



Traffic Safety Investigation

for the

SCHOOLS along EDGEWOOD STREET NE



District Department of Transportation

MAY 2019 | VERSION 2

Prepared By:

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Contents

| | |
|---|----|
| Executive Summary | 1 |
| Introduction | 3 |
| Methodology and Background..... | 5 |
| Methodology..... | 5 |
| Study Background | 6 |
| Traffic Control and Infrastructure Criteria | 7 |
| Pedestrian Facility Requirements..... | 7 |
| Traffic Calming Criteria | 7 |
| School Circulation and Access Requirements | 7 |
| Field Assessment..... | 8 |
| School Staff Workshop..... | 14 |
| Data Collection Results | 15 |
| Turning Movement Count Analysis..... | 16 |
| 48-hour Continuous Speed and Volume Analysis..... | 22 |
| Crash Data Analysis | 23 |
| Discussion and Recommendations | 24 |
| Discussion..... | 24 |
| Recommendations..... | 24 |

Figures

| | |
|--|----|
| Figure 1: Study Area | 4 |
| Figure 2: Existing Issues and Observations | 11 |
| Figure 3: Edgewood Alley NE during morning drop-off period | 12 |
| Figure 4: Edgewood Alley NE during afternoon pick-up period..... | 12 |
| Figure 5: Westbound queuing along Edgewood Street NE during morning drop-off period | 13 |
| Figure 6: Northeast-bound queuing along Edgewood Street NE southwest of 7 th Street NE during afternoon pick-up period..... | 13 |
| Figure 7: Buses parked in front of DC Prep Middle School during pick-up period..... | 14 |
| Figure 8: Data Collection Locations..... | 16 |
| Figure 9: Area Intersection Pedestrian Volumes | 17 |
| Figure 10: AM Peak Hour Volume Summary - 7 th Street NE and Edgewood Street NE..... | 18 |
| Figure 11: PM Peak Hour Volume Summary - 7 th Street NE and Edgewood Street NE..... | 18 |
| Figure 12: AM Peak Hour Volume Summary - 7 th Street NE and Franklin Street NE..... | 19 |
| Figure 13: PM Peak Hour Volume Summary - 7 th Street NE and Franklin Street NE..... | 19 |
| Figure 14: AM Peak Hour Volume Summary – Edgewood Street NE and Edgewood Alley NE | 20 |
| Figure 15: PM Peak Hour Volume Summary - Edgewood Street NE and Edgewood Alley NE | 20 |
| Figure 16: AM Peak Hour Volume Summary – Edgewood Street NE/8 th Street NE and Hamlin Street NE | 21 |
| Figure 17: PM Peak Hour Volume Summary - Edgewood Street NE/8 th Street NE and Hamlin Street NE | 21 |
| Figure 18: 48-Hour Bi-directional Vehicular Volume | 22 |
| Figure 19: Potential Improvements and Mitigation Strategies | 27 |

EXECUTIVE SUMMARY

Kimley-Horn conducted a Traffic Safety Investigation along Edgewood Street NE and adjacent roadways in the vicinity of four public charter schools as part of the existing Traffic Safety and Engineering Services On-Call contract between the District Department of Transportation (DDOT) and Kimley-Horn. This investigation is in response to concerns from ANC 5E01 and the schools in the study area regarding pedestrian safety, access, and driver navigation at and around the schools.

Multiple sources of data were collected as part of this Traffic Safety Investigation. Field observations were completed on March 12, 2019 between 7:00 AM to 8:30 AM (school drop-off and AM peak period) and 3:30 PM to 4:30 PM (school pick-up) to evaluate existing operating conditions. Crash data was also reviewed to identify the number and location of crashes within the study area. Turning movement count (TMC) data was collected between the hours of 6:30 AM to 9:30 AM and 3:00 PM to 6:00 PM on Tuesday, April 9 at the following intersections:

- 7th Street NE and Edgewood Street NE,
- 7th Street NE and Franklin Street NE,
- Edgewood Street NE and Edgewood Alley NE, and
- Hamlin Street NE and Edgewood Street NE/8th Street NE.

Continuous vehicular volume and speed data was collected for a duration of 48 hours beginning at 12:00 AM on April 9, 2019.

On April 4, 2019, Kimley-Horn held a workshop with operations and other staff from DC Prep Elementary and Middle Schools, the Imagine Hope School, and the Mess Hall. City Arts staff were unable to attend the meeting. The purpose of the workshop was to gather history and experience of the local staff to verify and expand upon the observations conducted prior to the meeting. Kimley-Horn also reviewed a Roadway Safety Audit (RSA) for the study area performed by DDOT in 2014.

It was determined that the existing safety and operational concerns in the study area are rooted in the poor circulation of morning drop-off and afternoon pick-up activities at City Arts and DC Prep Elementary Charter Schools. In addition, the lack of pick-up and drop-off areas for DC Prep Middle School exacerbate congestion and pedestrian-vehicle conflicts in the study area. Crash data verifies that safety concerns stem from parking and circulation challenges. It is also assumed that historical land use of the area was industrial in nature; as such, it is likely that the area roadways were not intended to accommodate the vehicular and pedestrian volumes associated with the schools in the study area. Ultimately, the intersections, parking configurations, and pedestrian facilities do not accommodate the existing vehicular and pedestrian demand, as well as any potential additional demand in the future.

Based on the aforementioned observations, data, workshop, and area history, this study finds that the existing conditions present along Edgewood Street NE and surrounding areas warrant mitigation. As such, Kimley-Horn has developed a set of recommendations to mitigate the observed and measured conditions present in the study area. Note that recommendations for the mitigation of unsafe conditions and the enhancement of site circulation are divided into short-term and long-term strategies, based on the level of additional study or time needed for implementation.

Short-term recommendations include the following:

- Install two flashing 15 mph school speed limit assemblies in both directions along the 700 block of Edgewood Street NE. Remove any other speed limit signs along Edgewood Street NE which contradict the flashing 15 mph school speed limit assemblies.
- Repair and replace the “No Standing or Parking Any Time” parking restriction signs along the west curb of Edgewood Alley NE, adjacent to DC Prep Elementary School.
- Modify the parking restriction for the northbound approach of Edgewood Alley NE at Edgewood Street NE to meet DDOT Design and Engineering sight distance criteria (25 feet in advance of crosswalk).
- Replace the existing parking restrictions along the east curb of Edgewood Alley NE south of Edgewood Street NE with 1-hour parking meters. This will promote parking turnover and discourage long-term parking that impacts circulation.
- Install hardened centerline with flexible post delineators along Edgewood Alley NE to discourage mid-block U-turns
- Continue to operate the DC Prep Elementary School valet service curbside in front of the school entrance to the extent practical.
- Consider establishing a designated student Metrobus-Metrorail connection from the bus stop at Edgewood Street NE at 7th Street NE and the Brookland-CUA Metrorail station.
- Establish a PM pick-up curbside waiting area in the 600 block of Edgewood Street NE for parents to wait for student release. Parking would be restricted to 15-minute standing from 2:30 PM to 3:30 PM during school days.
- DC Prep Elementary and DC Prep Middle schools consider modifying arrival and dismissal timeframes to reduce the peak nature of vehicular and pedestrian demand.

Long-term recommendations include the following:

- Convert the 700 block of Edgewood Street NE from 7th Street NE to Hamlin Street NE to one-way eastbound/northbound:
- Evaluate reconfiguration of the intersection of 7th Street NE and Franklin Street NE
- Designate the parking spaces in front of DC Prep Middle School as buses only 7-9 AM and 3-5 PM.
- Install curb extensions on the southeast corner of the intersection of 7th Street NE and Edgewood Street NE consistent with reconfigured Edgewood Street NE.
- Coordinate with the owner of 705 Edgewood Alley NE to determine the plausibility of opening the ramp adjacent to the building to improve school circulation during AM and PM drop-off and pick-up periods.

INTRODUCTION

Kimley-Horn conducted a Traffic Safety Investigation along Edgewood Street NE and adjacent roadways in the vicinity of four public charter schools as part of the existing Traffic Safety and Engineering Services On-Call contract between the District Department of Transportation (DDOT) and Kimley-Horn.

This investigation is in response to concerns from ANC 5E01 and the schools in the study area regarding pedestrian safety, access, and driver navigation at and around the schools. See **Figure 1** for a map of the study area showing traffic control, street names, posted speed limits, and the locations of metrobus stops in the study area.

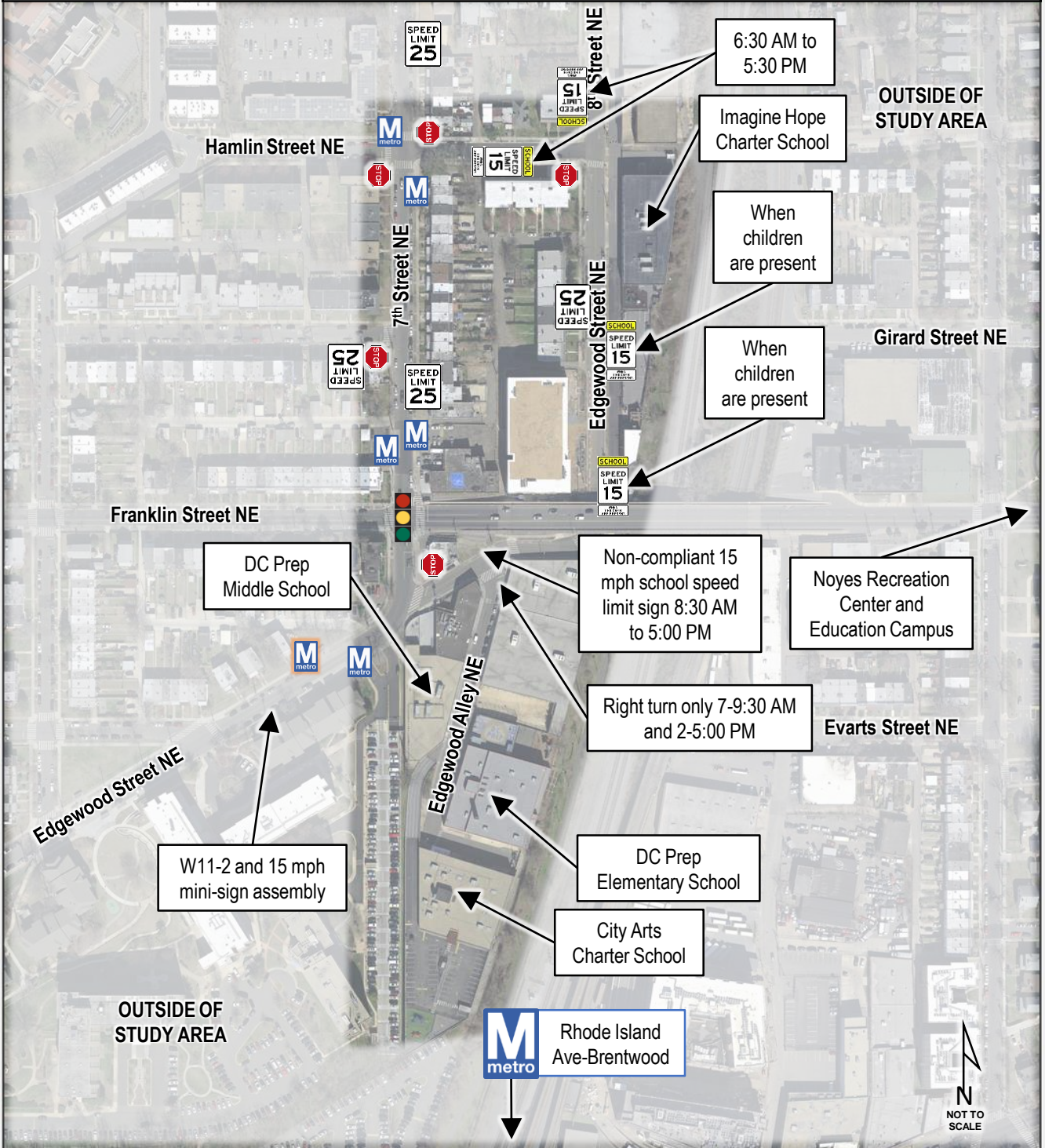
This report includes the following sections:

- The methodology and background Kimley-Horn used for the investigation,
- The DDOT established criteria for traffic evaluation, control and other considerations,
- The details of a field assessment performed within the study area,
- A summary of a workshop held with the schools in the study area,
- The results of data collection efforts along the study corridor, and
- Recommendations based on the outcome of data analyses to mitigate unsafe conditions.

Based on the configuration of the 700 block of Edgewood Street NE, this report will refer to the roadway in one of two ways:

- 700 block of Edgewood Street NE – east-west roadway running between 7th Street NE and the Franklin Street NE overpass. DC Prep Middle School is located along this block.
- Edgewood Alley NE – north-south roadway running adjacent to the Mess Hall and DC Prep Elementary School

For the purposes of this report, the “study area” is generally defined as the roadways and intersections adjacent to the DC Prep Middle and Elementary Schools, City Arts Charter School, and Imagine Hope Charter School. This includes the length of Edgewood Street NE from 7th Street NE to Hamlin Street NE, and the entirety of Edgewood Alley NE. The study area also includes the three intersections of Edgewood Street NE with 7th Street NE, Edgewood Alley NE, and Hamlin Street NE, as well as the intersection of 7th Street NE with Franklin Street NE.



Notes:

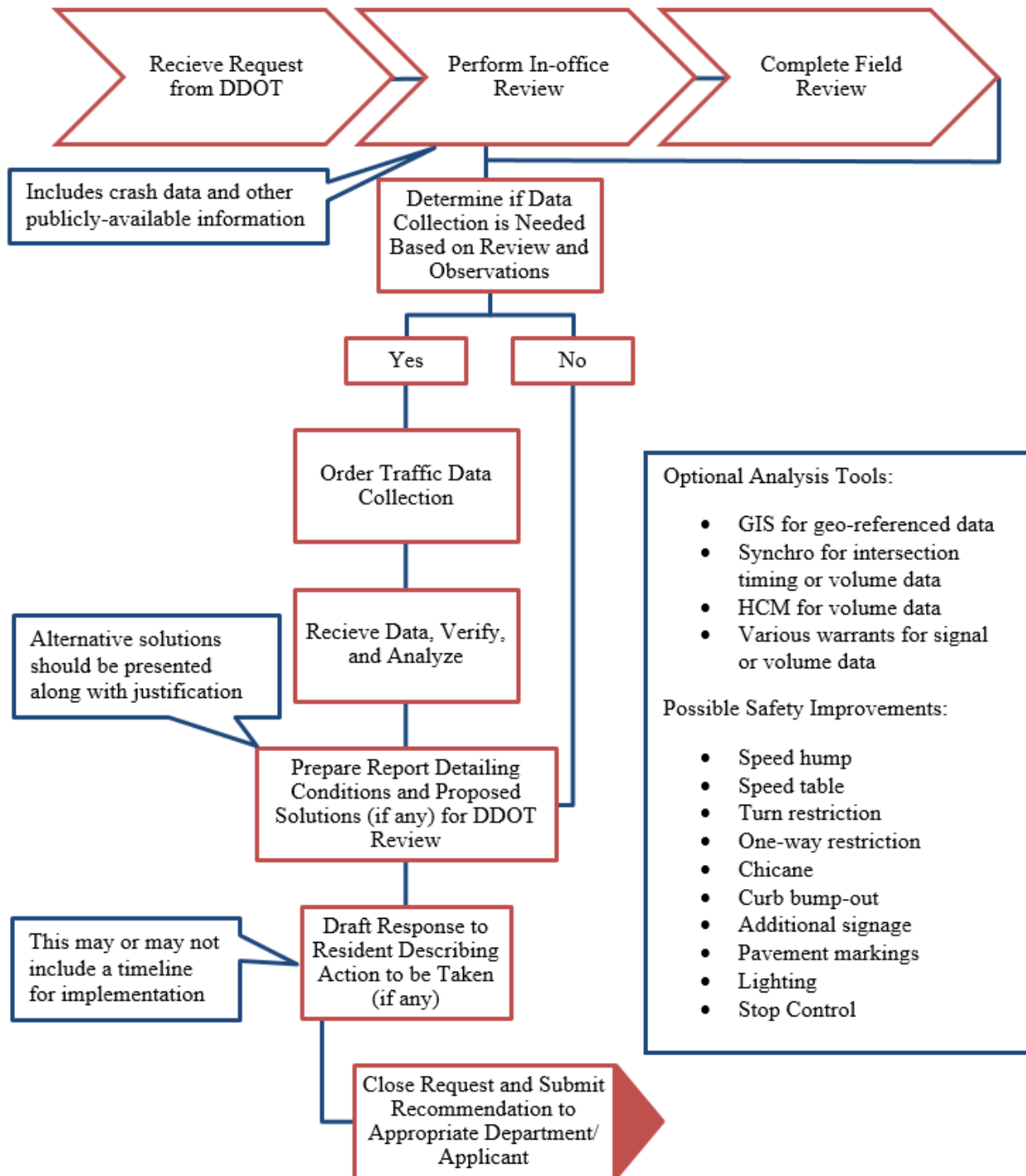
- The area includes four schools along Edgewood Street (Alley) NE, each with a separate access point.
- The G8 Metrobus route serves all the bus stops shown within the study area; the D8 Metrobus route only serves the southwest-bound stop shown in orange.

| | |
|------|----------------|
| | MetroBus Stop |
| | Traffic Signal |
| Note | |

METHODOLOGY AND BACKGROUND

METHODOLOGY

Kimley-Horn follows a specific methodology to complete a Traffic Safety Investigation study. The process for the Edgewood Street NE Schools investigation included the following steps:



Additionally, since the safety investigation location was adjacent to several schools, an in-person meeting was held with representatives from DC Prep Charter School (both Elementary and Middle), Imagine Hope Charter School, and the Mess Hall. This coordination was concurrent with the field review task in the process flow diagram above.

It was determined that data collection was necessary to complete the investigation of the Edgewood Streets NE Schools based on observed field conditions. Traffic data collection included turning movement counts (pedestrians, bicycles, and vehicles), and DC Open Data crash data was reviewed for the previous three years.

STUDY BACKGROUND

In 2014, DDOT conducted a Roadway Safety Audit (RSA) for the study area of this investigation. The report identified several issues related to traffic safety of pedestrians, bicyclists, motor vehicles and transit at the study location. Based on the findings, DDOT staff developed recommendations addressing transportation issues. Recommendations included the following:

- Install new parking restriction signs, “No Parking Or Standing Anytime”, on the north side of Edgewood Alley NE at school access locations.
- Increase MPD Enforcement on Edgewood Alley NE, particularly during drop-off and pick-up periods
- Convert traffic flow on Edgewood Street NE to one-way in the eastbound direction between 7th Street NE and the Franklin Street NE overpass during school drop-off and pick-up periods only
- Schools implement valet system to improve efficiency of drop-off and pick-up activities
- Implement valet system on Rhode Island Avenue NE parking lot
- Implement park and walk program
- Implement a walking school bus program
- Relocate existing WMATA bus stop on Edgewood Street NE, west of 7th Street NE
- Install new traffic signs and school warning signs
- Install ADA-compliant pedestrian facilities
- Install new pedestrian crosswalks
- Promote Safe Routes to School Program

Very few of the above recommendations appear to have been implemented based upon observations performed within the study area. Kimley-Horn was not involved with the preparation of the 2014 RSA; as such, implementation and actions out of the RSA may only be speculated. Off-site valet programs are difficult to coordinate and manage due to staff requirements. Additionally, the parking lot mentioned in the recommendations is currently being redeveloped. The curbside valet was partially initiated by DC Prep Elementary, but still permits U-turns adjacent to the school. Area signage was generally observed to be appropriate with a few exceptions (see the Field Assessment section). ADA-compliant pedestrian facilities were generally not observed; however, based on the topography of the area, installation of compliant facilities would likely be both difficult and costly.

Since the RSA, City Arts + Prep Public Charter School has been scheduled for closure following the 2018-2019 academic year. Furthermore, the building and adjacent parking structure were determined to be partially structurally deficient. As such, these considerations have impacted the flow of vehicles in the study area since the RSA was completed.

TRAFFIC CONTROL AND INFRASTRUCTURE CRITERIA

The following section details criteria for the installation of traffic control devices and considerations which govern the access to and from schools within public infrastructure.

PEDESTRIAN FACILITY REQUIREMENTS

Guidance for pedestrian facilities (crossings and sidewalks) in the District of Columbia follows the criteria outlined in the MUTCD. The DDOT *Design and Engineering Manual* outlines several additional factors of consideration for pedestrian facilities as supplement to the MUTCD.

Crosswalks adjacent to a school or as part of a route to school should be marked with high-visibility markings (ladder-style). These locations may be accompanied by in-crosswalk pedestrian warning signs or MUTCD S1-1 school warning signs.

Based on the DDOT's Sidewalk Installation Policy, sidewalks in the District of Columbia are expected to be adjacent to roadways through the city and are required to have at least one sidewalk on each street or roadway where pedestrians are legally permitted. The longitudinal slope of sidewalks shall not exceed 5% or the slope of the adjacent roadway. In cases where roadway grades exceed 5%, it is desirable to provide level landings at regular intervals.

TRAFFIC CALMING CRITERIA

The following criteria have been established by DDOT for traffic calming eligibility:

- The affected block must have submitted a petition with at least 75% of the resident households' signatures
- Street must be classified as "local" and be residential in nature
- Posted speed limit must be 30 mph or less
- Street must not be a primary emergency response, truck, or bus route
- 85th percentile measured speed must exceed the posted speed limit by 25%
- Must have an average daily traffic (ADT) volume of at least 350 vehicles

Additionally, data that indicate five (5) or more crashes have occurred at a location warrant mitigation of safety conditions. The mitigation strategy must directly address the reported crash type at the location.

SCHOOL CIRCULATION AND ACCESS REQUIREMENTS

Based on conversations with DC Prep staff, there are several requirements for site layout to provide access to and from the schools for both parents and students. School buses, which provide specialized transportation for students (after school programs, special needs, etc.), need to park adjacent to the school entrance while the bus driver confirms that day's roster of passengers. This occurs adjacent to both DC Prep Elementary and DC Prep Middle schools.

Pick-up and drop-off activities are preferred to take place directly in front of the elementary school, with the exception of in-person pick-up of students. This ensures a degree of safety for students, especially after school.

FIELD ASSESSMENT

Kimley-Horn collected information about the existing conditions in the study area on March 12, 2019 between 7:00 AM to 8:30 AM (school drop-off/AM peak period), and 3:30 PM to 4:30 PM (school pick-up). Study area streets (including 2016 DDOT Functional Classification), include the following:

- Edgewood Street NE and Edgewood Alley NE (local)
 - East of 7th Street NE Edgewood Street NE is 30 feet wide with one lane in each direction
 - Includes unprotected bicycle lanes in either direction between 7th Street NE and the Metropolitan Branch Trail (MBT)
 - North of the Franklin Street NE overpass, Edgewood Street NE is 35 feet wide and includes on-street parking in either direction
 - Lanes are designated as shared bicycle-vehicle travel lanes
 - Adjacent to DC Prep Elementary School, Edgewood Alley NE is 26 feet wide and does not include a centerline
 - Parking restrictions are in effect during school hours
 - West of 7th Street NE, Edgewood Street NE is a collector roadway
 - Services the D8 and G8 Metrobus routes west of 7th Street NE (D8 route operates in the southwest-bound direction only)
- 8th Street NE (local)
 - Continuation of Edgewood Street NE, north of Hamlin Street NE
- 7th Street NE (collector)
 - On-street parking in either direction
 - Services the G8 Metrobus route
- Franklin Street NE (minor arterial)
 - Two lanes westbound, one lane eastbound
 - Outside westbound lane is parking restricted 7:00 AM to 9:30 AM

Pedestrian sidewalks are present throughout the study area on both sides of the street, with the exception of the north side of Edgewood Street NE between 7th Street NE and the Franklin Street NE overpass. The speed limit of the majority of the study area is posted as 15 mph when children are present or from 6:30 AM to 5:30 PM. Otherwise, the speed limit is posted as 25 mph.

A summary of existing conditions is provided below:

- As a result of school arrival and dismissal, surges in pedestrian and vehicular volume occur during morning drop-off and afternoon pick-up periods. Overall, the afternoon pick-up period resulted in more acute congestion than the morning drop-off period.
- Four crossing guards are distributed throughout the area at the following intersections:
 - Edgewood Street NE and Edgewood Alley NE
 - 7th Street NE and Edgewood Street NE

- 7th Street NE and Franklin Street NE
 - Hamlin Street NE and Edgewood Street NE/8th Street NE
- The sidewalk along the east side of 7th Street NE between Franklin Street NE and Edgewood Street NE is in poor condition and may be difficult for some pedestrians to traverse
- As a result of congested conditions and crossing guard operations, the signal at the intersection of Franklin Street NE and 7th Street NE experiences cycle failures during pick-up and drop-off periods
 - Intersection capacity at this location is likely reduced as a result of pedestrians crossing the east leg of the intersection, obstructing the southbound left turn and northbound right turn movements
- Northeast-bound Edgewood Street NE queues back from the intersection of 7th Street NE and Franklin Street NE approximately 700 feet and 500 feet during the morning and afternoon peak drop-off/pick-up periods, respectively.
 - Crossing guard operations and school access queues at the intersection of 7th Street NE and Edgewood Street NE.
 - Signal timing and capacity constraints at the intersection of 7th Street NE and Franklin Street NE also impacts congestion along 7th Street NE.
- The grade of the sidewalk at the southwest corner of Edgewood Street NE at Edgewood Alley NE may be difficult for some pedestrians to navigate, despite adhering to DDOT criteria (e.g. follow the grade of the adjacent roadway)
- Conditions along Edgewood Alley NE adjacent to DC Prep Elementary are congested during pick-up and drop-off periods.
 - Drop-off is well-managed by DC Prep staff facilitating a valet curbside service to expedite U-turns and unloading
 - Pick-up period tends to be more congested as a result of parents parked and waiting along Edgewood Alley NE and other area roadways
 - Mid-block turnarounds and standing vehicles create grid-lock conditions which DC Prep staff manage by requesting that vehicles move to enable traffic flow
- Conditions along Edgewood Street NE south of Hamlin Street NE are congested during afternoon pick-up period.
 - The Imagine Hope school releases students by grade, reducing the pedestrian demand at the intersection of Edgewood Street NE/8th Street NE and Hamlin Street NE
 - Street parking is over capacity as a result of pick-up activity for all area schools; this forces parents to park at any available curb space regardless of restrictions
- Several deliveries occurred during the morning drop-off period which obstructed traffic flow and circulation on Edgewood Street NE east of 7th Street NE
- The signs opposite the northbound approach of Edgewood Alley NE at Edgewood Street NE are not MUTCD compliant
 - The northbound left-turn restriction from 7-9:30 AM and 2-5:00 PM is frequently ignored despite instruction from the crossing guard
- The 15 mph school speed limit signs are inconsistent between time frames and several are posted “When Children are Present”

See **Figure 2** for further details regarding the field observations. **Figure 3** and **Figure 4** show conditions along Edgewood Alley NE during morning drop-off and afternoon pick-up periods, respectively. **Figure 5** shows queuing along westbound Edgewood Street NE resulting from delivery and drop-off activity. **Figure 6** shows queuing along 7th Street NE, south of the intersection with Edgewood Street NE during the afternoon pick-up period. **Figure 7** shows buses which are parked at the entrance to DC Prep Middle school, awaiting special transportation students to board.

Figure 2: Existing Conditions and Observations



Notes:

- Parking along Edgewood Alley NE creates narrow effective road width, making maneuvering difficult for pick-up/drop-off activities.
- Parking restrictions were generally ignored during pick-up and drop-off activities, specifically along Edgewood Street NE between 7th Street NE and the Franklin Street NE underpass. Multiple delivery vehicles were observed parked in travel lanes.

M MetroBus Stop

Crossing Guard*

Observation



Figure 3: Edgewood Alley NE during morning drop-off period



Figure 4: Edgewood Alley NE during afternoon pick-up period



Figure 5: Westbound queuing along Edgewood Street NE during morning drop-off period



Figure 6: Northeast-bound queuing along Edgewood Street NE southwest of 7th Street NE during afternoon pick-up period



Figure 7: Buses parked in front of DC Prep Middle School during pick-up period

SCHOOL STAFF WORKSHOP

On April 4, 2019, Kimley-Horn held a workshop with operations and other staff from DC Prep Elementary and Middle Schools, the Imagine Hope School, and the Mess Hall. City Arts staff were unable to attend the meeting. The purpose of the workshop was to gather history and experience of the local staff to verify and expand upon the observations conducted prior to the meeting.

The following notes were taken during this workshop:

- Site circulation and access has continuously been a challenge for the schools along Edgewood Street NE and Edgewood Alley NE.
- Schools in the area have had challenges requesting (and receiving) crossing guards at area intersections.
 - Staff also expressed concerns that crossing guards cannot (but should) be able to manage traffic onto Edgewood Alley NE.
 - Staff questioned if a Traffic Control Officer would be a more appropriate supplemental control strategy than a crossing guard.
- Area schools have received complaints from the surrounding neighborhoods that parents using alleys and other nearby roadways to park and pick-up students are obstructing the neighborhoods.
- DC Prep Elementary estimates between 200 and 300 vehicles drop students off in the morning, based on weather conditions and time of year.

- “No Parking” signage on the west side of Edgewood Alley NE has been damaged for some time and have not been replaced. As such, vehicles are frequently parking along the west side of Edgewood Alley NE.
- Area schools and the Mess Hall request that deliveries occur outside of arrival and dismissal hours; however, staff have little control over the timing of UPS/FedEx and other deliveries.
- Staff feel that the sidewalks along Edgewood Street NE and Edgewood Alley NE adjacent to DC Prep and in the vicinity of 7th Street NE are deficient in width and slope, presenting dangerous conditions for pedestrians.
- Staff noted that congested conditions, specifically during arrival and dismissal hours, may present access challenges for emergency vehicles if responding to an emergency event.
- Staff raised concern over conversion of parking along Edgewood Street NE/8th Street NE into a bicycle path as part of the MBT would exacerbate the parking and standing issues already present throughout the area.
- Historically, parking and circulation was accommodated using the City Arts building and parking lot; however, structural concerns have closed the parking structure.
- According to school staff, they anticipate the potential for another Charter school to open in or around the area along Edgewood Alley NE and Edgewood Street NE currently occupied by DC Prep and City Arts. There is concern that additional students will exacerbate the existing circulation issues.
 - Staff questioned if existing traffic volumes and area congestion are considered when issuing new charter school permits, similar to a zoning and density analysis.
- Staff observed that there has been little to no enforcement of parking restrictions in the study area.

