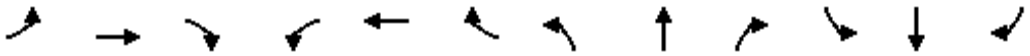
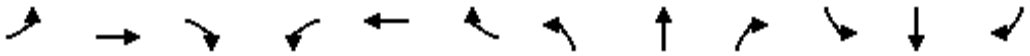
Appendix C1 15th Street: Intersection LOS Reports



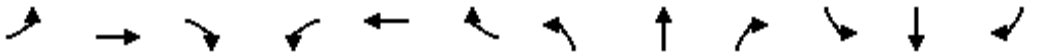
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	611	0	0	646	67	159	357	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		0.95			0.95			0.91				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.99			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		3420			3359			4733				
Flt Permitted		0.95			1.00			0.99				
Satd. Flow (perm)		3255			3359			4733				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	664	0	0	702	73	173	388	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	668	0	0	775	0	0	612	0	0	0	0
Confl. Peds. (#/hr)	59		6	6		59	11		78	78		11
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		54.0			54.0			28.0				
Effective Green, g (s)		56.0			56.0			30.0				
Actuated g/C Ratio		0.56			0.56			0.30				
Clearance Time (s)		6.0			6.0			6.0				
Lane Grp Cap (vph)		1823			1881			1420				
v/s Ratio Prot					c0.23							
v/s Ratio Perm		0.21						0.13				
v/c Ratio		0.37			0.41			0.43				
Uniform Delay, d1		12.2			12.6			28.1				
Progression Factor		1.00			1.00			1.06				
Incremental Delay, d2		0.6			0.7			0.9				
Delay (s)		12.7			13.3			30.8				
Level of Service		B			B			C				
Approach Delay (s)		12.7			13.3			30.8			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



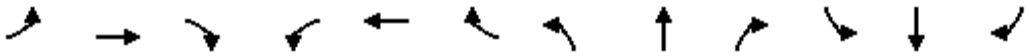
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	117	0	0	0	0	0	510	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.98				
Flt Protected		0.98						1.00				
Satd. Flow (prot)		1757						4810				
Flt Permitted		0.98						1.00				
Satd. Flow (perm)		1757						4810				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	127	0	0	0	0	0	554	64	0	0	0
RTOR Reduction (vph)	0	34	0	0	0	0	0	28	0	0	0	0
Lane Group Flow (vph)	0	153	0	0	0	0	0	590	0	0	0	0
Confl. Peds. (#/hr)	29		29	29		29	18		29	29		18
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		16.0						18.0				
Effective Green, g (s)		21.0						21.0				
Actuated g/C Ratio		0.42						0.42				
Clearance Time (s)		9.0						7.0				
Lane Grp Cap (vph)		738						2020				
v/s Ratio Prot								c0.12				
v/s Ratio Perm		0.09										
v/c Ratio		0.21						0.29				
Uniform Delay, d1		9.2						9.6				
Progression Factor		1.00						0.36				
Incremental Delay, d2		0.6						0.4				
Delay (s)		9.8						3.8				
Level of Service		A						A				
Approach Delay (s)		9.8			0.0			3.8			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



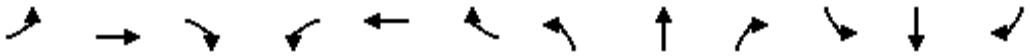
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	162	0	0	170	38	37	462	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1785			1752			4853				
Flt Permitted		0.91			1.00			1.00				
Satd. Flow (perm)		1640			1752			4853				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	176	0	0	185	41	40	502	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	214	0	0	210	0	0	555	0	0	0	0
Confl. Peds. (#/hr)	1		28	28		1	34					34
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		16.0			16.0			18.0				
Effective Green, g (s)		21.0			21.0			21.0				
Actuated g/C Ratio		0.42			0.42			0.42				
Clearance Time (s)		9.0			9.0			7.0				
Lane Grp Cap (vph)		689			736			2038				
v/s Ratio Prot					0.12							
v/s Ratio Perm		c0.13						0.11				
v/c Ratio		0.31			0.28			0.27				
Uniform Delay, d1		9.7			9.6			9.5				
Progression Factor		1.00			1.00			0.66				
Incremental Delay, d2		1.2			1.0			0.3				
Delay (s)		10.8			10.5			6.5				
Level of Service		B			B			A				
Approach Delay (s)		10.8			10.5			6.5			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



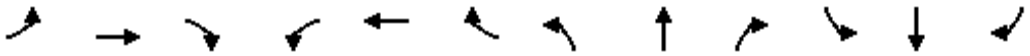
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	329	126	76	393	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0				
Lane Util. Factor					1.00			0.91				
Frpb, ped/bikes					0.99			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.96			1.00				
Flt Protected					1.00			0.99				
Satd. Flow (prot)					1708			4852				
Flt Permitted					1.00			0.99				
Satd. Flow (perm)					1708			4852				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	358	137	83	427	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	48	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	467	0	0	462	0	0	0	0
Confl. Peds. (#/hr)	44		54	54		44	22		40	40		22
Turn Type							Perm					
Protected Phases					8			2				
Permitted Phases							2					
Actuated Green, G (s)					16.0			18.0				
Effective Green, g (s)					21.0			21.0				
Actuated g/C Ratio					0.42			0.42				
Clearance Time (s)					9.0			7.0				
Lane Grp Cap (vph)					717			2038				
v/s Ratio Prot					c0.27							
v/s Ratio Perm								0.10				
v/c Ratio					0.65			0.23				
Uniform Delay, d1					11.6			9.3				
Progression Factor					1.00			0.40				
Incremental Delay, d2					4.6			0.3				
Delay (s)					16.1			4.0				
Level of Service					B			A				
Approach Delay (s)		0.0			16.1			4.0			0.0	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



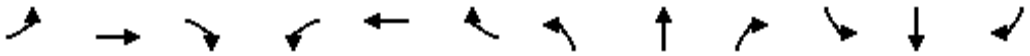
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	271	0	0	0	0	0	404	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1761						4815				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1761						4815				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	295	0	0	0	0	0	439	48	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	27	0	0	0	0
Lane Group Flow (vph)	0	349	0	0	0	0	0	460	0	0	0	0
Confl. Peds. (#/hr)	69		62	62		69	49		29	29		49
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		16.0						18.0				
Effective Green, g (s)		21.0						21.0				
Actuated g/C Ratio		0.42						0.42				
Clearance Time (s)		9.0						7.0				
Lane Grp Cap (vph)		740						2022				
v/s Ratio Prot								c0.10				
v/s Ratio Perm		0.20										
v/c Ratio		0.47						0.23				
Uniform Delay, d1		10.5						9.3				
Progression Factor		1.00						0.48				
Incremental Delay, d2		2.1						0.3				
Delay (s)		12.6						4.7				
Level of Service		B						A				
Approach Delay (s)		12.6			0.0			4.7			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



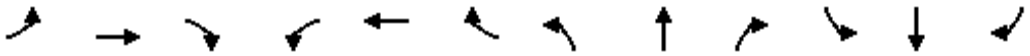
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	176	0	0	365	71	38	346	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			0.98				
Frt		1.00			0.98			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1787			1757			4737				
Flt Permitted		0.84			1.00			1.00				
Satd. Flow (perm)		1516			1757			4737				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	191	0	0	397	77	41	376	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	21	0	0	0	0
Lane Group Flow (vph)	0	225	0	0	460	0	0	434	0	0	0	0
Confl. Peds. (#/hr)	1		147	147		1	143		1	1		143
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		16.0			16.0			18.0				
Effective Green, g (s)		21.0			21.0			21.0				
Actuated g/C Ratio		0.42			0.42			0.42				
Clearance Time (s)		9.0			9.0			7.0				
Lane Grp Cap (vph)		637			738			1990				
v/s Ratio Prot					c0.26							
v/s Ratio Perm		0.15						0.09				
v/c Ratio		0.35			0.62			0.22				
Uniform Delay, d1		9.9			11.4			9.3				
Progression Factor		1.00			1.00			0.23				
Incremental Delay, d2		1.5			3.9			0.2				
Delay (s)		11.4			15.3			2.4				
Level of Service		B			B			A				
Approach Delay (s)		11.4			15.3			2.4			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



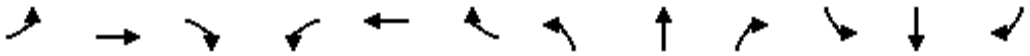
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	125	0	0	1179	33	79	385	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			0.95			0.91				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			0.98				
Frt		1.00			1.00			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1785			3407			4686				
Flt Permitted		0.72			1.00			0.99				
Satd. Flow (perm)		1298			3407			4686				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	136	0	0	1282	36	86	418	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	17	0	0	0	0
Lane Group Flow (vph)	0	166	0	0	1316	0	0	555	0	0	0	0
Confl. Peds. (#/hr)			129	129			108		12			
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		57.0			57.0			28.0				
Effective Green, g (s)		61.0			61.0			31.0				
Actuated g/C Ratio		0.61			0.61			0.31				
Clearance Time (s)		8.0			8.0			7.0				
Lane Grp Cap (vph)		792			2078			1453				
v/s Ratio Prot					c0.39							
v/s Ratio Perm		0.13						0.12				
v/c Ratio		0.21			0.63			0.38				
Uniform Delay, d1		8.7			12.4			27.0				
Progression Factor		1.00			1.00			0.83				
Incremental Delay, d2		0.6			1.5			0.7				
Delay (s)		9.3			13.9			23.3				
Level of Service		A			B			C				
Approach Delay (s)		9.3			13.9			23.3			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



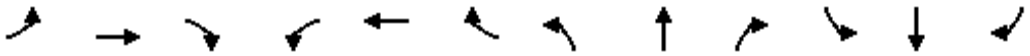
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1027	165	9	1033	232	21	271	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0				
Lane Util. Factor		0.95			0.95	1.00		0.95				
Frpb, ped/bikes		0.99			1.00	0.92		0.96				
Flpb, ped/bikes		1.00			1.00	1.00		0.98				
Frt		0.98			1.00	0.85		0.98				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		2974			3077	1264		2840				
Flt Permitted		1.00			0.94	1.00		1.00				
Satd. Flow (perm)		2974			2889	1264		2840				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1116	179	10	1123	252	23	295	48	0	0	0
RTOR Reduction (vph)	0	13	0	0	0	9	0	12	0	0	0	0
Lane Group Flow (vph)	0	1282	0	0	1133	243	0	354	0	0	0	0
Confl. Peds. (#/hr)	136		168	168		136	305		263			
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4			8		8	2					
Actuated Green, G (s)		57.0			57.0	57.0		28.0				
Effective Green, g (s)		61.0			61.0	61.0		31.0				
Actuated g/C Ratio		0.61			0.61	0.61		0.31				
Clearance Time (s)		8.0			8.0	8.0		7.0				
Lane Grp Cap (vph)		1814			1762	771		880				
v/s Ratio Prot		c0.43										
v/s Ratio Perm					0.39	0.19		0.12				
v/c Ratio		0.71			0.64	0.32		0.40				
Uniform Delay, d1		13.4			12.5	9.4		27.2				
Progression Factor		1.00			1.00	1.00		1.00				
Incremental Delay, d2		2.4			1.8	1.1		1.4				
Delay (s)		15.7			14.3	10.5		28.6				
Level of Service		B			B	B		C				
Approach Delay (s)		15.7			13.6			28.6			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	128.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



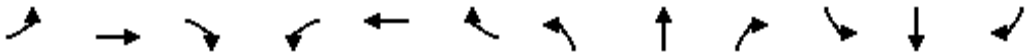
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	160	600	73	142	416	0	0	192	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.91			0.91			0.95	
Frpb, ped/bikes					0.99			1.00			0.97	
Flpb, ped/bikes					0.94			0.95			1.00	
Frt					0.99			1.00			0.99	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					4007			4167			2940	
Flt Permitted					0.99			0.80			1.00	
Satd. Flow (perm)					4007			3382			2940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	174	652	79	154	452	0	0	209	22
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	894	0	0	606	0	0	223	0
Confl. Peds. (#/hr)	100		498	498		100	501		290	290		501
Turn Type				Perm			pm+pt					
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Actuated Green, G (s)					31.0			58.0			36.0	
Effective Green, g (s)					34.0			60.0			37.0	
Actuated g/C Ratio					0.34			0.60			0.37	
Clearance Time (s)					6.0			5.0			4.0	
Lane Grp Cap (vph)					1362			2186			1088	
v/s Ratio Prot								c0.06			0.08	
v/s Ratio Perm					0.22			c0.11				
v/c Ratio					0.66			0.28			0.20	
Uniform Delay, d1					28.0			9.6			21.5	
Progression Factor					1.00			0.52			0.62	
Incremental Delay, d2					2.5			0.3			0.3	
Delay (s)					30.5			5.3			13.7	
Level of Service					C			A			B	
Approach Delay (s)		0.0			30.5			5.3			13.7	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	114.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



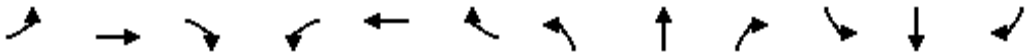
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	1231	72	0	0	0	0	397	67	71	292	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0			3.0	
Lane Util. Factor		0.91						0.91			0.95	
Frpb, ped/bikes		0.99						0.97			1.00	
Flpb, ped/bikes		0.95						1.00			0.98	
Frt		0.99						0.98			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		4109						4194			2991	
Flt Permitted		0.99						1.00			0.77	
Satd. Flow (perm)		4109						4194			2329	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	303	1338	78	0	0	0	0	432	73	77	317	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1714	0	0	0	0	0	505	0	0	394	0
Confl. Peds. (#/hr)	388		371	371		388	424		309	309		424
Turn Type	Perm									Perm		
Protected Phases		2						4			8	
Permitted Phases	2									8		
Actuated Green, G (s)		45.0						45.0			45.0	
Effective Green, g (s)		47.0						47.0			47.0	
Actuated g/C Ratio		0.47						0.47			0.47	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		1931						1971			1095	
v/s Ratio Prot								0.12				
v/s Ratio Perm		0.42									c0.17	
v/c Ratio		0.89						0.26			0.36	
Uniform Delay, d1		24.1						16.0			16.9	
Progression Factor		1.00						0.74			1.10	
Incremental Delay, d2		6.5						0.2			0.9	
Delay (s)		30.6						12.0			19.5	
Level of Service		C						B			B	
Approach Delay (s)		30.6			0.0			12.0			19.5	
Approach LOS		C			A			B			B	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	110.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



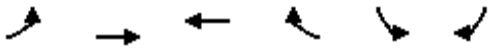
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	1282	45	8	1134	259	21	175	7	17	263	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		0.91			0.91			1.00			0.95	
Frpb, ped/bikes		0.99			0.96			0.99			0.93	
Flpb, ped/bikes		1.00			1.00			0.98			0.99	
Frt		1.00			0.97			1.00			0.97	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		4363			4144			1558			2744	
Flt Permitted		0.76			0.93			0.94			0.94	
Satd. Flow (perm)		3302			3838			1470			2575	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	1393	49	9	1233	282	23	190	8	18	286	83
RTOR Reduction (vph)	0	3	0	0	17	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1502	0	0	1507	0	0	221	0	0	387	0
Confl. Peds. (#/hr)	313		306	306		313	454		379	379		454
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)		50.0			50.0			37.0			37.0	
Effective Green, g (s)		53.0			53.0			41.0			41.0	
Actuated g/C Ratio		0.53			0.53			0.41			0.41	
Clearance Time (s)		6.0			6.0			7.0			7.0	
Lane Grp Cap (vph)		1750			2034			603			1056	
v/s Ratio Prot												
v/s Ratio Perm		c0.45			0.39			c0.15			0.15	
v/c Ratio		0.86			0.74			0.37			0.37	
Uniform Delay, d1		20.3			18.2			20.5			20.5	
Progression Factor		1.00			1.00			1.16			0.94	
Incremental Delay, d2		5.7			2.5			1.6			0.9	
Delay (s)		26.0			20.7			25.4			20.1	
Level of Service		C			C			C			C	
Approach Delay (s)		26.0			20.7			25.4			20.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	114.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



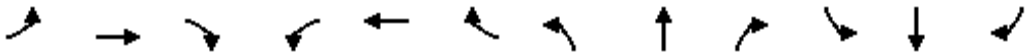
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	41	1499	81	49	126	0	0	162	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0			3.0	
Lane Util. Factor					0.86		1.00	1.00			0.95	
Frpb, ped/bikes					0.98		1.00	1.00			0.82	
Flpb, ped/bikes					0.99		0.77	1.00			1.00	
Frt					0.99		1.00	1.00			0.93	
Flt Protected					1.00		0.95	1.00			1.00	
Satd. Flow (prot)					5382		1192	1621			2327	
Flt Permitted					1.00		0.52	1.00			1.00	
Satd. Flow (perm)					5382		648	1621			2327	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	45	1629	88	53	137	0	0	176	166
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	1754	0	53	137	0	0	341	0
Confl. Peds. (#/hr)	202		240	240		202	841		375	375		841
Turn Type				Perm			Perm					
Protected Phases					6			4			8	
Permitted Phases				6			4					
Actuated Green, G (s)					43.0		47.0	47.0			47.0	
Effective Green, g (s)					45.0		49.0	49.0			49.0	
Actuated g/C Ratio					0.45		0.49	0.49			0.49	
Clearance Time (s)					5.0		5.0	5.0			5.0	
Lane Grp Cap (vph)					2422		318	794			1140	
v/s Ratio Prot								0.08			c0.15	
v/s Ratio Perm					0.33		0.08					
v/c Ratio					0.72		0.17	0.17			0.30	
Uniform Delay, d1					22.4		14.2	14.2			15.2	
Progression Factor					0.40		1.45	1.40			0.19	
Incremental Delay, d2					1.6		0.9	0.4			0.6	
Delay (s)					10.6		21.5	20.3			3.4	
Level of Service					B		C	C			A	
Approach Delay (s)		0.0			10.6			20.6			3.4	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	175	1252	0	0	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	
Lane Util. Factor		0.81			0.97	
Frpb, ped/bikes		1.00			1.00	
Flpb, ped/bikes		0.96			1.00	
Frt		1.00			1.00	
Flt Protected		0.99			0.95	
Satd. Flow (prot)		6259			2987	
Flt Permitted		0.99			0.95	
Satd. Flow (perm)		6259			2987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	1361	0	0	215	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1551	0	0	215	0
Confl. Peds. (#/hr)	622			622	68	622
Turn Type	Perm					
Protected Phases		2			1	
Permitted Phases	2					
Actuated Green, G (s)		41.0			23.0	
Effective Green, g (s)		44.0			26.0	
Actuated g/C Ratio		0.44			0.26	
Clearance Time (s)		6.0			6.0	
Lane Grp Cap (vph)		2754			777	
v/s Ratio Prot					c0.07	
v/s Ratio Perm		0.25				
v/c Ratio		0.56			0.28	
Uniform Delay, d1		20.8			29.5	
Progression Factor		1.00			1.26	
Incremental Delay, d2		0.8			0.8	
Delay (s)		21.7			38.1	
Level of Service		C			D	
Approach Delay (s)		21.7	0.0		38.1	
Approach LOS		C	A		D	

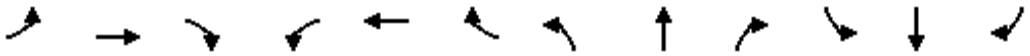
Intersection Summary			
HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1192	43	452	619	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0				
Lane Util. Factor					0.86		0.97	0.95				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5546		2987	3079				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5546		2987	3079				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1296	47	491	673	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1338	0	491	673	0	0	0	0
Turn Type							Prot					
Protected Phases					6		7	4 7				
Permitted Phases												
Actuated Green, G (s)					40.0		26.0	50.0				
Effective Green, g (s)					42.0		28.0	51.0				
Actuated g/C Ratio					0.42		0.28	0.51				
Clearance Time (s)					5.0		5.0					
Lane Grp Cap (vph)					2329		836	1570				
v/s Ratio Prot					c0.24		c0.16	c0.22				
v/s Ratio Perm												
v/c Ratio					0.57		0.59	0.43				
Uniform Delay, d1					22.2		31.0	15.4				
Progression Factor					1.00		0.90	0.51				
Incremental Delay, d2					1.0		2.2	0.6				
Delay (s)					23.2		30.2	8.5				
Level of Service					C		C	A				
Approach Delay (s)		0.0			23.2			17.6			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

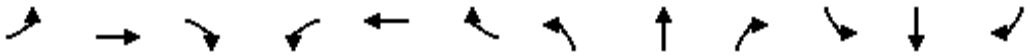
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	996	440	0	0	0	0	1048	208	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0				
Lane Util. Factor		0.81						0.91				
Frt		0.95						0.98				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		6262						4314				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		6262						4314				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1083	478	0	0	0	0	1139	226	0	0	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1583	0	0	0	0	0	1365	0	0	0	0
Turn Type	Perm											
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		45.0						45.0				
Effective Green, g (s)		47.0						47.0				
Actuated g/C Ratio		0.47						0.47				
Clearance Time (s)		5.0						5.0				
Lane Grp Cap (vph)		2943						2028				
v/s Ratio Prot								c0.32				
v/s Ratio Perm		0.25										
v/c Ratio		0.54						0.67				
Uniform Delay, d1		18.8						20.5				
Progression Factor		0.28						0.89				
Incremental Delay, d2		0.6						1.4				
Delay (s)		5.8						19.7				
Level of Service		A						B				
Approach Delay (s)		5.8			0.0			19.7			0.0	
Approach LOS		A			A			B			A	

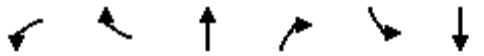
Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



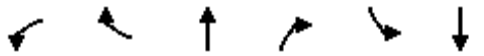
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	3	149	0	125	0	1131	106	0	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0		3.0		3.0		3.0	3.0		3.0	
Lane Util. Factor		1.00		1.00		1.00		0.95	1.00		0.95	
Frpb, ped/bikes		0.68		1.00		0.85		1.00	0.86		1.00	
Flpb, ped/bikes		1.00		0.69		1.00		1.00	1.00		1.00	
Frt		0.86		1.00		0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)		954		1058		1172		3079	1182		3079	
Flt Permitted		1.00		0.76		1.00		1.00	1.00		1.00	
Satd. Flow (perm)		954		842		1172		3079	1182		3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	162	0	136	0	1229	115	0	467	0
RTOR Reduction (vph)	0	2	0	0	0	25	0	0	15	0	0	0
Lane Group Flow (vph)	0	1	0	162	0	111	0	1229	100	0	467	0
Confl. Peds. (#/hr)	140		370	370		140			147	147		
Turn Type				custom		custom			Perm			
Protected Phases		4						3			1	
Permitted Phases				2		2			3			
Actuated Green, G (s)		30.0		30.0		30.0		59.0	59.0		59.0	
Effective Green, g (s)		33.0		33.0		33.0		61.0	61.0		61.0	
Actuated g/C Ratio		0.33		0.33		0.33		0.61	0.61		0.61	
Clearance Time (s)		6.0		6.0		6.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		315		278		387		1878	721		1878	
v/s Ratio Prot		0.00						c0.40			0.15	
v/s Ratio Perm				c0.19		0.09			0.08			
v/c Ratio		0.00		0.58		0.29		0.65	0.14		0.25	
Uniform Delay, d1		22.5		27.8		24.8		12.7	8.3		9.0	
Progression Factor		1.00		1.00		1.00		0.21	0.01		0.00	
Incremental Delay, d2		0.0		8.6		1.9		1.3	0.3		0.3	
Delay (s)		22.5		36.4		26.7		4.0	0.4		0.3	
Level of Service		C		D		C		A	A		A	
Approach Delay (s)		22.5			32.0			3.7			0.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	26	25	1212	109	40	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	1.00		0.91			0.91
Frpb, ped/bikes	0.99		0.98			1.00
Flpb, ped/bikes	0.84		1.00			1.00
Frt	0.93		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1220		4264			4402
Flt Permitted	0.98		1.00			0.83
Satd. Flow (perm)	1220		4264			3648
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	27	1317	118	43	587
RTOR Reduction (vph)	0	0	10	0	0	0
Lane Group Flow (vph)	55	0	1425	0	0	630
Confl. Peds. (#/hr)	207	9		229	229	
Turn Type					D.P+P	
Protected Phases			5 9		8	5 8 9
Permitted Phases	6 7				5 9	
Actuated Green, G (s)	19.0		47.0			67.0
Effective Green, g (s)	15.0		49.0			71.0
Actuated g/C Ratio	0.15		0.49			0.71
Clearance Time (s)						
Lane Grp Cap (vph)	183		2089			2756
v/s Ratio Prot			c0.33			c0.05
v/s Ratio Perm	c0.05					0.11
v/c Ratio	0.30		0.68			0.23
Uniform Delay, d1	37.8		19.5			5.0
Progression Factor	1.00		1.19			0.31
Incremental Delay, d2	4.2		1.6			0.2
Delay (s)	42.0		24.7			1.7
Level of Service	D		C			A
Approach Delay (s)	42.0		24.7			1.7
Approach LOS	D		C			A

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



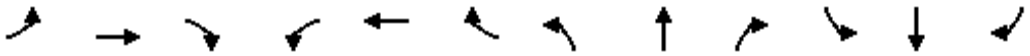
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	34	55	1266	183	60	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0			3.0
Lane Util. Factor	1.00	1.00	0.91			0.91
Frpb, ped/bikes	1.00	0.94	0.98			1.00
Flpb, ped/bikes	0.94	1.00	1.00			1.00
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1453	1288	4245			4393
Flt Permitted	0.95	1.00	1.00			0.72
Satd. Flow (perm)	1453	1288	4245			3197
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	60	1376	199	65	543
RTOR Reduction (vph)	0	21	19	0	0	0
Lane Group Flow (vph)	37	39	1556	0	0	608
Confl. Peds. (#/hr)	47	45		202	202	
Turn Type		custom			Perm	
Protected Phases			4			8
Permitted Phases	6	6			8	
Actuated Green, G (s)	25.0	25.0	64.0			64.0
Effective Green, g (s)	27.0	27.0	67.0			67.0
Actuated g/C Ratio	0.27	0.27	0.67			0.67
Clearance Time (s)	5.0	5.0	6.0			6.0
Lane Grp Cap (vph)	392	348	2844			2142
v/s Ratio Prot			c0.37			
v/s Ratio Perm	0.03	c0.03				0.19
v/c Ratio	0.09	0.11	0.55			0.28
Uniform Delay, d1	27.3	27.5	8.6			6.7
Progression Factor	1.00	1.00	0.74			1.08
Incremental Delay, d2	0.5	0.6	0.6			0.3
Delay (s)	27.8	28.1	6.9			7.6
Level of Service	C	C	A			A
Approach Delay (s)	28.0		6.9			7.6
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	66	367	1082	0	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	0.97		0.95			0.91
Frpb, ped/bikes	0.83		1.00			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.87		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	2209		3079			4424
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	2209		3079			4424
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	399	1176	0	0	577
RTOR Reduction (vph)	67	0	0	0	0	0
Lane Group Flow (vph)	404	0	1176	0	0	577
Confl. Peds. (#/hr)	113	198		182	182	
Turn Type						
Protected Phases			8			4
Permitted Phases	6					
Actuated Green, G (s)	30.0		54.0			54.0
Effective Green, g (s)	32.0		56.0			56.0
Actuated g/C Ratio	0.32		0.56			0.56
Clearance Time (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	707		1724			2477
v/s Ratio Prot			c0.38			0.13
v/s Ratio Perm	c0.18					
v/c Ratio	0.93dr		0.68			0.23
Uniform Delay, d1	28.3		15.7			11.1
Progression Factor	1.00		1.56			0.15
Incremental Delay, d2	3.3		0.2			0.2
Delay (s)	31.6		24.7			1.8
Level of Service	C		C			A
Approach Delay (s)	31.6		24.7			1.8
Approach LOS	C		C			A

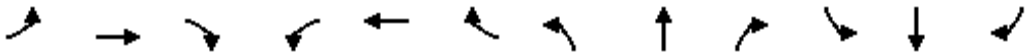
Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



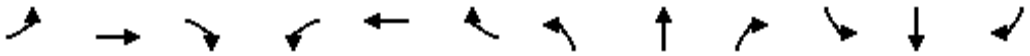
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	167	0	170	0	912	290	137	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		3.0		3.0	3.0	
Lane Util. Factor				0.97		1.00		0.95		1.00	0.95	
Frpb, ped/bikes				1.00		1.00		0.95		1.00	1.00	
Flpb, ped/bikes				1.00		1.00		1.00		1.00	1.00	
Frt				1.00		0.85		0.96		1.00	1.00	
Flt Protected				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)				2987		1378		2814		1540	3079	
Flt Permitted				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (perm)				2987		1378		2814		1540	3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	182	0	185	0	991	315	149	489	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	0	0	0	182	0	185	0	1276	0	149	489	0
Confl. Peds. (#/hr)	2		85	85		2			139	139		
Turn Type	Split			custom		custom				Prot		
Protected Phases	2	2		6		6 3		4		3	8	
Permitted Phases				6							8	
Actuated Green, G (s)				9.0		31.0		35.0		17.0	56.0	
Effective Green, g (s)				11.0		33.0		38.0		18.0	59.0	
Actuated g/C Ratio				0.11		0.33		0.38		0.18	0.59	
Clearance Time (s)				5.0				6.0		4.0	6.0	
Lane Grp Cap (vph)				329		455		1069		277	1817	
v/s Ratio Prot				c0.06		0.13		c0.45		c0.10	0.16	
v/s Ratio Perm												
v/c Ratio				0.55		0.41		1.19		0.54	0.27	
Uniform Delay, d1				42.2		25.9		31.0		37.2	10.0	
Progression Factor				1.00		1.00		1.00		0.44	0.46	
Incremental Delay, d2				6.6		2.7		96.4		7.1	0.4	
Delay (s)				48.7		28.6		127.4		23.5	4.9	
Level of Service				D		C		F		C	A	
Approach Delay (s)		0.0			38.6			127.4			9.3	
Approach LOS		A			D			F			A	

Intersection Summary			
HCM Average Control Delay	80.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



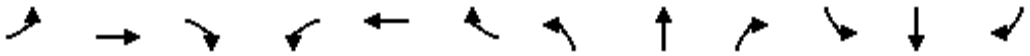
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	757	0	0	434	83	125	950	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		0.95			0.95			0.91				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		3419			3320			4812				
Flt Permitted		0.95			1.00			0.99				
Satd. Flow (perm)		3248			3320			4812				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	823	0	0	472	90	136	1033	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	831	0	0	562	0	0	1240	0	0	0	0
Confl. Peds. (#/hr)	40		11	11		40	38		56	56		38
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		49.0			49.0			33.0				
Effective Green, g (s)		51.0			51.0			35.0				
Actuated g/C Ratio		0.51			0.51			0.35				
Clearance Time (s)		6.0			6.0			6.0				
Lane Grp Cap (vph)		1656			1693			1684				
v/s Ratio Prot					0.17							
v/s Ratio Perm		c0.26						0.26				
v/c Ratio		0.50			0.33			0.74				
Uniform Delay, d1		16.1			14.5			28.5				
Progression Factor		1.00			1.00			1.07				
Incremental Delay, d2		1.1			0.5			2.2				
Delay (s)		17.2			15.0			32.5				
Level of Service		B			B			C				
Approach Delay (s)		17.2			15.0			32.5			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



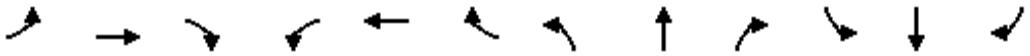
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	142	0	0	0	0	0	1210	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1770						4875				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1770						4875				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	154	0	0	0	0	0	1315	57	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	191	0	0	0	0	0	1363	0	0	0	0
Confl. Peds. (#/hr)	27		22	22		27	17		23	23		17
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		16.0						18.0				
Effective Green, g (s)		21.0						21.0				
Actuated g/C Ratio		0.42						0.42				
Clearance Time (s)		9.0						7.0				
Lane Grp Cap (vph)		743						2048				
v/s Ratio Prot								c0.28				
v/s Ratio Perm		0.11										
v/c Ratio		0.26						0.67				
Uniform Delay, d1		9.4						11.7				
Progression Factor		1.00						0.11				
Incremental Delay, d2		0.8						1.3				
Delay (s)		10.3						2.6				
Level of Service		B						A				
Approach Delay (s)		10.3			0.0			2.6			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



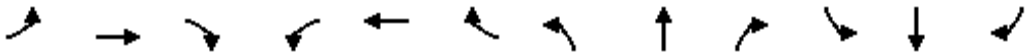
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	193	0	0	131	20	14	1262	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			1.00				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1784			1761			4892				
Flt Permitted		0.94			1.00			1.00				
Satd. Flow (perm)		1685			1761			4892				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	210	0	0	142	22	15	1372	30	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	245	0	0	157	0	0	1412	0	0	0	0
Confl. Peds. (#/hr)	18		41	41		18	32		5	5		32
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		16.0			16.0			18.0				
Effective Green, g (s)		21.0			21.0			21.0				
Actuated g/C Ratio		0.42			0.42			0.42				
Clearance Time (s)		9.0			9.0			7.0				
Lane Grp Cap (vph)		708			740			2055				
v/s Ratio Prot					0.09							
v/s Ratio Perm		c0.15						0.29				
v/c Ratio		0.35			0.21			0.69				
Uniform Delay, d1		9.8			9.2			11.8				
Progression Factor		1.00			1.00			0.31				
Incremental Delay, d2		1.3			0.7			1.4				
Delay (s)		11.2			9.9			5.0				
Level of Service		B			A			A				
Approach Delay (s)		11.2			9.9			5.0			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



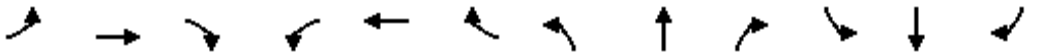
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	302	176	104	1181	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0				
Lane Util. Factor					1.00			0.91				
Frpb, ped/bikes					0.98			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.95			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					1683			4884				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					1683			4884				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	328	191	113	1284	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	512	0	0	1377	0	0	0	0
Confl. Peds. (#/hr)	36		29	29		36	21		41	41		21
Turn Type							Perm					
Protected Phases					8			2				
Permitted Phases							2					
Actuated Green, G (s)					16.0			18.0				
Effective Green, g (s)					21.0			21.0				
Actuated g/C Ratio					0.42			0.42				
Clearance Time (s)					9.0			7.0				
Lane Grp Cap (vph)					707			2051				
v/s Ratio Prot					c0.30							
v/s Ratio Perm								0.28				
v/c Ratio					0.72			0.67				
Uniform Delay, d1					12.1			11.7				
Progression Factor					1.00			0.16				
Incremental Delay, d2					6.4			1.3				
Delay (s)					18.4			3.2				
Level of Service					B			A				
Approach Delay (s)		0.0			18.4			3.2			0.0	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



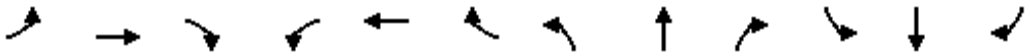
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	371	0	0	0	0	0	1200	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1764						4840				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1764						4840				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	403	0	0	0	0	0	1304	114	0	0	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	490	0	0	0	0	0	1398	0	0	0	0
Confl. Peds. (#/hr)	64		45	45		64	81		16	16		81
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		16.0						18.0				
Effective Green, g (s)		21.0						21.0				
Actuated g/C Ratio		0.42						0.42				
Clearance Time (s)		9.0						7.0				
Lane Grp Cap (vph)		741						2033				
v/s Ratio Prot								c0.29				
v/s Ratio Perm		0.28										
v/c Ratio		0.66						0.69				
Uniform Delay, d1		11.6						11.8				
Progression Factor		1.00						1.74				
Incremental Delay, d2		4.6						1.4				
Delay (s)		16.3						22.0				
Level of Service		B						C				
Approach Delay (s)		16.3			0.0			22.0			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



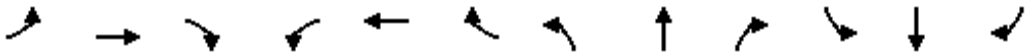
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	326	0	0	164	50	23	1200	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1779			1719			4816				
Flt Permitted		0.92			1.00			1.00				
Satd. Flow (perm)		1646			1719			4816				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	354	0	0	178	54	25	1304	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	413	0	0	229	0	0	1384	0	0	0	0
Confl. Peds. (#/hr)	54		161	161		54	153		123	123		153
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		16.0			16.0			18.0				
Effective Green, g (s)		21.0			21.0			21.0				
Actuated g/C Ratio		0.42			0.42			0.42				
Clearance Time (s)		9.0			9.0			7.0				
Lane Grp Cap (vph)		691			722			2023				
v/s Ratio Prot					0.13							
v/s Ratio Perm		c0.25						0.29				
v/c Ratio		0.60			0.32			0.68				
Uniform Delay, d1		11.2			9.7			11.8				
Progression Factor		1.00			1.00			1.82				
Incremental Delay, d2		3.8			1.2			1.5				
Delay (s)		15.0			10.8			23.0				
Level of Service		B			B			C				
Approach Delay (s)		15.0			10.8			23.0			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



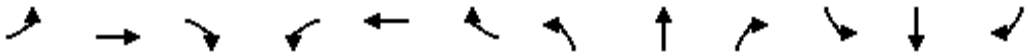
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	291	0	0	232	60	16	930	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0				
Lane Util. Factor		1.00			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	0.96		0.99				
Flpb, ped/bikes		0.99			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		0.98			1.00	1.00		1.00				
Satd. Flow (prot)		1753			1801	1471		4804				
Flt Permitted		0.74			1.00	1.00		1.00				
Satd. Flow (perm)		1317			1801	1471		4804				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	316	0	0	252	65	17	1011	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	3	0	10	0	0	0	0
Lane Group Flow (vph)	0	523	0	0	252	62	0	1110	0	0	0	0
Confl. Peds. (#/hr)	52		73	73		52	60		45			
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Actuated Green, G (s)		57.0			57.0	57.0		28.0				
Effective Green, g (s)		61.0			61.0	61.0		31.0				
Actuated g/C Ratio		0.61			0.61	0.61		0.31				
Clearance Time (s)		8.0			8.0	8.0		7.0				
Lane Grp Cap (vph)		803			1099	897		1489				
v/s Ratio Prot					0.14							
v/s Ratio Perm		c0.40				0.04		0.23				
v/c Ratio		0.65			0.23	0.07		0.75				
Uniform Delay, d1		12.6			8.8	7.9		31.0				
Progression Factor		1.00			1.00	1.00		0.53				
Incremental Delay, d2		4.1			0.5	0.1		1.1				
Delay (s)		16.7			9.3	8.1		17.4				
Level of Service		B			A	A		B				
Approach Delay (s)		16.7			9.1			17.4			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	128.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



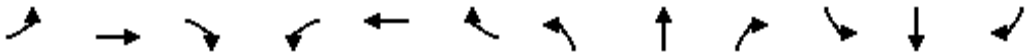
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1118	80	0	1133	308	29	774	148	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0				
Lane Util. Factor		0.95			0.95	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.93		0.95				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		0.99			1.00	0.85		0.98				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		3035			3079	1284		2836				
Flt Permitted		1.00			1.00	1.00		1.00				
Satd. Flow (perm)		3035			3079	1284		2836				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1215	87	0	1232	335	32	841	161	0	0	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	15	0	0	0	0
Lane Group Flow (vph)	0	1297	0	0	1232	335	0	1019	0	0	0	0
Confl. Peds. (#/hr)	109		105	105		109	126		394			
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4			8		8	2					
Actuated Green, G (s)		57.0			57.0	57.0		28.0				
Effective Green, g (s)		61.0			61.0	61.0		31.0				
Actuated g/C Ratio		0.61			0.61	0.61		0.31				
Clearance Time (s)		8.0			8.0	8.0		7.0				
Lane Grp Cap (vph)		1851			1878	783		879				
v/s Ratio Prot		c0.43			0.40							
v/s Ratio Perm						0.26		0.36				
v/c Ratio		0.70			0.66	0.43		1.16				
Uniform Delay, d1		13.3			12.7	10.3		34.5				
Progression Factor		1.00			1.00	1.00		1.00				
Incremental Delay, d2		2.2			1.8	1.7		84.3				
Delay (s)		15.5			14.5	12.0		118.8				
Level of Service		B			B	B		F				
Approach Delay (s)		15.5			14.0			118.8			0.0	
Approach LOS		B			B			F			A	

Intersection Summary			
HCM Average Control Delay	42.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	136.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



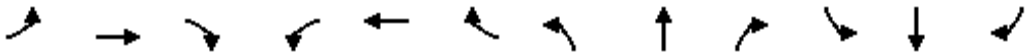
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	35	350	52	279	833	0	0	150	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0			3.0			3.0	
Lane Util. Factor					0.95			0.95			0.91	
Frpb, ped/bikes					0.98			1.00			0.94	
Flpb, ped/bikes					0.97			0.97			1.00	
Frt					0.98			1.00			0.96	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					2873			2935			4014	
Flt Permitted					1.00			0.79			1.00	
Satd. Flow (perm)					2873			2358			4014	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	38	380	57	303	905	0	0	163	51
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	37	0
Lane Group Flow (vph)	0	0	0	0	465	0	0	1208	0	0	177	0
Confl. Peds. (#/hr)	227		606	606		227	217		135	135		217
Turn Type				Perm			pm+pt					
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Actuated Green, G (s)					42.0			47.0			27.0	
Effective Green, g (s)					45.0			49.0			28.0	
Actuated g/C Ratio					0.45			0.49			0.28	
Clearance Time (s)					6.0			5.0			4.0	
Lane Grp Cap (vph)					1293			1259			1124	
v/s Ratio Prot								c0.17			0.04	
v/s Ratio Perm					0.16			c0.30				
v/c Ratio					0.36			0.96			0.16	
Uniform Delay, d1					18.0			24.5			27.1	
Progression Factor					1.00			0.67			0.94	
Incremental Delay, d2					0.8			12.9			0.3	
Delay (s)					18.8			29.4			25.7	
Level of Service					B			C			C	
Approach Delay (s)		0.0			18.8			29.4			25.7	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	106.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



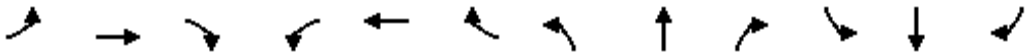
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	302	1206	9	0	0	0	0	829	87	82	178	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0			3.0	
Lane Util. Factor		0.91						0.95			0.91	
Frpb, ped/bikes		1.00						0.98			1.00	
Flpb, ped/bikes		0.93						1.00			0.99	
Frt		1.00						0.99			1.00	
Flt Protected		0.99						1.00			0.98	
Satd. Flow (prot)		4070						2972			4297	
Flt Permitted		0.99						1.00			0.68	
Satd. Flow (perm)		4070						2972			2950	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	328	1311	10	0	0	0	0	901	95	89	193	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1648	0	0	0	0	0	996	0	0	282	0
Confl. Peds. (#/hr)	793		87	87		793	326		329	329		326
Turn Type	Perm									Perm		
Protected Phases		2						4			8	
Permitted Phases	2									8		
Actuated Green, G (s)		43.0						47.0			47.0	
Effective Green, g (s)		45.0						49.0			49.0	
Actuated g/C Ratio		0.45						0.49			0.49	
Clearance Time (s)		5.0						5.0			5.0	
Lane Grp Cap (vph)		1832						1456			1446	
v/s Ratio Prot								c0.34				
v/s Ratio Perm		0.41									0.10	
v/c Ratio		0.90						0.68			0.20	
Uniform Delay, d1		25.4						19.6			14.4	
Progression Factor		1.00						0.96			0.57	
Incremental Delay, d2		7.6						2.5			0.3	
Delay (s)		33.0						21.3			8.4	
Level of Service		C						C			A	
Approach Delay (s)		33.0			0.0			21.3			8.4	
Approach LOS		C			A			C			A	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	123.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



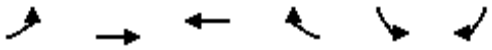
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1095	175	3	1156	214	8	266	74	26	154	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		0.91			0.91			1.00			0.95	
Frpb, ped/bikes		0.97			0.97			0.93			0.92	
Flpb, ped/bikes		1.00			1.00			0.99			0.98	
Frt		0.98			0.98			0.97			0.97	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		4213			4187			1462			2685	
Flt Permitted		0.93			0.94			0.99			0.89	
Satd. Flow (perm)		3917			3925			1451			2407	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1190	190	3	1257	233	9	289	80	28	167	59
RTOR Reduction (vph)	0	5	0	0	10	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1382	0	0	1483	0	0	378	0	0	254	0
Confl. Peds. (#/hr)	328		333	333		328	507		371	371		507
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)		52.0			52.0			35.0			35.0	
Effective Green, g (s)		55.0			55.0			39.0			39.0	
Actuated g/C Ratio		0.55			0.55			0.39			0.39	
Clearance Time (s)		6.0			6.0			7.0			7.0	
Lane Grp Cap (vph)		2154			2159			566			939	
v/s Ratio Prot												
v/s Ratio Perm		0.35			c0.38			c0.26			0.11	
v/c Ratio		0.64			0.69			0.67			0.27	
Uniform Delay, d1		15.6			16.3			25.2			20.8	
Progression Factor		1.00			1.00			1.29			1.16	
Incremental Delay, d2		1.5			1.8			5.5			0.7	
Delay (s)		17.1			18.1			38.1			24.7	
Level of Service		B			B			D			C	
Approach Delay (s)		17.1			18.1			38.1			24.7	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



