

Appendix D

Background Future Levels of Service

Background Conditions
2: Chapin Street & Public Alley

AM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	47	2	15	0	11	0	2	18	20	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	51	2	16	0	12	0	2	20	22	2	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	12			53			105	110	52	124	105	6
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	12			53			105	110	52	124	105	6
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	98	97	100	100
cM capacity (veh/h)	1607			1552			863	769	1015	822	774	1077
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	60	28	22	24								
Volume Left	7	16	0	22								
Volume Right	2	12	20	0								
cSH	1607	1552	984	818								
Volume to Capacity	0.00	0.01	0.02	0.03								
Queue Length 95th (ft)	0	1	2	2								
Control Delay (s)	0.8	4.3	8.7	9.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.8	4.3	8.7	9.5								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			19.8%				ICU Level of Service			A		
Analysis Period (min)			15									

Background Conditions
2: Chapin Street & Public Alley

PM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	36	3	24	0	7	0	7	11	10	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	39	3	26	0	8	0	8	12	11	2	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	8			42			113	116	41	128	114	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	8			42			113	116	41	128	114	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	99	99	99	100	100
cM capacity (veh/h)	1613			1567			848	758	1030	816	760	1080
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	50	34	20	13								
Volume Left	8	26	0	11								
Volume Right	3	8	12	0								
cSH	1613	1567	904	806								
Volume to Capacity	0.00	0.02	0.02	0.02								
Queue Length 95th (ft)	0	1	2	1								
Control Delay (s)	1.1	5.7	9.1	9.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.1	5.7	9.1	9.5								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			20.4%			ICU Level of Service			A			
Analysis Period (min)			15									

Background Conditions
3: Chapin Street & 14th Street

AM Peak Period
2/22/2006



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	38	62	24	675	1017	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	67	26	734	1105	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				611		
pX, platoon unblocked	0.95					
vC, conflicting volume	1538	566	1132			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1515	566	1132			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	59	86	96			
cM capacity (veh/h)	101	468	613			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	109	271	489	737	395	
Volume Left	41	26	0	0	0	
Volume Right	67	0	0	0	26	
cSH	196	613	1700	1700	1700	
Volume to Capacity	0.55	0.04	0.29	0.43	0.23	
Queue Length 95th (ft)	74	3	0	0	0	
Control Delay (s)	44.1	1.6	0.0	0.0	0.0	
Lane LOS	E	A				
Approach Delay (s)	44.1	0.6		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization		48.7%		ICU Level of Service	A	
Analysis Period (min)			15			

Background Conditions
3: Chapin Street & 14th Street

PM Peak Period
2/22/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	44	38	26	1102	747	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	41	28	1198	812	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	611					
pX, platoon unblocked	0.85					
vC, conflicting volume	1485	423	847			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1392	423	847			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	56	93	96			
cM capacity (veh/h)	109	579	786			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	89	428	799	541	305	
Volume Left	48	28	0	0	0	
Volume Right	41	0	0	0	35	
cSH	174	786	1700	1700	1700	
Volume to Capacity	0.51	0.04	0.47	0.32	0.18	
Queue Length 95th (ft)	63	3	0	0	0	
Control Delay (s)	45.5	1.1	0.0	0.0	0.0	
Lane LOS	E	A				
Approach Delay (s)	45.5	0.4		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			60.5%	ICU Level of Service		B
Analysis Period (min)			15			

Background Conditions
4: Belmont Street (east) & 14th Street

AM Peak Period
2/22/2006



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	52	648	16	25	1053
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	57	704	17	27	1145
Pedestrians	114		12			14
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		1			1
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	371					
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1466	489			836	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1426	376			749	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	89			96	
cM capacity (veh/h)	101	517			721	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	75	470	252	409	763	
Volume Left	18	0	0	27	0	
Volume Right	57	0	17	0	0	
cSH	257	1700	1700	721	1700	
Volume to Capacity	0.29	0.28	0.15	0.04	0.45	
Queue Length 95th (ft)	29	0	0	3	0	
Control Delay (s)	24.7	0.0	0.0	1.1	0.0	
Lane LOS	C			A		
Approach Delay (s)	24.7	0.0		0.4		
Approach LOS	C					
Intersection Summary						
Average Delay	1.2					
Intersection Capacity Utilization	61.9%		ICU Level of Service		B	
Analysis Period (min)	15					

Background Conditions
4: Belmont Street (east) & 14th Street

PM Peak Period
2/22/2006



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	15	42	1087	12	39	747
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	46	1182	13	42	812
Pedestrians	114		12			14
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		1			1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	371					
pX, platoon unblocked	0.83	0.83			0.83	
vC, conflicting volume	1805	725			1309	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1766	471			1171	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	68	89			91	
cM capacity (veh/h)	51	402			447	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	62	788	407	313	541	
Volume Left	16	0	0	42	0	
Volume Right	46	0	13	0	0	
cSH	142	1700	1700	447	1700	
Volume to Capacity	0.44	0.46	0.24	0.09	0.32	
Queue Length 95th (ft)	48	0	0	8	0	
Control Delay (s)	48.5	0.0	0.0	3.2	0.0	
Lane LOS	E			A		
Approach Delay (s)	48.5	0.0		1.2		
Approach LOS	E					
Intersection Summary						
Average Delay	1.9					
Intersection Capacity Utilization	64.0%		ICU Level of Service		C	
Analysis Period (min)	15					

Background Conditions
5: Belmont Street (west) & 14th Street

AM Peak Period
2/22/2006



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	24	50	28	639	1039	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	54	30	695	1129	35
Pedestrians	168			12	6	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	14			1	0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				191		
pX, platoon unblocked	0.92					
vC, conflicting volume	1729	762	1332			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1705	762	1332			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	57	82	93			
cM capacity (veh/h)	60	296	442			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	80	262	463	753	411	
Volume Left	26	30	0	0	0	
Volume Right	54	0	0	0	35	
cSH	131	442	1700	1700	1700	
Volume to Capacity	0.62	0.07	0.27	0.44	0.24	
Queue Length 95th (ft)	80	6	0	0	0	
Control Delay (s)	69.2	2.6	0.0	0.0	0.0	
Lane LOS	F	A				
Approach Delay (s)	69.2	0.9		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			52.8%	ICU Level of Service		A
Analysis Period (min)			15			

Background Conditions
5: Belmont Street (west) & 14th Street

PM Peak Period
2/22/2006



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		↑↑		↑↑	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	29	51	68	1053	713	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	55	74	1145	775	53
Pedestrians	168		12		6	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	14		1		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	191					
pX, platoon unblocked	0.82					
vC, conflicting volume	1696	594	996			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1630	594	996			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	45	85	88			
cM capacity (veh/h)	57	381	594			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	87	455	763	517	312	
Volume Left	32	74	0	0	0	
Volume Right	55	0	0	0	53	
cSH	124	594	1700	1700	1700	
Volume to Capacity	0.70	0.12	0.45	0.30	0.18	
Queue Length 95th (ft)	96	11	0	0	0	
Control Delay (s)	83.2	3.5	0.0	0.0	0.0	
Lane LOS	F	A				
Approach Delay (s)	83.2	1.3		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	4.1					
Intersection Capacity Utilization	70.9%		ICU Level of Service		C	
Analysis Period (min)	15					

