Connecticut Avenue Classification Study

Due to the reversible lane operation of Connecticut Avenue, it was not possible to perform continuous automated vehicle classification counts. Instead, a manual classification study was conducted on November 23 and December 2, 2002, between the hours of 7:00 AM and 7:00 PM.

Board of Zoning Adjustment
District of Columbia
CASE NO. 17022
EXHIBIT NO. 62A7

MCV Associates, Inc.
4605-C Pine crest Office Park Dr, Alexandria, VA 22312
Classified Count Study - Field Sheet

Request No.:
Job No.: J374

Location: Connecticut Ave
Town: DC
County: Washington DC
Date (m/d/y): 11/23/02

Recorder: dc/msk
Route No.:

Interval (dd): 60
(In Minutes)
Direction: "

Route:
Direction: NB

TIME	CYCLE	CARS	2A-4T	BUSES	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	OTHER	TOTAL
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
6:00														0
7:00														0
8:00	0	258	27	2	3	2	0	0	1	0	0	0	0	293
9:00	1	393	36	5	5	2	0	1	1	0	0	0	0	444
10:00	0	654	68	5	15	2	0	0	1	0	0	0	0	745
11:00	2	836	53	6	13	2	1	0	0	0	0	0	0	913
12:00	0	964	43	5	6	1	0	1	1	0	0	0	0	1021
13:00	0	964	50	2	6	1	0	0	2	0	0	0	0	1025
14:00	0	993	33	2	8	2	0	0	2	0	0	0	0	1040
15:00	0	1031	62	4	8	0	0	0	2	0	0	0	0	1107
16:00	2	1062	72	14	13	0	0	0	0	0	0	0	0	1163
17:00	0	1095	39	4	3	0	0	0	0	0	0	0	0	1141
18:00	0	1005	32	4	5	0	0	0	2	1	0	0	0	1049
19:00	0	861	41	7	4	2	0	0	1	0	0	0	0	916
20:00														0
21:00														0
22:00														0
23:00														0
23:59														0
SUB														
TOTAL	5	10116	556	60	89	14	1	2	13	1	0	0	0	10857

MCV Associates. Inc.

4605-C Pine crest Office Park Dr, Alexandria, VA 22312

Classified Count Study - Field Sheet

Request No.:

Job No.: J374

Location: Connecticut Ave | Recorder: dc/msk | Interval (dd): 60 (In Minutes)

Town: DC

County: Washington DC

Date (m/d/y): 11/23/02 | Route No.: | Direction: SB

TIME ENDING	CYCLE TYPE 1	CARS TYPE 2	2A-4T TYPE 3	BUSES TYPE 4	2A-SU TYPE 5	3A-SU TYPE 6	4A-SU TYPE 7	4A-ST TYPE 8	5A-ST TYPE 9	6A-ST TYPE 10	5A-MT TYPE 11	6A-MT TYPE 12	OTHER TYPE 13	TOTAL
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
6:00														0
7:00														0
8:00	0	498	28	5	5	4	0	0	0	0	0	0	0	540
9:00	1	726	43	12	13	2	2	0	0	0	0	0	0	799
10:00	2	900	34	4	7	1	0	1	1	0	0	0	0	950
11:00	0	897	58	4	12	0	2	1	0	0	0	0	0	974
12:00	0	910	30	3	4	0	0	0	2	0	0	0	0	949
13:00	0	932	50	2	2	0	0	0	0	0	0	0	0	986
14:00	0	997	32	2	7	0	0	0	0	0	0	0	0	1038
15:00	1	936	37	4	7	0	0	0	0	0	0	0	0	985
16:00	1	908	51	3	7	1	0	0	0	1	0	0	0	972
17:00	0	963	22	2	2	0	0	0	0	0	0	0	0	989
18:00	5	975	59	3	1	0	0	1	1	0	0	0	0	1045
19:00	5	998	28	5	1	0	0	0	1	0	0	0	0	1038
20:00														0
21:00														0
22:00														0
23:00														0
23:59														0
SUB TOTAL	15	10640	472	49	68	8	4	3	5	1	0	0	0	11265

MCV Associates. Inc.

4605-C Pine crest Office Park Dr, Alexandria, VA 22312

Classified Count Study - Field Sheet

Request No.:

Job No.: J374

Location: Connecticut Ave | Recorder: ajk/dc | Interval (dd): 60

Town: | (In Minutes)

County: Washington DC

Date (m/d/y): 12/2/02 | Route No.: | Direction:

Route: | Direction: NB

TIME	CYCLE	CARS	2A-4T	BUSES	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	OTHER	TOTAL
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
6:00														0
7:00														0
8:00	0	415	35	16	9	1	3	1	0	0	0	0	0	480
9:00	0	525	44	16	10	2	1	1	0	0	0	0	0	599
10:00	0	536	70	6	20	3	1	1	1	0	0	0	0	638
11:00	0	549	84	4	20	0	4	2	1	0	0	0	0	664
12:00	1	573	88	4	4	3	2	1	1	0	0	0	0	677
13:00	0	604	93	5	12	5	2	1	3	0	0	0	0	725
14:00	0	713	86	4	8	3	1	2	0	0	0	0	0	817
15:00	3	819	88	7	13	2	0	2	0	0	0	0	0	934
16:00	0	1018	123	10	9	1	0	0	0	0	0	0	0	1161
17:00	1	1993	101	6	5	1	0	0	2	0	0	0	0	2109
18:00	3	1853	91	7	6	1	0	0	0	0	0	0	0	1961
19:00	1	1673	55	10	7	2	0	0	0	0	0	0	0	1748
20:00														0
21:00														0
22:00														0
23:00														0
23:59														0
SUB														
TOTAL	9	11271	958	95	123	24	14	11	8	0	0	0	0	12513

MCV Associates. Inc.
4605-C Pine crest Office Park Dr, Alexandria, VA 22312
Classified Count Study - Field Sheet

Request No.:
Job No.: J374

Location: Connecticut Ave | Recorder: ajk/dc | Interval (dd): 60 (In Minutes)
Town:
County: Washington DC
Date (m/d/y): 12/2/02 | Route No.: | Direction: SB

TIME ENDING	CYCLE TYPE 1	CARS TYPE 2	2A-4T TYPE 3	BUSES TYPE 4	2A-SU TYPE 5	3A-SU TYPE 6	4A-SU TYPE 7	4A-ST TYPE 8	5A-ST TYPE 9	6A-ST TYPE 10	5A-MT TYPE 11	6A-MT TYPE 12	OTHER TYPE 13	TOTAL
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
6:00														0
7:00														0
8:00	1	1822	96	16	9	1	3	1	0	0	0	0	0	1949
9:00	2	2521	176	16	10	2	1	1	0	0	0	0	0	2729
10:00	1	1346	97	6	20	3	1	1	1	0	0	0	0	1476
11:00	0	777	124	4	20	0	4	2	1	0	0	0	0	932
12:00	0	600	87	4	4	3	2	1	1	0	0	0	0	702
13:00	2	614	97	2	10	5	0	0	3	0	0	1	0	734
14:00	0	653	84	3	8	2	0	0	0	0	0	0	0	750
15:00	2	679	67	7	13	2	0	2	0	0	0	0	0	772
16:00	0	737	67	10	9	1	0	0	0	0	0	0	0	824
17:00	0	701	74	6	5	1	0	0	2	0	0	0	0	789
18:00	0	691	42	7	6	1	0	0	0	0	0	0	0	747
19:00	2	744	30	10	7	2	0	0	0	0	0	0	0	795
20:00														0
21:00														0
22:00														0
23:00														0
23:59														0
SUB TOTAL	10	11885	1041	91	121	23	11	8	8	0	0	1	0	13199

TRAFFIC SIGNAL
SYSTEM DIVISION
2002 DEC 33 PM 1:21

APPENDIX C
RECORDED SPEEDS FOR STUDIED SEGMENTS IN THE STUDY AREA

AVERAGE SPEED (Miles Per Hour)

Road		Section	AM Peak	PM Peak
CONNECTICUT AVENUE	Connecticut Avenue Northbound	Sedgwick Street - Tilden Street	13.0	18.1
	Connecticut Avenue Northbound	Tilden Street - Upton Street	32.2	36.1
	Connecticut Avenue Northbound	Upton Street - Van Ness Street	17.8	21.1
	Connecticut Avenue Northbound	Van Ness Street - Veazey Terrace	24.3	11.8
	Connecticut Avenue Northbound	Veazey Terrace - Windom Place	18.3	24.5
	Connecticut Avenue Northbound	Windom Place - Yuma Street	27.4	24.6
	Connecticut Avenue Northbound	Yuma Street - Albemarle Street	25.6	24.8
	Connecticut Avenue Southbound	Albemarle Street - Yuma Street	29.4	20.7
	Connecticut Avenue Southbound	Yuma Street - Windom Place	22.9	24.6
	Connecticut Avenue Southbound	Windom Place - Veazey Terrace	12.4	15.9
	Connecticut Avenue Southbound	Veazey Terrace - Van Ness Street	13.2	9.0
	Connecticut Avenue Southbound	Van Ness Street - Upton Street	31.0	30.1
	Connecticut Avenue Southbound	Upton Street - Tilden Street	32.2	11.0
	Connecticut Avenue Southbound	Tilden Street - Sedgwick Street	24.9	25.1
ALBEMARLE STREET	Albemarle Street Eastbound	Reno Road - 36th Street	19.0	21.2
	Albemarle Street Eastbound	36th Street - Connecticut Avenue	10.1	12.3
	Albemarle Street Eastbound	Connecticut Avenue - 30th Street	31.8	29.5
	Albemarle Street Eastbound	30th Street - Linnean Avenue	18.9	20.0
	Albemarle Street Westbound	Linnean Avenue - 30th Street	19.4	18.2
	Albemarle Street Westbound	30th Street - Connecticut Avenue	13.0	21.3
	Albemarle Street Westbound	Connecticut Avenue - 36th Street	17.2	20.6
	Albemarle Street Westbound	36th Street - Reno Road	8.6	8.1

AVERAGE SPEED (Miles Per Hour)

Road	Section	AM Peak	PM Peak
TILDEN STREET	Tilden Street Eastbound	Reno Road - Sedgwick Street	27.0	28.3
	Tilden Street Eastbound	Sedgwick Street - Connecticut Avenue	11.9	16.9
	Tilden Street Eastbound	Connecticut Avenue - 29th Street	25.7	22.1
	Tilden Street Eastbound	29th Street - Linnean Avenue	33.5	30.2
	Tilden Street Westbound	Linnean Avenue - 29th Street	26.2	22.9
	Tilden Street Westbound	29th Street - Connecticut Avenue	6.9	14.8
	Tilden Street Westbound	Connecticut Avenue - Sedgwick Street	30.4	25.7
	Tilden Street Westbound	Sedgwick Street - Reno Road	14.5	10.8
RENO ROAD	Reno Road Northbound	Tilden Street - Van Ness Street	11.9	29.5
	Reno Road Northbound	Van Ness Street - Yuma Street	20.3	21.3
	Reno Road Northbound	Yuma Street - Albemarle Street	38.8	34.9
	Reno Road Southbound	Albemarle Street - Yuma Street	15.4	30.1
	Reno Road Southbound	Yuma Street - Van Ness Street	6.9	16.2
	Reno Road Southbound	Van Ness Street - Tilden Street	11.6	10.5
VAN NESS STREET	Van Ness Street Eastbound	Reno Road - International Drive	13.4	12.4
	Van Ness Street Eastbound	International Drive - International Drive	38.0	37.2
	Van Ness Street Eastbound	International Drive - Connecticut Avenue	12.1	8.0
	Van Ness Street Eastbound	Connecticut Avenue - Turnaround	13.8	11.4
	Van Ness Street Westbound	Turnaround - Connecticut Avenue	5.8	7.4
	Van Ness Street Westbound	Connecticut Avenue - International Drive	29.4	23.7
	Van Ness Street Westbound	International Drive - International Drive	37.2	27.1
	Van Ness Street Westbound	International Drive - Reno Road	2.5	2.1