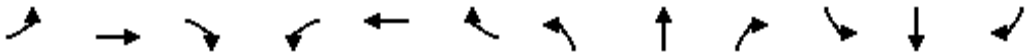
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	62	1328	216	43	145	0	0	107	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0			3.0	
Lane Util. Factor					0.86		1.00	1.00			0.95	
Frpb, ped/bikes					0.93		1.00	1.00			0.82	
Flpb, ped/bikes					0.99		0.66	1.00			1.00	
Frt					0.98		1.00	1.00			0.94	
Flt Protected					1.00		0.95	1.00			1.00	
Satd. Flow (prot)					5044		1009	1621			2382	
Flt Permitted					1.00		0.62	1.00			1.00	
Satd. Flow (perm)					5044		659	1621			2382	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	67	1443	235	47	158	0	0	116	74
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1736	0	47	158	0	0	182	0
Confl. Peds. (#/hr)	202		170	170		202	896		440	440		896
Turn Type				Perm			Perm					
Protected Phases					6			4			8	
Permitted Phases				6			4					
Actuated Green, G (s)					55.0		35.0	35.0			35.0	
Effective Green, g (s)					57.0		37.0	37.0			37.0	
Actuated g/C Ratio					0.57		0.37	0.37			0.37	
Clearance Time (s)					5.0		5.0	5.0			5.0	
Lane Grp Cap (vph)					2875		244	600			881	
v/s Ratio Prot								c0.10			0.08	
v/s Ratio Perm					0.34		0.07					
v/c Ratio					0.60		0.19	0.26			0.21	
Uniform Delay, d1					14.1		21.4	22.0			21.5	
Progression Factor					0.61		1.26	1.27			0.81	
Incremental Delay, d2					0.9		1.4	0.9			0.5	
Delay (s)					9.5		28.3	28.7			17.9	
Level of Service					A		C	C			B	
Approach Delay (s)		0.0			9.5			28.6			17.9	
Approach LOS		A			A			C			B	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	161	1770	0	0	165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	
Lane Util. Factor		0.81			0.97	
Frpb, ped/bikes		1.00			1.00	
Flpb, ped/bikes		0.97			1.00	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6360			2987	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6360			2987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	1924	0	0	179	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2099	0	0	179	0
Confl. Peds. (#/hr)	624			624	76	624
Turn Type	Perm					
Protected Phases		2			1	
Permitted Phases	2					
Actuated Green, G (s)		45.0			19.0	
Effective Green, g (s)		48.0			22.0	
Actuated g/C Ratio		0.48			0.22	
Clearance Time (s)		6.0			6.0	
Lane Grp Cap (vph)		3053			657	
v/s Ratio Prot					c0.06	
v/s Ratio Perm		0.33				
v/c Ratio		0.69			0.27	
Uniform Delay, d1		20.2			32.4	
Progression Factor		1.00			1.03	
Incremental Delay, d2		1.3			1.0	
Delay (s)		21.5			34.4	
Level of Service		C			C	
Approach Delay (s)		21.5	0.0		34.4	
Approach LOS		C	A		C	

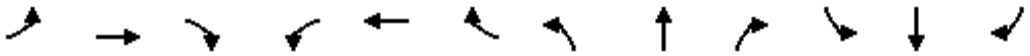
Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1250	75	356	425	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0				
Lane Util. Factor					0.86		0.97	0.95				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5527		2987	3079				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5527		2987	3079				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1359	82	387	462	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	46	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1432	0	341	462	0	0	0	0
Turn Type							Perm					
Protected Phases					6			4				
Permitted Phases							4					
Actuated Green, G (s)					53.0		37.0	37.0				
Effective Green, g (s)					55.0		39.0	39.0				
Actuated g/C Ratio					0.55		0.39	0.39				
Clearance Time (s)					5.0		5.0	5.0				
Lane Grp Cap (vph)					3040		1165	1201				
v/s Ratio Prot					c0.26			c0.15				
v/s Ratio Perm							0.11					
v/c Ratio					0.47		0.29	0.38				
Uniform Delay, d1					13.7		21.0	21.9				
Progression Factor					1.00		1.41	1.31				
Incremental Delay, d2					0.5		0.6	0.8				
Delay (s)					14.2		30.2	29.5				
Level of Service					B		C	C				
Approach Delay (s)		0.0			14.2			29.8			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

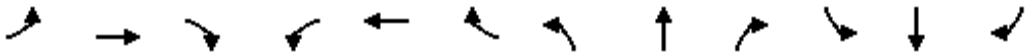


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	1118	599	0	0	0	0	563	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0				
Lane Util. Factor		0.81						0.91				
Frt		0.95						0.96				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		6224						4263				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		6224						4263				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	1215	651	0	0	0	0	612	196	0	0	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2080	0	0	0	0	0	808	0	0	0	0
Turn Type	Perm											
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		43.0						47.0				
Effective Green, g (s)		45.0						49.0				
Actuated g/C Ratio		0.45						0.49				
Clearance Time (s)		5.0						5.0				
Lane Grp Cap (vph)		2801						2089				
v/s Ratio Prot								c0.19				
v/s Ratio Perm		0.33										
v/c Ratio		1.00dr						0.39				
Uniform Delay, d1		22.7						16.0				
Progression Factor		0.22						0.77				
Incremental Delay, d2		1.4						0.5				
Delay (s)		6.4						12.9				
Level of Service		A						B				
Approach Delay (s)		6.4			0.0			12.9			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

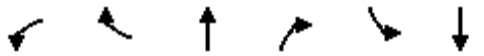
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



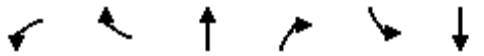
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	11	350	0	158	0	611	120	0	599	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0		3.0		3.0		3.0	3.0		3.0	
Lane Util. Factor		1.00		1.00		1.00		0.95	1.00		0.95	
Frpb, ped/bikes		1.00		1.00		0.80		1.00	0.76		1.00	
Flpb, ped/bikes		1.00		0.72		1.00		1.00	1.00		1.00	
Frt		0.86		1.00		0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)		1402		1107		1102		3079	1054		3079	
Flt Permitted		1.00		0.75		1.00		1.00	1.00		1.00	
Satd. Flow (perm)		1402		873		1102		3079	1054		3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	12	380	0	172	0	664	130	0	651	0
RTOR Reduction (vph)	0	8	0	0	0	54	0	0	51	0	0	0
Lane Group Flow (vph)	0	4	0	380	0	118	0	664	79	0	651	0
Confl. Peds. (#/hr)				286		192			259	259		
Turn Type				custom		custom			Perm			
Protected Phases		4						3			1	
Permitted Phases				2		2			3			
Actuated Green, G (s)		30.0		30.0		30.0		59.0	59.0		59.0	
Effective Green, g (s)		33.0		33.0		33.0		61.0	61.0		61.0	
Actuated g/C Ratio		0.33		0.33		0.33		0.61	0.61		0.61	
Clearance Time (s)		6.0		6.0		6.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		463		288		364		1878	643		1878	
v/s Ratio Prot		0.00						c0.22			0.21	
v/s Ratio Perm				c0.44		0.11			0.08			
v/c Ratio		0.01		1.32		0.33		0.35	0.12		0.35	
Uniform Delay, d1		22.5		33.5		25.1		9.7	8.2		9.6	
Progression Factor		1.00		1.00		1.00		0.20	0.10		2.94	
Incremental Delay, d2		0.0		166.1		2.4		0.5	0.4		0.3	
Delay (s)		22.5		199.6		27.5		2.4	1.2		28.7	
Level of Service		C		F		C		A	A		C	
Approach Delay (s)		22.5			146.0			2.2			28.7	
Approach LOS		C			F			A			C	

Intersection Summary			
HCM Average Control Delay	50.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	129	43	688	80	63	886
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	1.00		0.91			0.91
Frpb, ped/bikes	1.00		0.95			1.00
Flpb, ped/bikes	0.75		1.00			0.99
Frt	0.97		0.98			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	1128		4117			4375
Flt Permitted	0.96		1.00			0.84
Satd. Flow (perm)	1128		4117			3686
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	47	748	87	68	963
RTOR Reduction (vph)	0	0	14	0	0	0
Lane Group Flow (vph)	187	0	821	0	0	1031
Confl. Peds. (#/hr)	291			401	401	
Turn Type					D.P+P	
Protected Phases			5 9		8	5 8 9
Permitted Phases	6 7				5 9	
Actuated Green, G (s)	25.0		41.0			60.0
Effective Green, g (s)	21.0		43.0			64.0
Actuated g/C Ratio	0.21		0.43			0.64
Clearance Time (s)						
Lane Grp Cap (vph)	237		1770			2504
v/s Ratio Prot			c0.20			c0.09
v/s Ratio Perm	c0.17					0.18
v/c Ratio	0.79		0.46			0.41
Uniform Delay, d1	37.4		20.3			8.8
Progression Factor	1.00		0.95			0.11
Incremental Delay, d2	22.9		0.8			0.4
Delay (s)	60.3		20.2			1.3
Level of Service	E		C			A
Approach Delay (s)	60.3		20.2			1.3
Approach LOS	E		C			A

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

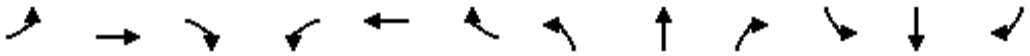


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	140	116	652	130	50	965
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0			3.0
Lane Util. Factor	1.00	1.00	0.91			0.91
Frpb, ped/bikes	1.00	0.87	0.95			1.00
Flpb, ped/bikes	0.94	1.00	1.00			1.00
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1444	1197	4088			4394
Flt Permitted	0.95	1.00	1.00			0.85
Satd. Flow (perm)	1444	1197	4088			3732
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	126	709	141	54	1049
RTOR Reduction (vph)	0	37	30	0	0	0
Lane Group Flow (vph)	152	89	820	0	0	1103
Confl. Peds. (#/hr)	54	105		381	381	
Turn Type		custom			Perm	
Protected Phases			4			8
Permitted Phases	6	6			8	
Actuated Green, G (s)	26.0	26.0	63.0			63.0
Effective Green, g (s)	28.0	28.0	66.0			66.0
Actuated g/C Ratio	0.28	0.28	0.66			0.66
Clearance Time (s)	5.0	5.0	6.0			6.0
Lane Grp Cap (vph)	404	335	2698			2463
v/s Ratio Prot			0.20			
v/s Ratio Perm	c0.11	0.07				c0.30
v/c Ratio	0.38	0.27	0.30			0.45
Uniform Delay, d1	29.0	28.0	7.2			8.2
Progression Factor	1.00	1.00	0.45			1.06
Incremental Delay, d2	2.7	1.9	0.3			0.5
Delay (s)	31.6	30.0	3.5			9.3
Level of Service	C	C	A			A
Approach Delay (s)	30.9		3.5			9.3
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

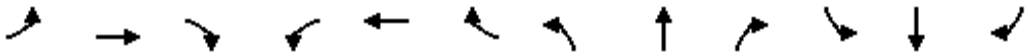
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	213	569	0	0	1105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	0.97		0.95			0.91
Frpb, ped/bikes	0.90		1.00			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.89		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	2457		3079			4424
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	2457		3079			4424
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	232	618	0	0	1201
RTOR Reduction (vph)	99	0	0	0	0	0
Lane Group Flow (vph)	231	0	618	0	0	1201
Confl. Peds. (#/hr)	79	152		171	171	
Turn Type						
Protected Phases			8			4
Permitted Phases	6					
Actuated Green, G (s)	36.0		48.0			48.0
Effective Green, g (s)	38.0		50.0			50.0
Actuated g/C Ratio	0.38		0.50			0.50
Clearance Time (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	934		1540			2212
v/s Ratio Prot			0.20			c0.27
v/s Ratio Perm	c0.09					
v/c Ratio	0.25		0.40			0.54
Uniform Delay, d1	21.2		15.6			17.2
Progression Factor	1.00		0.84			0.41
Incremental Delay, d2	0.6		0.6			0.9
Delay (s)	21.9		13.7			7.9
Level of Service	C		B			A
Approach Delay (s)	21.9		13.7			7.9
Approach LOS	C		B			A

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



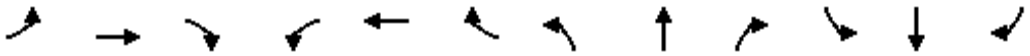
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	302	0	155	0	414	169	232	963	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		3.0		3.0	3.0	
Lane Util. Factor				0.97		1.00		0.95		1.00	0.95	
Frpb, ped/bikes				1.00		1.00		0.94		1.00	1.00	
Flpb, ped/bikes				1.00		1.00		1.00		1.00	1.00	
Frt				1.00		0.85		0.96		1.00	1.00	
Flt Protected				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)				2987		1378		2779		1540	3079	
Flt Permitted				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (perm)				2987		1378		2779		1540	3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	328	0	168	0	450	184	252	1047	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	44	0	0	0	0
Lane Group Flow (vph)	0	0	0	328	0	168	0	590	0	252	1047	0
Confl. Peds. (#/hr)	22		76	76		22			107	107		
Turn Type	Split			custom		custom				Prot		
Protected Phases	2	2		6		6 3		4		3	8	
Permitted Phases				6							8	
Actuated Green, G (s)				16.0		36.0		30.0		15.0	49.0	
Effective Green, g (s)				18.0		38.0		33.0		16.0	52.0	
Actuated g/C Ratio				0.18		0.38		0.33		0.16	0.52	
Clearance Time (s)				5.0				6.0		4.0	6.0	
Lane Grp Cap (vph)				538		524		917		246	1601	
v/s Ratio Prot				c0.11		0.12		0.21		c0.16	c0.34	
v/s Ratio Perm												
v/c Ratio				0.61		0.32		0.64		1.02	0.65	
Uniform Delay, d1				37.8		21.9		28.5		42.0	17.5	
Progression Factor				1.00		1.00		1.00		1.01	0.18	
Incremental Delay, d2				5.1		1.6		3.5		59.7	1.8	
Delay (s)				42.8		23.5		32.0		102.2	5.0	
Level of Service				D		C		C		F	A	
Approach Delay (s)		0.0			36.3			32.0			23.9	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



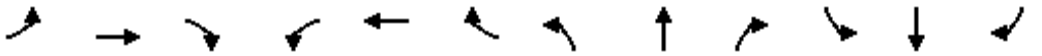
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	270	0	0	587	60	75	204	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		0.95			0.95		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	0.98				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			0.99		1.00	0.97				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		3414			3360		1711	3279				
Flt Permitted		0.93			1.00		0.95	1.00				
Satd. Flow (perm)		3183			3360		1711	3279				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	293	0	0	638	65	82	222	46	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	303	0	0	703	0	82	268	0	0	0	0
Confl. Peds. (#/hr)	59		6	6		59			78	78		11
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		54.0			54.0		12.0	28.0				
Effective Green, g (s)		56.0			56.0		14.0	30.0				
Actuated g/C Ratio		0.56			0.56		0.14	0.30				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Lane Grp Cap (vph)		1782			1882		240	984				
v/s Ratio Prot					c0.21		c0.05	c0.08				
v/s Ratio Perm		0.10										
v/c Ratio		0.17			0.37		0.34	0.27				
Uniform Delay, d1		10.7			12.2		38.8	26.7				
Progression Factor		1.00			1.00		0.70	0.52				
Incremental Delay, d2		0.2			0.6		3.8	0.7				
Delay (s)		10.9			12.8		30.8	14.5				
Level of Service		B			B		C	B				
Approach Delay (s)		10.9			12.8			18.3			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



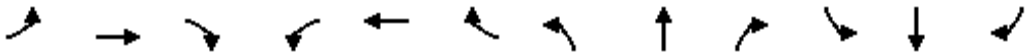
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	117	0	0	0	0	0	510	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.98				
Flt Protected		0.98						1.00				
Satd. Flow (prot)		1754						4816				
Flt Permitted		0.98						1.00				
Satd. Flow (perm)		1754						4816				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	127	0	0	0	0	0	554	64	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	170	0	0	0	0	0	604	0	0	0	0
Confl. Peds. (#/hr)	29		29	29		29			29	29		18
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		27.0						55.0				
Effective Green, g (s)		30.0						56.0				
Actuated g/C Ratio		0.30						0.56				
Clearance Time (s)		7.0						5.0				
Lane Grp Cap (vph)		526						2697				
v/s Ratio Prot								c0.13				
v/s Ratio Perm		0.10										
v/c Ratio		0.32						0.22				
Uniform Delay, d1		27.1						11.1				
Progression Factor		1.00						0.17				
Incremental Delay, d2		1.6						0.2				
Delay (s)		28.8						2.0				
Level of Service		C						A				
Approach Delay (s)		28.8			0.0			2.0			0.0	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



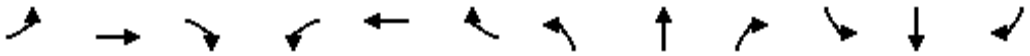
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	162	0	0	170	38	37	462	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	1.00				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			0.98		1.00	0.99				
Flt Protected		0.99			1.00		0.95	1.00				
Satd. Flow (prot)		1785			1753		1711	3400				
Flt Permitted		0.92			1.00		0.95	1.00				
Satd. Flow (perm)		1653			1753		1711	3400				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	176	0	0	185	41	40	502	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	214	0	0	218	0	40	521	0	0	0	0
Confl. Peds. (#/hr)	1		28	28		1						34
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		44.0			44.0		15.0	38.0				
Effective Green, g (s)		47.0			47.0		16.0	39.0				
Actuated g/C Ratio		0.47			0.47		0.16	0.39				
Clearance Time (s)		7.0			7.0		5.0	5.0				
Lane Grp Cap (vph)		777			824		274	1326				
v/s Ratio Prot					0.12		0.02	c0.15				
v/s Ratio Perm		c0.13										
v/c Ratio		0.28			0.26		0.15	0.39				
Uniform Delay, d1		16.1			16.0		36.1	22.0				
Progression Factor		1.00			1.00		0.69	0.56				
Incremental Delay, d2		0.9			0.8		1.1	0.9				
Delay (s)		17.0			16.8		26.0	13.1				
Level of Service		B			B		C	B				
Approach Delay (s)		17.0			16.8			14.0			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



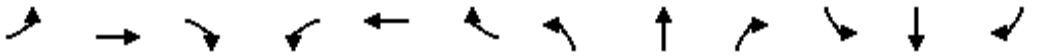
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	283	72	42	281	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				
Lane Util. Factor					1.00		1.00	0.95				
Frpb, ped/bikes					0.99		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.97		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					1738		1711	3421				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					1738		1711	3421				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	308	78	46	305	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	42	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	377	0	4	305	0	0	0	0
Confl. Peds. (#/hr)	44		54	54		44			40	40		22
Turn Type							Prot					
Protected Phases					8		5	2				
Permitted Phases												
Actuated Green, G (s)					55.0		8.0	27.0				
Effective Green, g (s)					58.0		9.0	28.0				
Actuated g/C Ratio					0.58		0.09	0.28				
Clearance Time (s)					7.0		5.0	5.0				
Lane Grp Cap (vph)					1008		154	958				
v/s Ratio Prot					c0.22		0.00	c0.09				
v/s Ratio Perm												
v/c Ratio					0.37		0.03	0.32				
Uniform Delay, d1					11.3		41.5	28.5				
Progression Factor					1.00		0.36	0.33				
Incremental Delay, d2					1.1		0.3	0.8				
Delay (s)					12.3		15.1	10.1				
Level of Service					B		B	B				
Approach Delay (s)		0.0			12.3			10.8			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



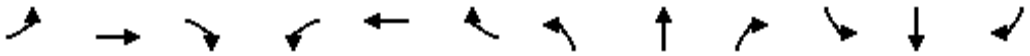
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	271	0	0	0	0	0	404	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1771						4807				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1771						4807				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	295	0	0	0	0	0	439	48	0	0	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	357	0	0	0	0	0	474	0	0	0	0
Confl. Peds. (#/hr)	69		62	62		69			29	29		49
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		56.0						26.0				
Effective Green, g (s)		59.0						27.0				
Actuated g/C Ratio		0.59						0.27				
Clearance Time (s)		7.0						5.0				
Lane Grp Cap (vph)		1045						1298				
v/s Ratio Prot								c0.10				
v/s Ratio Perm		0.20										
v/c Ratio		0.34						0.37				
Uniform Delay, d1		10.5						29.6				
Progression Factor		1.00						0.38				
Incremental Delay, d2		0.9						0.7				
Delay (s)		11.4						12.1				
Level of Service		B						B				
Approach Delay (s)		11.4			0.0			12.1			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



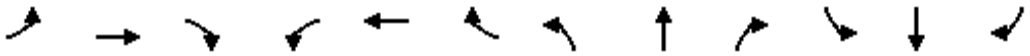
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	176	0	0	365	71	38	346	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	1.00				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			0.98		1.00	0.99				
Flt Protected		0.99			1.00		0.95	1.00				
Satd. Flow (prot)		1787			1758		1711	3367				
Flt Permitted		0.90			1.00		0.95	1.00				
Satd. Flow (perm)		1614			1758		1711	3367				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	191	0	0	397	77	41	376	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	225	0	0	467	0	41	406	0	0	0	0
Confl. Peds. (#/hr)	1		147	147		1			1	1		143
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		55.0			55.0		8.0	27.0				
Effective Green, g (s)		58.0			58.0		9.0	28.0				
Actuated g/C Ratio		0.58			0.58		0.09	0.28				
Clearance Time (s)		7.0			7.0		5.0	5.0				
Lane Grp Cap (vph)		936			1020		154	943				
v/s Ratio Prot					c0.27		0.02	c0.12				
v/s Ratio Perm		0.14										
v/c Ratio		0.24			0.46		0.27	0.43				
Uniform Delay, d1		10.2			12.0		42.4	29.5				
Progression Factor		1.00			1.00		0.43	0.27				
Incremental Delay, d2		0.6			1.5		3.7	1.3				
Delay (s)		10.9			13.5		21.9	9.1				
Level of Service		B			B		C	A				
Approach Delay (s)		10.9			13.5			10.3			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



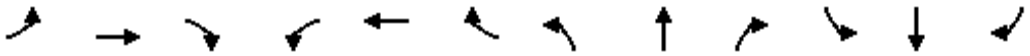
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	125	0	0	1179	33	79	385	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			0.95		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	0.99				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			1.00		1.00	0.98				
Flt Protected		0.99			1.00		0.95	1.00				
Satd. Flow (prot)		1785			3407		1711	3330				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1301			3407		1711	3330				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	136	0	0	1282	36	86	418	68	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	166	0	0	1316	0	86	473	0	0	0	0
Confl. Peds. (#/hr)			129	129					12			108
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		56.0			56.0		10.0	27.0				
Effective Green, g (s)		58.0			58.0		11.0	28.0				
Actuated g/C Ratio		0.58			0.58		0.11	0.28				
Clearance Time (s)		6.0			6.0		5.0	5.0				
Lane Grp Cap (vph)		755			1976		188	932				
v/s Ratio Prot					c0.39		0.05	c0.14				
v/s Ratio Perm		0.13										
v/c Ratio		0.22			0.67		0.46	0.51				
Uniform Delay, d1		10.1			14.4		41.7	30.2				
Progression Factor		1.00			1.00		0.93	0.88				
Incremental Delay, d2		0.7			1.8		7.7	1.9				
Delay (s)		10.8			16.2		46.6	28.5				
Level of Service		B			B		D	C				
Approach Delay (s)		10.8			16.2			31.2			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1048	209	11	1023	237	29	162	81	0	0	0
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	4.0	4.0			
Lane Util. Factor		0.95			0.95	1.00	1.00	0.95	1.00			
Frpb, ped/bikes		0.98			1.00	0.92	1.00	1.00	0.70			
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00			
Frt		0.98			1.00	0.85	1.00	1.00	0.85			
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)		2952			3077	1263	1540	3079	966			
Flt Permitted		0.95			0.93	1.00	0.95	1.00	1.00			
Satd. Flow (perm)		2818			2871	1263	1540	3079	966			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1139	227	12	1112	258	32	176	88	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	50	0	0	51	0	0	0
Lane Group Flow (vph)	0	1350	0	0	1124	208	32	176	37	0	0	0
Confl. Peds. (#/hr)	136		168	168		136			263			305
Turn Type	Perm			Perm		Perm	Prot		Perm			
Protected Phases		4			8		5	2				
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		56.0			56.0	56.0	7.0	27.0	27.0			
Effective Green, g (s)		58.0			58.0	58.0	8.0	28.0	28.0			
Actuated g/C Ratio		0.58			0.58	0.58	0.08	0.28	0.28			
Clearance Time (s)		6.0			6.0	6.0	5.0	5.0	5.0			
Lane Grp Cap (vph)		1634			1665	733	123	862	270			
v/s Ratio Prot							0.02	c0.06				
v/s Ratio Perm		c0.48			0.39	0.17			0.04			
v/c Ratio		0.83			0.68	0.28	0.26	0.20	0.14			
Uniform Delay, d1		16.9			14.5	10.6	43.2	27.5	27.0			
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		4.9			2.2	1.0	5.1	0.5	1.1			
Delay (s)		21.9			16.7	11.5	48.3	28.0	28.0			
Level of Service		C			B	B	D	C	C			
Approach Delay (s)		21.9			15.7			30.2			0.0	
Approach LOS		C			B			C			A	

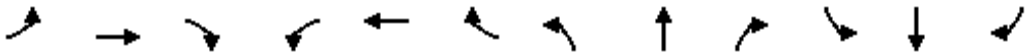
Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	125.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	160	492	73	142	416	0	0	192	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)					3.0		3.0	3.0			3.0	
Lane Util. Factor					0.95		1.00	0.91			0.95	
Frpb, ped/bikes					0.99		1.00	1.00			0.97	
Flpb, ped/bikes					0.93		1.00	1.00			1.00	
Frt					0.98		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					2753		1486	4272			2835	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					2753		1486	4272			2835	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	174	535	79	154	452	0	0	209	22
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	780	0	154	452	0	0	223	0
Confl. Peds. (#/hr)	100		498	498		100	501		290	290		501
Turn Type				Perm			Prot					
Protected Phases					6		7	4			8	
Permitted Phases				6								
Actuated Green, G (s)					33.0		18.0	53.0			31.0	
Effective Green, g (s)					36.0		20.0	55.0			32.0	
Actuated g/C Ratio					0.36		0.20	0.55			0.32	
Clearance Time (s)					6.0		5.0	5.0			4.0	
Lane Grp Cap (vph)					991		297	2350			907	
v/s Ratio Prot							c0.10	0.11			c0.08	
v/s Ratio Perm					0.28							
v/c Ratio					0.79		0.52	0.19			0.25	
Uniform Delay, d1					28.6		35.7	11.3			25.1	
Progression Factor					1.00		0.53	0.34			0.52	
Incremental Delay, d2					6.3		5.5	0.2			0.4	
Delay (s)					34.9		24.4	4.1			13.4	
Level of Service					C		C	A			B	
Approach Delay (s)		0.0			34.9			9.2			13.4	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

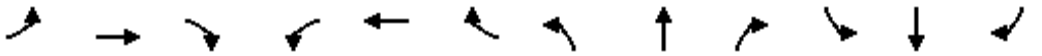
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	1231	72	0	0	0	0	397	67	71	292	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)		3.0						3.0		3.0	3.0	
Lane Util. Factor		0.91						0.91		1.00	0.95	
Frpb, ped/bikes		0.98						0.97		1.00	1.00	
Flpb, ped/bikes		0.95						1.00		0.90	1.00	
Frt		0.99						0.98		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		4077						4050		1340	2973	
Flt Permitted		0.99						1.00		0.43	1.00	
Satd. Flow (perm)		4077						4050		602	2973	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	303	1338	78	0	0	0	0	432	73	77	317	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1714	0	0	0	0	0	505	0	77	317	0
Confl. Peds. (#/hr)	388		371	371		388	424		309	309		424
Turn Type	Perm									Perm		
Protected Phases		2						4			8	
Permitted Phases	2									8		
Actuated Green, G (s)		45.0						45.0		45.0	45.0	
Effective Green, g (s)		47.0						47.0		47.0	47.0	
Actuated g/C Ratio		0.47						0.47		0.47	0.47	
Clearance Time (s)		5.0						5.0		5.0	5.0	
Lane Grp Cap (vph)		1916						1904		283	1397	
v/s Ratio Prot								0.12			0.11	
v/s Ratio Perm		0.42								c0.13		
v/c Ratio		0.89						0.27		0.27	0.23	
Uniform Delay, d1		24.2						16.0		16.1	15.7	
Progression Factor		1.00						1.42		0.93	0.90	
Incremental Delay, d2		6.9						0.3		2.1	0.3	
Delay (s)		31.2						23.0		17.0	14.5	
Level of Service		C						C		B	B	
Approach Delay (s)		31.2			0.0			23.0			15.0	
Approach LOS		C			A			C			B	

Intersection Summary			
HCM Average Control Delay	27.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

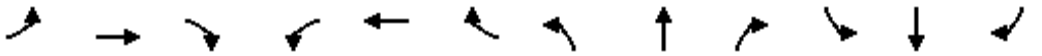
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	796	58	20	843	246	22	316	14	0	116	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0		3.0	3.0	3.0		3.0	3.0
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes		0.98			0.96		1.00	1.00	0.69		1.00	0.61
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00		1.00	1.00
Frt		0.99			0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected		1.00			1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)		4269			4082		1486	1565	914		1565	814
Flt Permitted		0.75			0.91		0.95	1.00	1.00		1.00	1.00
Satd. Flow (perm)		3230			3703		1486	1565	914		1565	814
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	865	63	22	916	267	24	343	15	0	126	39
RTOR Reduction (vph)	0	8	0	0	24	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	992	0	0	1182	0	24	343	15	0	126	39
Confl. Peds. (#/hr)	313		306	306		313	454		379	379		454
Turn Type	Perm			Perm			Prot		Perm			Perm
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6					4			8
Actuated Green, G (s)		50.0			50.0		7.0	34.0	34.0		23.0	23.0
Effective Green, g (s)		53.0			53.0		11.0	38.0	38.0		24.0	24.0
Actuated g/C Ratio		0.53			0.53		0.11	0.38	0.38		0.24	0.24
Clearance Time (s)		6.0			6.0		7.0	7.0	7.0		4.0	4.0
Lane Grp Cap (vph)		1712			1963		163	595	347		376	195
v/s Ratio Prot							0.02	c0.22			0.08	
v/s Ratio Perm		0.31			c0.32				0.02			0.05
v/c Ratio		0.58			0.60		0.15	0.58	0.04		0.34	0.20
Uniform Delay, d1		15.9			16.2		40.3	24.6	19.5		31.4	30.3
Progression Factor		1.00			1.00		1.03	1.07	1.01		0.74	0.71
Incremental Delay, d2		1.4			1.4		1.9	4.0	0.2		2.3	2.2
Delay (s)		17.4			17.6		43.5	30.3	20.0		25.4	23.8
Level of Service		B			B		D	C	C		C	C
Approach Delay (s)		17.4			17.6			30.7			25.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	110.8%	ICU Level of Service	H
Analysis Period (min)	15		

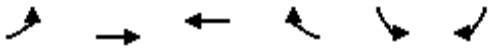
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	41	1499	81	49	126	0	0	162	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	10	10
Total Lost time (s)					3.0		3.0	3.0			3.0	3.0
Lane Util. Factor					0.86		1.00	1.00			1.00	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.60
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.99		1.00	1.00			1.00	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					5425		1540	1621			1565	796
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					5425		1540	1621			1565	796
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	45	1629	88	53	137	0	0	176	166
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	61
Lane Group Flow (vph)	0	0	0	0	1754	0	53	137	0	0	176	105
Confl. Peds. (#/hr)	202		240	240		202	841		375	375		841
Turn Type				Perm			Prot					Perm
Protected Phases					6		9	4			8	
Permitted Phases				6								8
Actuated Green, G (s)					43.0		7.0	44.0			32.0	32.0
Effective Green, g (s)					45.0		9.0	46.0			34.0	34.0
Actuated g/C Ratio					0.45		0.09	0.46			0.34	0.34
Clearance Time (s)					5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)					2441		139	746			532	271
v/s Ratio Prot							c0.03	0.08			0.11	
v/s Ratio Perm					0.32							c0.13
v/c Ratio					0.72		0.38	0.18			0.33	0.39
Uniform Delay, d1					22.4		42.9	15.9			24.5	25.1
Progression Factor					0.40		0.98	1.39			0.86	0.89
Incremental Delay, d2					1.5		6.4	0.4			1.6	4.0
Delay (s)					10.5		48.4	22.5			22.7	26.2
Level of Service					B		D	C			C	C
Approach Delay (s)		0.0			10.5			29.7			24.4	
Approach LOS		A			B			C			C	

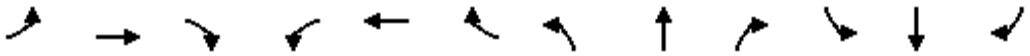
Intersection Summary			
HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	175	1252	0	0	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	
Lane Util. Factor		0.81			0.97	
Frpb, ped/bikes		1.00			1.00	
Flpb, ped/bikes		0.93			1.00	
Frt		1.00			1.00	
Flt Protected		0.99			0.95	
Satd. Flow (prot)		6083			2987	
Flt Permitted		0.99			0.95	
Satd. Flow (perm)		6083			2987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	1361	0	0	215	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1551	0	0	215	0
Confl. Peds. (#/hr)	622			622	68	622
Turn Type	Perm					
Protected Phases		2			1	
Permitted Phases	2					
Actuated Green, G (s)		41.0			23.0	
Effective Green, g (s)		44.0			26.0	
Actuated g/C Ratio		0.44			0.26	
Clearance Time (s)		6.0			6.0	
Lane Grp Cap (vph)		2677			777	
v/s Ratio Prot					c0.07	
v/s Ratio Perm		0.25				
v/c Ratio		0.58			0.28	
Uniform Delay, d1		21.0			29.5	
Progression Factor		1.00			0.97	
Incremental Delay, d2		0.9			0.8	
Delay (s)		22.0			29.4	
Level of Service		C			C	
Approach Delay (s)		22.0	0.0		29.4	
Approach LOS		C	A		C	

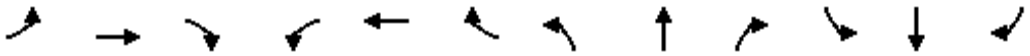
Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1192	43	452	619	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0				
Lane Util. Factor					0.86		0.97	0.95				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5546		2987	3079				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5546		2987	3079				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1296	47	491	673	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1338	0	491	673	0	0	0	0
Turn Type							Prot					
Protected Phases					6		7	4 7				
Permitted Phases												
Actuated Green, G (s)					40.0		26.0	50.0				
Effective Green, g (s)					42.0		28.0	51.0				
Actuated g/C Ratio					0.42		0.28	0.51				
Clearance Time (s)					5.0		5.0					
Lane Grp Cap (vph)					2329		836	1570				
v/s Ratio Prot					c0.24		c0.16	c0.22				
v/s Ratio Perm												
v/c Ratio					0.57		0.59	0.43				
Uniform Delay, d1					22.2		31.0	15.4				
Progression Factor					1.00		0.90	0.51				
Incremental Delay, d2					1.0		2.2	0.6				
Delay (s)					23.2		30.2	8.5				
Level of Service					C		C	A				
Approach Delay (s)		0.0			23.2			17.6			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

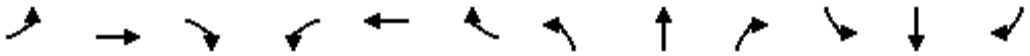
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	996	440	0	0	0	0	1048	208	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0				
Lane Util. Factor		0.81						0.91				
Frt		0.95						0.98				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		6262						4314				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		6262						4314				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1083	478	0	0	0	0	1139	226	0	0	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1583	0	0	0	0	0	1365	0	0	0	0
Turn Type	Perm											
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		45.0						45.0				
Effective Green, g (s)		47.0						47.0				
Actuated g/C Ratio		0.47						0.47				
Clearance Time (s)		5.0						5.0				
Lane Grp Cap (vph)		2943						2028				
v/s Ratio Prot								c0.32				
v/s Ratio Perm		0.25										
v/c Ratio		0.54						0.67				
Uniform Delay, d1		18.8						20.5				
Progression Factor		0.24						0.89				
Incremental Delay, d2		0.6						1.4				
Delay (s)		5.0						19.7				
Level of Service		A						B				
Approach Delay (s)		5.0			0.0			19.7			0.0	
Approach LOS		A			A			B			A	

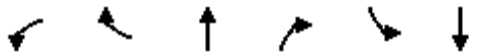
Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



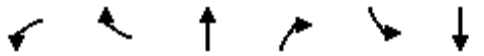
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	3	149	0	125	0	1131	106	0	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0		3.0		3.0		3.0	3.0		3.0	
Lane Util. Factor		1.00		1.00		1.00		0.95	1.00		0.95	
Frpb, ped/bikes		1.00		1.00		0.85		1.00	0.86		1.00	
Flpb, ped/bikes		1.00		0.69		1.00		1.00	1.00		1.00	
Frt		0.86		1.00		0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)		1402		1058		1172		3079	1182		3079	
Flt Permitted		1.00		0.76		1.00		1.00	1.00		1.00	
Satd. Flow (perm)		1402		842		1172		3079	1182		3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	162	0	136	0	1229	115	0	467	0
RTOR Reduction (vph)	0	2	0	0	0	25	0	0	45	0	0	0
Lane Group Flow (vph)	0	1	0	162	0	111	0	1229	70	0	467	0
Confl. Peds. (#/hr)				370		140			147	147		
Turn Type				custom		custom			Perm			
Protected Phases		4						3			1	
Permitted Phases				2		2			3			
Actuated Green, G (s)		30.0		30.0		30.0		59.0	59.0		59.0	
Effective Green, g (s)		33.0		33.0		33.0		61.0	61.0		61.0	
Actuated g/C Ratio		0.33		0.33		0.33		0.61	0.61		0.61	
Clearance Time (s)		6.0		6.0		6.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		463		278		387		1878	721		1878	
v/s Ratio Prot		0.00						c0.40			0.15	
v/s Ratio Perm				c0.19		0.09			0.06			
v/c Ratio		0.00		0.58		0.29		0.65	0.10		0.25	
Uniform Delay, d1		22.5		27.8		24.8		12.7	8.1		9.0	
Progression Factor		1.00		1.00		1.00		1.21	3.75		0.00	
Incremental Delay, d2		0.0		8.6		1.9		1.6	0.2		0.3	
Delay (s)		22.5		36.4		26.7		16.9	30.5		0.3	
Level of Service		C		D		C		B	C		A	
Approach Delay (s)		22.5			32.0			18.1			0.3	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	26	25	1212	109	0	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	1.00		0.91			0.95
Frpb, ped/bikes	0.99		0.98			1.00
Flpb, ped/bikes	0.84		1.00			1.00
Frt	0.93		0.99			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1220		4264			3079
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	1220		4264			3079
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	27	1317	118	0	630
RTOR Reduction (vph)	0	0	11	0	0	0
Lane Group Flow (vph)	55	0	1424	0	0	630
Confl. Peds. (#/hr)	207	9		229	229	
Turn Type						
Protected Phases			5 8			5 8
Permitted Phases	6 7					
Actuated Green, G (s)	19.0		71.0			71.0
Effective Green, g (s)	15.0		73.0			73.0
Actuated g/C Ratio	0.15		0.73			0.73
Clearance Time (s)						
Lane Grp Cap (vph)	183		3113			2248
v/s Ratio Prot			c0.33			0.20
v/s Ratio Perm	c0.05					
v/c Ratio	0.30		0.46			0.28
Uniform Delay, d1	37.8		5.5			4.6
Progression Factor	1.00		1.83			0.29
Incremental Delay, d2	4.2		0.4			0.3
Delay (s)	42.0		10.4			1.6
Level of Service	D		B			A
Approach Delay (s)	42.0		10.4			1.6
Approach LOS	D		B			A

Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



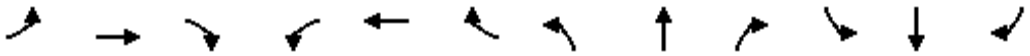
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	34	55	1266	183	100	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0			3.0
Lane Util. Factor	1.00	1.00	0.91			0.95
Frpb, ped/bikes	1.00	0.94	0.98			1.00
Flpb, ped/bikes	0.94	1.00	1.00			1.00
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1453	1288	4245			3048
Flt Permitted	0.95	1.00	1.00			0.57
Satd. Flow (perm)	1453	1288	4245			1750
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	60	1376	199	109	587
RTOR Reduction (vph)	0	21	19	0	0	0
Lane Group Flow (vph)	37	39	1556	0	0	696
Confl. Peds. (#/hr)	47	45		202	202	
Turn Type		custom			Perm	
Protected Phases			4			8
Permitted Phases	6	6			8	
Actuated Green, G (s)	25.0	25.0	64.0			64.0
Effective Green, g (s)	27.0	27.0	67.0			67.0
Actuated g/C Ratio	0.27	0.27	0.67			0.67
Clearance Time (s)	5.0	5.0	6.0			6.0
Lane Grp Cap (vph)	392	348	2844			1173
v/s Ratio Prot			0.37			
v/s Ratio Perm	0.03	c0.03				c0.40
v/c Ratio	0.09	0.11	0.55			0.59
Uniform Delay, d1	27.3	27.5	8.6			9.0
Progression Factor	1.00	1.00	0.74			1.30
Incremental Delay, d2	0.5	0.6	0.6			2.2
Delay (s)	27.8	28.1	6.9			13.9
Level of Service	C	C	A			B
Approach Delay (s)	28.0		6.9			13.9
Approach LOS	C		A			B

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	66	367	1082	0	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	0.97		0.95			0.95
Frpb, ped/bikes	0.83		1.00			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.87		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	2209		3079			3079
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	2209		3079			3079
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	399	1176	0	0	577
RTOR Reduction (vph)	67	0	0	0	0	0
Lane Group Flow (vph)	404	0	1176	0	0	577
Confl. Peds. (#/hr)	113	198		182	182	
Turn Type						
Protected Phases			8			4
Permitted Phases	6					
Actuated Green, G (s)	30.0		54.0			54.0
Effective Green, g (s)	32.0		56.0			56.0
Actuated g/C Ratio	0.32		0.56			0.56
Clearance Time (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	707		1724			1724
v/s Ratio Prot			c0.38			0.19
v/s Ratio Perm	c0.18					
v/c Ratio	0.93dr		0.68			0.33
Uniform Delay, d1	28.3		15.7			11.9
Progression Factor	1.00		1.56			0.15
Incremental Delay, d2	3.3		0.2			0.4
Delay (s)	31.6		24.7			2.2
Level of Service	C		C			A
Approach Delay (s)	31.6		24.7			2.2
Approach LOS	C		C			A

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

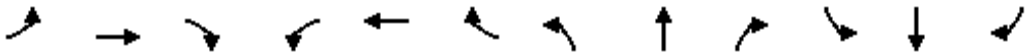
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	167	0	170	0	912	290	137	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	11	11	11	11	11	11
Total Lost time (s)				3.0		3.0		3.0		3.0	3.0	
Lane Util. Factor				0.97		1.00		0.95		1.00	0.95	
Frpb, ped/bikes				1.00		1.00		0.95		1.00	1.00	
Flpb, ped/bikes				1.00		1.00		1.00		1.00	1.00	
Frt				1.00		0.85		0.96		1.00	1.00	
Flt Protected				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)				2884		1330		2814		1540	3079	
Flt Permitted				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (perm)				2884		1330		2814		1540	3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	182	0	185	0	991	315	149	489	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	0	0	0	182	0	185	0	1276	0	149	489	0
Confl. Peds. (#/hr)	2		85	85		2			139	139		
Turn Type	Prot			custom		custom				Prot		
Protected Phases	5	2		1		1 3		4		3	8	
Permitted Phases				1							8	
Actuated Green, G (s)				9.0		31.0		35.0		17.0	56.0	
Effective Green, g (s)				11.0		33.0		38.0		18.0	59.0	
Actuated g/C Ratio				0.11		0.33		0.38		0.18	0.59	
Clearance Time (s)				5.0				6.0		4.0	6.0	
Lane Grp Cap (vph)				317		439		1069		277	1817	
v/s Ratio Prot				c0.06		0.14		c0.45		c0.10	0.16	
v/s Ratio Perm												
v/c Ratio				0.57		0.42		1.19		0.54	0.27	
Uniform Delay, d1				42.3		26.1		31.0		37.2	10.0	
Progression Factor				1.00		1.00		1.00		0.94	0.33	
Incremental Delay, d2				7.4		3.0		96.4		6.9	0.3	
Delay (s)				49.6		29.0		127.4		42.1	3.6	
Level of Service				D		C		F		D	A	
Approach Delay (s)		0.0			39.3			127.4			12.6	
Approach LOS		A			D			F			B	

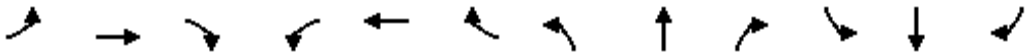
Intersection Summary			
HCM Average Control Delay	81.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



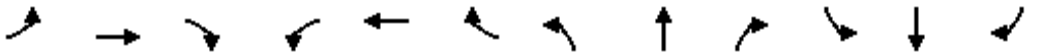
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	383	0	0	531	79	157	681	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		0.95			0.95		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	0.99				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			0.98		1.00	0.99				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		3415			3338		1711	3358				
Flt Permitted		0.93			1.00		0.95	1.00				
Satd. Flow (perm)		3181			3338		1711	3358				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	416	0	0	577	86	171	740	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	429	0	0	663	0	171	811	0	0	0	0
Confl. Peds. (#/hr)	40		11	11		40			56	56		38
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		45.0			45.0		17.0	37.0				
Effective Green, g (s)		47.0			47.0		19.0	39.0				
Actuated g/C Ratio		0.47			0.47		0.19	0.39				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Lane Grp Cap (vph)		1495			1569		325	1310				
v/s Ratio Prot					c0.20		0.10	c0.24				
v/s Ratio Perm		0.13										
v/c Ratio		0.29			0.42		0.53	0.62				
Uniform Delay, d1		16.2			17.5		36.4	24.5				
Progression Factor		1.00			1.00		0.49	0.23				
Incremental Delay, d2		0.5			0.8		4.9	1.8				
Delay (s)		16.7			18.4		22.7	7.4				
Level of Service		B			B		C	A				
Approach Delay (s)		16.7			18.4			10.0			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



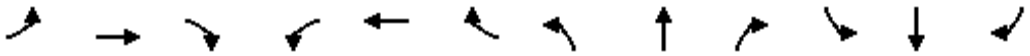
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	142	0	0	0	0	0	1210	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		0.99						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1759						4868				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1759						4868				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	154	0	0	0	0	0	1315	57	0	0	0
RTOR Reduction (vph)	0	10	0	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	189	0	0	0	0	0	1367	0	0	0	0
Confl. Peds. (#/hr)	27		22	22		27			23	23		17
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		36.0						46.0				
Effective Green, g (s)		39.0						47.0				
Actuated g/C Ratio		0.39						0.47				
Clearance Time (s)		7.0						5.0				
Lane Grp Cap (vph)		686						2288				
v/s Ratio Prot								c0.28				
v/s Ratio Perm		0.11										
v/c Ratio		0.27						0.60				
Uniform Delay, d1		20.8						19.5				
Progression Factor		1.00						0.27				
Incremental Delay, d2		1.0						0.7				
Delay (s)		21.8						6.0				
Level of Service		C						A				
Approach Delay (s)		21.8			0.0			6.0			0.0	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