DATA COLLECTION RESULTS

Turning movement count (TMC) data was collected between the hours of 6:30 AM to 9:30 AM and 3:00 PM to 6:00 PM on Tuesday, April 9 at the following intersections:

- 7th Street NE and Edgewood Street NE,
- 7th Street NE and Franklin Street NE,
- Edgewood Street NE and Edgewood Alley NE, and
- Hamlin Street NE and Edgewood Street NE/8th Street NE.

48-hour vehicle volume and speed data was collected along Edgewood Street NE between Hamlin Street NE and the Franklin Street NE overpass starting at 12:00 AM on April 9, 2019.

The locations of the traffic data counts are shown in **Figure 8**. Circles indicate TMC locations and the rectangle indicates the 48-hour continuous volume and speed location.

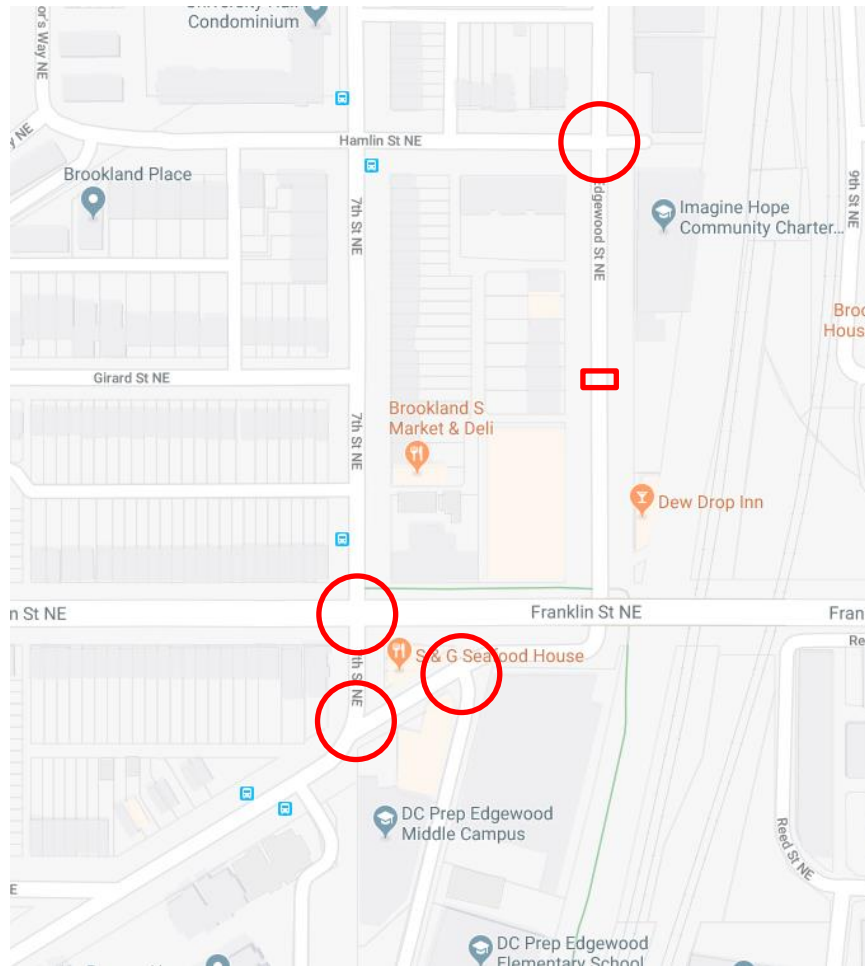


Figure 8: Data Collection Locations

TURNING MOVEMENT COUNT ANALYSIS

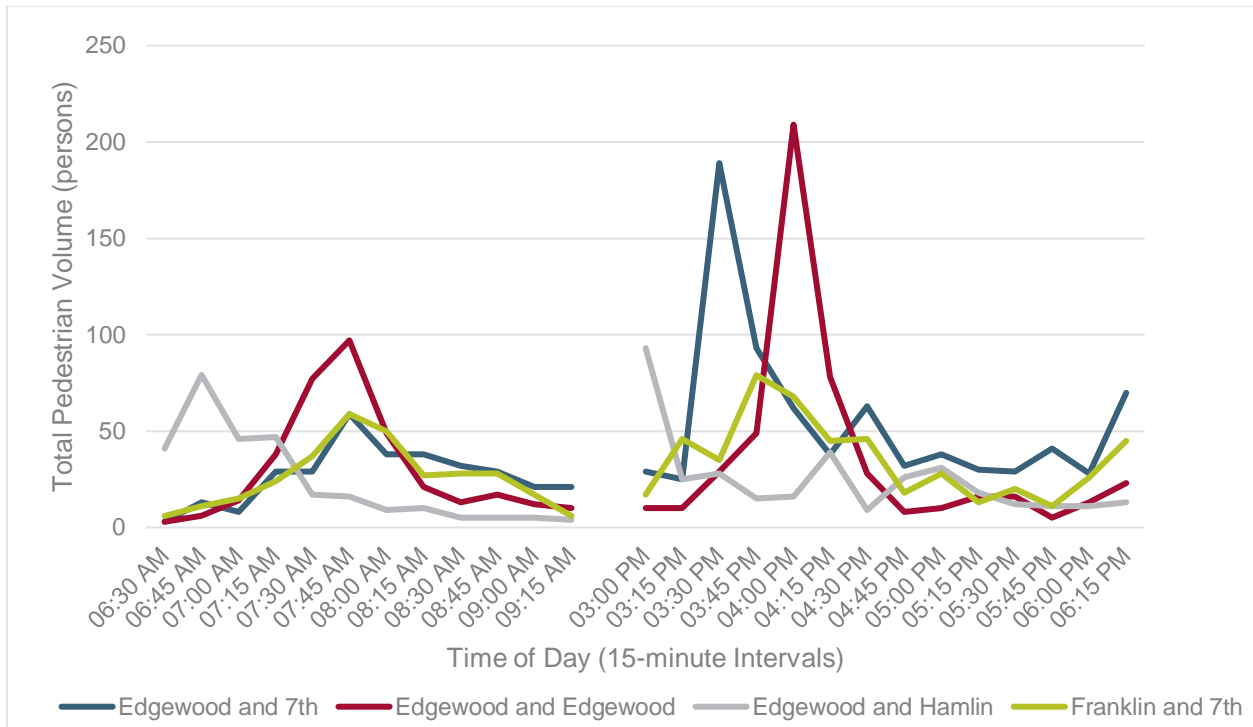
Review of the 15-minute interval TMC data confirmed that there is significant pedestrian activity near the area schools, particularly at the intersection of Edgewood Street NE at Edgewood Alley NE during the morning arrival period and at the intersections of Edgewood Street NE with 7th Street NE and Edgewood Alley NE during the afternoon dismissal period.

However, observations and data indicate that the arrival period activity is spread out temporally more than the afternoon dismissal period, but with more sustained pedestrian activity occurring over a longer period for the afternoon and evening timeframes. Vehicular data is similar to that of the pedestrian data, showing the same acuteness of morning traffic and sustained afternoon and evening traffic. Note that morning vehicular activity peaks at the same 15-minute interval as pedestrian activity, but the afternoon vehicular peak occurs nearly 2 hours later than the pedestrian peak when comparing pedestrian TMC and 48-hour continuous vehicular volumes along Edgewood Street NE.

The above trends are best explained with parents walking or driving students to school concurrent with the AM network “rush hour”, then students either remaining in after school programming until being picked up after work or walking home. Furthermore, the acute pedestrian peaks are reflective of both school arrival and dismissal times, and correlate well with area vehicular peaks.

Intersection pedestrian crossing volumes are summarized in **Figure 9**.

Figure 9: Area Intersection Pedestrian Volumes



Peak hour vehicular, pedestrian, and bicycle turning movement counts for the study intersections are summarized in **Figure 10** through **Figure 17**.

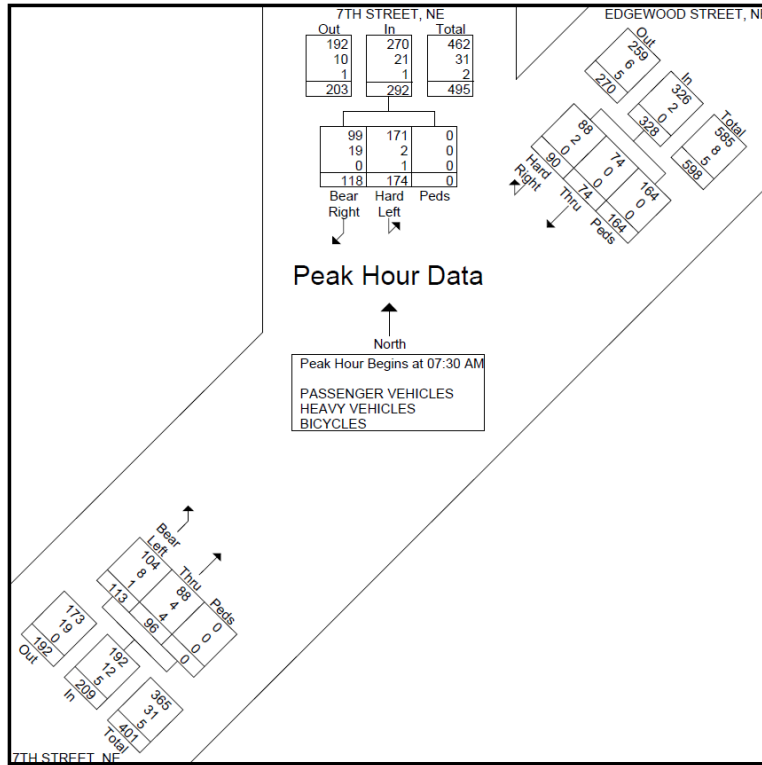


Figure 10: AM Peak Hour Volume Summary - 7th Street NE and Edgewood Street NE

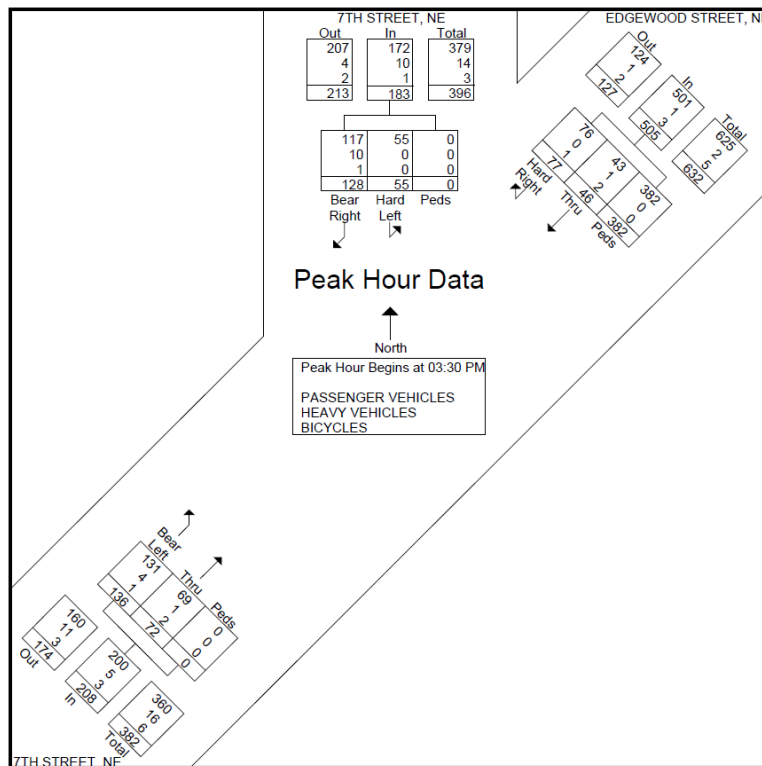


Figure 11: PM Peak Hour Volume Summary - 7th Street NE and Edgewood Street NE

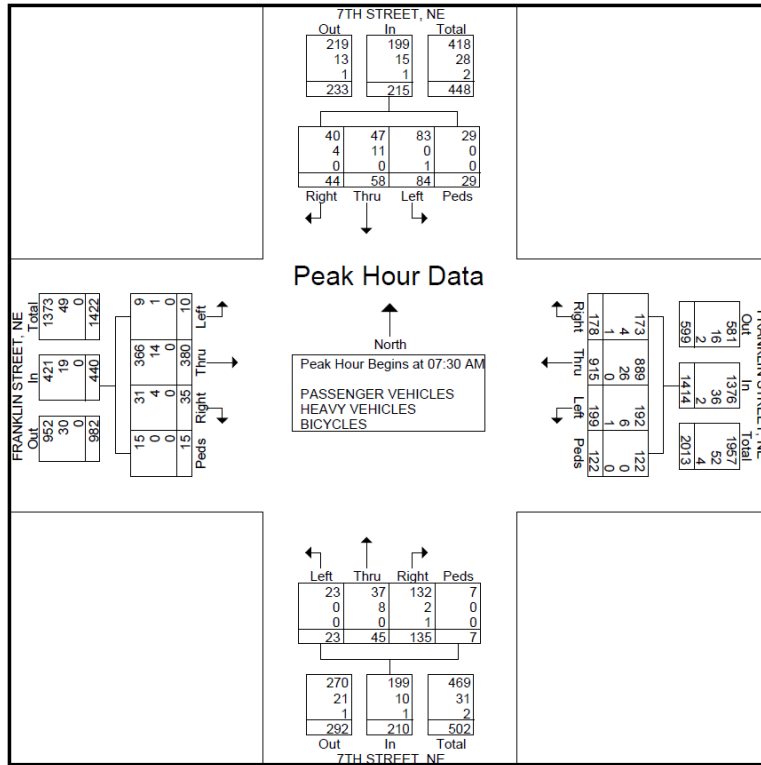


Figure 12: AM Peak Hour Volume Summary - 7th Street NE and Franklin Street NE

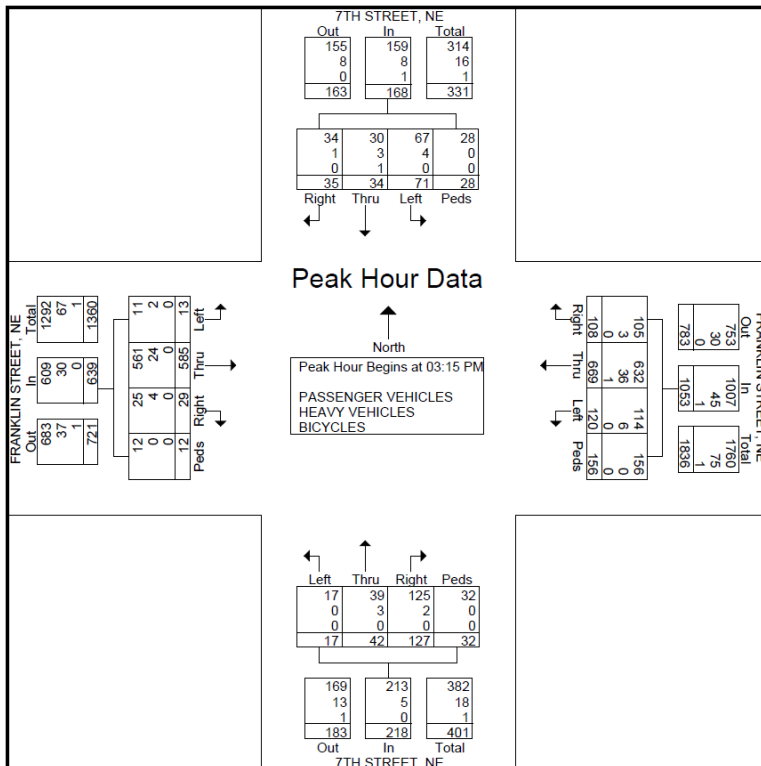


Figure 13: PM Peak Hour Volume Summary - 7th Street NE and Franklin Street NE

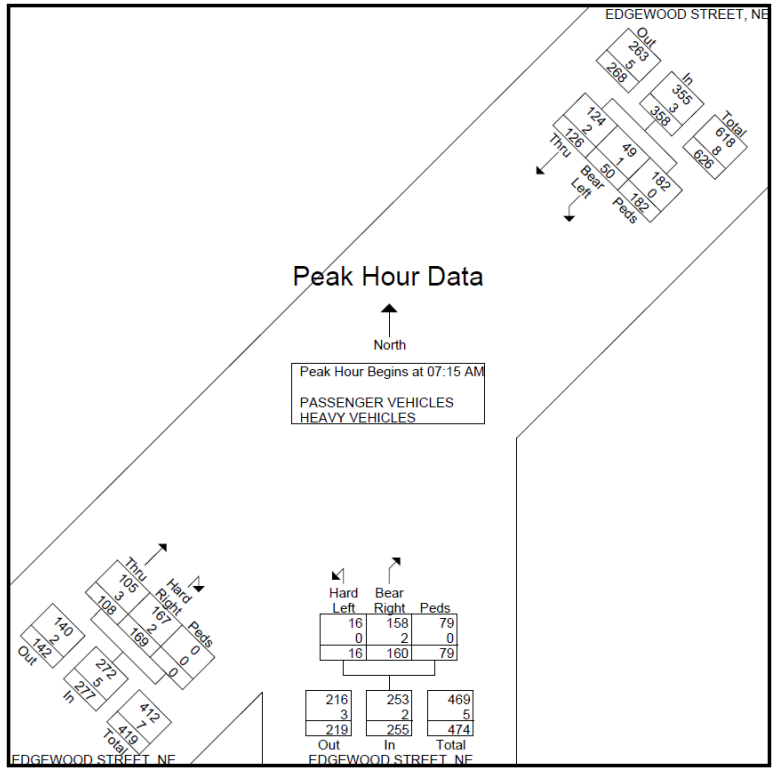


Figure 14: AM Peak Hour Volume Summary – Edgewood Street NE and Edgewood Alley NE

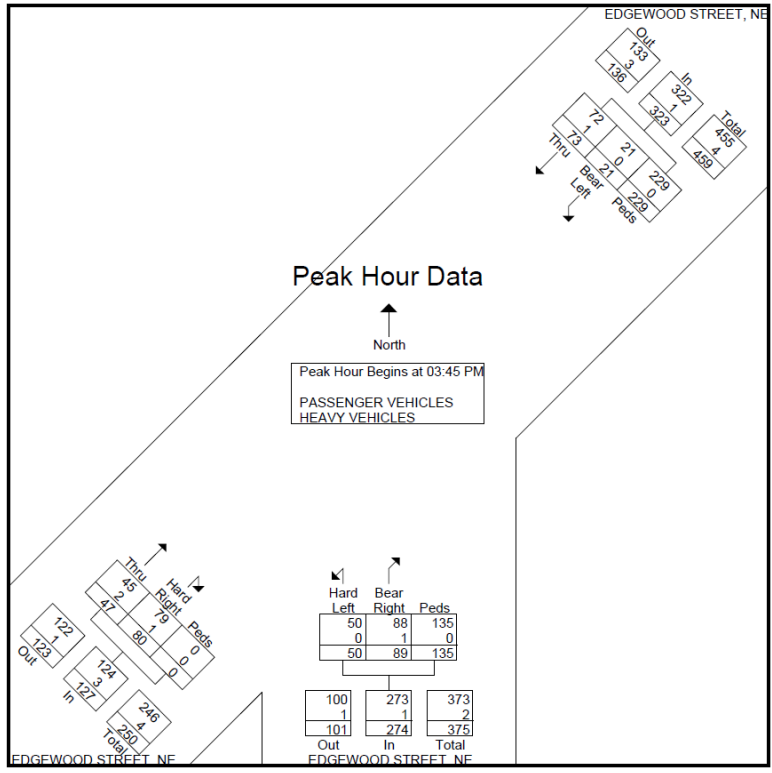


Figure 15: PM Peak Hour Volume Summary - Edgewood Street NE and Edgewood Alley NE

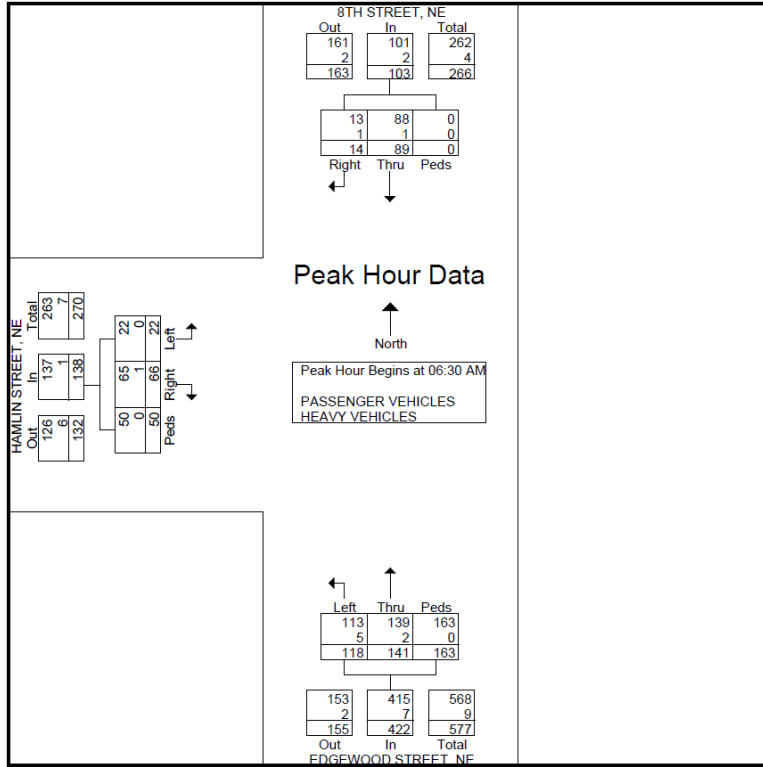


Figure 16: AM Peak Hour Volume Summary – Edgewood Street NE/8th Street NE and Hamlin Street NE

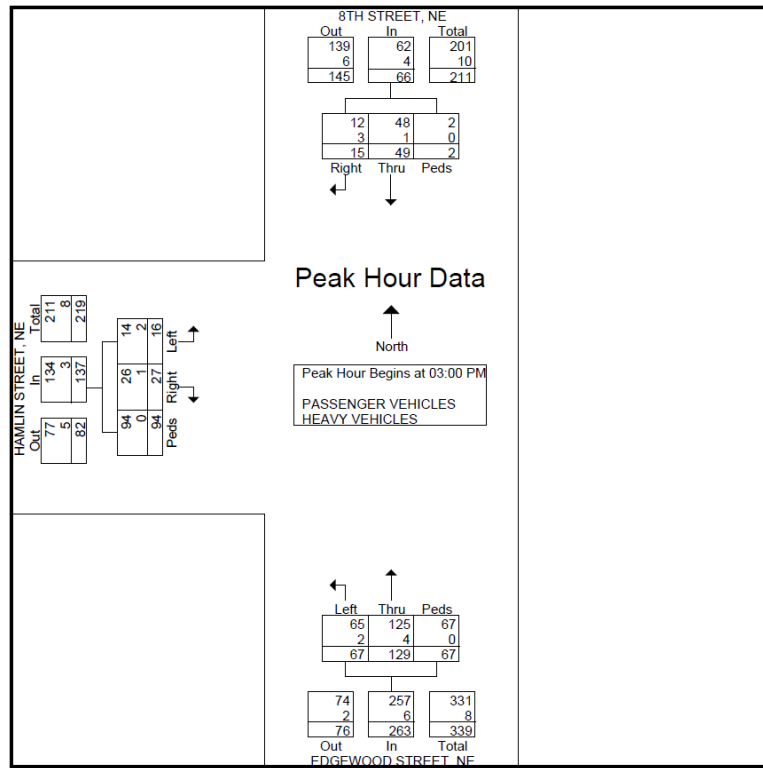
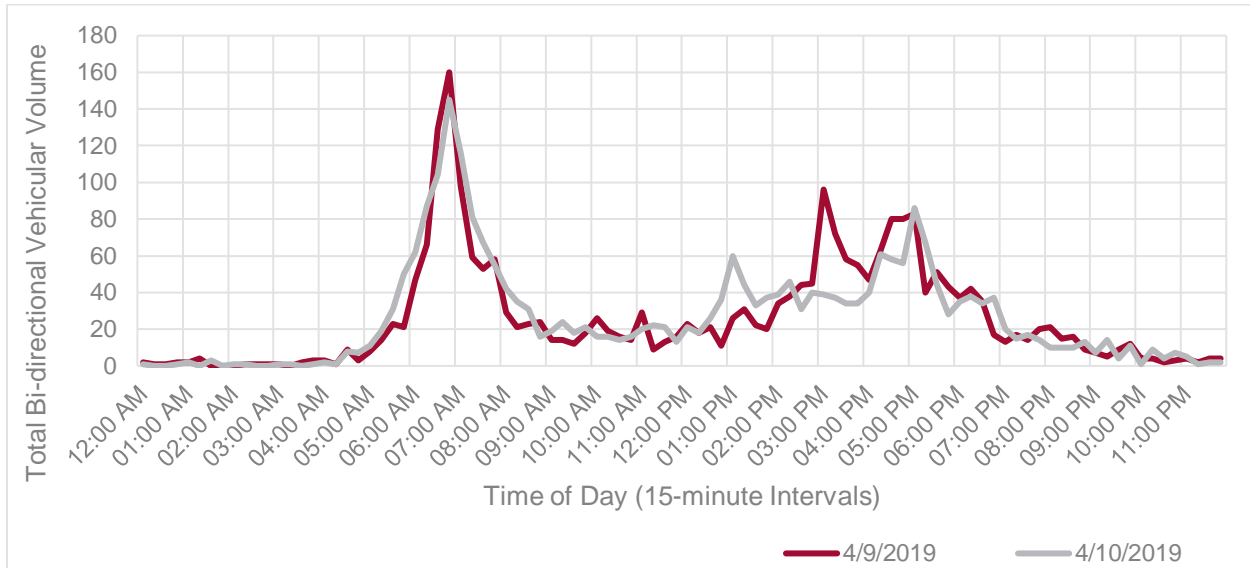


Figure 17: PM Peak Hour Volume Summary - Edgewood Street NE/8th Street NE and Hamlin Street NE

48-HOUR CONTINUOUS SPEED AND VOLUME ANALYSIS

The traffic volume along the 2900 block of Edgewood Street NE indicates that the average daily traffic (ADT) volume is approximately 2,512 vehicles per day (vpd). This volume may be considered high for a local street; however, the surrounding land uses for educational facilities are the primary contributor to this higher volume. During the morning arrival (7:00 AM to 9:00 AM) and afternoon dismissal (3:00 PM to 5:00 PM), an average of 859 vehicles traveled along Edgewood Street NE, representing 34% of the daily volume. Bi-directional vehicular volume in 15-minute intervals is shown in **Figure 18**.

Figure 18: 48-Hour Bi-directional Vehicular Volume



Data indicates that peak vehicular activity occurs between 6:15 to 7:15 AM and between 4:15 to 5:15 PM. Note that the AM peak is consistent with both Imagine Hope and DC Prep arrival hours, approximately 7:30 AM for breakfast and before-school programs. PM peak differs between Tuesday, April 9 and Wednesday, April 10 as a result of DC Prep early release on Wednesdays.

Traffic speed data shows the average bidirectional speed of vehicles over the 48-hour data collection period is 16 mph, and the 85th percentile, bidirectional speed is 21 mph. This data does not reflect speeding in excess of 25% of the posted 25 mph speed limit as outlined in DDOT traffic calming criteria. During school arrival and dismissal periods (7-9 AM and 3-5 PM, respectively), the average bidirectional speed is 15 mph, and the 85th percentile, bidirectional speed is 21 mph. This subset of data indicates speeding in excess of 25% of the posted 15 mph speed limit when children are present during AM and PM school arrival and dismissal periods.

Table 1: 48-Hour Traffic Data Summary for 2900 Edgewood Street NE

| April 9 and 10, 2019 | Northbound | Southbound | Bidirectional |
|---|------------|------------|---------------|
| 85th Percentile speed | 30 mph | 32 mph | 31 mph |
| Mean Speed | 27 mph | 29 mph | 28 mph |
| ADT | 5,944 | | |

Table 2: Arrival and Dismissal Period Traffic Data Summary for 2900 Edgewood Street NE

| April 9, 2019 | Time Period | Northbound | Southbound | Bidirectional |
|---|--------------------|------------|------------|---------------|
| 85th Percentile speed | Arrival (7-9 AM) | 21 mph | 20 mph | 20 mph |
| | Dismissal (3-5 PM) | 20 mph | 22 mph | 21 mph |
| Mean Speed | Arrival (7-9 AM) | 15 mph | 17 mph | 16 mph |
| | Dismissal (3-5 PM) | 14 mph | 17 mph | 15 mph |

CRASH DATA ANALYSIS

Review of Open Data DC traffic records indicate approximately 34 crashes have occurred in the last three years at and near the study intersections and streets. The presence of five (5) or more crashes in one (1) year at a single location may be indicative of safety concerns; therefore, PD-10 crash reports for the area were requested from DDOT. Review of the PD-10 crash reports indicated that of the 34 total crashes, 11 may be associated with the timeframe and conditions of school pick-up and drop-off activities.

Crash reports along Edgewood Alley NE, adjacent to DC Prep Elementary School show five (5) crashes occurred between 2016 and 2019. Of these five crashes:

- Four (4) occurred during morning drop-off or activities at the schools and one (1) occurred during afternoon pick-up activities.
- Four (4) sideswipe or rear-end crashes involved parking maneuvers.
- One (1) crash involved a pedestrian, resulting from a vehicle failing to perform the correct turning movement onto southbound Edgewood Alley NE as directed by a crossing guard.

Crash reports along Edgewood Street NE/8th Street NE, north of the Franklin Street NE overpass show four (4) crashes occurred between 2016 and 2019. Of these four crashes:

- Two (2) occurred during morning drop-off activities.
 - One (1) crash involved a parallel parking maneuver.
 - One (1) crash involved an angle collision from a driveway.
- Two (2) occurred during the afternoon.
 - One (1) crash involved a parallel parking maneuver.
 - One (1) crash resulted from a vehicle attempting to pass a bicycle and avoiding a pedestrian opening a parked car door.

Crash reports at the intersection of 7th Street NE and Edgewood Street NE show two (2) crashes occurred between 2016 and 2019. Of these two crashes:

- One (1) sideswipe crash occurred as a result of a vehicle attempting to bypass the northeast-bound queue along Edgewood Street NE (continuing along 7th Street NE) at Edgewood Street NE.
- One (1) sideswipe crash occurred as a result of a westbound vehicle attempting to bypass a stopped westbound vehicle along Edgewood Street NE.