Background Conditions
6: Florida Avenue & 14th Street

AM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.99			0.99	
Flpb, ped/bikes		0.99			0.98			1.00			1.00	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1803			1719			3492			3405	
Flt Permitted		0.71			0.88			0.90			0.78	
Satd. Flow (perm)		1298			1525			3154			2654	
Volume (vph)	63	117	5	81	199	92	17	518	23	114	871	106
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	127	5	88	216	100	18	563	25	124	947	115
RTOR Reduction (vph)	0	1	0	0	12	0	0	3	0	0	8	0
Lane Group Flow (vph)	0	199	0	0	392	0	0	603	0	0	1178	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.0			32.0			57.0			57.0	
Effective Green, g (s)		34.0			34.0			58.0			58.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		441			519			1829			1539	
v/s Ratio Prot												
v/s Ratio Perm		0.15			0.26			0.19			0.44	
v/c Ratio		0.45			0.76			0.33			0.77	
Uniform Delay, d1		25.7			29.3			10.9			15.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.3			9.8			0.5			3.7	
Delay (s)		29.1			39.1			11.4			19.6	
Level of Service		C			D			B			B	
Approach Delay (s)		29.1			39.1			11.4			19.6	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM Average Control Delay		21.6					HCM Level of Service				C	
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		100.0					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		131.7%					ICU Level of Service			H		
Analysis Period (min)		15										
c Critical Lane Group												

Background Conditions
6: Florida Avenue & 14th Street

PM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		1.00			0.96			0.99			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1795			1700			3472			3442	
Flt Permitted		0.67			0.76			0.90			0.70	
Satd. Flow (perm)		1224			1300			3145			2433	
Volume (vph)	141	258	15	80	136	99	30	880	57	74	637	54
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	280	16	87	148	108	33	957	62	80	692	59
RTOR Reduction (vph)	0	1	0	0	17	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	448	0	0	327	0	0	1047	0	0	826	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.0			32.0			57.0			57.0	
Effective Green, g (s)		34.0			34.0			58.0			58.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		416			442			1824			1411	
v/s Ratio Prot												
v/s Ratio Perm		c0.37			0.25			0.33			c0.34	
v/c Ratio		1.08			0.74			0.57			0.59	
Uniform Delay, d1		33.0			29.1			13.2			13.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		66.0			10.6			1.3			1.8	
Delay (s)		99.0			39.6			14.5			15.1	
Level of Service		F			D			B			B	
Approach Delay (s)		99.0			39.6			14.5			15.1	
Approach LOS		F			D			B			B	
Intersection Summary												
HCM Average Control Delay		32.1						HCM Level of Service			C	
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		100.0						Sum of lost time (s)		8.0		
Intersection Capacity Utilization		118.3%						ICU Level of Service		H		
Analysis Period (min)		15										
c Critical Lane Group												

Background Conditions (impr)
6: Florida Avenue & 14th Street

AM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.98			0.99			0.98	
Flpb, ped/bikes		0.99			0.98			1.00			0.99	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1802			1719			3490			3399	
Flt Permitted		0.75			0.89			0.90			0.76	
Satd. Flow (perm)		1380			1544			3149			2590	
Volume (vph)	63	117	5	81	199	92	17	518	23	114	871	106
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	127	5	88	216	100	18	563	25	124	947	115
RTOR Reduction (vph)	0	1	0	0	12	0	0	3	0	0	8	0
Lane Group Flow (vph)	0	199	0	0	392	0	0	603	0	0	1178	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		38.0			38.0			51.0			51.0	
Effective Green, g (s)		40.0			40.0			52.0			52.0	
Actuated g/C Ratio		0.40			0.40			0.52			0.52	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		552			618			1637			1347	
v/s Ratio Prot												
v/s Ratio Perm		0.14			0.25			0.19			0.45	
v/c Ratio		0.36			0.63			0.37			0.87	
Uniform Delay, d1		21.0			24.1			14.3			21.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.8			4.9			0.6			8.1	
Delay (s)		22.9			29.0			14.9			29.3	
Level of Service		C			C			B			C	
Approach Delay (s)		22.9			29.0			14.9			29.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM Average Control Delay		25.1										
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		121.7%										
Analysis Period (min)		15										
c Critical Lane Group												

Background Conditions (impr)
6: Florida Avenue & 14th Street

PM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.98			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		1.00			0.96			0.99			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1794			1699			3469			3438	
Flt Permitted		0.70			0.78			0.90			0.68	
Satd. Flow (perm)		1283			1337			3140			2338	
Volume (vph)	141	258	15	80	136	99	30	880	57	74	637	54
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	280	16	87	148	108	33	957	62	80	692	59
RTOR Reduction (vph)	0	1	0	0	17	0	0	4	0	0	6	0
Lane Group Flow (vph)	0	448	0	0	326	0	0	1048	0	0	825	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		38.0			38.0			51.0			51.0	
Effective Green, g (s)		40.0			40.0			52.0			52.0	
Actuated g/C Ratio		0.40			0.40			0.52			0.52	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		513			535			1633			1216	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.24			0.33			c0.35	
v/c Ratio		0.87			0.61			0.64			0.68	
Uniform Delay, d1		27.7			23.8			17.3			17.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		18.3			5.1			1.9			3.1	
Delay (s)		45.9			28.9			19.2			20.9	
Level of Service		D			C			B			C	
Approach Delay (s)		45.9			28.9			19.2			20.9	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM Average Control Delay		25.5										
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		118.3%										
Analysis Period (min)		15										
c Critical Lane Group												

Background Conditions
7: Belmont Street (west) & Public Alley

AM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	37	3	10	39	2	5	7	20	3	11	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	40	3	11	42	2	5	8	22	3	12	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	45			43			118	110	42	135	111	43
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	45			43			118	110	42	135	111	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	98	100	98	100
cM capacity (veh/h)	1564			1565			840	774	1029	808	773	1027
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	45	55	35	18								
Volume Left	1	11	5	3								
Volume Right	3	2	22	3								
cSH	1564	1565	929	815								
Volume to Capacity	0.00	0.01	0.04	0.02								
Queue Length 95th (ft)	0	1	3	2								
Control Delay (s)	0.2	1.5	9.0	9.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.2	1.5	9.0	9.5								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			17.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Background Conditions
7: Belmont Street (west) & Public Alley

PM Peak Period
2/22/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	41	2	19	73	10	3	3	22	4	13	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	45	2	21	79	11	3	3	24	4	14	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	90			47			183	179	46	199	175	85
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	90			47			183	179	46	199	175	85
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	98	99	98	100
cM capacity (veh/h)	1505			1561			756	704	1024	731	708	974
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	111	30	21								
Volume Left	1	21	3	4								
Volume Right	2	11	24	2								
cSH	1505	1561	942	734								
Volume to Capacity	0.00	0.01	0.03	0.03								
Queue Length 95th (ft)	0	1	3	2								
Control Delay (s)	0.2	1.5	8.9	10.0								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.2	1.5	8.9	10.0								
Approach LOS			A	B								
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			22.2%			ICU Level of Service			A			
Analysis Period (min)			15									

Background Conditions
8: Belmont Street (west) & 15th Street

AM Peak Period
3/1/2006



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑	↑			
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	0	42	411	15	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	46	447	16	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	455	455			463	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	455	455			463	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	563	605			1098	
Direction, Lane #	WB 1	NB 1				
Volume Total	46	463				
Volume Left	0	0				
Volume Right	46	16				
cSH	605	1700				
Volume to Capacity	0.08	0.27				
Queue Length 95th (ft)	6	0				
Control Delay (s)	11.4	0.0				
Lane LOS	B					
Approach Delay (s)	11.4	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		27.0%		ICU Level of Service	A	
Analysis Period (min)		15				

