

August 23, 2019





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A: Scoping Information	

Daniel Solomon

From: Zimmerman, Aaron (DDOT) <aaron.zimmerman@dc.gov>

Sent: Tuesday, March 19, 2019 09:24

To: Daniel Solomon
Cc: Erwin N. Andres

Subject: RE: Lady Bird - New CTR

Follow Up Flag: Follow up Flag Status: Completed

Daniel – I agree with the updated scope that you outline below, just a few comments:

- We also discussed TripsDC and determined that it was not warranted in this case because the project does not fit within the parking ratio parameters. I have also determined it does not fit within the ½ mile from Metro
- In the trip generation summary table, also include Saturday peak hour trip generation and weekday daily total volumes.
- When discussing the 90% modeshare trip generation used in the capacity analysis, be sure to note in the study why we have two sets of trip generation assumptions. The higher auto-mode share is to present a 'worst case' scenario of traffic traveling to the site that may be induced due to the higher than ideal parking ratio, whereas the 70% modeshare is the trip generation more likely to materialize.
- For the Saturday traffic counts at the two intersections, collect data between 11:00 AM and 2:00 PM.
- Include the latest truck turning diagrams in the body of the report rather than the appendix. We've noticed on a
 few projects, citizens looking through the study on IZIS cannot find them because often the appendix is not
 uploaded to the record.
- Include this email chain in the appendix along with the old scoping form.

Aaron Z

From: Daniel Solomon [mailto:ds@goroveslade.com]

Sent: Tuesday, March 19, 2019 8:16 AM

To: Zimmerman, Aaron (DDOT)

Cc: Erwin N. Andres

Subject: Lady Bird - New CTR

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Aaron,

Thanks for meeting with us yesterday. Following up on our discussion, the new CTR for the Lady Bird will include all the same elements that the previous CTR included with the following additions:

1. Capacity Analysis

- a. We will re-do the capacity analysis to include updated counts. We will collect weekday counts from 6:30-9:30 AM and 4:00-7:00 PM for all previously established study area intersections.
- b. For Saturday, we will collect counts at the intersections of 48th Street and Massachusetts Avenue and 49th Street and Massachusetts Avenue.

i. We will compare the results of these counts to weekday counts. If the overall peak hour volumes going through these intersections is higher on Saturday than the overall peak hour volumes going through these intersections during either the AM or PM weekday peak hours then we will collect counts and do a capacity analysis for Saturday as well.

2. Trip Generation

- a. We will update the trip generation so that we are using ITE 10th Edition
 - i. We will use LU Code 221 (Multifamily Mid Rise) for the 214 apartment

units

- ii. We will use LU Code 220 (Multifamily Low Rise) for the 5 townhomes
- iii. We will use LU Code 850 (Supermarket) for the 17,992 square feet of

retail/grocer.

- b. We will use the same conservative mode split assumptions for this capacity analysis as those used in the previous analysis
 - i. 90% auto
 - ii. 5% transit
 - iii. 2% bicycle
 - iv. 2% walk
- c. We will include a table comparing the trip generation of the proposed development and the trip generation of the existing uses on site if they were fully occupied
 - i. This will be done using the same mode splits as shown in 2b
- d. We will include a trip generation table that is based on Census and TAZ data, showing what a less conservative but more realistic trip generation would look like using the following mode splits. However, we will only analyze the trip gen using 2b above.
 - i. 70% auto
 - ii. 15% transit
 - iii. 2% bicycle
 - iv. 13% walk

- 3. TDM
 - a. We will include all the previously committed to TDM elements and update them to include the 3 additional TDM bullets you sent in your 3.18.2019 e-mail
- 4. Parking
 - a. We will include the most up-to-date information regarding parking and the allocation of spaces amongst the uses of the proposed development
- 5. Pedestrian Improvements
 - a. We will include the figure showing the pedestrian improvements agreed to by the Applicant in the body of the CTR and the conceptual improvements in the alley.

We will incorporate any and all agreed to transportation elements that were included in supplemental memorandums or correspondences in the new CTR.

Please let me know if you have any comments or questions

Thanks, Daniel

Daniel Solomon, LEED AP ND

Transportation Planner

Gorove/Slade Associates, Inc.

Transportation Planners and Engineers direct: 202-540-1928 | main: 202-296-8625

1140 Connecticut Avenue, NW, Suite 600 | Washington, DC 20036 daniel.solomon@goroveslade.com | www.goroveslade.com

Project Name & Applicant Team:

4330 48th Street NW

Applicant: Felipe Serpa, Valor Development LLC Land Use Counsel: Holland & Knight LLP

Transportation Consultant:

Erwin Andres, Gorove/Slade (202-540-1925), ena@goroveslade.com

Case Type & No. (PUD, LTR, etc.): Design Review, Case No. 16-23

Street Address:

4330 48th Street NW

Current Zoning and/or Overlay District: MU-4

Date of Filing: Summer 2016

Estimated Date of Hearing: January 11, 2018

Description of Project:

The project site is located at 4330 48th Street NW, bounded by Yuma Street NW to the north, 48th Street NW to the east, the American University Administrative to the south, and a public alley to the west. The site for the proposed development is currently home to a surface parking lot and a commercial building with ground-floor retail.

The resulting development will be a mixed-use (residential, retail, and grocery) development with an approximate build-out date of 2021. The development program consists of the following land uses:

- Grocery/Retail Approximately 16,000 sf of grocery and retail space. Assumed all grocery for more conservative analysis.
- Residential Approximately 219 multi-family residential dwelling units

According to 2016 DC Zoning Regulations (ZR16) and the development program outlined above, the site is required to provide a minimum of 91 parking spaces. An existing agreement between American University and the site lot requires the proposed development to carry forth 236 parking spaces for the use of American University. The development will provide approximately 370 below-grade parking spaces in three levels of below-grade parking. The first level of parking will contain approximately 85 parking spaces that are intended to be devoted to residential use. The second level of parking will contain approximately 106 parking spaces, of which approximately 49 parking spaces will be devoted to the grocery/retail uses on site. Finally, as required by the agreement with American University, approximately 57 parking spaces on the second level will be shared by the grocery/retail uses on site and the American University Admin Building to the south of the site and approximately 179 parking spaces on the third level will be shared between the residential uses on site and the American University Admin Building. Parking is planned to be priced at the market-rate.

Loading facilities will be provided via one 30-foot berth, two 55-foot berths, and one 20-foot service and delivery space. The loading berths abut the public alley to the west of the site and will be accessible through back-in and front-out maneuvering to and from surrounding streets. The development will exceed

the number of loading facilities required under ZR16.

The site plan incorporates improvements to pedestrian facilities adjacent to the site. These improvements are made possible through the widening of the sidewalk and buffer, and the removal of two curb cuts along the perimeter of the site.

DDOT Comments/Action Items 1. Strategic Planning Elements (Planning Documents) Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. DDOT concurs. **Proposed Documents:** The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. The study will include a section addressing the following documents: o ZR16 (Subtitle C Chapters 7, 8 and 9) DC Comprehensive Plan o DDOT Comprehensive Transportation Review Guidelines o DDOT Design & Engineering Manual o DC's Transit Future System Plan o Bicycle Master Plan o Pedestrian Master Plan o MoveDC plan SustainableDC plan 2. Roadway Network, Capacity & Operations **DDOT Comments/Action Items** Vehicle Trip Generation Assumptions Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide DDOT Comment: Note in the scoping CTR that the auto the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR mode share is higher than usual to account for the guidelines for further information. additional AU parking spaces that are available to residents and grocery customers. Proposed preliminary mode split and supporting documentation: G/S: Noted The proposed multi-modal trip generation methodology uses ITE rates and mode-split assumptions. A detailed DDOT concurs. breakdown of these assumptions and trip generation calculations is attached to this form. While detailed mode split data from the Census Transportation Planning Products (CTPP) is mapped on a graphic and attached to this form, The modal splits are expected to be 90% auto/5% transit/2% bicycle/3% walk for residential uses and 90% DDOT Comment: Trip generation in the table to the left auto/0% transit/2% bicycle/8% walk for grocery/retail uses. does not include existing AU trips to the garage like in previous versions of trip gen provided to DDOT. These should be included in the total. See discussion in parking section (Section 6) for more information. G/S: The previous versions of the trip generation table did

Mode		AM Peak Hour			PM Peak Hou	
Mode	In	Out	Total	In	Out	Total
Auto	50 veh/hr	98 veh/hr	148 veh/hr	174 veh/hr	131 veh/hr	305 veh/hr
Transit	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr
Bike	2 ppl/hr	3 ppl/hr	5 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr
Walk	6 ppl/hr	6 ppl/hr	12 ppl/hr	18 ppl/hr	17 ppl/hr	35 ppl/hr

not include the existing/re-routed trips for the American University overflow parking that is currently on-site. Those trips are accounted for in the CTR as background trips.

DDOT concurs and notes that this assumption should be documented in the CTR with graphics showing the rerouted AU traffic also included.

DDOT Comment: why has vehicle trip generation decreased since the last version of the scoping form even though the auto mode share has increased significantly? G/S: The previous trip generation included a 60ksf grocery and 230 du. The new development program is for 16ksf grocery and 219 du.

DDOT concurs.

Vehicle Site Access

Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.

Access Location(s): The site will be accessed through the public alleys that connect to Yuma Street NW and Massachusetts Avenue NW. Access along 48th Street NW will be provided by a section of existing private alley that then connects to the public alley network abutting the site along the west. The loading facilities and ramp leading to the below-grade parking garage abut the public alley.

Access Control: Unsignalized.

Existing Curb cuts utilized: The site will utilize curb cuts that connect the public alley to the north of the site from Yuma Street NW and the south of the site from Massachusetts Avenue NW. One existing curb cut accessing the private section of the alley network to the east of the site on 48th Street NW will also be utilized.

Existing curb cuts abandoned: A total of two curb cuts are being abandoned. One wide curb cut (that includes a pedestrian refuge) will be abandoned along Yuma Street NW. One curb cut will be abandoned along 48th Street NW.

Proposed curb cuts: None.

Curb cut width and radii: TBD

DDOT concurs.

	,
CTR Triggers for further vehicle analysis (for sections below)	
Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is	
required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operation</i> section of the	
scoping form is required.	
<u>Development Scenarios</u>	
Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.	DDOT concurs.
Proposed Development Scenario:	
The proposed CTR will include the following scenarios:	
 Existing Conditions (2016) 	
 2021 Future Conditions <u>without</u> the development (2021 Background) 	
o 2021 Future Conditions <u>with</u> the development (2021 Future)	
<u>Vehicle Study Area</u>	
Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area.	DDOT concurs.
Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed):	
The study area will include intersections where site impacts are most likely to occur. Additional intersections	
may be appropriate given the projected trip generation of the project. Traditionally, intersections where the site	
is projected to generate over 10% of future traffic are included.	
Gorove/Slade assembled the following list of study area intersections based on the preliminary trip generation,	
trip distribution, and assignment. Our proposed list of study area intersections ended up including 17	
intersections:	
1. Massachusetts Avenue/50 th Street	
2. Massachusetts Avenue/Yuma Street (western side of Massachusetts Avenue)	
3. Massachusetts Avenue/Yuma Street (eastern side of Massachusetts Avenue)	
4. Massachusetts Avenue/49 th Street	
5. Massachusetts Avenue/Alley	
6. Massachusetts Avenue/48 th Street/Fordham Road	
7. Massachusetts Avenue/Van Ness Street	
8. Yuma Street/49 th Street	
9. Yuma Street/Alley	
10. Yuma Street/48 th Street	

11. Windom Place/48 th Street	
12. Alley/48 th Street	
13. Warren Street/48 th Street	
14. Fordham Road/49 th Street	
15. Albemarle Street/49 th Street	
16. Albemarle Street/48 th Street	
17. Yuma Street/46 th Street	
A figure attached to this scoping form shows the locations of these intersections.	
Driveway counts will be collected at all the ingress/egress points of the existing parking garage as to determine	
existing site related trips and the number of existing American University associated trips that will be carried	
over to the below grade garage. We are assuming that all existing site related trips are AU associated trips.	
Data Collection and Hours of Analysis	
Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of	
analysis.	
Proposed turning movement count intersections:	DDOT concurs.
Typically, the peak hour of commuter traffic is used for both weekday morning and afternoon rush hours. Other	
nours of analysis may be appropriate given the overall trip generation of the proposed development and the	
expected hours of vehicular demand to and from the site. Land use may also determine the appropriate hours of	
analysis as some uses experience their peak demand on weekends and off-peak from the typical uses. Weekday	
morning and afternoon commuter peak hours will be analyzed using the individual intersection peaks at all study	
area intersections.	
Pedestrian and bicycle Turning Movement Counts ("TMCs") were collected from 6:30-9:30 AM and 4:00-7:00 PM	
on Tuesday, October 18, 2016 and Thursday, October 20, 2016.TMCs were conducted on a "typical weekday"	
when DC public schools, Congress, and American University were in session.	
Roadway Improvements	
Guidelines: The study will account for approved and funded roadway improvement projects within the study	DDOT concurs.
area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines.	
Proposed roadway improvements:	
There are no improvements in the study area that are known to be funded and proposed to be completed prior	
o the full build-out of the site; therefore, the CTR will not incorporate any background improvements into the	
vehicular capacity analysis.	

Background Developments

Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines.

Proposed background development:

Gorove/Slade has identified one nearby development:

- 1. The Spring Valley Shopping Center Expansion
- 2. American University Parking

The expansion of the Spring Valley Shopping center will add approximately 14,000 sf of retail to the existing site. It is expected to open before the 4330 48th Street development and will be included as a background development.

Additionally, the analysis will include the existing site related (American University) trips as background trips. This is due to the fact that the existing site trips are associated with the 236 American University parking spaces that will be carried into the future parking garage, regardless of the proposed development.

Background Growth

Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.

Proposed annual background growth:

Traffic volumes contained in the MWCOG regional model will be examined to develop an average annual growth rate for study area roadways. A summary of the MWCOG model and AADT volumes and trends for regional roadways in the study area is attached to this scoping form. This methodology is preferred for calculating growth rates since it takes into account all future projects and developments in the MWCOG model, and allows for district growth rates by direction and time of day.

Growth rates for this study are based on the differences between the year 2015 and 2020 MWCOG model scenarios. In addition, where the MWCOG model showed negative or minimal growth, a conservative assumption of 0.1% per year minimum growth was used. Based on this methodology, the following is a summary of the growth rates proposed to be used in the study:

DDOT Comment: be sure to include background trip generation and site generated trip distributions in appendix.

G/S: Noted DDOT concurs.

For comparison purposes, the following table represents the historical AADT volumes for the study area.

		AADT Volumes					
Roadway	2010	2011	2012	2013	2014	Annual	
						Growth Rate	
Massachusetts Ave	16,900	17,000	18,600	18,700	19,000	3.04%	
49 th St	4,300	4,300	4,300	4,300	N/A	no change	
Albemarle St	2,200	2,200	2,200	2,200	N/A	no change	
46 th St	1,600	1,400	1,400	1,400	1,800	4.02%	

As such, we propose the following growth rates:

Road	Intersections	Proposed Annu	vth between and 2021		
	intersections	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Massachusetts Ave NW – Northbound	1-7	2.00%	0.10%	10.41%	0.50%
Massachusetts Ave NW – Southbound	1-7	0.10%	2.00%	0.30%	10.41%
49 th St NW – Northbound	4,8,14,15	0.10%	0.25%	0.50%	1.26%
49 th St NW – Southbound	4,8,14,15	0.50%	0.10%	2.53%	0.30%
46 th St NW – Northbound	17	1.00%	1.00%	5.10%	5.10%
46 th St NW – Southbound	17	1.75%	1.00%	9.06%	5.10%
All Others		0.10%	0.10%	0.30%	0.30%

Please note that the above roads were selected while smaller local streets were omitted because regional growth will affect major corridors and will not impact smaller local streets adjacent to the site.

DDOT Comment: background growth rate should be maxed out at 2% per year. See Mass Ave northbound in AM.

G/S: Noted. See revised growth rates. DDOT concurs.

Site Trip Distribution & Assignment

Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.

Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form):

Trip distribution for the site was determined based on: (1) CTPP TAZ flow data, and (2) existing traffic volumes

DDOT concurs.

and travel patterns in the study area. Attached to this scoping form are figures depicting the CTPP TAZ flow data?

Separate distributions were developed for the residential and retail/grocery components of the project. The residential trip distribution was influenced significantly by the CTPP TAZ flow data for drivers commuting from the site's TAZ, and adjusted based on traffic volumes and patterns. This flow information showed significant commuting patterns to downtown DC.

The retail and grocery distributions were mostly based on locations of other retail centers, with some influence by the WMATA ridership survey for similar sites. Thus, the retail and grocery trip distribution is much more weighted to the east and west relative to the residential trip distribution.

The proposed trip distributions are illustrated on an attached graphic.

As discussed above, American University will retain access to 236 parking spaces that are present under existing conditions. Existing trips will be rerouted to the future site driveway.

Analysis Methodology

Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.

Proposed analysis methodology:

Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies using an industry recognized software package. The proposed analysis will be conducted using Synchro 9, with the results in delay and LOS reported using HCM 2000 methodologies. Weekday morning and afternoon commuter peak hours will be analyzed using the individual intersection peaks at all study area intersections. Signal timings for the study area intersections will be obtained from DDOT and incorporated into the Synchro models.

The capacity analysis results will show the average delay and the resulting LOS for each approach and for the overall intersection (where available), as well as the queuing results for the average and 95th percentile queue for each movement.

We will highlight all LOS E or F conditions per intersection and approach in the existing, background, or future conditions. We will recommend mitigations if any intersection or approach experiences a degradation to LOS E or F in the future scenario where one does not exist in the background scenario, and if any intersection or approach operating under LOS E or F in the background scenario experience an increase in delay greater than 5 seconds.

DDOT concurs.

For each intersection or approach that meets this criteria, potential mitigation measures will be recommended and a discussion on the appropriateness and feasibility of potential improvements will provided.	
Furthermore, all locations where the 95 th percentile queues exceed the length of storage lanes and result in spillback of the queue will be highlighted, and recommended mitigation measures when an increase in the 95 th percentile queue length is greater than 150 feet due to the development will be provided, including a discussion on the appropriateness and feasibility of potential improvements.	
DDOT will be provided Synchro input files along with the study submittal. Field visits will be performed to update existing geometric information into the Synchro models, and update Synchro files with current traffic signal timing plans.	
<u>Vehicle Trip Mitigation</u> <u>Guidelines:</u> Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines.	DDOT concurs.
For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
CTR Triggers for bike and pedestrian mode share Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive	DDOT concurs.
analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form. CTR Bike and Pedestrian Study area Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas: A pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site is proposed, plus additional walking routes to major destinations, including the American University campus. Internal pedestrian circulation and facilities within the site and the desire lines between the site and adjacent bus stops, including crosswalk locations and building entrances, will also be shown. The bicycle study area focuses on the routes that cyclists will take major bicycle facilities. Internal bicycle	DDOT concurs.

circulation and facilities will also be highlighted.	
Data Collection and Analysis of Bike Network and Facilities	
Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and	DDOT concurs.
pedestrian modes.	
Proposed Bike network and facilities analysis:	
Pedestrian (external to site): A qualitative analysis of all pedestrian facilities in the pedestrian study area will be	
provided. This will include maps outlining which routes meet DDOT standards (a green/yellow/red map), and	
proposing improvements to enhance the pedestrian experiences walking to/from the site.	
<u>Pedestrian (internal to site):</u> For the internal pedestrian facilities, a review of the internal pedestrian circulation	
and documentation of all sidewalk widths will be provided.	
Bicycle (external to site): A review of the quality of the bicycle facilities in the bicycle study area will be	
conducted, focused on the major cycling routes, and will include suggested improvements as needed to help	
cyclists to and from major bike facilities.	
cyclists to und from major bike ruemites.	
Bicycle (internal to site): The proposed internal bicycle circulation and the general number and location of	
bicycle racks within the site will be provided.	
We will include a discussion of how non-auto users will approach and then access the building from each	
direction.	
Mitigation for Bike network	
Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would	DDOT concurs.
preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR	
guidelines for mitigation requirements of the bike network.	
For Informational purposes only. Mitigation will be documented in the final CTR. No information required in	
scoping form.	
4. Transit Service	DDOT Comments/Action Items
CTR Triggers for transit mode share	
Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several	DDOT concurs.

5. Site Access and Loading	DDOT Comments/Action Items
For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.	
Transit Trip Mitigation Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.	
A summary of existing bus service (average headways and spans of service) will be provided, as well as an assessment of the existing condition of all transit stops in the study area (ADA compliance, bus shelters, benches, etc.) using the standards found in WMATA's <i>Guidelines for the Design and Placement of Transit Stops</i> (2009).	
The site plan's accommodation of transit service, including any changes to bus stops necessary due to development will be discussed. Future transit routes and stops will be examined and recommendations for improvements and/or consolidation of stops will be provided, if necessary.	
Proposed transit analysis: An outline of the existing and proposed transit facilities that serve the site will be provided, as well as identifying the bus stops that are expected to be used by transit riders. As stated in the "Bicycle & Pedestrian" section above, desire lines between the site and adjacent bus stops, including crosswalk locations and building entrances, will be identified.	
Analysis of Transit Network Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information.	DDOT concurs.
Proposed transit study area: Per CTR guidelines, the transit study area will include an overview of all transit schedules and stops for service provided within a half mile for heavy rail and a quarter mile for bus and streetcar.	
CTR Transit study area Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area.	DDOT concurs.
potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines	

Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies.

Freight\Delivery

The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.

Motorcoach

For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines.

Proposed Loading Analysis:

The study will contain access diagrams showing circulation for loading, parking access, and pick-up/drop-off activity for the site. The study will include a discussion of how the access plan was developed and if it meets DDOTs requirements and standards.

For freight/delivery trucks, truck routing maps will be included to show how trucks will travel to and from the site. Truck maneuvering diagrams (using AutoTURN) for all site driveways provided loading access will be provided in the application. Detailed truck maneuvering diagrams showing trucks accessing each loading dock for each building will be included in the application, as necessary. In addition, a discussion of loading activity including frequencies and size trucks will be discussed.

No motorcoach activity is anticipated

Site Access:

We will include sigh distance evaluation for all proposed driveways per DDOT Design and Engineering Manual requirements.

6. Parking

Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6

Proposed Parking Analysis:

The study will discuss the amount of parking planned for the site and will review the site's compliance with ZR16 minimum parking requirements.

DDOT Comment: Also include strategies/proposals in CTR for how the alley clean-up/shift/widening will occur. G/S: Noted DDOT concurs.

DDOT Comments/Action Items

DDOT Comment: also make note in CTR that there will be nothing separating AU spillover parking from residents and grocery store customers. Or if there is, document how this will work.

G/S: Noted

An existing agreement between American University and the site lot requires the proposed development to carry forth 236 parking spaces for the use of American University. The development will provide approximately 370 below-grade parking spaces in three levels of below-grade parking. The first level of parking will contain approximately 85 parking spaces that are intended to be devoted to residential use. The second level of parking will contain approximately 106 parking spaces, of which approximately 49 parking spaces will be devoted to the grocery/retail uses on site. Finally, as required by the agreement with American University, approximately 57 parking spaces on the second level will be shared by the grocery/retail uses on site and the American University Admin Building to the south of the site and approximately 179 parking spaces on the third level will be shared between the residential uses on site and the American University Admin Building. Parking is planned to be priced at the market-rate. The CTR will include a Parking Management Plan. Specifically, the purpose of this PMP is to provide greater detail regarding layout of the garage, parking access and controls, car-share parking, the American University Administrative Building overflow parking agreement considerations, parking rates, bicycle parking, and enforcement.	DDOT concurs.
	DDOT Community / Astions House
7. Transportation Demand Management	DDOT Comments/Action Items
Triggers for a TDM Plan Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 Proposed TDM Plan: The study will include a description of the recommended TDM plan for the overall development, including general recommendations for each land use. The TDM plan components will be compared to those recommended for projects of its size within DDOT's TDM guidelines.	DDOT concurs.
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all	DDOT concurs.
modes of travel. See Section 3.9 of the CTR guidelines for further information.	

Three years of crash data for all intersections within the roadway operations study area will be provided. Crash rates will be calculated per million entering vehicles for all intersections within the study area, and a breakdown of the number of bicycle and pedestrian crashes at these intersections will be provided. Crash data based on the level of detail provided by DDOT will be explored. Any intersection that has a crash rate greater than 1.0/MEV will be further examined for patterns that could indicate reasons why a high crash rate occurs. In addition, a review of each intersection for potential impacts with the development in place, including discussion if/how the development would affect the crash rate will be conducted. There will also be a review of the site access points and discuss how they will impact safety on the surrounding roadways.	
10. Streetscape/Public Realm	DDOT Comments/Action Items
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	DDOT concurs.
11. Miscellaneous	DDOT Comments/Action Items
	DDOT Comment: Include all other graphics and scoping elements from the 12.6.16 version of this form not explicitly called out above. DDOT will review both forms when the CTR is submitted to ensure they are all provided. G/S: Noted DDOT concurs.

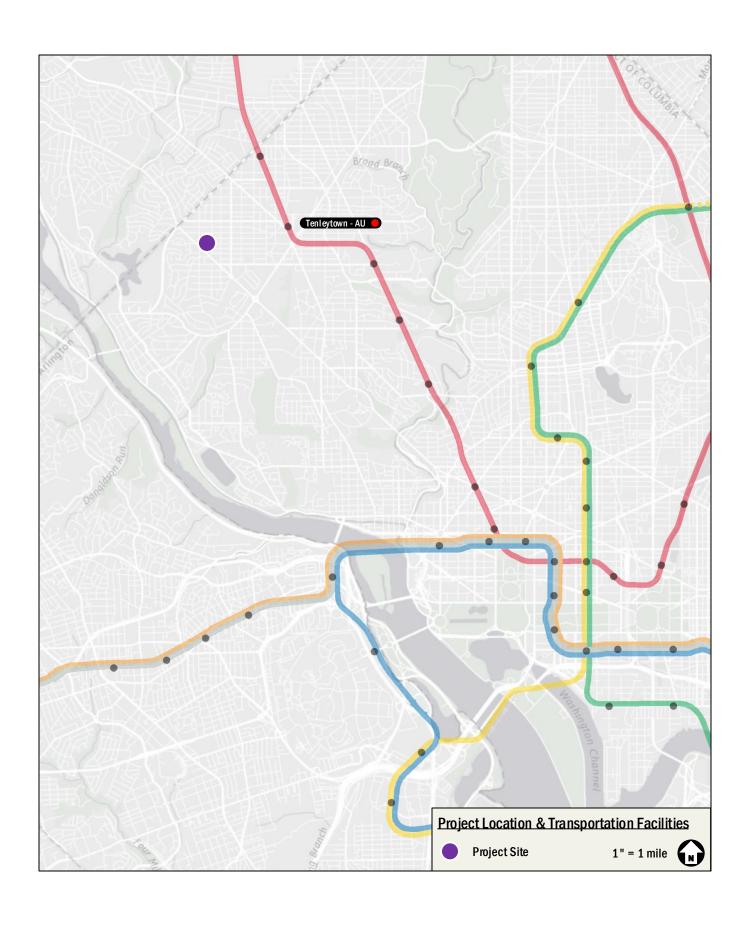
Information/Data Requests (List requested data from DDOT after each field below):

- District planning documents:
- Local planning documents, including small area plans:
- Information on programmed and/or funded roadway improvements in study area:
- Studies for background developments in study area:
- Signal Timings:
- Crash Data:

Proposed Schedule:

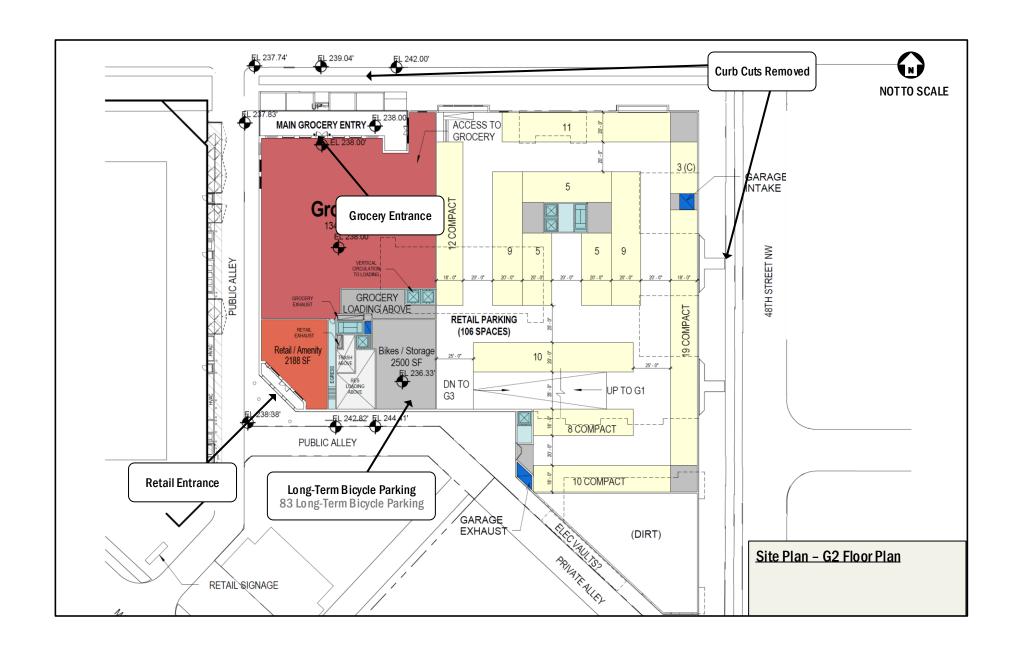
- DDOT comments on Scoping Document: November 13, 2017, November 14, 2017
- Transportation Consultant/Applicant responses to comments:
- Phase I Completion:
- Phase II Completion:
- Submission of Report to DDOT:
- Zoning Commission or BZA Hearing Date:

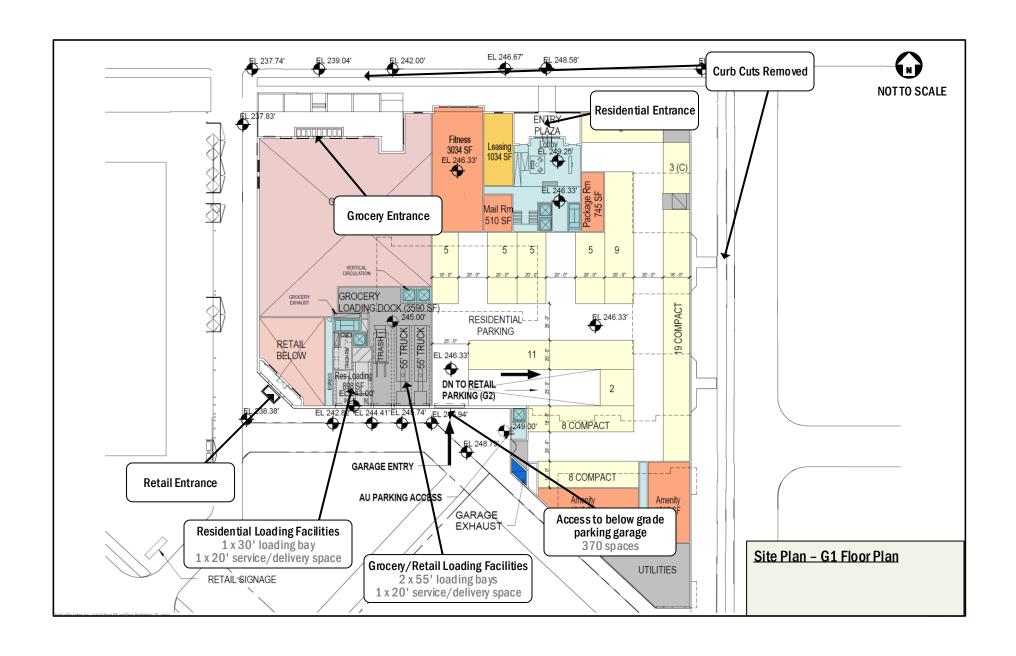
Attach any Figures, Tables, and Appendices here:

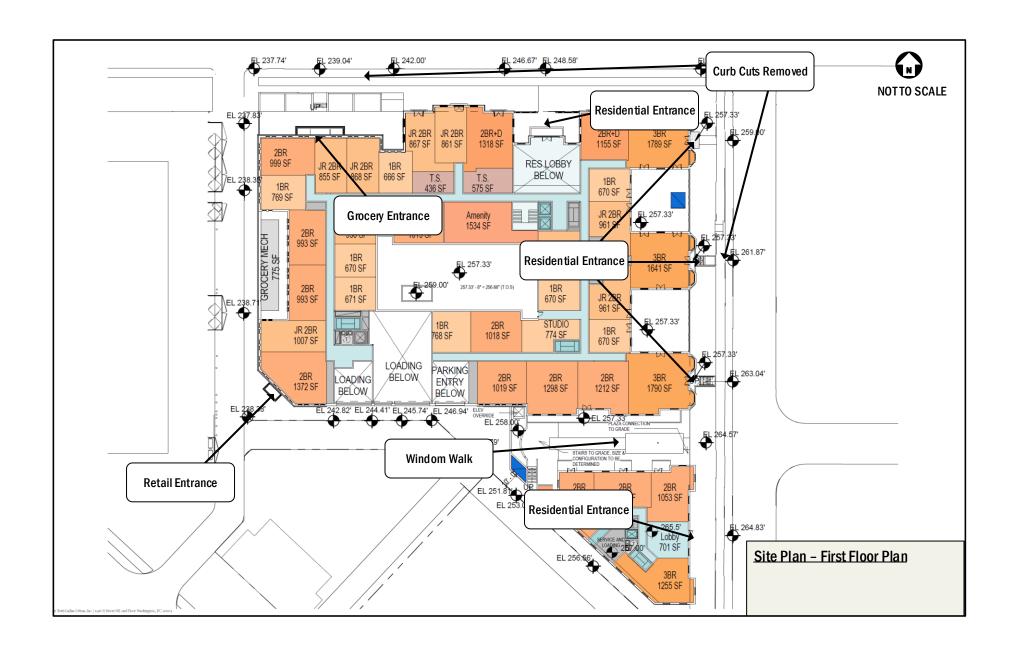




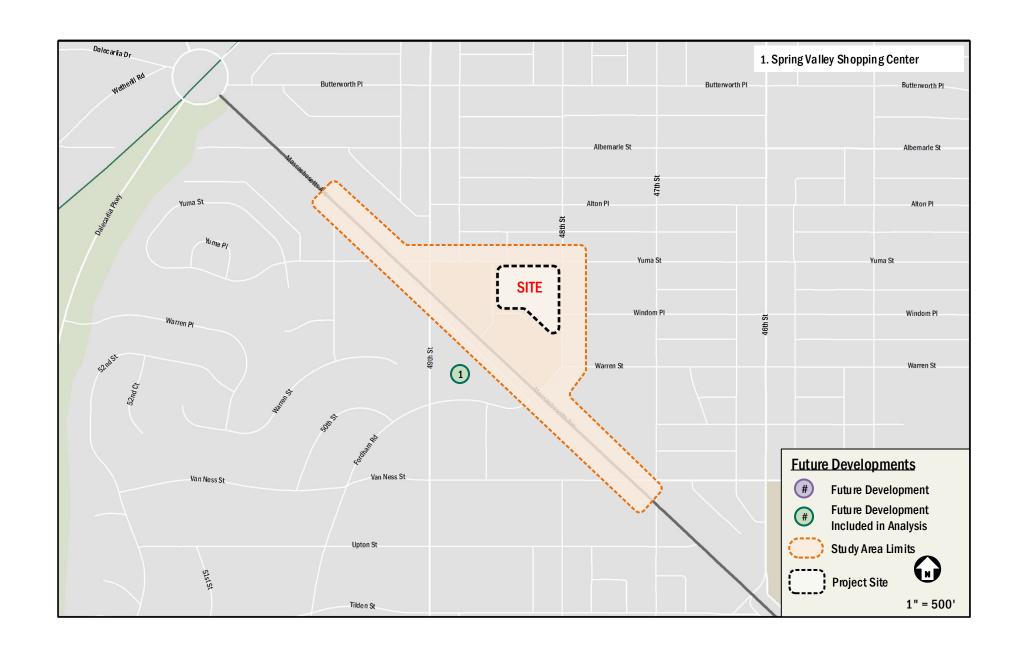


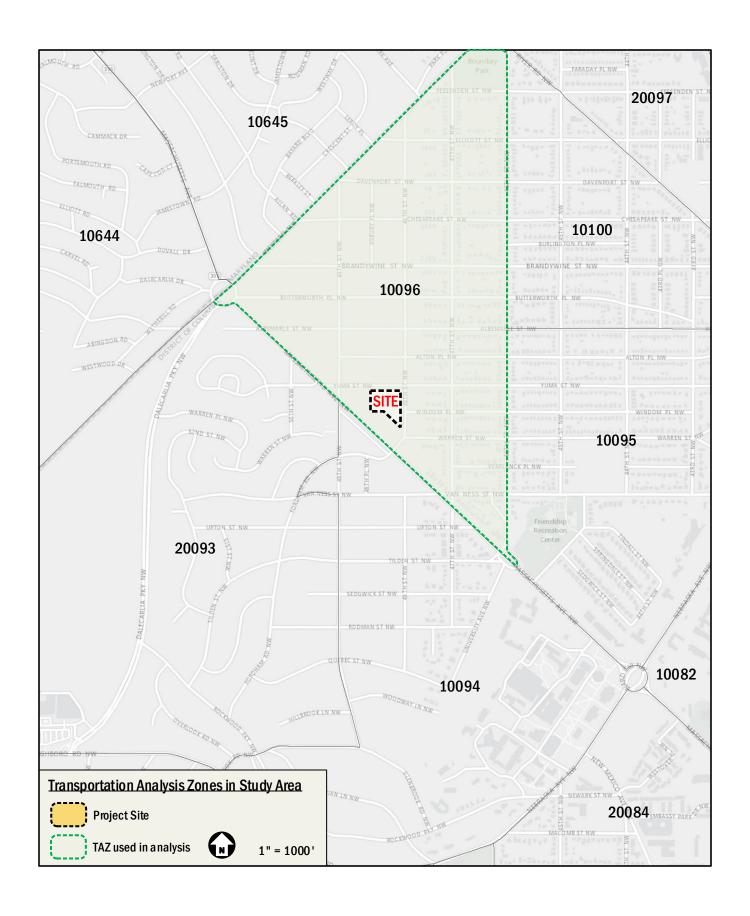












Mode Split Assumptions

Residential Component

Description of residential component of project:

Approximately 219 residential units

Pertinent Mode Split data from other sources:

	Mode						
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
Census Data - Census Tract (10.01/9.01)	38%	8%	27%	5%	8%	12%	2%
CTPP - TAZ Residents (10096)	36%	8%	24%	13%	4%	11%	4%
State of the Commute (of District residents)	41% 7%		41%	11%			
WMATA Ridership Survey (residential sites Suburban-Inside the Beltway)	39%		49%	14%			

Mode Split assumed in TIS:

			Mode		
Land Use	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	90%	5%	2%	3%	

Notes Data from comparable sites was examined. It was determined that a conservative 90% auto mode split was appropriate based on the number of allocated parking spaces and location of site.

Grocery Component

Description of retail component of project:

Grocery/Retail (16,000 square feet) - All assumed grocery for conservative analysis

Pertinent Mode Split data from other sources:

		Mode										
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other					
WMATA Ridership Survey	43	3%	30%	27%								
(Ballston Common)	43	0 70	30%	2776								
WMATA Ridership Survey	249/		41%	21	=0/							
(Crystal City - Crystal Plaza Shops)	24	24%		35%								
WMATA Ridership Survey	67%		19%	14%								
(Silver Spring N'hood Center)	67	70	19%	14/0								

Mode Split assumed in TIS:

			Mode		
Information Source	Drive	Transit	Bike	Walk	Telecommute/Other
Grocery Mode Split	90%	0%	2%	8%	

Notes Data from comparable sites was examined. It was determined that a conservative 90% auto mode split was appropriate based on the number of allocated parking spaces and location of site.

Table 1 - Residential Trip Generation

Note: Approximately 219 dwelling units

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use Co	Land Use Code	de Quantity (x)		AM Peak Ho	ur	PM Peak Hour			
	Land Ose Code		In	Out	Total	In	Out	Total	
Residential	220	219 du	22 veh/hr	89 veh/hr	111 veh/hr	90 veh/hr	48 veh/hr	138 veh/hr	
Calculation Details:		20%	80%	=0.49(x)+3.73	65%	35%	=0.55(x)+17.65		

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car	AM Peak Hour			PM Peak Hour			
Land Ose	(from 2009 NHTS, Table 16)	In	Out	Total	In	Out	Total	
Residential	1.13 ppl/veh	25 ppl/hr	100 ppl/hr	125 ppl/hr	102 ppl/hr	54 ppl/hr	156 ppl/hr	

Step 3: Split between modes, per assumed Mode Splits

Land Use Mode	Mada	Split		AM Peak Hour			PM Peak Hour			
	Split	In	Out	Total	In	Out	Total			
Residential	Auto	90%	23 ppl/hr	90 ppl/hr	113 ppl/hr	92 ppl/hr	48 ppl/hr	140 ppl/hr		
Residential	Transit	5%	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr		
Residential	Bike	2%	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr		
Residential	Walk	3%	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr		

Step 4: Convert auto trips back to vehicles/hour

I	Land Use	People/Car	AM Peak Hour			PM Peak Hour			
	Land Ose	(from 2009 NHTS, Table 16)	ln	Out	Total	In	Out	Total	
I	Residential	1.13 ppl/veh	20 veh/hr	80 veh/hr	100 veh/hr	81 veh/hr	43 veh/hr	124 veh/hr	

Trip Gen Summary for Residential (219 du)

Mode		AM Peak Ho	ur	PM Peak Hour			
Wiode	In	Out	Total	In	Out	Total	
Auto	20 veh/hr	80 veh/hr	100 veh/hr	81 veh/hr	43 veh/hr	124 veh/hr	
Transit	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	
Bike	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	

Table 2 - Grocery and Retail Trip Generation

Note: Grocery/Retail (16,000 square feet) - All assumed grocery for conservative analysis

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)		AM Peak Ho	ur	PM Peak Hour			
Lana Osc	Land Ose Land Ose Code		In	Out	Total	In	Out	Total	
Grocery	850	16,000 sf	33 veh/hr	21 veh/hr	54 veh/hr	103 veh/hr	98 veh/hr	201 veh/hr	
	Calc	ulation Details:	62%	38%	=3.40(x/1000)	51%	49%	=0.74(x/1000)+3.25	

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car		AM Peak Ho	AM Peak Hour		PM Peak Hour			
Land Ose	(from 2009 NHTS, Table 16)	In	Out	Total	In	Out	Total		
Grocery	1.84 ppl/veh	61 ppl/hr	38 ppl/hr	99 ppl/hr	190 ppl/hr	180 ppl/hr	370 ppl/hr		

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			
Land Ose	ose Mode		In	Out	Total	In	Out	Total	
Grocery	Auto	90%	55 ppl/hr	34 ppl/hr	89 ppl/hr	171 ppl/hr	162 ppl/hr	333 ppl/hr	
Grocery	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	
Grocery	Bike	2%	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	
Grocery	Walk	8%	5 ppl/hr	3 ppl/hr	8 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr	

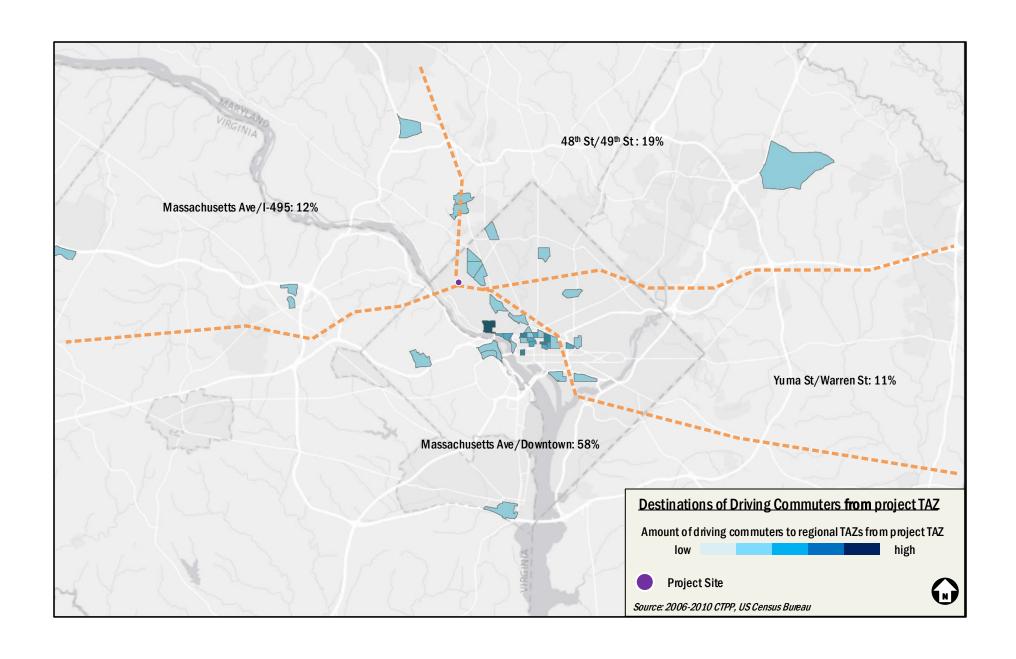
Step 4: Convert auto trips back to vehicles/hour

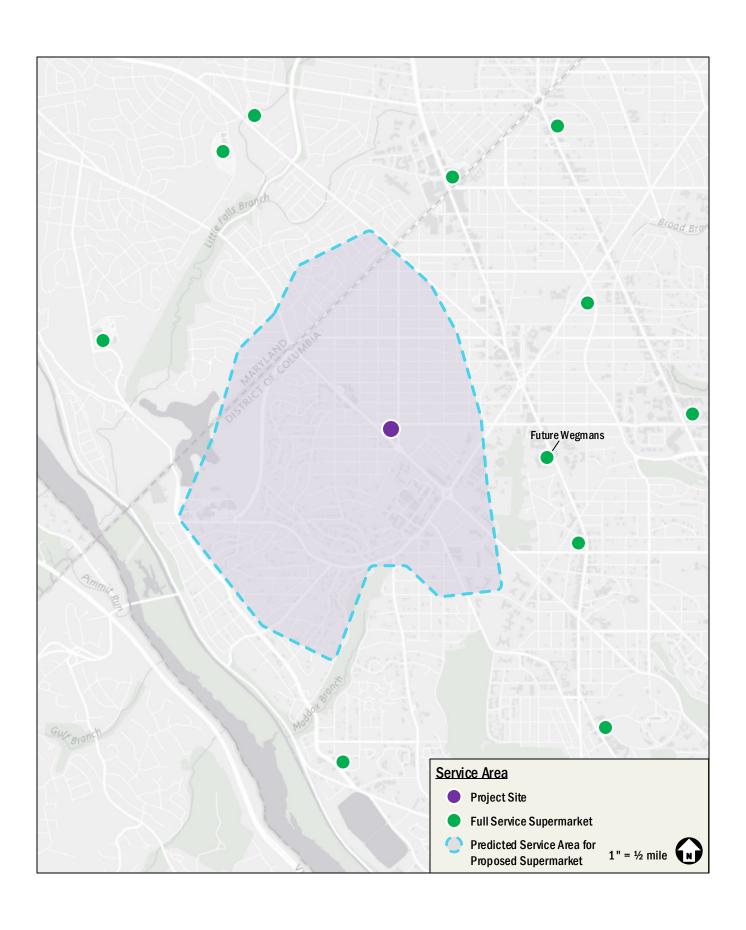
Land Use	People/Car	AM Peak Hour			PM Peak Hour			
Land Ose	(from 2009 NHTS, Table 16)	In	Out	Total	In	Out	Total	
Grocery	1.84 ppl/veh	30 veh/hr	18 veh/hr	48 veh/hr	93 veh/hr	88 veh/hr	181 veh/hr	

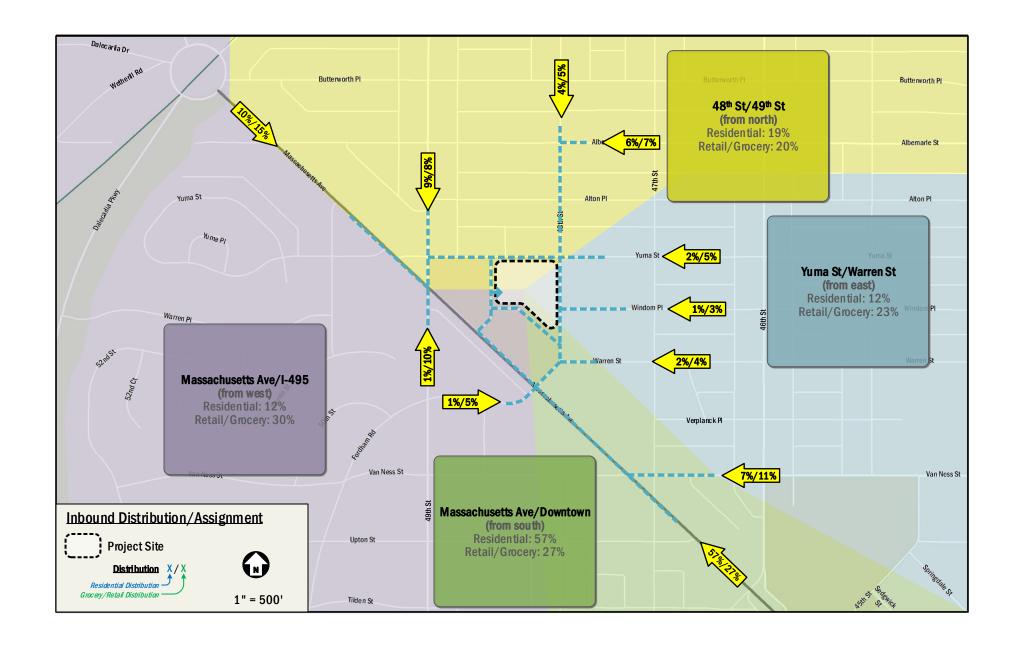
Trip Gen Summary for Grocer (16 ksf)

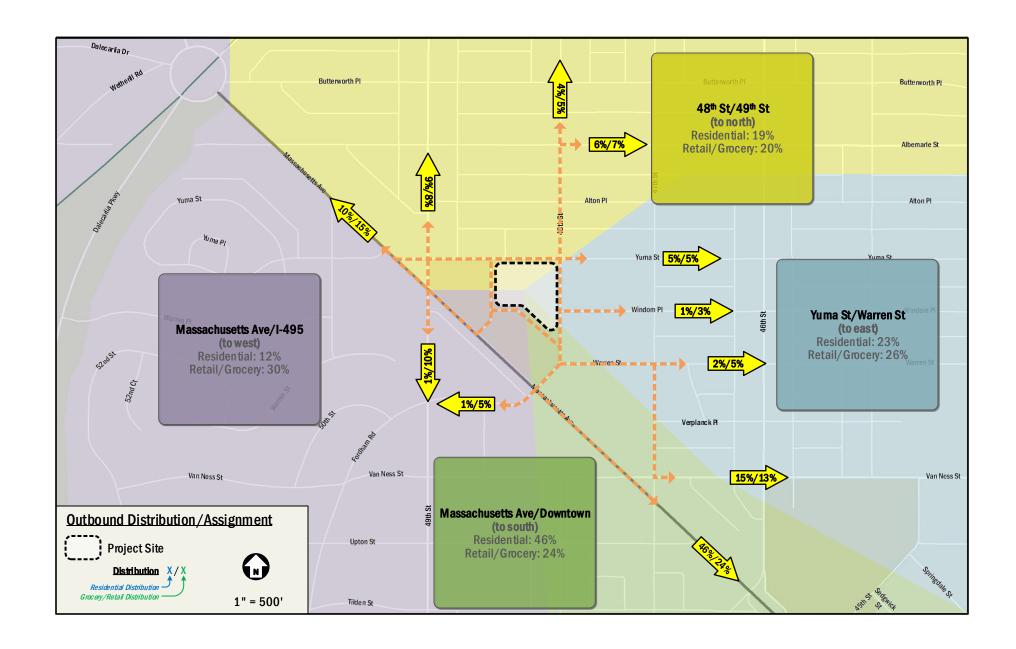
Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	30 veh/hr	18 veh/hr	48 veh/hr	93 veh/hr	88 veh/hr	181 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Walk	5 ppl/hr	3 ppl/hr	8 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr

Mode	Land Use		AM Peak Hour	•	PM Peak Hour			
		In	Out	Total	In	Out	Total	
Auto	Residential	20 veh/hr	80 veh/hr	100 veh/hr	81 veh/hr	43 veh/hr	124 veh/hr	
Auto	Grocery	30 veh/hr	18 veh/hr	48 veh/hr	93 veh/hr	88 veh/hr	181 veh/hr	
Auto	Total	50 veh/hr	98 veh/hr	148 veh/hr	174 veh/hr	131 veh/hr	305 veh/hr	
	1			. <u> </u>				
Transit	Residential	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	
Transit	Grocery	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	
Transit	Total	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	
			- 1/1		- 10		- 11	
Bike	Residential	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	
Bike	Grocery	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	
Bike	Total	2 ppl/hr	3 ppl/hr	5 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr	
Walk	Residential	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	
Walk	Grocery	5 ppl/hr	3 ppl/hr	8 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr	
Walk	Total	6 ppl/hr	6 ppl/hr	12 ppl/hr	18 ppl/hr	17 ppl/hr	35 ppl/hr	

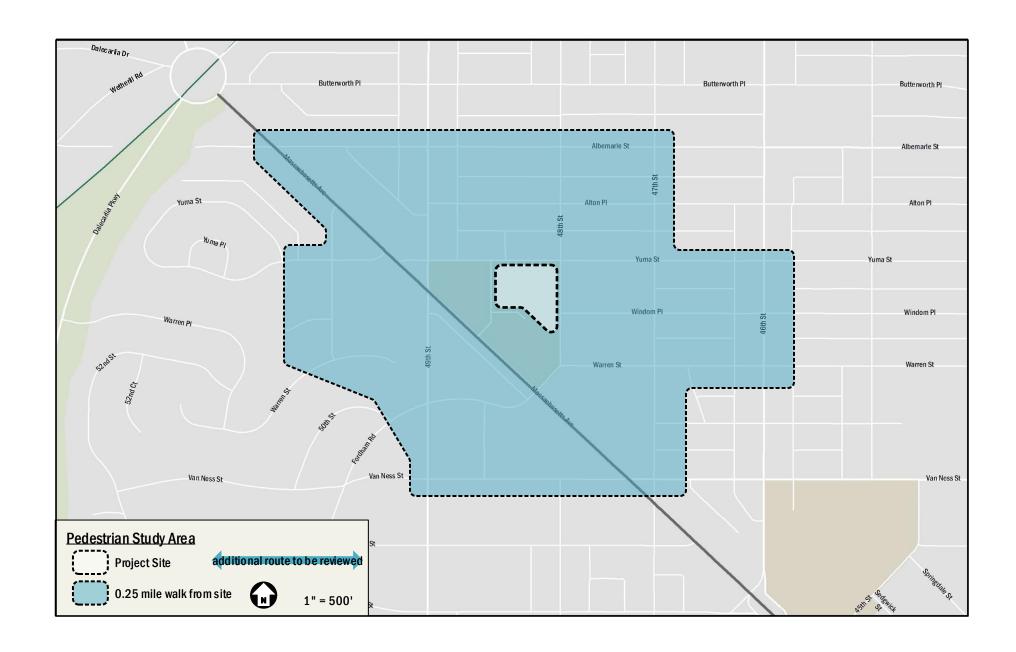




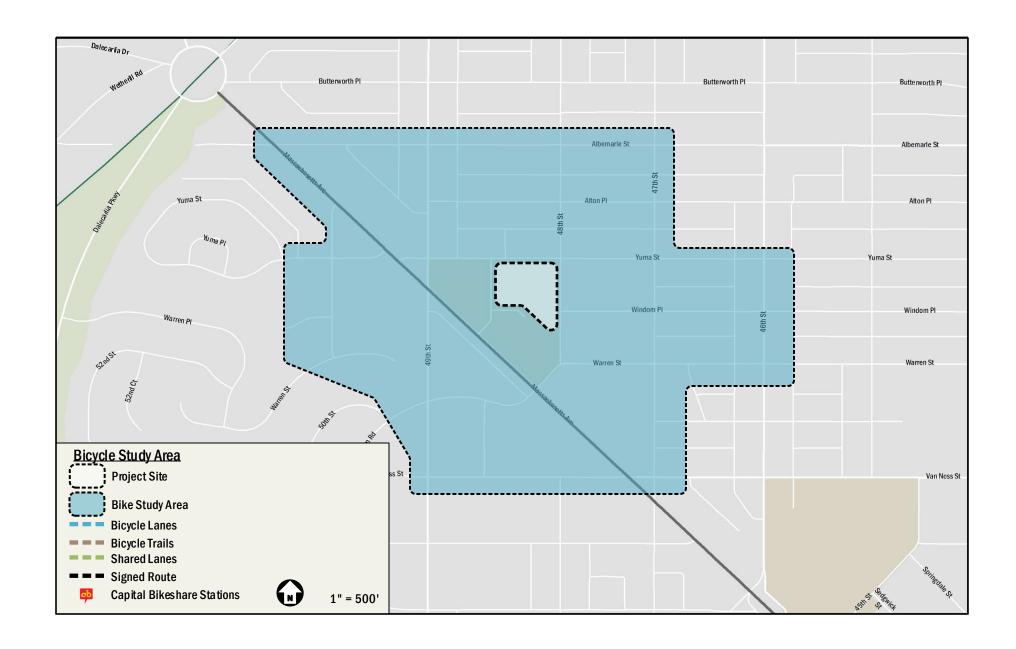




CTR Thresholds	Threshold	Project	Met?
General CTR Requirements			
Forecasted person-trips during the peak hour	50	526	Yes
Forecasted parking demand (spaces)	20	370	Yes
Amount of commercial development	5,000 sf	16,000 sf	Yes
Amount of residential development	20 units	219 units	Yes
CTR Trigger for Further Analysis - Vehicular			
Vehicle trips in the peak direction at peak times	25	174	Yes
CTR Trigger for Further Analysis - Bike & Pedestrian			
Amount of residential development	200 units	219 units	Yes
Amount of commercial development	50,000 sf	16,000 sf	No
Site ecompasses more than a small block-grid	Yes	No	No
Combined peak hour ped/bike trip generation	100	45	No
CTR Trigger for Further Analysis - Transit			
Peak hour transit trip generation	50	14	No
Project Transit Mode Split	30%	Varies	No







Background Growth Information & Assumptions

Massachusetts Avenue NW (1 of 3)

4330 48th Street NW

Project Timeline

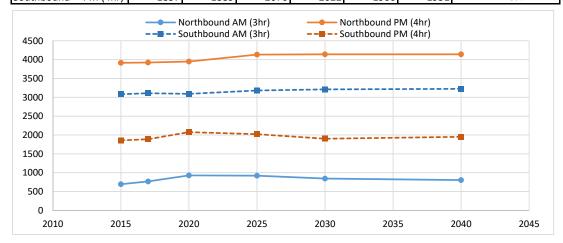
Data Collection: 2016 Project Completion 2021

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 50th Street NW and 49th Street NW

			Modeled Year						
Direction/Per	iod	2015	2017	2020	2025	2030	2040	2015 to 2020	
Northbound	AM (3hr)	695	767	928	920	843	803	+5.95%	
Northbound	PM (4hr)	3915	3924	3948	4134	4141	4141	+0.17%	
Southbound	AM (3hr)	3082	3109	3092	3180	3210	3224	+0.06%	
Southbound	PM (4hr)	1857	1889	2076	2022	1900	1951	+2.25%	



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

+3.8%

Г	2011	2012	2013	2014
AADT (in 1000s):	17.0	18.6	18.7	19.0
Annual growth since:	2011	2012	2013	2014

+1.1%

+1.6%

n/a

		Annual Growth:	Total Growth:
Direction/Period		2016 to 2021	2016 to 2021
Northbound	AM	+6.00%	+33.82%
Northbound	PM	+0.25%	+1.26%
Southbound	AM	+0.10%	+0.50%
Southbound	PM	+2.25%	+11.77%

Background Growth Information & Assumptions

Massachusetts Avenue NW (2 of 3)

4330 48th Street NW

Project Timeline

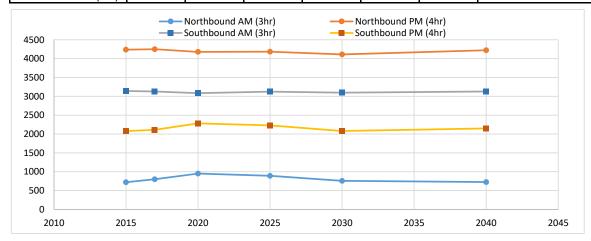
Data Collection: 2016 Project Completion 2021

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 49th Street NW and 48th Street NW

		Modeled Year					
Direction/Period	2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound AM (3hr)	720	799	950	890	756	724	+5.70%
Northbound PM (4hr)	4238	4250	4179	4184	4111	4222	-0.28%
Southbound AM (3hr)	3141	3127	3084	3123	3095	3128	-0.37%
Southbound PM (4hr)	2076	2111	2281	2227	2080	2147	+1.90%



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

	2011	2012	2013	2014
AADT (in 1000s):	17.0	18.6	18.7	19.0
Annual growth since:	2011	2012	2013	2014
	+3.8%	+1.1%	+1.6%	n/a

		Annual Growth:	Total Growth:
Direction/Period		2016 to 2021	2016 to 2021
Northbound	AM	+5.75%	+32.25%
Northbound	PM	+0.10%	+0.50%
Southbound	AM	+0.10%	+0.50%
Southbound	PM	+2.00%	+10.41%

Background Growth Information & Assumptions

Massachusetts Avenue NW (3 of 3)

4330 48th Street NW

Project Timeline

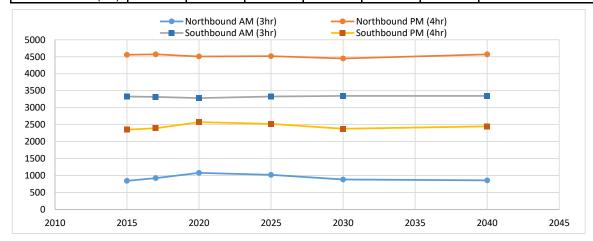
Data Collection: 2016 Project Completion 2021

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 48th Street NW and Nebraska Avenue NW

		Modeled Year					
Direction/Period	2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound AM (3hr)	843	922	1076	1018	880	854	+5.00%
Northbound PM (4hr)	4558	4571	4508	4517	4449	4570	-0.22%
Southbound AM (3hr)	3327	3314	3281	3326	3345	3345	-0.28%
Southbound PM (4hr)	2352	2391	2572	2519	2375	2448	+1.80%



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

	2011	2012	2013	2014
AADT (in 1000s):	17.0	18.6	18.7	19.0
Annual growth since:	2011	2012	2013	2014
	+3.8%	+1.1%	+1.6%	n/a

		Annual Growth:	Total Growth:
Direction/Period		2016 to 2021	2016 to 2021
Northbound	AM	+5.00%	+27.63%
Northbound	PM	+0.10%	+0.50%
Southbound	AM	+0.10%	+0.50%
Southbound	PM	+1.75%	+9.06%

49th Street NW

Background Growth Information & Assumptions

4330 48th Street NW

Project Timeline

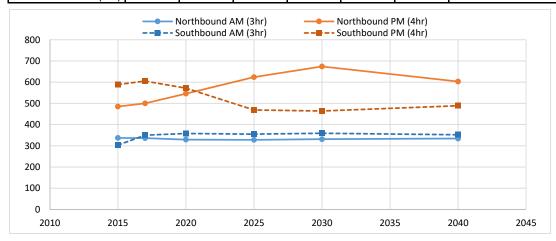
Data Collection: 2016 Project Completion 2021

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: 49th Street NW between Massachusetts Avenue NW and Tilden Street NW

			Modeled Year						
Direction/Per	iod	2015	2017	2020	2025	2030	2040	2015 to 2020	
Northbound	AM (3hr)	337	336	329	328	331	334	-0.48%	
Northbound	PM (4hr)	485	500	546	624	674	603	+2.40%	
Southbound	AM (3hr)	303	350	358	355	359	352	+3.39%	
Southbound	PM (4hr)	589	605	572	469	464	489	-0.58%	



Source 2: Historical DDOT AADTs

Segment: 49th Street between Yuma Street and Van Ness Street

-even-

	2011	2012	2013	2014
AADT (in 1000s):	4.3	4.3	4.3	n/a
Annual growth since:	2011	2012	2013	2014

-even-

-even-

n/a

		Annual Growth:	Total Growth:
Direction/Perion	od	2016 to 2021	2016 to 2021
Northbound	AM	+0.10%	+0.50%
Northbound	PM	+0.25%	+1.26%
Southbound	AM	+0.50%	+2.53%
Southbound	PM	+0.10%	+0.50%

46th Street NW

Background Growth Information & Assumptions

4330 48th Street NW

Project Timeline

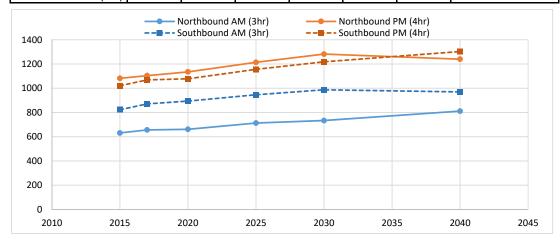
Data Collection: 2016 Project Completion 2021

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: 46th Street NW between Albemarle Avenue NW and Yuma Street NW

			Modeled Year						
Direction/Period		2015	2017	2020	2025	2030	2040	2015 to 2020	
Northbound	AM (3hr)	631	656	661	713	733	811	+0.93%	
Northbound	PM (4hr)	1082	1104	1135	1214	1282	1240	+0.96%	
Southbound	AM (3hr)	822	871	894	946	987	970	+1.69%	
Southbound	PM (4hr)	1020	1069	1078	1156	1218	1303	+1.11%	



Source 2: Historical DDOT AADTs

Segment: 46th Street NW between Massachussets Avenue and Van Ness Street

	2011	2012	2013	2014
AADT (in 1000s):	2.2	2.2	2.2	n/a
Annual growth since:	2011	2012	2013	2014
	-even-	-even-	-even-	n/a

		Annual Growth:	Total Growth:
Direction/Perion	od	2016 to 2021	2016 to 2021
Northbound	AM	+1.00%	+5.10%
Northbound	PM	+1.00%	+5.10%
Southbound	AM	+1.75%	+9.06%
Southbound	PM	+1.00%	+5.10%

Project Name & Applicant Team:

4330 48th Street NW

Applicant: Felipe Serpa, Valor Development LLC Land Use Counsel: Holland & Knight LLP

Transportation Consultant:

Erwin Andres, Gorove/Slade (202-540-1925), ena@goroveslade.com Jim Watson, Gorove/Slade (202-296-8628), jww@goroveslade.com

Case Type & No. (PUD, LTR, etc.): Design Review

Street Address:

4330 48th Street NW

Current Zoning and/or Overlay District: MU-4

Date of Filing: Summer 2016

Estimated Date of Hearing: February 2, 2017

Description of Project:

The project site is located at 4330 48th Street NW, bounded by Yuma Street NW to the north, 48th Street NW to the east, the American University College of Law to the south, and a public alley to the west. The site for the proposed development is currently home to a surface parking lot and a commercial building with ground-floor retail.