Report dates show that several crashes occurred along Edgewood Alley NE pertaining to parking and standing vehicles. This, in combination with the pedestrian crash at the intersection of Edgewood Alley NE and Edgewood Street NE, may be indicative of safety concerns related to circulation and site access.

Overall, crash data indicates a trend in parking crashes and those relating to standing vehicles being the prevalent types. These types of crashes are generally not correctable as they are most often attributed to driver error or inattention. However, based on the observed conditions, known circulation patterns, and assessment of the available crash information, the crash data may be indicative of a crash pattern concerning vehicular or pedestrian safety, particularly parking and standing vehicles adjacent to the area schools.

DISCUSSION AND RECOMMENDATIONS

DISCUSSION

The existing safety and operational concerns in the study area are rooted in the poor circulation of drop-off activities at City Arts and DC Prep Elementary Charter Schools. This includes the lack of pick-up and drop-off areas for DC Prep Middle School, which exacerbate congestion and pedestrian-vehicle conflicts in the study area. Crash data verifies that safety concerns stem from parking and circulation challenges.

Congestion as a result of poor circulation along Edgewood Alley NE extends either direction along Edgewood Street NE, including resultant spillback onto 7th Street NE/Edgewood Street NE in the northbound direction. Similarly, vehicles wishing to access Edgewood Street NE from the intersection of 7th Street NE and Franklin Street NE spill back to the intersection, creating potential blockages at the signalized intersection of 7th Street NE and Franklin Street NE. This trend is also confirmed by observations and crash data.

Based on the industrial nature of the school buildings, it is likely that the area roadways were not intended to accommodate the vehicular and pedestrian volumes associated with the schools in the study area. Similarly, the intersections, parking configurations, and pedestrian facilities are likely not intended to accommodate the existing demand. As such, area transportation facilities are insufficient to accommodate the existing vehicular and pedestrian demand, as well as any potential additional demand in the future.

Continuous vehicle speed data indicates that despite all-day 85th percentile speeds are within DDOT traffic calming criteria guidance, speeds during the AM and PM school arrival and dismissal periods is in excess of the 15 mph speed limit restriction.

RECOMMENDATIONS

This study finds that the existing conditions present along Edgewood Street NE and surrounding areas warrant mitigation. As such, Kimley-Horn has developed a set of recommendations to mitigate the observed and measured conditions present in the study area. Note that recommendations for the mitigation of unsafe conditions and the enhancement of site circulation are divided into short-term and long-term strategies, based on the level of additional study or time needed for implementation. Further details regarding these recommendations are shown in **Figure 19**.

SHORT-TERM RECOMMENDATIONS

The following recommendations do not require additional analysis or capital funding to implement and may be installed within a relatively short timeframe. Note that the responsibility for recommendations may vary between DDOT and the schools which are most impacted by the recommendation.

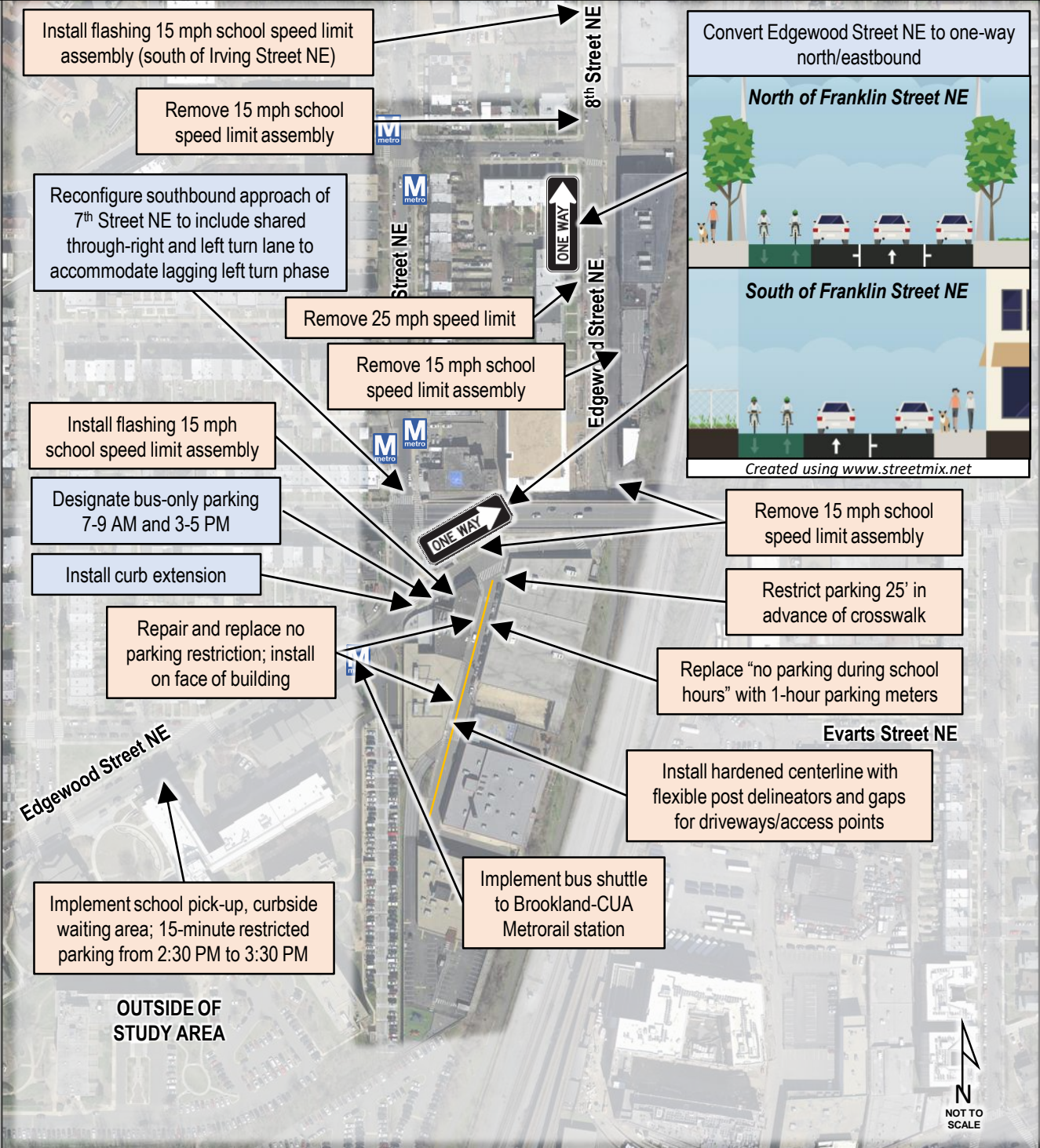
- Install a flashing 15 mph school speed limit assembly along southbound 8th Street NE immediately south of the intersection with Irving Street NE.
 - Remove the existing southbound 15 mph school speed limit sign along 8th Street NE, north of Hamlin Street NE.
- Install a flashing 15 mph school speed limit assembly along northeast-bound Edgewood Street NE approximately midway between 7th Street NE and Edgewood Alley NE.
- Remove the following speed limit signs (which contradict the flashing 15 mph school speed limit assemblies):
 - 25 mph speed limit along southbound Edgewood Street NE, at approximately 2916 Edgewood Street NE
 - 15 mph school speed limit along southwest-bound Edgewood Street NE, at the intersection with Edgewood Alley NE
 - 15 mph school speed limit along northbound Edgewood Street NE, immediately north of Franklin Street NE
 - 15 mph school speed limit along northbound Edgewood Street NE, at approximately 2904 Edgewood Street NE
- Repair and replace the “No Standing or Parking Any Time” parking restriction signs along the west curb of Edgewood Alley NE, adjacent to DC Prep Elementary School.
 - Install parking restrictions on face of building as to prevent damage from deliveries or other large vehicles
 - Request enforcement of area parking restrictions by MPD during specific timeframes such as: 1) start of Fall semester, 2) when temperatures drop, and/or 3) start of Spring semester.
 - Request that DC Prep and Mess Hall leadership reinforce the importance of the parking restrictions along Edgewood Alley NE to facility staff for proper circulation and safety of students
- Modify the parking restriction for the northbound approach of Edgewood Alley NE at Edgewood Street NE to meet DDOT Design and Engineering sight distance criteria (25 feet in advance of crosswalk).
- Replace the existing parking restrictions along the east curb of Edgewood Alley NE south of Edgewood Street NE with 1-hour parking meters. This will promote parking turnover and discourage long-term parking that impacts circulation.
- Install hardened centerline with flexible post delineators along Edgewood Alley NE to discourage mid-block U-turns
 - Extend from Edgewood Street NE to the southern end of the DC Prep Elementary School building, leaving gaps for loading dock and parking lot access.
- Continue to operate the DC Prep Elementary School valet service curbside in front of the school entrance to the extent practical.
- Consider establishing a designated student Metrobus-Metrorail connection from the bus stop at Edgewood Street NE at 7th Street NE and the Brookland-CUA Metrorail station.
 - A circulator route for students only may be able to run along 7th Street NE and/or 8th Street NE and the Brookland Station bus loop.

- Designated safe routes bus service may encourage parents to use public transit as an alternative to driving.
- Establish a PM pick-up curbside waiting area in the 600 block of Edgewood Street NE for parents to wait for student release. Parking would be restricted to 15-minute standing from 2:30 PM to 3:30 PM during school days.
- DC Prep Elementary and DC Prep Middle schools consider modifying arrival and dismissal timeframes to reduce the peak nature of vehicular and pedestrian demand.
 - Continue to dismiss DC Prep Middle Schoolers first, with an option of delayed dismissal for Elementary School (sibling) pick-up.
 - Consider dismissing DC Prep Elementary School in increasing-grade increments, enabling the youngest and most vulnerable users to navigate out of congested conditions early.
 - Consider incentives for parents to discourage vehicular pick-up and drop-off such as reduced-cost before and after-school programs or meal vouchers.

LONG-TERM RECOMMENDATIONS

The following recommendations may require additional analysis and/or capital funding to implement and fall within a one to five-year timeframe.

- Convert the 700 block of Edgewood Street NE from 7th Street NE to Hamlin Street NE to one-way eastbound/northbound:
 - Install protected two-way cycle track along the west curb of Edgewood Street NE from the Franklin Street NE overpass/MET Branch trail to Hamlin Street NE; install one parking lane between the northbound travel lane and cycle track and one parking lane between the northbound travel lane and the east curb.
 - Reconfigure Edgewood Street NE from 7th Street NE to the Franklin Street NE overpass to include a two-way protected cycle track along the north curb, one eastbound lane, and one parking lane along the south curb.
 - Install all appropriate warning and guidance signage for a pedestrian and bicycle crossing at the Franklin Street NE underpass for the on-street bicycle lanes.
- Evaluate reconfiguration of the intersection of 7th Street NE and Franklin Street NE
 - Reconfigure the southbound approach of 7th Street NE to include a shared through-right and left-turn lane.
 - Evaluate the provision of a lagging southbound left-turn phase to accommodate increased demand resulting from one-way reconfiguration of Edgewood Street NE.
- Designate the parking spaces in front of DC Prep Middle School as buses only 7-9 AM and 3-5 PM.
- Install curb extensions on the southeast corner of the intersection of 7th Street NE and Edgewood Street NE consistent with reconfigured Edgewood Street NE.
- Coordinate with the owner of 705 Edgewood Alley NE to determine the plausibility of opening the ramp adjacent to the building to improve school circulation during AM and PM drop-off and pick-up periods.



- Notes:**
- Consider staggering and/or modifying student release times by grade to reduce peak impact of vehicle demand
 - Coordinate with the owner of 705 Edgewood Alley NE to determine if future circulation patterns could use the ramp and existing parking structure adjacent to the facility

MetroBus Stop

Short-term

Long-term

APPENDIX

- A. 2900 Block of Edgewood Street, NE – 48-hour Vehicular Volume and Speed**
- B. Turning Movement Count Data for 7th Street NE and Edgewood Street NE**
- C. Turning Movement Count Data for 7th Street NE and Franklin Street NE**
- D. Turning Movement Count Data for Edgewood Street NE and Edgewood Alley NE**
- E. Turning Movement Count Data for Edgewood Street NE/8th Street NE and Hamlin Street NE**

Appendix A

2900 Block of Edgewood Street, NE

Prepared by



1100 H Street NW, Suite 805
Washington DC 20005

www.cuberootinc.com

Prepared for

Kimley-Horn and The District Department of Transportation

Week Day Traffic Data Collection

48-Hour Traffic Count

April 26, 2019

Introduction

The District of Columbia Department of Transportation (DDOT) and Kimley-Horn requested that traffic counts be performed at the location of the 2900 Block of Edgewood Street, NE. Cube Root presents this report to provide Kimley-Horn with 48-hr vehicular volume, speed and classification data obtained from April 9, 2019 to April 10, 2019. Figure 1 presents the location of the site with respect to the surrounding roadway network.

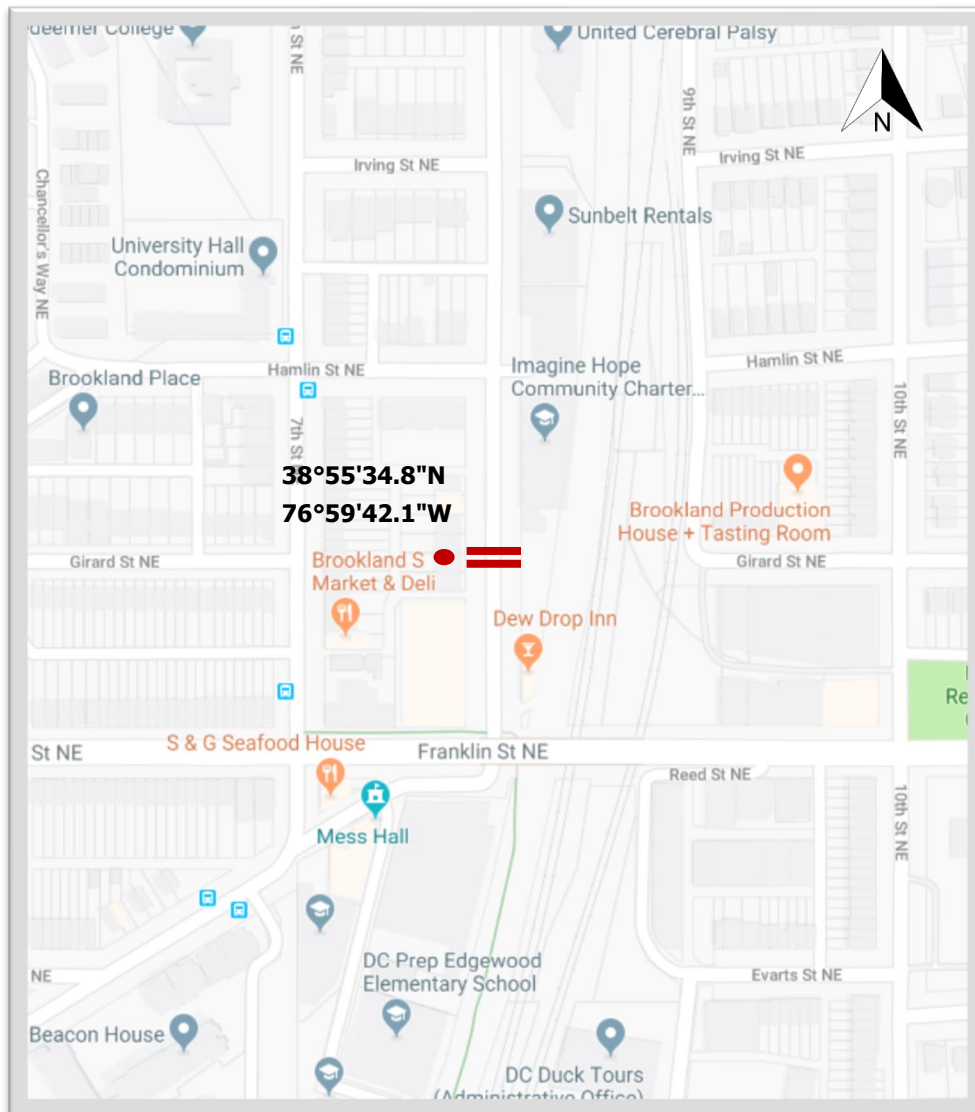


Figure 1: Location of Study

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR VOLUME

| Start Time | 09-Apr-19 Tue | | SB | | NB | | Combined | | 10-Apr-Wed | | SB | | NB | | Combined | |
|------------|---------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|-------|-------|----------|------|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| 12:00 | 2 | 9 | 0 | 14 | 2 | 23 | 1 | 12 | 0 | 9 | 1 | 21 | | | | |
| 12:15 | 0 | 11 | 1 | 7 | 1 | 18 | 0 | 10 | 0 | 8 | 0 | 18 | | | | |
| 12:30 | 0 | 10 | 1 | 11 | 1 | 21 | 0 | 19 | 0 | 7 | 0 | 26 | | | | |
| 12:45 | 1 | 4 | 1 | 7 | 2 | 11 | 1 | 23 | 0 | 13 | 1 | 36 | | | | |
| 01:00 | 2 | 15 | 0 | 11 | 2 | 26 | 1 | 15 | 1 | 45 | 2 | 60 | | | | |
| 01:15 | 3 | 19 | 1 | 12 | 4 | 31 | 0 | 17 | 0 | 27 | 0 | 44 | | | | |
| 01:30 | 0 | 12 | 0 | 10 | 0 | 22 | 2 | 18 | 1 | 15 | 3 | 33 | | | | |
| 01:45 | 0 | 8 | 0 | 12 | 0 | 20 | 0 | 11 | 0 | 26 | 0 | 37 | | | | |
| 02:00 | 0 | 13 | 0 | 21 | 0 | 34 | 0 | 16 | 1 | 23 | 1 | 39 | | | | |
| 02:15 | 1 | 23 | 0 | 15 | 1 | 38 | 1 | 18 | 0 | 28 | 1 | 46 | | | | |
| 02:30 | 1 | 23 | 0 | 21 | 1 | 44 | 0 | 13 | 0 | 18 | 0 | 31 | | | | |
| 02:45 | 0 | 25 | 1 | 20 | 1 | 45 | 0 | 17 | 0 | 23 | 0 | 40 | | | | |
| 03:00 | 1 | 19 | 0 | 77 | 1 | 96 | 0 | 18 | 1 | 21 | 1 | 39 | | | | |
| 03:15 | 0 | 22 | 0 | 50 | 0 | 72 | 1 | 13 | 0 | 24 | 1 | 37 | | | | |
| 03:30 | 1 | 17 | 1 | 41 | 2 | 58 | 0 | 18 | 0 | 16 | 0 | 34 | | | | |
| 03:45 | 2 | 16 | 1 | 39 | 3 | 55 | 0 | 16 | 1 | 18 | 1 | 34 | | | | |
| 04:00 | 2 | 17 | 1 | 30 | 3 | 47 | 1 | 10 | 1 | 30 | 2 | 40 | | | | |
| 04:15 | 1 | 25 | 0 | 38 | 1 | 63 | 1 | 20 | 0 | 41 | 1 | 61 | | | | |
| 04:30 | 7 | 15 | 2 | 65 | 9 | 80 | 4 | 15 | 4 | 43 | 8 | 58 | | | | |
| 04:45 | 2 | 23 | 1 | 57 | 3 | 80 | 6 | 19 | 1 | 37 | 7 | 56 | | | | |
| 05:00 | 6 | 27 | 2 | 56 | 8 | 83 | 10 | 21 | 1 | 65 | 11 | 86 | | | | |
| 05:15 | 10 | 18 | 4 | 22 | 14 | 40 | 15 | 24 | 4 | 43 | 19 | 67 | | | | |
| 05:30 | 18 | 19 | 5 | 32 | 23 | 51 | 21 | 15 | 10 | 29 | 31 | 44 | | | | |
| 05:45 | 10 | 15 | 11 | 28 | 21 | 43 | 29 | 11 | 21 | 17 | 50 | 28 | | | | |
| 06:00 | 28 | 17 | 19 | 20 | 47 | 37 | 31 | 16 | 31 | 19 | 62 | 35 | | | | |
| 06:15 | 37 | 19 | 29 | 23 | 66 | 42 | 49 | 12 | 38 | 26 | 87 | 38 | | | | |
| 06:30 | 54 | 14 | 75 | 21 | 129 | 35 | 53 | 13 | 51 | 21 | 104 | 34 | | | | |
| 06:45 | 68 | 7 | 92 | 10 | 160 | 17 | 61 | 17 | 84 | 20 | 145 | 37 | | | | |
| 07:00 | 43 | 5 | 55 | 8 | 98 | 13 | 58 | 9 | 58 | 11 | 116 | 20 | | | | |
| 07:15 | 40 | 8 | 19 | 9 | 59 | 17 | 50 | 8 | 31 | 7 | 81 | 15 | | | | |
| 07:30 | 38 | 7 | 15 | 7 | 53 | 14 | 47 | 9 | 20 | 8 | 67 | 17 | | | | |
| 07:45 | 42 | 11 | 16 | 9 | 58 | 20 | 39 | 4 | 16 | 10 | 55 | 14 | | | | |
| 08:00 | 18 | 10 | 11 | 11 | 29 | 21 | 31 | 8 | 11 | 2 | 42 | 10 | | | | |
| 08:15 | 14 | 6 | 7 | 9 | 21 | 15 | 23 | 5 | 12 | 5 | 35 | 10 | | | | |
| 08:30 | 16 | 11 | 7 | 5 | 23 | 16 | 23 | 8 | 8 | 2 | 31 | 10 | | | | |
| 08:45 | 13 | 6 | 11 | 3 | 24 | 9 | 12 | 7 | 4 | 6 | 16 | 13 | | | | |
| 09:00 | 10 | 1 | 4 | 6 | 14 | 7 | 11 | 4 | 8 | 3 | 19 | 7 | | | | |
| 09:15 | 8 | 1 | 6 | 4 | 14 | 5 | 11 | 6 | 13 | 8 | 24 | 14 | | | | |
| 09:30 | 7 | 3 | 5 | 6 | 12 | 9 | 12 | 1 | 6 | 3 | 18 | 4 | | | | |
| 09:45 | 8 | 7 | 10 | 5 | 18 | 12 | 9 | 6 | 12 | 5 | 21 | 11 | | | | |
| 10:00 | 9 | 3 | 17 | 1 | 26 | 4 | 8 | 1 | 8 | 0 | 16 | 1 | | | | |
| 10:15 | 10 | 4 | 9 | 0 | 19 | 4 | 10 | 4 | 6 | 5 | 16 | 9 | | | | |
| 10:30 | 12 | 1 | 4 | 1 | 16 | 2 | 8 | 2 | 6 | 2 | 14 | 4 | | | | |
| 10:45 | 8 | 3 | 6 | 0 | 14 | 3 | 9 | 2 | 7 | 5 | 16 | 7 | | | | |
| 11:00 | 19 | 2 | 10 | 2 | 29 | 4 | 11 | 5 | 9 | 0 | 20 | 5 | | | | |
| 11:15 | 5 | 0 | 4 | 2 | 9 | 2 | 14 | 0 | 8 | 1 | 22 | 1 | | | | |
| 11:30 | 7 | 1 | 6 | 3 | 13 | 4 | 10 | 0 | 11 | 2 | 21 | 2 | | | | |
| 11:45 | 13 | 2 | 3 | 2 | 16 | 4 | 9 | 1 | 4 | 1 | 13 | 2 | | | | |
| Total | 597 | 554 | 473 | 863 | 1070 | 1417 | 693 | 537 | 509 | 798 | 1202 | 1335 | | | | |
| Day Total | 1151 | | 1336 | | 2487 | | 1230 | | 1307 | | 2537 | | | | | |
| % Total | 24.0% | 22.3% | 19.0% | 34.7% | | | 27.3% | 21.2% | 20.1% | 31.5% | | | | | | |
| Peak | - | 06:30 | 02:15 | 06:15 | 04:15 | 06:15 | 04:15 | - | 06:30 | 04:30 | 06:15 | 04:30 | | | | |
| Vol. | - | 205 | 90 | 251 | 216 | 453 | 306 | - | 222 | 79 | 231 | 188 | 452 | 267 | | |
| P.H.F. | | 0.754 | 0.900 | 0.682 | 0.831 | 0.708 | 0.922 | | 0.910 | 0.823 | 0.688 | 0.723 | 0.779 | 0.776 | | |
| ADT | ADT 2,512 | | AADT 2,512 | | | | | | | | | | | | | |

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Suite No. 805

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

SB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|------------|----|----|----|-----|-----|-----|-----|-----|----|----|----|----|----|----|-----|-------|
| 04/09/1 | | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 12 |
| 05:00 | 1 | 0 | 6 | 3 | 9 | 8 | 8 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 06:00 | 6 | 2 | 4 | 20 | 39 | 43 | 27 | 27 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 187 |
| 07:00 | 4 | 1 | 3 | 19 | 50 | 47 | 21 | 8 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 163 |
| 08:00 | 0 | 0 | 1 | 3 | 18 | 19 | 10 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 61 |
| 09:00 | 0 | 0 | 0 | 4 | 8 | 10 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 1 | 0 | 3 | 5 | 7 | 11 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 3 | 1 | 5 | 6 | 6 | 8 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12 PM | 1 | 0 | 3 | 1 | 5 | 11 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 13:00 | 5 | 1 | 3 | 7 | 12 | 13 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 7 | 2 | 0 | 7 | 18 | 20 | 13 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 15:00 | 2 | 2 | 6 | 7 | 6 | 10 | 22 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 74 |
| 16:00 | 6 | 0 | 2 | 10 | 13 | 15 | 14 | 11 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 80 |
| 17:00 | 3 | 0 | 1 | 11 | 8 | 19 | 18 | 8 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 79 |
| 18:00 | 6 | 2 | 2 | 10 | 14 | 8 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:00 | 0 | 0 | 0 | 7 | 7 | 4 | 2 | 5 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 31 |
| 20:00 | 1 | 0 | 3 | 5 | 6 | 9 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 33 |
| 21:00 | 2 | 1 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 51 | 12 | 47 | 130 | 235 | 259 | 187 | 129 | 64 | 22 | 11 | 3 | 0 | 1 | 1 | 1151 |

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

SB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|--------------|-----------|-----------|-----------|------------|------------|------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|-------------|-------|
| 04/10/1 | | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 1 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:00 | 3 | 0 | 5 | 9 | 12 | 20 | 14 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:00 | 14 | 2 | 6 | 16 | 28 | 28 | 34 | 29 | 24 | 9 | 4 | 0 | 0 | 0 | 0 | 194 |
| 07:00 | 6 | 2 | 4 | 25 | 51 | 55 | 21 | 16 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 194 |
| 08:00 | 2 | 3 | 2 | 5 | 24 | 26 | 16 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 89 |
| 09:00 | 6 | 0 | 3 | 3 | 5 | 14 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:00 | 3 | 1 | 0 | 4 | 10 | 5 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 5 | 0 | 2 | 4 | 9 | 11 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12 PM | 1 | 0 | 2 | 7 | 12 | 10 | 17 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 64 |
| 13:00 | 6 | 1 | 2 | 4 | 9 | 8 | 15 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 61 |
| 14:00 | 4 | 0 | 2 | 6 | 10 | 11 | 16 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 64 |
| 15:00 | 5 | 0 | 5 | 3 | 10 | 13 | 9 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 | 2 | 2 | 0 | 8 | 13 | 16 | 7 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 64 |
| 17:00 | 0 | 0 | 2 | 13 | 11 | 13 | 17 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 18:00 | 5 | 1 | 5 | 3 | 9 | 15 | 11 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:00 | 0 | 0 | 3 | 7 | 3 | 4 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 30 |
| 20:00 | 1 | 1 | 2 | 3 | 3 | 6 | 2 | 4 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 28 |
| 21:00 | 1 | 0 | 0 | 2 | 1 | 3 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 65 | 13 | 45 | 125 | 224 | 262 | 211 | 157 | 84 | 30 | 11 | 2 | 0 | 1 | 1230 | |

| | | | | | | | | | | | | | | | |
|--------------------|------------|-----------|-----------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|-------------|
| Grand Total | 116 | 25 | 92 | 255 | 459 | 521 | 398 | 286 | 148 | 52 | 22 | 5 | 0 | 2 | 2381 |
|--------------------|------------|-----------|-----------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|-------------|

15th Percentile : 10 MPH
 50th Percentile : 16 MPH
 85th Percentile : 22 MPH
 95th Percentile : 26 MPH

Stats
 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 1473
 Percent in Pace : 61.9%
 Number of Vehicles > 25 MPH : 180
 Percent of Vehicles > 25 MPH : 7.5%

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Suite No. 805

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

NB

| Start Time | 1 3 | 4 6 | 7 9 | 10 12 | 13 15 | 16 18 | 19 21 | 22 24 | 25 27 | 28 30 | 31 33 | 34 36 | 37 39 | 40 999 | Total |
|------------|--------|--------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 04/09/1 | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 4 | 0 | 1 | 1 | 5 | 3 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 22 |
| 06:00 | 23 | 5 | 8 | 17 | 34 | 55 | 45 | 21 | 4 | 3 | 0 | 0 | 0 | 0 | 215 |
| 07:00 | 11 | 2 | 1 | 8 | 15 | 28 | 22 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:00 | 10 | 0 | 2 | 4 | 3 | 3 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 09:00 | 0 | 0 | 5 | 4 | 4 | 4 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 25 |
| 10:00 | 5 | 2 | 3 | 6 | 7 | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 1 | 0 | 1 | 6 | 4 | 4 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 23 |
| 12 PM | 2 | 0 | 3 | 6 | 1 | 10 | 10 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 7 | 1 | 5 | 8 | 9 | 7 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 14 | 1 | 4 | 7 | 13 | 18 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 15:00 | 23 | 3 | 5 | 32 | 48 | 43 | 28 | 20 | 3 | 1 | 0 | 1 | 0 | 0 | 207 |
| 16:00 | 16 | 2 | 9 | 55 | 40 | 24 | 23 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 190 |
| 17:00 | 10 | 2 | 16 | 39 | 34 | 13 | 15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 138 |
| 18:00 | 9 | 1 | 13 | 20 | 18 | 6 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 74 |
| 19:00 | 5 | 0 | 8 | 7 | 6 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 33 |
| 20:00 | 1 | 2 | 5 | 4 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 28 |
| 21:00 | 5 | 0 | 2 | 4 | 1 | 3 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 147 | 21 | 91 | 229 | 246 | 230 | 202 | 109 | 42 | 10 | 4 | 5 | 0 | 0 | 1336 |

