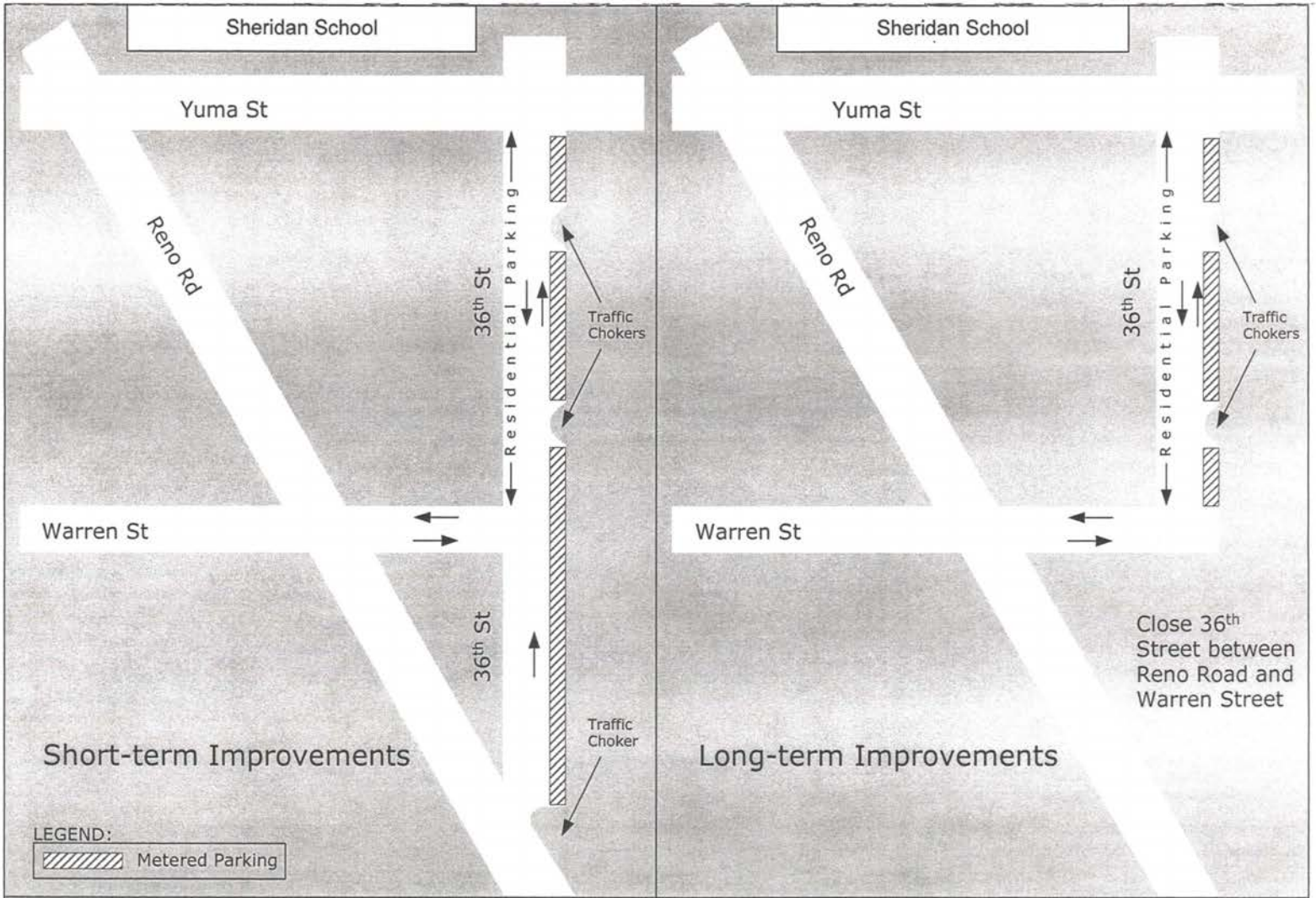
Scale: 1" = 50'		Connecticut Avenue Transportation Study	Recommended Improvements to Connecticut Avenue and Windom Place	FIGURE 37
June 2003				

Table 10B – 36th Street between Reno Road and Yuma Street

Issue: Speeding and cut-through traffic on northbound 36th Street between Reno Road and Yuma Street
Preliminary Suggestion(s): I. Make 36th Street one-way southbound between Yuma Street and Reno Road. II. Close 36th Street between Reno Road and Warren Street. III. Construct two traffic chokers on the east side of the 4300 block of 36th Street. IV. Remove the rumble strips on 36th Street in front of Sheridan School. V. Coordinate with Sheridan School for morning drop-off to take place on the west side of 36th Street. VI. Install a stop-sign on 36th Street at Warren Street. VII. Construct a choker on 36th Street at Reno Road.
Discussion: Residents of the 4300 block of 36th Street (between Warren and Yuma Streets) raised this issue through email correspondence and discussion at public meetings. 36th Street is used as a cut-through route for traffic wishing to avoid congestion on Reno Road and Connecticut Avenue. The Study Team observed traffic operations on 36th Street in numerous field visits. It was observed that a high percentage of vehicles traveling northbound on 36th Street turn right onto Yuma Street to access Connecticut Avenue, confirming residents' claims that 36th Street is being used as a cut-through route. Additionally, residents reported high speeds on 36th Street and a failure to obey traffic control devices, specifically the stop sign at Yuma Street. Residents noted that speeds are high on 36th Street (posted speed limit 25 mph), a problem compounded by the residential nature of the street and the presence of the Sheridan School at 4400 36th Street. Finally, residents have complained about non-residential use of the residential parking in front of their homes on the west side of 36th Street. There is metered parking on the east side of 36th Street which is rarely used. Study Team staff conduced a speed study on 36th Street between Reno Road and Warren Street on April 23, 2003. The speed of vehicles traveling north on 36th Street were measured for one hour during the AM peak period and one hour during the PM peak period. The 85th percentile speed (a standard engineering practice used for measuring how closely motorists are following posted speed limits) was found to be 27 mph during the AM peak period and 31 mph during the PM peak period. A total of 45 out of 174 recorded vehicles were found to be traveling at or above 30 mph, with the highest speed recorded at 39 mph. These speeds are inconsistent with the residential nature and classification of 36th Street. The Study Team also obtained three-year accident records for the intersections of 36th Street with Reno Road, Warren Street and Yuma Street. There were no reported accidents at 36th and Reno or Warren between 1999 and 2001. There was one accident (head-on collision) at 36th and Yuma between 2000 and 2002. The goals behind any improvements to 36th Street are to increase safety, reduce vehicle speeds and reduce cut-through traffic. The long-term solution is to close 36th Street between Reno Road and Warren Street, increasing the size of the existing green space bounded by the above three roadways. This will force cut-through traffic wishing to use 36th Street to reduce its speed and turn on either Warren or Yuma Street. Traffic will increase on Yuma Street but will remain at an acceptable level, because the increased inconvenience will cause many drivers to no longer use these residential streets as a

Table 10B (cont.) – 36th Street between Reno Road and Yuma Street

cut-through route. Drivers who continue to cut through the neighborhood will be able to use Warren Street, because 36th Street would remain open to two-way traffic as another means of reducing speed. In the short-term, prior to closing this block of 36th Street, a choker should be constructed across 36th Street at Reno Road, changing the angle of entry to 36th street and forcing drivers to slow down to negotiate the turn, as shown in Figure 38. With this reduced speed, the Study Team does not feel that a stop sign is necessary at 36th and Warren Streets. Another means of reducing speed will be to install two traffic chokers on the east side of the 4300 block of 36th Street. Two metered spaces will be lost, but based on current parking rates, this will not create a neighborhood parking problem. Enforcement of residential parking on the west side of 36th Street should be increased. Two improvements are suggested in the vicinity of the Sheridan School. The rumble strips surrounding the school should be removed. Rumble strips do not slow traffic, and vehicles crossing them create a level of noise that is inappropriate for a residential neighborhood. Lastly, school drop-off should take place on the west side of 36th Street. The benefits of this will be two-fold: students will no longer need to cross the street when they are dropped off, and northbound 36th Street traffic will be reduced.
Final Recommendation(s): Short-Term: Implement preliminary suggestions III - V and VII listed above. Increase parking enforcement. Long-term: Remove the proposed choker (see short-term recommendation) on 36th Street at Reno Road and implement preliminary suggestion II above.



Not to Scale		Connecticut Avenue Transportation Study	Recommended Improvements to 36th Street	FIGURE 38
June 2003				

V. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The Study Team conducted an extensive evaluation of transportation conditions in the Study Area. The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term improvements to reduce traffic congestion, especially during peak morning and evening travel hours; improve traffic and pedestrian safety; protect surrounding residential streets from traffic impacts; enhance transit service; and improve pedestrian transportation facilities in the study area.

The study was conducted with assistance from area residents[1]. The Study Team held two meetings with area residents to discuss existing transportation issues. The area residents provided additional input via e-mail, regular correspondence and meetings with DDOT and Consultant representatives. Input from residents was helpful in the identification of key transportation issues and the identification of future levels of development in the study area.

TRANSPORTATION ISSUES

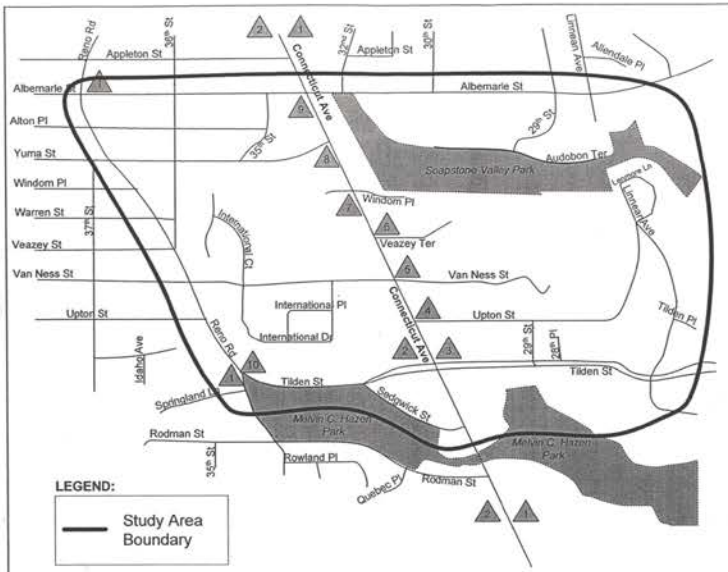
The Study Team identified a wide variety of existing and forecast transportation issues. Transit issues included the problem of buses running along Connecticut Avenue not being able to remain on schedule due to downstream traffic congestion. Pedestrian issues included lack of sidewalks at critical locations, poor condition or missing ADA access ramps, and lack of pedestrian signals. Parking issues included a lack of parking enforcement. Traffic operations issues included congestion along major roadways and at critical intersections, speeding, cut-through traffic, lack of turn lanes at selected intersections and non-optimized signal timings.

TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

The Study Team, with the assistance of area residents, developed an extensive list of preliminary suggestions that could be implemented to address the identified transportation issues. The Study Team evaluated the suggested improvements and developed an extensive list of short-term and long-term recommendations to address the identified transportation issues. These recommendations are shown in Figure 39. Planning level cost estimates for the implementation of each the recommended improvements are provided in Appendix L.

The implementation of these improvements would enhance transportation operations and improve safety in the study area. An improvement that would enhance traffic operations significantly is the optimization of signal timings throughout the study area. As shown in Table 11, with the exception of Tilden Street, existing Connecticut Avenue AM peak period signal timings are adequate, with little change in LOS or delay expected with the implementation of recommended improvements. At locations where delay is increased, such as Connecticut and Van Ness, the increased delay is usually the result of

[1] Appendix K summarizes citizens' comments received at public meetings.



No.	ISSUES	RECOMMENDATIONS
1)	A. Truck route restriction violations	Increased enforcement
	B. Traffic signal timings are not optimized	Optimize signal timings
2)	A. Evening (after 6:30 PM) congestion	Prohibit Connecticut Avenue parking until 7:00 PM throughout the length of the reversible lane section of Connecticut Avenue
	B. Safety of reversible lane operation	**Long-term:** Implement a system of overhead lane control signals
	C. Pedestrian safety crossing Connecticut Avenue	Increase the number of signs for the pedestrian underpass at the Van Ness Metro station, raising pedestrian awareness
	D. Buses traveling on Connecticut Avenue cannot keep to their schedules because of traffic congestion downtown.	I. Run peak period shuttle bus service for WMATA routes L1, L2 and L4 between the Van Ness Metro station and Chevy Chase Circle. II. L1, L2, L4 shuttles should loop to and from Connecticut Avenue via Tilden Street, Reno Road and Van Ness Street
	E. Pedestrian-vehicle conflicts on Connecticut Avenue	I. Remove the damaged "Yield to Pedestrians while Turning" sign on the westbound approach of Tilden Street to Connecticut Avenue. II. Install "Yield to Pedestrians in Crosswalk" signs at all signalized intersections on Connecticut Avenue.

Note:
All improvements are short-term unless otherwise noted

No.	ISSUES	RECOMMENDATIONS
3)	A. Westbound traffic congestion on Tilden Street	**Short-term:** Eliminate westbound parking on Tilden between the alley located east of Connecticut Avenue and Connecticut Avenue to create a right turn lane. Add westbound overlap for right turns
		Long-term: Construct 100' westbound left turn lane from median
	B. Difficult northbound left turns	Optimize signal timings
	C. Condition of crosswalks	Restripe east crosswalk across Tilden
4)	Large number of accidents/difficult left turn maneuver at Upton St and Connecticut Avenue	Prohibit left turns from Upton to Connecticut at all times
5)	A. Speeding and congestion in the alley between Van Ness Street and Veazey Terrace	I. Convert the alley to one-way southbound operation II. Install speed humps Provide two-way access for vehicles from the loading dock north (see Figure 36)
	B. Pedestrian-vehicle conflicts due to large numbers of pedestrians crossing Van Ness Street and a large number of southbound right turns	Prohibit right turns on red from Connecticut to Van Ness at all times.
	C. Missing pavement markings	Stripe eastbound Van Ness as left, through and right lanes.
	D. Vehicular congestion on eastbound Van Ness Street at Connecticut Avenue	I. Add eastbound overlap for right turns. Right turns will be protected when northbound Connecticut Avenue enters the advance green phase II. Add eastbound protected left turn phase
	E. Southbound right turns affect southbound through traffic	Eliminate two parking spaces on southbound Connecticut Avenue to create a short right-turn lane
	F. Difficulty making southbound left turns	Optimize signal timing
6)	A. Pedestrian safety in the vicinity of Connecticut Avenue	I. Extend pedestrian crossing times II. Replace pedestrian crossing sign on Veazey Terrace east of Connecticut Avenue. Restripe existing crosswalk.
7)	A. Congestion on Windom Place and Connecticut Avenue due to DC School District bus drop-off and pick-up for ETS and Rock Creek Academy	I. Coordinate with ETS and Rock Creek Academy to arrange for off-site consolidation of students into fewer buses II. Reserve parking spaces in 4400 block of Connecticut Avenue during school dismissal hours so PM operations do not take place on Windom Place. AM operations should be allowed to continue on Windom Place.
	B. Pedestrian safety: inadequate crosswalks, missing pedestrian signals, lack of pedestrian phase in every cycle at Windom Place and Connecticut Avenue	I. Install pedestrian signals on the east side of the intersection II. Operate signals in pre-timed mode. Remove pedestrian pushbuttons III. Restripe crosswalks across Windom Place IV. Stripe crosswalk diagonally across the north side of Connecticut Avenue V. Remove "no pedestrian crossing" signs from south side of intersection VI. Place crosswalk diagonally across the south side of Connecticut Avenue
	C. Signal coordination	Reduce PM peak period signal offset by seven seconds
	D. Confusing "No Parking" sign on Windom near Connecticut	Replace with correct sign
8)	Actuated signal means that pedestrian walk indications are not present in every signal cycle.	I. Install pedestrian signals across Yuma Street II. Operate signals in pre-timed mode. Remove pedestrian pushbuttons III. Re-stripe crosswalks and stop bars
9)	A. Congestion caused by car wash on southbound Connecticut between Albemarle and Yuma	**Short-term:** Under the existing car wash configuration, coordinate with the Metropolitan Police Department to provide an officer to direct traffic during peak hours of operation and ensure that local and residential traffic is not blocked by car wash activity. **Long-term:** Reverse the operation of the car wash and use the alleys behind and next to the car wash for queuing. Continue to provide an MPD officer to direct traffic during peak periods of operation
	B. Cut-through traffic in the alley between Albemarle and Yuma Streets	I. Repair damaged "one-way" sign on the south side of Yuma Street at the alley II. Install a stop sign in the alley at Yuma Street III. Repair the two damaged speed bumps in the alley
10)	A. Lack of sidewalks and disabled pedestrian access at Reno Road and Tilden Street	**Short-term:** I. Replace existing crosswalk across Reno Road and associated pedestrian signal from the south side of Reno and Tilden to the north side of Reno and Springland II. Construct ADA curb ramps on the north side of the intersection III. Remove pedestrian pushbuttons
		Long-term: Construct path on the west side of the island
	B. Striping	Restripe pavement markings at intersection of Reno Road and Tilden Street, including the left lane approach of Tilden Street to Reno Road

Not to Scale		Connecticut Avenue Transportation Study	**Transportation Issues and Recommendations**	FIGURE 39
June 2003				

Table 11 – LOS Comparison Table with Optimized Signal Timings and Recommended Improvements

	AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour	
	2002		2002 with Improvements		2012		2012 with Improvements		2002		2002 with Improvements		2012		2012 with Improvements	
Intersection	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1. Reno Road & Albemarle St	35.7	D	47.4	D	52.9	D	37.6	D	32.3	C	22.2	C	49.2	D	22.8	C
2. Reno Road & Yuma St	5.3	A	7.4	A	6.8	A	11.8	B	3.7	A	3.5	A	4.3	A	4.2	A
3. Reno Road & Van Ness St	47.5	D	30.2	C	108.3	F	109.5	F	43.7	D	26.4	C	48.9	D	47.9	D
4. Reno Road & Tilden St	148.5	F	13.3	B	232.5	F	15.5	B	29.6	C	17.9	B	56.9	E	33.2	C
5. Connecticut Ave & Albemarle St	29.3	C	30.2	C	61.3	E	71.6	E	10.0	A	12.6	B	10.8	B	28.5	C
6. Connecticut Ave & Yuma St	10.4	B	12.0	B	17.7	B	37.7	D	6.1	A	6.9	A	8.2	A	31.7	C
7. Connecticut Ave & Windom Pl	16.2	B	21.2	C	25.2	C	43.1	D	38.6	D	35.4	D	75.8	E	88.2	F
8. Connecticut Ave & Veazey Ter	14.0	B	21.8	C	28.8	C	39.7	D	46.9	D	30.6	C	37.8	D	39.4	D
9.Connecticut Ave and Van Ness St	33.4	C	42.7	D	55.4	E	54.5	D	130.2	F	123.2	F	162.8	F	172.9	F
10. Connecticut Ave & Upton St	3.4	A	3.4	A	4.2	A	5.8	A	4.0	A	4.5	A	6.3	A	8.4	A
11. Connecticut Ave & Tilden St	49.9	D	19.9	B	69.3	E	25.4	C	78.8	E	24.8	C	112.0	F	27.0	C
12. Albemarle Ave & Linnean Ave	4.1	A	3.9	A	4.3	A	4.1	A	5.7	A	5.8	A	6.3	A	5.9	A
13. Tilden St & Linnean Ave	14.1	B	4.4	A	35.7	D	4.9	A	2.9	A	2.7	A	6.2	A	3.0	A