Background Conditions
8: Belmont Street (west) & 15th Street

PM Peak Period
3/1/2006



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations		↗	↖			
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	0	54	981	33	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	59	1066	36	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1084	1084			1102	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1084	1084			1102	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	78			100	
cM capacity (veh/h)	240	264			633	
Direction, Lane #	WB 1	NB 1				
Volume Total	59	1102				
Volume Left	0	0				
Volume Right	59	36				
cSH	264	1700				
Volume to Capacity	0.22	0.65				
Queue Length 95th (ft)	21	0				
Control Delay (s)	22.5	0.0				
Lane LOS	C					
Approach Delay (s)	22.5	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		59.7%		ICU Level of Service	B	
Analysis Period (min)		15				



Movement	WBL	WBR	SBL	NWR	NWR2
Lane Configurations		↗		↘	
Sign Control	Stop		Free	Free	
Grade	0%		0%	0%	
Volume (veh/h)	0	5	0	451	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	490	1
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage					
Right turn flare (veh)					
Median type	None				
Median storage (veh)					
Upstream signal (ft)					
pX, platoon unblocked					
vC, conflicting volume	491	491			
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol	491	491			
tC, single (s)	6.4	6.2			
tC, 2 stage (s)					
tF (s)	3.5	3.3			
p0 queue free %	100	99			
cM capacity (veh/h)	537	578			
Direction, Lane #	WB 1	NW 1			
Volume Total	5	491			
Volume Left	0	0			
Volume Right	5	1			
cSH	578	1700			
Volume to Capacity	0.01	0.29			
Queue Length 95th (ft)	1	0			
Control Delay (s)	11.3	0.0			
Lane LOS	B				
Approach Delay (s)	11.3	0.0			
Approach LOS	B				
Intersection Summary					
Average Delay		0.1			
Intersection Capacity Utilization		38.0%		ICU Level of Service	A
Analysis Period (min)		15			



Movement	WBL	WBR	SBL	NWR	NWR2
Lane Configurations		↑		↑	
Sign Control	Stop		Free	Free	
Grade	0%		0%	0%	
Volume (veh/h)	0	8	0	1034	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	0	1124	2
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage					
Right turn flare (veh)					
Median type	None				
Median storage (veh)					
Upstream signal (ft)					
pX, platoon unblocked					
vC, conflicting volume	1125	1125			
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol	1125	1125			
tC, single (s)	6.4	6.2			
tC, 2 stage (s)					
tF (s)	3.5	3.3			
p0 queue free %	100	97			
cM capacity (veh/h)	227	250			
Direction, Lane #	WB 1	NW 1			
Volume Total	9	1126			
Volume Left	0	0			
Volume Right	9	2			
cSH	250	1700			
Volume to Capacity	0.03	0.66			
Queue Length 95th (ft)	3	0			
Control Delay (s)	19.9	0.0			
Lane LOS	C				
Approach Delay (s)	19.9	0.0			
Approach LOS	C				
Intersection Summary					
Average Delay		0.2			
Intersection Capacity Utilization		74.1%	ICU Level of Service	D	
Analysis Period (min)		15			

Background Conditions
10: Chapin Street & Nehemiah Shopping Center Driveway

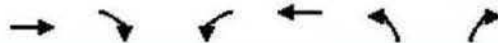
AM Peak Period
2/22/2006



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	77	23	10	39	2	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	25	11	42	2	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			109		160	96
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			109		160	96
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	97
cM capacity (veh/h)			1482		825	960
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	109	53	27			
Volume Left	0	11	2			
Volume Right	25	0	25			
cSH	1700	1482	948			
Volume to Capacity	0.06	0.01	0.03			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	1.6	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.6	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			19.3%		ICU Level of Service	A
Analysis Period (min)			15			

Background Conditions
10: Chapin Street & Nehemiah Shopping Center Driveway

PM Peak Period
2/22/2006



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	54	2	33	25	6	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	2	36	27	7	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			61		159	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			61		159	60
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			1542		813	1006
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	61	63	39			
Volume Left	0	36	7			
Volume Right	2	0	33			
cSH	1700	1542	968			
Volume to Capacity	0.04	0.02	0.04			
Queue Length 95th (ft)	0	2	3			
Control Delay (s)	0.0	4.3	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.3	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			19.8%		ICU Level of Service	A
Analysis Period (min)			15			

Background Conditions
11: Belmont Street (west) & Nehemiah Shopping Center Driveway

AM Peak Period
2/22/2006



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	3	57	48	13	16	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	62	52	14	17	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	66				128	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	66				128	59
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1535				865	1006
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	65	66	21			
Volume Left	3	0	17			
Volume Right	0	14	3			
cSH	1535	1700	885			
Volume to Capacity	0.00	0.04	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.4	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		15.4%		ICU Level of Service	A	
Analysis Period (min)		15				

Background Conditions

PM Peak Period

11: Belmont Street (west) & Nehemiah Shopping Center Driveway

2/22/2006



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	3	63	94	21	17	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	68	102	23	18	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125				189	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	125				189	114
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1462				799	939
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	72	125	26			
Volume Left	3	0	18			
Volume Right	0	23	8			
cSH	1462	1700	835			
Volume to Capacity	0.00	0.07	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.4	0.0	9.4			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		16.2%		ICU Level of Service		A
Analysis Period (min)		15				

Appendix E
2000 Census Information

Project: Nehemiah PUD
 State: Washington D.C
 County: Washington D.C.

U.S. Census Bureau

	Census Tract: 37	Percent	Cumulative Percent
Total:	2,240		
<u>Car, Truck or Van</u>	696		
Drove Alone	429	19.2%	19.2%
Carpooled	267	11.9%	31.1%
<u>Public Transportation</u>	994		
Bus	630	28.1%	59.2%
Streetcar	29	1.3%	60.5%
Subway	323	14.4%	74.9%
Railroad	0	0.0%	74.9%
Ferryboat	0	0.0%	74.9%
Taxicab	12	0.5%	75.4%
Motorcycle	0	0.0%	75.4%
Bicycle	46	2.1%	77.5%
Walked	422	18.8%	96.3%
Other means	48	2.1%	98.5%
Stayed Home	34	1.5%	100.0%

Note.

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

P30 Means of Transportation to Work for Workers 16 years and Over [16]

- Universe: Workers 16 years and over

Project: Nehemiah PUD
 State: Washington D.C
 County: Washington D.C.