APPENDIX D
ACCIDENT DATA

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **ALBEMARLE ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **3**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	33.33%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	33.33%
18:30-07:30	1	33.33%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **ALBEMARLE ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **6**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	66.67%	0	0.00%	0	0.00%	2	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	1	1	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	3	50.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	16.67%
18:30-07:30	2	33.33%
Weekday:	5	83.33%
Weekend:	1	16.67%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **ALBEMARLE ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **7**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	57.14%	0	0.00%	0	0.00%	2	28.57%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	3	1	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	14.29%
11:30-13:30	1	14.29%
13:30-16:00	2	28.57%
16:00-18:30	1	14.29%
18:30-07:30	2	28.57%
Weekday:	5	71.43%
Weekend:	2	28.57%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **YUMA ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **6**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	66.67%	0	0.00%	0	0.00%	2	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	3	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	16.67%
09:30-11:30	0	0.00%
11:30-13:30	1	16.67%
13:30-16:00	0	0.00%
16:00-18:30	2	33.33%
18:30-07:30	2	33.33%
Weekday:	4	66.67%
Weekend:	2	33.33%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **YUMA ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **11**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	54.55%	0	0.00%	0	0.00%	4	36.36%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	3	5	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	18.18%
09:30-11:30	2	18.18%
11:30-13:30	1	9.09%
13:30-16:00	1	9.09%
16:00-18:30	4	36.36%
18:30-07:30	1	9.09%
Weekday:	11	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **YUMA ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **7**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	57.14%	0	0.00%	0	0.00%	3	42.86%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	2	0	1	3	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	28.57%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	4	57.14%
18:30-07:30	1	14.29%
Weekday:	6	85.71%
Weekend:	1	14.29%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **WINDOM PL** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **5**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	40.00%	0	0.00%	1	20.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	1	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	20.00%
09:30-11:30	1	20.00%
11:30-13:30	1	20.00%
13:30-16:00	0	0.00%
16:00-18:30	1	20.00%
18:30-07:30	1	20.00%
Weekday:	4	80.00%
Weekend:	1	20.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **WINDOM PL** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **9**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	66.67%	0	0.00%	0	0.00%	2	22.22%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	3	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	3	33.33%
09:30-11:30	2	22.22%
11:30-13:30	0	0.00%
13:30-16:00	2	22.22%
16:00-18:30	1	11.11%
18:30-07:30	1	11.11%
Weekday:	8	88.89%
Weekend:	1	11.11%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **WINDOM PL** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **7**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	57.14%	0	0.00%	0	0.00%	2	28.57%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	2	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	3	42.86%
09:30-11:30	1	14.29%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	28.57%
18:30-07:30	1	14.29%
Weekday:	7	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **VEAZEY TERR** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **3**

Total Number of Injuries **1**

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
0 0.00%	0 0.00%	0 0.00%	3 00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	2	66.67%
16:00-18:30	1	33.33%
18:30-07:30	0	0.00%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:
Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **VEAZEY TERR** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **3**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	66.67%	1	33.33%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	33.33%
16:00-18:30	0	0.00%
18:30-07:30	2	66.67%
Weekday:	2	66.67%
Weekend:	1	33.33%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **VAN NESS ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	2	00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	50.00%
Weekday:	1	50.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **VAN NESS ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **9**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	55.56%	0	0.00%	0	0.00%	4	44.44%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	0	4	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	1	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	22.22%
09:30-11:30	1	11.11%
11:30-13:30	0	0.00%
13:30-16:00	3	33.33%
16:00-18:30	3	33.33%
18:30-07:30	0	0.00%
Weekday:	9	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **VAN NESS ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **11**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
8	72.73%	0	0.00%	0	0.00%	2	18.18%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	0	0	2	4	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	18.18%
09:30-11:30	0	0.00%
11:30-13:30	2	18.18%
13:30-16:00	3	27.27%
16:00-18:30	1	9.09%
18:30-07:30	3	27.27%
Weekday:	10	90.91%
Weekend:	1	9.09%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **UPTON ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **8**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	25.00%	0	0.00%	0	0.00%	4	50.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	2	0	0	1	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	12.50%
09:30-11:30	0	0.00%
11:30-13:30	1	12.50%
13:30-16:00	1	12.50%
16:00-18:30	3	37.50%
18:30-07:30	2	25.00%
Weekday:	6	75.00%
Weekend:	2	25.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **UPTON ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **7**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	42.86%	0	0.00%	0	0.00%	3	42.86%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	2	0	0	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	14.29%
11:30-13:30	2	28.57%
13:30-16:00	0	0.00%
16:00-18:30	2	28.57%
18:30-07:30	2	28.57%
Weekday:	7	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **UPTON ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **6**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	16.67%	0	0.00%	0	0.00%	5	83.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	0	0	0	1	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	33.33%
09:30-11:30	0	0.00%
11:30-13:30	1	16.67%
13:30-16:00	1	16.67%
16:00-18:30	1	16.67%
18:30-07:30	1	16.67%
Weekday:	5	83.33%
Weekend:	1	16.67%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **TILDEN ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **7**

Total Number of Injuries **7**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	71.43%	0	0.00%	0	0.00%	2	28.57%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	1	5	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	28.57%
09:30-11:30	1	14.29%
11:30-13:30	0	0.00%
13:30-16:00	2	28.57%
16:00-18:30	0	0.00%
18:30-07:30	2	28.57%
Weekday:	5	71.43%
Weekend:	2	28.57%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **TILDEN ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **11**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	45.45%	0	0.00%	2	18.18%	4	36.36%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
3	4	0	3	0	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	18.18%
09:30-11:30	0	0.00%
11:30-13:30	2	18.18%
13:30-16:00	2	18.18%
16:00-18:30	0	0.00%
18:30-07:30	5	45.45%
Weekday:	7	63.64%
Weekend:	4	36.36%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **TILDEN ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **12**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
8	66.67%	0	0.00%	0	0.00%	4	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	3	0	5	0	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	16.67%
09:30-11:30	1	8.33%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	7	58.33%
18:30-07:30	2	16.67%
Weekday:	11	91.67%
Weekend:	1	8.33%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **SEDGWICK ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **4**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	0	0.00%	1	25.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	1	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	25.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	25.00%
16:00-18:30	1	25.00%
18:30-07:30	1	25.00%
Weekday:	3	75.00%
Weekend:	1	25.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And **SEDGWICK ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **2**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	2	00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	50.00%
18:30-07:30	1	50.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

CONNECTICUT AVE And SEDGWICK ST NW

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **6**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	66.67%	0	0.00%	0	0.00%	2	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	2	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	2	33.33%
16:00-18:30	2	33.33%
18:30-07:30	2	33.33%
Weekday:	5	83.33%
Weekend:	1	16.67%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **ALBEMARLE ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	1	00.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **ALBEMARLE ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **YUMA ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **1**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **VAN NESS ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **3**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	33.33%	0	0.00%	0	0.00%	2	66.67%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	33.33%
11:30-13:30	0	0.00%
13:30-16:00	1	33.33%
16:00-18:30	0	0.00%
18:30-07:30	1	33.33%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **TILDEN ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	2	100.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
2	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	2	100.00%
Weekday:	0	0.00%
Weekend:	1	50.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **TILDEN ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2000**

Total Number of Accident **1**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

RENO RD And **TILDEN ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

LINNEAN AVE And **TILDEN ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/1999**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
0 0.00%	0 0.00%	0 0.00%	1 00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

LINNEAN AVE And **TILDEN ST** **NW**

Summary for the time period of: **1/1/2001** To: **12/31/2001**

Total Number of Accident **2**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	2	00.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	2	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

D.DOT: Accident Summary Report (R-4)

Date: 4/14/03
Prepared by: ya

Location: Quadrant: **NW**

35TH ST And **YUMA ST**

Summary for the time period of: **1/1/2000** To: **12/31/2002**

Total Number of Accident: **2**

Total Number of Injuries: **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unkno
1	50.00%	0	0.00%	0	0.00%	1

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Pa
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	50.00%
13:30-16:00	1	50.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

D.DOT: Accident Summary Report (R-4)

Date: 4/9/03
Prepared By: ya

Location: Quadrant:

36TH ST And **YUMA ST** **NW**

Summary for the time period of: **1/1/2000** To: **12/31/2002**

Total Number of Accident 1

Total Number of Injuries 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.0

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Pa
0	0	0	0	0	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	100.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

APPENDIX E
PARKING INVENTORY DATA

Connecticut Avenue Parking Inventory

Percent of Connecticut Avenue on-street parking spaces/number of meter(s) occupied

Connecticut Avenue	Total Meters		Morning Off Peak 10:00AM - 12:00PM		Afternoon Off Peak 2:00PM - 3:30PM		Comments
	SB	NB	SB	NB	SB	NB	Two-hour Parking from 9:30 AM to 4PM in all metered areas
Albemarle to Yuma	6	7	4	7	5	7	
Yuma to Windom	11	None	11	90%	10	80%	No northbound meters, however parking is available
Windom to Veazey	6	6	5	5	6	6	
Veazey to VanNess	7	4	7	4	7	4	
VanNess to Upton	10	None	8	100%	5	30%	No northbound meters, however parking is available
Upton to Tilden	10	None	1	100%	2	70%	No northbound meters, however parking is available
Appleton to Albemarle St	None	None	100%	80%	100%	80%	No meters, however parking is available
Tilden to Sedgwick St	None	None	70%	60%	50%	50%	No meters, however parking is available