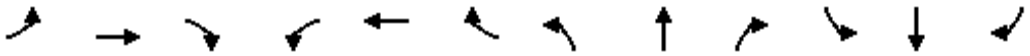
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	193	0	0	131	20	14	1262	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frpb, ped/bikes		1.00			1.00		1.00	1.00				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			0.98		1.00	1.00				
Flt Protected		0.99			1.00		0.95	1.00				
Satd. Flow (prot)		1785			1761		1711	3408				
Flt Permitted		0.94			1.00		0.95	1.00				
Satd. Flow (perm)		1689			1761		1711	3408				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	210	0	0	142	22	15	1372	30	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	245	0	0	158	0	15	1401	0	0	0	0
Confl. Peds. (#/hr)	18		41	41		18			5	5		32
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		32.0			32.0		24.0	50.0				
Effective Green, g (s)		35.0			35.0		25.0	51.0				
Actuated g/C Ratio		0.35			0.35		0.25	0.51				
Clearance Time (s)		7.0			7.0		5.0	5.0				
Lane Grp Cap (vph)		591			616		428	1738				
v/s Ratio Prot					0.09		0.01	c0.41				
v/s Ratio Perm		c0.15										
v/c Ratio		0.41			0.26		0.04	0.81				
Uniform Delay, d1		24.7			23.2		28.4	20.4				
Progression Factor		1.00			1.00		0.64	0.56				
Incremental Delay, d2		2.1			1.0		0.1	3.8				
Delay (s)		26.8			24.2		18.2	15.2				
Level of Service		C			C		B	B				
Approach Delay (s)		26.8			24.2			15.3			0.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



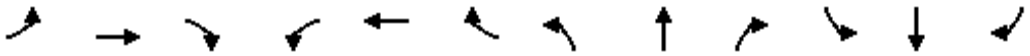
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	247	148	112	863	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				
Lane Util. Factor					1.00		1.00	0.95				
Frpb, ped/bikes					0.98		1.00	1.00				
Flpb, ped/bikes					1.00		1.00	1.00				
Frt					0.95		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					1682		1711	3421				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					1682		1711	3421				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	268	161	122	938	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	92	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	408	0	31	938	0	0	0	0
Confl. Peds. (#/hr)	36		29	29		36			41	41		21
Turn Type							Prot					
Protected Phases					8		5	2				
Permitted Phases												
Actuated Green, G (s)					32.0		24.0	50.0				
Effective Green, g (s)					35.0		25.0	51.0				
Actuated g/C Ratio					0.35		0.25	0.51				
Clearance Time (s)					7.0		5.0	5.0				
Lane Grp Cap (vph)					589		428	1745				
v/s Ratio Prot					c0.24		0.02	c0.27				
v/s Ratio Perm												
v/c Ratio					0.69		0.07	0.54				
Uniform Delay, d1					27.9		28.6	16.5				
Progression Factor					1.00		1.21	0.13				
Incremental Delay, d2					6.6		0.2	0.9				
Delay (s)					34.4		34.9	3.1				
Level of Service					C		C	A				
Approach Delay (s)		0.0			34.4			6.8			0.0	
Approach LOS		A			C			A			A	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



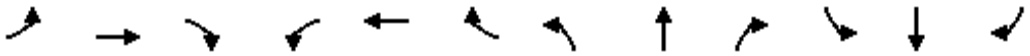
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	371	0	0	0	0	0	1200	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						0.91				
Frpb, ped/bikes		1.00						0.99				
Flpb, ped/bikes		0.98						1.00				
Frt		1.00						0.99				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		1742						4831				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		1742						4831				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	403	0	0	0	0	0	1304	114	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	487	0	0	0	0	0	1408	0	0	0	0
Confl. Peds. (#/hr)	64		45	45		64			16	16		81
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		40.0						42.0				
Effective Green, g (s)		43.0						43.0				
Actuated g/C Ratio		0.43						0.43				
Clearance Time (s)		7.0						5.0				
Lane Grp Cap (vph)		749						2077				
v/s Ratio Prot								c0.29				
v/s Ratio Perm		0.28										
v/c Ratio		0.65						0.68				
Uniform Delay, d1		22.5						22.9				
Progression Factor		1.00						0.31				
Incremental Delay, d2		4.3						1.2				
Delay (s)		26.9						8.2				
Level of Service		C						A				
Approach Delay (s)		26.9			0.0			8.2			0.0	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



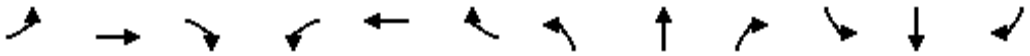
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	326	0	0	164	50	23	1200	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	0.95				
Frpb, ped/bikes		1.00			0.98		1.00	0.99				
Flpb, ped/bikes		0.99			1.00		1.00	1.00				
Frt		1.00			0.97		1.00	0.99				
Flt Protected		0.99			1.00		0.95	1.00				
Satd. Flow (prot)		1779			1717		1711	3375				
Flt Permitted		0.89			1.00		0.95	1.00				
Satd. Flow (perm)		1589			1717		1711	3375				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	354	0	0	178	54	25	1304	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	413	0	0	221	0	25	1365	0	0	0	0
Confl. Peds. (#/hr)	54		161	161		54			123	123		153
Turn Type	Perm						Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4											
Actuated Green, G (s)		29.0			29.0		25.0	53.0				
Effective Green, g (s)		32.0			32.0		26.0	54.0				
Actuated g/C Ratio		0.32			0.32		0.26	0.54				
Clearance Time (s)		7.0			7.0		5.0	5.0				
Lane Grp Cap (vph)		508			549		445	1823				
v/s Ratio Prot					0.13		0.01	c0.40				
v/s Ratio Perm		c0.26										
v/c Ratio		0.81			0.40		0.06	0.75				
Uniform Delay, d1		31.2			26.5		27.8	17.8				
Progression Factor		1.00			1.00		0.62	0.46				
Incremental Delay, d2		13.3			2.2		0.1	1.5				
Delay (s)		44.6			28.7		17.3	9.6				
Level of Service		D			C		B	A				
Approach Delay (s)		44.6			28.7			9.8			0.0	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



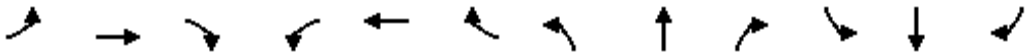
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	291	0	0	232	60	16	930	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0				
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95				
Frpb, ped/bikes		1.00			1.00	0.96	1.00	0.99				
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00				
Frt		1.00			1.00	0.85	1.00	0.99				
Flt Protected		0.98			1.00	1.00	0.95	1.00				
Satd. Flow (prot)		1751			1801	1466	1711	3353				
Flt Permitted		0.71			1.00	1.00	0.95	1.00				
Satd. Flow (perm)		1266			1801	1466	1711	3353				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	316	0	0	252	65	17	1011	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	28	0	7	0	0	0	0
Lane Group Flow (vph)	0	523	0	0	252	37	17	1096	0	0	0	0
Confl. Peds. (#/hr)	52		73	73		52			45			60
Turn Type	Perm					Perm	Prot					
Protected Phases		4			8		5	2				
Permitted Phases	4					8						
Actuated Green, G (s)		51.0			51.0	51.0	12.0	32.0				
Effective Green, g (s)		53.0			53.0	53.0	13.0	33.0				
Actuated g/C Ratio		0.53			0.53	0.53	0.13	0.33				
Clearance Time (s)		6.0			6.0	6.0	5.0	5.0				
Lane Grp Cap (vph)		671			955	777	222	1106				
v/s Ratio Prot					0.14		0.01	c0.33				
v/s Ratio Perm		c0.41				0.03						
v/c Ratio		0.78			0.26	0.05	0.08	0.99				
Uniform Delay, d1		18.8			12.8	11.3	38.2	33.4				
Progression Factor		1.00			1.00	1.00	0.69	0.64				
Incremental Delay, d2		8.7			0.7	0.1	0.5	22.5				
Delay (s)		27.5			13.5	11.4	27.0	43.9				
Level of Service		C			B	B	C	D				
Approach Delay (s)		27.5			13.1			43.7			0.0	
Approach LOS		C			B			D			A	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	123.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	986	63	1	938	399	65	548	126	0	0	0
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	4.0	4.0			
Lane Util. Factor		0.95			0.95	1.00	1.00	0.95	1.00			
Frpb, ped/bikes		1.00			1.00	0.93	1.00	1.00	0.67			
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00			
Frt		0.99			1.00	0.85	1.00	1.00	0.85			
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)		3039			3079	1282	1540	3079	919			
Flt Permitted		1.00			0.95	1.00	0.95	1.00	1.00			
Satd. Flow (perm)		3039			2939	1282	1540	3079	919			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1072	68	1	1020	434	71	596	137	0	0	0
RTOR Reduction (vph)	0	5	0	0	0	37	0	0	66	0	0	0
Lane Group Flow (vph)	0	1135	0	0	1021	397	71	596	71	0	0	0
Confl. Peds. (#/hr)	109		105	105		109			394			126
Turn Type	Perm			Perm		Perm	Prot		Perm			
Protected Phases		4			8		5	2				
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		56.0			56.0	56.0	7.0	27.0	27.0			
Effective Green, g (s)		58.0			58.0	58.0	8.0	28.0	28.0			
Actuated g/C Ratio		0.58			0.58	0.58	0.08	0.28	0.28			
Clearance Time (s)		6.0			6.0	6.0	5.0	5.0	5.0			
Lane Grp Cap (vph)		1763			1705	744	123	862	257			
v/s Ratio Prot		c0.37					0.05	c0.19				
v/s Ratio Perm					0.35	0.31			0.08			
v/c Ratio		0.64			0.60	0.53	0.58	0.69	0.28			
Uniform Delay, d1		14.1			13.5	12.8	44.4	32.1	28.1			
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		1.8			1.6	2.7	18.2	4.5	2.7			
Delay (s)		15.9			15.1	15.5	62.6	36.7	30.8			
Level of Service		B			B	B	E	D	C			
Approach Delay (s)		15.9			15.2			38.0			0.0	
Approach LOS		B			B			D			A	

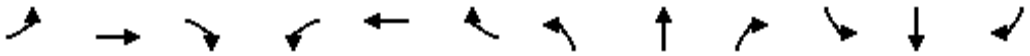
Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	125.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	35	191	52	279	833	0	0	150	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)					3.0		3.0	3.0			3.0	
Lane Util. Factor					0.95		1.00	0.95			0.95	
Frpb, ped/bikes					0.97		1.00	1.00			0.92	
Flpb, ped/bikes					0.96		1.00	1.00			1.00	
Frt					0.97		1.00	1.00			0.96	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					2760		1486	2973			2636	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					2760		1486	2973			2636	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	38	208	57	303	905	0	0	163	51
RTOR Reduction (vph)	0	0	0	0	20	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	0	0	0	283	0	303	905	0	0	184	0
Confl. Peds. (#/hr)	227		606	606		227	217		135	135		217
Turn Type				Perm			Prot					
Protected Phases					6		7	4			8	
Permitted Phases				6								
Actuated Green, G (s)					42.0		26.0	44.0			14.0	
Effective Green, g (s)					45.0		28.0	46.0			15.0	
Actuated g/C Ratio					0.45		0.28	0.46			0.15	
Clearance Time (s)					6.0		5.0	5.0			4.0	
Lane Grp Cap (vph)					1242		416	1368			395	
v/s Ratio Prot							c0.20	c0.30			0.07	
v/s Ratio Perm					0.10							
v/c Ratio					0.23		0.73	0.66			0.47	
Uniform Delay, d1					16.9		32.6	21.0			38.8	
Progression Factor					1.00		0.75	0.59			0.94	
Incremental Delay, d2					0.4		6.9	1.6			3.9	
Delay (s)					17.3		31.2	14.1			40.5	
Level of Service					B		C	B			D	
Approach Delay (s)		0.0			17.3			18.4			40.5	
Approach LOS		A			B			B			D	

Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

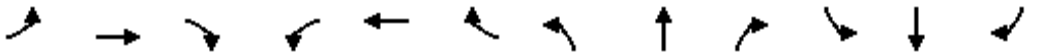
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	302	1206	9	0	0	0	0	829	87	82	178	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)		3.0						3.0		3.0	3.0	
Lane Util. Factor		0.91						0.95		1.00	0.95	
Frpb, ped/bikes		1.00						0.98		1.00	1.00	
Flpb, ped/bikes		0.93						1.00		0.96	1.00	
Frt		1.00						0.99		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		4068						2870		1423	2973	
Flt Permitted		0.99						1.00		0.18	1.00	
Satd. Flow (perm)		4068						2870		273	2973	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	328	1311	10	0	0	0	0	901	95	89	193	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1648	0	0	0	0	0	996	0	89	193	0
Confl. Peds. (#/hr)	793		87	87		793	326		329	329		326
Turn Type	Perm									Perm		
Protected Phases		2						4			8	
Permitted Phases	2									8		
Actuated Green, G (s)		43.0						47.0		47.0	47.0	
Effective Green, g (s)		45.0						49.0		49.0	49.0	
Actuated g/C Ratio		0.45						0.49		0.49	0.49	
Clearance Time (s)		5.0						5.0		5.0	5.0	
Lane Grp Cap (vph)		1831						1406		134	1457	
v/s Ratio Prot								c0.35			0.06	
v/s Ratio Perm		0.41								0.33		
v/c Ratio		0.90						0.71		0.66	0.13	
Uniform Delay, d1		25.4						19.9		19.3	13.9	
Progression Factor		1.00						1.02		1.13	0.47	
Incremental Delay, d2		7.6						3.0		22.3	0.2	
Delay (s)		33.0						23.3		44.0	6.8	
Level of Service		C						C		D	A	
Approach Delay (s)		33.0			0.0			23.3			18.5	
Approach LOS		C			A			C			B	

Intersection Summary			
HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

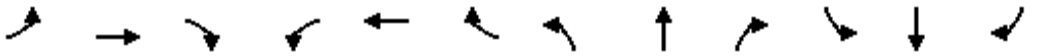
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	919	66	8	825	244	35	220	29	0	80	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0		3.0	3.0	3.0		3.0	3.0
Lane Util. Factor		0.91			0.91		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes		0.98			0.96		1.00	1.00	0.68		1.00	0.59
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00		1.00	1.00
Frt		0.99			0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected		1.00			1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)		4280			4079		1486	1565	911		1565	781
Flt Permitted		0.93			0.93		0.95	1.00	1.00		1.00	1.00
Satd. Flow (perm)		3986			3793		1486	1565	911		1565	781
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	999	72	9	897	265	38	239	32	0	87	49
RTOR Reduction (vph)	0	8	0	0	25	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1070	0	0	1146	0	38	239	32	0	87	49
Confl. Peds. (#/hr)	328		333	333		328	507		371	371		507
Turn Type	Perm			Perm			Prot		Perm			Perm
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6					4			8
Actuated Green, G (s)		52.0			52.0		7.0	32.0	32.0		21.0	21.0
Effective Green, g (s)		55.0			55.0		11.0	36.0	36.0		22.0	22.0
Actuated g/C Ratio		0.55			0.55		0.11	0.36	0.36		0.22	0.22
Clearance Time (s)		6.0			6.0		7.0	7.0	7.0		4.0	4.0
Lane Grp Cap (vph)		2192			2086		163	563	328		344	172
v/s Ratio Prot							0.03	c0.15			0.06	
v/s Ratio Perm		0.27			c0.30				0.04			0.06
v/c Ratio		0.49			0.55		0.23	0.42	0.10		0.25	0.28
Uniform Delay, d1		13.8			14.5		40.6	24.2	21.2		32.2	32.5
Progression Factor		1.00			1.00		1.16	1.23	1.18		1.36	1.40
Incremental Delay, d2		0.8			1.0		3.0	2.1	0.5		1.8	4.1
Delay (s)		14.6			15.6		50.1	31.8	25.5		45.7	49.4
Level of Service		B			B		D	C	C		D	D
Approach Delay (s)		14.6			15.6			33.4			47.0	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

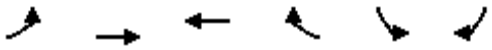
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	62	1328	216	43	145	0	0	107	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	10	10
Total Lost time (s)					3.0		3.0	3.0			3.0	3.0
Lane Util. Factor					0.86		1.00	1.00			1.00	1.00
Frpb, ped/bikes					0.96		1.00	1.00			1.00	0.46
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.98		1.00	1.00			1.00	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					5186		1540	1621			1565	610
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					5186		1540	1621			1565	610
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	67	1443	235	47	158	0	0	116	74
RTOR Reduction (vph)	0	0	0	0	22	0	0	0	0	0	0	58
Lane Group Flow (vph)	0	0	0	0	1723	0	47	158	0	0	116	16
Confl. Peds. (#/hr)	202		170	170		202	896		440	440		896
Turn Type				Perm			Prot					Perm
Protected Phases					6		9	4			8	
Permitted Phases				6								8
Actuated Green, G (s)					55.0		8.0	32.0			19.0	19.0
Effective Green, g (s)					57.0		10.0	34.0			21.0	21.0
Actuated g/C Ratio					0.57		0.10	0.34			0.21	0.21
Clearance Time (s)					5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)					2956		154	551			329	128
v/s Ratio Prot							0.03	c0.10			c0.07	
v/s Ratio Perm					0.33							0.03
v/c Ratio					0.58		0.31	0.29			0.35	0.12
Uniform Delay, d1					13.8		41.8	24.1			33.7	32.0
Progression Factor					0.59		1.20	1.26			1.28	2.31
Incremental Delay, d2					0.8		4.1	1.1			2.8	1.9
Delay (s)					9.0		54.3	31.5			45.9	75.7
Level of Service					A		D	C			D	E
Approach Delay (s)		0.0			9.0			36.8			57.5	
Approach LOS		A			A			D			E	

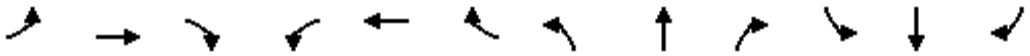
Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	161	1770	0	0	165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0	
Lane Util. Factor		0.81			0.97	
Frpb, ped/bikes		1.00			1.00	
Flpb, ped/bikes		0.96			1.00	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6243			2987	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6243			2987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	1924	0	0	179	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2099	0	0	179	0
Confl. Peds. (#/hr)	624			624	76	624
Turn Type	Perm					
Protected Phases		2			1	
Permitted Phases	2					
Actuated Green, G (s)		45.0			19.0	
Effective Green, g (s)		48.0			22.0	
Actuated g/C Ratio		0.48			0.22	
Clearance Time (s)		6.0			6.0	
Lane Grp Cap (vph)		2997			657	
v/s Ratio Prot					c0.06	
v/s Ratio Perm		0.34				
v/c Ratio		0.70			0.27	
Uniform Delay, d1		20.4			32.4	
Progression Factor		1.00			0.68	
Incremental Delay, d2		1.4			0.9	
Delay (s)		21.8			23.1	
Level of Service		C			C	
Approach Delay (s)		21.8	0.0		23.1	
Approach LOS		C	A		C	

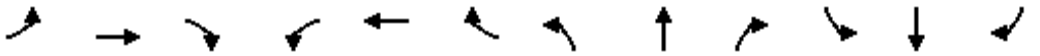
Intersection Summary			
HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1250	75	356	425	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.0		3.0	3.0				
Lane Util. Factor					0.86		0.97	0.95				
Frt					0.99		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					5527		2987	3079				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					5527		2987	3079				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1359	82	387	462	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	46	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1432	0	341	462	0	0	0	0
Turn Type							Perm					
Protected Phases					6			4				
Permitted Phases							4					
Actuated Green, G (s)					53.0		37.0	37.0				
Effective Green, g (s)					55.0		39.0	39.0				
Actuated g/C Ratio					0.55		0.39	0.39				
Clearance Time (s)					5.0		5.0	5.0				
Lane Grp Cap (vph)					3040		1165	1201				
v/s Ratio Prot					c0.26			c0.15				
v/s Ratio Perm							0.11					
v/c Ratio					0.47		0.29	0.38				
Uniform Delay, d1					13.7		21.0	21.9				
Progression Factor					1.00		1.40	1.30				
Incremental Delay, d2					0.5		0.6	0.8				
Delay (s)					14.2		30.0	29.3				
Level of Service					B		C	C				
Approach Delay (s)		0.0			14.2			29.6			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

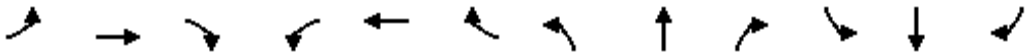


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	1118	599	0	0	0	0	563	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0						3.0				
Lane Util. Factor		0.81						0.91				
Frt		0.95						0.96				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		6224						4263				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		6224						4263				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	1215	651	0	0	0	0	612	196	0	0	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2080	0	0	0	0	0	808	0	0	0	0
Turn Type	Perm											
Protected Phases		2						4				
Permitted Phases	2											
Actuated Green, G (s)		43.0						47.0				
Effective Green, g (s)		45.0						49.0				
Actuated g/C Ratio		0.45						0.49				
Clearance Time (s)		5.0						5.0				
Lane Grp Cap (vph)		2801						2089				
v/s Ratio Prot								c0.19				
v/s Ratio Perm		0.33										
v/c Ratio		1.00dr						0.39				
Uniform Delay, d1		22.7						16.0				
Progression Factor		0.21						0.78				
Incremental Delay, d2		1.4						0.5				
Delay (s)		6.2						13.0				
Level of Service		A						B				
Approach Delay (s)		6.2			0.0			13.0			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

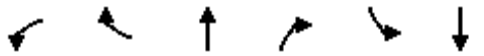
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



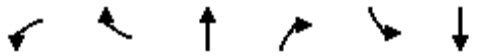
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	11	350	0	158	0	611	120	0	599	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0		3.0		3.0		3.0	3.0		3.0	
Lane Util. Factor		1.00		1.00		1.00		0.95	1.00		0.95	
Frpb, ped/bikes		1.00		1.00		0.80		1.00	0.76		1.00	
Flpb, ped/bikes		1.00		0.72		1.00		1.00	1.00		1.00	
Frt		0.86		1.00		0.85		1.00	0.85		1.00	
Flt Protected		1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)		1402		1107		1102		3079	1054		3079	
Flt Permitted		1.00		0.75		1.00		1.00	1.00		1.00	
Satd. Flow (perm)		1402		873		1102		3079	1054		3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	12	380	0	172	0	664	130	0	651	0
RTOR Reduction (vph)	0	8	0	0	0	54	0	0	51	0	0	0
Lane Group Flow (vph)	0	4	0	380	0	118	0	664	79	0	651	0
Confl. Peds. (#/hr)				286		192			259	259		
Turn Type				custom		custom			Perm			
Protected Phases		4						3			1	
Permitted Phases				2		2			3			
Actuated Green, G (s)		30.0		30.0		30.0		59.0	59.0		59.0	
Effective Green, g (s)		33.0		33.0		33.0		61.0	61.0		61.0	
Actuated g/C Ratio		0.33		0.33		0.33		0.61	0.61		0.61	
Clearance Time (s)		6.0		6.0		6.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		463		288		364		1878	643		1878	
v/s Ratio Prot		0.00						c0.22			0.21	
v/s Ratio Perm				c0.44		0.11			0.08			
v/c Ratio		0.01		1.32		0.33		0.35	0.12		0.35	
Uniform Delay, d1		22.5		33.5		25.1		9.7	8.2		9.6	
Progression Factor		1.00		1.00		1.00		1.37	4.59		2.94	
Incremental Delay, d2		0.0		166.1		2.4		0.5	0.4		0.3	
Delay (s)		22.5		199.6		27.5		13.8	38.2		28.7	
Level of Service		C		F		C		B	D		C	
Approach Delay (s)		22.5			146.0			17.8			28.7	
Approach LOS		C			F			B			C	

Intersection Summary			
HCM Average Control Delay	56.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



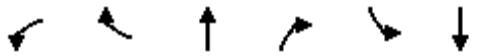
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	129	43	688	80	0	949
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	1.00		0.91			0.95
Frpb, ped/bikes	1.00		0.95			1.00
Flpb, ped/bikes	0.75		1.00			1.00
Frt	0.97		0.98			1.00
Flt Protected	0.96		1.00			1.00
Satd. Flow (prot)	1128		4117			3079
Flt Permitted	0.96		1.00			1.00
Satd. Flow (perm)	1128		4117			3079
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	47	748	87	0	1032
RTOR Reduction (vph)	0	0	14	0	0	0
Lane Group Flow (vph)	187	0	821	0	0	1032
Confl. Peds. (#/hr)	291			401	401	
Turn Type						
Protected Phases			5 8			5 8
Permitted Phases	6 7					
Actuated Green, G (s)	25.0		65.0			65.0
Effective Green, g (s)	21.0		67.0			67.0
Actuated g/C Ratio	0.21		0.67			0.67
Clearance Time (s)						
Lane Grp Cap (vph)	237		2758			2063
v/s Ratio Prot			0.20			c0.34
v/s Ratio Perm	c0.17					
v/c Ratio	0.79		0.30			0.50
Uniform Delay, d1	37.4		6.8			8.2
Progression Factor	1.00		1.26			0.11
Incremental Delay, d2	22.9		0.3			0.6
Delay (s)	60.3		8.8			1.5
Level of Service	E		A			A
Approach Delay (s)	60.3		8.8			1.5
Approach LOS	E		A			A

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



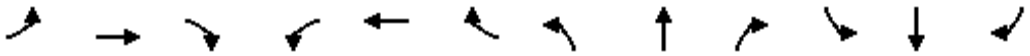
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	140	116	652	130	0	1078
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0			3.0
Lane Util. Factor	1.00	1.00	0.91			0.95
Frpb, ped/bikes	1.00	0.87	0.95			1.00
Flpb, ped/bikes	0.94	1.00	1.00			1.00
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1444	1197	4088			3079
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1444	1197	4088			3079
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	126	709	141	0	1172
RTOR Reduction (vph)	0	37	30	0	0	0
Lane Group Flow (vph)	152	89	820	0	0	1172
Confl. Peds. (#/hr)	54	105		381	381	
Turn Type		custom				
Protected Phases			4			8
Permitted Phases	6	6				
Actuated Green, G (s)	26.0	26.0	63.0			63.0
Effective Green, g (s)	28.0	28.0	66.0			66.0
Actuated g/C Ratio	0.28	0.28	0.66			0.66
Clearance Time (s)	5.0	5.0	6.0			6.0
Lane Grp Cap (vph)	404	335	2698			2032
v/s Ratio Prot			0.20			c0.38
v/s Ratio Perm	c0.11	0.07				
v/c Ratio	0.38	0.27	0.30			0.58
Uniform Delay, d1	29.0	28.0	7.2			9.3
Progression Factor	1.00	1.00	0.45			1.29
Incremental Delay, d2	2.7	1.9	0.3			1.0
Delay (s)	31.6	30.0	3.5			13.1
Level of Service	C	C	A			B
Approach Delay (s)	30.9		3.5			13.1
Approach LOS	C		A			B

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	213	569	0	0	1218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0			3.0
Lane Util. Factor	0.97		0.95			0.95
Frpb, ped/bikes	0.90		1.00			1.00
Flpb, ped/bikes	0.98		1.00			1.00
Frt	0.89		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	2457		3079			3079
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	2457		3079			3079
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	232	618	0	0	1324
RTOR Reduction (vph)	99	0	0	0	0	0
Lane Group Flow (vph)	231	0	618	0	0	1324
Confl. Peds. (#/hr)	79	152		171	171	
Turn Type						
Protected Phases			8			4
Permitted Phases	6					
Actuated Green, G (s)	36.0		48.0			48.0
Effective Green, g (s)	38.0		50.0			50.0
Actuated g/C Ratio	0.38		0.50			0.50
Clearance Time (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	934		1540			1540
v/s Ratio Prot			0.20			c0.43
v/s Ratio Perm	c0.09					
v/c Ratio	0.25		0.40			0.86
Uniform Delay, d1	21.2		15.6			21.9
Progression Factor	1.00		1.51			0.45
Incremental Delay, d2	0.6		0.6			5.5
Delay (s)	21.9		24.1			15.5
Level of Service	C		C			B
Approach Delay (s)	21.9		24.1			15.5
Approach LOS	C		C			B

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	302	0	155	0	414	169	345	963	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	11	11	11	11	11	11
Total Lost time (s)				3.0		3.0		3.0		3.0	3.0	
Lane Util. Factor				0.97		1.00		0.95		1.00	0.95	
Frpb, ped/bikes				1.00		1.00		0.93		1.00	1.00	
Flpb, ped/bikes				1.00		1.00		1.00		1.00	1.00	
Frt				1.00		0.85		0.96		1.00	1.00	
Flt Protected				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)				2884		1330		2733		1540	3079	
Flt Permitted				0.95		1.00		1.00		0.95	1.00	
Satd. Flow (perm)				2884		1330		2733		1540	3079	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	328	0	168	0	450	184	375	1047	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	44	0	0	0	0
Lane Group Flow (vph)	0	0	0	328	0	168	0	590	0	375	1047	0
Confl. Peds. (#/hr)	22		76	76		22			107	107		
Turn Type	Prot			custom		custom				Prot		
Protected Phases	5	2		1		1 3		4		3	8	
Permitted Phases				1							8	
Actuated Green, G (s)				16.0		43.0		23.0		22.0	49.0	
Effective Green, g (s)				18.0		45.0		26.0		23.0	52.0	
Actuated g/C Ratio				0.18		0.45		0.26		0.23	0.52	
Clearance Time (s)				5.0				6.0		4.0	6.0	
Lane Grp Cap (vph)				519		599		711		354	1601	
v/s Ratio Prot				c0.11		0.13		c0.22		c0.24	0.34	
v/s Ratio Perm												
v/c Ratio				0.63		0.28		0.83		1.06	0.65	
Uniform Delay, d1				37.9		17.3		34.9		38.5	17.5	
Progression Factor				1.00		1.00		1.00		1.03	0.11	
Incremental Delay, d2				5.8		1.2		10.8		51.9	1.1	
Delay (s)				43.7		18.5		45.7		91.7	3.0	
Level of Service				D		B		D		F	A	
Approach Delay (s)		0.0			35.2			45.7			26.4	
Approach LOS		A			D			D			C	

Intersection Summary			
HCM Average Control Delay	32.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Appendix C2 15th Street: Bicycle Count Data

Bicycle Count Data Entry Sheet

Street: 15th St, NW
Between These Intersections: P St and Church St
Day of the Week: Monday
Date: 10/26/2009
Weather: 70, Mostly Sunny, Dry, Breezy
(Temp, Conditions)

Start/End Times: 15:00 / 18:00
Number of Auto Lanes: 4
Parking (No, 1, 2): 2
Speed Limit: 30
Bike lanes? No
One Way Street? Yes, northbound
Name: Mike Goodno

Time	North Bound	South Bound	North Bound on Sidewalk	South Bound on Sidewalk	Total	Helmet?		Gender		Side of Road		Check of Helmet	Check of Gender	Check of Road Side
						Yes	No	Male	Female	West	East			
7:00					0							0	0	0
7:15					0							0	0	0
7:30					0							0	0	0
7:45					0							0	0	0
8:00					0							0	0	0
8:15					0							0	0	0
8:30					0							0	0	0
8:45					0							0	0	0
9:00					0							0	0	0
9:15					0							0	0	0
9:30					0							0	0	0
9:45					0							0	0	0
Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Traveling N	% Traveling S	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Female	% West	% East			
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			
15:00					0							0	0	0
15:15	7	2	2	1	12	4	8	12		4	8	12	12	12
15:30			1	1	2		2	2		1	1	2	2	2
15:45	3	1	2	1	7	2	5	6	1	4	3	7	7	7
16:00	3		1	2	6	3	3	4	2	1	5	6	6	6
16:15	2			2	4	4		1	3		4	4	4	4
16:30	6		1	1	8	6	2	8		1	7	8	8	8
16:45	10	1	2	2	15	5	10	10	5	6	9	15	15	15
17:00	16		1		17	10	7	11	6	4	13	17	17	17
17:15	14		3	2	19	9	10	13	6	3	16	19	19	19
17:30					0							0	0	0
17:45					0							0	0	0
Total:	61	4	13	12	90	43	47	67	23	24	66	90	90	90
	% Traveling N	% Traveling S	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Female	% West	% East			
	68%	4%	14%	13%		48%	52%	74%	26%	27%	73%			

Peak Hour	
Time	Hour Totals
15:00-16:00	21
15:15-16:15	27
15:30-16:30	19
15:45-16:45	25
16:00-17:00	33
16:15-17:15	44
16:30-17:30	59
16:45-17:45	51
17:00-18:00	36
Peak Hour	**59**

Comments

1)

Bicycle Count Data Entry Sheet

Street: 15th St, NW
Between These Intersections: T St and Swann St
Day of the Week: Monday
Date: 10/26/2009
Weather: 70, Mostly Sunny, Dry, Breezy
(Temp, Conditions)

Start/End Times: 15:00 / 17:30
Number of Auto Lanes: 4
Parking (No, 1, 2): 2
Speed Limit: 30
Bike lanes? No
One Way Street? Yes, northbound
Name: Heather Deutsch / Jim Sebastian

Time	North Bound	South Bound	North Bound on Sidewalk	South Bound on Sidewalk	Total	Helmet?		Gender		Side of Road		Check of Helmet	Check of Gender	Check of Road Side
						Yes	No	Male	Female	West	Female			
7:00					0							0	0	0
7:15					0							0	0	0
7:30					0							0	0	0
7:45					0							0	0	0
8:00					0							0	0	0
8:15					0							0	0	0
8:30					0							0	0	0
8:45					0							0	0	0
9:00					0							0	0	0
9:15					0							0	0	0
9:30					0							0	0	0
9:45					0							0	0	0
Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Traveling N/E	% Traveling S/W	% N/E on Sidewalk	% S/W on Sidewalk		% < 16 Y	% < 16 N	% > 16 Y	% > 16 N	% Male	% Fem.			
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			
15:00	3				3	2	1	3			3	3	3	3
15:15	3				3		3	3		2	1	3	3	3
15:30	1	1			2	1	1	2		1	1	2	2	2
15:45	2	1			3		3	2	1	1	2	3	3	3
16:00	1			1	2	1	1	1	1		2	2	2	2
16:15	3	1		1	5	3	1	3	1	1	4	4	4	5
16:30	3				3	3		3			2	3	3	2
16:45	6		1		7	5	1	4	2	5	2	6	6	7
17:00	9				9	6	3	6	3	5	4	9	9	9
17:15	13				13	6	7	9	4	4	6	13	13	10
17:30					0							0	0	0
17:45					0							0	0	0
Total:	44	3	1	2	50	27	21	36	12	19	27	48	48	46
	% Traveling N/E	% Traveling S/W	% N/E on Sidewalk	% S/W on Sidewalk		% < 16 Y	% < 16 N	% > 16 Y	% > 16 N	% Male	% Fem.			
	88%	6%	2%	4%		56%	44%	75%	25%	41%	59%			

Peak Hour	
Time	Hour Totals
15:00-16:00	11
15:15-16:15	10
15:30-16:30	12
15:45-16:45	13
16:00-17:00	17
16:15-17:15	24
16:30-17:30	32
16:45-17:45	29
17:00-18:00	22
Peak Hour	**32**

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street: 15th St.
Between These Intersections: P St. and Church St.
Day of the Week: Thursday
Date: 4/1/2010
Weather: warm
(Temp, Conditions)

Start/End Times: 6:00-10:00 AM 15:00-19:00 PM
Number of Auto Lanes: 2
Parking (No, 1, 2): 2
Speed Limit:
Bike lanes? 2
One Way Street? yes
Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
6:00	0	0	1	0	0	0	1	1	0	1	0	1	0	1	1	1
6:15	0	0	0	3	0	1	4	4	0	2	2	4	0	4	4	4
6:30	0	0	0	2	0	0	2	2	0	1	1	2	0	2	2	2
6:45	0	0	0	1	0	1	2	1	1	1	1	2	0	2	2	2
7:00	1	2	2	1	0	0	6	3	3	3	3	6	0	6	6	6
7:15	1	0	1	2	1	1	6	6	0	5	1	6	0	6	6	6
7:30	1	3	0	5	0	0	9	4	5	6	3	9	0	9	9	9
7:45	1	0	0	10	0	0	11	8	3	8	3	11	0	11	11	11
8:00	0	0	0	3	0	0	3	2	1	3	0	3	0	3	3	3
8:15	0	0	0	6	0	0	6	5	1	4	2	6	0	6	6	6
8:30	2	0	0	8	0	0	10	7	3	5	5	10	2	10	10	12
8:45	1	0	0	33	0	0	34	29	5	22	12	32	0	34	34	32
9:00	0	0	0	22	1	1	24	13	11	14	10	24	0	24	24	24
9:15	1	0	0	13	0	1	15	4	11	10	5	15	0	15	15	15
9:30	2	0	0	19	1	0	22	14	8	14	8	22	0	22	22	22
9:45	2	0	0	9	0	0	11	10	1	6	5	11	0	11	11	11
Total:	12	5	4	137	3	5	166	113	53	105	61	164	2	166	166	166
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	7%	3%	2%	83%	2%	3%		68%	32%	63%	37%	99%	1%			
15:00	0	0	0	5	0	0	5	2	3	4	1	5	0	5	5	5
15:15	5	1	0	1	0	0	7	3	4	7	0	7	0	7	7	7
15:30	2	1	0	2	0	0	5	1	4	2	3	5	0	5	5	5
15:45	5	2	0	2	0	0	9	6	3	7	2	9	0	9	9	9
16:00	1	1	1	0	1	0	4	0	4	3	1	4	0	4	4	4
16:15	1	2	1	0	2	0	6	3	3	4	2	6	0	6	6	6
16:30	1	0	0	2	2	1	6	3	3	4	2	6	0	6	6	6
16:45	8	2	2	5	1	0	18	10	8	13	5	18	0	18	18	18
17:00	8	2	0	9	1	0	20	18	2	18	2	20	0	20	20	20
17:15	10	2	0	1	0	0	13	7	6	10	3	13	0	13	13	13
17:30	13	7	0	3	0	0	23	17	6	16	7	23	0	23	23	23
17:45	10	10	0	6	2	0	28	20	8	19	9	28	0	28	28	28
18:00	15	1	0	4	0	0	20	11	9	19	1	20	0	20	20	20
18:15	17	4	0	0	2	0	23	19	4	13	10	23	0	23	23	23
18:30	11	0	0	4	2	0	17	14	3	11	6	15	2	17	17	17
18:45	4	0	0	5	0	0	9	5	4	7	2	9	0	9	9	9
Total:	111	35	4	49	13	1	213	139	74	157	56	211	2	213	213	213
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	52%	16%	2%	23%	6%	0%		65%	35%	74%	26%	99%	1%			

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street: 15th St.
Between These Intersections: T St. and Swan St.
Day of the Week: Thursday
Date: 4/1/2010
Weather: warm
(Temp, Conditions)

Start/End Times: 6:00-10:00 AM 15:00-19:00 PM
Number of Auto Lanes: 2
Parking (No, 1, 2): 2
Speed Limit:
Bike lanes? 2
One Way Street? yes
Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
6:00	0	1	0	0	0	0	1	1	0	0	1	1	0	1	1	1
6:15	0	0	0	2	0	0	2	1	1	1	1	2	0	2	2	2
6:30	0	0	0	6	0	0	6	5	1	2	4	6	0	6	6	6
6:45	0	1	0	4	0	0	5	4	1	3	2	5	0	5	5	5
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	2	0	0	3	2	1	3	0	3	0	3	3	3
7:30	2	0	0	5	0	1	8	5	3	6	2	8	0	8	8	8
7:45	2	0	0	8	0	0	10	8	2	6	4	10	0	10	10	10
8:00	0	2	0	10	0	0	12	9	3	9	3	12	0	12	12	12
8:15	0	2	0	7	0	0	9	9	0	4	5	9	0	9	9	9
8:30	0	0	0	9	0	1	10	10	0	8	2	10	0	10	10	10
8:45	1	0	0	9	0	0	10	7	3	5	5	10	0	10	10	10
9:00	0	0	0	12	0	0	12	8	4	10	2	12	0	12	12	12
9:15	3	0	0	9	0	0	12	9	3	8	4	12	0	12	12	12
9:30	2	0	0	7	1	0	10	8	2	7	3	10	0	10	10	10
9:45	1	1	0	5	0	0	7	6	1	5	2	7	0	7	7	7
Total:	12	7	0	95	1	2	117	92	25	77	40	117	0	117	117	117
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	10%	6%	0%	81%	1%	2%		79%	21%	66%	34%	100%	0%			
15:00	0	4	0	0	0	0	4	3	1	3	1	4	0	4	4	4
15:15	0	2	0	0	0	0	2	2	0	2	0	2	0	2	2	2
15:30	0	2	0	3	0	0	5	1	4	4	1	5	0	5	5	5
15:45	0	3	0	2	0	0	5	2	3	5	0	5	0	5	5	5
16:00	0	5	0	0	0	0	5	0	5	4	1	5	0	5	5	5
16:15	0	7	0	0	0	1	8	3	5	8	0	8	0	8	8	8
16:30	0	2	3	0	0	0	5	3	2	5	0	5	0	5	5	5
16:45	0	5	1	0	0	0	6	4	2	5	1	6	0	6	6	6
17:00	0	9	0	2	0	0	11	10	1	8	3	11	0	11	11	11
17:15	0	19	0	0	0	0	19	14	5	13	6	19	0	19	19	19
17:30	3	15	0	0	0	0	18	14	4	14	4	18	0	18	18	18
17:45	0	14	0	1	0	0	15	14	1	12	3	15	0	15	15	15
18:00	0	23	0	4	1	0	28	22	6	25	3	28	0	28	28	28
18:15	0	21	0	0	0	0	21	19	2	12	9	21	0	21	21	21
18:30	0	8	0	1	0	1	10	8	2	5	5	10	0	10	10	10
18:45	0	9	0	3	0	0	12	7	5	12		12	0	12	12	12
Total:	3	148	4	16	1	2	174	126	48	137	37	174	0	174	174	174
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	2%	85%	2%	9%	1%	1%		72%	28%	79%	21%	100%	0%			

Comments

1)

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	6am
Between These Intersections:	P & Church	Number of Lanes:	3
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	7/1/2010	Speed Limit:	
Weather: (Temp, Conditions)	Cool (65) mostly sunny	Bike lanes?	cycle track
		One Way?	yes
		Counter's Name:	

Time	North Bound		South Bound		N Bound	S Bound	Total	Helmet?		Gender		Age	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child
6:00	1	1		2			4	4		3	1	4	
6:15	3	1		4	1	1	10	8	2	6	4	10	
6:30				7	2		9	6	3	4	5	9	
6:45				5			5	4	1	4	1	5	
7:00	6			7		1	14	12	2	9	5	14	
7:15		1		9			10	7	3	6	4	10	
7:30				7		3	10	8	2	6	4	10	
7:45	1	1		11			13	10	3	6	7	13	
8:00	3			24			27	20	10	18	9	27	
8:15	1	1		17		1	20	17	3	12	8	20	
8:30	2			36		1	39	33	6	20	19	38	1
8:45	1	1	1	34	1	1	39	28	11	24	15	39	
9:00	3	1		27			31	25	6	15	16	31	
9:15	2			30		1	33	25	8	22	11	33	
9:30	3			14	2		19	10	9	10	9	19	
9:45	1			10	1		12	7	5	9	3	12	
Total:	27	7	1	244	7	9	295	224	74	174	121	294	1

District Department of Transportation

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	6am
Between These Intersections:	P & Church	Number of Lanes:	3
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	7/1/2010	Speed Limit:	
Weather: (Temp, Conditions)	Cool (65) mostly sunny	Bike lanes?	cycle track
		One Way?	yes
		Counter's Name:	

Time	North Bound		South Bound		N Bound	S Bound	Total	Helmet?		Gender		Age	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child
15:00	1			1			2	2		1	1	2	
15:15	2	5		3			10	5	5	9	1	10	
15:30	3	1		13			17	6	11	14	3	17	
15:45	2			2	3	1	8	3	5	7	1	8	
16:00	5	1		10	1	2	19	11	8	14	5	19	
16:15	17	4	1	2	1		25	13	12	17	8	25	
16:30	10	2		5			17	7	10	13	4	17	
16:45	5	2		1	1	2	11	3	8	9	2	11	
17:00	11	4		9		1	25	13	12	17	8	25	
17:15	14	6		7		1	28	14	14	20	8	28	
17:30	18	9		5	1	2	35	20	15	25	10	35	
17:45	17	7		1			25	19	6	17	8	25	
18:00	28	8		10			46	34	12	27	19	45	1
18:15	26	5		7	2	1	41	34	7	24	17	41	
18:30	22	5			3		30	25	5	18	12	30	
18:45	29	3		4	3		39	29	10	26	13	39	
Total:	210	62	1	80	15	10	378	238	140	258	120	377	1

District Department of Transportation

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	6am
Between These Intersections:	P & Church	Number of Lanes:	3
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	7/1/2010	Speed Limit:	
Weather: (Temp, Conditions)	Cool (65) mostly sunny	Bike lanes?	cycle track
		One Way?	yes
		Counter's Name:	

Comments

1)	Joggers (AM)	24
2)	Motorized Wheelchair (AM)	3
3)	Skateboarders (PM)	3
4)	Joggers (PM)	9
5)	Razor Scooters (PM)	4
6)	Electric Bikes (PM)	1
7)	Motor Bike (PM)	1
8)	Peds (PM)	3
9)	Roller Suitcase (PM)	1

d.
District Department of Transportation

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	
Between These Intersections:	T & Swann	Number of Lanes:	
Day of the Week:	Thursday	Parking (No, 1, 2):	
Date:	July 1st	Speed Limit:	
Weather: (Temp, Conditions)	Warm & sunny	Bike lanes?	
		One Way?	
		Counter's Name:	

Time	North Bound		South Bound		N Bound	S Bound	Total	Helmet?		Gender		Age	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child
6:00													
6:15													
6:30													
6:45													
7:00													
7:15													
7:30	2	1		6		1	10	9	1	6	4	10	
7:45	2	2		5			9	6	3	7	2	9	
8:00	1			14			15	11	4	10	5	15	
8:15	4	1		10			15	12	3	8	7	15	
8:30	4			21			25	18	7	13	12	25	
8:45		3		28			31	18	13	19	12	29	2
9:00	2			19	1		22	19	3	12	10	21	1
9:15	1			19			20	18	2	14	6	20	
9:30	1						1		1	1		1	
9:45	3			11			14	8	6	9	5	14	
Total:	20	7	0	133	1	1	162	119	43	99	63	159	3

d. District Department of Transportation

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	
Between These Intersections:	T & Swann	Number of Lanes:	
Day of the Week:	Thursday	Parking (No, 1, 2):	
Date:	July 1st	Speed Limit:	
Weather: (Temp, Conditions)	Warm & sunny	Bike lanes?	
		One Way?	
		Counter's Name:	

Time	North Bound		South Bound		N Bound	S Bound	Total	Helmet?		Gender		Age	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child
15:00													
15:15	1	4		4	1		10	4	6	5	5	10	
15:30	3	1		2			6	3	3	6		6	
15:45	3		1	4			8	3	5	8		8	
16:00	7	1		4			12	7	5	10	2	11	1
16:15	9	3				1	13	7	5	12	1	11	2
16:30	3	1	1	3	1	1	10	4	6	9	1	10	
16:45	5	3		2			10	5	5	8	2	10	
17:00	11	2		6			19	11	8	12	7	18	1
17:15	11	3		4			20	12	8	14	6	20	
17:30	14	2		1			17	13	4	11	6	17	
17:45	11	7		2			20	15	5	15	5	20	
18:00	13	6		7			26	18	8	18	8	26	
18:15	19	4		6			29	23	6	16	13	28	1
18:30													
18:45													
Total:	110	37	2	45	2	2	200	125	74	144	56	195	5

District Department of Transportation

Bicycle Count Sheet

Street:	15th St, NW	Start/End Times:	
Between These Intersections:	T & Swann	Number of Lanes:	
Day of the Week:	Thursday	Parking (No, 1, 2):	
Date:	July 1st	Speed Limit:	
Weather: (Temp, Conditions)	Warm & sunny	Bike lanes?	
		One Way?	
		Counter's Name:	

Comments

1)

2)

3)

4)

5)

6)

7)

District Department of Transportation

15th Street Bicycle Count Data Entry Sheet

Street: 15th Street

Between These Intersections: K St. & L St.