	Change in Delay (s)		Change in Delay (s)	
Intersection	2002	2012	2002	2012
1. Reno Road & Albemarle St	11.8	(15.3)	(10.2)	(26.4)
2. Reno Road & Yuma St	2.1	4.9	(0.2)	(0.1)
3. Reno Road & Van Ness St	(17.3)	1.3	(17.3)	(1.0)
4. Reno Road & Tilden St	(135.2)	(217.0)	(11.7)	(23.7)
5. Connecticut Ave & Albemarle St	1.0	10.3	2.7	17.8
6. Connecticut Ave & Yuma St	1.6	20.0	0.8	23.6
7. Connecticut Ave & Windom Pl	5.0	17.9	(3.3)	12.4
8. Connecticut Ave & Veazey Ter	7.8	10.8	(16.3)	1.6
9.Connecticut Ave and Van Ness St	9.3	(0.9)	(7.0)	10.1
10. Connecticut Ave & Upton St	0.0	1.7	0.5	2.1
11. Connecticut Ave & Tilden St	(30.0)	(43.9)	(54.0)	(85.0)
12. Albemarle Ave & Linnean Ave	(0.1)	(0.1)	0.1	(0.4)
13. Tilden St & Linnean Ave	(9.7)	(30.8)	(0.2)	(3.2)

Change in Delay calculated by subtracting unimproved delay from delay with improvements

Table 11 (cont.) – LOS Comparison Table with Optimized Signal Timings and Recommended Improvements

	Evening Peak Hour		Evening Peak Hour		Evening Peak Hour		Evening Peak Hour	
	2002		2002 with Improvements		2012		2012 with Improvements	
Intersection	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
5. Connecticut Ave & Albemarle St	22.0	C	12.9	B	37.1	D	15.9	B
6. Connecticut Ave & Yuma St	32.9	C	9.1	A	55.0	E	19.7	B
7. Connecticut Ave & Windom Pl	44.0	D	18.6	B	87.6	F	58.3	E
8. Connecticut Ave & Veazey Ter	57.3	E	20.1	C	64.5	E	46.3	D
9.Connecticut Ave and Van Ness St	57.2	E	39.1	D	88.9	F	58.8	E
10. Connecticut Ave & Upton St	4.9	A	3.8	A	17.2	B	9.5	A
11. Connecticut Ave & Tilden St	23.9	C	28.8	C	64.1	E	50.6	D

	Saturday Peak Hour		Saturday Peak Hour		Saturday Peak Hour		Saturday Peak Hour	
	2002		2002 with Improvements		2012		2012 with Improvements	
Intersection	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
5. Connecticut Ave & Albemarle St	36.5	D	22.9	C	65.9	E	30.8	C
6. Connecticut Ave & Yuma St	47.1	D	13.0	B	60.2	E	28.3	C
7. Connecticut Ave & Windom Pl	49.4	D	24.2	C	65.2	E	36.7	D
8. Connecticut Ave & Veazey Ter	29.6	C	15.7	B	42.2	D	21.1	C
9.Connecticut Ave and Van Ness St	42.6	D	39.7	D	54.4	D	50.0	D
10. Connecticut Ave & Upton St	7.3	A	9.5	A	29.3	C	47.0	D
11. Connecticut Ave & Tilden St	25.1	C	24.8	C	69.6	E	55.6	E

	Change in Delay (s)	
Intersection	2002	2012
5. Connecticut Ave & Albemarle St	(9.1)	(21.2)
6. Connecticut Ave & Yuma St	(23.8)	(35.3)
7. Connecticut Ave & Windom Pl	(25.3)	(29.4)
8. Connecticut Ave & Veazey Ter	(37.1)	(18.3)
9.Connecticut Ave and Van Ness St	(18.1)	(30.1)
10. Connecticut Ave & Upton St	(1.1)	(7.7)
11. Connecticut Ave & Tilden St	4.9	(13.4)

	Change in Delay (s)	
	2002	2012
	(13.6)	(35.1)
	(34.1)	(31.9)
	(25.2)	(28.5)
	(13.9)	(21.1)
	(2.9).	(4.4)
	2.1	17.7
	(0.3)	(14.1)

Change in Delay calculated by subtracting unimproved delay from delay with improvements

improvements designed to enhance pedestrian safety and is low enough to be considered insignificant. It can be seen that in addition to Connecticut Avenue and Tilden Street, the recommended improvements and optimized signal timings will have a positive effect on Reno Road, with reduced delay expected at its intersections with Tilden and Van Ness Streets. With the implementation of short-term improvements, all intersections are expected to operate at LOS D or better during the existing AM peak hour.

During the 2012 AM peak period, the implementation of improvements would result in decreased delay at six of the 13 studied intersections. The only intersection expected to operate at LOS F is Reno Road and Van Ness Street, where current right-of-way restricts the ability to implement left turn lanes on Van Ness Street and the high overall intersection volume renders protected left turns on Reno Road ineffective.

With the implementation of optimized signal timings and recommended improvements, the existing PM peak period delay is expected to be reduced at nine of the 13 studied intersections. The increase in delay at the remaining intersections is expected to be insignificant.

During the 2012 PM peak period, recommended improvements and optimized timings will have a significant positive impact on the intersections of Connecticut Avenue and Tilden Street and Reno Road with Albemarle and Tilden Streets. As with the AM peak hour, most intersections with increased delay in the 2012 PM peak period have pedestrian improvements associated with them, such as the prohibition of right turns on red on southbound Connecticut Avenue at Van Ness Street.

During the evening and Saturday peak hours, both for existing and 2012 conditions, significantly improved traffic operations can be expected by optimizing signal timings and implementing recommended improvements. Generally, these improvements are expected to be enough to improve LOS by at least one letter grade.

APPENDIX A
SCOPE OF WORK

Connecticut Avenue Corridor Transportation Study
Scope of Work
June 2002

Purpose

The District Department of Transportation (DDOT) proposes to investigate transportation management improvements in the Connecticut Avenue area. These efforts are in response to citizen concerns regarding speeding traffic and other safety concerns. The purpose of the study is to examine existing transportation conditions in the study area and projected future transportation conditions related to proposed development, and to determine short-term and long-term transportation management and infrastructure improvements to reduce traffic congestion, especially during peak morning and evening travel hours, evening hours and weekends; improve traffic and pedestrian safety; and protect surrounding residential streets from traffic impacts.

Study Area

The "study area" for this project includes the following transportation corridor:

- Connecticut Avenue, NW from Sedgwick Street, NW to Albemarle Street, NW. The eastern boundary of the study area shall be Linnean Avenue and the western boundary of the study area shall be Reno Road.

The study area includes the crossing streets east and west of Connecticut Avenue north of Sedgwick Street and south of Albemarle Streets, between Reno Road and Linnean Avenue.

Definition of Work

The contractor will examine existing traffic conditions in the study area, estimate projected future traffic conditions resulting from anticipated development projects and make recommendations to improve mobility and traffic safety. Over a 14–week period, the contractor will investigate current and future needs regarding vehicle, pedestrian and bicycle mobility, and safety and work in close connection with community stakeholders in addressing their safety concerns.

The contractor shall prepare a proposed study scope of work, project schedule and proposed budget and submit these documents to the project manager at the end of week #1.

Description of Work to be Performed

Task 1: Scoping Meeting

The contractor shall develop a meaningful community participation process that will consist of at least three meetings with community stakeholders in the Connecticut Avenue study area. The purpose of these meetings shall be to obtain input for development of the traffic management concept designs. The first meeting will be held with Advisory Neighborhood Commission 3F, local community groups and stakeholders

to discuss the proposed scope of work and schedule for the traffic study, and receive public comment. This meeting will be scheduled for the second week of the study. The aim of this meeting will be to announce the project to the neighborhood, outline the projected timeframe for the study and introduce the contractor to community stakeholders. This meeting will also allow for community input in refining the study scope of work.

The second public meeting will occur after Task 4 is completed. The third public meeting will be held after Task 8 is completed. With the assistance of the Division of Transportation and the Office of Planning, the Contractor shall develop a project contact/mailing list of parties within the study area and other interested parties.

Task #1 to be completed Week 2

Task 2: Collect and Consolidate Data

The contractor will collect data on the following elements:

1. Existing traffic volumes and level of service for roadway segments within the study area. This includes mapping, aerial photography, historical research and other materials available from the DC Office of Planning, DPW Traffic Services and Transportation Planning, and other District and Federal government agencies.

2. Information from traffic studies conducted in the study area within the past two years.

3. Field reconnaissance of the corridor area noting existing land uses, existing roadway geometric and traffic control conditions, traffic flow patterns, transit facilities and services, pedestrian facilities, bicycle facilities (if any), as well as opportunities and constraints pertaining to access from the intersecting sidestreets and driveways.

4. Conduct field studies to identify vehicular and pedestrian traffic characteristics, including turning motions, at key intersections during the morning peak period (8 AM to 10 AM) and the afternoon peak period (4:30 PM to 6:30 PM on four typical weekdays. Also the contractor shall conduct field surveys on four Saturdays between 12-noon and 4 PM, and four weekday evenings between 6:30 PM and 8 PM. These key intersections should include, but are not limited to, the following intersections:

    1. Connecticut Avenue and Tilden Street;
    2. Connecticut Avenue and Upton Street
    3. Connecticut Avenue and Van Ness Street;
    4. Connecticut Avenue and Veasey Terrace;
    5. Connecticut Avenue and Windom Place;
    6. Connecticut Avenue and Yuma Street; and
    7. Connecticut Avenue and Albemarle Street.

    The traffic surveys outlined above shall be conducted between September 9, 2002 and October 12, 2002. The list of key intersections will be refined during the initial scoping meeting with local ANC and neighborhood citizens.

- Mechanical/continuous vehicle volume, speed and classification survey at four intersections, including Connecticut Avenue just north of Tilden Street, Connecticut Avenue just north of Veasey Terrace and Connecticut Avenue just south of Albemarle Street NW, and on Van Ness Street just west of Connecticut Avenue, for a two-week period.

- Travel time and delay studies along the corridor throughout the day, including morning and afternoon peak periods, early evenings, mid-day and weekends.

- Generalized origin-destination observations at key portal points along the corridor.

- Generalized parking inventory of curbside parking regulations and usage along Connecticut Avenue within the study area, and usage surveys for the major corridor and crossing streets within the study area.

- Queuing observation of traffic along the major corridor of the study area.

- Observations of pedestrian traffic within the study area, including pedestrian crossing of Connecticut Avenue inconsistent with traffic regulations.

- Identify any proposed new construction within the study area and calculate proposed vehicular traffic generated by the proposed development.

- The contractor will prepare a brief report of findings regarding traffic and safety identified through Task 2 and make 20 copies available to District agencies, ANC 3-F and other interested community groups.

Task #2 to be completed Week 8

Task 3: Public meeting

The contractor and DDOT shall conduct a public meeting with the ANC, community groups and stakeholders to review the findings of the research and field investigations and obtain public comment.

Task #3 to be completed Week 10

Task 4: Short-term Options

The contractor will analyze the current vehicular, bicycle and pedestrian traffic conditions and identify short-term options which could be implemented in 12 months to improve mobility, safety and reduce congestion, such as traffic control measures, traffic calming measures, improved signage, signalization, channelization, etc. The contractor shall prepare a brief report summarizing their findings and recommended short-term improvements. As part of this analysis the contractor will calculate the impact of each proposed improvement on mobility, safety, and level of service of the major corridor within the study area. The contractor shall also analyze average delays, queues and travel

times along the corridor both with and without the recommended short-term options using a Sychro software-modeling program.

Task #4 to be completed Week 12

Task 5: Long-term Options

The contractor will analyze the current traffic situation and identify long-term options to improve mobility, safety and reduce congestion, such as road widening, intersection modification and other long-term improvements that would take longer than 12 months to implement. The contractor shall also identify methods of improving pedestrian and bicycle connections. The contractor shall prepare a brief report summarizing their findings and recommended long-term improvements. As part of this analysis the contractor will calculate impact of each proposed improvement on mobility, safety, and level of service. The contractor shall also analyze average delays, queues and travel times along the major corridor both with and without the recommended long-term options using a Synchro software-modeling program.

The contractor will prepare a draft report of findings and recommendations regarding traffic and safety identified through Tasks 3 and 4 and make 20 copies available to District agencies, ANC 3-F and other interested community groups.

Task #5 to be completed Week 12

Task 6: Public meeting

The contractor will conduct a public meeting to review recommendations with the ANC, community groups and stakeholders and obtain comments.

Task #6 to be completed Week 14

Task 7: Final Report

The contractor shall incorporate comments from the public meeting and District and Federal agencies into a final report. The final report shall also contain preliminary budget estimates and a proposed schedule for implementing the proposed short-term and long-term recommendations.

Task #7 to be completed Week 18

Task 8: Public Meeting

The contractor will conduct a final public meeting to review the final draft report with the ANC, community groups and stakeholders.

Task #8 to be completed Week 20

Deliverables

- Detailed scope of work and study schedule and project budget.
- Preliminary report on transportation findings
- Preliminary report on recommended short-term and long-term improvements

- Final report of short-term and long-term improvements
- Visual aids including maps or aerial photos of study area as needed
- Monthly progress reports

Coordination

Consultant will work closely with the DPW/DDOT/Traffic Services Administration, the ANC from the neighborhood, other community groups, stakeholders and the DC Office of Planning.

Key Dates/Schedule

Week 2: Conduct a scoping meeting with local Advisory Neighborhood Commission and community groups.

Week 8: Determine existing traffic volumes and level of service for roadway segments within the study area. Identify turning motions at key intersections.

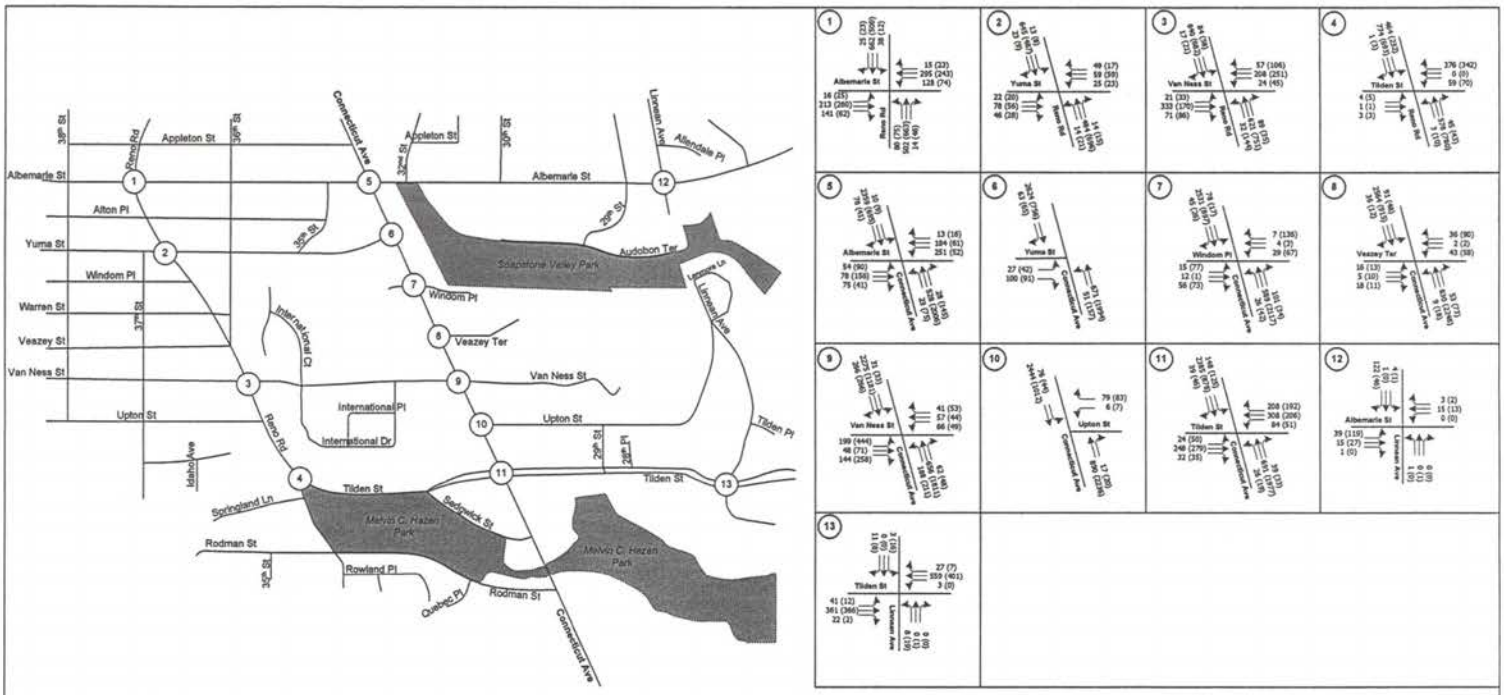
Week 12: Identify short-term and long-term improvements to improve mobility, safety and reduce congestion.