U.S. Census Bureau

	Census Tract: 37	Percent	Cumulative Percent
Total:	1,792		
Owner occupied:	158		
No vehicle available	26	16.5%	16.5%
1 vehicle available	75	47.5%	63.9%
2 vehicles available	50	31.6%	95.6%
3 vehicles available	7	4.4%	100.0%
4 vehicles available	0	0.0%	100.0%
5 or more vehicles available	0	0.0%	100.0%
Average Auto Ownership	1.24	100.0%	
Renter occupied:	1,634		
No vehicle available	1,120	68.5%	68.5%
1 vehicle available	469	28.7%	97.2%
2 vehicles available	45	2.8%	100.0%
3 vehicles available	0	0.0%	100.0%
4 vehicles available	0	0.0%	100.0%
5 or more vehicles available	0	0.0%	100.0%
Average Auto Ownership	0.34	100.0%	

Note: Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
 H44. TENURE BY VEHICLES AVAILABLE [15]
 - Universe: Occupied housing units

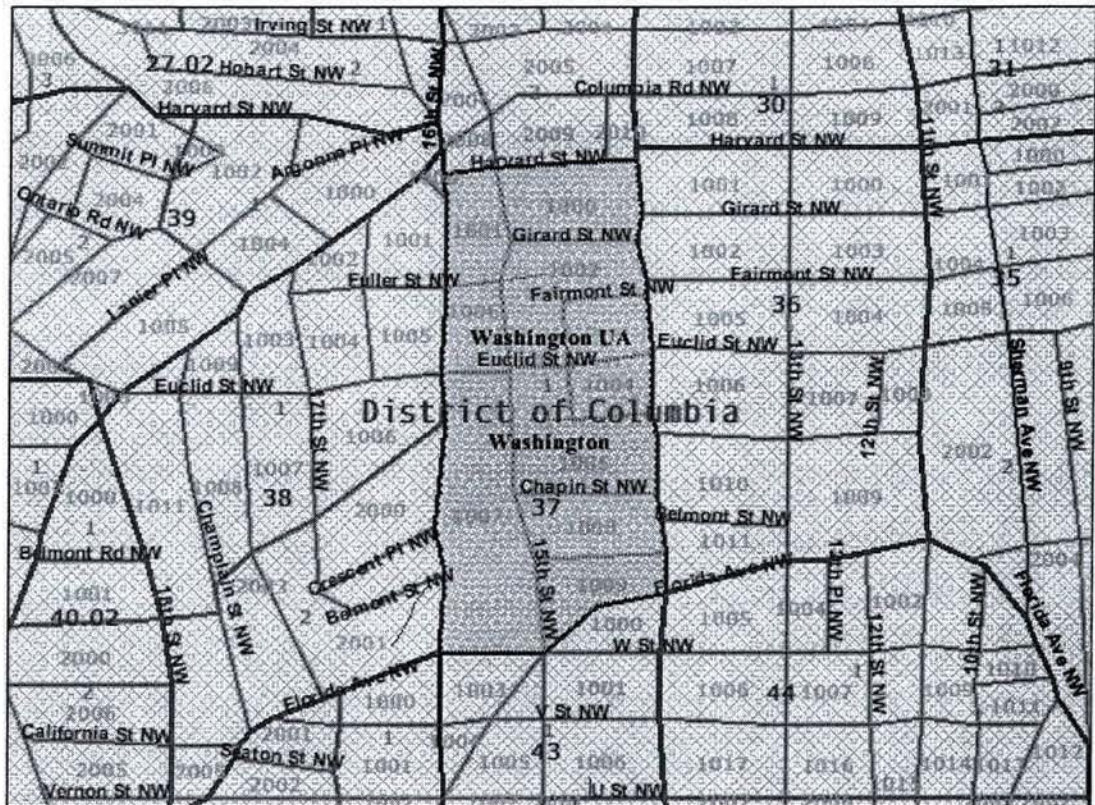
Census Tract 37, District of Columbia, District of Columbia

Boundaries

-  State
-  '00 County
-  '00 Census Tract
-  '00 Block Group
-  '00 Block
-  '00 Place
-  '00 Urban Area
-  '00 Urban Area

Features

-  Major Road
-  Street
-  Stream/Waterbody
-  Stream/Waterbody



1.1 mile across

Close



P30. MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER [16] - Universe: Workers 16 years and over

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

	Census Tract 37, District of Columbia, District of Columbia
Total:	2,240
Car, truck, or van:	696
Drove alone	429
Carpooled	267
Public transportation:	994
Bus or trolley bus	630
Streetcar or trolley car (publico in Puerto Rico)	29
Subway or elevated	323
Railroad	0
Ferryboat	0
Taxicab	12
Motorcycle	0
Bicycle	46
Walked	422
Other means	48
Worked at home	34

U.S. Census Bureau
Census 2000

H44. TENURE BY VEHICLES AVAILABLE [15] - Universe: Occupied housing units

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

	Census Tract 37, District of Columbia, District of Columbia
Total:	1,792
Owner occupied:	158
No vehicle available	26
1 vehicle available	75
2 vehicles available	50
3 vehicles available	7
4 vehicles available	0
5 or more vehicles available	0
Renter occupied:	1,634
No vehicle available	1,120
1 vehicle available	469
2 vehicles available	45
3 vehicles available	0
4 vehicles available	0
5 or more vehicles available	0

U.S. Census Bureau
Census 2000

Appendix F
Forecast Worksheets

Traffic Component	Southbound 15th Street			Westbound Chapin Street			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	-	-	-	28	378	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	-	-	-	36	390	-	-	-	-
Growth	-	-	-	-	-	-	2	24	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	-	-	-	-	1	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	-	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	-	-	-	-	-
Meridian II	1	7	-	-	-	-	1	-	-	-	-	-
The Barcelona	2	10	-	-	-	-	2	-	-	-	-	-
1412 Chapin Street	2	10	-	-	-	-	-	-	-	-	-	-
Subtotal	53	186	-	-	-	-	3	1	-	-	-	-
Background	-	-	-	-	-	-	41	415	-	-	-	-
Existing Site Trips	46	42	-	-	-	-	(11)	(3)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	-	-	-	25	387	-	-	-	-
Growth	-	-	-	-	-	-	2	24	-	-	-	-
Site - residential	10	49	-	-	-	-	-	-	-	-	-	-
Site - retail	5	4	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	-	-	-	-	-	30	412	-	-	-	-

M Peak Hour

Traffic Component	Southbound 15th Street			Westbound Chapin Street			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	-	-	-	37	895	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	-	-	-	37	930	-	-	-	-
Growth	-	-	-	-	-	-	2	57	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	2	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	-	-
View 14 Retail	19	21	-	-	-	-	-	1	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	-	-	-	-	-	-
Meridian II	6	3	-	-	-	-	6	-	-	-	-	-
The Barcelona	9	4	-	-	-	-	9	-	-	-	-	-
1412 Chapin Street	10	5	-	-	-	-	-	-	-	-	-	-
Subtotal	255	176	-	-	-	-	15	1	-	-	-	-
Background	-	-	-	-	-	-	54	988	-	-	-	-
Existing Site Trips	56	57	-	-	-	-	(2)	(7)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	-	-	-	35	923	-	-	-	-
Growth	-	-	-	-	-	-	2	56	-	-	-	-
Site - residential	47	23	-	-	-	-	-	-	-	-	-	-
Site - retail	15	16	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	-	-	-	-	-	52	980	-	-	-	-

Traffic Component	Southbound Public Alley			Westbound Chapin Street			Northbound Public Alley			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	2	19	10	1	12	8	2	-	2	28	6
Balanced Existing Traffic Counts	-	2	19	10	-	12	8	2	-	2	28	6
Growth	-	-	1	1	-	1	-	-	-	-	2	-
Background Developments	IN OUT											
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	-	-	-	-	-	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	-	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	-	-	-	-	-
Meridian II	1	7	-	-	-	-	-	-	-	-	7	-
The Barcelona	2	10	-	-	-	-	-	-	-	-	10	-
1412 Chapin Street	2	10	-	-	-	2	10	-	-	-	-	-
Subtotal	53	186	-	-	-	2	10	-	-	-	17	-
Background	-	2	20	11	-	15	18	2	-	2	47	6
Existing Site Trips	46	42	-	(1)	-	(1)	(3)	-	-	-	(11)	-
New Balanced Existing Traffic Counts	-	2	11	9	-	11	5	2	-	2	17	6
Growth	-	-	1	1	-	1	-	-	-	-	1	-
Site - residential	10	49	-	-	-	5	23	-	-	-	-	-
Site - Retail	5	4	-	-	-	2	1	-	-	-	-	-
Total Site Trips	-	-	-	-	-	7	24	-	-	-	-	-
Total Future	-	2	12	10	-	21	39	2	-	2	35	6