Day of the Week: Wednesday

Date: 9/8/2010

Weather: clear
(Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00

Number of Auto Lanes: 2

Parking (No, 1, 2): 2

Speed Limit: 25

Bike lanes? yes

One Way Street? yes

Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of	Peak Hour	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age	Time	Hour Totals
7:00	4	0	3	0	0	1	8	7	1	4	4			8	8	0	6:00-7:00	
7:15	0	0	5	0	0	1	6	3	3	5	1			6	6	0	6:15-7:15	
7:30	7	0	6	0	0	1	14	9	5	8	6			14	14	0	6:30-7:30	
7:45	1	0	3	0	0	0	4	2	2	3	1			4	4	0	6:45-7:45	
8:00	5	0	7	0	1	0	13	12	1	8	5			13	13	0	7:00-8:00	32
8:15	2	0	18	0	0	0	20	11	9	11	9			20	20	0	7:15-8:15	37
8:30	1	0	20	0	0	0	21	11	10	9	12			21	21	0	7:30-8:30	51
8:45	1	0	24	0	0	0	25	18	7	19	6			25	25	0	7:45-8:45	58
9:00	2	0	20	0	3	1	26	18	8	14	12			26	26	0	8:00-9:00	79
9:15	3	0	14	0	1	0	18	13	5	11	7			18	18	0	8:15-9:15	92
9:30	3	0	12	0	0	1	16	13	3	11	5			16	16	0	8:30-9:30	90
9:45	2	0	12	0	0	1	15	8	7	11	4			15	15	0	8:45-9:45	85
Total:	31	0	144	0	5	6	186	125	61	114	72	0	0	186	186	0	9:00-10:00	75
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				**Peak Hour**	**92**
	17%	0%	77%	0%	3%	3%		67%	33%	61%	39%	#DIV/0!	#DIV/0!					
16:00	4	0	5	0	0	0	9	4	5	9	0			9	9	0		
16:15	4	0	4	0	0	0	8	4	4	7	1			8	8	0	**Peak Hour**	
16:30	6	0	3	0	0	1	10	7	3	8	2			10	10	0	Time	Hour Totals
16:45	3	0	0	0	0	0	3	2	1	3	0			3	3	0		
17:00	12	0	3	0	5	0	20	13	7	19	1			20	20	0	15:00-16:00	
17:15	8	0	1	0	0	0	9	4	5	8	1			9	9	0	15:15-16:15	
17:30	14	0	5	0	3	0	22	12	10	17	5			22	22	0	15:30-16:30	
17:45	9	0	4	0	0	0	13	10	3	10	3			13	13	0	15:45-16:45	
18:00	20	0	8	0	3	0	31	24	7	20	11			31	31	0	16:00-17:00	30
18:15	10	0	8	0	1	1	20	15	5	15	5			20	20	0	16:15-17:15	41
18:30	6	0	0	0	2	1	9	6	3	6	3			9	9	0	16:30-17:30	42
18:45	15	0	1	0	1	0	17	14	3	11	6			17	17	0	16:45-17:45	54
Total:	111	0	42	0	15	3	171	115	56	133	38	0	0	171	171	0	17:00-18:00	64
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				17:15-18:15	75
	65%	0%	25%	0%	9%	2%		67%	33%	78%	22%	#DIV/0!	#DIV/0!				17:30-18:30	86
																	17:45-18:45	73
																	18:00-19:00	77
																	Peak Hour	**86**

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street: 15th Street

Between These Intersections: P St. & Church St.

Day of the Week: Wednesday

Date: 9/8/2010

Weather: clear
(Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00

Number of Auto Lanes: 2

Parking (No, 1, 2): 2

Speed Limit: 25

Bike lanes? yes

One Way Street? yes

Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of	Peak Hour	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age	Time	Hour Totals
7:00	0	2	0	3	0	0	5	3	2	4	1			5	5	0	6:00-7:00	
7:15	0	2	0	5	0	0	7	5	2	3	4			7	7	0	6:15-7:15	
7:30	0	2	0	6	0	1	9	8	1	8	1			9	9	0	6:30-7:30	
7:45	0	4	0	15	0	0	19	14	5	12	7			19	19	0	6:45-7:45	
8:00	0	0	0	11	4	0	15	11	4	7	8			15	15	0	7:00-8:00	40
8:15	2	3	0	30	0	0	35	24	11	20	15			35	35	0	7:15-8:15	50
8:30	1	1	0	30	0	0	32	25	7	17	15			32	32	0	7:30-8:30	78
8:45	0	0	10	30	2	0	42	30	12	27	15			42	42	0	7:45-8:45	101
9:00	0	0	0	29	0	0	29	23	6	18	11			29	29	0	8:00-9:00	124
9:15	1	1	0	24	0	0	26	18	8	19	7			26	26	0	8:15-9:15	138
9:30	0	4	0	11	0	0	15	9	6	4	11			15	15	0	8:30-9:30	129
9:45	0	2	0	12	0	0	14	6	8	9	5			14	14	0	8:45-9:45	112
Total:	4	21	10	206	6	1	248	176	72	148	100	0	0	248	248	0	9:00-10:00	84
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				Peak Hour	138
	2%	8%	4%	83%	2%	0%		71%	29%	60%	40%	#DIV/0!	#DIV/0!					
16:00	4	0	0	3	1	2	10	7	3	9	1			10	10	0		
16:15	7	3	0	0	0	0	10	6	4	9	1			10	10	0	Peak Hour	
16:30	4	4	0	3	0	0	11	7	4	10	1			11	11	0	Time	Hour Totals
16:45	7	3	0	1	0	1	12	4	8	11	1			12	12	0		
17:00	0	11	0	6	0	0	17	11	6	15	2			17	17	0	15:00-16:00	
17:15	0	26	0	8	0	1	35	25	10	21	14			35	35	0	15:15-16:15	
17:30	0	23	1	3	0	0	27	15	12	18	9			27	27	0	15:30-16:30	
17:45	1	25	0	4	0	3	33	17	16	24	9			33	33	0	15:45-16:45	
18:00	14	3	0	2	0	0	19	12	7	14	5			19	19	0	16:00-17:00	43
18:15	11	2	0	8	0	0	21	16	5	16	5			21	21	0	16:15-17:15	50
18:30	16	10	0	2	0	1	29	23	6	22	7			29	29	0	16:30-17:30	75
18:45	15	4	0	2	0	0	21	14	7	10	11			21	21	0	16:45-17:45	91
Total:	79	114	1	42	1	8	245	157	88	179	66	0	0	245	245	0	17:00-18:00	112
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				17:15-18:15	114
	32%	47%	0%	17%	0%	3%		64%	36%	73%	27%	#DIV/0!	#DIV/0!				17:30-18:30	100
																	17:45-18:45	102
																	18:00-19:00	90
																	Peak Hour	114

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street: 15th Street

Between These Intersections: T St. & Swann St.

Day of the Week: Wednesday

Date: 9/8/2010

Weather: clear
(Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00

Number of Auto Lanes: 2

Parking (No, 1, 2): 2

Speed Limit: 25

Bike lanes? yes

One Way Street? yes

Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of	Peak Hour	
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age	Time	Hour Totals
7:00	0	2	0	1	0	0	3	3	0	2	1			3	3	0	6:00-7:00	
7:15	0	1	0	4	0	0	5	4	1	2	3			5	5	0	6:15-7:15	
7:30	0	0	0	7	0	0	7	7	0	6	1			7	7	0	6:30-7:30	
7:45	0	3	0	11	0	0	14	13	1	11	3			14	14	0	6:45-7:45	
8:00	0	0	0	10	0	0	10	8	2	5	5			10	10	0	7:00-8:00	29
8:15	0	0	0	14	0	0	14	9	5	9	5			14	14	0	7:15-8:15	36
8:30	0	1	0	15	2	0	18	11	7	10	8			18	18	0	7:30-8:30	45
8:45	0	2	0	21	0	0	23	21	2	11	12			23	23	0	7:45-8:45	56
9:00	0	0	0	13	0	0	13	11	2	9	4			13	13	0	8:00-9:00	65
9:15	0	1	0	11	0	0	12	9	3	9	3			12	12	0	8:15-9:15	68
9:30	0	4	0	5	0	1	10	6	4	8	2			10	10	0	8:30-9:30	66
9:45	0	2	0	5	0	0	7	4	3	6	1			7	7	0	8:45-9:45	58
Total:	0	16	0	117	2	1	136	106	30	88	48	0	0	136	136	0	9:00-10:00	42
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				**Peak Hour**	**68**
	0%	12%	0%	86%	1%	1%		78%	22%	65%	35%	#DIV/0!	#DIV/0!					
16:00	0	6	0	3	0	0	9	6	3	7	2			9	9	0		
16:15	0	6	0	1	0	0	7	5	2	4	3			7	7	0	**Peak Hour**	
16:30	0	4	0	1	0	0	5	3	2	3	2			5	5	0	Time	Hour Totals
16:45	0	10	0	0	0	0	10	5	5	7	3			10	10	0		
17:00	1	6	0	0	1	0	8	6	2	7	1			8	8	0	15:00-16:00	
17:15	0	17	0	4	0	0	21	14	7	14	7			21	21	0	15:15-16:15	
17:30	0	18	0	2	1	1	22	15	7	12	10			22	22	0	15:30-16:30	
17:45	0	21	0	0	0	0	21	16	5	12	9			21	21	0	15:45-16:45	
18:00	0	20	0	7	0	0	27	15	12	17	10			27	27	0	16:00-17:00	31
18:15	0	9	0	2	0	0	11	9	2	9	2			11	11	0	16:15-17:15	30
18:30	0	20	0	1	0	0	21	16	5	11	10			21	21	0	16:30-17:30	44
18:45	0	14	0	0	0	0	14	13	1	5	9			14	14	0	16:45-17:45	61
Total:	1	151	0	21	2	1	176	123	53	108	68	0	0	176	176	0	17:00-18:00	72
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East				17:15-18:15	91
	1%	86%	0%	12%	1%	1%		70%	30%	61%	39%	#DIV/0!	#DIV/0!				17:30-18:30	81
																	17:45-18:45	80
																	18:00-19:00	73
																	Peak Hour	**91**

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street:	15th St.	Start/End Times:	6:00-10:00 15:00-19:00
Between These Intersections:	K St. & L St.	Number of Auto Lanes:	4
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	4/21/2011	Speed Limit:	25
Weather: (Temp, Conditions)	Low 60's, clear and windy	Bike lanes?	yes
		One Way Street?	yes
		Name:	

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	1	3	5	0	0	0	9	7	2	6	3	9	0	9	9	9
7:15	2	0	0	5	0	0	7	4	3	7	0	7	0	7	7	7
7:30	0	1	2	4	1	0	8	5	3	8	0	8	0	8	8	8
7:45	0	1	1	4	0	0	6	4	2	4	2	6	0	6	6	6
8:00	1	0	3	13	1	1	19	12	7	12	7	19	0	19	19	19
8:15	2	0	1	19	0	0	22	16	6	14	8	22	0	22	22	22
8:30	1	4	1	35	0	0	41	31	10	29	12	41	0	41	41	41
8:45	0	0	0	39	0	1	40	31	9	30	10	40	0	40	40	40
9:00	1	3	0	22	0	0	26	16	10	15	11	26	0	26	26	26
9:15	0	1	0	18	0	0	19	12	7	13	6	19	0	19	19	19
9:30	0	1	0	11	0	0	12	12	0	10	2	12	0	12	12	12
9:45	1	2	0	7	0	0	10	6	4	9	1	10	0	10	10	10
Total:	9	16	13	177	2	2	219	156	63	157	62	219	0	219	219	219
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	4%	7%	6%	81%	1%	1%		71%	29%	72%	28%	100%	0%			
16:00	1	6	3	2	0	1	13	7	6	12	1	13	0	13	13	13
16:15	0	17	1	5	0	0	23	16	7	19	4	23	0	23	23	23
16:30	0	8	1	1	0	1	11	7	4	6	5	11	0	11	11	11
16:45	0	10	5	0	0	1	16	12	4	13	3	16	0	16	16	16
17:00	0	15	0	7	0	0	22	15	7	12	10	22	0	22	22	22
17:15	0	13	0	15	2	1	31	23	8	25	6	31	0	31	31	31
17:30	0	17	0	6	0	0	23	18	5	18	5	23	0	23	23	23
17:45	0	23	0	10	0	0	33	25	8	20	13	33	0	33	33	33
18:00	3	18	0	9	0	0	30	20	10	22	8	30	0	30	30	30
18:15	1	17	0	10	0	0	28	24	4	23	5	28	0	28	28	28
18:30	0	16	0	4	0	0	20	15	5	14	6	20	0	20	20	20
18:45	1	13	0	0	1	0	15	14	1	9	6	15	0	15	15	15
Total:	6	173	10	69	3	4	265	196	69	193	72	265	0	265	265	265
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	2%	65%	4%	26%	1%	2%		74%	26%	73%	27%	100%	0%			

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street:	15th St.	Start/End Times:	6:00-10:00 15:00-19:00
Between These Intersections:	P St. & Church St.	Number of Auto Lanes:	2
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	4/21/2011	Speed Limit:	30
Weather: (Temp, Conditions)	Low 60's, clear and windy	Bike lanes?	yes
		One Way Street?	yes
		Name:	

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	0	0	1	2	1	0	4	2	2	2	2	4	0	4	4	4
7:15	0	0	0	5	0	0	5	3	2	3	2	5	0	5	5	5
7:30	0	1	0	6	0	1	8	5	3	7	1	8	0	8	8	8
7:45	1	4	0	24	2	2	33	21	12	24	9	33	0	33	33	33
8:00	0	2	0	29	0	0	31	25	6	23	8	31	0	31	31	31
8:15	2	1	1	32	0	0	36	20	16	22	14	35	1	36	36	36
8:30	0	5	0	40	0	1	46	27	19	24	22	46	0	46	46	46
8:45	1	0	0	52	0	0	53	33	20	18	35	53	0	53	53	53
9:00	1	0	0	23	0	0	24	15	9	15	9	24	0	24	24	24
9:15	0	0	0	35	1	1	37	20	17	17	20	37	0	37	37	37
9:30	2	1	10	24	1	1	39	27	12	33	6	39	0	39	39	39
9:45	0	0	0	8	0	1	9	5	4	5	4	9	0	9	9	9
Total:	7	14	12	280	5	7	325	203	122	193	132	324	1	325	325	325
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	2%	4%	4%	86%	2%	2%		62%	38%	59%	41%	100%	0%			
16:00	1	9	0	4	2	0	16	11	5	13	3	16	0	16	16	16
16:15	1	14	0	7	0	0	22	13	9	15	7	21	1	22	22	22
16:30	0	19	0	1	1	1	22	16	6	14	8	22	0	22	22	22
16:45	1	8	0	1	0	1	11	6	5	11	0	11	0	11	11	11
17:00	0	16	0	9	1	0	26	13	13	14	12	25	1	26	26	26
17:15	2	15	0	6	1	1	25	16	9	20	5	25	0	25	25	25
17:30	6	35	0	3	2	0	46	41	5	36	10	46	0	46	46	46
17:45	0	31	3	11	4	0	49	34	15	40	9	49	0	49	49	49
18:00	5	32	0	2	1	0	40	30	10	33	7	40	0	40	40	40
18:15	0	31	1	6	0	1	39	31	8	34	5	39	0	39	39	39
18:30	4	34	0	8	0	1	47	31	16	38	9	47	0	47	47	47
18:45	3	31	0	14	3	1	52	41	11	28	24	52	0	52	52	52
Total:	23	275	4	72	15	6	395	283	112	296	99	393	2	395	395	395
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	6%	70%	1%	18%	4%	2%		72%	27%	75%	25%	99%	1%			

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street:	15th Street	Start/End Times:	6:00-10:00 15:00-19:00
Between These Intersections:	T St. & Swann St.	Number of Auto Lanes:	4
Day of the Week:	Thursday	Parking (No, 1, 2):	2
Date:	4/21/2011	Speed Limit:	25
Weather: (Temp, Conditions)	Low 60's, clear and windy	Bike lanes?	yes
		One Way Street?	yes
		Name:	

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	0	0	0	6	2	0	8	5	3	5	3	8	0	8	8	8
7:15	0	0	0	2	0	1	3	1	2	3	0	3	0	3	3	3
7:30	0	0	0	7	0	0	7	5	2	5	2	7	0	7	7	7
7:45	0	2	0	13	1	0	16	9	7	10	6	16	0	16	16	16
8:00	0	1	0	17	0	0	18	13	5	9	9	18	0	18	18	18
8:15	0	1	0	23	0	0	24	20	4	13	11	24	0	24	24	24
8:30	0	3	0	27	0	0	30	20	10	18	12	30	0	30	30	30
8:45	0	1	0	31	0	0	32	27	5	16	16	32	0	32	32	32
9:00	0	0	0	27	0	0	27	22	5	14	13	27	0	27	27	27
9:15	0	1	0	16	2	1	20	16	4	15	5	20	0	20	20	20
9:30	0	2	0	14	0	1	17	9	8	16	1	17	0	17	17	17
9:45	0	1	0	6	0	0	7	4	3	5	2	7	0	7	7	7
Total:	0	12	0	189	5	3	209	151	58	129	80	209	0	209	209	209
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	0%	6%	0%	90%	2%	1%		72%	28%	62%	38%	100%	0%			
16:00	0	7	0	4	1	0	12	7	5	12	0	12	0	12	12	12
16:15	0	11	0	4	0	0	15	5	10	13	2	15	0	15	15	15
16:30	0	14	1	0	0	0	15	12	3	8	7	15	0	15	15	15
16:45	0	12	0	4	0	0	16	5	11	9	7	16	0	16	16	16
17:00	1	25	0	8	0	0	34	15	19	22	12	34	0	34	34	34
17:15	1	20	0	3	0	0	24	16	8	14	10	24	0	24	24	24
17:30	1	24	0	10	0	0	35	18	17	23	12	35	0	35	35	35
17:45	0	32	0	5	0	0	37	25	12	24	13	37	0	37	37	37
18:00	0	27	1	4	0	0	32	14	18	24	8	32	0	32	32	32
18:15	0	31	0	4	0	0	35	26	9	28	7	35	0	35	35	35
18:30	0	32	0	9	0	0	41	30	11	29	12	40	1	41	41	41
18:45	0	35	0	0	5	0	40	30	10	26	14	40	0	40	40	40
Total:	3	270	2	55	6	0	336	203	133	232	104	335	1	336	336	336
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	1%	80%	1%	16%	2%	0%		60%	40%	69%	31%	100%	0%			

Comments

1)

15th Street Bicycle Count Data Entry Sheet

Street: 15th St. (#42)
Between These Intersections: K St. & L St.
Day of the Week: Tuesday
Date: 6/21/2011
Weather: (Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00
Number of Auto Lanes: 4
Parking (No, 1, 2): 2
Speed Limit: 25
Bike lanes? yes
One Way Street? yes
Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	2	1	0	6	0	1	10	8	2	8	2	0	0	10	10	0
7:15	8	7	0	10	0	0	25	17	8	18	7	0	0	25	25	0
7:30	1	7	0	18	1	0	27	22	5	21	6	0	0	27	27	0
7:45	0	7	0	31	3	0	41	30	11	24	17	0	0	41	41	0
8:00	1	8	0	22	3	0	34	25	9	23	11	0	0	34	34	0
8:15	1	5	0	31	4	0	41	32	9	28	13	0	0	41	41	0
8:30	3	9	2	29	0	5	48	39	9	28	20	0	0	48	48	0
8:45	8	5	0	25	2	0	40	23	17	23	17	0	0	40	40	0
9:00	6	5	3	38	1	0	53	31	22	31	22	0	0	53	53	0
9:15	7	14	2	23	0	0	46	31	15	31	15	0	0	46	46	0
9:30	2	4	2	26	0	0	34	20	14	22	12	0	0	34	34	0
9:45	7	6	1	18	1	0	33	16	17	27	6	0	0	33	33	0
Total:	46	78	10	277	15	6	432	294	138	284	148	0	0	432	432	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	11%	18%	2%	64%	3%	1%		68%	32%	66%	34%	#DIV/0!	#DIV/0!			
16:00	11	3	3	5	0	0	22	12	10	22	0	0	0	22	22	0
16:15	11	7	2	2	0	0	22	14	8	18	4	0	0	22	22	0
16:30	2	20	0	6	0	1	29	23	6	22	7	0	0	29	29	0
16:45	1	17	0	3	1	1	23	19	4	20	3	0	0	23	23	0
17:00	2	23	1	11	1	0	38	24	14	31	7	0	0	38	38	0
17:15	10	23	0	9	0	2	44	27	17	30	14	0	0	44	44	0
17:30	8	22	0	16	4	2	52	29	23	36	16	0	0	52	52	0
17:45	1	35	0	8	3	3	50	35	15	28	22	0	0	50	50	0
18:00	1	27	0	20	1	0	49	39	10	35	14	0	0	49	49	0
18:15	4	36	0	12	1	0	53	39	14	40	13	0	0	53	53	0
18:30	2	22	0	8	0	0	32	25	7	22	10	0	0	32	32	0
18:45	4	24	1	7	0	0	36	25	11	23	13	0	0	36	36	0
Total:	57	259	7	107	11	9	450	311	139	327	123	0	0	450	450	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	13%	58%	2%	24%	2%	2%		69%	31%	73%	27%	#DIV/0!	#DIV/0!			

Peak Hour	
Time	Hour Totals
7:00-8:00	71
7:15-8:15	86
7:30-8:30	96
7:45-8:45	103
8:00-9:00	102
8:15-9:15	110
8:30-9:30	113
8:45-9:45	107
9:00-10:00	111
Peak Hour	**113**

Peak Hour	
Time	Hour Totals
16:00-17:00	82
16:15-17:15	91
16:30-17:30	103
16:45-17:45	117
17:00-18:00	125
17:15-18:15	129
17:30-18:30	139
17:45-18:45	125
18:00-19:00	120
Peak Hour	**139**

Comments

1) No Age Check Done

15th Street Bicycle Count Data Entry Sheet

Street: 15th St. (#40)
Between These Intersections: P St. & Church St.
Day of the Week: Wednesday
Date: 6/21/2011
Weather: (Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00
Number of Auto Lanes: 2
Parking (No, 1, 2): 2
Speed Limit: 30
Bike lanes? yes
One Way Street? yes
Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	0	5	0	6	1	0	12	5	7	9	3	0	0	12	12	0
7:15	0	6	0	16	0	0	22	15	7	19	3	0	0	22	22	0
7:30	0	4	0	22	0	2	28	24	4	20	8	0	0	28	28	0
7:45	0	4	0	29	1	1	35	25	10	21	14	0	0	35	35	0
8:00	0	4	0	33	1	1	39	28	11	27	12	0	0	39	39	0
8:15	0	4	0	38	1	2	45	34	11	21	24	0	0	45	45	0
8:30	1	3	0	36	1	0	41	32	9	24	17	0	0	41	41	0
8:45	1	5	1	59	0	0	66	37	29	46	20	0	0	66	66	0
9:00	0	4	0	41	0	1	46	34	12	22	24	0	0	46	46	0
9:15	0	1	0	36	0	0	37	23	14	22	15	0	0	37	37	0
9:30	0	1	0	29	0	2	32	19	13	25	7	0	0	32	32	0
9:45	0	6	0	22	1	1	30	14	16	23	7	0	0	30	30	0
Total:	2	47	1	367	6	10	433	290	143	279	154	0	0	433	433	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	0%	11%	0%	85%	1%	2%		67%	33%	64%	36%	#DIV/0!	#DIV/0!			
16:00	2	11	1	3	0	2	19	12	7	16	3	0	0	19	19	0
16:15	2	17	0	7	1	1	28	20	8	22	6	0	0	28	28	0
16:30	1	7	0	4	0	1	13	8	5	9	4	0	0	13	13	0
16:45	1	18	0	8	1	0	28	17	11	16	12	0	0	28	28	0
17:00	5	14	0	4	1	2	26	15	11	22	4	0	0	26	26	0
17:15	3	40	0	11	3	1	58	33	25	45	13	0	0	58	58	0
17:30	0	44	0	13	1	2	60	40	20	46	14	0	0	60	60	0
17:45	2	48	0	9	0	1	60	49	11	45	15	0	0	60	60	0
18:00	2	58	0	14	0	0	74	49	25	44	30	0	0	74	74	0
18:15	3	47	0	10	1	1	62	44	18	33	29	0	0	62	62	0
18:30	2	52	0	15	2	1	72	49	23	46	26	0	0	72	72	0
18:45	2	39	1	10	0	0	52	35	17	27	25	0	0	52	52	0
Total:	25	395	2	108	10	12	552	371	181	371	181	0	0	552	552	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	5%	72%	0%	20%	2%	2%		67%	33%	67%	33%	#DIV/0!	#DIV/0!			

Peak Hour	
Time	Hour Totals
7:00-8:00	69
7:15-8:15	87
7:30-8:30	89
7:45-8:45	93
8:00-9:00	118
8:15-9:15	113
8:30-9:30	114
8:45-9:45	115
9:00-10:00	92
Peak Hour	**118**

Peak Hour	
Time	Hour Totals
16:00-17:00	63
16:15-17:15	69
16:30-17:30	92
16:45-17:45	129
17:00-18:00	158
17:15-18:15	180
17:30-18:30	168
17:45-18:45	168
18:00-19:00	150
Peak Hour	**180**

Comments

1) No Age Check Done

15th Street Bicycle Count Data Entry Sheet

Street: 15th Street (#41)
Between These Intersections: T St. & Swann St.
Day of the Week: Tuesday
Date: 6/21/2011
Weather: (Temp, Conditions)

Start/End Times: 6:00-10:00 15:00-19:00
Number of Auto Lanes: 4
Parking (No, 1, 2): 2
Speed Limit: 25
Bike lanes? yes
One Way Street? yes
Name:

Time	North Bound		South Bound		North Bound	South Bound	Total	Helmet?		Gender		Age		Check of	Check of	Check of
	Road	CycleTrack	Road	CycleTrack	on Sidewalk	on Sidewalk		Yes	No	Male	Female	Adult	Child	Helmet	Gender	Age
7:00	0	2	0	7	0	0	9	9	0	7	2	0	0	9	9	0
7:15	0	3	0	4	0	0	7	6	1	6	1	0	0	7	7	0
7:30	0	5	0	12	0	0	17	16	1	13	4	0	0	17	17	0
7:45	0	1	0	19	0	0	20	14	6	12	8	0	0	20	20	0
8:00	0	5	0	18	0	0	23	17	6	17	6	0	0	23	23	0
8:15	1	3	0	28	0	0	32	19	13	16	16	0	0	32	32	0
8:30	0	2	0	26	0	0	28	24	4	16	12	0	0	28	28	0
8:45	0	4	0	38	0	0	42	27	15	25	17	0	0	42	42	0
9:00	0	6	1	27	0	0	34	23	11	21	13	0	0	34	34	0
9:15	0	2	1	13	0	0	16	8	8	11	5	0	0	16	16	0
9:30	0	2	0	23	0	0	25	15	10	17	8	0	0	25	25	0
9:45	1	5	0	12	0	0	18	9	9	16	2	0	0	18	18	0
Total:	2	40	2	227	0	0	271	187	84	177	94	0	0	271	271	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	1%	15%	1%	84%	0%	0%		69%	31%	65%	35%	#DIV/0!	#DIV/0!			
16:00	0	12	0	3	0	1	16	10	6	13	3	0	0	16	16	0
16:15	1	18	0	4	0	0	23	16	7	18	5	0	0	23	23	0
16:30	0	7	0	3	0	0	10	8	2	8	2	0	0	10	10	0
16:45	0	15	0	4	0	0	19	12	7	15	4	0	0	19	19	0
17:00	1	16	0	5	0	0	22	15	7	15	7	0	0	22	22	0
17:15	1	26	1	5	0	0	33	21	12	23	10	0	0	33	33	0
17:30	1	36	0	9	0	0	46	26	20	29	17	0	0	46	46	0
17:45	0	37	0	6	0	0	43	26	17	27	16	0	0	43	43	0
18:00	1	39	0	10	0	0	50	37	13	25	25	0	0	50	50	0
18:15	0	54	0	6	2	0	62	47	15	38	24	0	0	62	62	0
18:30	1	32	0	10	1	0	44	31	13	23	21	0	0	44	44	0
18:45	0	24	0	2	0	1	27	18	9	15	12	0	0	27	27	0
Total:	6	316	1	67	3	2	395	267	128	249	146	0	0	395	395	0
	% N in road	% N in Track	% S in road	% S in Track	% N on Sidewalk	% S on Sidewalk		% Yes	% No	% Male	% Fem.	% West	% East			
	2%	80%	0%	17%	1%	1%		68%	32%	63%	37%	#DIV/0!	#DIV/0!			

Peak Hour	
Time	Hour Totals
7:00-8:00	38
7:15-8:15	48
7:30-8:30	58
7:45-8:45	61
8:00-9:00	74
8:15-9:15	78
8:30-9:30	73
8:45-9:45	74
9:00-10:00	65
Peak Hour	**78**

Peak Hour	
Time	Hour Totals
16:00-17:00	54
16:15-17:15	56
16:30-17:30	61
16:45-17:45	82
17:00-18:00	94
17:15-18:15	104
17:30-18:30	119
17:45-18:45	113
18:00-19:00	101
Peak Hour	**119**

Comments

1) No Age Check Done

Appendix C3 15th Street: MMLOS Data

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound

Date: 40767

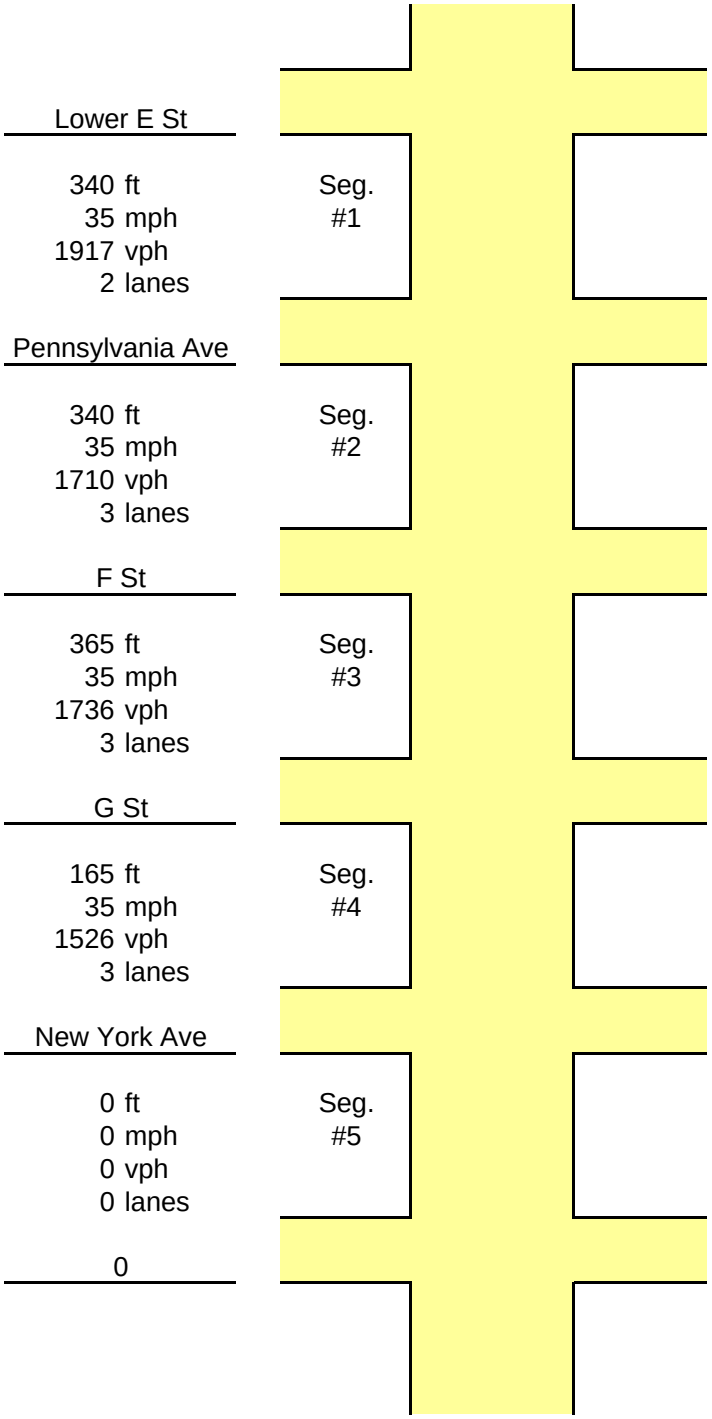
Limits: Lower E St NW to New York Avenue NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.06	D	D
Ped	3.17	D	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.82	C	D
Ped	2.87	B	A

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.73	C	C
Ped	2.78	B	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.67	C	C
Ped	2.78	B	B

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	3.84	D
Ped	2.92	C

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound

Date: 40767

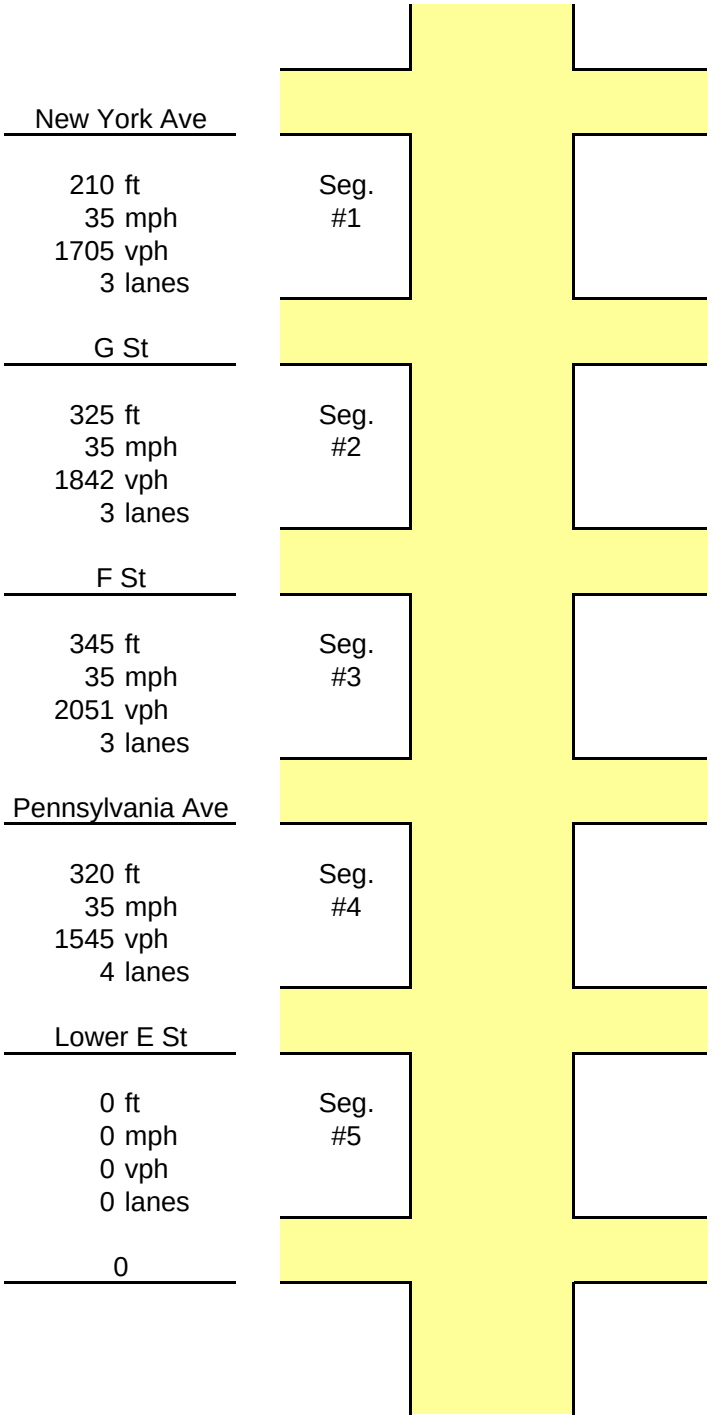
Limits: Lower E St NW to New York Avenue NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.71	C	C
Ped	2.43	B	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.61	C	C
Ped	2.47	B	A

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.61	C	C
Ped	2.68	C	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.77	C	D
Ped	2.37	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.67	D
Ped	2.50	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound

Date: 40770

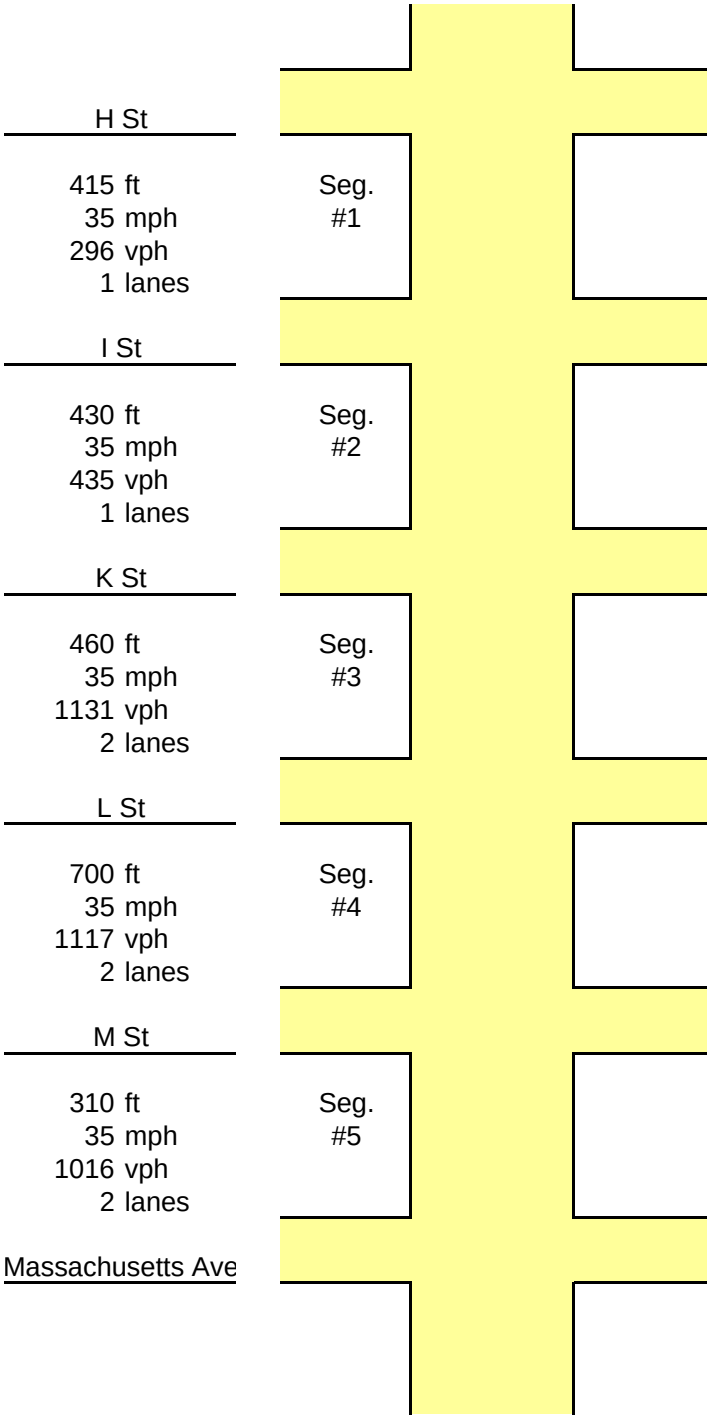
Limits: H St NW to Massachusetts Avenue NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	2.18	A	A
Ped	2.48	A	B

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	2.80	A	A
Ped	2.81	B	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.67	B	A
Ped	2.32	A	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.41	C	A
Ped	2.67	A	B

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.80	A	B
Ped	2.84	B	B

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.48	C
Ped	2.61	B

Multimodal Level of Service for Urban Streets — Results

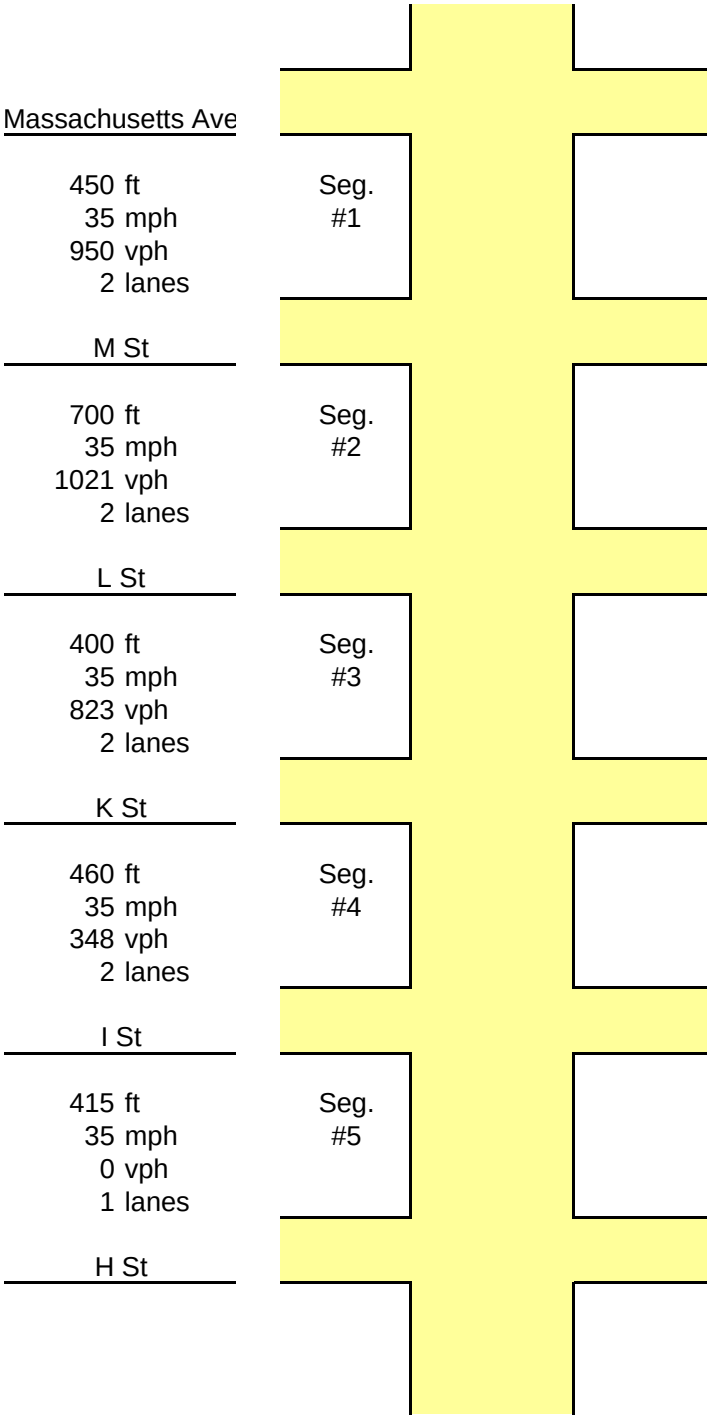
Street: 15th St Southbound — Date: 40770

Limits: H St NW to Massachusetts Avenue NW — Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model: NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.84	A	A
Ped	2.61	B	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.66	C	A
Ped	2.83	B	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.52	C	B
Ped	2.74	A	B

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.19	B	A
Ped	2.11	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	2.42	A	A
Ped	2.47	A	B

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.37	C
Ped	2.58	B

Multimodal Level of Service for Urban Streets — Results

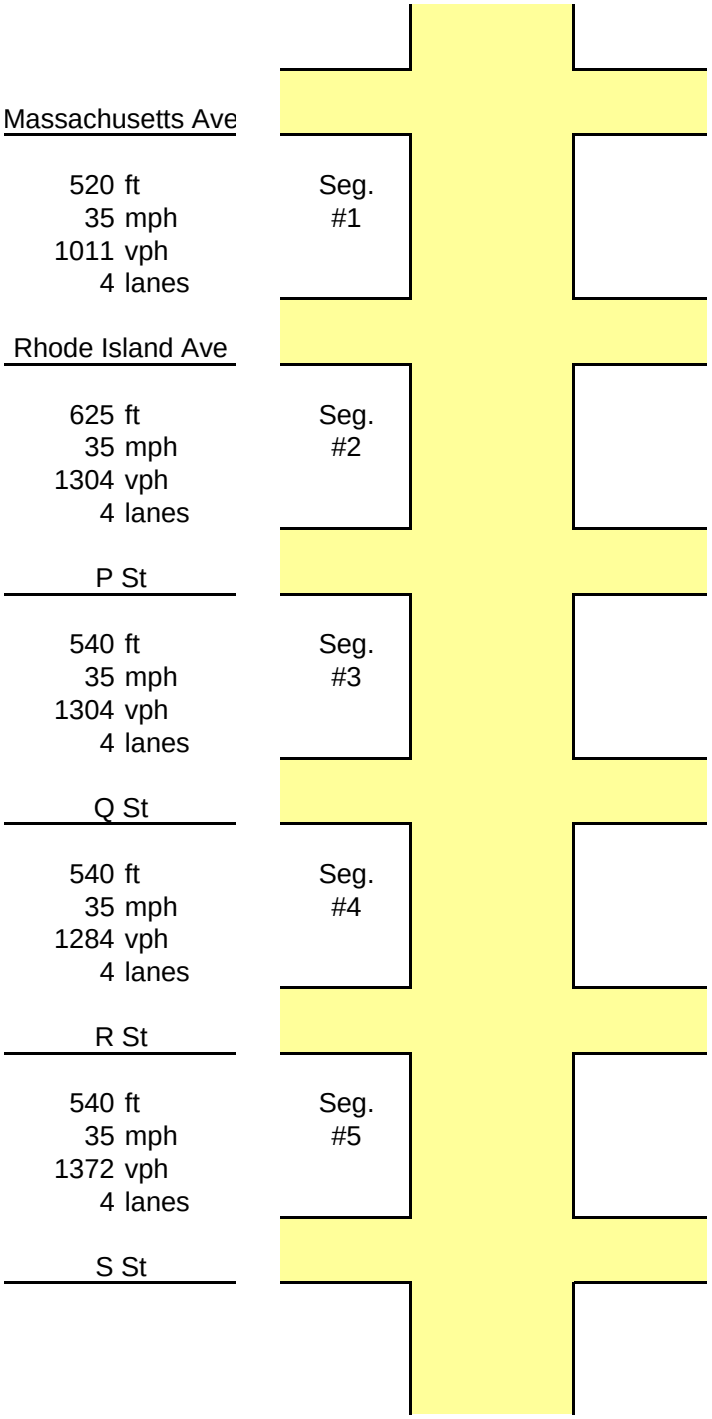
Street: 15th St Northbound — Date: 40770

Limits: Massachusetts Avenue NW to U St NW — Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model: NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.38	E	A
Ped	2.43	A	B

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.28	E	A
Ped	2.48	A	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.71	E	A
Ped	2.47	A	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.05	E	A
Ped	2.46	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.36	E	A
Ped	2.48	A	A

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	4.55	E
Ped	2.47	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound

Date: 40770

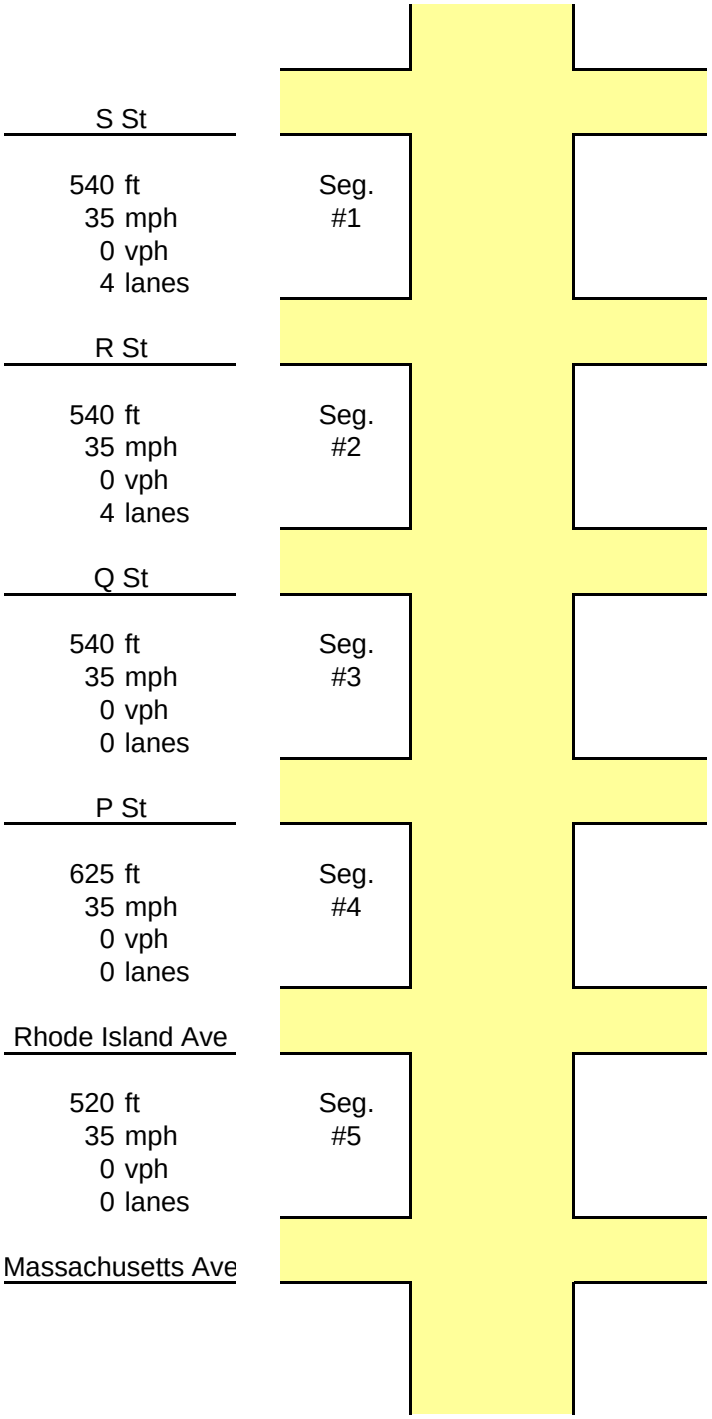
Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	2.90	A	A
Ped	#DIV/0!	A	#DIV/0!