CUBE ROOT CORPORATION

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 Washington DC, 20005
 Suite No. 805
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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|--------------|------------|-----------|-----------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-------------|
| 04/10/1 | | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 8 | 0 | 1 | 1 | 2 | 9 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 06:00 | 21 | 3 | 7 | 17 | 27 | 48 | 43 | 24 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 204 |
| 07:00 | 11 | 1 | 5 | 6 | 16 | 25 | 37 | 14 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 125 |
| 08:00 | 5 | 1 | 3 | 8 | 2 | 4 | 6 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 35 |
| 09:00 | 3 | 2 | 2 | 8 | 4 | 5 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 5 | 0 | 1 | 4 | 4 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 4 | 1 | 3 | 6 | 7 | 4 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12 PM | 2 | 1 | 3 | 4 | 3 | 9 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:00 | 14 | 3 | 3 | 11 | 19 | 20 | 26 | 10 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 113 |
| 14:00 | 10 | 0 | 9 | 15 | 13 | 15 | 21 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 92 |
| 15:00 | 5 | 1 | 5 | 17 | 11 | 13 | 13 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 16:00 | 7 | 0 | 13 | 51 | 22 | 22 | 14 | 12 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 151 |
| 17:00 | 11 | 2 | 17 | 56 | 34 | 8 | 13 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 154 |
| 18:00 | 9 | 1 | 16 | 27 | 15 | 5 | 6 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 4 | 0 | 3 | 13 | 6 | 4 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 36 |
| 20:00 | 0 | 0 | 1 | 3 | 1 | 4 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 3 | 0 | 2 | 3 | 5 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 2 | 3 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 123 | 16 | 98 | 254 | 192 | 198 | 211 | 124 | 60 | 22 | 7 | 2 | 0 | 0 | 0 | 1307 |

| | | | | | | | | | | | | | | | | |
|--------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|-------------|
| Grand Total | 270 | 37 | 189 | 483 | 438 | 428 | 413 | 233 | 102 | 32 | 11 | 7 | 0 | 0 | 0 | 2643 |
|--------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|-------------|

15th Percentile : 7 MPH
 50th Percentile : 14 MPH
 85th Percentile : 20 MPH
 95th Percentile : 24 MPH

Stats
 Mean Speed(Average) : 15 MPH
 10 MPH Pace Speed : 10-19 MPH
 Number in Pace : 1487
 Percent in Pace : 56.3%
 Number of Vehicles > 25 MPH : 118
 Percent of Vehicles > 25 MPH : 4.5%

CUBE ROOT CORPORATION

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Washington DC, 20005
Suite No. 805

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

SB, NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|------------|-----|----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|-----|-------|
| 04/09/1 | | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 1 | 0 | 0 | 3 | 3 | 1 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 16 |
| 05:00 | 5 | 0 | 7 | 4 | 14 | 11 | 11 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 66 |
| 06:00 | 29 | 7 | 12 | 37 | 73 | 98 | 72 | 48 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 402 |
| 07:00 | 15 | 3 | 4 | 27 | 65 | 75 | 43 | 19 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 268 |
| 08:00 | 10 | 0 | 3 | 7 | 21 | 22 | 18 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 97 |
| 09:00 | 0 | 0 | 5 | 8 | 12 | 14 | 9 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 58 |
| 10:00 | 6 | 2 | 6 | 11 | 14 | 13 | 10 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 75 |
| 11:00 | 4 | 1 | 6 | 12 | 10 | 12 | 9 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 67 |
| 12 PM | 3 | 0 | 6 | 7 | 6 | 21 | 16 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:00 | 12 | 2 | 8 | 15 | 21 | 20 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 14:00 | 21 | 3 | 4 | 14 | 31 | 38 | 28 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 15:00 | 25 | 5 | 11 | 39 | 54 | 53 | 50 | 34 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 281 |
| 16:00 | 22 | 2 | 11 | 65 | 53 | 39 | 37 | 25 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 270 |
| 17:00 | 13 | 2 | 17 | 50 | 42 | 32 | 33 | 16 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 217 |
| 18:00 | 15 | 3 | 15 | 30 | 32 | 14 | 14 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 131 |
| 19:00 | 5 | 0 | 8 | 14 | 13 | 5 | 2 | 8 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 64 |
| 20:00 | 2 | 2 | 8 | 9 | 8 | 14 | 11 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 61 |
| 21:00 | 7 | 1 | 4 | 4 | 3 | 4 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:00 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 1 | 0 | 1 | 2 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 198 | 33 | 138 | 359 | 481 | 489 | 389 | 238 | 106 | 32 | 15 | 8 | 0 | 1 | 0 | 2487 |

CUBE ROOT CORPORATION

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Washington DC, 20005
Suite No. 805

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR SPEED

SB, NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|--------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|-------------|-------|
| 04/10/1 | | | | | | | | | | | | | | | | |
| 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 2 | 0 | 0 | 1 | 4 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:00 | 11 | 0 | 6 | 10 | 14 | 29 | 21 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 111 |
| 06:00 | 35 | 5 | 13 | 33 | 55 | 76 | 77 | 53 | 33 | 13 | 5 | 0 | 0 | 0 | 0 | 398 |
| 07:00 | 17 | 3 | 9 | 31 | 67 | 80 | 58 | 30 | 12 | 11 | 0 | 1 | 0 | 0 | 0 | 319 |
| 08:00 | 7 | 4 | 5 | 13 | 26 | 30 | 22 | 10 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 124 |
| 09:00 | 9 | 2 | 5 | 11 | 9 | 19 | 11 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 10:00 | 8 | 1 | 1 | 8 | 14 | 6 | 9 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 11:00 | 9 | 1 | 5 | 10 | 16 | 15 | 8 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12 PM | 3 | 1 | 5 | 11 | 15 | 19 | 22 | 20 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 101 |
| 13:00 | 20 | 4 | 5 | 15 | 28 | 28 | 41 | 16 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 174 |
| 14:00 | 14 | 0 | 11 | 21 | 23 | 26 | 37 | 13 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 156 |
| 15:00 | 10 | 1 | 10 | 20 | 21 | 26 | 22 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 144 |
| 16:00 | 9 | 2 | 13 | 59 | 35 | 38 | 21 | 21 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 215 |
| 17:00 | 11 | 2 | 19 | 69 | 45 | 21 | 30 | 19 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 225 |
| 18:00 | 14 | 2 | 21 | 30 | 24 | 20 | 17 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 144 |
| 19:00 | 4 | 0 | 6 | 20 | 9 | 8 | 9 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 66 |
| 20:00 | 1 | 1 | 3 | 6 | 4 | 10 | 3 | 6 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 43 |
| 21:00 | 4 | 0 | 2 | 5 | 6 | 5 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 22:00 | 0 | 0 | 2 | 4 | 0 | 0 | 7 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 188 | 29 | 143 | 379 | 416 | 460 | 422 | 281 | 144 | 52 | 18 | 4 | 0 | 1 | 2537 | |

| | | | | | | | | | | | | | | | |
|--------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|----------|----------|-------------|
| Grand Total | 386 | 62 | 281 | 738 | 897 | 949 | 811 | 519 | 250 | 84 | 33 | 12 | 0 | 2 | 5024 |
|--------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|----------|----------|-------------|

15th Percentile : 9 MPH
 50th Percentile : 15 MPH
 85th Percentile : 21 MPH
 95th Percentile : 25 MPH

Stats
 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 12-21 MPH
 Number in Pace : 2903
 Percent in Pace : 57.8%
 Number of Vehicles > 25 MPH : 298
 Percent of Vehicles > 25 MPH : 5.9%

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: AM SCHOOL DROP-OFF

SB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|-------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 4 | 1 | 3 | 19 | 49 | 47 | 21 | 8 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 162 |
| 08:00 | 0 | 0 | 1 | 3 | 18 | 19 | 10 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total | 4 | 1 | 4 | 22 | 67 | 66 | 31 | 12 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 223 |
| Grand Total | 4 | 1 | 4 | 22 | 67 | 66 | 31 | 12 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 223 |

15th Percentile : 12 MPH
50th Percentile : 15 MPH
85th Percentile : 20 MPH
95th Percentile : 25 MPH

Stats
Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 12-21 MPH
Number in Pace : 171
Percent in Pace : 76.7%
Number of Vehicles > 15 MPH : 125
Percent of Vehicles > 15 MPH : 56.1%

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: AM SCHOOL DROP-OFF

NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|-------------|----|---|---|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 11 | 2 | 1 | 8 | 15 | 28 | 22 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:00 | 10 | 0 | 2 | 4 | 3 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Total | 21 | 2 | 3 | 12 | 18 | 31 | 30 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| Grand Total | 21 | 2 | 3 | 12 | 18 | 31 | 30 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |

15th Percentile : 3 MPH
50th Percentile : 16 MPH
85th Percentile : 21 MPH
95th Percentile : 24 MPH

Stats
Mean Speed(Average) : 15 MPH
10 MPH Pace Speed : 13-22 MPH
Number in Pace : 84
Percent in Pace : 60.0%
Number of Vehicles > 15 MPH : 84
Percent of Vehicles > 15 MPH : 60.0%

CUBE ROOT CORPORATION

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Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: AM SCHOOL DROP-OFF

SB, NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|-------------|----|---|---|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 15 | 3 | 4 | 27 | 64 | 75 | 43 | 19 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 267 |
| 08:00 | 10 | 0 | 3 | 7 | 21 | 22 | 18 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 96 |
| Total | 25 | 3 | 7 | 34 | 85 | 97 | 61 | 27 | 18 | 4 | 1 | 1 | 0 | 0 | 0 | 363 |
| Grand Total | 25 | 3 | 7 | 34 | 85 | 97 | 61 | 27 | 18 | 4 | 1 | 1 | 0 | 0 | 0 | 363 |

15th Percentile : 10 MPH
50th Percentile : 15 MPH
85th Percentile : 20 MPH
95th Percentile : 24 MPH

Stats
Mean Speed(Average) : 16 MPH
10 MPH Pace Speed : 12-21 MPH
Number in Pace : 254
Percent in Pace : 70.0%
Number of Vehicles > 15 MPH : 209
Percent of Vehicles > 15 MPH : 57.6%

CUBE ROOT CORPORATION

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 Washington DC, 20005
 Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: PM SCHOOL DROP-OFF

SB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|--------------------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|------------|
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | 2 | 2 | 6 | 7 | 6 | 10 | 22 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 74 |
| 16:00 | 5 | 0 | 2 | 10 | 12 | 15 | 12 | 11 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 76 |
| Total | 7 | 2 | 8 | 17 | 18 | 25 | 34 | 25 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 150 |
| Grand Total | 7 | 2 | 8 | 17 | 18 | 25 | 34 | 25 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 150 |

15th Percentile : 9 MPH
 50th Percentile : 17 MPH
 85th Percentile : 22 MPH
 95th Percentile : 26 MPH

Stats
 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 90
 Percent in Pace : 60.0%
 Number of Vehicles > 15 MPH : 98
 Percent of Vehicles > 15 MPH : 65.3%

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
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2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: PM SCHOOL DROP-OFF

| NB | | | | | | | | | | | | | | | |
|-------------|----|---|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | |
| | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 999 | Total |
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | 23 | 3 | 5 | 32 | 48 | 43 | 28 | 20 | 3 | 1 | 0 | 1 | 0 | 0 | 207 |
| 16:00 | 15 | 2 | 9 | 52 | 38 | 24 | 23 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 184 |
| Total | 38 | 5 | 14 | 84 | 86 | 67 | 51 | 34 | 9 | 2 | 0 | 1 | 0 | 0 | 391 |
| Grand Total | 38 | 5 | 14 | 84 | 86 | 67 | 51 | 34 | 9 | 2 | 0 | 1 | 0 | 0 | 391 |

15th Percentile : 9 MPH
50th Percentile : 13 MPH
85th Percentile : 20 MPH
95th Percentile : 23 MPH

Stats
Mean Speed(Average) : 14 MPH
10 MPH Pace Speed : 10-19 MPH
Number in Pace : 254
Percent in Pace : 65.0%
Number of Vehicles > 15 MPH : 164
Percent of Vehicles > 15 MPH : 41.9%

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE - SPEED: PM SCHOOL DROP-OFF

SB, NB

| Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 999 | Total |
|--------------------|-----------|----------|-----------|------------|------------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|------------|
| 04/09/19 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | 25 | 5 | 11 | 39 | 54 | 53 | 50 | 34 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 281 |
| 16:00 | 20 | 2 | 11 | 62 | 50 | 39 | 35 | 25 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 260 |
| Total | 45 | 7 | 22 | 101 | 104 | 92 | 85 | 59 | 17 | 6 | 1 | 2 | 0 | 0 | 0 | 541 |
| Grand Total | 45 | 7 | 22 | 101 | 104 | 92 | 85 | 59 | 17 | 6 | 1 | 2 | 0 | 0 | 0 | 541 |

15th Percentile : 9 MPH
50th Percentile : 14 MPH
85th Percentile : 21 MPH
95th Percentile : 23 MPH

Stats
Mean Speed(Average) : 15 MPH
10 MPH Pace Speed : 10-19 MPH
Number in Pace : 325
Percent in Pace : 60.1%
Number of Vehicles > 15 MPH : 262
Percent of Vehicles > 15 MPH : 48.4%

CUBE ROOT CORPORATION

1100 H Street, NW
Washington DC, 20005
Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/09/19 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 04:00 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 05:00 | 17 | 17 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 44 |
| 06:00 | 59 | 105 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 187 |
| 07:00 | 108 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 163 |
| 08:00 | 36 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 |
| 09:00 | 17 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 10 | 21 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 |
| 11:00 | 10 | 26 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44 |
| 12 PM | 5 | 23 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| 13:00 | 12 | 31 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 54 |
| 14:00 | 13 | 58 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 84 |
| 15:00 | 11 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 74 |
| 16:00 | 26 | 43 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 80 |
| 17:00 | 20 | 51 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 79 |
| 18:00 | 19 | 28 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 57 |
| 19:00 | 9 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 10 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 21:00 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 391 | 618 | 45 | 2 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 1151 |
| Percent | 34.0% | 53.7% | 3.9% | 0.2% | 1.6% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.0% | |
| AM Peak | 07:00 | 06:00 | 06:00 | | 06:00 | 05:00 | | | | | | | | 06:00 | |
| Vol. | 108 | 105 | 7 | | 3 | 3 | | | | | | | | 12 | |
| PM Peak | 16:00 | 14:00 | 14:00 | 12:00 | 12:00 | 13:00 | | | | | | | | 14:00 | |
| Vol. | 26 | 58 | 5 | 1 | 2 | 1 | | | | | | | | 8 | |

CUBE ROOT CORPORATION

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 Washington DC, 20005
 Suite No. 805
www.cuberootinc.com

2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/10/19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 4 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 05:00 | 22 | 41 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 75 |
| 06:00 | 41 | 121 | 6 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 194 |
| 07:00 | 120 | 59 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 194 |
| 08:00 | 49 | 29 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 89 |
| 09:00 | 18 | 14 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 43 |
| 10:00 | 8 | 14 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 35 |
| 11:00 | 12 | 20 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 44 |
| 12 PM | 8 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 |
| 13:00 | 8 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 61 |
| 14:00 | 11 | 44 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 64 |
| 15:00 | 11 | 45 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 65 |
| 16:00 | 22 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 64 |
| 17:00 | 28 | 37 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 71 |
| 18:00 | 22 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 58 |
| 19:00 | 9 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 20:00 | 15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 21:00 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 22:00 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 416 | 632 | 44 | 1 | 24 | 8 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 101 | 1230 |
| Percent | 33.8% | 51.4% | 3.6% | 0.1% | 2.0% | 0.7% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 8.2% | |
| AM Peak | 07:00 | 06:00 | 06:00 | 10:00 | 08:00 | 05:00 | 06:00 | 11:00 | 11:00 | | | | | 06:00 | |
| Vol. | 120 | 121 | 6 | 1 | 6 | 2 | 1 | 1 | 1 | | | | | 22 | |
| PM Peak | 17:00 | 12:00 | 12:00 | | 15:00 | | | 15:00 | | | | | | 18:00 | |
| Vol. | 28 | 48 | 6 | | 2 | | | 1 | | | | | | 9 | |
| Grand Total | 807 | 1250 | 89 | 3 | 42 | 16 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 170 | 2381 |
| Percent | 33.9% | 52.5% | 3.7% | 0.1% | 1.8% | 0.7% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.1% | |

CUBE ROOT CORPORATION

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 Washington DC, 20005
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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/09/19 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 3 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 |
| 06:00 | 16 | 161 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 215 |
| 07:00 | 11 | 76 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 105 |
| 08:00 | 6 | 17 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 36 |
| 09:00 | 10 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 10:00 | 5 | 20 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 |
| 11:00 | 8 | 10 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 12 PM | 8 | 22 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 |
| 13:00 | 14 | 18 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 45 |
| 14:00 | 16 | 44 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 77 |
| 15:00 | 44 | 129 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 207 |
| 16:00 | 98 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 190 |
| 17:00 | 83 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 138 |
| 18:00 | 41 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 74 |
| 19:00 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 33 |
| 20:00 | 8 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 |
| 21:00 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21 |
| 22:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| Total | 396 | 706 | 40 | 2 | 12 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 163 | 1336 |
| Percent | 29.6% | 52.8% | 3.0% | 0.1% | 0.9% | 1.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.2% | |
| AM Peak | 06:00 | 06:00 | 06:00 | 06:00 | 08:00 | 07:00 | 11:00 | | | | | | | 06:00 | |
| Vol. | 16 | 161 | 7 | 2 | 2 | 4 | 1 | | | | | | | 26 | |
| PM Peak | 16:00 | 15:00 | 15:00 | | 12:00 | 13:00 | 13:00 | 13:00 | | | | | | 15:00 | |
| Vol. | 98 | 129 | 8 | | 3 | 2 | 1 | 1 | | | | | | 23 | |

CUBE ROOT CORPORATION

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/10/19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 05:00 | 3 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 36 |
| 06:00 | 21 | 140 | 6 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 28 | 204 |
| 07:00 | 11 | 91 | 2 | 1 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 125 |
| 08:00 | 9 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 35 |
| 09:00 | 5 | 21 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 39 |
| 10:00 | 4 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27 |
| 11:00 | 7 | 16 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 12 PM | 8 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 |
| 13:00 | 13 | 78 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 113 |
| 14:00 | 22 | 48 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 92 |
| 15:00 | 23 | 44 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 79 |
| 16:00 | 82 | 56 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 151 |
| 17:00 | 100 | 36 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 154 |
| 18:00 | 57 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 86 |
| 19:00 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 |
| 20:00 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 22:00 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 403 | 664 | 37 | 1 | 25 | 11 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 161 | 1307 |
| Percent | 30.8% | 50.8% | 2.8% | 0.1% | 1.9% | 0.8% | 0.2% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 12.3% | |
| AM Peak | 06:00 | 06:00 | 06:00 | 07:00 | 06:00 | 07:00 | 11:00 | | 07:00 | 06:00 | | | | 06:00 | |
| Vol. | 21 | 140 | 6 | 1 | 5 | 4 | 1 | | 1 | 1 | | | | 28 | |
| PM Peak | 17:00 | 13:00 | 13:00 | | 13:00 | 17:00 | 14:00 | 15:00 | | | | | | 14:00 | |
| Vol. | 100 | 78 | 5 | | 2 | 1 | 1 | 1 | | | | | | 16 | |
| Grand Total | 799 | 1370 | 77 | 3 | 37 | 25 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 324 | 2643 |
| Percent | 30.2% | 51.8% | 2.9% | 0.1% | 1.4% | 0.9% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.3% | |

CUBE ROOT CORPORATION

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

SB, NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/09/19 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 04:00 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 05:00 | 20 | 30 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 66 |
| 06:00 | 75 | 266 | 14 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 402 |
| 07:00 | 119 | 126 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 268 |
| 08:00 | 42 | 37 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 97 |
| 09:00 | 27 | 24 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 58 |
| 10:00 | 15 | 41 | 4 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 75 |
| 11:00 | 18 | 36 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 67 |
| 12 PM | 13 | 45 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 73 |
| 13:00 | 26 | 49 | 4 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 99 |
| 14:00 | 29 | 102 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 161 |
| 15:00 | 55 | 187 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 281 |
| 16:00 | 124 | 117 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 270 |
| 17:00 | 103 | 89 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 217 |
| 18:00 | 60 | 51 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 131 |
| 19:00 | 25 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 64 |
| 20:00 | 18 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 61 |
| 21:00 | 8 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 33 |
| 22:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 23:00 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| Total | 787 | 1324 | 85 | 4 | 30 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 232 | 2487 |
| Percent | 31.6% | 53.2% | 3.4% | 0.2% | 1.2% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.3% | |
| AM Peak | 07:00 | 06:00 | 06:00 | 06:00 | 06:00 | 05:00 | 11:00 | | | | | | | 06:00 | |
| Vol. | 119 | 266 | 14 | 2 | 4 | 4 | 1 | | | | | | | 38 | |
| PM Peak | 16:00 | 15:00 | 15:00 | 12:00 | 12:00 | 13:00 | 13:00 | 13:00 | | | | | | 15:00 | |
| Vol. | 124 | 187 | 11 | 1 | 5 | 3 | 1 | 1 | | | | | | 25 | |

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2900 BLOCK OF EDGEWOOD STREET, NE: 48-HR CLASSIFICATION

SB, NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 04/10/19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 4 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| 05:00 | 25 | 63 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 111 |
| 06:00 | 62 | 261 | 12 | 0 | 6 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 50 | 398 |
| 07:00 | 131 | 150 | 3 | 1 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 319 |
| 08:00 | 58 | 45 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 124 |
| 09:00 | 23 | 35 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 82 |
| 10:00 | 12 | 27 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 62 |
| 11:00 | 19 | 36 | 4 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 76 |
| 12 PM | 16 | 71 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 101 |
| 13:00 | 21 | 120 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 174 |
| 14:00 | 33 | 92 | 7 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 156 |
| 15:00 | 34 | 89 | 4 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 144 |
| 16:00 | 104 | 92 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 215 |
| 17:00 | 128 | 73 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 225 |
| 18:00 | 79 | 39 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 144 |
| 19:00 | 28 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 66 |
| 20:00 | 20 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 |
| 21:00 | 12 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 |
| 22:00 | 5 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 819 | 1296 | 81 | 2 | 49 | 19 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 262 | 2537 |
| Percent | 32.3% | 51.1% | 3.2% | 0.1% | 1.9% | 0.7% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 10.3% | |
| AM Peak | 07:00 | 06:00 | 06:00 | 07:00 | 08:00 | 07:00 | 06:00 | 11:00 | 07:00 | 06:00 | | | | 06:00 | |
| Vol. | 131 | 261 | 12 | 1 | 7 | 6 | 1 | 1 | 1 | 1 | | | | 50 | |
| PM Peak | 17:00 | 13:00 | 12:00 | | 15:00 | 17:00 | 14:00 | 15:00 | | | | | | 13:00 | |
| Vol. | 128 | 120 | 9 | | 4 | 1 | 1 | 2 | | | | | | 23 | |
| Grand Total | 1606 | 2620 | 166 | 6 | 79 | 41 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 494 | 5024 |
| Percent | 32.0% | 52.1% | 3.3% | 0.1% | 1.6% | 0.8% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.8% | |

Appendix B

Edgewood Street and 7th Street, NE

Prepared by



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Washington DC 20005

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Prepared for

Kimley-Horn and The District Department of Transportation

Weekday Traffic Data Collection

Turning Movement Count

April 26, 2019

Introduction

Cube Root provides this report to The District Department of Transportation (DDOT) and Kimley-Horn with Turning Movement Count (TMC) data obtained on April 9, 2019 between the hours of 6:30 AM – 9:30 AM and 3:00 PM – 6:00 PM, at the intersection of Edgewood Street and 7th Street, NE. Figure 1 present a map indicating the location of the study with respect to the surrounding roadway network.

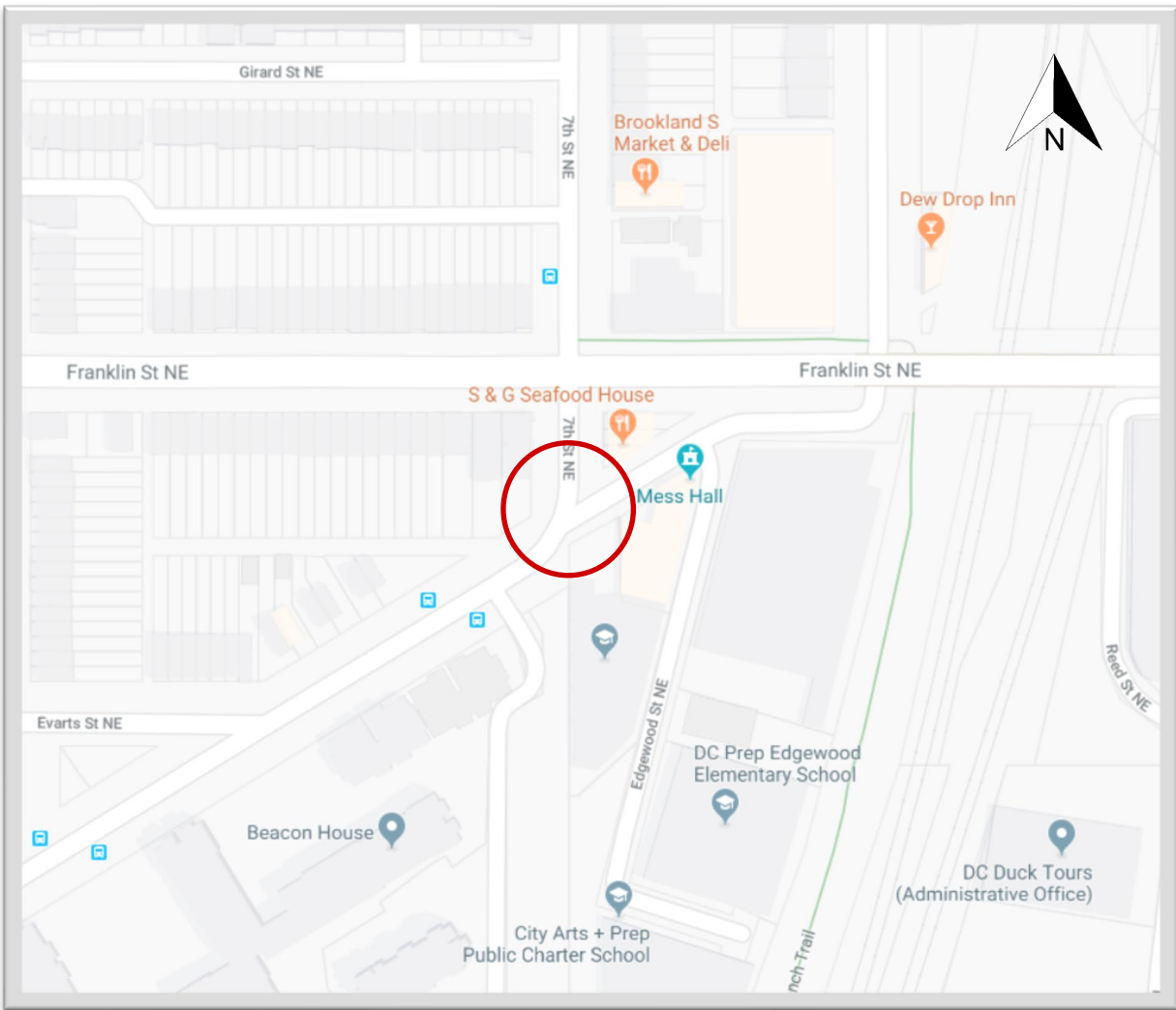


Figure 1: Map of Study Location

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7TH STREET AND EDGEWOOD STREET, NE - AM PEAK

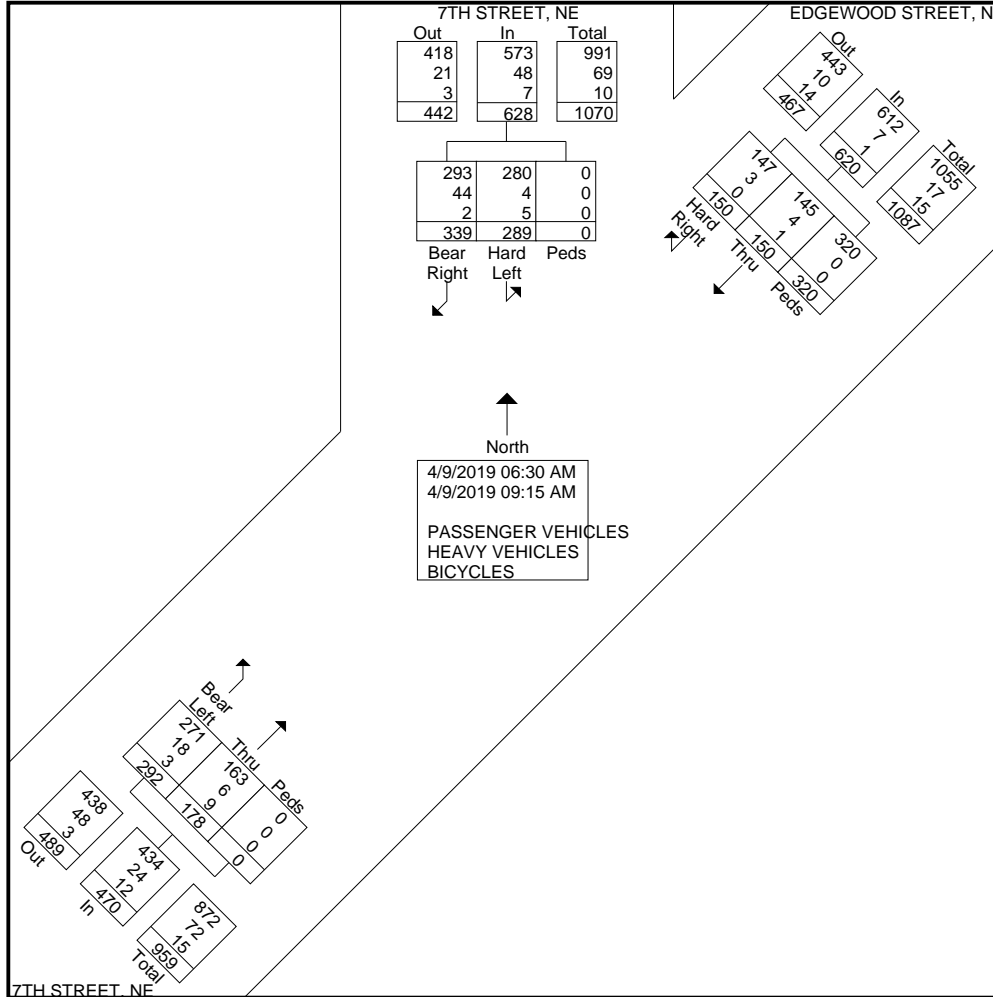
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES - BICYCLES