Week 12: Draft Report

Weeks 10 and 14: Public Meetings

Week 18/20: Final Report and Public Meeting

APPENDIX B
TRAFFIC COUNT DATA



LEGEND:

385 AM PEAK HOUR VOLUME
(456) PM PEAK HOUR VOLUME

Scale: 1" = 785' June 2003	N	Connecticut Avenue Traffic Impact Study	Existing AM and PM Peak Hour Volumes	FIGURE B-1

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 reno and albemarle
Site Code : 00000000
Start Date : 10/29/2002
Page No : 1

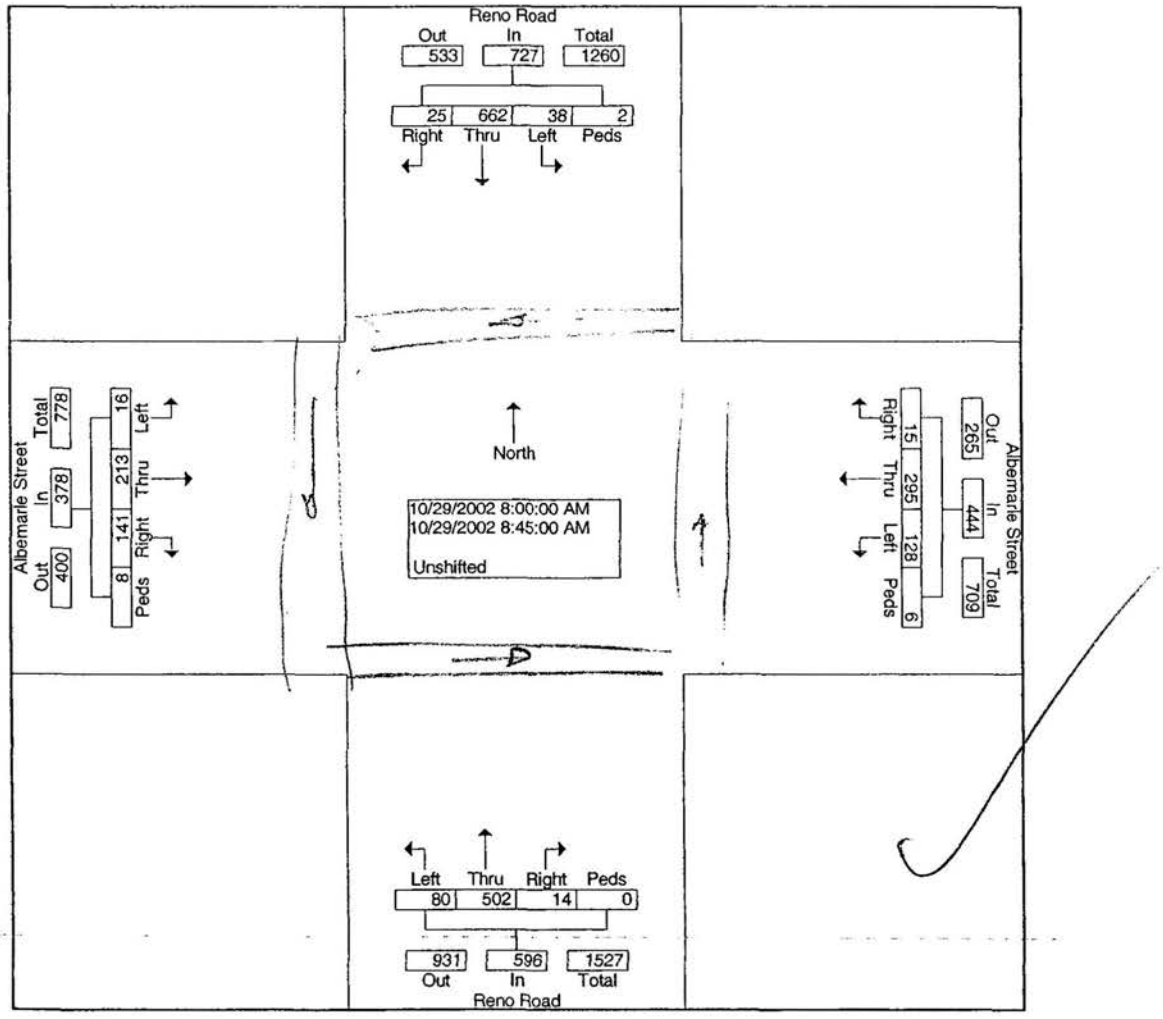
Groups Printed- Unshifted

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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	5	164	2	2	173	3	57	21	2	83	6	139	21	0	166	55	48	3	2	108	530
:15 AM	4	169	12	0	185	4	91	41	4	140	4	140	23	0	167	31	60	5	3	99	591
:30 AM	8	165	13	0	186	6	77	38	0	121	3	96	22	0	121	32	65	5	1	103	531
08:45 AM	8	164	11	0	183	2	70	28	0	100	1	127	14	0	142	23	40	3	2	68	493
Total	25	662	38	2	727	15	295	128	6	444	14	502	80	0	596	141	213	16	8	378	2145
:00 AM	6	143	14	3	166	2	47	28	5	82	4	77	23	1	105	4	44	4	2	54	407
09:15 AM	2	106	1	1	110	1	30	11	0	42	1	84	12	1	98	17	30	1	2	50	300
:30 AM	8	104	2	1	115	2	29	8	1	40	2	89	6	2	99	16	26	2	1	45	299
:45 AM	2	84	2	1	89	3	29	6	0	38	2	63	3	0	68	3	31	2	3	39	234
Total	18	437	19	6	480	8	135	53	6	202	9	313	44	4	370	40	131	9	8	188	1240
4:30 PM	3	127	3	0	133	6	41	21	3	71	4	151	23	0	178	29	44	3	7	83	465
04:45 PM	4	108	2	0	114	3	39	15	0	57	2	148	19	0	169	26	46	2	10	84	424
Total	7	235	5	0	247	9	80	36	3	128	6	299	42	0	347	55	90	5	17	167	889
5:00 PM	12	128	0	2	142	7	60	13	9	89	14	150	16	3	183	13	50	5	7	75	489
05:15 PM	2	168	5	0	175	4	59	14	0	77	3	221	20	2	246	23	81	5	4	113	611
5:30 PM	0	107	0	2	109	11	54	20	2	87	17	159	17	2	195	13	65	9	2	89	480
5:45 PM	9	97	7	3	116	1	70	27	1	99	12	133	22	1	168	13	64	6	1	84	467
Total	23	500	12	7	542	23	243	74	12	352	46	663	75	8	792	62	260	25	14	361	2047
6:00 PM	3	135	4	1	143	1	64	21	3	89	2	109	22	2	135	9	47	4	3	63	430
6:15 PM	4	126	10	5	145	4	57	11	5	77	0	156	14	4	174	6	46	8	6	66	462
Grand Total	80	2095	88	21	2284	60	874	323	35	1292	77	2042	277	18	2414	313	787	67	56	1223	7213
pprch %	3.5	91.7	3.9	0.9		4.6	67.6	25.0	2.7		3.2	84.6	11.5	0.7		25.6	64.3	5.5	4.6		
Total %	1.1	29.0	1.2	0.3	31.7	0.8	12.1	4.5	0.5	17.9	1.1	28.3	3.8	0.2	33.5	4.3	10.9	0.9	0.8	17.0	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 reno and albemarle
Site Code : 00000000
Start Date : 10/29/2002
Page No : 2

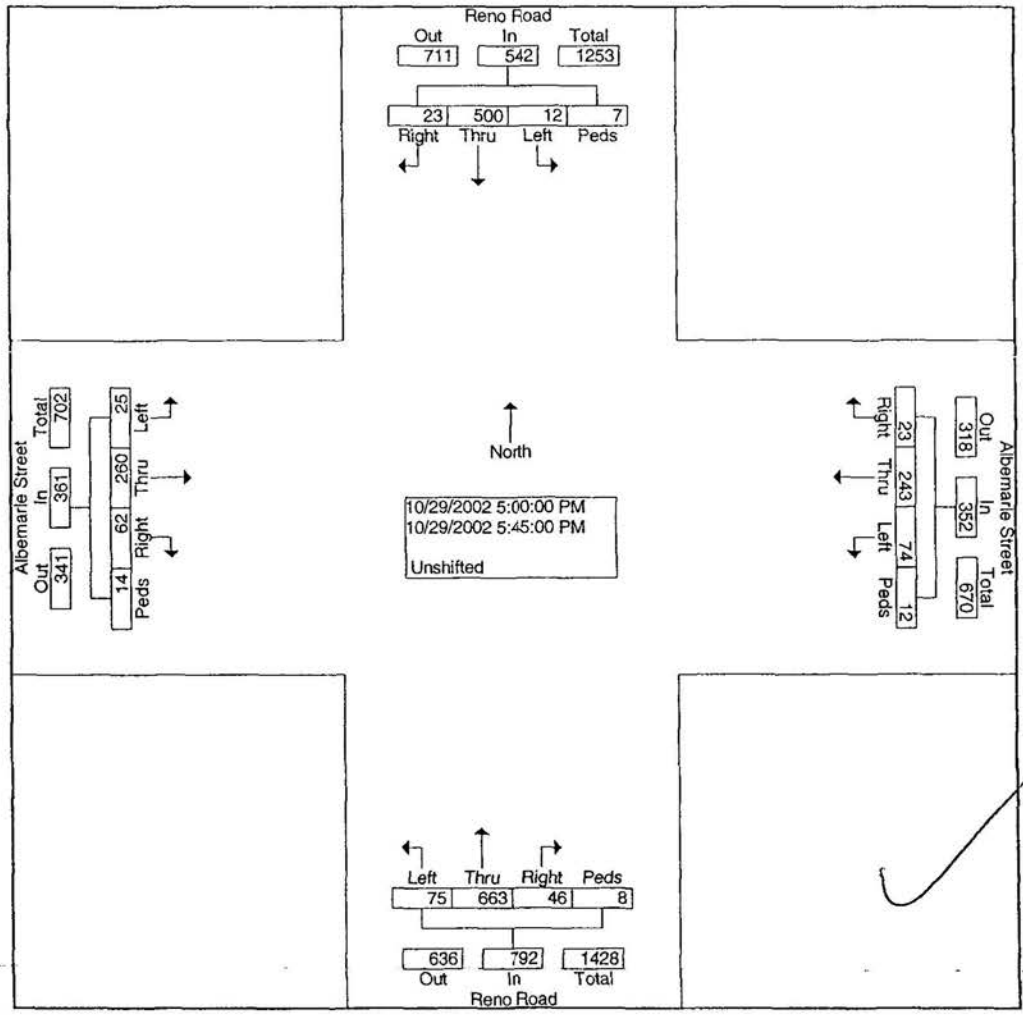
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	25	662	38	2	727	15	295	128	6	444	14	502	80	0	596	141	213	16	8	378	2145
Percent	3.4	91.1	5.2	0.3		3.4	66.4	28.8	1.4		2.3	84.2	13.4	0.0		37.3	56.3	4.2	2.1		
08:15 Volume	4	169	12	0	185	4	91	41	4	140	4	140	23	0	167	31	60	5	3	99	591
Peak Factor																					0.907
High Int.	08:30 AM					08:15 AM					08:15 AM					08:00 AM					
Volume	8	165	13	0	186	4	91	41	4	140	4	140	23	0	167	55	48	3	2	108	
Peak Factor					0.977					0.793					0.892					0.875	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 reno and albemarle
Site Code : 00000000
Start Date : 10/29/2002
Page No : 3

Start Time	Reno Road From North					Albemarle Street From East					Reno Road From South					Albemarle Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	23	500	12	7	542	23	243	74	12	352	46	663	75	8	792	62	260	25	14	361	2047
Percent	4.2	92.3	2.2	1.3		6.5	69.0	21.0	3.4		5.8	83.7	9.5	1.0		17.2	72.0	6.9	3.9		
05:15 Volume	2	168	5	0	175	4	59	14	0	77	3	221	20	2	246	23	81	5	4	113	611
Peak Factor																					0.838
High Int.	05:15 PM					05:45 PM					05:15 PM					05:15 PM					
Volume	2	168	5	0	175	1	70	27	1	99	3	221	20	2	246	23	81	5	4	113	
Peak Factor					0.774					0.889					0.805					0.799	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : untitled3
Site Code : 00000000
Start Date : 10/30/2002
Page No : 1

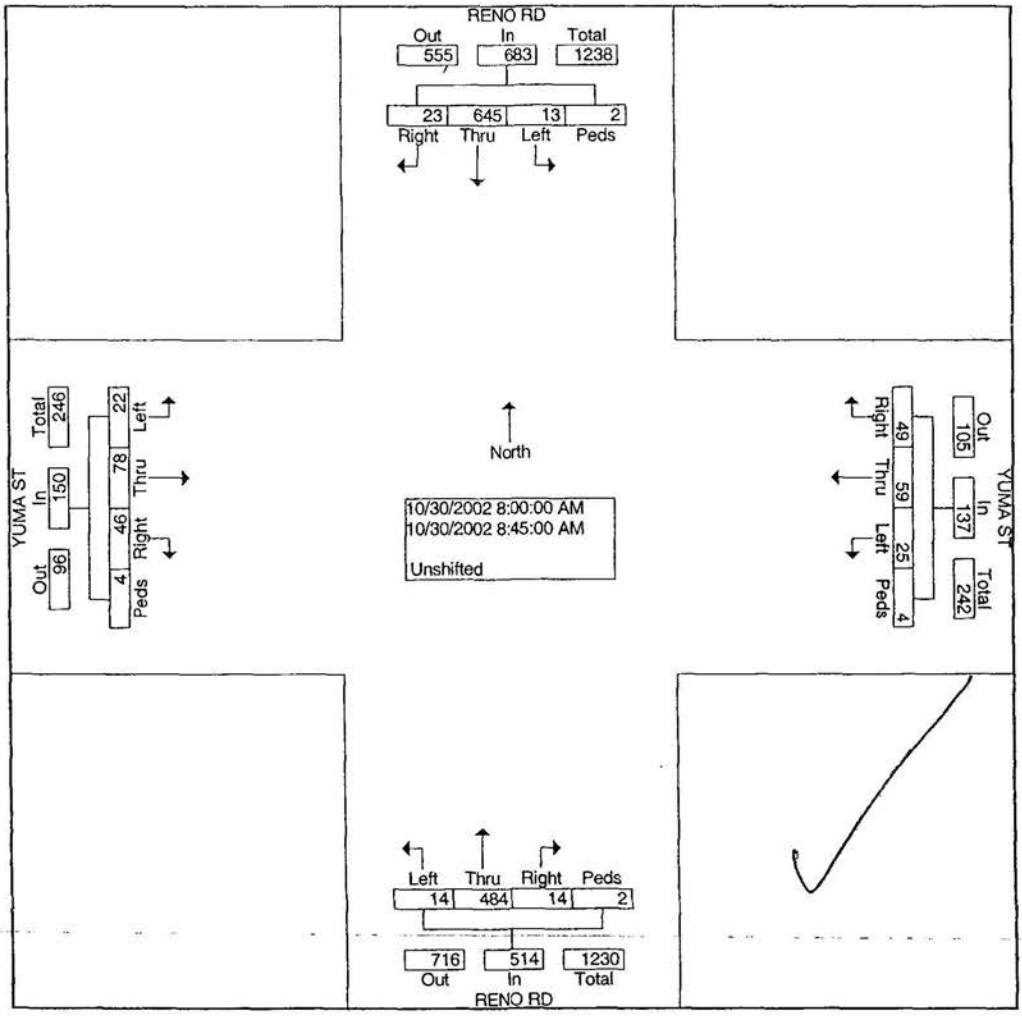
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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	1	141	1	0	143	3	22	3	0	28	3	105	3	2	113	20	28	4	0	52	336
08:15 AM	10	182	4	0	196	16	15	7	0	38	0	119	3	0	122	8	25	3	0	36	392
08:30 AM	4	175	7	0	186	15	20	7	2	44	6	159	6	0	171	8	18	7	1	34	435
08:45 AM	8	147	1	2	158	15	2	8	2	27	5	101	2	0	108	10	7	8	3	28	321
Total	23	645	13	2	683	49	59	25	4	137	14	484	14	2	514	46	78	22	4	150	1484
09:00 AM	5	148	5	2	160	4	3	2	0	9	3	107	6	0	116	7	10	0	0	17	302
09:15 AM	7	144	6	0	157	4	8	4	0	16	5	104	6	0	115	3	14	3	0	20	308
09:30 AM	6	123	9	0	138	6	5	6	0	17	3	96	3	0	102	6	10	4	0	20	277
09:45 AM	0	133	0	1	134	4	8	3	2	17	4	99	3	2	108	2	12	3	0	17	276
Total	18	548	20	3	589	18	24	15	2	59	15	406	18	2	441	18	46	10	0	74	1163
04:30 PM	1	143	1	1	146	4	16	2	1	23	2	136	1	0	139	0	8	2	0	10	318
04:45 PM	3	126	2	2	133	2	4	1	1	8	1	182	9	1	193	2	4	1	2	9	343
Total	4	269	3	3	279	6	20	3	2	31	3	318	10	1	332	2	12	3	2	19	661
05:00 PM	0	127	0	3	130	5	20	5	4	34	4	179	5	3	191	8	24	5	2	39	394
05:15 PM	0	115	4	1	120	6	8	8	1	23	4	166	6	3	179	7	10	3	1	21	343
05:30 PM	9	123	4	2	138	3	7	3	2	15	2	184	4	4	194	8	9	4	3	24	371
05:45 PM	0	122	0	0	122	3	24	7	3	37	5	167	6	2	180	5	13	8	4	30	369
Total	9	487	8	6	510	17	59	23	10	109	15	696	21	12	744	28	56	20	10	114	1477
06:00 PM	7	101	8	1	117	5	7	5	0	17	6	140	9	0	155	4	10	4	1	19	308
06:15 PM	0	104	0	3	107	6	8	5	3	22	7	136	5	0	148	7	11	5	1	24	301
Grand Total	61	2154	52	18	2285	101	177	76	21	375	60	2180	77	17	2334	105	213	64	18	400	5394
Apprch %	2.7	94.3	2.3	0.8		26.9	47.2	20.3	5.6		2.6	93.4	3.3	0.7		26.3	53.3	16.0	4.5		
Total %	1.1	39.9	1.0	0.3	42.4	1.9	3.3	1.4	0.4	7.0	1.1	40.4	1.4	0.3	43.3	1.9	3.9	1.2	0.3	7.4	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : untitled3
Site Code : 00000000
Start Date : 10/30/2002
Page No : 2