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.24	A	A
Ped	#DIV/0!	A	#DIV/0!

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.35	A	C
Ped	#DIV/0!	A	#DIV/0!

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.35	A	C
Ped	#DIV/0!	A	#DIV/0!

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.63	A	B
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.72	D
Ped	0.00	A

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound

Date: 40770

Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model

S St

540	ft
35	mph
1315	vph
4	lanes

Seg. #1

Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.83	D	A
Ped	2.39	A	A

T St

515	ft
35	mph
1033	vph
4	lanes

Seg. #2

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.19	D	A
Ped	2.57	A	B

U St

0	ft
0	mph
0	vph
0	lanes

Seg. #3

Seg 3	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

0	ft
0	mph
0	vph
0	lanes

Seg. #4

Seg 4	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

0	ft
0	mph
0	vph
0	lanes

Seg. #5

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	4.52	E
Ped	2.48	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound

Date: 40770

Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model

U St

550	ft
35	mph
1196	vph
4	lanes

Seg. #1

Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.13	D	A
Ped	#DIV/0!	A	#DIV/0!

T St

540	ft
35	mph
1080	vph
0	lanes

Seg. #2

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	6.14	E	E
Ped	#DIV/0!	C	#DIV/0!

S St

0	ft
0	mph
0	vph
0	lanes

Seg. #3

Seg 3	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

0	ft
0	mph
0	vph
0	lanes

Seg. #4

Seg 4	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

0	ft
0	mph
0	vph
0	lanes

Seg. #5

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

0

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	5.13	F
Ped	0.00	A

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound with Cycle Track

Date: 40767

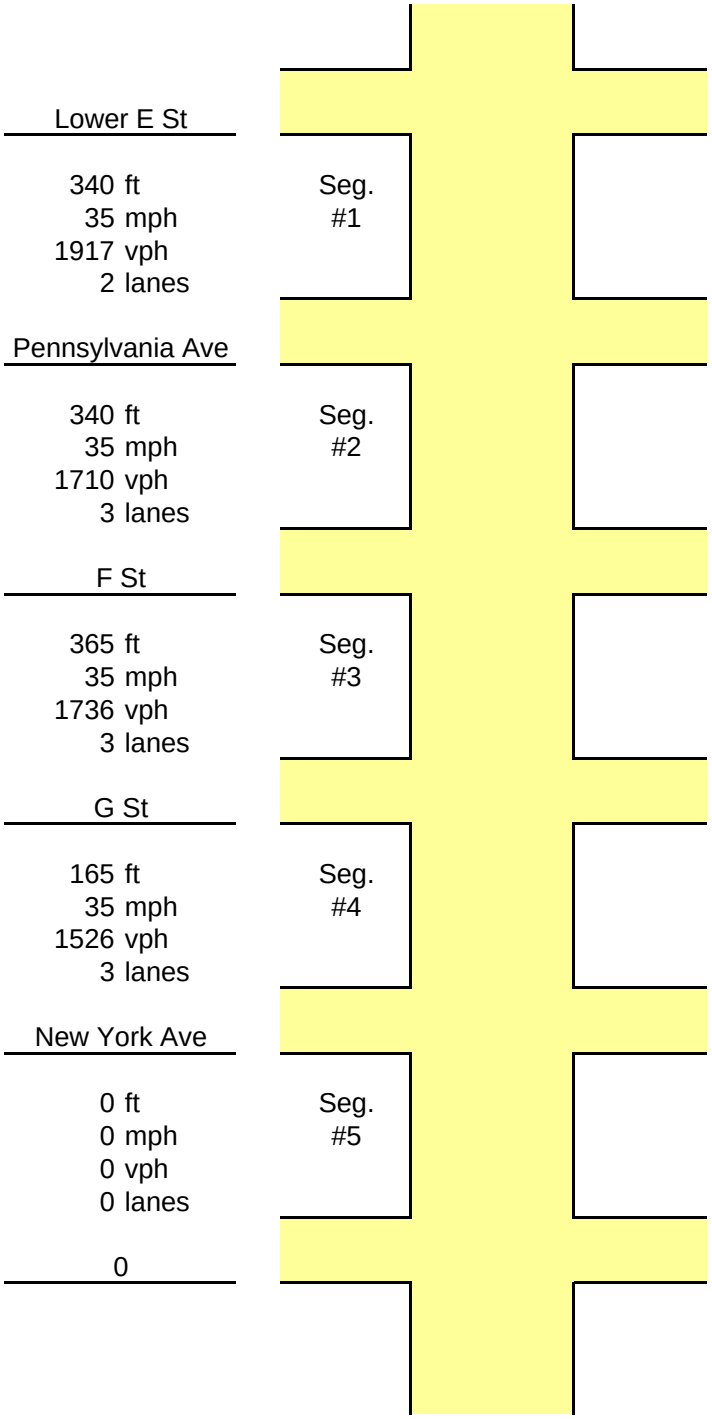
Limits: Lower E St NW to New York Avenue NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.37	A	C
Ped	3.12	C	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.27	A	B
Ped	2.83	B	A

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.23	A	B
Ped	2.74	B	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.18	A	B
Ped	2.74	B	B

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	3.27	C
Ped	2.87	C

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound with Cycle Track

Date: 40767

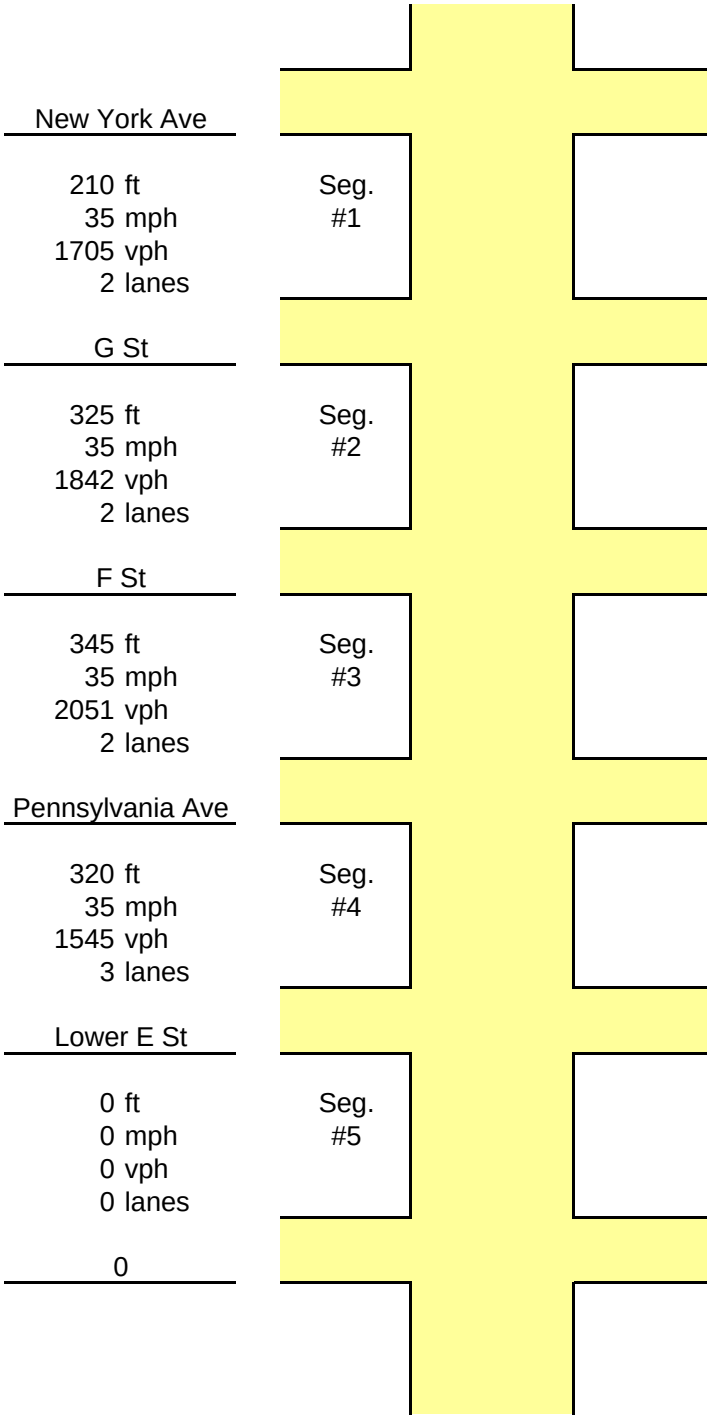
Limits: Lower E St NW to New York Avenue NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.62	C	C
Ped	2.36	A	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.69	C	C
Ped	2.37	A	A

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.70	C	C
Ped	2.80	C	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.51	C	C
Ped	2.09	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	B	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	3.64	D
Ped	2.42	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound with Cycle Track

Date: 40770

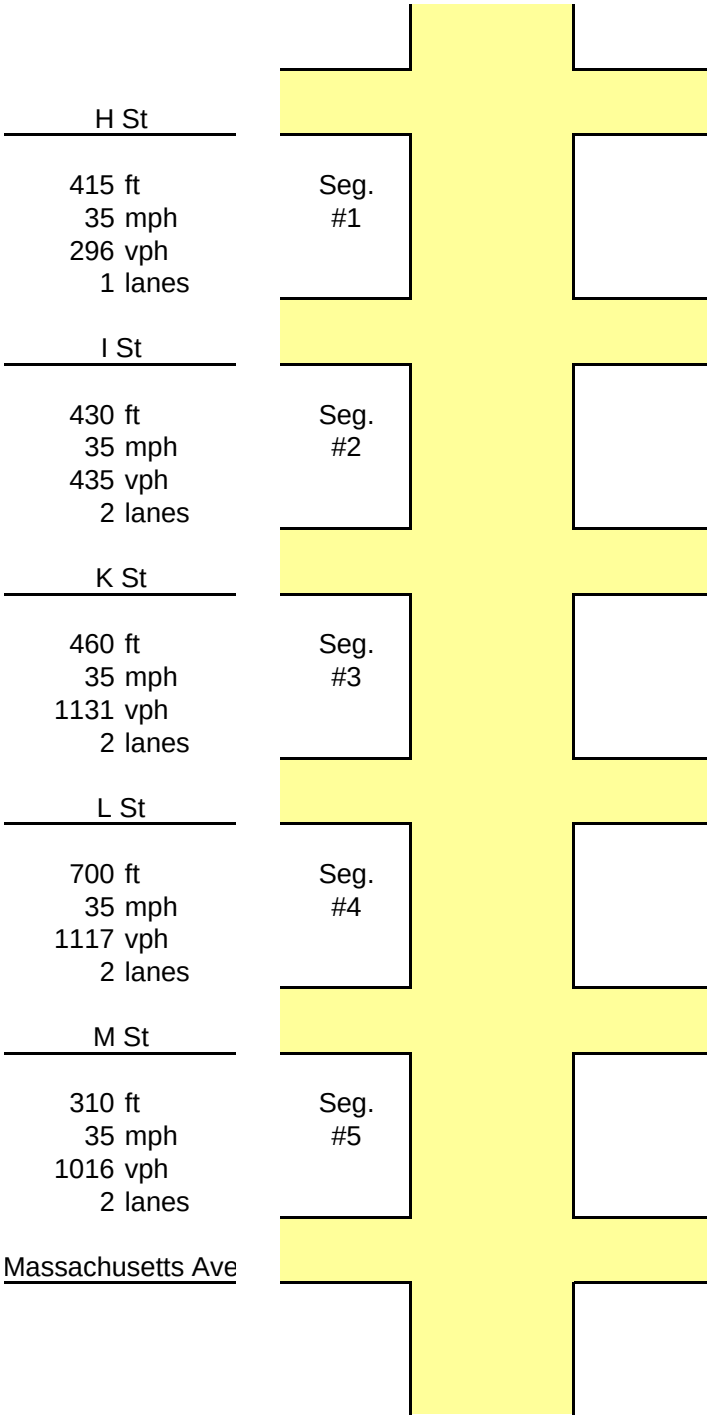
Limits: H St NW to Massachusetts Avenue NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model: NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	1.98	A	A
Ped	2.48	A	B

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.01	A	A
Ped	2.63	A	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.60	B	A
Ped	2.32	A	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.41	C	A
Ped	2.67	A	B

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.62	A	A
Ped	2.83	B	B

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.45	C
Ped	2.58	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound with Cycle Track

Date: 40770

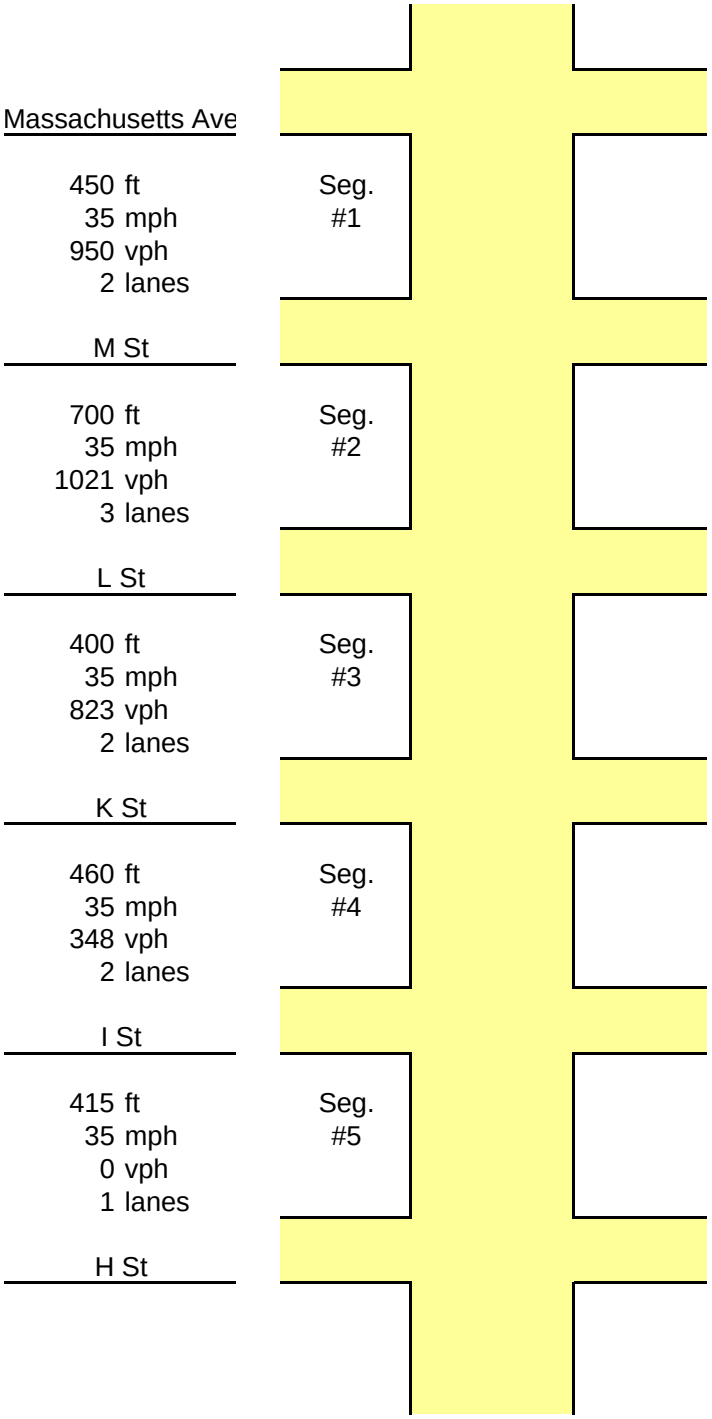
Limits: H St NW to Massachusetts Avenue NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.87	D	C
Ped	2.62	B	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.85	D	B
Ped	2.80	A	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.93	D	D
Ped	2.84	B	B

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.40	C	A
Ped	2.29	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	2.46	A	A
Ped	2.35	A	B

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.73	D
Ped	2.60	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound with Cycle Track

Date: 40770

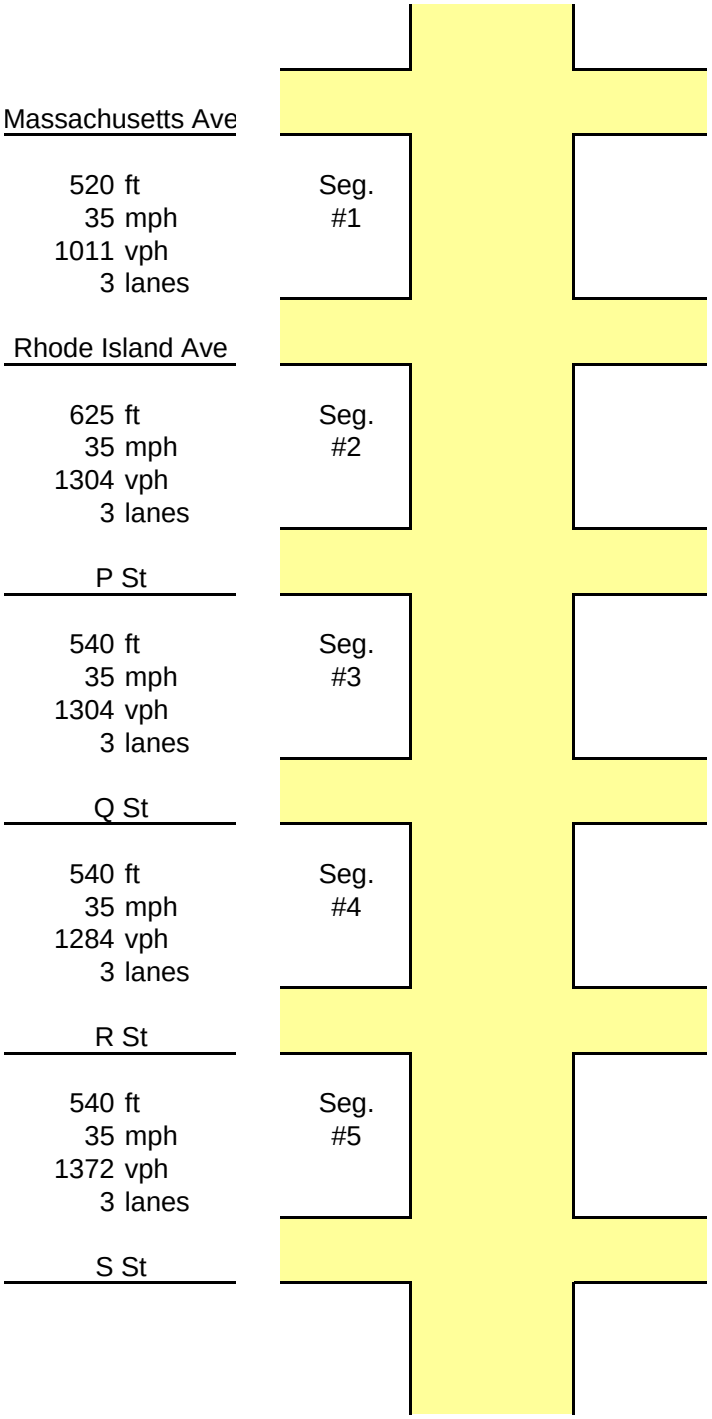
Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.79	A	A
Ped	2.48	A	B

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.69	A	A
Ped	2.55	A	B

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.12	A	A
Ped	2.53	A	A

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.46	A	A
Ped	2.53	A	A

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.78	A	A
Ped	2.55	A	A

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	3.96	D
Ped	2.53	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound with Cycle Track

Date: 40770

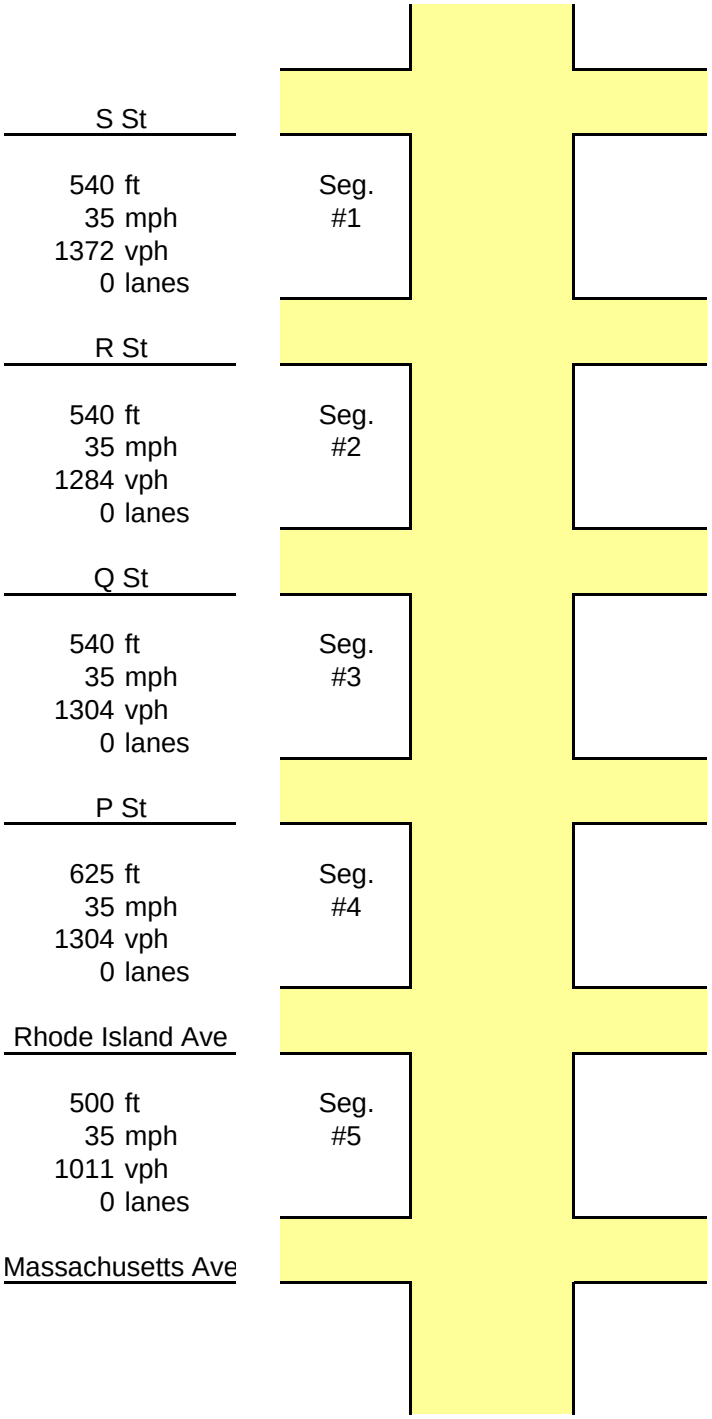
Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.30	B	E
Ped	3.19	D	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.58	B	E
Ped	3.26	D	A

Seg 3	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.64	B	E
Ped	3.33	D	B

Seg 4	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.81	C	E
Ped	3.31	D	B

Seg 5	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.46	C	C
Ped	3.15	C	C

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	5.39	F
Ped	3.25	C

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Northbound with Cycle Track

Date: 40770

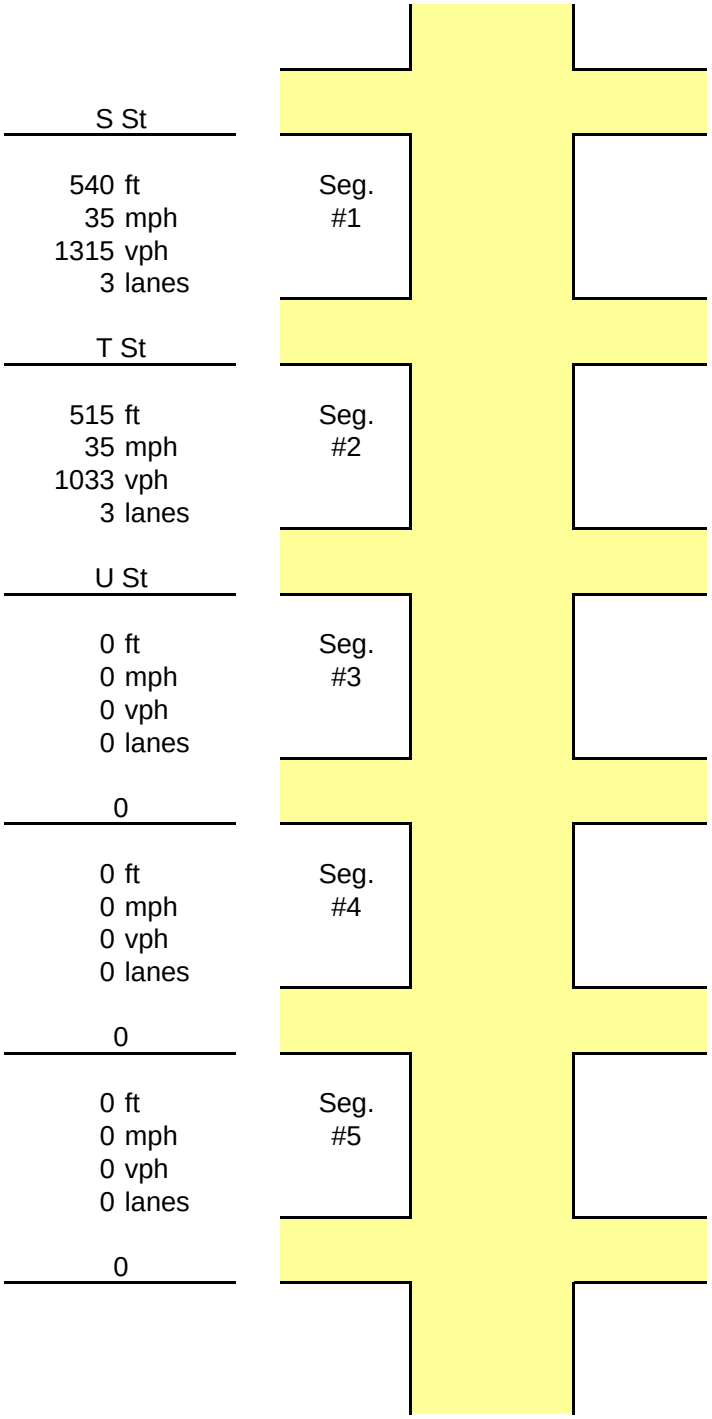
Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	NB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.46	A	A
Ped	2.45	A	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	3.86	A	A
Ped	2.62	A	B

Seg 3	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Seg 4	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	A	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	B
Transit	0.00	A
Bike	4.17	D
Ped	2.54	B

Multimodal Level of Service for Urban Streets

Results

Street: 15th St Southbound with Cycle Track

Date: 40770

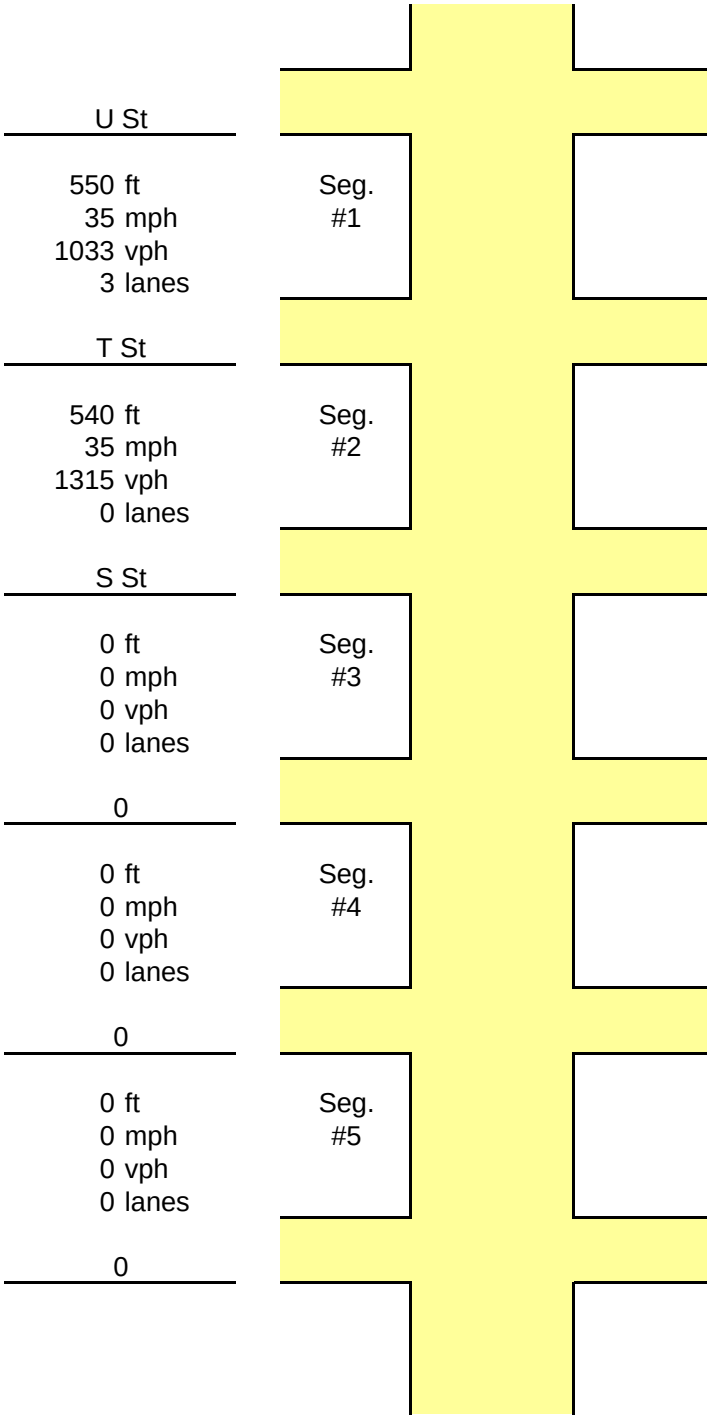
Limits: Massachusetts Avenue NW to U St NW

Observer: 0

Analysis Direction:	SB

(Down Direction on this Sheet)

Auto LOS Model:	NCHRP 3-70 Stops Model



Seg 1	Score	Seg LOS	Int LOS
Auto	2.34	B	N/A
Transit	#DIV/0!	N/A	N/A
Bike	4.21	D	B
Ped	2.57	A	A

Seg 2	Score	Seg LOS	Int LOS
Auto	2.34	F (v/c>1)	N/A
Transit	#DIV/0!	N/A	N/A
Bike	5.68	F	E
Ped	3.06	C	A

Seg 3	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	B	D
Ped	#DIV/0!	A	#DIV/0!

Seg 4	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	B	D
Ped	#DIV/0!	A	#DIV/0!

Seg 5	Score	Seg LOS	Int LOS
Auto	N/A	#N/A	N/A
Transit	#DIV/0!	N/A	N/A
Bike	#DIV/0!	B	D
Ped	#DIV/0!	A	#DIV/0!

Street	Score	LOS
Auto	2.34	F (v/c>1)
Transit	0.00	A
Bike	4.94	E
Ped	2.82	C

Appendix C4 15th Street: Danish Bicycle LOS Data

Number	Name of Road	Road ID	From Road	To Road	Level of Service	User	Satisfaction: Level and Split on Rating Categories							Service Sum
							Level	Very satisfied	Moderately satisfied	A little satisfied	A little dissatisfied	Moderately dissatisfied	Very dissatisfied	
1	West Side - 15th Street	Before	U Street	T Street	E	Average	4.3	2%	9%	17%	22%	30%	21%	-25153
2	West Side - 15th Street	Before	T Street	S Street	E	Average	4.3	2%	8%	17%	21%	30%	21%	-31597
3	West Side - 15th Street	Before	S Street	R Street	E	Average	4.4	2%	8%	17%	21%	30%	22%	-39008
4	West Side - 15th Street	Before	R Street	Q Street	E	Average	4.3	2%	8%	17%	22%	30%	21%	-39752
5	West Side - 15th Street	Before	Q Street	P Street	E	Average	4.3	2%	8%	17%	21%	30%	21%	-37632
6	West Side - 15th Street	Before	P Street	Rhode Island Avenue	E	Average	4.3	2%	8%	17%	22%	30%	21%	-42749
7	West Side - 15th Street	Before	Rhode Island Avenue	Massachusetts Avenue	D	Average	4.2	2%	10%	19%	22%	29%	19%	-26504
8	West Side - 15th Street	Before	Massachusetts Avenue	M Street	D	Average	4.0	3%	12%	21%	23%	26%	15%	-14416
9	West Side - 15th Street	Before	M Street	L Street	D	Average	4.2	2%	10%	19%	22%	28%	18%	-35895
10	West Side - 15th Street	Before	L Street	K Street	D	Average	4.0	3%	12%	21%	23%	26%	15%	-18573
11	West Side - 15th Street	Before	K Street	I Street	D	Average	3.7	5%	17%	26%	22%	20%	10%	-4931
12	West Side - Vermont Avenue	Before	I Street	H Street	D	Average	4.0	3%	12%	21%	23%	26%	15%	-17245
13	West Side - 15th Street	Before	H Street	New York Avenue	D	Average	4.1	3%	11%	21%	23%	27%	16%	-22309
14	West Side - 15th Street	Before	New York Avenue	G Street	D	Average	4.2	2%	9%	18%	22%	29%	19%	-10527
15	West Side - 15th Street	Before	G Street	F Street	E	Poor	4.8	1%	5%	11%	17%	33%	34%	-36037
16	West Side - 15th Street	Before	F Street	Pennsylvania Avenue	E	Average	4.3	2%	8%	17%	21%	30%	22%	-21885
17	West Side - 15th Street	Before	Pennsylvania Avenue	Lower E Street	E	Poor	4.7	1%	5%	12%	18%	33%	32%	-31106
18	East Side - 15th Street	Before	U Street	T Street	E	Average	4.3	2%	9%	17%	22%	30%	21%	-25153
19	East Side - 15th Street	Before	T Street	S Street	E	Average	4.3	2%	8%	17%	21%	30%	21%	-31597
20	East Side - 15th Street	Before	S Street	R Street	E	Average	4.4	2%	8%	17%	21%	30%	22%	-39008
21	East Side - 15th Street	Before	R Street	Q Street	E	Average	4.3	2%	8%	17%	22%	30%	21%	-39752
22	East Side - 15th Street	Before	Q Street	P Street	E	Poor	4.8	1%	4%	10%	16%	33%	35%	-58868
23	East Side - 15th Street	Before	P Street	Rhode Island Avenue	E	Average	4.3	2%	8%	17%	22%	30%	21%	-42749
24	East Side - 15th Street	Before	Rhode Island Avenue	Massachusetts Avenue	D	Average	3.7	4%	17%	25%	22%	21%	10%	-6784
25	East Side - 15th Street	Before	Massachusetts Avenue	M Street	E	Average	4.5	1%	6%	14%	20%	32%	27%	-28288
26	East Side - 15th Street	Before	M Street	L Street	D	Average	4.2	2%	10%	19%	22%	28%	18%	-35895
27	East Side - 15th Street	Before	L Street	K Street	D	Average	4.0	3%	12%	21%	23%	26%	15%	-18573
28	East Side - 15th Street	Before	K Street	I Street	D	Average	3.7	5%	17%	26%	22%	20%	10%	-4931
29	East Side - Vermont Avenue	Before	I Street	H Street	C	Average	3.5	6%	20%	27%	21%	18%	8%	1356
30	East Side - 15th Street	Before	H Street	New York Avenue	E	Average	4.6	1%	6%	13%	19%	32%	28%	-41910
31	East Side - 15th Street	Before	New York Avenue	G Street	D	Average	4.2	2%	9%	18%	22%	29%	19%	-10527
32	East Side - 15th Street	Before	G Street	F Street	E	Average	4.3	2%	9%	17%	22%	30%	20%	-22567
33	East Side - 15th Street	Before	F Street	Pennsylvania Avenue	E	Average	4.3	2%	8%	17%	21%	30%	22%	-21885
34	East Side - 15th Street	Before	Pennsylvania Avenue	Lower E Street	E	Average	4.6	1%	6%	13%	19%	32%	28%	-28100

Number	Name of Road	Road ID	From Road	To Road	Level of Service	User	Satisfaction: Level and Split on Rating Categories							Service Sum
							Level	Very satisfied	Moderately satisfied	A little satisfied	A little dissatisfied	Moderately dissatisfied	Very dissatisfied	
1	West Side - 15th Street	After	U Street	T Street	A	Good	1.3	78%	17%	3%	1%	0%	0%	66551
2	West Side - 15th Street	After	T Street	S Street	A	Good	1.3	80%	16%	3%	1%	0%	0%	81201
3	West Side - 15th Street	After	S Street	R Street	A	Good	1.2	81%	15%	3%	1%	0%	0%	98325
4	West Side - 15th Street	After	R Street	Q Street	A	Good	1.3	79%	16%	3%	1%	0%	0%	103524
5	West Side - 15th Street	After	Q Street	P Street	A	Good	1.3	80%	16%	3%	1%	0%	0%	97109
6	West Side - 15th Street	After	P Street	Rhode Island Avenue	A	Good	1.3	79%	16%	3%	1%	0%	0%	111433
7	West Side - 15th Street	After	Rhode Island Avenue	Massachusetts Avenue	A	Good	1.4	73%	21%	4%	1%	1%	0%	76225
8	West Side - 15th Street	After	Massachusetts Avenue	M Street	A	Good	1.4	69%	23%	5%	1%	1%	0%	54661
9	West Side - 15th Street	After	M Street	L Street	A	Good	1.4	71%	22%	4%	1%	1%	0%	110536
10	West Side - 15th Street	After	L Street	K Street	A	Good	1.4	69%	23%	5%	1%	1%	0%	70285
11	West Side - 15th Street	After	K Street	I Street	A	Good	1.4	70%	23%	5%	1%	1%	0%	67730
12	West Side - Vermont Avenue	After	I Street	H Street	B	Good	2.1	31%	41%	17%	6%	3%	1%	46404
13	West Side - 15th Street	After	H Street	New York Avenue	D	Average	4.1	3%	11%	21%	23%	27%	16%	-22309
14	West Side - 15th Street	After	New York Avenue	G Street	A	Good	1.3	78%	17%	3%	1%	0%	0%	30103
15	West Side - 15th Street	After	G Street	F Street	A	Good	1.5	65%	26%	6%	2%	1%	0%	55716
16	West Side - 15th Street	After	F Street	Pennsylvania Avenue	A	Good	1.3	80%	16%	3%	1%	0%	0%	55279
17	West Side - 15th Street	After	Pennsylvania Avenue	Lower E Street	A	Good	1.3	80%	16%	3%	1%	0%	0%	55162
18	East Side - 15th Street	After	U Street	T Street	A	Good	1.5	65%	27%	6%	2%	1%	0%	61283
19	East Side - 15th Street	After	T Street	S Street	A	Good	1.5	66%	26%	6%	2%	1%	0%	74758
20	East Side - 15th Street	After	S Street	R Street	A	Good	1.4	67%	25%	5%	2%	1%	0%	90533
21	East Side - 15th Street	After	R Street	Q Street	A	Good	1.5	65%	26%	6%	2%	1%	0%	95313
22	East Side - 15th Street	After	Q Street	P Street	B	Good	1.7	49%	36%	10%	3%	2%	1%	78510
23	East Side - 15th Street	After	P Street	Rhode Island Avenue	A	Good	1.5	65%	26%	6%	2%	1%	0%	102595
24	East Side - 15th Street	After	Rhode Island Avenue	Massachusetts Avenue	A	Good	1.3	75%	19%	4%	1%	1%	0%	77313
25	East Side - 15th Street	After	Massachusetts Avenue	M Street	B	Good	2.0	39%	40%	14%	5%	2%	1%	41984
26	East Side - 15th Street	After	M Street	L Street	A	Good	1.7	54%	33%	9%	3%	1%	0%	97886
27	East Side - 15th Street	After	L Street	K Street	A	Good	1.6	56%	32%	8%	2%	1%	0%	63982
28	East Side - 15th Street	After	K Street	I Street	B	Good	1.8	47%	36%	11%	3%	2%	1%	57043
29	East Side - Vermont Avenue	After	I Street	H Street	B	Good	1.8	47%	37%	11%	3%	2%	1%	56952
30	East Side - 15th Street	After	H Street	New York Avenue	E	Average	4.6	1%	6%	13%	19%	32%	28%	-41910
31	East Side - 15th Street	After	New York Avenue	G Street	A	Good	1.6	58%	31%	8%	2%	1%	0%	26436
32	East Side - 15th Street	After	G Street	F Street	A	Good	1.6	57%	31%	8%	2%	1%	0%	52700
33	East Side - 15th Street	After	F Street	Pennsylvania Avenue	A	Good	1.6	57%	31%	8%	2%	1%	0%	47749
34	East Side - 15th Street	After	Pennsylvania Avenue	Lower E Street	A	Good	1.6	59%	30%	7%	2%	1%	0%	48383