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|----------------------|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| 06:30 AM | 12 | 7 | 0 | 19 | 8 | 7 | 3 | 18 | 5 | 7 | 0 | 12 | 49 |
| 06:45 AM | 11 | 9 | 0 | 20 | 3 | 5 | 13 | 21 | 15 | 12 | 0 | 27 | 68 |
| Total | 23 | 16 | 0 | 39 | 11 | 12 | 16 | 39 | 20 | 19 | 0 | 39 | 117 |
| 07:00 AM | 30 | 12 | 0 | 42 | 7 | 8 | 8 | 23 | 18 | 13 | 0 | 31 | 96 |
| 07:15 AM | 32 | 35 | 0 | 67 | 10 | 17 | 29 | 56 | 16 | 20 | 0 | 36 | 159 |
| 07:30 AM | 18 | 66 | 0 | 84 | 19 | 24 | 29 | 72 | 34 | 25 | 0 | 59 | 215 |
| 07:45 AM | 26 | 39 | 0 | 65 | 23 | 15 | 59 | 97 | 23 | 21 | 0 | 44 | 206 |
| Total | 106 | 152 | 0 | 258 | 59 | 64 | 125 | 248 | 91 | 79 | 0 | 170 | 676 |
| 08:00 AM | 36 | 42 | 0 | 78 | 19 | 22 | 38 | 79 | 25 | 30 | 0 | 55 | 212 |
| 08:15 AM | 38 | 27 | 0 | 65 | 29 | 13 | 38 | 80 | 14 | 37 | 0 | 51 | 196 |
| 08:30 AM | 54 | 21 | 0 | 75 | 9 | 15 | 32 | 56 | 14 | 44 | 0 | 58 | 189 |
| 08:45 AM | 33 | 12 | 0 | 45 | 12 | 9 | 29 | 50 | 6 | 47 | 0 | 53 | 148 |
| Total | 161 | 102 | 0 | 263 | 69 | 59 | 137 | 265 | 59 | 158 | 0 | 217 | 745 |
| 09:00 AM | 25 | 12 | 0 | 37 | 7 | 5 | 21 | 33 | 5 | 21 | 0 | 26 | 96 |
| 09:15 AM | 24 | 7 | 0 | 31 | 4 | 10 | 21 | 35 | 3 | 15 | 0 | 18 | 84 |
| Grand Total | 339 | 289 | 0 | 628 | 150 | 150 | 320 | 620 | 178 | 292 | 0 | 470 | 1718 |
| Apprch % | 54 | 46 | 0 | | 24.2 | 24.2 | 51.6 | | 37.9 | 62.1 | 0 | | |
| Total % | 19.7 | 16.8 | 0 | 36.6 | 8.7 | 8.7 | 18.6 | 36.1 | 10.4 | 17 | 0 | 27.4 | |
| PASSENGER VEHICLES | 293 | 280 | 0 | 573 | 147 | 145 | 320 | 612 | 163 | 271 | 0 | 434 | 1619 |
| % PASSENGER VEHICLES | 86.4 | 96.9 | 0 | 91.2 | 98 | 96.7 | 100 | 98.7 | 91.6 | 92.8 | 0 | 92.3 | 94.2 |
| HEAVY VEHICLES | 44 | 4 | 0 | 48 | 3 | 4 | 0 | 7 | 6 | 18 | 0 | 24 | 79 |
| % HEAVY VEHICLES | 13 | 1.4 | 0 | 7.6 | 2 | 2.7 | 0 | 1.1 | 3.4 | 6.2 | 0 | 5.1 | 4.6 |
| BICYCLES | 2 | 5 | 0 | 7 | 0 | 1 | 0 | 1 | 9 | 3 | 0 | 12 | 20 |
| % BICYCLES | 0.6 | 1.7 | 0 | 1.1 | 0 | 0.7 | 0 | 0.2 | 5.1 | 1 | 0 | 2.6 | 1.2 |

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7TH STREET AND EDGEWOOD STREET, NE - AM PEAK



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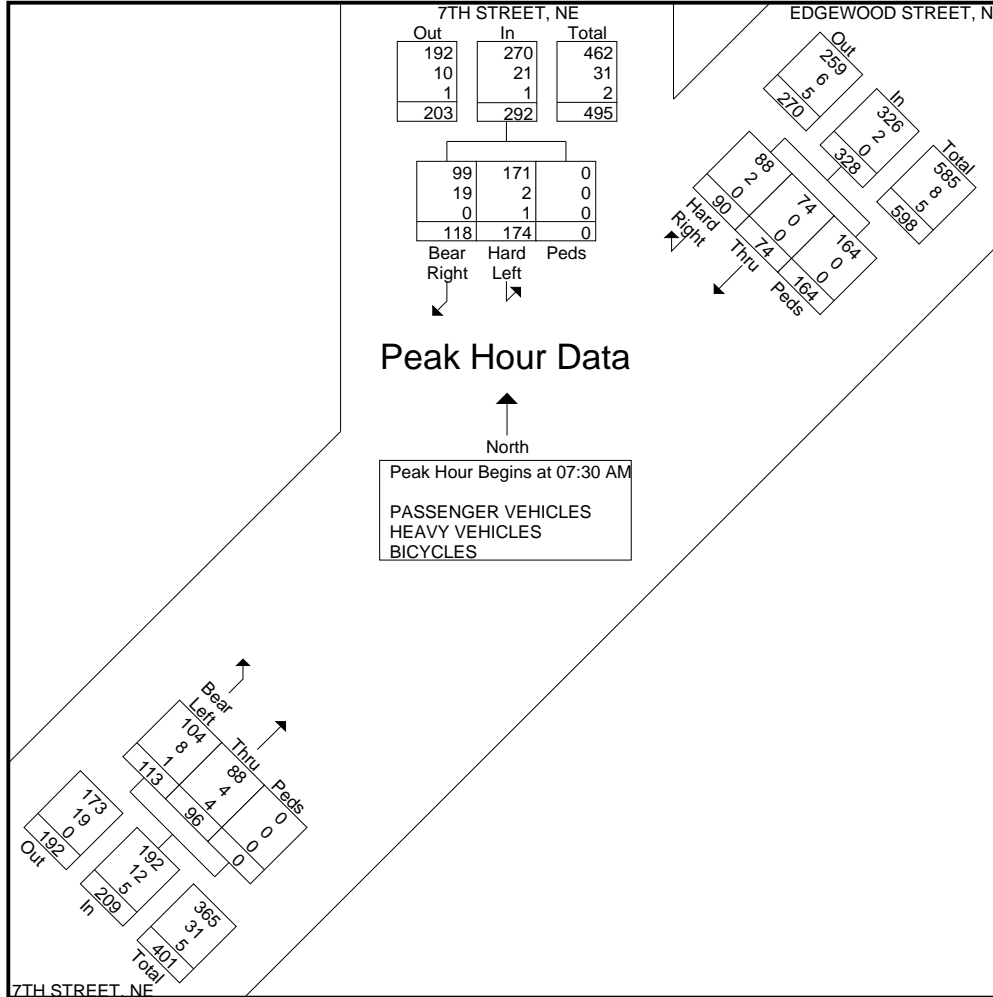
7TH STREET AND EDGEWOOD STREET, NE - AM PEAK

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|--|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 18 | 66 | 0 | 84 | 19 | 24 | 29 | 72 | 34 | 25 | 0 | 59 | 215 |
| 07:45 AM | 26 | 39 | 0 | 65 | 23 | 15 | 59 | 97 | 23 | 21 | 0 | 44 | 206 |
| 08:00 AM | 36 | 42 | 0 | 78 | 19 | 22 | 38 | 79 | 25 | 30 | 0 | 55 | 212 |
| 08:15 AM | 38 | 27 | 0 | 65 | 29 | 13 | 38 | 80 | 14 | 37 | 0 | 51 | 196 |
| Total Volume | 118 | 174 | 0 | 292 | 90 | 74 | 164 | 328 | 96 | 113 | 0 | 209 | 829 |
| % App. Total | 40.4 | 59.6 | 0 | | 27.4 | 22.6 | 50 | | 45.9 | 54.1 | 0 | | |
| PHF | .776 | .659 | .000 | .869 | .776 | .771 | .695 | .845 | .706 | .764 | .000 | .886 | .964 |
| PASSENGER VEHICLES | 99 | 171 | 0 | 270 | 88 | 74 | 164 | 326 | 88 | 104 | 0 | 192 | 788 |
| % PASSENGER VEHICLES | 83.9 | 98.3 | 0 | 92.5 | 97.8 | 100 | 100 | 99.4 | 91.7 | 92.0 | 0 | 91.9 | 95.1 |
| HEAVY VEHICLES | 19 | 2 | 0 | 21 | 2 | 0 | 0 | 2 | 4 | 8 | 0 | 12 | 35 |
| % HEAVY VEHICLES | 16.1 | 1.1 | 0 | 7.2 | 2.2 | 0 | 0 | 0.6 | 4.2 | 7.1 | 0 | 5.7 | 4.2 |
| BICYCLES | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 6 |
| % BICYCLES | 0 | 0.6 | 0 | 0.3 | 0 | 0 | 0 | 0 | 4.2 | 0.9 | 0 | 2.4 | 0.7 |

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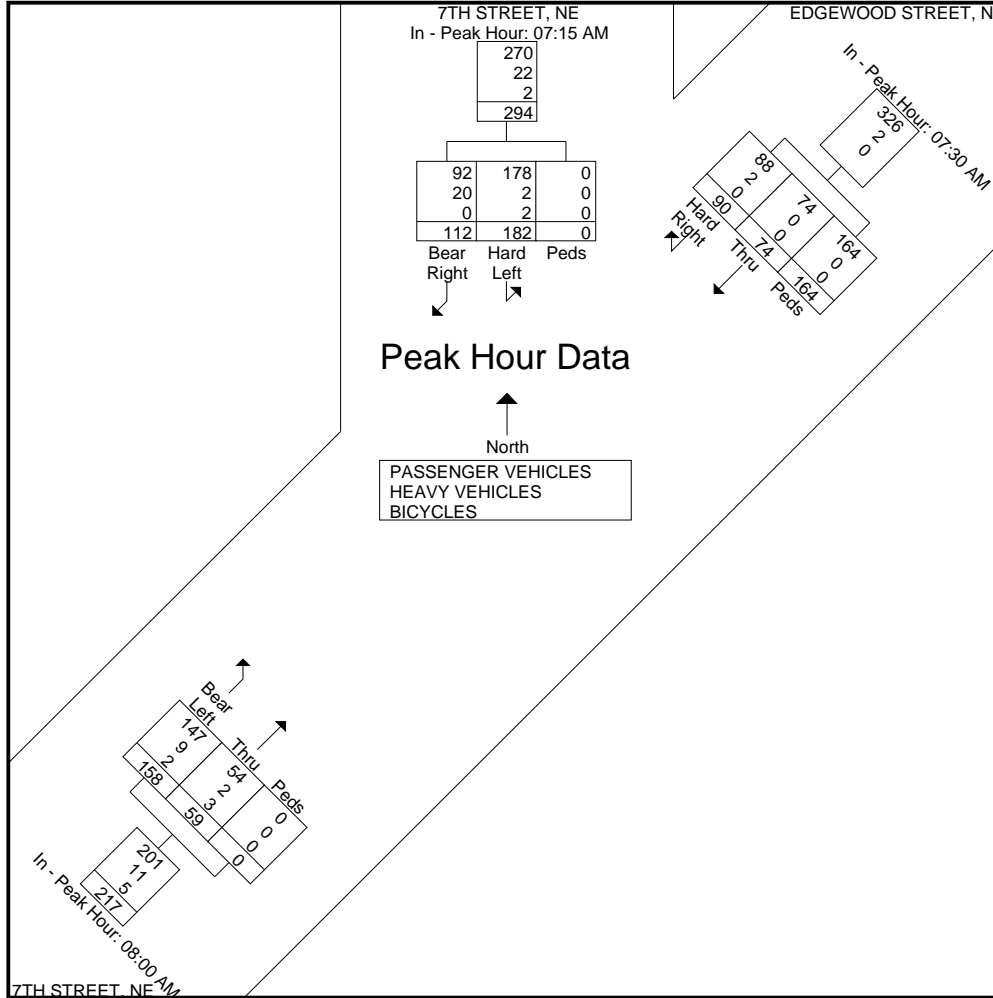
7TH STREET AND EDGEWOOD STREET, NE - AM PEAK

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|--|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:15 AM | | | | 07:30 AM | | | | 08:00 AM | | | | |
| +0 mins. | 32 | 35 | 0 | 67 | 19 | 24 | 29 | 72 | 25 | 30 | 0 | 55 | |
| +15 mins. | 18 | 66 | 0 | 84 | 23 | 15 | 59 | 97 | 14 | 37 | 0 | 51 | |
| +30 mins. | 26 | 39 | 0 | 65 | 19 | 22 | 38 | 79 | 14 | 44 | 0 | 58 | |
| +45 mins. | 36 | 42 | 0 | 78 | 29 | 13 | 38 | 80 | 6 | 47 | 0 | 53 | |
| Total Volume | 112 | 182 | 0 | 294 | 90 | 74 | 164 | 328 | 59 | 158 | 0 | 217 | |
| % App. Total | 38.1 | 61.9 | 0 | | 27.4 | 22.6 | 50 | | 27.2 | 72.8 | 0 | | |
| PHF | .778 | .689 | .000 | .875 | .776 | .771 | .695 | .845 | .590 | .840 | .000 | .935 | |
| PASSENGER VEHICLES | 92 | 178 | 0 | 270 | 88 | 74 | 164 | 326 | 54 | 147 | 0 | 201 | |
| % PASSENGER VEHICLES | 82.1 | 97.8 | 0 | 91.8 | 97.8 | 100 | 100 | 99.4 | 91.5 | 93 | 0 | 92.6 | |
| HEAVY VEHICLES | 20 | 2 | 0 | 22 | 2 | 0 | 0 | 2 | 2 | 9 | 0 | 11 | |
| % HEAVY VEHICLES | 17.9 | 1.1 | 0 | 7.5 | 2.2 | 0 | 0 | 0.6 | 3.4 | 5.7 | 0 | 5.1 | |
| BICYCLES | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | |
| % BICYCLES | 0 | 1.1 | 0 | 0.7 | 0 | 0 | 0 | 0 | 5.1 | 1.3 | 0 | 2.3 | |

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7TH STREET AND EDGEWOOD STREET, NE - PM PEAK

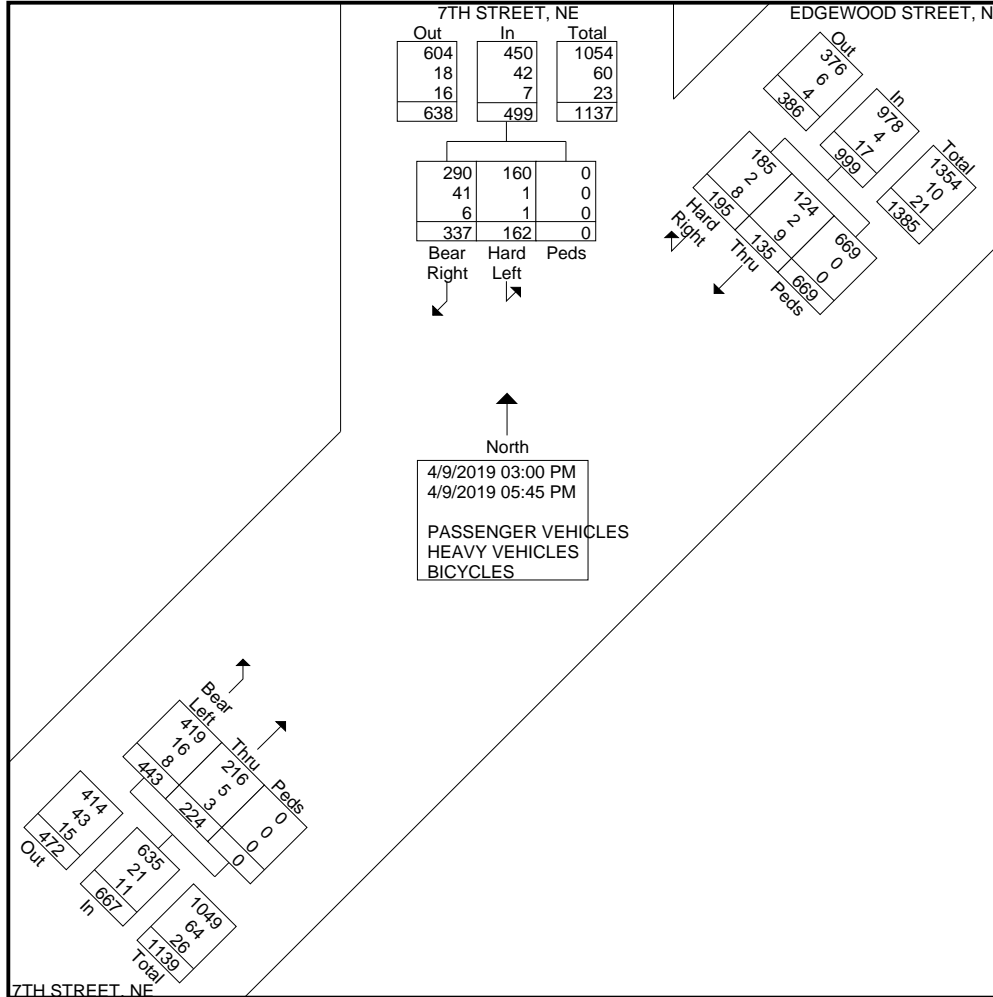
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES - BICYCLES

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|----------------------|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| 03:00 PM | 20 | 21 | 0 | 41 | 10 | 6 | 29 | 45 | 12 | 25 | 0 | 37 | 123 |
| 03:15 PM | 26 | 14 | 0 | 40 | 12 | 8 | 25 | 45 | 16 | 28 | 0 | 44 | 129 |
| 03:30 PM | 24 | 15 | 0 | 39 | 14 | 11 | 189 | 214 | 21 | 35 | 0 | 56 | 309 |
| 03:45 PM | 37 | 16 | 0 | 53 | 13 | 6 | 93 | 112 | 23 | 27 | 0 | 50 | 215 |
| Total | 107 | 66 | 0 | 173 | 49 | 31 | 336 | 416 | 72 | 115 | 0 | 187 | 776 |
| 04:00 PM | 39 | 12 | 0 | 51 | 25 | 14 | 62 | 101 | 11 | 32 | 0 | 43 | 195 |
| 04:15 PM | 28 | 12 | 0 | 40 | 25 | 15 | 38 | 78 | 17 | 42 | 0 | 59 | 177 |
| 04:30 PM | 26 | 12 | 0 | 38 | 17 | 10 | 63 | 90 | 15 | 43 | 0 | 58 | 186 |
| 04:45 PM | 22 | 12 | 0 | 34 | 16 | 13 | 32 | 61 | 14 | 32 | 0 | 46 | 141 |
| Total | 115 | 48 | 0 | 163 | 83 | 52 | 195 | 330 | 57 | 149 | 0 | 206 | 699 |
| 05:00 PM | 27 | 10 | 0 | 37 | 11 | 6 | 38 | 55 | 15 | 49 | 0 | 64 | 156 |
| 05:15 PM | 25 | 16 | 0 | 41 | 18 | 16 | 30 | 64 | 22 | 52 | 0 | 74 | 179 |
| 05:30 PM | 39 | 13 | 0 | 52 | 20 | 8 | 29 | 57 | 22 | 36 | 0 | 58 | 167 |
| 05:45 PM | 24 | 9 | 0 | 33 | 14 | 22 | 41 | 77 | 36 | 42 | 0 | 78 | 188 |
| Total | 115 | 48 | 0 | 163 | 63 | 52 | 138 | 253 | 95 | 179 | 0 | 274 | 690 |
| Grand Total | 337 | 162 | 0 | 499 | 195 | 135 | 669 | 999 | 224 | 443 | 0 | 667 | 2165 |
| Apprch % | 67.5 | 32.5 | 0 | | 19.5 | 13.5 | 67 | | 33.6 | 66.4 | 0 | | |
| Total % | 15.6 | 7.5 | 0 | 23 | 9 | 6.2 | 30.9 | 46.1 | 10.3 | 20.5 | 0 | 30.8 | |
| PASSENGER VEHICLES | 290 | 160 | 0 | 450 | 185 | 124 | 669 | 978 | 216 | 419 | 0 | 635 | 2063 |
| % PASSENGER VEHICLES | 86.1 | 98.8 | 0 | 90.2 | 94.9 | 91.9 | 100 | 97.9 | 96.4 | 94.6 | 0 | 95.2 | 95.3 |
| HEAVY VEHICLES | 41 | 1 | 0 | 42 | 2 | 2 | 0 | 4 | 5 | 16 | 0 | 21 | 67 |
| % HEAVY VEHICLES | 12.2 | 0.6 | 0 | 8.4 | 1 | 1.5 | 0 | 0.4 | 2.2 | 3.6 | 0 | 3.1 | 3.1 |
| BICYCLES | 6 | 1 | 0 | 7 | 8 | 9 | 0 | 17 | 3 | 8 | 0 | 11 | 35 |
| % BICYCLES | 1.8 | 0.6 | 0 | 1.4 | 4.1 | 6.7 | 0 | 1.7 | 1.3 | 1.8 | 0 | 1.6 | 1.6 |

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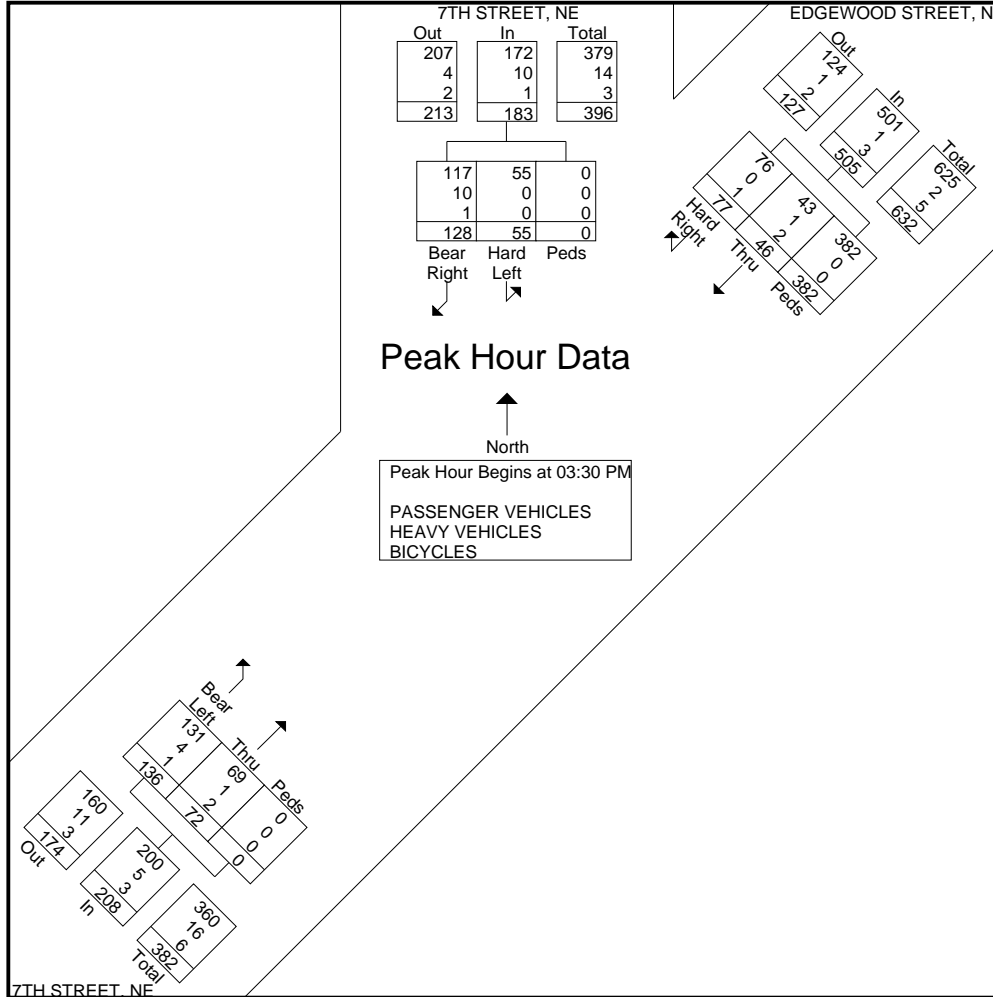
7TH STREET AND EDGEWOOD STREET, NE - PM PEAK

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|--|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | |
| 03:30 PM | 24 | 15 | 0 | 39 | 14 | 11 | 189 | 214 | 21 | 35 | 0 | 56 | 309 |
| 03:45 PM | 37 | 16 | 0 | 53 | 13 | 6 | 93 | 112 | 23 | 27 | 0 | 50 | 215 |
| 04:00 PM | 39 | 12 | 0 | 51 | 25 | 14 | 62 | 101 | 11 | 32 | 0 | 43 | 195 |
| 04:15 PM | 28 | 12 | 0 | 40 | 25 | 15 | 38 | 78 | 17 | 42 | 0 | 59 | 177 |
| Total Volume | 128 | 55 | 0 | 183 | 77 | 46 | 382 | 505 | 72 | 136 | 0 | 208 | 896 |
| % App. Total | 69.9 | 30.1 | 0 | | 15.2 | 9.1 | 75.6 | | 34.6 | 65.4 | 0 | | |
| PHF | .821 | .859 | .000 | .863 | .770 | .767 | .505 | .590 | .783 | .810 | .000 | .881 | .725 |
| PASSENGER VEHICLES | 117 | 55 | 0 | 172 | 76 | 43 | 382 | 501 | 69 | 131 | 0 | 200 | 873 |
| % PASSENGER VEHICLES | 91.4 | 100 | 0 | 94.0 | 98.7 | 93.5 | 100 | 99.2 | 95.8 | 96.3 | 0 | 96.2 | 97.4 |
| HEAVY VEHICLES | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 5 | 16 |
| % HEAVY VEHICLES | 7.8 | 0 | 0 | 5.5 | 0 | 2.2 | 0 | 0.2 | 1.4 | 2.9 | 0 | 2.4 | 1.8 |
| BICYCLES | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 2 | 1 | 0 | 3 | 7 |
| % BICYCLES | 0.8 | 0 | 0 | 0.5 | 1.3 | 4.3 | 0 | 0.6 | 2.8 | 0.7 | 0 | 1.4 | 0.8 |

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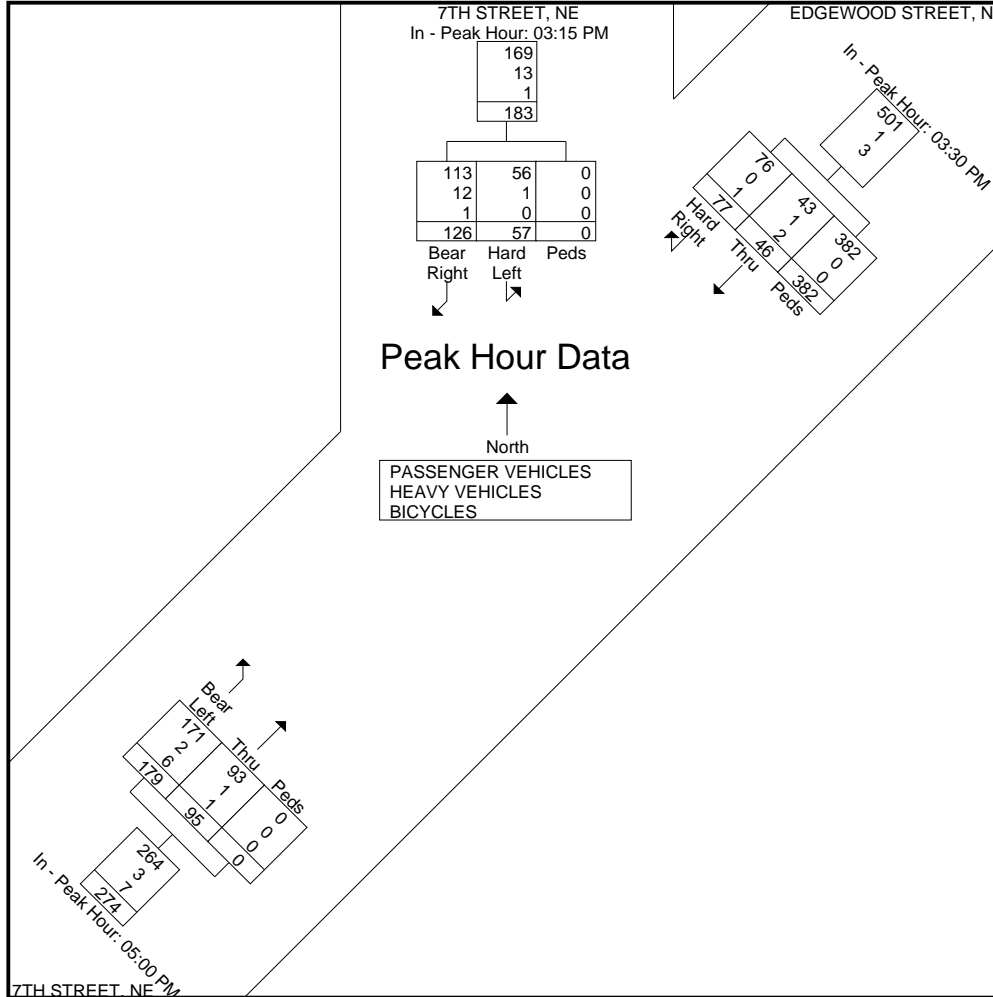
7TH STREET AND EDGEWOOD STREET, NE - PM PEAK

| Start Time | 7TH STREET, NE From North | | | | EDGEWOOD STREET, NE From Northeast | | | | 7TH STREET, NE From Southwest | | | | Int. Total |
|--|------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|----------------------------------|-----------|------|------------|------------|
| | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | Thru | Bear Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 03:15 PM | | | | 03:30 PM | | | | 05:00 PM | | | | |
| +0 mins. | 26 | 14 | 0 | 40 | 14 | 11 | 189 | 214 | 15 | 49 | 0 | 64 | |
| +15 mins. | 24 | 15 | 0 | 39 | 13 | 6 | 93 | 112 | 22 | 52 | 0 | 74 | |
| +30 mins. | 37 | 16 | 0 | 53 | 25 | 14 | 62 | 101 | 22 | 36 | 0 | 58 | |
| +45 mins. | 39 | 12 | 0 | 51 | 25 | 15 | 38 | 78 | 36 | 42 | 0 | 78 | |
| Total Volume | 126 | 57 | 0 | 183 | 77 | 46 | 382 | 505 | 95 | 179 | 0 | 274 | |
| % App. Total | 68.9 | 31.1 | 0 | | 15.2 | 9.1 | 75.6 | | 34.7 | 65.3 | 0 | | |
| PHF | .808 | .891 | .000 | .863 | .770 | .767 | .505 | .590 | .660 | .861 | .000 | .878 | |
| PASSENGER VEHICLES | 113 | 56 | 0 | 169 | 76 | 43 | 382 | 501 | 93 | 171 | 0 | 264 | |
| % PASSENGER VEHICLES | 89.7 | 98.2 | 0 | 92.3 | 98.7 | 93.5 | 100 | 99.2 | 97.9 | 95.5 | 0 | 96.4 | |
| HEAVY VEHICLES | 12 | 1 | 0 | 13 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | |
| % HEAVY VEHICLES | 9.5 | 1.8 | 0 | 7.1 | 0 | 2.2 | 0 | 0.2 | 1.1 | 1.1 | 0 | 1.1 | |
| BICYCLES | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 6 | 0 | 7 | |
| % BICYCLES | 0.8 | 0 | 0 | 0.5 | 1.3 | 4.3 | 0 | 0.6 | 1.1 | 3.4 | 0 | 2.6 | |

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7TH STREET AND EDGEWOOD STREET, NE - PM PEAK



Appendix C

Franklin Street and 7th Street, NE

Prepared by



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Washington DC 20005

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Prepared for

Kimley-Horn and The District Department of Transportation

Weekday Traffic Data Collection

Turning Movement Count

April 26, 2019

Introduction

Cube Root provides this report to The District Department of Transportation (DDOT) and Kimley-Horn with Turning Movement Count (TMC) data obtained on April 9, 2019 between the hours of 6:30 AM – 9:30 AM and 3:00 PM – 6:00 PM, at the intersection of Franklin Street and 7th Street, NE. Figure 1 present a map indicating the location of the study with respect to the surrounding roadway network.