North - South Street Parking Inventory

Percent of on-street parking spaces/number of meter(s) occupied

	AM Peak 8:00AM - 9:30AM	AM Off Peak 10:00AM - 12:00PM	PM Off Peak 2:00PM - 3:30PM	PM Peak 4:00PM - 5:30PM	Comments
38th St					Unless otherwise noted, all locations have two-hour parking from 7AM-8:30PM, Monday-Friday
NB					
Upton St to VanNess St	70%	90%	90%	90%	
VanNess St to Veazey St	60%	50%	70%	80%	
Veazey St to Warren St	60%	50%	60%	60%	
Warren St to Windom Pl	10%	0%	0%	0%	
Windom Pl to Yuma St	50%	40%	50%	40%	
Yuma St to Alton Pl	30%	30%	40%	30%	
Alton Pl to Albemarle St	0%	0%	0%	0%	
Albemarle St to Appleton St	10%	30%	40%	50%	
SB					
Appleton St to Albemarle St	40%	30%	50%	30%	
Albemarle St to Alton Pl	10%	0%	0%	0%	
Alton Pl to Yuma St	10%	10%	30%	10%	
Yuma St to Windom Pl	50%	20%	10%	10%	
Windom Pl to Warren St	0%	0%	0%	0%	
Warren St to Veazey St	60%	15%	40%	50%	
Veazey St to VanNess St	40%	40%	80%	70%	
VanNess St to Upton St	95%	100%	90%	100%	
37th St					
NB					
Tilden St to Upton St	100%	100%	100%	90%	
Upton St to VanNess St	10%	30%	30%	30%	
VanNess St to Veazey St	70%	80%	70%	70%	
Veazey St to Warren St	80%	50%	70%	50%	
Warren St to Windom Pl	100%	70%	80%	40%	
Windom Pl to Yuma St	40%	30%	60%	30%	
SB					
Yuma St to Windom Pl	60%	60%	60%	40%	
Windom Pl to Warren St	80%	40%	50%	70%	
Warren St to Veazey St	80%	50%	50%	40%	
Veazey St to VanNess St	80%	60%	40%	70%	
VanNess St to Upton St	10%	20%	30%	30%	
Upton St to Tilden St	100%	100%	80%	70%	
36th St					
NB					
Veazey St to Yuma St (28M)	1	7	2	0	28 meters on NB 36th St from Veazey to Yuma St
Yuma St to Alton Pl	0%	0%	30%	0%	
Alton Pl to Albemarle St	10%	10%	20%	20%	
Albemarle St to Appleton St	10%	10%	0%	0%	
SB					
Appleton St to Albemarle St	15%	10%	60%	20%	
Albemarle St to Alton Pl	10%	10%	0%	0%	
Yuma St to Warren St	80%	70%	70%	20%	
35th St					
NB					
Yuma St to Alton Pl	60%	90%	30%	40%	
Alton Pl to Albemarle St	90%	80%	80%	70%	

North - South Street Parking Inventory

Percent of on-street parking spaces/number of meter(s) occupied

	AM Peak 8:00AM - 9:30AM	AM Off Peak 10:00AM - 12:00PM	PM Off Peak 2:00PM - 3:30PM	PM Peak 4:00PM - 5:30PM	Comments
35th St					
SB					
Albemarle St to Alton Pl	90%	80%	80%	90%	
Alton Pl to Yuma St	60%	90%	70%	60%	
32nd St north of Albemarle St	90%	80%	90%	80%	
30th St north of Albemarle St	30%	40%	30%	40%	
29th St north of Albemarle St	20%	30%	20%	20%	No visible parking signs
29th St south of Albemarle St	20%	15%	15%	10%	No visible parking signs
Linnean Av north of Albemarle	30%	20%	20%	10%	No visible parking signs
Linnean Ave north of Tilden	10%	10%	10%	10%	No visible parking signs
29th St from Upton to Conn	30%	30%	40%	50%	

East - West Street Parking Inventory

Percent of on-street parking spaces/number of meter(s) occupied

	AM Peak 8:00AM - 9:30AM	AM Off Peak 10:00AM - 12:00PM	PM Off Peak 2:00PM - 3:30PM	PM Peak 4:00PM - 5:30PM	Comments
Appleton St					Unless otherwise noted, all locations have two-hour parking from 7AM-8:30PM, Monday-Friday
WB					
Connecticut to 36th St	95%	80%	75%	70%	
36th St to Reno Rd	10%	20%	10%	10%	
Reno Rd to 38th St	60%	60%	30%	50%	
EB					
38th St to Reno Rd	60%	40%	40%	50%	
Reno Rd to 36th St	10%	30%	10%	20%	
36th St to Connecticut	75%	80%	75%	70%	
Albemarle Street					
WB					
East of Linnean Ave	50%	30%	10%	20%	No visible parking signs
Linnean Av to 29th St	20%	10%	10%	40%	
29th St to 30th St	30%	10%	10%	20%	
30th St to 32nd St	80%	80%	90%	70%	
32nd St to Connecticut	90%	80%	80%	80%	
Connecticut to 35th	70%	100%	100%	100%	
35th St to 36th St	80%	70%	80%	80%	
36th St to Reno Rd	10%	15%	10%	10%	
Reno Rd to 38th St	40%	35%	10%	30%	
EB					
38th St to Reno Rd	25%	35%	20%	30%	
Reno Rd to 36th St	10%	15%	20%	20%	
36th St to 35th St	70%	80%	70%	80%	
East of Linnean Ave	50%	30%	20%	20%	No visible parking signs
Alton Pl					
WB					
35th St to 36th St	50%	70%	70%	55%	
36th St to Reno Rd	55%	60%	40%	70%	
Reno Rd to 38th St	60%	70%	30%	30%	
EB					
38th St to Reno Rd	50%	60%	60%	50%	
Reno Rd to 36th St	25%	30%	30%	70%	
36th St to 35th St	50%	40%	40%	45%	
Yuma St					
WB					
6 Meters west of Conn.	3	5	5	5	6 meters at beginning of westbound Yuma St
Meter to 35th St	90%	90%	100%	95%	Parking available from end of meters to 35th St
35th St to 36th St	20%	50%	30%	30%	
36th St to Reno Rd	20%	20%	40%	15%	
Reno Rd to 37th St	20%	50%	60%	20%	
37th St to 38th St	40%	40%	30%	60%	
EB					
38th St to 37th St	55%	50%	40%	60%	
37th St to Reno Rd	20%	40%	40%	20%	
Reno Rd to 36th St	20%	10%	40%	15%	
36th St to 35th St	20%	40%	30%	20%	
19 Meters west of Conn	11	18	11	14	19 meters from 35th St to Connecticut Ave
Windom Pl					
WB					
Reno Rd to 37th St	60%	30%	50%	60%	
37th St to 38th St	80%	50%	40%	70%	
3 Meters east of Conn	3	3	2	3	3 meters east of Connecticut Ave
4 Meters west of Conn	3	4	4	4	4 meters west of Connecticut Ave

East - West Street Parking Inventory

Percent of on-street parking spaces/number of meter(s) occupied

	AM Peak 8:00AM - 9:30AM	AM Off Peak 10:00AM - 12:00PM	PM Off Peak 2:00PM - 3:30PM	PM Peak 4:00PM - 5:30PM	Comments
Windom Pl					
EB					
38th St to 37th St	70%	50%	50%	70%	
37th St to Reno Rd	55%	40%	50%	60%	
Warren St					
WB					
Reno Rd to 37th St	30%	15%	15%	15%	
37th St to 38th St	80%	70%	60%	50%	
EB					
38th St to 37th St	60%	40%	60%	50%	
37th St to Reno Rd	40%	40%	30%	45%	
Veazey St					
WB					
Reno Rd to 37th St	50%	40%	60%	50%	
37th St to 38th St	70%	50%	65%	30%	
EB					
38th St to 37th St	70%	70%	60%	50%	
37th St to Reno Rd	95%	90%	90%	90%	
Van Ness St					
WB					
East of Connecticut	90%	100%	100%	100%	
Conn to Reno(43Meters)	39	43	41	40	43 meters from Connecticut Av to Reno Rd
Reno Rd to 37th St	60%	90%	90%	70%	
37th St to 38th St	70%	60%	75%	65%	
EB					
East of Connecticut	90%	100%	95%	100%	
Upton St					
WB					
Linnean Ave to 29th St	90%	90%	30%	40%	
29th St to Connecticut	95%	95%	95%	95%	
Reno Rd to 37th St	40%	40%	45%	30%	
37th St to 38th St	30%	80%	70%	80%	
EB					
38th St to 37th St	90%	90%	80%	90%	
37th St to Reno Rd	40%	40%	35%	30%	
Connecticut to 29th St	95%	100%	95%	100%	
29th St to Linnean Ave	60%	30%	10%	30%	
Tilden St					
WB					
29th St to Connecticut	95%	90%	90%	70%	Parking prohibited from Linnean Av to 29th St
Connecticut to Sedgwick	95%	90%	90%	90%	
Sedgwick to Reno St	100%	90%	90%	80%	
East of 37th St	25%	10%	15%	15%	
EB					
Reno St to Sedgwick	95%	95%	90%	70%	
Sedgwick to Connecticut	70%	80%	60%	80%	
Connecticut to 28th St	90%	80%	70%	80%	
East of 37th St	15%	10%	15%	15%	
Sedgwick St EB from Tilden to Conn	100%	90%	90%	90%	
WB Springland Lane	20%	20%	10%	20%	
EB Springland Lane	20%	0%	0%	0%	

APPENDIX F
DESCRIPTION OF LEVEL OF SERVICE FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Level of Service Descriptions for Signalized Intersections

Level of Service	Description
A	***Level of Service A*** describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	***Level of Service B*** describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.
C	***Level Of Service C*** describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, though many still pass though the intersection without stopping.
D	***Level of Service D*** describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, longer cycle lengths, or high volume to capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. This level is considered by many agencies to be the limit of acceptable delay.
E	***Level of Service E*** describes operations with delay greater than 55 and up to 80 sec per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	***Level of Service F*** describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

At unsignalized intersections, the criteria used to evaluate the quality of flow is the measure of the adequacy of the number of acceptable gaps in the thru traffic stream for drivers facing a STOP or YIELD condition. Variables affecting the gaps fare the distribution or arrival of vehicles in the thru traffic stream, the width of the highway, trucks, grades and the amount of time it requires to enter the traffic stream from a stop position (critical gap size).

As a result, the following criteria has been established:

Level of Service	Average Control Delay	Status
A	0 – 10	Little or no Delay
B	> 10 – 15	Short Traffic Delays
C	> 15 – 25	Average Delays
D	> 25 – 35	Long Delays
E	> 35 – 50	Very Long Delays
F	> 50	Extremely Long Delays with significant queuing and traffic congestion

APPENDIX G
UNADJUSTED ORIGIN-DESTINATION MATRICES FROM THE ORIGIN-DESTINATION STUDY

Table G-1

Unadjusted Origin-Destination Trips During the AM Peak Hours (6:45 AM - 9:15 AM)

		DESTINATIONS							
	LOCATION	Reno Rd Northbound at Albemarle St	Albemarle St Westbound at Reno Rd	Van Ness St Westbound at Reno Rd	Reno Rd Southbound at Tilden St	Connecticut Ave Southbound at Sedgwick St	Tilden St Eastbound at Linnean Ave	Albemarle St Eastbound at Linnean Ave	Connecticut Ave Northbound at Albemarle St
ORIGINS	Reno Rd Southbound at Albemarle St	**0**	0	3	109	7	13	0	4
	Albemarle St Eastbound at Reno Rd	6	**0**	3	21	7	5	1	8
	Van Ness St Eastbound at Reno Rd	4	1	**0**	32	37	27	1	17
	Reno Rd Northbound at Tilden St	192	9	9	**0**	13	5	2	9
	Connecticut Ave Northbound at Sedgwick St	15	9	29	8	**0**	11	1	144
	Tilden St Westbound at Linnean Ave	52	18	25	44	25	**0**	0	17
	Albemarle St Westbound at Linnean Ave	0	2	0	4	0	1	**0**	0
	Connecticut Ave Southhbound at Albemarle St	32	26	66	45	613	45	1	**0**

Note: 1. The volumes shown on the table are for a two and half an hour period.
2. The trips shown on this table include adjustments to the raw matching data to account for license plates that were not adequately documented inthe data collection process and license plates that were not adequately matched in the database matching process.
3. N/A = not available