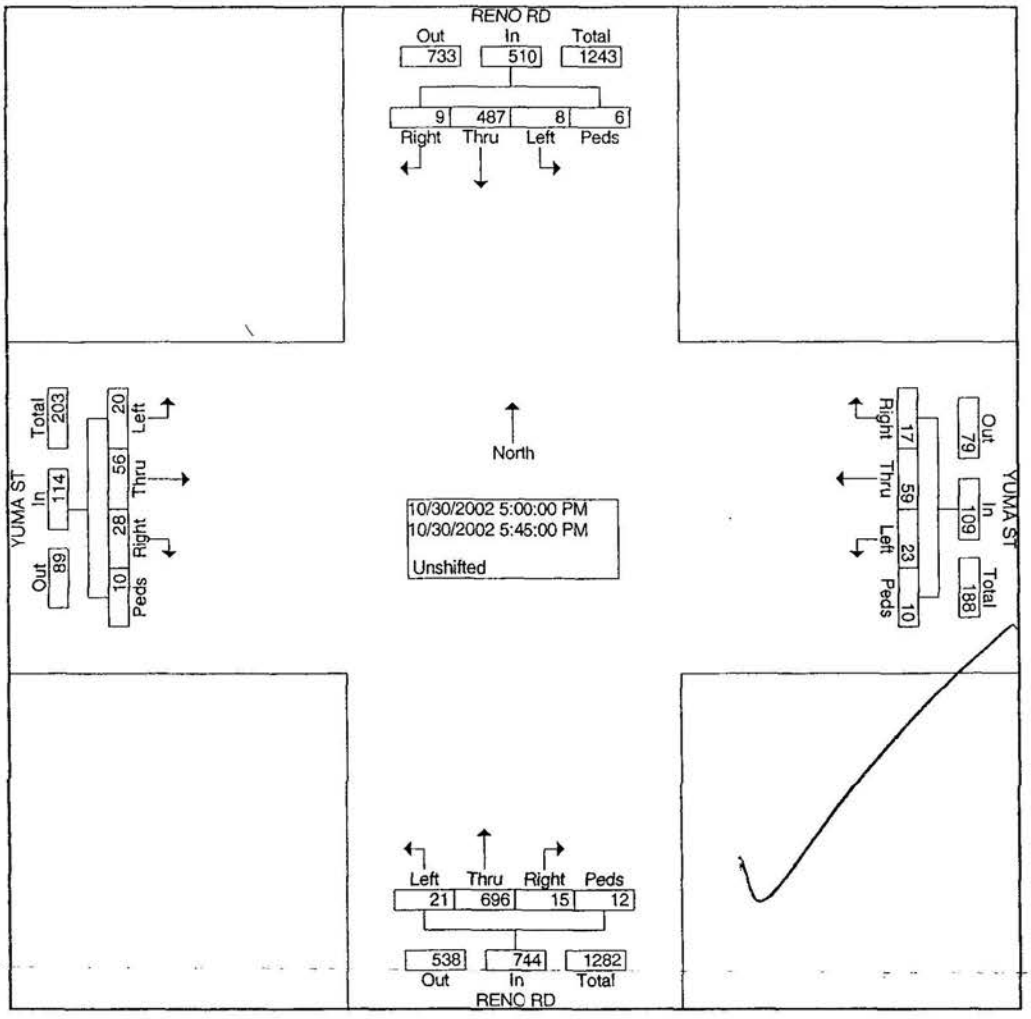
[redacted]	RENO RD From North					YUMA ST From East					RENO RD From South					YUMA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
[redacted]k Hour From 08:00 AM to 11:45 AM - Peak 1 of 1																					
[redacted]tersecti on	08:00 AM																				
Volume	23	645	13	2	683	49	59	25	4	137	14	484	14	2	514	46	78	22	4	150	1484
Percent	3.4	94.4	1.9	0.3		35.8	43.1	18.2	2.9		2.7	94.2	2.7	0.4		30.7	52.0	14.7	2.7		
[redacted] 08:30 Volume	4	175	7	0	186	15	20	7	2	44	6	159	6	0	171	8	18	7	1	34	435
Peak Factor																					0.853
[redacted]High Int.	08:15 AM					08:30 AM					08:30 AM					08:00 AM					
Volume	10	182	4	0	196	15	20	7	2	44	6	159	6	0	171	20	28	4	0	52	
Peak Factor					0.871					0.778					0.751					0.721	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : untitled3
Site Code : 00000000
Start Date : 10/30/2002
Page No : 3

	RENO RD From North					YUMA ST From East					RENO RD From South					YUMA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	9	487	8	6	510	17	59	23	10	109	15	696	21	12	744	28	56	20	10	114	1477
Percent	1.8	95.5	1.6	1.2		15.6	54.1	21.1	9.2		2.0	93.5	2.8	1.6		24.6	49.1	17.5	8.8		
05:00 Volume	0	127	0	3	130	5	20	5	4	34	4	179	5	3	191	8	24	5	2	39	394
Peak Factor																					0.937
High Int.	05:30 PM					05:45 PM					05:30 PM					05:00 PM					
Volume	9	123	4	2	138	3	24	7	3	37	2	184	4	4	194	8	24	5	2	39	
Peak Factor					0.924					0.736					0.959					0.731	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 011403 reno & van ness
Site Code : 00000000
Start Date : 01/14/2003
Page No : 1

Groups Printed- Unshifted

	RENO ROAD From North					VAN NESS From East					RENO ROAD From South					VAN NESS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:45 AM	4	141	11	0	156	6	37	7	3	53	10	76	5	0	91	17	53	7	2	79	379
Total	4	141	11	0	156	6	37	7	3	53	10	76	5	0	91	17	53	7	2	79	379
08:00 AM	8	194	15	0	217	11	46	11	7	75	17	160	2	2	181	16	74	4	1	95	568
08:15 AM	3	218	21	4	246	16	63	4	18	101	12	163	11	2	188	20	73	7	1	101	636
08:30 AM	3	208	13	3	227	13	54	3	13	83	25	157	9	1	192	18	85	8	1	112	614
08:45 AM	3	220	35	1	259	17	45	6	8	76	35	141	10	3	189	17	101	2	2	122	646
Total	17	840	84	8	949	57	208	24	46	335	89	621	32	8	750	71	333	21	5	430	2464
09:00 AM	6	190	21	0	217	12	28	8	5	53	33	122	12	2	169	17	84	3	3	107	546
09:15 AM	5	172	17	0	194	14	24	4	3	45	34	123	12	0	169	13	60	11	1	85	493
09:30 AM	10	188	19	4	221	12	37	9	2	60	17	88	18	0	123	13	58	4	4	79	483
09:45 AM	6	154	14	2	176	10	31	10	5	56	19	119	14	0	152	13	44	8	8	73	457
Total	27	704	71	6	808	48	120	31	15	214	103	452	56	2	613	56	246	26	16	344	1979
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	8	145	11	1	165	11	49	8	17	85	9	153	23	0	185	18	25	2	3	48	483
04:45 PM	13	129	17	1	160	21	54	5	4	84	6	183	32	0	221	12	43	11	3	69	534
Total	21	274	28	2	325	32	103	13	21	169	15	336	55	0	406	30	68	13	6	117	1017

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 011403 reno & van ness
Site Code : 00000000
Start Date : 01/14/2003
Page No : 2

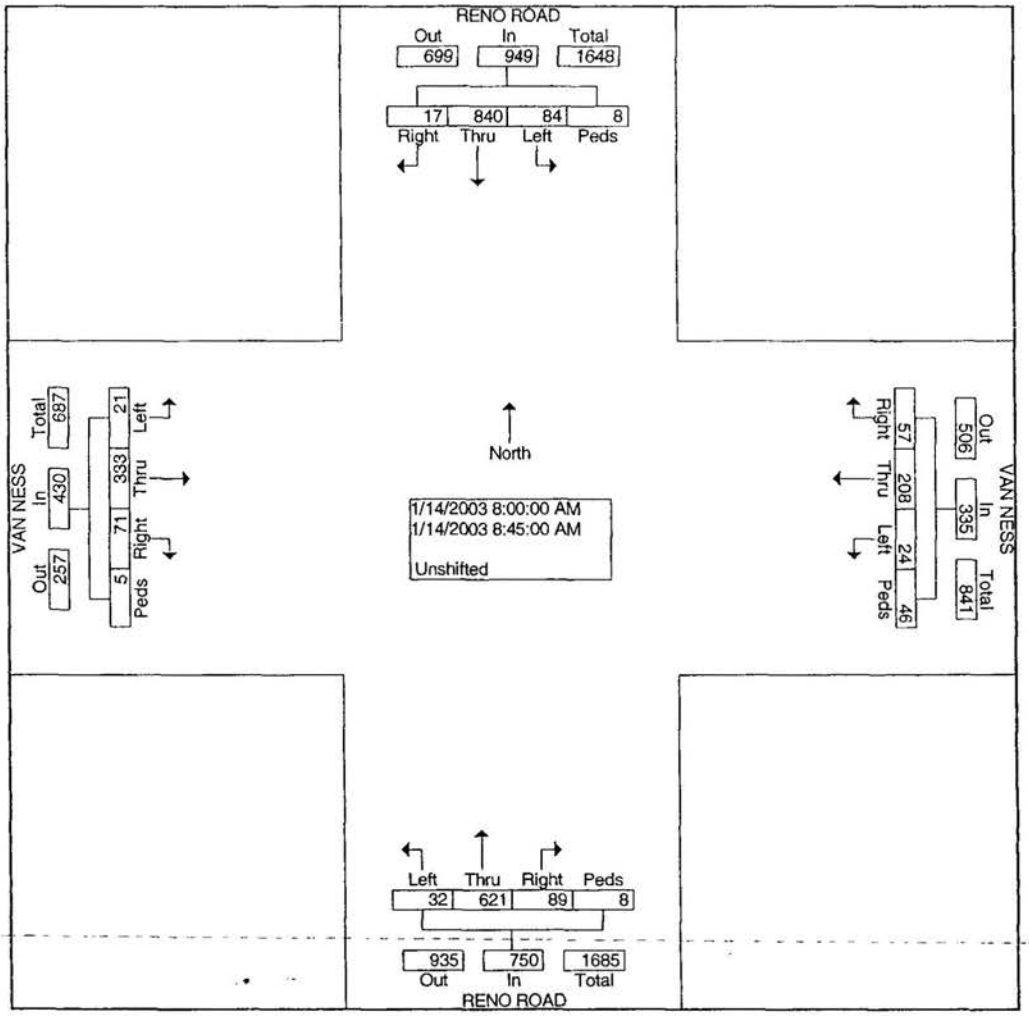
Groups Printed- Unshifted

	RENO ROAD From North					VAN NESS From East					RENO ROAD From South					VAN NESS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	3	175	13	0	191	27	62	11	7	107	11	152	26	2	191	13	47	6	3	69	558
05:15 PM	6	167	15	2	190	26	58	15	9	108	6	199	43	0	248	23	34	9	5	71	617
05:30 PM	4	171	16	1	192	28	67	10	8	113	10	210	40	0	260	26	46	10	3	85	650
05:45 PM	8	169	14	2	193	25	64	9	6	104	8	190	35	2	235	24	43	8	4	79	611
Total	21	682	58	5	766	106	251	45	30	432	35	751	144	4	934	86	170	33	15	304	2436
06:00 PM	6	151	15	0	172	23	58	10	8	99	6	174	32	0	212	19	39	6	3	67	550
06:15 PM	3	143	13	1	160	24	51	7	5	87	7	169	29	0	205	15	31	4	3	53	505
Grand Total	99	2935	280	22	3336	296	828	137	128	1389	265	2579	353	14	3211	294	940	110	50	1394	9330
Apprch %	3.0	88.0	8.4	0.7		21.3	59.6	9.9	9.2		8.3	80.3	11.0	0.4		21.1	67.4	7.9	3.6		
Total %	1.1	31.5	3.0	0.2	35.8	3.2	8.9	1.5	1.4	14.9	2.8	27.6	3.8	0.2	34.4	3.2	10.1	1.2	0.5	14.9	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 011403 reno & van ness
Site Code : 00000000
Start Date : 01/14/2003

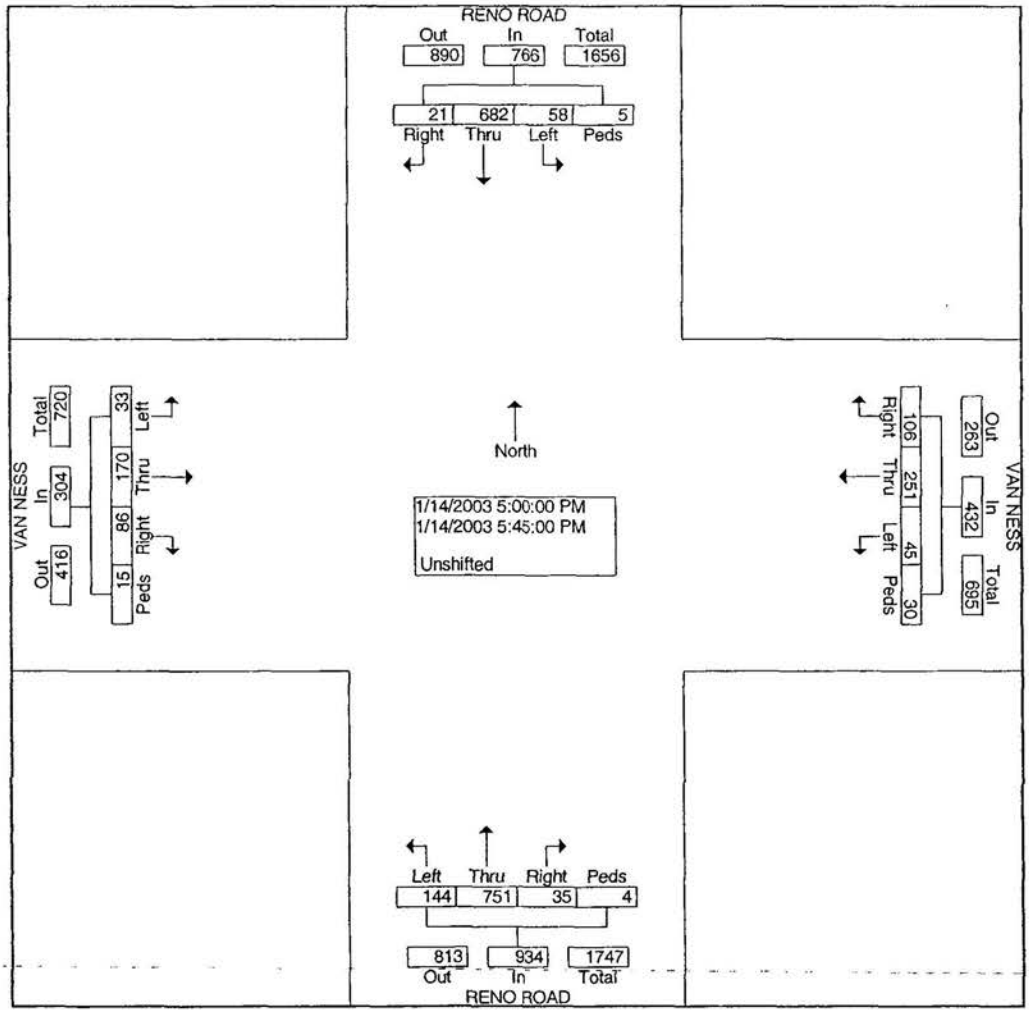
[redacted]	RENO ROAD From North					VAN NESS From East					RENO ROAD From South					VAN NESS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
[redacted]k Hour From 07:45 AM to 11:45 AM - Peak 1 of 1																					
[redacted]ersecti on	08:00 AM																				
Volume	17	840	84	8	949	57	208	24	46	335	89	621	32	8	750	71	333	21	5	430	2464
[redacted]ercent	1.8	88.5	8.9	0.8		17.0	62.1	7.2	13.7		11.9	82.8	4.3	1.1		16.5	77.4	4.9	1.2		
[redacted] 08:45 Volume	3	220	35	1	259	17	45	6	8	76	35	141	10	3	189	17	101	2	2	122	646
Peak Factor																					0.954
[redacted]igh Int.	08:45 AM					08:15 AM					08:30 AM					08:45 AM					
Volume	3	220	35	1	259	16	63	4	18	101	25	157	9	1	192	17	101	2	2	122	
Peak [redacted] Factor					0.916					0.829					0.977					0.881	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 011403 reno & van nes
Site Code : 00000000
Start Date : 01/14/2003

	RENO ROAD From North					VAN NESS From East					RENO ROAD From South					VAN NESS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	21	682	58	5	766	106	251	45	30	432	35	751	144	4	934	86	170	33	15	304	2436
Percent	2.7	89.0	7.6	0.7		24.5	58.1	10.4	6.9		3.7	80.4	15.4	0.4		28.3	55.9	10.9	4.9		
05:30 Volume	4	171	16	1	192	28	67	10	8	113	10	210	40	0	260	26	46	10	3	85	650
Peak Factor																					0.937
High Int.	05:45 PM					05:30 PM					05:30 PM					05:30 PM					
Volume	8	169	14	2	193	28	67	10	8	113	10	210	40	0	260	26	46	10	3	85	
Peak Factor					0.992					0.956					0.898					0.894	



O.R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, CU
Board :D4-1607, D4-1576
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : REN@TIL
Site Code : 11041607
Start Date : 11/19/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

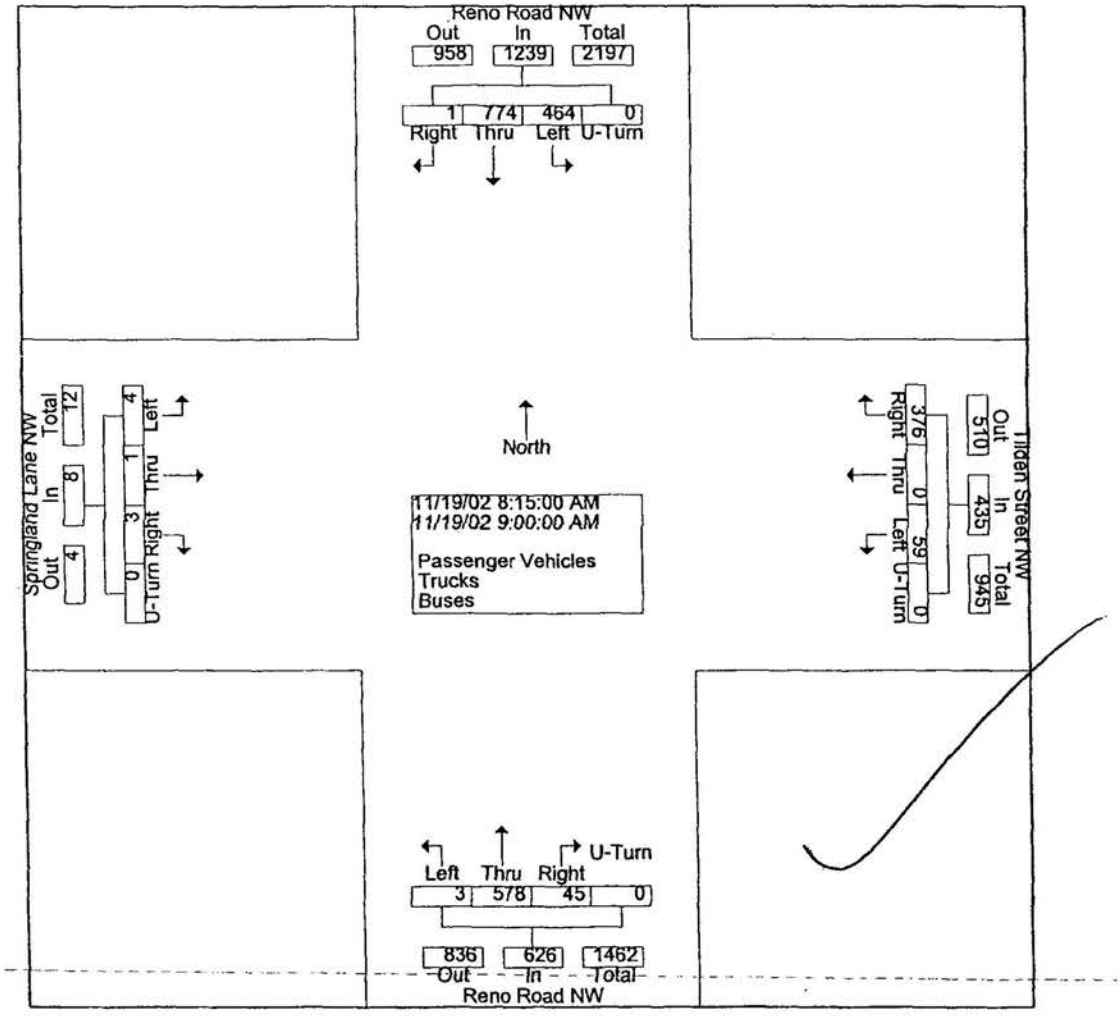
	Reno Road NW From North					Reno Road NW From South					Tilden Street NW From East					Springland Lane NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
08:15 AM	109	203	0	0	312	0	155	8	0	163	11	0	92	0	103	0	0	1	0	1	579
08:30 AM	91	217	0	0	308	0	145	13	0	158	23	0	70	0	93	3	0	1	0	4	563
08:45 AM	113	176	1	0	290	0	135	13	0	148	15	0	118	0	133	1	1	1	0	3	574
09:00 AM	151	178	0	0	329	3	143	11	0	157	10	0	96	0	106	0	0	0	0	0	592
Total	464	774	1	0	1239	3	578	45	0	626	59	0	376	0	435	4	1	3	0	8	2308
09:15 AM	85	152	0	0	237	1	137	2	0	140	10	0	90	0	100	0	1	2	0	3	480
09:30 AM	47	150	0	0	197	1	115	10	0	126	8	0	57	0	65	1	0	0	0	1	389
09:45 AM	48	146	0	0	194	0	103	8	0	111	2	0	54	0	56	0	0	1	0	1	362
10:00 AM	43	143	0	0	186	2	123	8	0	133	2	0	58	0	60	0	1	1	0	2	381
Total	223	591	0	0	814	4	478	28	0	510	22	0	259	0	281	1	2	4	0	7	1612
04:45 PM	51	141	0	0	192	0	164	7	0	171	10	0	55	0	65	1	1	1	0	3	431
05:00 PM	47	147	1	0	195	0	176	12	0	188	7	0	54	0	61	1	0	2	0	3	447
Total	98	288	1	0	387	0	340	19	0	359	17	0	109	0	126	2	1	3	0	6	878
05:15 PM	57	148	0	0	205	0	161	10	0	171	15	0	63	0	78	0	0	1	0	1	455
05:30 PM	63	179	1	0	243	4	196	19	0	219	18	0	82	0	100	1	0	1	0	2	564
05:45 PM	57	147	2	0	206	2	193	10	0	205	15	0	100	0	115	1	0	0	0	1	527
06:00 PM	67	191	0	0	258	3	193	7	0	203	25	0	75	0	100	2	0	0	0	2	563
Total	244	665	3	0	912	9	743	46	0	798	73	0	320	0	393	4	0	2	0	6	2109
06:15 PM	45	176	0	0	221	1	198	7	0	206	12	0	85	0	97	1	1	2	0	4	528
06:30 PM	58	176	0	0	234	3	204	11	0	218	10	0	83	0	93	0	0	0	0	0	545
Grand Total	1132	2670	5	0	3807	20	2541	156	0	2717	193	0	1232	0	1425	12	5	14	0	31	7980
Apprch %	29.7	70.1	0.1	0.0		0.7	93.5	5.7	0.0		13.5	0.0	86.5	0.0		38.7	16.1	45.2	0.0		
Total %	14.2	33.5	0.1	0.0	47.7	0.3	31.8	2.0	0.0	34.0	2.4	0.0	15.4	0.0	17.9	0.2	0.1	0.2	0.0	0.4	