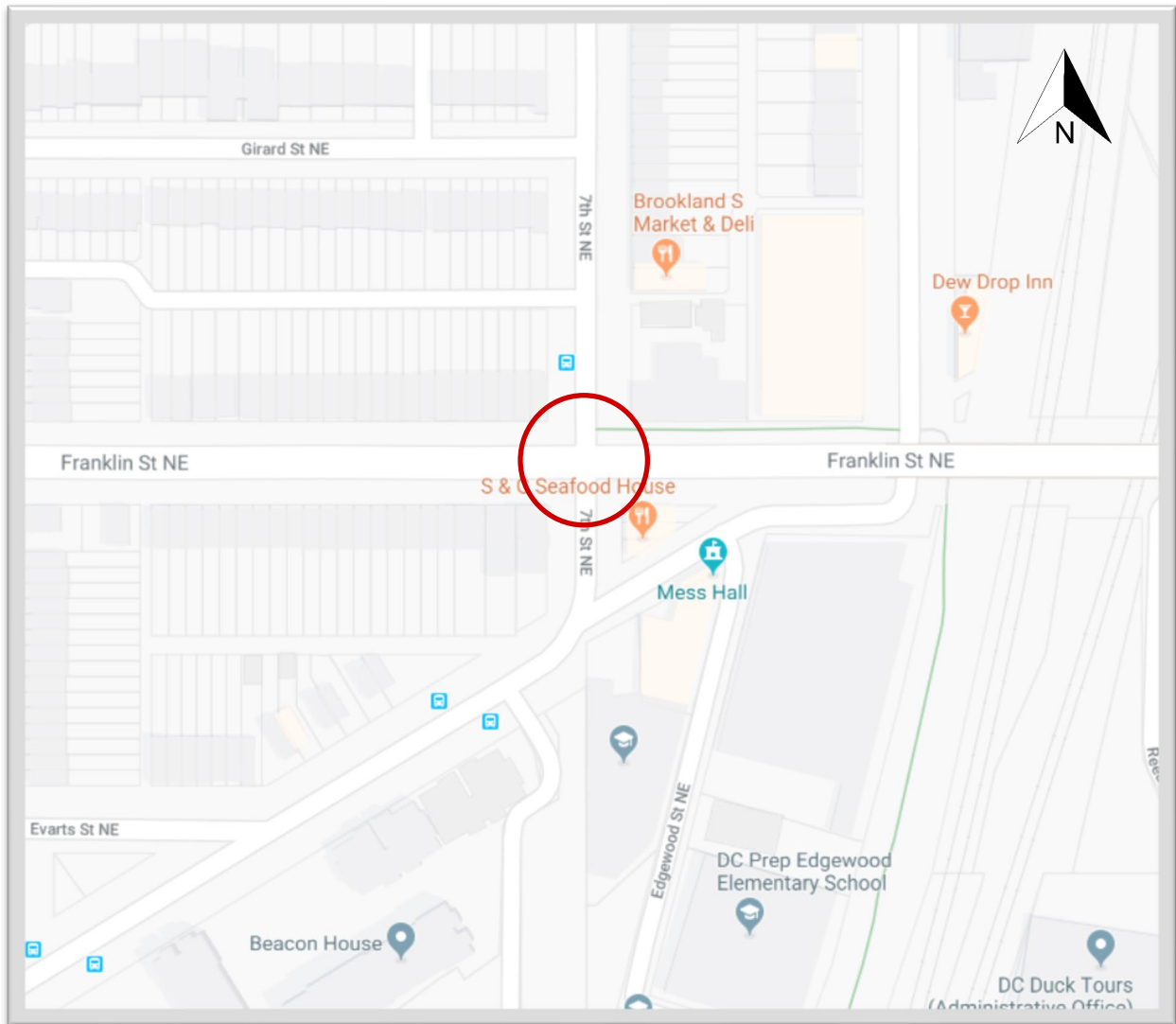


Figure 1: Map of Study Location

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FRANKLIN STREET AND 7TH STREET, NE - AM PEAK

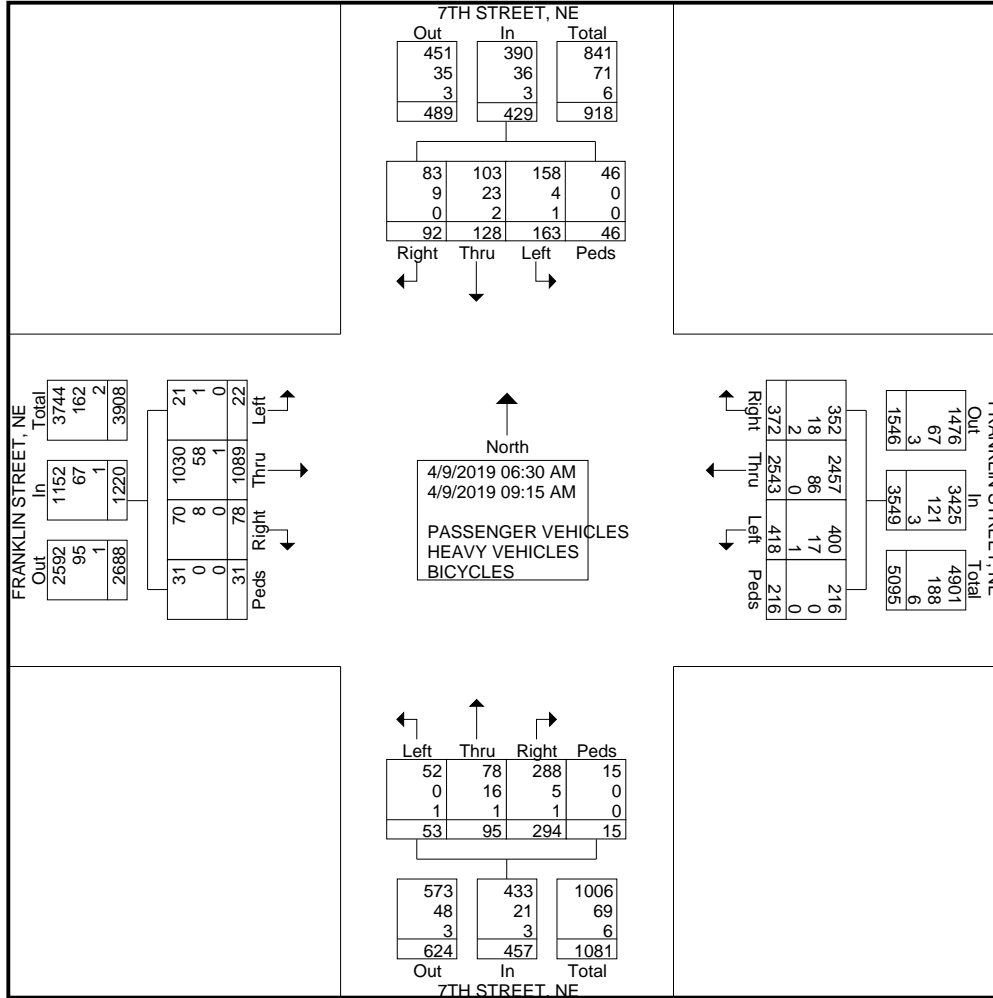
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES - BICYCLES

| Start Time | 7TH STREET, NE From North | | | | | FRANKLIN STREET, NE From East | | | | | 7TH STREET, NE From South | | | | | FRANKLIN STREET, NE From West | | | | | Int. Total |
|----------------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 06:30 AM | 6 | 5 | 3 | 0 | 14 | 15 | 156 | 11 | 6 | 188 | 7 | 5 | 3 | 0 | 15 | 3 | 41 | 1 | 0 | 45 | 262 |
| 06:45 AM | 8 | 5 | 6 | 1 | 20 | 20 | 175 | 11 | 9 | 215 | 7 | 4 | 4 | 1 | 16 | 4 | 59 | 1 | 0 | 64 | 315 |
| Total | 14 | 10 | 9 | 1 | 34 | 35 | 331 | 22 | 15 | 403 | 14 | 9 | 7 | 1 | 31 | 7 | 100 | 2 | 0 | 109 | 577 |
| 07:00 AM | 12 | 7 | 6 | 1 | 26 | 31 | 206 | 23 | 10 | 270 | 11 | 5 | 4 | 1 | 21 | 12 | 68 | 4 | 3 | 87 | 404 |
| 07:15 AM | 8 | 11 | 12 | 2 | 33 | 33 | 238 | 46 | 15 | 332 | 17 | 7 | 6 | 2 | 32 | 10 | 79 | 0 | 5 | 94 | 491 |
| 07:30 AM | 19 | 16 | 20 | 6 | 61 | 39 | 249 | 55 | 30 | 373 | 21 | 17 | 6 | 1 | 45 | 13 | 108 | 4 | 0 | 125 | 604 |
| 07:45 AM | 8 | 10 | 22 | 7 | 47 | 59 | 196 | 48 | 50 | 353 | 28 | 9 | 7 | 2 | 46 | 7 | 73 | 1 | 0 | 81 | 527 |
| Total | 47 | 44 | 60 | 16 | 167 | 162 | 889 | 172 | 105 | 1328 | 77 | 38 | 23 | 6 | 144 | 42 | 328 | 9 | 8 | 387 | 2026 |
| 08:00 AM | 10 | 22 | 21 | 14 | 67 | 37 | 235 | 48 | 19 | 339 | 35 | 8 | 6 | 4 | 53 | 8 | 111 | 1 | 13 | 133 | 592 |
| 08:15 AM | 7 | 10 | 21 | 2 | 40 | 43 | 235 | 48 | 23 | 349 | 51 | 11 | 4 | 0 | 66 | 7 | 88 | 4 | 2 | 101 | 556 |
| 08:30 AM | 2 | 15 | 23 | 3 | 43 | 34 | 235 | 54 | 20 | 343 | 41 | 9 | 3 | 2 | 55 | 4 | 123 | 1 | 3 | 131 | 572 |
| 08:45 AM | 5 | 14 | 10 | 5 | 34 | 24 | 213 | 31 | 17 | 285 | 41 | 13 | 5 | 1 | 60 | 0 | 107 | 2 | 5 | 114 | 493 |
| Total | 24 | 61 | 75 | 24 | 184 | 138 | 918 | 181 | 79 | 1316 | 168 | 41 | 18 | 7 | 234 | 19 | 429 | 8 | 23 | 479 | 2213 |
| 09:00 AM | 2 | 8 | 11 | 2 | 23 | 23 | 213 | 22 | 15 | 273 | 23 | 5 | 0 | 0 | 28 | 5 | 135 | 2 | 0 | 142 | 466 |
| 09:15 AM | 5 | 5 | 8 | 3 | 21 | 14 | 192 | 21 | 2 | 229 | 12 | 2 | 5 | 1 | 20 | 5 | 97 | 1 | 0 | 103 | 373 |
| Grand Total | 92 | 128 | 163 | 46 | 429 | 372 | 2543 | 418 | 216 | 3549 | 294 | 95 | 53 | 15 | 457 | 78 | 1089 | 22 | 31 | 1220 | 5655 |
| Apprch % | 21.4 | 29.8 | 38 | 10.7 | | 10.5 | 71.7 | 11.8 | 6.1 | | 64.3 | 20.8 | 11.6 | 3.3 | | 6.4 | 89.3 | 1.8 | 2.5 | | |
| Total % | 1.6 | 2.3 | 2.9 | 0.8 | 7.6 | 6.6 | 45 | 7.4 | 3.8 | 62.8 | 5.2 | 1.7 | 0.9 | 0.3 | 8.1 | 1.4 | 19.3 | 0.4 | 0.5 | 21.6 | |
| PASSENGER VEHICLES | 83 | 103 | 158 | 46 | 390 | 352 | 2457 | 400 | 216 | 3425 | 288 | 78 | 52 | 15 | 433 | 70 | 1030 | 21 | 31 | 1152 | 5400 |
| % PASSENGER VEHICLES | 90.2 | 80.5 | 96.9 | 100 | 90.9 | 94.6 | 96.6 | 95.7 | 100 | 96.5 | 98 | 82.1 | 98.1 | 100 | 94.7 | 89.7 | 94.6 | 95.5 | 100 | 94.4 | 95.5 |
| HEAVY VEHICLES | 9 | 23 | 4 | 0 | 36 | 18 | 86 | 17 | 0 | 121 | 5 | 16 | 0 | 0 | 21 | 8 | 58 | 1 | 0 | 67 | 245 |
| % HEAVY VEHICLES | 9.8 | 18 | 2.5 | 0 | 8.4 | 4.8 | 3.4 | 4.1 | 0 | 3.4 | 1.7 | 16.8 | 0 | 0 | 4.6 | 10.3 | 5.3 | 4.5 | 0 | 5.5 | 4.3 |
| BICYCLES | 0 | 2 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 10 |
| % BICYCLES | 0 | 1.6 | 0.6 | 0 | 0.7 | 0.5 | 0 | 0.2 | 0 | 0.1 | 0.3 | 1.1 | 1.9 | 0 | 0.7 | 0 | 0.1 | 0 | 0 | 0.1 | 0.2 |

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FRANKLIN STREET AND 7TH STREET, NE - AM PEAK



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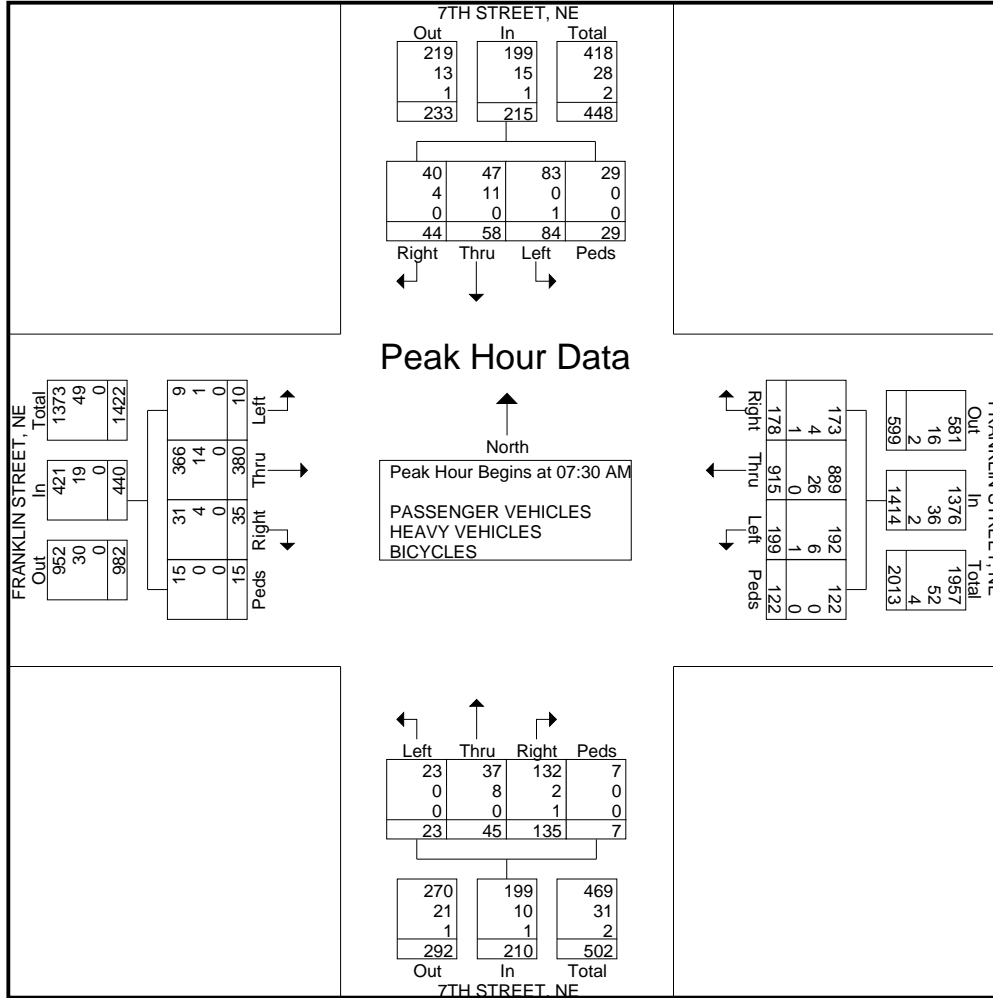
FRANKLIN STREET AND 7TH STREET, NE - AM PEAK

| Start Time | 7TH STREET, NE From North | | | | | FRANKLIN STREET, NE From East | | | | | 7TH STREET, NE From South | | | | | FRANKLIN STREET, NE From West | | | | | Int. Total |
|--|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 19 | 16 | 20 | 6 | 61 | 39 | 249 | 55 | 30 | 373 | 21 | 17 | 6 | 1 | 45 | 13 | 108 | 4 | 0 | 125 | 604 |
| 07:45 AM | 8 | 10 | 22 | 7 | 47 | 59 | 196 | 48 | 50 | 353 | 28 | 9 | 7 | 2 | 46 | 7 | 73 | 1 | 0 | 81 | 527 |
| 08:00 AM | 10 | 22 | 21 | 14 | 67 | 37 | 235 | 48 | 19 | 339 | 35 | 8 | 6 | 4 | 53 | 8 | 111 | 1 | 13 | 133 | 592 |
| 08:15 AM | 7 | 10 | 21 | 2 | 40 | 43 | 235 | 48 | 23 | 349 | 51 | 11 | 4 | 0 | 66 | 7 | 88 | 4 | 2 | 101 | 556 |
| Total Volume | 44 | 58 | 84 | 29 | 215 | 178 | 915 | 199 | 122 | 1414 | 135 | 45 | 23 | 7 | 210 | 35 | 380 | 10 | 15 | 440 | 2279 |
| % App. Total | 20.5 | 27 | 39.1 | 13.5 | | 12.6 | 64.7 | 14.1 | 8.6 | | 64.3 | 21.4 | 11 | 3.3 | | 8 | 86.4 | 2.3 | 3.4 | | |
| PHF | .579 | .659 | .955 | .518 | .802 | .754 | .919 | .905 | .610 | .948 | .662 | .662 | .821 | .438 | .795 | .673 | .856 | .625 | .288 | .827 | .943 |
| PASSENGER VEHICLES | 40 | 47 | 83 | 29 | 199 | 173 | 889 | 192 | 122 | 1376 | 132 | 37 | 23 | 7 | 199 | 31 | 366 | 9 | 15 | 421 | 2195 |
| % PASSENGER VEHICLES | 90.9 | 81.0 | 98.8 | 100 | 92.6 | 97.2 | 97.2 | 96.5 | 100 | 97.3 | 97.8 | 82.2 | 100 | 100 | 94.8 | 88.6 | 96.3 | 90.0 | 100 | 95.7 | 96.3 |
| HEAVY VEHICLES | 4 | 11 | 0 | 0 | 15 | 4 | 26 | 6 | 0 | 36 | 2 | 8 | 0 | 0 | 10 | 4 | 14 | 1 | 0 | 19 | 80 |
| % HEAVY VEHICLES | 9.1 | 19.0 | 0 | 0 | 7.0 | 2.2 | 2.8 | 3.0 | 0 | 2.5 | 1.5 | 17.8 | 0 | 0 | 4.8 | 11.4 | 3.7 | 10.0 | 0 | 4.3 | 3.5 |
| BICYCLES | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| % BICYCLES | 0 | 0 | 1.2 | 0 | 0.5 | 0.6 | 0 | 0.5 | 0 | 0.1 | 0.7 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |

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FRANKLIN STREET AND 7TH STREET, NE - AM PEAK



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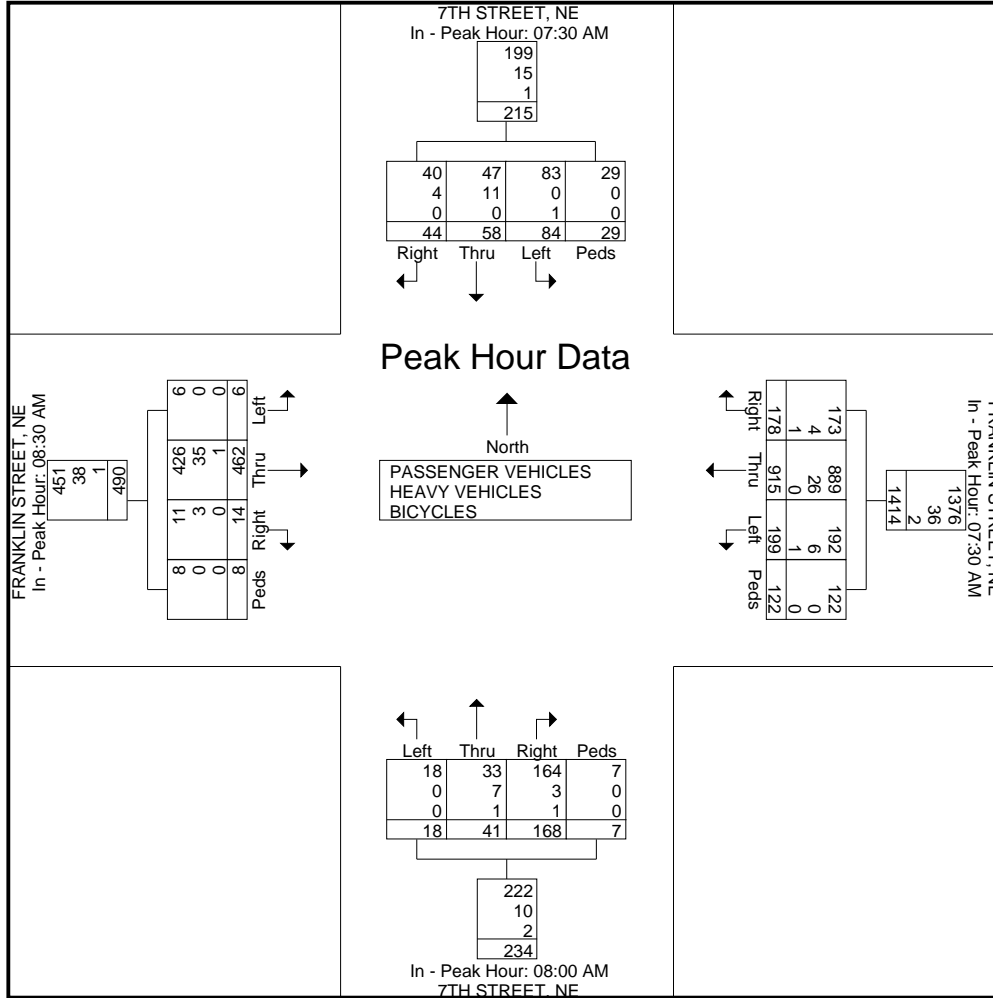
FRANKLIN STREET AND 7TH STREET, NE - AM PEAK

| Start Time | 7TH STREET, NE From North | | | | | FRANKLIN STREET, NE From East | | | | | 7TH STREET, NE From South | | | | | FRANKLIN STREET, NE From West | | | | | Int. Total |
|--|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | 07:30 AM | | | | | 08:00 AM | | | | | 08:30 AM | | | | | |
| +0 mins. | 19 | 16 | 20 | 6 | 61 | 39 | 249 | 55 | 30 | 373 | 35 | 8 | 6 | 4 | 53 | 4 | 123 | 1 | 3 | 131 | |
| +15 mins. | 8 | 10 | 22 | 7 | 47 | 59 | 196 | 48 | 50 | 353 | 51 | 11 | 4 | 0 | 66 | 0 | 107 | 2 | 5 | 114 | |
| +30 mins. | 10 | 22 | 21 | 14 | 67 | 37 | 235 | 48 | 19 | 339 | 41 | 9 | 3 | 2 | 55 | 5 | 135 | 2 | 0 | 142 | |
| +45 mins. | 7 | 10 | 21 | 2 | 40 | 43 | 235 | 48 | 23 | 349 | 41 | 13 | 5 | 1 | 60 | 5 | 97 | 1 | 0 | 103 | |
| Total Volume | 44 | 58 | 84 | 29 | 215 | 178 | 915 | 199 | 122 | 1414 | 168 | 41 | 18 | 7 | 234 | 14 | 462 | 6 | 8 | 490 | |
| % App. Total | 20.5 | 27 | 39.1 | 13.5 | | 12.6 | 64.7 | 14.1 | 8.6 | | 71.8 | 17.5 | 7.7 | 3 | | 2.9 | 94.3 | 1.2 | 1.6 | | |
| PHF | .579 | .659 | .955 | .518 | .802 | .754 | .919 | .905 | .610 | .948 | .824 | .788 | .750 | .438 | .886 | .700 | .856 | .750 | .400 | .863 | |
| PASSENGER VEHICLES | 40 | 47 | 83 | 29 | 199 | 173 | 889 | 192 | 122 | 1376 | 164 | 33 | 18 | 7 | 222 | 11 | 426 | 6 | 8 | 451 | |
| % PASSENGER VEHICLES | 90.9 | 81 | 98.8 | 100 | 92.6 | 97.2 | 97.2 | 96.5 | 100 | 97.3 | 97.6 | 80.5 | 100 | 100 | 94.9 | 78.6 | 92.2 | 100 | 100 | 92 | |
| HEAVY VEHICLES | 4 | 11 | 0 | 0 | 15 | 4 | 26 | 6 | 0 | 36 | 3 | 7 | 0 | 0 | 10 | 3 | 35 | 0 | 0 | 38 | |
| % HEAVY VEHICLES | 9.1 | 19 | 0 | 0 | 7 | 2.2 | 2.8 | 3 | 0 | 2.5 | 1.8 | 17.1 | 0 | 0 | 4.3 | 21.4 | 7.6 | 0 | 0 | 7.8 | |
| BICYCLES | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | |
| % BICYCLES | 0 | 0 | 1.2 | 0 | 0.5 | 0.6 | 0 | 0.5 | 0 | 0.1 | 0.6 | 2.4 | 0 | 0 | 0.9 | 0 | 0.2 | 0 | 0 | 0.2 | |

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FRANKLIN STREET AND 7TH STREET, NE - PM PEAK