Appendix C5 15th Street: BEQI Data

15th Street BEQI Results
Before Conditions

Streets_Value_Dom_ID	Streets_ID	Intersections_ID	Primary Street	Cross Street1	Cross Street 2	Side_of_the_Street	Presence_of_Marked_Area	Width_of_Bike_Lane	Bicycle_Lane_markings	Connectivity_of_Bicycle_Lanes	Pavement_Type_Condition	Driveway_Cuts	Posted_Speed_Limit	PP_Adjacent_To_Lane_Route	Traffic_Calming_Features	Presence_of_Bicycle_Signs	Presence_of_Trees	Scale_Lighting	Line_of_Site	Bicycle_Parking	Retail_Use	Traffic_Volume	Percent_HeavyVehicles	No_of_Lanes	StreetSlope	BEQI
144	1	1	15th Street	U Street	T Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	16	27	36	22	27	45.35
147	4	1	15th Street	U Street	T Street	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	19	36	22	27	43.14
145	2	2	15th Street	T Street	S Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	16	27	36	22	27	45.35
146	3	2	15th Street	T Street	S Street	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	19	36	22	27	43.14
148	5	3	15th Street	S Street	R Street	W	4	0	4	13	40	11	29	27	11	15	29	36	25	12	14	27	36	22	27	43.81
149	6	3	15th Street	S Street	R Street	E	4	0	4	13	40	11	29	27	11	15	29	36	25	12	14	19	36	22	27	42.04
150	7	4	15th Street	R Street	Q Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	22	27	44.91
151	8	4	15th Street	R Street	Q Street	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	19	36	22	27	43.14
152	9	5	15th Street	Q Street	P Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	22	27	44.91
153	10	5	15th Street	Q Street	P Street	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	22	19	36	22	27	44.91
154	11	6	15th Street	P Street	Rhode Island Avenue	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	22	27	44.91
155	12	6	15th Street	P Street	Rhode Island Avenue	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	16	19	36	22	27	43.58
156	13	7	15th Street	Rhode Island Avenue	Massachusetts Avenue	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	22	27	44.91
157	14	7	15th Street	Rhode Island Avenue	Massachusetts Avenue	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	19	36	22	27	43.14
158	19	8	15th Street	Massachusetts Avenue	M Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	15	27	43.36
159	20	8	15th Street	Massachusetts Avenue	M Street	E	4	0	4	13	40	16	29	27	11	15	29	36	25	12	14	27	36	15	27	43.36
160	21	9	15th Street	M Street	L Street	W	4	0	4	13	40	16	29	27	11	15	29	36	25	12	16	27	36	15	27	43.81
161	22	9	15th Street	M Street	L Street	E	4	0	4	13	40	11	29	27	11	15	29	36	25	12	16	19	36	15	27	40.93
162	23	10	15th Street	L Street	K Street	W	4	0	4	13	40	27	29	27	24	15	29	36	25	12	16	27	36	15	27	49.12
163	24	10	15th Street	L Street	K Street	E	4	0	4	13	40	16	29	27	24	15	29	36	25	12	22	27	36	15	27	48.01
164	25	11	15th Street	K Street	I Street	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	22	27	36	15	27	47.57
165	26	11	15th Street	K Street	I Street	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	14	27	36	15	27	45.80
166	27	12	Vermont Avenue	I Street	H Street	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	14	27	36	15	27	45.80
167	28	12	Vermont Avenue	I Street	H Street	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	14	27	36	15	27	45.80
168	29	13	15th Street	H Street	New York Avenue	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	27	36	15	27	46.24
169	30	13	15th Street	H Street	New York Avenue	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	27	36	15	27	46.24
170	31	14	15th Street	New York Avenue	G Street	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	14	27	36	15	27	45.80
171	32	14	15th Street	New York Avenue	G Street	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	27	36	15	27	46.24
172	33	15	15th Street	G Street	F Street	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	19	36	15	27	44.47
173	34	15	15th Street	G Street	F Street	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	22	27	36	15	27	47.57
174	35	16	15th Street	F Street	Pennsylvania Avenue	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	19	36	15	27	44.47
175	36	16	15th Street	F Street	Pennsylvania Avenue	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	22	27	36	15	27	47.57
176	37	17	15th Street	Pennsylvania Avenue	Lower E Street	W	4	0	4	13	40	27	29	27	11	15	29	15	25	12	14	19	36	15	27	39.38
177	38	17	15th Street	Pennsylvania Avenue	Lower E Street	E	4	0	4	13	40	27	29	27	11	15	29	15	25	12	14	27	36	15	27	41.15

15th Street BEQI Results
After Conditions

Streets_Value_Dom_ID	Streets_ID	Intersections_ID	Primary Street	Cross Street1	Cross Street 2	Side_of_the_Street	Presence_of_Marked_Area	Width_of_Bike_Lane	Bicycle_Lane_markings	Connectivity_of_Bicycle_Lanes	Pavement_Type_Condition	Driveway_Cuts	Posted_Speed_Limit	PP_Adjacent_To_Lane_Route	Traffic_Calming_Features	Presence_of_Bicycle_Signs	Presence_of_Trees	Scale_Lighting	Line_of_Site	Bicycle_Parking	Retail_Use	Traffic_Volume	Percent_HeavyVehicles	No_of_Lanes	StreetSlope	BEQI
144	1	1	15th Street	U Street	T Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	16	27	36	22	27	80.09
147	4	1	15th Street	U Street	T Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	14	19	36	22	27	75.22
145	2	2	15th Street	T Street	S Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	16	27	36	22	27	80.09
146	3	2	15th Street	T Street	S Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	14	19	36	22	27	75.22
148	5	3	15th Street	S Street	R Street	W	36	36	36	36	40	11	29	27	24	36	29	36	25	12	14	27	36	22	27	78.54
149	6	3	15th Street	S Street	R Street	E	24	36	36	36	40	11	29	27	24	36	29	36	25	12	14	19	36	22	27	74.12
150	7	4	15th Street	R Street	Q Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	22	27	79.65
151	8	4	15th Street	R Street	Q Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	14	19	36	22	27	75.22
152	9	5	15th Street	Q Street	P Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	22	27	79.65
153	10	5	15th Street	Q Street	P Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	22	19	36	22	27	76.99
154	11	6	15th Street	P Street	Rhode Island Avenue	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	22	27	79.65
155	12	6	15th Street	P Street	Rhode Island Avenue	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	16	19	36	22	27	75.66
156	13	7	15th Street	Rhode Island Avenue	Massachusetts Avenue	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	22	27	79.65
157	14	7	15th Street	Rhode Island Avenue	Massachusetts Avenue	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	14	19	36	22	27	75.22
158	19	8	15th Street	Massachusetts Avenue	M Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	15	27	78.10
159	20	8	15th Street	Massachusetts Avenue	M Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	14	27	36	15	27	75.44
160	21	9	15th Street	M Street	L Street	W	36	36	36	36	40	16	29	27	24	36	29	36	25	12	16	27	36	15	27	78.54
161	22	9	15th Street	M Street	L Street	E	24	36	36	36	40	11	29	27	24	36	29	36	25	12	16	19	36	15	27	73.01
162	23	10	15th Street	L Street	K Street	W	36	36	36	36	40	27	29	27	24	36	29	36	25	12	16	27	36	15	27	80.97
163	24	10	15th Street	L Street	K Street	E	24	36	36	36	40	16	29	27	24	36	29	36	25	12	22	27	36	15	27	77.21
164	25	11	15th Street	K Street	I Street	W	36	36	36	36	40	27	29	27	24	36	29	36	25	12	22	27	36	15	27	82.30
165	26	11	15th Street	K Street	I Street	E	24	36	36	36	40	27	29	27	24	36	29	36	25	12	14	27	36	15	27	77.88
166	27	12	Vermont Avenue	I Street	H Street	W	36	36	36	13	40	27	29	27	24	36	29	36	25	12	14	27	36	31	27	78.98
167	28	12	Vermont Avenue	I Street	H Street	E	24	36	36	36	40	27	29	27	24	36	29	36	25	12	14	27	36	31	27	81.42
168	29	13	15th Street	H Street	New York Avenue	W	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	27	36	15	27	46.24
169	30	13	15th Street	H Street	New York Avenue	E	4	0	4	13	40	27	29	27	11	15	29	36	25	12	16	27	36	15	27	46.24
170	31	14	15th Street	New York Avenue	G Street	W	36	36	36	36	40	27	29	27	24	36	29	36	25	12	14	27	36	15	27	80.53
171	32	14	15th Street	New York Avenue	G Street	E	24	36	36	13	40	27	29	27	24	36	29	36	25	12	16	27	36	15	27	73.23
172	33	15	15th Street	G Street	F Street	W	36	36	36	36	40	27	29	27	24	36	29	36	25	12	16	19	36	15	27	79.20
173	34	15	15th Street	G Street	F Street	E	24	36	36	36	40	27	29	27	24	36	29	36	25	12	22	27	36	15	27	79.65
174	35	16	15th Street	F Street	Pennsylvania Avenue	W	36	36	36	36	40	27	29	27	24	36	29	36	25	12	16	19	36	15	27	79.20
175	36	16	15th Street	F Street	Pennsylvania Avenue	E	24	36	36	36	40	27	29	27	24	36	29	36	25	12	22	27	36	15	27	79.65
176	37	17	15th Street	Pennsylvania Avenue	Lower E Street	W	36	36	36	13	40	27	29	27	24	36	29	15	25	12	14	19	36	15	27	69.03
177	38	17	15th Street	Pennsylvania Avenue	Lower E Street	E	24	36	36	13	40	27	29	27	24	36	29	15	25	12	14	27	36	15	27	68.14

Appendix C6 15th Street: Bicycle Progression Analysis Data

Bicycle Progression Analysis Data

Street	Section	Direction	Time Period	Analysis Bike Speed (mph)	Average of Total Distance (ft)	Average Bike Speed (mph)	Average Number of Times Stopped	Average Time Stopped (seconds)
Pennsylvania Avenue	10th Street to 15th Street	Eastbound	AM	10	2249	6.5	1.5	83.0
				15	2249	15.0	0.0	0.0
			PM	10	2249	6.3	2.5	91.0
				15	2249	11.2	1.0	35.0
		Westbound	AM	10	2249	6.3	3.0	91.0
				15	2249	8.4	2.3	87.3
			PM	10	2249	5.3	3.0	137.0
				15	2249	12.9	2.0	89.0
	3rd Street to 9th Street	Eastbound	AM	10	2642	5.1	5.0	173.0
				15	2642	6.2	5.5	178.0
			PM	10	2642	7.5	3.0	63.0
				15	2642	15.0	0.0	0.0
		Westbound	AM	10	2642	6.3	3.0	104.0
				15	2642	8.6	2.3	98.8
			PM	10	2642	5.0	4.3	181.7
				15	2642	7.5	3.0	119.0
15th Street	Lower E Street to I Street	Northbound	AM	10	2144	6.8	4.0	70.0
				15	2144	11.8	1.0	26.0
			PM	10	2144	6.0	4.0	96.0
				15	2144	11.7	1.5	36.5
		Southbound	AM	10	2144	6.7	2.0	72.0
				15	2144	14.9	0.0	0.0
			PM	10	2144	8.7	2.0	22.0
				15	2144	10.3	1.0	45.0
	I Street to Rhode Island	Northbound	AM	10	2425	5.2	4.0	154.0
				15	2425	7.1	3.0	122.0
			PM	10	2425	6.6	2.0	83.0
				15	2425	6.6	2.0	139.0
		Southbound	AM	10	2425	4.4	4.0	214.0
				15	2425	5.9	3.0	170.0
			PM	10	2425	3.7	5.0	285.0
				15	2425	4.2	4.5	290.5
	Rhode Island Avenue to U Street	Northbound	AM	10	3156	4.5	4.0	261.0
				15	3156	7.6	2.0	139.5
			PM	10	3156	5.5	3.0	174.0
				15	3156	7.4	2.0	146.0
		Southbound	AM	10	3156	4.1	6.0	306.0
				15	3156	5.9	4.5	229.5
			PM	10	3156	4.2	6.0	295.0
				15	3156	6.9	4.0	168.0

15th St AM

NB

15th Street
15th Street
@ W Street
@ New Hampshire
90
90

15th Street
@ V Street
75

15th Street
@ U Street
69
Prot left

512'

15th Street
@ T Street
43

START 0
START 0
END 371 / 71
71
END 380
357
94
106
140
469
504
571 END
294
35
23

Time-Space Diagram - 15th Street

8/10/2011

Main Street
Cross Street
Offset
Approach

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330

@ T Street
43

509'

15th Street
@ S Street
31
prot left

507'

15th Street
@ R Street
22
prot left

493'

15th Street
@ Q Street
13

527'

15th Street
@ P Street
3
prot left

608'

15th Street
@ Rhode Island Avenue

357
94
146
469
271
35
23

334
360
117
134
434
181
248
234
261
35
23

325
157
167
225
225
238
269
276
325 cont
34
22

316
359
416
145
50%
216
242
247
316 cont
36
24

340
406
121
135
452
506 / 206
271
305
50%
42
28

0 START
333
393 END
93
434
END
494
305 END
cont

15th Street
@ Q Street
13

15th Street
@ P Street
3
prot left

15th Street
@ Rhode Island Avenu
29
prot left

15th Street
@ Massachusetts
18
prot left

527'
608'
492'
332'

316 359 416 195 216 242 247 316 50'
340 406 121 135 452 506/206 271 305
0 START 333 393 END 93 434 END 494 548 305 END 594 END 317 333 cont
0 START 93/393 END
115 127 182 182 253 261 283 283

36
24
42
28
34
22
23
15

15th St AM Proposed Cycle Track
I St to M St

Baseline
DEFAULT

Main Street
Cross Street
Offset
Approach

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330

15TH ST North
@ M Street
96
prot left

15TH ST North
@ L ST
56

15TH ST North
@ K STREET
29
prot left

15TH ST North
@ I ST
70
prot left

698'
492'
461'

188 197 204 205 238 238
114 134 156 156 270 286
94 388 104 290 316
0 START END 373/73 73 419 473 END 311 cont

48
32
30
20
31
21

15th St AM Proposed Cycle Track
Lower E St to I St

Baseline
DEFAULT

Main Street
Cross Street
Offset
Approach

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330

15th St AM Proposed Cycle Track
Lower E St to I St

Baseline
DEFAULT

Main Street
Cross Street
Offset

Approach

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330

15TH ST South
@ I ST
80
prot left (assumed bikes would turn left)

422'

15TH ST South
@ H ST
6
Not prot left

528'

15TH ST South
@ NEW YORK AVE
15TH ST South
@ G ST
17

151'

350'

15TH ST South
@ F ST
27

323'

15TH ST South
@ PENNSYLVANIA AVE
35

364'

15TH ST South
@ E ST
10

START 0
80
99
109
123
130
143
150
156
174
END 193
192
197
181
187
217
227
253
256
285
END
101
127
146
157
251
86
94
135
161
273
START 0
69
69
END 178
298
END

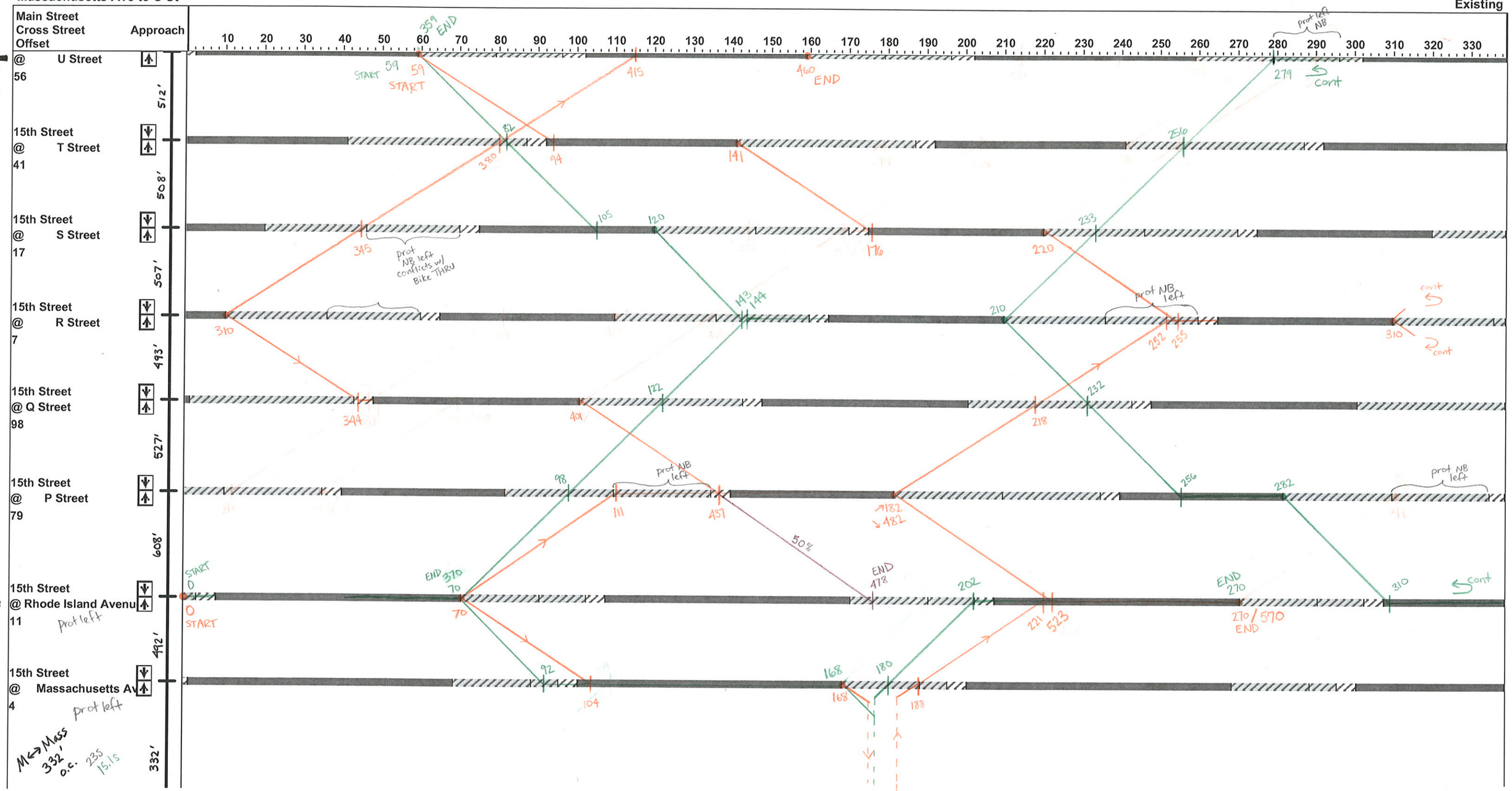
29
19
36
24
10
7
24
16
22
15
25
17

Time-Space Diagram - 15TH ST South

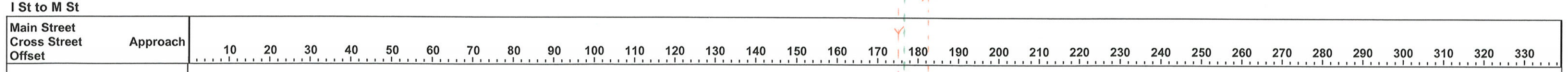
8/10/2011

15th St PM Proposed Cycle Track
Massachusetts Ave to U St

Existing PM
Existing



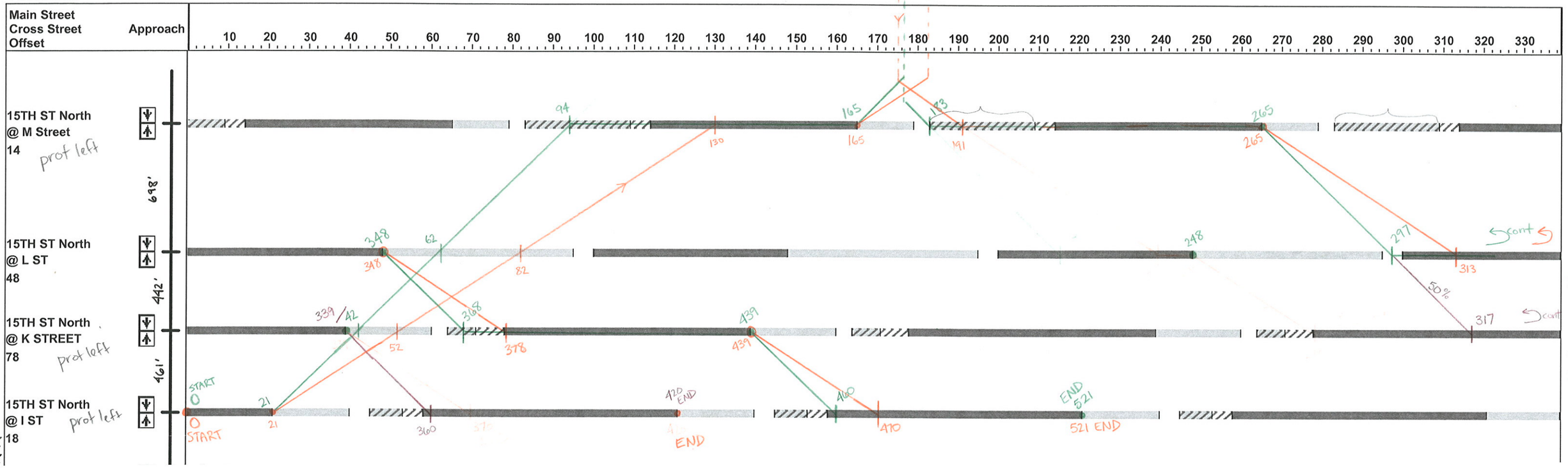
15th St PM Proposed Cycle Track
I St to M St



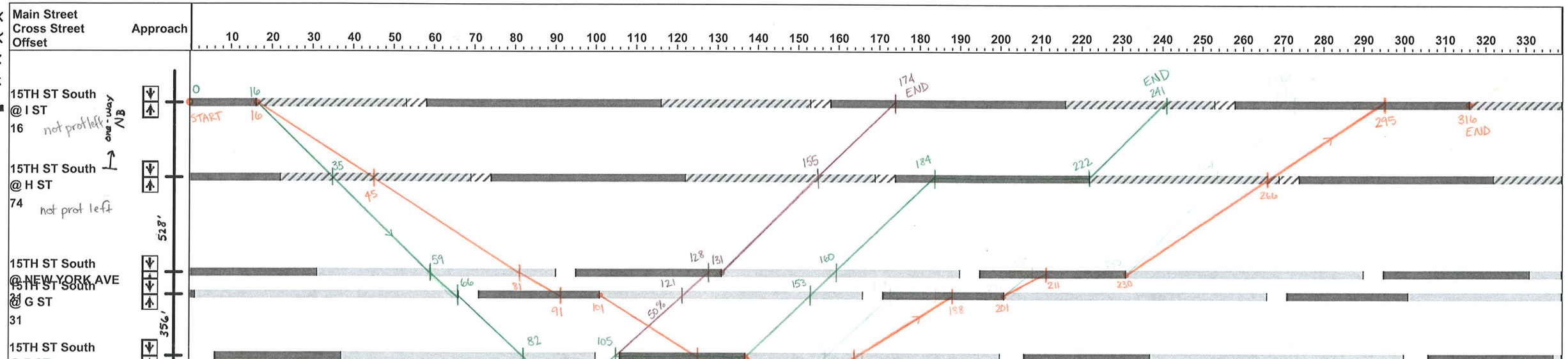
M↔M 332' o.c. 235 15.1s

332'

15th St PM Proposed Cycle Track
I St to M St

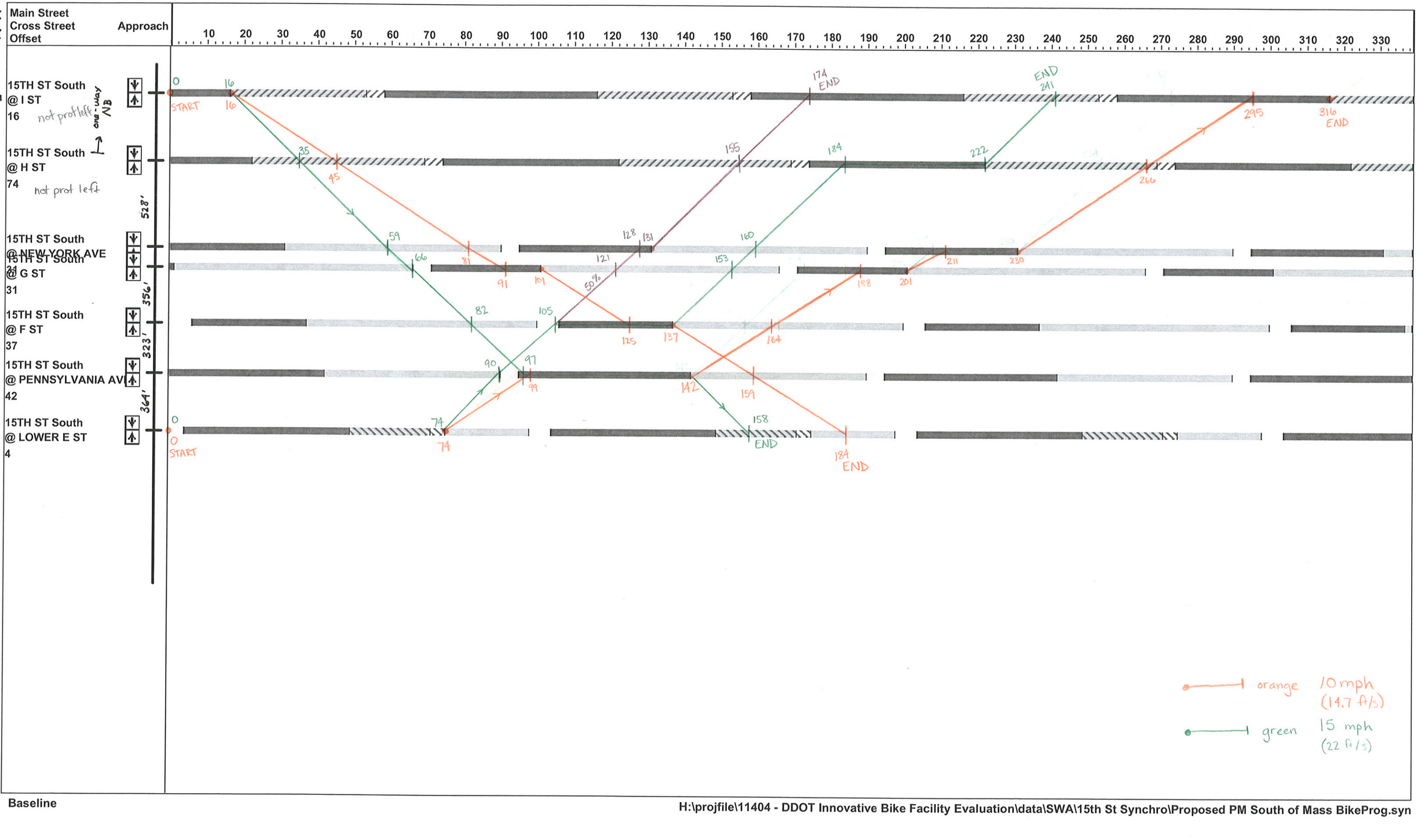


15th St PM Proposed Cycle Track
Lower E St to I St



15th St not continuous

15th St PM Proposed Cycle Track
Lower E St to I St



Baseline

H:\projfile\11404 - DDOT Innovative Bike Facility Evaluation\data\SWA\15th St Synchro\Proposed PM South of Mass BikeProg.syn

Appendix C7 15th Street: Arterial LOS Reports

Arterial Level of Service: NB 15TH STREET #3

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
RHODE ISLAND AVE	IV	30	16.8	22.4	39.2	0.09	8.6	E
P STREET	IV	30	20.7	2.2	22.9	0.12	18.1	C
Q STREET	IV	30	18.0	4.3	22.3	0.10	16.1	C
R STREET	IV	30	16.8	3.4	20.2	0.09	16.6	C
S STREET	IV	30	17.3	6.4	23.7	0.10	14.6	C
T STREET	IV	30	17.4	3.5	20.9	0.10	16.6	C
U STREET	IV	30	17.5	31.0	48.5	0.10	7.2	E
Total	IV		124.5	73.2	197.7	0.69	12.6	D

Arterial Level of Service: NB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PENNSYLVANIA AVE	IV	25	18.3	25.3	43.6	0.07	5.7	F
F STREET	IV	25	16.2	6.8	23.0	0.06	9.6	D
G STREET	IV	25	17.9	24.7	42.6	0.07	5.7	F
NEW YORK AVE	IV	25	7.6	4.1	11.7	0.03	8.8	E
H STREET	IV	25	22.0	20.0	42.0	0.10	8.6	E
Total	IV		82.0	80.9	162.9	0.33	7.2	E

Arterial Level of Service: SB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NEW YORK AVE	IV	25	22.0	0.3	22.3	0.10	16.1	C
G STREET	IV	25	7.6	1.5	9.1	0.03	11.3	D
F STREET	IV	25	17.9	7.7	25.6	0.07	9.5	D
PENNSYLVANIA AVE	IV	25	16.2	1.8	18.0	0.06	12.2	D
E STREET	IV	25	18.3	5.0	23.3	0.07	10.7	D
Total	IV		82.0	16.3	98.3	0.33	11.9	D

Arterial Level of Service: NB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I STREET	IV	25	17.5	20.7	38.2	0.08	7.5	E
K STREET	IV	25	19.2	26.1	45.3	0.09	6.9	F
L STREET	IV	25	18.4	12.1	30.5	0.08	9.9	D
M STREET	IV	25	23.8	5.4	29.2	0.13	16.3	C
MASSACHUSETTS AVE	IV	30	14.2	26.0	40.2	0.06	5.6	F
Total	IV		93.1	90.3	183.4	0.45	8.7	E

Arterial Level of Service: SB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
M STREET	IV	25	16.6	13.0	29.6	0.06	7.6	E
L STREET	IV	25	23.8	19.8	43.6	0.13	10.9	D
K STREET	IV	25	18.4	20.4	38.8	0.08	7.8	E
I STREET	IV	25	19.2	3.5	22.7	0.09	13.8	C
H STREET	IV	25	17.5	38.4	55.9	0.08	5.1	F
Total	IV		95.5	95.1	190.6	0.45	8.4	E

Arterial Level of Service: NB 15TH STREET #3

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
RHODE ISLAND AVE	IV	25	20.5	17.3	37.8	0.09	8.9	E
P STREET	IV	25	25.3	22.9	48.2	0.12	8.6	E
Q STREET	IV	25	22.0	21.7	43.7	0.10	8.2	E
R STREET	IV	25	20.5	3.2	23.7	0.09	14.2	C
S STREET	IV	25	21.1	5.0	26.1	0.10	13.2	C
T STREET	IV	25	21.2	2.6	23.8	0.10	14.6	C
U STREET	IV	25	21.3	32.8	54.1	0.10	6.5	F
Total	IV		151.9	105.5	257.4	0.69	9.7	D

Arterial Level of Service: NB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PENNSYLVANIA AVE	IV	25	18.3	13.9	32.2	0.07	7.7	E
F STREET	IV	25	16.2	3.2	19.4	0.06	11.4	D
G STREET	IV	25	17.9	19.8	37.7	0.07	6.4	F
NEW YORK AVE	IV	25	7.6	2.4	10.0	0.03	10.3	D
H STREET	IV	25	22.0	13.0	35.0	0.10	10.3	D
Total	IV		82.0	52.3	134.3	0.33	8.7	E

Arterial Level of Service: SB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NEW YORK AVE	IV	25	22.0	29.1	51.1	0.10	7.0	E
G STREET	IV	25	7.6	1.2	8.8	0.03	11.7	D
F STREET	IV	25	17.9	9.4	27.3	0.07	8.9	E
PENNSYLVANIA AVE	IV	25	16.2	8.0	24.2	0.06	9.1	D
E STREET	IV	25	18.3	5.0	23.3	0.07	10.7	D
Total	IV		82.0	52.7	134.7	0.33	8.7	E

Arterial Level of Service: NB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I STREET	IV	25	17.5	29.3	46.8	0.08	6.1	F
K STREET	IV	25	19.2	39.3	58.5	0.09	5.4	F
L STREET	IV	25	18.4	21.6	40.0	0.08	7.5	E
M STREET	IV	25	23.8	30.3	54.1	0.13	8.8	E
MASSACHUSETTS AVE	IV	25	16.6	105.3	121.9	0.06	1.8	F
Total	IV		95.5	225.8	321.3	0.45	5.0	F

Arterial Level of Service: SB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
M STREET	IV	25	16.6	19.8	36.4	0.06	6.2	F
L STREET	IV	25	23.8	8.5	32.3	0.13	14.7	C
K STREET	IV	25	18.4	25.1	43.5	0.08	6.9	F
I STREET	IV	25	19.2	17.0	36.2	0.09	8.7	E
H STREET	IV	25	17.5	34.7	52.2	0.08	5.5	F
Total	IV		95.5	105.1	200.6	0.45	8.0	E

Arterial Level of Service: NB 15TH STREET #3

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
RHODE ISLAND AVE	IV	25	20.5	27.8	48.3	0.09	6.9	F
P STREET	IV	25	25.3	9.0	34.3	0.12	12.1	D
Q STREET	IV	25	22.0	11.7	33.7	0.10	10.7	D
R STREET	IV	25	20.5	10.2	30.7	0.09	10.9	D
S STREET	IV	25	21.1	13.1	34.2	0.10	10.1	D
T STREET	IV	25	21.2	2.0	23.2	0.10	15.0	C
U STREET	IV	25	21.3	14.6	35.9	0.10	9.7	D
Total	IV		151.9	88.4	240.3	0.69	10.4	D

Arterial Level of Service: NB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PENNSYLVANIA AVE	IV	25	18.3	25.2	43.5	0.07	5.7	F
F STREET	IV	25	16.2	6.8	23.0	0.06	9.6	D
G STREET	IV	25	17.9	10.2	28.1	0.07	8.6	E
NEW YORK AVE	IV	25	7.6	17.3	24.9	0.03	4.1	F
H STREET	IV	25	22.0	19.9	41.9	0.10	8.6	E
Total	IV		82.0	79.4	161.4	0.33	7.3	E

Arterial Level of Service: SB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NEW YORK AVE	IV	25	22.0	0.3	22.3	0.10	16.1	C
G STREET	IV	25	7.6	1.7	9.3	0.03	11.1	D
F STREET	IV	25	17.9	14.4	32.3	0.07	7.5	E
PENNSYLVANIA AVE	IV	25	16.2	2.2	18.4	0.06	12.0	D
E STREET	IV	25	18.3	3.6	21.9	0.07	11.3	D
Total	IV		82.0	22.2	104.2	0.33	11.3	D

Arterial Level of Service: NB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I STREET	IV	25	17.5	22.9	40.4	0.08	7.1	E
K STREET	IV	25	19.2	31.0	50.2	0.09	6.3	F
L STREET	IV	25	18.4	23.2	41.6	0.08	7.2	E
M STREET	IV	25	23.8	4.1	27.9	0.13	17.1	C
MASSACHUSETTS AVE	IV	25	16.6	20.1	36.7	0.06	6.1	F
Total	IV		95.5	101.3	196.8	0.45	8.1	E

Arterial Level of Service: SB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
M STREET	IV	25	16.6	12.8	29.4	0.06	7.7	E
L STREET	IV	25	23.8	14.6	38.4	0.13	12.4	D
K STREET	IV	25	18.4	25.9	44.3	0.08	6.8	F
I STREET	IV	25	19.2	23.1	42.3	0.09	7.4	E
H STREET	IV	25	17.5	29.7	47.2	0.08	6.1	F
Total	IV		95.5	106.1	201.6	0.45	8.0	E

Arterial Level of Service: NB 15TH STREET #3

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
RHODE ISLAND AVE	IV	30	16.8	45.5	62.3	0.09	5.4	F
P STREET	IV	30	20.7	9.8	30.5	0.12	13.6	C
Q STREET	IV	30	18.0	8.2	26.2	0.10	13.7	C
R STREET	IV	30	16.8	3.1	19.9	0.09	16.9	C
S STREET	IV	30	17.3	15.5	32.8	0.10	10.5	D
T STREET	IV	30	17.4	6.0	23.4	0.10	14.8	C
U STREET	IV	30	17.5	7.5	25.0	0.10	14.0	C
Total	IV		124.5	95.6	220.1	0.69	11.3	D

Arterial Level of Service: NB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PENNSYLVANIA AVE	IV	25	18.3	24.4	42.7	0.07	5.8	F
F STREET	IV	25	16.2	3.2	19.4	0.06	11.4	D
G STREET	IV	25	17.9	8.4	26.3	0.07	9.2	D
NEW YORK AVE	IV	25	7.6	14.0	21.6	0.03	4.8	F
H STREET	IV	25	22.0	13.1	35.1	0.10	10.3	D
Total	IV		82.0	63.1	145.1	0.33	8.1	E

Arterial Level of Service: SB 15TH STREET #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NEW YORK AVE	IV	25	22.0	29.1	51.1	0.10	7.0	E
G STREET	IV	25	7.6	1.5	9.1	0.03	11.3	D
F STREET	IV	25	17.9	13.4	31.3	0.07	7.8	E
PENNSYLVANIA AVE	IV	25	16.2	16.1	32.3	0.06	6.8	F
E STREET	IV	25	18.3	3.0	21.3	0.07	11.7	D
Total	IV		82.0	63.1	145.1	0.33	8.1	E

Arterial Level of Service: NB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I STREET	IV	25	17.5	32.2	49.7	0.08	5.8	F
K STREET	IV	25	19.2	32.5	51.7	0.09	6.1	F
L STREET	IV	25	18.4	23.8	42.2	0.08	7.1	E
M STREET	IV	25	23.8	14.3	38.1	0.13	12.5	D
MASSACHUSETTS AVE	IV	30	14.2	21.4	35.6	0.06	6.3	F
Total	IV		93.1	124.2	217.3	0.45	7.4	E

Arterial Level of Service: SB 15TH STREET #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
M STREET	IV	25	16.6	35.2	51.8	0.06	4.3	F
L STREET	IV	25	23.8	6.9	30.7	0.13	15.5	C
K STREET	IV	25	18.4	46.6	65.0	0.08	4.6	F
I STREET	IV	25	19.2	46.8	66.0	0.09	4.8	F
H STREET	IV	25	17.5	23.3	40.8	0.08	7.0	E
Total	IV		95.5	158.8	254.3	0.45	6.3	F

Appendix C8 15th Street: Travel Time Data

Overall Corridor Speed (mph)

	AM Peak		Mid Day		PM Peak	
Runs	**Before**	**After**	**Before**	**After**	**Before**	**After**
NB #1	11.0	14.2	9.0	10.2	11.6	8.6
NB #2	11.6	11.3	8.7	11.4	8.9	7.9
NB #3	11.2	9.4	10.9	11.6	7.5	7.4
Average	11.3	11.6	9.5	11.1	9.3	8.0
SB #1	9.0	9.0	6.6	9.3	7.7	8.2
SB #2	8.0	9.3	6.3	7.3	7.2	6.8
SB #3	13.1	9.4	6.2	7.1	7.5	4.9
Average	10.0	9.2	6.3	7.9	7.5	6.7

15th St, NW (E to Euclid)

Before Study 9/29/2010 Cloudy Average Travel-Time and Delays

Time Tested: Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (sec)	Stop Time (sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	7:45 AM		13.0	16.4	18.0	8.0		30
	15th St NW	M st to L st	694			22.5		21.0	21.0		30
	15th St NW	L st to K st	450			14.9	12.8	20.6	11.1		30
	15th St NW	K st to I st	427			16.2		18.0	18.0		30
	Vermont Ave NW	I st to H st	449			22.2	44.8	13.8	4.6		30
	H St NW	VT Ave to 15th st	416			15.8	43.7	18.0	4.8		30
	15th St NW (Shift)	H st to NY Ave	537			15.1		24.2	24.2		30
	15th St NW	NY Ave to G st	154			3.7		28.4	28.4		30
	15th St NW	G st to F st	351			8.5		28.2	28.2		30
	15th St NW	F st to Alex Ham	340			7.7		30.1	30.1		30
	15th St NW	Alex Ham to E st	332		7:51 AM	8.3	76.6	27.3	2.7		30
							Overall corridor speed		9.0		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	7:52 AM		10.9		20.8	20.8		30
	15th St NW	Alex Ham to F St	340			8.5		27.3	27.3		30
	15th St NW	F St to G St	351			8.8	50.0	27.2	4.1		30
	15th St NW	G st to NY Ave	154			7.2		14.6	14.6		30
	15th St NW	NY Ave to H St	537			12.7	26.6	28.8	9.3		30
	15th St NW	H St to I St	449			14.6	17.8	21.0	9.4		30
	I St NW	15th St to 15th St	273			14.6	4.6	12.7	9.7		30
	15th St NW (Shift)	I st to K st	427			12.8	57.1	22.7	4.2		30
	15th St NW	K st to L st	450			12.7		24.2	24.2		30
	15th St NW	L st to M st	694			17.5	17.9	27.0	13.4		30
	15th St NW	M St to MA Ave	343			13.9	38.3	16.8	4.5		30
	15th St NW	MA Ave to RI Ave	497			17.8		19.0	19.0		30
	15th St NW	RI Ave to P St	621			17.4		24.3	24.3		30
	15th St NW	P St to Q St	537			18.3	24.4	20.0	8.6		30
	15th St NW	Q St to R St	537			16.9	12.9	21.7	12.3		30
	15th St NW	R st to S st	555			15.1		25.1	25.1		30
	15th St NW	S st to T st	534			13.1		27.8	27.8		30
	15th St NW	T st to U st	518			22.9	40.3	15.4	5.6		30
	15th St NW	U st to V st	416			12.1	29.7	23.4	6.8		30
	15th St NW	V st to W st	382			9.4		27.7	27.7		30
	15th St NW	W St to Euclid St	1570		8:03 AM	54.3		19.7	19.7		30
							Overall corridor speed		11.0		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	8:16 AM		15.2	44.3	15.4	3.9		30
	15th St NW	M st to L st	694			18.8	14.5	25.2	14.2		30
	15th St NW	L st to K st	450			24.0	18.8	12.8	7.2		30
	15th St NW	K st to I st	427			15.4	53.8	18.9	4.2		30
	Vermont Ave NW	I st to H st	449			18.4	68.8	16.6	3.5		30
	H St NW	VT Ave to 15th st	416			16.1	31.6	17.6	5.9		30
	15th St NW (Shift)	H st to NY Ave	537			13.9		26.3	26.3		30
	15th St NW	NY Ave to G st	154			4.2		25.0	25.0		30
	15th St NW	G st to F st	351			8.3		28.8	28.8		30
	15th St NW	F st to Alex Ham	340			8.0		29.0	29.0		30
	15th St NW	Alex Ham to E st	332		8:23 AM	7.5		30.2	30.2		30
							Overall corridor speed		8.0		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	8:24 AM		15.9		14.2	14.2		30
	15th St NW	Alex Ham to F St	340			10.2		22.7	22.7		30
	15th St NW	F St to G St	351			8.9	46.5	26.9	4.3		30
	15th St NW	G st to NY Ave	154			6.3		16.7	16.7		30
	15th St NW	NY Ave to H St	537			12.2	34.8	30.0	7.8		30
	15th St NW	H St to I St	449			46.3		6.6	6.6		30
	I St NW	15th St to 15th St	273			33.0		5.6	5.6		30
	15th St NW (Shift)	I st to K st	427			17.4	14.5	16.7	9.1		30
	15th St NW	K st to L st	450			15.0		20.5	20.5		30
	15th St NW	L st to M st	694			28.3		16.7	16.7		30
	15th St NW	M St to MA Ave	343			17.7	38.9	13.2	4.1		30

	15th St NW	MA Ave to RI Ave	497			19.4		17.5	17.5		30
	15th St NW	RI Ave to P St	621			15.3		27.7	27.7		30
	15th St NW	P St to Q St	537			13.6	30.6	26.9	8.3		30
	15th St NW	Q St to R St	537			20.1		18.2	18.2		30
	15th St NW	R st to S st	555			14.6		25.9	25.9		30
	15th St NW	S st to T st	534			13.3		27.4	27.4		30
	15th St NW	T st to U st	518			15.5	46.4	22.8	5.7		30
	15th St NW	U st to V st	416			11.8		24.0	24.0		30
	15th St NW	V st to W st	382			9.7		26.9	26.9		30
	15th St NW	W St to Euclid St	1570		8:35 AM	51.9	9.7	20.6	17.4		30
								Overall corridor speed	11.6		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	8:46 AM		12.7		18.4	18.4		30
	15th St NW	M st to L st	694			25.1		18.9	18.9		30
	15th St NW	L st to K st	450			13.6	10.0	22.6	13.0		30
	15th St NW	K st to I st	427			14.6		19.9	19.9		30
	Vermont Ave NW	I st to H st	449			13.8	58.6	22.2	4.2		30
	H St NW	VT Ave to 15th st	416			17.0	26.6	16.7	6.5		30
	15th St NW (Shift)	H st to NY Ave	537			15.6		23.5	23.5		30
	15th St NW	NY Ave to G st	154			4.5		23.3	23.3		30
	15th St NW	G st to F st	351			7.2		33.2	33.2		30
	15th St NW	F st to Alex Ham	340			8.0		29.0	29.0		30
	15th St NW	Alex Ham to E st	332		8:49 AM	7.1		31.9	31.9		30
								Overall corridor speed	13.1		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	8:51 AM		17.1		13.2	13.2		30
	15th St NW	Alex Ham to F St	340			13.0		17.8	17.8		30
	15th St NW	F St to G St	351			11.7	42.9	20.5	4.4		30
	15th St NW	G st to NY Ave	154			7.1		14.8	14.8		30
	15th St NW	NY Ave to H St	537			16.8	22.9	21.8	9.2		30
	15th St NW	H St to I St	449			22.1	22.1	13.9	6.9		30
	I St NW	15th St to 15th St	273			32.6		5.7	5.7		30
	15th St NW (Shift)	I st to K st	427			14.6	36.1	19.9	5.7		30
	15th St NW	K st to L st	450			14.8	46.5	20.7	5.0		30
	15th St NW	L st to M st	694			29.6		16.0	16.0		30
	15th St NW	M St to MA Ave	343			23.1		10.1	10.1		30
	15th St NW	MA Ave to RI Ave	497			13.2		25.7	25.7		30
	15th St NW	RI Ave to P St	621			17.8	23.6	23.8	10.2		30
	15th St NW	P St to Q St	537			15.5	28.8	23.6	8.3		30
	15th St NW	Q St to R St	537			18.0	9.5	20.3	13.3		30
	15th St NW	R st to S st	555			16.5		22.9	22.9		30
	15th St NW	S st to T st	534			13.1		27.8	27.8		30
	15th St NW	T st to U st	518			26.1		13.5	13.5		30
	15th St NW	U st to V st	416			12.1	18.7	23.4	9.2		30
	15th St NW	V st to W st	382			10.1		25.8	25.8		30
	15th St NW	W St to Euclid St	1570		9:02 AM	46.9		22.8	22.8		30
								Overall corridor speed	11.2		