PM Peak Hour

Traffic Component	Southbound Public Alley			Westbound Chapin Street			Northbound Public Alley			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	2	9	6	2	13	6	2	-	2	23	6
Balanced Existing Traffic Counts	-	2	9	7	-	13	6	7	-	3	27	7
Growth	-	-	1	-	-	1	-	-	-	-	2	-
Background Developments	IN OUT											
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	-	-
View 14 Retail	19	21	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	-	-	-	-	-	-
Meridian II	6	3	-	-	-	-	-	-	-	-	3	-
The Barcelona	9	4	-	-	-	-	-	-	-	-	4	-
1412 Chapin Street	10	5	-	-	-	10	5	-	-	-	-	-
Subtotal	255	176	-	-	-	10	5	-	-	-	7	-
Background	-	2	10	7	-	24	11	7	-	3	36	7
Existing Site Trips	56	57	-	(2)	-	(4)	-	-	-	-	(2)	-
New Balanced Existing Traffic Counts	-	2	9	5	-	9	6	7	-	3	25	7
Growth	-	-	1	-	-	1	-	-	-	-	2	-
Site - residential	47	23	-	-	-	22	11	-	-	-	-	-
Site - retail	15	16	-	-	-	5	5	-	-	-	-	-
Total Site Trips	-	-	-	-	-	27	16	-	-	-	-	-
Total Future	-	2	10	5	-	47	27	7	-	3	34	7

Traffic Component	Southbound 14th Street			Westbound None			Northbound 14th Street			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	19	777	-	-	-	-	-	610	19	45	-	24
Balanced Existing Traffic Counts	22	955	-	-	-	-	-	610	22	45	-	24
Growth	1	58	-	-	-	-	-	37	1	3	-	1
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	5	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	3	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	2	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	-	-	-	-	6	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	1	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	(2)	-	-	-	-
The Belmont	2	10	-	-	-	-	-	1	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	12	-	-	-	-
Meridian II	1	7	-	-	-	-	-	-	-	4	-	3
The Barcelona	2	10	-	-	-	-	-	-	-	5	-	5
1412 Chapin Street	2	10	-	-	-	-	-	-	1	5	-	5
Subtotal	53	186	-	-	-	-	-	28	1	14	-	13
Background	24	1,017	-	-	-	-	-	675	24	62	-	38
Existing Site Trips	46	42	(5)	(7)	-	-	-	(3)	(4)	(14)	-	(8)
New Balanced Existing Traffic Counts	17	948	-	-	-	-	-	607	18	31	-	16
Growth	1	58	-	-	-	-	-	37	1	2	-	1
Site - residential	10	49	5	-	-	-	-	-	-	1	-	22
Site - retail	5	4	2	-	-	-	-	-	-	-	-	1
Total Site Trips	7	-	-	-	-	-	-	-	-	1	-	23
Total Future	26	1,010	-	-	-	-	-	672	20	48	-	53

PM Peak Hour

Traffic Component	Southbound 14th Street			Westbound None			Northbound 14th Street			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	18	544	-	-	-	-	-	1,019	14	31	-	37
Balanced Existing Traffic Counts	25	659	-	-	-	-	-	1,019	20	31	-	37
Growth	2	40	-	-	-	-	-	62	1	2	-	2
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	2	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	12	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	1	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	1	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	3	-	-	-	-
View 14 Retail	19	21	-	-	-	-	-	4	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	(8)	-	-	-	-
The Belmont	8	4	-	-	-	-	-	1	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	-	5	-	-	-	-
Meridian II	6	3	-	-	-	-	-	-	-	1	-	1
The Barcelona	9	4	-	-	-	-	-	-	-	2	-	2
1412 Chapin Street	10	5	5	-	-	-	-	-	5	2	-	2
Subtotal	255	176	5	48	-	-	-	21	5	5	-	5
Background	32	747	-	-	-	-	-	1,102	26	38	-	44
Existing Site Trips	56	57	(17)	(7)	-	-	-	(5)	(14)	(13)	-	(15)
New Balanced Existing Traffic Counts	8	652	-	-	-	-	-	1,014	6	18	-	22
Growth	-	40	-	-	-	-	-	62	-	1	-	1
Site - residential	47	23	21	-	-	-	-	-	1	-	-	11
Site - retail	15	16	5	-	-	-	-	-	-	-	-	5
Total Site Trips	26	-	-	-	-	-	-	-	1	-	-	16
Total Future	39	740	-	-	-	-	-	1,097	12	24	-	44

Traffic Component	Southbound 14th Street			Westbound Belmont Street (east)			Northbound 14th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	978	22	31	-	15	12	450	-	-	-	-
Balanced Existing Traffic Counts	-	978	22	41	-	15	12	591	-	-	-	-
Growth	-	60	1	3	-	1	1	36	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	1	-	-	-	5	-	-	-	-
The Flats at Union Row Retail	26	17	-	4	-	-	-	3	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	2	2	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	1	6	1	-	-	-	-	-	-
View 14 Retail	6	4	-	-	1	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	(7)	-	-	-	(2)	-	-	-	-
The Belmont	2	10	-	-	1	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	2	-	-	1	12	-	-	-	-
Meridian II	1	7	-	4	-	-	-	-	-	-	-	-
The Barcelona	2	10	-	6	-	-	-	-	-	-	-	-
1412 Chapin Street	2	10	-	5	-	-	-	1	-	-	-	-
Subtotal	53	186	-	15	2	8	3	21	-	-	-	-
Background	-	1,053	25	52	-	17	16	648	-	-	-	-
Existing Site Trips	46	42	-	(21)	-	-	-	(7)	-	-	-	-
New Balanced Existing Traffic Counts	-	957	22	41	-	15	12	584	-	-	-	-
Growth	-	59	1	3	-	1	1	36	-	-	-	-
Site - residential	10	49	-	-	-	-	-	-	-	-	-	-
Site - retail	5	4	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	1,031	26	52	-	17	16	641	-	-	-	-

PM Peak Hour

Traffic Component	Southbound 14th Street			Westbound Belmont Street (east)			Northbound 14th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	664	26	28	-	9	8	871	-	-	-	-
Balanced Existing Traffic Counts	-	664	26	32	-	9	8	1,007	-	-	-	-
Growth	-	41	2	2	-	1	-	62	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	5	-	-	-	2	-	-	-	-
The Flats at Union Row Retail	76	82	-	11	-	-	-	12	-	-	-	-
Gateway 34 Residential	13	7	-	2	-	2	1	1	-	-	-	-
Gateway 34 Retail	5	6	-	1	-	1	1	1	-	-	-	-
View 14 Residential	37	19	-	6	3	-	1	-	-	-	-	-
View 14 Retail	19	21	-	4	4	1	1	-	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	(8)	-	-	-	-
The Belmont	8	4	-	1	1	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	11	-	1	-	5	-	-	-	-
Meridian II	6	3	-	4	-	-	-	-	-	-	-	-
The Barcelona	9	4	-	6	-	-	-	-	-	-	-	-
1412 Chapin Street	10	5	-	2	-	-	-	5	-	-	-	-
Subtotal	255	176	-	42	11	5	4	18	-	-	-	-
Background	-	747	39	42	-	15	12	1,087	-	-	-	-
Existing Site Trips	56	57	-	(20)	-	-	-	(19)	-	-	-	-
New Balanced Existing Traffic Counts	-	644	26	32	-	9	8	988	-	-	-	-
Growth	-	39	2	2	-	1	-	60	-	-	-	-
Site - residential	47	23	-	-	-	-	-	-	-	-	-	-
Site - retail	15	16	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	726	39	43	-	15	12	1,066	-	-	-	-