O.R. George & Associates, Inc.
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Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, CU
Board :D4-1607, D4-1576
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : REN@T[redacted]
Site Code : 1104160[redacted]
Start Date : 11/19/2002

	Reno Road NW From North					Reno Road NW From South					Tilden Street NW From East					Springland Lane NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 08:15 AM to 10:00 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	464	774	1	0	1239	3	578	45	0	626	59	0	376	0	435	4	1	3	0	8	2308
Percent	37.4	62.5	0.1	0.0		0.5	92.3	7.2	0.0		13.6	0.0	86.4	0.0		50.0	12.5	37.5	0.0		
09:00 Volume	151	178	0	0	329	3	143	11	0	157	10	0	96	0	106	0	0	0	0	0	592
Peak Factor																					0.975
High Int. 09:00 AM						08:15 AM					08:45 AM					08:30 AM					
Volume	151	178	0	0	329	0	155	8	0	163	15	0	118	0	133	3	0	1	0	4	
Peak Factor					0.941					0.960					0.818					0.500	

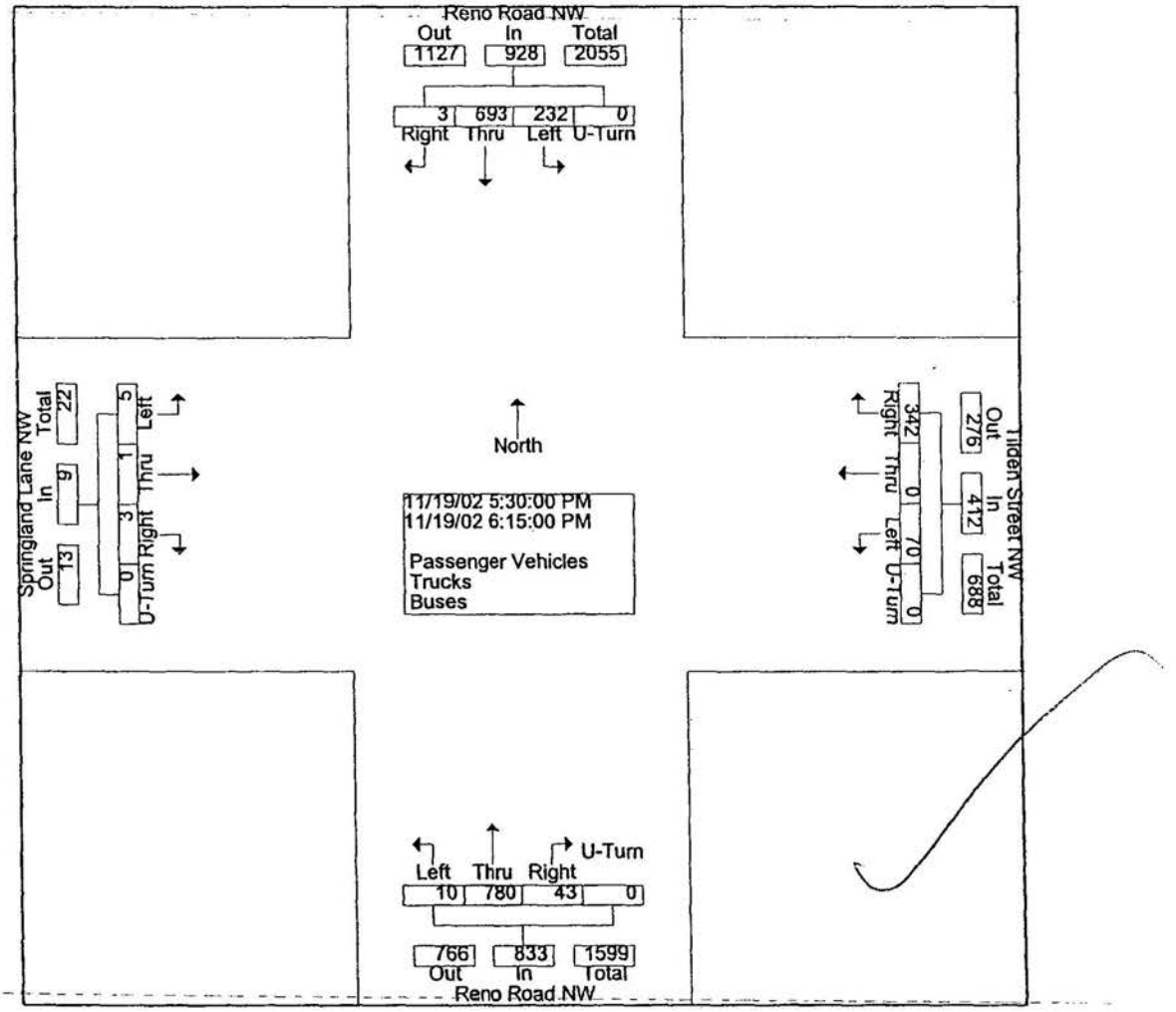


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Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, CU
Board :D4-1607, D4-1576
City/County:Washington DC
Weather :Warm/Clear/Dry

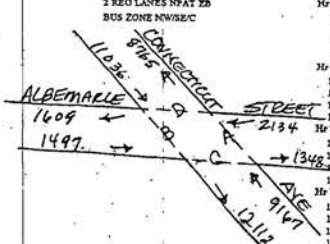
File Name : REN@TIL
Site Code : 11041607
Start Date : 11/19/2002
Page No : 3

	Reno Road NW From North					Reno Road NW From South					Tilden Street NW From East					Springland Lane NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:45 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:30 PM																					
Volume	232	693	3	0	928	10	780	43	0	833	70	0	342	0	412	5	1	3	0	9	2182
Percent	25.0	74.7	0.3	0.0		1.2	93.6	5.2	0.0		17.0	0.0	83.0	0.0		55.6	11.1	33.3	0.0		
05:30 Volume	63	179	1	0	243	4	196	19	0	219	18	0	82	0	100	1	0	1	0	2	564
Peak Factor																					0.967
High Int. 06:00 PM						05:30 PM					05:45 PM					06:15 PM					
Volume	67	191	0	0	258	4	196	19	0	219	15	0	100	0	115	1	1	2	0	4	
Peak Factor					0.899					0.951					0.896					0.563	



CONNECTICUT AVENUE, NW & ALBEMARLE STREET





2/20/02

VEHICLE AND PEDESTRIAN COUNT — DISTRICT OF COLUMBIA — DEPARTMENT OF PUBLIC WORKS — BUREAU OF TRAFFIC SERVICES — NW

CHKD BY: DAY - WEDNESDAY; WEATHER - CLEAR; POSTED BY - STAGGS

INTERSECTION ID: 12515450

CONTROLLED BY:

SIGNALS

CONN AVE 2 REG NPAT NWB

2 REG LANES SEB NPAT

ALBEMARLE STREET 2 REG LANES NPAT WJ

2 REG LANES NPAT EB

BUS ZONE NW/SE/C

PEDESTRIANS (10hr): 1310

10-HR FACTORS (default=.6): X = 0.60; Y = 0.60; Z = 0.60; W = 0.60

PEAK HOURS SUMMARY:

AM PkHr (starting)	7:30 AM	
AM PkHr Vol =	2804	Hr Tot
AM PkHr Factor =	.89	
AM LOS =		
AM V/C =		
AM PkHr % OF24 =	9.6%	
PM PkHr (starting)	4:45 PM	
PM PkHr Vol =	2935	Hr Tot
PM PkHr Factor =	.94	
PM LOS =		
PM V/C =		
PM PkHr % OF24 =	7.4%	

Hr norm: DISK 1.ext

CONALBNW.MJK — 10 HOUR TOTAL

zone(s) 5675 — A. M. PEAK HOUR; P. M. PEAK HOUR; 24 Hr (estimate)

LEG I.D. [#]

[Z] ALBEMARLE STREET NW — Moving east [W LEG] — Counted By MARTIN

Time	Left	Thru	Right	TOTAL	COUNTER-FLOW	Peds
7:00	4	19	7	30	103	3
7:15	3	16	8	27	87	3
7:30	4	26	11	41	117	6
7:45	5	31	14	50	94	9
Hr Tot	16	92	40	148	401	20
8:00	7	26	17	50	59	18
8:15	9	29	18	56	56	17
8:30	7	36	17	60	47	10
8:45	6	25	15	46	48	6
Hr Tot	29	116	67	212	210	51
9:00	5	25	14	44	64	6
9:15	6	19	11	36	47	3
9:30	4	11	6	21	25	4
9:45	3	7	4	14	26	3
Hr Tot	18	62	35	115	162	16
10:00	2	5	4	9	25	2
10:15	2	3	3	7	27	4
10:30		5	3	8	26	4
10:45	4	8	4	16	35	2
Hr Tot	8	21	14	40	113	12
11:00	5	9	8	22	19	1
11:15	4	8	6	18	33	2
11:30	6	7	8	21	23	4
11:45	5	6	9	20	23	6
Hr Tot	20	30	31	81	98	13
12:00	10	6	10	26	25	7
12:15	9	7	12	28	33	5
12:30	8	15	11	34	29	7
12:45	7	13	8	28	22	5
Hr Tot	34	41	41	116	109	24
2:00	6	16	11	33	23	14
2:15	7	21	16	44	24	13
2:30	6	27	15	48	29	9
2:45	5	31	14	50	23	8
Hr Tot	24	115	56	195	99	44
3:00	10	20	15	45	30	5
3:15	11	17	13	41	32	3
3:30	14	19	16	49	31	3
3:45	11	25	11	47	36	4
Hr Tot	46	81	55	182	129	15
4:00	7	29	18	54	19	3
4:15	8	34	7	49	26	11
4:30	5	29	10	44	42	21
4:45	13	46	7	66	43	16
Hr Tot	35	138	42	215	130	51
5:00	10	41	16	67	38	11
5:15	9	36	4	49	36	9
5:30	8	21	2	31	36	8
5:45	4	29	2	35	30	7
Hr Tot	31	127	24	182	140	35
	258	843	396	1497	1609	281
	25	112	60	197	336	50
	42	134	20	216	153	44
	430	1405	660	2495	2682	468

10949341

[Z] ALBEMARLE STREET NW — Moving west [E LEG] — Counted By SHORTER

Time	Left	Thru	Right	TOTAL	COUNTER-FLOW	Peds
7:00	94	78		172	23	39
7:15	88	67		155	23	32
7:30	109	89	1	199	31	21
7:45	127	64	1	192	46	49
Hr Tot	418	298	2	718	123	141
8:00	101	36	3	140	34	45
8:15	47	33	1	81	40	37
8:30	71	31	2	104	49	50
8:45	32	29	2	63	45	21
Hr Tot	251	129	8	388	168	163
9:00	63	39	4	106	38	57
9:15	43	20	4	67	36	25
9:30	15	14	2	31	22	6
9:45	19	14	5	38	12	12
Hr Tot	140	87	15	242	108	80
10:00	11	13	3	27	12	16
10:15	12	11	4	27	13	19
10:30	17	9	3	29	16	22
10:45	8	20	3	31	18	10
Hr Tot	48	53	13	114	59	67
11:00	10	7	2	19	19	8
11:15	15	20	2	37	16	7
11:30	10	9	3	22	15	10
11:45	19	8	2	29	13	21
Hr Tot	54	44	9	107	63	46
12:00	10	8	3	21	15	18
12:15	15	14	1	30	20	17
12:30	11	11	3	25	26	15
12:45	7	8	5	20	22	15
Hr Tot	43	41	12	96	83	65
2:00	15	7	1	23	34	12
2:15	16	10		26	43	11
2:30	12	12	1	25	36	12
2:45	15	10	4	29	38	14
Hr Tot	58	39	6	103	151	49
3:00	15	14	3	32	29	16
3:15	13	16	1	30	25	15
3:30	14	18	1	33	29	18
3:45	14	19	8	41	40	14
Hr Tot	56	67	13	136	123	63
4:00	13	6	3	22	39	19
4:15	14	13	4	31	33	16
4:30	10	13	1	24	49	15
4:45	9	18	5	32	72	13
Hr Tot	46	50	13	109	213	63
5:00	11	12	2	25	62	15
5:15	13	11	3	27	68	19
5:30	14	10	2	26	49	24
5:45	11	21	2	34	47	25
Hr Tot	49	54	10	113	226	83
	1159	871	103	2134	1348	820
	384	222	6	612	151	152
	47	51	13	111	237	71
	1932	1453	171	3557	2247	1367

10949339

[W] CONNECTICUT AVENUE NW — Moving northwest [SE LEG] — Counted By MARTIN

Time	Left	Thru	Right	TOTAL	COUNTER-FLOW	Peds
7:00	4	109	5	118	633	
7:15	3	106	2	112	589	2
7:30	4	119	5	128	692	1
7:45	5	127	6	138	797	2
Hr Tot	16	461	19	496	1711	5
8:00	6	136	7	149	673	3
8:15	7	146	9	162	604	4
8:30	6	136	7	149	561	3
8:45	5	128	8	141	496	1
Hr Tot	24	546	31	601	1774	11
9:00	3	107	11	121	616	
9:15	3	91	10	104	622	
9:30	2	81	7	90	297	
9:45	6	96	5	107	241	1
Hr Tot	14	375	33	422	1776	1
10:00	8	111	7	126	234	
10:15	7	123	9	139	232	1
10:30	10	125	9	144	236	
10:45	9	113	8	130	180	2
Hr Tot	34	472	33	539	882	3
11:00	7	147	9	163	198	
11:15	6	151	6	163	184	
11:30	8	126	7	141	159	1
11:45	10	118	7	135	149	1
Hr Tot	31	542	29	602	690	2
12:00	11	111	8	130	193	
12:15	13	146	10	169	214	
12:30	15	169	9	193	202	1
12:45	13	153	8	174	188	
Hr Tot	52	579	35	666	797	1
2:00	11	216	7	234	177	3
2:15	9	249	9	267	216	3
2:30	11	266	7	284	186	1
2:45	7	288	6	301	183	3
Hr Tot	38	1019	29	1086	762	7
3:00	9	273	9	291	203	3
3:15	7	266	7	280	211	
3:30	6	258	10	274	225	1
3:45	11	278	15	304	209	3
Hr Tot	33	1075	41	1149	848	7
4:00	7	359	29	395	172	11
4:15	10	321	16	347	159	8
4:30	17	379	19	415	173	6
4:45	16	459	30	505	153	4
Hr Tot	58	1518	94	1662	657	29
5:00	14	503	21	538	169	3
5:15	11	446	20	487	166	2
5:30	13	432	16	461	162	1
5:45	9	426	14	449	154	
Hr Tot	47	1807	71	1934	651	6
	338	5404	425	9167	12112	69
	22	528	27	577	2768	10
	33	1840	97	1999	650	10
	543	14997	788	15278	20187	115

12515449 — 7087

[W] CONNECTICUT AVENUE NW — Moving southeast [NW LEG] — Counted By SHORTER

Time	Left	Thru	Right	TOTAL	COUNTER-FLOW	Peds
7:00	4	331	21	357	123	11
7:15	4	497	17	518	109	12
7:30		572	22	594	124	7
7:45	9	636	23	668	133	6
Hr Tot	17	2153	83	2337	489	36
8:00	1	557	17	575	146	1
8:15	2	539	16	557	156	7
8:30	6	473	10	489	145	8
8:45	2	448	14	464	136	4
Hr Tot	11	2018	57	2086	582	20
9:00	2	539	22	563	116	5
9:15	7	568	14	589	101	3
9:30	4	276	9	289	87	2
9:45		238	6	244	104	
Hr Tot	13	1681	51	1865	408	10
10:00		219	7	226	114	
10:15	1	217	9	227	128	1
10:30	2	220	7	229	138	3
10:45	2	168	7	177	122	6
Hr Tot	5	824	30	859	502	10
11:00	1	180	5	186	154	1
11:15	3	163	7	173	157	
11:30	1	141	6	148	135	3
11:45		121	5	126	123	2
Hr Tot	4	605	23	633	571	6
12:00	1	173	6	180	124	1
12:15	3	187	6	196	136	1
12:30	3	180	3	186	180	2
12:45	1	173	1	175	161	4
Hr Tot	8	713	16	737	601	8
2:00	1	151	5	157	223	1
2:15	3	184	13	202	236	3
2:30	3	159	5	167	273	4
2:45	1	154	6	161	297	
Hr Tot	8	648	29	687	1029	8
3:00		175	7	182	286	
3:15	1	185	9	195	278	
3:30		195	7	202	273	3
3:45		184	6	190	297	1
Hr Tot	1	739	29	769	1134	4
4:00	1	141	6	148	169	7
4:15	3	128	3	134	133	4
4:30	1	153	12	166	135	1
4:45	2	137	9	148	479	5
Hr Tot	7	569	30	606	1546	17
5:00		152	12	164	515	5
5:15	2	149	14	165	458	3
5:30	3	145	14	162	443	3
5:45	4	141	4	149	423	7
Hr Tot	9	587	44	639	1840	17
	80	10557	399	11036	8765	140
	12	2234	82	2418	559	21
	6	583	49	638	1893	15
	155	17595	665	18393	14608	235