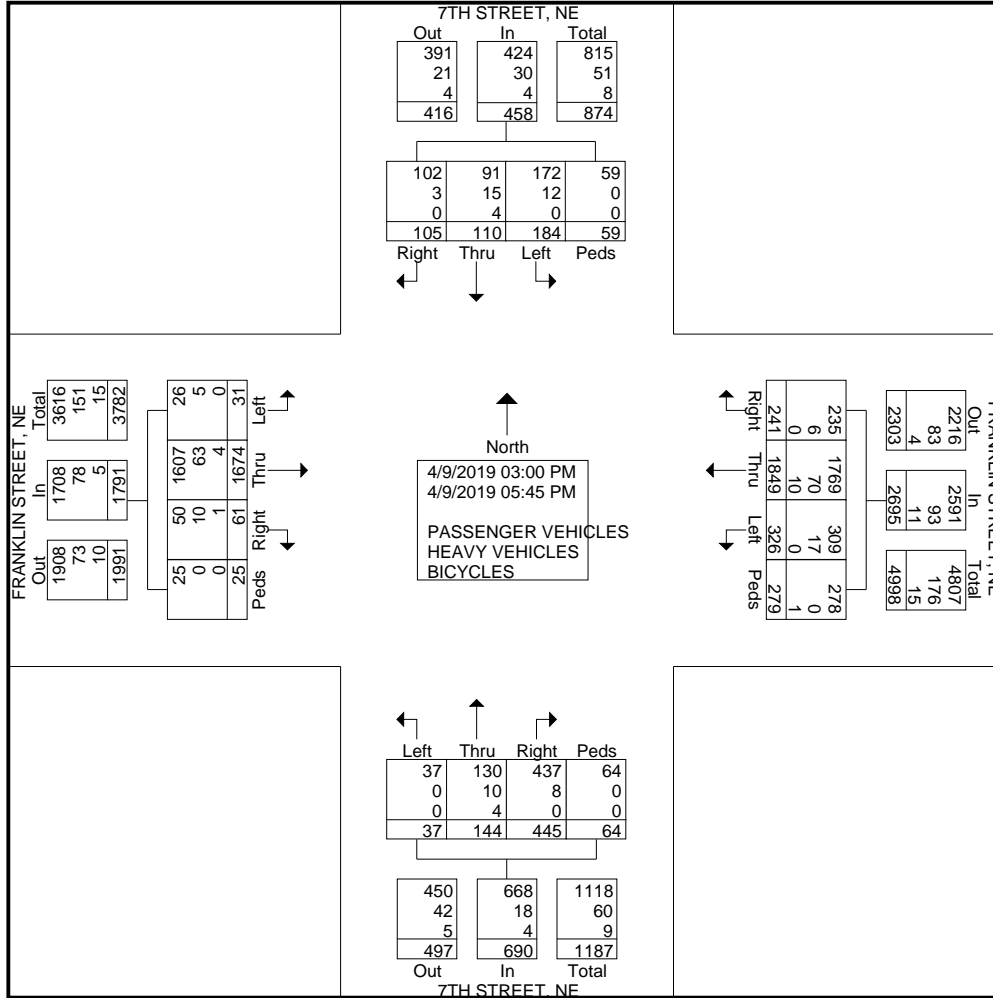
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES - BICYCLES

| Start Time | 7TH STREET, NE From North | | | | | FRANKLIN STREET, NE From East | | | | | 7TH STREET, NE From South | | | | | FRANKLIN STREET, NE From West | | | | | Int. Total |
|----------------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 11 | 6 | 18 | 2 | 37 | 11 | 165 | 29 | 12 | 217 | 20 | 12 | 3 | 2 | 37 | 6 | 148 | 3 | 1 | 158 | 449 |
| 03:15 PM | 9 | 8 | 15 | 5 | 37 | 32 | 169 | 26 | 22 | 249 | 23 | 13 | 4 | 15 | 55 | 6 | 140 | 3 | 4 | 153 | 494 |
| 03:30 PM | 5 | 11 | 18 | 1 | 35 | 23 | 158 | 21 | 31 | 233 | 31 | 15 | 3 | 3 | 52 | 7 | 154 | 3 | 0 | 164 | 484 |
| 03:45 PM | 12 | 9 | 14 | 15 | 50 | 32 | 149 | 37 | 54 | 272 | 30 | 6 | 4 | 10 | 50 | 7 | 129 | 4 | 0 | 140 | 512 |
| Total | 37 | 34 | 65 | 23 | 159 | 98 | 641 | 113 | 119 | 971 | 104 | 46 | 14 | 30 | 194 | 26 | 571 | 13 | 5 | 615 | 1939 |
| 04:00 PM | 9 | 6 | 24 | 7 | 46 | 21 | 193 | 36 | 49 | 299 | 43 | 8 | 6 | 4 | 61 | 9 | 162 | 3 | 8 | 182 | 588 |
| 04:15 PM | 12 | 10 | 24 | 4 | 50 | 15 | 143 | 28 | 27 | 213 | 50 | 11 | 4 | 14 | 79 | 2 | 109 | 3 | 0 | 114 | 456 |
| 04:30 PM | 12 | 9 | 8 | 7 | 36 | 22 | 129 | 24 | 30 | 205 | 48 | 11 | 1 | 7 | 67 | 3 | 140 | 2 | 2 | 147 | 455 |
| 04:45 PM | 12 | 9 | 9 | 0 | 30 | 17 | 134 | 21 | 14 | 186 | 30 | 14 | 2 | 0 | 46 | 4 | 150 | 5 | 4 | 163 | 425 |
| Total | 45 | 34 | 65 | 18 | 162 | 75 | 599 | 109 | 120 | 903 | 171 | 44 | 13 | 25 | 253 | 18 | 561 | 13 | 14 | 606 | 1924 |
| 05:00 PM | 3 | 11 | 15 | 6 | 35 | 18 | 174 | 23 | 13 | 228 | 47 | 12 | 1 | 5 | 65 | 3 | 141 | 0 | 4 | 148 | 476 |
| 05:15 PM | 12 | 9 | 8 | 3 | 32 | 18 | 149 | 26 | 6 | 199 | 50 | 13 | 5 | 4 | 72 | 6 | 127 | 0 | 0 | 133 | 436 |
| 05:30 PM | 4 | 13 | 16 | 6 | 39 | 15 | 188 | 35 | 13 | 251 | 37 | 16 | 3 | 0 | 56 | 4 | 157 | 4 | 2 | 167 | 513 |
| 05:45 PM | 4 | 9 | 15 | 3 | 31 | 17 | 98 | 20 | 8 | 143 | 36 | 13 | 1 | 0 | 50 | 4 | 117 | 1 | 0 | 122 | 346 |
| Total | 23 | 42 | 54 | 18 | 137 | 68 | 609 | 104 | 40 | 821 | 170 | 54 | 10 | 9 | 243 | 17 | 542 | 5 | 6 | 570 | 1771 |
| Grand Total | 105 | 110 | 184 | 59 | 458 | 241 | 1849 | 326 | 279 | 2695 | 445 | 144 | 37 | 64 | 690 | 61 | 1674 | 31 | 25 | 1791 | 5634 |
| Aprch % | 22.9 | 24 | 40.2 | 12.9 | | 8.9 | 68.6 | 12.1 | 10.4 | | 64.5 | 20.9 | 5.4 | 9.3 | | 3.4 | 93.5 | 1.7 | 1.4 | | |
| Total % | 1.9 | 2 | 3.3 | 1 | 8.1 | 4.3 | 32.8 | 5.8 | 5 | 47.8 | 7.9 | 2.6 | 0.7 | 1.1 | 12.2 | 1.1 | 29.7 | 0.6 | 0.4 | 31.8 | |
| PASSENGER VEHICLES | 102 | 91 | 172 | 59 | 424 | 235 | 1769 | 309 | 278 | 2591 | 437 | 130 | 37 | 64 | 668 | 50 | 1607 | 26 | 25 | 1708 | 5391 |
| % PASSENGER VEHICLES | 97.1 | 82.7 | 93.5 | 100 | 92.6 | 97.5 | 95.7 | 94.8 | 99.6 | 96.1 | 98.2 | 90.3 | 100 | 100 | 96.8 | 82 | 96 | 83.9 | 100 | 95.4 | 95.7 |
| HEAVY VEHICLES | 3 | 15 | 12 | 0 | 30 | 6 | 70 | 17 | 0 | 93 | 8 | 10 | 0 | 0 | 18 | 10 | 63 | 5 | 0 | 78 | 219 |
| % HEAVY VEHICLES | 2.9 | 13.6 | 6.5 | 0 | 6.6 | 2.5 | 3.8 | 5.2 | 0 | 3.5 | 1.8 | 6.9 | 0 | 0 | 2.6 | 16.4 | 3.8 | 16.1 | 0 | 4.4 | 3.9 |
| BICYCLES | 0 | 4 | 0 | 0 | 4 | 0 | 10 | 0 | 1 | 11 | 0 | 4 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 5 | 24 |
| % BICYCLES | 0 | 3.6 | 0 | 0 | 0.9 | 0 | 0.5 | 0 | 0.4 | 0.4 | 0 | 2.8 | 0 | 0 | 0.6 | 1.6 | 0.2 | 0 | 0 | 0.3 | 0.4 |

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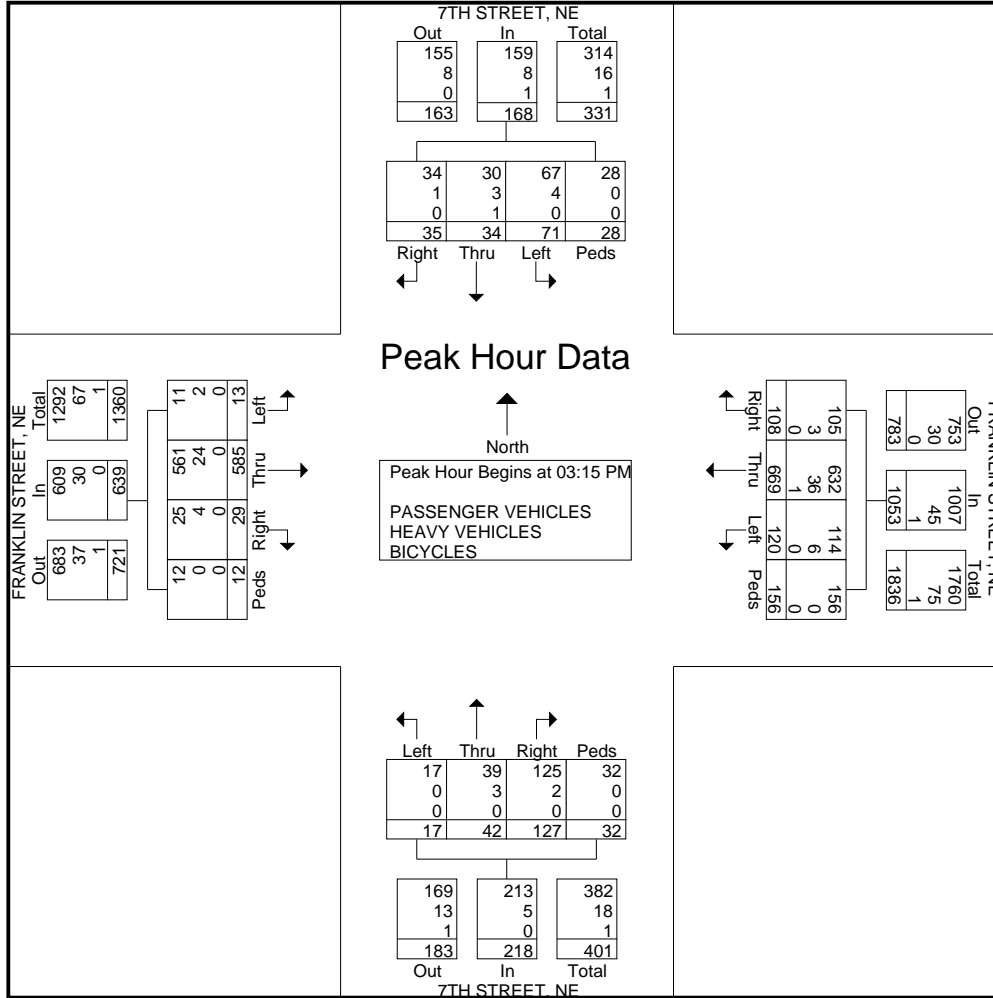
FRANKLIN STREET AND 7TH STREET, NE - PM PEAK



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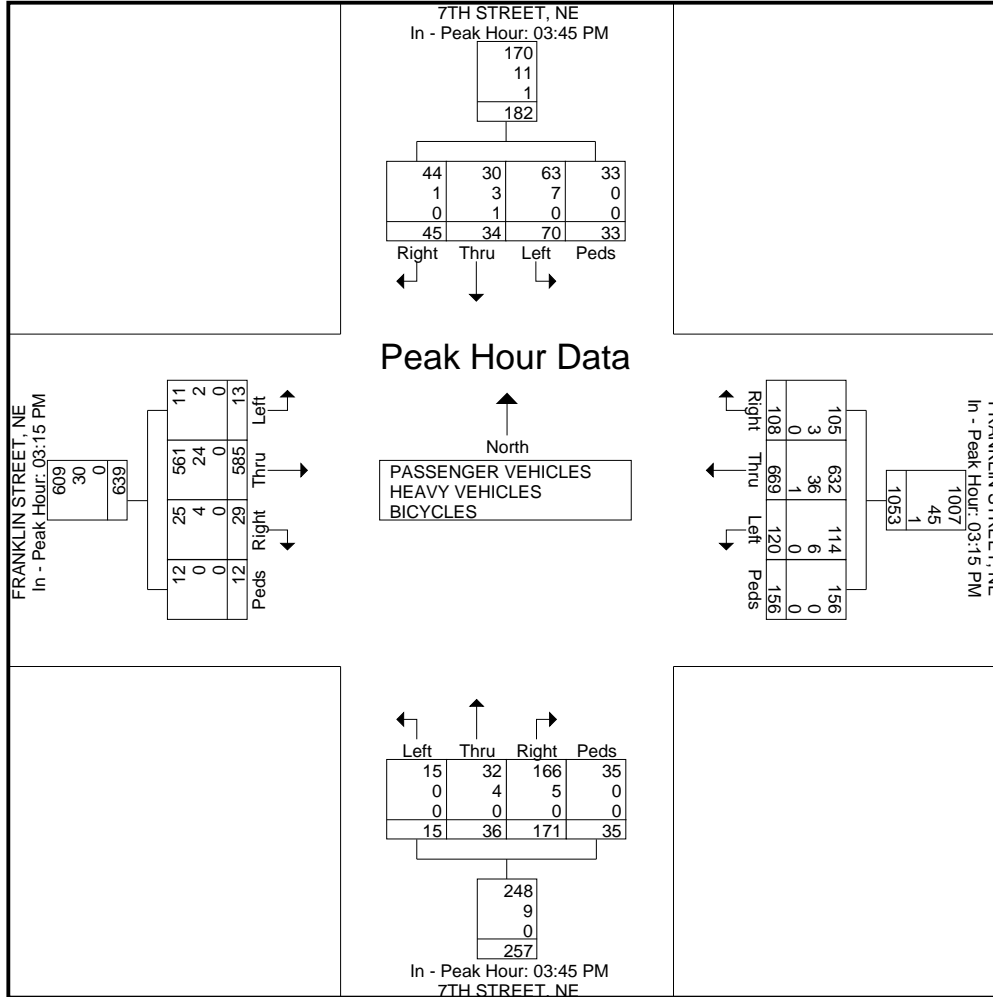
FRANKLIN STREET AND 7TH STREET, NE - PM PEAK



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FRANKLIN STREET AND 7TH STREET, NE - PM PEAK



Appendix D

Edgewood Street and Edgewood Street, NE

Prepared by



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Prepared for

Kimley-Horn and The District Department of Transportation

Weekday Traffic Data Collection

Turning Movement Count

April 26, 2019

Introduction

Cube Root provides this report to The District Department of Transportation (DDOT) and Kimley-Horn with Turning Movement Count (TMC) data obtained on April 9, 2019 between the hours of 6:30 AM – 9:30 AM and 3:00 PM – 6:00 PM, at the intersection of Edgewood Street and Edgewood Street, NE. Figure 1 present a map indicating the location of the study with respect to the surrounding roadway network.

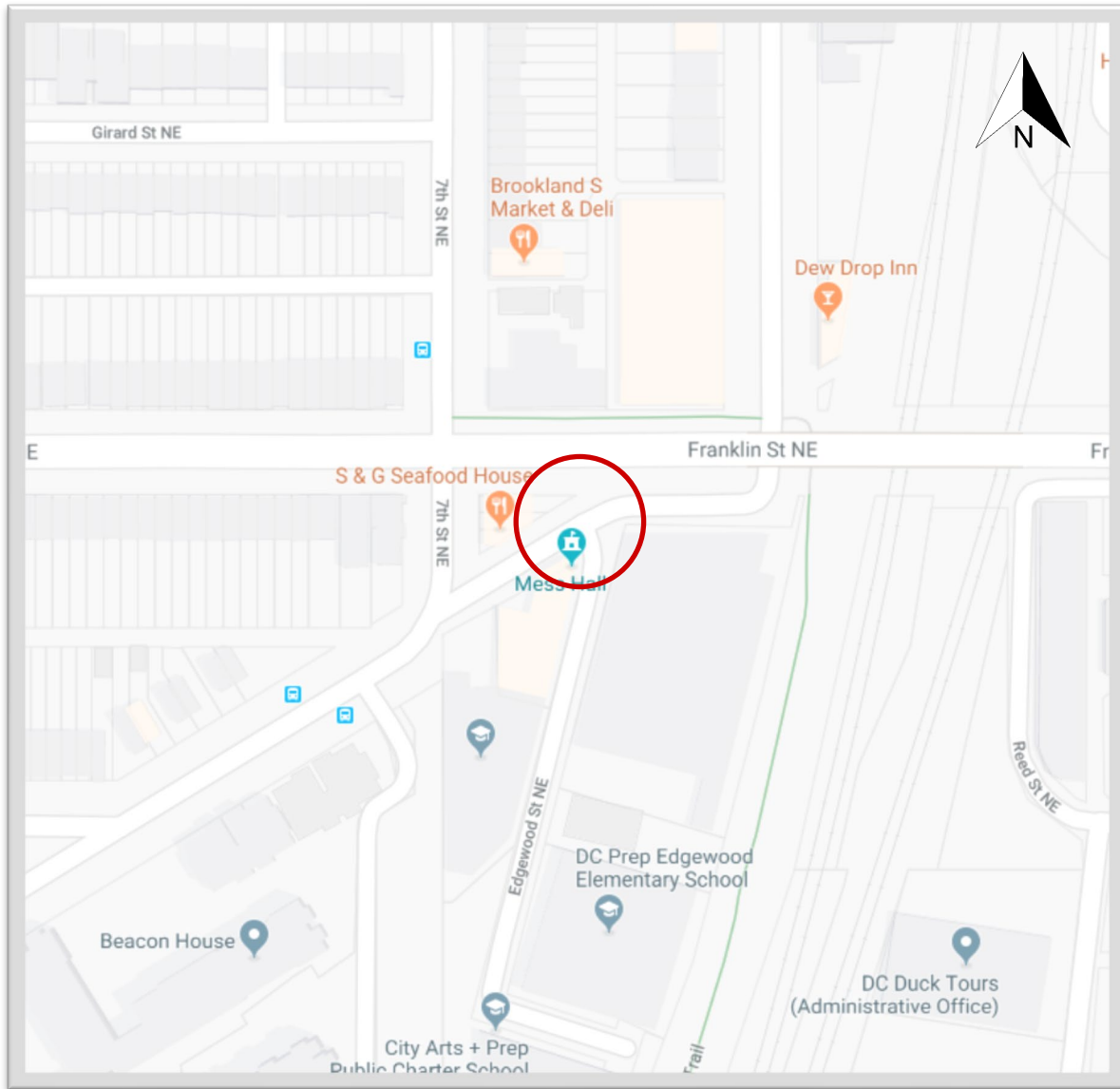


Figure 1: Map of Study Location

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - AM PEAK

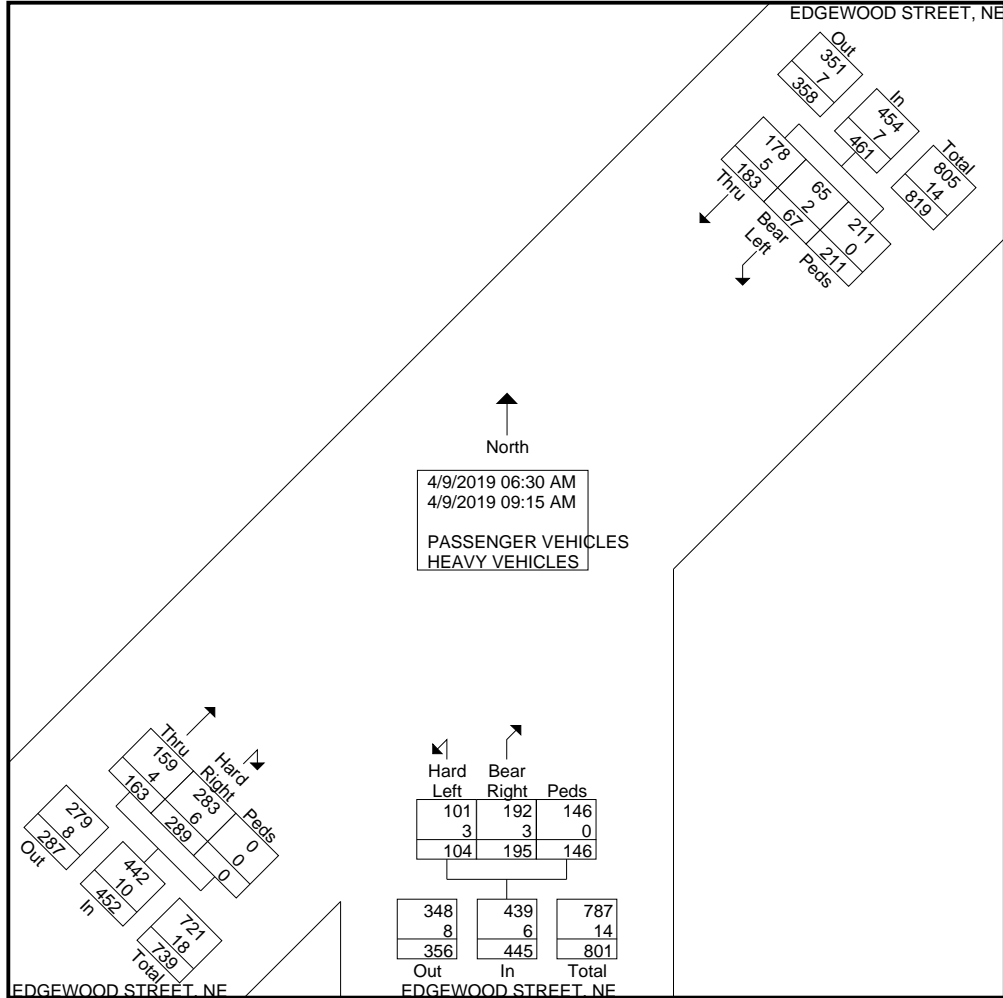
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|----------------------|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| 06:30 AM | 9 | 0 | 1 | 10 | 0 | 6 | 2 | 8 | 2 | 6 | 0 | 8 | 26 |
| 06:45 AM | 5 | 0 | 0 | 5 | 0 | 3 | 6 | 9 | 13 | 10 | 0 | 23 | 37 |
| Total | 14 | 0 | 1 | 15 | 0 | 9 | 8 | 17 | 15 | 16 | 0 | 31 | 63 |
| 07:00 AM | 8 | 4 | 5 | 17 | 1 | 4 | 9 | 14 | 8 | 15 | 0 | 23 | 54 |
| 07:15 AM | 18 | 2 | 29 | 49 | 9 | 5 | 9 | 23 | 24 | 19 | 0 | 43 | 115 |
| 07:30 AM | 36 | 15 | 55 | 106 | 59 | 2 | 22 | 83 | 56 | 36 | 0 | 92 | 281 |
| 07:45 AM | 41 | 25 | 70 | 136 | 60 | 0 | 27 | 87 | 37 | 28 | 0 | 65 | 288 |
| Total | 103 | 46 | 159 | 308 | 129 | 11 | 67 | 207 | 125 | 98 | 0 | 223 | 738 |
| 08:00 AM | 31 | 8 | 28 | 67 | 32 | 9 | 21 | 62 | 52 | 25 | 0 | 77 | 206 |
| 08:15 AM | 10 | 4 | 6 | 20 | 11 | 26 | 15 | 52 | 31 | 6 | 0 | 37 | 109 |
| 08:30 AM | 8 | 4 | 5 | 17 | 11 | 21 | 8 | 40 | 27 | 6 | 0 | 33 | 90 |
| 08:45 AM | 8 | 2 | 3 | 13 | 5 | 11 | 14 | 30 | 18 | 6 | 0 | 24 | 67 |
| Total | 57 | 18 | 42 | 117 | 59 | 67 | 58 | 184 | 128 | 43 | 0 | 171 | 472 |
| 09:00 AM | 2 | 1 | 5 | 8 | 4 | 13 | 7 | 24 | 13 | 3 | 0 | 16 | 48 |
| 09:15 AM | 7 | 2 | 4 | 13 | 3 | 4 | 6 | 13 | 8 | 3 | 0 | 11 | 37 |
| Grand Total | 183 | 67 | 211 | 461 | 195 | 104 | 146 | 445 | 289 | 163 | 0 | 452 | 1358 |
| Apprch % | 39.7 | 14.5 | 45.8 | | 43.8 | 23.4 | 32.8 | | 63.9 | 36.1 | 0 | | |
| Total % | 13.5 | 4.9 | 15.5 | 33.9 | 14.4 | 7.7 | 10.8 | 32.8 | 21.3 | 12 | 0 | 33.3 | |
| PASSENGER VEHICLES | 178 | 65 | 211 | 454 | 192 | 101 | 146 | 439 | 283 | 159 | 0 | 442 | 1335 |
| % PASSENGER VEHICLES | 97.3 | 97 | 100 | 98.5 | 98.5 | 97.1 | 100 | 98.7 | 97.9 | 97.5 | 0 | 97.8 | 98.3 |
| HEAVY VEHICLES | 5 | 2 | 0 | 7 | 3 | 3 | 0 | 6 | 6 | 4 | 0 | 10 | 23 |
| % HEAVY VEHICLES | 2.7 | 3 | 0 | 1.5 | 1.5 | 2.9 | 0 | 1.3 | 2.1 | 2.5 | 0 | 2.2 | 1.7 |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - AM PEAK



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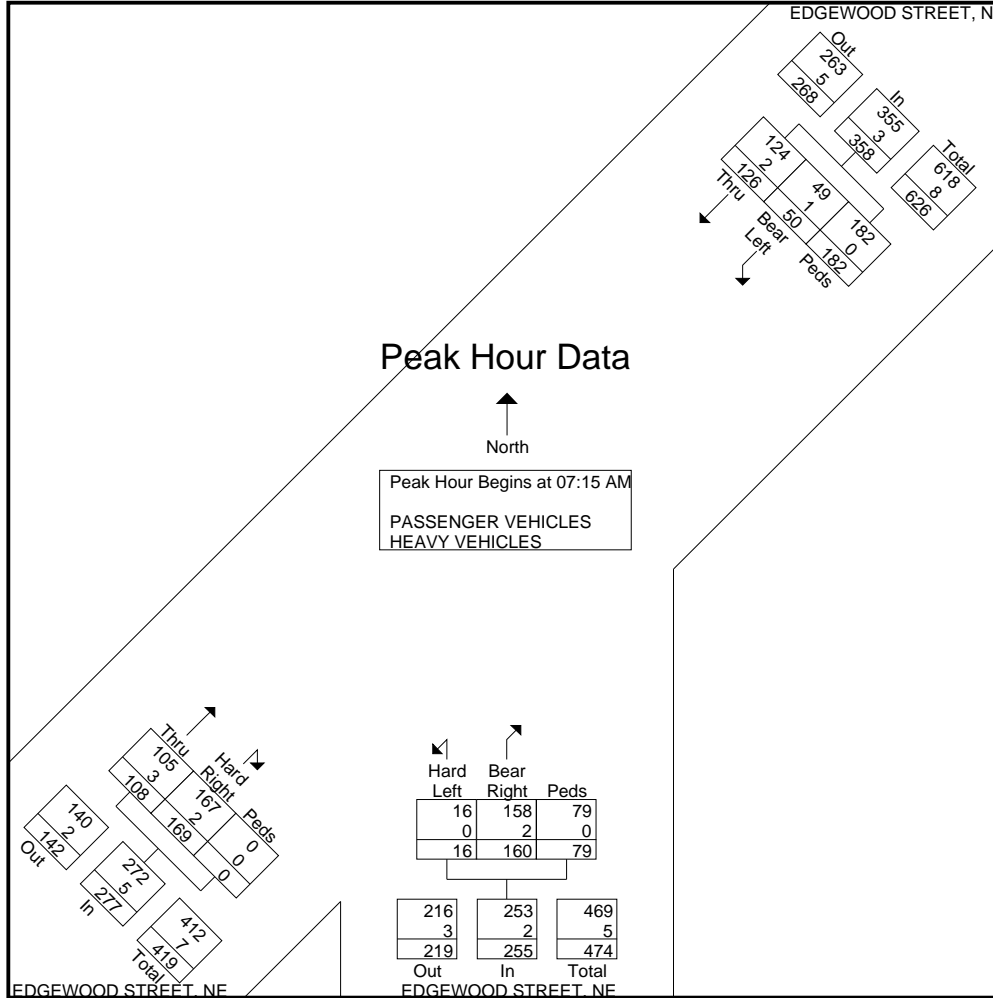
EDGEWOOD STREET AND EDGEWOOD STREET, NE - AM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 18 | 2 | 29 | 49 | 9 | 5 | 9 | 23 | 24 | 19 | 0 | 43 | 115 |
| 07:30 AM | 36 | 15 | 55 | 106 | 59 | 2 | 22 | 83 | 56 | 36 | 0 | 92 | 281 |
| 07:45 AM | 41 | 25 | 70 | 136 | 60 | 0 | 27 | 87 | 37 | 28 | 0 | 65 | 288 |
| 08:00 AM | 31 | 8 | 28 | 67 | 32 | 9 | 21 | 62 | 52 | 25 | 0 | 77 | 206 |
| Total Volume | 126 | 50 | 182 | 358 | 160 | 16 | 79 | 255 | 169 | 108 | 0 | 277 | 890 |
| % App. Total | 35.2 | 14 | 50.8 | | 62.7 | 6.3 | 31 | | 61 | 39 | 0 | | |
| PHF | .768 | .500 | .650 | .658 | .667 | .444 | .731 | .733 | .754 | .750 | .000 | .753 | .773 |
| PASSENGER VEHICLES | 124 | 49 | 182 | 355 | 158 | 16 | 79 | 253 | 167 | 105 | 0 | 272 | 880 |
| % PASSENGER VEHICLES | 98.4 | 98.0 | 100 | 99.2 | 98.8 | 100 | 100 | 99.2 | 98.8 | 97.2 | 0 | 98.2 | 98.9 |
| HEAVY VEHICLES | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 3 | 0 | 5 | 10 |
| % HEAVY VEHICLES | 1.6 | 2.0 | 0 | 0.8 | 1.3 | 0 | 0 | 0.8 | 1.2 | 2.8 | 0 | 1.8 | 1.1 |