The resulting development will be a mixed-use (residential, retail, and grocery) development with an approximate build-out date of 2019. The development program consists of the following land uses:

- Retail –Approximately 4,000 sf of ground-floor retail
- Grocery Approximately 56,000 sf of grocery space
- Residential Approximately 230 multi-family residential dwelling units

According to 2016 DC Zoning Regulations (ZR16) and the development program outlined above, the site is required to provide a minimum of 151 parking spaces. An existing agreement between American University and the site lot requires the proposed development to carry forth 236 parking spaces for the use of American University. As such, the retail/grocery component will have access to 147 parking spaces, and the residential component will have access to 77 dedicated parking spaces as well as access to the 236 American University parking spaces when they are not in use. A total of 460 parking spaces are proposed to be provided in the parking garage to serve the development and agreed upon American University uses.

Loading facilities will be provided via one 30-foot berth, two 55-foot berths, and one 20-foot service and delivery space. The loading berths abut the public alley to the west of the site and will be accessible through back-in and front-out maneuvering to and from surrounding streets. The development will exceed the number of loading facilities required under ZR16.

The site plan incorporates improvements to pedestrian facilities adjacent to the site. These improvements are made possible through the widening of the

sidewalk and buffer, and the removal of two curb cuts along the perimeter of the site.

1. Strategic Planning Elements (Planning Documents)

Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.

Proposed Documents:

The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. The study will include a section addressing the following documents:

- o ZR16 (Subtitle C Chapters 7, 8 and 9)
- o DC Comprehensive Plan
- o DDOT Comprehensive Transportation Review Guidelines
- o DDOT Design & Engineering Manual
- o DC's Transit Future System Plan
- o Bicycle Master Plan
- o Pedestrian Master Plan
- MoveDC plan
- SustainableDC plan

2. Roadway Network, Capacity & Operations

Vehicle Trip Generation Assumptions

Guidelines: Provide *preliminary* site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information.

Proposed preliminary mode split and supporting documentation:

The proposed multi-modal trip generation methodology uses ITE rates and mode-split assumptions. A detailed breakdown of these assumptions and trip generation calculations is attached to this form. While detailed mode split data from the *Census Transportation Planning Products (CTPP)* is mapped on a graphic and attached to this form, the modal splits are expected to be 50% auto/25% transit/15% bicycle/10% walk for residential uses and 65% auto/10% transit/5% bicycle/20% walk for grocery/retail uses.

(11.11.2016) the modal splits are expected to be 50% auto/30% transit/13% bicycle/12% walk for residential uses and 65% auto/10% transit/5% bicycle/20% walk for grocery/retail uses.

DDOT Comments/Action Items

DDOT concurs.

DDOT Comments/Action Items

DDOT suggests the mode splits should be modified as follows:

Residential: 50 auto, 30 transit, 12.5 bike, 7.5 walk Grocer: same as proposed.

G/S: Noted.

G/S (11/18/2016): Per further discussions with DDOT, mode splits and trip generation rates were reexamined based on data collection at comparable sites. See discussion in parking section (Section 6) for more information. This data generally supports the splits and generation proposed.

G/S (11/18/2016): the modal splits are expected to be 50% auto/30% transit/13% bicycle/12% walk for residential uses and 55% auto/15% transit/5% bicycle/25% walk for grocery/retail uses. See discussion in parking section (Section 6) for more information.

G/S (12/5/2016): The modal splits are expected to be 50% auto/30% transit/13% bicycle/12% walk for residential uses and 65% auto/10% transit/5% bicycle/20% walk for grocery/retail uses. See discussion in parking section (Section 6) for more information.

Mode		AM Peak Hour		PM Peak Hour			
In	Out	Total	In	Out	Total		
Auto	94 veh/hr	97 veh/hr	191 veh/hr	224 veh/hr	196 veh/hr	420 veh/hr	
Transit	31 ppl/hr	46 ppl/hr	77 ppl/hr	82 ppl/hr	65 ppl/hr	147 ppl/hr	
Bike	15 ppl/hr	20 ppl/hr	35 ppl/hr	38 ppl/hr	31 ppl/hr	69 ppl/hr	
Walk	48 ppl/hr	37 ppl/hr	85 ppl/hr	108 ppl/hr	102 ppl/hr	210 ppl/hr	

Vehicle Site Access

Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.

Access Location(s): The site will be accessed through the public alleys that connect to Yuma Street NW and Massachusetts Avenue NW. Access along 48th Street NW will be provided by a section of existing private alley that then connects to the public alley network abutting the site along the west. The loading facilities and ramp leading to the below-grade parking garage abut the public alley.

Access Control: Unsignalized.

Existing Curb cuts utilized: The site will utilize curb cuts that connect the public alley to the north of the site from Yuma Street NW and the south of the site from Massachusetts Avenue NW. One existing curb cut accessing the private section of the alley network to the east of the site on 48th Street NW will also be utilized.

Existing curb cuts abandoned: A total of two curb cuts are being abandoned. One wide curb cut (that includes a pedestrian refuge) will be abandoned along Yuma Street NW. One curb cut will be abandoned along 48th Street NW.

Proposed curb cuts: None.

Curb cut width and radii: TBD

DDOT concurs with this vehicular access approach utilizing the alleys. Note that the portion of the alley behind 4801 Mass Ave (AU Washington College of Law) is a private alley. Also note that queuing analysis should be conducted within the alleys. Additionally, any existing access points that will be modified should be highlighted. G/S: Noted

CTR Triggers for further vehicle analysis (for sections below) Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the Roadway Network, Capacity & Operation section of the scoping form is required. **Development Scenarios Guidelines:** See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. DDOT concurs. **Proposed Development Scenario:** The proposed CTR will include the following scenarios: Existing Conditions (2016) o 2019 Future Conditions without the development (2019 Background) o 2019 Future Conditions with the development (2019 Future) Vehicle Study Area **Guidelines:** See Section 3.2.5 of the CTR guidelines for discussion of the study area. Additional study area intersections are appropriate to fully capture potential traffic impacts. DDOT would add the Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed): following: 50th & Mass (it is signalized and in between Albermarle and Yuma, which will affect The study area will include intersections where site impacts are most likely to occur. Additional intersections may be appropriate given the projected trip generation of the project. Traditionally, intersections where the site progression on Mass) is projected to generate over 10% of future traffic are included. 48th & Albermarle (if you are including Mass & Albermarle because of outbound trips, they will Gorove/Slade assembled the following list of study area intersections based on the preliminary trip generation, likely go up 48th or 49th and turn onto trip distribution, and assignment. Our proposed list of study area intersections ended up including 12 Albermarle to get to Mass; additionally, inbound intersections: trips from the neighborhood will often be on Albemarle and turn onto 48th to reach the site; 1. Massachusetts Avenue/Albemarle Street could include 49th/Albemarle also, but we're 2. Massachusetts Avenue/Yuma Street thinking more traffic will be at 48th; we also note

- 3. Massachusetts Avenue/49th Street (counts collected 4/21/2015)
- 4. Massachusetts Avenue/Allev
- 5. Massachusetts Avenue/48th Street/Fordam Road (counts collected 4/21/2015)
- 6. Massachusetts Avenue/Van Ness Street
- 7. Yuma Street/49th Street
- 8. Yuma Street/Alley
- 9.—Yuma Street/48th Street
- 10. Windom Place/48th Street
- 11. Alley/48th Street

- that as we consider the fact Albemarle is oneway for the last block and that it's not signalized, perhaps Albemarle/Mass. may not need to be included. Let us know your thoughts.)
- 46th & Yuma (trips from the north will use 46th to Yuma because it is a collector)
- 49th & Fordham (trips from the south will converge in this location)

12Warren Street/48 th Street	G/S: Noted. Please see new list of study intersections. New
	counts will be conducted at all study intersections.
(11.11.2016)	
1. Massachusetts Avenue/50 th Street	
2. Massachusetts Avenue/Yuma Street (western side of Massachusetts Avenue)	
3. Massachusetts Avenue/Yuma Street (eastern side of Massachusetts Avenue)	
4. Massachusetts Avenue/49 th Street	
5. Massachusetts Avenue/Alley	
6. Massachusetts Avenue/48 th Street/Fordham Road	
7. Massachusetts Avenue/Van Ness Street	
8. Yuma Street/49 th Street	
9. Yuma Street/Alley	
10. Yuma Street/48 th Street	
11. Windom Place/48 th Street	
12. Alley/48 th Street	
13. Warren Street/48 th Street	
14. Fordham Road/49 th Street	
15. Albemarle Street/49 th Street	
16. Albemarle Street/48 th Street	
17. Yuma Street/46 th Street	
A figure attached to this scoping form shows the locations of these intersections.	
Driveway counts will be collected at all the ingress/egress points of the existing parking garage as to determine	
existing site related trips and the number of existing American University associated trips that will be carried	
over to the below grade garage.	
Data Collection and Hours of Analysis	
Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of	DDOT concurs.
analysis.	
Proposed turning movement count intersections:	
Typically, the peak hour of commuter traffic is used for both weekday morning and afternoon rush hours. Other	
hours of analysis may be appropriate given the overall trip generation of the proposed development and the	
expected hours of vehicular demand to and from the site. Land use may also determine the appropriate hours of	
analysis as some uses experience their peak demand on weekends and off-peak from the typical uses. Weekday	
morning and afternoon commuter peak hours will be analyzed using the individual intersection peaks at all study	
area intersections.	

Pedestrian and bicycle [define TMCs] ("TMCs") will be collected from 6:30-9:30 AM and 4:00-7:00 PM for 8 of the 10 the intersections noted above (data for 2 intersections was collected 4/21/2015). TMCs will be conducted on a "typical weekday" when DC public schools, Congress, and American University are in session.	
Roadway Improvements	
Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines.	DDOT concurs.
Proposed roadway improvements:	
There are no improvements in the study area that are known to be funded and proposed to be completed prior	
to the full build-out of the site; therefore, the CTR will not incorporate any background improvements into the vehicular capacity analysis.	
Background Developments	
Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines.	DDOT concurs.
Proposed background development:	
Gorove/Slade has identified one nearby development:	
 The Spring Valley Shopping Center Expansion American University Parking 	
The expansion of the Spring Valley Shopping center will add approximately 14,000 sf of retail to the existing site. It is expected to open before the 4330 48 th Street development and will be included as a background development.	
Additionally, the analysis will include the existing site related (American University) trips as background trips. This is due to the fact that the existing site trips are associated with the 236 American University parking spaces that will be carried into the future parking garage, regardless of the proposed development.	
Background Growth	
Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.	The growth rates for several of these streets are quite high. Please look at recent ADTs to see if these trends are
Proposed annual background growth:	present. We wouldn't want to overstate background growth in comparison to the development traffic. With

Traffic volumes contained in the MWCOG regional model will be examined to develop an average annual growth rate for study area roadways. A summary of the MWCOG model and AADT volumes and trends for regional roadways in the study area is attached to this scoping form. This methodology is preferred for calculating growth rates since it takes into account all future projects and developments in the MWCOG model, and allows for district growth rates by direction and time of day.

Growth rates for this study are based on the differences between the year 2015 and 2020 MWCOG model scenarios. In addition, where the MWCOG model showed negative or minimal growth, a conservative assumption of 0.1% per year minimum growth was used. Based on this methodology, the following is a summary of the growth rates proposed to be used in the study:

Dood	Interceptions	Proposed Annu	al Growth Rate	Total Growth between 2016 and 2019		
Road	Intersections	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Massachusetts Ave NW – Northbound	2-5	3.00%	0.10%	15.76%	0.30%	
Massachusetts Ave NW – Southbound	2-5	0.10%	1.75%	0.30%	5.34%	
49 th St NW – Northbound	2,6	0.10%	0.25%	0.30%	7.69%	
49 th St NW – Southbound	2,6	0.50%	0.10%	10.87%	0.30%	
46 th St NW – Northbound	2,6	0.10%	0.25%	0.30%	7.69%	
46 th St NW – Southbound	2,6	0.50%	0.10%	10.87%	0.30%	
All Others	7-10	0.10%	0.10%	0.30%	0.30%	

Please note that the above roads were selected while smaller local streets were omitted because regional growth will affect major corridors and will not impact smaller local streets adjacent to the site.

(11.11.2016) For comparison purposes, the following table represents the historical AADT volumes for the study area.

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AADT Volumes					Average		
Roadway	2010	2011	2012	2013	2014	Annual	
					Growth Rate		
Massachusetts Ave	16,900	17,000	18,600	18,700	19,000	3.04%	
49 th St	4,300	4,300	4,300	4,300	N/A	no change	
Albemarle St	2,200	2,200	2,200	2,200	N/A	no change	

that additional information, let's coordinate further on appropriate growth rates.

G/S: We included DDOT historical AADTs for comparison purposes on the left. Growth rates were revised downwards to account for the AADT data and are included on the left

DDOT concurs.

As such, we propose the following growth rates:

Road	Intersections	Proposed Annu	al Growth Rate	Total Growth between 2016 and 2019		
Roau	intersections	AM Peak Hour PM Peak Hour		AM Peak Hour	PM Peak Hour	
Massachusetts Ave NW – Northbound	1-7	3.00%	0.10%	9.27%	0.30%	
Massachusetts Ave NW – Southbound	1-7	0.10%	1.75%	0.30%	5.34%	
49 th St NW – Northbound	4,8,14,15	0.10%	0.25%	0.30%	0.75%	
49 th St NW – Southbound	4,8,14,15	0.50%	0.10%	1.51%	0.30%	
46 th St NW – Northbound	17	1.00%	1.00%	3.03%	3.03%	
46 th St NW – Southbound	17	1.75%	1.00%	5.34%	3.03%	
All Others		0.10%	0.10%	0.30%	0.30%	

Site Trip Distribution & Assignment

Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.

Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form):

Trip distribution for the site was determined based on: (1) CTPP TAZ flow data, and (2) existing traffic volumes and travel patterns in the study area. Attached to this scoping form are figures depicting the CTPP TAZ flow data?

Separate distributions were developed for the residential and retail/grocery components of the project. The residential trip distribution was influenced significantly by the CTPP TAZ flow data for drivers commuting from the site's TAZ, and adjusted based on traffic volumes and patterns. This flow information showed significant commuting patterns to downtown DC.

The retail and grocery distributions were mostly based on locations of other retail centers, with some influence by the WMATA ridership survey for similar sites. Thus, the retail and grocery trip distribution is much more weighted to the east and west relative to the residential trip distribution.

The proposed trip distributions are illustrated on an attached graphic.

Please provide clearer illustration on this graphic and in your description of the streets that are anticipated to carry the traffic from each direction. Based on this, please reexamine the percentages of traffic from each direction. Additionally, label the percent of traffic anticipated coming from Massachusetts both north and south and then any other streets.

G/S: Noted. See attached graphics.

G/S (11/18/2016): See attached graphics depicting new distributions based on conversation with DDOT. This is to account for changes to the assumed area of service for the grocer and increase in traffic distributed towards Bethesda along Massachusetts Avenue.

G/S (12/5/2016): See attached graphics depicting new distributions based on conversation with DDOT.

DDOT concurs with the updated figure.

As discussed above, American University will retain access to 236 parking spaces that are present under existing conditions. Existing trips will be rerouted to the future site driveway.	
Analysis Methodology	
Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.	DDOT concurs.
Proposed analysis methodology:	
Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies using an industry recognized software package. The proposed analysis will be conducted using Synchro 9, with the results in delay and LOS reported using HCM 2000 methodologies. Weekday morning and afternoon commuter peak hours will be analyzed using the individual intersection peaks at all study area intersections. Signal timings for the study area intersections will be obtained from DDOT and incorporated into the Synchro models.	
The capacity analysis results will show the average delay and the resulting LOS for each approach and for the overall intersection (where available), as well as the queuing results for the average and 95 th percentile queue for each movement.	
We will highlight all LOS E or F conditions per intersection and approach that exist for a future condition, but not the corresponding background condition. Additionally, all intersections or approaches in which the delay increases by 5 percent or more due to the development will be highlighted. For each intersection or approach that meets this criteria, potential mitigation measures will be recommended and a discussion on the appropriateness and feasibility of potential improvements will provided. Furthermore, all locations where the 95 th percentile queues exceed the length of storage lanes and result in spillback of the queue will be highlighted, and recommended mitigation measures when an increase in the 95 th percentile queue length is greater than 150 feet due to the development will be provided, including a discussion on the appropriateness and feasibility of potential improvements.	
DDOT will be provided Synchro input files along with the study submittal. Field visits will be performed to update existing geometric information into the Synchro models, and update Synchro files with current traffic signal timing plans.	
Vehicle Trip Mitigation Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines.	

For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
CTR Triggers for bike and pedestrian mode share	
Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
CTR Bike and Pedestrian Study area	DDOT generally concurs. Please also include routes to
Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas:	major destinations nearby. Maps/figures showing these areas are expected, and so please resubmit before scoping is finalized.
A pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site is proposed,	G/S: Noted. See attached graphics
plus additional walking routes to major destinations, including the American University campus. Internal	o, s. Noted. see attached graphics
pedestrian circulation and facilities within the site and the desire lines between the site and adjacent bus stops,	G/S (11/18/2016): See attached graphics based on
including crosswalk locations and building entrances, will also be shown.	conversation with DDOT
The bicycle study area focuses on the routes that cyclists will take major bicycle facilities. Internal bicycle	DDOT generally concurs. Please also include the path to
circulation and facilities will also be highlighted.	Friendship Park.
Data Collection and Analysis of Bike Network and Facilities	
Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes.	DDOT generally concurs with what is noted. Overall, please discuss in detail how non-auto users will approach and then access the building from each direction.
Proposed Bike network and facilities analysis:	G/S: Noted
<u>Pedestrian (external to site):</u> A qualitative analysis of all pedestrian facilities in the pedestrian study area will be	
provided. This will include maps outlining which routes meet DDOT standards (a green/yellow/red map), and	Please also note that the proposed development includes
proposing improvements to enhance the pedestrian experiences walking to/from the site.	alley-facing retail frontage, and how this retail will be accessed by pedestrians should be shown/discussed. A
<u>Pedestrian (internal to site):</u> For the internal pedestrian facilities, a review of the internal pedestrian circulation	full pedestrian circulation plan should be included.
and documentation of all sidewalk widths will be provided.	G/S: Noted
Bicycle (external to site): A review of the quality of the bicycle facilities in the bicycle study area will be	Additionally, note that there is no current CaBi station in
conducted, focused on the major cycling routes, and will include suggested improvements as needed to help cyclists to and from major bike facilities.	this area. G/S: Noted

Bicycle (internal to site): The proposed internal bicycle circulation and the general number and location of bicycle racks within the site will be provided.	Finally, also note the scoping discussions of a potential HAWK signal on Massachusetts. Please assess and describe this proposal. G/S: Noted
Mitigation for Bike network Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network.	
For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.	
4. Transit Service	DDOT Comments/Action Items
CTR Triggers for transit mode share	DDOT Comments/Action items
Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several	
potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if	
a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i>	
section of this scoping form is required. See Section 3.4.1 of the CTR guidelines	
CTR Transit study area	
Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for	
determining the requisite study area.	DDOT concurs.
Proposed transit study area:	
Per CTR guidelines, the transit study area will include an overview of all transit schedules and stops for service provided within a half mile for heavy rail and a quarter mile for bus and streetcar.	
Analysis of Transit Network	
Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See	
Section 3.4.3 of the CTR guidelines for further information.	DDOT concurs.
Dranged transit analysis	
Proposed transit analysis: An outline of the existing and proposed transit facilities that serve the site will be provided, as well as identifying	
the bus stops that are expected to be used by transit riders. As stated in the "Bicycle & Pedestrian" section	
above, desire lines between the site and adjacent bus stops, including crosswalk locations and building	l l

The site plan's accommodation of transit service, including any changes to bus stops necessary due to development will be discussed. Future transit routes and stops will be examined and recommendations for improvements and/or consolidation of stops will be provided, if necessary.

A summary of existing bus service (average headways and spans of service) will be provided, as well as an assessment of the existing condition of all transit stops in the study area (ADA compliance, bus shelters, benches, etc.) using the standards found in WMATA's *Guidelines for the Design and Placement of Transit Stops* (2009).

Transit Trip Mitigation

Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.

For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.

5. Site Access and Loading

Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies.

Freight\Delivery

The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.

Motorcoach

For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines.

Proposed Loading Analysis:

The study will contain access diagrams showing circulation for loading, parking access, and pick-up/drop-off activity for the site. The study will include a discussion of how the access plan was developed and if it meets DDOTs requirements and standards.

For freight/delivery trucks, truck routing maps will be included to show how trucks will travel to and from the site. Truck maneuvering diagrams (using AutoTURN) for all site driveways provided loading access will be provided in the application. Detailed truck maneuvering diagrams showing trucks accessing each loading dock

DDOT Comments/Action Items

DDOT generally concurs, and anticipates reviewing the turning diagrams. DDOT notes that the north-south portion of the alley has a significant number of dumpsters and parking spaces for the businesses at 4841-4861 Mass Ave located within the 20' ROW. Vehicles are also parking within the 20' ROW on the public portion of the east-west alley. These obstructions may all need to be removed to ensure access to the proposed development, especially for truck turning movements. Please include discussion of this area.

G/S: Noted

Additionally, provide sight distance evaluation for all proposed alley/driveways per DDOT Design and Engineering Manual requirements.

G/S: Noted

Please also include analysis of any modified access points.

for each building will be included in the application, as necessary. In addition, a discussion of loading activity including frequencies and size trucks will be discussed.

No motorcoach activity is anticipated

6. Parking

Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6

Proposed Parking Analysis:

The study will discuss the amount of parking planned for the site and will review the site's compliance with ZR16 minimum parking requirements.

The following table outlines parking for the proposed development:

	<u> </u>	
Development Plan	Parking Provided	Ratio Provided
Residential – 230 du Retail/Grocery – 60,000 sf	I Retail/Grocery - 1/17 snaces	Residential – 0.34 spaces/du Retail/Grocery – 2.45 spaces/ksf

^{*} As discussed above

As a comparison, the Park Right DC Parking Tool recommends providing up to 145 parking spaces for the residential uses of the development (approximately 0.55 spaces/du).

G/S (11/18/2016):

Based on correspondence with DDOT, comparable sites were examined in order to determine whether the amount of parking provided for the retail/grocery would be enough to supply the expected demand of the peak hour trip generation. Using anonymized information provided by DDOT PPSA and by Arlington County DES, it was determined that a 55% auto mode split for the retail/grocery component would be more appropriate. See attached table and accompanying information.

G/S (12/5/2016):

Based on correspondence with DDOT, additional comparable sites were examined in order to determine whether the amount of parking provided for the retail/grocery would be enough to supply the expected demand of the peak hour trip generation. Using anonymized information provided by DDOT PPSA and by Arlington

DDOT Comments/Action Items

DDOT generally concurs with the parking provision, presuming it is managed well.

G/S: Noted

Will the parking spaces provided for AU be available for use by retail/grocery patrons and/or residents? Or will these spaces be permit-parking only? If permit only, will it be 24/7 or what hours will be posted? How will this be enforced? (The trip generation shows a larger turn-over in parking during the afternoon peak hour than total spaces provided. This will likely lead to parking spillover in the neighborhood.)

G/S: The non-exclusive AU parking will also be available to residents, and not for retail/grocery users. For the retail/grocery uses, zoning would require 76 parking spaces, much less than that proposed. The amount of retail/grocery parking will adequately provide enough parking without spillover into the neighborhood particularly given that patrons are likely to spend less than an hour at the store, thereby allowing the parking spaced to turnover more than once per hour.

DDOT: Noted

Please also include discussion of unbundling the parking spaces, and pricing information for the spaces as applicable.

G/S: Noted

County DES, and additional data collected by G/S, it was determined that the original 65% auto mode split for	
the retail/grocery component would be more appropriate. See attached table and accompanying information	
the retail/grocery component would be more appropriate. See attached table and accompanying information	
7. Transportation Demand Management	DDOT Comments/Action Items
<u>Triggers for a TDM Plan</u>	
Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7	
Proposed TDM Plan:	DDOT looks forward to reviewing the proposed TDM.
The study will include a description of the recommended TDM plan for the overall development, including	G/S: Noted
general recommendations for each land use. The TDM plan components will be compared to those	
recommended for projects of its size within DDOT's TDM guidelines.	
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a	
condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.	
For informational purposes only. Requirements for performance monitoring will be coordinated with the	
DDOT case manager.	
O. Cofete.	DDOT Comments / Action Items
9. Safety Cuidelines The CTD will demonstrate that the site will not except an except acceptance of the site will not except an except acceptance of the site will not except an except acceptance of the site will not except acceptance of the site will	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all	DDOT Comments/Action Items
•	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.	DDOT Comments/Action Items DDOT concurs.
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis:	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis: Three years of crash data for all intersections within the roadway operations study area will be provided. Crash	
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Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.

These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.

Please provide a summary overview of the site's treatment of the streetscape/public realm in proximity to this development. Ensure that the proposed site design complies with DDOT Design and Engineering Manual, Public Realm Design Manual, and Transportation Review Guidelines and Standards.

G/S: Noted

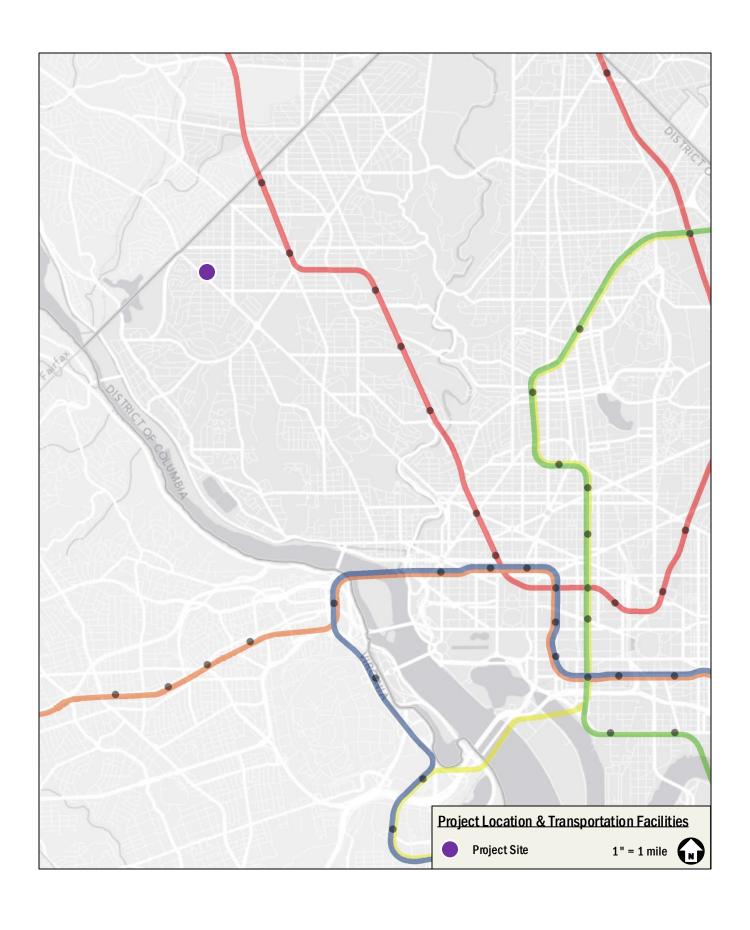
Information/Data Requests (List requested data from DDOT after each field below):

- District planning documents:
- Local planning documents, including small area plans:
- Information on programmed and/or funded roadway improvements in study area:
- Studies for background developments in study area:
- Signal Timings: provided
- Crash Data:

Proposed Schedule:

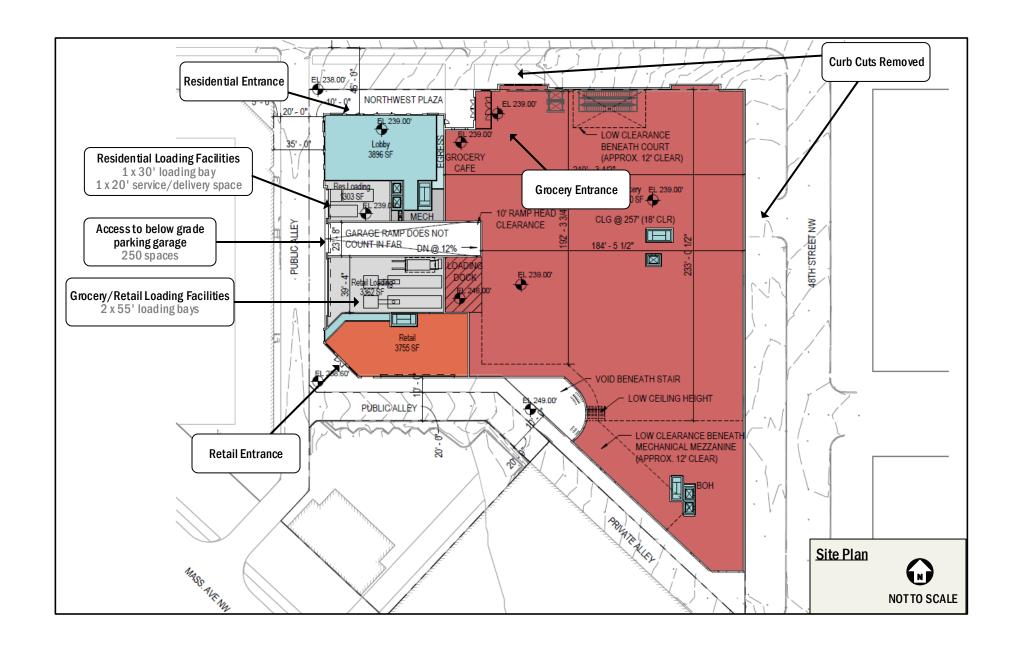
- DDOT comments on Scoping Document: 10/27/16
- Transportation Consultant/Applicant responses to comments: 11/18/16 and 12/5/16
- Phase I Completion:
- Phase II Completion: N/A
- Submission of Report to DDOT:
- Zoning Commission or BZA Hearing Date:

Attach any Figures, Tables, and Appendices here:

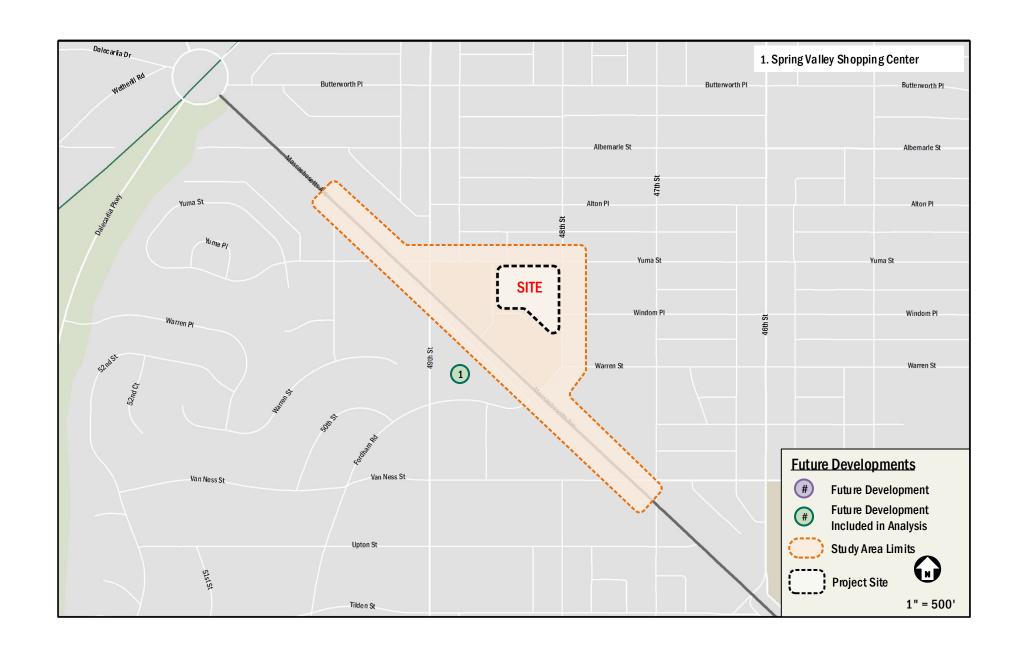


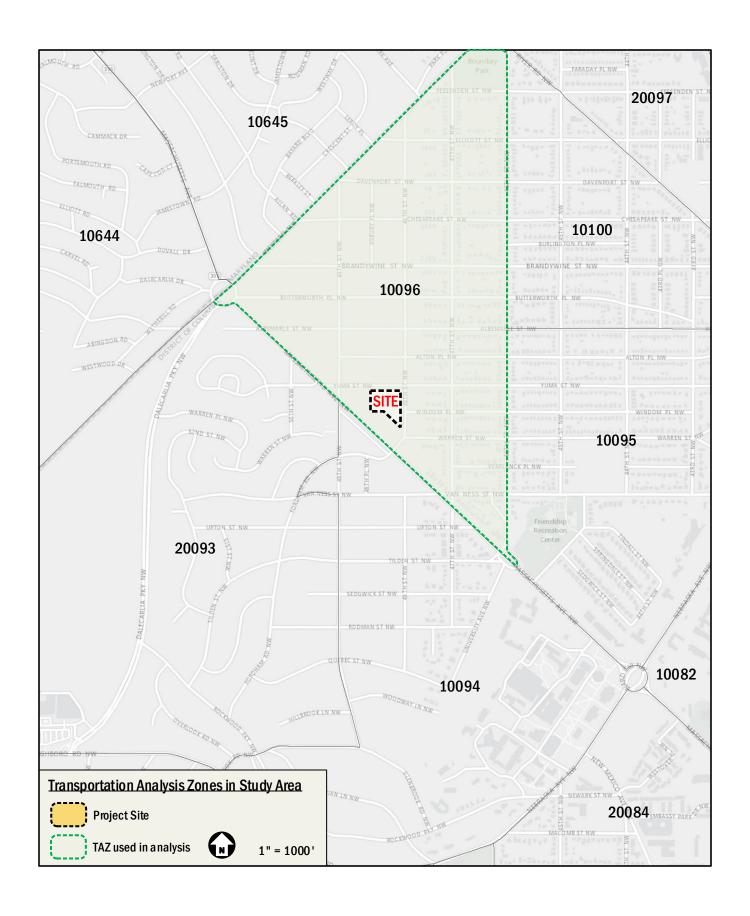












Mode Split Assumptions

Residential Component

Description of residential component of project:

Approximately 230 residential units

Pertinent Mode Split data from other sources:

	Mode								
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other		
Census Data - Census Tract (10.01/9.01)	38%	8%	27%	5%	8%	12%	2%		
CTPP - TAZ Residents (10096)	36%	8%	24%	13%	4%	11%	4%		
State of the Commute (of District residents)	41%	7%	41%	11%					
WMATA Ridership Survey (residential sites Suburban-Inside the Beltway)	39%		49%	14%					

Mode Split assumed in TIS:

	Mode						
Land Use	Drive	Transit	Bike	Walk	Telecommute/Other		
Residential Mode Split	50%	30%	12%	8%			

Grocery Component

Description of retail component of project:

Grocery (56,000 square feet)/Retail (4,000 square feet) - All assumed grocery for conservative analysis

Pertinent Mode Split data from other sources:

		Mode									
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other				
WMATA Ridership Survey	,	43%		2-	70/						
(Ballston Common)	4			30% 27%							
WMATA Ridership Survey		1/10/	41%	35%							
(Crystal City - Crystal Plaza Shops)		24%		3.	070						
WMATA Ridership Survey	e	67%		14%							
(Silver Spring N'hood Center)	1	07 /0	1970	19% 14%							

Mode Split assumed in TIS:

		Mode									
Information Source	Drive	Transit	Bike	Walk	Telecommute/Other						
Grocery Mode Split	65%	10%	5%	20%							

Notes Data from comparable sites was examined. It was determined that a conservative 65% auto mode split was appropriate based on the number of allocated parking spaces and location of site.

Table 1 - Residential Trip Generation

Note: Approximately 230 dwelling units

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)		AM Peak Ho	ur		PM Peak Ho	our
Land Ose Land Ose Code	Qualitity (x)	In	Out	Total	In	Out	Total	
Residential	220	230 du	23 veh/hr	93 veh/hr	116 veh/hr	94 veh/hr	50 veh/hr	144 veh/hr
Calculation Details:		20%	80%	=0.49(x)+3.73	65%	35%	=0.55(x)+17.65	

Step 2: Convert to people per hour, before applying mode splits

Landlico	Land Use People/Car AM Peak Hou (from 2009 NHTS, Table 16) In Out		ur		PM Peak Ho	our	
Land Ose			Out	Total	In	Out	Total
Residential	1.13 ppl/veh	26 ppl/hr	105 ppl/hr	131 ppl/hr	106 ppl/hr	57 ppl/hr	163 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Ando Split		Mode Split AM Peak Hour			PM Peak Hour			
Land Ose	Wiode Split	Spiit	In	Out	Total	In	Out	Total		
Residential	Auto	50%	13 ppl/hr	53 ppl/hr	66 ppl/hr	53 ppl/hr	29 ppl/hr	82 ppl/hr		
Residential	Transit	30%	8 ppl/hr	31 ppl/hr	39 ppl/hr	32 ppl/hr	17 ppl/hr	49 ppl/hr		
Residential	Bike	12%	3 ppl/hr	13 ppl/hr	16 ppl/hr	13 ppl/hr	7 ppl/hr	20 ppl/hr		
Residential	Walk	8%	2 ppl/hr	8 ppl/hr	10 ppl/hr	8 ppl/hr	5 ppl/hr	13 ppl/hr		

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car AM Peak Hour				PM Peak Ho	our	
Land Ose	(from 2009 NHTS, Table 16)	In	Out	Total	In	Out	Total
Residential	1.13 ppl/veh	12 veh/hr	46 veh/hr	58 veh/hr	47 veh/hr	26 veh/hr	73 veh/hr

Trip Gen Summary for Residential

Mode		AM Peak Ho	ur	PM Peak Hour			
Mode	In	Out	Total	In	Out	Total	
Auto	12 veh/hr	46 veh/hr	58 veh/hr	47 veh/hr	26 veh/hr	73 veh/hr	
Transit	8 ppl/hr	31 ppl/hr	39 ppl/hr	32 ppl/hr	17 ppl/hr	49 ppl/hr	
Bike	3 ppl/hr	13 ppl/hr	16 ppl/hr	13 ppl/hr	7 ppl/hr	20 ppl/hr	
Walk	2 ppl/hr	8 ppl/hr	10 ppl/hr	8 ppl/hr	5 ppl/hr	13 ppl/hr	

Table 2 - Grocery and Retail Trip Generation

Note: Grocery (56,000 square feet)/Retail (4,000 square feet) - All assumed grocery for conservative analysis

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (v)		AM Peak Ho	ur	PM Peak Hour		
Land O3e	Land Ose Land Ose Code		In	Out	Total	In	Out	Total
Grocery	850	60,000 sf	126 veh/hr	78 veh/hr	204 veh/hr	272 veh/hr	262 veh/hr	534 veh/hr
Calculation Details:		62%	38%	=3.40(x/1000)	51%	49%	=0.74(x/1000)+3.25	

Step 2: Convert to people per hour, before applying mode splits

Land Use People/Car (from 2009 NHTS, Table 16)			AM Peak Ho	ur	PM Peak Hour			
		In	Out	Total	In	Out	Total	
Grocery	1.84 ppl/veh	232 ppl/hr	143 ppl/hr	375 ppl/hr	500 ppl/hr	483 ppl/hr	983 ppl/hr	

Step 3: Split between modes, per assumed Mode Splits

Land Use	Jse Mode	Split		AM Peak Ho	ur	PM Peak Hour			
Land Ose			In	Out	Total	In	Out	Total	
Grocery	Auto	65%	151 ppl/hr	93 ppl/hr	244 ppl/hr	325 ppl/hr	314 ppl/hr	639 ppl/hr	
Grocery	Transit	10%	23 ppl/hr	15 ppl/hr	38 ppl/hr	50 ppl/hr	48 ppl/hr	98 ppl/hr	
Grocery	Bike	5%	12 ppl/hr	7 ppl/hr	19 ppl/hr	25 ppl/hr	24 ppl/hr	49 ppl/hr	
Grocery	Walk	20%	46 ppl/hr	29 ppl/hr	75 ppl/hr	100 ppl/hr	97 ppl/hr	197 ppl/hr	

Step 4: Convert auto trips back to vehicles/hour

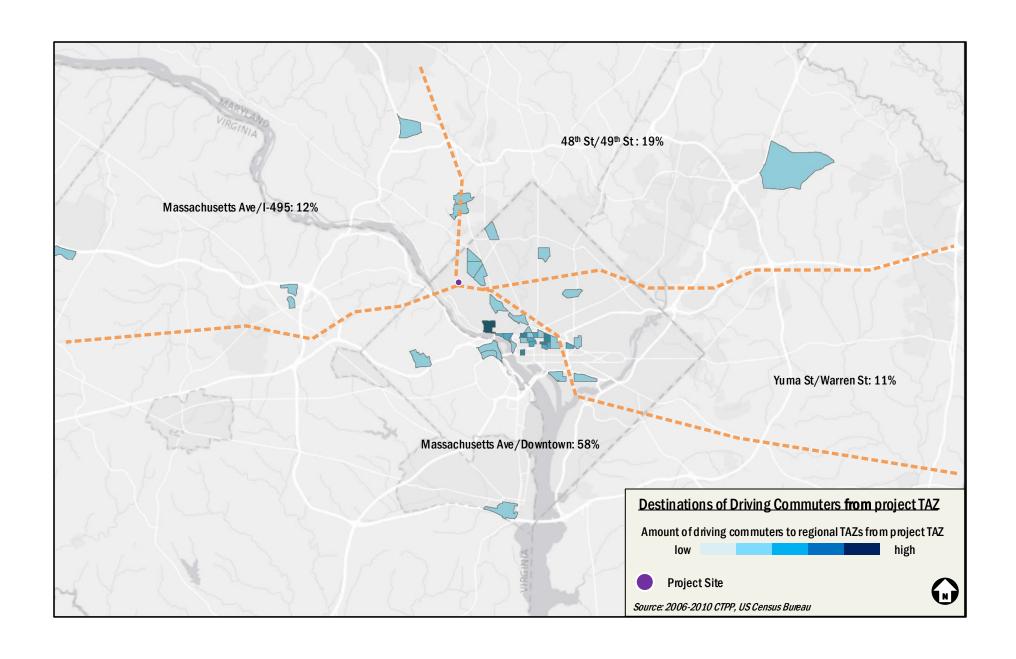
Land Use People/Car (from 2009 NHTS, Table 16)			AM Peak Ho	ur	PM Peak Hour			
		In	Out	Total	In	Out	Total	
Grocery	1.84 ppl/veh	82 veh/hr	51 veh/hr	133 veh/hr	177 veh/hr	170 veh/hr	347 veh/hr	

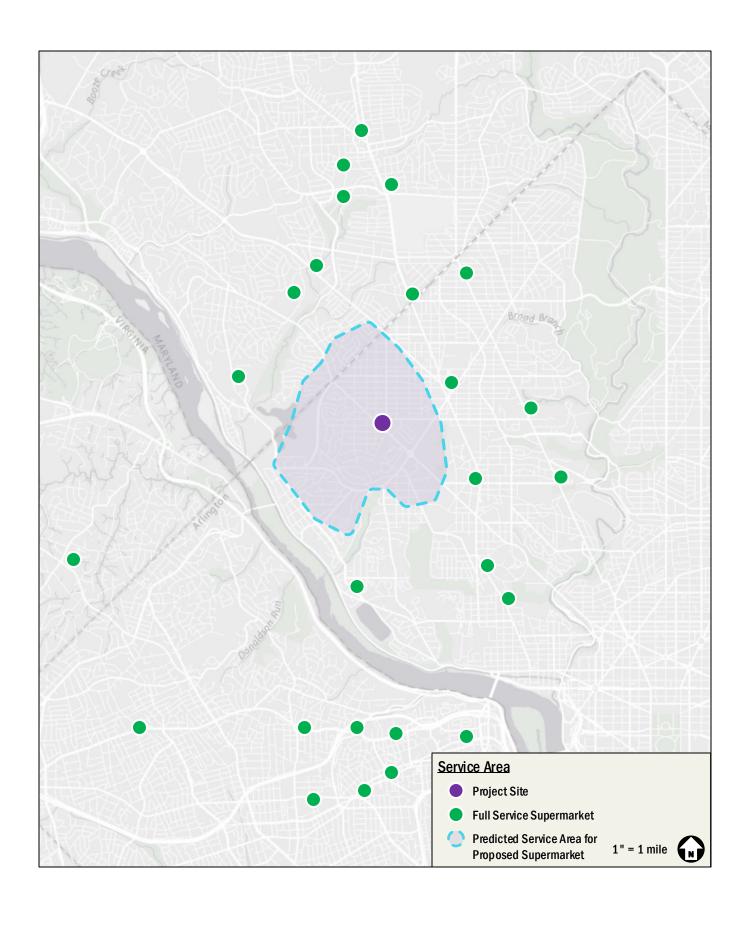
Trip Gen Summary for Grocer

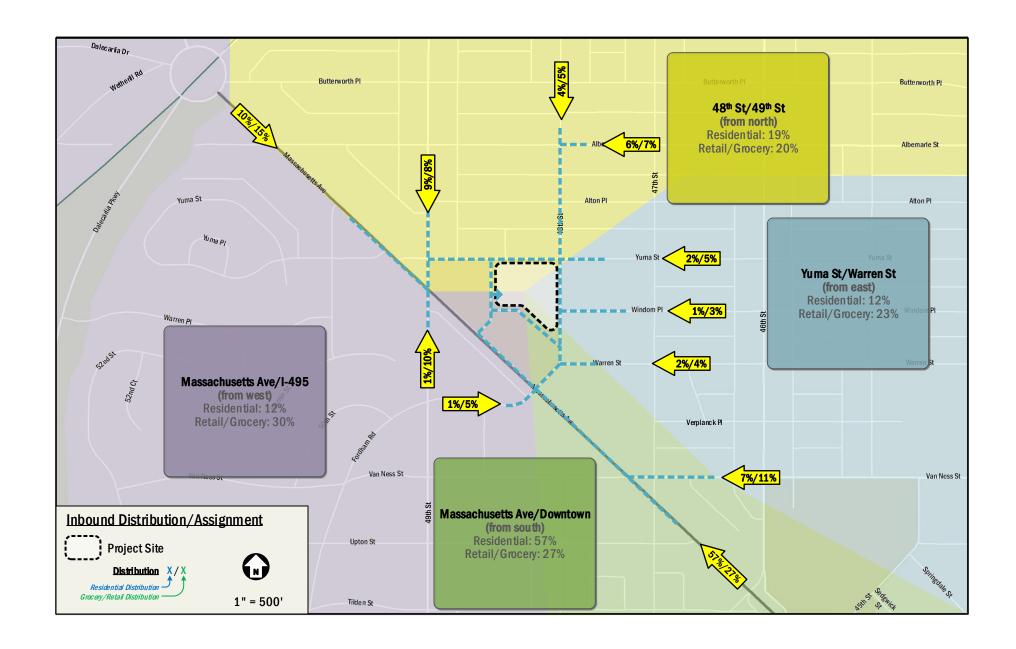
Mode		AM Peak Ho	ur	PM Peak Hour			
Mode	In	Out	Total	In	Out	Total	
Auto	82 veh/hr	51 veh/hr	133 veh/hr	177 veh/hr	170 veh/hr	347 veh/hr	
Transit	23 ppl/hr	15 ppl/hr	38 ppl/hr	50 ppl/hr	48 ppl/hr	98 ppl/hr	
Bike	12 ppl/hr	7 ppl/hr	19 ppl/hr	25 ppl/hr	24 ppl/hr	49 ppl/hr	
Walk	46 ppl/hr	29 ppl/hr	75 ppl/hr	100 ppl/hr	97 ppl/hr	197 ppl/hr	

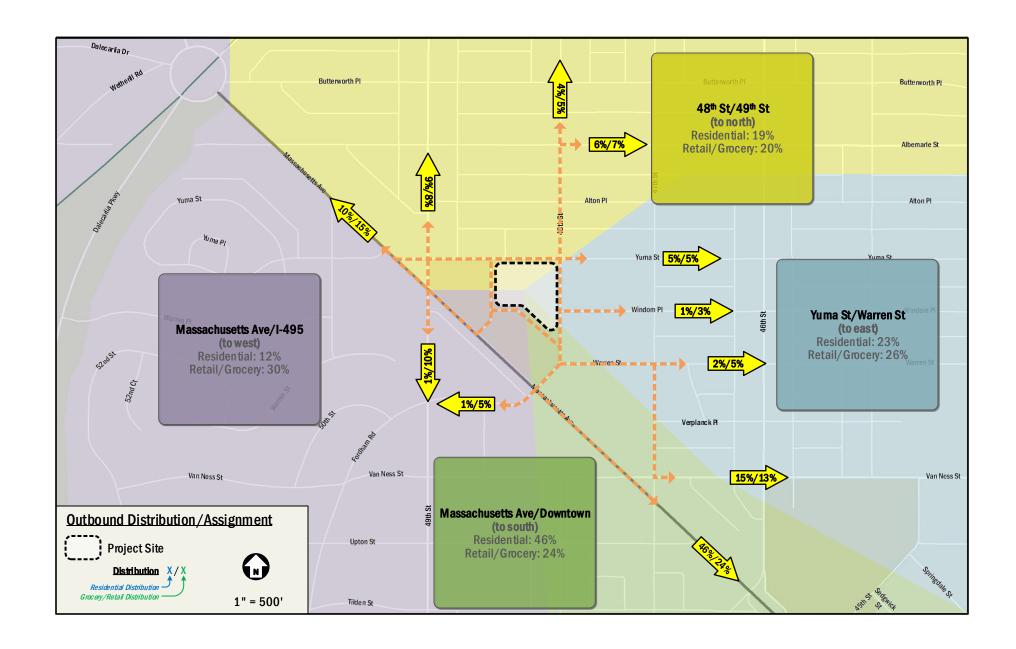
/Mode

Mode	Land Use		AM Peak Hour	-	PM Peak Hour			
Mode	Land Ose	In	Out	Total	In	Out	Total	
Auto	Residential	12 veh/hr	46 veh/hr	58 veh/hr	47 veh/hr	26 veh/hr	73 veh/hr	
Auto	Grocery	82 veh/hr	51 veh/hr	133 veh/hr	177 veh/hr	170 veh/hr	347 veh/hr	
Auto	Total	94 veh/hr	97 veh/hr	191 veh/hr	224 veh/hr	196 veh/hr	420 veh/hr	
Transit	Residential	0 nal/br	21 nnl/hr	20 ppl/br	22 nal/br	17 nnl/hr	40 nnl/hr	
Transit	Residential	8 ppl/hr	31 ppl/hr	39 ppl/hr	32 ppl/hr	17 ppl/hr	49 ppl/hr	
Transit	Grocery	23 ppl/hr	15 ppl/hr	38 ppl/hr	50 ppl/hr	48 ppl/hr	98 ppl/hr	
Transit	Total	31 ppl/hr	46 ppl/hr	77 ppl/hr	82 ppl/hr	65 ppl/hr	147 ppl/hr	
Bike	Residential	3 ppl/hr	13 ppl/hr	16 ppl/hr	13 ppl/hr	7 ppl/hr	20 ppl/hr	
Bike	Grocery	12 ppl/hr	7 ppl/hr	19 ppl/hr	25 ppl/hr	24 ppl/hr	49 ppl/hr	
Bike	Total	15 ppl/hr	20 ppl/hr	35 ppl/hr	38 ppl/hr	31 ppl/hr	69 ppl/hr	
Walk	Residential	2 ppl/hr	8 ppl/hr	10 ppl/hr	8 ppl/hr	5 ppl/hr	13 ppl/hr	
Walk	Grocery	46 ppl/hr	29 ppl/hr	75 ppl/hr	100 ppl/hr	97 ppl/hr	197 ppl/hr	
Walk	Total	48 ppl/hr	37 ppl/hr	85 ppl/hr	108 ppl/hr	102 ppl/hr	210 ppl/hr	



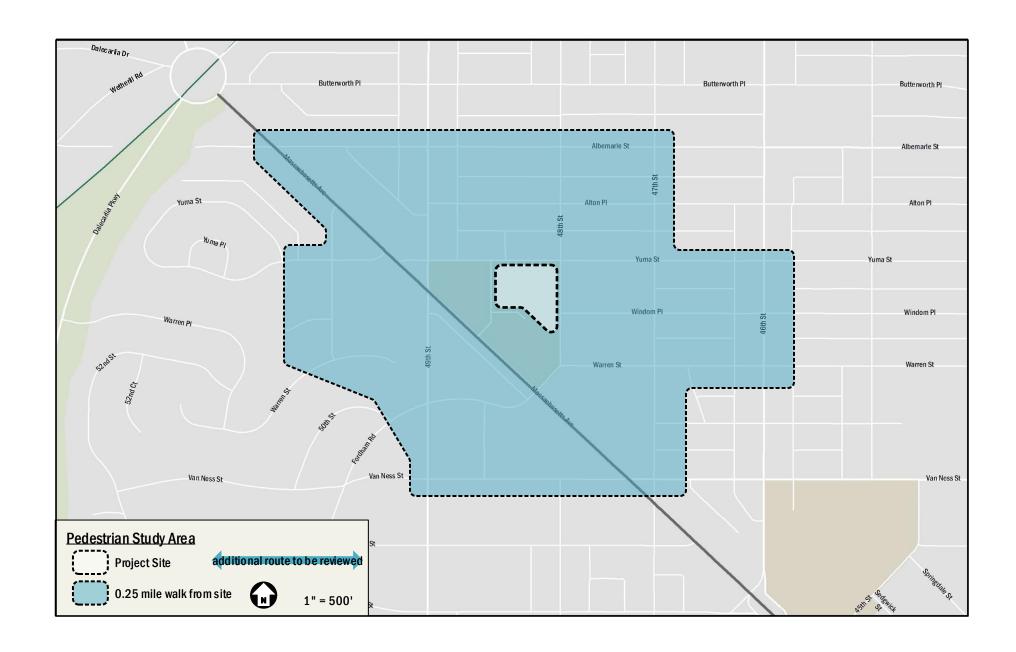




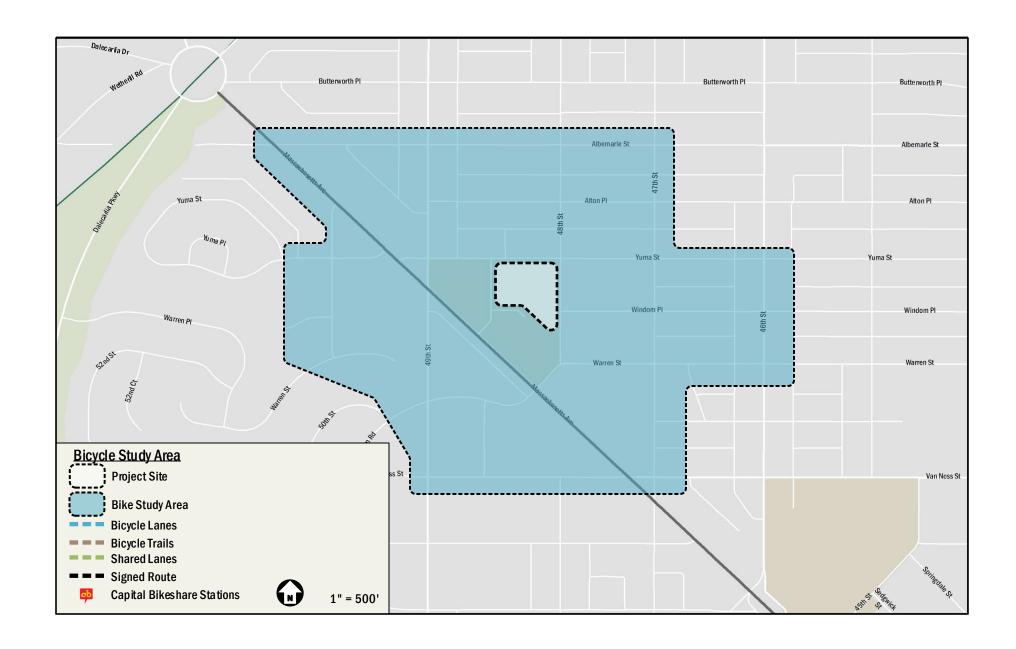


Preliminary Trip Distribution										
AM Peak Hour										
Inbound	48th St/4	48th St/49th St		Yuma St/Warren St		Mass Ave/Downtown		Mass Ave/I-495		
IIIbouriu	Percentage	Trips	Percentage	Trips	Percentage	Trips	Percentage	Trips		
Residential	19%	2	12%	1	57%	7	12%	1		
Grocery	20%	16	23%	19	27%	22	30%	25		
Inbound Total	19.9%	19	21.6%	20	30.8%	29	27.7%	26		
Outbound	48th St/4	19th St	Yuma St/Warren St		Mass Ave/Downtown		Mass Ave	e/I-495		
Outbound	Percentage	Trips	Percentage	Trips	Percentage	Trips	Percentage	Trips		
Residential	19%	9	23%	11	46%	21	12%	6		
Grocery	20%	10	26%	13	24%	12	30%	15		
Outbound Total	19.5%	19	24.6%	24	34.4%	33	21.5%	21		
PM Peak Hour										
Inbound 48th St		48th St/49th St Yu		Yuma St/Warren St		Mass Ave/Downtown		Mass Ave/I-495		
ilibouliu	Percentage	Trips	Percentage	Trips	Percentage	Trips	Percentage	Trips		
Residential	19%	9	12%	6	57%	27	12%	6		
Grocery	20%	35	23%	41	27%	48	30%	53		
Inbound Total	19.8%	44	20.7%	46	33.3%	75	26.2%	59		
Outbound	48th St/4	19th St	Yuma St/W	/arren St	Mass Ave/D	Mass Ave/Downtown		e/I-495		
Outbound	Percentage	Trips	Percentage	Trips	Percentage	Trips	Percentage	Trips		
Residential	19%	5	23%	6	46%	12	12%	3		
Grocery	20%	34	26%	44	24%	41	30%	51		
Outbound Total	19.9%	39	25.6%	50	26.9%	53	27.6%	54		

CTR Thresholds	Threshold	Project	Met?
General CTR Requirements			
Forecasted person-trips during the peak hour	50	1146	Yes
Forecasted parking demand (spaces)	20	224	Yes
Amount of commercial development	5,000 sf	60,000 sf	Yes
Amount of residential development	20 units	230 units	Yes
CTR Trigger for Further Analysis - Vehicular			
Vehicle trips in the peak direction at peak times	25	224	Yes
CTR Trigger for Further Analysis - Bike & Pedestrian			
Amount of residential development	200 units	230 units	Yes
Amount of commercial development	50,000 sf	60,000 sf	Yes
Site ecompasses more than a small block-grid	Yes	No	No
Combined peak hour ped/bike trip generation	100	279	Yes
CTR Trigger for Further Analysis - Transit			
Peak hour transit trip generation	50	147	Yes
Project Transit Mode Split	30%	Varies	No







Massachusetts Avenue NW (1 of 3)

4330 48th Street NW

Project Timeline

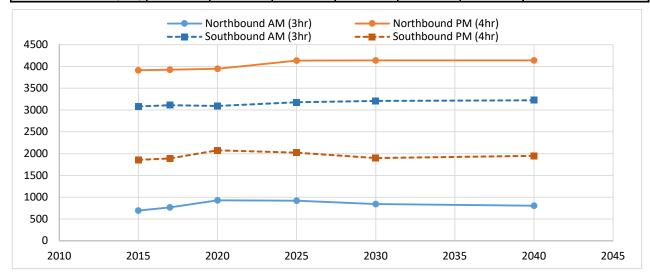
Data Collection: 2016 Project Completion 2019

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 50th Street NW and 49th Street NW

				Modele	ed Year			Annual Growth:
Direction/Per	riod	2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound	AM (3hr)	695	767	928	920	843	803	+5.95%
Northbound	PM (4hr)	3915	3924	3948	4134	4141	4141	+0.17%
Southbound	AM (3hr)	3082	3109	3092	3180	3210	3224	+0.06%
Southbound	PM (4hr)	1857	1889	2076	2022	1900	1951	+2.25%



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

	2011	2012	2013	2014
AADT (in 1000s):	17.0	18.6	18.7	19.0

Annual growth since:	2011	2012	2013	2014
,	+3.8%	+1.1%	+1.6%	n/a

		Annual Growth:	Total Growth:
Direction/Period		2016 to 2019	2016 to 2019
Northbound	AM	+6.00%	+19.10%
Northbound	PM	+0.25%	+0.75%
Southbound	AM	+0.10%	+0.30%
Southbound	PM	+2.25%	+6.90%

Massachusetts Avenue NW (2 of 3)

4330 48th Street NW

Project Timeline

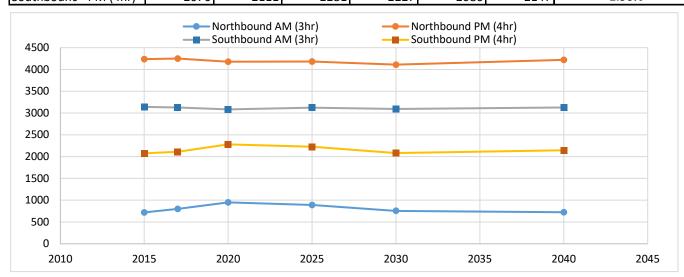
Data Collection: 2016 Project Completion 2019

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 49th Street NW and 48th Street NW

			Modeled	l Year			Annual Growth:
Direction/Period	2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound AM (3hr)	720	799	950	890	756	724	+5.70%
Northbound PM (4hr)	4238	4250	4179	4184	4111	4222	-0.28%
Southbound AM (3hr)	3141	3127	3084	3123	3095	3128	-0.37%
Southbound PM (4hr)	2076	2111	2281	2227	2080	2147	+1.90%



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

AADT (in 1000s): 17.0 18.6 18.7 19.0	18.6 18.7 19.0	AADT (in 1000s):

Annual growth since:	2011	2012	2013	2014
	+3.8%	+1.1%	+1.6%	n/a

		Annual Growth:	Total Growth:
Direction/Period		2016 to 2019	2016 to 2019
Northbound	AM	+5.75%	+18.26%
Northbound	PM	+0.10%	+0.30%
Southbound	AM	+0.10%	+0.30%
Southbound	PM	+2.00%	+6.12%

Massachusetts Avenue NW (3 of 3)

4330 48th Street NW

Project Timeline

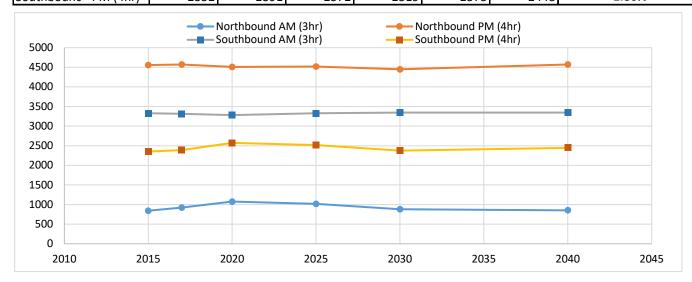
Data Collection: 2016 Project Completion 2019

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: Massachusetts Avenue NW between 48th Street NW and Nebraska Avenue NW

			Modeled	Year			Annual Growth:
Direction/Period	2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound AM (3hr)	843	922	1076	1018	880	854	+5.00%
Northbound PM (4hr)	4558	4571	4508	4517	4449	4570	-0.22%
Southbound AM (3hr)	3327	3314	3281	3326	3345	3345	-0.28%
Southbound PM (4hr)	2352	2391	2572	2519	2375	2448	+1.80%



Source 2: Historical DDOT AADTs

Segment: Massachusetts Avenue NW between 46th Street and 49th Street

	2011	2012	2013	2014
AADT (in 1000s):	17.0	18.6	18.7	19.0

Annual growth since:	2011	2012	2013	2014
	+3.8%	+1.1%	+1.6%	n/a

- : • p • • • • • •		tor out in ottally	
		Annual Growth:	Total Growth:
Direction/Peri	iod	2016 to 2019	2016 to 2019
Northbound	AM	+5.00%	+15.76%
Northbound	PM	+0.10%	+0.30%
Southbound	AM	+0.10%	+0.30%
Southbound	PM	+1.75%	+5.34%

49th Street NW

4330 48th Street NW

Project Timeline

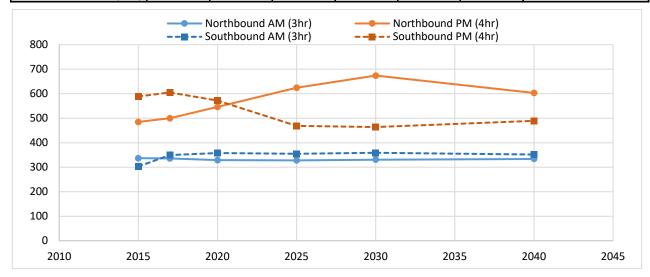
Data Collection: 2016 Project Completion 2019

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: 49th Street NW between Massachusetts Avenue NW and Tilden Street NW

			Annual Growth:					
Direction/Period		2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound	AM (3hr)	337	336	329	328	331	334	-0.48%
Northbound	PM (4hr)	485	500	546	624	674	603	+2.40%
Southbound	AM (3hr)	303	350	358	355	359	352	+3.39%
Southbound	PM (4hr)	589	605	572	469	464	489	-0.58%



Source 2: Historical DDOT AADTs

Segment: 49th Street between Yuma Street and Van Ness Street

	2011	2012	2013	2014
AADT (in 1000s):	4.3	4.3	4.3	n/a

Annual growth since:	2011	2012	2013	2014		
	-even-	-even-	-even-	n/a		

		Annual Growth:	Total Growth:						
Direction/Peri	od	2016 to 2019	2016 to 2019						
Northbound	AM	+0.10%	+0.30%						
Northbound	PM	+2.50%	+7.69%						
Southbound	AM	+3.50%	+10.87%						
Southbound	PM	+0.10%	+0.30%						

46th Street NW

4330 48th Street NW

Project Timeline

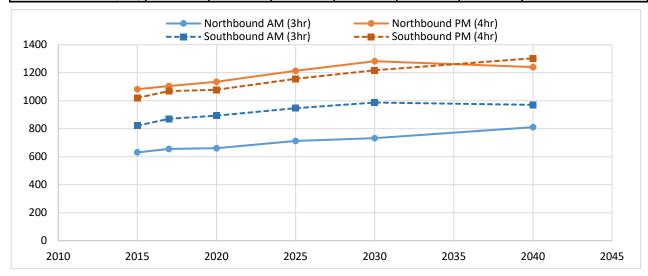
Data Collection: 2016 Project Completion 2019

Background Growth Data

Source 1: MWCOG Model Volumes (version 2.3.57a)

Segment: 46th Street NW between Albemarle Avenue NW and Yuma Street NW

			Annual Growth:					
Direction/Period		2015	2017	2020	2025	2030	2040	2015 to 2020
Northbound	AM (3hr)	631	656	661	713	733	811	+0.93%
Northbound	PM (4hr)	1082	1104	1135	1214	1282	1240	+0.96%
Southbound	AM (3hr)	822	871	894	946	987	970	+1.69%
Southbound PM (4hr)		1020	1069	1078	1156	1218	1303	+1.11%



Source 2: Historical DDOT AADTs

Segment: 46th Street NW between Massachussets Avenue and Van Ness Street

	2011	2012	2013	2014
AADT (in 1000s):	2.2	2.2	2.2	n/a

	Annual growth since:	2011	2012	2013	2014
,		-even-	-even-	-even-	n/a

		Annual Growth:	Total Growth:						
Direction/Perio	od	2016 to 2019	2016 to 2019						
Northbound	AM	+1.00%	+3.03%						
Northbound	PM	+1.00%	+3.03%						
Southbound	AM	+1.75%	+5.34%						
Southbound	PM	+1.00%	+3.03%						

OBSERVED TRIP GENERATION IN MIXED-USE DEVELOPMENTS WITH GROCER WASHINGTON, DC, ARLINGTON, VA, AND BETHESDA, MD

Site	Jurisdiction	Distance to Metro	Walk Score®	Transit Score®	Bike Score®	Land Use	ITE Code	Size/Units	Vehi	Observed Vehicular Trips*		Spa	s per ace
									AM	PM	Spaces	AM	PM
1	DC	2.3 mile	70-89 (Very Walkable)	25-49 (Some Transit)	70-89 (Very Bikeable)	Grocery	850	20 kSF	166	275	92	1.80	2.99
			90-100	70-89	90-100	Grocery	850	15 kSF	44	95	44	1.00	2.16
2	DC	0.2 mile	(Walker's Paradise)	(Excellent Transit)	(Biker's Paradise)	Retail	820	8 kSF	none	none	none		
			(Trainer 5 raradise)	(Executer transit)	(Biller 3 raradise)	Residential	220	215 du	6	12	108	0.06	0.11
	DC	0.5 mile	90-100	70-89	90-100	Grocery	850	43 kSF			124		
3			(Walker's Paradise)	(Excellent Transit)	(Biker's Paradise)	Retail	820	2 kSF	63	143	none	0.23	0.53
			(Trainer or aradice)	(=//00//01/01/01/01/01/01/01/01/01/01/01/0	(2.11.01.01.01.00.00)	Residential	220	215 du			146		
	DC	0.3 mile	90-100	90-100	70-89	Grocery	850	50 kSF	71	177	180	0.39	0.98
4			(Walker's Paradise) (Rider's P	(Rider's Paradise)	(Very Bikeable)	Retail	820	30 kSF		_,,	100		
			,			Residential	220	225 du	33	23	167	0.20	0.14
5	DC	<0.1 mile	90-100	70-89	90-100	Grocery	850	63 kSF	62	98	84	0.74	1.17
			(Walker's Paradise)	(Excellent Transit)	(Biker's Paradise)	Residential	220	218 du	14	6	134	0.10	0.04
						Grocery	850	13 kSF					
6	VA	<0.1 mile	90-100	50-69	70-89	Retail	820	29 kSF	104	259	458	0.23	0.57
			(Walker's Paradise)	(Good Transit)	(Very Bikeable)	Office	710	76 kSF					
						Residential	220	244 du					
			70-89	50-69	70-89	Grocery	850	57 kSF			428		
7	VA	1.7 miles	(Very Walkable)	(Good Transit)	(Very Bikeable)	Retail	820	42 kSF	111	459	720	0.15	0.61
				,		Residential	220	299 du			326		
8	MD	0.6 mile	90-100 (Walker's Paradise)	50-69 (Good Transit)	N/A	Grocery	850	40 kSF	144	221	161	0.89	1.37

									Forec Vehi Trip	cular	# of Parking	Trips	Hour s per ace
									AM	PM	Spaces	AM	PM
The Lady	ady DC 0.8 mile	0.8 mile	78	42 (Sama Transit)	65	Grocery Retail	850 820	56 kSF 4 kSF	133	347	147	0.90	2.36
Bird		(Very Walkable)	(Some Transit)	(Bikeable)	Residential	220	230 du	58	73	77	0.75	0.95	

^{*} Vehicular trips include both inbound and outbound trips **Assumes 65% auto mode split for grocer and 50% auto mode split for residents

WASHINGTON, DC

Data provided by DDOT-PPSA

Contact – Jamie Henson (jamie.henson@dc.gov)

Site #1 (Data collected October 2013)

Grocery Store GSF 20,000

Location/Access: 2.3 miles to Metrorail station, Walk Score® = 70-89 (Very Walkable), Transit Score® = 25-49 (Some Transit), Bike Score® = 70-89 (Very Bikeable)

Parking: 92 parking spaces serve grocer.