Traffic Component	Southbound 14th Street			Westbound Garage Driveway			Northbound 14th Street			Eastbound Belmont Street (west)		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	24	893	7	2	-	-	5	453	20	23	3	7
Balanced Existing Traffic Counts	24	962	7	2	-	-	5	594	20	23	3	7
Growth	1	59	-	-	-	-	-	36	1	1	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	5	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	3	-	-	-	-
Gateway 34 Residential	3	14	1	-	-	-	-	-	2	11	-	4
Gateway 34 Retail	2	1	1	-	-	-	-	-	1	1	-	-
View 14 Residential	8	40	-	-	-	-	-	-	-	-	-	1
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	(2)	-	-	(5)	-	-	-	(3)	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	3	-	-	-	-	-	3	14	-	12
Meridian II	1	7	1	3	-	-	-	-	-	-	-	-
The Barcelona	2	10	1	5	-	-	-	-	1	-	-	-
1412 Chapin Street	2	10	-	5	-	-	-	1	-	-	-	-
Subtotal	53	186	7	18	(7)	(2)	(5)	9	7	26	(3)	17
Background	32	1,039	-	-	-	-	-	639	28	50	-	24
Existing Site Trips	46	42	(7)	(14)	-	-	-	(4)	(5)	(12)	-	(3)
New Balanced Existing Traffic Counts	17	948	7	2	-	-	5	590	15	11	3	4
Growth	1	58	-	-	-	-	-	36	1	1	-	-
Site - residential	10	49	-	-	-	-	-	-	5	26	-	-
Site - retail	5	4	-	-	-	-	-	-	3	3	-	-
Total Site Trips	-	-	-	-	-	-	-	-	8	29	-	-
Total Future	25	1,024	-	-	-	-	-	635	31	67	-	21

PM Peak Hour

Traffic Component	Southbound 14th Street			Westbound Garage Driveway			Northbound 14th Street			Eastbound Belmont Street (west)		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	21	590	-	8	-	1	1	892	36	34	-	17
Balanced Existing Traffic Counts	21	652	-	8	-	1	1	974	36	34	-	17
Growth	1	40	-	-	-	-	-	60	2	2	-	1
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	2	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	12	-	-	-	-
Gateway 34 Residential	13	7	3	-	-	-	-	-	10	5	-	2
Gateway 34 Retail	5	6	2	-	-	-	-	-	3	4	-	2
View 14 Residential	37	19	1	-	-	-	-	-	-	-	-	-
View 14 Retail	19	21	1	-	-	-	-	-	-	-	-	1
Existing View 14 Site Trips	(1)	(9)	-	(8)	-	(1)	(1)	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	12	-	-	-	-	-	13	6	-	6
Meridian II	6	3	3	1	-	-	-	-	-	-	-	-
The Barcelona	9	4	5	2	-	-	-	-	4	-	-	-
1412 Chapin Street	10	5	-	2	-	-	-	5	-	-	-	-
Subtotal	255	176	27	21	(8)	(1)	(1)	19	30	15	-	11
Background	49	713	-	-	-	-	-	1,053	68	51	-	29
Existing Site Trips	56	57	(7)	(13)	-	-	-	(14)	(13)	(11)	-	(5)
New Balanced Existing Traffic Counts	14	639	-	8	-	1	1	960	23	23	-	12
Growth	1	39	-	-	-	-	-	59	1	1	-	1
Site - residential	47	23	-	-	-	-	-	-	24	12	-	-
Site - retail	15	16	-	-	-	-	-	-	10	11	-	-
Total Site Trips	-	-	-	-	-	-	-	-	34	23	-	-
Total Future	42	699	-	-	-	-	-	1,038	88	62	-	24

Traffic Component	Southbound 14th Street			Westbound Florida Avenue			Northbound 14th Street			Eastbound Florida Avenue		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	87	748	88	63	183	61	21	356	12	5	112	43
Balanced Existing Traffic Counts	93	798	94	84	183	61	21	477	12	5	112	58
Growth	6	49	6	5	11	4	1	29	1	-	7	4
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	5	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	3	-	-	-	-
Gateway 34 Residential	3	14	1	1	-	-	-	1	-	-	-	-
Gateway 34 Retail	2	1	-	1	-	-	-	1	-	-	-	-
View 14 Residential	8	40	-	-	4	12	-	-	2	-	1	-
View 14 Retail	6	4	-	-	-	1	-	-	2	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	(3)	-
The Belmont	2	10	-	-	1	3	1	-	-	-	-	-
The Fedora at Meridian Hill	5	26	3	7	4	1	-	1	-	-	-	1
Meridian II	1	7	1	2	1	-	-	-	-	-	-	-
The Barcelona	2	10	1	3	2	-	-	-	-	-	-	-
1412 Chapin Street	2	10	1	3	2	-	-	1	-	-	-	-
Subtotal	53	186	7	24	14	3	5	16	1	12	4	(2)
Background	106	871	114	92	199	81	23	518	17	5	117	63
Existing Site Trips	46	42	-	(26)	-	-	-	(9)	-	-	-	-
New Balanced Existing Traffic Counts	93	772	94	84	183	61	21	468	12	5	112	58
Growth	6	47	6	5	11	4	1	29	1	-	7	4
Site - residential	10	49	6	12	7	1	-	3	-	-	-	1
Site - retail	5	4	1	2	1	-	-	2	-	-	-	1
Total Site Trips	7	14	8	1	-	-	-	5	-	-	-	2
Total Future	113	857	122	93	199	81	23	514	17	5	117	65

PM Peak Hour

Traffic Component	Southbound 14th Street			Westbound Florida Avenue			Northbound 14th Street			Eastbound Florida Avenue		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	43	509	55	65	124	64	51	639	12	14	237	101
Balanced Existing Traffic Counts	48	577	62	82	124	64	51	802	12	14	237	127
Growth	3	35	4	5	8	4	3	49	1	1	15	8
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	5	-	-	-	2	-	-	-	-
The Flats at Union Row Retail	76	82	-	11	-	-	-	12	-	-	-	-
Gateway 34 Residential	13	7	1	2	2	4	-	4	-	-	-	1
Gateway 34 Retail	5	6	-	1	2	2	-	1	-	-	-	-
View 14 Residential	37	19	-	-	-	2	6	-	11	-	4	-
View 14 Retail	19	21	-	-	-	1	5	-	5	-	1	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	1	3	-	-	-	1	-
The Fedora at Meridian Hill	25	12	2	3	2	4	-	6	-	-	-	3
Meridian II	6	3	-	1	-	1	-	-	1	-	-	-
The Barcelona	9	4	-	1	1	-	-	2	-	-	-	1
1412 Chapin Street	10	5	-	1	1	-	-	2	-	-	-	1
Subtotal	255	176	3	25	8	12	4	12	3	29	17	6
Background	54	637	74	99	136	80	57	880	30	15	258	141
Existing Site Trips	56	57	-	(24)	-	-	-	(27)	-	-	-	-
New Balanced Existing Traffic Counts	48	553	62	82	124	64	51	775	12	14	237	127
Growth	3	34	4	5	8	4	3	47	1	1	15	8
Site - residential	47	23	3	6	3	7	-	12	-	-	-	5
Site - retail	15	16	3	6	2	2	-	6	-	-	-	2
Total Site Trips	6	12	5	9	-	-	-	18	-	-	-	7
Total Future	60	624	79	108	136	80	57	869	30	15	258	148