12515451 — 7087

	[Z]	[W]	Peds
	202	673	32
	182	626	49
	240	734	35
	242	828	66
	866	2853	202
	190	724	67
	137	719	65
	164	628	71
	119	606	42
	630	1687	345
	150	684	48
	113	602	33
	51	379	12
	52	501	15
	367	2587	109
	36	352	18
	34	366	23
	33	383	29
	49	307	18
	153	1408	90
	41	349	10
	55	335	9
	43	289	17
	49	261	30
	188	1234	66
	47	310	26
	58	365	23
	59	378	25
	48	349	24
	212	1402	98
	66	391	30
	80	469	29
	73	451	26
	79	462	25
	278	1773	110
	77	472	24
	71	475	18
	82	476	25
	88	494	22
	318	1918	89
	76	543	40
	80	491	39
	58	581	43
	100	653	38
	324	2268	160
	82	703	34
	76	652	33
	69	621	35
	69	598	39
	296	2573	141
	3631	20203	1310
	809	2995	233
	327	2628	140
	4855	21672	2183

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 CT & albemarle count 1
Site Code : 50102902
Start Date : 10/29/2002
Page No : 1

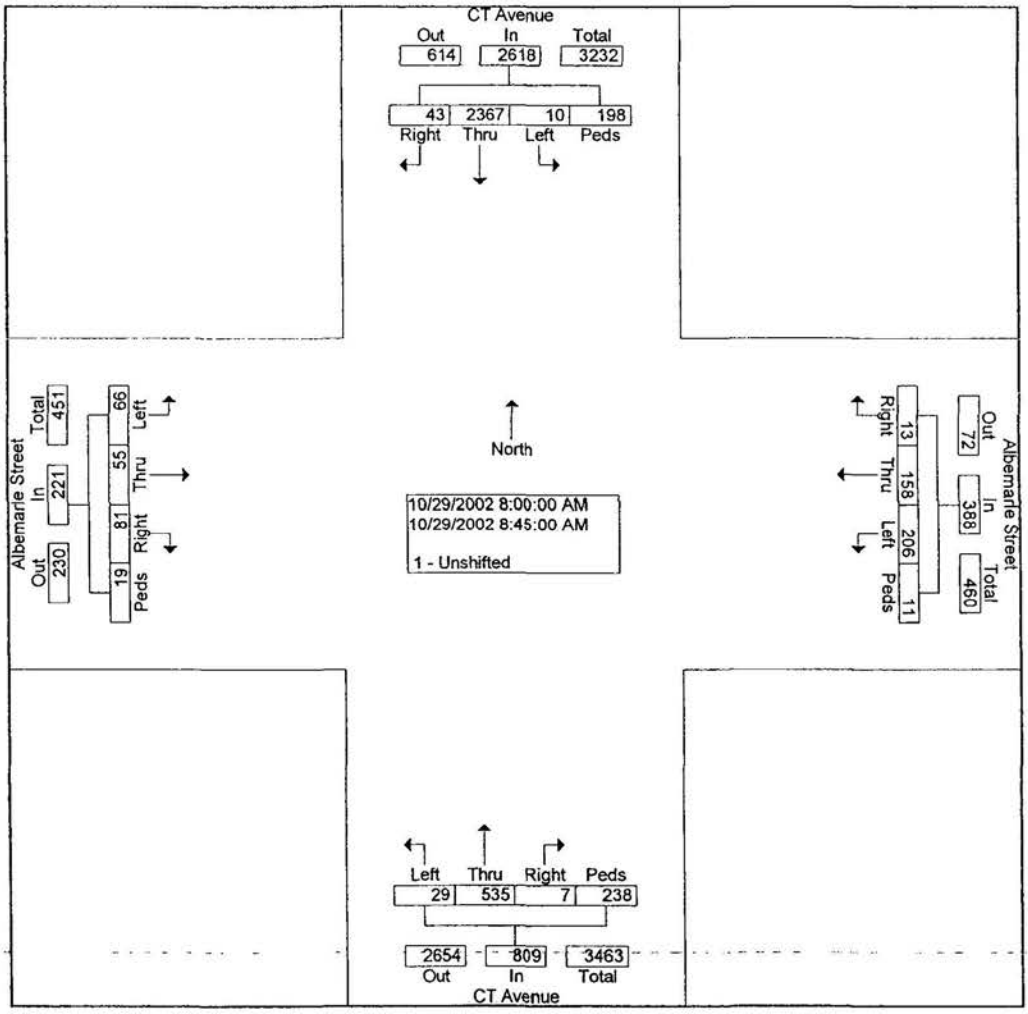
Groups Printed- 1 - Unshifted

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	13	618	1	43	675	4	34	65	2	105	0	144	9	64	217	22	20	8	4	54	1051
08:15 AM	15	560	2	85	662	3	51	69	2	125	5	127	9	76	217	23	14	23	4	64	1068
08:30 AM	9	564	2	57	632	2	37	47	0	86	1	140	6	50	197	21	12	17	10	60	975
08:45 AM	6	625	5	13	649	4	36	25	7	72	1	124	5	48	178	15	9	18	1	43	942
Total	43	2367	10	198	2618	13	158	206	11	388	7	535	29	238	809	81	55	66	19	221	4036
09:00 AM	18	543	4	29	594	3	27	31	2	63	3	131	6	38	178	14	17	17	1	49	884
09:15 AM	12	419	0	29	460	8	21	38	4	71	8	119	11	46	184	5	10	11	7	33	748
09:30 AM	12	287	5	25	329	9	21	28	3	61	13	173	4	27	217	11	8	8	11	38	645
09:45 AM	9	268	6	24	307	5	16	22	5	48	14	145	8	25	192	10	6	13	18	47	594
Total	51	1517	15	107	1690	25	85	119	14	243	38	568	29	136	771	40	41	49	37	167	2871
04:30 PM	9	108	2	19	138	0	14	8	2	24	18	252	7	10	287	12	18	8	1	39	488
04:45 PM	14	161	1	12	188	5	10	14	4	33	34	374	17	26	451	3	22	18	8	51	723
Total	23	269	3	31	326	5	24	22	6	57	52	626	24	36	738	15	40	26	9	90	1211
05:00 PM	8	177	3	26	214	4	16	9	8	37	29	437	20	40	526	10	35	26	8	79	856
05:15 PM	10	176	4	17	207	5	15	10	3	33	38	440	20	31	529	6	39	29	7	81	850
05:30 PM	3	170	4	37	214	3	19	13	2	37	49	517	22	53	641	8	45	27	2	82	974
05:45 PM	10	183	1	37	231	6	17	18	8	49	35	464	13	46	558	13	38	29	8	88	926
Total	31	706	12	117	866	18	67	50	21	156	151	1858	75	170	2254	37	157	111	25	330	3606
06:00 PM	3	182	3	53	241	5	11	12	4	32	33	532	40	65	670	9	30	22	4	65	1008
06:15 PM	4	191	1	53	249	4	13	13	8	38	46	477	26	64	613	22	33	25	8	88	988
06:30 PM	6	194	2	35	237	7	11	15	3	36	35	377	16	58	486	11	21	28	7	67	826
06:45 PM	8	192	0	56	256	3	5	14	7	29	27	335	10	55	427	14	17	11	8	50	762
Total	21	759	6	197	983	19	40	54	22	135	141	1721	92	242	2196	56	101	86	27	270	3584
07:00 PM	10	189	0	18	217	3	14	9	3	29	18	280	10	36	344	14	19	15	6	54	644
07:15 PM	10	163	2	32	207	2	6	12	8	28	20	309	4	44	377	7	18	16	1	42	654
07:30 PM	10	159	1	25	195	6	10	9	1	26	11	291	13	50	365	13	22	12	2	49	635
07:45 PM	7	147	2	25	181	5	6	13	6	30	14	238	16	57	325	10	14	13	4	41	577
Total	37	658	5	100	800	16	36	43	18	113	63	1118	43	187	1411	44	73	56	13	186	2510
Grand Total	206	6276	51	750	7283	96	410	494	92	1092	452	6426	292	1009	8179	273	467	394	130	1264	17818
Apprch %	2.8	86.2	0.7	10.3		8.8	37.5	45.2	8.4		5.5	78.6	3.6	12.3		21.6	36.9	31.2	10.3		
Total %	1.2	35.2	0.3	4.2	40.9	0.5	2.3	2.8	0.5	6.1	2.5	36.1	1.6	5.7	45.9	1.5	2.6	2.2	0.7	7.1	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 CT & albemarle count 1
Site Code : 50102902
Start Date : 10/29/2002

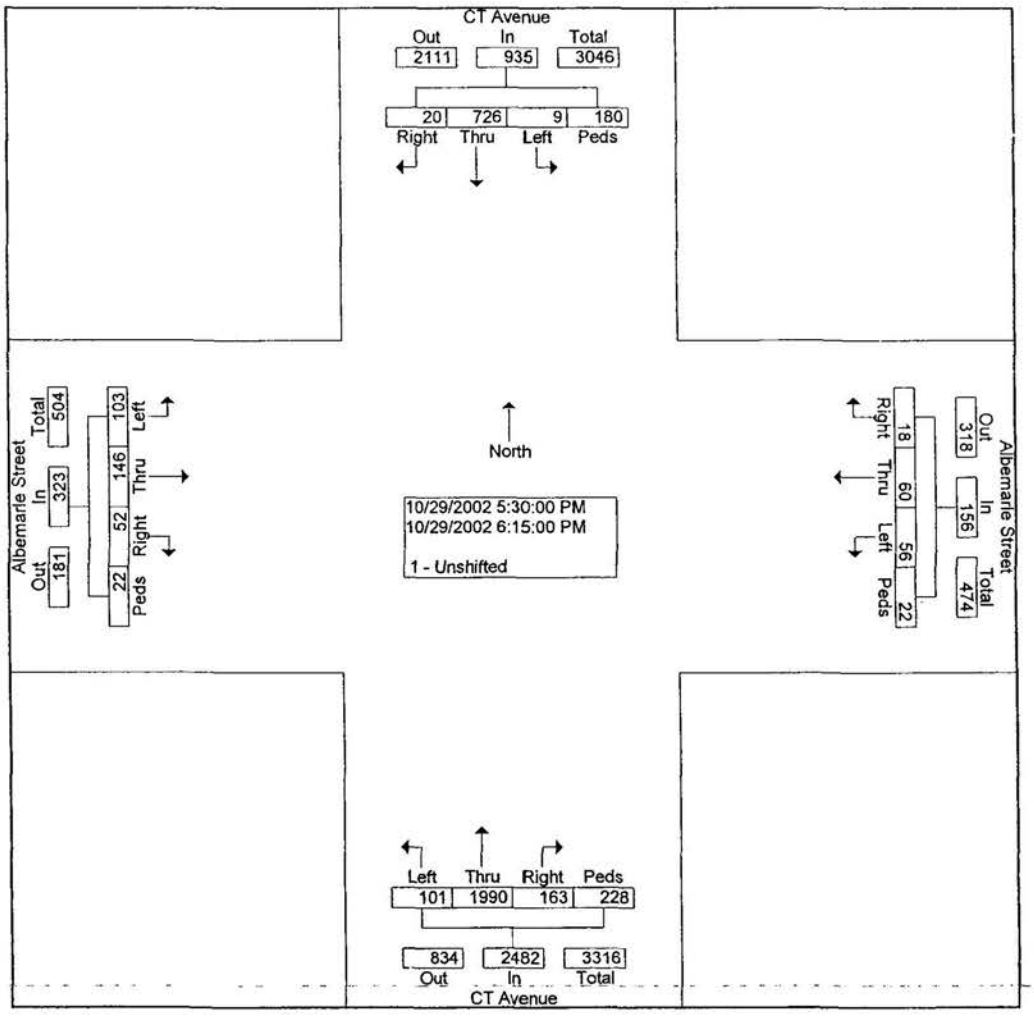
	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	43	2367	10	198	2618	13	158	206	11	388	7	535	29	238	809	81	55	66	19	221	4036
Percent	1.6	90.4	0.4	7.6		3.4	40.7	53.1	2.8		0.9	66.1	3.6	29.4		36.7	24.9	29.9	8.6		
08:15 Volume	15	560	2	85	662	3	51	69	2	125	5	127	9	76	217	23	14	23	4	64	1068
Peak Factor																					0.945
High Int.	08:00 AM					08:15 AM					08:00 AM					08:15 AM					
Volume	13	618	1	43	675	3	51	69	2	125	0	144	9	64	217	23	14	23	4	64	
Peak Factor					0.970					0.776					0.932					0.863	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 102902 CT & albemarle count 1
Site Code : 50102902
Start Date : 10/29/2002

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	20	726	9	180	935	18	60	56	22	156	163	1990	101	228	2482	52	146	103	22	323	3896
Percent	2.1	77.6	1.0	19.3		11.5	38.5	35.9	14.1		6.6	80.2	4.1	9.2		16.1	45.2	31.9	6.8		
06:00 Volume	3	182	3	53	241	5	11	12	4	32	33	532	40	65	670	9	30	22	4	65	1008
Peak Factor																					0.966
High Int.	06:15 PM					05:45 PM					06:00 PM					05:45 PM					
Volume	4	191	1	53	249	6	17	18	8	49	33	532	40	65	670	13	38	29	8	88	
Peak Factor					0.939					0.796					0.926					0.918	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103002~2
Site Code : 50103001
Start Date : 10/30/2002
Page No : 1

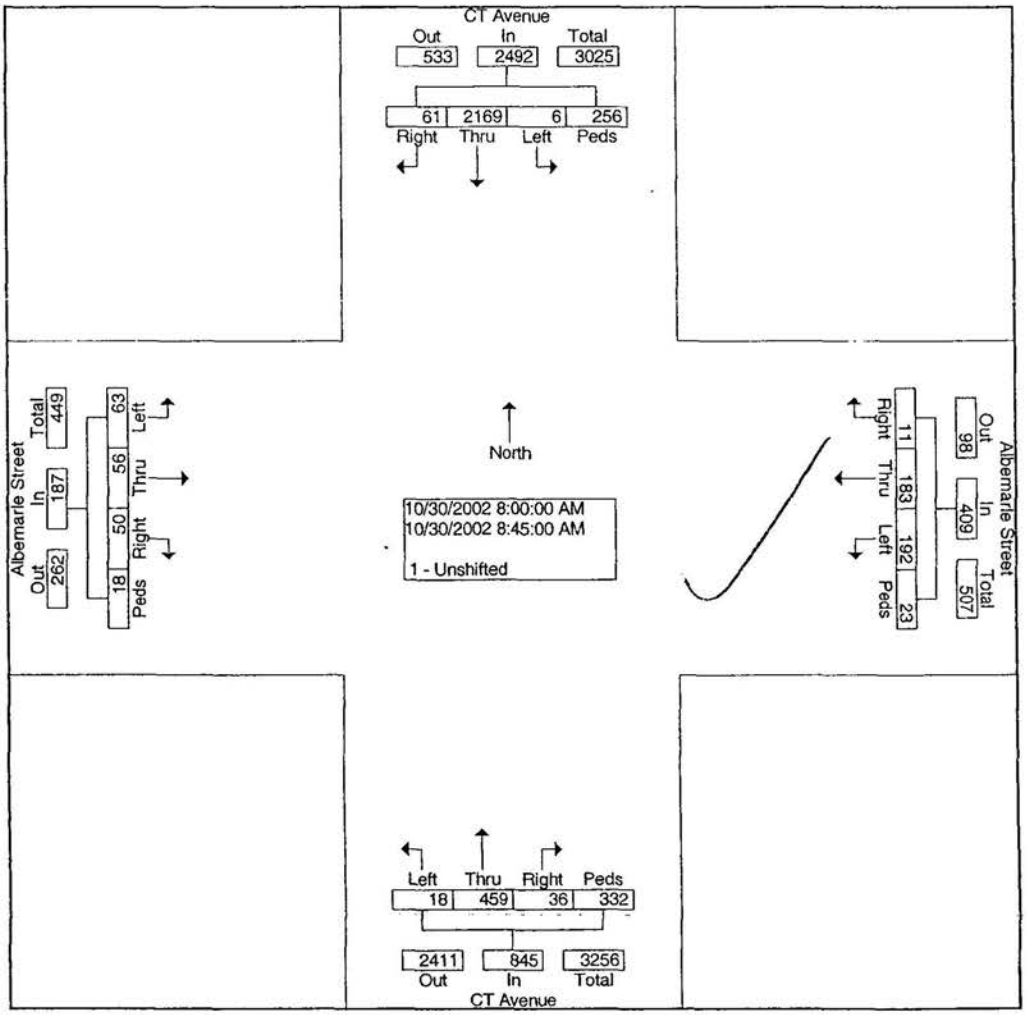
Groups Printed- 1 - Unshifted

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	23	637	2	53	715	4	49	53	5	111	12	148	5	77	242	15	14	15	4	48	1116
08:15 AM	16	546	1	79	642	3	52	44	7	106	11	126	4	101	242	20	11	26	3	60	1050
08:30 AM	14	460	0	65	539	3	33	50	6	92	6	73	2	76	157	8	12	14	6	40	828
08:45 AM	8	526	3	59	596	1	49	45	5	100	7	112	7	78	204	7	19	8	5	39	939
Total	61	2169	6	256	2492	11	183	192	23	409	36	459	18	332	845	50	56	63	18	187	3933
09:00 AM	20	485	0	18	523	5	28	31	1	65	11	159	4	31	205	7	16	8	1	32	825
09:15 AM	10	323	1	24	358	7	24	33	3	67	7	128	6	34	175	11	13	6	0	30	630
09:30 AM	6	297	1	9	313	3	21	36	4	64	6	139	12	34	191	14	10	8	4	36	604
09:45 AM	21	276	6	21	324	4	30	16	3	53	9	142	8	23	182	8	14	6	2	30	589
Total	57	1381	8	72	1518	19	103	116	11	249	33	568	30	122	753	40	53	28	7	128	2648
04:30 PM	9	168	0	12	189	5	6	14	2	27	19	340	15	26	400	12	25	15	6	58	674
04:45 PM	11	157	1	5	174	4	15	10	3	32	16	356	13	33	418	12	28	20	4	64	688
Total	20	325	1	17	363	9	21	24	5	59	35	696	28	59	818	24	53	35	10	122	1362
05:00 PM	10	135	0	20	165	4	21	14	0	39	34	382	16	25	457	8	30	22	6	66	727
05:15 PM	12	165	0	22	199	3	28	11	2	44	33	422	16	36	507	12	45	28	1	86	836
05:30 PM	12	175	0	32	219	5	13	12	0	30	39	453	12	59	563	17	39	21	5	82	894
05:45 PM	10	185	1	14	210	5	12	15	4	36	37	497	15	40	589	10	31	22	4	67	902
Total	44	660	1	88	793	17	74	52	6	149	143	1754	59	160	2116	47	145	93	16	301	3359
06:00 PM	8	165	5	27	205	3	12	10	0	25	47	465	7	61	580	12	31	19	11	73	883
06:15 PM	10	194	1	19	224	2	7	15	1	25	25	432	26	38	521	10	22	19	4	55	825
06:30 PM	9	170	0	25	204	2	16	14	0	32	25	295	14	39	373	11	20	34	2	67	676
06:45 PM	8	214	2	36	260	4	6	20	1	31	20	297	9	58	384	9	28	19	11	67	742
Total	35	743	8	107	893	11	41	59	2	113	117	1489	56	196	1858	42	101	91	28	262	3126
07:00 PM	5	165	1	27	198	8	10	17	2	37	20	303	6	46	375	10	21	19	2	52	662
07:15 PM	5	185	1	23	214	1	11	9	8	29	16	260	12	56	344	8	14	27	2	51	638
07:30 PM	5	149	0	27	181	4	11	7	2	24	15	269	14	35	333	8	22	11	2	43	581
07:45 PM	4	142	1	19	166	3	7	5	4	19	16	233	9	45	303	8	13	15	2	38	526
Total	19	641	3	96	759	16	39	38	16	109	67	1065	41	182	1355	34	70	72	8	184	2407
Grand Total	236	5919	27	636	6818	83	461	481	63	1088	431	6031	232	1051	7745	237	478	382	87	1184	16835
Apprch %	3.5	86.8	0.4	9.3		7.6	42.4	44.2	5.8		5.6	77.9	3.0	13.6		20.0	40.4	32.3	7.3		
Total %	1.4	35.2	0.2	3.8	40.5	0.5	2.7	2.9	0.4	6.5	2.6	35.8	1.4	6.2	46.0	1.4	2.8	2.3	0.5	7.0	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103002~2
Site Code : 50103001
Start Date : 10/30/2002
Page No : 2