- The volume during the weekday morning peak hour was 166 vehicles (7:45AM-8:45AM)
- The volume during the weekday evening peak hour was 275 vehicles (5:00PM-6:00PM)

Site #2 (Data collected April 2015)

Grocery Store GSF 15,000
Retail GSF 8,100
Residential Units 268

Location/Access: 0.2 mile to Metrorail station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 70-89 (Excellent Transit), Bike Score® = 90-100 (Biker's Paradise)

Parking: 44 parking spaces in garage serve grocery and retail components and 108 spaces serve the residential component.

- The volume during the weekday morning peak hour was 50 vehicles (9:00AM-10:00AM)
- The volume during the weekday evening peak hour was 107 vehicles (4:00PM-5:00PM)

Site #3 (Data collected May 2015)

Grocery Store GSF 43,390
Retail GSF 2,065
Residential Units 215

Location/Access: 0.5 mile to Metrorail Station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 70-89 (Excellent Transit), Bike Score® = 90-100 (Biker's Paradise)

Parking: 124 parking spaces in garage serve grocery and retail components and 146 spaces serve the residential component.

- The volume during the weekday morning peak hour was 63 vehicles (7:30AM-8:30AM)
- The volume during the weekday evening peak hour was 143 vehicles (6:00PM-7:00PM)

Site #4 (Data collected May 2015)

Grocery Store GSF 50,000
Retail GSF 30,000
Residential Units 225

Location/Access: 0.3 mile to Metrorail station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 90-100 (Rider's Paradise), Bike Score® = 70-89 (Very Bikeable)

Parking: 180 parking spaces for retail (exact grocery number unknown) and 167 spaces serve the residential component.

- The volume during the weekday morning peak hour was 104 vehicles (8:00AM-9:00AM)
- The volume during the weekday evening peak hour was 200 vehicles (5:15PM-6:15PM)

Site #5 (Data collected April 2015)

Grocery Store GSF 63,125 Residential Units 218

Location/Access: <.1 mile to Metrorail station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 70-89 (Excellent Transit), Bike Score® = 90-100 (Biker's Paradise)

Parking: 84 parking spaces in garage serve grocery component and 134 spaces serve the residential component.

- The volume during the **weekday morning peak hour** was 76 vehicles (8:15AM-9:15AM)
- The volume during the weekday evening peak hour was 104 vehicles (4:30PM-5:30PM)

ARLINGTON, VA

Data provided by Arlington County DES

Contact – Melissa McMahon (mmcmahon@arlingtonva.us)

Site #6 (Data collected December 2014)

Grocery Store GSF 13,000
Residential Units 244
Retail GSF 29,000
Office 76,000

Location/Access: <.1 mile to Metrorail station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 50-69 (Good Transit), Bike Score® = 70-89 (Very Bikeable)

Parking: 458 spaces in garage serve all uses. Depending on time of day between 93 and 213 spaces are available for retail or grocery uses.

- The volume during the weekday morning peak hour was 104 vehicles (10:15AM-11:15AM)
- The volume during the weekday evening peak hour was 259 vehicles (5:30PM-6:30PM)

Site #7 (Data collected November 2014)

Grocery Store GSF 57,000 Retail GSF 42,000 Residential Units 299

Location/Access: 1.7 mile to Metrorail Station, Walk Score® = 70-89 (Very Walkable), Transit Score® = 50-69 (Good Transit), Bike Score® = 70-89 (Very Bikeable)

Parking: 428 parking spaces in garage serve grocery and retail components and 326 spaces serve the residential component.

- The volume during the weekday morning peak hour was 111 vehicles (11:45AM-12:45PM)
- The volume during the weekday evening peak hour was 459 vehicles (5:30PM-6:30PM)

BETHESDA, MD

Data collected by Gorove/Slade Contact – Jim Watson (jim.watson@goroveslade.com)

Site #8 (Data collected December 2013)

Grocery Store GSF 40,000

Location/Access: 0.6 mile to Metrorail station, Walk Score® = 90-100 (Walker's Paradise), Transit Score® = 50-69 (Good Transit), Bike Score® = N/A

Parking: 161 spaces in garage serve grocer.

- The volume during the weekday morning peak hour was 144 vehicles (8:30AM-9:30AM)
- The volume during the **weekday evening peak hour** was 221 vehicles (5:00PM-6:00PM)

B: Detailed Trip Generation and Mode Split Information

Mode Split Assumptions

Residential Component

<u>Description of residential component of project:</u>

Approximately 219 residential units

Pertinent Mode Split data from other sources:

				Mode			
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
Census Data - Census Tract (10.01/9.01)	38%	8%	27%	27% 5%		12%	2%
CTPP - TAZ Residents (10096)	44%	16%	25%	9%	2%	4%	0%
State of the Commute (of District residents)	41%	7%	41%	11	1%		
WMATA Ridership Survey (residential sites Suburban-Inside the Beltway)	39	9%	49%	14	1%		

Mode Split assumed in TIS:

			Mode		
Land Use	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	90%	5%	2%	3%	

Notes Data from comparable sites was examined. It was determined that a conservative 90% auto mode split was appropriate based on the number of allocated parking spaces and location of site.

Grocery Component

Description of retail component of project:

Grocery/Retail (16,000 square feet) - All assumed grocery for conservative analysis

Pertinent Mode Split data from other sources:

				Mode				
Information Source	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other	
WMATA Ridership Survey	4	3%	30%	2-	7%			
(Ballston Common)	4.	570	30%	2.	70			
WMATA Ridership Survey	2	40/	41%	21	5%			
(Crystal City - Crystal Plaza Shops)	2	24%		33	070			
WMATA Ridership Survey	6	7%	100/	1,	10/			
(Silver Spring N'hood Center)	0	7 70	19% 14%		+/0			

Mode Split assumed in TIS:

			Mode		
Information Source	Drive	Transit	Bike	Walk	Telecommute/Other
Grocery Mode Split	90%	0%	2%	8%	

Notes Data from comparable sites was examined. It was determined that a conservative 90% auto mode split was appropriate based on the number of allocated parking spaces and location of site.

The Lady Bird - Residential Trip Generation

Note: Approximately 214 residential dwelling units and 5 townhomes

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)		AM Peak H	our		PM Peak Ho	our	S	aturday Peak	Hour		Daily	
Land Ose	Land Ose Code	Quantity (x)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Apartment	221	214 du	19 veh/hr	53 veh/hr	72 veh/hr	56 veh/hr	36 veh/hr	92 veh/hr	48 veh/hr	49 veh/hr	97 veh/hr	583 veh	582 veh	1165 veh
	C	alculation Details:	26%	74%	=0.98Ln(x)-0.98	61%	39%	=0.96Ln(x)-0.63	49%	51%	=0.42(x)+6.73	50%	50%	=5.45(x)-1.75
Townhomes	220	5 du	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	1 veh/hr	4 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr	19 veh	18 veh	37 veh
	C	alculation Details:	23%	77%	=0.95Ln(x)-0.51	63%	37%	=0.86Ln(x)-0.02	50%	50%	=0.70(x)	50%	50%	=7.32(x)

Note: Rates used for Saturday Peak Hour of Townhomes instead of equation, because quantity is much lower than average data point

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car		AM Peak Ho	our		PM Peak Hour			aturday Peak	Hour	Daily		
Land Ose	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Apartment	1.18 ppl/veh	22 ppl/hr	63 ppl/hr	85 ppl/hr	66 ppl/hr	43 ppl/hr	109 ppl/hr	57 ppl/hr	57 ppl/hr	114 ppl/hr	688 ppl	687 ppl	1375 ppl
Townhome	1.18 ppl/veh	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	1 ppl/hr	5 ppl/hr	2 ppl	3 ppl	5 ppl	1 ppl	43 ppl	44 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Land Use Mode	Split		AM Peak Ho	our		PM Peak Ho	our	S	aturday Peak	Hour		Daily	
Land Ose	Wiode	Split	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Apartment	Auto	90%	20 ppl/hr	57 ppl/hr	77 ppl/hr	59 ppl/hr	39 ppl/hr	98 ppl/hr	51 ppl/hr	52 ppl/hr	103 ppl/hr	619 ppl	619 ppl	1238 ppl
Apartment	Transit	5%	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	34 ppl	35 ppl	69 ppl
Apartment	Bike	2%	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	14 ppl	14 ppl	28 ppl
Apartment	Walk	3%	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	21 ppl	20 ppl	41 ppl
Townhome	Auto	90%	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	1 ppl/hr	5 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	1 ppl	39 ppl	40 ppl
Townhome	Transit	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	2 ppl	2 ppl
Townhome	Bike	2%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	1 ppl	1 ppl
Townhome	Walk	3%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	1 ppl	1 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car	AM Peak Hour			PM Peak Hour			S	aturday Peak	Hour	Daily			
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Residential	1.18 ppl/veh	17 veh/hr	48 veh/hr	65 veh/hr	50 veh/hr	33 veh/hr	83 veh/hr	43 veh/hr	44 veh/hr	87 veh/hr	525 veh	524 veh	1049 veh	
Townhome	1.18 ppl/veh	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	1 veh/hr	4 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr	29 veh	29 veh	58 veh	

Trip Gen Summary for Residential Component

Mode	AM Peak Hour			PM Peak Hour			S	aturday Peak I	Hour	Daily			
Wiode	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Auto	18 veh/hr	50 veh/hr	68 veh/hr	53 veh/hr	34 veh/hr	87 veh/hr	45 veh/hr	46 veh/hr	91 veh/hr	525 veh	524 veh	1049 veh	
Transit	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	34 ppl	35 ppl	69 ppl	
Bike	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	14 ppl	14 ppl	28 ppl	
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	21 ppl	20 ppl	41 ppl	

The Lady Bird - Residential Trip Generation

Note: Approximately 214 residential dwelling units and 5 townhomes

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)		AM Peak H	our		PM Peak Ho	our	S	aturday Peak	Hour		Daily	
Land Ose	Land Ose Code	Quantity (x)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Apartment	221	214 du	19 veh/hr	53 veh/hr	72 veh/hr	56 veh/hr	36 veh/hr	92 veh/hr	48 veh/hr	49 veh/hr	97 veh/hr	583 veh	582 veh	1165 veh
	C	alculation Details:	26%	74%	=0.98Ln(x)-0.98	61%	39%	=0.96Ln(x)-0.63	49%	51%	=0.42(x)+6.73	50%	50%	=5.45(x)-1.75
Townhomes	220	5 du	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	1 veh/hr	4 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr	19 veh	18 veh	37 veh
	C	alculation Details:	23%	77%	=0.95Ln(x)-0.51	63%	37%	=0.86Ln(x)-0.02	50%	50%	=0.70(x)	50%	50%	=7.32(x)

Note: Rates used for Saturday Peak Hour of Townhomes instead of equation, because quantity is much lower than average data point

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car		AM Peak Ho	our		PM Peak Hour			aturday Peak	Hour	Daily		
Land Ose	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Apartment	1.18 ppl/veh	22 ppl/hr	63 ppl/hr	85 ppl/hr	66 ppl/hr	43 ppl/hr	109 ppl/hr	57 ppl/hr	57 ppl/hr	114 ppl/hr	688 ppl	687 ppl	1375 ppl
Townhome	1.18 ppl/veh	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	1 ppl/hr	5 ppl/hr	2 ppl	3 ppl	5 ppl	1 ppl	43 ppl	44 ppl

Step 3: Split between modes, per assumed Mode Splits

	Land Use	Mode	Split		AM Peak Ho	our		PM Peak Ho	our	S	aturday Peak	Hour		Daily	
	Land Ose	Wode	Split	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
	Apartment	Auto	70%	15 ppl/hr	45 ppl/hr	60 ppl/hr	46 ppl/hr	30 ppl/hr	76 ppl/hr	40 ppl/hr	40 ppl/hr	80 ppl/hr	482 ppl	481 ppl	963 ppl
	Apartment	Transit	15%	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	6 ppl/hr	16 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	103 ppl	103 ppl	206 ppl
	Apartment	Bike	2%	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	14 ppl	14 ppl	28 ppl
	Apartment	Walk	13%	3 ppl/hr	8 ppl/hr	11 ppl/hr	9 ppl/hr	5 ppl/hr	14 ppl/hr	7 ppl/hr	8 ppl/hr	15 ppl/hr	89 ppl	90 ppl	179 ppl
	Townhome	Auto	70%	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	1 ppl/hr	4 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	1 ppl	30 ppl	31 ppl
	Townhome	Transit	15%	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl	7 ppl	7 ppl
	Townhome	Bike	2%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	1 ppl	1 ppl
l	Townhome	Walk	13%	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl	6 ppl	6 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car		AM Peak Ho	our		PM Peak Ho	ur	S	aturday Peak	Hour		Daily	
Land OSE	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Residential	1.18 ppl/veh	13 veh/hr	38 veh/hr	51 veh/hr	39 veh/hr	25 veh/hr	64 veh/hr	34 veh/hr	34 veh/hr	68 veh/hr	408 veh	408 veh	816 veh
Townhome	1.18 ppl/veh	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	0 veh/hr	3 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	87 veh	88 veh	175 veh

Trip Gen Summary for Residential Component

Mode		AM Peak Ho	our		PM Peak Ho	our	S	aturday Peak	Hour		Daily	
Widde	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	14 veh/hr	40 veh/hr	54 veh/hr	42 veh/hr	25 veh/hr	67 veh/hr	35 veh/hr	36 veh/hr	71 veh/hr	408 veh	408 veh	816 veh
Transit	3 ppl/hr	11 ppl/hr	14 ppl/hr	11 ppl/hr	6 ppl/hr	17 ppl/hr	9 ppl/hr	9 ppl/hr	18 ppl/hr	103 ppl	103 ppl	206 ppl
Bike	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	14 ppl	14 ppl	28 ppl
Walk	3 ppl/hr	9 ppl/hr	12 ppl/hr	10 ppl/hr	5 ppl/hr	15 ppl/hr	7 ppl/hr	9 ppl/hr	16 ppl/hr	89 ppl	90 ppl	179 ppl

The Ladybird - Grocery and Retail Trip Generation

Note: Grocery/Retail (18,198 square feet) - All assumed grocery for conservative analysis

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (v)		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
			In	Out	Total	In	Out	Total	In	Out	Total
Grocery	850	18,198 sf	42 veh/hr	28 veh/hr	70 veh/hr	111 veh/hr	107 veh/hr	218 veh/hr	96 veh/hr	92 veh/hr	188 veh/hr
	Calculation Details:			40%	=3.82(x/1000)	51%	49%	=0.74(x/1000)+3.25	51%	49%	=10.34(x/1000)

Step 2: Convert to people per hour, before applying mode splits

Land Hea	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
Land Use (f	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	76 ppl/hr	51 ppl/hr	127 ppl/hr	202 ppl/hr	195 ppl/hr	397 ppl/hr	175 ppl/hr	167 ppl/hr	342 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

occp o. op.ic c	occuración inicación	per assamean	noue opines								
Land Use	Mode	Split		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
Land Ose	Mode	Split	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	Auto	90%	68 ppl/hr	46 ppl/hr	114 ppl/hr	182 ppl/hr	175 ppl/hr	357 ppl/hr	158 ppl/hr	150 ppl/hr	308 ppl/hr
Grocery	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Grocery	Bike	2%	2 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Grocery	Walk	8%	6 ppl/hr	4 ppl/hr	10 ppl/hr	16 ppl/hr	16 ppl/hr	32 ppl/hr	14 ppl/hr	13 ppl/hr	27 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	37 veh/hr	26 veh/hr	63 veh/hr	100 veh/hr	96 veh/hr	196 veh/hr	87 veh/hr	82 veh/hr	169 veh/hr

Trip Gen Summary for Grocer/Retail Component

Mode		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Widde	In	Out	Total	In	Out	Total	In	Out	Total
Auto	37 veh/hr	26 veh/hr	63 veh/hr	100 veh/hr	96 veh/hr	196 veh/hr	87 veh/hr	82 veh/hr	169 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr						
Bike	2 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Walk	6 ppl/hr	4 ppl/hr	10 ppl/hr	16 ppl/hr	16 ppl/hr	32 ppl/hr	14 ppl/hr	13 ppl/hr	27 ppl/hr

The Ladybird - Grocery and Retail Trip Generation

Note: Grocery/Retail (18,198 square feet) - All assumed grocery for conservative analysis

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land O3C	Land Ose Code	Quantity (x)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	850	18,198 sf	42 veh/hr	28 veh/hr	70 veh/hr	111 veh/hr	107 veh/hr	218 veh/hr	96 veh/hr	92 veh/hr	188 veh/hr
Calculation Details:			60%	40%	=3.82(x/1000)	51%	49%	=0.74(x/1000)+3.25	51%	49%	=10.34(x/1000)

Step 2: Convert to people per hour, before applying mode splits

Land Hea	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	76 ppl/hr	51 ppl/hr	127 ppl/hr	202 ppl/hr	195 ppl/hr	397 ppl/hr	175 ppl/hr	167 ppl/hr	342 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land Ose	Mode	Split	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	Auto	70%	53 ppl/hr	36 ppl/hr	89 ppl/hr	141 ppl/hr	137 ppl/hr	278 ppl/hr	123 ppl/hr	116 ppl/hr	239 ppl/hr
Grocery	Transit	15%	11 ppl/hr	8 ppl/hr	19 ppl/hr	30 ppl/hr	30 ppl/hr	60 ppl/hr	26 ppl/hr	25 ppl/hr	51 ppl/hr
Grocery	Bike	2%	2 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Grocery	Walk	13%	10 ppl/hr	7 ppl/hr	17 ppl/hr	26 ppl/hr	26 ppl/hr	52 ppl/hr	23 ppl/hr	21 ppl/hr	44 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land Ose	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	29 veh/hr	20 veh/hr	49 veh/hr	77 veh/hr	76 veh/hr	153 veh/hr	68 veh/hr	63 veh/hr	131 veh/hr

Trip Gen Summary for Grocer/Retail Component

	AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
In	Out	Total	In	Out	Total	In	Out	Total
29 veh/hr	20 veh/hr	49 veh/hr	77 veh/hr	76 veh/hr	153 veh/hr	68 veh/hr	63 veh/hr	131 veh/hr
11 ppl/hr	8 ppl/hr	19 ppl/hr	30 ppl/hr	30 ppl/hr	60 ppl/hr	26 ppl/hr	25 ppl/hr	51 ppl/hr
2 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
10 ppl/hr	7 ppl/hr	17 ppl/hr	26 ppl/hr	26 ppl/hr	52 ppl/hr	23 ppl/hr	21 ppl/hr	44 ppl/hr
	29 veh/hr 11 ppl/hr 2 ppl/hr	In	29 veh/hr 20 veh/hr 49 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr	In Out Total In 29 veh/hr 20 veh/hr 49 veh/hr 77 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 30 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr 4 ppl/hr	In Out Total In Out 29 veh/hr 20 veh/hr 49 veh/hr 77 veh/hr 76 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 30 ppl/hr 30 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr 4 ppl/hr 4 ppl/hr	In Out Total In Out Total 29 veh/hr 20 veh/hr 49 veh/hr 77 veh/hr 76 veh/hr 153 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 30 ppl/hr 30 ppl/hr 60 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr 4 ppl/hr 4 ppl/hr 8 ppl/hr	In Out Total In Out Total In 29 veh/hr 20 veh/hr 49 veh/hr 77 veh/hr 76 veh/hr 153 veh/hr 68 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 30 ppl/hr 30 ppl/hr 60 ppl/hr 26 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr 4 ppl/hr 4 ppl/hr 8 ppl/hr 4 ppl/hr	In Out Total In Out Total In Out 29 veh/hr 20 veh/hr 49 veh/hr 77 veh/hr 76 veh/hr 153 veh/hr 68 veh/hr 63 veh/hr 11 ppl/hr 8 ppl/hr 19 ppl/hr 30 ppl/hr 60 ppl/hr 26 ppl/hr 25 ppl/hr 2 ppl/hr 1 ppl/hr 3 ppl/hr 4 ppl/hr 4 ppl/hr 8 ppl/hr 4 ppl/hr 3 ppl/hr

The Lady Bird - Existing Grocery Trip Generation

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)		AM Peak Hour			PM Peak	Hour	Saturday Peak Hour			
Land Ose	Land Ose Code	Qualitity (x)	In	Out	Total	In	Out	Total	In	Out	Total	
Grocery	850	24,114 sf	55 veh/hr	37 veh/hr	92 veh/hr	138 veh/hr	132 veh/hr	270 veh/hr	127 veh/hr	122 veh/hr	249 veh/hr	
	Calc	ulation Details:	60%	40%	=3.82(x/1000)	51%	49%	=0.74(x/1000)+3.25	51%	49%	=10.34(x/1000)	

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Land Ose	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	100 ppl/hr	67 ppl/hr	167 ppl/hr	251 ppl/hr	240 ppl/hr	491 ppl/hr	231 ppl/hr	222 ppl/hr	453 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Uso	Land Use Mode	Split	AM Peak Hour PM Peak Hour Saturday Peak Hour								
Land Ose	Wiode	Split	In	Out	Total	In	Out	Total	In	Out	Total
Grocery	Auto	90%	90 ppl/hr	60 ppl/hr	150 ppl/hr	226 ppl/hr	216 ppl/hr	442 ppl/hr	208 ppl/hr	200 ppl/hr	408 ppl/hr
Grocery	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Grocery	Bike	2%	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
Grocery	Walk	8%	8 ppl/hr	5 ppl/hr	13 ppl/hr	20 ppl/hr	19 ppl/hr	39 ppl/hr	18 ppl/hr	18 ppl/hr	36 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car		AM Peak Ho	ur		PM Peak I	Hour		Saturday Peal	k Hour
Land Ose	(from 2017 NHTS, Table 16)		Out	Total	In	Out	Total	In	Out	Total
Grocery	1.82 ppl/veh	49 veh/hr	33 veh/hr	82 veh/hr	124 veh/hr	119 veh/hr	243 veh/hr	114 veh/hr	110 veh/hr	224 veh/hr

Trip Gen Summary for Existing Grocer

Mode		AM Peak Ho	ur		PM Peak	Hour		Saturday Peal	k Hour
Wide	In	Out	Total	In	Out	Total	In	Out	Total
Auto	49 veh/hr	33 veh/hr	82 veh/hr	124 veh/hr	119 veh/hr	243 veh/hr	114 veh/hr	110 veh/hr	224 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Bike	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
Walk	8 ppl/hr	5 ppl/hr	13 ppl/hr	20 ppl/hr	19 ppl/hr	39 ppl/hr	18 ppl/hr	18 ppl/hr	36 ppl/hr

The Lady Bird - Existing Retail Trip Generation

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (v)		AM Peak Hour			PM Peak	Hour	Saturday Peak Hour			
Land O3C	Land Ose Code	Quantity (x)	In	Out	Total	In	Out	Total	In	Out	Total	
Retail	850	19,990 sf	12 veh/hr	7 veh/hr	19 veh/hr	79 veh/hr	86 veh/hr	165 veh/hr	90 veh/hr	84 veh/hr	174 veh/hr	
	Calc	ulation Details:	62%	38%	=3.82(x/1000)	48%	52%	=0.74(x/1000)+3.25	52%	48%	=10.34(x/1000)	

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
Land Ose	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	In	Out	Total
Retail	1.82 ppl/veh	22 ppl/hr	13 ppl/hr	35 ppl/hr	144 ppl/hr	156 ppl/hr	300 ppl/hr	164 ppl/hr	153 ppl/hr	317 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Uso	Land Use Mode	Split AM	AM Peak Ho	ur		PM Peak	Hour	Saturday Peak Hour			
Land Ose	Wiode	Split	In	Out	Total	In	Out	Total	In	Out	Total
Retail	Auto	90%	20 ppl/hr	12 ppl/hr	32 ppl/hr	130 ppl/hr	140 ppl/hr	270 ppl/hr	148 ppl/hr	137 ppl/hr	285 ppl/hr
Retail	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Retail	Bike	2%	0 ppl/hr	1 ppl/hr	1 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr
Retail	Walk	8%	2 ppl/hr	1 ppl/hr	3 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	13 ppl/hr	12 ppl/hr	25 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
Land Ose	(from 2017 NHTS, Table 16)		Out	Total	In	Out	Total	In	Out	Total
Retail	1.82 ppl/veh	11 veh/hr	7 veh/hr	18 veh/hr	71 veh/hr	77 veh/hr	148 veh/hr	81 veh/hr	76 veh/hr	157 veh/hr

Trip Gen Summary for Existing Grocer

Mode		AM Peak Ho	ur		PM Peak	Hour		Saturday Pea	k Hour
Widde	In	Out	Total	In	Out	Total	In	Out	Total
Auto	11 veh/hr	7 veh/hr	18 veh/hr	71 veh/hr	77 veh/hr	148 veh/hr	81 veh/hr	76 veh/hr	157 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Bike	0 ppl/hr	1 ppl/hr	1 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr
Walk	2 ppl/hr	1 ppl/hr	3 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	13 ppl/hr	12 ppl/hr	25 ppl/hr

Trip Gen Su	ımmary by Laı	nd Use/Mod	e (90% Auto)							
Mode	Land Use		AM Peak Hou	r		PM Peak Ho	ur	9	Saturday Peak I	Hour
Mode	Land Ose	In	Out	Total	In	Out	Total	In	Out	Total
Auto	Residential	18 veh/hr	50 veh/hr	68 veh/hr	53 veh/hr	34 veh/hr	87 veh/hr	45 veh/hr	46 veh/hr	91 veh/hr
Auto	Grocery	37 veh/hr	26 veh/hr	63 veh/hr	100 veh/hr	96 veh/hr	196 veh/hr	87 veh/hr	82 veh/hr	169 veh/hr
Auto	Total	55 veh/hr	76 veh/hr	131 veh/hr	153 veh/hr	130 veh/hr	283 veh/hr	132 veh/hr	128 veh/hr	260 veh/hr
Transit	Residential	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr
Transit	Grocery	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Transit	Total	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr
Bike	Residential	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Bike	Grocery	2 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Bike	Total	2 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
Walk	Residential	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Walk	Grocery	6 ppl/hr	4 ppl/hr	10 ppl/hr	16 ppl/hr	16 ppl/hr	32 ppl/hr	14 ppl/hr	13 ppl/hr	27 ppl/hr
Walk	Total	7 ppl/hr	6 ppl/hr	13 ppl/hr	18 ppl/hr	17 ppl/hr	35 ppl/hr	16 ppl/hr	14 ppl/hr	30 ppl/hr

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C: Alley Operation Study	





TECHNICAL MEMORANDUM

To: Aaron Zimmerman

Cc: Josh Posnick
Will Lansing
Shane Dettman

From: Vinay Varadarajan

Daniel Solomon, AICP

Erwin Andres

Date: February 5, 2019

Subject: Lady Bird - Alley Operation Study

DDOT - PSD

Mill Creek Residential Trust Valor Development Holland & Knight

This memorandum contains a supplemental analysis of the Lady Bird project as it relates to the operations of the north-south alley that abuts the site which will serve the project and the Spring Valley Shopping Center. This memorandum is supplemental to the Comprehensive Transportation Review (CTR) that was submitted in November 2017.

The Site is the proposed Lady Bird development located at the corner of 48th Street and Yuma Street in American University Park in Northwest Washington, DC. The Site is generally bounded by Yuma Street to the north, 48th Street to the east, segments of a public and private alley to the south, and a public alley to the west. A study of the north-south alley ("the Alley") which connects Yuma Street and Massachusetts Avenue was prepared in order to better understand the existing operations and the potential impacts that the Lady Bird development might have on the Alley's future operations. The Spring Valley Shopping Center ("SVSC") abuts the Alley to the west. As part of the Lady Bird development, a number of improvements to the Alley have been proposed which will improve alley operations over existing conditions. The Applicant has committed to implement improvements by widening the area available for Alley uses to a total width of 35 feet, as shown in Figure 5. The 35 feet of alley will include a 12-foot trash enclosure, a 20-foot drive-aisle, and a three (3) foot delineated pedestrian path. The widening of the alley will be made possible by the Applicant providing 10 feet (3 feet for the sidewalk and 7 feet for the paved alley) within the site to public use.

The following conclusions have been made regarding operations in the Alley:

- No incidences of alley blockages were observed over the two-day 30-hour study period due to the presence and operations of deliveries in the Alley. The Alley was empty of delivery vehicles approximately 55% of the time.
- The prevailing operations of the Alley are aligned with commercial deliveries that primarily take place in the early hours of the morning. The redevelopment of the Lady Bird site will vacate the existing retail tenants on its site and replace them will a full-service grocer that would use loading facilities that are internal to the proposed development. Thus, as a result of the redevelopment of the Lady Bird site, there will be a reduction in deliveries that currently take place in the Alley or on Yuma Street of 52%.
- Proposed improvements to the Alley include consolidating recycling and trash receptacles belonging to the SVSC, reducing the number of trucks that can be expected to service the Alley and reducing the number of protruding objects in the Alley.
- The Applicant will implement a Loading Management Plan that will minimize impacts to existing Alley operations.

• The Applicant will continue working with the ANC and DDOT to coordinate solutions for operational issues that exist in the Alley.

ALLEY OPERATION STUDY

In addition to the typical traffic study elements outlined in DDOT's CTR standards, this memorandum includes a study of alley operations. The Applicant has chosen to undertake this effort in order to ensure that the development's garage and loading will function effectively given current traffic conditions in the public alley that the proposed development's loading facilities and garage abut, as well as to address concerns expressed by neighbors of the project who use the public alley, particularly regarding the existing loading activities that take place there.

Data Collection

Data was collected relating to alley activity from 6:00AM to 9:00PM on Tuesday, January 29th, 2019 and from 6:00AM to 9:00PM on Wednesday, January 30th, 2019. The study covered the section of public alley that lies to the west of the site, beginning at Yuma Street NW to the north and connecting to Massachusetts Avenue NW to the south. This section of alley is approximately 390 feet in length. The approximate extent of the alley study area is shown in yellow on Figure 4.

The data collection process involved collecting video spanning the two study periods, totaling 30 hours (15 hours per day over a two-day period). This video data was used to determine the level of truck activity within the alley study area. Each truck entering, maneuvering within, or departing the alley study area was recorded and categorized by truck type/size and direction of travel. Timestamps denoting the start and end times of each maneuver were also recorded, from which the dwell time could be determined, which is defined as the amount of time a vehicle took to traverse the alley study area including the time spent unloading or loading. Raw tabulated data is included as a technical attachment.

Deliveries in the Alley

In general, deliveries within the alley study area were relatively low. As shown in Table 1 over the 30 hours of data collection a total of 65 delivery vehicles made deliveries to either the SVSC or to an existing retail tenant on the Lady Bird site. Of those 65 deliveries, 17 deliveries were made curbside on Yuma Street and 48 deliveries were made in the Alley, and 31 deliveries were made to the SVSC as compared to 34 deliveries to existing retail tenants on the Lady Bird site. The busiest hour of delivery activity occurred from 8:30AM to 9:30AM on the first day of data collection and saw a total of 8 delivery vehicles arrive and depart over the course of that hour (or approximately one vehicle every 7 minutes and 35 seconds on average). Figure 1 shows the number of delivery vehicles servicing either the retail tenants of the Lady Bird site or the SVSC on the first day of data collection and Figure 2 shows the number of delivery vehicles servicing either the retail tenants of the Lady Bird site or the SVSC on the second day of data collection. Please note that this tabulation includes the 17 deliveries that took place on Yuma Street and not just those that took place in the Alley.

Table 1: Alley Traffic Summary Statistics

	Day 1	Day 2 Wednesday January 30 2019 6:00 AM-9:00 PM		
	Tuesday Jan 29 2019			
Statistic	6:00 AM-9:00 PM			
Total Deliveries	34	31		
To SVSC	16	15		
To Existing Lady Bird Tenants	18	16		
Peak Hour	08:30 AM - 09:30 AM	06:30 AM - 07:30 AM		
Total Deliveries	8	7		

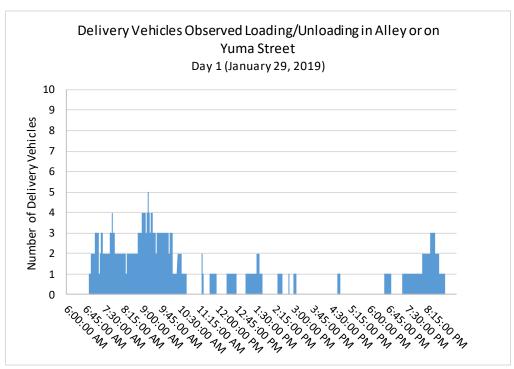


Figure 1: Delivery Vehicles Observed Servicing SVSC or Lady Bird Site from Alley and Yuma Street (Day 1)

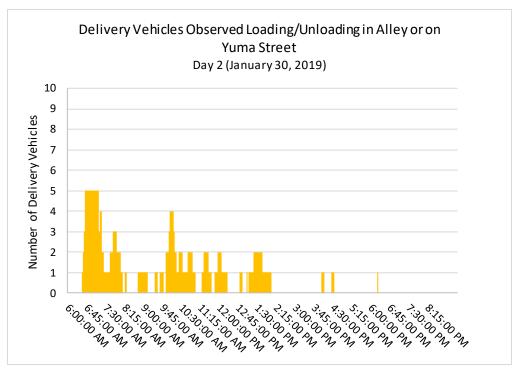


Figure 2: Delivery Vehicles Observed Servicing SVSC or Lady Bird Site from Alley and Yuma Street (Day 2)

The vehicle type and length of each delivery vehicle was recorded and is shown in Figure 3. As can be seen, the majority of delivery vehicles (97 percent) recorded over the 30 hours of data collection were 40-feet long or less and were able to

navigate the Alley in order to make a delivery. Two 50-foot tractor-trailers were observed making deliveries curbside on Yuma Street.

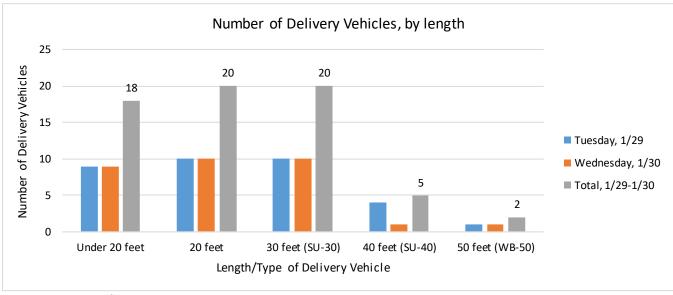


Figure 3: Number of Delivery Vehicles, by Length

An analysis of the tabulated delivery activity shows that most often one or fewer deliveries are being made in the Alley, and that on average the Alley is empty of delivery vehicles over 55 percent of the time, as shown in Table 2.

Table 2: Incidence of Multiple Deliveries in the Alley

Table 1. Indiacine of manaple benteries in the Amey										
	Day 1 Tuesday Jan 29 2019			Day 2						
				Wedne	sday January	30 2019				
Number of Delivery Vehicles	6:00 AM-9:00 PM			6:00 AM-9:00 PM						
0 vehicles	437 min	57 sec	(48.7%)	554 min	00 sec	(61.6%)				
1 vehicles	210 min	53 sec	(23.4%)	182 min	31 sec	(20.3%)				
2 vehicles	138 min	42 sec	(15.4%)	96 min	09 sec	(10.7%)				
3 vehicles	90 min	19 sec	(10.0%)	23 min	02 sec	(2.6%)				
4+ vehicles	20 min	24 sec	(2.3%)	12 min	07 sec	(1.3%)				

The proposed Lady Bird development would vacate the existing retail tenants on its site and replace them will a full-service grocer that would use loading facilities that are internal to the proposed development. Thus, as a result of the redevelopment of the Lady Bird site, there will be a reduction in deliveries that currently take place in the Alley or on Yuma Street of 52%. In addition, data shows that the majority of deliveries that will continue to take place in the Alley will do so between the hours of 6:30AM and 9:30AM which are outside of the expected peak hours of a grocer.

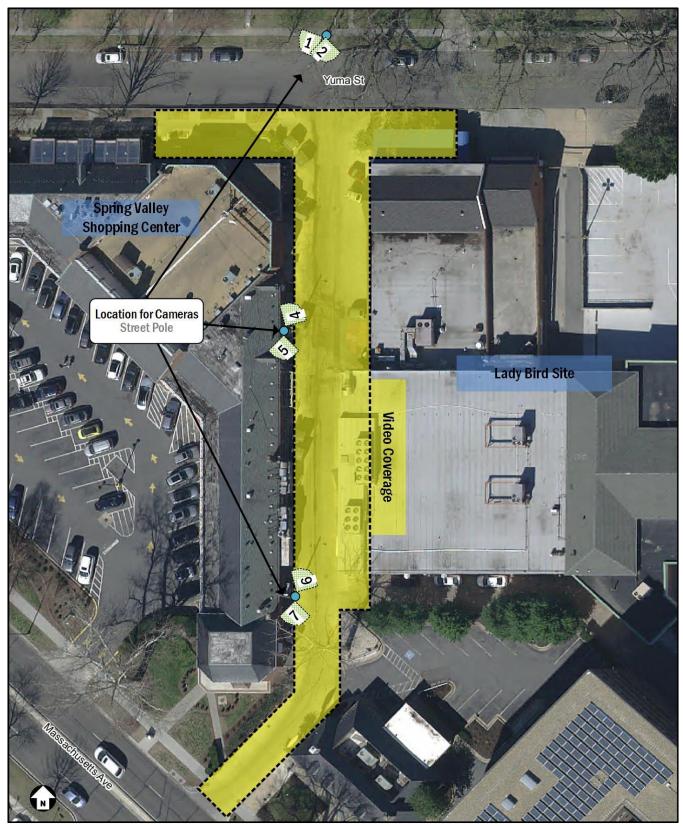


Figure 4: Alley Video Coverage

Improvements to the Alley

As part of the Lady Bird development, a number of improvements to the Alley have been proposed which will improve alley operations over existing conditions. The Applicant has committed to implement improvements by widening the Alley to a total width of 35 feet, as shown in Figure 5. The 35 feet of alley will include a 12-foot trash enclosure, a 20-foot drive-aisle, and a three (3) foot delineated pedestrian path. The widening of the alley will be made possible by the Applicant providing 10 feet (3 feet for the sidewalk and 7 feet for the paved alley) within the site to public use.

Waste/Trash Pickup

Under existing conditions two garbage trucks were observed servicing the Alley, both on the second day of data collection. One garbage truck serviced the SVSC and the second garbage truck serviced an existing retail tenant of the Lady Bird site. As part of the improvements proposed by the Applicant, the consolidation of the SVSC's recycling containers into a single enclosure will reduce the number of protruding objects that line the public alley. This will also have the effect of reducing the number of trucks entering and existing the alley by consolidating the hauling of recycling from the Alley to a single provider. In addition, the consolidation of the SVSC's waste receptacles into a single enclosed compactor will further reduce the number of truck trips needed to haul trash generated by the SVSC.

Loading Management Plan

To offset any potential impacts to the existing alley system the Applicant has agreed to implement a Loading Management Plan, the conditions of which are:

- A loading dock manager will be designated by the building management. The dock manager will coordinate with vendors and tenants to schedule deliveries and will be on duty during delivery hours.
- All tenants will be required to schedule deliveries that utilize the loading docks defined here as any loading operation conducted using a truck 20' in length or larger.
- Commercial deliveries will be scheduled between 7 AM 7 PM (7 days a week), and discouraged from making deliveries after 4PM on weekdays
- Waste collection (both commercial & residential) allowed 7 AM 4 PM (7 days a week)
- Residential move-ins/outs allowed 9 AM 4 PM (7 days a week)
- The dock manager(s) will schedule deliveries such that the dock's capacity is not exceeded. In the event that an
 unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time
 when a berth will be available so as to not impede the drive aisle that passes in front of the loading dock.
- The dock manager(s) will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing
 the loading dock do not block vehicular traffic except during those times when a truck is actively entering or exiting
 the alley.
- The loading manager(s) will monitor the alley to keep the designated loading areas clear for deliveries, keep the alley from being blocked due to vehicle loading/unloading activity, and enforce the no parking restrictions.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle
 operation including but not limited to DCMR 20 Chapter 9, Section 900 (Engine Idling), the regulations set forth in

DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.

- The Applicant has agreed to continue coordination with DDOT and Spring Valley Shopping Center (Lot 802 and 803) regarding loading operations for the Spring Valley Shopping Center site.
- All trash bins and dumpsters belonging to Spring Valley Shopping Center (Lot 802 and 803) currently located along Yuma Street NW will be relocated to the alley and placed in the proposed enclosures.
- Trucks traveling to the Spring Valley Shopping Center will be directed not to pick-up or drop-off on Yuma Street NW and will be directed to use the rear alley network.

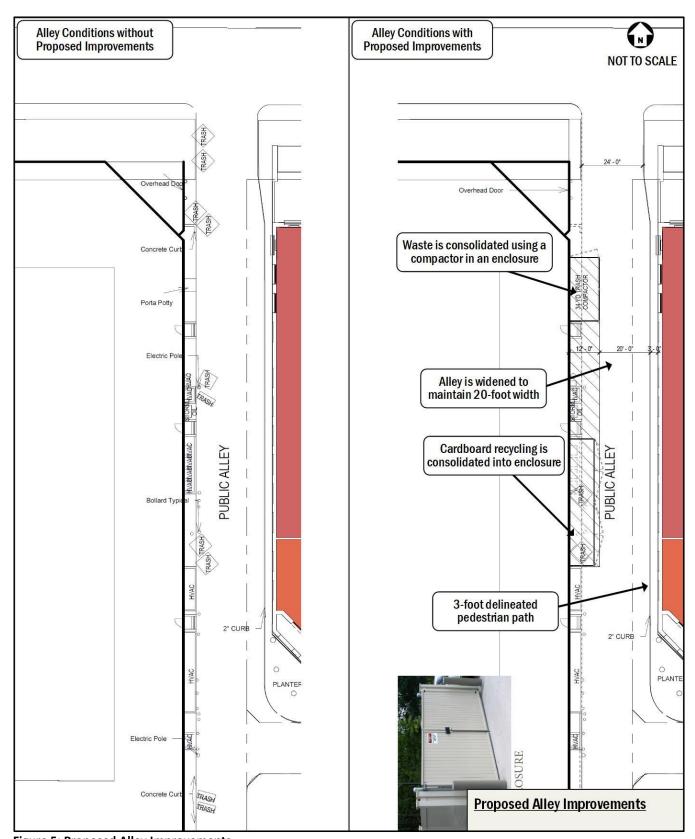


Figure 5: Proposed Alley Improvements

Conclusions

No incidences of alley blockages were observed over the two-day 30-hour study period due to the presence and operations of deliveries in the Alley. The Alley was empty of delivery vehicles approximately 55 percent of the time. The prevailing operations of the Alley are aligned with commercial deliveries that primarily take place in the early hours of the morning outside of the expected peak hour of the proposed grocer on the Lady Bird site. The proposed Lady Bird development would vacate the existing retail tenants on its site and replace them will a full-service grocer that would use loading facilities that are internal to the proposed development. Thus, as a result of the redevelopment of the Lady Bird site, there will be a reduction in deliveries that currently take place in the Alley or on Yuma Street of 52%.

The majority of delivery vehicles observed making deliveries (63 of 65 delivery vehicles) over the two-days of data collection were approximately 40-feet or less and were able to successfully navigate the Alley while making a delivery. Two 50-foot tractor-trailers were observed making deliveries curbside on Yuma Street to existing tenants of the SVSC. Given the geometric constraints of the Alley, the Applicant will continue coordinating with existing and future tenants of the SVSC to minimize the number of deliveries that are made curbside on Yuma Street.

Proposed improvements to the Alley as part of the Lady Bird development include consolidating recycling and trash receptacles belonging to the SVSC, reducing the number of trucks that can be expected to service the Alley and reducing the number of protruding objects in the Alley. The Applicant has committed to implement improvements by widening the Alley to a total width of 35 feet, to include a 12-foot trash enclosure, a 20-foot drive-aisle, and a three (3) foot delineated pedestrian path. The widening of the Alley will be made possible by the Applicant providing 10 feet (3 feet for the sidewalk and 7 feet for the paved alley) within the site to public use.

The Applicant is committed to working with the community, DDOT, and others nearby to ensure minimal impacts to existing Alley operations.

	G
D: Draft Parking Management Plan	



TECHNICAL MEMORANDUM

To: Aaron Zimmerman

Cc: Josh Posnick

Will Lansing

From: Daniel Solomon, AICP

Erwin Andres

Date: July 3, 2019

Subject: The Lady Bird PUD

Parking Management Plan

DDOT-PSD

Mill Creek Residential Trust

Valor Development



This Parking Management Plan (PMP) supplements the Comprehensive Transportation Report (CTR) for the Lady Bird Planned Unit Development (PUD), by providing specific details regarding layout of the garage, parking access and controls, car-share parking, the American University parking covenant, parking rates, bicycle parking, and enforcement.

Garage Layout

The proposed Lady Bird parking garage will be divided into three (3) levels as follows:

Level	Parking Spaces	User Group(s)
G1	86	Grocery/Retail
G2	121	Residential
G2	56	American University Parking*
G3	107	Residential
Total	370	

^{*}parking for monthly pass holders from American University

Access and Garage Controls

Vehicular access to the parking garage will be from the east-west alley along the southern side of the Lady Bird development. A rolling garage door will control access from the alley to the G1 Level of the below-grade parking garage. The door will be open during the grocer/retail hours of operation and closed outside of those hours, with access still possible to those in possession of a transponder.

<u>G1 Level</u> – Access to the grocer/retail parking, located on the G1 Level and containing 86 parking spaces, will be controlled via a fare gate with entry station/terminal (ticket dispenser) at the bottom of the ramp leading to the G1 Level. Up to four (4) of the parking spaces on the G1 Level will be dedicated for car-sharing services to use.

<u>G2 Level</u> – Access to the G2 Level will be controlled by a gate arm using a transponder which will be provided to each resident that chooses to lease a parking space or those that hold a monthly parking pass from American University. The G2 Level of parking will contain 177 parking spaces, 121 parking spaces of which will be for residential use and 56 parking spaces for

monthly parking pass holders from American University. The transponder used to access the G2 Level will allow vehicles to pass through the G1 Level fare gates without payment.

<u>G3 Level</u> – Access to the G3 Level will be controlled via a transponder and gate system similar to the one on the G2 Level. Only those that have leased a residential parking space will have access to the 107 parking spaces on the G3 Level. The transponder used to access the G3 Level will allow vehicles to pass through the G1 Level fare gates without payment.

American University Parking Covenant Considerations

An existing covenant between American University and the site lot requires the Lady Bird development to carry forth 236 non-exclusive parking spaces for the use of American University. American University has agreed to lease 180 parking spaces back to the Applicant, reducing the number of spaces available to American University pass holders to 56 parking spaces.

The 56 parking spaces will be available to parking pass holders of American University, in addition to the 269 parking spaces already available in the below-grade parking garage belonging to the AU Administrative Building. As of July 2019, a monthly parking pass at American University costs \$126. Table 1 reflects this arrangement where American University has access to only 56 parking spaces.

Parking Rates

The parking rate structure for the parking garage will be determined and reviewed regularly by the developer. Parking is planned to be priced at the market-rate (within 0.25 miles of the development).

Reserved residential parking will be available to residents of the development wishing to lease a monthly parking space. The cost of a reserved residential parking space will be unbundled from the cost of lease or purchase of each unit.

Allocation of Parking Spaces

The allocation of parking spaces to the various user groups (retail/residential/AU pass holders) within the below-grade garage will be reviewed regularly by the building owner and/or property management company to ensure that the parking demand of each user group is met, and impact to on-street parking is minimized.

Enforcement

The building owner and/or property management company will have a contract with a towing company to remove improperly parked vehicles from the site, such as unauthorized vehicle parking in an ADA or improper parking space.

Bicycle Parking

A total of 83 long-term bicycle spaces will be located in the below-grade parking garage, with at least 50% of the long-term bicycle parking spaces being located in the G1 Level or ground floor of the development.

Gorove/Slade www.goroveslade.com

	G
E: DETAILED BUS STOP INVENTORY	

Location	Stop ID	Buses Served	Type of Service	Site Condition
Massachusetts Ave NW & Albemarle St NW - NB	1002480	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, no seating, no shelter, trash receptacle
Massachusetts Ave NW & 50th St NW - SB	1002473	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, poor lighting, information case, no seating, no shelter, trash receptacle
Massachusetts Ave NW & Yuma St NW - NB	1002443	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, poor street lighting, no information case, seating, shelter, system map, trash receptacle
Massachusetts Ave NW & 49th St NW - SB	1002432	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, poor lighting, no information case, no seating, no shelter, trash receptacle
Massachusetts Ave NW & 48th St - NB	1002407	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, poor street lighting, no information case, no seating, no shelter, trash receptacle
Massachusetts Ave NW & Fordham - SB	1002411	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, seating, shelter, system map, trash receptacle
Massachusetts Ave NW & Van Ness St - NB	1002387	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, no seating, no shelter
Massachusetts Ave NW & Van Ness St - SB	1002388	N4, N6	Basic	Sign, ADA clearance, acceptable sidewalk clearance, street lighting, information case, no seating, no shelter, trash receptacle

	٥
F: VEHICULAR DATA COLLECTION	

Analysis Period: STUDY_PERIOD

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

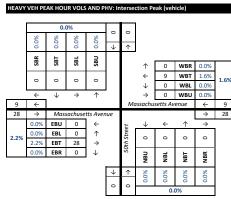
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

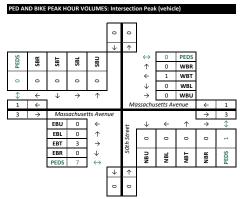
Volumes Displayed as: 1. Intersection Peak (vehicle)

Location Washington, DC Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

	Intersection:	1.	/50th	Street 8	k Massa	chusett	s Aven	ue													
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	to 08:00 AM	0	0	0	0	0	0	3	110	0	0	0	4	0	0	2	0	0	285	22	0
	to 08:15 AM	0	0	0	0	0	0	0	119	0	0	0	3	0	1	5	0	0	324	8	0
	to 08:30 AM	0	0	0	0	0	0	1	153	0	1	0	6	0	0	0	0	0	309	7	0
	to 08:45 AM to 09:00 AM	0	0	0	0	0	0	1 5	145 147	0	0	0	8 9	0	0	0	0	0	337 280	14 13	0
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	to 07:15 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	4	0	
07:15 AM	to 07:30 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	3	0	
07:30 AM	to 07:45 AM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	12	0	
	to 08:00 AM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	5	1	
	to 08:15 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	11	0	
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DATA COLLECTION NOTES :

08:00 AM to 09:00 AM INT. PEAK HR (BIKES)

 Analysis Period:
 STUDY_PERIOD
 06:

 Date of Counts:
 Tuesday, March 26, 2019

 Weather:
 Partly Cloudy

06:30 AM to 09:30 AM

 Volumes Displayed as: 1. Intersection Peak (vehicle)

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

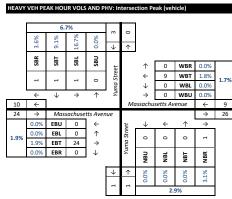
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

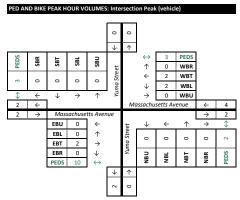
 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

Location Washington, DC
Data Source: Gorove/Slade Associates, Inc.

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08:00 AM to 09:00 AM 0 1 1 1 0 0 9 0 0 0 0 1 0 0 24 0 0 1 Heavy Vehicle % (PHV): 0.0% 16,7% 9.1% 3.6% 6,7% 0.0% 0.0% 1.8% 0.0% 1.7% 0.0% 0.0% 0.0% 1.3% 0.0% 1.9% MT. PEAK HR (HV ONLY)				3					9					1					24		
Heavy Vehicle % (PHV) 0.0% 16.7% 9.1% 3.6% 6.7% 0.0% 0.0% 0.0% 0.0% 1.8% 0.0		0	-	1	1		0		-	0		0		_	1		0		1	0	
O7:30 AM to 08:30 AM O 1 1 0 0 0 12 0 0 0 0 0 0 0 0 0		_	-	_	_	6.7%	_	_	_	_	1.7%	_	_	_	3.1%	2.9%		_	_	_	1.9%
Heavy Vehicle % (PHV)			_	i				1	1				_	_				_	1		
Direction: Southbound Westbound Northbound Eastbound Southbound Westbound Northbound Eastbound Westbound West		_	-	_	_	6.000	-	_	_	-	3.70/	_	_	_	-	0.004		_			3.50/
Second Process Proce		0.0%	_			6.8%	0.0%	_	_	_	2.7%	0.0%				0.0%	0.0%	_	_	_	2.5%
Movement: U Left Thru Right U Right U Left Thru Right U Right U Right Right U Right Righ																					
06:30 AM to 06:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							U					U					U				
07:00 AM to 07:15 AM								0	0			0		0			0		0	0	
07:15 AM to 07:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		-	-	-	-		-	_	_	-		-	-	-	-		-	-	-	-	
07:30 AM to 07:45 AM							l														
07:45 AM to 08:00 AM																					
08:00 AM to 08:15 AM							-														
08:15 AM to 08:30 AM		0	0	0	0		0	1	0	0		0	0	0	0		0	0	1	0	
08:45 AM to 09:00 AM	08:15 AM to 08:30 AM	0						0	0			0	0	0	0		0	0	0	0	
09:00 AM to 09:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																					
09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALV VEH) 0 4 0 10:00 AM to 09:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 INT. PEAK HR (BIKES) 0 4 0 2																					
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:45 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:30 AM to 11:45 AM 11:45 AM to 11:00 AM 11:00 AM to 11:45 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALV VEH) 0 4 0 2 INT. PEAK HR (BIKES) 0 4 0 2		-	-	-	-		-	-	-	-		-	-		-		-	-		-	
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (BILE VEH) 0		ľ	U	U	U		"	U	U	U		ľ	U	U	U		ľ	U	2	U	
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:30 AM 10:30 AM to 10:45 AM 11:00 AM to 11:30 AM 11:15 AM to 11:30 AM INT. PEAK HR (BIKES) 0 4 0 2 0 1NT. PEAK HR (BIKES) 0 4 0 2							ĺ														
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALU VEH)	10:00 AM to 10:15 AM											l									
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 11:15 AM to 11:30 AM 10:15 AM to 9:00 AM 10:00 AM to 9:00 AM												l									
11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0							ĺ														
11:15 AM to 11:30 AM INT. FEAK HR (ALL VEH) 0 4 0 2 08:00 AM to 09:00 AM 0 0 0 0 0 2 0 INT. PEAK HR (BIKES) 0 4 0 2												l									
INT. PEAK HR (ALL VEH) 0 4 0 2 08:00 AM to 09:00 AM 0 0 0 0 2 2 0 0 0 0 0 2 0 INT. PEAK HR (BIKES) 0 4 0 2 2 0 0 0 0 0 2 0												l									
08:00 AM to 09:00 AM 0 0 0 0 0 0 2 2 0 0 0 0 0 0 2 0 INT. PEAK HR (BIKES) 0 4 0 2				0					4					0					2		
			0	0	0		0	2	2	0		0	0	0	0		0	0	2	0	
US:UU AM																					
	08:00 AM to 09:00 AM	0	0	0	0		0	2	2	0		0	0	0	0		0	0	2	0	

VEHICL	E PEAK	HOUR	OLS AN	ID PHF	Inter	sectio	n Peak	vehicle	:)		
		0.	87		45	1	l				
	0.78	69:0	0.38	n/a	4 →	<u> </u>					
	SBR	SBT	SBL	SBU	et			0	WBR	n/a	
	28	1		_	Yuma Street		\leftarrow	494	WBT	0.86	0.86
	2	11	9	0	ma		\downarrow	25	WBL	0.57	0.86
	+	\	\rightarrow	1	γn		\rightarrow	0	WBU	n/a	
524	+					М	issachu	setts Av	enue	←	519
1242	\rightarrow	Mas	sachuse	tts Aver	nue					\rightarrow	1276
	n/a	EBU	0	←		et		←	1	\rightarrow	
0.95	0.25	EBL	1	1		Yuma Street	0	2	0	32	
0.55	0.95	EBT	1238	\rightarrow		ша	_			9	
	0.38	EBR	3	\		γ,	NBU	NBL	NBT	NBR	
					V	↑	e/u	0.25	e/u	0.89	
					39	34			94		





1. 49th Street & Massachusetts Avenue

Left Thru Right Peds

0

0 1

0 0

0 0

2 2

2

Ω 0 3 63

0

3

Southbound

49th Street

Project Name : Lady Bird Project # : 2557-003

0

0 4

0

Intersection:

Direction:

Roadway

06:30 AM to 06:45 AM

06:45 AM to 07:00 AM

07:00 AM to 07:15 AM

07:15 AM to 07:30 AM

07:30 AM to 07:45 AM

07:45 AM to 08:00 AM

08:00 AM to 08:15 AM

08:15 AM to 08:30 AM

08:30 AM to 08:45 AM

08:45 AM to 09:00 AM

09:00 AM to 09:15 AM

09:15 AM to 09:30 AM

09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)

08:00 AM to 09:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM 10:30 AM to 10:45 AM

10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM

08:00 AM to 09:00 AM INT. PEAK HR (HV ONLY)

 INT. PEAK HR (ALL VEH)
 1

 00 AM to 09:00 AM
 0
 1
 0
 0

 Heavy Vehicle % (PHV):
 0.0%
 2.4%
 0.0%
 0.0%
 1.6%

Overall

0.97

Peak Hour

Factor (PHF)

ALL VEHICLES

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 06:30 AM to 09:30 AM

1283

0 124 1093 66

U Left Thru Right n/a 0.89 0.94 0.83

23

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

Volumes Displayed as: 1. Intersection Peak (vehicle)

User-Defined Peak Hour: 07:30 AM to 08:30 AM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

3

9

0 42 19 3

Left Thru Right SB 0.75 0.79 0.38 **0.80**

Weather: Partly Cloudy

Westbound

44

44

82

101

100

143

135

105

111 10

555

6 18 500 31

U Left Thru Right WB 0.75 0.75 0.87 0.55 **0.90**

23

1 122

0

Northbound Eastbound Massachusetts Avenue 49th Street Massachusetts Avenue VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle) Left Thru Right Peds Left Thru Right Left Thru Right Peds 80 0 0 6 0 0 130 14 0 0 10 175 1 200 10 8 0 9 17 240 11 0 10 0 27 266 16 273 17 0 24 291 11 0 15 19 35 34 286 18 0 21 243 20 12 38 213 4 0 16 0 0 41 217 16

18

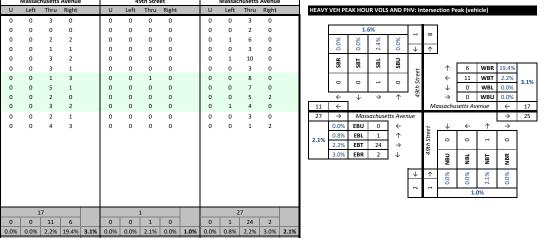
101

0 52 47 2

U Left Thru Right NB n/a 0.62 0.62 0.50 **0.72**

		0.	80		64	202					
	0.38	62.0	0.75	n/a							
	0	0	0	u	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU							
	•,	•,	•,	5	et		\uparrow	31	WBR	0.55	
		19	42	0	Stre		\leftarrow	500	WBT	0.87	0.90
	,	-	4	_	49th Street		\downarrow	18	WBL	0.75	0.50
	+	\	\rightarrow	1	45		\rightarrow	6	WBU	0.75	
555	Α					Mo	issachu	setts Av	enue	+	555
1283	\rightarrow	Mas	sachuse	tts Aver	ue					\rightarrow	1143
1283	→ n/a	Mas:	sachuse 0	tts Aver ←	iue	et	V	←	↑		1143
	_				nue	street				→	1143
0.95	n/a	EBU	0	←	nue	9th Street	0	52 ↑	47 →	\rightarrow	1143
	n/a 0.89	EBU EBL	0 124	←	nue	49th Street	0	52	47	2 4	1143
	n/a 0.89 0.94	EBU EBL EBT	0 124 1093	← ↑ →	nue	49th Street				→	1143
	n/a 0.89 0.94	EBU EBL EBT	0 124 1093	← ↑ →	nue ↓	→ 49th Street	NBU 0	NBL 52	NBT 47	NBR 2 4	1143
	n/a 0.89 0.94	EBU EBL EBT	0 124 1093	← ↑ →			0	52	47	2 4	1143

HEAVY	Direction:		So	uthbou	nd		W	estbou	nd		No	orthbou	nd		Е	astbour	ıd
VEHICLES	Roadway:		49	th Stre	et		Massac	husetts	Avenue		49	th Stre	et		Massac	husetts	Avenue
(FHWA 4+)	Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM	to 06:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
06:45 AM	to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:00 AM	to 07:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	6	0
07:15 AM	to 07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0
07:30 AM	to 07:45 AM	0	0	0	0	0	0	3	2	0	0	0	0	0	1	10	0
07:45 AM	to 08:00 AM	0	1	0	0	0	0	3	1	0	0	0	0	0	0	3	0
08:00 AM	to 08:15 AM	0	0	0	0	0	0	1	3	0	0	1	0	0	0	8	0
08:15 AM	to 08:30 AM	0	0	0	0	0	0	5	1	0	0	0	0	0	0	7	0
08:30 AM	to 08:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	2
08:45 AM	to 09:00 AM	0	1	0	0	0	0	3	2	0	0	0	0	0	1	4	0
09:00 AM	to 09:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0
09:15 AM	to 09:30 AM	0	0	0	0	0	0	4	3	0	0	0	0	0	0	1	2
09:30 AM	to 09:45 AM																
09:45 AM	to 10:00 AM																