Traffic Component	Southbound Public Alley			Westbound Belmont Street (west)			Northbound Public Alley			Eastbound Belmont Street (west)		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	3	6	3	2	11	5	5	2	5	3	7	1
Balanced Existing Traffic Counts	3	10	3	2	28	5	5	7	5	3	13	1
Growth	-	1	-	-	2	-	-	-	-	-	1	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	3	14	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	2	1	-	-	-	-	-
View 14 Residential	8	40	-	-	1	-	-	-	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	(3)	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	5	-	-	-	-	-	26	-
Meridian II	1	7	-	-	1	-	-	-	-	-	-	-
The Barcelona	2	10	-	-	2	-	-	-	-	-	-	-
1412 Chapin Street	2	10	-	-	-	-	-	-	-	-	-	-
Subtotal	53	186	-	-	9	5	15	-	-	-	23	-
Background	3	11	3	2	39	10	20	7	5	3	37	1
Existing Site Trips	46	42	-	-	(3)	-	(1)	-	-	-	(2)	-
New Balanced Existing Traffic Counts	3	10	3	2	25	5	4	7	5	3	11	1
Growth	-	1	-	-	2	-	-	-	-	-	1	-
Site - residential	10	49	-	-	5	-	-	-	-	-	-	-
Site - retail	5	4	-	-	3	-	-	-	-	-	-	-
Total Site Trips	-	-	29	8	-	-	-	-	-	-	-	-
Total Future	3	11	32	10	36	10	19	7	5	3	35	1

PM Peak Hour

Traffic Component	Southbound Public Alley			Westbound Belmont Street (west)			Northbound Public Alley			Eastbound Belmont Street (west)		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	2	2	4	9	13	1	9	3	3	1	6	-
Balanced Existing Traffic Counts	2	12	4	9	34	1	9	3	3	2	25	1
Growth	-	1	-	1	2	-	1	-	-	-	2	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	13	6	6	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	5	6	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	1	-
View 14 Retail	19	21	-	-	1	-	-	-	-	-	1	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	24	-	-	-	-	-	12	-
Meridian II	6	3	-	-	3	-	-	-	-	-	-	-
The Barcelona	9	4	-	-	9	-	-	-	-	-	-	-
1412 Chapin Street	10	5	-	-	-	-	-	-	-	-	-	-
Subtotal	255	176	-	-	37	18	12	-	-	-	14	-
Background	2	13	4	10	73	19	22	3	3	2	41	1
Existing Site Trips	56	57	-	-	(7)	-	(1)	-	-	-	(2)	-
New Balanced Existing Traffic Counts	2	12	4	9	27	1	8	3	3	2	23	1
Growth	-	1	-	1	2	-	-	-	-	-	1	-
Site - residential	47	23	-	-	24	-	-	-	-	-	-	1
Site - retail	15	16	-	-	10	-	-	-	-	-	-	-
Total Site Trips	-	-	23	34	-	-	-	-	-	-	-	1
Total Future	2	13	27	44	66	19	20	3	3	2	38	2

Traffic Component	Southbound 15th Street			Westbound Belmont Street (west)			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	9	-	-	6	386	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	36	-	-	17	386	-	-	-	-
Growth	-	-	-	2	-	-	1	24	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	1	-	-	-	-	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	(3)	-	-	-	-	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	-	-	-	-	-
Meridian II	1	7	-	1	-	-	-	1	-	-	-	-
The Barcelona	2	10	-	2	-	-	-	-	-	-	-	-
1412 Chapin Street	2	10	-	-	-	-	-	-	-	-	-	-
Subtotal	53	186	-	4	-	-	(3)	1	-	-	-	-
Background	-	-	-	42	-	-	15	411	-	-	-	-
Existing Site Trips	46	42	-	(3)	-	-	(2)	(11)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	33	-	-	15	375	-	-	-	-
Growth	-	-	-	2	-	-	1	23	-	-	-	-
Site - residential	10	49	-	-	-	-	-	-	-	-	-	-
Site - retail	5	4	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	-	-	39	-	-	13	399	-	-	-	-

PM Peak Hour

Traffic Component	Southbound 15th Street			Westbound Belmont Street (west)			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	16	-	-	16	922	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	39	-	-	28	922	-	-	-	-
Growth	-	-	-	2	-	-	2	56	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	1	-	-	-	-	-
View 14 Retail	19	21	-	1	-	-	1	-	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	1	-	-	-	-	-
Meridian II	6	3	-	3	-	-	-	3	-	-	-	-
The Barcelona	9	4	-	9	-	-	-	-	-	-	-	-
1412 Chapin Street	10	5	-	-	-	-	-	-	-	-	-	-
Subtotal	255	176	-	13	-	-	3	3	-	-	-	-
Background	-	-	-	54	-	-	33	981	-	-	-	-
Existing Site Trips	56	57	-	(7)	-	-	(2)	(2)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	32	-	-	26	920	-	-	-	-
Growth	-	-	-	2	-	-	2	56	-	-	-	-
Site - residential	47	23	-	-	-	-	1	-	-	-	-	-
Site - retail	15	16	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	1	-	-	-	-	-
Total Future	-	-	-	47	-	-	32	979	-	-	-	-

Traffic Component	Southbound 15th Street			Westbound Public Alley			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	5	-	-	1	401	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	5	-	-	1	421	-	-	-	-
Growth	-	-	-	-	-	-	-	26	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	-	-	-	-	1	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	-	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	-	-	-	-	-
Meridian II	1	7	-	-	-	-	-	1	-	-	-	-
The Barcelona	2	10	-	-	-	-	-	2	-	-	-	-
1412 Chapin Street	2	10	-	-	-	-	-	-	-	-	-	-
Subtotal	53	186	-	-	-	-	-	4	-	-	-	-
Background	-	-	-	5	-	-	1	451	-	-	-	-
Existing Site Trips	46	42	-	-	-	-	-	(14)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	5	-	-	1	407	-	-	-	-
Growth	-	-	-	-	-	-	-	25	-	-	-	-
Site - residential	10	49	-	-	-	-	-	-	-	-	-	-
Site - retail	5	4	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	-	-	5	-	-	1	436	-	-	-	-

M Peak Hour

Traffic Component	Southbound 15th Street			Westbound Public Alley			Northbound 15th Street			Eastbound None		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	8	-	-	2	889	-	-	-	-
Balanced Existing Traffic Counts	-	-	-	8	-	-	2	959	-	-	-	-
Growth	-	-	-	-	-	-	-	59	-	-	-	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	-	-
View 14 Retail	19	21	-	-	-	-	-	1	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	-	-	-	-	-	-
Meridian II	6	3	-	-	-	-	-	6	-	-	-	-
The Barcelona	9	4	-	-	-	-	-	9	-	-	-	-
1412 Chapin Street	10	5	-	-	-	-	-	-	-	-	-	-
Subtotal	255	176	-	-	-	-	-	16	-	-	-	-
Background	-	-	-	8	-	-	2	1,034	-	-	-	-
Existing Site Trips	56	57	-	-	-	-	-	(9)	-	-	-	-
New Balanced Existing Traffic Counts	-	-	-	8	-	-	2	950	-	-	-	-
Growth	-	-	-	-	-	-	-	58	-	-	-	-
Site - residential	47	23	-	-	-	-	-	-	-	-	-	-
Site - retail	15	16	-	-	-	-	-	-	-	-	-	-
Total Site Trips	-	-	-	-	-	-	-	-	-	-	-	-
Total Future	-	-	-	8	-	-	2	1,024	-	-	-	-