Table G-2

Unadjusted Origin-Destination Trips During the AM Peak Hours (6:45 AM - 9:15 AM)
As Pecentage of Exit Volumes

		DESTINATIONS							
	LOCATION	Reno Rd Northbound at Albemarle St	Albemarle St Westbound at Reno Rd	Van Ness St Westbound at Reno Rd	Reno Rd Southbound at Tilden St	Connecticut Ave Southbound at Sedgwick St	Tilden St Eastbound at Linnean Ave	Albemarle St Eastbound at Linnean Ave	Connecticut Ave Northbound at Albemarle St
ORIGINS	Reno Rd Southbound at Albemarle St	**0%**	0%	2%	41%	1%	12%	0%	2%
	Albemarle St Eastbound at Reno Rd	2%	**0%**	2%	8%	1%	5%	17%	4%
	Van Ness St Eastbound at Reno Rd	1%	2%	**0%**	12%	5%	25%	17%	9%
	Reno Rd Northbound at Tilden St	64%	14%	7%	**0%**	2%	5%	33%	5%
	Connecticut Ave Northbound at Sedgwick St	5%	14%	21%	3%	**0%**	10%	17%	72%
	Tilden St Westbound at Linnean Ave	17%	28%	19%	17%	4%	**0%**	0%	9%
	Albemarle St Westbound at Linnean Ave	0%	3%	0%	2%	0%	1%	**0%**	0%
	Connecticut Ave Southbound at Albemarle St	11%	40%	49%	17%	87%	42%	17%	**0%**
	TOTAL VOLUME	**301**	**65**	**135**	**263**	**702**	**107**	**6**	**199**

Note: 1. The volumes shown on the table are for a two and half an hour period.
2. N/A = not available

Table G-3

Unadjusted Origin-Destination Trips During the PM Peak Hours (3:00 PM - 5:30 PM)

		DESTINATIONS							
	LOCATION	Reno Rd Northbound at Albemarle St	Albemarle St Westbound at Reno Rd	Van Ness St Westbound at Reno Rd	Reno Rd Southbound at Tilden St	Connecticut Ave Southbound at Sedgwick St	Tilden St Eastbound at Linnean Ave	Albemarle St Eastbound at Linnean Ave	Connecticut Ave Northbound at Albemarle St
ORIGINS	Reno Rd Southbound at Albemarle St	**0**	5	1	190	11	35	0	5
	Albemarle St Eastbound at Reno Rd	10	**0**	3	54	10	36	0	40
	Van Ness St Eastbound at Reno Rd	13	5	**0**	34	23	34	0	37
	Reno Rd Northbound at Tilden St	268	44	10	**0**	13	0	0	14
	Connecticut Ave Northbound at Sedgwick St	26	22	9	11	**0**	26	2	441
	Tilden St Westbound at Linnean Ave	33	20	24	28	34	**0**	0	35
	Albemarle St Westbound at Linnean Ave	2	0	0	6	2	1	**0**	8
	Connecticut Ave Southbound at Albemarle St	16	19	12	29	343	46	0	**0**

Note: 1. The volumes shown on the table are for a two and half an hour period.
2. The trips shown on this table include adjustments to the raw matching data to account for license plates that were not adequately documented inthe data collection process and license plates that were not adequately matched in the database matching process.
3. N/A = not available

Table G-4

Unadjusted Origin-Destination Trips During the PM Peak Hours (3:00 PM - 5:30 PM)
As Pecentage of Exit Volumes

		DESTINATIONS							
	LOCATION	Reno Rd Northbound at Albemarle St	Albemarle St Westbound at Reno Rd	Van Ness St Westbound at Reno Rd	Reno Rd Southbound at Tilden St	Connecticut Ave Southbound at Sedgwick St	Tilden St Eastbound at Linnean Ave	Albemarle St Eastbound at Linnean Ave	Connecticut Ave Northbound at Albemarle St
ORIGINS	Reno Rd Southbound at Albemarle St	**0%**	4%	2%	54%	3%	20%	0%	1%
	Albemarle St Eastbound at Reno Rd	3%	**0%**	5%	15%	2%	20%	0%	7%
	Van Ness St Eastbound at Reno Rd	4%	4%	**0%**	10%	5%	19%	0%	6%
	Reno Rd Northbound at Tilden St	73%	38%	17%	**0%**	3%	0%	0%	2%
	Connecticut Ave Northbound at Sedgwick St	7%	19%	15%	3%	**0%**	15%	100%	76%
	Tilden St Westbound at Linnean Ave	9%	17%	41%	8%	8%	**0%**	0%	6%
	Albemarle St Westbound at Linnean Ave	1%	0%	0%	2%	0%	1%	**0%**	1%
	Connecticut Ave Southhbound at Albemarle St	4%	17%	20%	8%	79%	26%	0%	**0%**
	TOTAL VOLUME	**368**	**115**	**59**	**352**	**436**	**178**	**2**	**580**

Note: 1. The volumes shown on the table are for a two and half an hour period.
2. N/A = not available

APPENDIX H
TRIP GENERATION – AREA DEVELOPMENTS

Connecticut Avenue Transportation Study

Appendix H - Trip Generation for Area Developments

1. 3883 Connecticut Avenue (Tilden Garden)
3883 Connecticut Avenue (between Sedgwick and Tilden Streets)
9-story, 166 unit rental property
ITE 232, High-Rise Residential Condominium/Townhouse

Average Vehicle Trip ends vs. Dwelling Units

	AM Peak Hour of Adj. Traffic	PM Peak Hour of Adj. Traffic	Saturday Peak hour of Gen.	Evening Peak Hour of Adj. Traffic
	T = 0.288(X) + 28.861	T = 0.342(X) + 15.466	T = 0.197(X) + 28.845	T = 0.342(X) + 15.466
	X = 166	X = 166	X = 166	X = 166
	T = 77	T = 72	T = 62	T = 72
	19% entering = 15	62% entering = 45	43% entering = 26	62% entering = 45
	81% exiting = 62	38% exiting = 27	57% exiting = 35	38% exiting = 27

Transit Mode Share: Figure 36 of 1989 WMATA study — 1500' from metro — T= 44% reduction

entering = 6	entering = 20	entering = 12	entering = 20
exiting = 27	exiting = 12	exiting = 15	exiting = 12

Total Vehicular Trips: evening volume is 73% of PM peak

entering = 8	entering = 25	entering = 15	entering = 18
exiting = 35	exiting = 15	exiting = 20	exiting = 11

ADT: T = 3.771(X) + 223.657
T = 650
44% Trans. Red. = 286
Net ADT = 364

Saturday ADT: T = 3.940(X) + 197.854
T = 852
44% Trans. Red. = 375
Net ADT = 477

2. Edmund Burke School
2955 Upton Street
Increasing from 295 to 320 students - net of 25 students.
ITE 521, Private School (K-12)

Average Vehicle Trip ends vs. Students

	AM Peak Hour of Generator	PM Peak Hour of Generator	Saturday Peak hour	Evening Peak Hour of Adj.
	T = 0.92(X)	T = 0.64(X)	T = 0	T = 0
	X = 25	X = 25	X = 0	X = 0
	T = 23	T = 16	T = 0	T = 0
	60% entering = 14	45% entering = 7	43% entering = 0	62% entering = 0
	40% exiting = 9	54% exiting = 9	57% exiting = 0	38% exiting = 0

Transit Mode Share: taken from Edmund Burke Trans. Mgmt. Plan — T= 19% reduction

entering = 3	entering = 1	entering = 0	entering = 0
exiting = 2	exiting = 2	exiting = 0	exiting = 0

Total Vehicular Trips: evening volume is 73% of PM peak

entering = 11	entering = 6	entering = 0	entering = 0
exiting = 7	exiting = 7	exiting = 0	exiting = 0

ADT: *Trip Generation* provides no data for private school ADT

3. Sheridan School
4400 36th Street
Increasing from 215 to 226 students - net of 11 students.
ITE 521, Private School (K-12)

Average Vehicle Trip ends vs. Students

	AM Peak Hour of Generator	PM Peak Hour of Generator	Saturday Peak hour	Evening Peak Hour of Adj.
	T = 0.92(X)	T = 0.64(X)	T = 0	T = 0
	X = 11	X = 11	X = 0	X = 0
	T = 10	T = 7	T = 0	T = 0
	60% entering = 6	45% entering = 3	43% entering = 0	62% entering = 0
	40% exiting = 4	54% exiting = 4	57% exiting = 0	38% exiting = 0

Transit Mode Share: 2550' from metro — T= 0% reduction

entering = 0	entering = 0	entering = 0	entering = 0
exiting = 0	exiting = 0	exiting = 0	exiting = 0

Total Vehicular Trips: evening volume is 73% of PM peak

entering = 6	entering = 3	entering = 0	entering = 0
exiting = 4	exiting = 4	exiting = 0	exiting = 0

ADT: *Trip Generation* provides no data for private school ADT

APPENDIX I
OPTIMIZED SIGNAL TIMINGS

This appendix presents optimized signal timings for the existing condition scenarios analyzed in this study, as referenced in Table 10:

- AM peak period
- PM peak period
- Evening (6:30-7:30) peak period
- Saturday peak period

The levels of service shown on the SYNCHRO Optimized Signal Timing sheets represent the SYNCHRO methodology of determining intersection LOS. This methodology was not used in this study.

In this study, SimTraffic, SYNCHRO's associated traffic simulation software, was used to calculate LOS based on the delay per vehicle (as described in Appendix F) for the intersections in the study area.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	21	333	24	208	32	621	84	840
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Total Split (s)	36.0	36.0	36.0	36.0	64.0	64.0	64.0	64.0
Total Split (%)	36%	36%	36%	36%	64%	64%	64%	64%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		33.0	33.0	33.0	61.0	61.0	61.0	61.0
Actuated g/C Ratio		0.33	0.33	0.33	0.61	0.61	0.61	0.61
v/c Ratio		0.80	0.17	0.51	0.32	0.73	0.42	0.87
Uniform Delay, d1		29.7	23.8	26.9	9.4	13.4	10.2	16.2
Delay		33.4	25.1	27.6	9.7	15.0	8.0	16.0
LOS		C	C	C	A	B	A	B
Approach Delay		33.4		27.4		14.8		15.3
Approach LOS		C		C		B		B

Intersection Summary

Cycle Length: 100

Offset: 93 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

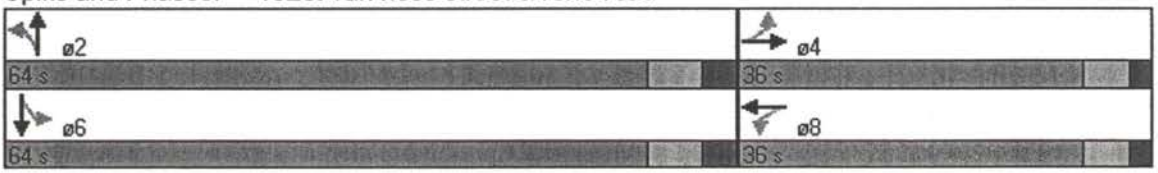
Control Type: Pretimed

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 19.8 Intersection LOS: B

Intersection Capacity Utilization 105.0% ICU Level of Service F

Splits and Phases: 1928: van ness street & reno road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	16	213	88	260	80	502	38	662
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	46.0	46.0	46.0	46.0	54.0	54.0	54.0	54.0
Total Split (%)	46%	46%	46%	46%	54%	54%	54%	54%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		43.0		43.0	51.0	51.0	51.0	51.0
Actuated g/C Ratio		0.43		0.43	0.51	0.51	0.51	0.51
v/c Ratio		0.63		0.76	0.74	0.63	0.17	0.83
Uniform Delay, d1		19.9		24.2	19.2	17.6	13.1	20.8
Delay		20.7		27.3	24.5	10.9	13.9	23.9
LOS		C		C	C	B	B	C
Approach Delay		20.7		27.3		12.7		23.4
Approach LOS		C		C		B		C