07:30 AM to 08:30		0	1	0	0		0	0	12	/		0	0	1	0		0	1	28	0	
Heavy Vehicle % (PHV):	0.0%	2.9%	0.0%	0.0%	1.9%	0.0%	0.0%	2.9%	25.9%	4.2%	0.0%	0.0%	2.8%	0.0%	1.5%	0.0%	1.0%	2.6%	0.0%	2.4%
Direc	tion:		Sc	outhbou	ınd			V	Vestbou	ınd			No	orthbou	nd			Е	astboun	d	
BICYCLES Road	way:		4	9th Stre	et			Massac	husetts	Avenue			49	9th Stre	et			Massac	nusetts	Avenue	
Mover	nent:	U	Left	Thru	Right		U	Left	Thru	Right		J	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45	AΜ	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00	AΜ	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15	AΜ	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to 07:30	AΜ	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45	AΜ	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
07:45 AM to 08:00	AΜ	0	1	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15	AΜ	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30	AΜ	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to 08:45	AΜ	0	0	1	0		0	0	0	0		0	0	1	0		0	1	1	0	
08:45 AM to 09:00	AΜ	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
09:00 AM to 09:15	AΜ	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
09:15 AM to 09:30	AΜ	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
09:30 AM to 09:45	AΜ																				
09:45 AM to 10:00	AΜ																				
10:00 AM to 10:15	AΜ																				
10:15 AM to 10:30	AΜ																				
10:30 AM to 10:45	AΜ																				
10:45 AM to 11:00	AΜ																				
11:00 AM to 11:15	AΜ																				
11:15 AM to 11:30	AΜ																				
INT. PEAK HR (ALL	VEH)			2					2					1				- 2	2		
08:00 AM to 09:00	ΑМ	0	0	2	0		0	0	2	0		0	0	1	0		0	1	1	0	
INT DEAK UD /D	WEC)			1					2												

INT. PEAK HR (BIKES) 1 2 1 4 4 (8):830 AM to 09:30 AM 0 0 0 1 0 0 0 2 0 0 0 1 0 0 1 2 1

19

	ND BIKE	PEAK H	OUR VO	DLUMES	: Inte	rsecti	on Peak	(vehicl	e)		
					2	2					
					\downarrow						
PEDS	SBR	SBT	SBL	SBU			\leftrightarrow	3	PEDS		
Эd	S	S	ıs	3S	et		\uparrow	0	WBR		
23	0	2	0	0	49th Street		\leftarrow	2	WBT		
					eth:		\downarrow	0	WBL		
\$	←	. ↓	\rightarrow	\uparrow	4		\rightarrow	0	WBU		
2	←					Mo	issachu	setts Av	enue	←	2
2	\rightarrow	Mass	achuse	tts Aver	nue					\rightarrow	1
		EBU	0	←		et	\downarrow	←	1	\rightarrow	\$
		EBL	1	1		é					
						St	0	0	Η.	0	22
		EBT	1	→		9th St	0	0	1	0	23
		EBR	0	→		49th Street					
		_		\rightarrow		49th St	OBN 0	NBL 0	NBT 1	NBR 0	PEDS 23
		EBR	0	→	\rightarrow	→ 49th St					
		EBR	0	→	2 ←						

1. Alley/ & Massachusetts Aver

Southbound

Project Name : Lady Bird Project #: 2557-003

Intersection:

Direction:

08:00 AM to 08:15 AM

08:15 AM to 08:30 AM

08:30 AM to 08:45 AM

08:45 AM to 09:00 AM

09:00 AM to 09:15 AM

09:15 AM to 09:30 AM

09:30 AM to 09:45 AM

09:45 AM to 10:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM

10:30 AM to 10:45 AM

10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)

08:00 AM to 09:00 AM

INT. PEAK HR (BIKES) 08:30 AM to 09:30 AM 0 0 0 0

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

Volumes Displayed as: 1. Intersection Peak (vehicle)

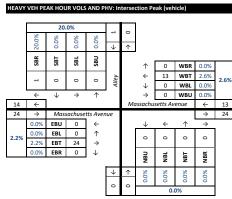
User-Defined Peak Hour: 07:30 AM to 08:30 AM

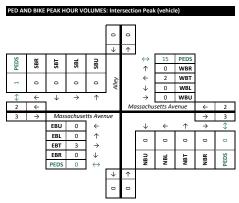
Location Washington, DC Data Source: Gorove/Slade Associates, Inc. Weather: Partly Cloudy

Westbound

ALL VEHICLES Roadway Alley Massachusetts Avenue Massachusetts Avenue Thru Left Thru Right Peds Left Thru Right Peds 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0 0 5 0 0 506 1 0 0 0 0 0 1103 0 08:00 AM to 09:00 AM Thru Right n/a 0.63 Peak Hour Overall Left SB Left Thru Right 0.93 0.25 WB U Left Thru Right NB Left Thru 0.92 0.96 n/a Factor (PHF) n/a n/a n/a n/a n/a HEAVY Direction Southbound Westbound Eastbound Massachusetts Avenue VEHICLES Alley Massachusetts Avenu (FHWA 4+) Movement Thru Right Left Left 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM n 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 0 0 1 0 0 0 0 0 0 13 0 0 0 24 0 08:00 AM to 09:00 AM 0.0% | 0.0% | 2.6% | 0.0% | **2.6%** | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% | **2.2%** Heavy Vehicle % (PHV) 0.0% | 0.0% | 0.0% | 20.0% | 20.0% 07:30 AM to 08:30 AM 0 0 0.0% 0.0% 0.0% 33.3% 33.3% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 2.7% 0.0% 2.7% Heavy Vehicle % (PHV) 0.0% 3.8% 0.0% 3.89 Direction Southbound Westbound Eastbound BICYCLES Alley Massachusetts Avenu Massachusetts Avenu Thru Right Left Thru Right Left Thru Right Left Thru Right 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM

VEHICL	E PEAK	HOUR \	/OLS AN	ID PHF:	Inter	sectio	n Peak	(vehicle)		
		0.	63		2	-1	1				
	0.63	n/a	n/a	n/a	- S	1					
	SBR	SBT	18S	SBU			↑	1	WBR	0.25	
	2	0	0	0	Alley		\leftarrow	506	WBT	0.93	0.93
	5)))	Ą		\downarrow	0	WBL	n/a	0.53
	+	\downarrow	\rightarrow	1			\rightarrow	0	WBU	n/a	
511	+					М	assachu	setts Av	enue	←	507
1103	\rightarrow	Mas:	sachuse	tts Aver	nue					\rightarrow	1103
	n/a	EBU	0	←				←	1	\rightarrow	
0.92	n/a	EBL	0	1			0	0	0	0	
0.02	0.92	EBT	1103	\rightarrow							
	n/a	EBR	0	\downarrow			NBU	NBL	NBT	NBR	
					_		z	_			
					→	1	n/a	e/u	n/a	n/a	
					0	0		n	/a		
											ı





DATA COLLECTION NOTES :

0 0 2 0

2 0

0 0

Ω

0 0

0 0

Ω

3 0

Analysis Period: STUDY_PERIOD

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

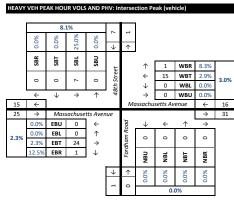
Volumes Displayed as: 1. Intersection Peak (vehicle)

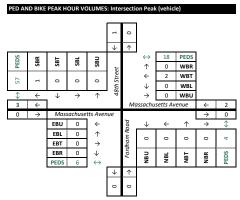
Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Date of Counts: Tuesday, March 26, 2019
Weather: Partly Cloudy User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection:	1.	48th Stre	et/Fordham	Road &	Massac	husetts	Avenue]
ALL Direction:	:		hbound Street				estbound usetts Ave				lorthbou rdham R					astboun husetts		
VEHICLES Movement:			Thru Right	Peds	U	Left	Thru Ri		U	Left	Thru	Right	Peds	U	Left		Right Peds	VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)
06:30 AM to 06:45 AM	0	5	0 1	5	0	0	39		0	2	3	6	0	0	3	80	0 2	
06:45 AM to 07:00 AM	0	3	0 3	4	0	0	43		0	3	3	6	4	0	2	117	8 1	0.90
07:00 AM to 07:15 AM	0	2	0 1	5 5	0	1	66		0	1	2	5	2	0	11 9	167	1 2	77 S 88 s = 1
07:15 AM to 07:30 AM 07:30 AM to 07:45 AM	0	4 7	2 1 7	1	0	1		3 0 9 1	0	5 7	4	10 12	3 2	0	5	191 220	2 4 3 7	
07:45 AM to 08:00 AM	0	6	0 7	10	0	3		3 0	0	3	8	11	3	0	6	262	1 10	## I H
08:00 AM to 08:15 AM	0	8	3 11	3	0	3	121	3 0	0	4	3	14	1	0	12	268	2 12	6 6 8 0 55 ← 518 WBT 0.94
08:15 AM to 08:30 AM	0	8	0 9	1	0	2	125		0	9	5	12	2	0	13	264	5 6	\$ ↓ 11 WBL 0.33
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0	5 7	3 16	1	0	1		5 0	0	10	11	19	0	0	8	264	0 13	← ↓ → ↑ ⁴ → 0 WBU n/a
09:00 AM to 09:15 AM	0	4	3 13 1 5	13	0	5		2 4	0	11	6 3	8 14	3	0	8	232	1 26 2 9	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
09:15 AM to 09:30 AM	0		1 12	9	0	5		4 3	0	7	3	10	2	0	10	209	3 8	n/a EBU 0 ← B ↓ ← ↑ →
09:30 AM to 09:45 AM																		0.95 0.79 EBL 41 ↑ \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
09:45 AM to 10:00 AM																		0.96 EBT 1028 →
10:00 AM to 10:15 AM																		0.40 EBR 8
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM																		
10:45 AM to 11:00 AM																		2
11:00 AM to 11:15 AM																		0.70
11:15 AM to 11:30 AM																		
INT. PEAK HR (ALL VEH)		86		18		54		4			12		6		10		57	
08:00 AM to 09:00 AM	0		9 49	_ CD	0	11		2	0	34	25	53	ND	0		1028	Right EB	
Peak Hour Overall Factor (PHF) 0.95	n/a		Thru Right 0.75 0.77		U n/a	Left 0.55		ght WB 50 0.93	U n/a	Left 0.77	Thru 0.57	Right 0.70	NB 0.70	U n/a	Left 0.79	Thru 0.96	Right EB 0.40 0.95	
HEAVY Direction:			hbound				estbound		Ė		lorthbou					astboun		
VEHICLES Roadway:			Street				usetts Ave				rdham R					husetts /		
(FHWA 4±) Movement:			Thru Right		U	Left		ght	U	Left	Thru	Right		U	Left		Right	HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0	0	0 0		0	0)	0	0	0	0		0	0	5 2	0	8.1%
07:00 AM to 07:15 AM	0	0	0 0		0	0	6		0	0	0	0		0	0	6	0	
07:15 AM to 07:30 AM	0	1	1 0		0	0	1		0	0	0	0		0	0	3	0	0.00%
07:30 AM to 07:45 AM	0	0	0 1		0	0	4	1	0	0	0	0		0	0	10	0	# H
07:45 AM to 08:00 AM	0	2	0 0		0	1	3		0	0	0	0		0	0	5	0	9 1 1000 0.000
08:00 AM to 08:15 AM	0	4	0 0		0	0	-	1	0	0	0	0		0	0	7 9	0	0 0 N 0 S + 15 WBT 2.9%
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	1	0 0		0	0	2		0	0	0	0		0	0	5	0	← ↓ → ↑ † → 0 WBL 0.0% → 0 WBU 0.0%
08:45 AM to 09:00 AM	0	1	0 0		0	0	5)	0	0	0	0		0	0	3	1	15 ← Massachusetts Avenue ←
09:00 AM to 09:15 AM	0	1	0 0		0	0	3)	0	0	0	0		0	0	3	0	25 → Massachusetts Avenue →
09:15 AM to 09:30 AM	0	1	0 0		0	0	5)	0	0	0	0		0	0	4	0	0.0% EBU 0 ← 8 ↓ ← ↑ →
09:30 AM to 09:45 AM																		2,3% 0.0% EBL 0 T \$ 0 0 0
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM																		2.3% EBT 24 → 95 → 1.2.5% EBR 1 ↓ 5 → 1.5 ← 95
10:15 AM to 10:30 AM																		12.5% EBR 1 1 V S S S S S S S S
10:30 AM to 10:45 AM																		→ ↑ % % % % % 000
10:45 AM to 11:00 AM																		
11:00 AM to 11:15 AM																		0.0%
11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH))	7				16	i .				0				21	5		
08:00 AM to 09:00 AM	0	7	0 0	†	0	0	15	1	0	0	0	0		0	0	24	1	
Heavy Vehicle % (PHV)): 0.0%	25.0%	0.0%	8.1%	0.0%	0.0%	2.9% 8.	3% 3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	12.5% 2.3 %	
INT. PEAK HR (HV ONLY)		8		4		19					0				3:			
07:30 AM to 08:30 AM Heavy Vehicle % (PHV)	0		0 1	11 /1%	0 0%	1 12 5%	2 5% 18	8% 4.2%	0.0%	0 0%	0.0%	0.0%	0.0%	0.0%	0.0%	31	0 0.0% 2.9 %	
Direction:	_		hbound	11.4/0	0.070		estbound	4.270	0.070	_	orthbou		0.076	0.070		astboun		
BIGYGLES Roadway:	_		Street				usetts Ave	nue			rdham R			•		husetts		
Movement:			Γhru Right		U	Left	Thru Ri		U	Left	Thru	-		U	Left	Thru		PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)
06:30 AM to 06:45 AM	0	0	0 0		0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM 07:00 AM to 07:15 AM	0	0	0 0		0	0	0)	0	0	0	0		0	0	0	0	4 0
07:15 AM to 07:30 AM	0	0	0 0		0	0)	0	0	0	0		0	0	0	0	↓ ↑
07:30 AM to 07:45 AM	0	0	0 0		0	0	0)	0	0	0	0		0	0	0	0	
07:45 AM to 08:00 AM	0	0	0 0		0	0	1	ס	0	0	0	0		0	0	1	0	9 '
08:00 AM to 08:15 AM	0	-	0 0		0	0	-)	0	0	0	0		0	0	0	0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	0	0 0 0		0	0))	0	0	0	0		0	0	0	0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
08:45 AM to 09:00 AM	0		0 0		0	0)	0	0	0	0		0	0	0	0	3 ← Massachusetts Avenue ←
09:00 AM to 09:15 AM	0	0	0 1		0	0)	0	0	0	0		0	0	0	0	0 → Massachusetts Avenue →
09:15 AM to 09:30 AM	0	0	0 0		0	0	1)	0	0	0	0		0	0	1	0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
09:30 AM to 09:45 AM					1													
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM					1													EBT 0 → \$\begin{pmatrix} \text{g} \\ \text{EBR} \\ \text{0} \\ \text{ \psi} \\ \text{ \psi} \\ \text{ \psi} \\ \text{ \psi} \\ \qquad \qquad
10:15 AM to 10:30 AM					1													EBR 0 ↓
10:30 AM to 10:45 AM																		↓ ↑
10:45 AM to 11:00 AM					1													0 0
11:00 AM to 11:15 AM					1													<u>L</u>
11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH))	1				2					0				0)		
08:00 AM to 09:00 AM	0		0 1		0	0		5	0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES)		2				3					0				1	1		
08:30 AM to 09:30 AM	0	0	0 2		0	0	3)	0	0	0	0		0	0	1	0	j

		0.	90		98	78	1				
	72.0	0.75	0.88	n/a	8 →	∠					
	SBR	SBT	SBL	SBU	4.		1	12	WBR	0.50	
	-				48th Street		÷	518	WBT	0.94	
	49	6	28	0	sth S		\downarrow	11	WBL	0.55	0.93
	+	+	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
601	←					Mo	assachu	setts Av	enue	←	541
1077	\rightarrow	Mas:	sachuse	tts Aver	nue					\rightarrow	1109
	n/a	EBU	0	←		paa		←	1	\rightarrow	
0.95	0.79	EBL	41	1		Fordham Road	0	34	25	53	
	0.96	EBT	1028	\rightarrow		дµа		(1)		۵,	
	0.40	EBR	8	\downarrow		For	NBU	NBL	NBT	NBR	
							z	z	z	z	
					\downarrow	1	n/a	0.77	0.57	0.70	
					28	112	_			0.	
					2	Ţ		0.	70		





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

User-Defined Peak Hour: 07:30 AM to

08:30 AM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection: 1. Van Ness Street & Massachusetts Avenue Direction: Southbound Northbound ALL VEHICLES Roadway Van Ness Street Massachusetts Avenue Van Ness Street Massachusetts Avenue Left Thru Right Left Thru Right Peds Left Thru Right Left Thru Right Peds 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 1 9 64 0 12 496 0 0 1 0 5 2 1093 3 08:00 AM to 09:00 AM Thru Right 0.75 0.80 Left 0.25 Right 0.63 Left 0.50 Peak Hour Overall SB Left Thru Right WB U Thru NB U Thru 0.98 0.96 0.75 0.89 Factor (PHF) n/a n/a HEAVY Direction Southbound Westbound Northbound Eastbound Van Ness Street VEHICLES Van Ness Street Massachusetts Avenue Massachusetts Avenu (FHWA 4+) Movement Thru Right Left Left Thru Right U Left 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM n n 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 0 0 0 0 0 0 0 1 0 1 18 0 0 0 22 0 08:00 AM to 09:00 AM 0.0% 8.3% 3.6% 0.0% 3.7% 0.0% 0.0% 0.0% 20.0% 16.7% 0.0% 0.0% 2.0% 0.0% 2.0% Heavy Vehicle % (PHV) 0.0% | 0.0% | 0.0% | 0.0% | **0.0%** 0 1 07:30 AM to 08:30 AM Heavy Vehicle % (PHV) 0.0% 0.0% 0.0% 1.9% 1.6% 0.0% 5.6% 0.0% 5.59 0.0% 0.0% 100.0% 0.0% 25.0% Direction: Southbound Westbound Northbound Eastbound BICYCLES Van Ness Street Massachusetts Avenue Van Ness Street Massachusetts Avenu Movement: Left Thru Right Left Thru Right Left Thru Right Left Thru Right 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM O 09:15 AM to 09:30 AM Ω Ω 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM

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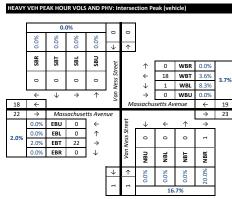
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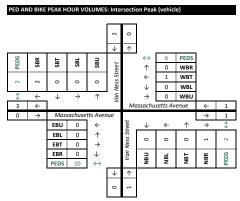
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	0.80	0.75	0.25	n/a							
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	SBR	SBT	SBL	SBU	eet		1	0	WBR	n/a	Г
					Van Ness Street		·	496	WBT	0.89	l
	64	6	1	0	Vess		\downarrow	12	WBL	0.75	
,	←	4	\rightarrow	1	au,		\rightarrow	0	WBU	n/a	
1	+				_	М	ssachu	setts Av	enue	+	
98	\rightarrow	Mas	sachuse	tts Avei	nue					\rightarrow	1
	n/a	EBU	0	←		reet		\leftarrow	\uparrow	\rightarrow	
18	0.50	EBL	2	\uparrow		s St	0	1	0	2	
,,,	0.98	EBT	1093	\rightarrow		Nes))	۵,	l
	0.75	EBR	3	\downarrow		Van Ness Street	NBU	NBL	NBT	NBR	
					_		z		z		
					\downarrow	1	u/a	0.25	n/a	0.63	
					24	9	-	0	-	0	l

Volumes Displayed as: 1. Intersection Peak (vehicle)





06:30 AM to 07:30 AM DATA COLLECTION NOTES :

11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)

08:00 AM to 09:00 AM

INT. PEAK HR (BIKES)

0 0 0 0

Project Name: Lady Bird
Project #: 2557-003
Location Washington, DC
Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 06:30 AM
 to
 09:30 AM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

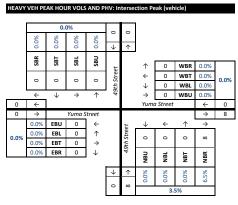
 Intersection Peak Hour (all vehicles):
 08:30 AM
 to
 09:30 AM

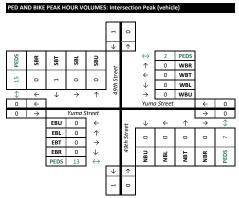
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

Inte	tersection:	1	49th St	treet & '	/uma S+	reet															-
	Direction:	1.		outhbou		reet		V	Vestbou	nd			N	rthbou	nd			Е	astbour	nd	
VEHICLES R	Roadway:			9th Stre					uma Str					th Stre					ıma Str		
	lovement:	U	Left	Thru	Right	Peds	U	Left		Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru		Peds
06:30 AM to 06 06:45 AM to 07	6:45 AM	0	0	2	1	0	0	0	3	0	4 0	0	2	6 5	4 7	1	0	0	0	0	1
07:00 AM to 07		0	1	6	1	0	0	1	3	0	3	0	1	8	7	5	0	0	0	0	2
07:15 AM to 07		0	0	3	1	1	0	4	4	0	1	0	1	7	11	4	0	0	0	0	4
07:30 AM to 07	7:45 AM	0	1	3	1	1	0	2	4	0	8	0	1	10	19	2	0	0	0	0	1
07:45 AM to 08	8:00 AM	0	2	8	1	0	0	4	11	2	2	0	3	17	22	7	0	0	0	0	2
08:00 AM to 08		0	0	9	0	0	0	9	14	0	3	0	5	20	26	1	0	0	0	0	1
08:15 AM to 08		0	7	9	0	0	0	4	10	1	1	0	3	13	20	0	0	0	1	0	5
08:30 AM to 08 08:45 AM to 09		0	5 0	8 13	4	1	0	3 5	10 7	0	3	0	2 6	19 23	27 31	2	0	0	1	0	5 4
09:00 AM to 09		1	1	7	5	0	0	3	15	0	2	0	2	21	34	4	0	0	0	1	2
09:15 AM to 09		0	0	7	1	0	0	7	10	0	2	1	4	26	31	2	0	0	0	0	4
09:30 AM to 09																					
09:45 AM to 10	0:00 AM																				
10:00 AM to 10	0:15 AM																				
10:15 AM to 10																					
10:30 AM to 10																					
10:45 AM to 11																					
11:00 AM to 11 11:15 AM to 11																					
INT. PEAK HR (5	54					62				2:	98					2		
08:30 AM to 09		1	6	35	12	2	0	18	42	2	7	2	14	89	123	13	0	0	1	1	15
	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.96	0.25	0.30	0.67	0.60	0.79	n/a	0.64	0.70	0.25	0.86	0.50	0.58	0.86	0.90	0.92	n/a	n/a	0.25	0.25	0.50
HEAVY [Direction:		Sc	outhbou	nd			٧	Vestbou	nd			N	rthbou	nd			Е	astbour	nd	
	Roadway:			9th Stre				Υ	uma Str	et			49	th Stre				Υι	uma Str	eet	
	lovement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	6:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07 07:15 AM to 07		0	0	0	1		0	0	0	0		0	0	0	1		0	0	0	0	
07:30 AM to 07		0	0	0	0		0	0	1	0		0	0	0	3		0	0	0	0	
07:45 AM to 08		0	0	0	0		0	1	0	0		0	0	0	1		0	0	0	0	
08:00 AM to 08		0	0	0	0		0	0	1	0		0	1	0	3		0	0	0	0	
08:15 AM to 08	8:30 AM	0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
08:30 AM to 08	8:45 AM	0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
08:45 AM to 09	9:00 AM	0	0	0	0		0	0	0	0		0	0	0	3		0	0	0	0	
09:00 AM to 09		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
09:15 AM to 09		0	0	0	0		0	0	0	0		0	0	0	3		0	0	0	0	
09:30 AM to 09																					
09:45 AM to 10 10:00 AM to 10																					
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10:30 AM to 10																					
10:45 AM to 11																					
11:00 AM to 11																					
11:15 AM to 11	1:30 AM																				
INT. PEAK HR ((ALL VEH)		(0					0					3					0		
08:30 AM to 09		0	0	0	0		0	0	0	0		0	0	0	8		0	0	0	0	
Heavy Vehicle		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	3.5%	0.0%	0.0%	_	0.0%	0.0%
INT. PEAK HR (F				1					3	_									0		
07:15 AM to 08 Heavy Vehicle		0.0%	0.0%	0.0%	33.3%	3.4%	0.0%	5.3%	6.1%	0.0%	5.6%	0.0%	10.0%	0.0%	10.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:	U.U/0		outhbou		J.476	3.076	_	Vestbou		3.0%	0.076		orthbou		0.070	0.070		astbour	_	0.076
	Roadway:			9th Stre					uma Str					th Stre					ıma Str		
	lovement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06	6:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to 07		0	0	1	0		0	0	0	0		0	0	1	0		0	0	0	0	
07:30 AM to 07 07:45 AM to 08		0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
08:00 AM to 08		0	0	1	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:00 AM to 08		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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08:30 AM to 08		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to 08 08:45 AM to 09	9:00 AM		0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
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	+	\downarrow	\rightarrow	1	49		\rightarrow	0	WBU	n/a	
68	+						Yumo	Street		+	62
2	\rightarrow		Yuma S	treet						\rightarrow	130
	n/a	EBU	0	←		ta.	\downarrow	←	1	\rightarrow	
.50	n/a	EBL	0	1		49th Street	2	14	68	123	
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					L	2		0.	92		





Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, March 26, 2019

Weather: Partly Cloudy

06:30 AM to 09:30 AM

 Volumes Displayed as: 1. Intersection Peak (vehicle):

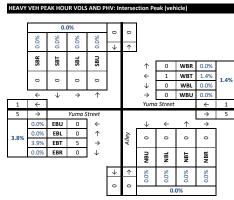
 Intersection Peak Hour (all vehicles):
 08:15 AM
 to
 09:15 AM

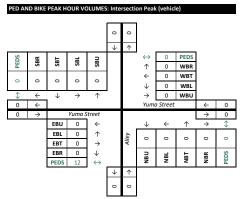
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

Data Source: Gorove/Slade Associates, Inc. Intersection: 1. /Alley & Yuma Street Direction: Southbound Westbound Northbound ALL VEHICLES Roadway Yuma Street Alley Yuma Street Left Thru Right Peds Left Thru Right Thru 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM O O 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0 0 0 0 1 70 0 0 0 0 0 0 0 129 1 08:15 AM to 09:15 AM Left 0.25 Thru 0.88 Peak Hour Overall Left Thru Right SB WB U Left Thru Right NB U Left Thru 0.95 Right 0.25 0.95 n/a Factor (PHF) n/a n/a n/a n/a HEAVY Direction Westbound Northbound Eastbound Alley VEHICLES Yuma Street Yuma Street (FHWA 4+) Movement Left Thru 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM n n 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 0 0 0 0 0 0 0 0 0 0 1 0 0 0 5 0 08:15 AM to 09:15 AM 0.0% 0.0% 0.0% 0.0% 0.0% Heavy Vehicle % (PHV) 0.0% | 0.0% | 1.4% | 0.0% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.9% | 0.0% | 3.8% 0 1 0 07:15 AM to 08:15 AM 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 8.8% 33.3% 9.5% Heavy Vehicle % (PHV) 0.0% 100.0% 0.0% 0.0% 100.0% Direction Westbound Northbound Eastbound BICYCLES Yuma Street Alley Yuma Street Left Thru Right Left Thru Righ Thru Left Thru Right 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM O 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0 0 0 0 08:15 AM to 09:15 AM 0 0 INT. PEAK HR (BIKES)

VEHICL	E PEAK	HOUR \	VOLS AN	ID PHF	: Inter	sectio	n Peak	(vehicle	:)		
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	n/a	n/a	n/a	n/a	0	0					
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							÷	70	WBT	0.88	
	0	0	0	0			ì	1	WBL	0.25	0.89
	+	4	\rightarrow	1	_		→	0	WBU	n/a	
70	+	1					Yumo	Street		←	71
130	\rightarrow		Yuma S	treet						\rightarrow	129
	n/a	EBU	0	←				←	1	\rightarrow	
	- / -										
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0.96	n/a 0.95	EBT	129	\rightarrow	2 ←		NBU	n/a NBL	NBT	NBR	





07:15 AM to 08:15 AM

DATA COLLECTION NOTES:

0 0 0 0

0 0 1 0

0 0

Analysis Period: STUDY_PERIOD

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

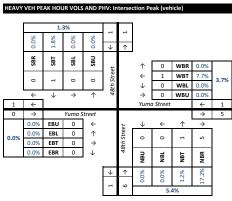
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

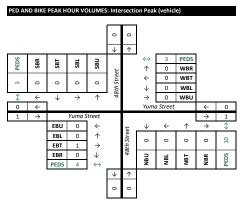
Volumes Displayed as: 1. Intersection Peak (vehicle)

Location Washington, DC Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, March 26, 2019
Weather: Partly Cloudy

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	lı .	ntersection:	1.	48th S1			reet																l
	ALL	Direction:			outhbou					/estbou					orthbou					astboun			ı
	VEHICLES	Roadway: Movement:	U	Left	8th Stre Thru	et Right	Peds	U	Left	ıma Stro Thru	Right	Peds	U	Left	Bth Stre Thru	Right	Peds	U	Left	ma Stre	Right	Peds	
	06:30 AM to		0	2	4	1	0	1	0	3	0	0	0	0	3	1	1	0	0	4	0	1	•
	06:45 AM to		0	0	5	0	0	0	1	2	1	2	0	0	3	1	0	0	0	1	0	0	ı
	07:00 AM to	07:15 AM	0	0	8	0	1	0	0	2	0	0	0	0	3	1	0	0	0	2	0	0	ı
	07:15 AM to	07:30 AM	0	1	9	0	2	0	4	2	0	0	0	0	6	0	0	0	1	2	1	2	ì
	07:30 AM to	07:45 AM	0	4	4	0	2	0	5	4	2	1	0	0	9	9	1	0	0	5	1	0	ı
	07:45 AM to		0	3	17	0	1	0	2	6	0	2	0	0	12	7	1	0	1	5	0	0	ı
	08:00 AM to		0	3	16	0	0	0	2	3	1	3	0	0	21	5	0	0	1	5	1	1	ı
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	09:00 AM to		0	0	14	1	4	0	4	2	0	3	0	0	27	2	0	0	1	5	2	1	1
	09:15 AM to		0	0	12	0	0	0	2	2	0	1	1	1	17	10	4	0	0	5	1	2	ıŀ
	09:30 AM to																						
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ı	08:00 AM to		0	15	57	4	3	0	9	13	5	10	0	1	82	29	4	0	6	18	4	3	l
	Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB	ı
	Factor (PHF)	0.87	n/a	0.75	0.89	0.50	0.86	n/a	0.56	0.81	0.42	0.75	n/a	0.25	0.82	0.60	0.88	n/a	0.38	0.75	0.50	0.78	ı
	HEAVY	Direction:		Sc	outhbou	nd			V	/estbou	nd			No	orthbou	nd			Ea	astboun	ıd		
	VEHICLES	Roadway:			8th Stre					ıma Str					8th Stre					ma Stre			
		Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		, [
	06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ì
	06:45 AM to 07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ì
	07:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	07:30 AM to		0	0	0	0		0	1	0	0		0	0	0	2		0	0	0	0		ı
	07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	3		0	0	0	0		ı
	08:00 AM to	08:15 AM	0	0	1	0		0	0	0	0		0	0	1	2		0	0	0	0		ı
	08:15 AM to	08:30 AM	0	0	0	0		0	0	1	0		0	0	0	1		0	0	0	0		ì
	08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0		
	08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0		
	09:00 AM to		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0		
	09:15 AM to		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0		
	09:30 AM to 09:45 AM to																						
	10:00 AM to																						
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	10:30 AM to																						ı
	10:45 AM to	11:00 AM																					ì
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	08:00 AM to		0	0	1	0		0	0	1	0		0	0	1	5		0	0	0	0		ı
		icle % (PHV):	0.0%	0.0%	1.8%	0.0%	1.3%	0.0%	_	7.7%	0.0%	3.7%	0.0%	0.0%	_	17.2%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	ì
	INT. PEAK HR 07:30 AM to		0	0	1 1	0		0	1	2	0		0	0	1	8		0	0	0	0		ì
		icle % (PHV):	0.0%		2.0%	0.0%	1.6%	0.0%	_			6.9%	0.0%	0.0%		24.2%	9.9%	0.0%	0.0%	0.0%	0.0%	0.0%	ì
		Direction:			outhbou					/estbou					orthbou					astbour			ì
	BICYCLES	Roadway:		4	8th Stre	et			Yı	ıma Str	eet				8th Stre				Yu	ma Stre	et		ì
		Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		
	06:30 AM to	06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ì
	06:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	07:15 AM to 07:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		Г
	07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
	08:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ıt
	08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		
ı	08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		_ <u>L</u>
	08:45 AM to	09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		. [
ı	09:00 AM to	09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		[
ı	09:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1
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	0.50	0.89	0.75	n/a	7	6					
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	SBR	SBT	SBL	SBU			1	5	WBR	0.42	
					48th Street		÷	13	WBT	0.81	
	4	57	15	0	th St		V	9	WBL	0.56	0
	←	\downarrow	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
18	+						Yumo	Street		4	
28	\rightarrow		Yuma S	treet						\rightarrow	
	n/a	EBU	0	←		t		←	1	\rightarrow	
0.78	0.38	EBL	6	\uparrow		48th Street	0	н.	82	59	
,,,,	0.75	EBT	18	\rightarrow		sth:			- 88	2	
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					<u> </u>	1	n/a	0.25	0.82	09.0	
					70	112			88	0	1





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

06:30 AM to 09:30 AM

Volumes Displayed as: 1. Intersection Peak (vehicle)

 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

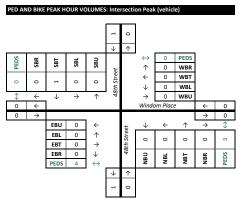
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

0.50

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection:	1. 48th Street & Windom Place	e/			
ALL Direction:	Southbound 48th Street	Westbound Windom Place	Northbound 48th Street	Eastbound	
VEHICLES Movement:	U Left Thru Right Peds			U Left Thru Right Peds	VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)
06:30 AM to 06:45 AM	0 0 5 0 0	0 0 0 0 0	0 0 7 0 0	0 0 0 0 0	
06:45 AM to 07:00 AM	0 0 2 0 1	0 0 0 1 1	0 0 3 0 0	0 0 0 0 0	59 62
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0 0 3 0 0	0 0 0 0 3	0 0 2 0 0 0 0 0 0 0	0 0 0 0 0	\rightarrow \righ
07:30 AM to 07:45 AM	0 0 18 0 0	0 1 0 0 0	0 0 12 0 2	0 0 0 0 0	l
07:45 AM to 08:00 AM	0 1 15 0 0	0 1 0 0 2	0 0 8 0 2	0 0 0 0 0	## S
08:00 AM to 08:15 AM	0 0 14 0 0	0 0 0 0 0	0 0 5 0 0	0 0 0 0 0	0 8 m 0 8 + 0 WBT n/a 55 4 3 WBL 0.75
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0 2 15 0 0 0 0 15 0 0	0 1 0 1 1 0 2 0 2 1	0 0 3 0 0 0 0 0 0 8 1 0	0 0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
08:45 AM to 09:00 AM	0 0 14 0 0	0 1 0 0 0	0 0 7 1 1	0 0 0 0 0	0 ← Windom Place ←
09:00 AM to 09:15 AM	0 0 7 0 0	0 0 0 1 2	0 0 6 0 0	0 0 0 0 0	0 >
09:15 AM to 09:30 AM	0 1 12 0 0	0 0 0 0 1	0 0 4 0 2	0 0 0 0 0	
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM					n/a
10:00 AM to 10:15 AM					// 500 0
10:15 AM to 10:30 AM					.
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM					→
11:00 AM to 11:15 AM					59 87 0.58
11:15 AM to 11:30 AM					
INT. PEAK HR (ALL VEH)	65 0	4 3	28 4	0 0	
07:30 AM to 08:30 AM Peak Hour Overall	0 3 62 0 U Left Thru Right SB	0 3 0 1 U Left Thru Right WE	0 0 28 0 U Left Thru Right NB	0 0 0 0 0 U Left Thru Right EB	
Factor (PHF) 0.78	U Left Thru Right SB n/a 0.38 0.86 n/a 0.90			U Left Thru Right EB n/a n/a n/a n/a	
HEAVY Direction:	Southbound	Westbound	Northbound	Eastbound	
VEHICLES Roadway: (FHWA 4+) Movement:	48th Street U Left Thru Right	Windom Place U Left Thru Right	48th Street U Left Thru Right	U Left Thru Right	HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)
06:30 AM to 06:45 AM	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	0 0 0 0	HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (Vehicle)
06:45 AM to 07:00 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	12.3%
07:00 AM to 07:15 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	
07:15 AM to 07:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0 0 2 0	0 0 0 0	0 0 1 0	0 0 0 0	88
08:00 AM to 08:15 AM	0 0 2 0	0 0 0 0	0 0 0 0	0 0 0 0	0 wBT 0.0%
08:15 AM to 08:30 AM	0 0 1 0	0 0 0 0	0 0 1 0	0 0 0 0	± 0 WBL 0.0%
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
09:00 AM to 09:15 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	0
09:15 AM to 09:30 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	0.0% EBU 0 ← → ↓ ← ↑ →
09:30 AM to 09:45 AM					0.0% EBL 0 ↑ \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
09:45 AM to 10:00 AM					0.0% EBT 0 → 55
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM					NB NB NB NB NB NB NB NB
10:30 AM to 10:45 AM					→ ↑ ↑ 000 000
10:45 AM to 11:00 AM					7 8
11:00 AM to 11:15 AM					7.1%
11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)	8	0	2	0	
07:30 AM to 08:30 AM	0 0 8 0	0 0 0 0	0 0 2 0	0 0 0 0	
Heavy Vehicle % (PHV)	0.0% 0.0% 12.9% 0.0% 12.39			0.0% 0.0% 0.0% 0.0% 0.0%	
INT. PEAK HR (HV ONLY) 07:30 AM to 08:30 AM	0 0 8 0	0 0 0 0	0 0 2 0	0 0 0 0	
Heavy Vehicle % (PHV)	0.0% 0.0% 12.9% 0.0% 12.39			0.0% 0.0% 0.0% 0.0% 0.0%	
Direction:	Southbound	Westbound	Northbound	Eastbound	
BICYCLES Roadway:	48th Street	Windom Place	48th Street		
06:30 AM to 06:45 AM	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)
06:45 AM to 07:00 AM		0 0 0 0	0 0 0 0	0 0 0 0	
07:00 AM to 07:15 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0
07:15 AM to 07:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	↓ ↑
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	S
08:00 AM to 08:15 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	§ ← 0 WBT
08:15 AM to 08:30 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 H 0 0 ts
08:30 AM to 08:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	<u> </u>
08:45 AM to 09:00 AM 09:00 AM to 09:15 AM	0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 0 0	$ \begin{array}{c cccc} 0 & \leftarrow & & \textit{Windom Place} & \leftarrow \\ \hline 0 & \rightarrow & & & \rightarrow \\ \end{array} $
09:15 AM to 09:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	FRU 0 ← J. ← ↑ →
09:30 AM to 09:45 AM					EBL 0 ↑ JJ
09:45 AM to 10:00 AM					EBT 0 → 438
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM					EBR 0 ↓ ↑ ↑ N N H N N N N N N N
10:30 AM to 10:45 AM					↓ ↑ ↑
10:45 AM to 11:00 AM					0 0
11:00 AM to 11:15 AM					<u>LL</u>
11:15 AM to 11:30 AM	1	0	0	0	1
INT. PEAK HR (ALL VFH)					
INT. PEAK HR (ALL VEH) 07:30 AM to 08:30 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	
		0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0		

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						5 ←	^ ~	n/a	e/u	0.58	n/a	
						65	28		0.	58		
ł												
ı	HEAVY	VEH PE	AK HOL	JR VOLS	AND P	HV: In	terse	ction Pe	ak (veh	icle)		
ı												
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		%	12.9%	%0.0	%0.0	80	2					
		%0:0	12.	0.0	0.0	\downarrow	1					
		SBR	SBT	SBL	SBU							
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						8th		\downarrow	0	WBL	0.0%	
		+	\downarrow	\rightarrow	\uparrow	4		\rightarrow	0	WBU	0.0%	
	0	←						Windo	m Place	?	+	0
	0	\rightarrow									\rightarrow	0
		0.0%	EBU	0	←		et	\downarrow	←	1	\rightarrow	
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	2.070	0.0%	EBT	0	\rightarrow		8th					
	l	0.0%	EBR	0	\downarrow		4	⊋	핆	₽.	38	



07:15 AM to 07:30 AM

07:30 AM to 07:45 AM

07:45 AM to 08:00 AM

08:00 AM to 08:15 AM

08:15 AM to 08:30 AM

08:30 AM to 08:45 AM

08:45 AM to 09:00 AM

09:00 AM to 09:15 AM

09:15 AM to 09:30 AM

09:30 AM to 09:45 AM

09:45 AM to 10:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM

10:30 AM to 10:45 AM

10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)

07:30 AM to 08:30 AM

06:30 AM to 07:30 AM

INT. PEAK HR (BIKES)

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 Volumes Displayed as: 1. Intersection Peak (vehicle)

 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

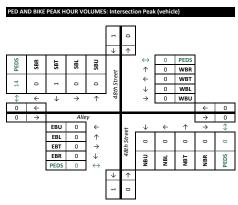
User-Defined Peak Hour: 07:30 AM to

08:30 AM

Data Source: Gorove/Slade Associates, Inc. Intersection: 1. 48th Street & /Alley Direction: Southbound Westbound Northbound ALL VEHICLES Roadway 48th Street 48th Street Alley Left Thru Right Thru 06:30 AM to 06:45 AM 10 06:45 AM to 07:00 AM 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 2 4 07:00 AM to 07:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 0 0 16 3 0 0 0 0 0 0 0 0 12 0 0 0 0 0 0 5 07:45 AM to 08:00 AM 0 0 16 0 0 0 0 0 0 0 0 0 0 08:00 AM to 08:15 AM 13 08:15 AM to 08:30 AM 0 18 0 0 0 0 0 0 0 0 0 08:30 AM to 08:45 AM 0 16 0 0 0 0 0 0 10 0 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 0 0 14 0 0 0 0 0 0 0 0 O 0 0 0 0 10 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 66 33 14 0 0 0 07:30 AM to 08:30 AM 0 0 63 3 0 0 0 0 0 6 27 0 0 2 0 2 Thru Right 0.88 0.25 Left 0.75 Left 0.25 Thru n/a Peak Hour Overall SB Left Thru WB U Thru Right NB U 0.83 n/a n/a 0.56 Factor (PHF) n/a HEAVY Direction Southbound Northbound Eastbound 48th Street VEHICLES 48th Street Alley (FHWA 4+) Left Movement Left Thru 06:30 AM to 06:45 AM 0 0 0 06:45 AM to 07:00 AM 0 07:00 AM to 07:15 AM 0 ٥ 0 0 0 0 0 0 0 0 0 0 07:15 AM to 07:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 07:30 AM to 07:45 AM 0 0 0 0 0 0 0 0 0 0 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM n 0 0 n 0 0 0 0 0 0 08:15 AM to 08:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 09:00 AM to 09:15 AM 0 0 0 0 0 0 0 0 0 0 0 09:15 AM to 09:30 AM 0 0 0 0 0 0 0 0 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 0 3 1 0 0 8 0 0 1 0 0 0 0 0 07:30 AM to 08:30 AM 0.0% 0.0% 12.7% 0.0% 12.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 50.0% 3.7% 0.0% 12.1% 0.0% 50.0% 0.0% 50.0% 50.0% Heavy Vehicle % (PHV) 0 0 8 0 0.0% 0.0% 12.7% 0.0% 12.1% 07:30 AM to 08:30 AM 0 0 0.0% 50.0% 3.7% 0.0% 12.1% 0.0% 50.0% 0.0% 50.0% 50.0% Heavy Vehicle % (PHV) Direction: Southbound Northbound Eastbound BICYCLES 48th Street 48th Street Alley Left Thru Right Left Thru Right Left Thru Right Left Thru 06:30 AM to 06:45 AM 0 0 0 0 0 0 06:45 AM to 07:00 AM 0 0 0 0 1 0 0 0 07:00 AM to 07:15 AM

VEHICL	E PEAK	HOUR \	/OLS AN	ID PHF:	Inter	sectio	n Peak	(vehicle)		
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	0.25	0.88	n/a	n/a							
				_	\downarrow	1	l				
	SBR	SBT	SBL	SBU	ţ		↑	0	WBR	n/a	
		63	_	_	48th Street		\leftarrow	0	WBT	n/a	n/a
	3	9	0	0	th S		\downarrow	0	WBL	n/a	n/a
	+	\	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
9	+									+	0
4	\rightarrow		Alle	y						\rightarrow	0
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					eet		1	0	WBR	0.0%	
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	لبا				8th		V	0	WBL	0.0%	
	+	4	\rightarrow	\uparrow	4		\rightarrow	0	WBU	0.0%	
3	←									←	0
2	\rightarrow		Alle	2y						\rightarrow	0
	0.0%	EBU	0	←		42	\downarrow	←	1	\rightarrow	_
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							0.0	0	3.7	0.0	



DATA COLLECTION NOTES:

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Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 06:30 AM
 to
 09:30 AM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

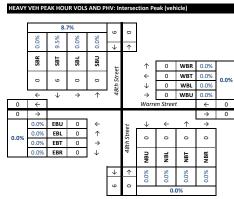
 Intersection Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

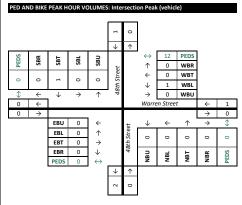
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

March Marc		Intersection:	1	48th St	reet &	Warren	Street /	,														
Column C	All		1.				Jueet/		V	Vestbou	nd			N	orthbou	nd			E	astboun	nd	
Color Colo		,					Dada					Dada					Dada		1 oft	The	Diaba	Dada
Column C	06:30 AM +		-								_		_					_		_		
Column C			-															_				
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11-15 AM to 11-30 AM NTP.PEAK HR (ALL VEH)																						
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Direction: Southbound Westbound Northbound Eastbound Southbound South			0	0	7	0		0	_	_	0		0	0	2	0		0	_		0	
Second S	Heavy Ve	ehicle % (PHV):	0.0%	0.0%	15.2%	0.0%	13.7%	0.0%				7.1%	0.0%	0.0%	5.9%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%
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07:00 AM to 07:15 AM	06:30 AM to	o 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 1			l										l					l				
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 1																						
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. FEAK HB (ALV VEH) 1 1 0 0 0 0 0 0 0 0 0 INT. PEAK HB (BIKES) 2 1 0 0 0 0 0 0			l										l					l				
11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 1 1 0 0 0 0 0 0 0 0 0 0 0																						
11:15 AM to 11:30 AM INT. FEAK HR (ALL VEH)	10:45 AM to	o 11:00 AM	l										l									
INT. PEAK HR (ALL VEH) 1 1 0																						
08:00 AM to 09:00 AM 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0					1					1					1					n		
INT. PEAK HR (BIKES) 2 1 1 0 0			0			0		0	_	_	0		0			0		0			0	
08:15 AM to 09:15 AM 0 0 2 0 0 1 0 0 0 0 0 0 0 0 0	INT. PE	AK HR (BIKES)		-						_				-	_					_		
		o 09:15 AM	0	0	2	0		0	1	0	0		0	0	0	0		0	0	0	0	

		0.	96		69	33					
	n/a	0.93	0.50	n/a	9	3					
	٠	0	0	u	\downarrow	1					
	SBR	SBT	SBL	SBU			1	6	WBR	0.38	Т
					48th Street		÷	0	WBT	n/a	
	0	63	9	0	th St		V	18	WBL	0.75	
	←	\downarrow	\rightarrow	1	48		\rightarrow	1	WBU	0.25	
0	+						Warre	n Stree	t	+	
0	\rightarrow									\rightarrow	Ī
	n/a	EBU	0	←		et	\downarrow	←	1	\rightarrow	
n/a	n/a	EBL	0	\uparrow		48th Street	н	0	27	22	
.,-	n/a	EBT	0	\rightarrow		8th.				۵,	ļ
	n/a	EBR	0	\downarrow		4	NBU	NBL	NBT	NBR	
										z	Į
					y ←	Λ	0.25	e/u	0.75	0.92	
					82	83		0	.90		ı





 Analysis Period:
 STUDY_PERIOD
 06:30 AM
 to
 09:30 AM

 Date of Counts:
 Tuesday, March 26, 2019
 Tuesday, March 26, 2019
 Tuesday
 Tue

Volumes Displayed as: 1. Intersection Peak (vehicle)

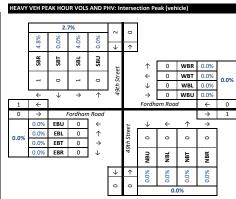
Intersection Peak Hour (all vehicles): 08:30 AM to 09:30 AM

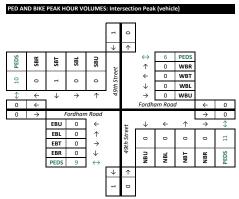
System Peak Hour (all vehicles): 08:00 AM to 09:00 AM

User-Defined Peak Hour: 07:30 AM to 08:30 AM

	Location		_		!			W	eather:	Partly (loudy											
	Data Source:	Gorove	/Siade A	Associat	es, inc.																	
	Intersection:	1.			Fordhan	n Road																
ALL	Direction:			outhbou 9th Stre					estbour					orthbou Oth Stre					astboun dham R			
VEHICLES	Roadway: Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	H
06:30 AM to	06:45 AM	0	2	2	3	2	0	1	1	1	1	0	0	2	1	0	0	1	0	0	0	l
06:45 AM to		0	0	2	5	0	0	2	1	0	2	0	0	5	0	1	0	2	0	0	0	
07:00 AM to 07:15 AM to		0	3 6	1 2	2 5	2	0	0	0	2	5 1	0	0	5 6	1 2	0	0	1	2	0	3 1	l
07:30 AM to		0	2	2	6	1	0	1	0	5	8	0	0	15	2	0	0	0	1	1	5	
07:45 AM to	08:00 AM	0	6	2	5	0	0	0	2	2	2	0	1	14	3	0	0	3	3	0	0	l
08:00 AM to		0	10	4	4	3	0	0	2	4	2	0	1	10	2	1	0	7	0	0	1	l
08:15 AM to 08:30 AM to		0	4 7	2	5	0	0	1	1 2	1 6	3	0	0	15 22	4	0	0	8 10	4	0	1 5	
08:45 AM to		0	7	2	6	4	0	1	0	8	4	0	1	28	3	5	0	6	4	0	1	
09:00 AM to	09:15 AM	2	5	8	8	2	0	0	1	2	2	0	0	16	4	1	0	5	0	0	3	
09:15 AM to		1	6	10	2	0	0	0	1	10	3	0	0	14	2	1	0	9	2	0	1	l
09:30 AM to 09:45 AM to																						
10:00 AM to																						l
10:15 AM to																						
10:30 AM to																						l
10:45 AM to 11:00 AM to																						l
11:15 AM to																						l
	IR (ALL VEH)			4		6			32		11		9	-		9			0		10	l
08:30 AM to		5	25	23	21		0	2	4	26		0	2	80	12		0	30	10	0		l
Peak Hour Factor (PHF)	Overall 0.91	U 0.63	Left 0.89	Thru 0.58	Right 0.66	SB 0.80	U n/a	Left 0.50	Thru 0.50	Right 0.65	WB 0.73	U n/a	Left 0.50	Thru 0.71	Right 0.75	NB 0.73	U n/a	Left 0.75	Thru 0.63	Right n/a	EB 0.71	l
HEAVY	Direction:			uthbou				٧	/estbou	nd			No	orthbou	nd			Е	astboun	ıd		ı
VEHICLES (FHWA 4+)	Roadway: Movement:	U	Left	9th Stre Thru	et Right		U	For Left	dham R Thru	oad Right		U	Left	th Stre Thru	et Right		U	For Left	dham R Thru	oad Right		ı
06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
06:45 AM to		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0		l
07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		l
07:15 AM to 07:30 AM to		0	0	0	0		0	1 0	0	0		0	0	0	0		0	0	0	0		l
07:45 AM to		0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0		
08:00 AM to	08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		l
08:30 AM to 08:45 AM to		0	1	0	1		0	0	0	0		0	0	0	0		0	0	0	0		
09:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
09:15 AM to	09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
09:30 AM to																						l
09:45 AM to 10:00 AM to																						
10:15 AM to	10:30 AM																					Ι'
10:30 AM to																						l
10:45 AM to 11:00 AM to																						l
11:15 AM to																						l
	IR (ALL VEH)			2					0				())			l
08:30 AM to		0	1	0	4.8%	2.70/	0	0.0%	0	0	0.00/	0	0.0%	0	0.0%	0.09/	0	0	0	0.0%	0.09/	l
INT. PEAK H	nicle % (PHV): R (HV ONLY)	0.0%	4.0%		4.8%	2.7%	0.0%	_	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	l
07:45 AM to		0	1	0	1		0	0	0	0		0	0	1	0		0	0	0	0		l
Heavy Veh	nicle % (PHV):	0.0%	3.7%	0.0%	5.3%	3.4%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	l
BICYCLES	Direction: Roadway:			outhbou 9th Stre					estbour dham R					orthbou Oth Stre					astboun dham R			l
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		
06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		l
06:45 AM to 07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
07:15 AM to		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0		
07:30 AM to		0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0		
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
08:00 AM to 08:15 AM to		0	0	1 0	0		0	0	0	0		0	0	0	0		0	0	0	0		
08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		l
08:45 AM to	09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		l
09:00 AM to		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0		
09:15 AM to 09:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
09:45 AM to		l					l															
10:00 AM to	10:15 AM						ĺ															l
10:15 AM to							l															l
10:30 AM to 10:45 AM to		l					l															
11:00 AM to		l					l															
11:15 AM to	11:30 AM																					
	AR (ALL VEH)			1			_	_	0			0	0						0	0		
08:30 AM to	09:30 AM K HR (BIKES)	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0		
07:15 AM to		0	0	2	0		0	0	0	0		0	0	1	0		0	0	0	0		
				_			_	_		_		_										

		0.	80		74	141					
	0.66	0.58	68:0	0.63							
	0	0	0		\downarrow	1					
	SBR	SBT	SBL	SBU			1	26	WBR	0.65	Г
					49th Street		÷	4	WBT	0.50	
	21	23	25	5	th S		\downarrow	2	WBL	0.50	C
	+	V	\rightarrow	1	49		\rightarrow	0	WBU	n/a	
27	+						Fordh	am Roa	d	+	
40	\rightarrow	-	ordhan	n Road						\rightarrow	
	n/a	EBU	0	←		t		←	1	\rightarrow	_
0.71	0.75	EBL	30	1		49th Street	0	2	08	12	
0.72	0.63	EBT	10	\rightarrow		th:	_		80	1	ļ
	n/a	EBR	0	\downarrow		4	NBU	NBL	NBT	NBR	
					_		z	2	z	z	ļ
					→ <u>·</u>	↑ +	n/a	0.50	0.71	0.75	
					25	94			73		l





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019

Weather: Partly Cloudy

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 08:30 AM
 to
 09:30 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

Volumes Displayed as: 1. Intersection Peak (vehicle)

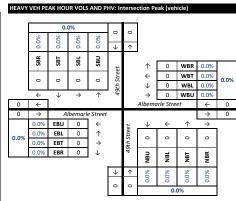
Location	Washington, DC
Data Source:	Gorove/Slade Associates, Inc.

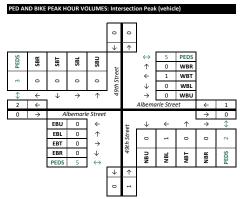
	Intersection:	1.	. 49th S	treet &	Albemar	le Stre	et														1
ALL	Direction:			outhbou				V	/estbou	nd			N	orthbou	nd			E	astbour	nd	
VEHICLES	Roadway:			9th Stre					marle S					9th Stre					marle S		
00.20 414 4-	Movement:	0	Left	Thru 0	Right	Peds	U	Left 0	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left 0	Thru	Right	Peds
06:30 AM to		0	0	0	0	0	0	2	2	0	0	0	0	3 2	0	5 1	0	0	5 4	0	0
07:00 AM to		0	0	0	0	2	0	1	4	0	0	0	4	1	0	0	0	2	4	1	1
07:15 AM to	07:30 AM	0	0	1	0	2	0	1	4	0	0	0	0	6	0	1	0	0	5	3	0
07:30 AM to		0	0	2	0	2	0	2	3	1	0	0	2	5	0	7	0	0	5	6	0
07:45 AM to 08:00 AM to		0	0	1	0	3	0	5	8	0	0	0	3	10 16	0	2	0	0	10 14	6 10	0
08:15 AM to		0	0	2	0	2	0	3	10	0	0	0	4	7	2	2	0	1	7	2	0
08:30 AM to		0	0	1	0	1	0	2	10	3	1	0	4	12	1	2	0	0	12	8	1
08:45 AM to	09:00 AM	0	0	1	0	1	0	1	8	1	1	0	4	12	0	1	0	1	16	7	2
09:00 AM to		0	0	1	0	2	0	0	6	1	0	0	7	13	1	0	0	2	13	4	0
09:15 AM to		0	0	0	0	1	0	1	8	0	0	0	3	13	0	2	0	0	14	11	0
09:30 AM to																					
10:00 AM to																					
10:15 AM to	10:30 AM																				
10:30 AM to																					
10:45 AM to																					
11:00 AM to																					
INT. PEAK	HR (ALL VEH)			3				4	11				7	0				8	88		
08:30 AM to		0	0	3	0	5	0	4	32	5	2	0	18	50	2	5	0	3	55	30	3
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.95	n/a	n/a	0.75	n/a	0.75	n/a	0.50	0.80	0.42	0.68	n/a	0.64	0.96	0.50	0.83	n/a	0.38	0.86	0.68	0.88
HEAVY VEHICLES	Direction: Roadway:			outhbou 9th Stre					estbou marle S					orthbou Oth Stre					astbour marle S		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0	
08:00 AM to	08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to																					
09:45 AM to																					
10:00 AM to																					
10:15 AM to																					
10:45 AM to																					
11:00 AM to																					
11:15 AM to	11:30 AM																				
	HR (ALL VEH)			0					0				_	0					0		
08:30 AM to	09:30 AM hicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	HR (HV ONLY)	0.0%	_	0.0%	0.0%	0.076	0.0%		1	0.0%	0.0%	0.076	_	1	0.0%	0.076	0.076	_	0.0%	0.076	0.076
07:00 AM to	08:00 AM	0	0	0	0		0	0	1	0		0	1	0	0		0	0	0	0	
Heavy Ve	hicle % (PHV):	0.0%	_	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	3.3%	0.0%	11.1%		0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%
BICYCLES	Direction:			outhbou					estbou marle S					orthbou					astbour		
BICTCLES	Roadway: Movement:	U	Left	9th Stre Thru	Right		U	Left	Thru	Right		U	Left	Oth Stre Thru	Right		U	Left	marle S Thru	Right	
06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to	07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to		U	U	U	U		U	U	U	U		U	U	U	U		U	U	U	U	
09:45 AM to												l									
10:00 AM to												l									
10:15 AM to												l									
10:30 AM to												l									
10:45 AM to																					

0 0 1 0

1 0 0

VEHICL	E PEAK	HOUR \	/OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle)		
		0.	75		3	28					
	n/a	0.75	n/a	n/a	,	2					
		0	u		\downarrow	1					
	SBR	SBT	SBL	SBU							
	٠,	٥,	•,	S	et		\uparrow	5	WBR	0.42	
	0		0	0	Stre		\leftarrow	32	WBT	0.80	0.68
	_	,)		49th Street		\downarrow	4	WBL	0.50	0.00
	+	\downarrow	\rightarrow	1	46		\rightarrow	0	WBU	n/a	
50	+						Albemo	ırle Stre	et	+	41
88	\rightarrow	Α	lbemarl	e Street						\rightarrow	57
	n/a	EBU	0	←		±:	\downarrow	←	1	\rightarrow	
0.88	0.38	EBL	3	1		tree	(00	0	-	
0.88	0.38	EBL EBT	3 55	↑ →		eth Stree	0	18	20	2	
0.88			_			49th Street					
0.88	0.86	EBT	55	\rightarrow		49th Stree	NBU 0	NBL 18	NBT 50	NBR 2	
0.88	0.86	EBT	55	\rightarrow	→	→ 49th Stree	NBU	NBL	NBT	NBR	
0.88	0.86	EBT	55	\rightarrow		^					
0.88	0.86	EBT	55	\rightarrow	37 ←		NBU	0.64 NBL	NBT	NBR	





DATA COLLECTION NOTES :

08:30 AM to 09:30 AM INT. PEAK HR (BIKES)

10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)

Location Washington, DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD

06:30 AM to 09:30 AM

Date of Counts: Tuesday, March 26, 2019

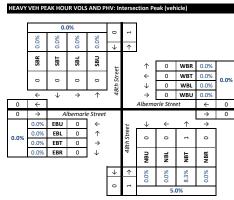
Weather: Partly Cloudy

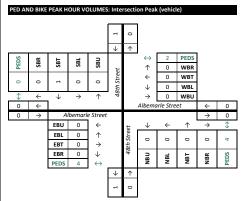
Volumes Displayed as: 1. Intersection Peak (vehicle)

| Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM System Peak Hour (all vehicles): 08:00 AM to 09:00 AM User-Defined Peak Hour: 07:30 AM to 08:30 AM

	Ind.		40.1		All-	de C															
	Intersection:	1.		treet & /		ne Stre	et		Vorth-	nd				orth!	nd				neth =:	ad	
ALL	Direction: Roadway:			outhbou 8th Stre					Vestbour emarle S					orthbou 8th Stre					astboun		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM	to 06:45 AM	0	0	2	0	0	0	2	4	1	3	0	0	1	1	0	0	0	2	0	0
	to 07:00 AM	0	1	1	0	0	0	0	2	0	1	0	0	2	0	1	0	0	1	0	0
07:00 AM	to 07:15 AM	0	0	3	0	0	0	0	5	0	2	0	1	2	0	2	0	0	2	0	0
07:15 AM	to 07:30 AM	0	3	1	0	0	0	1	4	0	3	0	0	2	0	1	0	0	4	0	0
07:30 AM	to 07:45 AM	0	3	5	1	0	1	0	6	0	1	0	0	2	2	1	0	1	9	0	0
07:45 AM	to 08:00 AM	0	1	2	0	0	0	1	9	2	0	0	0	4	3	1	0	0	11	1	0
08:00 AM	to 08:15 AM	0	2	4	2	1	0	1	14	0	2	0	1	3	1	1	0	0	13	0	0
08:15 AM	to 08:30 AM	0	5	4	2	0	0	1	11	1	2	0	0	3	1	0	0	1	7	0	0
08:30 AM	to 08:45 AM	0	4	5	1	1	0	2	21	2	0	0	0	2	2	2	0	1	10	0	0
08:45 AM	to 09:00 AM	0	0	3	1	0	0	1	14	0	3	0	0	6	0	3	0	1	7	1	1
09:00 AM	to 09:15 AM	0	1	7	1	0	0	1	19	0	1	0	0	2	1	1	0	0	6	0	2
09:15 AM	to 09:30 AM	0	1	7	0	0	0	0	15	0	2	0	0	1	2	0	0	0	11	1	1
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
	to 11:30 AM																				
	AK HR (ALL VEH)			32		2			55		4		2			4			44		0
	to 08:45 AM	0	12	15	5		0	5	55	5		0	1	12	7		0	2	41	1	
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF	F) 0.81	n/a	0.60	0.75	0.63	0.73	n/a	0.63	0.65	0.63	0.65	n/a	0.25	0.75	0.58	0.71	n/a	0.50	0.79	0.25	0.85
HEAVY VEHICLES	Direction:			outhbou					Vestbour					orthbou					astboun		
(FHWA 4+)	Roadway: Movement:	U	Left	8th Stre Thru			U	Left	marle S			U	Left	Sth Stre Thru			U	Left	emarle S Thru		
	to 06:45 AM	0	0	0	Right 0		0	0	0	Right 0		0	0	0	Right 0		0	0	0	Right 0	
	to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
			0										0				0				
	to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:15 AM	0	0	0	0		0	0	0	0		0	0		0		0	0	0	0	
	to 08:30 AM to 08:45 AM	0	0	0	0		0	0	0	0		0	0	1 0	0		0	0	0	0	
	to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
		U	U	U	U		U	U	U	U		U	U	U	U		U	U	U	U	
	to 09:45 AM																				
	to 10:00 AM to 10:15 AM																				
	to 10:30 AM																				
	to 10:30 AM																				
	to 11:00 AM																				
	to 11:15 AM																				
	to 11:30 AM																				
	AK HR (ALL VEH)			0																	
	to 08:45 AM	0	0	0	0		_		n										n		
	Vehicle % (PHV):		0.0%	0.0%	-				0	n		0	1		0		0		0	0	
	K HR (HV ONLY)	0.070			0.0%	0.0%	0.0%	0	0	0	0.0%	0	0	1	0	5.0%	0	0	0	0	0.0%
07:30 AM				0.0%	0.0%	0.0%	0.0%	0.0%	0	0 0.0%	0.0%	0		1 8.3%	0	5.0%	0	0.0%	0	0 0.0%	0.0%
	to U8:30 AIVI	0	0	_	0.0%	0.0%		0.0%	0.0%		0.0%		0.0%	1 8.3%		5.0%		0.0%	0.0%	_	0.0%
Heavy	Vehicle % (PHV):	0		0 0		0.0%	0.0%	0 0.0%	0 0.0%	0.0%	0.0%	0.0%	0 0.0%	1 8.3%	0.0%	5.0%	0.0%	0 0.0%	0 0.0%	0.0%	0.0%
Heavy			0.0%	0 0	0		0.0%	0 0.0%	0 0.0%	0.0% 0 0.0%		0.0%	0 0.0%	1 8.3% L	0.0% 0 0.0%		0.0%	0 0.0%	0 0.0%	0.0%	
BICYCLES	Vehicle % (PHV): Direction: Roadway:	0.0%	0 0.0% Sc	0 0 0.0% outhbou 8th Stre	0 0.0% nd		0.0%	0 0.0% 0 0.0% W	0 0.0% 0 0 0.0% Vestboursemarle S	0.0% 0 0.0% and		0.0%	0 0.0% 0 0 0.0% No	1 8.3% 1 1 8.3% orthbou	0.0% 0 0.0% and		0.0%	0 0.0% 0 0.0% E	0 0.0% 0 0 0.0% Eastboun	0.0% 0 0.0% and street	
BICYCLES	Vehicle % (PHV): Direction: Roadway: Movement:	0.0% U	0 0.0% So 4: Left	0 0 0.0% outhbou 8th Stre	0 0.0% nd et Right		0.0% 0 0.0% U	0 0.0% 0 0.0% W Albe	0 0.0% 0 0 0.0% Vestbour emarle S	0.0% 0 0.0% and treet Right		0.0% 0 0.0% U	0 0.0% 0 0.0% No 48 Left	1 8.3% l 1 8.3% orthbou Bth Stre	0.0% 0 0.0% and et Right		0.0% 0 0.0% U	0 0.0% 0 0.0% E Albe	0 0.0% 0 0 0.0% Eastbournemarle S	0.0% 0 0.0% nd Street Right	
DICYCLES 06:30 AM	Vehicle % (PHV): Direction: Roadway: Movement: to 06:45 AM	U 0	0 0.0% So 4: Left 0	0 0.0% outhbou 8th Stre Thru	0 0.0% nd		0.0% 0 0.0% U	0 0.0% 0 0.0% W Albe	0 0.0% 0 0 0.0% Vestbouremarle S Thru	0.0% 0 0.0% and		0.0% 0 0.0% U	0 0.0% 0 0.0% No 48 Left	1 8.3% 1 1 8.3% orthbou 8th Stree Thru	0.0% 0 0.0% and		0.0% 0 0.0% U	0 0.0% 0 0.0% E Albe	0 0.0% 0 0 0.0% Eastbournemarle S Thru	0.0% 0 0.0% and street	
06:30 AM 06:45 AM	Vehicle % (PHV): Direction: Roadway: Movement: to 06:45 AM to 07:00 AM	0.0% U 0 0	0 0.0% Sc 4: Left 0 0	0 0.0% outhbou 8th Stre Thru 0	0 0.0% nd et Right 0		0.0% 0 0.0% U 0	0 0.0% 0 0.0% V Albe Left 0	0 0.0% 0 0 0.0% Vestbour emarle S Thru 0 0	0.0% 0 0.0% nd treet Right 0		0.0% 0 0.0% U 0	0 0.0% 0 0.0% No 48 Left 0	1 8.3% 1 1 8.3% orthbou 3th Stree Thru 0	0.0% 0 0.0% nd et Right 0		0.0% 0 0.0% U 0	0 0.0% 0 0.0% E Albe Left 0	0 0.0% 0 0 0.0% Eastbournemarle S Thru 0 0	0.0% 0 0.0% ond Street Right 0	
06:30 AM 06:45 AM 07:00 AM	Vehicle % (PHV): Direction: Roadway: Movement: to 06:45 AM to 07:00 AM to 07:15 AM	0.0% U 0 0	0 0.0% Sc 4: Left 0 0	0 0.0% Outhbou 8th Stre Thru 0 0	0 0.0% nd et Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% W Albe	0 0.0% 0 0 0.0% Westbour emarle S Thru 0 0	0.0% 0 0.0% nd treet Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% No 48 Left 0	1 8.3% 1 8.3% orthbou Bth Stree Thru 0 0	0.0% 0 0.0% nd et Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% E Albe Left 0 0	0 0.0% 0 0 0.0% Eastboun emarle S Thru 0 0	0.0% 0 0.0% od otreet Right 0 0	
06:30 AM 06:45 AM 07:00 AM 07:15 AM	Vehicle % (PHV): Direction: Roadway: Movement: to 06:45 AM to 07:00 AM to 07:15 AM to 07:30 AM	0.0% U 0 0 0	0 0.0% Sc 4! Left 0 0 0	0 0.0% outhbou 8th Stre Thru 0 0 0	0 0.0% nd et Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% W Albe Left 0 0	0 0.0% 0 0 0.0% Westbour emarle S Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% nd treet Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 0 0.0% No 48 Left 0 0	1 8.3% 1 1 8.3% orthbou 8th Stree Thru 0 0 1	0.0% 0 0.0% nd et Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 0 0.0% E Albe Left 0 0	0 0.0% 0 0 0.0% Eastboun emarle S Thru 0 0	0.0% 0 0.0% od street Right 0 0 0	
06:30 AM 06:45 AM 07:00 AM 07:15 AM 07:30 AM	Vehicle % (PHV): Direction: Roadway: Movement: to 06:45 AM to 07:00 AM to 07:15 AM to 07:30 AM to 07:45 AM	0.0% U 0 0 0 0	0 0.0% Sc 44 Left 0 0 0	0 0 0.0% Duthbou 8th Stree Thru 0 0 0 0 0 0 0 0 0	0 0.0% nd et Right 0 0 0		0.0% 0.0% U 0 0 0	0 0.0% 0 0.0% W Albe Left 0 0 0	0 0.0% 0 0 0.0% Westbour emarle S Thru 0 0 0	0.0% 0 0.0% nd treet Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 0 0.0% No 48 Left 0 0 0	1 8.3% 1 1 8.3% orthbou 8th Stree Thru 0 0 1 0	0.0% 0 0.0% nd et Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 0.0% E Albe Left 0 0 0	0 0.0% 0 0 0.0% Eastbourn emarle S Thru 0 0 0	0.0% 0 0.0% ond street Right 0 0 0 0	
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	0.63	0.75	09:0	n/a	3	1					
	0.	0.	0.	۲.	\downarrow	1					
	SBR	SBT	SBL	SBU			1	5	WBR	0.63	Γ
					48th Street		÷	55	WBT	0.65	
	2	15	12	0	th S		\downarrow	5	WBL	0.63	
	+	V	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
61	+						Albemo	ırle Stre	et	4	
44	\rightarrow	A	lbemarl	e Street						\rightarrow	
	n/a	EBU	0	←		t 6		←	1	\rightarrow	
0.85	0.50	EBL	2	1		48th Street	0	н.	12	7	
0.00	0.79	EBT	41	\rightarrow		3th			7		ı
	0.25	EBR	1	\downarrow		4	NBU	NBL	NBT	NBR	
							z	z	z	z	
					→ ₁	^ 0	e/u	0.25	0.75	0.58	
					21	20		0.	71		