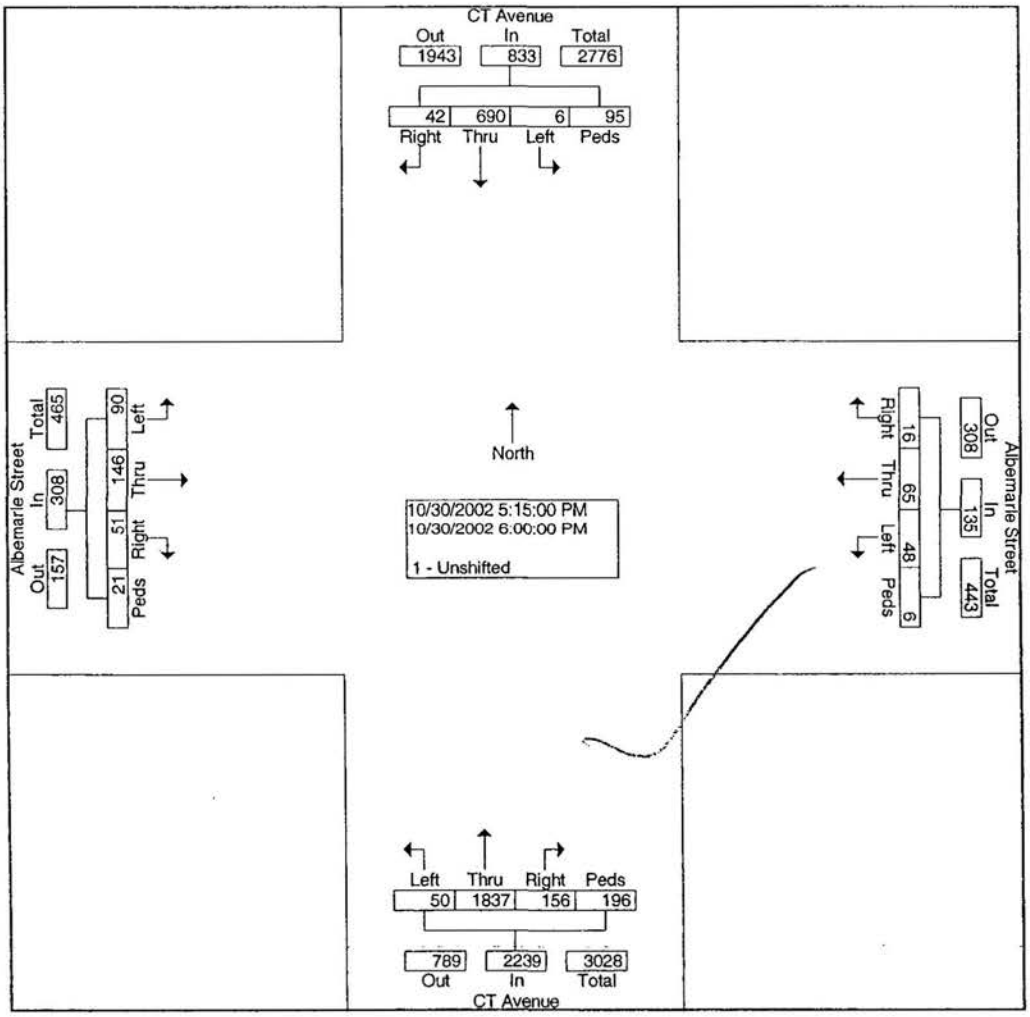
	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	61	2169	6	256	2492	11	183	192	23	409	36	459	18	332	845	50	56	63	18	187	3933
Percent	2.4	87.0	0.2	10.3		2.7	44.7	46.9	5.6		4.3	54.3	2.1	39.3		26.7	29.9	33.7	9.6		
08:00 Volume	23	637	2	53	715	4	49	53	5	111	12	148	5	77	242	15	14	15	4	48	1116
Peak Factor																					0.881
High Int.	08:00 AM					08:00 AM					08:00 AM					08:15 AM					
Volume	23	637	2	53	715	4	49	53	5	111	12	148	5	77	242	20	11	26	3	60	
Peak Factor					0.871					0.921					0.873					0.779	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103002~2
Site Code : 50103001
Start Date : 10/30/2002
Page No : 3

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	42	690	6	95	833	16	65	48	6	135	156	1837	50	196	2239	51	146	90	21	308	3515
Percent	5.0	82.8	0.7	11.4		11.9	48.1	35.6	4.4		7.0	82.0	2.2	8.8		16.6	47.4	29.2	6.8		
05:45 Volume	10	185	1	14	210	5	12	15	4	36	37	497	15	40	589	10	31	22	4	67	902
Peak Factor																					0.974
High Int.	05:30 PM					05:15 PM					05:45 PM					05:15 PM					
Volume	12	175	0	32	219	3	28	11	2	44	37	497	15	40	589	12	45	28	1	86	
Peak Factor					0.951					0.767					0.950					0.895	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103102 CT & albemarle count 3
Site Code : 50103102
Start Date : 10/31/2002
Page No : 1

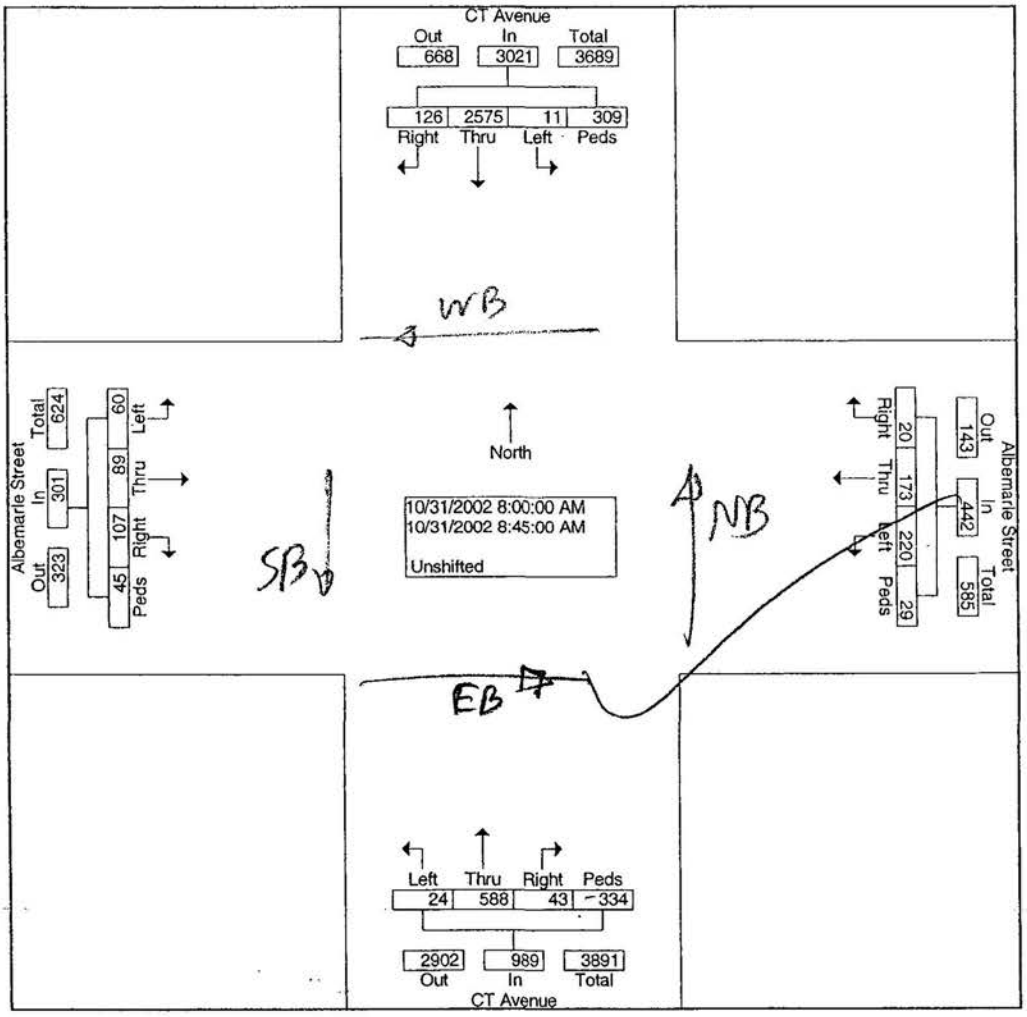
Groups Printed- Unshifted

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	30	641	3	72	746	3	37	60	8	108	16	146	8	63	233	17	23	12	9	61	1148
08:15 AM	29	642	2	70	743	7	41	48	5	101	7	183	4	77	271	34	19	13	11	77	1192
08:30 AM	39	638	2	94	773	3	47	57	9	116	4	115	9	107	235	20	21	18	14	73	1197
08:45 AM	28	654	4	73	759	7	48	55	7	117	16	144	3	87	250	36	26	17	11	90	1216
Total	126	2575	11	309	3021	20	173	220	29	442	43	588	24	334	989	107	89	60	45	301	4753
09:00 AM	21	564	6	45	636	4	18	45	6	73	9	141	6	72	228	19	27	16	7	69	1006
09:15 AM	14	397	2	45	458	5	30	33	1	69	10	133	8	55	206	24	20	15	15	74	807
09:30 AM	10	343	4	19	376	8	12	25	5	50	7	154	14	42	217	14	9	13	5	41	684
09:45 AM	11	291	7	17	326	4	17	21	3	45	7	118	8	25	158	12	10	4	8	34	563
Total	56	1595	19	126	1796	21	77	124	15	237	33	546	36	194	809	69	66	48	35	218	3060
04:30 PM	4	158	3	25	190	2	15	10	0	27	28	441	21	25	515	9	34	27	8	78	810
04:45 PM	13	150	0	18	181	8	17	11	2	38	33	495	18	41	587	12	33	26	8	79	885
Total	17	308	3	43	371	10	32	21	2	65	61	936	39	66	1102	21	67	53	16	157	1695
05:00 PM	17	189	4	30	240	6	20	20	3	49	53	563	22	43	681	13	39	38	12	102	1072
05:15 PM	13	201	5	47	266	3	21	11	8	43	40	620	29	56	745	7	55	38	8	108	1162
05:30 PM	13	178	4	48	243	3	20	11	8	42	38	616	22	77	753	7	42	26	7	82	1120
05:45 PM	10	211	3	65	289	4	5	14	7	30	34	559	23	82	698	13	43	24	10	90	1107
Total	53	779	16	190	1038	16	66	56	26	164	165	2358	96	258	2877	40	179	126	37	382	4461
06:00 PM	10	216	0	63	289	7	14	15	5	41	39	456	19	91	605	20	28	19	10	77	1012
06:15 PM	16	195	3	48	262	9	24	15	12	60	20	301	16	76	413	19	24	18	6	67	802
06:30 PM	12	212	2	34	260	4	8	13	1	26	23	293	20	72	408	9	25	20	1	55	749
06:45 PM	14	207	0	52	273	3	18	14	16	51	25	259	11	82	377	8	22	18	9	57	758
Total	52	830	5	197	1084	23	64	57	34	178	107	1309	66	321	1803	56	99	75	26	256	3321
07:00 PM	5	194	4	47	250	0	10	7	10	27	16	276	18	67	377	7	18	11	10	46	700
07:15 PM	4	165	0	46	215	3	12	7	7	29	9	228	11	63	311	11	20	11	6	48	603
07:30 PM	7	159	0	46	212	3	9	10	3	25	13	191	12	61	277	14	13	12	4	43	557
07:45 PM	7	143	0	17	167	3	4	7	2	16	7	181	7	36	231	16	12	8	5	41	455
Total	23	661	4	156	844	9	35	31	22	97	45	876	48	227	1196	48	63	42	25	178	2315
Grand Total	327	6748	58	1021	8154	99	447	509	128	1183	454	6613	309	1400	8776	341	563	404	184	1492	19605
Apprch %	4.0	82.8	0.7	12.5		8.4	37.8	43.0	10.8		5.2	75.4	3.5	16.0		22.9	37.7	27.1	12.3		
Total %	1.7	34.4	0.3	5.2	41.6	0.5	2.3	2.6	0.7	6.0	2.3	33.7	1.6	7.1	44.8	1.7	2.9	2.1	0.9	7.6	

District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103102 CT & albemarle count 3
Site Code : 50103102
Start Date : 10/31/2002

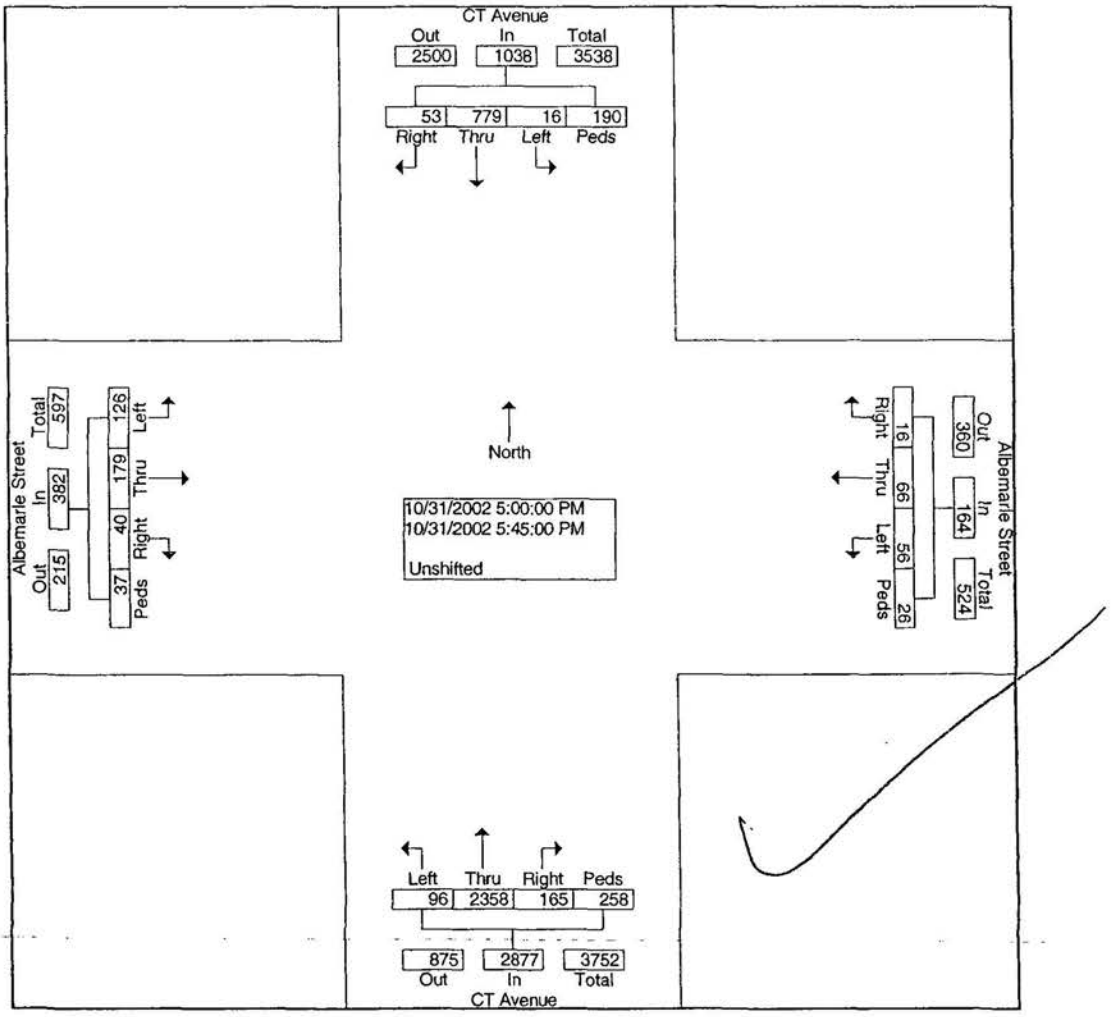
	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	126	2575	11	309	3021	20	173	220	29	442	43	588	24	334	989	107	89	60	45	301	4753
Percent	4.2	85.2	0.4	10.2		4.5	39.1	49.8	6.6		4.3	59.5	2.4	33.8		35.5	29.6	19.9	15.0		
08:45 Volume	28	654	4	73	759	7	48	55	7	117	16	144	3	87	250	36	26	17	11	90	1216
Peak Factor																					0.977
High Int.	08:30 AM					08:45 AM					08:15 AM					08:45 AM					
Volume	39	638	2	94	773	7	48	55	7	117	7	183	4	77	271	36	26	17	11	90	
Peak Factor					0.977					0.944					0.912					0.836	



District of Columbia
Department of Transportation
Traffic Services Administration
Peak Hour Traffic Count

File Name : 103102 CT & albemarle count 3
Site Code : 50103102
Start Date : 10/31/2002