15th St, NW (E to Euclid)

Before Study Time Tested: 10/14/2010 Rainy Direction: South

Average Travel-Time and Delays

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	11:45 AM		7.9	19.9	29.6	8.4		30
	15th St NW	M st to L st	694			19.9		23.8	23.8		30
	15th St NW	L st to K st	450			11.7	66.3	26.2	3.9		30
	15th St NW	K st to I st	427			20.4	10.9	14.3	9.3		30
	Vermont Ave NW	I st to H st	449			20.5	78.3	14.9	3.1		30
	H St NW	VT Ave to 15th st	416			21.8	49.8	13.0	4.0		30
	15th St NW (Shift)	H st to NY Ave	537			17.1		21.4	21.4		30
	15th St NW	NY Ave to G st	154			6.2		16.9	16.9		30
	15th St NW	G st to F st	351			11.5		20.8	20.8		30
	15th St NW	F st to Alex Ham	340			11.2		20.7	20.7		30
	15th St NW	Alex Ham to E st	332		11:53 AM	9.6	80.9	23.6	2.5		30
							Overall corridor speed		6.6		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	11:53 AM		10.3	37.8	22.0	4.7		30
	15th St NW	Alex Ham to F St	340			11.1		20.9	20.9		30
	15th St NW	F St to G St	351			10.2	51.7	23.5	3.9		30
	15th St NW	G st to NY Ave	154			7.7		13.6	13.6		30
	15th St NW	NY Ave to H St	537			14.3	35.8	25.6	7.3		30
	15th St NW	H St to I St	449			13.6	71.5	22.5	3.6		30
	I St NW	15th St to 15th St	273			41.7		4.5	4.5		30
	15th St NW (Shift)	I st to K st	427			14.1	14.2	20.6	10.3		30
	15th St NW	K st to L st	450			13.9		22.1	22.1		30
	15th St NW	L st to M st	694			20.2	53.2	23.4	6.4		30
	15th St NW	M St to MA Ave	343			12.8	5.3	18.3	12.9		30
	15th St NW	MA Ave to RI Ave	497			22.2		15.3	15.3		30
	15th St NW	RI Ave to P St	621			24.7	31.5	17.1	7.5		30
	15th St NW	P St to Q St	537			23.6	16.6	15.5	9.1		30
	15th St NW	Q St to R St	537			17.3	17.3	21.2	10.6		30
	15th St NW	R st to S st	555			15.0		25.2	25.2		30
	15th St NW	S st to T st	534			14.7		24.8	24.8		30
	15th St NW	T st to U st	518			24.0		14.7	14.7		30
	15th St NW	U st to V st	416			18.7	20.5	15.2	7.2		30
	15th St NW	V st to W st	382			33.4	27.6	7.8	4.3		30
	15th St NW	W St to Euclid St	1570		12:07 PM	52.3		20.5	20.5		30

15th St, NW (E to Euclid)

Before Study 9/28/2010 Cloudy — Average Travel-Time and Delays

Time Tested: Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (sec)	Stop Time (sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	4:52 PM		13.8		16.9	16.9		30
	15th St NW	M st to L st	694			17.3		27.4	27.4		30
	15th St NW	L st to K st	450			11.8	40.3	26.0	5.9		30
	15th St NW	K st to I st	427			14.4		20.2	20.2		30
	Vermont Ave NW	I st to H st	449			11.6	79.5	26.4	3.4		30
	H St NW	VT Ave to 15th st	416			16.6	20.9	17.1	7.6		30
	15th St NW (Shift)	H st to NY Ave	537			15.5	36.7	23.6	7.0		30
	15th St NW	NY Ave to G st	154			8.5		12.4	12.4		30
	15th St NW	G st to F st	351			10.1		23.7	23.7		30
	15th St NW	F st to Alex Ham	340			12.6		18.4	18.4		30
	15th St NW	Alex Ham to E st	332		4:58 PM	12.7	76.2	17.8	2.5		30
							Overall corridor speed		7.7		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	4:59 PM		11.6	3.4	19.5	15.1		30
	15th St NW	Alex Ham to F St	340			9.5		24.4	24.4		30
	15th St NW	F St to G St	351			8.6		27.8	27.8		30
	15th St NW	G st to NY Ave	154			5.9		17.8	17.8		30
	15th St NW	NY Ave to H St	537			15.8	41.9	23.2	6.3		30
	15th St NW	H St to I St	449			27.7		11.1	11.1		30
	I St NW	15th St to 15th St	273			34.8		5.3	5.3		30
	15th St NW (Shift)	I st to K st	427			19.0	53.8	15.3	4.0		30
	15th St NW	K st to L st	450			18.8		16.3	16.3		30
	15th St NW	L st to M st	694			29.5		16.0	16.0		30
	15th St NW	M St to MA Ave	343			13.5	50.6	17.3	3.6		30
	15th St NW	MA Ave to RI Ave	497			18.7		18.1	18.1		30
	15th St NW	RI Ave to P St	621			19.3	9.6	21.9	14.7		30
	15th St NW	P St to Q St	537			20.3	15.9	18.0	10.1		30
	15th St NW	Q St to R St	537			18.6		19.7	19.7		30
	15th St NW	R st to S st	555			13.5		28.0	28.0		30
	15th St NW	S st to T st	534			12.5		29.1	29.1		30
	15th St NW	T st to U st	518			14.1	45.5	25.0	5.9		30
	15th St NW	U st to V st	416			14.0		20.3	20.3		30
	15th St NW	V st to W st	382			19.8		13.2	13.2		30
	15th St NW	W St to Euclid St	1570		5:09 PM	52.9		20.2	20.2		30
							Overall corridor speed		11.6		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	5:22 PM		10.4	16.2	22.5	8.8		30
	15th St NW	M st to L st	694			17.1		27.7	27.7		30
	15th St NW	L st to K st	450			12.0	43.2	25.6	5.6		30
	15th St NW	K st to I st	427			14.6		19.9	19.9		30
	Vermont Ave NW	I st to H st	449			23.3	66.3	13.1	3.4		30
	H St NW	VT Ave to 15th st	416			17.6	21.0	16.1	7.3		30
	15th St NW (Shift)	H st to NY Ave	537			16.3	37.2	22.5	6.8		30
	15th St NW	NY Ave to G st	154			6.8		15.4	15.4		30
	15th St NW	G st to F st	351			17.2		13.9	13.9		30
	15th St NW	F st to Alex Ham	340			21.5		10.8	10.8		30
	15th St NW	Alex Ham to E st	332		5:30 PM	17.1	64.9	13.2	2.8		30
							Overall corridor speed		7.2		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	5:30 PM		11.2	6.1	20.2	13.1		30
	15th St NW	Alex Ham to F St	340			12.3		18.8	18.8		30
	15th St NW	F St to G St	351			8.7	57.3	27.5	3.6		30
	15th St NW	G st to NY Ave	154			11.4		9.2	9.2		30
	15th St NW	NY Ave to H St	537			12.8		28.6	28.6		30
	15th St NW	H St to I St	449			10.9	75.8	28.1	3.5		30
	I St NW	15th St to 15th St	273			17.2	25.3	10.8	4.4		30
	15th St NW (Shift)	I st to K st	427			17.5		16.6	16.6		30
	15th St NW	K st to L st	450			30.7		10.0	10.0		30
	15th St NW	L st to M st	694			50.2	46.6	9.4	4.9		30
	15th St NW	M St to MA Ave	343			34.7		6.7	6.7		30
	15th St NW	MA Ave to RI Ave	497			14.9	67.9	22.7	4.1		30
	15th St NW	RI Ave to P St	621			19.8	16.3	21.4	11.7		30

	15th St NW	P St to Q St	537			17.0	13.5	21.5	12.0		30
	15th St NW	Q St to R St	537			16.2	5.1	22.6	17.2		30
	15th St NW	R st to S st	555			20.2		18.7	18.7		30
	15th St NW	S st to T st	534			15.0		24.3	24.3		30
	15th St NW	T st to U st	518			14.2	47.5	24.9	5.7		30
	15th St NW	U st to V st	416			10.7		26.5	26.5		30
	15th St NW	V st to W st	382			15.0		17.4	17.4		30
	15th St NW	W St to Euclid St	1570		5:45 PM	57.3	25.7	18.7	12.9		30
								Overall corridor speed	8.9		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	5:54 PM		11.4	10.0	20.5	10.9		30
	15th St NW	M st to L st	694			18.7		25.3	25.3		30
	15th St NW	L st to K st	450			12.0	42.8	25.6	5.6		30
	15th St NW	K st to I st	427			17.1		17.0	17.0		30
	Vermont Ave NW	I st to H st	449			18.7	34.9	16.4	5.7		30
	H St NW	VT Ave to 15th st	416			19.3	66.7	14.7	3.3		30
	15th St NW (Shift)	H st to NY Ave	537			19.7	23.0	18.6	8.6		30
	15th St NW	NY Ave to G st	154			17.0		6.2	6.2		30
	15th St NW	G st to F st	351			9.7		24.7	24.7		30
	15th St NW	F st to Alex Ham	340			11.9		19.5	19.5		30
	15th St NW	Alex Ham to E st	332		6:01 PM	8.8	65.6	25.7	3.0		30
								Overall corridor speed	7.5		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	6:02 PM		11.4	8.4	19.9	11.4		30
	15th St NW	Alex Ham to F St	340			15.1		15.4	15.4		30
	15th St NW	F St to G St	351			12.5	59.1	19.1	3.3		30
	15th St NW	G st to NY Ave	154			9.8		10.7	10.7		30
	15th St NW	NY Ave to H St	537			17.6		20.8	20.8		30
	15th St NW	H St to I St	449			95.3	78.2	3.2	1.8		30
	I St NW	15th St to 15th St	273			13.5	12.0	13.8	7.3		30
	15th St NW (Shift)	I st to K st	427			14.8	59.8	19.7	3.9		30
	15th St NW	K st to L st	450			14.8	10.1	20.7	12.3		30
	15th St NW	L st to M st	694			25.9	18.2	18.3	10.7		30
	15th St NW	M St to MA Ave	343			12.0	70.4	19.5	2.8		30
	15th St NW	MA Ave to RI Ave	497			22.4		15.1	15.1		30
	15th St NW	RI Ave to P St	621			32.6	26.8	13.0	7.1		30
	15th St NW	P St to Q St	537			19.8	27.1	18.5	7.8		30
	15th St NW	Q St to R St	537			22.3		16.4	16.4		30
	15th St NW	R st to S st	555			18.8	33.5	20.1	7.2		30
	15th St NW	S st to T st	534			16.1		22.6	22.6		30
	15th St NW	T st to U st	518			19.1	40.1	18.5	6.0		30
	15th St NW	U st to V st	416			13.3		21.3	21.3		30
	15th St NW	V st to W st	382			16.8		15.5	15.5		30
	15th St NW	W St to Euclid St	1570		6:18 PM	58.3	29.8	18.4	12.2		30
								Overall corridor speed	7.5		

15th St, NW (E to Euclid)

Before Study 3/29/2011 Clear Average Travel-Time and Delays

Time Tested: Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (sec)	Stop Time (sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	7:40 AM		15.3		15.3	15.3		30
	15th St NW	M st to L st	694			20.4	8.3	23.2	16.5		30
	15th St NW	L st to K st	450			12.9	77.5	23.8	3.4		30
	15th St NW	K st to I st	427			18.4	7.3	15.8	11.3		30
	Vermont Ave NW	I st to H st	449			18.3	66.5	16.7	3.6		30
	H St NW	VT Ave to 15th st	416			17.9	22.9	15.8	7.0		30
	15th St NW (Shift)	H st to NY Ave	537			18.7		19.6	19.6		30
	15th St NW	NY Ave to G st	154			5.7		18.4	18.4		30
	15th St NW	G st to F st	351			10.3		23.2	23.2		30
	15th St NW	F st to Alex Ham	340			9.6		24.1	24.1		30
	15th St NW	Alex Ham to E st	332		7:45 AM	10.4		21.8	21.8		30
							Overall corridor speed		9.0		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	7:49 AM		9.4		24.1	24.1		30
	15th St NW	Alex Ham to F St	340			9.4		24.7	24.7		30
	15th St NW	F St to G St	351			11.3	22.4	21.2	7.1		30
	15th St NW	G st to NY Ave	154			7.6		13.8	13.8		30
	15th St NW	NY Ave to H St	537			16.6	22.2	22.1	9.4		30
	15th St NW	H St to I St	449			18.8	30.4	16.3	6.2		30
	I St NW	15th St to 15th St	273			14.6	23.5	12.7	4.9		30
	15th St NW (Shift)	I st to K st	427			24.7		11.8	11.8		30
	15th St NW	K st to L st	450			14.4		21.3	21.3		30
	15th St NW	L st to M st	694			19.5	28.0	24.3	10.0		30
	15th St NW	M St to MA Ave	343			15.1	29.1	15.5	5.3		30
	15th St NW	MA Ave to RI Ave	497			17.9		18.9	18.9		30
	15th St NW	RI Ave to P St	621			19.5		21.7	21.7		30
	15th St NW	P St to Q St	537			15.9	13.7	23.0	12.4		30
	15th St NW	Q St to R St	537			15.7		23.3	23.3		30
	15th St NW	R st to S st	555			12.4		30.5	30.5		30
	15th St NW	S st to T st	534			11.4		31.9	31.9		30
	15th St NW	T st to U st	518			12.4		28.5	28.5		30
	15th St NW	U st to V st	416			9.7		29.2	29.2		30
	15th St NW	V st to W st	382			8.5		30.6	30.6		30
	15th St NW	W St to Euclid St	1570		7:57 AM	51.9		20.6	20.6		30
							Overall corridor speed		14.2		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	8:08 AM		14.1		16.6	16.6		30
	15th St NW	M st to L st	694			22.2	7.6	21.3	15.9		30
	15th St NW	L st to K st	450			13.2		23.2	23.2		30
	15th St NW	K st to I st	427			21.8		13.4	13.4		30
	Vermont Ave NW	I st to H st	449			24.2	54.4	12.7	3.9		30
	H St NW	VT Ave to 15th st	416			16.4	24.8	17.3	6.9		30
	15th St NW (Shift)	H st to NY Ave	537			15.8		23.2	23.2		30
	15th St NW	NY Ave to G st	154			4.7		22.3	22.3		30
	15th St NW	G st to F st	351			14.4		16.6	16.6		30
	15th St NW	F st to Alex Ham	340			10.5		22.1	22.1		30
	15th St NW	Alex Ham to E st	332		8:14 AM	10.1	75.5	22.4	2.6		30
							Overall corridor speed		9.3		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	8:18 AM		5.2	18.3	43.5	9.6		30
	15th St NW	Alex Ham to F St	340			9.7		23.9	23.9		30
	15th St NW	F St to G St	351			7.9	55.8	30.3	3.8		30
	15th St NW	G st to NY Ave	154			9.2		11.4	11.4		30
	15th St NW	NY Ave to H St	537			16.1	14.1	22.7	12.1		30
	15th St NW	H St to I St	449			14.6	32.6	21.0	6.5		30
	I St NW	15th St to 15th St	273			13.2	6.5	14.1	9.4		30
	15th St NW (Shift)	I st to K st	427			15.8	19.4	18.4	8.3		30
	15th St NW	K st to L st	450			13.2		23.2	23.2		30
	15th St NW	L st to M st	694			19.8	34.1	23.9	8.8		30
	15th St NW	M St to MA Ave	343			13.8	32.1	16.9	5.1		30

	15th St NW	MA Ave to RI Ave	497			17.5		19.4	19.4		30
	15th St NW	RI Ave to P St	621			15.6		27.1	27.1		30
	15th St NW	P St to Q St	537			13.4		27.3	27.3		30
	15th St NW	Q St to R St	537			13.8		26.5	26.5		30
	15th St NW	R st to S st	555			13.5		28.0	28.0		30
	15th St NW	S st to T st	534			12.0		30.3	30.3		30
	15th St NW	T st to U st	518			19.3		18.3	18.3		30
	15th St NW	U st to V st	416			15.6	33.4	18.2	5.8		30
	15th St NW	V st to W st	382			12.1	49.8	21.5	4.2		30
	15th St NW	W St to Euclid St	1570		8:29 AM	59.6	8.3	18.0	15.8		30
								Overall corridor speed	11.3		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	8:41 AM		12.4		18.9	18.9		30
	15th St NW	M st to L st	694			25.2		18.8	18.8		30
	15th St NW	L st to K st	450			13.0		23.6	23.6		30
	15th St NW	K st to I st	427			22.2		13.1	13.1		30
	Vermont Ave NW	I st to H st	449			13.3	59.6	23.0	4.2		30
	H St NW	VT Ave to 15th st	416			18.5	40.4	15.3	4.8		30
	15th St NW (Shift)	H st to NY Ave	537			20.9		17.5	17.5		30
	15th St NW	NY Ave to G st	154			5.6	30.3	18.8	2.9		30
	15th St NW	G st to F st	351			12.8	28.3	18.7	5.8		30
	15th St NW	F st to Alex Ham	340			12.6		18.4	18.4		30
	15th St NW	Alex Ham to E st	332		8:47 AM	12.0		18.9	18.9		30
								Overall corridor speed	9.4		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	8:51 AM		11.8	26.6	19.2	5.9		30
	15th St NW	Alex Ham to F St	340			9.6		24.1	24.1		30
	15th St NW	F St to G St	351			11.0	42.2	21.8	4.5		30
	15th St NW	G st to NY Ave	154			12.6		8.3	8.3		30
	15th St NW	NY Ave to H St	537			16.2	28.3	22.6	8.2		30
	15th St NW	H St to I St	449			13.7	38.1	22.3	5.9		30
	I St NW	15th St to 15th St	273			13.0	70.4	14.3	2.2		30
	15th St NW (Shift)	I st to K st	427			16.1	41.2	18.1	5.1		30
	15th St NW	K st to L st	450			16.3		18.8	18.8		30
	15th St NW	L st to M st	694			31.3	25.6	15.1	8.3		30
	15th St NW	M St to MA Ave	343			15.8	30.7	14.8	5.0		30
	15th St NW	MA Ave to RI Ave	497			20.3		16.7	16.7		30
	15th St NW	RI Ave to P St	621			21.8		19.4	19.4		30
	15th St NW	P St to Q St	537			16.0	22.0	22.9	9.6		30
	15th St NW	Q St to R St	537			18.1	46.9	20.2	5.6		30
	15th St NW	R st to S st	555			15.2		24.9	24.9		30
	15th St NW	S st to T st	534			14.5		25.1	25.1		30
	15th St NW	T st to U st	518			20.5		17.2	17.2		30
	15th St NW	U st to V st	416			14.1		20.1	20.1		30
	15th St NW	V st to W st	382			21.5		12.1	12.1		30
	15th St NW	W St to Euclid St	1570			58.6		18.3	18.3		30
								Overall corridor speed	9.4		

15th St, NW (E to Euclid)

Before Study 3/24/2011 Cloudy Average Travel-Time and Delays

Time Tested: Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	11:43 AM		11.8	6.7	19.8	12.6		30
	15th St NW	M st to L st	694			22.4		21.1	21.1		30
	15th St NW	L st to K st	450			12.1	65.6	25.4	3.9		30
	15th St NW	K st to I st	427			18.9	12.7	15.4	9.2		30
	Vermont Ave NW	I st to H st	449			17.5	76	17.5	3.3		30
	H St NW	VT Ave to 15th st	416			19.5	4.9	14.5	11.6		30
	15th St NW (Shift)	H st to NY Ave	537			23.4		15.6	15.6		30
	15th St NW	NY Ave to G st	154			5.2		20.2	20.2		30
	15th St NW	G st to F st	351			10.1		23.7	23.7		30
	15th St NW	F st to Alex Ham	340			11.7		19.8	19.8		30
	15th St NW	Alex Ham to E st	332		11:49 AM	9.8		23.1	23.1		30
							Overall corridor speed		9.3		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	11:54 AM		10.2	29.2	22.2	5.7		30
	15th St NW	Alex Ham to F St	340			11.8	29.6	19.6	5.6		30
	15th St NW	F St to G St	351			12	21.5	19.9	7.1		30
	15th St NW	G st to NY Ave	154			7.1		14.8	14.8		30
	15th St NW	NY Ave to H St	537			14.5	26.2	25.3	9.0		30
	15th St NW	H St to I St	449			10.7	75.5	28.6	3.6		30
	I St NW	15th St to 15th St	273			13.7	5.4	13.6	9.7		30
	15th St NW (Shift)	I st to K st	427			11.6	3.9	25.1	18.8		30
	15th St NW	K st to L st	450			13.8		22.2	22.2		30
	15th St NW	L st to M st	694			19.7	48.8	24.0	6.9		30
	15th St NW	M St to MA Ave	343			15.5	3.8	15.1	12.1		30
	15th St NW	MA Ave to RI Ave	497			17.2		19.7	19.7		30
	15th St NW	RI Ave to P St	621			20	9.6	21.2	14.3		30
	15th St NW	P St to Q St	537			17.3	36.2	21.2	6.8		30
	15th St NW	Q St to R St	537			16.5	43.9	22.2	6.1		30
	15th St NW	R st to S st	555			20.5		18.5	18.5		30
	15th St NW	S st to T st	534			15.9		22.9	22.9		30
	15th St NW	T st to U st	518			12.9		27.4	27.4		30
	15th St NW	U st to V st	416			10	34.3	28.4	6.4		30
	15th St NW	V st to W st	382			13.4		19.4	19.4		30
	15th St NW	W St to Euclid St	1570		12:06 PM	50.5		21.2	21.2		30

15th St, NW (E to Euclid)

Before Study 5/17/2011 Partly Cloudy Average Travel-Time and Delays

Time Tested: Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (sec)	Stop Time (sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	4:21 PM		12.0	58.9	19.5	3.3		30
	15th St NW	M st to L st	694			23.4	36.2	20.2	7.9		30
	15th St NW	L st to K st	450			14.2	14.7	21.6	10.6		30
	15th St NW	K st to I st	427			20.1		14.5	14.5		30
	Vermont Ave NW	I st to H st	449			27.8	21.4	11.0	6.2		30
	H St NW	VT Ave to 15th st	416			22.2	29.2	12.8	5.5		30
	15th St NW (Shift)	H st to NY Ave	537			6.5	9.9	56.3	22.3		30
	15th St NW	NY Ave to G st	154			8.7		12.1	12.1		30
	15th St NW	G st to F st	351			20.2	8.7	11.8	8.3		30
	15th St NW	F st to Alex Ham	340			24.2		9.6	9.6		30
	15th St NW	Alex Ham to E st	332		4:29 PM	13.1		17.3	17.3		30
							Overall corridor speed		8.2		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	4:35 PM		10.3		22.0	22.0		30
	15th St NW	Alex Ham to F St	340			8.2		28.3	28.3		30
	15th St NW	F St to G St	351			11.0	34.5	21.8	5.3		30
	15th St NW	G st to NY Ave	154			9.3		11.3	11.3		30
	15th St NW	NY Ave to H St	537			16.3		22.5	22.5		30
	15th St NW	H St to I St	449			14.8	73.3	20.7	3.5		30
	I St NW	15th St to 15th St	273			17.3	24.6	10.8	4.4		30
	15th St NW (Shift)	I st to K st	427			16.2	41.3	18.0	5.1		30
	15th St NW	K st to L st	450			19.8		15.5	15.5		30
	15th St NW	L st to M st	694			29.4	100.2	16.1	3.7		30
	15th St NW	M St to MA Ave	343			14.1	64.3	16.6	3.0		30
	15th St NW	MA Ave to RI Ave	497			30.8		11.0	11.0		30
	15th St NW	RI Ave to P St	621			20.9	15.5	20.3	11.6		30
	15th St NW	P St to Q St	537			24.6	40.1	14.9	5.7		30
	15th St NW	Q St to R St	537			33.9		10.8	10.8		30
	15th St NW	R st to S st	555			14.3		26.5	26.5		30
	15th St NW	S st to T st	534			13.3		27.4	27.4		30
	15th St NW	T st to U st	518			25.5		13.9	13.9		30
	15th St NW	U st to V st	416			13.2		21.5	21.5		30
	15th St NW	V st to W st	382			16.0		16.3	16.3		30
	15th St NW	W St to Euclid St	1570		4:49 PM	58.3	25.7	18.4	12.7		30
							Overall corridor speed		8.6		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	4:57 PM		13.9	30.0	16.8	5.3		30
	15th St NW	M st to L st	694			24.6	32.9	19.2	8.2		30
	15th St NW	L st to K st	450			24.3	65.3	12.6	3.4		30
	15th St NW	K st to I st	427			19.8	58.3	14.7	3.7		30
	Vermont Ave NW	I st to H st	449			18.7	6.8	16.4	12.0		30
	H St NW	VT Ave to 15th st	416			19.3	28.9	14.7	5.9		30
	15th St NW (Shift)	H st to NY Ave	537			25.6	22.2	14.3	7.7		30
	15th St NW	NY Ave to G st	154			10.9	2.0	9.6	8.1		30
	15th St NW	G st to F st	351			24.3		9.8	9.8		30
	15th St NW	F st to Alex Ham	340			10.9		21.3	21.3		30
	15th St NW	Alex Ham to E st	332		5:05 PM	9.5		23.8	23.8		30
							Overall corridor speed		6.8		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	5:05 PM		13.4		16.9	16.9		30
	15th St NW	Alex Ham to F St	340			9.6		24.1	24.1		30
	15th St NW	F St to G St	351			8.3	32.3	28.8	5.9		30
	15th St NW	G st to NY Ave	154			13.7		7.7	7.7		30
	15th St NW	NY Ave to H St	537			22.6		16.2	16.2		30
	15th St NW	H St to I St	449			15.2	152.5	20.1	1.8		30
	I St NW	15th St to 15th St	273			18.5	24.8	10.1	4.3		30
	15th St NW (Shift)	I st to K st	427			16.2	47.5	18.0	4.6		30
	15th St NW	K st to L st	450			21.5		14.3	14.3		30
	15th St NW	L st to M st	694			31.6	23.7	15.0	8.6		30
	15th St NW	M St to MA Ave	343			60.4		3.9	3.9		30
	15th St NW	MA Ave to RI Ave	497			30.2	68.7	11.2	3.4		30
	15th St NW	RI Ave to P St	621			17.5	30.7	24.2	8.8		30

	15th St NW	P St to Q St	537			13.7		26.7	26.7		30
	15th St NW	Q St to R St	537			17.4	49.0	21.0	5.5		30
	15th St NW	R st to S st	555			18.2		20.8	20.8		30
	15th St NW	S st to T st	534			16.7		21.8	21.8		30
	15th St NW	T st to U st	518			23.0		15.4	15.4		30
	15th St NW	U st to V st	416			11.9		23.8	23.8		30
	15th St NW	V st to W st	382			16.2		16.1	16.1		30
	15th St NW	W St to Euclid St	1570		5:20 PM	59.8	19.2	17.9	13.6		30
								Overall corridor speed	7.9		

Direction: South

Intx No	Primary Name	Secondary Name	Length	Arrival Time	Depart Time	Travel Time (min:sec)	Stop Time (min:sec)	Travel Time Link Speed (mph)	Overall Link Speed (mph)	Link Level of Service	Speed Limit (mph)
	15th St NW	MA Ave to M st	343	5:28 PM		15.0	36.9	15.6	4.5		30
	15th St NW	M st to L st	694			26.6	40.1	17.8	7.1		30
	15th St NW	L st to K st	450			11.8	73.5	26.0	3.6		30
	15th St NW	K st to I st	427			18.7	59.2	15.6	3.7		30
	Vermont Ave NW	I st to H st	449			18.3	7.3	16.7	12.0		30
	H St NW	VT Ave to 15th st	416			21.4	25.4	13.3	6.1		30
	15th St NW (Shift)	H st to NY Ave	537			16.9	24.0	21.7	9.0		30
	15th St NW	NY Ave to G st	154			8.9	8.4	11.8	6.1		30
	15th St NW	G st to F st	351			28.6	77.0	8.4	2.3		30
	15th St NW	F st to Alex Ham	340			40.5		5.7	5.7		30
	15th St NW	Alex Ham to E st	332		5:38 PM	23.0	44.8	9.8	3.3		30
								Overall corridor speed	4.9		

Time Tested: Direction: North

	15th St NW	E St to Alex Ham	332	5:39 PM		16.2	27.7	14.0	5.2		30
	15th St NW	Alex Ham to F St	340			8.9		26.0	26.0		30
	15th St NW	F St to G St	351			17.5	43.1	13.7	3.9		30
	15th St NW	G st to NY Ave	154			9.5		11.1	11.1		30
	15th St NW	NY Ave to H St	537			16.1	68.1	22.7	4.3		30
	15th St NW	H St to I St	449			33.6	79.0	9.1	2.7		30
	I St NW	15th St to 15th St	273			21.8	11.7	8.5	5.6		30
	15th St NW (Shift)	I st to K st	427			27.8	49.0	10.5	3.8		30
	15th St NW	K st to L st	450			15.3		20.1	20.1		30
	15th St NW	L st to M st	694			20.6	27.3	23.0	9.9		30
	15th St NW	M St to MA Ave	343			54.5	20.0	4.3	3.1		30
	15th St NW	MA Ave to RI Ave	497			30.9	63.0	11.0	3.6		30
	15th St NW	RI Ave to P St	621			25.3	14.1	16.7	10.7		30
	15th St NW	P St to Q St	537			24.0		15.3	15.3		30
	15th St NW	Q St to R St	537			15.3	52.2	23.9	5.4		30
	15th St NW	R st to S st	555			23.8		15.9	15.9		30
	15th St NW	S st to T st	534			15.8		23.0	23.0		30
	15th St NW	T st to U st	518			25.6		13.8	13.8		30
	15th St NW	U st to V st	416			15.7		18.1	18.1		30
	15th St NW	V st to W st	382			11.5		22.6	22.6		30
	15th St NW	W St to Euclid St	1570		5:56 PM	48.8	30.4	21.9	13.5		30
								Overall corridor speed	7.4		

Appendix C9 15th Street: Crash Data

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and E ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	102
Total Number of Fatalities:	0
Total Number of Injuries:	29
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	8
Total Number of Pedestrians Involved:	4
Total Number of Bicycles Involved:	3
Total Number of Motorcycles Involved:	4

Collision Type	#ACC	%
Right Angle:	2	2.0%
Left Turn:	4	3.9%
Right Turn:	3	2.9%
Rear End:	15	14.7%
Side Swiped:	29	28.4%
Head On:	6	5.9%
Parked:	9	8.8%

Collision Type	#ACC	%
Fixed Object:	19	18.6%
Ran Off Road:	0	0.0%
Ped. Involved:	6	5.9%
Backing:	3	2.9%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	6	5.9%

Time of Day	#ACC	%
07:30 ~ 09:30:	10	9.8%
09:30 ~ 11:30:	15	14.7%
11:30 ~ 13:30:	11	10.8%
13:30 ~ 16:00:	20	19.6%
16:00 ~18:30:	18	17.6%
18:30 ~ 07:30:	28	27.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	7	6.9%
Monday:	9	8.8%
Tuesday:	16	15.7%
Wednesday:	23	22.5%
Thursday:	20	19.6%
Friday:	18	17.6%
Saturday:	9	8.8%

Weather Condition	#ACC	%
Clear:	89	87.3%
Rain:	10	9.8%
Snow:	1	1.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	1	1.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	1.0%

Surface Condition	#ACC	%
Dry:	88	86.3%
Wet:	13	12.7%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	1.0%

Type of Vehicle	#VEH	%
Passenger Car:	104	60.8%
Bus:	16	9.4%
Truck:	10	5.8%
Taxi:	17	9.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	5	2.9%
Motorcycle/Moped:	4	2.3%
Bicycle:	3	1.8%
Fixed Object:	5	2.9%
Unspecified:	7	4.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	21	20.6%
PDO Collision:	81	79.4%

Light Condition	#ACC	%
Daylight:	76	74.5%
Dawn/Dusk:	1	1.0%
Dark(Lighted):	6	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	19	18.6%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	0.6%
Driver: Alcohol/Drug:	6	3.5%
Driver: Electronic Device:	1	0.6%
Driver: Others:	39	22.8%
Vehicle:	0	0.0%
Roadway:	1	0.6%
Unspecified:	123	71.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	2	50.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	25.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	25.0%

4 Records are not approved as of 12/15/2011 9:29:35 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and A HAMILTON PL, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	2
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	50.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	50.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	50.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	1	50.0%
Friday:	1	50.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	2	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	75.0%
Bus:	0	0.0%
Truck:	1	25.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	2	100.0%

Light Condition	#ACC	%
Daylight:	2	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	25.0%
Vehicle:	0	0.0%
Roadway:	1	25.0%
Unspecified:	2	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:33:07 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and F ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	24
Total Number of Fatalities:	0
Total Number of Injuries:	5
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	2

Collision Type	#ACC	%
Right Angle:	2	8.3%
Left Turn:	2	8.3%
Right Turn:	2	8.3%
Rear End:	5	20.8%
Side Swiped:	5	20.8%
Head On:	0	0.0%
Parked:	1	4.2%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	3	12.5%
Backing:	2	8.3%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	8.3%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	4	16.7%
11:30 ~ 13:30:	5	20.8%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	6	25.0%
18:30 ~ 07:30:	9	37.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	3	12.5%
Monday:	2	8.3%
Tuesday:	4	16.7%
Wednesday:	4	16.7%
Thursday:	4	16.7%
Friday:	5	20.8%
Saturday:	2	8.3%

Weather Condition	#ACC	%
Clear:	20	83.3%
Rain:	1	4.2%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	2	8.3%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	4.2%

Surface Condition	#ACC	%
Dry:	23	95.8%
Wet:	1	4.2%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	21	50.0%
Bus:	3	7.1%
Truck:	3	7.1%
Taxi:	12	28.6%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	2	4.8%
Bicycle:	1	2.4%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	12.5%
PDO Collision:	21	87.5%

Light Condition	#ACC	%
Daylight:	12	50.0%
Dawn/Dusk:	1	4.2%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	5	20.8%
Unspecified:	2	8.3%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	14	33.3%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	28	66.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	50.0%
In Crosswalk against Signal:	1	50.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

4 Records are not approved as of 12/15/2011 9:34:15 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and G ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	33
Total Number of Fatalities:	0
Total Number of Injuries:	9
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	4

Collision Type	#ACC	%
Right Angle:	2	6.1%
Left Turn:	3	9.1%
Right Turn:	1	3.0%
Rear End:	5	15.2%
Side Swiped:	10	30.3%
Head On:	0	0.0%
Parked:	4	12.1%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	3.0%
Backing:	3	9.1%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	4	12.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	3.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	6	18.2%
13:30 ~ 16:00:	7	21.2%
16:00 ~18:30:	4	12.1%
18:30 ~ 07:30:	15	45.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	7	21.2%
Tuesday:	2	6.1%
Wednesday:	3	9.1%
Thursday:	11	33.3%
Friday:	7	21.2%
Saturday:	3	9.1%

Weather Condition	#ACC	%
Clear:	26	78.8%
Rain:	6	18.2%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	3.0%

Surface Condition	#ACC	%
Dry:	28	84.8%
Wet:	5	15.2%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	34	50.0%
Bus:	3	4.4%
Truck:	2	2.9%
Taxi:	13	19.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	3	4.4%
Motorcycle/Moped:	4	5.9%
Bicycle:	2	2.9%
Fixed Object:	0	0.0%
Unspecified:	7	10.3%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	7	21.2%
PDO Collision:	26	78.8%

Light Condition	#ACC	%
Daylight:	17	51.5%
Dawn/Dusk:	4	12.1%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	8	24.2%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	1.5%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	15	22.1%
Vehicle:	0	0.0%
Roadway:	1	1.5%
Unspecified:	51	75.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

2 Records are not approved as of 12/15/2011 9:35:04 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and NEW YORK AVE, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	43
Total Number of Fatalities:	0
Total Number of Injuries:	19
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	3	7.0%
Left Turn:	1	2.3%
Right Turn:	3	7.0%
Rear End:	22	51.2%
Side Swiped:	5	11.6%
Head On:	1	2.3%
Parked:	1	2.3%

Collision Type	#ACC	%
Fixed Object:	2	4.7%
Ran Off Road:	0	0.0%
Ped. Involved:	2	4.7%
Backing:	2	4.7%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	2.3%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	7.0%
09:30 ~ 11:30:	5	11.6%
11:30 ~ 13:30:	2	4.7%
13:30 ~ 16:00:	2	4.7%
16:00 ~18:30:	9	20.9%
18:30 ~ 07:30:	22	51.2%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	6	14.0%
Monday:	7	16.3%
Tuesday:	6	14.0%
Wednesday:	7	16.3%
Thursday:	8	18.6%
Friday:	3	7.0%
Saturday:	6	14.0%

Weather Condition	#ACC	%
Clear:	34	79.1%
Rain:	7	16.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	1	2.3%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	2.3%

Surface Condition	#ACC	%
Dry:	34	79.1%
Wet:	8	18.6%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	2.3%

Type of Vehicle	#VEH	%
Passenger Car:	66	73.3%
Bus:	0	0.0%
Truck:	5	5.6%
Taxi:	5	5.6%
Minivan:	0	0.0%
Police/Emergency Vehicle:	2	2.2%
Motorcycle/Moped:	2	2.2%
Bicycle:	1	1.1%
Fixed Object:	0	0.0%
Unspecified:	9	10.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	12	27.9%
PDO Collision:	31	72.1%

Light Condition	#ACC	%
Daylight:	22	51.2%
Dawn/Dusk:	5	11.6%
Dark(Lighted):	6	4.7%
Dark(Not Lighted):	2	4.7%
Dark(Unknown Lighting):	6	14.0%
Unspecified:	2	4.7%

Contributing Factor	#VEH	%
Driver: Speed:	6	6.7%
Driver: Alcohol/Drug:	2	2.2%
Driver: Electronic Device:	0	0.0%
Driver: Others:	17	18.9%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	65	72.2%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

4 Records are not approved as of 12/15/2011 9:30:56 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and I ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	100.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	100.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	100.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	0	0.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	2	100.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	1	100.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	2	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:38:38 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and K ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	28
Total Number of Fatalities:	0
Total Number of Injuries:	8
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	3
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	2	7.1%
Left Turn:	4	14.3%
Right Turn:	4	14.3%
Rear End:	7	25.0%
Side Swiped:	3	10.7%
Head On:	0	0.0%
Parked:	1	3.6%

Collision Type	#ACC	%
Fixed Object:	2	7.1%
Ran Off Road:	0	0.0%
Ped. Involved:	2	7.1%
Backing:	1	3.6%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	7.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	2	7.1%
09:30 ~ 11:30:	4	14.3%
11:30 ~ 13:30:	1	3.6%
13:30 ~ 16:00:	5	17.9%
16:00 ~18:30:	3	10.7%
18:30 ~ 07:30:	13	46.4%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	3	10.7%
Monday:	3	10.7%
Tuesday:	6	21.4%
Wednesday:	2	7.1%
Thursday:	5	17.9%
Friday:	2	7.1%
Saturday:	7	25.0%

Weather Condition	#ACC	%
Clear:	24	85.7%
Rain:	3	10.7%
Snow:	1	3.6%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	24	85.7%
Wet:	4	14.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	38	64.4%
Bus:	1	1.7%
Truck:	4	6.8%
Taxi:	9	15.3%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	7	11.9%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	5	17.9%
PDO Collision:	23	82.1%

Light Condition	#ACC	%
Daylight:	15	53.6%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	7	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	6	21.4%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	1.7%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	13	22.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	45	76.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	33.3%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	1	33.3%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	33.3%

4 Records are not approved as of 12/15/2011 9:36:48 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and L ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	29
Total Number of Fatalities:	0
Total Number of Injuries:	10
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	3
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	3.4%
Left Turn:	5	17.2%
Right Turn:	0	0.0%
Rear End:	3	10.3%
Side Swiped:	14	48.3%
Head On:	0	0.0%
Parked:	2	6.9%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	2	6.9%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	6.9%

Time of Day	#ACC	%
07:30 ~ 09:30:	4	13.8%
09:30 ~ 11:30:	6	20.7%
11:30 ~ 13:30:	3	10.3%
13:30 ~ 16:00:	3	10.3%
16:00 ~18:30:	4	13.8%
18:30 ~ 07:30:	9	31.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	6.9%
Monday:	5	17.2%
Tuesday:	3	10.3%
Wednesday:	5	17.2%
Thursday:	6	20.7%
Friday:	5	17.2%
Saturday:	3	10.3%

Weather Condition	#ACC	%
Clear:	23	79.3%
Rain:	3	10.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	3	10.3%

Surface Condition	#ACC	%
Dry:	24	82.8%
Wet:	3	10.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	6.9%

Type of Vehicle	#VEH	%
Passenger Car:	35	62.5%
Bus:	0	0.0%
Truck:	1	1.8%
Taxi:	15	26.8%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	1.8%
Bicycle:	1	1.8%
Fixed Object:	0	0.0%
Unspecified:	3	5.4%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	4	13.8%
PDO Collision:	25	86.2%

Light Condition	#ACC	%
Daylight:	21	72.4%
Dawn/Dusk:	1	3.4%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	5	17.2%
Unspecified:	1	3.4%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	15	26.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	41	73.2%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	33.3%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	33.3%
From Between Parked Cars:	0	0.0%
Unspecified:	1	33.3%

2 Records are not approved as of 12/15/2011 9:40:09 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and M ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	26
Total Number of Fatalities:	0
Total Number of Injuries:	5
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	2	7.7%
Left Turn:	3	11.5%
Right Turn:	3	11.5%
Rear End:	4	15.4%
Side Swiped:	3	11.5%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	2	7.7%
Backing:	3	11.5%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	6	23.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	11.5%
09:30 ~ 11:30:	4	15.4%
11:30 ~ 13:30:	6	23.1%
13:30 ~ 16:00:	1	3.8%
16:00 ~18:30:	9	34.6%
18:30 ~ 07:30:	3	11.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	3.8%
Monday:	3	11.5%
Tuesday:	5	19.2%
Wednesday:	6	23.1%
Thursday:	4	15.4%
Friday:	6	23.1%
Saturday:	1	3.8%

Weather Condition	#ACC	%
Clear:	20	76.9%
Rain:	3	11.5%
Snow:	1	3.8%
Sleet/Hail:	1	3.8%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	3.8%

Surface Condition	#ACC	%
Dry:	20	76.9%
Wet:	3	11.5%
Snow/Ice:	1	3.8%
Slush:	1	3.8%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	3.8%

Type of Vehicle	#VEH	%
Passenger Car:	25	50.0%
Bus:	3	6.0%
Truck:	3	6.0%
Taxi:	9	18.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	2.0%
Fixed Object:	0	0.0%
Unspecified:	9	18.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	5	19.2%
PDO Collision:	21	80.8%

Light Condition	#ACC	%
Daylight:	24	92.3%
Dawn/Dusk:	1	3.8%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	17	34.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	33	66.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	50.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	50.0%

2 Records are not approved as of 12/15/2011 9:40:53 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and MASSACHUSETTS AVE, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	43
Total Number of Fatalities:	0
Total Number of Injuries:	12
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	5
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	5

Collision Type	#ACC	%
Right Angle:	7	16.3%
Left Turn:	3	7.0%
Right Turn:	3	7.0%
Rear End:	10	23.3%
Side Swiped:	9	20.9%
Head On:	1	2.3%
Parked:	1	2.3%

Collision Type	#ACC	%
Fixed Object:	3	7.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	2.3%
Backing:	3	7.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	4.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	2.3%
09:30 ~ 11:30:	4	9.3%
11:30 ~ 13:30:	6	14.0%
13:30 ~ 16:00:	4	9.3%
16:00 ~18:30:	11	25.6%
18:30 ~ 07:30:	17	39.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	5	11.6%
Monday:	8	18.6%
Tuesday:	8	18.6%
Wednesday:	6	14.0%
Thursday:	4	9.3%
Friday:	9	20.9%
Saturday:	3	7.0%

Weather Condition	#ACC	%
Clear:	39	90.7%
Rain:	3	7.0%
Snow:	0	0.0%
Sleet/Hail:	1	2.3%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	40	93.0%
Wet:	2	4.7%
Snow/Ice:	1	2.3%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	55	65.5%
Bus:	1	1.2%
Truck:	4	4.8%
Taxi:	16	19.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	1.2%
Motorcycle/Moped:	5	6.0%
Bicycle:	2	2.4%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	11	25.6%
PDO Collision:	32	74.4%

Light Condition	#ACC	%
Daylight:	30	69.8%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	6	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	7	16.3%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	21	25.0%
Vehicle:	0	0.0%
Roadway:	1	1.2%
Unspecified:	62	73.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	1	50.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	50.0%

1 Records are not approved as of 12/15/2011 9:41:50 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and N ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	7
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	1	14.3%
Left Turn:	1	14.3%
Right Turn:	0	0.0%
Rear End:	2	28.6%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	3	42.9%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	14.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	14.3%
18:30 ~ 07:30:	5	71.4%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	14.3%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	1	14.3%
Thursday:	0	0.0%
Friday:	2	28.6%
Saturday:	3	42.9%