DATA COLLECTION NOTES :

INT. PEAK HR (BIKES)

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019
Weather: Partly Cloudy 06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 07:45 AM
 to
 08:45 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

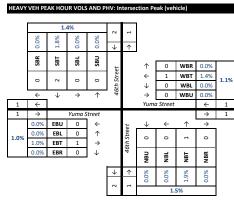
Volumes Displayed as: 1. Intersection Peak (vehicle)

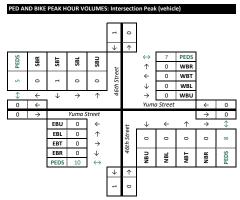
User-Defined Peak Hour: 07:30 AM to 08:30 AM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersectio Directio			treet & outhbou		treet		W	/estbou	nd			No	orthbou	nd				Eastbour	nd	
VEHICLES Roadwa	<i>r</i> :	4	16th Stre	et			Υι	ıma Stro	et			46	6th Stre	et			Υ	uma Str	eet	
Movemen	<i>t:</i> U	Left 0	Thru 9	Right 0	Peds 0	0	Left 0	Thru 8	Right 1	Peds 0	0	Left 1	Thru 3	Right 0	Peds 0	0	Left 0	Thru 2	Right 0	Peds
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0	1	16	2	1	0	1	3	0	0	0	1	2	0	0	1	0	3	0	1 2
07:00 AM to 07:15 AM	0	4	9	6	1	0	1	6	1	1	0	0	7	0	1	0	0	2	1	3
07:15 AM to 07:30 AM	0	1	22	2	0	0	3	9	3	0	0	1	8	2	1	0	1	7	1	0
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0	4	25 22	1	0	0	0	5 18	0	0	0	0	4 15	2	1	0	0	9	0	2
08:00 AM to 08:15 AM	0	1	33	2	2	0	0	15	2	4	0	2	9	2	2	0	2	24	3	0
08:15 AM to 08:30 AM	0	4	29	3	1	0	3	13	1	3	0	0	16	3	3	0	0	27	0	1
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0	5 3	29 22	4 2	2	0	4	24 18	6 1	1	0	0	12 6	2	2	0	0	33 17	2	0
09:00 AM to 09:15 AM	0	1	30	3	1	0	2	11	2	0	0	1	9	1	0	0	2	26	2	2
09:15 AM to 09:30 AM	0	1	24	2	1	0	1	10	2	0	0	0	11	1	2	0	1	17	1	2
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM																				
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10:45 AM to 11:00 AM 11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
INT. PEAK HR (ALL VE		_	138	12	7	_	_	70	12	8			5	10	10			.05		5
07:45 AM to 08:45 AM Peak Hour Overall	0 U	13 Left	113 Thru	12 Right	SB	U U	9 Left	70 Thru	12 Right	WB	0 U	Left	52 Thru	10 Right	NB	0 U	Left	98 Thru	5 Right	EB
Factor (PHF) 0.82	n/a	0.65	0.86	0.75	0.91	n/a	0.56	0.73	0.50	0.67	n/a	0.38	0.81	0.83	0.86	n/a	0.25	0.74	0.42	0.75
HEAVY Directio			outhbou					/estbou					orthbou					Eastbour		
VEHICLES Roadwa (FHWA 4+) Movement		Left	16th Stre Thru	et Right		U	Left	ma Stro Thru	Right		U	Left	5th Stre Thru	et Right		U	Left	uma Stro Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	1	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0	0	0	0		0	0	1 0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM	0	0	3	0		0	0	0	0		0	0	0	1		0	0	0	0	
07:45 AM to 08:00 AM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
08:00 AM to 08:15 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
09:00 AM to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM 09:30 AM to 09:45 AM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
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VEHIC	LE PEAK	HOUR \	OLS AN	ND PHF:	Inter	ectio	n Peak	(vehicle)		
		0.	91		138	99					
	0.75	98.0	0.65	n/a	11	9					
	0.	0.	0.	-	\downarrow	1					
	SBR	SBT	SBL	SBU							
	s	s	s	S	et		\uparrow	12	WBR	0.50	
	12	113	13	0	Stre		\leftarrow	70	WBT	0.73	0.67
	1	11	τ	0	46th Street		\downarrow	9	WBL	0.56	0.07
	+	+	\rightarrow	1	46		\rightarrow	0	WBU	n/a	
85	+						Yumo	a Street		\downarrow	91
105	\rightarrow		Yuma S	treet						\rightarrow	121
105	→ n/a	EBU	Yuma S	treet		it	\downarrow	←	↑	\rightarrow	121
		EBU EBL	_	1		street				\rightarrow	121
0.75	n/a		0	←		sth Street	→	3	52 →		121
	n/a 0.25	EBL	0	←		46th Street	0	3	52	10 🛧	121
	n/a 0.25 0.74	EBL EBT	0 2 98	← ↑ →		46th Street				\rightarrow	121
	n/a 0.25 0.74	EBL EBT	0 2 98	← ↑ →	+	→ 46th Street	O NBN	NBL 3	NBT 52	NBR 10 ←	121
	n/a 0.25 0.74	EBL EBT	0 2 98	← ↑ →		1	0	3	52	10 🛧	121
	n/a 0.25 0.74	EBL EBT	0 2 98	← ↑ →	127		O NBN	0.38 NBL 3	NBT 52	NBR 10 ←	121
	n/a 0.25 0.74	EBL EBT	0 2 98	← ↑ →		1	O NBN	0.38 NBL 3	0.81 NBT 52	NBR 10 ←	121





Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, March 26, 2019

Weather: Partly Cloudy

06:30 AM to 09:30 AM

 Intersection Peak Hour (all vehicles):
 07:45 AM
 to
 08:45 AM

 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

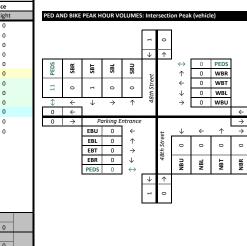
Volumes Displayed as: 1. Intersection Peak (vehicle)

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

VEHICL	E PEAK	HOUR \	OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle	:)		
		0.	76		64	27					
	0.38	92.0	n/a	n/a							
	SBR	SBT	SBL	SBU	V	^					
	SE	as	SE	SB	i,		\uparrow	0	WBR	n/a	
	3	61	0	0	48th Street		\leftarrow	0	WBT	n/a	n/a
	(1)	9	_	0	th:		\downarrow	0	WBL	n/a	11/ a
	+	\downarrow	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
4	+									4	0
3	\rightarrow	Pi	arking E	ntrance						\rightarrow	0
	n/a	EBU	0	←		ti.	\downarrow	←	1	\rightarrow	
0.75	n/a	EBL	0	\uparrow		48th Street	0	-	27	0	
0.73	n/a	EBT	0	\rightarrow		£#.)		2)	
	0.75	EBR	3	\downarrow		48	NBU	NBL	NBT	NBR	
							z	z	z	z	
					\downarrow	1	e/u	0.25	0.75	e/u	
					64	28	٠			_	
					9	Ž		0.	70		

Intersection:	1.		treet &		ng Entra	nce												17		
ALL Direction: Roadway:			outhbou 8th Stre				W	/estbou	nd				orthbou 8th Stre					astbour		
VEHICLES Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0	0	5 2	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	2
07:00 AM to 07:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	2
07:30 AM to 07:45 AM	0	0	15	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	1
07:45 AM to 08:00 AM 08:00 AM to 08:15 AM	0	0	15 12	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	3
08:15 AM to 08:30 AM	0	0	20	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
08:30 AM to 08:45 AM	0	0	14	2	0	0	0	0	0	0	0	1	9	0	0	0	0	0	1	3
08:45 AM to 09:00 AM 09:00 AM to 09:15 AM	0	0	13	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	1	2
09:15 AM to 09:30 AM	0	0	7 13	0	0	0	0	0	0	0	0	1 0	6 4	0	0	0	0	0	0 1	4 5
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)			64					0					28					3		
07:45 AM to 08:45 AM	0	0	61	3	0	0	0	0	0	0	0	1	27	0	0	0	0	0	3	11
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.88	n/a	n/a	0.76	0.38	0.76	n/a	n/a	n/a	n/a	n/a	n/a	0.25	0.75	n/a	0.70	n/a	n/a	n/a	0.75	0.75
HEAVY Direction: VEHICLES Roadway:			outhbou 8th Stre				W	/estbou	110				orthbou 8th Stre					astbour		
(FHWA 4+) Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0	0	1 0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM	0	0	1	0		0	0	0	0		0	0	1	0		0	0	0	0	
07:45 AM to 08:00 AM	0	0	3	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15 AM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	1 0	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to 09:15 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
INT. PEAK HR (ALL VEH)			7					0					1					0		
07:45 AM to 08:45 AM	0	0 0%	7	0	10.00	0	0	0	0	0.00/	0	0 0%	2 79/	0 0%	2 (%	0	0	0	0 0%	0.09/
Heavy Vehicle % (PHV) INT. PEAK HR (HV ONLY)	0.0%	0.0%	11.5% 7	0.0%	10.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%
07:30 AM to 08:30 AM	0	0	7	0		0	0	0	0		0	0	2	0		0	0	0	0	
Heavy Vehicle % (PHV)	0.0%		11.3%		10.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Direction: BICYCLES Roadway:			outhbou 8th Stre				V	/estbou	nd				orthbou 8th Stre					astbou		
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to 09:15 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM	l										l					l				
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM	l										l					l				
10:15 AM to 10:30 AM	l										l					l				
10:30 AM to 10:45 AM	l										l					l				
10:45 AM to 11:00 AM	l										l					l				
11:00 AM to 11:15 AM	l																			
11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH)			1					0					0					0		
07:45 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES)			2					0					0					0	1 2	
08:15 AM to 09:15 AM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	

HEAVY	VEH PE	AK HOL	JR VOL	AND P	HV: In	terse	ction Pe	ak (vel	icle)		
		10.	.9%								
	%	%9	%0.0	%	7	1					
	%0'0	11.5%	0.0	%0'0	\downarrow	1					
	SBR	SBT	SBL	SBU							
	S	S	IS	SI	et		\uparrow	0	WBR	0.0%	
	0	7	0	0	48th Street		\leftarrow	0	WBT	0.0%	0.0%
)))	th?		\downarrow	0	WBL	0.0%	0.070
1	←	\	\rightarrow	1	48		\rightarrow	0	WBU	0.0%	
0	+									+	0
0	\rightarrow	Po	arking E	ntrance						^	0
	0.0%	EBU	0	←		ta.	\downarrow	←	1	\rightarrow	
0.0%	0.0%	EBL	0	1		stre	0	0	п.	0	
0.070	0.0%	EBT	0	\rightarrow		48th Street					
	0.0%	EBR	0	\downarrow		48	NBU	NBL	NBT	NBR	
							ž	Z	Ž	z	
					+	↑	%0.0	%0.0	3.7%	%0.0	
					7	п.	0.0			0.	
								3.	6%		



0

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019

Weather: Partly Cloudy

Volumes Displayed as: 1. Intersection Peak (vehicle)

06:30 AM to 09:30 AM

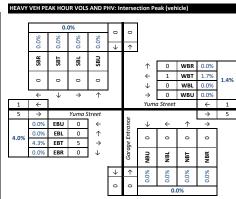
 Intersection Peak Hour (all vehicles):
 08:30 AM
 to
 09:30 AM

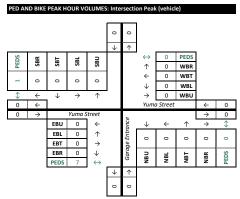
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersecti	_	1.				'uma St	reet														
ALL Direction			Sc	outhbou	nd				estboui					orthbou age Entra					Eastbour uma Stre		
VEHICLES Moveme	_	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM		0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0 2	0
07:00 AM to 07:15 AM		0	0	0	0	0	0	4	4	0	0	0	0	0	0	6	0	0	4	3	0
07:15 AM to 07:30 AM		0	0	0	0	0	0	5	9	0	0	0	0	0	1	2	0	0	7	2	1
07:30 AM to 07:45 AM		0	0	0	0	0	0	3	6	0	0	0	0	0	0	3	0	0	19	1	0
07:45 AM to 08:00 AM 08:00 AM to 08:15 AM		0	0	0	0	0	0	3	15 20	0	0	0	0	0	0	4	0	0	18 26	7	1
08:15 AM to 08:30 AM		0	0	0	0	0	0	1	13	0	0	0	0	0	0	2	0	0	27	1	0
08:30 AM to 08:45 AM		0	0	0	0	0	0	4	14	0	0	0	0	0	0	3	0	0	32	1	0
08:45 AM to 09:00 AM		0	0	0	0	0	0	3	14	0	0	0	1	0	0	2	0	0	26	3	0
09:00 AM to 09:15 AM 09:15 AM to 09:30 AM		0	0	0	0	0	0	4 0	18 14	0	0	0	0	0	0	0 2	0	0	30 27	3	0
09:30 AM to 09:45 AM																					
09:45 AM to 10:00 AM																					
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM																					
10:30 AM to 10:45 AM																					
10:45 AM to 11:00 AM	1																				
11:00 AM to 11:15 AM																					
11:15 AM to 11:30 AM INT. PEAK HR (ALL VI	_			0				-	1					2				1	26		
08:30 AM to 09:30 AM		0	0	0	0	0	0	11	60	0	0	0	2	0	0	7	1	0	115	10	1
Peak Hour Overa	I	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.89	_	n/a	n/a	n/a	n/a	n/a	n/a	0.69	0.83	n/a	0.81	n/a	0.50	n/a	n/a	0.50	0.25	n/a	0.90	0.83	0.93
HEAVY Direction VEHICLES Roadw			Sc	outhbou	nd				estboui ma Stre					orthbour					Eastbour uma Str		
(FHWA 4+) Moveme		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	1	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	1 0	0	
07:30 AM to 07:45 AM		0	0	0	0		0	0	1	0		0	0	0	0		0	0	2	0	
07:45 AM to 08:00 AM	1	0	0	0	0		0	0	0	0		0	0	0	0		0	0	3	0	
08:00 AM to 08:15 AM		0	0	0	0		0	0	1	0		0	0	0	0		0	0	3	0	
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
08:45 AM to 09:00 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
09:00 AM to 09:15 AM	1	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
09:15 AM to 09:30 AM		0	0	0	0		0	0	1	0		0	0	0	0		0	0	2	0	
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM																					
10:00 AM to 10:15 AM																					
10:15 AM to 10:30 AM																					
10:30 AM to 10:45 AM																					
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM																					
11:15 AM to 11:30 AM																					
INT. PEAK HR (ALL VI	H)			0					1					0					5		
08:30 AM to 09:30 AM		0	0	0 00%	0	0.00/	0 0%	0 0%	1 70/	0 0%	1 40/	0	0 0%	0	0 0%	0.00/	0	0 0%	5	0	4.00/
Heavy Vehicle % (PI INT. PEAK HR (HV ON		.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3% 9	0.0%	4.0%
07:30 AM to 08:30 AM		0	0	0	0	İ	0	0	2	0		0	0	0	0		0	0	9	0	
Heavy Vehicle % (Ph	IV): 0.	.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_		8.9%
Direction BICYCLES Roadw			Sc	outhbou	nd				/estbou					orthbou					Eastbour		
BICYCLES Roadw Moveme		U	Left	Thru	Right		U	Left	ma Stre Thru	Right		U	Left	Thru	Right		U	Left	uma Stro Thru	Right	
06:30 AM to 06:45 AM	1	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to 08:00 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15 AM		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to 09:15 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	1	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM																					
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM												l					l				
10:15 AM to 10:30 AM												l					l				
10:30 AM to 10:45 AM												l					l				
10:45 AM to 11:00 AM																	l				
11:00 AM to 11:15 AM												ĺ					ĺ				
11:15 AM to 11:30 AM INT. PEAK HR (ALL VI				0					0					0					0		
08:30 AM to 09:30 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIK	ES)			0					1					0					0		
07:15 AM to 08:15 AM	1	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	

			/a				1				
		n,	/ a		0	0					
	n/a	n/a	n/a	n/a	→	↑					
	SBR	SBT	SBL	SBU				0	WBR	n/a	Π
					1		÷	60	WBT	0.83	
	0	0	0	0			.	11	WBL	0.69	(
	+	V	\rightarrow	1			\rightarrow	0	WBU	n/a	
63	←	1					Yumo	Street		←	
126	\rightarrow		Yuma S	treet		01				\rightarrow	:
	0.25	EBU	1	←		Suce	V	←	\uparrow	\rightarrow	
0.93	n/a	EBL	0	1		Garage Entrance	0	2	0	0	
0.55	0.90	EBT	115	\rightarrow		a6			Ŭ		
	0.83	EBR	10	\downarrow		Sara	NBU	NBL	NBT	NBR	
							z	z	z	z	
					\downarrow	1	n/a	0.50	n/a	n/a	
					21	2	-			_	
								0.	.50		





 Analysis Period:
 STUDY_PERIOD
 06:30 AM
 to
 09:30 AM

 Date of Counts:
 Tuesday, March 26, 2019
 Tuesday
 Fartly Cloudy
 To a country
 <t

 Volumes Displayed as: 1. Intersection Peak (vehicle):

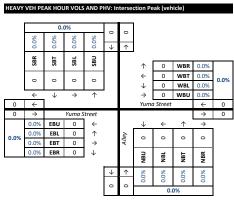
 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

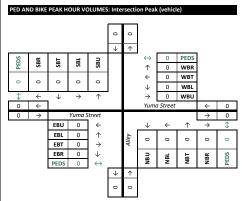
 System Peak Hour (all vehicles):
 08:00 AM
 to
 09:00 AM

 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

Data Source: Gorove/Slade Associates, Inc. Intersection: 1. /Alley & Yuma Street Direction: Southbound Westbound Northbound ALL VEHICLES Roadway Yuma Street Alley Yuma Street Left Thru Right Left Thru Righ Thru 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM Ω O 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0 0 0 07:30 AM to 08:30 AM 0 0 0 0 0 1 0 0 0 0 0 0 Left 0.25 Peak Hour Overall Left Thru Right SB Left Thru WB U Thru Right NB U Left Thru 0.25 n/a n/a n/a 0.25 n/a n/a Factor (PHF) n/a n/a n/a n/a HEAVY Direction Westbound Northbound Eastbound Alley VEHICLES Yuma Street Yuma Street (FHWA 4+) Movement Left Thru 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM n n n n 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM 09:15 AM to 09:30 AM 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 07:30 AM to 08:30 AM 0.0% 0.0% 0.0% 0.0% 0.0% Heavy Vehicle % (PHV) 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 06:30 AM to 07:30 AM 0 0 0.0% 0.0% 0.0% 0.0% 0.0% Heavy Vehicle % (PHV) 0.0% 0.0% 0.0% 0.0% 0.0% Direction Westbound Northbound Eastbound BICYCLES Yuma Street Alley Yuma Street Left Thru Right Thru Left Thru Right 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM O 07:30 AM to 07:45 AM 07:45 AM to 08:00 AM 08:00 AM to 08:15 AM 08:15 AM to 08:30 AM 08:30 AM to 08:45 AM 08:45 AM to 09:00 AM 09:00 AM to 09:15 AM O 09:15 AM to 09:30 AM Ω 09:30 AM to 09:45 AM 09:45 AM to 10:00 AM 10:00 AM to 10:15 AM 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM INT. PEAK HR (ALL VEH) 0 0 07:30 AM to 08:30 AM 0 0 0 0

		n	/a		0	0					
	n/a	n/a	n/a	n/a	0)					
	~	'n	'n	u	\downarrow	1					
	SBR	SBT	SBL	SBU			1	0	WBR	n/a	T
							÷	0	WBT	n/a	1
	0	0	0	0			\downarrow	0	WBL	n/a	1
	+	V	\rightarrow	1			\rightarrow	0	WBU	n/a	1
1	+						Yumo	Street		+	ĺ
0	\rightarrow		Yuma S	treet						\rightarrow	ĺ
	n/a	EBU	0	←			\downarrow	←	1	\rightarrow	
/a	n/a	EBL	0	1		Alley	0	н.	0	0	ı
, -	n/a	EBT	0	\rightarrow		A			_		ļ
	n/a	EBR	0	\downarrow			NBU	NBL	NBT	NBR	l
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					→ 0	1	n/a	0.25	n/a	e/u	
					0	7		0	.25		1





DATA COLLECTION NOTES :

INT. PEAK HR (BIKES)

0 0 0 0

0 0 0 0

0 0

Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 04:00 PM
 to
 07:00 PM

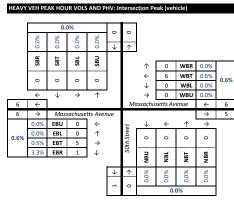
 Date of Counts:
 Tuesday, March 26, 2019
 Tuesday, March 26, 2019
 Tuesday
 Tue

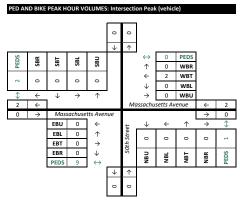
Volumes Displayed as: 1. Intersection Peak (vehicle)

| Intersection Peak Hour (all vehicles): 05:30 PM to 06:30 PM System Peak Hour (all vehicles): 05:30 PM to 06:30 PM User-Defined Peak Hour: 05:00 PM to 06:00 PM

Data source		,				•														
Intersection:	1.			& Massa	chusett	s Aver														
ALL Direction:		Sc	outhbou	ınd				Westbou chusetts		•			orthbou Oth Stre					astbour	Avenue	
VEHICLES Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM	0	0	0	0	0	0	1	273	0	0	0	11	0	1	0	0	0	119	5	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	236	0	0	0	17	0	1	2	0	0	151	5	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	263	0	1	0	18	0	0	1	0	0	151	5	1
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	219	0	0	0	14	0	1	0	0	0	180	9	0
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0	0	0	1	274 234	0	0	0	10 6	0	0	2	0	0	184 205	5 4	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	1	293	0	1	0	9	0	0	3	0	0	219	5	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	1	246	0	0	0	6	0	0	2	0	0	233	6	2
06:00 PM to 06:15 PM	0	0	0	0	0	0	1	255	0	0	0	9	0	0	1	0	0	215	8	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	2	262	0	0	0	5	0	0	3	0	0	245	11	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	4	240	0	0	0	8	0	0	2	0	0	222	6	0
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0	0	0	0	0	0	2	181	0	0	0	1	0	0	2	0	0	198	8	2
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)	-		0				-	1061					29				0	47		
05:30 PM to 06:30 PM	0	0	0	0	0	0	5	1056	0	- 1	0	29	0	0	9	0	0	912	30	2
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left		Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.96	n/a	n/a	n/a	n/a	n/a	n/a	0.63		n/a	0.90	n/a	0.81	n/a	n/a	0.81	n/a	n/a	0.93	0.68	0.92
HEAVY Direction:		Sc	outhbou	ınd				Westbou				N	orthbou	ınd			Е	astbour	nd	
VEHICLES Roadway: (FHWA 4+) Movement:	<u> </u>	1 -6.	Th	D:-/·				chusetts		e			Oth Stre				Massac			
(FHWA 4+) Movement: 04:00 PM to 04:15 PM	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 2	Right 0		0	Left 1	Thru 0	Right 0		0	Left 0	Thru 3	Right 0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	4	0		0	1	0	0		0	0	1	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	1	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	6	0		0	0	0	0		0	0	1	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	6	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
05:30 PM to 05:45 PM 05:45 PM to 06:00 PM	0	0	0	0		0	0	2 1	0		0	0	0	0		0	0	0	1 0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	1	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM 07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM																				
INT. PEAK HR (ALL VEH)			0					6					0					6		
05:30 PM to 06:30 PM	0	0	0	0	0.00/	0	0	6	0	0.50/	0	0	0	0	0.00/	0	0	5	1 2 200	0.50/
Heavy Vehicle % (PHV) INT. PEAK HR (HV ONLY)	: 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16	0.0%	0.6%	0.0%	_	0.0%	0.0%	0.0%	0.0%		0.5% 9	3.3%	0.6%
04:15 PM to 05:15 PM	0	0	0	0		0	0	16	0		0	1	0	0		0	0	9	0	
Heavy Vehicle % (PHV)	: 0.0%	0.0%	_	_	0.0%	0.0%			_	1.6%	0.0%	_			1.6%	0.0%	_	1.4%	-	1.3%
Direction:		Sc	outhbou	ınd			1	Westbou	ınd				orthbou					astbour		
BICYCLES Roadway:		1.6	T) .	Di-tr				chusetts		e	,.		Oth Stre						Avenue	
04:00 PM to 04:15 PM	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0		0	0	0 2	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:15 PM											l									
07:15 PM to 07:30 PM											l									
07:30 PM to 07:45 PM						ĺ										l				
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM						ĺ										l				
08:00 PM to 08:15 PM 08:15 PM to 08:30 PM											l									
08:30 PM to 08:45 PM											l									
08:45 PM to 09:00 PM	L					L					L									
INT. PEAK HR (ALL VEH)			0					2					0					0		
05:30 PM to 06:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES)			n					4					n					n		

		n	/a		0	0					
	n/a	u/a	n/a	n/a							
			_		\downarrow	1					
	SBR	SBT	SBL	SBU			↑	0	WBR	n/a	
					1		÷	1056	WBT	0.90	
	0	0	0	0			\downarrow	5	WBL	0.63	0.9
	+	\downarrow	\rightarrow	1	•		\rightarrow	0	WBU	n/a	
1085	+					Mo	issachu	setts Av	enue	+	106
942	\rightarrow		sachuse	tts Avei	nue					\rightarrow	91
	n/a	EBU	0	←		et		+	1	\rightarrow	
0.92	n/a	EBL	0	1		50th Street	0	59	0	0	
	0.93	EBT	912	\rightarrow		tt.					
	0.68	EBR	30	\downarrow		5	NBU	NBL	NBT	NBR	
							z	_	z	z	ļ
					_ ↓	1	u/a	0.81	n/a	n/a	
					35	29	-			_	
								0.	81		





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

04:00 PM to 07:00 PM

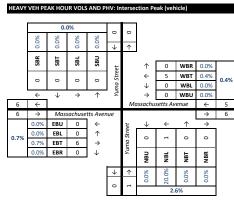
Volumes Displayed as: 1. Intersection Peak (vehicle)
 Intersection Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

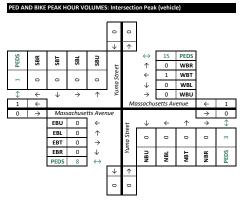
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection:	1.	. Yuma	Street 8	Massa	husett	s Aven	ue													
ALL Direction:			outhbou					Westbou					orthbou					astbour		
VEHICLES Roadway: Movement:	U	Left	uma Stro Thru		Peds	U	Massa Left	chusetts Thru		Peds	U	Yu Left	ıma Strı Thru		Peds	U	Massac	husetts Thru		Peds
04:00 PM to 04:15 PM	0	0	4	14	0	0	13	219	0	0	0	1	0	18	0	0	0	124	0	1
04:15 PM to 04:30 PM	0	0	3	10	1	0	10	209	0	0	0	3	0	17	1	0	0	146	2	1
04:30 PM to 04:45 PM	0	0	2	11	1	0	5	235	0	3	0	1	0	9	2	0	0	146	0	2
04:45 PM to 05:00 PM	0	0	0	14	3	0	4	184	0	0	0	0	0	5	0	0	0	179	1	0
05:00 PM to 05:15 PM	0	0	0	18	1	0	5	230	0	1	0	2	0	11	4	0	0	182	0	1
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	2	1	17 14	1	0	3 6	207 294	0	0	0	1	0	11	0	0	0	208	0	0
05:45 PM to 06:00 PM	0	0	1	11	6	0	6	248	0	0	0	0	0	10	0	0	0	233	0	1
06:00 PM to 06:15 PM	0	1	1	18	4	0	4	295	0	0	0	1	0	8	4	0	0	215	0	0
06:15 PM to 06:30 PM	0	0	1	8	1	0	9	303	0	1	0	3	0	10	3	0	0	240	2	0
06:30 PM to 06:45 PM	0	0	0	8	0	0	6	288	0	0	0	0	0	9	2	0	0	221	0	0
06:45 PM to 07:00 PM	0	0	1	10	4	0	6	192	0	0	0	0	0	4	3	0	0	199	0	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM																	_			
INT. PEAK HR (ALL VEH)	0	_	7	51	15	0	25	165	0	3	0	1	0	34	8	0	1	906	3	1
05:30 PM to 06:30 PM Peak Hour Overall	U U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	5 Left	Thru	Right	NB	U	0 Left	906 Thru	Right	EB
Factor (PHF) 0.94	n/a	0.25	0.44	0.71	0.74	n/a	0.69	0.94	n/a	0.93	n/a	0.42	n/a	0.85	0.75	n/a	n/a	0.94	0.38	0.94
HEAVY Direction:			outhbou					Vestbou					orthbou					astbour		
VEHICLES Roadway:		Υι	uma Str	eet			Massa	chusetts	Avenue	•		Yu	ıma Str	eet			Massac			
(FHWA 4+) Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	3	0	
04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	0	0	0	1		0	0	3	0		0	0	0	0		0	0	1	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	5	0		0	0	0	0		0	0	1	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	6	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	1	0		0	1	0	0		0	0	1	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1 2	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	2	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:15 PM	ľ	·	Ü	•			Ü	-	·			Ü	Ü	·		ľ	•		·	
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM 08:45 PM to 09:00 PM																				
INT. PEAK HR (ALL VEH)			0					5					1					6		
05:30 PM to 06:30 PM	0	0	0	0		0	0	5	0		0	1	0	0		0	0	6	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	20.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.7%	0.0%	0.7%
INT. PEAK HR (HV ONLY)		_	1				_	14				_	0				_	9		
04:15 PM to 05:15 PM	0	0	0	1 2001	4 70/	0	0	14	0	4.50/	0	0	0	0	0.00/	0	0	9	0	4 40/
Heavy Vehicle % (PHV): Direction:	0.0%	_	0.0% outhbou	1.9%	1.7%	0.0%	_	1.6% Westbou	0.0%	1.6%	0.0%	0.0%	0.0% orthbou	0.0%	0.0%	0.0%		1.4% astbour	0.0%	1.4%
BIGYCLES Roadway:			ıma Str					chusetts		•			ıma Str				Massac			
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	1	0		0	0	1	1		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 PM to 07:15 PM	1					1														
07:30 PM to 07:45 PM	1					1														
07:45 PM to 08:00 PM	1					1														
08:00 PM to 08:15 PM	1					1														
08:15 PM to 08:30 PM	1					1														
08:30 PM to 08:45 PM	1																			
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)			0					1					0					n		
05:30 PM to 06:30 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
			_	_		_		-	_		_		_	_		_	-	_		

VEHICL	E PEAK	HOUR \	OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle)		
		0.	74		69	0	1				
	0.71	0.44	0.25	n/a	<	<u> </u>					
	SBR	SBT	SBL	SBU	·	-1	ı				
	SI	S	S	S	et		\uparrow	0	WBR	n/a	
	51	_	н.	0	Stre		\leftarrow	1140	WBT	0.94	0.93
	5)	Yuma Street		\downarrow	25	WBL	0.69	0.55
	+	\	\rightarrow	1	γn		\rightarrow	0	WBU	n/a	
1196	+					М	assachu	setts Av	enue	\downarrow	1165
909	\rightarrow	Mas	sachuse	tts Avei	nue					\rightarrow	941
909	→ n/a	Mas:	sachuse 0	tts Avei ←	nue	et	\downarrow	←	↑	\rightarrow	941
	_		_	1	nue	Street				\rightarrow	941
0.94	n/a	EBU	0	←	nue	ma Street	0	- >	1 0		941
	n/a n/a	EBU EBL	0	←	nue	Yuma Street	0	Ŋ	0	34	941
	n/a n/a 0.94	EBU EBL EBT	0 0 906	← ↑ →				NBL 5		NBR 34 ←	941
	n/a n/a 0.94	EBU EBL EBT	0 0 906	← ↑ →	nue →	→ Yuma Street	0	NBL 5	0	NBR 34 ←	941
	n/a n/a 0.94	EBU EBL EBT	0 0 906	← ↑ →			NBU 0	0.42 NBL 5	n/a NBT 0	34	941
	n/a n/a 0.94	EBU EBL EBT	0 0 906	← ↑ →	→	1	NBU 0	0.42 NBL 5	NBT 0	NBR 34 ←	941





DATA COLLECTION NOTES :

INT. PEAK HR (BIKES)

Analysis Period: STUDY_PERIOD 04:00 PM to 07:00 PM Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

Volumes Displayed as: 1. Intersection Peak (vehicle)

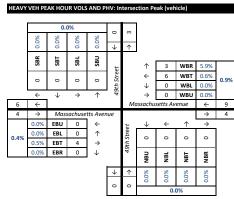
 Intersection Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

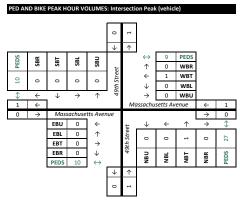
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection	_	. 49th S			husetts	Avenu														
ALL Direction:			outhbou 9th Stre					Vestbou chusetts					orthbou 9th Stre				Massac	astbour		
Movement:		Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM	0	4	5	1	1	6	8	251	19	4	0	18	15	2	3	0	21	128	12	3
04:15 PM to 04:30 PM	0	8 7	13	1	0	1	4	187	41	8	0	12	10	1	2	0	19	124	9	6
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	10	8 16	0	1	3	10 5	251 187	10 7	4 17	0	6 16	12 20	6 1	6 6	0	17 10	138 146	11 15	0 4
05:00 PM to 05:15 PM	0	9	9	0	5	2	9	249	21	7	0	13	16	0	4	0	18	182	10	12
05:15 PM to 05:30 PM	0	6	9	0	1	4	7	198	17	6	0	13	16	4	4	0	19	176	17	6
05:30 PM to 05:45 PM	0	4	6	2	4	3	5	259	22	8	0	13	15	3	3	0	16	198	8	3
05:45 PM to 06:00 PM	0	7	12	1	4	1	10	215	9	10	0	13	16	1	3	0	19	214	14	1
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	7 7	10 7	0	1 0	2	7 7	232	9 11	6 3	0	4 15	22 20	1 0	0	0	14 19	206 207	14 14	5 1
06:30 PM to 06:45 PM	0	3	5	1	3	1	8	219	24	8	0	6	12	1	0	0	22	201	18	0
06:45 PM to 07:00 PM	0	5	14	2	2	3	4	169	4	8	0	8	18	3	2	0	20	160	9	4
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM																				
INT. PEAK HR (ALL VEH)		_	53		9		1	030		27			23		10		_	43		10
05:30 PM to 06:30 PM	0	25	35	3		7	29	943	51		0	45	73	5		0	68	825	50	
Peak Hour Overall Factor (PHF) 0.97	U n/a	Left 0.89	Thru 0.73	Right 0.38	SB 0.79	U 0.58	Left 0.73	Thru 0.91	Right 0.58	WB 0.89	U n/a	Left 0.75	Thru 0.83	Right 0.42	NB 0.88	U n/a	Left 0.89	Thru 0.96	Right 0.89	EB 0.95
HEAVY Direction:	_		outhbou			3		Vestbou			.,,0		orthbou			.,,0		astbour		
VEHICLES Roadway	_		9th Stre					chusetts					9th Stre				Massac			
(FHWA 4+) Movement.	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	0	0		0	0	3	2		0	0	0	0		0	0	3	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	3	1		0	0	0	0		0	0	0	1	
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	0	0		0	0	3 6	0 2		0	0	0	0		0	0	1	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	3	0		0	0	1	0		0	1	6	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	2	3		0	0	2	0		0	0	2	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	1	1		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	2	1		0	0	0	0		0	0	2	0	
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0		0	0	1 2	0		0	0	0	0		0	0	0 2	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	1	0		0	1	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM																				
INT. PEAK HR (ALL VEH)			0					9					0					4		
05:30 PM to 06:30 PM	0	0	0	0		0	0	6	3		0	0	0	0		0	0	4	0	
INT. PEAK HR (HV ONLY)	_	_	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	5.9%	0.9%	0.0%	0.0%	0.0% 6	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.4%
04:30 PM to 05:30 PM	0	0	0	0		0	0	14	5		0	1	5	0		0	1	10	0	
Heavy Vehicle % (PHV)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	9.1%	1.9%	0.0%	2.1%	7.8%	0.0%	4.9%	0.0%	1.6%	1.6%	0.0%	1.4%
Direction		Sc	outhbou	ınd			V	Vestbou	nd			N	orthbou	nd			E	astbour	nd	
BICYCLES Roadway			9th Stre					chusetts		<u> </u>			9th Stre				Massac			
04:00 PM to 04:15 PM	. U	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 1	Right 0		0	Left 0	Thru 0	Right 0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	n	0		n	n	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	1	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	2	0		0	0	1	0		0	0	0	0	
07:00 PM to 07:15 PM	1					1					l					l				
07:15 PM to 07:30 PM						ĺ														
07:30 PM to 07:45 PM	1					1					l					l				
07:45 PM to 08:00 PM	1					1					l					l				
08:00 PM to 08:15 PM 08:15 PM to 08:30 PM	1					1					l					l				
08:30 PM to 08:45 PM											l									
08:45 PM to 09:00 PM	L					L					L					L				
INT. PEAK HR (ALL VEH))		0					1					1				_	0		
05:30 PM to 06:30 PM	0	0	0	0		0	0	1	0		0	0	1	0		0	0	0	0	
INT. PEAK HR (BIKES) 06:00 PM to 07:00 PM		T 0	1 1	0		0	0	3	0		0	0	2	0		0	0	0	0	
50.00 FW 10 07.00 PW	U	U	1	1 0		U	0	1 3	9		0	0		9		U	U	9	9	

VEHICL	E PEAK	HOUR \	VOLS AN	ID PHF:	Inter	sectio	n Peak	(vehicle	:)		
		0.	.79		63	192	1				
	0.38	0.73	68.0	n/a	9	13					
	0.	0.	0.0	'n	\downarrow	1					
	SBR	SBT	SBL	SBU							
	S	s	٠,	s	et		\uparrow	51	WBR	0.58	
	m	35	25	0	49th Street		\leftarrow	943	WBT	0.91	0.89
	,	E	2)	th.		\downarrow	29	WBL	0.73	0.03
	←	\downarrow	\rightarrow	1	46		\rightarrow	7	WBU	0.58	
991	+					Mo	assachu	setts Av	enue	4	1030
943	\rightarrow	Mas:	sachuse	tts Avei	nue					\rightarrow	862
	n/a	EBU	0	←		±:	\downarrow	←	\uparrow	\rightarrow	
0.95	0.89	EBL	68	↑		49th Street	0	45	73	5	
0.55	0.96	EBT	825	\rightarrow		t# 6		4	7	۵,	
	0.89	EBR	50	\downarrow		4	NBU	NBL	NBT	NBR	
							z	Z	z	z	
					\downarrow	1	n/a	0.75	0.83	0.42	
					4	m		0	0,	Ö	
					114	123		0.	.88		





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019
Weather: Partly Cloudy 04:00 PM to 07:00 PM

 Intersection Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

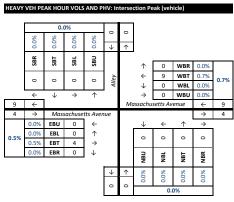
Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

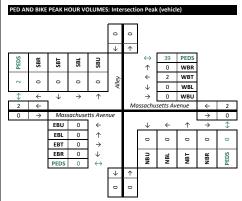
User-Defined Peak Hour: 05:00 PM to 06:00 PM

Volumes Displayed as: 1. Intersection Peak (vehicle)

Intersection	: 1	. Alley/	& Massa	achusetts Av	enue														
ALL		So	uthbour	nd			/estbour				No	rthbou	nd				astboun		
VEHICLES Roadway Movement		Left	Alley	Right Ped	s U	Massac Left	husetts Thru		Peds	U	Left	Thru	Right	Peds	U	Massac Left	husetts . Thru		VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0	0	0	1 10	_	0	296	0	4	0	0	0	0	0	0	0	136	0 4	
04:15 PM to 04:30 PM	0	0	0	1 4	0	0	248	1	1	0	0	0	0	0	0	0	129	0 1	
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	0	1 7	0	0	322 215	0	0 5	0	0	0	0	0	0	0	157 156	0 1	
05:00 PM to 05:15 PM	0	0	0	5 12	0	0	334	0	1	0	0	0	0	0	0	0	179	0 1	1
05:15 PM to 05:30 PM	0	0	0	2 21	0		285	0	0	0	0	0	0	0	0	0	184	0 0	
05:30 PM to 05:45 PM	0	0	0	2 9	0	0	352	0	0	0	0	0	0	0	0	0	225	0 0	
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0	0	0	2 13 1 12		0	344 306	0	0	0	0	0	0	0	0	0	213 211	0 2	
06:15 PM to 06:30 PM	0	0	0	2 5	0		294	0	0	0	0	0	0	0	0	0	215	0 0	
06:30 PM to 06:45 PM	0	0	0	0 7	0		307	0	1	0	0	0	0	0	0	0	209	0 0	
06:45 PM to 07:00 PM	0	0	0	1 12	0	0	234	1	4	0	0	0	0	0	0	0	161	0 3	3
07:00 PM to 07:15 PM 07:15 PM to 07:30 PM																			0.96 EBT 864 ->
07:30 PM to 07:45 PM																			1
07:45 PM to 08:00 PM																			_
08:00 PM to 08:15 PM 08:15 PM to 08:30 PM																			<u>↓</u>
08:30 PM to 08:45 PM																			O O n/a
08:45 PM to 09:00 PM																			
INT. PEAK HR (ALL VEH)		1		39	_		96		0	- 1	C			0			64	2	2
05:30 PM to 06:30 PM Peak Hour Overall	0 U	0 Left	0 Thru	7 Right SB	0 U		1296 Thru	0 Right	WB	0	0 Left	0 Thru	0 Right	NB	U U	0 Left	864 Thru	Right EE	- R
Factor (PHF) 0.94	n/a		n/a	0.88 0.8			0.92		0.92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.96	n/a 0.9	
HEAVY Direction	:	So	uthbour	nd		W	/estbour	nd			No	rthbou	nd			Е	astboun	ıd	
VEHICLES Roadway (FHWA 4+) Movement		1 -64	Alley	Dioba	U		husetts Thru			U	1 - 64	Thru	Dialet		U		husetts		HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0	Left 0	Thru 0	Right 0	0	Left 0	3	Right 0		0	Left 0	0	Right 0		0	Left 0	Thru 2	Right 0	HEAVY VEH PEAK HOOK VOLS AND PHV: Intersection Peak (venicle)
04:15 PM to 04:30 PM	0	0	0	0	0	-	3	0		0	0	0	0		0	0	0	0	0.0%
04:30 PM to 04:45 PM	0	0	0	0	0	0	1	0		0	0	0	0		0	0	1	0	% % % 0 0 0 V
04:45 PM to 05:00 PM	0	0	0	0	0		5	0		0	0	0	0		0	0	1	0	
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0	0	0	3 5	0		0	0	0	0		0	0	5 2	0	WBR 0.0
05:30 PM to 05:45 PM	0	0	0	0	0	0	1	0		0	0	0	0		0	0	0	0	> ← 9 WBT 0.3
05:45 PM to 06:00 PM	0	0	0	0	0	0	3	0		0	0	0	0		0	0	2	0	₹ ↓ 0 WBL 0.0
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0	0	0	2	0		0	0	0	0		0	0	0 2	0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
06:30 PM to 06:45 PM	0	0	0	0	0		2	0		0	0	0	0		0	0	2	0	4 → Massachusetts Avenue
06:45 PM to 07:00 PM	0	0	0	0	0		2	0		0	0	0	0		0	0	0	0	0.0% EBU 0 ← ↓ ← ↑ -
07:00 PM to 07:15 PM																			0.5% 0.0% EBL 0 ↑ 0 0 0
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM																			0.5% EBT 4 →
07:45 PM to 08:00 PM																			
08:00 PM to 08:15 PM																			↓ ↑ % % % % % % % % % % % % % % % % % %
08:15 PM to 08:30 PM																			
08:30 PM to 08:45 PM 08:45 PM to 09:00 PM																			0.0%
INT. PEAK HR (ALL VEH))	(0				9				C)					4		
05:30 PM to 06:30 PM	0	0	0	0	0		9	0		0	0	0	0		0	0	4	0	
Heavy Vehicle % (PHV	_			0.0% 0.09	6 0.09		0.7%	0.0%	0.7%	0.0%		0.0%	0.0%	0.0%	0.0%			0.0% 0.5	5%
INT. PEAK HR (HV ONLY) 04:30 PM to 05:30 PM	7	0	0 0	0	0	_	14	0	ŀ	0	0	0	0		0	0	9	0	
Heavy Vehicle % (PHV	_		_	0.0% 0.09	_	% 0.0%		_	1.2%			0.0%		0.0%	0.0%	_	_	0.0% 1.3	3%
Direction	:	So	uthbour	nd			/estbour				No	rthbou	nd			E	astboun	ıd	
BICYCLES Roadway Movement		Left	Alley	Right	U	Massac Left	husetts Thru	Avenue Right		U	Left	Thru	Right		U	Massac Left	husetts . Thru	Avenue Right	PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	. 0	0	0	0	0	20.0	0	0		0	0	0	0		0	0	0	0	PED AND BIKE PEAK HOOK VOLUMES. Intersection Peak (Venicle)
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0		0	0	0	0		0	0	1	0	0 0
04:30 PM to 04:45 PM	0	0	0	0	0		0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	0	0	0	0		1	0		0	0	0	0		0	0	0	0	↓ ↑ → → → → → → → → → → → → → → → → → →
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0	0		0 1	0		0	0	0	0		0	0	1 0	0	SQ
05:30 PM to 05:45 PM	0	0	0	0	0		0	0		0	0	0	0		0	0	0	0	N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
05:45 PM to 06:00 PM	0	0	0	0	0		0	0		0	0	0	0		0	0	0	0	₹ ↓ 0 WBL
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0	0		0	0		0	0	0	0		0	0	0	0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
06:30 PM to 06:45 PM	0	0	0	0	0		0	0		0	0	0	0		0	0	0	0	0 → Massachusetts Avenue -
06:45 PM to 07:00 PM	0	0	0	0	0		1	0		0	0	0	0		0	0	0	0	EBU 0 ← ↓ ← ↑ -
07:00 PM to 07:15 PM															l				EBL 0 ↑ 0 0 0
07:15 PM to 07:30 PM															l				EBT 0 →
07:30 PM to 07:45 PM 07:45 PM to 08:00 PM																			EBR 0 ↓
08:00 PM to 08:15 PM															l				↓ ↑
08:15 PM to 08:30 PM															l				0 0
08:30 PM to 08:45 PM																			
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH))	(0				2				C)				(0		
05:30 PM to 06:30 PM	0	0	0	0	0	_	2	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES			0				1				C	_					2		
04:15 PM to 05:15 PM	0	0	0	0	0	0	1	0		0	0	0	0		0	0	2	0	

		0.	88		7	0					
	0.88	n/a	n/a	n/a	· ·	^					
	SBR	SBT	SBL	SBU			1	0	WBR	n/a	
					λ.		←	1296	WBT	0.92	0.00
	7	0	0	0	Alley		\downarrow	0	WBL	n/a	0.92
	+	\	\rightarrow	1	-		\rightarrow	0	WBU	n/a	
1303	+					Mo	issachu	setts Av	enue	+	1296
864	\rightarrow	Mas:	sachuse	tts Aver	nue					\rightarrow	864
	n/a	EBU	0	←			\downarrow	←	1	\rightarrow	
0.96	n/a	EBL	0	1			0	0	0	0	
0.50	0.96	EBT	864	\rightarrow						_	
	n/a	EBR	0	\			NBU	NBL	NBT	NBR	
					+	1					
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					0	٥		n,	/a		





Project Name : Lady Bird

Project #: 2557-003

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019

Weather: Partly Cloudy

04:00 PM to 07:00 PM

Intersection Peak Hour (all vehicles): 05:30 PM to 06:30 PM
System Peak Hour (all vehicles): 05:30 PM to 06:30 PM

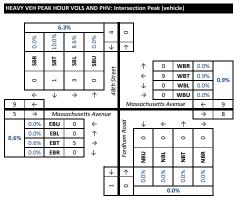
Volumes Displayed as: 1. Intersection Peak (vehicle)

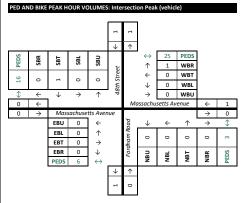
User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location	Washington, DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:	1	. 48th S	treet/Fo	ordham	Road &	Massa	chusetts	s Avenu	e												I
ALL Direction:		S	outhbou	ınd			V	Vestbou	nd				orthbou					astbour			ı
VEHICLES Roadway:	U		8th Stre		D. I	U		husetts			U		dham R		Peds	U		husetts			١.
04:00 PM to 04:15 PM	0	Left 21	Thru 1	Right 9	Peds 6	0	Left 5	Thru 259	Right 3	Peds 1	0	Left 6	Thru 4	Right 4	Peas 1	0	Left 0	Thru 138	Right 0	Peds 10	
04:15 PM to 04:30 PM	0	5	3	5	7	0	2	218	1	1	0	8	7	7	3	0	1	129	1	13	ı
04:30 PM to 04:45 PM	0	6	0	1	4	0	1	230	2	3	0	3	2	7	0	0	2	147	1	7	ı
04:45 PM to 05:00 PM	0	13	1	2	6	0	2	228	1	0	0	4	7	3	2	0	1	142	1	5	ı
05:00 PM to 05:15 PM	0	10	3	7	15	0	1	244	6	2	0	5	6	8	2	0	2	187	0	12	İ
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	16 7	5	4	25 7	0	3 8	210 271	1	2	0	5	4	7	3	0	2	194 205	0	11	İ
05:45 PM to 06:00 PM	0	10	3	9	10	0	1	271	1	1	0	2	4	7	2	0	1	205	0	3	ĺ
06:00 PM to 06:15 PM	0	7	1	3	5	0	4	256	4	1	0	8	2	4	0	0	3	211	0	2	İ
06:15 PM to 06:30 PM	0	11	3	3	3	0	4	245	2	0	0	2	6	8	2	0	2	205	0	7	1 [
06:30 PM to 06:45 PM	0	4	1	1	2	0	2	241	5	2	0	6	3	7	1	0	2	215	0	1	ı
06:45 PM to 07:00 PM	0	6	2	4	24	0	1	177	2	0	0	5	2	3	0	1	4	196	0	33	1
07:00 PM to 07:15 PM 07:15 PM to 07:30 PM																					1
07:30 PM to 07:45 PM																					ı
07:45 PM to 08:00 PM																					1 '
08:00 PM to 08:15 PM																					İ
08:15 PM to 08:30 PM																					İ
08:30 PM to 08:45 PM																					İ
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)			63				10	033					54				я	57			ĺ
05:30 PM to 06:30 PM	0	35	10	18	25	0	17	1008	8	3	0	15	16	23	6	0	7	849	1	16	1
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB	1
Factor (PHF) 0.98	n/a	0.80	0.83	0.50	0.72	n/a	0.53	0.93	0.50	0.92	n/a	0.47	0.67	0.72	0.84	n/a	0.58	0.93	0.25	0.94	ı
HEAVY Direction:			outhbou					Vestbou					orthbou					astbour			i
VEHICLES Roadway: (FHWA 4+) Movement:	U	Left	8th Stre Thru	et Right		U	Massac	Thru		•	U	For Left	dham R Thru			U	Massa	husetts Thru	Avenue Right		ı
04:00 PM to 04:15 PM	0	Lert 2	0 O	Right 0		0	Lett 0	Thru 2	Right 0		0	Lert 0	0 O	Right 0		0	Lett 0	Inru 3	Right 0		i '
04:15 PM to 04:30 PM	0	1	0	0		0	0	4	0		0	0	0	0		0	0	0	0		1
04:30 PM to 04:45 PM	0	1	0	0		0	0	3	0		0	0	0	0		0	0	1	0		
04:45 PM to 05:00 PM	0	1	0	0		0	0	7	0		0	0	0	0		0	0	1	0		
05:00 PM to 05:15 PM	0	1	0	0		0	0	3	0		0	0	0	0		0	0	5	0		
05:15 PM to 05:30 PM	0	2	0	0		0	0	4	0		0	0	0	0		0	0	2	0		
05:30 PM to 05:45 PM 05:45 PM to 06:00 PM	0	1	0	0		0	0	1	0		0	0	0	0		0	0	1 2	0		
06:00 PM to 06:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0		
06:15 PM to 06:30 PM	0	1	1	0		0	0	4	0		0	0	0	0		0	0	2	0		ı
06:30 PM to 06:45 PM	0	1	0	0		0	0	2	0		0	0	0	0		0	0	3	0		
06:45 PM to 07:00 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	0	0		
07:00 PM to 07:15 PM																					
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM																					
07:45 PM to 08:00 PM																					ı '
08:00 PM to 08:15 PM																					
08:15 PM to 08:30 PM																					ı
08:30 PM to 08:45 PM																					
08:45 PM to 09:00 PM								-					_					_			
INT. PEAK HR (ALL VEH) 05:30 PM to 06:30 PM	0	3	1	0	+	0	0	9 9	0		0	0	0	0		0	0	5	0		
Heavy Vehicle % (PHV)	: 0.0%	_	_	_	6.3%	0.0%	0.0%	_	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	
INT. PEAK HR (HV ONLY)			5	2.078	2.5,3		_	17	2.073	2.3,3		_	0.070	2.370	2.3,3		_	9	2.073	2.0,0	ı
04:30 PM to 05:30 PM	0	5	0	0		0	0	17	0		0	0	0	0		0	0	9	0		ı
Heavy Vehicle % (PHV)	0.0%	_	_		7.4%	0.0%		_	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	1.3%	ı
Direction:			outhbou					Vestbou					orthbou					astbour			ı
BICYCLES Roadway: Movement:	U	Left	8th Stre	Right		U	Left	thusetts Thru	Right	:	U	For Left	dham R Thru	oad Right		U	Left	husetts Thru	Right		lı
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı '
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		ı
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0		ı
04:45 PM to 05:00 PM	0	0	0	0		0	0	1	0		0	0	1	0		0	0	0	0		١,
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	1	0	0		0	0	1	0		0	0	0	0		0	0	0	0		ı
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0		ı
05:45 PM to 06:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1 '
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		اا
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
07:15 PM to 07:30 PM						l															ı
07:30 PM to 07:45 PM																					ı
07:45 PM to 08:00 PM						l															ı
08:00 PM to 08:15 PM						l															ı
08:15 PM to 08:30 PM																					ı
08:30 PM to 08:45 PM						l															ı
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)			1					1					0					0			ı
05:30 PM to 06:30 PM	0	0	1	0		0	0	0	1		0	0	0	0		0	0	0	0		ı
INT. PEAK HR (BIKES)	_	_	1					3				_	2					2			ı
04:30 PM to 05:30 PM	0	1	0	0		0	0	3	0		0	0	2	0		0	1	1	0		ı

VEHICL	E PEAK	HOUR \	/OLS AN	ID PHF:	Inter	sectio	n Peak	(vehicle)		
		0.	72			_	l				
	0:20	0.83	08.0	n/a	63	31					
	0.	0.0	0.0	۵.	\downarrow	1					
	SBR	SBT	SBL	SBU			1	8	WBR	0.50	
					ree		÷	1008	WBT	0.93	
	18	10	35	0	48th Street		\downarrow	17	WBL	0.53	0.92
	+	V	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
1041	+					М	issachu	setts Av	enue	+	1033
857	\rightarrow	Mas:	sachuse	tts Avei	nue					\rightarrow	907
	n/a	EBU	0	←		pao	\downarrow	←	1	\rightarrow	
0.94	0.58	EBL	7	1		Fordham Road	0	15	16	23	
	0.93	EBT	849	\rightarrow		αµα					
	0.25	EBR	1	\downarrow		For	NBU	NBL	NBT	NBR	
	0.00										
					→	↑	N e/u	0.47 N	N 29:0	0.72 N	
					28 ←	54 →		0.47			





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

04:00 PM to 07:00 PM

Volumes Displayed as: 1. Intersection Peak (vehicle)

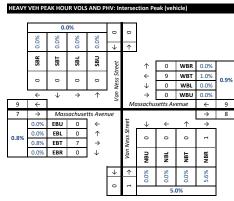
 Intersection Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

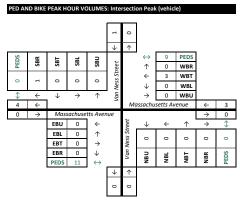
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Inter	rsection:	1. \	Van Ne	ss Stree	t & Mas	ssachus	etts A	/enue													1
ALL	Direction:			uthbou					Vestbou					orthbour					Eastbour		
VEHICLES	oadway:			Ness St		D. d.			chusetts			U		Ness St		D. d.				Avenue	
	ovement:	0	Left 0	Thru	Right	Peds	U	Left 4	Thru	Right	Peds	-	Left	Thru	Right	Peds	U	Left 2	Thru	Right	Peds
04:00 PM to 04:3		0	0	1	33 20	7 2	0	2	213 202	0	1	0	1	0	5 6	3	0	0	153 137	0	0
04:30 PM to 04:4		0	0	2	25	4	0	1	218	0	1	0	0	0	1	2	0	0	169	0	0
04:45 PM to 05:0	-	0	1	1	21	5	0	3	174	0	0	0	1	1	7	2	0	0	166	2	0
05:00 PM to 05:3		0	0	0	22	11	0	1	217	0	1	0	0	0	7	5	0	0	199	0	1
05:15 PM to 05:3	:30 PM	0	0	2	20	23	1	1	205	0	0	0	2	1	5	9	0	0	199	0	1
05:30 PM to 05:4	:45 PM	0	1	1	22	4	0	3	248	0	0	0	0	0	4	4	0	0	208	0	0
05:45 PM to 06:0	:00 PM	0	0	2	20	3	0	3	230	0	0	0	0	0	4	4	0	0	234	2	0
06:00 PM to 06:3		0	0	3	14	2	0	3	226	0	0	0	1	1	5	1	0	2	218	0	0
06:15 PM to 06:3		0	0	1	21	0	0	4	242	0	0	0	0	0	5	2	0	0	224	1	0
06:30 PM to 06:4		0	0	2	12	4	0	1	239	0	0	0	0	1	5	5	0	2	219	1	0
06:45 PM to 07:0		0	0	2	17	12	0	0	189	0	0	0	0	0	2	8	0	1	166	0	0
07:00 PM to 07:3																					
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08:45 PM to 09:0	:00 PM																				
INT. PEAK HR (A	-		8			9		_	959		0		2			11			889		0
05:30 PM to 06:3		0	1	7	77		0	13	946	0		0	1	1	18		0	2	884	3	
	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB 0.71	U	Left	Thru	Right	EB
	0.98	n/a	0.25	0.58	0.88	0.89	n/a	0.81	0.95	n/a	0.96	n/a	0.25	0.25	0.90	0.71	n/a	0.25	0.94	0.38	0.94
	oadway:			uthbour Ness St					Nestbour chusetts					Ness St					Eastbour	Avenue	
	oudway.	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:1		0	0	0	0		0	0	3	0		0	0	0	0		0	0	4	0	
04:15 PM to 04:3		0	0	0	0		0	0	3	0		0	0	0	0		0	0	1	0	
04:30 PM to 04:4	:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	2	0	
04:45 PM to 05:0	:00 PM	0	0	0	0		0	0	7	0		0	0	0	1		0	0	2	0	
05:00 PM to 05:3	:15 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	6	0	
05:15 PM to 05:3	:30 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	4	0	
05:30 PM to 05:4	-	0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
05:45 PM to 06:0		0	0	0	0		0	0	3	0		0	0	0	0		0	0	2	0	
06:00 PM to 06:3 06:15 PM to 06:3		0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
06:30 PM to 06:4		0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
06:45 PM to 07:0	-	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:		Ü	Ü	Ü	·		Ů	Ü	-	0			Ü	U	Ü		Ü	Ü	U	·	
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07:30 PM to 07:4																					
07:45 PM to 08:0	:00 PM																				
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08:15 PM to 08:3 08:30 PM to 08:4 08:45 PM to 09:0 INT. PEAK HR (A 05:30 PM to 06:3 Heavy Vehicle	:15 PM :30 PM :45 PM :00 PM ALL VEH) :30 PM :% (PHV):		0.0%	0	0 0.0%	0.0%	0 0.0%	0.0%	9	0 0.0%	0.9%	0 0.0%	0	0.0%	1 5.6%	5.0%	0 0.0%	0.0%	7 0.8%	0 0.0%	0.8%
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Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 04:00 PM
 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019

 Weather:
 Partly Cloudy
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 Volumes Displayed as: 1. Intersection Peak (vehicle):

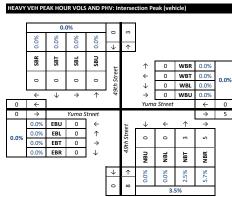
 Intersection Peak Hour (all vehicles):
 05:00 PM
 to
 06:00 PM

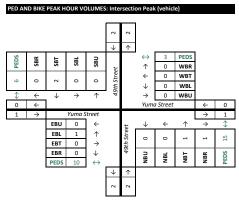
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