Intersection Summary

Cycle Length: 100

Offset: 48 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

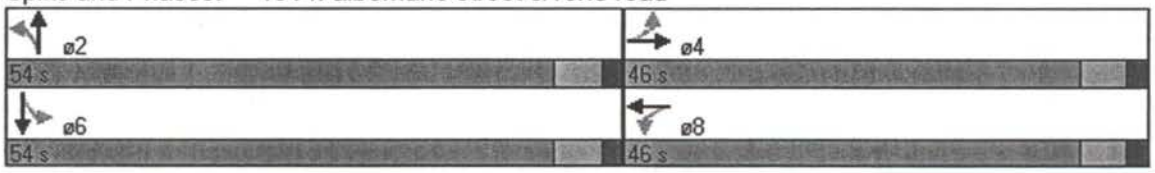
Control Type: Pretimed

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 20.5 Intersection LOS: C

Intersection Capacity Utilization 103.4% ICU Level of Service F

Splits and Phases: 1914: albemarle street & reno road



Lane Group	WBL	WBR	NBT	SBL	SBT	ø1	ø2	ø5	ø6	ø7	ø8
Lane Configurations											
Volume (vph)	59	376	578	464	775						
Turn Type		pt+ov		Prot							
Protected Phases	3	3 4	1 2	4	1 4	1	2	5	6	7	8
Permitted Phases											
Detector Phases	3	3 4	1 2	4	1 4						
Minimum Initial (s)	3.0			6.0		6.0	4.0	6.0	4.0	2.0	1.0
Minimum Split (s)	18.0			11.0		17.0	9.0	22.0	15.0	41.0	5.0
Total Split (s)	18.0	59.0	41.0	41.0	73.0	32.0	9.0	39.0	15.0	41.0	5.0
Total Split (%)	18%	59%	41%	41%	73%	32%	9%	39%	15%	41%	5%
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0			1.0		0.0	0.0	1.0	1.0	0.0	0.0
Lead/Lag	Lead			Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max			Max		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	15.0	56.0	38.0	38.0	70.0						
Actuated g/C Ratio	0.15	0.56	0.38	0.38	0.70						
v/c Ratio	0.26	0.46	0.94	0.79	0.68						
Uniform Delay, d1	37.6	8.8	29.9	27.5	8.6						
Delay	38.2	9.2	6.4	23.5	3.7						
LOS	D	A	A	C	A						
Approach Delay	13.2		6.4		11.1						
Approach LOS	B		A		B						

Intersection Summary

Cycle Length: 100

Offset: 14 (14%), Referenced to phase 4:SBTL, Start of Green

Natural Cycle: 95

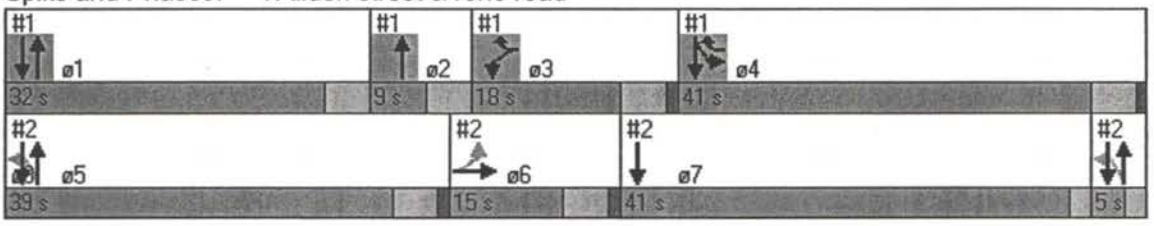
Control Type: Pretimed

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 10.3 Intersection LOS: B

Intersection Capacity Utilization 76.0% ICU Level of Service C

Splits and Phases: 1: tilden street & reno road



Lane Group	EBT	WBT	NBL	NBT	SBT	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	1	0	3	578	774							
Turn Type			Perm									
Protected Phases	6			5 8	5 7 8	1	2	3	4	5	7	8
Permitted Phases			5 8									
Detector Phases	6		5 8	5 8	5 7 8							
Minimum Initial (s)	4.0					6.0	4.0	3.0	6.0	6.0	2.0	1.0
Minimum Split (s)	15.0					17.0	9.0	18.0	11.0	22.0	41.0	5.0
Total Split (s)	15.0	0.0	44.0	44.0	85.0	32.0	9.0	18.0	41.0	39.0	41.0	5.0
Total Split (%)	15%	0%	44%	44%	85%	32%	9%	18%	41%	39%	41%	5%
Yellow Time (s)	4.0					4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0					0.0	0.0	1.0	1.0	1.0	0.0	0.0
Lead/Lag	Lag					Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max					Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.0		41.0	41.0	82.0							
Actuated g/C Ratio	0.12		0.41	0.41	0.82							
v/c Ratio	0.04		0.01	0.94	0.58							
Uniform Delay, d1	24.2		17.3	28.2	3.1							
Delay	32.7		17.7	43.1	0.6							
LOS	C		B	D	A							
Approach Delay	32.7			43.0	0.6							
Approach LOS	C			D	A							

Intersection Summary

Cycle Length: 100

Offset: 14 (14%), Referenced to phase 4:SBTL, Start of Green

Natural Cycle: 95

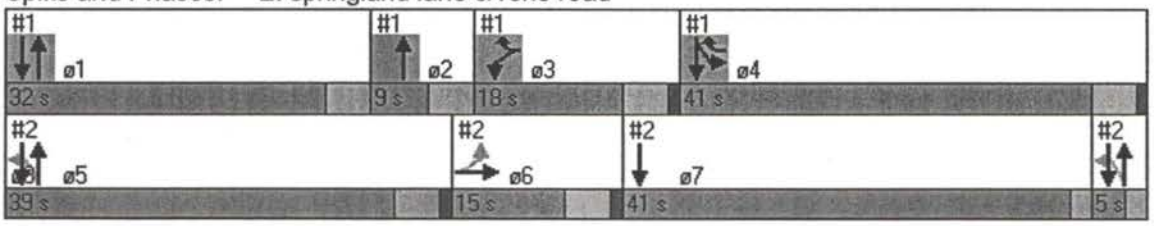
Control Type: Pretimed

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 19.6 Intersection LOS: B

Intersection Capacity Utilization 55.3% ICU Level of Service A

Splits and Phases: 2: springland lane & reno road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	54	78	251	184	23	548	10	2429
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	21.0	21.0	21.0	21.0
Total Split (s)	29.0	29.0	29.0	29.0	61.0	61.0	61.0	61.0
Total Split (%)	32%	32%	32%	32%	68%	68%	68%	68%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	26.0	26.0	26.0	26.0		58.0		58.0
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.64		0.64
v/c Ratio	0.23	0.34	0.93	0.46		0.40		0.73
Uniform Delay, d1	24.4	25.2	31.1	25.8		7.5		10.8
Delay	25.3	25.8	59.8	26.4		4.7		11.0
LOS	C	C	E	C		A		B
Approach Delay		25.7		45.2		4.7		11.0
Approach LOS		C		D		A		B

Intersection Summary

Cycle Length: 90

Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

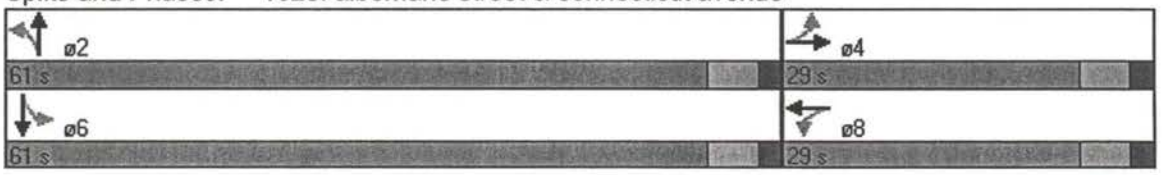
Control Type: Pretimed

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 14.8 Intersection LOS: B

Intersection Capacity Utilization 77.6% ICU Level of Service C

Splits and Phases: 1623: albemarle street & connecticut avenue



Lane Group	EBL	NBL	NBT	SBT	ø4
Lane Configurations					
Volume (vph)	26	48	630	2729	
Turn Type		Perm			
Protected Phases	8		2	6	4
Permitted Phases		2			
Detector Phases	8	2	2	6	
Minimum Initial (s)	8.0	29.0	29.0	29.0	8.0
Minimum Split (s)	13.0	35.0	35.0	35.0	23.0
Total Split (s)	29.0	61.0	61.0	61.0	29.0
Total Split (%)	32%	68%	68%	68%	32%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	26.0		58.0	58.0	
Actuated g/C Ratio	0.29		0.64	0.64	
v/c Ratio	0.27		0.54	0.75	
Uniform Delay, d1	24.4		8.7	11.0	
Delay	25.0		13.1	5.7	
LOS	C		B	A	
Approach Delay	25.0		13.1	5.7	
Approach LOS	C		B	A	

Intersection Summary

Cycle Length: 90

Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

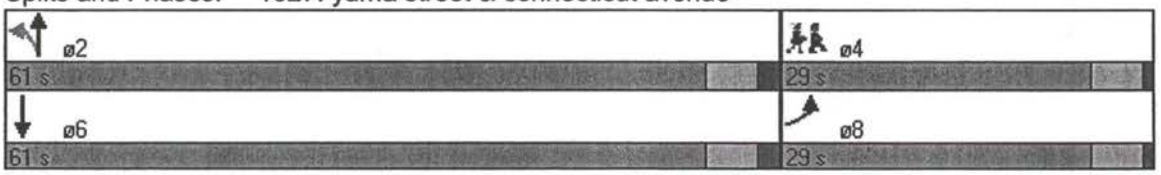
Control Type: Pretimed

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 7.7 Intersection LOS: A

Intersection Capacity Utilization 59.1% ICU Level of Service A

Splits and Phases: 1627: yuma street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	15	12	29	4	26	728	78	2646
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	6
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	23.0	23.0	23.0	23.0	34.0	34.0	34.0	34.0
Total Split (s)	28.0	28.0	28.0	28.0	62.0	62.0	62.0	62.0
Total Split (%)	31%	31%	31%	31%	69%	69%	69%	69%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		25.0		25.0		59.0		59.0
Actuated g/C Ratio		0.28		0.28		0.66		0.66
v/c Ratio		0.20		0.11		0.58		0.73
Uniform Delay, d1		24.9		19.7		8.6		10.3
Delay		25.4		21.2		13.7		3.2
LOS		C		C		B		A
Approach Delay		25.4		21.2		13.7		3.2
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