Weather Condition	#ACC	%
Clear:	7	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	6	85.7%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	14.3%

Type of Vehicle	#VEH	%
Passenger Car:	6	46.2%
Bus:	0	0.0%
Truck:	1	7.7%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	7.7%
Bicycle:	2	15.4%
Fixed Object:	0	0.0%
Unspecified:	3	23.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	28.6%
PDO Collision:	5	71.4%

Light Condition	#ACC	%
Daylight:	4	57.1%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	14.3%
Dark(Not Lighted):	1	14.3%
Dark(Unknown Lighting):	1	14.3%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	15.4%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	11	84.6%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:43:23 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and RHODE ISLAND AVE, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	19
Total Number of Fatalities:	0
Total Number of Injuries:	4
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	6	31.6%
Left Turn:	2	10.5%
Right Turn:	0	0.0%
Rear End:	1	5.3%
Side Swiped:	5	26.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	3	15.8%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	10.5%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	15.8%
09:30 ~ 11:30:	4	21.1%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	3	15.8%
16:00 ~18:30:	2	10.5%
18:30 ~ 07:30:	7	36.8%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	3	15.8%
Monday:	3	15.8%
Tuesday:	5	26.3%
Wednesday:	3	15.8%
Thursday:	2	10.5%
Friday:	2	10.5%
Saturday:	1	5.3%

Weather Condition	#ACC	%
Clear:	14	73.7%
Rain:	3	15.8%
Snow:	1	5.3%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	5.3%

Surface Condition	#ACC	%
Dry:	14	73.7%
Wet:	3	15.8%
Snow/Ice:	1	5.3%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	5.3%

Type of Vehicle	#VEH	%
Passenger Car:	25	69.4%
Bus:	0	0.0%
Truck:	2	5.6%
Taxi:	5	13.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	2.8%
Bicycle:	1	2.8%
Fixed Object:	0	0.0%
Unspecified:	2	5.6%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	15.8%
PDO Collision:	16	84.2%

Light Condition	#ACC	%
Daylight:	13	68.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	1	5.3%
Unspecified:	1	5.3%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	9	25.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	27	75.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

4 Records are not approved as of 12/15/2011 9:53:27 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and O ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	2
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	1	50.0%
Left Turn:	1	50.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	50.0%
18:30 ~ 07:30:	1	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	50.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	50.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	50.0%
Rain:	1	50.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	50.0%
Wet:	1	50.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	75.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	25.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	50.0%
PDO Collision:	1	50.0%

Light Condition	#ACC	%
Daylight:	0	0.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	2	100.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	4	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:54:00 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and P ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	36
Total Number of Fatalities:	0
Total Number of Injuries:	11
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	3
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	2	5.6%
Left Turn:	5	13.9%
Right Turn:	1	2.8%
Rear End:	4	11.1%
Side Swiped:	12	33.3%
Head On:	1	2.8%
Parked:	2	5.6%

Collision Type	#ACC	%
Fixed Object:	1	2.8%
Ran Off Road:	0	0.0%
Ped. Involved:	2	5.6%
Backing:	2	5.6%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	4	11.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	2.8%
09:30 ~ 11:30:	3	8.3%
11:30 ~ 13:30:	4	11.1%
13:30 ~ 16:00:	4	11.1%
16:00 ~18:30:	8	22.2%
18:30 ~ 07:30:	16	44.4%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	7	19.4%
Monday:	3	8.3%
Tuesday:	8	22.2%
Wednesday:	4	11.1%
Thursday:	3	8.3%
Friday:	4	11.1%
Saturday:	7	19.4%

Weather Condition	#ACC	%
Clear:	32	88.9%
Rain:	1	2.8%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	3	8.3%

Surface Condition	#ACC	%
Dry:	33	91.7%
Wet:	1	2.8%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	5.6%

Type of Vehicle	#VEH	%
Passenger Car:	47	66.2%
Bus:	1	1.4%
Truck:	5	7.0%
Taxi:	10	14.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	1.4%
Bicycle:	1	1.4%
Fixed Object:	1	1.4%
Unspecified:	5	7.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	7	19.4%
PDO Collision:	29	80.6%

Light Condition	#ACC	%
Daylight:	24	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	7	19.4%
Unspecified:	2	5.6%

Contributing Factor	#VEH	%
Driver: Speed:	2	2.8%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	16	22.5%
Vehicle:	1	1.4%
Roadway:	0	0.0%
Unspecified:	52	73.2%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	100.0%

0 Records are not approved as of 12/15/2011 9:54:33 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CHURCH ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	10
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	2	20.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	3	30.0%
Head On:	0	0.0%
Parked:	2	20.0%

Collision Type	#ACC	%
Fixed Object:	1	10.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	10.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	10.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	20.0%
11:30 ~ 13:30:	3	30.0%
13:30 ~ 16:00:	1	10.0%
16:00 ~18:30:	2	20.0%
18:30 ~ 07:30:	2	20.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	10.0%
Monday:	3	30.0%
Tuesday:	2	20.0%
Wednesday:	0	0.0%
Thursday:	1	10.0%
Friday:	1	10.0%
Saturday:	2	20.0%

Weather Condition	#ACC	%
Clear:	7	70.0%
Rain:	1	10.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	2	20.0%

Surface Condition	#ACC	%
Dry:	6	60.0%
Wet:	1	10.0%
Snow/Ice:	1	10.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	20.0%

Type of Vehicle	#VEH	%
Passenger Car:	13	61.9%
Bus:	0	0.0%
Truck:	1	4.8%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	4.8%
Motorcycle/Moped:	1	4.8%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	5	23.8%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	10	100.0%

Light Condition	#ACC	%
Daylight:	8	80.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	1	10.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	4.8%
Vehicle:	1	4.8%
Roadway:	0	0.0%
Unspecified:	19	90.5%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:55:17 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and Q ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	12
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	1	8.3%
Rear End:	1	8.3%
Side Swiped:	4	33.3%
Head On:	0	0.0%
Parked:	1	8.3%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	2	16.7%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	3	25.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	8.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	3	25.0%
13:30 ~ 16:00:	2	16.7%
16:00 ~18:30:	1	8.3%
18:30 ~ 07:30:	5	41.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	8.3%
Monday:	1	8.3%
Tuesday:	0	0.0%
Wednesday:	2	16.7%
Thursday:	3	25.0%
Friday:	2	16.7%
Saturday:	3	25.0%

Weather Condition	#ACC	%
Clear:	10	83.3%
Rain:	1	8.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	8.3%

Surface Condition	#ACC	%
Dry:	10	83.3%
Wet:	1	8.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	8.3%

Type of Vehicle	#VEH	%
Passenger Car:	16	64.0%
Bus:	0	0.0%
Truck:	1	4.0%
Taxi:	4	16.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	4.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	3	12.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	8.3%
PDO Collision:	11	91.7%

Light Condition	#ACC	%
Daylight:	6	50.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	2	16.7%
Unspecified:	3	25.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	4	16.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	21	84.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

2 Records are not approved as of 12/15/2011 9:55:53 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CORCORAN ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	6
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	2	33.3%
Right Turn:	1	16.7%
Rear End:	0	0.0%
Side Swiped:	1	16.7%
Head On:	0	0.0%
Parked:	1	16.7%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	16.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	33.3%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	16.7%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	3	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	2	33.3%
Tuesday:	0	0.0%
Wednesday:	4	66.7%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	4	66.7%
Rain:	1	16.7%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	16.7%

Surface Condition	#ACC	%
Dry:	4	66.7%
Wet:	1	16.7%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	16.7%

Type of Vehicle	#VEH	%
Passenger Car:	7	53.8%
Bus:	0	0.0%
Truck:	3	23.1%
Taxi:	2	15.4%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	7.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	16.7%
PDO Collision:	5	83.3%

Light Condition	#ACC	%
Daylight:	4	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	2	33.3%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	7.7%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	15.4%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	10	76.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:56:27 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and R ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	20
Total Number of Fatalities:	0
Total Number of Injuries:	4
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	1	5.0%
Left Turn:	3	15.0%
Right Turn:	2	10.0%
Rear End:	2	10.0%
Side Swiped:	7	35.0%
Head On:	1	5.0%
Parked:	2	10.0%

Collision Type	#ACC	%
Fixed Object:	1	5.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	5.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	15.0%
09:30 ~ 11:30:	2	10.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	5.0%
16:00 ~18:30:	4	20.0%
18:30 ~ 07:30:	10	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	5.0%
Monday:	1	5.0%
Tuesday:	6	30.0%
Wednesday:	3	15.0%
Thursday:	5	25.0%
Friday:	2	10.0%
Saturday:	2	10.0%

Weather Condition	#ACC	%
Clear:	13	65.0%
Rain:	6	30.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	5.0%

Surface Condition	#ACC	%
Dry:	13	65.0%
Wet:	6	30.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	5.0%

Type of Vehicle	#VEH	%
Passenger Car:	23	60.5%
Bus:	0	0.0%
Truck:	3	7.9%
Taxi:	7	18.4%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	2.6%
Motorcycle/Moped:	1	2.6%
Bicycle:	2	5.3%
Fixed Object:	0	0.0%
Unspecified:	1	2.6%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	10.0%
PDO Collision:	18	90.0%

Light Condition	#ACC	%
Daylight:	8	40.0%
Dawn/Dusk:	3	15.0%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	4	20.0%
Unspecified:	1	5.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	2.6%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	10	26.3%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	27	71.1%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

3 Records are not approved as of 12/15/2011 9:57:02 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and S ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	13
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	3
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	7.7%
Right Turn:	0	0.0%
Rear End:	2	15.4%
Side Swiped:	6	46.2%
Head On:	1	7.7%
Parked:	1	7.7%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	7.7%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	7.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	7.7%
11:30 ~ 13:30:	1	7.7%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	7.7%
18:30 ~ 07:30:	10	76.9%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	1	7.7%
Tuesday:	2	15.4%
Wednesday:	3	23.1%
Thursday:	2	15.4%
Friday:	2	15.4%
Saturday:	3	23.1%

Weather Condition	#ACC	%
Clear:	8	61.5%
Rain:	3	23.1%
Snow:	1	7.7%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	7.7%

Surface Condition	#ACC	%
Dry:	7	53.8%
Wet:	3	23.1%
Snow/Ice:	1	7.7%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	15.4%

Type of Vehicle	#VEH	%
Passenger Car:	19	70.4%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	2	7.4%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	6	22.2%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	7.7%
PDO Collision:	12	92.3%

Light Condition	#ACC	%
Daylight:	2	15.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	8	61.5%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	3.7%
Driver: Alcohol/Drug:	1	3.7%
Driver: Electronic Device:	0	0.0%
Driver: Others:	5	18.5%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	20	74.1%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 9:57:34 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and SWANN ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	100.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	100.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	1	100.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	50.0%
Bus:	0	0.0%
Truck:	1	50.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	1	100.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	50.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	1	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:58:11 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and T ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	9
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	2	22.2%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	11.1%
Side Swiped:	4	44.4%
Head On:	0	0.0%
Parked:	1	11.1%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	11.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	11.1%
09:30 ~ 11:30:	1	11.1%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	11.1%
16:00 ~18:30:	2	22.2%
18:30 ~ 07:30:	4	44.4%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	22.2%
Monday:	1	11.1%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	2	22.2%
Friday:	2	22.2%
Saturday:	2	22.2%

Weather Condition	#ACC	%
Clear:	6	66.7%
Rain:	1	11.1%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	2	22.2%

Surface Condition	#ACC	%
Dry:	7	77.8%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	22.2%

Type of Vehicle	#VEH	%
Passenger Car:	8	42.1%
Bus:	0	0.0%
Truck:	3	15.8%
Taxi:	4	21.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	4	21.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	11.1%
PDO Collision:	8	88.9%

Light Condition	#ACC	%
Daylight:	4	44.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	3	33.3%
Unspecified:	2	22.2%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	5.3%
Driver: Electronic Device:	0	0.0%
Driver: Others:	3	15.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	15	78.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:58:43 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CAROLINE ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	33.3%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	33.3%
Head On:	0	0.0%
Parked:	1	33.3%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	33.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	2	66.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	1	33.3%
Wednesday:	1	33.3%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	1	33.3%

Weather Condition	#ACC	%
Clear:	2	66.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	33.3%

Surface Condition	#ACC	%
Dry:	2	66.7%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	33.3%

Type of Vehicle	#VEH	%
Passenger Car:	3	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	2	33.3%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	16.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	2	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	33.3%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 9:59:13 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and U ST, NW

Time Period Covered: From 12/01/2005 To 11/30/2009 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	56
Total Number of Fatalities:	0
Total Number of Injuries:	18
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	5
Total Number of Pedestrians Involved:	3
Total Number of Bicycles Involved:	3
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	5	8.9%
Left Turn:	7	12.5%
Right Turn:	2	3.6%
Rear End:	5	8.9%
Side Swiped:	21	37.5%
Head On:	0	0.0%
Parked:	2	3.6%

Collision Type	#ACC	%
Fixed Object:	2	3.6%
Ran Off Road:	0	0.0%
Ped. Involved:	5	8.9%
Backing:	3	5.4%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	4	7.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	4	7.1%
09:30 ~ 11:30:	4	7.1%
11:30 ~ 13:30:	4	7.1%
13:30 ~ 16:00:	8	14.3%
16:00 ~18:30:	9	16.1%
18:30 ~ 07:30:	27	48.2%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	13	23.2%
Monday:	8	14.3%
Tuesday:	7	12.5%
Wednesday:	3	5.4%
Thursday:	7	12.5%
Friday:	9	16.1%
Saturday:	9	16.1%

Weather Condition	#ACC	%
Clear:	47	83.9%
Rain:	9	16.1%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	47	83.9%
Wet:	9	16.1%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	73	66.4%
Bus:	5	4.5%
Truck:	3	2.7%
Taxi:	14	12.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	3	2.7%
Motorcycle/Moped:	2	1.8%
Bicycle:	3	2.7%
Fixed Object:	0	0.0%
Unspecified:	7	6.4%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	11	19.6%
PDO Collision:	45	80.4%

Light Condition	#ACC	%
Daylight:	26	46.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	15	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	14	25.0%
Unspecified:	1	1.8%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	2	1.8%
Driver: Electronic Device:	0	0.0%
Driver: Others:	25	22.7%
Vehicle:	0	0.0%
Roadway:	2	1.8%
Unspecified:	81	73.6%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	33.3%
In Crosswalk against Signal:	2	66.7%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

7 Records are not approved as of 12/15/2011 9:59:54 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and E ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	7
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	14.3%
Left Turn:	0	0.0%
Right Turn:	1	14.3%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	2	28.6%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	2	28.6%
Ran Off Road:	0	0.0%
Ped. Involved:	1	14.3%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	2	28.6%
09:30 ~ 11:30:	2	28.6%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	14.3%
16:00 ~18:30:	2	28.6%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	14.3%
Monday:	2	28.6%
Tuesday:	0	0.0%
Wednesday:	3	42.9%
Thursday:	1	14.3%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	6	85.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	14.3%

Surface Condition	#ACC	%
Dry:	7	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	7	77.8%
Bus:	0	0.0%
Truck:	1	11.1%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	11.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	14.3%
PDO Collision:	6	85.7%

Light Condition	#ACC	%
Daylight:	6	85.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	22.2%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	7	77.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	100.0%

0 Records are not approved as of 12/15/2011 10:26:52 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and A HAMILTON PL, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	4
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	25.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	25.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	25.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	25.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	25.0%
11:30 ~ 13:30:	1	25.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	25.0%
18:30 ~ 07:30:	1	25.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	1	25.0%
Wednesday:	1	25.0%
Thursday:	1	25.0%
Friday:	0	0.0%
Saturday:	1	25.0%

Weather Condition	#ACC	%
Clear:	3	75.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	25.0%

Surface Condition	#ACC	%
Dry:	4	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	25.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	4	50.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	2	25.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	50.0%
PDO Collision:	2	50.0%

Light Condition	#ACC	%
Daylight:	4	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	1	12.5%
Driver: Others:	1	12.5%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	6	75.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:27:33 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and F ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	9
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	11.1%
Left Turn:	1	11.1%
Right Turn:	4	44.4%
Rear End:	1	11.1%
Side Swiped:	1	11.1%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	11.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	11.1%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	11.1%
16:00 ~18:30:	2	22.2%
18:30 ~ 07:30:	5	55.6%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	3	33.3%
Monday:	0	0.0%
Tuesday:	2	22.2%
Wednesday:	2	22.2%
Thursday:	0	0.0%
Friday:	1	11.1%
Saturday:	1	11.1%

Weather Condition	#ACC	%
Clear:	8	88.9%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	1	11.1%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	9	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	12	66.7%
Bus:	0	0.0%
Truck:	2	11.1%
Taxi:	4	22.2%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	22.2%
PDO Collision:	7	77.8%

Light Condition	#ACC	%
Daylight:	5	55.6%
Dawn/Dusk:	1	11.1%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	11.1%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	16	88.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 10:28:35 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and G ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	4
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	1	25.0%
Rear End:	2	50.0%
Side Swiped:	0	0.0%
Head On:	1	25.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	25.0%
18:30 ~ 07:30:	3	75.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	25.0%
Monday:	1	25.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	1	25.0%
Friday:	1	25.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	3	75.0%
Rain:	1	25.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	4	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	25.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	5	62.5%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	12.5%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	4	100.0%

Light Condition	#ACC	%
Daylight:	1	25.0%
Dawn/Dusk:	1	25.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	12.5%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	7	87.5%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 10:29:18 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and NEW YORK AVE, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	10
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	2	20.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	5	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	1	10.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	10.0%
Backing:	1	10.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	10.0%
09:30 ~ 11:30:	2	20.0%
11:30 ~ 13:30:	2	20.0%
13:30 ~ 16:00:	1	10.0%
16:00 ~18:30:	2	20.0%
18:30 ~ 07:30:	2	20.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	2	20.0%
Wednesday:	1	10.0%
Thursday:	2	20.0%
Friday:	3	30.0%
Saturday:	2	20.0%

Weather Condition	#ACC	%
Clear:	9	90.0%
Rain:	1	10.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	9	90.0%
Wet:	1	10.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	10	55.6%
Bus:	2	11.1%
Truck:	3	16.7%
Taxi:	2	11.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	5.6%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	10.0%
PDO Collision:	9	90.0%

Light Condition	#ACC	%
Daylight:	8	80.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	38.9%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	11	61.1%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:29:50 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and I ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	4
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	25.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	3	75.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	25.0%
11:30 ~ 13:30:	1	25.0%
13:30 ~ 16:00:	1	25.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	25.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	2	50.0%
Thursday:	1	25.0%
Friday:	0	0.0%
Saturday:	1	25.0%

Weather Condition	#ACC	%
Clear:	4	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	4	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	37.5%
Bus:	1	12.5%
Truck:	1	12.5%
Taxi:	1	12.5%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	2	25.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	4	100.0%

Light Condition	#ACC	%
Daylight:	3	75.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	8	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:31:55 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and K ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	13
Total Number of Fatalities:	0
Total Number of Injuries:	4
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	1	7.7%
Left Turn:	0	0.0%
Right Turn:	2	15.4%
Rear End:	6	46.2%
Side Swiped:	2	15.4%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	7.7%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	7.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	7.7%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	7.7%
16:00 ~18:30:	5	38.5%
18:30 ~ 07:30:	6	46.2%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	7.7%
Monday:	1	7.7%
Tuesday:	3	23.1%
Wednesday:	1	7.7%
Thursday:	4	30.8%
Friday:	2	15.4%
Saturday:	1	7.7%

Weather Condition	#ACC	%
Clear:	12	92.3%
Rain:	1	7.7%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	11	84.6%
Wet:	2	15.4%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	18	72.0%
Bus:	1	4.0%
Truck:	0	0.0%
Taxi:	5	20.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	4.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	23.1%
PDO Collision:	10	76.9%

Light Condition	#ACC	%
Daylight:	8	61.5%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	5	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	4	16.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	21	84.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:39:21 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and L ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	13
Total Number of Fatalities:	0
Total Number of Injuries:	5
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	7.7%
Side Swiped:	4	30.8%
Head On:	2	15.4%
Parked:	1	7.7%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	3	23.1%
Backing:	2	15.4%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	7.7%
09:30 ~ 11:30:	5	38.5%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	2	15.4%
16:00 ~18:30:	2	15.4%
18:30 ~ 07:30:	3	23.1%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	7.7%
Monday:	4	30.8%
Tuesday:	4	30.8%
Wednesday:	0	0.0%
Thursday:	1	7.7%
Friday:	3	23.1%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	10	76.9%
Rain:	1	7.7%
Snow:	1	7.7%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	7.7%

Surface Condition	#ACC	%
Dry:	9	69.2%
Wet:	2	15.4%
Snow/Ice:	0	0.0%
Slush:	1	7.7%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	7.7%

Type of Vehicle	#VEH	%
Passenger Car:	10	47.6%
Bus:	0	0.0%
Truck:	4	19.0%
Taxi:	5	23.8%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	4.8%
Fixed Object:	0	0.0%
Unspecified:	1	4.8%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	5	38.5%
PDO Collision:	8	61.5%

Light Condition	#ACC	%
Daylight:	11	84.6%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	4.8%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	33.3%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	13	61.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	2	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

5 Records are not approved as of 12/15/2011 10:41:08 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and M ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	12
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	3	25.0%
Left Turn:	2	16.7%
Right Turn:	2	16.7%
Rear End:	2	16.7%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	1	8.3%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	8.3%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	8.3%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	8.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	3	25.0%
13:30 ~ 16:00:	2	16.7%
16:00 ~18:30:	5	41.7%
18:30 ~ 07:30:	1	8.3%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	4	33.3%
Tuesday:	1	8.3%
Wednesday:	3	25.0%
Thursday:	1	8.3%
Friday:	0	0.0%
Saturday:	3	25.0%

Weather Condition	#ACC	%
Clear:	10	83.3%
Rain:	1	8.3%
Snow:	1	8.3%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	10	83.3%
Wet:	1	8.3%
Snow/Ice:	1	8.3%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	13	59.1%
Bus:	1	4.5%
Truck:	0	0.0%
Taxi:	7	31.8%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	4.5%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	25.0%
PDO Collision:	9	75.0%

Light Condition	#ACC	%
Daylight:	10	83.3%
Dawn/Dusk:	1	8.3%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	4.5%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	31.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	14	63.6%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	100.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:41:43 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and MASSACHUSETTS AVE, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	11
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	2	18.2%
Left Turn:	3	27.3%
Right Turn:	1	9.1%
Rear End:	1	9.1%
Side Swiped:	3	27.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	1	9.1%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	18.2%
11:30 ~ 13:30:	1	9.1%
13:30 ~ 16:00:	1	9.1%
16:00 ~18:30:	2	18.2%
18:30 ~ 07:30:	5	45.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	4	36.4%
Tuesday:	2	18.2%
Wednesday:	2	18.2%
Thursday:	1	9.1%
Friday:	0	0.0%
Saturday:	2	18.2%

Weather Condition	#ACC	%
Clear:	7	63.6%
Rain:	2	18.2%
Snow:	2	18.2%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	7	63.6%
Wet:	3	27.3%
Snow/Ice:	1	9.1%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	12	60.0%
Bus:	0	0.0%
Truck:	2	10.0%
Taxi:	3	15.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	5.0%
Bicycle:	2	10.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	18.2%
PDO Collision:	9	81.8%

Light Condition	#ACC	%
Daylight:	6	54.5%
Dawn/Dusk:	1	9.1%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	5.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	4	20.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	15	75.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 10:47:15 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and N ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	100.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	100.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	1	100.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	50.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	100.0%
PDO Collision:	0	0.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	50.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	1	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 10:48:47 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and RHODE ISLAND AVE, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	13
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	3
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	1	7.7%
Left Turn:	5	38.5%
Right Turn:	0	0.0%
Rear End:	2	15.4%
Side Swiped:	3	23.1%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	7.7%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	7.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	23.1%
09:30 ~ 11:30:	2	15.4%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	7.7%
16:00 ~18:30:	2	15.4%
18:30 ~ 07:30:	5	38.5%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	4	30.8%
Monday:	0	0.0%
Tuesday:	1	7.7%
Wednesday:	3	23.1%
Thursday:	3	23.1%
Friday:	2	15.4%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	11	84.6%
Rain:	2	15.4%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	9	69.2%
Wet:	2	15.4%
Snow/Ice:	1	7.7%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	7.7%

Type of Vehicle	#VEH	%
Passenger Car:	9	37.5%
Bus:	1	4.2%
Truck:	4	16.7%
Taxi:	6	25.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	4.2%
Bicycle:	3	12.5%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	23.1%
PDO Collision:	10	76.9%

Light Condition	#ACC	%
Daylight:	8	61.5%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	5	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	29.2%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	17	70.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

4 Records are not approved as of 12/15/2011 10:58:56 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and O ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	100.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	100.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	1	100.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	1	50.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	1	100.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	2	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:02:42 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and P ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	9
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	2	22.2%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	2	22.2%
Side Swiped:	3	33.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	11.1%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	11.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	11.1%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	11.1%
13:30 ~ 16:00:	1	11.1%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	6	66.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	22.2%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	3	33.3%
Friday:	2	22.2%
Saturday:	2	22.2%

Weather Condition	#ACC	%
Clear:	5	55.6%
Rain:	3	33.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	11.1%

Surface Condition	#ACC	%
Dry:	5	55.6%
Wet:	3	33.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	11.1%

Type of Vehicle	#VEH	%
Passenger Car:	12	75.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	2	12.5%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	6.3%
Bicycle:	1	6.3%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	33.3%
PDO Collision:	6	66.7%

Light Condition	#ACC	%
Daylight:	4	44.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	5	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	43.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	9	56.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:03:20 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CHURCH ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	100.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	100.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	100.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	100.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	100.0%
PDO Collision:	0	0.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	50.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	1	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:03:54 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and Q ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	33.3%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	33.3%
Side Swiped:	1	33.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	2	66.7%
18:30 ~ 07:30:	1	33.3%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	33.3%
Monday:	2	66.7%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	3	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	3	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	50.0%
Bus:	1	16.7%
Truck:	1	16.7%
Taxi:	1	16.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	2	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

2 Records are not approved as of 12/15/2011 11:02:13 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CORCORAN ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	2	66.7%
Head On:	0	0.0%
Parked:	1	33.3%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	3	100.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	1	33.3%
Thursday:	0	0.0%
Friday:	1	33.3%
Saturday:	1	33.3%

Weather Condition	#ACC	%
Clear:	1	33.3%
Rain:	0	0.0%
Snow:	1	33.3%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	33.3%

Surface Condition	#ACC	%
Dry:	1	33.3%
Wet:	1	33.3%
Snow/Ice:	1	33.3%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	50.0%
Bus:	1	16.7%
Truck:	1	16.7%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	16.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	3	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

2 Records are not approved as of 12/15/2011 11:04:37 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and R ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	33.3%
Head On:	0	0.0%
Parked:	1	33.3%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	33.3%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	33.3%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	2	66.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	33.3%
Monday:	0	0.0%
Tuesday:	2	66.7%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	3	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	3	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	40.0%
Bus:	1	20.0%
Truck:	0	0.0%
Taxi:	2	40.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	33.3%
PDO Collision:	2	66.7%

Light Condition	#ACC	%
Daylight:	1	33.3%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	40.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	3	60.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	100.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:05:08 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and S ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	2
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	50.0%
Left Turn:	1	50.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	50.0%
13:30 ~ 16:00:	1	50.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	1	50.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	1	50.0%

Weather Condition	#ACC	%
Clear:	1	50.0%
Rain:	0	0.0%
Snow:	1	50.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	50.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	1	50.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	33.3%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	2	66.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	2	100.0%

Light Condition	#ACC	%
Daylight:	2	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	66.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	1	33.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:05:39 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and T ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	4
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	25.0%
Left Turn:	0	0.0%
Right Turn:	1	25.0%
Rear End:	0	0.0%
Side Swiped:	2	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	25.0%
13:30 ~ 16:00:	1	25.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	2	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	4	100.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	50.0%
Rain:	0	0.0%
Snow:	2	50.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	2	50.0%
Wet:	0	0.0%
Snow/Ice:	2	50.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	6	75.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	1	12.5%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	12.5%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	25.0%
PDO Collision:	3	75.0%

Light Condition	#ACC	%
Daylight:	2	50.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	12.5%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	12.5%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	6	75.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:07:11 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CAROLINE ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	100.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	100.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	1	100.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	100.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	1	100.0%

Light Condition	#ACC	%
Daylight:	0	0.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	100.0%
Dark(Not Lighted):	1	100.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	2	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:08:08 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and U ST, NW

Time Period Covered: From 12/01/2009 To 11/30/2010 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	14
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	1

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	1	7.1%
Rear End:	5	35.7%
Side Swiped:	5	35.7%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	7.1%
Backing:	1	7.1%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	7.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	2	14.3%
13:30 ~ 16:00:	2	14.3%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	10	71.4%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	5	35.7%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	2	14.3%
Thursday:	2	14.3%
Friday:	1	7.1%
Saturday:	4	28.6%

Weather Condition	#ACC	%
Clear:	14	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	13	92.9%
Wet:	1	7.1%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	17	63.0%
Bus:	1	3.7%
Truck:	0	0.0%
Taxi:	4	14.8%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	1	3.7%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	4	14.8%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	21.4%
PDO Collision:	11	78.6%

Light Condition	#ACC	%
Daylight:	3	21.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	11	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	7	25.9%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	20	74.1%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	100.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 11:08:44 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and E ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	10
Total Number of Fatalities:	0
Total Number of Injuries:	6
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	10.0%
Left Turn:	1	10.0%
Right Turn:	0	0.0%
Rear End:	2	20.0%
Side Swiped:	2	20.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	2	20.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	2	20.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	10.0%
09:30 ~ 11:30:	1	10.0%
11:30 ~ 13:30:	1	10.0%
13:30 ~ 16:00:	3	30.0%
16:00 ~18:30:	1	10.0%
18:30 ~ 07:30:	3	30.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	1	10.0%
Tuesday:	3	30.0%
Wednesday:	2	20.0%
Thursday:	2	20.0%
Friday:	0	0.0%
Saturday:	2	20.0%

Weather Condition	#ACC	%
Clear:	10	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	10	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	8	50.0%
Bus:	1	6.3%
Truck:	0	0.0%
Taxi:	4	25.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	6.3%
Motorcycle/Moped:	0	0.0%
Bicycle:	2	12.5%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	30.0%
PDO Collision:	7	70.0%

Light Condition	#ACC	%
Daylight:	8	80.0%
Dawn/Dusk:	1	10.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	3	18.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	13	81.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:17:29 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and A HAMILTON PL, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	1	33.3%
Rear End:	2	66.7%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	33.3%
11:30 ~ 13:30:	1	33.3%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	33.3%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	1	33.3%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	2	66.7%

Weather Condition	#ACC	%
Clear:	3	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	3	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	1	16.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	2	33.3%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	2	66.7%
Dawn/Dusk:	1	33.3%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:18:30 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and F ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	33.3%
Side Swiped:	1	33.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	33.3%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	66.7%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	33.3%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	33.3%
Saturday:	2	66.7%

Weather Condition	#ACC	%
Clear:	2	66.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	33.3%

Surface Condition	#ACC	%
Dry:	2	66.7%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	33.3%

Type of Vehicle	#VEH	%
Passenger Car:	4	66.7%
Bus:	0	0.0%
Truck:	1	16.7%
Taxi:	1	16.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	33.3%
PDO Collision:	2	66.7%

Light Condition	#ACC	%
Daylight:	3	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	33.3%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	4	66.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:19:44 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and G ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	5
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	2	40.0%
Head On:	0	0.0%
Parked:	1	20.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	20.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	20.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	2	40.0%
09:30 ~ 11:30:	1	20.0%
11:30 ~ 13:30:	1	20.0%
13:30 ~ 16:00:	1	20.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	2	40.0%
Tuesday:	1	20.0%
Wednesday:	0	0.0%
Thursday:	1	20.0%
Friday:	1	20.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	5	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	5	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	6	60.0%
Bus:	2	20.0%
Truck:	2	20.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	20.0%
PDO Collision:	4	80.0%

Light Condition	#ACC	%
Daylight:	5	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	4	40.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	6	60.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:20:46 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and NEW YORK AVE, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	7
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	14.3%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	2	28.6%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	4	57.1%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	14.3%
11:30 ~ 13:30:	3	42.9%
13:30 ~ 16:00:	1	14.3%
16:00 ~18:30:	1	14.3%
18:30 ~ 07:30:	1	14.3%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	14.3%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	3	42.9%
Thursday:	0	0.0%
Friday:	3	42.9%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	7	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	7	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	6	54.5%
Bus:	1	9.1%
Truck:	1	9.1%
Taxi:	2	18.2%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	9.1%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	28.6%
PDO Collision:	5	71.4%

Light Condition	#ACC	%
Daylight:	5	71.4%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	9.1%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	18.2%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	8	72.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 11:21:19 AM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and I ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	6
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	1
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	16.7%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	3	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	16.7%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	16.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	16.7%
09:30 ~ 11:30:	1	16.7%
11:30 ~ 13:30:	1	16.7%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	2	33.3%
18:30 ~ 07:30:	1	16.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	16.7%
Monday:	1	16.7%
Tuesday:	0	0.0%
Wednesday:	1	16.7%
Thursday:	3	50.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	4	66.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	1	16.7%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	16.7%

Surface Condition	#ACC	%
Dry:	4	66.7%
Wet:	1	16.7%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	16.7%

Type of Vehicle	#VEH	%
Passenger Car:	7	63.6%
Bus:	1	9.1%
Truck:	2	18.2%
Taxi:	1	9.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	16.7%
PDO Collision:	5	83.3%

Light Condition	#ACC	%
Daylight:	3	50.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	2	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	16.7%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	18.2%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	9	81.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 1:57:45 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and K ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	7
Total Number of Fatalities:	0
Total Number of Injuries:	2
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	14.3%
Left Turn:	0	0.0%
Right Turn:	1	14.3%
Rear End:	0	0.0%
Side Swiped:	2	28.6%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	1	14.3%
Ran Off Road:	0	0.0%
Ped. Involved:	1	14.3%
Backing:	1	14.3%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	4	57.1%
16:00 ~18:30:	3	42.9%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	5	71.4%
Wednesday:	0	0.0%
Thursday:	1	14.3%
Friday:	1	14.3%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	6	85.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	14.3%

Surface Condition	#ACC	%
Dry:	6	85.7%
Wet:	1	14.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	6	50.0%
Bus:	0	0.0%
Truck:	1	8.3%
Taxi:	2	16.7%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	8.3%
Fixed Object:	0	0.0%
Unspecified:	2	16.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	28.6%
PDO Collision:	5	71.4%

Light Condition	#ACC	%
Daylight:	7	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	6	50.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	6	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	1	100.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 2:02:54 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and L ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	8
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	3	37.5%
Side Swiped:	2	25.0%
Head On:	0	0.0%
Parked:	1	12.5%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	12.5%
Backing:	1	12.5%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	2	25.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	2	25.0%
13:30 ~ 16:00:	1	12.5%
16:00 ~18:30:	1	12.5%
18:30 ~ 07:30:	2	25.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	12.5%
Monday:	2	25.0%
Tuesday:	1	12.5%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	2	25.0%
Saturday:	2	25.0%

Weather Condition	#ACC	%
Clear:	7	87.5%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	1	12.5%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	7	87.5%
Wet:	1	12.5%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	11	78.6%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	3	21.4%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	12.5%
PDO Collision:	7	87.5%

Light Condition	#ACC	%
Daylight:	5	62.5%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	3	21.4%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	11	78.6%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:03:40 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and M ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	6
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	16.7%
Right Turn:	0	0.0%
Rear End:	1	16.7%
Side Swiped:	3	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	16.7%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	16.7%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	2	33.3%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	3	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	2	33.3%
Wednesday:	1	16.7%
Thursday:	1	16.7%
Friday:	2	33.3%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	4	66.7%
Rain:	2	33.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	4	66.7%
Wet:	2	33.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	5	45.5%
Bus:	0	0.0%
Truck:	2	18.2%
Taxi:	4	36.4%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	6	100.0%

Light Condition	#ACC	%
Daylight:	3	50.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	9.1%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	9.1%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	9	81.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:04:17 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and MASSACHUSETTS AVE, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	10
Total Number of Fatalities:	0
Total Number of Injuries:	4
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	3
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	2	20.0%
Side Swiped:	2	20.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	2	20.0%
Ran Off Road:	0	0.0%
Ped. Involved:	3	30.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	10.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	10.0%
09:30 ~ 11:30:	1	10.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	10.0%
16:00 ~18:30:	2	20.0%
18:30 ~ 07:30:	5	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	10.0%
Monday:	1	10.0%
Tuesday:	0	0.0%
Wednesday:	2	20.0%
Thursday:	2	20.0%
Friday:	2	20.0%
Saturday:	2	20.0%

Weather Condition	#ACC	%
Clear:	10	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	9	90.0%
Wet:	1	10.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	9	50.0%
Bus:	0	0.0%
Truck:	2	11.1%
Taxi:	4	22.2%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	5.6%
Fixed Object:	0	0.0%
Unspecified:	2	11.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	4	40.0%
PDO Collision:	6	60.0%

Light Condition	#ACC	%
Daylight:	6	60.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	11.1%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	16	88.9%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	1	50.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	50.0%

0 Records are not approved as of 12/15/2011 2:06:46 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and RHODE ISLAND AVE, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	8
Total Number of Fatalities:	0
Total Number of Injuries:	4
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	2	25.0%
Right Turn:	0	0.0%
Rear End:	1	12.5%
Side Swiped:	4	50.0%
Head On:	1	12.5%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	25.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	3	37.5%
16:00 ~18:30:	1	12.5%
18:30 ~ 07:30:	2	25.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	12.5%
Monday:	1	12.5%
Tuesday:	0	0.0%
Wednesday:	2	25.0%
Thursday:	1	12.5%
Friday:	1	12.5%
Saturday:	2	25.0%

Weather Condition	#ACC	%
Clear:	7	87.5%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	12.5%

Surface Condition	#ACC	%
Dry:	7	87.5%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	12.5%

Type of Vehicle	#VEH	%
Passenger Car:	11	64.7%
Bus:	1	5.9%
Truck:	2	11.8%
Taxi:	1	5.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	5.9%
Fixed Object:	0	0.0%
Unspecified:	1	5.9%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	2	25.0%
PDO Collision:	6	75.0%

Light Condition	#ACC	%
Daylight:	7	87.5%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	3	17.6%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	14	82.4%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:08:49 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and O ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	3	100.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	33.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	33.3%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	33.3%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	2	66.7%
Thursday:	1	33.3%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	66.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	33.3%

Surface Condition	#ACC	%
Dry:	1	33.3%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	2	66.7%

Type of Vehicle	#VEH	%
Passenger Car:	3	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	2	33.3%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	16.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	2	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	33.3%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	33.3%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	4	66.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:09:24 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and P ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	6
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	2
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	4	66.7%
Head On:	1	16.7%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	1	16.7%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	2	33.3%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	16.7%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	3	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	33.3%
Monday:	1	16.7%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	2	33.3%
Friday:	1	16.7%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	6	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	6	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	6	60.0%
Bus:	1	10.0%
Truck:	0	0.0%
Taxi:	1	10.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	10.0%
Fixed Object:	0	0.0%
Unspecified:	1	10.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	16.7%
PDO Collision:	5	83.3%

Light Condition	#ACC	%
Daylight:	4	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	16.7%
Dark(Not Lighted):	1	16.7%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	1	10.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	10.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	8	80.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	100.0%

0 Records are not approved as of 12/15/2011 2:09:55 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CHURCH ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	2	66.7%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	33.3%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	1	33.3%
09:30 ~ 11:30:	1	33.3%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	33.3%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	1	33.3%
Wednesday:	0	0.0%
Thursday:	2	66.7%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	66.7%
Rain:	1	33.3%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	2	66.7%
Wet:	1	33.3%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	16.7%
Bus:	0	0.0%
Truck:	1	16.7%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	16.7%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	3	50.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	3	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	1	16.7%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	4	66.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:10:33 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and Q ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	2
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	50.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	1	50.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	50.0%
18:30 ~ 07:30:	1	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	50.0%
Saturday:	1	50.0%

Weather Condition	#ACC	%
Clear:	1	50.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	50.0%

Surface Condition	#ACC	%
Dry:	2	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	4	66.7%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	16.7%
Fixed Object:	0	0.0%
Unspecified:	1	16.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	2	100.0%

Light Condition	#ACC	%
Daylight:	1	50.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:11:08 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CORCORAN ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	4
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	2
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	1	25.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	25.0%
Head On:	0	0.0%
Parked:	1	25.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	25.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	25.0%
18:30 ~ 07:30:	3	75.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	1	25.0%
Tuesday:	1	25.0%
Wednesday:	2	50.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	4	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	4	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	5	55.6%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	1	11.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	2	22.2%
Fixed Object:	0	0.0%
Unspecified:	1	11.1%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	75.0%
PDO Collision:	1	25.0%

Light Condition	#ACC	%
Daylight:	1	25.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	3	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	22.2%
Vehicle:	0	0.0%
Roadway:	1	11.1%
Unspecified:	6	66.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:11:58 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and R ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	5
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	2
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	1	20.0%
Side Swiped:	3	60.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	20.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	1	20.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	3	60.0%
18:30 ~ 07:30:	1	20.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	20.0%
Monday:	0	0.0%
Tuesday:	1	20.0%
Wednesday:	2	40.0%
Thursday:	1	20.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	5	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	5	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	2	20.0%
Bus:	1	10.0%
Truck:	3	30.0%
Taxi:	1	10.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	2	20.0%
Fixed Object:	0	0.0%
Unspecified:	1	10.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	60.0%
PDO Collision:	2	40.0%

Light Condition	#ACC	%
Daylight:	4	80.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	20.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	10.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	10.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	8	80.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:12:44 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and S ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	3
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	2	66.7%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	1	33.3%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	1	33.3%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	2	66.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	1	33.3%
Wednesday:	1	33.3%
Thursday:	0	0.0%
Friday:	1	33.3%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	66.7%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	33.3%

Surface Condition	#ACC	%
Dry:	2	66.7%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	33.3%

Type of Vehicle	#VEH	%
Passenger Car:	2	33.3%
Bus:	0	0.0%
Truck:	1	16.7%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	3	50.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	3	100.0%

Light Condition	#ACC	%
Daylight:	2	66.7%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	33.3%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	16.7%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	5	83.3%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:13:13 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and SWANN ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	2
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	1	50.0%
Rear End:	0	0.0%
Side Swiped:	1	50.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	50.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	50.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	1	50.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	50.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	2	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	50.0%
Wet:	1	50.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	3	75.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	25.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	2	100.0%

Light Condition	#ACC	%
Daylight:	1	50.0%
Dawn/Dusk:	1	50.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	4	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:13:45 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and T ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	1
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	1
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	1
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	1	100.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	0	0.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	0	0.0%
18:30 ~ 07:30:	1	100.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	100.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	50.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	1	100.0%
PDO Collision:	0	0.0%

Light Condition	#ACC	%
Daylight:	0	0.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	1	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	50.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	1	50.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:14:18 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and CAROLINE ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	1
Total Number of Fatalities:	0
Total Number of Injuries:	0
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	0	0.0%
Left Turn:	0	0.0%
Right Turn:	0	0.0%
Rear End:	0	0.0%
Side Swiped:	1	100.0%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	1	100.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	0	0.0%
Monday:	0	0.0%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	0	0.0%
Friday:	1	100.0%
Saturday:	0	0.0%

Weather Condition	#ACC	%
Clear:	1	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	1	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	1	50.0%
Bus:	0	0.0%
Truck:	0	0.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	1	50.0%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	1	100.0%

Light Condition	#ACC	%
Daylight:	1	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	0	0.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	2	100.0%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

0 Records are not approved as of 12/15/2011 2:14:56 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 15TH ST and U ST, NW

Time Period Covered: From 12/01/2010 To 09/30/2011 **Prepared By:** admin TARAS **Prepared Date:** 12/15/201

Total Number of Accident:	17
Total Number of Fatalities:	0
Total Number of Injuries:	3
Total Number of Disabling Injuries:	0
Total Number of NonDisabling Injuries:	0
Total Number of Pedestrians Involved:	0
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

Collision Type	#ACC	%
Right Angle:	2	11.8%
Left Turn:	0	0.0%
Right Turn:	2	11.8%
Rear End:	3	17.6%
Side Swiped:	9	52.9%
Head On:	0	0.0%
Parked:	0	0.0%

Collision Type	#ACC	%
Fixed Object:	0	0.0%
Ran Off Road:	0	0.0%
Ped. Involved:	0	0.0%
Backing:	0	0.0%
Non Collision:	0	0.0%
Under/Over Ride:	0	0.0%
Unspecified:	1	5.9%

Time of Day	#ACC	%
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	2	11.8%
11:30 ~ 13:30:	1	5.9%
13:30 ~ 16:00:	3	17.6%
16:00 ~18:30:	3	17.6%
18:30 ~ 07:30:	8	47.1%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	11.8%
Monday:	3	17.6%
Tuesday:	3	17.6%
Wednesday:	5	29.4%
Thursday:	0	0.0%
Friday:	3	17.6%
Saturday:	1	5.9%

Weather Condition	#ACC	%
Clear:	15	88.2%
Rain:	2	11.8%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

Surface Condition	#ACC	%
Dry:	15	88.2%
Wet:	2	11.8%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

Type of Vehicle	#VEH	%
Passenger Car:	18	52.9%
Bus:	1	2.9%
Truck:	3	8.8%
Taxi:	9	26.5%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	3	8.8%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	3	17.6%
PDO Collision:	14	82.4%

Light Condition	#ACC	%
Daylight:	7	41.2%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	9	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	5.9%

Contributing Factor	#VEH	%
Driver: Speed:	1	2.9%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	11	32.4%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	22	64.7%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

1 Records are not approved as of 12/15/2011 2:15:29 PM

Appendix C10 15th Street: Field of View Snapshots

15th Street
Video Stills

15th Street at R Street

15th Street at Massachusetts Avenue

15th Steet & L/M Alley

15th Street at K Street

15th Street & Pennsylvania Avenue