Intersection: 1. 49th Street & Yuma Stree Direction: Southbound Westbound Northbound ALL VEHICLES Roadway 49th Street Yuma Street 49th Street Yuma Street Left Thru Right Left Thru Right Left Thru Right Left Thru Right 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM 06:45 PM to 07:00 PM Ω 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH) 2 41 5 0 10 54 3 1 22 120 87 0 0 0 0 05:00 PM to 06:00 PM Thru Right 0.84 0.75 Left 0.79 Right 0.84 Peak Hour Overall Thru Right 0.42 SB Left WB NB U Left Thru Thru 0.68 0.95 0.83 0.93 0.25 0.91 n/a Factor (PHF) n/a n/a HEAVY Direction Southbound Westbound Northbound Eastbound 49th Street VEHICLES 49th Street Yuma Street Yuma Street (FHWA 4+) Left Left 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM n n 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM 06:45 PM to 07:00 PM 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM 0 0 0 0 0 0 3 0 0 0 0 0 0 0 05:00 PM to 06:00 PM Heavy Vehicle % (PHV) 0.0% | 0.0% | 0.0% | 0.0% | **0.0%** 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 5.7% | 3.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% 04:30 PM to 05:30 PM 0 5 0.0% 0.0% 0.0% 0.0% 0.0% Heavy Vehicle % (PHV) 0.0% 0.0% 4.8% 6.1% 4.8% Direction: Southbound Westbound Northbound Eastbound BICYCLES 49th Street Yuma Street 49th Street Yuma Street Left Thru Right Left Thru Right Left Thru Right Left Thru Right 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM O 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM O 06:45 PM to 07:00 PM 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH) 05:00 PM to 06:00 PM 0 0 0 0 INT. PEAK HR (BIKES)

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05:00 PM to 06:00 PM

DATA COLLECTION NOTES:

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0 0 0 0

0 0

Intersection:

Direction:

Direction

Movement

04:00 PM to 04:15 PM

04:15 PM to 04:30 PM

04:30 PM to 04:45 PM

04:45 PM to 05:00 PM

05:00 PM to 05:15 PM

05:15 PM to 05:30 PM

05:30 PM to 05:45 PM

05:45 PM to 06:00 PM

06:00 PM to 06:15 PM

06:15 PM to 06:30 PM

06:30 PM to 06:45 PM

06:45 PM to 07:00 PM

07:00 PM to 07:15 PM

07:15 PM to 07:30 PM

07:30 PM to 07:45 PM

07:45 PM to 08:00 PM

08:00 PM to 08:15 PM

08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH) 04:45 PM to 05:45 PM

INT. PEAK HR (BIKES)

Left Thru Right

0 0 0 0

BICYCLES

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019

Northbound

04:00 PM to 07:00 PM

 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to

Volumes Displayed as: 1. Intersection Peak (vehicle)

06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

1. /Alley & Yuma Street

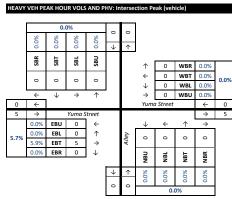
Southbound

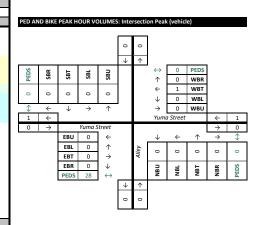
Weather: Partly Cloudy

Westbound

ALL VEHICLES Roadway Yuma Street Alley Yuma Street Thru Right Left Thru Righ Thru 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM 06:45 PM to 07:00 PM Ω 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH) 0 0 0 0 04:45 PM to 05:45 PM 0 1 65 0 0 0 0 3 0 0 85 2 Thru Right 0.86 n/a Peak Hour Overall Left Thru Right SB Left WB U Left Thru Right NB U Left Right 0.50 0.92 0.91 n/a 0.25 n/a 0.75 Factor (PHF) n/a n/a 0.75 n/a HEAVY Direction Westbound Northbound Eastbound Alley VEHICLES Yuma Street Yuma Street (FHWA 4+) Left Thru 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM O O 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM n n n n n n 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM 06:45 PM to 07:00 PM 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 5 04:45 PM to 05:45 PM 0.0% 0.0% 0.0% 0.0% 0.0% Heavy Vehicle % (PHV) 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.9% | 0.0% | 5.7% 04:00 PM to 05:00 PM 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 6.5% 0.0% 6.4% Heavy Vehicle % (PHV) 0.0% 0.0% 0.0% 0.0% 0.0%

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DATA COLLECTION NOTES :

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Westbound

Yuma Street

Thru Right

Left

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Northbound

Alley

Thru

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0 0

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Eastbound

Yuma Street

Thru Right

Left

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 Analysis Period:
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 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as: 1. Intersection Peak (vehicle)

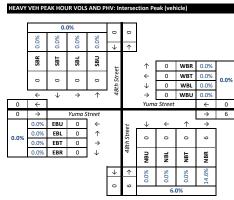
 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

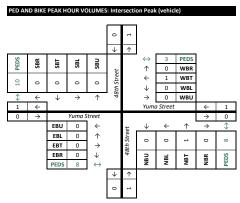
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

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Project Name: Lady Bird
Project #: 2557-003
Location Washington, DC
Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 04:00 PM
 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

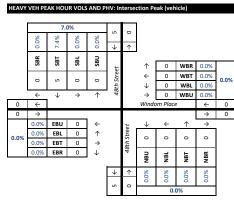
 Intersection Peak Hour (all vehicles):
 05:00 PM
 to
 06:00 PM

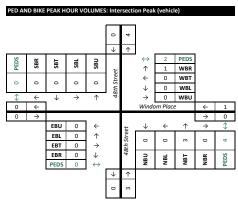
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

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04:15 PM to 04:30 PM	0	0	13	0	2	0	2	0	1	2	0	0	6	0	1	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	6	0	0	0	0	0	1	3	0	0	2	1	0	0	0	0	0	0
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05:15 PM to 05:30 PM	0	2	20	0	1	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	1	11	0	1	0	0	0	0	1	0	0	4	1	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	17	0	0	0	2	0	0	2	0	0	3	0	0	0	0	0	0	0
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Project Name : Lady Bird
Project # : 2557-003
Location Washington, DC

 Analysis Period:
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 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

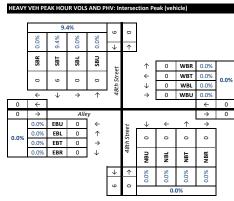
 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

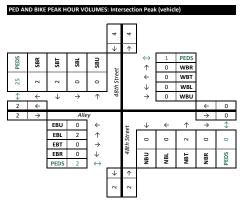
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

	Location Data Source:				es. Inc.		•	W	eather:	Partly (Cloudy										
	Intersection:		48th St				•														
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ALL VEHICLES	Roadway:			3th Stre									48	8th Stre					Alley		
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	to 04:45 PM	0	0	6	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
04:45 PM	to 05:00 PM	0	0	11	0	0	0	0	0	0	0	0	2	5	0	1	0	0	0	6	6
	to 05:15 PM	0	0	23	0	1	0	0	0	0	0	0	1	9	0	1	0	0	0	0	6
	to 05:30 PM	0	0	20	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	11
	to 05:45 PM	0	0	10	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	1	2
	to 06:00 PM to 06:15 PM	0	0	20 9	0	0	0	0	0	0	0	0	0	3 6	0	0	0	1	0	0 2	6 2
	to 06:30 PM	0	0	16	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	5
06:30 PM	to 06:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	1
	to 07:00 PM	0	0	9	0	2	0	0	0	0	0	0	0	3	0	1	0	0	0	1	2
	to 07:15 PM																				
	to 07:30 PM to 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
08:15 PM	to 08:30 PM																				
	to 08:45 PM																				
	to 09:00 PM			1					0				-	· C					0		
	to 05:45 PM	0	0	64	0	1	0	0	0	0	0	0	5	21	0	2	0	0	9 0	9	25
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF		n/a	n/a	0.70	n/a	0.70	n/a	n/a	n/a	n/a	n/a	n/a	0.63	0.58	n/a	0.65	n/a	n/a	n/a	0.38	0.38
HEAVY	Direction:			uthbou				W	/estbou	nd				orthbou				E	astbour	nd	
VEHICLES (FHWA 4+)	Roadway: Movement:	U	Left	3th Stre Thru	et Right		U	Left	Thru	Right		U	Left	Thru	et Right		U	Left	Alley	Right	
	to 04:15 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	Right 0	
	to 04:30 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:30 PM to 05:45 PM	0	0	3	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:15 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM	to 06:30 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:15 PM to 07:30 PM																				
	to 07:45 PM																				
	to 08:00 PM																				
08:00 PM	to 08:15 PM																				
	to 08:30 PM																				
	to 08:45 PM																				
	to 09:00 PM K HR (ALL VEH)			ĥ					0				()					0		
	to 05:45 PM	0	0	6	0		0	0	0	0	1	0	0	0	0		0	0	0	0	
Heavy \	Vehicle % (PHV):	0.0%	0.0%	9.4%	0.0%	9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	(HR (HV ONLY)			5					0)					0		
	to 05:45 PM Vehicle % (PHV):	0.0%	0.0%	9.4%	0.0%	9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:			uthbou		• • • • • • • • • • • • • • • • • • • •	0.0.1	_	/estbou	_	0.0.1	0.07.		orthbou		0.070	0.00.0		astbour		0.070
BICYCLES	Roadway:		48	3th Stre	et								48	8th Stre	et				Alley		
04-00 PM	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
ĺ	to 04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
04:45 PM	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:30 PM	0	0	2	2		0	0	0	0		0	0	0	0		0	2	0	0	
	to 05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	2	0		0	0	0	0 2	
	to 06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
	to 07:15 PM	l					l					l					l				
	to 07:30 PM to 07:45 PM						ĺ					ĺ									
	to 08:00 PM	l					l					l					l				
	to 08:15 PM	l					l					l					l				
	to 08:30 PM	l					l					l					l				
	to 08:45 PM	l					l					l					l				
	to 09:00 PM K HR (ALL VEH)			1					0					2					2		
	to 05:45 PM	0	0	2	2		0	0	0	0		0	0	2	0		0	2	0	0	
	EAK HR (BIKES)	,	-	4			,	-	0			,	_	3	,		Ť		4	,	
	to 06:00 PM	0	0	2	2		0	0	0	0		0	0	3	0		0	2	0	2	
		_		_	_	_	_	_	_	_	_	_				_			_		

VEHICL	E PEAK	HOUR \	/OLS AN	ND PHF:	Inter	ectio	n Peak	(vehicle)		
		0.	70		4		l				
	n/a	0.70	n/a	n/a	64	21					
	~	0.	'n	~	\downarrow	1					
	SBR	SBT	SBL	SBU			1	0	WBR	n/a	
					48th Street		÷	0	WBT	n/a	
	0	64	0	0	th St		,	0	WBL	n/a	n/a
	+	V	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
5	+									+	0
9	\rightarrow		Alle	?y						\rightarrow	0
9	→ n/a	EBU	Alle 0	(←		et	\downarrow	←	↑	\rightarrow \rightarrow	0
	_	EBU EBL	_	rí		Street				\rightarrow	0
0.38	n/a n/a n/a	EBL EBT	0 0	← ↑ →		8th Street	0	- >	21 →		0
	n/a n/a	EBL	0	←		48th Street				\rightarrow	0
	n/a n/a n/a	EBL EBT	0 0	← ↑ →	3 ←	↑	0	2	2.1	→ 0	0
	n/a n/a n/a	EBL EBT	0 0	← ↑ →	73		O NBN	0.63 NBL 5	NBT 21	→ 0 ABN	0





Project Name : Lady Bird
Project # : 2557-003
Location Washington, DC

 Analysis Period:
 STUDY_PERIOD
 04:00 PM
 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

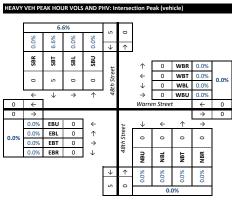
 Intersection Peak Hour (all vehicles):
 05:00 PM
 to
 06:00 PM

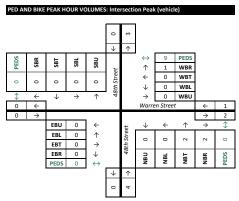
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

	Location Source:				es, Inc.			W	eather:	Partly (loudy										
Inter	section:	1.	48th St	reet & \	Warren	Street/															
ALL	irection:		So	uthbou	nd			W	estbou	nd			No	rthbou	nd			E	astbour	nd	
VEHICLES Ro	adway:			Sth Stre					rren Str					th Stre					_,		
04:00 PM to 04:1	vement:	0	Left 3	Thru 26	Right 0	Peds 6	0	Left 7	Thru 0	Right 2	Peds 0	0	Left 0	Thru 7	Right 2	Peds 0	0	Left 0	Thru 0	Right 0	Peds 0
04:15 PM to 04:3		0	0	13	0	2	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0
04:30 PM to 04:4		0	0	8	0	0	0	1	0	0	1	0	0	4	3	0	0	0	0	0	0
04:45 PM to 05:0		0	0	16	0	3	0	0	0	1	0	0	0	7	3	0	0	0	0	0	0
05:00 PM to 05:1	15 PM	0	0	23	0	2	0	2	0	1	0	1	0	8	4	0	0	0	0	0	0
05:15 PM to 05:3		0	0	20	0	3	0	4	0	0	0	1	0	2	2	0	0	0	0	0	0
05:30 PM to 05:4		0	0	12	0	3	0	1	0	1	0	0	0	6	2	0	0	0	0	0	0
05:45 PM to 06:0 06:00 PM to 06:1		0	0	21	0	1	0	1	0	1	0	1	0	2	3	0	0	0	0	0	0
06:00 PM to 06:3	-	0	1 0	10 15	0	2	0	2	0	1 2	0	0	0	5 4	3	0	0	0	0	0	0
06:30 PM to 06:4		0	0	4	0	4	0	3	0	0	0	0	0	7	5	0	0	0	0	0	0
06:45 PM to 07:0		0	1	10	0	4	0	3	0	1	1	0	0	2	7	0	0	0	0	0	0
07:00 PM to 07:1	15 PM																				
07:15 PM to 07:3	30 PM																				
07:30 PM to 07:4																					
07:45 PM to 08:0																					
08:00 PM to 08:1 08:15 PM to 08:3																					
08:30 PM to 08:4																					
08:45 PM to 09:0																					
INT. PEAK HR (A			7	6		9		1	.1		_		3	2		_			0		0
05:00 PM to 06:0	00 PM	0	0	76	0	9	0	8	0	3	0	3	0	18	11	0	0	0	0	0	0
	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
	0.76	n/a	n/a	0.83	n/a	0.83	n/a	0.50	n/a	0.75	0.69	0.75	n/a	0.56	0.69	0.62	n/a	n/a	n/a	n/a	n/a
	irection: adway:			uthbou 3th Stre					rren Str					rthbou 8th Stre				Ŀ	astbour	nd	
	vement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:1	15 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM to 04:3		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:4	45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:0		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:1		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:3		0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:4 05:45 PM to 06:0		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:1		0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:3		0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:4	45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:0	00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:1	15 PM																				
07:15 PM to 07:3																					
07:30 PM to 07:4																					
07:45 PM to 08:0 08:00 PM to 08:1																					
08:15 PM to 08:3																					
08:30 PM to 08:4																					
08:45 PM to 09:0																					
INT. PEAK HR (A	LL VEH)		5	5					ס				C)					0		
05:00 PM to 06:0		0	0	5	0		0	0	0	0		0	0	0	0		0	0	0	0	
Heavy Vehicle		0.0%	0.0%	6.6%	0.0%	6.6%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	_	0.0%	0.0%	0.0%
INT. PEAK HR (H)				5)	_		_	C		_				0		
04:00 PM to 05:0 Heavy Vehicle		0.0%	0.0%	7.9%	0.0%	7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	rection:	0.070		uthbou		7.070	0.070		estbou		0.070	0.070		rthbou		0.070	0.070		astbour		0.070
	adway:			3th Stre					rren Str					th Stre							
Mou	vement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:1	15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM to 04:3		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:4		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:0 05:00 PM to 05:1		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:3		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
05:30 PM to 05:4		0	0	0	0		0	0	0	1		0	0	1	0		0	0	0	0	
05:45 PM to 06:0		0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
06:00 PM to 06:1	15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:3		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
06:30 PM to 06:4		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
06:45 PM to 07:0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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08:30 PM to 08:4		l					l										l				
08:45 PM to 09:0																					
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05:00 PM to 06:0		0	0	0	0		0	0	0	1		0	0	2	2		0	0	0	0	
05:00 PM to 06:0		0	0	0	0		0	0	0	1		0	0	2	2		0	0	0	0	

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	n/a	0.83	e/u	n/a							
	_	0	_		\downarrow	1					
	SBR	SBT	SBL	SBU			1	3	WBR	0.75	
					48th Street		·	0	WBT	n/a	
	0	76	0	0	th St		V	8	WBL	0.50	0.0
	+	\downarrow	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
0	←						Warre	n Stree	t	+	1
0	\rightarrow									\rightarrow	1
	n/a	EBU	0	←		t 6		←	1	\rightarrow	
n/a	n/a	EBL	0	1		48th Street	m	0	18	11	
, u	n/a	EBT	0	\rightarrow		8th.	,		1	1	
	n/a	EBR	0	V		4	NBU	NBL	NBT	NBR	
					\downarrow	1	0.75	e/u	0.56	69:0	
					87	32	0	_	0.	0.	l





Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

04:00 PM to 07:00 PM

Volumes Displayed as: 1. Intersection Peak (vehicle)

 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

User-Defined Peak Hour: 05:00 PM to 06:00 PM

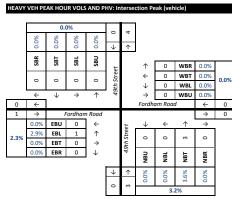
Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

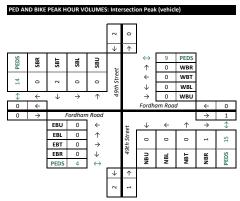
Data Sou	ce: Goro	ve/Slade	Associat	tes, Inc.		_														
Intersecti		1. 49th S	troot 9	Eardhan	Pood															-
Directi	_		outhbou		i Koau		W	/estbou	nd			N	orthbou	nd			F	astbour	nd	
ALL Roadw			19th Stre					dham R					9th Stre					dham R		
Moveme	nt: U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM		4	8	7	2	0	1	2	6	6	0	0	18	3	1	0	15	0	2	3
04:15 PM to 04:30 PM		3	8	10	2	0	2	2	4	6	0	4	13	1	0	0	6	0	0	1
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM		1	11 20	5 9	6	0	0	0	3	7	0	0	17 26	4	0	0	7	1	0	3
05:00 PM to 05:15 PM		5	17	6	3	0	1	2	6	4	0	0	20	2	1	0	11	2	0	5
05:15 PM to 05:30 PM		9	11	5	3	0	1	4	4	2	0	0	15	1	0	0	8	1	0	6
05:30 PM to 05:45 PM		2	5	4	0	0	2	3	9	2	0	1	21	2	1	0	9	2	0	2
05:45 PM to 06:00 PM	1	4	7	4	1	0	0	3	4	4	0	0	19	0	1	0	6	2	0	1
06:00 PM to 06:15 PM		4	10	7	0	0	2	2	3	1	0	2	20	3	0	0	11	1	0	6
06:15 PM to 06:30 PM		4	6	6	3	0	1	2	10	8	0	1	20	2	0	0	6	6	1	4
06:30 PM to 06:45 PM		2	14 8	4	1 0	0	0	0	5 7	2	0	0	15 15	1	3	0	8	1	0	4 0
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM		3	٥	9	U	U	1	1	,	2	U	U	15	U	U	U	4	U	U	U
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM						l					l					l				
08:30 PM to 08:45 PM						l					l					l				
08:45 PM to 09:00 PM			0.4					10					22					17		
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Factor (PHF) 0.87	n/a			0.67	0.78	n/a	0.50	0.56	0.75	0.71	n/a	0.25	0.80	0.56	0.78	n/a	0.80	0.67	n/a	0.83
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05:30 PM to 05:45 PM	1000000000	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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04:15 PM to 05:15 PM		0	0	1		0	0	0	0		0	0	2	0		0	1	0	0	
Heavy Vehicle % (Pi			_	3.3%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	2.2%	0.0%	3.2%	0.0%	0.0%	2.7%
Directi	n:	9	outhbou	ınd			W	/estbou	nd			N	orthbou	nd			E	astbour	nd	
BICYCLES Roadw			19th Stre					dham R				4	9th Stre	et				dham R		
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05:45 PM to 06:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM		0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM		0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM		0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
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VEHICL	E PEAK	HOUR \	/OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle	:)		
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43	\rightarrow	ı	ordhan	n Road						^	34
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0.83		EBT	8	\rightarrow		^					
0.83		EBT	8	\rightarrow	57 ←		NBU	0.25 NBL	TBN	NBR	





DATA COLLECTION NOTES :

08:30 PM to 08:45 PM 08:45 PM to 09:00 PM

INT. PEAK HR (ALL VEH)

04:45 PM to 05:45 PM INT. PEAK HR (BIKES) 1. 49th Street & Albemarle Street

Left Thru Right Peds

0

1

0

Southbound

49th Street

0 0

0 0 4 0

Project Name : Lady Bird Project #: 2557-003

> 0 0

0 0

0

Intersection:

Direction:

Roadway

04:00 PM to 04:15 PM

04:15 PM to 04:30 PM

04:30 PM to 04:45 PM

04:45 PM to 05:00 PM

ALL VEHICLES

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019

04:00 PM to 07:00 PM

Eastbound

Albemarle Street

25 19

Left Thru Right Peds

6

2

Volumes Displayed as: 1. Intersection Peak (vehicle)
 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc. Weather: Partly Cloudy

Westbound

Albemarle Street

9

3

Left Thru Right Peds

0

0

2 1 2

0

1

0 7

2

Northbound

49th Street

Left Thru Right Peds

0

0

2 0 0

1 0 1 14

VEHICL	E DEAK	HOUR	(OLC AN	ID DUE			- Dank	(mahiala	,		
VEHICL	E PEAK	HOUR	/OLS AII	ID PHIA	inter	sectio	n Peak	(venicie	,		
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NBU NBL NBT NBR

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0.75 0.31

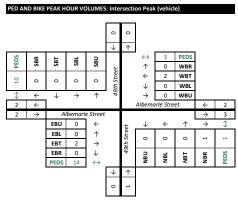
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	to 05:30 PM	0	0	0	0	1	0	2	9	0	0	0	2	9	1	1	0	0	16	8	2
	to 05:45 PM	0	1	1	0	1	0	2	7	0	0	0	3	7	4	4	0	0	24	8	6
	to 06:00 PM	0	0	1	0	2	0	5	7	1	1	0	4	5	1	0	0	4	16	8	1
	to 06:15 PM	0	0	0	1	1	0	0	5	0	0	0	4	7	1	4	0	1	15	7	1
	to 06:30 PM	0	0	0	0	2	0	0	5	0	0	0	1	6	1	2	0	2	23	6	0
	to 06:45 PM	0	0	0	0	3	0	0	5	0	2	0	0	5	2	1	0	1	17	4	1
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Peak Hou	r Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PH	F) 0.87	n/a	0.25	0.25	n/a	0.25	n/a	0.58	0.63	0.25	0.74	n/a	0.83	0.75	0.31	0.86	n/a	0.25	0.75	0.78	0.83
HEAVY	Direction:		So	uthbou	nd			٧	/estbou	nd			No	orthbou	nd			E	astbour	nd	
VEHICLES	Roadway:		49	th Stre	et			Albe	marle S	treet			49	9th Stre	et			Albe	emarle S	treet	
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
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	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
05:00 PM	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0	
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DATA COLLECTION NOTES :

08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)

04:45 PM to 05:45 PM INT. PEAK HR (BIKES) 0 0 0

0 0 0 0 0 0 0 2 0

0 0 2 0

Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019
Weather: Partly Cloudy Volumes Displayed as: 1. Intersection Peak (vehicle)

04:00 PM to 07:00 PM

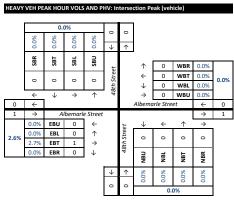
 Intersection Peak Hour (all vehicles):
 05:00 PM
 to
 06:00 PM

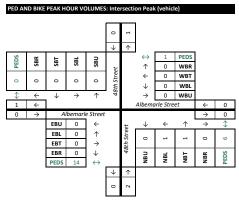
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection:	1. 48th Street & Albemarle Str	eet			
ALL Direction:	Southbound	Westbound	Northbound	Eastbound	
VEHICLES Roadway: Movement:	48th Street U Left Thru Right Peds	Albemarle Street U Left Thru Right Peds	48th Street U Left Thru Right Peds	Albemarle Street U Left Thru Right Peds	VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0 1 5 0 0	0 5 9 2 2	0 0 5 2 3	0 0 2 0 0	0.50
04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	1 2 3 0 0 0 1 3 2 0	1 3 7 0 4 0 4 5 0 0	0 0 5 1 0 0 0 2 0 5	0 0 8 2 0	118
04:45 PM to 05:00 PM	0 1 3 1 0	0 2 9 0 2	0 1 2 3 2	0 0 6 0 0	0.25 0.68 0.68 ↓
05:00 PM to 05:15 PM	0 0 7 0 0	0 5 14 0 1 0 1 1 14 4 3	0 0 5 7 2 0 0 1 1 3	0 0 6 0 0	## H
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0 0 4 0 0	0 1 14 4 3 0 1 12 1 1	0 0 1 1 3 0 0 2 2 6	0 0 11 0 0	€ 50 WBT 0.89
05:45 PM to 06:00 PM	0 2 5 1 1	0 3 10 0 1	0 0 4 0 3	0 1 12 0 0	10 WBI 0.50
06:00 PM to 06:15 PM	0 2 5 0 0	0 1 11 0 1 0 0 9 1 2	0 0 5 1 2 0 0 4 3 2	0 0 7 0 0	← ↓ → ↑ · · → U WBU II/a
06:15 PM to 06:30 PM 06:30 PM to 06:45 PM	0 0 6 0 0	0 0 9 1 2 0 1 6 1 0	0 0 4 3 2 0 1 2 3	0 0 9 0 1	51 ← Albemarle Street ← 38 → Albemarle Street →
06:45 PM to 07:00 PM	0 2 3 1 0	0 2 7 2 3	0 1 2 0 2	0 0 6 0 1	n/a EBU 0 \leftarrow \downarrow \downarrow \leftarrow \uparrow \rightarrow
07:00 PM to 07:15 PM					0.73 0.25 EBL 1 ↑ \$ \$ 0 0 0 0
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM					0.77 EBT 37 → \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
07:45 PM to 08:00 PM					n/a EBR 0 \
08:00 PM to 08:15 PM					→ ← in/a
08:15 PM to 08:30 PM 08:30 PM to 08:45 PM					0.46
08:45 PM to 09:00 PM					0.10
INT. PEAK HR (ALL VEH)	22 1	65 6	22 14	38 0	
05:00 PM to 06:00 PM Peak Hour Overall	0 2 19 1	0 10 50 5	0 0 12 10	0 1 37 0	
Factor (PHF) 0.84	U Left Thru Right SB n/a 0.25 0.68 0.25 0.69		U Left Thru Right NB n/a n/a 0.60 0.36 0.46	U Left Thru Right EB n/a 0.25 0.77 n/a 0.73	
HEAVY Direction:	Southbound	Westbound	Northbound	Eastbound	
VEHICLES Roadway: (FHWA 4+) Movement:	48th Street U Left Thru Right	Albemarle Street U Left Thru Right	48th Street U Left Thru Right	Albemarle Street U Left Thru Right	HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	TEAVI VETTEAK HOOK VOLS AND THV. Intersection Feak (Vehicle)
04:15 PM to 04:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0.0%
04:30 PM to 04:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	%0.0 %0.0 \
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
05:15 PM to 05:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	0.0% sg
05:30 PM to 05:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 8
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	← ↓ → ↑ ★ ↓ 0 WBL 0.0% ← ↓ → ↑ ↑ → 0 WBU 0.0%
06:15 PM to 06:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 ← Albemarle Street ←
06:30 PM to 06:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 → Albemarle Street →
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0.0% EBU 0 ← ty ↓ ← ↑ → 0.0% EBL 0 ↑
07:15 PM to 07:30 PM					2.6% 2.7% EBT 1
07:30 PM to 07:45 PM					0.0% EBR 0
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM					
08:15 PM to 08:30 PM					→ ↑
08:30 PM to 08:45 PM					0.0%
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)	0	0	0	1	
05:00 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	
Heavy Vehicle % (PHV)	0.0% 0.0% 0.0% 0.0% 0.0%		0.0% 0.0% 0.0% 0.0% 0.0%	0.0% 0.0% 2.7% 0.0% 2.6%	
INT. PEAK HR (HV ONLY) 05:15 PM to 06:15 PM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 1 0	
Heavy Vehicle % (PHV)	0.0% 0.0% 5.9% 0.0% 4.5%		0.0% 0.0% 0.0% 0.0% 0.0%	0.0% 0.0% 2.6% 0.0% 2.6%	
Direction:	Southbound	Westbound	Northbound	Eastbound	
BICYCLES Roadway: Movement:	48th Street U Left Thru Right	Albemarle Street U Left Thru Right	48th Street U Left Thru Right	Albemarle Street U Left Thru Right	PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0	
04:15 PM to 04:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 4
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	↓ ↑
05:00 PM to 05:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
05:15 PM to 05:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	a war
05:30 PM to 05:45 PM 05:45 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 1 0 0 0 0 0 1 0	0 0 0 0	0 0 0 0 0 wBT 0 wBT
06:00 PM to 06:05 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
06:15 PM to 06:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 ← Albemarle Street ←
06:30 PM to 06:45 PM 06:45 PM to 07:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
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08:30 PM to 08:45 PM 08:45 PM to 09:00 PM					
INT. PEAK HR (ALL VEH)	0	0	2	0	
05:00 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 1 1 0	0 0 0 0	
INT PEAK HR (RIKES)	0	0	2	0	

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					ree		·	50	WBT	0.89	
	1	19	2	0	48th Street		ì	10	WBL	0.50	0.86
	+	V	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
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38	\rightarrow	Α	lbemarl	e Street						\rightarrow	49
	n/a	EBU	0	←				,	1		
						*		←	111	\rightarrow	
0.73	0.25	EBL	1	1		street					1
0.73	0.25	EBL EBT	1 37	4		8th Street	0	0	12	10	
0.73	_	_		1		48th Street	0	0	12	10	
0.73	0.77	EBT	37	↑ →		48th Street					
0.73	0.77	EBT	37	↑ →	\rightarrow	→ 48th Street	NBU 0	NBL 0	NBT 12	NBR 10	
0.73	0.77	EBT	37	↑ →		↑	0	0	12	10	
0.73	0.77	EBT	37	↑ →	29 ←		NBU 0	n/a NBL 0	NBT 12	NBR 10	
0.73	0.77	EBT	37	↑ →		↑	NBU 0	n/a NBL 0	0.60 NBT 12	NBR 10	
0.73	0.77	EBT	37	↑ →		↑	NBU 0	n/a NBL 0	0.60 NBT 12	NBR 10	





07:00 PM to 07:15 PM

07:15 PM to 07:30 PM

07:30 PM to 07:45 PM

07:45 PM to 08:00 PM 08:00 PM to 08:15 PM

08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM

INT. PEAK HR (ALL VEH)

05:15 PM to 06:15 PM INT. PEAK HR (BIKES) Analysis Period: STUDY_PERIOD Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

04:00 PM to 07:00 PM

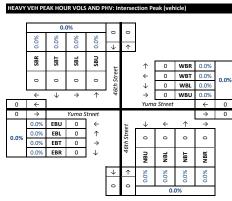
Volumes Displayed as: 1. Intersection Peak (vehicle)

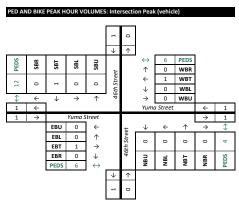
Intersection Peak Hour (all vehicles): 05:15 PM to 06:15 PM
System Peak Hour (all vehicles): 05:30 PM to 06:30 PM User-Defined Peak Hour: 05:00 PM to 06:00 PM

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection																					
	a: 1	. 46th S	treet &	Yuma St	reet																
Directio	n:	S	outhbou	ınd			V	/estbou	nd			N	orthbou	nd			Е	astbour	nd		
ALL Roadwa	y:	4	6th Stre	et			Υι	ıma Stro	eet			4	6th Stre	et			Υu	ıma Stre	eet		
Movemen	t: U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	٧
04:00 PM to 04:15 PM		2	18	0	1	0	1	13	3	0	0	0	15	1	0	0	1	16	1	0	
04:15 PM to 04:30 PM	0	0	19	1	1	0	1	13	2	0	0	0	19	2	4	0	1	7	0	1	
04:30 PM to 04:45 PM	0	1	24	1	1	0	2	9	3	6	0	2	20	1	5	0	3	6	5	1	
04:45 PM to 05:00 PM	0	2	22	1	1	0	1	7	3	0	0	0	18	0	2	0	2	14	1	2	
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	3	16 33	1	3	0	0	13 17	3	0	0	0	15 25	0	4	0	2	13	0	0	
05:30 PM to 05:45 PM	0	0	23	0	3	0	3	16	1	1	0	0	15	0	1	0	0	10	2	2	
05:45 PM to 06:00 PM	0	2	24	1	0	1	0	13	4	0	0	0	30	1	1	0	3	10	1	4	
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VEHIC	LE PEAK	HOUR \	OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle	:)		
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	SBR	SBT	SBL	SBU	•				l		
		- 5	•	S	set		1	15	WBR	0.42	
	4	101	2	0	Stu		←	63	WBT	0.93	0.79
		1			46th Street		\downarrow	3	WBL	0.25	
	←	\downarrow	\rightarrow	\uparrow	4		\rightarrow	1	WBU	0.25	
69	+						Yumo	a Street		\downarrow	82
			Yuma S	*****							53
61	\rightarrow		Yuma S	street						\rightarrow	23
61	n/a	EBU	o vuma s	←		t i		←	↑	\rightarrow	33
0.85	n/a 0.67	EBL	0	←		Street	0	2	↑ 06	-	33
	n/a 0.67 0.82	EBL EBT	0 8 46	← ↑ →		6th Street	0			\rightarrow	
	n/a 0.67	EBL	0	←		46th Street				\rightarrow	33
	n/a 0.67 0.82	EBL EBT	0 8 46	← ↑ →	\	→ 46th Street	NBU 0	NBL 2	NBT 90	NBR 1 ←	33
	n/a 0.67 0.82	EBL EBT	0 8 46	← ↑ →		^	0	2	90	→	33
	n/a 0.67 0.82	EBL EBT	0 8 46	← ↑ →	111		NBU 0	0.25 NBL 2	NBT 90	NBR 1 ←	33





DATA COLLECTION NOTES :

1 0

0 0

0 0 0 0

Project Name : Lady Bird

Project #: 2557-003 Location Washington, DC Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

04:00 PM to 07:00 PM

Weather: Partly Cloudy

Date of Counts: Tuesday, March 26, 2019

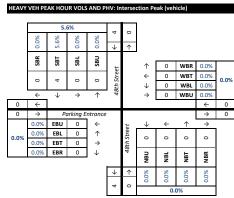
Volumes Displayed as: 1. Intersection Peak (vehicle)

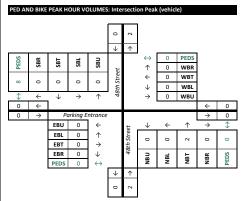
 Intersection Peak Hour (all vehicles):
 05:00 PM
 to
 06:00 PM

 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Data 30ti ce		.,ac		,		_														
Intersection	1.			/Parkin	g Entra	nce														
ALL Direction			outhbou 8th Stre				V	Vestbou	ınd				orthbou Bth Stre					astbour		
VEHICLES Movement	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM	0	0	16	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	3	1
04:15 PM to 04:30 PM	0	0	12	0	1	0	0	0	0	0	0	0	6	0	4	0	1	0	0	5
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	7 10	0	0	0	0	0	0	0	0	0	4 5	0	0	0	2	0	0	4
05:00 PM to 05:15 PM	0	0	18	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	1	4
05:15 PM to 05:30 PM	0	0	23	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	2
05:30 PM to 05:45 PM	0	0	14	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
05:45 PM to 06:00 PM	0	0	17	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
06:00 PM to 06:15 PM	0	0	9	0	0	0	0	0	0	0	0	0	7 5	0	0	0	0	0	0	0
06:15 PM to 06:30 PM 06:30 PM to 06:45 PM	0	0	15 5	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
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Peak Hour Overall Factor (PHF) 0.83	U n/a	Left n/a	Thru 0.78	Right n/a	SB 0.78	U n/a	Left n/a	Thru n/a	Right n/a	WB n/a	U n/a	Left 0.25	Thru 0.53	Right n/a	NB 0.56	U n/a	Left 0.50	Thru n/a	Right 0.25	EB 0.38
HEAVY Direction	.,,0		outhbou			.,, 0		Vestbou		.,,	.,,0		orthbou			, 0		astbour		
VEHICLES Roadway			8th Stre										8th Stre					king Enti		
(FHWA 4+) Movement	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
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04:45 PM to 05:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	3	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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06:30 PM to 06:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
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05:00 PM to 06:00 PM Heavy Vehicle % (PHV	0: 0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY	. 0.070	_	5	0.070	3.070	0.070	_	0.0%	0.070	0.076	0.070	_	0.070	0.070	0.070	0.070	_	0.0%	0.070	0.076
04:45 PM to 05:45 PM	0	0	5	0	İ	0	0	0	0		0	0	0	0		0	0	0	0	
Heavy Vehicle % (PHV	0.0%	0.0%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Direction			outhbou				V	Vestbou	ınd				orthbou					astbour		
BICYCLES Roadway Movement	U	Left	8th Stre Thru	Right		U	Left	Thru	Right		U	Left	Sth Stre Thru	et Right		U	Park Left	ring Enti Thru	rance Right	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	3		0	0	0	0		0	3	0	0		0	0	0	0	
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	3	
07:15 PM to 07:30 PM						ĺ														
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07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH 05:00 PM to 06:00 PM	0	0	0				0	0				0	2				0	0		
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH 05:00 PM to 06:00 PM		0	0	0		0	0	0	0	-	0	0	2	0		0	0	0	0	

VEHICL	E PEAK	HOUR \	OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle)		
		0.	78		72	19					
	n/a	0.78	n/a	n/a							
		0			\downarrow	1					
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	+	4	\rightarrow	1	48		\rightarrow	0	WBU	n/a	
1	+									←	0
3	\rightarrow	Pi	arking E	ntrance						\rightarrow	0
	n/a	EBU	0	←		t		←	1	\rightarrow	
0.38	0.50	EBL	2	1		48th Street	0	н.	17	0	
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					73	18	_			_	
								0.	.56		





Analysis Period: STUDY_PERIOD 04:00 PM to 07:00 PM Date of Counts: Tuesday, March 26, 2019 Weather: Partly Cloudy

Volumes Displayed as: 1. Intersection Peak (vehicle)

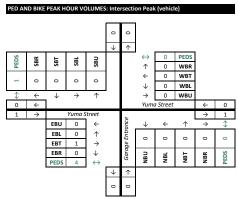
Intersection Peak Hour (all vehicles): 05:00 PM to 06:00 PM
System Peak Hour (all vehicles): 05:30 PM to 06:30 PM User-Defined Peak Hour: 05:00 PM to 06:00 PM

0.85

Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

Intersection					
ALL Direction:	Southbound	Westbound Yuma Street	Northbound Garage Entrance	Eastbound Yuma Street	
VEHICLES Movement	U Left Thru Right Peds	U Left Thru Right Peds	U Left Thru Right Peds	U Left Thru Right Peds	VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)
04:00 PM to 04:15 PM 04:15 PM to 04:30 PM	0 0 0 0 0	0 1 15 0 0 0 1 14 0 0	0 4 0 6 2 0 4 0 2 2	0 0 18 3 0 0 0 18 3 0	n/a
04:30 PM to 04:45 PM	0 0 0 0 0	1 0 15 0 0	0 3 0 2 1	0 0 13 1 0	0 0
04:45 PM to 05:00 PM	0 0 0 0 0	0 0 14 0 0	0 2 0 3 4	0 0 21 0 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
05:00 PM to 05:15 PM	0 0 0 0 0	0 0 14 0 0	0 2 0 2 0	0 0 20 0 0	AB SBL SBL O WBB D/a
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0 0 0 0 0	0 0 11 0 0	0 5 0 5 2	0 0 22 0 0 0 0 0 0 1 0	← 57 WBT 0.84
05:45 PM to 06:00 PM	0 0 0 0 0	0 1 15 0 0	0 4 0 3 0	0 0 24 0 1	0 0 0 0 ↓ 1 WBL 0.25
06:00 PM to 06:15 PM	0 0 0 0 0	0 0 13 0 0	0 3 0 0 0	0 0 13 0 0	← ↓ → ↑ → 0 WBU n/a
06:15 PM to 06:30 PM	0 0 0 0 0	0 1 8 0 0	0 1 0 2 7	0 0 16 2 0 0 0 14 0 1	69 ← Yuma Street ← 87 → Yuma Street →
06:30 PM to 06:45 PM 06:45 PM to 07:00 PM	0 0 0 0 0	0 1 11 0 0 0 0 0 0 12 0 0	0 1 0 0 2 0 1 0 0 6	0 0 14 0 1 0 0 5	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
07:00 PM to 07:15 PM					0.91 n/a EBL 0 ↑ EBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
07:15 PM to 07:30 PM					0.90 EBT 86 → 86
07:30 PM to 07:45 PM 07:45 PM to 08:00 PM					0.25 EBR 1 4 80 NBV NBV NBV NBV NBV NBV NBV NBV NBV NBV
08:00 PM to 08:15 PM					_
08:15 PM to 08:30 PM					25
08:30 PM to 08:45 PM					0.63
08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH)	0	58	25	87	
05:00 PM to 06:00 PM	0 0 0 0	0 1 57 0	0 12 0 13 4	0 0 86 1	
Peak Hour Overall	U Left Thru Right SB	U Left Thru Right WB	U Left Thru Right NB	U Left Thru Right EB	
Factor (PHF) 0.90	n/a n/a n/a n/a n/a	n/a 0.25 0.84 n/a 0.85	n/a 0.60 n/a 0.65 0.63	n/a n/a 0.90 0.25 0.91	
HEAVY Direction: VEHICLES Roadway:	Southbound	Westbound Yuma Street	Northbound Garage Entrance	Eastbound Yuma Street	
(FHWA 4+) Movement.	U Left Thru Right	U Left Thru Right	U Left Thru Right	U Left Thru Right	HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)
04:00 PM to 04:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	2.00
04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 2 0	0.0%
04:45 PM to 05:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 2 0	%0.0 %0.0 \ \sqrt{0.0}
05:00 PM to 05:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	R R R R R R R R R R R R R R R R R R R
05:15 PM to 05:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3 0	1 0 WBR 0.0%
05:30 PM to 05:45 PM 05:45 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	○ ○ ○ ○ ○ ← ○ WBT 0.0% ↓ ○ WBL 0.0%
06:00 PM to 06:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	← ↓ → ↑ → 0 WBU 0.0%
06:15 PM to 06:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	0 ← Yuma Street ←
06:30 PM to 06:45 PM 06:45 PM to 07:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
07:00 PM to 07:15 PM			0 0 0 0	0 0 0 0	0.0% FBI 0 1
07:15 PM to 07:30 PM					5.7% 5.8% EBT 5 → gg
07:30 PM to 07:45 PM					0.0% EBR 0
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM					
08:15 PM to 08:30 PM					↓ ↑ %00 %00 %00
08:30 PM to 08:45 PM					0.0%
08:45 PM to 09:00 PM	0	0	0	5	
O5:00 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 5 0	
Heavy Vehicle % (PHV)	: 0.0% 0.0% 0.0% 0.0% 0.0%	0.0% 0.0% 0.0% 0.0% 0.0%	0.0% 0.0% 0.0% 0.0% 0.0%	0.0% 0.0% 5.8% 0.0% 5.7%	
INT. PEAK HR (HV ONLY)	0	0	0	6	
04:45 PM to 05:45 PM Heavy Vehicle % (PHV)	0 0 0 0 0 : 0.0% 0.0% 0.0% 0.0% 0.0%	0 0 0 0 0 0.0% 0.0% 0.0% 0.0% 0.0%	0 0 0 0 0 0.0% 0.0% 0.0% 0.0% 0.0 %	0 0 6 0 0.0% 0.0% 7.2% 0.0% 7.1%	
Direction	Southbound	Westbound	Northbound	Eastbound	
BICYCLES Roadway	U Left Thru Right	Yuma Street U Left Thru Right	Garage Entrance	Yuma Street U Left Thru Right	
04:00 PM to 04:15 PM	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right O O O O	U Left Thru Right 0 0 0 0	PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)
04:15 PM to 04:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
04:30 PM to 04:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	\(\sqrt{\pi}\) \(\phi\) \(\ph
05:15 PM to 05:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	SB SB SB
05:30 PM to 05:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	□ ○ ○ ○ ○ ← 0 WBT
05:45 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	↓ 0 WBL
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	$\begin{array}{c ccccc} \updownarrow & \leftarrow & \downarrow & \rightarrow & \uparrow & & \rightarrow & 0 & WBU \\ \hline 0 & \leftarrow & & & & Yuma Street & \leftarrow & \\ \hline \end{array}$
06:30 PM to 06:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3 0	1 → Yuma Street →
06:45 PM to 07:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	EBU 0 ← Š ↓ ← ↑ →
07:00 PM to 07:15 PM	I				
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM					EBT 1 → 85
07:45 PM to 08:00 PM					EBR 0
08:00 PM to 08:15 PM					↓ ↑
08:15 PM to 08:30 PM 08:30 PM to 08:45 PM					0 0
08:45 PM to 09:00 PM	I				<u> </u>
INT. PEAK HR (ALL VEH)	0	0	0	1	
05:00 PM to 06:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	
INT. PEAK HR (BIKES) 05:45 PM to 06:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3 0	
03.43 FIVE					

HEAVY	VEH PE	AK HOL	JR VOLS	AND P	HV: In	terse	ction Pe	eak (veh	icle)		
		0.	0%		0	0					
	%0:0	0.0%	%0:0	%0.0	0	^					
	SBR	SBT	185	SBU			↑	0	WBR	0.0%	
	0	0	0	0			←	0	WBT	0.0%	0.0%
	←	V	\rightarrow	1			\rightarrow	0	WBU	0.0%	
0	+						Yumo	Street		+	0
5	\rightarrow		Yuma S	treet		01				\rightarrow	5
	0.0%	EBU	0	←		auc	\downarrow	←	1	\rightarrow	
5.7%	0.0% 5.8%	EBL EBT	0 5	↑ →		Garage Entrance	0	0	0	0	
	0.0%	EBR	0	→		rage	_	_		~	
	0.070	- JK		Ψ.		gg	NBU	NBL	NBT	NBR	
					V	1	%0:0	%0.0	%0.0	%0.0	
					0	0		0.	0%		



Project Name: Lady Bird
Project #: 2557-003
Location Washington, DC
Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 04:00 PM
 to
 07:00 PM

 Date of Counts:
 Tuesday, March 26, 2019
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 Volumes Displayed as:
 1. Intersection Peak (vehicle)

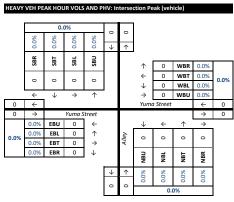
 Intersection Peak Hour (all vehicles):
 04:30 PM
 to
 05:30 PM

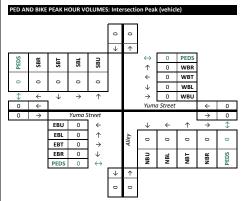
 System Peak Hour (all vehicles):
 05:30 PM
 to
 06:30 PM

 User-Defined Peak Hour:
 05:00 PM
 to
 06:00 PM

	201000	, siaue i	Journal	, 1110.																
Intersection:	1.	/Alley																		
ALL Direction:		Sc	outhbou	ınd				Vestbou uma Stre				N	orthbou Alley	nd				astboun		
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM to 05:45 PM 05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM 07:00 PM to 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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07:30 PM to 07:45 PM																İ				
07:45 PM to 08:00 PM																İ				
08:00 PM to 08:15 PM 08:15 PM to 08:30 PM																İ				
08:30 PM to 08:45 PM																İ				
08:45 PM to 09:00 PM																$ldsymbol{ld}}}}}}$				
INT. PEAK HR (ALL VEH)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM to 05:30 PM Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.25	n/a	0.25
HEAVY Direction:		Sc	outhbou	ind				Vestbou				No	orthbou	nd				astboun		
VEHICLES Roadway: (FHWA 4+) Movement:	U	Left	Thru	Right		U	Left	uma Stro Thru	Right		U	Left	Alley	Right		U	Left	ma Stre	eet Right	
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM 07:15 PM to 07:30 PM																İ				
07:30 PM to 07:45 PM																İ				
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08:15 PM to 08:30 PM 08:30 PM to 08:45 PM																İ				
08:45 PM to 09:00 PM																İ				
INT. PEAK HR (ALL VEH)			0					0					0					0		
04:30 PM to 05:30 PM	0	0	0	0		0	0	0	0	0.555	0	0	0	0		0	0	0	0	0.071
Heavy Vehicle % (PHV) INT. PEAK HR (HV ONLY)	: 0.0%	_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
04:00 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Heavy Vehicle % (PHV)	0.0%				0.0%	0.0%				0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Direction: BICYCLES Roadway:		Sc	outhbou	ınd				Vestbou				N	orthbou	nd				astboun		
BICYCLES Roadway: Movement:	U	Left	Thru	Right		U	Left	uma Stre Thru	Right		U	Left	Alley Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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INT. PEAK HR (ALL VEH)		_	0					0)					0		
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04:30 PM to 05:30 PM	0	_	0					0					1					n		
04:30 PM to 05:30 PM <i>INT. PEAK HR (BIKES)</i> 04:00 PM to 05:00 PM	0	_	0 0	0		0	0	0 0	0		0	0	0	0		0	0	0	0	

		n	/a		1		1			
	n/a	n/a	n/a	n/a	• →	• ↑				
	SBR	SBT	18S	SBU			↑	0	WBR	n/a
	0	0	0	0			←	0	WBT	n/a n/a
0	←	\	\rightarrow	1			→ Yuma	0 a Street	WBU	n/a ←
ı.	\rightarrow		Yuma S	treet						\rightarrow
	n/a	EBU	0	←			V	←	↑	\rightarrow
25	n/a	EBL	0	1		Alley	0	0	0	0
	0.25	EBT	1	\rightarrow		₹	_			
	n/a	EBR	0	V			NBU	NBL	NBT	NBR
					V	1	e/u	e/u	n/a	e/u
					0	0			/a	





Analysis Period: STUDY_PERIOD Date of Counts: Saturday, March 30, 2019
Weather: Partly Cloudy 10:00 AM to 02:00 PM

Volumes Displayed as: 1. Intersection Peak (vehicle)

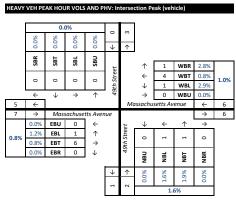
Location Washington, DC Data Source: Gorove/Slade Associates, Inc.

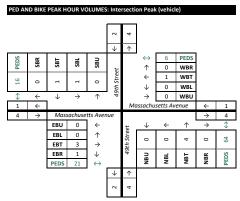
 Intersection Peak Hour (all vehicles):
 12:45 PM
 to
 01:45 PM

 System Peak Hour (all vehicles):
 12:45 PM
 to
 01:45 PM
 User-Defined Peak Hour: 11:00 AM to 12:00 PM

	irce. Go					-														
Intersec			Street &		nusetts	Avenue														
ALL Roads			Southbou 49th Stre				Massac	/estbou					orthbou Oth Stre					astboun	d Avenue	
VEHICLES Movem	-	U Left		Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
10:00 AM to 10:15 A	_	0 7	4	0	4	0	11	91	18	9	0	13	13	2	0	0	12	97	16	2
10:15 AM to 10:30 A	м	0 12	8	1	1	1	10	102	6	9	0	13	10	2	2	0	14	140	18	6
10:30 AM to 10:45 A	м	0 7	3	1	1	0	7	116	7	3	0	14	11	2	8	0	10	119	11	4
10:45 AM to 11:00 A		0 8	6	1	2	0	11	97	13	12	0	10	11	2	6	0	12	157	16	3
11:00 AM to 11:15 A		0 10	11	2	1	3	15	110	4	4	0	12	19	1	2	0	15	112	14	3
11:15 AM to 11:30 A 11:30 AM to 11:45 A		0 7	8 16	1	4	2	9	98 90	11 6	5	0	13 9	9 17	3 2	1	0	15 27	127 174	15 14	0 2
11:45 AM to 12:00 F		0 14	10	1	0	1	6	88	4	13	0	11	11	3	3	0	23	217	27	2
12:00 PM to 12:15 F		0 6	8	0	1	3	4	98	5	10	0	11	27	2	8	0	17	196	15	5
12:15 PM to 12:30 F		0 10	4	2	2	4	13	113	7	12	0	13	15	3	1	0	23	216	13	1
12:30 PM to 12:45 F	м	0 9	9	3	6	2	7	104	8	8	0	10	18	2	5	0	29	182	21	9
12:45 PM to 01:00 F	M	0 9	10	0	1	1	8	132	12	9	0	21	20	3	9	0	25	186	12	6
01:00 PM to 01:15 F		0 12	11	0	0	1	9	132	9	15	0	7	13	3	6	0	14	173	16	5
01:15 PM to 01:30 F		0 5	8	2	2	1	8	126	7	19	0	16	11	3	4	0	18	203	14	2
01:30 PM to 01:45 F 01:45 PM to 02:00 F		0 8	9 12	2	3	2	10 12	139 136	8 6	21 10	0	17 14	10 15	4	2	0	24 30	202 155	15 13	3
02:00 PM to 02:05 F		0 12	12	2	1	3	12	130	U	10	U	14	13	4	,	0	30	133	13	2
02:15 PM to 02:30 F																				
02:30 PM to 02:45 F	м																			
02:45 PM to 03:00 F	M																			
INT. PEAK HR (ALL	-		76		6			05		64		1			21			02		16
12:45 PM to 01:45 F		0 34	38	4		5	35	529	36		0	61	54	10		0	81	764	57	
Peak Hour Over		U Left		Right	SB	U 63	Left	Thru n os	Right	WB 0.95	U n/a	Left 0.73	Thru 0.68	Right	NB 0.71	U n/a	Left 0.81	Thru	Right	EB n g/l
Factor (PHF) 0.9 HEAVY Direct	_	n/a 0.71	L 0.86 Southbou	0.50	0.83	0.63	0.88 W	0.95 /estbou	0.75	0.95	n/a	0.73 N	0.68 orthbou	0.83 nd	0.71	n/a	0.81	0.94 astboun	0.89	0.94
VEHICLES Roads			49th Stre				Massac						th Stre				Massac			
(FHWA 4+) Movem		U Left		Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
10:00 AM to 10:15 A	М	0 0	0	0		0	0	0	2		0	0	0	0		0	0	3	0	
10:15 AM to 10:30 A		0 0	1	0		0	1	3	1		0	1	1	0		0	0	0	0	
10:30 AM to 10:45 A		0 1	0	0		0	0	1	1		0	1	1	0		0	0	1	0	
10:45 AM to 11:00 A		0 0	0	0		0	0	1	1		0	0	0	0		0	0	2	4	
11:00 AM to 11:15 A		0 0	1	0		0	0	2	0		0	0	0	0		0	0	0	1	
11:15 AM to 11:30 A 11:30 AM to 11:45 A		0 0	0	0		0	0	3	3 1		0	0	0	0		0	0	1 2	0	
11:45 AM to 12:00 F		0 0	1	0		0	0	0	1		0	1	0	0		0	0	0	1	
12:00 PM to 12:15 F		0 0	0	0		0	0	1	0		0	0	1	0		0	0	2	1	
12:15 PM to 12:30 F		0 0	0	0		0	0	2	1		0	0	0	0		0	0	1	0	
12:30 PM to 12:45 F	M	0 0	0	0		0	0	4	0		0	0	0	0		0	0	2	0	
12:45 PM to 01:00 F	M	0 0	0	0		0	0	1	1		0	0	1	0		0	0	1	0	
01:00 PM to 01:15 F	M	0 0	0	0		0	0	0	0		0	1	0	0		0	0	1	0	
01:15 PM to 01:30 F		0 0	0	0		0	1	1	0		0	0	0	0		0	0	4	0	
01:30 PM to 01:45 F		0 0	0	0		0	0	2	0		0	0	0	0		0	1	0	0	
01:45 PM to 02:00 F 02:00 PM to 02:15 F		0 0	0	0		0	0	1	0		0	0	0	0		0	0	2	0	
02:00 PM to 02:13 F																				
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Heavy Vehicle % (.0% 0.09	6 0.0%	0.0%	0.0%	0.0%	2.9%	0.8%	2.8%	1.0%	0.0%	1.6%	1.9%	0.0%	1.6%	0.0%	1.2%	0.8%	0.0%	0.8%
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BICYCLES Roads			49th Stre				Massac						ortnbou Oth Stre				Massac			
Movem		U Left		Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
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10:15 AM to 10:30 A		0 0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM to 10:45 A		0 0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM to 11:00 A		0 0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM to 11:15 A 11:15 AM to 11:30 A		0 0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM to 11:30 A		0 0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
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11:45 AM to 12:00 F		0 0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
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		SBR	SBT	SBL	SBU	+		1	36	WBR	0.75	
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		+	V	\rightarrow	1	49		\rightarrow	5	WBU	0.63	
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						\downarrow	↑	n/a	0.73	89.0	0.83	
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							٠,		0.	71		





 Analysis Period:
 STUDY_PERIOD
 10:00 AM
 to
 02:00 PM

 Date of Counts:
 Saturday, March 30, 2019
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 Volumes Displayed as: 1. Intersection Peak (vehicle)
 1. Intersection Peak (vehicle)
 01:45 PM
 to 01:45 PM
 01:45 PM

 System Peak Hour (all vehicles):
 12:45 PM
 to 01:45 PM
 to 01:45 PM

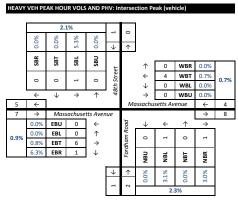
 User-Defined Peak Hour:
 11:00 AM
 to 12:00 PM

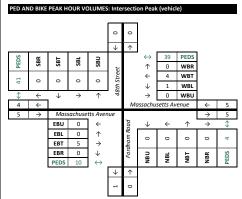
Location Washington, DC

Data Source: Gorove/Slade Associates, Inc.