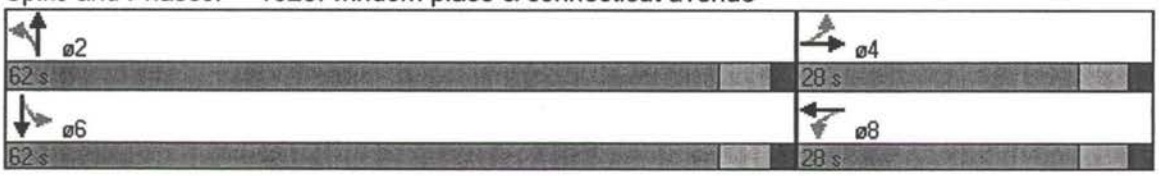
Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 6.2 Intersection LOS: A

Intersection Capacity Utilization 89.9% ICU Level of Service D

Splits and Phases: 1628: windom place & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø6
Lane Configurations									
Volume (vph)	13	4	49	3	9	804	88	2604	
Turn Type	Perm		Perm		Perm		custom		
Protected Phases		4		8		2	13	6 13	6
Permitted Phases	4		8		2		6		
Detector Phases	4	4	8	8	2	2	13	6 13	
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0		6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	17.0	17.0	9.0		17.0
Total Split (s)	29.0	29.0	29.0	29.0	48.0	48.0	13.0	61.0	48.0
Total Split (%)	32%	32%	32%	32%	53%	53%	14%	68%	53%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0		2.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max		Max
Act Effct Green (s)		26.0		26.0		45.0		55.0	
Actuated g/C Ratio		0.29		0.29		0.50		0.61	
v/c Ratio		0.09		0.22		0.65		0.91	
Uniform Delay, d1		23.3		13.9		16.5		13.8	
Delay		23.7		15.5		12.1		10.7	
LOS		C		B		B		B	
Approach Delay		23.7		15.5		12.1		10.7	
Approach LOS		C		B		B		B	

Intersection Summary

Cycle Length: 90

Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

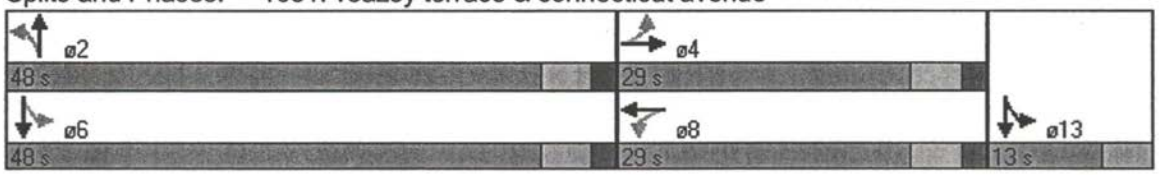
Control Type: Pretimed

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 11.3 Intersection LOS: B

Intersection Capacity Utilization 93.5% ICU Level of Service E

Splits and Phases: 1631: veazey terrace & connecticut avenue



Optimized Signal Timings
1634: van ness street & connecticut avenue 6/3/2003

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	ø2
Lane Configurations										
Volume (vph)	199	48	144	66	57	188	702	31	2275	
Turn Type	Perm		pm+ov	Perm		custom		Perm		
Protected Phases		4	13		8	13	2 13		6	2
Permitted Phases	4		4	8		2		6		
Detector Phases	4	4	13	8	8	13	2 13	6	6	
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	10.0	24.0	24.0	10.0		25.0	25.0	25.0
Total Split (s)	28.0	28.0	14.0	28.0	28.0	14.0	62.0	48.0	48.0	48.0
Total Split (%)	31%	31%	16%	31%	31%	16%	69%	53%	53%	53%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0		2.0	2.0	2.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	Max		Max	Max	Max
Act Effct Green (s)	25.0	25.0	39.0		25.0		56.0		45.0	
Actuated g/C Ratio	0.28	0.28	0.43		0.28		0.62		0.50	
v/c Ratio	0.73	0.10	0.23		0.46		0.79		1.00	
Uniform Delay, d1	29.5	24.2	16.1		23.9		8.4		22.5	
Delay	35.9	24.5	16.5		24.7		12.6		22.1	
LOS	D	C	B		C		B		C	
Approach Delay		27.3			24.7		12.6		22.1	
Approach LOS		C			C		B		C	

Intersection Summary

Cycle Length: 90

Offset: 53 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

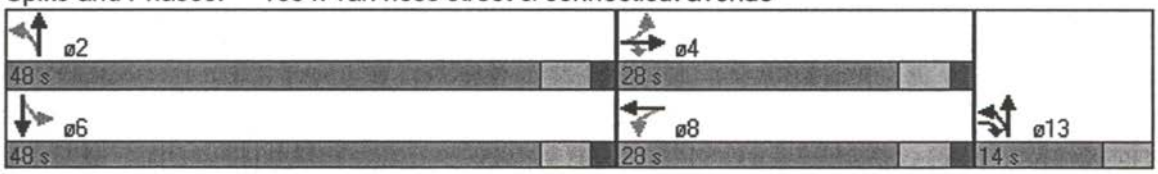
Control Type: Pretimed

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 20.5 Intersection LOS: C

Intersection Capacity Utilization 100.8% ICU Level of Service F

Splits and Phases: 1634: van ness street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø6
Lane Configurations										
Volume (vph)	24	248	84	308	208	26	655	148	2339	
Turn Type	Perm		Perm		Perm	Perm		custom		
Protected Phases		4		8			2	13	6 13	6
Permitted Phases	4		8		8	2		6		
Detector Phases	4	4	8	8	8	2	2	13	6 13	
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	30.0	30.0	10.0		30.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	34.0	34.0	27.0	61.0	34.0
Total Split (%)	32%	32%	32%	32%	32%	38%	38%	30%	68%	38%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0		2.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max		Max
Act Effct Green (s)	26.0	26.0	26.0	26.0	26.0		31.0		55.0	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.34		0.61	
v/c Ratio	0.17	0.59	0.51	0.64	0.39		1.01		0.84	
Uniform Delay, d1	23.9	27.1	26.6	27.9	4.2		29.2		10.4	
Delay	25.0	27.7	9.3	9.8	3.8		53.4		3.1	
LOS	C	C	A	A	A		D		A	
Approach Delay		27.5		7.7			53.4		3.1	
Approach LOS		C		A			D		A	

Intersection Summary

Cycle Length: 90

Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

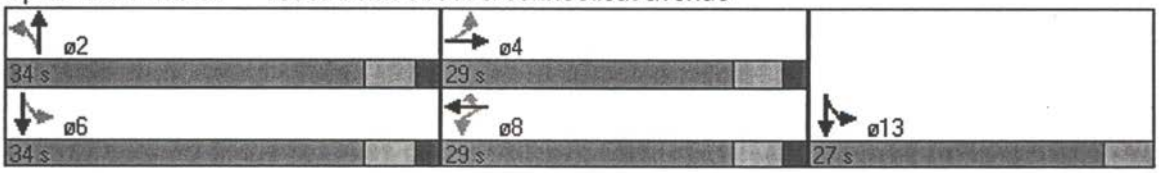
Control Type: Pretimed

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 14.3 Intersection LOS: B

Intersection Capacity Utilization 99.6% ICU Level of Service E

Splits and Phases: 1639: tilden street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	25	260	74	243	75	663	12	500
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	35.0	35.0	35.0	35.0	55.0	55.0	55.0	55.0
Total Split (%)	39%	39%	39%	39%	61%	61%	61%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		32.0	32.0	32.0	52.0	52.0	52.0	52.0
Actuated g/C Ratio		0.36	0.36	0.36	0.58	0.58	0.58	0.58
v/c Ratio		0.72	0.34	0.54	0.25	0.76	0.07	0.56
Uniform Delay, d1		24.1	21.3	23.1	9.4	14.2	8.3	11.8
Delay		25.8	19.5	20.8	5.0	8.2	8.9	12.2
LOS		C	B	C	A	A	A	B
Approach Delay		25.8		20.5		7.9		12.2
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 90

Offset: 57 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 40

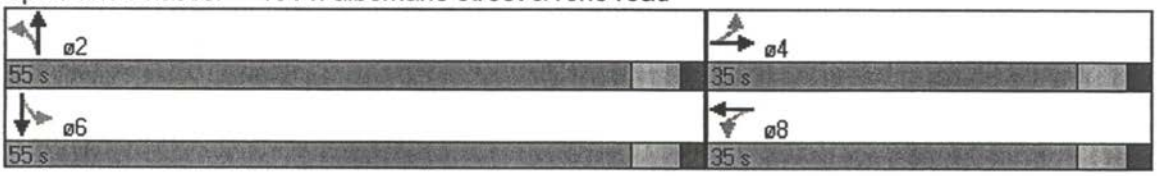
Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 14.3 Intersection LOS: B

Intersection Capacity Utilization 96.9% ICU Level of Service E

Splits and Phases: 1914: albemarle street & reno road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	170	45	251	144	751	58	682
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34%	34%	34%	34%	66%	66%	66%	66%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		28.0	28.0	28.0	56.0	56.0	56.0	56.0
Actuated g/C Ratio		0.31	0.31	0.31	0.62	0.62	0.62	0.62
v/c Ratio		0.78	0.23	0.72	0.65	0.78	0.35	0.70
Uniform Delay, d1		25.8	23.0	27.5	10.8	12.4	8.2	11.3
Delay		31.7	9.2	12.6	10.7	9.1	6.7	9.5
LOS		C	A	B	B	A	A	A
Approach Delay		31.7		12.2		9.4		9.3
Approach LOS		C		B		A		A

Intersection Summary

Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

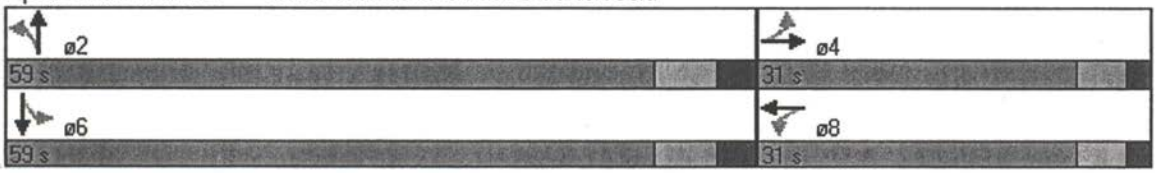
Control Type: Pretimed

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 12.5 Intersection LOS: B

Intersection Capacity Utilization 101.8% ICU Level of Service F

Splits and Phases: 1928: van ness street & reno road



Lane Group	WBL	WBR	NBT	SBL	SBT	ø1	ø2	ø5	ø6	ø7	ø8
Lane Configurations											
Volume (vph)	70	342	780	232	696						
Turn Type		pm+ov		Prot							
Protected Phases	3	4	1 2	4	1 4	1	2	5	6	7	8
Permitted Phases		3									
Detector Phases	3	4	1 2	4	1 4						
Minimum Initial (s)	3.0	6.0		6.0		6.0	4.0	6.0	4.0	2.0	1.0
Minimum Split (s)	18.0	11.0		11.0		17.0	9.0	22.0	15.0	23.0	5.0
Total Split (s)	18.0	20.0	52.0	20.0	63.0	43.0	9.0	47.0	15.0	23.0	5.0
Total Split (%)	20%	22%	58%	22%	70%	48%	10%	52%	17%	26%	6%
Yellow Time (s)	4.0	4.0		4.0		4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0	1.0		1.0		0.0	0.0	1.0	1.0	0.0	0.0
Lead/Lag	Lag	Lead		Lead		Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	15.0	35.0	49.0	17.0	60.0						
Actuated g/C Ratio	0.17	0.39	0.54	0.19	0.67						
v/c Ratio	0.27	0.56	0.88	0.80	0.64						
Uniform Delay, d1	32.7	13.2	18.0	34.8	8.8						
Delay	24.3	5.2	2.9	35.0	5.0						
LOS	C	A	A	D	A						
Approach Delay	8.5		2.9		12.5						
Approach LOS	A		A		B						