	CT Avenue From North					Albemarle Street From East					CT Avenue From South					Albemarle Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	53	779	16	190	1038	16	66	56	26	164	165	2358	96	258	2877	40	179	126	37	382	4461
Percent	5.1	75.0	1.5	18.3		9.8	40.2	34.1	15.9		5.7	82.0	3.3	9.0		10.5	46.9	33.0	9.7		
05:15 Volume	13	201	5	47	266	3	21	11	8	43	40	620	29	56	745	7	55	38	8	108	1162
Peak Factor																					0.960
High Int.	05:45 PM					05:00 PM					05:30 PM					05:15 PM					
Volume	10	211	3	65	289	6	20	20	3	49	38	616	22	77	753	7	55	38	8	108	
Peak Factor					0.898					0.837					0.955					0.884	



O.R. George & Associates, Inc.
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Lanham, MD 20706
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Counted by:ORGA-LM, BS
Board :D4-1910, D4-2238
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : CON@YUM
Site Code : 29041910
Start Date : 10/22/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

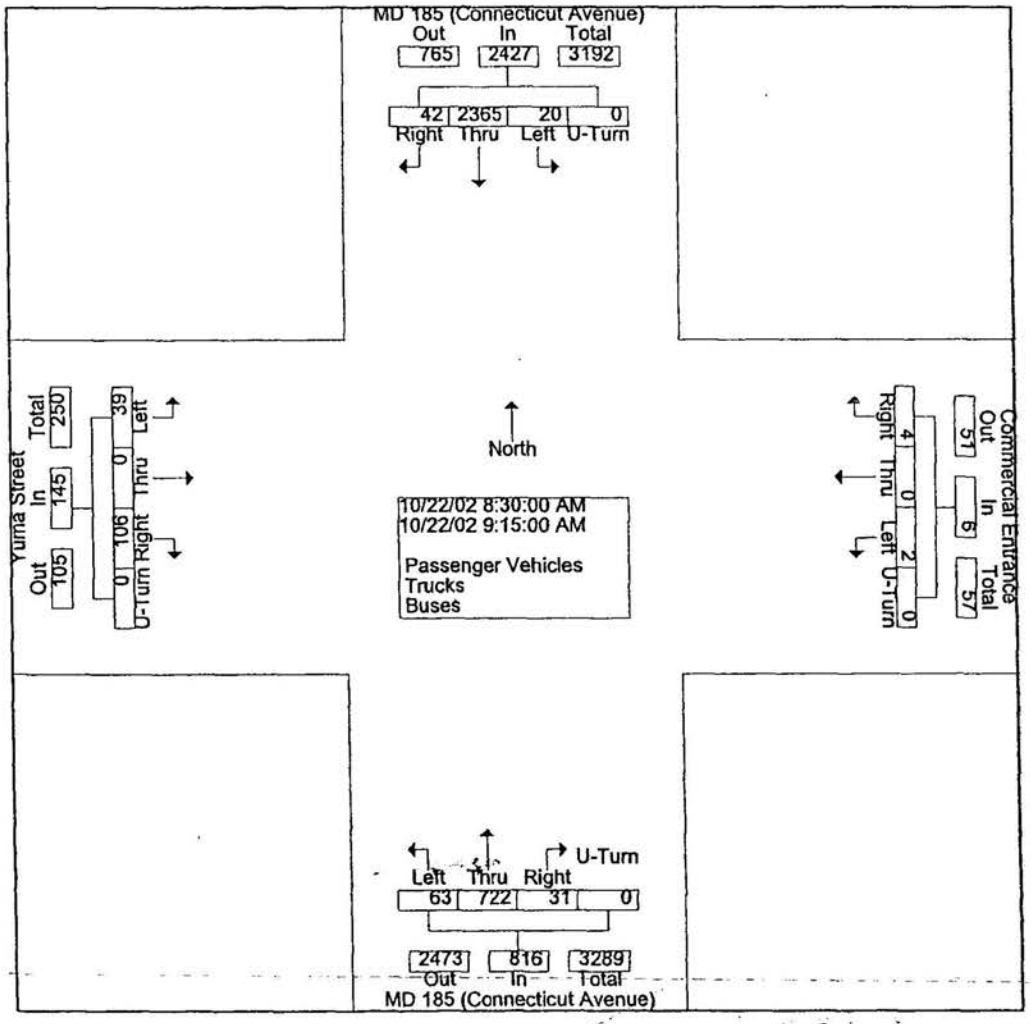
	MD 185 (Connecticut Avenue) From North					MD 185 (Connecticut Avenue) From South					Commercial Entrance From East					Yuma Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
08:15 AM	6	609	11	0	626	14	159	6	0	179	0	0	1	0	1	2	0	20	0	22	828
08:30 AM	1	581	9	0	591	19	189	8	0	216	0	0	1	0	1	4	0	26	0	30	838
08:45 AM	4	619	8	0	631	14	153	7	0	174	0	0	1	0	1	17	0	27	0	44	850
09:00 AM	7	560	6	0	573	12	178	5	0	195	0	0	0	0	0	4	0	25	0	29	797
Total	18	2369	34	0	2421	59	679	26	0	764	0	0	3	0	3	27	0	98	0	125	3313
09:15 AM	8	605	19	0	632	18	202	11	0	231	2	0	2	0	4	14	0	28	0	42	909
09:30 AM	3	378	4	0	385	13	172	8	0	193	2	0	4	0	6	7	0	25	0	32	616
09:45 AM	5	354	11	0	370	15	178	6	0	199	1	0	3	0	4	5	0	10	0	15	588
10:00 AM	0	313	16	0	329	14	166	12	0	192	4	0	2	0	6	3	0	10	0	13	540
Total	16	1650	50	0	1716	60	718	37	0	815	9	0	11	0	20	29	0	73	0	102	2653
04:45 PM	1	165	7	0	173	15	340	0	0	355	1	0	3	0	4	14	0	15	0	29	561
05:00 PM	1	142	10	0	153	19	316	0	0	335	2	0	5	0	7	11	0	13	0	24	519
Total	2	307	17	0	326	34	656	0	0	690	3	0	8	0	11	25	0	28	0	53	1080
05:15 PM	2	167	10	0	179	38	399	0	0	437	9	0	3	0	12	15	0	16	0	31	659
05:30 PM	1	209	18	0	228	26	450	0	0	476	3	0	4	0	7	12	0	25	0	37	748
05:45 PM	3	183	16	0	202	37	455	0	0	492	4	0	9	0	13	11	0	38	0	49	756
06:00 PM	2	193	15	0	210	32	536	0	0	568	5	0	7	0	12	11	0	17	0	28	818
Total	8	752	59	0	819	133	1840	0	0	1973	21	0	23	0	44	49	0	96	0	145	2981
06:15 PM	1	173	12	0	186	36	485	0	0	521	7	0	WB 8	0	15	9	0	FB 17	0	26	748
06:30 PM	0	220	18	0	238	14	433	0	0	447	3	0	3	0	6	5	0	15	0	20	711
06:45 PM	1	199	5	0	205	24	367	0	0	391	1	0	5	0	6	9	0	20	0	29	631
07:00 PM	1	200	10	0	211	21	348	0	0	369	3	0	6	0	9	13	0	17	0	30	619
Total	3	792	45	0	840	95	1633	0	0	1728	14	0	22	0	36	36	0	69	0	105	2709
											8	0	14			36		74			
07:15 PM	2	220	13	0	235	14	342	0	0	356	2	0	0	0	2	11	0	26	0	37	630
07:30 PM	0	149	6	0	155	9	412	0	0	421	2	0	3	0	5	5	0	11	0	16	597
07:45 PM	1	184	6	0	191	8	280	0	0	288	4	0	2	0	6	11	0	15	0	26	511
08:00 PM	0	168	4	0	172	29	257	0	0	286	1	0	1	0	2	19	0	22	0	41	501
Total	3	721	29	0	753	60	1291	0	0	1351	9	0	6	0	15	46	0	74	0	120	2239
Grand Total	50	6591	234	0	6875	441	6817	63	0	7321	56	0	73	0	129	212	0	438	0	650	14975
Apprch %	0.7	95.9	3.4	0.0		6.0	93.1	0.9	0.0		43.4	0.0	56.6	0.0		32.6	0.0	67.4	0.0		
Total %	0.3	44.0	1.6	0.0	45.9	2.9	45.5	0.4	0.0	48.9	0.4	0.0	0.5	0.0	0.9	1.4	0.0	2.9	0.0	4.3	

O.R. George & Associates, Inc.
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Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, BS
Board :D4-1910, D4-2238
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : CON@YUM2
Site Code : 29041910
Start Date : 10/22/2002

	MD 185 (Connecticut Avenue) From North					MD 185 (Connecticut Avenue) From South					Commercial Entrance From East					Yuma Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 08:15 AM to 10:00 AM - Peak 1 of 1																					
Intersection	08:30 AM																				
Volume	20	2365	42	0	2427	63	722	31	0	816	2	0	4	0	6	39	0	106	0	145	3394
Percent	0.8	97.4	1.7	0.0		7.7	88.5	3.8	0.0		33.3	0.0	66.7	0.0		26.9	0.0	73.1	0.0		
09:15 Volume	8	605	19	0	632	18	202	11	0	231	2	0	2	0	4	14	0	28	0	42	909
Peak Factor																					0.933
High Int.	09:15 AM					09:15 AM					09:15 AM					08:45 AM					
Volume	8	605	19	0	632	18	202	11	0	231	2	0	2	0	4	17	0	27	0	44	
Peak Factor					0.960					0.883					0.375					0.824	

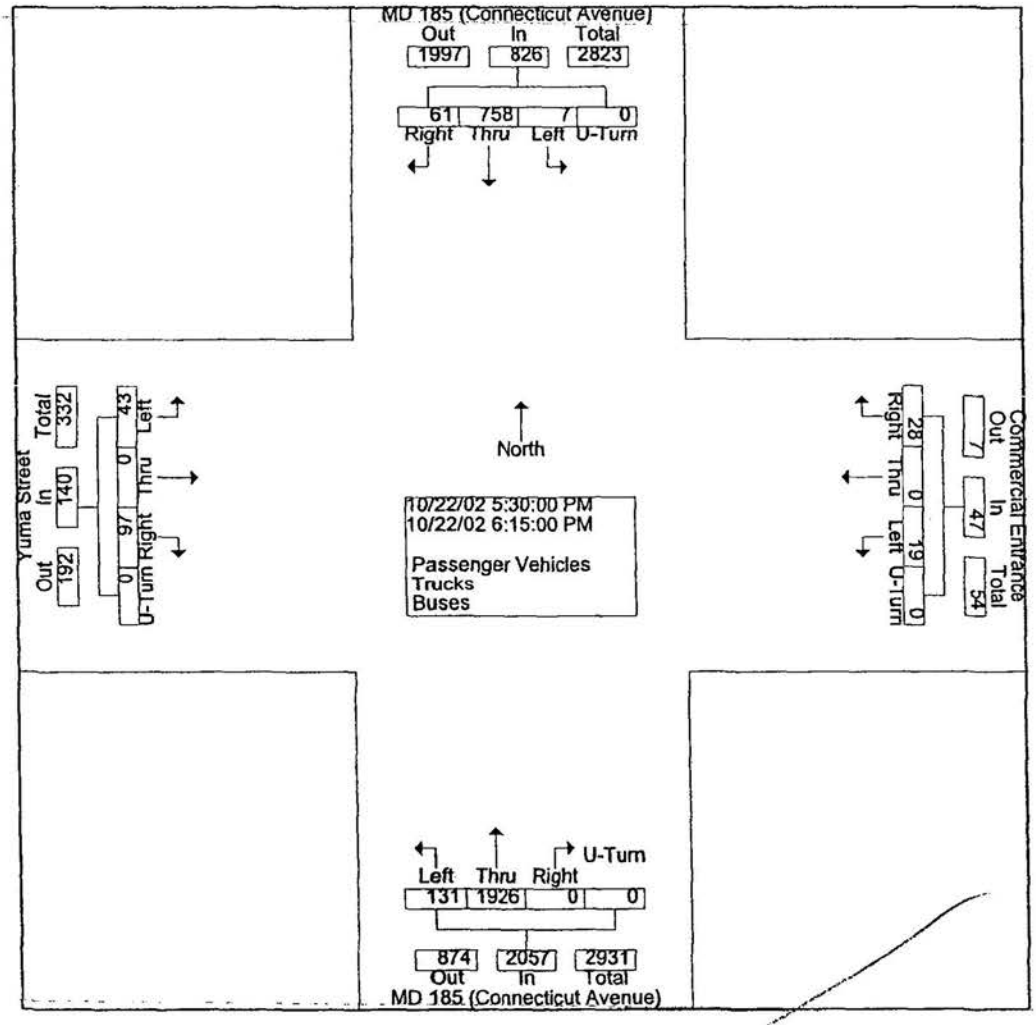


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Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, BS
Board :D4-1910, D4-2238
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : CON@YUM
Site Code : 29041910
Start Date : 10/22/2002

	MD 185 (Connecticut Avenue) From North					MD 185 (Connecticut Avenue) From South					Commercial Entrance From East					Yuma Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:45 PM to 08:00 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	7	758	61	0	826	131	1926	0	0	2057	19	0	28	0	47	43	0	97	0	140	3070
Percent	0.8	91.8	7.4	0.0		6.4	93.6	0.0	0.0		40.4	0.0	59.6	0.0		30.7	0.0	69.3	0.0		
06:00 Volume	2	193	15	0	210	32	536	0	0	568	5	0	7	0	12	11	0	17	0	28	818
Peak Factor																					0.938
High Int.	05:30 PM					06:00 PM					06:15 PM					05:45 PM					
Volume	1	209	18	0	228	32	536	0	0	568	7	0	8	0	15	11	0	38	0	49	
Peak Factor					0.906					0.905					0.783					0.714	



O.R. George & Associates, Inc.
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Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by :ORGA- LM, BS
Board :D4-1910, D4-2238
City/County :Washington D.C
Weather :Warm/Clear/Dry

File Name : CONN@YUM
Site Code : 32072238
Start Date : 10/23/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	MD 185 (Connecticut Avenue) From North					MD 185 (Connecticut Avenue) From South					Commercial Entrance From East					Yuma Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
08:15 AM	1	598	9	0	608	10	154	3	0	167	1	0	1	0	2	3	0	25	0	28	805
08:30 AM	2	608	7	0	617	14	160	2	0	176	0	0	0	0	0	1	0	30	0	31	824
08:45 AM	2	657	9	0	668	13	164	4	0	181	0	0	0	0	0	2	0	24	0	26	875
09:00 AM	1	661	14	0	676	10	168	3	0	181	1	0	1	0	2	7	0	14	0	21	880
Total	6	2524	39	0	2569	47	646	12	0	705	2	0	2	0	4	13	0	93	0	106	3384
09:15 AM	4	564	9	0	577	18	181	8	0	207	0	0	1	0	1	10	0	15	0	25	810
09:30 AM	2	472	18	0	492	16	162	8	0	186	1	0	2	0	3	5	0	15	0	20	701
09:45 AM	3	320	11	0	334	19	167	11	0	197	0	0	1	0	1	3	0	22	0	25	557
10:00 AM	3	268	11	0	282	15	169	7	0	191	0	0	0	0	0	5	0	14	0	19	492
Total	12	1624	49	0	1685	68	679	34	0	781	1	0	4	0	5	23	0	66	0	89	2560
04:45 PM	1	160	14	0	175	31	430	6	0	467	1	0	2	0	3	4	0	11	0	15	660
05:00 PM	1	172	18	0	191	33	399	7	0	439	2	0	4	0	6	11	0	16	0	27	663
Total	2	332	32	0	366	64	829	13	0	906	3	0	6	0	9	15	0	27	0	42	1323
05:15 PM	2	152	16	0	170	13	390	10	0	413	5	0	3	0	8	11	0	23	0	34	625
05:30 PM	3	177	20	0	200	44	506	9	0	559	4	0	6	0	10	10	0	23	0	33	802
05:45 PM	2	199	24	0	225	43	536	12	0	591	6	0	9	0	15	23	0	14	0	37	868
06:00 PM	3	194	14	0	211	33	541	8	0	582	5	0	7	0	12	16	0	27	0	43	848
Total	10	722	74	0	806	133	1973	39	0	2145	20	0	25	0	45	60	0	87	0	147	3143
06:15 PM	1	189	27	0	217	25	427	5	0	457	3	0	8	0	11	6	0	20	0	26	711
06:30 PM	0	184	15	0	199	37	441	7	0	485	2	0	5	0	7	15	0	15	0	30	721
06:45 PM	1	244	17	0	262	23	418	4	0	445	2	0	4	0	6	18	0	27	0	45	758
07:00 PM	2	209	15	0	226	24	309	8	0	341	1	0	6	0	7	9	0	16	0	25	599
Total	4	826	74	0	904	109	1595	24	0	1728	8	0	23	0	31	48	0	78	0	126	2789
07:15 PM	1	232	19	0	252	16	310	6	0	332	2	0	4	0	6	17	0	26	0	43	633
07:30 PM	0	204	21	0	225	16	331	3	0	350	3	0	2	0	5	8	0	13	0	21	601
07:45 PM	1	207	9	0	217	14	300	1	0	315	1	0	1	0	2	9	0	22	0	31	565
08:00 PM	1	172	4	0	177	10	292	1	0	303	1	0	1	0	2	16	0	18	0	34	516
Total	3	815	53	0	871	56	1233	11	0	1300	7	0	8	0	15	50	0	79	0	129	2315
Grand Total	37	6843	321	0	7201	477	6955	133	0	7565	41	0	68	0	109	209	0	430	0	639	15514
Apprch %	0.5	95.0	4.5	0.0		6.3	91.9	1.8	0.0		37.6	0.0	62.4	0.0		32.7	0.0	67.3	0.0		
Total %	0.2	44.1	2.1	0.0	46.4	3.1	44.8	0.9	0.0	48.8	0.3	0.0	0.4	0.0	0.7	1.3	0.0	2.8	0.0	4.1	

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Counted by :ORGA- LM, BS
Board :D4-1910, D4-2238
City/County :Washington D.C
Weather :Warm/Clear/Dry

File Name : CONN@YU
Site Code : 32072238
Start Date : 10/23/2002

	MD 185 (Connecticut Avenue) From North					MD 185 (Connecticut Avenue) From South					Commercial Entrance From East					Yuma Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 08:15 AM to 10:00 AM - Peak 1 of 1																					
Intersection	08:30 AM																				
Volume	9	2490	39	0	2538	55	673	17	0	745	1	0	2	0	3	20	0	83	0	103	3389
Percent	0.4	98.1	1.5	0.0		7.4	90.3	2.3	0.0		33.3	0.0	66.7	0.0		19.4	0.0	80.6	0.0		
09:00 Volume	1	661	14	0	676	10	168	3	0	181	1	0	1	0	2	7	0	14	0	21	880
Peak Factor																					0.963
High Int.	09:00 AM					09:15 AM					09:00 AM					08:30 AM					
Volume	1	661	14	0	676	18	181	8	0	207	1	0	1	0	2	1	0	30	0	31	
Peak Factor					0.939					0.900					0.375					0.831	