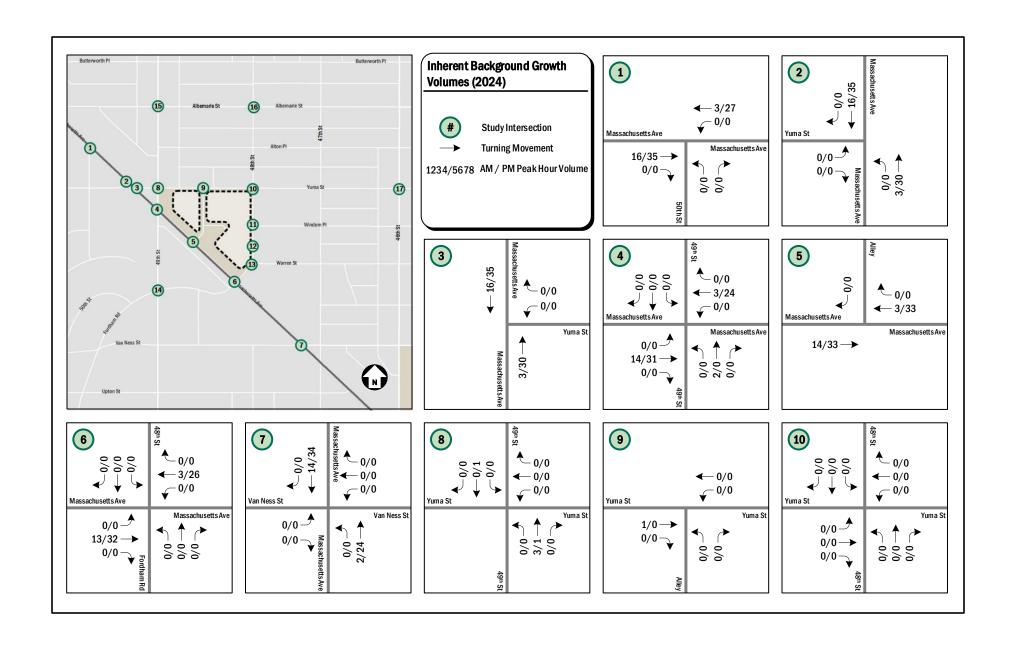
Intersection:	1. 48th Street/Fordham Ro	d & Massachusetts Avenue		
ALL Direction:	Southbound 48th Street	Westbound Massachusetts Avenue	Northbound Fordham Road	Eastbound
VEHICLES Roadway: Movement:		eds U Left Thru Right Peds	U Left Thru Right Peds	Massachusetts Avenue U Left Thru Right Peds
10:00 AM to 10:15 AM		10 0 0 107 3 4	0 11 2 6 2	0 5 102 1 4
10:15 AM to 10:30 AM		7 0 4 103 3 0	0 6 3 14 4	0 1 147 2 9
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM	0 11 3 4 0 4 4	7 0 6 120 3 1 6 0 2 103 3 0	0 8 2 5 11 0 9 4 13 5	2 5 119 3 7 0 5 156 0 1
11:00 AM to 11:15 AM	0 5 3 3	6 0 5 127 2 2	0 5 7 11 0	1 1 113 4 9
11:15 AM to 11:30 AM	0 3 3 3	7 0 5 111 0 1	0 9 5 5 0	0 3 130 2 1
11:30 AM to 11:45 AM	0 6 1 2	3 0 3 101 2 3	0 6 6 11 0	0 3 176 3 7
11:45 AM to 12:00 PM		5 0 4 100 2 13	0 7 7 7 5	0 4 219 2 13
12:00 PM to 12:15 PM 12:15 PM to 12:30 PM		5 0 7 102 2 3 3 0 8 130 1 0	0 6 1 7 7 0 5 3 11 0	0 6 195 1 7 1 4 223 4 11
12:30 PM to 12:45 PM		3 0 6 110 2 0	0 4 3 15 2	0 3 182 1 11
12:45 PM to 01:00 PM		13 0 4 138 0 3	0 8 5 5 4	0 7 182 3 7
01:00 PM to 01:15 PM		8 0 1 151 3 0	0 4 5 12 3	0 2 175 6 8
01:15 PM to 01:30 PM		11 0 5 161 3 0	0 8 5 8 2	1 4 219 5 13
01:30 PM to 01:45 PM 01:45 PM to 02:00 PM		7 0 6 129 1 1 11 0 4 137 2 0	0 12 6 8 1 0 9 7 8 10	0 1 189 2 13 2 3 153 3 16
02:00 PM to 02:15 PM		13, 2	0 3 7 8 10	2 3 133 3 10
02:15 PM to 02:30 PM				
02:30 PM to 02:45 PM				
02:45 PM to 03:00 PM	40	502	05	705
INT. PEAK HR (ALL VEH) 12:45 PM to 01:45 PM	0 19 12 17	602 4	0 32 21 33 10	796 1 14 765 16 41
Peak Hour Overall		iB U Left Thru Right WB	U Left Thru Right NB	U Left Thru Right EB
Factor (PHF) 0.89		92 n/a 0.67 0.90 0.58 0.89	n/a 0.67 0.88 0.69 0.83	0.25 0.50 0.87 0.67 0.87
HEAVY Direction:	Southbound	Westbound	Northbound	Eastbound
VEHICLES Roadway: (FHWA 4+) Movement:	48th Street U Left Thru Right	Massachusetts Avenue U Left Thru Right	Fordham Road U Left Thru Right	Massachusetts Avenue U Left Thru Right
10:00 AM to 10:15 AM	0 1 0 0	0 0 2 0	0 0 0 1	0 1 2 0
10:15 AM to 10:30 AM	0 1 0 0	0 0 5 0	0 0 0 0	0 0 2 0
10:30 AM to 10:45 AM	0 1 0 0	0 0 1 0	0 0 0 0	0 0 1 0
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM	0 0 0 0 0 0 0 0 0 0 0	0 0 2 0	0 1 0 1	0 0 2 0
11:15 AM to 11:30 AM	0 0 0 0	0 0 4 0	0 0 1 0	0 0 1 0
11:30 AM to 11:45 AM	0 2 0 0	0 0 3 0	0 0 0 0	0 0 2 0
11:45 AM to 12:00 PM	0 1 0 0	0 0 1 0	0 0 0 0	0 0 1 0
12:00 PM to 12:15 PM	0 0 0 0	0 0 2 0	0 0 0 0	0 0 1 0
12:15 PM to 12:30 PM	0 0 0 0	0 0 2 0	0 0 0 0	0 0 1 0
12:30 PM to 12:45 PM 12:45 PM to 01:00 PM	0 1 0 0	0 0 4 0 0 0 1 0	0 0 0 0	0 0 1 0 0 0 1 0
01:00 PM to 01:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 2 0
01:15 PM to 01:30 PM	0 0 0 0	0 0 2 0	0 0 0 1	0 0 2 0
01:30 PM to 01:45 PM	0 0 0 0	0 0 1 0	0 1 0 0	0 0 1 1
01:45 PM to 02:00 PM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 2 0
02:00 PM to 02:15 PM 02:15 PM to 02:30 PM				
02:30 PM to 02:45 PM				
02:45 PM to 03:00 PM				
INT. PEAK HR (ALL VEH)	1	4	2	7
12:45 PM to 01:45 PM	0 1 0 0	0 0 4 0	0 1 0 1	0 0 6 1
Heavy Vehicle % (PHV): INT. PEAK HR (HV ONLY)	0.0% 5.3% 0.0% 0.0% 2	1% 0.0% 0.0% 0.7% 0.0% 0.7% 10	0.0% 3.1% 0.0% 3.0% 2.3%	0.0% 0.0% 0.8% 6.3% 0.9%
10:00 AM to 11:00 AM	0 3 0 0	0 0 10 0	0 1 0 2	0 1 7 0
Heavy Vehicle % (PHV):	0.0% 14.3% 0.0% 0.0% 6	7% 0.0% 0.0% 2.3% 0.0% 2.2%	0.0% 2.9% 0.0% 5.3% 3.6%	0.0% 6.3% 1.3% 0.0% 1.5%
Direction:	Southbound	Westbound	Northbound	Eastbound
BICYCLES Roadway: Movement:	48th Street U Left Thru Right	Massachusetts Avenue U Left Thru Right	Fordham Road U Left Thru Right	Massachusetts Avenue U Left Thru Right
10:00 AM to 10:15 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0
10:15 AM to 10:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
10:30 AM to 10:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM	0 0 0 0 0 0 0 0 1 0	0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
11:15 AM to 11:15 AM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0
11:30 AM to 11:45 AM	0 0 0 0	0 0 1 0	0 0 1 0	0 0 0 0
11:45 AM to 12:00 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0
12:00 PM to 12:15 PM	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0
12:15 PM to 12:30 PM 12:30 PM to 12:45 PM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0
12:45 PM to 01:00 PM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0
01:00 PM to 01:15 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 2 0
01:15 PM to 01:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0
01:30 PM to 01:45 PM	0 0 0 0	0 1 4 0	0 0 0 0	0 0 1 0
01:45 PM to 02:00 PM	0 0 0 0	0 0 2 0	0 0 0 1	0 0 0 0
02:00 PM to 02:15 PM 02:15 PM to 02:30 PM				
02:30 PM to 02:45 PM				
02:45 PM to 03:00 PM				
INT. PEAK HR (ALL VEH)		5	0	5
12:45 PM to 01:45 PM INT. PEAK HR (BIKES)	0 0 0 0	0 1 4 0	0 0 0 0	0 0 5 0
01:00 PM to 02:00 PM	0 0 0 0	0 1 6 0	0 0 0 1	0 0 4 0

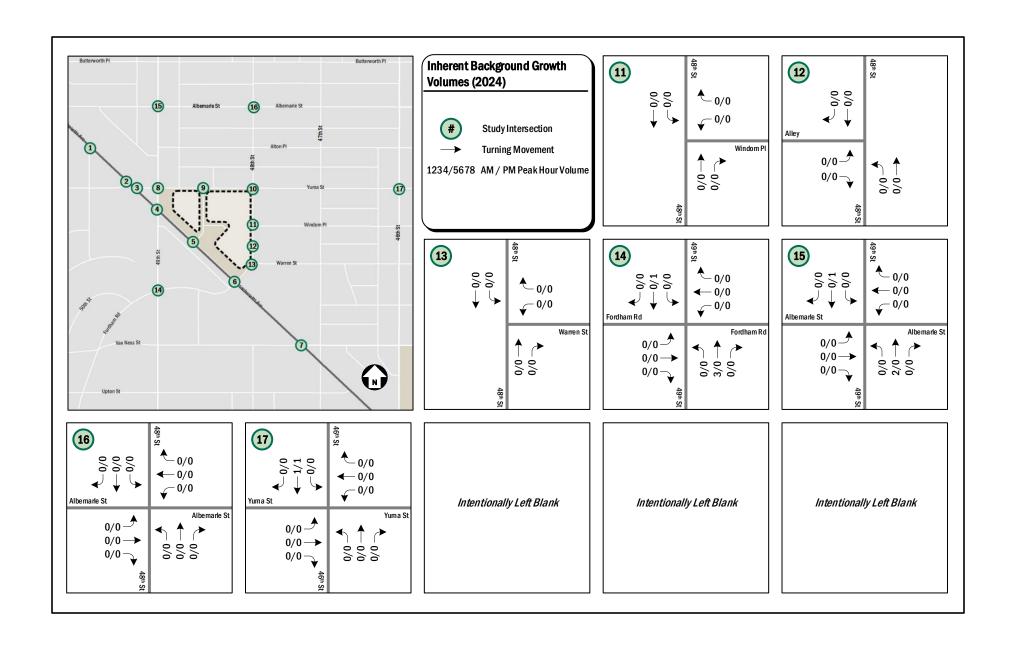
Control Con	VEHICL	E PEAK	HOUR \	OLS AN	ND PHF:	Inter	sectio	n Peak	(vehicle	:)		
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4 0 00	0.87	0.50	EBL EBT	14 765	\rightarrow	→		O NBN	NBL 32	NBT 21	NBR 33	
0.83	0.87	0.50	EBL EBT	14 765	\rightarrow	44 ←		O NBN	0.67 NBL 32	0.88 NBT 21	NBR 33	



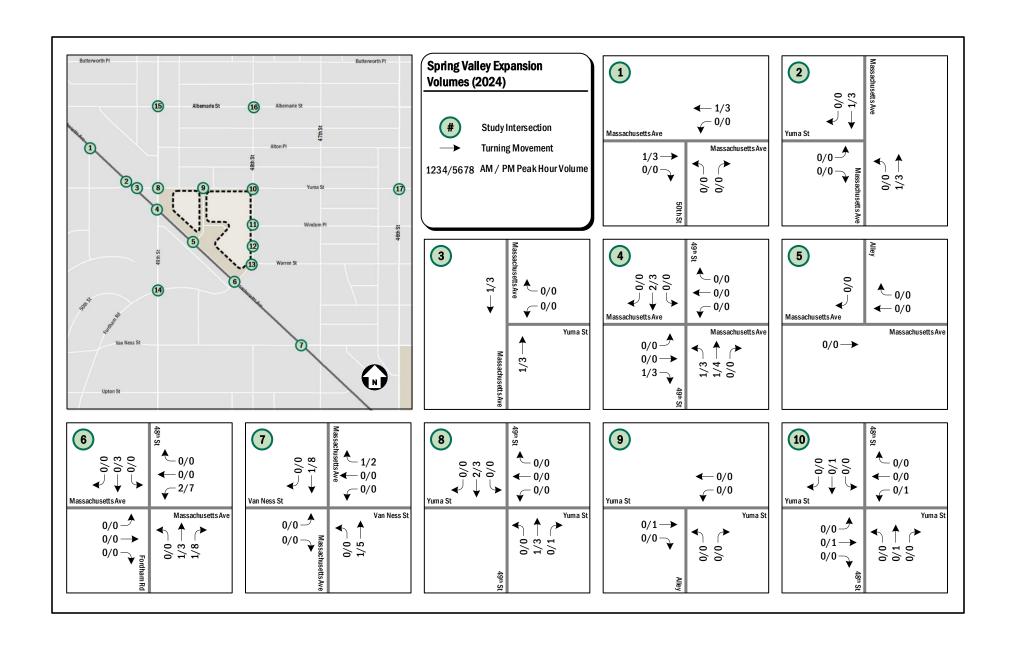


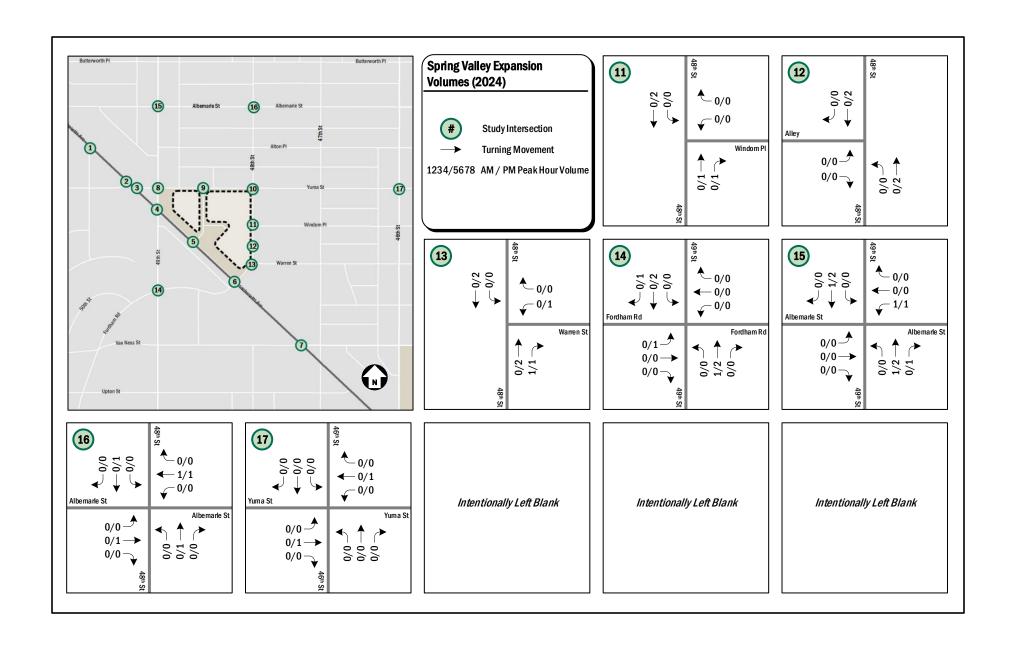
	G)
G: BACKGROUND GROWTH VOLUME GRAPHICS	



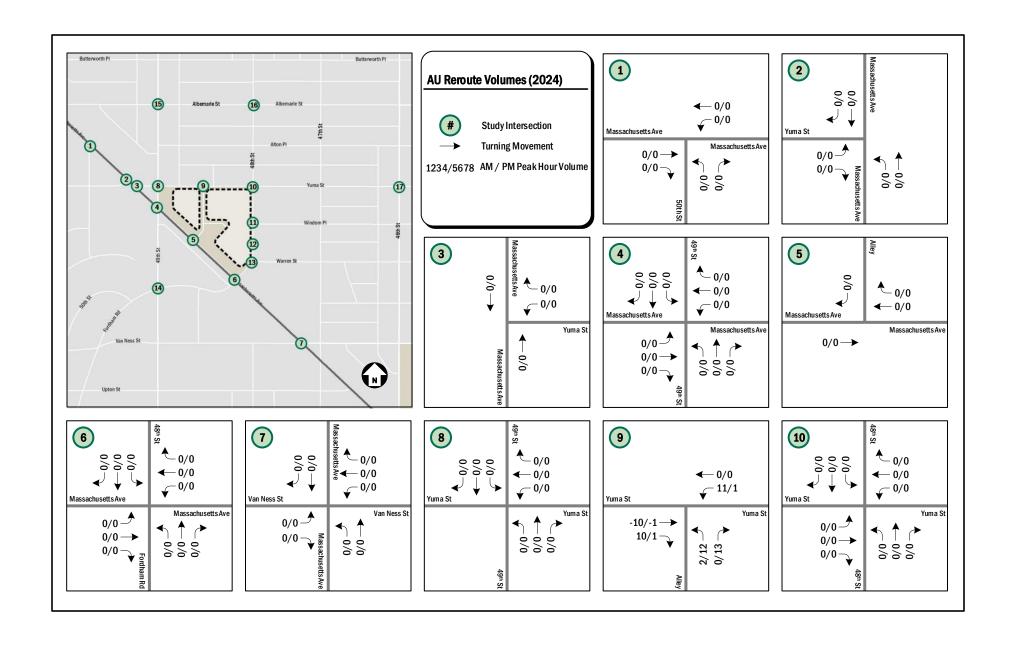


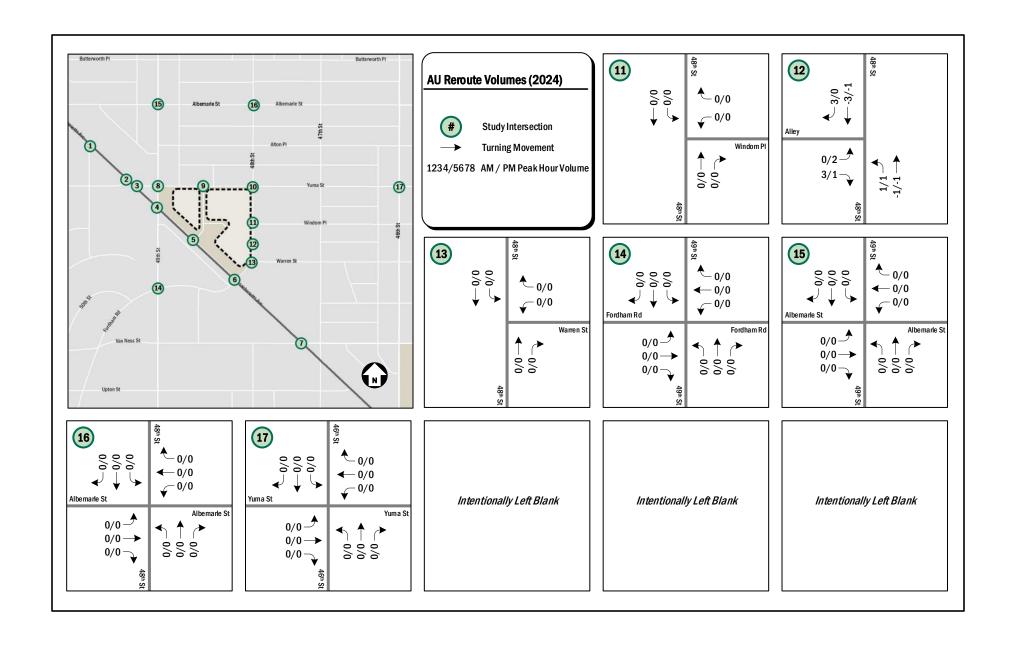
G	٥
H: BACKGROUND DEVELOPMENT VOLUME GRAPHICS	





6 3
I: REROUTED EXISTING AMERICAN UNIVERSITY TRIPS VOLUME GRAPHICS





	G)
J: Vehicular Level of Service Definitions	



All capacity analyses are based on the procedures specified by the Transportation Research Board, Special Report 209: Highway Capacity Manual (HCM), 2000. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below.

SIGNALIZED INTERSECTIONS

Level of service is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection and the delay associated with each directional movement. The levels of service for signalized intersections are defined below:

- LOS A describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.
- LOS B describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
- LOS C describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.
- LOS D describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.
- LOS E describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. LOS E has been set as the limit of acceptable conditions.
- LOS F describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections

At an unsignalized intersection, the major street through traffic and right turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left turn traffic is dependent on the volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn.

The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.



The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicate worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- LOS A describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.
- LOS B describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.
- LOS C describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.
- LOS D describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.
- LOS E describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.
- LOS F describes operations with average total delay of 50 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal driver behavior.

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K: Existing Vehicular Capacity and Queuing Analysis Worksheets

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	29	1375	607
v/c Ratio	0.08	0.65	0.45
Control Delay	32.5	14.9	6.7
Queue Delay	0.0	0.0	0.5
Total Delay	32.5	14.9	7.2
Queue Length 50th (ft)	15	279	132
Queue Length 95th (ft)	39	350	190
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	354	2112	1344
Starvation Cap Reductn	0	0	333
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.08	0.65	0.60
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT	
Lane Configurations	¥		↑ ↑			सी	
Traffic Volume (vph)	26	1	1250	42	7	564	
Future Volume (vph)	26	1	1250	42	7	564	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0		4.0			4.0	
Lane Util. Factor	1.00		0.95			1.00	
Frpb, ped/bikes	1.00		1.00			1.00	
Flpb, ped/bikes	1.00		1.00			1.00	
Frt	1.00		1.00			1.00	
Flt Protected	0.95		1.00			1.00	
Satd. Flow (prot)	1768		3517			1862	
FIt Permitted	0.95		1.00			0.99	
Satd. Flow (perm)	1768		3517			1839	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	28	1	1330	45	7	600	
RTOR Reduction (vph)	1	0	2	0	0	0	
Lane Group Flow (vph)	28	0	1373	0	0	607	
Confl. Peds. (#/hr)	20	1	1010	7	7		
Confl. Bikes (#/hr)		•		3	•		
Turn Type	Perm		NA		pm+pt	NA	
Protected Phases	1 01111		6		5	2	
Permitted Phases	4				2	<u>-</u>	
Actuated Green, G (s)	18.0		58.0		_	71.0	
Effective Green, g (s)	20.0		60.0			73.0	
Actuated g/C Ratio	0.20		0.60			0.73	
Clearance Time (s)	5.0		6.0			6.0	
Lane Grp Cap (vph)	353		2110			1344	
v/s Ratio Prot	333		c0.39			c0.04	
v/s Ratio Perm	c0.02		60.59			0.29	
v/c Ratio	0.08		0.65			0.29	
	32.5		13.1			5.4	
Uniform Delay, d1	1.00		1.00			1.00	
Progression Factor Incremental Delay, d2	0.4		1.00			1.00	
	33.0					6.5	
Delay (s)	33.0 C		14.7				
Level of Service			B			A	
Approach LOS	33.0		14.7			6.5	
Approach LOS	С		В			Α	
Intersection Summary							
HCM 2000 Control Delay			12.5	H	CM 2000	Level of Service	е
HCM 2000 Volume to Capaci	ty ratio		0.53				
Actuated Cycle Length (s)			100.0		um of lost		
Intersection Capacity Utilization	on		56.7%	IC	U Level o	of Service	
Analysis Period (min)			15				
c Critical Lane Group							

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	¥			ર્ન	∱ }		
Traffic Volume (veh/h)	2	32	36	522	1239	3	
Future Volume (Veh/h)	2	32	36	522	1239	3	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	2	33	38	544	1291	3	
Pedestrians	10				3		
Lane Width (ft)	12.0				12.0		
Walking Speed (ft/s)	3.5				3.5		
Percent Blockage	1				0		
Right turn flare (veh)							
Median type				None	None		
Median storage veh)							
Upstream signal (ft)				343	335		
pX, platoon unblocked	0.81	0.74	0.74				
vC, conflicting volume	1926	657	1304				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1160	0	709				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	96	94				
cM capacity (veh/h)	142	795	649				
Direction, Lane #	EB 1	NB 1	SB 1	SB 2			
Volume Total	35	582	861	433			
Volume Left	2	38	0	0			
Volume Right	33	0	0	3			
cSH	630	649	1700	1700			
Volume to Capacity	0.06	0.06	0.51	0.25			
Queue Length 95th (ft)	4	5	0	0			
Control Delay (s)	11.1	1.6	0.0	0.0			
Lane LOS	В	Α					
Approach Delay (s)	11.1	1.6	0.0				
Approach LOS	В						
Intersection Summary							
			0.7				
	ation		67.0%	IC	CU Level o	of Service	
			15				
• •			67.0%	IC	CU Level c	of Service	

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	^			^
Traffic Volume (veh/h)	6	39	558	0	0	1271
Future Volume (Veh/h)	6	39	558	0	0	1271
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	41	581	0	0	1324
Pedestrians	3		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			248			430
pX, platoon unblocked	0.79	0.90			0.90	
vC, conflicting volume	1248	294			584	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	0			321	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	0.0	0.0				
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			100	
cM capacity (veh/h)	588	975			1111	
		WB 2	ND 4	NB 2	SB 1	SB 2
Direction, Lane #	WB 1		NB 1			
Volume Total	6	41	290	290	662	662
Volume Left	6	0	0	0	0	0
Volume Right	0	41	0	0	0	0
cSH	588	975	1700	1700	1700	1700
Volume to Capacity	0.01	0.04	0.17	0.17	0.39	0.39
Queue Length 95th (ft)	1	3	0	0	0	0
Control Delay (s)	11.2	8.9	0.0	0.0	0.0	0.0
Lane LOS	В	Α				
Approach Delay (s)	9.2		0.0		0.0	
Approach LOS	Α					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utiliz	zation		45.1%	IC	U Level	of Service
Analysis Period (min)			15.176	.0	2 23.01	
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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	54	50	43	23	1323	572
v/c Ratio	0.21	0.14	0.17	0.06	0.61	0.42
Control Delay	43.0	39.9	42.3	36.2	7.8	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	43.0	39.9	42.3	36.2	8.4	17.3
Queue Length 50th (ft)	35	31	28	13	193	83
Queue Length 95th (ft)	74	67	62	36	235	126
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	260	363	254	357	2158	1376
Starvation Cap Reductn	0	0	0	0	418	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.14	0.17	0.06	0.76	0.42
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	7	₽		ሻ	f)			4Te			414	
Traffic Volume (vph)	52	47	2	42	19	3	124	1093	66	24	500	31
Future Volume (vph)	52	47	2	42	19	3	124	1093	66	24	500	31
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			1.00	
Flpb, ped/bikes	0.96	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1702	1848		1705	1814			3475			3459	
Flt Permitted	0.74	1.00		0.72	1.00			0.75			0.85	
Satd. Flow (perm)	1330	1848		1300	1814			2627			2940	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	54	48	2	43	20	3	128	1127	68	25	515	32
RTOR Reduction (vph)	0	2	0	0	2	0	0	3	0	0	4	0
Lane Group Flow (vph)	54	48	0	43	21	0	0	1320	0	0	568	0
Confl. Peds. (#/hr)	23		23	23		23	3		18	18		3
Confl. Bikes (#/hr)			1			2			1			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	20%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			54.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			56.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	260	361		254	355			2160			1372	
v/s Ratio Prot		0.03			0.01			c0.15				
v/s Ratio Perm	c0.04			0.03				c0.30			0.19	
v/c Ratio	0.21	0.13		0.17	0.06			0.61			0.41	
Uniform Delay, d1	40.4	39.8		40.1	39.2			7.3			21.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.77	
Incremental Delay, d2	1.8	8.0		1.4	0.3			1.3			0.9	
Delay (s)	42.3	40.6		41.6	39.6			8.6			17.3	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		41.5			40.9			8.6			17.3	
Approach LOS		D			D			А			В	
Intersection Summary												
HCM 2000 Control Delay			13.7	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.55									
Actuated Cycle Length (s)			120.0	Sı	um of lost	time (s)			12.5			
Intersection Capacity Utiliza	ation		79.0%	IC	U Level o	of Service)		D			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		^	∱ }			7
Traffic Volume (veh/h)	0	1103	506	1	0	5
Future Volume (Veh/h)	0	1103	506	1	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	1149	527	1	0	5
Pedestrians					15	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	417			
pX, platoon unblocked	0.96				0.87	0.96
vC, conflicting volume	543				1117	279
vC1, stage 1 conf vol	0.0					
vC2, stage 2 conf vol						
vCu, unblocked vol	452				647	178
tC, single (s)	4.1				6.8	7.3
tC, 2 stage (s)					0.0	7.0
tF (s)	2.2				3.5	3.5
p0 queue free %	100				100	99
cM capacity (veh/h)	1050				346	742
		05.0	N IN A / d	NUA/ 0		172
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	574	574	351	177	5	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	1	5	
cSH	1700	1700	1700	1700	742	
Volume to Capacity	0.34	0.34	0.21	0.10	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	9.9	
Lane LOS					Α	
Approach Delay (s)	0.0		0.0		9.9	
Approach LOS					Α	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utiliza	ation		33.8%	IC	CU Level o	of Service
Analysis Period (min)			15			

6: Fordham St/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1136	673	28	80	29	45
v/c Ratio	0.52	0.30	0.10	0.19	0.12	0.12
Control Delay	3.8	6.8	37.3	18.6	37.9	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	6.8	37.3	18.6	37.9	17.9
Queue Length 50th (ft)	29	89	17	20	18	8
Queue Length 95th (ft)	32	115	43	62	45	40
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2189	2260	285	427	246	385
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.30	0.10	0.19	0.12	0.12
Intersection Summary						

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4îb			4îb		ሻ	ĵ»		ሻ	ĵ»	
Traffic Volume (vph)	53	1020	6	15	610	14	27	30	46	28	13	29
Future Volume (vph)	53	1020	6	15	610	14	27	30	46	28	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.91	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.90	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3525			3483		1599	1676		1436	1550	
Flt Permitted		0.87			0.91		0.73	1.00		0.70	1.00	
Satd. Flow (perm)		3090			3188		1225	1676		1055	1550	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1074	6	16	642	15	28	32	48	29	14	31
RTOR Reduction (vph)	0	0	0	0	1	0	0	37	0	0	24	0
Lane Group Flow (vph)	0	1136	0	0	672	0	28	43	0	29	21	0
Confl. Peds. (#/hr)	18		6	6		18	57		4	4		57
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	2%	2%	12%	2%	3%	8%	3%	2%	2%	25%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		83.0			83.0		26.0	26.0		26.0	26.0	
Effective Green, g (s)		85.0			85.0		28.0	28.0		28.0	28.0	
Actuated g/C Ratio		0.71			0.71		0.23	0.23		0.23	0.23	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2188			2258		285	391		246	361	
v/s Ratio Prot								0.03			0.01	
v/s Ratio Perm		c0.37			0.21		0.02			c0.03		
v/c Ratio		0.52			0.30		0.10	0.11		0.12	0.06	
Uniform Delay, d1		8.1			6.5		36.1	36.2		36.3	35.8	
Progression Factor		0.37			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.3		0.7	0.6		1.0	0.3	
Delay (s)		3.7			6.8		36.8	36.8		37.2	36.1	
Level of Service		Α			Α		D	D		D	D	
Approach Delay (s)		3.7			6.8			36.8			36.5	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.8	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capac	city ratio		0.42		2 2000	_0.5.01	2					
Actuated Cycle Length (s)	,		120.0	S	um of los	t time (s)			7.0			
Intersection Capacity Utilizat	tion		76.0%			of Service			D			
Analysis Period (min)			15									
o Critical Lana Craus			10									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		41∱			∱ ∱	
Traffic Volume (veh/h)	1	0	5	1	9	64	12	496	0	0	1095	3
Future Volume (Veh/h)	1	0	5	1	9	64	12	496	0	0	1095	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	0	5	1	9	67	13	517	0	0	1141	3
Pedestrians		10			6			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1510	1702	584	1126	1703	266	1154			523		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1277	1498	205	832	1499	266	864			523		
tC, single (s)	7.5	6.5	7.2	7.5	6.7	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	90	91	98			100		
cM capacity (veh/h)	86	101	654	217	93	726	663			1034		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	6	10	67	185	345	761	383					
Volume Left	1	10	0	13	0		0					
	5	0	67	0	0	0	3					
Volume Right cSH	312	99	726	663	1700	1700						
							1700					
Volume to Capacity	0.02	0.10	0.09	0.02	0.20	0.45	0.23					
Queue Length 95th (ft)	100	8	8	1	0	0	0					
Control Delay (s)	16.8	45.6	10.5	1.0	0.0	0.0	0.0					
Lane LOS	C	E	В	A		0.0						
Approach Delay (s)	16.8	15.0		0.3		0.0						
Approach LOS	С	С										
Intersection Summary												
Average Delay			0.8						_			
Intersection Capacity Utiliza	ation		41.0%	IC	CU Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	18	42	2	16	89	123	7	35	12
Future Volume (Veh/h)	0	0	0	18	42	2	16	89	123	7	35	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	19	44	2	17	93	128	7	36	13
Pedestrians		15			7			13			2	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.98	0.98		0.98	0.98	0.98				0.98		
vC, conflicting volume	288	334	70	268	276	166	64			228		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	270	316	70	249	257	145	64			208		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	93	100	99			99		
cM capacity (veh/h)	622	578	980	669	623	880	1538			1333		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	65	238	56									
Volume Left	19	17	7									
Volume Right	2	128	13									
cSH	641	1538	1333									
Volume to Capacity	0.10	0.01	0.01									
Queue Length 95th (ft)	8	1	0									
Control Delay (s)	11.2	0.6	1.0									
Lane LOS	В	Α	A									
Approach Delay (s)	11.2	0.6	1.0									
Approach LOS	В											
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilizat	ion		32.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1 >			4	W	
Traffic Volume (veh/h)	129	1	1	70	1	0
Future Volume (Veh/h)	129	1	1	70	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	136	1	1	74	1	0
Pedestrians		•	•		12	•
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	140110			140110		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			149		224	148
vC1, stage 1 conf vol			140			1-10
vC2, stage 2 conf vol						
vCu, unblocked vol			149		224	148
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					0.1	0.2
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1416		754	888
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	137	75	1			
Volume Left	0	1	1			
Volume Right	1	0	0			
cSH	1700	1416	754			
Volume to Capacity	0.08	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	9.8			
Lane LOS		Α	Α			
Approach Delay (s)	0.0	0.1	9.8			
Approach LOS			Α			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilizat	ion		19.0%	IC	U Level c	f Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	82	29	15	57	4	9	13	5	6	18	4
Future Volume (vph)	1	82	29	15	57	4	9	13	5	6	18	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	94	33	17	66	5	10	15	6	7	21	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	128	88	31	33								
Volume Left (vph)	1	17	10	7								
Volume Right (vph)	33	5	6	5								
Hadj (s)	-0.05	0.04	0.03	-0.01								
Departure Headway (s)	4.1	4.2	4.4	4.4								
Degree Utilization, x	0.15	0.10	0.04	0.04								
Capacity (veh/h)	861	834	764	767								
Control Delay (s)	7.8	7.7	7.6	7.6								
Approach Delay (s)	7.8	7.7	7.6	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	tion		22.2%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.			ર્ન
Traffic Volume (veh/h)	3	1	28	0	3	62
Future Volume (Veh/h)	3	1	28	0	3	62
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	1	33	0	4	73
Pedestrians	3		4			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	121	36			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121	36			36	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	866	1034			1502	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	5	33	77			
Volume Left	4	0	4			
	1	0	0			
Volume Right cSH	895	1700	1502			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	0.01	0.02	0.00			
• ,	9.0	0.0	0.4			
Control Delay (s)		0.0				
Lane LOS	A	0.0	Α			
Approach LOS	9.0	0.0	0.4			
Approach LOS	А					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	zation		15.7%	IC	U Level c	f Service
Analysis Period (min)			15			

	۶	•	4	†		1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ર્ન	f)	
Traffic Volume (veh/h)	2	2	6	27	63	3
Future Volume (Veh/h)	2	2	6	27	63	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	2	7	32	74	4
Pedestrians	14					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	136	90	92			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	90	92			
tC, single (s)	6.9	6.7	4.6			
tC, 2 stage (s)						
tF (s)	4.0	3.8	2.7			
p0 queue free %	100	100	99			
cM capacity (veh/h)	742	839	1233			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	39	78			
Volume Left	2	7	0			
Volume Right	2	0	4			
cSH	787	1233	1700			
Volume to Capacity	0.01	0.01	0.05			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.6	1.5	0.0			
Lane LOS	Α	Α				
Approach Delay (s)	9.6	1.5	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utiliz	ation		17.2%	IC	CU Level c	of Service
Analysis Period (min)			15			22
rangelor onou (mm)			10			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	10	0	2	4	26	2	80	12	27	23	21
Future Volume (vph)	30	10	0	2	4	26	2	80	12	27	23	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	33	11	0	2	4	29	2	88	13	30	25	23
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	44	35	103	78								
Volume Left (vph)	33	2	2	30								
Volume Right (vph)	0	29	13	23								
Hadj (s)	0.18	-0.45	-0.04	-0.04								
Departure Headway (s)	4.5	3.9	4.1	4.1								
Degree Utilization, x	0.06	0.04	0.12	0.09								
Capacity (veh/h)	762	877	847	846								
Control Delay (s)	7.8	7.0	7.7	7.5								
Approach Delay (s)	7.8	7.0	7.7	7.5								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.6									
Level of Service			Α									
Intersection Capacity Utilizati	on		28.3%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	2	0	18	50	2	3	55	30	4	32	5
Future Volume (vph)	0	2	0	18	50	2	3	55	30	4	32	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	0	19	53	2	3	58	32	4	34	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	74	93	43								
Volume Left (vph)	0	19	3	4								
Volume Right (vph)	0	2	32	5								
Hadj (s)	0.03	0.07	-0.17	-0.02								
Departure Headway (s)	4.3	4.3	3.9	4.1								
Degree Utilization, x	0.00	0.09	0.10	0.05								
Capacity (veh/h)	802	817	884	846								
Control Delay (s)	7.3	7.7	7.4	7.4								
Approach Delay (s)	7.3	7.7	7.4	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilization	on		24.0%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	41	1	5	55	5	1	12	7	12	15	5
Future Volume (vph)	2	41	1	5	55	5	1	12	7	12	15	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	48	1	6	65	6	1	14	8	14	18	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	51	77	23	38								
Volume Left (vph)	2	6	1	14								
Volume Right (vph)	1	6	8	6								
Hadj (s)	0.03	0.00	-0.10	0.01								
Departure Headway (s)	4.1	4.1	4.1	4.2								
Degree Utilization, x	0.06	0.09	0.03	0.04								
Capacity (veh/h)	849	862	838	825								
Control Delay (s)	7.4	7.5	7.2	7.4								
Approach Delay (s)	7.4	7.5	7.2	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utilization	on		18.6%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	98	5	9	70	12	3	52	10	13	113	12
Future Volume (vph)	2	98	5	9	70	12	3	52	10	13	113	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	115	6	11	82	14	4	61	12	15	133	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	123	107	77	162								
Volume Left (vph)	2	11	4	15								
Volume Right (vph)	6	14	12	14								
Hadj (s)	0.01	-0.02	-0.05	0.00								
Departure Headway (s)	4.6	4.6	4.6	4.5								
Degree Utilization, x	0.16	0.14	0.10	0.20								
Capacity (veh/h)	729	731	732	745								
Control Delay (s)	8.5	8.3	8.1	8.7								
Approach Delay (s)	8.5	8.3	8.1	8.7								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.5									
Level of Service			Α									
Intersection Capacity Utilization	on		28.8%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	¥		W		W	
Sign Control	Stop		Stop		Stop	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0.00	0.00	0.00			
Departure Headway (s)	3.9	3.9	3.9			
Degree Utilization, x	0.00	0.00	0.00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6.9	6.9	6.9			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	Α	Α	Α			
Intersection Summary						
Delay			0.0			
Level of Service			Α			
Intersection Capacity Utiliz	zation		0.0%	IC	U Level c	of Service
Analysis Period (min)			15			

1: 50th St & Massachusetts Ave

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	30	981	1105
v/c Ratio	0.09	0.44	0.44
Control Delay	34.3	10.2	5.6
Queue Delay	0.0	0.0	0.0
Total Delay	34.3	10.2	5.6
Queue Length 50th (ft)	16	153	117
Queue Length 95th (ft)	41	195	148
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	334	2217	2504
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.44	0.44
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT			
Lane Configurations	¥		ተ ኈ			4↑			
Traffic Volume (vph)	29	0	912	30	5	1056			
Future Volume (vph)	29	0	912	30	5	1056			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	3.0		4.0			4.0			
Lane Util. Factor	1.00		0.95			0.95			
Frpb, ped/bikes	1.00		1.00			1.00			
Flpb, ped/bikes	1.00		1.00			1.00			
Frt	1.00		1.00			1.00			
Flt Protected	0.95		1.00			1.00			
Satd. Flow (prot)	1763		3517			3538			
FIt Permitted	0.95		1.00			0.95			
Satd. Flow (perm)	1763		3517			3371			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	30	0	950	31	5	1100			
RTOR Reduction (vph)	0	0	2	0	0	0			
Lane Group Flow (vph)	30	0	979	0	0	1105			
Confl. Peds. (#/hr)	2	1	0.0	9	9				
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%			
Turn Type	Perm		NA		pm+pt	NA			
Protected Phases	1 01111		6		5	2			
Permitted Phases	4				2				
Actuated Green, G (s)	17.0		61.0		_	72.0			
Effective Green, g (s)	19.0		63.0			74.0			
Actuated g/C Ratio	0.19		0.63			0.74			
Clearance Time (s)	5.0		6.0			6.0			
Lane Grp Cap (vph)	334		2215			2506			
v/s Ratio Prot	JU-1		0.28			c0.03			
v/s Ratio Perm	c0.02		0.20			c0.30			
v/c Ratio	0.09		0.44			0.44			
Uniform Delay, d1	33.4		9.5			5.0			
Progression Factor	1.00		1.00			1.00			
Incremental Delay, d2	0.5		0.6			0.6			
Delay (s)	33.9		10.1			5.6			
Level of Service	00.0 C		В			A.			
Approach Delay (s)	33.9		10.1			5.6			
Approach LOS	C		В			Α			
ntersection Summary									
HCM 2000 Control Delay			8.1	Н	CM 2000	Level of Service	ce .	A	
HCM 2000 Volume to Capa	acity ratio		0.40						
Actuated Cycle Length (s)			100.0		um of los		15.		
Intersection Capacity Utiliza	ation		53.5%	IC	CU Level	of Service		A	
Analysis Period (min)			15						
c Critical Lane Group									

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			414	† }	
Traffic Volume (veh/h)	5	34	32	1191	906	3
Future Volume (Veh/h)	5	34	32	1191	906	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	36	34	1267	964	3
Pedestrians	8				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				343	335	
pX, platoon unblocked	0.90	0.86	0.86			
vC, conflicting volume	1676	492	975			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819	76	639			
tC, single (s)	7.2	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	98	96	96			
cM capacity (veh/h)	239	826	801			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	41	456	845	643	324	
Volume Left	5	34	0	0	0	
Volume Right	36	0	0	0	3	
cSH	636	801	1700	1700	1700	
Volume to Capacity	0.06	0.04	0.50	0.38	0.19	
Queue Length 95th (ft)	5	3	0	0	0	
Control Delay (s)	11.1	1.2	0.0	0.0	0.0	
Lane LOS	В	Α				
Approach Delay (s)	11.1	0.4		0.0		
Approach LOS	В					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliza	ation		65.9%	IC	CU Level c	f Service
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	^			† †
Traffic Volume (veh/h)	7	58	1165	0	0	940
Future Volume (Veh/h)	7	58	1165	0	0	940
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	62	1239	0	0	1000
Pedestrians	15		3			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			248			430
pX, platoon unblocked	0.90	0.83			0.83	
vC, conflicting volume	1757	634			1254	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	910	145			892	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	91			100	
cM capacity (veh/h)	242	716			617	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	7	62	620	620	500	500
Volume Left	7	0	0	0	0	0
Volume Right	0	62	0	0	0	0
cSH	242	716	1700	1700	1700	1700
Volume to Capacity	0.03	0.09	0.36	0.36	0.29	0.29
Queue Length 95th (ft)	2	7	0	0	0	0
Control Delay (s)	20.3	10.5	0.0	0.0	0.0	0.0
Lane LOS	C	В	0.0	3.0	3.0	3.0
Approach Delay (s)	11.5		0.0		0.0	
Approach LOS	В		0.0		0.0	
Intersection Summary						
			0.2			
Average Delay	1!		0.3	10	111 - 1	-t O'-
Intersection Capacity Utiliz	zation		42.5%	IC	U Level (of Service
Analysis Period (min)			15			

4: 49th St & Massachusetts Ave

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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	46	80	26	39	973	1062
v/c Ratio	0.18	0.22	0.11	0.11	0.48	0.57
Control Delay	42.4	41.5	41.2	38.3	6.3	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	41.5	41.2	38.3	6.3	12.0
Queue Length 50th (ft)	30	51	17	23	121	236
Queue Length 95th (ft)	65	98	43	55	150	315
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	262	358	241	361	2041	1847
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.22	0.11	0.11	0.48	0.57
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	*	4		7	4			€Î₽			414	
Traffic Volume (vph)	45	73	5	25	35	3	68	825	50	36	943	51
Future Volume (vph)	45	73	5	25	35	3	68	825	50	36	943	51
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	0.98	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1741	1822		1697	1837			3487			3488	
Flt Permitted	0.73	1.00		0.69	1.00			0.75			0.88	
Satd. Flow (perm)	1341	1822		1233	1837			2617			3070	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	46	75	5	26	36	3	70	851	52	37	972	53
RTOR Reduction (vph)	0	2	0	0	2	0	0	3	0	0	3	0
Lane Group Flow (vph)	46	78	0	26	37	0	0	970	0	0	1059	0
Confl. Peds. (#/hr)	10		27	27		10	9		10	10		9
Confl. Bikes (#/hr)			1									1
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			70.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			72.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.60	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	262	356		241	359			2042			1842	
v/s Ratio Prot		c0.04			0.02			c0.06				
v/s Ratio Perm	0.03			0.02				0.30			c0.34	
v/c Ratio	0.18	0.22		0.11	0.10			0.47			0.57	
Uniform Delay, d1	40.2	40.5		39.6	39.6			6.2			14.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.73	
Incremental Delay, d2	1.5	1.4		0.9	0.6			8.0			1.3	
Delay (s)	41.6	42.0		40.5	40.2			7.0			11.9	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		41.9			40.3			7.0			11.9	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			12.3	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.50									
Actuated Cycle Length (s)			120.0		um of lost				12.5			
Intersection Capacity Utiliza	ation		82.7%	IC	U Level o	of Service	9		Е			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		^	↑ ↑			7
Traffic Volume (veh/h)	0	864	1296	0	0	7
Future Volume (Veh/h)	0	864	1296	0	0	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	919	1379	0	0	7
Pedestrians		2			39	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			4	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	417			
pX, platoon unblocked	0.89				0.93	0.89
vC, conflicting volume	1418				1878	730
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1221				1361	448
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					0.0	0.0
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	485				125	477
		SE 2	NIVA/ 1	NW 2		
Direction, Lane # Volume Total	SE 1 460	460	NW 1 919	460	SW 1 7	
Volume Total Volume Left	460	460		460	0	
	0	0	0	0	7	
Volume Right cSH	1700	1700	1700	1700	477	
Volume to Capacity	0.27	0.27	0.54	0.27	0.01	
Queue Length 95th (ft)	0	0	0	0	10.7	
Control Delay (s)	0.0	0.0	0.0	0.0	12.7	
Lane LOS	0.0		0.0		B	
Approach Delay (s)	0.0		0.0		12.7	
Approach LOS					В	
Intersection Summary			_			
Average Delay			0.0			
Intersection Capacity Utiliza	ation		46.5%	IC	U Level o	of Service
Analysis Period (min)			15			

6: Fordham Rd/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	874	1054	15	39	36	28
v/c Ratio	0.35	0.43	0.06	0.11	0.14	0.08
Control Delay	3.9	6.5	39.7	22.3	41.4	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	6.5	39.7	22.3	41.4	22.1
Queue Length 50th (ft)	60	141	9	10	23	6
Queue Length 95th (ft)	70	174	29	41	54	32
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2485	2446	268	352	253	333
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.43	0.06	0.11	0.14	0.08
Intersection Summary						

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414			413-		ሻ	1>		ሻ	₽	
Traffic Volume (vph)	7	849	1	17	1008	8	15	16	23	35	10	18
Future Volume (vph)	7	849	1	17	1008	8	15	16	23	35	10	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		0.97	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.90	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3537			3531		1725	1670		1643	1597	
Flt Permitted		0.95			0.93		0.74	1.00		0.73	1.00	
Satd. Flow (perm)		3349			3299		1342	1670		1265	1597	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	7	866	1	17	1029	8	15	16	23	36	10	18
RTOR Reduction (vph)	0	0	0	0	1	0	0	18	0	0	14	0
Lane Group Flow (vph)	0	874	0	0	1053	0	15	21	0	36	14	0
Confl. Peds. (#/hr)	25	· · ·	6	6		25	16		3	3		16
Confl. Bikes (#/hr)	_*		-	-		1			-	•		1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	10%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		87.0			87.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		89.0			89.0		24.0	24.0		24.0	24.0	
Actuated g/C Ratio		0.74			0.74		0.20	0.20		0.20	0.20	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2483			2446		268	334		253	319	
v/s Ratio Prot								0.01			0.01	
v/s Ratio Perm		0.26			c0.32		0.01	0.0.		c0.03	0.0.	
v/c Ratio		0.35			0.43		0.06	0.06		0.14	0.04	
Uniform Delay, d1		5.4			5.9		38.8	38.9		39.5	38.7	
Progression Factor		0.66			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.6		0.4	0.4		1.2	0.3	
Delay (s)		3.9			6.4		39.2	39.2		40.7	39.0	
Level of Service		А			А		D	D		D	D	
Approach Delay (s)		3.9			6.4			39.2			39.9	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.3	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capa	city ratio		0.37									
Actuated Cycle Length (s)	•		120.0	S	um of los	t time (s)			7.0			
Intersection Capacity Utiliza	ation		65.2%			of Service			С			
Analysis Period (min)			15									
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c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		41₽			∱ ∱	
Traffic Volume (veh/h)	1	0	19	1	7	77	13	946	0	0	884	2
Future Volume (Veh/h)	1	0	19	1	7	77	13	946	0	0	884	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1	0	19	1	7	79	13	965	0	0	902	2
Pedestrians		11			9							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	1505	1914	463	1470	1915	492	915			974		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1380	1823	251	1342	1825	492	741			974		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	90	85	98			100		
cM capacity (veh/h)	72	68	683	96	68	518	787			698		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	20	8	79	335	643	601	303					
Volume Left	1	1	0	13	0	0	0					
Volume Right	19	0	79	0	0	0	2					
cSH	479	70	518	787	1700	1700	1700					
Volume to Capacity	0.04	0.11	0.15	0.02	0.38	0.35	0.18					
Queue Length 95th (ft)	3	9	13	1	0	0	0					
Control Delay (s)	12.8	62.5	13.2	0.6	0.0	0.0	0.0					
Lane LOS	В	F	В	Α								
Approach Delay (s)	12.8	17.7		0.2		0.0						
Approach LOS	В	С										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utiliza	ition		45.3%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	10	54	3	23	120	87	2	41	5
Future Volume (Veh/h)	0	0	0	10	54	3	23	120	87	2	41	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	11	57	3	24	126	92	2	43	5
Pedestrians		6			15			10			3	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.97	0.97		0.97	0.97	0.97				0.97		
vC, conflicting volume	310	336	62	294	293	190	54			233		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272	299	62	256	254	148	54			192		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	91	100	98			100		
cM capacity (veh/h)	594	576	994	644	610	856	1551			1319		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	71	242	50									
Volume Left	11	24	2									
Volume Right	3	92	5									
cSH	622	1551	1319									
Volume to Capacity	0.11	0.02	0.00									
Queue Length 95th (ft)	10	1	0									
Control Delay (s)	11.5	0.8	0.3									
Lane LOS	В	Α	Α									
Approach Delay (s)	11.5	0.8	0.3									
Approach LOS	В											
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utiliza	ation		37.3%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	f)			4	¥		
Traffic Volume (veh/h)	85	2	1	65	0	3	
Future Volume (Veh/h)	85	2	1	65	0	3	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	93	2	1	71	0	3	
Pedestrians					28		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					3		
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			123		195	122	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			123		195	122	
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		100	100	
cM capacity (veh/h)			1425		772	904	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	95	72	3				
Volume Left	0	1	0				
Volume Right	2	0	3				
cSH	1700	1425	904				
Volume to Capacity	0.06	0.00	0.00				
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	0.0	0.1	9.0				
Lane LOS		Α	Α				
Approach Delay (s)	0.0	0.1	9.0				
Approach LOS			Α				
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilizati	ion		19.9%	IC	U Level o	f Service	
Analysis Period (min)			15			333333	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	55	41	3	56	2	2	18	3	2	16	4
Future Volume (vph)	4	55	41	3	56	2	2	18	3	2	16	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	62	46	3	63	2	2	20	3	2	18	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	112	68	25	24								
Volume Left (vph)	4	3	2	2								
Volume Right (vph)	46	2	3	4								
Hadj (s)	-0.11	0.03	-0.02	-0.05								
Departure Headway (s)	4.0	4.1	4.3	4.3								
Degree Utilization, x	0.12	0.08	0.03	0.03								
Capacity (veh/h)	890	851	796	806								
Control Delay (s)	7.5	7.5	7.4	7.4								
Approach Delay (s)	7.5	7.5	7.4	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilizat	ion		20.9%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		î,			4
Traffic Volume (veh/h)	5	1	17	2	3	68
Future Volume (Veh/h)	5	1	17	2	3	68
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	20	2	4	80
Pedestrians	4					2
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	113	27			26	
vC1, stage 1 conf vol	110					
vC2, stage 2 conf vol						
vCu, unblocked vol	113	27			26	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	0.1	0.2				
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	878	1042			1582	
					1002	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	7	22	84			
Volume Left	6	0	4			
Volume Right	1	2	0			
cSH	898	1700	1582			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.0	0.0	0.4			
Lane LOS	Α		Α			
Approach Delay (s)	9.0	0.0	0.4			
Approach LOS	Α					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utiliz	zation		16.7%	IC	ULevelo	of Service
Analysis Period (min)			15.770	.0	2 23701 0	55. 1100
Analysis i Gilou (IIIIII)			10			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W			4	f)		
Traffic Volume (veh/h)	0	9	5	21	64	0	
Future Volume (Veh/h)	0	9	5	21	64	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	0	11	6	25	75	0	
Pedestrians	25			2	1		
Lane Width (ft)	12.0			12.0	12.0		
Walking Speed (ft/s)	3.5			3.5	3.5		
Percent Blockage	2			0	0		
Right turn flare (veh)							
Median type				None	None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	138	102	100				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	138	102	100				
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	99	100				
cM capacity (veh/h)	831	929	1457				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	11	31	75				
Volume Left	0	6	0				
Volume Right	11	0	0				
cSH	929	1457	1700				
Volume to Capacity	0.01	0.00	0.04				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	8.9	1.5	0.0				
Lane LOS	Α	Α					
Approach Delay (s)	8.9	1.5	0.0				
Approach LOS	Α						
Intersection Summary							
Average Delay			1.2				
Intersection Capacity Utilization	on		19.6%	IC	CU Level c	of Service	A
Analysis Period (min)			15				

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Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	W		¥		W	
Traffic Volume (veh/h)	8	3	0	76	21	11
Future Volume (Veh/h)	8	3	0	76	21	11
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	4	0	89	25	13
Pedestrians			9			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			1			
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)					195	
pX, platoon unblocked						
vC, conflicting volume	120	40	38			
vC1, stage 1 conf vol		.,				
vC2, stage 2 conf vol						
vCu, unblocked vol	120	40	38			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	• • • • • • • • • • • • • • • • • • • •	V. <u>–</u>				
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	875	1022	1572			
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	13	89	38			
Volume Left	9	09	0			
Volume Right	4	0	13			
cSH	915	1572	1700			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	9.0	0.0	0.0			
Control Delay (s)		0.0	0.0			
Lane LOS	A	0.0	0.0			
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			8.0			
Intersection Capacity Utiliz	ation		24.0%	IC	U Level c	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	35	8	0	4	9	27	1	83	9	17	53	24
Future Volume (vph)	35	8	0	4	9	27	1	83	9	17	53	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	40	9	0	5	10	31	1	95	10	20	61	28
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	49	46	106	109								
Volume Left (vph)	40	5	1	20								
Volume Right (vph)	0	31	10	28								
Hadj (s)	0.20	-0.35	0.01	-0.08								
Departure Headway (s)	4.6	4.1	4.2	4.1								
Degree Utilization, x	0.06	0.05	0.12	0.13								
Capacity (veh/h)	739	832	820	844								
Control Delay (s)	7.9	7.3	7.8	7.7								
Approach Delay (s)	7.9	7.3	7.8	7.7								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	on		28.9%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	1	0	10	33	5	1	93	25	7	45	1
Future Volume (vph)	1	1	0	10	33	5	1	93	25	7	45	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	1	0	11	38	6	1	107	29	8	52	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	55	137	61								
Volume Left (vph)	1	11	1	8								
Volume Right (vph)	0	6	29	1								
Hadj (s)	0.13	0.01	-0.08	0.05								
Departure Headway (s)	4.5	4.3	4.0	4.2								
Degree Utilization, x	0.00	0.07	0.15	0.07								
Capacity (veh/h)	755	792	873	835								
Control Delay (s)	7.5	7.6	7.7	7.5								
Approach Delay (s)	7.5	7.6	7.7	7.5								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	on		22.1%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	37	0	10	50	5	0	12	10	2	19	1
Future Volume (vph)	1	37	0	10	50	5	0	12	10	2	19	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	44	0	12	59	6	0	14	12	2	22	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	45	77	26	25								
Volume Left (vph)	1	12	0	2								
Volume Right (vph)	0	6	12	1								
Hadj (s)	0.06	0.02	-0.24	0.03								
Departure Headway (s)	4.1	4.1	3.9	4.2								
Degree Utilization, x	0.05	0.09	0.03	0.03								
Capacity (veh/h)	851	868	874	825								
Control Delay (s)	7.4	7.5	7.1	7.3								
Approach Delay (s)	7.4	7.5	7.1	7.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utilization	n		20.0%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	46	7	4	63	15	2	90	1	5	101	4
Future Volume (vph)	8	46	7	4	63	15	2	90	1	5	101	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	9	52	8	4	71	17	2	101	1	6	113	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	69	92	104	123								
Volume Left (vph)	9	4	2	6								
Volume Right (vph)	8	17	1	4								
Hadj (s)	-0.01	-0.07	0.03	0.02								
Departure Headway (s)	4.5	4.4	4.5	4.4								
Degree Utilization, x	0.09	0.11	0.13	0.15								
Capacity (veh/h)	741	759	770	772								
Control Delay (s)	8.0	8.0	8.1	8.2								
Approach Delay (s)	8.0	8.0	8.1	8.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.1									
Level of Service			Α									
Intersection Capacity Utilization	on		23.8%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

G)
L: 2024 BACKGROUND VEHICULAR CAPACITY AND QUEUING ANALYSIS WORKSHEETS

1: 50th St & Massachusetts Ave

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	29	1393	611
v/c Ratio	0.08	0.66	0.45
Control Delay	32.5	15.1	6.7
Queue Delay	0.0	0.0	0.5
Total Delay	32.5	15.1	7.2
Queue Length 50th (ft)	15	285	133
Queue Length 95th (ft)	39	357	192
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	354	2112	1344
Starvation Cap Reductn	0	0	332
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.08	0.66	0.60
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT			
Lane Configurations	¥		† ‡			र्स			
Traffic Volume (vph)	26	1	1267	42	7	568			
Future Volume (vph)	26	1	1267	42	7	568			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	3.0		4.0			4.0			
Lane Util. Factor	1.00		0.95			1.00			
Frpb, ped/bikes	1.00		1.00			1.00			
Flpb, ped/bikes	1.00		1.00			1.00			
Frt	1.00		1.00			1.00			
Flt Protected	0.95		1.00			1.00			
Satd. Flow (prot)	1768		3518			1862			
Flt Permitted	0.95		1.00			0.99			
Satd. Flow (perm)	1768		3518			1839			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	28	1	1348	45	7	604			
RTOR Reduction (vph)	1	0	2	0	0	0			
Lane Group Flow (vph)	28	0	1391	0	0	611			
Confl. Peds. (#/hr)		1	1001	7	7	011			
Confl. Bikes (#/hr)		•		3	•				
Turn Type	Perm		NA		pm+pt	NA			
Protected Phases	1 01111		6		5	2			
Permitted Phases	4				2				
Actuated Green, G (s)	18.0		58.0		_	71.0			
Effective Green, g (s)	20.0		60.0			73.0			
Actuated g/C Ratio	0.20		0.60			0.73			
Clearance Time (s)	5.0		6.0			6.0			
Lane Grp Cap (vph)	353		2110			1344			
v/s Ratio Prot	000		c0.40			c0.04			
v/s Ratio Perm	c0.02		00.40			0.29			
v/c Ratio	0.08		0.66			0.45			
Uniform Delay, d1	32.5		13.2			5.5			
Progression Factor	1.00		1.00			1.00			
Incremental Delay, d2	0.4		1.6			1.1			
Delay (s)	33.0		14.9			6.6			
Level of Service	C		В			Α			
Approach Delay (s)	33.0		14.9			6.6			
Approach LOS	C		В			A			
Intersection Summary									
HCM 2000 Control Delay			12.6	Н	ICM 2000	Level of Service	e	В	
HCM 2000 Volume to Capa	acity ratio		0.54						
Actuated Cycle Length (s)			100.0		um of lost		15.		
Intersection Capacity Utiliza	ation		57.2%	10	CU Level of	of Service		В	
Analysis Period (min)			15						
c Critical Lane Group									

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	† }	
Traffic Volume (veh/h)	2	32	36	526	1256	3
Future Volume (Veh/h)	2	32	36	526	1256	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	33	38	548	1308	3
Pedestrians	10				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				343	335	
pX, platoon unblocked	0.80	0.73	0.73	310	300	
vC, conflicting volume	1946	666	1321			
vC1, stage 1 conf vol	1010	000	1021			
vC2, stage 2 conf vol						
vCu, unblocked vol	1168	0	714			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	0.0	0.5	7.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	94			
cM capacity (veh/h)	139	789	642			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	35	586	872	439		
Volume Left	2	38	0	0		
Volume Right	33	0	0	3		
cSH	623	642	1700	1700		
Volume to Capacity	0.06	0.06	0.51	0.26		
Queue Length 95th (ft)	4	5	0	0		
Control Delay (s)	11.1	1.6	0.0	0.0		
Lane LOS	В	Α				
Approach Delay (s)	11.1	1.6	0.0			
Approach LOS	В					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	zation		67.2%	IC	CU Level c	f Service
Analysis Period (min)	Lation		15	ic	JO LGVEI C	1 OCI VICE
Analysis Fellou (IIIIII)			13			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	^			† †	
Traffic Volume (veh/h)	6	39	562	0	0	1288	
Future Volume (Veh/h)	6	39	562	0	0	1288	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	6	41	585	0	0	1342	
Pedestrians	3		2				
Lane Width (ft)	12.0		12.0				
Walking Speed (ft/s)	3.5		3.5				
Percent Blockage	0		0				
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)			248			430	
pX, platoon unblocked	0.78	0.90			0.90		
vC, conflicting volume	1261	296			588		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	211	0			323		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	99	96			100		
cM capacity (veh/h)	591	974			1108		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	6	41	292	292	671	671	
Volume Left	6	0	0	0	0	0	
Volume Right	0	41	0	0	0	0	
cSH	591	974	1700	1700	1700	1700	
Volume to Capacity	0.01	0.04	0.17	0.17	0.39	0.39	
Queue Length 95th (ft)	1	3	0	0	0	0	
Control Delay (s)	11.2	8.9	0.0	0.0	0.0	0.0	
Lane LOS	В	Α					
Approach Delay (s)	9.2		0.0		0.0		
Approach LOS	А						
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utiliz	ation		45.6%	IC	U Level o	of Service	Α
Analysis Period (min)			15				

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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	55	54	43	25	1338	576
v/c Ratio	0.21	0.15	0.17	0.07	0.62	0.42
Control Delay	43.1	40.6	42.3	36.5	7.9	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	43.1	40.6	42.3	36.5	8.5	17.3
Queue Length 50th (ft)	36	34	28	14	196	83
Queue Length 95th (ft)	76	71	62	39	238	128
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	260	362	253	358	2158	1374
Starvation Cap Reductn	0	0	0	0	413	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.15	0.17	0.07	0.77	0.42
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	₽		ሻ	₽			€ि			414	
Traffic Volume (vph)	53	50	2	42	21	3	124	1107	67	24	503	31
Future Volume (vph)	53	50	2	42	21	3	124	1107	67	24	503	31
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			1.00	
Flpb, ped/bikes	0.96	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1702	1849		1705	1818			3475			3460	
Flt Permitted	0.74	1.00		0.72	1.00			0.75			0.85	
Satd. Flow (perm)	1328	1849		1295	1818			2626			2937	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	52	2	43	22	3	128	1141	69	25	519	32
RTOR Reduction (vph)	0	1	0	0	2	0	0	3	0	0	4	0
Lane Group Flow (vph)	55	53	0	43	23	0	0	1335	0	0	572	0
Confl. Peds. (#/hr)	23		23	23		23	3		18	18		3
Confl. Bikes (#/hr)			1			2			1			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	20%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			54.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			56.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	260	362		253	356			2159			1370	
v/s Ratio Prot		0.03			0.01			c0.15				
v/s Ratio Perm	c0.04			0.03				c0.30			0.19	
v/c Ratio	0.21	0.15		0.17	0.06			0.62			0.42	
Uniform Delay, d1	40.5	40.0		40.1	39.3			7.4			21.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.77	
Incremental Delay, d2	1.8	0.9		1.5	0.3			1.3			0.9	
Delay (s)	42.3	40.8		41.6	39.6			8.7			17.3	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		41.6			40.9			8.7			17.3	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			13.9	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.56									
Actuated Cycle Length (s)			120.0	Sı	um of lost	time (s)			12.5			
Intersection Capacity Utiliza	ation		79.5%		U Level c		9		D			
Analysis Period (min)			15									
0 '11' 11 0												

c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		^	↑ ↑			7
Traffic Volume (veh/h)	0	1117	509	1	0	5
Future Volume (Veh/h)	0	1117	509	1	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	1164	530	1	0	5
Pedestrians					15	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	417			
pX, platoon unblocked	0.96				0.87	0.96
vC, conflicting volume	546				1128	280
vC1, stage 1 conf vol	0.0				0	
vC2, stage 2 conf vol						
vCu, unblocked vol	453				648	178
tC, single (s)	4.1				6.8	7.3
tC, 2 stage (s)	'.'				0.0	7.0
tF (s)	2.2				3.5	3.5
p0 queue free %	100				100	99
cM capacity (veh/h)	1048				344	742
		0=0	N 11 A / 4	N. 11.4.4. O		172
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	582	582	353	178	5	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	1	5	
cSH	1700	1700	1700	1700	742	
Volume to Capacity	0.34	0.34	0.21	0.10	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	9.9	
Lane LOS					Α	
Approach Delay (s)	0.0		0.0		9.9	
Approach LOS					Α	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utiliza	ation		34.2%	IC	CU Level o	of Service
Analysis Period (min)			15			

6: Fordham St/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1149	678	28	82	29	45
v/c Ratio	0.52	0.30	0.10	0.19	0.12	0.12
Control Delay	3.8	6.9	37.3	18.6	38.0	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	6.9	37.3	18.6	38.0	17.9
Queue Length 50th (ft)	29	90	17	20	18	8
Queue Length 95th (ft)	32	116	43	63	45	40
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2189	2240	285	428	244	385
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.30	0.10	0.19	0.12	0.12
Intersection Summary						

4330 48th Street NW Background AM (2019)

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		€Î			4 P		ሻ	₽		ሻ	1•	
Traffic Volume (vph)	53	1033	6	17	613	14	27	31	47	28	13	29
Future Volume (vph)	53	1033	6	17	613	14	27	31	47	28	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.91	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.90	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3525			3483		1599	1677		1436	1550	
Flt Permitted		0.87			0.91		0.73	1.00		0.69	1.00	
Satd. Flow (perm)		3091			3161		1225	1677		1049	1550	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1087	6	18	645	15	28	33	49	29	14	31
RTOR Reduction (vph)	0	0	0	0	1	0	0	38	0	0	24	0
Lane Group Flow (vph)	0	1149	0	0	677	0	28	44	0	29	21	0
Confl. Peds. (#/hr)	18		6	6		18	57		4	4		57
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	2%	2%	12%	2%	3%	8%	3%	2%	2%	25%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		83.0			83.0		26.0	26.0		26.0	26.0	
Effective Green, g (s)		85.0			85.0		28.0	28.0		28.0	28.0	
Actuated g/C Ratio		0.71			0.71		0.23	0.23		0.23	0.23	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2189			2239		285	391		244	361	
v/s Ratio Prot								0.03			0.01	
v/s Ratio Perm		c0.37			0.21		0.02			c0.03		
v/c Ratio		0.52			0.30		0.10	0.11		0.12	0.06	
Uniform Delay, d1		8.1			6.5		36.1	36.2		36.3	35.8	
Progression Factor		0.37			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.3		0.7	0.6		1.0	0.3	
Delay (s)		3.7			6.8		36.8	36.8		37.3	36.1	
Level of Service		Α			Α		D	D		D	D	
Approach Delay (s)		3.7			6.8			36.8			36.5	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.8	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capac	city ratio		0.42									
Actuated Cycle Length (s)			120.0		um of los				7.0			
Intersection Capacity Utilizat	ion		76.5%	IC	CU Level	of Service	!		D			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4₽			∱ ∱	
Traffic Volume (veh/h)	1	0	5	1	9	65	12	499	0	0	1110	3
Future Volume (Veh/h)	1	0	5	1	9	65	12	499	0	0	1110	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	0	5	1	9	68	13	520	0	0	1156	3
Pedestrians		10			6			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1528	1720	592	1137	1721	268	1169			526		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1291	1513	204	837	1515	268	874			526		
tC, single (s)	7.5	6.5	7.2	7.5	6.7	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	90	91	98			100		
cM capacity (veh/h)	84	99	653	214	91	724	655			1031		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	6	10	68	186	347	771	388					
Volume Left	1	1	0	13	0	0	0					
Volume Right	5	0	68	0	0	0	3					
cSH	306	96	724	655	1700	1700	1700					
Volume to Capacity	0.02	0.10	0.09	0.02	0.20	0.45	0.23					
Queue Length 95th (ft)	1	8	8	2	0	0	0					
Control Delay (s)	17.0	46.8	10.5	1.0	0.0	0.0	0.0					
Lane LOS	C	E	В	A								
Approach Delay (s)	17.0	15.1		0.3		0.0						
Approach LOS	С	С										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utiliza	tion		41.4%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	18	42	2	16	93	123	7	37	12
Future Volume (Veh/h)	0	0	0	18	42	2	16	93	123	7	37	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	19	44	2	17	97	128	7	39	13
Pedestrians		15			7			13			2	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.98	0.98		0.98	0.98	0.98				0.98		
vC, conflicting volume	296	340	74	274	283	170	67			232		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274	320	74	253	261	146	67			209		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	93	100	99			99		
cM capacity (veh/h)	617	573	976	664	618	877	1535			1329		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	65	242	59									
Volume Left	19	17	7									
Volume Right	2	128	13									
cSH	636	1535	1329									
Volume to Capacity	0.10	0.01	0.01									
Queue Length 95th (ft)	8	1	0									
Control Delay (s)	11.3	0.6	1.0									
Lane LOS	В	Α	Α									
Approach Delay (s)	11.3	0.6	1.0									
Approach LOS	В											
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utiliza	ation		32.8%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1			4	¥		
Traffic Volume (veh/h)	130	1	1	70	1	0	
Future Volume (Veh/h)	130	1	1	70	1	0	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	137	1	1	74	1	0	
Pedestrians		•			12	•	
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					1		
Right turn flare (veh)							
Median type	None			None			
Median storage veh)	0110						
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			150		226	150	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			150		226	150	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)						<u> </u>	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			1415		753	887	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	138	75	1				
Volume Left	0	1	1				
Volume Right	1	0	0				
cSH	1700	1415	753				
Volume to Capacity	0.08	0.00	0.00				
Queue Length 95th (ft)	0.00	0.00	0.00				
Control Delay (s)	0.0	0.1	9.8				
Lane LOS	0.0	A	Α.				
Approach Delay (s)	0.0	0.1	9.8				
Approach LOS	0.0	0.1	Α.				
			А				
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliza	ition		19.0%	IC	U Level c	of Service	
Analysis Period (min)			15				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	82	29	15	57	4	9	13	5	6	18	4
Future Volume (vph)	1	82	29	15	57	4	9	13	5	6	18	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	94	33	17	66	5	10	15	6	7	21	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	128	88	31	33								
Volume Left (vph)	1	17	10	7								
Volume Right (vph)	33	5	6	5								
Hadj (s)	-0.05	0.04	0.03	-0.01								
Departure Headway (s)	4.1	4.2	4.4	4.4								
Degree Utilization, x	0.15	0.10	0.04	0.04								
Capacity (veh/h)	861	834	764	767								
Control Delay (s)	7.8	7.7	7.6	7.6								
Approach Delay (s)	7.8	7.7	7.6	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	tion		22.2%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.			ર્ન
Traffic Volume (veh/h)	3	1	28	0	3	62
Future Volume (Veh/h)	3	1	28	0	3	62
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	1	33	0	4	73
Pedestrians	3		4			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	121	36			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121	36			36	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	866	1034			1502	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	5	33	77			
Volume Left	4	0	4			
	1	0	0			
Volume Right cSH	895	1700	1502			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	0.01	0.02	0.00			
• ,	9.0	0.0	0.4			
Control Delay (s)		0.0				
Lane LOS	A	0.0	Α			
Approach LOS	9.0	0.0	0.4			
Approach LOS	Α					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	zation		15.7%	IC	U Level c	f Service
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	î,	
Traffic Volume (veh/h)	2	2	6	27	63	3
Future Volume (Veh/h)	2	2	6	27	63	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	2	7	32	74	4
Pedestrians	14					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	136	90	92			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	90	92			
tC, single (s)	6.9	6.7	4.6			
tC, 2 stage (s)						
tF (s)	4.0	3.8	2.7			
p0 queue free %	100	100	99			
cM capacity (veh/h)	742	839	1233			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	39	78			
Volume Left	2	7	0			
Volume Right	2	0	4			
cSH	787	1233	1700			
Volume to Capacity	0.01	0.01	0.05			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.6	1.5	0.0			
Lane LOS	А	Α				
Approach Delay (s)	9.6	1.5	0.0			
Approach LOS	А					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utiliz	zation		17.2%	IC	CU Level c	f Service
Analysis Period (min)			15			