Intersection Summary

Cycle Length: 90

Offset: 13 (14%), Referenced to phase 1:NBSB and 5:, Start of Green

Natural Cycle: 90

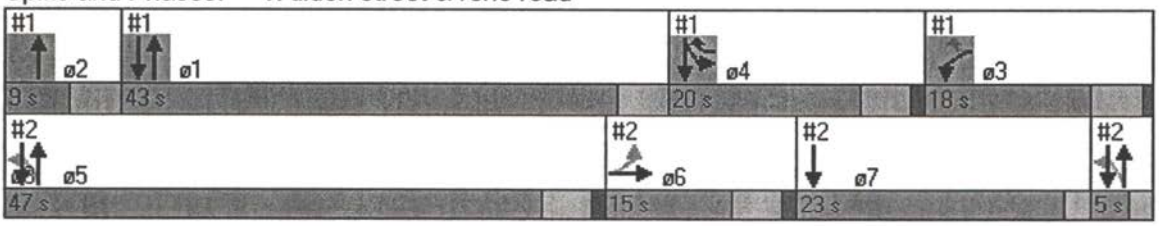
Control Type: Pretimed

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 8.2 Intersection LOS: A

Intersection Capacity Utilization 75.8% ICU Level of Service C

Splits and Phases: 1: tilden street & reno road



Lane Group	EBT	WBT	NBL	NBT	SBT	ø1	ø2	ø3	ø4	ø5	ø7	ø8
Lane Configurations												
Volume (vph)	1	0	10	780	693							
Turn Type			Perm									
Protected Phases	6			5 8	5 7 8	1	2	3	4	5	7	8
Permitted Phases			5 8									
Detector Phases	6		5 8	5 8	5 7 8							
Minimum Initial (s)	4.0					6.0	4.0	3.0	6.0	6.0	2.0	1.0
Minimum Split (s)	15.0					17.0	9.0	18.0	11.0	22.0	23.0	5.0
Total Split (s)	15.0	0.0	52.0	52.0	75.0	43.0	9.0	18.0	20.0	47.0	23.0	5.0
Total Split (%)	17%	0%	58%	58%	83%	48%	10%	20%	22%	52%	26%	6%
Yellow Time (s)	4.0					4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0					0.0	0.0	1.0	1.0	1.0	0.0	0.0
Lead/Lag	Lag					Lag	Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max					Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	12.0		49.0	49.0	72.0							
Actuated g/C Ratio	0.13		0.54	0.54	0.80							
v/c Ratio	0.04		0.03	0.94	0.54							
Uniform Delay, d1	23.8		9.5	19.0	3.1							
Delay	29.7		9.7	31.0	5.1							
LOS	C		A	C	A							
Approach Delay	29.7			30.8	5.1							
Approach LOS	C			C	A							

Intersection Summary

Cycle Length: 90

Offset: 13 (14%), Referenced to phase 1:NBSB and 5:, Start of Green

Natural Cycle: 90

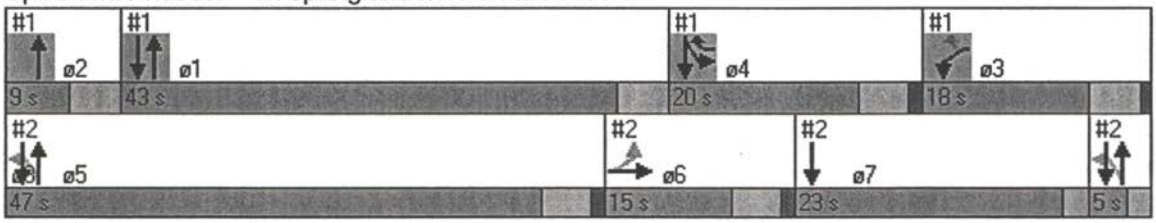
Control Type: Pretimed

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 19.2 Intersection LOS: B

Intersection Capacity Utilization 58.5% ICU Level of Service A

Splits and Phases: 2: springland lane & reno road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	90	156	52	61	75	1865	9	695
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	21.0	21.0	21.0	21.0
Total Split (s)	35.0	35.0	35.0	35.0	55.0	55.0	55.0	55.0
Total Split (%)	39%	39%	39%	39%	61%	61%	61%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	32.0	32.0	32.0	32.0		52.0		52.0
Actuated g/C Ratio	0.36	0.36	0.36	0.36		0.58		0.58
v/c Ratio	0.22	0.34	0.17	0.15		0.74		0.46
Uniform Delay, d1	20.2	21.3	19.8	17.8		13.8		10.9
Delay	7.4	7.9	20.5	18.2		1.3		11.1
LOS	A	A	C	B		A		B
Approach Delay		7.8		19.2		1.3		11.1
Approach LOS		A		B		A		B

Intersection Summary

Cycle Length: 90

Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

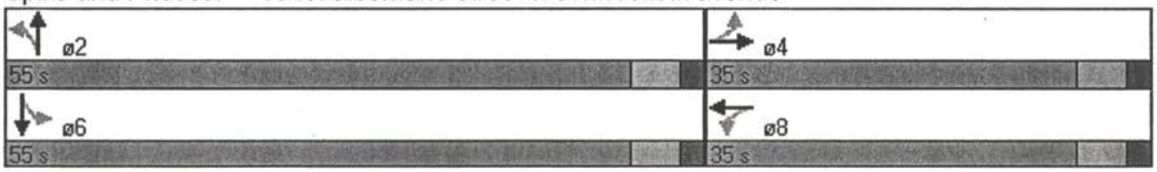
Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 4.8 Intersection LOS: A

Intersection Capacity Utilization 79.3% ICU Level of Service C

Splits and Phases: 1623: albemarle street & connecticut avenue



Lane Group	EBL	NBL	NBT	SBT	ø4
Lane Configurations					
Volume (vph)	36	121	2029	727	
Turn Type		Perm			
Protected Phases	8		2	6	4
Permitted Phases		2			
Detector Phases	8	2	2	6	
Minimum Initial (s)	8.0	29.0	29.0	29.0	8.0
Minimum Split (s)	13.0	35.0	35.0	35.0	23.0
Total Split (s)	30.0	60.0	60.0	60.0	30.0
Total Split (%)	33%	67%	67%	67%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	27.0		57.0	57.0	
Actuated g/C Ratio	0.30		0.63	0.63	
v/c Ratio	0.21		0.74	0.40	
Uniform Delay, d1	7.7		11.4	8.1	
Delay	10.7		2.9	5.6	
LOS	B		A	A	
Approach Delay	10.7		2.9	5.6	
Approach LOS	B		A	A	

Intersection Summary

Cycle Length: 90

Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

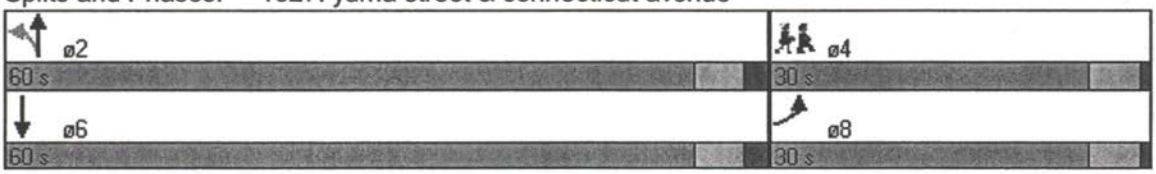
Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 3.9 Intersection LOS: A

Intersection Capacity Utilization 76.4% ICU Level of Service C

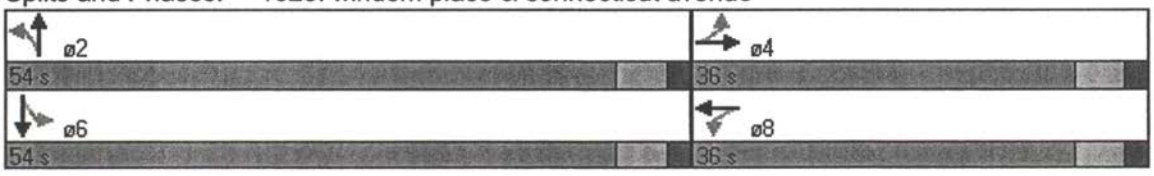
Splits and Phases: 1627: yuma street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	77	1	67	3	2251	17	927
Turn Type	Perm		Perm			Perm	
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	6
Detector Phases	4	4	8	8	2	6	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	20.0	20.0	20.0
Minimum Split (s)	23.0	23.0	23.0	23.0	34.0	34.0	34.0
Total Split (s)	36.0	36.0	36.0	36.0	54.0	54.0	54.0
Total Split (%)	40%	40%	40%	40%	60%	60%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		33.0		33.0	51.0		51.0
Actuated g/C Ratio		0.37		0.37	0.57		0.57
v/c Ratio		0.34		0.42	0.70		0.54
Uniform Delay, d1		20.6		21.2	14.0		12.1
Delay		21.3		21.8	1.8		10.2
LOS		C		C	A		B
Approach Delay		21.3		21.8	1.8		10.2
Approach LOS		C		C	A		B

Intersection Summary	
Cycle Length: 90	
Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 70.2%	ICU Level of Service C

Splits and Phases: 1628: windom place & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø6
Lane Configurations									
Volume (vph)	16	9	57	1	20	2260	52	1009	
Turn Type	Perm		Perm		Perm		custom		
Protected Phases		4		8		2	13	6 13	6
Permitted Phases	4		8		2		6		
Detector Phases	4	4	8	8	2	2	13	6 13	
Minimum Initial (s)	4.0	4.0	6.0	6.0	6.0	6.0	5.0		6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	17.0	17.0	9.0		17.0
Total Split (s)	25.0	25.0	25.0	25.0	56.0	56.0	9.0	65.0	56.0
Total Split (%)	28%	28%	28%	28%	62%	62%	10%	72%	62%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0		2.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max		Max
Act Effct Green (s)		22.0		22.0		53.0		59.0	
Actuated g/C Ratio		0.24		0.24		0.59		0.66	
v/c Ratio		0.10		0.38		0.76		0.76	
Uniform Delay, d1		26.3		13.4		13.7		8.7	
Delay		26.8		14.7		6.4		11.1	
LOS		C		B		A		B	
Approach Delay		26.8		14.7		6.4		11.1	
Approach LOS		C		B		A		B	

Intersection Summary

Cycle Length: 90

Offset: 84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

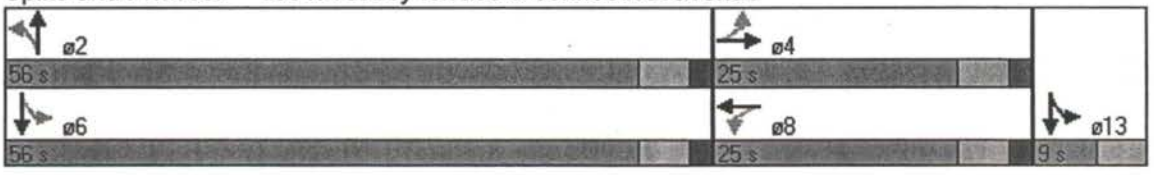
Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 8.3 Intersection LOS: A