Traffic Component	Southbound none			Westbound Chapin Street			Northbound Shopping Center Driveway			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	-	36	9	17	-	2	22	23	-
Balanced Existing Traffic Counts	-	-	-	-	35	9	22	-	2	22	47	-
Growth	-	-	-	-	2	1	1	-	-	1	3	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	2	1	-	-	-	-	-	-	-	-	-	-
View 14 Residential	8	40	-	-	-	-	-	-	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	-	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	-	-	-	-	-	-	-	-
Meridian II	1	7	-	-	-	-	-	-	-	-	7	-
The Barcelona	2	10	-	-	-	-	-	-	-	-	10	-
1412 Chapin Street	2	10	-	-	-	2	-	-	-	-	10	-
Subtotal	53	186	-	-	-	2	-	-	-	-	27	-
Background	-	-	-	-	39	10	23	-	2	23	77	-
Existing Site Trips	46	42	-	-	-	(9)	(22)	-	(2)	(22)	-	-
New Balanced Existing Traffic Counts	-	-	-	-	35	-	-	-	-	-	47	-
Growth	-	-	-	-	2	-	-	-	-	-	3	-
Site - residential	10	49	-	-	-	5	-	-	-	-	23	-
Site - retail	5	4	-	-	-	2	-	-	-	-	1	-
Total Site Trips	-	-	-	-	7	-	-	-	-	-	24	-
Total Future	-	-	-	-	46	-	-	-	-	-	101	-

PM Peak Hour

Traffic Component	Southbound none			Westbound Chapin Street			Northbound Shopping Center Driveway			Eastbound Chapin Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	-	-	-	-	16	31	26	-	6	1	35	-
Balanced Existing Traffic Counts	-	-	-	-	14	31	28	-	6	2	40	-
Growth	-	-	-	-	1	2	2	-	-	-	2	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	-	-	-	-	-	-	-	-
Gateway 34 Retail	5	6	-	-	-	-	-	-	-	-	-	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	-	-
View 14 Retail	19	21	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	-	-	-	-	-	-	-	-
Meridian II	6	3	-	-	-	-	-	-	-	-	3	-
The Barcelona	9	4	-	-	-	-	-	-	-	-	4	-
1412 Chapin Street	10	5	-	-	-	10	-	-	-	-	5	-
Subtotal	255	176	-	-	-	10	-	-	-	-	12	-
Background	-	-	-	-	25	33	30	-	6	2	54	-
Existing Site Trips	56	57	-	-	-	(31)	(28)	-	(6)	(2)	-	-
New Balanced Existing Traffic Counts	-	-	-	-	14	-	-	-	-	-	40	-
Growth	-	-	-	-	1	-	-	-	-	-	2	-
Site - residential	47	23	-	-	-	22	-	-	-	-	11	-
Site - retail	15	16	-	-	-	5	-	-	-	-	5	-
Total Site Trips	-	-	-	-	27	-	-	-	-	-	16	-
Total Future	-	-	-	-	52	-	-	-	-	-	70	-

Traffic Component	Southbound Shopping Center Driveway			Westbound Belmont Street			Northbound none			Eastbound Belmont Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	3	-	15	12	19	-	-	-	-	-	12	3
Balanced Existing Traffic Counts	3	-	15	12	32	-	-	-	-	-	18	3
Growth	-	-	1	1	2	-	-	-	-	-	1	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	10	49	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	26	17	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	3	14	-	-	3	-	-	-	-	-	14	-
Gateway 34 Retail	2	1	-	-	2	-	-	-	-	-	1	-
View 14 Residential	8	40	-	-	1	-	-	-	-	-	-	-
View 14 Retail	6	4	-	-	-	-	-	-	-	-	-	-
Existing View 14 Site Trips	(15)	(2)	-	-	-	-	-	-	-	-	(3)	-
The Belmont	2	10	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	5	26	-	-	5	-	-	-	-	-	26	-
Meridian II	1	7	-	-	1	-	-	-	-	-	-	-
The Barcelona	2	10	-	-	2	-	-	-	-	-	-	-
1412 Chapin Street	2	10	-	-	-	-	-	-	-	-	-	-
Subtotal	53	186	-	-	14	-	-	-	-	-	38	-
Background	3	-	16	13	48	-	-	-	-	-	57	3
Existing Site Trips	46	42	(3)	-	(15)	(12)	-	-	-	-	-	(3)
New Balanced Existing Traffic Counts	-	-	-	-	32	-	-	-	-	-	18	-
Growth	-	-	-	-	2	-	-	-	-	-	1	-
Site - residential	10	49	-	-	5	-	-	-	-	-	26	-
Site - retail	5	4	-	-	3	-	-	-	-	-	3	-
Total Site Trips	-	-	-	-	8	-	-	-	-	-	29	-
Total Future	-	-	-	-	56	-	-	-	-	-	86	-

PM Peak Hour

Traffic Component	Southbound Shopping Center Driveway			Westbound Belmont Street			Northbound none			Eastbound Belmont Street		
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left
Existing Traffic Counts	7	-	16	20	29	-	-	-	-	-	29	3
Balanced Existing Traffic Counts	7	-	16	20	37	-	-	-	-	-	35	3
Growth	-	-	1	1	2	-	-	-	-	-	2	-
Background Developments	IN	OUT										
The Flats at Union Row Residential	47	23	-	-	-	-	-	-	-	-	-	-
The Flats at Union Row Retail	76	82	-	-	-	-	-	-	-	-	-	-
Gateway 34 Residential	13	7	-	-	13	-	-	-	-	-	6	-
Gateway 34 Retail	5	6	-	-	5	-	-	-	-	-	6	-
View 14 Residential	37	19	-	-	-	-	-	-	-	-	1	-
View 14 Retail	19	21	-	-	1	-	-	-	-	-	1	-
Existing View 14 Site Trips	(1)	(9)	-	-	-	-	-	-	-	-	-	-
The Belmont	8	4	-	-	-	-	-	-	-	-	-	-
The Fedora at Meridian Hill	25	12	-	-	24	-	-	-	-	-	12	-
Meridian II	6	3	-	-	3	-	-	-	-	-	-	-
The Barcelona	9	4	-	-	9	-	-	-	-	-	-	-
1412 Chapin Street	10	5	-	-	-	-	-	-	-	-	-	-
Subtotal	255	176	-	-	55	-	-	-	-	-	26	-
Background	7	-	17	21	94	-	-	-	-	-	63	3
Existing Site Trips	56	57	(7)	-	(16)	(20)	-	-	-	-	-	(3)
New Balanced Existing Traffic Counts	-	-	-	-	37	-	-	-	-	-	35	-
Growth	-	-	-	-	2	-	-	-	-	-	2	-
Site - residential	47	23	-	-	24	-	-	-	-	-	12	-
Site - retail	15	16	-	-	10	-	-	-	-	-	11	-
Total Site Trips	-	-	-	-	34	-	-	-	-	-	23	-
Total Future	-	-	-	-	128	-	-	-	-	-	84	-