	/	•	>	لر	*	/
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	¥		¥		W	
Traffic Volume (veh/h)	19	6	6	63	28	56
Future Volume (Veh/h)	19	6	6	63	28	56
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	21	7	7	71	31	63
Pedestrians			12			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			1			
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)					195	
pX, platoon unblocked						
vC, conflicting volume	148	74	94			
vC1, stage 1 conf vol			<u> </u>			
vC2, stage 2 conf vol						
vCu, unblocked vol	148	74	94			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	.	V. <u>–</u>				
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	841	976	1500			
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	28	78	94			
Volume Left	21	7	0			
Volume Right	7	0	63			
cSH	871	1500	1700			
Volume to Capacity	0.03	0.00	0.06			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.3	0.7	0.0			
Lane LOS	Α	Α				
Approach Delay (s)	9.3	0.7	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utiliz	zation		25.9%	IC	U Level c	f Service
Analysis Period (min)			15		5 251010	
Analysis i Gilou (IIIIII)			10			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	10	0	2	4	26	2	84	12	27	23	21
Future Volume (vph)	30	10	0	2	4	26	2	84	12	27	23	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	33	11	0	2	4	29	2	92	13	30	25	23
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	44	35	107	78								
Volume Left (vph)	33	2	2	30								
Volume Right (vph)	0	29	13	23								
Hadj (s)	0.18	-0.45	-0.04	-0.04								
Departure Headway (s)	4.5	3.9	4.1	4.1								
Degree Utilization, x	0.06	0.04	0.12	0.09								
Capacity (veh/h)	760	875	846	845								
Control Delay (s)	7.8	7.0	7.7	7.5								
Approach Delay (s)	7.8	7.0	7.7	7.5								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.6									
Level of Service			Α									
Intersection Capacity Utilization	on		28.3%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	2	0	19	50	2	3	58	30	4	33	5
Future Volume (vph)	0	2	0	19	50	2	3	58	30	4	33	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	0	20	53	2	3	61	32	4	35	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	75	96	44								
Volume Left (vph)	0	20	3	4								
Volume Right (vph)	0	2	32	5								
Hadj (s)	0.03	0.07	-0.16	-0.02								
Departure Headway (s)	4.3	4.3	4.0	4.1								
Degree Utilization, x	0.00	0.09	0.11	0.05								
Capacity (veh/h)	800	815	881	844								
Control Delay (s)	7.3	7.7	7.4	7.4								
Approach Delay (s)	7.3	7.7	7.4	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilizatio	n		24.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	41	1	5	56	5	1	12	7	12	15	5
Future Volume (vph)	2	41	1	5	56	5	1	12	7	12	15	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	48	1	6	66	6	1	14	8	14	18	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	51	78	23	38								
Volume Left (vph)	2	6	1	14								
Volume Right (vph)	1	6	8	6								
Hadj (s)	0.03	0.00	-0.10	0.01								
Departure Headway (s)	4.1	4.1	4.1	4.2								
Degree Utilization, x	0.06	0.09	0.03	0.04								
Capacity (veh/h)	849	862	837	825								
Control Delay (s)	7.4	7.5	7.2	7.4								
Approach Delay (s)	7.4	7.5	7.2	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utilization	on		18.6%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	98	5	9	70	12	3	52	10	13	114	12
Future Volume (vph)	2	98	5	9	70	12	3	52	10	13	114	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	115	6	11	82	14	4	61	12	15	134	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	123	107	77	163								
Volume Left (vph)	2	11	4	15								
Volume Right (vph)	6	14	12	14								
Hadj (s)	0.01	-0.02	-0.05	0.00								
Departure Headway (s)	4.6	4.6	4.6	4.5								
Degree Utilization, x	0.16	0.14	0.10	0.21								
Capacity (veh/h)	729	730	732	745								
Control Delay (s)	8.5	8.3	8.1	8.7								
Approach Delay (s)	8.5	8.3	8.1	8.7								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.5									
Level of Service			Α									
Intersection Capacity Utilization	on		28.9%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

1: 50th St & Massachusetts Ave

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	30	1021	1136
v/c Ratio	0.09	0.46	0.45
Control Delay	34.3	10.4	5.7
Queue Delay	0.0	0.0	0.0
Total Delay	34.3	10.4	5.7
Queue Length 50th (ft)	16	162	122
Queue Length 95th (ft)	41	205	154
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	334	2217	2504
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.46	0.45
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT			
Lane Configurations	¥		∱ }			414			
Traffic Volume (vph)	29	0	950	30	5	1086			
Future Volume (vph)	29	0	950	30	5	1086			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	3.0		4.0			4.0			
Lane Util. Factor	1.00		0.95			0.95			
Frpb, ped/bikes	1.00		1.00			1.00			
Flpb, ped/bikes	1.00		1.00			1.00			
Frt	1.00		1.00			1.00			
Flt Protected	0.95		1.00			1.00			
Satd. Flow (prot)	1763		3518			3538			
Flt Permitted	0.95		1.00			0.95			
Satd. Flow (perm)	1763		3518			3371			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	30	0.00	990	31	5	1131			
RTOR Reduction (vph)	0	0	2	0	0	0			
Lane Group Flow (vph)	30	0	1019	0	0	1136			
Confl. Peds. (#/hr)	2	1	1010	9	9	1100			
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%			
Turn Type	Perm		NA	0,70	pm+pt	NA NA			
Protected Phases	1 Cilli		6		5	2			
Permitted Phases	4		U		2	2			
Actuated Green, G (s)	17.0		61.0		2	72.0			
Effective Green, g (s)	19.0		63.0			74.0			
Actuated g/C Ratio	0.19		0.63			0.74			
Clearance Time (s)	5.0		6.0			6.0			
_ane Grp Cap (vph)	334		2216			2506			
//s Ratio Prot	334		0.29			c0.03			
//s Ratio Prot	c0.02		0.29			c0.30			
	0.02		0.46			0.45			
//c Ratio									
Jniform Delay, d1	33.4		9.6			5.1			
Progression Factor	1.00		1.00			1.00			
ncremental Delay, d2	0.5		0.7			0.6			
Delay (s)	33.9		10.3			5.7			
Level of Service	C		B			A			
Approach Delay (s) Approach LOS	33.9 C		10.3 B			5.7 A			
ntersection Summary									
HCM 2000 Control Delay			8.2	H	ICM 2000	Level of Service	е	Α	
HCM 2000 Volume to Capa	acity ratio		0.41						
Actuated Cycle Length (s)			100.0		um of los			15.0	
ntersection Capacity Utiliza	ation		54.3%	IC	CU Level	of Service		Α	
Analysis Period (min)			15						
Critical Lane Group									

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	† }	
Traffic Volume (veh/h)	5	34	32	1224	944	3
Future Volume (Veh/h)	5	34	32	1224	944	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	36	34	1302	1004	3
Pedestrians	8				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				343	335	
pX, platoon unblocked	0.90	0.85	0.85			
vC, conflicting volume	1734	512	1015			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	834	69	662			
tC, single (s)	7.2	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	98	96	96			
cM capacity (veh/h)	233	826	777			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	41	468	868	669	338	
Volume Left	5	34	0	0	0	
Volume Right	36	0	0	0	3	
cSH	630	777	1700	1700	1700	
Volume to Capacity	0.07	0.04	0.51	0.39	0.20	
Queue Length 95th (ft)	5	3	0.01	0.00	0.20	
Control Delay (s)	11.1	1.3	0.0	0.0	0.0	
Lane LOS	В	Α	0.0	0.0	0.0	
Approach Delay (s)	11.1	0.4		0.0		
Approach LOS	В	0.7		0.0		
•	U					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	ation		66.8%	IC	CU Level c	f Service
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ሻ	7	^			† †		
Traffic Volume (veh/h)	7	58	1197	0	0	979		
Future Volume (Veh/h)	7	58	1197	0	0	979		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly flow rate (vph)	7	62	1273	0	0	1041		
Pedestrians	15		3					
Lane Width (ft)	12.0		12.0					
Walking Speed (ft/s)	3.5		3.5					
Percent Blockage	1		0					
Right turn flare (veh)								
Median type			None			None		
Median storage veh)								
Upstream signal (ft)			248			430		
pX, platoon unblocked	0.90	0.82			0.82			
vC, conflicting volume	1812	652			1288			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	921	144			918			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)								
tF (s)	3.5	3.3			2.2			
p0 queue free %	97	91			100			
cM capacity (veh/h)	238	711			599			
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2		
Volume Total	7	62	636	636	520	520		
Volume Left	7	0	0	0	0	0		
Volume Right	0	62	0	0	0	0		
cSH	238	711	1700	1700	1700	1700		
Volume to Capacity	0.03	0.09	0.37	0.37	0.31	0.31		
Queue Length 95th (ft)	2	7	0	0	0	0		
Control Delay (s)	20.6	10.5	0.0	0.0	0.0	0.0		
Lane LOS	С	В						
Approach Delay (s)	11.6		0.0		0.0			
Approach LOS	В							
Intersection Summary								
Average Delay			0.3					
Intersection Capacity Utilization			43.3%	IC	U Level o	of Service		
Analysis Period (min)			15					

07/02/2019

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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	49	84	26	42	1007	1087
v/c Ratio	0.19	0.23	0.11	0.12	0.50	0.59
Control Delay	42.6	41.7	41.2	38.5	6.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	41.7	41.2	38.5	6.5	12.2
Queue Length 50th (ft)	32	54	17	25	127	242
Queue Length 95th (ft)	69	101	43	57	157	326
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	262	358	238	362	2033	1842
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.23	0.11	0.12	0.50	0.59
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	Ť	f)		Ť	₽			र्सीके			4Te	
Traffic Volume (vph)	48	77	5	25	38	3	68	856	53	36	967	51
Future Volume (vph)	48	77	5	25	38	3	68	856	53	36	967	51
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	0.98	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1741	1823		1698	1839			3486			3489	
Flt Permitted	0.73	1.00		0.68	1.00			0.74			0.88	
Satd. Flow (perm)	1337	1823		1217	1839			2604			3065	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	49	79	5	26	39	3	70	882	55	37	997	53
RTOR Reduction (vph)	0	2	0	0	2	0	0	3	0	0	3	0
Lane Group Flow (vph)	49	82	0	26	40	0	0	1004	0	0	1084	0
Confl. Peds. (#/hr)	10		27	27		10	9		10	10		9
Confl. Bikes (#/hr)			1									1
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			70.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			72.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.60	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	261	357		238	360			2034			1839	
v/s Ratio Prot		c0.05			0.02			c0.06				
v/s Ratio Perm	0.04			0.02				0.31			c0.35	
v/c Ratio	0.19	0.23		0.11	0.11			0.49			0.59	
Uniform Delay, d1	40.3	40.6		39.6	39.7			6.3			14.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.72	
Incremental Delay, d2	1.6	1.5		0.9	0.6			0.9			1.3	
Delay (s)	41.9	42.1		40.6	40.3			7.2			12.1	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		42.0			40.4			7.2			12.1	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			12.5	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.51		J.II. 2000	_0.0.01	20,1100					
Actuated Cycle Length (s)	acity ratio		120.0	Sı	um of lost	time (s)			12.5			
Intersection Capacity Utiliza	ation		84.3%		U Level		2		12.5 E			
Analysis Period (min)	auon		15	10	. S LOVOI (J. OGI VIO			<u> </u>			
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c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		^	∱ 1>			7
Traffic Volume (veh/h)	0	897	1329	0	0	7
Future Volume (Veh/h)	0	897	1329	0	0	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	954	1414	0	0	7
Pedestrians		2			39	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			4	
Right turn flare (veh)		-				
Median type		None	None			
Median storage veh)		110110	110110			
Upstream signal (ft)		345	417			
pX, platoon unblocked	0.88	3 10	,		0.93	0.88
vC, conflicting volume	1453				1930	748
vC1, stage 1 conf vol	1100				1000	7 10
vC2, stage 2 conf vol						
vCu, unblocked vol	1251				1388	453
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)	7.1				0.0	0.5
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	470				120	470
						410
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	477	477	943	471	7	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	7	
cSH	1700	1700	1700	1700	470	
Volume to Capacity	0.28	0.28	0.55	0.28	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	12.8	
Lane LOS					В	
Approach Delay (s)	0.0		0.0		12.8	
Approach LOS					В	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utiliz	ation		47.4%	IC	CU Level o	of Service
Analysis Period (min)			15			

6: Fordham Rd/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	907	1087	15	51	36	31
v/c Ratio	0.37	0.45	0.06	0.14	0.14	0.09
Control Delay	4.0	6.7	39.7	20.8	41.4	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	6.7	39.7	20.8	41.4	23.2
Queue Length 50th (ft)	62	148	9	12	23	8
Queue Length 95th (ft)	72	184	29	47	54	36
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2483	2407	267	357	250	336
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.45	0.06	0.14	0.14	0.09
Intersection Summary						

4330 48th Street NW Background PM (2019)

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		€ि			ብጉ		7	4î		ሻ	1•	
Traffic Volume (vph)	7	881	1	24	1034	8	15	19	31	35	13	18
Future Volume (vph)	7	881	1	24	1034	8	15	19	31	35	13	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		0.97	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.91	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3537			3530		1725	1658		1643	1609	
Flt Permitted		0.95			0.92		0.74	1.00		0.72	1.00	
Satd. Flow (perm)		3349			3246		1338	1658		1252	1609	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	7	899	1	24	1055	8	15	19	32	36	13	18
RTOR Reduction (vph)	0	0	0	0	1	0	0	26	0	0	14	0
Lane Group Flow (vph)	0	907	0	0	1086	0	15	25	0	36	17	0
Confl. Peds. (#/hr)	25		6	6		25	16		3	3		16
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	10%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		87.0			87.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		89.0			89.0		24.0	24.0		24.0	24.0	
Actuated g/C Ratio		0.74			0.74		0.20	0.20		0.20	0.20	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2483			2407		267	331		250	321	
v/s Ratio Prot								0.02			0.01	
v/s Ratio Perm		0.27			c0.33		0.01			c0.03		
v/c Ratio		0.37			0.45		0.06	0.08		0.14	0.05	
Uniform Delay, d1		5.5			6.0		38.8	39.0		39.5	38.8	
Progression Factor		0.65			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.6		0.4	0.5		1.2	0.3	
Delay (s)		3.9			6.6		39.2	39.5		40.7	39.1	
Level of Service		Α			Α		D	D		D	D	
Approach Delay (s)		3.9			6.6			39.4			40.0	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.5	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capac	ity ratio		0.39									
Actuated Cycle Length (s)			120.0						7.0			
Intersection Capacity Utilizat	ion		71.0%	IC	CU Level	of Service			С			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		41₽			∱ ∱	
Traffic Volume (veh/h)	1	0	19	1	7	79	13	975	0	0	926	2
Future Volume (Veh/h)	1	0	19	1	7	79	13	975	0	0	926	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1	0	19	1	7	81	13	995	0	0	945	2
Pedestrians		11			9							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	1565	1987	484	1522	1988	506	958			1004		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1436	1896	258	1388	1897	506	774			1004		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	97	99	88	84	98			100		
cM capacity (veh/h)	64	61	673	88	61	507	760			680		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	20	8	81	345	663	630	317					
Volume Left	1	1	0	13	003	030	0					
	19	0	81	0	0	0	2					
Volume Right cSH	455	63	507	760	1700	1700	1700					
	0.04	0.13	0.16	0.02	0.39	0.37	0.19					
Volume to Capacity	3	10	14	0.02	0.39	0.37	0.19					
Queue Length 95th (ft)	13.3	70.0	13.4	0.6	0.0	0.0	0.0					
Control Delay (s)	13.3 B	70.0 F	13.4 B		0.0	0.0	0.0					
Lane LOS			D	A		0.0						
Approach Delay (s) Approach LOS	13.3	18.5 C		0.2		0.0						
	В	C										
Intersection Summary			4.0									
Average Delay			1.0									
Intersection Capacity Utiliza	tion		46.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

4330 48th Street NW Synchro 9 Report Background PM (2019) Page 10

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	10	54	3	23	124	88	2	45	5
Future Volume (Veh/h)	0	0	0	10	54	3	23	124	88	2	45	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	11	57	3	24	131	93	2	47	5
Pedestrians		6			15			10			3	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.97	0.97		0.97	0.97	0.97				0.97		
vC, conflicting volume	320	346	66	304	302	196	58			239		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	279	307	66	263	261	151	58			196		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	91	100	98			100		
cM capacity (veh/h)	586	569	989	636	603	851	1546			1312		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	71	248	54									
Volume Left	11	24	2									
Volume Right	3	93	5									
cSH	615	1546	1312									
Volume to Capacity	0.12	0.02	0.00									
Queue Length 95th (ft)	10	1	0									
Control Delay (s)	11.6	0.8	0.3									
Lane LOS	В	Α	Α									
Approach Delay (s)	11.6	0.8	0.3									
Approach LOS	В											
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utiliza	ation		37.6%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			4	¥#	
Traffic Volume (veh/h)	86	2	1	65	0	3
Future Volume (Veh/h)	86	2	1	65	0	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	95	2	1	71	0	3
Pedestrians					28	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			125		197	124
vC1, stage 1 conf vol			120		107	161
vC2, stage 2 conf vol						
vCu, unblocked vol			125		197	124
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					J . 1	Ţ. <u>~</u>
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1423		770	902
	/	\A/E_ /				
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	97	72	3			
Volume Left	0	1	0			
Volume Right	2	0	3			
cSH	1700	1423	902			
Volume to Capacity	0.06	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	9.0			
Lane LOS		Α	Α			
Approach Delay (s)	0.0	0.1	9.0			
Approach LOS			Α			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilizati	ion		19.9%	IC	ULevelo	of Service
Analysis Period (min)			15.570	.0	2 23701 0	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	56	41	4	56	2	2	19	3	2	17	4
Future Volume (vph)	4	56	41	4	56	2	2	19	3	2	17	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	63	46	4	63	2	2	21	3	2	19	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	113	69	26	25								
Volume Left (vph)	4	4	2	2								
Volume Right (vph)	46	2	3	4								
Hadj (s)	-0.11	0.03	-0.02	-0.05								
Departure Headway (s)	4.0	4.1	4.3	4.3								
Degree Utilization, x	0.12	0.08	0.03	0.03								
Capacity (veh/h)	888	849	795	804								
Control Delay (s)	7.5	7.5	7.4	7.4								
Approach Delay (s)	7.5	7.5	7.4	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilizat	ion		20.8%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		f)			ર્ન	
Traffic Volume (veh/h)	5	1	18	3	3	70	
Future Volume (Veh/h)	5	1	18	3	3	70	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	6	1	21	4	4	82	
Pedestrians	4					2	
Lane Width (ft)	12.0					12.0	
Walking Speed (ft/s)	3.5					3.5	
Percent Blockage	0					0	
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	117	29			29		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	117	29			29		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	99	100			100		
cM capacity (veh/h)	873	1040			1578		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	7	25	86	•			
Volume Left	6	0	4				
Volume Right	1	4	0				
cSH	894	1700	1578				
Volume to Capacity	0.01	0.01	0.00				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	9.1	0.0	0.4				
Lane LOS	Α		Α				
Approach Delay (s)	9.1	0.0	0.4				
Approach LOS	Α						
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utilizati	ion		16.8%	IC	U Level o	of Service	Э
Analysis Period (min)			15				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			ર્ન	f)	
Traffic Volume (veh/h)	0	9	5	23	66	0
Future Volume (Veh/h)	0	9	5	23	66	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	11	6	27	78	0
Pedestrians	25			2	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	143	105	103			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	143	105	103			
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	99	100			
cM capacity (veh/h)	825	925	1453			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	11	33	78			
Volume Left	0	6	0			
Volume Right	11	0	0			
cSH	925	1453	1700			
Volume to Capacity	0.01	0.00	0.05			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.9	1.4	0.0			
Lane LOS	Α	Α				
Approach Delay (s)	8.9	1.4	0.0			
Approach LOS	А					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utiliz	zation		19.7%	IC	CU Level c	f Service
Analysis Period (min)			15			
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Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	¥		¥		W	
Traffic Volume (veh/h)	9	3	0	78	23	12
Future Volume (Veh/h)	9	3	0	78	23	12
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	4	0	92	27	14
Pedestrians			9			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			1			
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)					195	
pX, platoon unblocked						
vC, conflicting volume	126	43	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	43	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	869	1019	1568			
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	15	92	41			
Volume Left	11	0	0			
Volume Right	4	0	14			
cSH	904	1568	1700			
Volume to Capacity	0.02	0.00	0.02			
Queue Length 95th (ft)	1	0.00	0.02			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	9.0 A	0.0	0.0			
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	9.0 A	0.0	0.0			
Approach LOS	А					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utiliz	zation		24.1%	IC	U Level c	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	36	8	0	4	9	27	1	85	9	17	56	25
Future Volume (vph)	36	8	0	4	9	27	1	85	9	17	56	25
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	41	9	0	5	10	31	1	98	10	20	64	29
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	50	46	109	113								
Volume Left (vph)	41	5	1	20								
Volume Right (vph)	0	31	10	29								
Hadj (s)	0.20	-0.35	0.01	-0.08								
Departure Headway (s)	4.6	4.1	4.2	4.2								
Degree Utilization, x	0.06	0.05	0.13	0.13								
Capacity (veh/h)	736	817	818	842								
Control Delay (s)	8.0	7.3	7.9	7.8								
Approach Delay (s)	8.0	7.3	7.9	7.8								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.8									_
Level of Service			Α									
Intersection Capacity Utilizati	on		29.0%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	1	0	11	33	5	1	95	26	7	48	1
Future Volume (vph)	1	1	0	11	33	5	1	95	26	7	48	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	1	0	13	38	6	1	109	30	8	55	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	57	140	64								
Volume Left (vph)	1	13	1	8								
Volume Right (vph)	0	6	30	1								
Hadj (s)	0.13	0.02	-0.08	0.05								
Departure Headway (s)	4.5	4.4	4.0	4.2								
Degree Utilization, x	0.00	0.07	0.16	0.08								
Capacity (veh/h)	751	787	872	833								
Control Delay (s)	7.6	7.7	7.8	7.6								
Approach Delay (s)	7.6	7.7	7.8	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	on		22.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	38	0	10	51	5	0	13	10	2	20	1
Future Volume (vph)	1	38	0	10	51	5	0	13	10	2	20	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	45	0	12	60	6	0	15	12	2	24	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	78	27	27								
Volume Left (vph)	1	12	0	2								
Volume Right (vph)	0	6	12	1								
Hadj (s)	0.05	0.02	-0.23	0.03								
Departure Headway (s)	4.1	4.1	4.0	4.2								
Degree Utilization, x	0.05	0.09	0.03	0.03								
Capacity (veh/h)	848	865	870	824								
Control Delay (s)	7.4	7.5	7.1	7.4								
Approach Delay (s)	7.4	7.5	7.1	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utilization	on		20.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	47	7	4	64	15	2	90	1	5	102	4
Future Volume (vph)	8	47	7	4	64	15	2	90	1	5	102	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	9	53	8	4	72	17	2	101	1	6	115	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	70	93	104	125								
Volume Left (vph)	9	4	2	6								
Volume Right (vph)	8	17	1	4								
Hadj (s)	-0.01	-0.07	0.03	0.02								
Departure Headway (s)	4.5	4.4	4.5	4.4								
Degree Utilization, x	0.09	0.11	0.13	0.15								
Capacity (veh/h)	740	757	768	771								
Control Delay (s)	8.0	8.0	8.1	8.2								
Approach Delay (s)	8.0	8.0	8.1	8.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.1									
Level of Service			Α									
Intersection Capacity Utilizati	ion		23.9%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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M: 2024 FUTURE VEHICULAR CAPACITY AND QUEUING ANALYSIS WORKSHEETS	

1: 50th St & Massachusetts Ave

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	29	1401	621
v/c Ratio	0.08	0.66	0.46
Control Delay	32.5	15.2	6.8
Queue Delay	0.0	0.0	0.5
Total Delay	32.5	15.2	7.3
Queue Length 50th (ft)	15	288	137
Queue Length 95th (ft)	39	360	196
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	354	2112	1344
Starvation Cap Reductn	0	0	329
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.08	0.66	0.61
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT	
Lane Configurations	¥		† ‡			4	
Traffic Volume (vph)	26	1	1275	42	7	577	
Future Volume (vph)	26	1	1275	42	7	577	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0		4.0			4.0	
Lane Util. Factor	1.00		0.95			1.00	
Frpb, ped/bikes	1.00		1.00			1.00	
Flpb, ped/bikes	1.00		1.00			1.00	
Frt	1.00		1.00			1.00	
Flt Protected	0.95		1.00			1.00	
Satd. Flow (prot)	1768		3518			1862	
Flt Permitted	0.95		1.00			0.99	
Satd. Flow (perm)	1768		3518			1839	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	28	1	1356	45	7	614	
RTOR Reduction (vph)	1	0	2	0	0	0	
Lane Group Flow (vph)	28	0	1399	0	0	621	
Confl. Peds. (#/hr)		1		7	7		
Confl. Bikes (#/hr)				3			
Turn Type	Perm		NA		pm+pt	NA	
Protected Phases			6		5	2	
Permitted Phases	4				2		
Actuated Green, G (s)	18.0		58.0			71.0	
Effective Green, g (s)	20.0		60.0			73.0	
Actuated g/C Ratio	0.20		0.60			0.73	
Clearance Time (s)	5.0		6.0			6.0	
Lane Grp Cap (vph)	353		2110			1344	
v/s Ratio Prot			c0.40			c0.04	
v/s Ratio Perm	c0.02					0.30	
v/c Ratio	0.08		0.66			0.46	
Uniform Delay, d1	32.5		13.3			5.5	
Progression Factor	1.00		1.00			1.00	
Incremental Delay, d2	0.4		1.7			1.1	
Delay (s)	33.0		14.9			6.6	
Level of Service	С		В			A	
Approach Delay (s)	33.0		14.9			6.6	
Approach LOS	С		В			Α	
Intersection Summary							
HCM 2000 Control Delay			12.7	H	CM 2000	Level of Service	е В
HCM 2000 Volume to Capa	acity ratio		0.54				
Actuated Cycle Length (s)	-		100.0	S	um of lost	time (s)	15.0
Intersection Capacity Utiliz	ation		57.4%	IC	CU Level	of Service	В
Analysis Period (min)			15				
c Critical Lane Group							

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	† }	
Traffic Volume (veh/h)	2	32	36	535	1264	3
Future Volume (Veh/h)	2	32	36	535	1264	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	33	38	557	1317	3
Pedestrians	10				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				343	335	
pX, platoon unblocked	0.80	0.73	0.73	0.10	000	
vC, conflicting volume	1964	670	1330			
vC1, stage 1 conf vol	1001	0.0	1000			
vC2, stage 2 conf vol						
vCu, unblocked vol	1180	0	717			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	0.0	0.0	7.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	94			
cM capacity (veh/h)	136	786	637			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	35	595	878	442		
Volume Left	2	38	0	0		
Volume Right	33	0	0	3		
cSH	618	637	1700	1700		
Volume to Capacity	0.06	0.06	0.52	0.26		
Queue Length 95th (ft)	4	5	0	0		
Control Delay (s)	11.2	1.6	0.0	0.0		
Lane LOS	В	Α				
Approach Delay (s)	11.2	1.6	0.0			
Approach LOS	В					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	ation		67.7%	IC	CU Level c	f Service
Analysis Period (min)			15	10	C LOVOI C	301 1100
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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	† †			† †
Traffic Volume (veh/h)	6	42	568	0	0	1296
Future Volume (Veh/h)	6	42	568	0	0	1296
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	44	592	0	0	1350
Pedestrians	3		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			248			430
pX, platoon unblocked	0.78	0.90			0.90	
vC, conflicting volume	1272	299			595	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	210	0			326	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	95			100	
cM capacity (veh/h)	591	973			1103	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	6	44	296	296	675	675
Volume Left	6	0	290	0	0/3	0/3
Volume Right	0	44	0	0	0	0
cSH	591	973	1700	1700	1700	1700
Volume to Capacity	0.01	0.05	0.17	0.17	0.40	0.40
Queue Length 95th (ft)	1	4	0.17	0.17	0.40	
	11.2				0.0	0
Control Delay (s)		8.9	0.0	0.0	0.0	0.0
Lane LOS	В	Α	0.0		0.0	
Approach LOS	9.2		0.0		0.0	
Approach LOS	А					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utili	zation		45.8%	IC	U Level	of Service
Analysis Period (min)			15			

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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	55	60	43	25	1346	582
v/c Ratio	0.21	0.17	0.17	0.07	0.63	0.42
Control Delay	43.1	40.9	42.3	36.5	8.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	43.1	40.9	42.3	36.5	8.6	17.4
Queue Length 50th (ft)	36	38	28	14	198	85
Queue Length 95th (ft)	76	78	62	39	242	130
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	260	363	252	358	2133	1374
Starvation Cap Reductn	0	0	0	0	392	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.17	0.17	0.07	0.77	0.42
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	7	₽		ሻ	₽			414			414	
Traffic Volume (vph)	53	56	2	42	21	3	132	1107	67	24	509	31
Future Volume (vph)	53	56	2	42	21	3	132	1107	67	24	509	31
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			1.00	
Flpb, ped/bikes	0.96	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1702	1850		1705	1818			3475			3461	
Flt Permitted	0.74	1.00		0.72	1.00			0.74			0.85	
Satd. Flow (perm)	1328	1850		1289	1818			2573			2937	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	58	2	43	22	3	136	1141	69	25	525	32
RTOR Reduction (vph)	0	1	0	0	2	0	0	3	0	0	4	0
Lane Group Flow (vph)	55	59	0	43	23	0	0	1343	0	0	578	0
Confl. Peds. (#/hr)	23		23	23		23	3		18	18		3
Confl. Bikes (#/hr)			1			2			1			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	20%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			54.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			56.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	260	362		252	356			2133			1370	
v/s Ratio Prot		0.03			0.01			c0.16				
v/s Ratio Perm	c0.04			0.03				c0.31			0.20	
v/c Ratio	0.21	0.16		0.17	0.06			0.63			0.42	
Uniform Delay, d1	40.5	40.1		40.1	39.3			7.5			21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.77	
Incremental Delay, d2	1.8	1.0		1.5	0.3			1.4			0.9	
Delay (s)	42.3	41.1		41.6	39.6			8.9			17.4	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		41.7			40.9			8.9			17.4	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			14.1	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.57									
Actuated Cycle Length (s)			120.0		ım of lost				12.5			
Intersection Capacity Utiliza	ation		79.9%	IC	U Level o	of Service	•		D			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		^	↑ ↑			7
Traffic Volume (veh/h)	0	1117	509	19	0	11
Future Volume (Veh/h)	0	1117	509	19	0	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	1164	530	20	0	11
Pedestrians					15	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)					•	
Median type		None	None			
Median storage veh)		140110	140110			
Upstream signal (ft)		345	417			
pX, platoon unblocked	0.96	070	717		0.87	0.96
vC, conflicting volume	565				1137	290
vC1, stage 1 conf vol	303				1107	230
vC2, stage 2 conf vol						
vCu, unblocked vol	464				643	177
tC, single (s)	4.1				6.8	7.3
tC, 2 stage (s)	4.1				0.0	1.5
tF (s)	2.2				3.5	3.5
p0 queue free %	100				100	99
	1035				347	740
cM capacity (veh/h)						740
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	582	582	353	197	11	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	20	11	
cSH	1700	1700	1700	1700	740	
Volume to Capacity	0.34	0.34	0.21	0.12	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	0.0	0.0	0.0	0.0	9.9	
Lane LOS					Α	
Approach Delay (s)	0.0		0.0		9.9	
Approach LOS					Α	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utiliz	zation		34.2%	IC	CU Level	of Service
Analysis Period (min)	Lation		15		70 L0101 0	71 001 1100
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6: Fordham St/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1149	705	28	82	61	49
v/c Ratio	0.53	0.31	0.10	0.19	0.25	0.13
Control Delay	3.8	6.9	37.4	18.6	40.8	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	6.9	37.4	18.6	40.8	19.0
Queue Length 50th (ft)	29	95	17	20	39	11
Queue Length 95th (ft)	32	122	43	63	79	44
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2179	2239	284	428	244	391
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.31	0.10	0.19	0.25	0.13
Intersection Summary						

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414			413-		ሻ	1>		ሻ	₽	
Traffic Volume (vph)	53	1033	6	17	631	22	27	31	47	58	17	29
Future Volume (vph)	53	1033	6	17	631	22	27	31	47	58	17	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.91	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.91	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3525			3475		1600	1677		1436	1575	
Flt Permitted		0.87			0.91		0.73	1.00		0.69	1.00	
Satd. Flow (perm)		3079			3159		1221	1677		1049	1575	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1087	6	18	664	23	28	33	49	61	18	31
RTOR Reduction (vph)	0	0	0	0	2	0	0	38	0	0	24	0
Lane Group Flow (vph)	0	1149	0	0	703	0	28	44	0	61	25	0
Confl. Peds. (#/hr)	18		6	6		18	57		4	4		57
Confl. Bikes (#/hr)			-	-		2			•	-		1
Heavy Vehicles (%)	2%	2%	12%	2%	3%	8%	3%	2%	2%	25%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6	-		2			4			8		
Actuated Green, G (s)		83.0			83.0		26.0	26.0		26.0	26.0	
Effective Green, g (s)		85.0			85.0		28.0	28.0		28.0	28.0	
Actuated g/C Ratio		0.71			0.71		0.23	0.23		0.23	0.23	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2180			2237		284	391		244	367	
v/s Ratio Prot		_,,,,						0.03			0.02	
v/s Ratio Perm		c0.37			0.22		0.02	0.00		c0.06	0.02	
v/c Ratio		0.53			0.31		0.10	0.11		0.25	0.07	
Uniform Delay, d1		8.1			6.6		36.1	36.2		37.5	35.8	
Progression Factor		0.37			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.4		0.7	0.6		2.4	0.4	
Delay (s)		3.7			6.9		36.8	36.8		39.9	36.2	
Level of Service		Α			А		D	D		D	D	
Approach Delay (s)		3.7			6.9			36.8			38.2	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			8.4	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capa	city ratio		0.46									
Actuated Cycle Length (s)	.,		120.0	S	um of los	t time (s)			7.0			
Intersection Capacity Utiliza	ition		77.3%			of Service	!		D			
Analysis Period (min)			15									
0 111 11 0												

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4₽			ħβ	
Traffic Volume (veh/h)	1	0	5	1	9	71	12	519	0	0	1140	3
Future Volume (Veh/h)	1	0	5	1	9	71	12	519	0	0	1140	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	0	5	1	9	74	13	541	0	0	1188	3
Pedestrians		10			6			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1576	1772	608	1174	1774	278	1201			547		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1347	1575	222	880	1577	278	911			547		
tC, single (s)	7.5	6.5	7.2	7.5	6.7	6.9	4.1			4.1		
tC, 2 stage (s)												
tF(s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	89	90	98			100		
cM capacity (veh/h)	75	90	635	199	83	713	634			1013		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	6	10	74	193	361	792	399					
Volume Left	1	1	0	13	0	0	0					
Volume Right	5	0	74	0	0	0	3					
cSH	282	88	713	634	1700	1700	1700					
Volume to Capacity	0.02	0.11	0.10	0.02	0.21	0.47	0.23					
Queue Length 95th (ft)	2	9	9	2	0	0	0					
Control Delay (s)	18.1	51.2	10.6	1.0	0.0	0.0	0.0					
Lane LOS	С	F	В	Α								
Approach Delay (s)	18.1	15.5		0.3		0.0						
Approach LOS	С	С										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utiliza	ition		42.3%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	18	45	8	16	93	137	12	37	12
Future Volume (Veh/h)	0	0	0	18	45	8	16	93	137	12	37	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	19	47	8	17	97	143	13	39	13
Pedestrians		15			7			13			2	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.98	0.98		0.98	0.98	0.98				0.98		
vC, conflicting volume	322	368	74	294	302	178	67			247		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	297	343	74	268	277	149	67			220		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	92	99	99			99		
cM capacity (veh/h)	584	552	976	644	601	871	1535			1312		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	74	257	65									
Volume Left	19	17	13									
Volume Right	8	143	13									
cSH	633	1535	1312									
Volume to Capacity	0.12	0.01	0.01									
Queue Length 95th (ft)	10	1	1									
Control Delay (s)	11.4	0.6	1.6									
Lane LOS	В	Α	Α									
Approach Delay (s)	11.4	0.6	1.6									
Approach LOS	В	0.0	1.0									
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utiliz	ation		33.2%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

Movement EBT EBR WBL WBT NBL NBR Lane Configurations 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 7 Frace 1 1 7 1 2 7 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 7 1 2 1 2 1 1 2 1 1 1 2 1 1 2 1 2 1 1 2 2 1 2 1 2 2 1 2 1
Lane Configurations
Traffic Volume (veh/h) 120 30 20 70 12 7 Future Volume (Veh/h) 120 30 20 70 12 7 Sign Control Free Free Stop Grade 0% 0% 0% Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (vph) 126 32 21 74 13 7 Pedestrians 12 Lane Width (ft) 12.0 Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Future Volume (Veh/h) 120 30 20 70 12 7 Sign Control Free Free Stop Grade 0% 0% 0% 0% Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (vph) 126 32 21 74 13 7 Pedestrians 12 Lane Width (ft) 12.0 Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 170 270 154 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Sign Control Free Free Stop Grade 0% 0% 0% Peak Hour Factor 0.95 0.95 0.95 0.95 Hourly flow rate (vph) 126 32 21 74 13 7 Pedestrians 12 12.0
Grade 0% 0% 0% Peak Hour Factor 0.95 0.95 0.95 0.95 0.95 Hourly flow rate (vph) 126 32 21 74 13 7 Pedestrians 12 13 13 12
Peak Hour Factor 0.95
Hourly flow rate (vph) 126 32 21 74 13 7 Pedestrians 12 Lane Width (ft) 12.0 Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 170 270 154 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Pedestrians 12 Lane Width (ft) 12.0 Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) None Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked 270 vC, conflicting volume 170 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Lane Width (ft) 12.0 Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) None Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked 270 vC, conflicting volume 170 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Walking Speed (ft/s) 3.5 Percent Blockage 1 Right turn flare (veh) None Median type None Median storage veh) Vone Upstream signal (ft) Vone pX, platoon unblocked Vone vC1, stage 1 conf vol Vone vC2, stage 2 conf vol Vone vCu, unblocked vol 170 270 vCu, unblocked vol 170 270 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Percent Blockage 1 Right turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 170 270 154 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
Right turn flare (veh) Median type
Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked 70 vC, conflicting volume 170 vC1, stage 1 conf vol 70 vC2, stage 2 conf vol 70 vCu, unblocked vol 170 tC, single (s) 4.1 tC, 2 stage (s)
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s)
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 170 270 154 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s)
vC, conflicting volume 170 270 154 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
vC2, stage 2 conf vol vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
vCu, unblocked vol 170 270 154 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
tC, 2 stage (s)
TE (C) 77 46 44
tF (s) 2.2 3.5 3.3 p0 queue free % 98 98 99
cM capacity (veh/h) 1391 700 882
Direction, Lane # EB 1 WB 1 NB 1
Volume Total 158 95 20
Volume Left 0 21 13
Volume Right 32 0 7
cSH 1700 1391 755
Volume to Capacity 0.09 0.02 0.03
Queue Length 95th (ft) 0 1 2
Control Delay (s) 0.0 1.8 9.9
Lane LOS A A
Approach Delay (s) 0.0 1.8 9.9
Approach LOS A
Intersection Summary
Average Delay 1.3
Intersection Capacity Utilization 28.1% ICU Level of Service
Analysis Period (min) 15

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	6	84	29	15	59	4	9	16	7	6	18	10
Future Volume (vph)	6	84	29	15	59	4	9	16	7	6	18	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	7	97	33	17	68	5	10	18	8	7	21	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	137	90	36	39								
Volume Left (vph)	7	17	10	7								
Volume Right (vph)	33	5	8	11								
Hadj (s)	-0.04	0.04	0.01	-0.10								
Departure Headway (s)	4.1	4.3	4.5	4.3								
Degree Utilization, x	0.16	0.11	0.04	0.05								
Capacity (veh/h)	851	825	761	774								
Control Delay (s)	7.9	7.8	7.7	7.6								
Approach Delay (s)	7.9	7.8	7.7	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.8									
Level of Service			Α									
Intersection Capacity Utilization	tion		20.8%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W		f)			4	
Traffic Volume (veh/h)	4	1	33	2	3	62	
Future Volume (Veh/h)	4	1	33	2	3	62	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	5	1	39	2	4	73	
Pedestrians	3		4				
Lane Width (ft)	12.0		12.0				
Walking Speed (ft/s)	3.5		3.5				
Percent Blockage	0		0				
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	128	43			44		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	128	43			44		
tC, single (s)	6.4	6.2			4.2		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.3		
p0 queue free %	99	100			100		
cM capacity (veh/h)	858	1024			1492		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	6	41	77				
Volume Left	5	0	4				
Volume Right	1	2	0				
cSH	882	1700	1492				
Volume to Capacity	0.01	0.02	0.00				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	9.1	0.0	0.4				
Lane LOS	Α		Α				
Approach Delay (s)	9.1	0.0	0.4				
Approach LOS	А		-				
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utiliz	ation		15.7%	IC	U Level o	of Service	
Analysis Period (min)			15				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	ĵ.	
Traffic Volume (veh/h)	9	52	16	26	60	7
Future Volume (Veh/h)	9	52	16	26	60	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	61	19	31	71	8
Pedestrians	14					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	89	93			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	89	93			
tC, single (s)	6.9	6.7	4.6			
tC, 2 stage (s)						
tF (s)	4.0	3.8	2.7			
p0 queue free %	98	93	98			
cM capacity (veh/h)	712	840	1231			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	72	50	79			
Volume Left	11	19	0			
Volume Right	61	0	8			
cSH	818	1231	1700			
Volume to Capacity	0.09	0.02	0.05			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	9.8	3.1	0.0			
Lane LOS	А	Α				
Approach Delay (s)	9.8	3.1	0.0			
Approach LOS	А					
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utili	ization		19.3%	IC	CU Level o	of Service
Analysis Period (min)	ızalı011		15.5 %	IC	JO LEVEI C	N OEI VICE
Analysis Fellou (IIIIII)			10			

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Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	¥		¥		W	
Traffic Volume (veh/h)	19	7	19	97	36	56
Future Volume (Veh/h)	19	7	19	97	36	56
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	21	8	21	109	40	63
Pedestrians			12			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			1			
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)					195	
pX, platoon unblocked						
vC, conflicting volume	222	84	103			
vC1, stage 1 conf vol		<u> </u>				
vC2, stage 2 conf vol						
vCu, unblocked vol	222	84	103			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	V	V. <u>–</u>				
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	755	965	1489			
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	29	130	103			
	29 21					
Volume Left	8	21	0 63			
Volume Right		1400				
cSH	803	1489	1700			
Volume to Capacity	0.04	0.01	0.06			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	9.7	1.3	0.0			
Lane LOS	A	A	2.2			
Approach Delay (s)	9.7	1.3	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utiliza	ation		29.1%	IC	U Level c	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	10	0	2	4	26	2	88	12	27	23	21
Future Volume (vph)	32	10	0	2	4	26	2	88	12	27	23	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	35	11	0	2	4	29	2	97	13	30	25	23
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	35	112	78								
Volume Left (vph)	35	2	2	30								
Volume Right (vph)	0	29	13	23								
Hadj (s)	0.19	-0.45	-0.03	-0.04								
Departure Headway (s)	4.5	3.9	4.1	4.2								
Degree Utilization, x	0.06	0.04	0.13	0.09								
Capacity (veh/h)	757	870	844	843								
Control Delay (s)	7.8	7.1	7.7	7.6								
Approach Delay (s)	7.8	7.1	7.7	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.6									
Level of Service			Α									
Intersection Capacity Utilization	on		28.4%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	2	0	19	50	2	3	64	30	4	38	5
Future Volume (vph)	0	2	0	19	50	2	3	64	30	4	38	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	0	20	53	2	3	67	32	4	40	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	75	102	49								
Volume Left (vph)	0	20	3	4								
Volume Right (vph)	0	2	32	5								
Hadj (s)	0.03	0.07	-0.15	-0.01								
Departure Headway (s)	4.3	4.3	4.0	4.2								
Degree Utilization, x	0.00	0.09	0.11	0.06								
Capacity (veh/h)	793	809	878	842								
Control Delay (s)	7.3	7.7	7.5	7.4								
Approach Delay (s)	7.3	7.7	7.5	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilization	on		24.5%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	41	1	8	56	5	1	15	12	12	18	5
Future Volume (vph)	2	41	1	8	56	5	1	15	12	12	18	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	48	1	9	66	6	1	18	14	14	21	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	51	81	33	41								
Volume Left (vph)	2	9	1	14								
Volume Right (vph)	1	6	14	6								
Hadj (s)	0.03	0.01	-0.16	0.01								
Departure Headway (s)	4.2	4.1	4.1	4.2								
Degree Utilization, x	0.06	0.09	0.04	0.05								
Capacity (veh/h)	840	852	846	820								
Control Delay (s)	7.4	7.5	7.2	7.4								
Approach Delay (s)	7.4	7.5	7.2	7.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utilization	on		20.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	102	5	9	72	12	3	52	10	13	114	12
Future Volume (vph)	2	102	5	9	72	12	3	52	10	13	114	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	120	6	11	85	14	4	61	12	15	134	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	128	110	77	163								
Volume Left (vph)	2	11	4	15								
Volume Right (vph)	6	14	12	14								
Hadj (s)	0.01	-0.02	-0.05	0.00								
Departure Headway (s)	4.6	4.6	4.6	4.6								
Degree Utilization, x	0.16	0.14	0.10	0.21								
Capacity (veh/h)	728	729	727	741								
Control Delay (s)	8.5	8.4	8.1	8.8								
Approach Delay (s)	8.5	8.4	8.1	8.8								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.5									
Level of Service			Α									
Intersection Capacity Utilization	on		29.0%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Lane Group	NBL	SET	NWT
Lane Group Flow (vph)	30	1041	1154
v/c Ratio	0.09	0.47	0.46
Control Delay	34.3	10.5	5.7
Queue Delay	0.0	0.0	0.0
Total Delay	34.3	10.5	5.7
Queue Length 50th (ft)	16	166	125
Queue Length 95th (ft)	41	211	157
Internal Link Dist (ft)	174	579	255
Turn Bay Length (ft)			
Base Capacity (vph)	334	2219	2504
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.47	0.46
Intersection Summary			

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Movement	NBL	NBR	SET	SER	NWL	NWT		
Lane Configurations	W		† 1>			414		
Traffic Volume (vph)	29	0	970	30	5	1103		
Future Volume (vph)	29	0	970	30	5	1103		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	3.0		4.0			4.0		
Lane Util. Factor	1.00		0.95			0.95		
Frpb, ped/bikes	1.00		1.00			1.00		
Flpb, ped/bikes	1.00		1.00			1.00		
Frt	1.00		1.00			1.00		
Fit Protected	0.95		1.00			1.00		
Satd. Flow (prot)	1763		3518			3538		
Flt Permitted	0.95		1.00			0.95		
Satd. Flow (perm)	1763		3518			3371		
<u> </u>		0.06		0.06	0.06			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	30	0	1010	31	5	1149		
RTOR Reduction (vph)	0	0	2	0	0	0		
Lane Group Flow (vph)	30	0	1039	0	0	1154		
Confl. Peds. (#/hr)	2	1	201	9	9	•••		
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%		
Turn Type	Perm		NA		pm+pt	NA		
Protected Phases			6		5	2		
Permitted Phases	4				2			
Actuated Green, G (s)	17.0		61.0			72.0		
Effective Green, g (s)	19.0		63.0			74.0		
Actuated g/C Ratio	0.19		0.63			0.74		
Clearance Time (s)	5.0		6.0			6.0		
Lane Grp Cap (vph)	334		2216			2506		
v/s Ratio Prot			0.30			c0.03		
v/s Ratio Perm	c0.02					c0.31		
v/c Ratio	0.09		0.47			0.46		
Uniform Delay, d1	33.4		9.7			5.1		
Progression Factor	1.00		1.00			1.00		
Incremental Delay, d2	0.5		0.7			0.6		
Delay (s)	33.9		10.4			5.7		
Level of Service	C		В			Α		
Approach Delay (s)	33.9		10.4			5.7		
Approach LOS	C		В			A		
Intersection Summary								
HCM 2000 Control Delay			8.3	F	ICM 2000	Level of Service	Α	
HCM 2000 Volume to Capa	city ratio		0.42					
Actuated Cycle Length (s)			100.0	S	um of los	t time (s)	15.0	
Intersection Capacity Utiliza	ation		54.8%	10	CU Level	of Service	Α	
Analysis Period (min)			15					
c Critical Lane Group								

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			414	∱ }	
Traffic Volume (veh/h)	5	34	32	1241	964	3
Future Volume (Veh/h)	5	34	32	1241	964	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	36	34	1320	1026	3
Pedestrians	8				1	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				343	335	
pX, platoon unblocked	0.90	0.84	0.84			
vC, conflicting volume	1764	522	1037			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	845	66	676			
tC, single (s)	7.2	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	98	96	96			
cM capacity (veh/h)	229	824	764			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	41	474	880	684	345	
Volume Left	5	34	0	0	0	
Volume Right	36	0	0	0	3	
cSH	625	764	1700	1700	1700	
Volume to Capacity	0.07	0.04	0.52	0.40	0.20	
Queue Length 95th (ft)	5	3	0.02	0.10	0.20	
Control Delay (s)	11.2	1.3	0.0	0.0	0.0	
Lane LOS	В	Α	0.0	0.0	0.0	
Approach Delay (s)	11.2	0.4		0.0		
Approach LOS	В	0.4		0.0		
• •	D					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliza	ition		67.3%	IC	CU Level o	of Service
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	^			^
Traffic Volume (veh/h)	7	64	1208	0	0	999
Future Volume (Veh/h)	7	64	1208	0	0	999
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	68	1285	0	0	1063
Pedestrians	15		3			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			248			430
pX, platoon unblocked	0.90	0.82			0.82	
vC, conflicting volume	1834	658			1300	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	923	141			925	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	90			100	
cM capacity (veh/h)	237	712			593	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	7	68	642	642	532	532
Volume Left	7	0	0	0	0	0
Volume Right	0	68	0	0	0	0
cSH	237	712	1700	1700	1700	1700
Volume to Capacity	0.03	0.10	0.38	0.38	0.31	0.31
Queue Length 95th (ft)	2	8	0	0	0	0
Control Delay (s)	20.6	10.6	0.0	0.0	0.0	0.0
Lane LOS	С	В				
Approach Delay (s)	11.5		0.0		0.0	
Approach LOS	В					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		44.0%	IC	الاورارا	of Service
Analysis Period (min)	Lation		15	10	O LGVEI (JI OCIVICE
Analysis Fellou (IIIII)			10			

4: 49th St & Massachusetts Ave

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Lane Group	NBL	NBT	SBL	SBT	SET	NWT
Lane Group Flow (vph)	49	101	26	52	1028	1098
v/c Ratio	0.19	0.28	0.12	0.14	0.55	0.60
Control Delay	42.6	42.7	41.4	39.8	6.8	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	42.7	41.4	39.8	6.8	11.9
Queue Length 50th (ft)	32	66	17	32	131	202
Queue Length 95th (ft)	69	119	43	69	162	274
Internal Link Dist (ft)		489		90	168	265
Turn Bay Length (ft)						
Base Capacity (vph)	259	359	224	362	1883	1839
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.28	0.12	0.14	0.55	0.60
Intersection Summary						

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	f.		ሻ	₽			414			र्सी	
Traffic Volume (vph)	48	93	5	25	48	3	88	856	53	36	978	51
Future Volume (vph)	48	93	5	25	48	3	88	856	53	36	978	51
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			3.5			3.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	0.98	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1741	1827		1701	1844			3484			3490	
Flt Permitted	0.72	1.00		0.64	1.00			0.68			0.88	
Satd. Flow (perm)	1325	1827		1147	1844			2366			3060	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	49	96	5	26	49	3	91	882	55	37	1008	53
RTOR Reduction (vph)	0	2	0	0	2	0	0	3	0	0	3	0
Lane Group Flow (vph)	49	99	0	26	50	0	0	1025	0	0	1095	0
Confl. Peds. (#/hr)	10		27	27		10	9		10	10		9
Confl. Bikes (#/hr)			1									1
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)	21.5	21.5		21.5	21.5			87.0			70.0	
Effective Green, g (s)	23.5	23.5		23.5	23.5			89.0			72.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.74			0.60	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lane Grp Cap (vph)	259	357		224	361			1885			1836	
v/s Ratio Prot		c0.05			0.03			c0.06				
v/s Ratio Perm	0.04			0.02				0.34			c0.36	
v/c Ratio	0.19	0.28		0.12	0.14			0.54			0.60	
Uniform Delay, d1	40.3	41.0		39.7	39.9			6.7			14.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.70	
Incremental Delay, d2	1.6	1.9		1.1	0.8			1.1			1.4	
Delay (s)	41.9	43.0		40.8	40.7			7.8			11.8	
Level of Service	D	D		D	D			Α			В	
Approach Delay (s)		42.6			40.7			7.8			11.8	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			13.0	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.53									
Actuated Cycle Length (s)			120.0		um of lost				12.5			
Intersection Capacity Utiliza	ation		85.2%	IC	U Level o	of Service)		E			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		^	↑ ↑			7	
Traffic Volume (veh/h)	0	897	1329	56	0	18	
Future Volume (Veh/h)	0	897	1329	56	0	18	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	0	954	1414	60	0	19	
Pedestrians		2			39		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			4		
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)		345	417				
pX, platoon unblocked	0.87				0.92	0.87	
vC, conflicting volume	1513				1960	778	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1295				1392	452	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	96	
cM capacity (veh/h)	446				118	465	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1		
Volume Total	477	477	943	531	19		
Volume Left	0	0	0	0	0		
Volume Right	0	0	0	60	19		
cSH	1700	1700	1700	1700	465		
Volume to Capacity	0.28	0.28	0.55	0.31	0.04		
Queue Length 95th (ft)	0	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	0.0	13.1		
Lane LOS					В		
Approach Delay (s)	0.0		0.0		13.1		
Approach LOS					В		
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliza	tion		49.3%	IC	U Level o	of Service	
Analysis Period (min)			15				

6: Fordham Rd/48th St & Massachusetts Ave

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Lane Group	SET	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	907	1162	15	51	76	36
v/c Ratio	0.37	0.48	0.06	0.14	0.30	0.11
Control Delay	4.0	7.0	39.7	20.8	44.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	7.0	39.7	20.8	44.8	24.8
Queue Length 50th (ft)	62	164	9	12	51	11
Queue Length 95th (ft)	72	203	29	47	99	41
Internal Link Dist (ft)	337	584		513		115
Turn Bay Length (ft)						
Base Capacity (vph)	2483	2409	266	357	250	339
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.48	0.06	0.14	0.30	0.11
Intersection Summary						

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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414			413-		ሻ	1>		ሻ	₽	
Traffic Volume (vph)	7	881	1	24	1090	25	15	19	31	74	18	18
Future Volume (vph)	7	881	1	24	1090	25	15	19	31	74	18	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		0.98	1.00		0.99	1.00	
Frt		1.00			1.00		1.00	0.91		1.00	0.93	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3537			3521		1726	1658		1643	1626	
Flt Permitted		0.95			0.92		0.73	1.00		0.72	1.00	
Satd. Flow (perm)		3346			3244		1333	1658		1252	1626	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	7	899	1	24	1112	26	15	19	32	76	18	18
RTOR Reduction (vph)	0	0	0	0	1	0	0	26	0	0	14	0
Lane Group Flow (vph)	0	907	0	0	1161	0	15	25	0	76	22	0
Confl. Peds. (#/hr)	25		6	6		25	16		3	3		16
Confl. Bikes (#/hr)	_,		-	-		1			-	•		1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	10%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		87.0			87.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		89.0			89.0		24.0	24.0		24.0	24.0	
Actuated g/C Ratio		0.74			0.74		0.20	0.20		0.20	0.20	
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		2481			2405		266	331		250	325	
v/s Ratio Prot								0.02			0.01	
v/s Ratio Perm		0.27			c0.36		0.01			c0.06		
v/c Ratio		0.37			0.48		0.06	0.08		0.30	0.07	
Uniform Delay, d1		5.5			6.2		38.8	39.0		40.9	38.9	
Progression Factor		0.65			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.7		0.4	0.5		3.1	0.4	
Delay (s)		3.9			6.9		39.2	39.5		44.0	39.3	
Level of Service		Α			А		D	D		D	D	
Approach Delay (s)		3.9			6.9			39.4			42.5	
Approach LOS		А			Α			D			D	
Intersection Summary												
HCM 2000 Control Delay			8.4	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capa	city ratio		0.44									
Actuated Cycle Length (s)			120.0	S	um of los	t time (s)			7.0			
Intersection Capacity Utiliza	ation		73.2%		CU Level				D			
Analysis Period (min)			15									
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c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4₽			∱ ⊅	
Traffic Volume (veh/h)	1	0	19	1	7	94	13	1033	0	0	965	2
Future Volume (Veh/h)	1	0	19	1	7	94	13	1033	0	0	965	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1	0	19	1	7	96	13	1054	0	0	985	2
Pedestrians		11			9							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											664	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	1650	2086	504	1600	2087	536	998			1063		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1528	2004	279	1474	2005	536	817			1063		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	97	99	87	80	98			100		
cM capacity (veh/h)	51	52	652	76	52	485	732			646		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	20	8	96	364	703	657	330					
Volume Left	1	1	0	13	0	0	0					
Volume Right	19	0	96	0	0	0	2					
cSH	410	54	485	732	1700	1700	1700					
Volume to Capacity	0.05	0.15	0.20	0.02	0.41	0.39	0.19					
Queue Length 95th (ft)	4	12	18	1	0	0	0					
Control Delay (s)	14.2	82.8	14.2	0.6	0.0	0.0	0.0					
Lane LOS	В	F	В	Α								
Approach Delay (s)	14.2	19.5		0.2		0.0						
Approach LOS	В	С										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilizat	ion		48.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			4			4	
Traffic Volume (veh/h)	0	0	0	20	60	14	23	124	124	15	45	5
Future Volume (Veh/h)	0	0	0	20	60	14	23	124	124	15	45	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	21	63	15	24	131	131	16	47	5
Pedestrians		6			15			10			3	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								170				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	382	412	66	351	350	214	58			277		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332	364	66	300	298	157	58			223		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	96	89	98	98			99		
cM capacity (veh/h)	516	517	989	590	563	836	1546			1271		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	99	286	68									
Volume Left	21	24	16									
Volume Right	15	131	5									
cSH	598	1546	1271									
Volume to Capacity	0.17	0.02	0.01									
Queue Length 95th (ft)	15	1	1									
Control Delay (s)	12.2	0.7	1.9									
Lane LOS	В	Α	Α									
Approach Delay (s)	12.2	0.7	1.9									
Approach LOS	В	0.1	1.0									
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization	ation		36.2%	IC	CU Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			4	¥#	
Traffic Volume (veh/h)	85	52	22	65	39	28
Future Volume (Veh/h)	85	52	22	65	39	28
Sign Control	Free	<u> </u>		Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	93	57	24	71	43	31
Pedestrians	00	0,	<u> </u>	, ,	28	01
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					3.3	
Right turn flare (veh)					J	
Median type	None			None		
Median storage veh)	INOTIC			NOHE		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			178		268	150
vC1, stage 1 conf vol			1/0		200	130
vC1, stage 1 conf vol						
			178		268	150
vCu, unblocked vol			4.1		6.4	6.2
tC, single (s)			4.1		0.4	0.2
tC, 2 stage (s)			2.2		3.5	3.3
tF (s)			2.2 98			
p0 queue free %					94	96
cM capacity (veh/h)			1361		689	873
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	150	95	74			
Volume Left	0	24	43			
Volume Right	57	0	31			
cSH	1700	1361	756			
Volume to Capacity	0.09	0.02	0.10			
Queue Length 95th (ft)	0	1	8			
Control Delay (s)	0.0	2.0	10.3			
Lane LOS		Α	В			
Approach Delay (s)	0.0	2.0	10.3			
Approach LOS			В			
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization	ation		30.0%	IC	'III ovol o	of Service
	aliUII			10	O Level C	i Seivice
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	60	41	7	59	2	2	26	6	2	17	21
Future Volume (vph)	12	60	41	7	59	2	2	26	6	2	17	21
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	13	67	46	8	66	2	2	29	7	2	19	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	126	76	38	45								
Volume Left (vph)	13	8	2	2								
Volume Right (vph)	46	2	7	24								
Hadj (s)	-0.08	0.04	-0.07	-0.28								
Departure Headway (s)	4.1	4.2	4.3	4.1								
Degree Utilization, x	0.14	0.09	0.05	0.05								
Capacity (veh/h)	859	824	786	831								
Control Delay (s)	7.8	7.7	7.5	7.3								
Approach Delay (s)	7.8	7.7	7.5	7.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.6									
Level of Service			Α									
Intersection Capacity Utilizati	ion		22.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		f)			ર્ન
Traffic Volume (veh/h)	8	1	28	6	3	73
Future Volume (Veh/h)	8	1	28	6	3	73
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	1	33	7	4	86
Pedestrians	4					2
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134	42			44	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	42			44	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	854	1022			1558	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	10	40	90			
Volume Left	9	0	4			
Volume Right	1	7	0			
cSH	868	1700	1558			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	1	0.02	0.00			
Control Delay (s)	9.2	0.0	0.3			
Lane LOS	A	0.0	A			
Approach Delay (s)	9.2	0.0	0.3			
Approach LOS	A	0.0	0.0			
	, ,					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utiliz	ation		16.9%	IC	U Level o	of Service
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	î,	
Traffic Volume (veh/h)	15	77	28	22	65	6
Future Volume (Veh/h)	15	77	28	22	65	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	18	91	33	26	76	7
Pedestrians	25			2	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	198	106	108			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	198	106	108			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	90	98			
cM capacity (veh/h)	754	923	1447			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	109	59	83			
Volume Left	18	33	0			
Volume Right	91	0	7			
cSH	890	1447	1700			
Volume to Capacity	0.12	0.02	0.05			
Queue Length 95th (ft)	10	2	0.03			
Control Delay (s)	9.6	4.3	0.0			
Lane LOS	3.0 A	4.5 A	0.0			
Approach Delay (s)	9.6	4.3	0.0			
Approach LOS	3.0 A	٠.٠	0.0			
	Λ					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utiliz	zation		22.3%	IC	CU Level c	of Service
Analysis Period (min)			15			

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Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	W		¥		W	
Traffic Volume (veh/h)	9	8	23	122	40	12
Future Volume (Veh/h)	9	8	23	122	40	12
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	9	27	144	47	14
Pedestrians			9			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			1			
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)					195	
pX, platoon unblocked						
vC, conflicting volume	252	63	61			
vC1, stage 1 conf vol			<u> </u>			
vC2, stage 2 conf vol						
vCu, unblocked vol	252	63	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	.	V. <u>–</u>				
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	98			
cM capacity (veh/h)	724	993	1542			
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	20	171	61			
Volume Left	11	27	0			
Volume Right	9	0	14			
cSH	824	1542	1700			
Volume to Capacity	0.02	0.02	0.04			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.5	1.3	0.0			
Lane LOS	Α	Α				
Approach Delay (s)	9.5	1.3	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utiliz	zation		28.1%	IC	U Level c	of Service
Analysis Period (min)			15			22
range of the triba (min)			10			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	41	8	0	7	11	27	1	96	9	17	63	28
Future Volume (vph)	41	8	0	7	11	27	1	96	9	17	63	28
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	47	9	0	8	13	31	1	110	10	20	72	32
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	56	52	121	124								
Volume Left (vph)	47	8	1	20								
Volume Right (vph)	0	31	10	32								
Hadj (s)	0.20	-0.29	0.02	-0.09								
Departure Headway (s)	4.7	4.2	4.3	4.2								
Degree Utilization, x	0.07	0.06	0.14	0.14								
Capacity (veh/h)	713	791	807	821								
Control Delay (s)	8.1	7.5	8.0	7.9								
Approach Delay (s)	8.1	7.5	8.0	7.9								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.9									
Level of Service			Α									
Intersection Capacity Utilizati	ion		29.6%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	1	0	11	33	5	1	106	26	7	61	1
Future Volume (vph)	1	1	0	11	33	5	1	106	26	7	61	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	1	0	13	38	6	1	122	30	8	70	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	2	57	153	79								
Volume Left (vph)	1	13	1	8								
Volume Right (vph)	0	6	30	1								
Hadj (s)	0.13	0.02	-0.07	0.05								
Departure Headway (s)	4.6	4.4	4.1	4.2								
Degree Utilization, x	0.00	0.07	0.17	0.09								
Capacity (veh/h)	737	763	866	830								
Control Delay (s)	7.6	7.8	7.9	7.7								
Approach Delay (s)	7.6	7.8	7.9	7.7								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.8									
Level of Service			Α									
Intersection Capacity Utilizati	on		22.6%	IC	U Level of	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	38	0	20	51	5	0	19	19	2	27	1
Future Volume (vph)	1	38	0	20	51	5	0	19	19	2	27	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	45	0	24	60	6	0	22	22	2	32	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	90	44	35								
Volume Left (vph)	1	24	0	2								
Volume Right (vph)	0	6	22	1								
Hadj (s)	0.05	0.05	-0.27	0.03								
Departure Headway (s)	4.2	4.2	4.0	4.3								
Degree Utilization, x	0.05	0.10	0.05	0.04								
Capacity (veh/h)	830	844	867	811								
Control Delay (s)	7.5	7.6	7.2	7.5								
Approach Delay (s)	7.5	7.6	7.2	7.5								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.5									
Level of Service			Α									
Intersection Capacity Utilizati	ion		22.7%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	54	7	4	70	15	2	90	1	5	102	4
Future Volume (vph)	8	54	7	4	70	15	2	90	1	5	102	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	9	61	8	4	79	17	2	101	1	6	115	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	78	100	104	125								
Volume Left (vph)	9	4	2	6								
Volume Right (vph)	8	17	1	4								
Hadj (s)	0.00	-0.06	0.03	0.02								
Departure Headway (s)	4.6	4.5	4.5	4.5								
Degree Utilization, x	0.10	0.12	0.13	0.16								
Capacity (veh/h)	737	753	760	762								
Control Delay (s)	8.0	8.1	8.2	8.3								
Approach Delay (s)	8.0	8.1	8.2	8.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.2									
Level of Service			Α									
Intersection Capacity Utilization	on		24.2%	IC	U Level	of Service			Α			
Analysis Period (min)			15									