Intersection Capacity Utilization 83.3% ICU Level of Service D

Splits and Phases: 1631: veazey terrace & connecticut avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	ø2
Lane Configurations										
Volume (vph)	400	81	258	49	34	211	1963	33	850	
Turn Type	Perm		pm+ov	Perm		custom		Perm		
Protected Phases		4	13		8	13	2 13		6	2
Permitted Phases	4		4	8		2		6		
Detector Phases	4	4	13	8	8	13	2 13	6	6	
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	10.0	27.0	27.0	10.0		25.0	25.0	25.0
Total Split (s)	29.0	29.0	17.0	29.0	29.0	17.0	61.0	44.0	44.0	44.0
Total Split (%)	32%	32%	19%	32%	32%	19%	68%	49%	49%	49%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0		2.0	2.0	2.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	Max		Max	Max	Max
Act Effct Green (s)	26.0	26.0	43.0		26.0		55.0		41.0	
Actuated g/C Ratio	0.29	0.29	0.48		0.29		0.61		0.46	
v/c Ratio	1.35	0.17	0.38		0.38		0.80		1.27	
Uniform Delay, d1	32.0	23.9	15.0		23.7		10.4		24.5	
Delay	160.6	22.2	15.4		24.5		3.8		129.4	
LOS	F	C	B		C		A		F	
Approach Delay		94.6			24.5		3.8		129.4	
Approach LOS		F			C		A		F	

Intersection Summary

Cycle Length: 90

Offset: 78 (87%), Referenced to phase 13:NBTL, Start of Green

Natural Cycle: 100

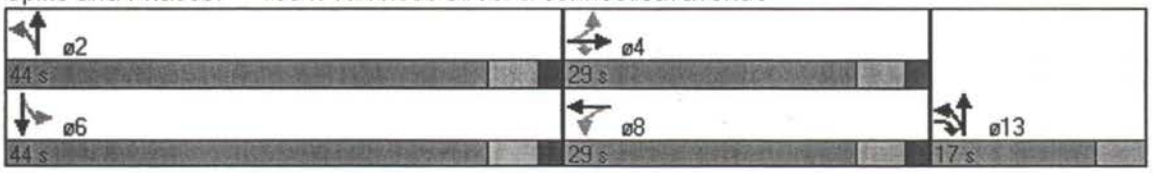
Control Type: Pretimed

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 56.0 Intersection LOS: E

Intersection Capacity Utilization 117.5% ICU Level of Service G

Splits and Phases: 1634: van ness street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	ø6
Lane Configurations										
Volume (vph)	50	279	51	206	192	19	1917	125	909	
Turn Type	Perm		Perm		pm+ov	Perm		custom		
Protected Phases		4		8	13		2	13	6 13	6
Permitted Phases	4		8		8	2		6		
Detector Phases	4	4	8	8	13	2	2	13	6 13	
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	10.0	30.0	30.0	10.0		30.0
Total Split (s)	35.0	35.0	35.0	35.0	10.0	45.0	45.0	10.0	55.0	45.0
Total Split (%)	39%	39%	39%	39%	11%	50%	50%	11%	61%	50%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0		2.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max		Max
Act Effct Green (s)	32.0	32.0	32.0	32.0	42.0		42.0		49.0	
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.47		0.47		0.54	
v/c Ratio	0.17	0.54	0.24	0.39	0.29		0.81		1.10	
Uniform Delay, d1	19.9	22.5	20.4	21.7	14.6		20.4		17.0	
Delay	8.1	9.2	10.1	11.2	9.2		9.2		50.7	
LOS	A	A	B	B	A		A		D	
Approach Delay		9.0		10.3			9.2		50.7	
Approach LOS		A		B			A		D	

Intersection Summary

Cycle Length: 90

Offset: 57 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

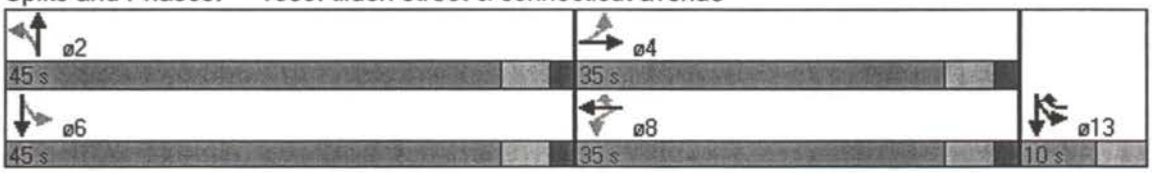
Control Type: Pretimed

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 20.9 Intersection LOS: C

Intersection Capacity Utilization 94.1% ICU Level of Service E

Splits and Phases: 1639: tilden street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	76	81	50	42	47	1171	5	750
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	21.0	21.0	21.0	21.0
Total Split (s)	32.0	32.0	32.0	32.0	68.0	68.0	68.0	68.0
Total Split (%)	32%	32%	32%	32%	68%	68%	68%	68%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	29.0	29.0	29.0	29.0		65.0		65.0
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.65		0.65
v/c Ratio	0.22	0.30	0.17	0.13		0.77		0.43
Uniform Delay, d1	26.9	27.6	26.5	20.0		12.1		8.5
Delay	27.5	28.2	27.2	21.6		2.3		8.7
LOS	C	C	C	C		A		A
Approach Delay		27.9		24.3		2.3		8.7
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 100

Offset: 29 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

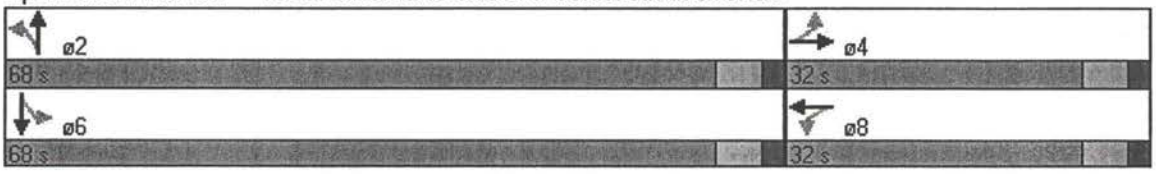
Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 7.4 Intersection LOS: A

Intersection Capacity Utilization 86.2% ICU Level of Service D

Splits and Phases: 1623: albemarle street & connecticut avenue



Lane Group	EBL	NBL	NBT	SBT	ø4
Lane Configurations					
Volume (vph)	45	75	1402	805	
Turn Type		Perm			
Protected Phases	8		2	6	4
Permitted Phases		2			
Detector Phases	8	2	2	6	
Minimum Initial (s)	8.0	29.0	29.0	29.0	8.0
Minimum Split (s)	13.0	35.0	35.0	35.0	23.0
Total Split (s)	23.0	77.0	77.0	77.0	23.0
Total Split (%)	23%	77%	77%	77%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	20.0		74.0	74.0	
Actuated g/C Ratio	0.20		0.74	0.74	
v/c Ratio	0.35		0.81	0.39	
Uniform Delay, d1	14.0		8.4	4.7	
Delay	16.1		5.6	3.3	
LOS	B		A	A	
Approach Delay	16.1		5.6	3.3	
Approach LOS	B		A	A	

Intersection Summary

Cycle Length: 100

Offset: 19 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 70

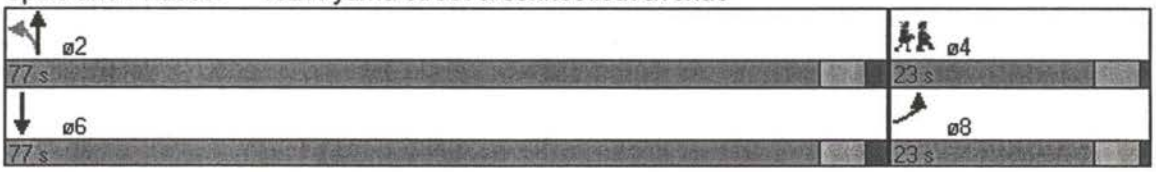
Control Type: Pretimed

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 5.3 Intersection LOS: A

Intersection Capacity Utilization 90.3% ICU Level of Service E

Splits and Phases: 1627: yuma street & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕↕		↕↕
Volume (vph)	47	3	52	3	12	1358	17	924
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	6
Detector Phases	4	4	8	8	2	2	6	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	23.0	23.0	23.0	23.0	34.0	34.0	34.0	34.0
Total Split (s)	29.0	29.0	29.0	29.0	71.0	71.0	71.0	71.0
Total Split (%)	29%	29%	29%	29%	71%	71%	71%	71%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		26.0		26.0		68.0		68.0
Actuated g/C Ratio		0.26		0.26		0.68		0.68
v/c Ratio		0.29		0.33		0.73		0.48
Uniform Delay, d1		29.6		17.4		10.2		7.6
Delay		30.2		18.4		18.4		5.7
LOS		C		B		B		A
Approach Delay		30.2		18.4		18.4		5.7
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 100

Offset: 9 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

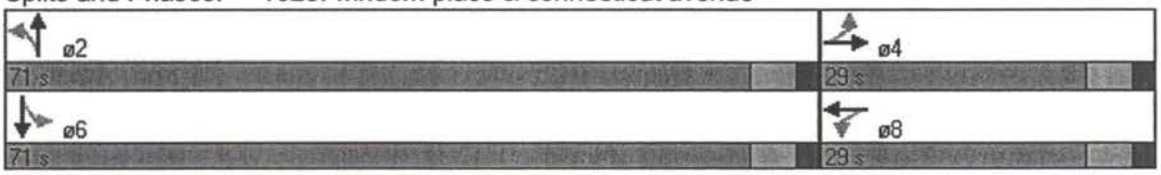
Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.1 Intersection LOS: B

Intersection Capacity Utilization 69.5% ICU Level of Service B

Splits and Phases: 1628: windom place & connecticut avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø6
Lane Configurations									
Volume (vph)	10	3	44	0	11	1171	42	1004	
Turn Type	Perm		Perm		Perm		custom		
Protected Phases		4		8		2	13	6 13	6
Permitted Phases	4		8		2		6		
Detector Phases	4	4	8	8	2	2	13	6 13	
Minimum Initial (s)	4.0	4.0	6.0	6.0	6.0	6.0	5.0		6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	17.0	17.0	9.0		17.0
Total Split (s)	28.0	28.0	28.0	28.0	60.0	60.0	12.0	72.0	60.0
Total Split (%)	28%	28%	28%	28%	60%	60%	12%	72%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0		2.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max		Max
Act Effct Green (s)		25.0		25.0		57.0		66.0	
Actuated g/C Ratio		0.25		0.25		0.57		0.66	
v/c Ratio		0.06		0.26		0.76		0.65	
Uniform Delay, d1		28.5		13.6		16.3		8.6	
Delay		29.0		15.8		11.7		10.9	
LOS		C		B		B		B	
Approach Delay		29.0		15.8		11.7		10.9	
Approach LOS		C		B		B		B	

Intersection Summary

Cycle Length: 100

Offset: 77 (77%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 11.7 Intersection LOS: B

Intersection Capacity Utilization 70.6% ICU Level of Service C

Splits and Phases: 1631: veazey terrace & connecticut avenue