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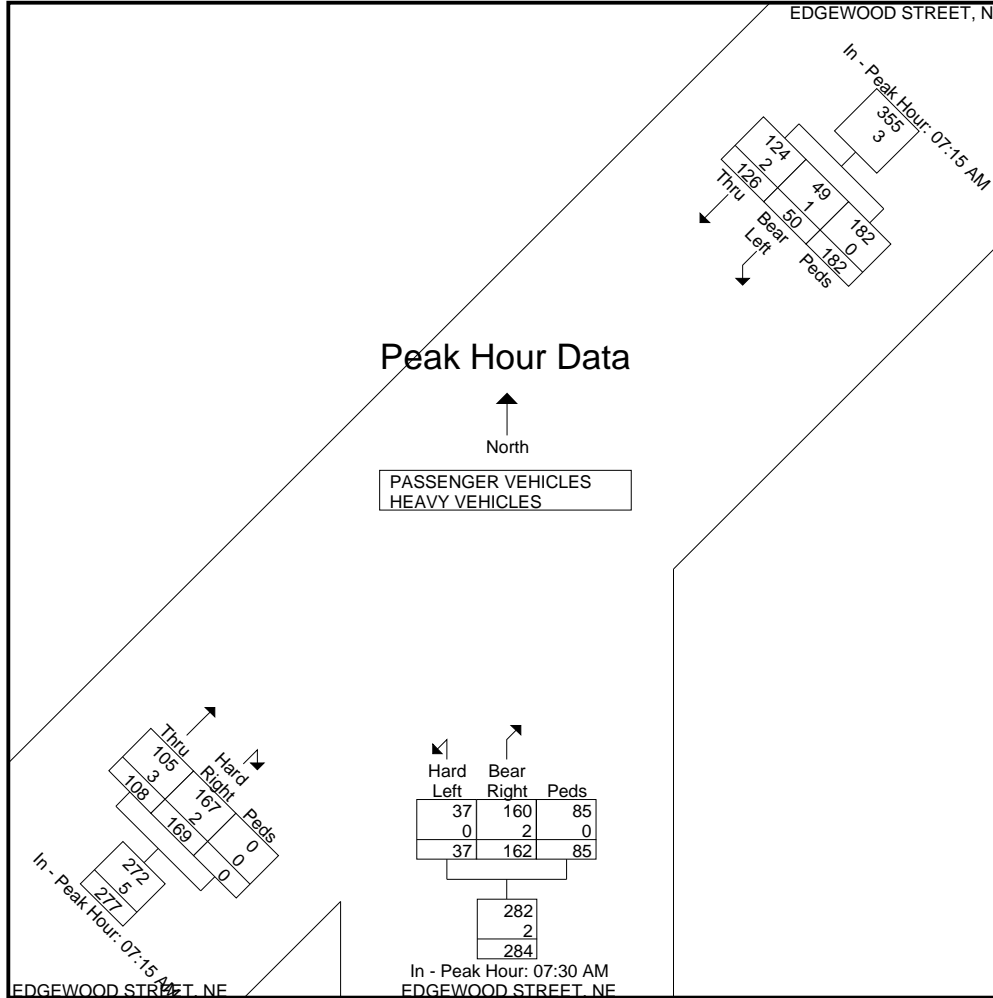
EDGEWOOD STREET AND EDGEWOOD STREET, NE - AM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:15 AM | | | | 07:30 AM | | | | 07:15 AM | | | | |
| +0 mins. | 18 | 2 | 29 | 49 | 59 | 2 | 22 | 83 | 24 | 19 | 0 | 43 | |
| +15 mins. | 36 | 15 | 55 | 106 | 60 | 0 | 27 | 87 | 56 | 36 | 0 | 92 | |
| +30 mins. | 41 | 25 | 70 | 136 | 32 | 9 | 21 | 62 | 37 | 28 | 0 | 65 | |
| +45 mins. | 31 | 8 | 28 | 67 | 11 | 26 | 15 | 52 | 52 | 25 | 0 | 77 | |
| Total Volume | 126 | 50 | 182 | 358 | 162 | 37 | 85 | 284 | 169 | 108 | 0 | 277 | |
| % App. Total | 35.2 | 14 | 50.8 | | 57 | 13 | 29.9 | | 61 | 39 | 0 | | |
| PHF | .768 | .500 | .650 | .658 | .675 | .356 | .787 | .816 | .754 | .750 | .000 | .753 | |
| PASSENGER VEHICLES | 124 | 49 | 182 | 355 | 160 | 37 | 85 | 282 | 167 | 105 | 0 | 272 | |
| % PASSENGER VEHICLES | 98.4 | 98 | 100 | 99.2 | 98.8 | 100 | 100 | 99.3 | 98.8 | 97.2 | 0 | 98.2 | |
| HEAVY VEHICLES | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 3 | 0 | 5 | |
| % HEAVY VEHICLES | 1.6 | 2 | 0 | 0.8 | 1.2 | 0 | 0 | 0.7 | 1.2 | 2.8 | 0 | 1.8 | |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - PM PEAK

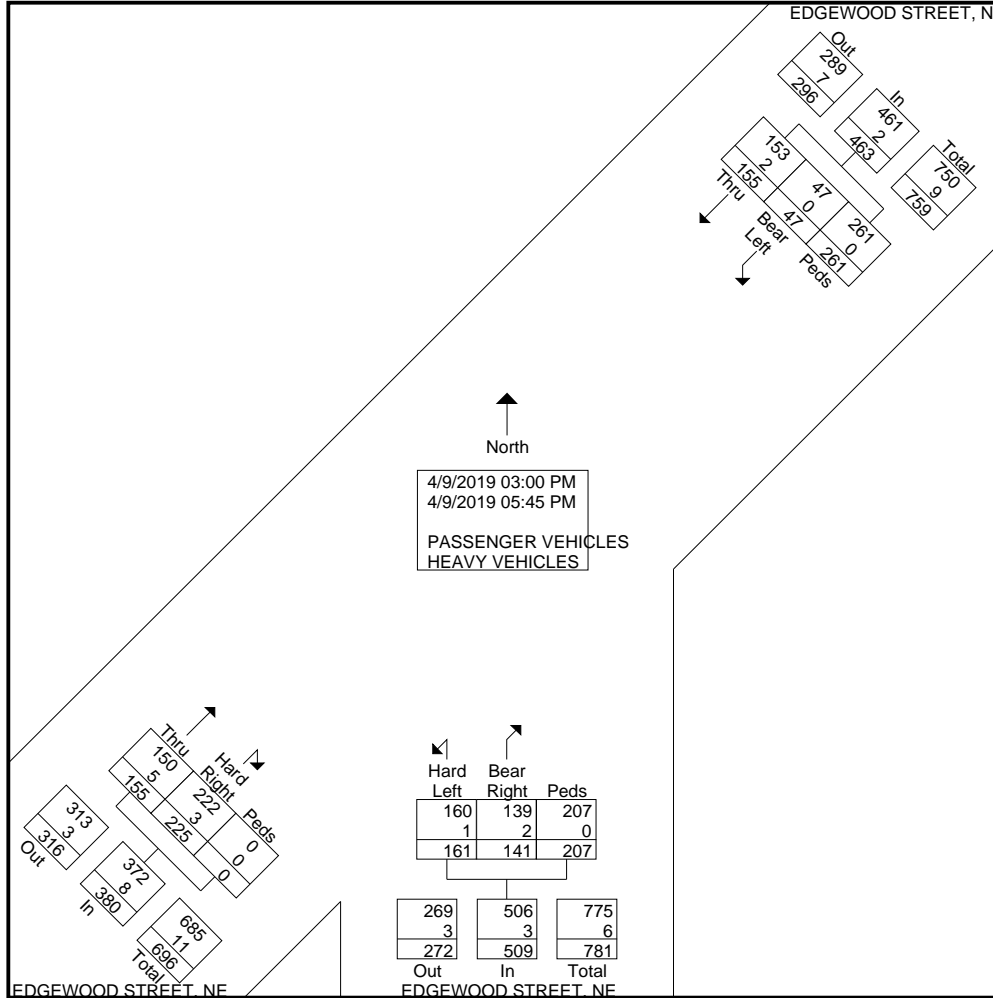
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|----------------------|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| 03:00 PM | 9 | 1 | 3 | 13 | 6 | 4 | 7 | 17 | 17 | 13 | 0 | 30 | 60 |
| 03:15 PM | 13 | 1 | 2 | 16 | 1 | 7 | 8 | 16 | 12 | 14 | 0 | 26 | 58 |
| 03:30 PM | 11 | 3 | 12 | 26 | 8 | 15 | 17 | 40 | 21 | 12 | 0 | 33 | 99 |
| 03:45 PM | 16 | 1 | 34 | 51 | 9 | 5 | 15 | 29 | 31 | 14 | 0 | 45 | 125 |
| Total | 49 | 6 | 51 | 106 | 24 | 31 | 47 | 102 | 81 | 53 | 0 | 134 | 342 |
| 04:00 PM | 30 | 7 | 135 | 172 | 41 | 10 | 74 | 125 | 13 | 13 | 0 | 26 | 323 |
| 04:15 PM | 16 | 8 | 49 | 73 | 21 | 13 | 29 | 63 | 24 | 7 | 0 | 31 | 167 |
| 04:30 PM | 11 | 5 | 11 | 27 | 18 | 22 | 17 | 57 | 12 | 13 | 0 | 25 | 109 |
| 04:45 PM | 10 | 4 | 2 | 16 | 8 | 14 | 6 | 28 | 20 | 11 | 0 | 31 | 75 |
| Total | 67 | 24 | 197 | 288 | 88 | 59 | 126 | 273 | 69 | 44 | 0 | 113 | 674 |
| 05:00 PM | 7 | 4 | 3 | 14 | 7 | 9 | 7 | 23 | 11 | 11 | 0 | 22 | 59 |
| 05:15 PM | 14 | 6 | 2 | 22 | 4 | 21 | 14 | 39 | 21 | 10 | 0 | 31 | 92 |
| 05:30 PM | 9 | 3 | 5 | 17 | 11 | 22 | 11 | 44 | 20 | 19 | 0 | 39 | 100 |
| 05:45 PM | 9 | 4 | 3 | 16 | 7 | 19 | 2 | 28 | 23 | 18 | 0 | 41 | 85 |
| Total | 39 | 17 | 13 | 69 | 29 | 71 | 34 | 134 | 75 | 58 | 0 | 133 | 336 |
| Grand Total | 155 | 47 | 261 | 463 | 141 | 161 | 207 | 509 | 225 | 155 | 0 | 380 | 1352 |
| Apprch % | 33.5 | 10.2 | 56.4 | | 27.7 | 31.6 | 40.7 | | 59.2 | 40.8 | 0 | | |
| Total % | 11.5 | 3.5 | 19.3 | 34.2 | 10.4 | 11.9 | 15.3 | 37.6 | 16.6 | 11.5 | 0 | 28.1 | |
| PASSENGER VEHICLES | 153 | 47 | 261 | 461 | 139 | 160 | 207 | 506 | 222 | 150 | 0 | 372 | 1339 |
| % PASSENGER VEHICLES | 98.7 | 100 | 100 | 99.6 | 98.6 | 99.4 | 100 | 99.4 | 98.7 | 96.8 | 0 | 97.9 | 99 |
| HEAVY VEHICLES | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 3 | 3 | 5 | 0 | 8 | 13 |
| % HEAVY VEHICLES | 1.3 | 0 | 0 | 0.4 | 1.4 | 0.6 | 0 | 0.6 | 1.3 | 3.2 | 0 | 2.1 | 1 |

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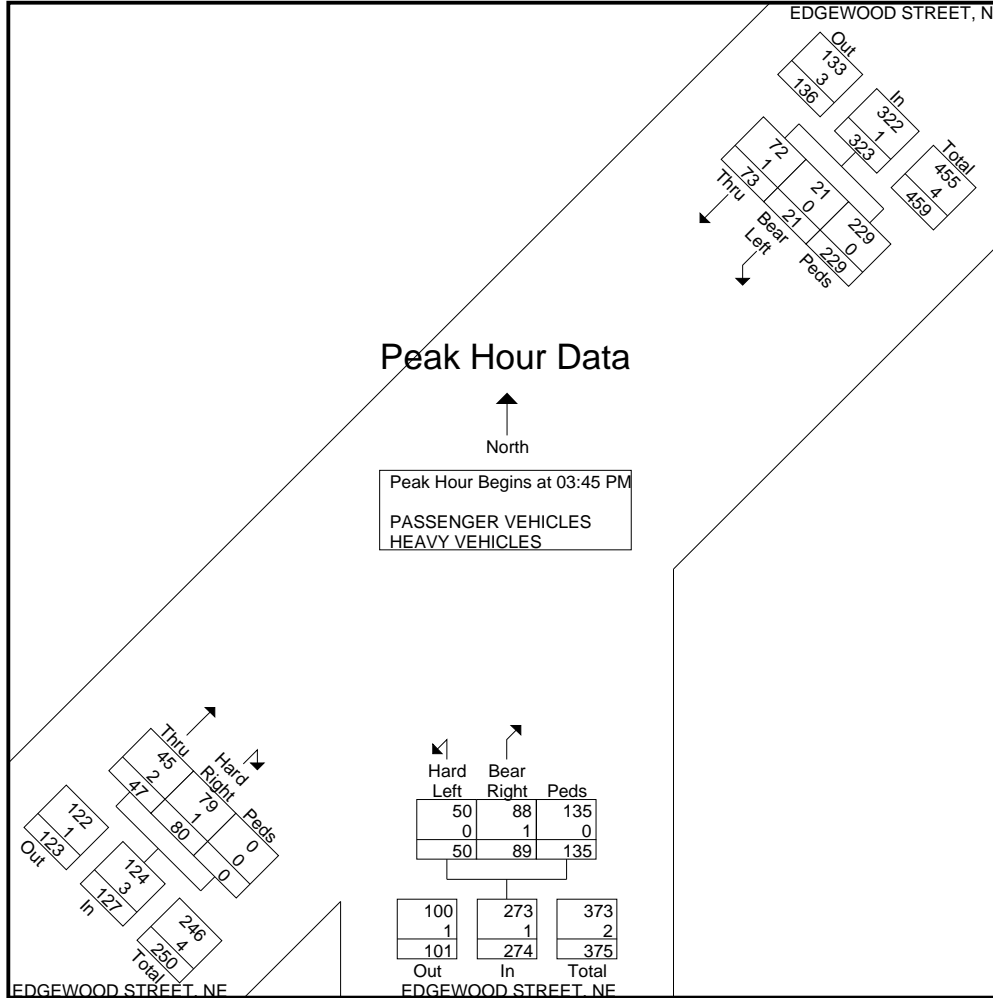
EDGEWOOD STREET AND EDGEWOOD STREET, NE - PM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | |
| 03:45 PM | 16 | 1 | 34 | 51 | 9 | 5 | 15 | 29 | 31 | 14 | 0 | 45 | 125 |
| 04:00 PM | 30 | 7 | 135 | 172 | 41 | 10 | 74 | 125 | 13 | 13 | 0 | 26 | 323 |
| 04:15 PM | 16 | 8 | 49 | 73 | 21 | 13 | 29 | 63 | 24 | 7 | 0 | 31 | 167 |
| 04:30 PM | 11 | 5 | 11 | 27 | 18 | 22 | 17 | 57 | 12 | 13 | 0 | 25 | 109 |
| Total Volume | 73 | 21 | 229 | 323 | 89 | 50 | 135 | 274 | 80 | 47 | 0 | 127 | 724 |
| % App. Total | 22.6 | 6.5 | 70.9 | | 32.5 | 18.2 | 49.3 | | 63 | 37 | 0 | | |
| PHF | .608 | .656 | .424 | .469 | .543 | .568 | .456 | .548 | .645 | .839 | .000 | .706 | .560 |
| PASSENGER VEHICLES | 72 | 21 | 229 | 322 | 88 | 50 | 135 | 273 | 79 | 45 | 0 | 124 | 719 |
| % PASSENGER VEHICLES | 98.6 | 100 | 100 | 99.7 | 98.9 | 100 | 100 | 99.6 | 98.8 | 95.7 | 0 | 97.6 | 99.3 |
| HEAVY VEHICLES | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 5 |
| % HEAVY VEHICLES | 1.4 | 0 | 0 | 0.3 | 1.1 | 0 | 0 | 0.4 | 1.3 | 4.3 | 0 | 2.4 | 0.7 |

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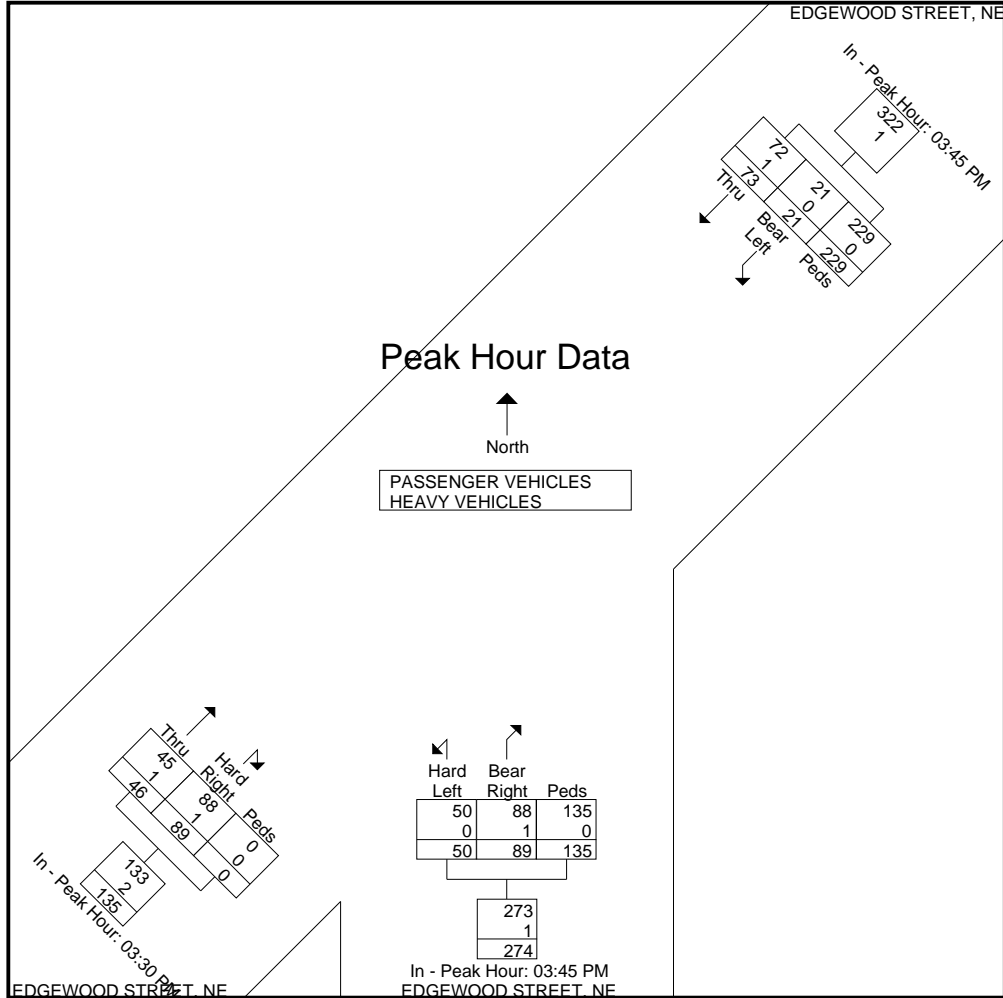
EDGEWOOD STREET AND EDGEWOOD STREET, NE - PM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 03:45 PM | | | | 03:45 PM | | | | 03:30 PM | | | | |
| +0 mins. | 16 | 1 | 34 | 51 | 9 | 5 | 15 | 29 | 21 | 12 | 0 | 33 | |
| +15 mins. | 30 | 7 | 135 | 172 | 41 | 10 | 74 | 125 | 31 | 14 | 0 | 45 | |
| +30 mins. | 16 | 8 | 49 | 73 | 21 | 13 | 29 | 63 | 13 | 13 | 0 | 26 | |
| +45 mins. | 11 | 5 | 11 | 27 | 18 | 22 | 17 | 57 | 24 | 7 | 0 | 31 | |
| Total Volume | 73 | 21 | 229 | 323 | 89 | 50 | 135 | 274 | 89 | 46 | 0 | 135 | |
| % App. Total | 22.6 | 6.5 | 70.9 | | 32.5 | 18.2 | 49.3 | | 65.9 | 34.1 | 0 | | |
| PHF | .608 | .656 | .424 | .469 | .543 | .568 | .456 | .548 | .718 | .821 | .000 | .750 | |
| PASSENGER VEHICLES | 72 | 21 | 229 | 322 | 88 | 50 | 135 | 273 | 88 | 45 | 0 | 133 | |
| % PASSENGER VEHICLES | 98.6 | 100 | 100 | 99.7 | 98.9 | 100 | 100 | 99.6 | 98.9 | 97.8 | 0 | 98.5 | |
| HEAVY VEHICLES | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | |
| % HEAVY VEHICLES | 1.4 | 0 | 0 | 0.3 | 1.1 | 0 | 0 | 0.4 | 1.1 | 2.2 | 0 | 1.5 | |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: AM PEAK

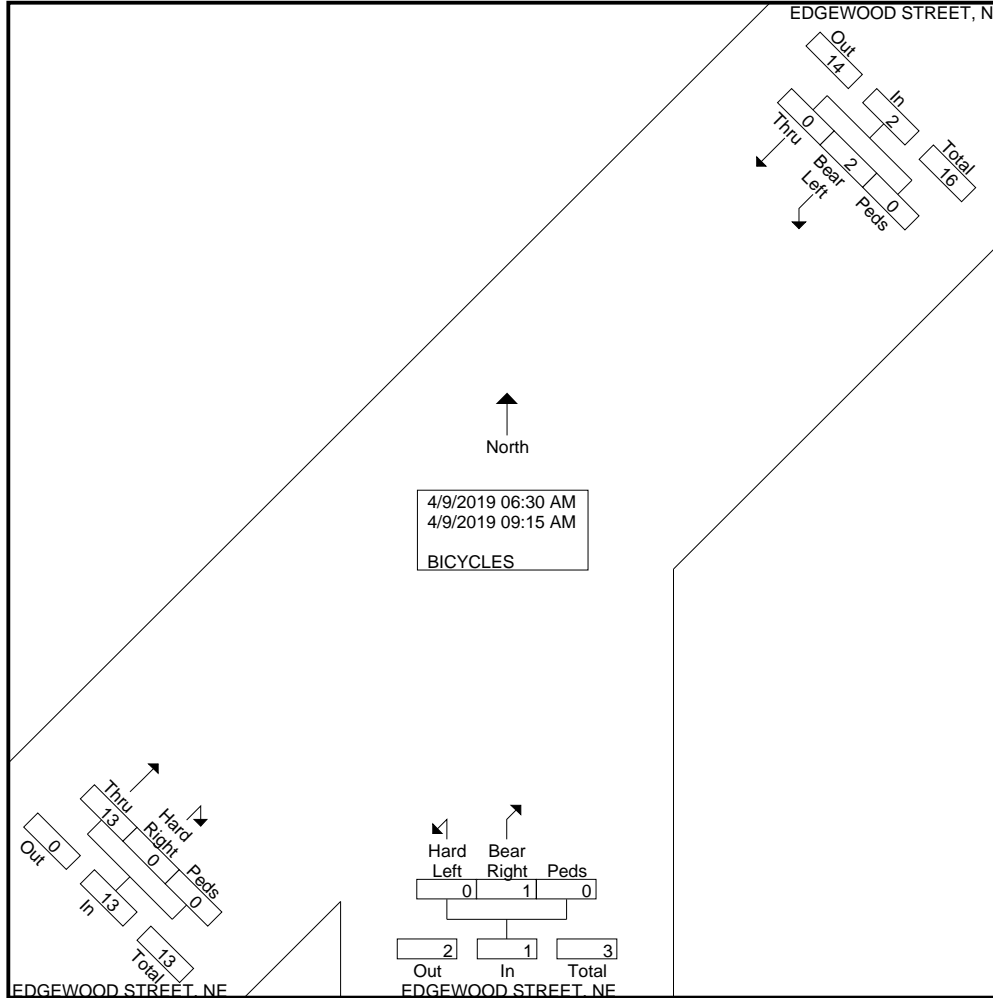
Groups Printed- BICYCLES

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total | |
|-------------|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|----|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | | |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 7 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Grand Total | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 13 | 16 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | |
| Total % | 0 | 12.5 | 0 | 12.5 | 6.2 | 0 | 0 | 6.2 | 0 | 0 | 81.2 | 0 | 81.2 | |

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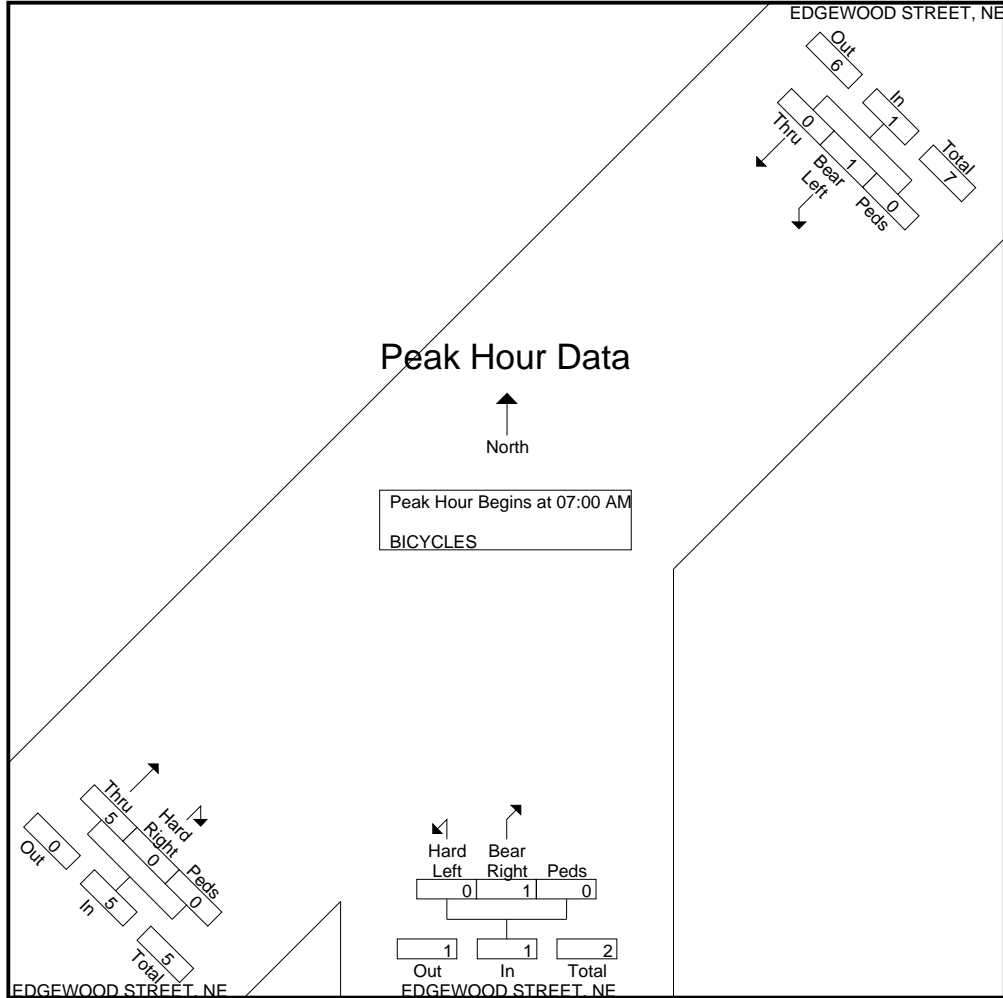
EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: AM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total | |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 7 |
| % App. Total | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 100 |
| PHF | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .250 | .000 | .000 | .625 | .000 | .625 | .875 |

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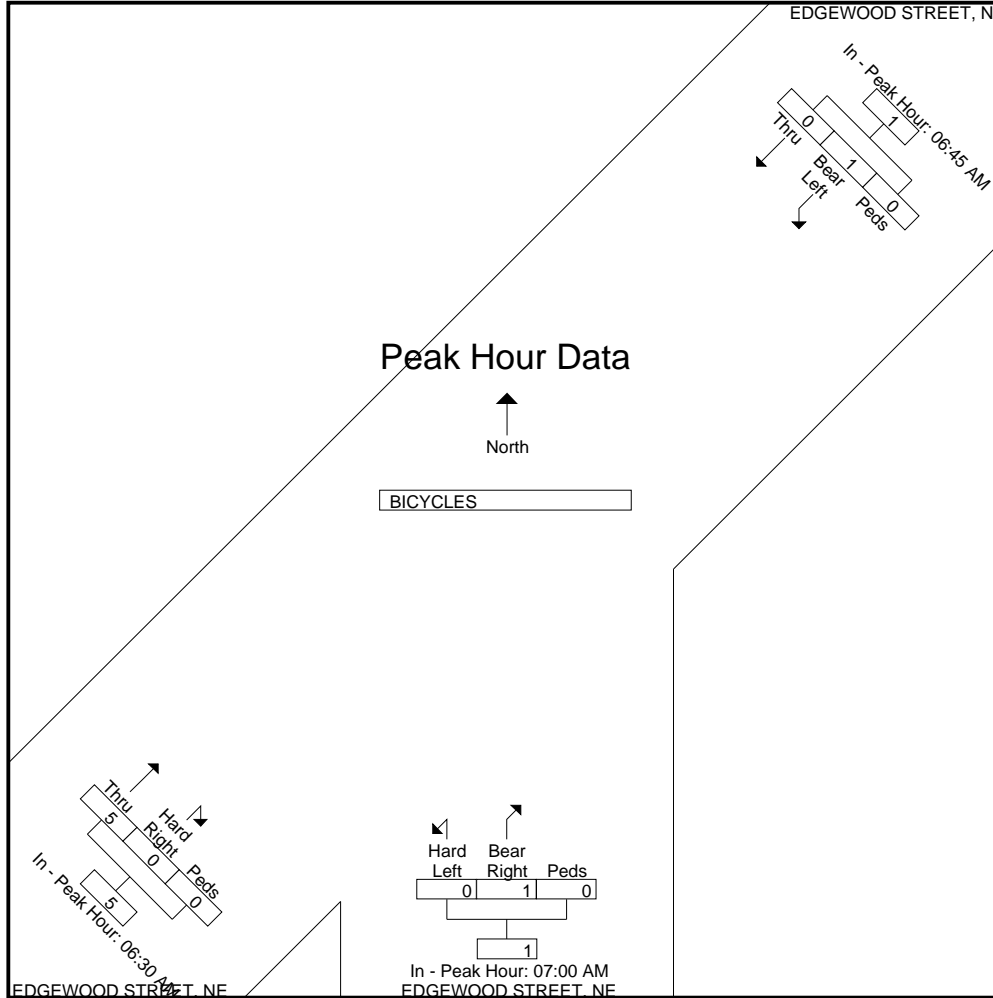
EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: AM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total | |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|--|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | |
| | 06:45 AM | | | | 07:00 AM | | | | 06:30 AM | | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| +45 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | | |
| PHF | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .250 | .000 | .625 | .000 | .625 | | |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: PM PEAK

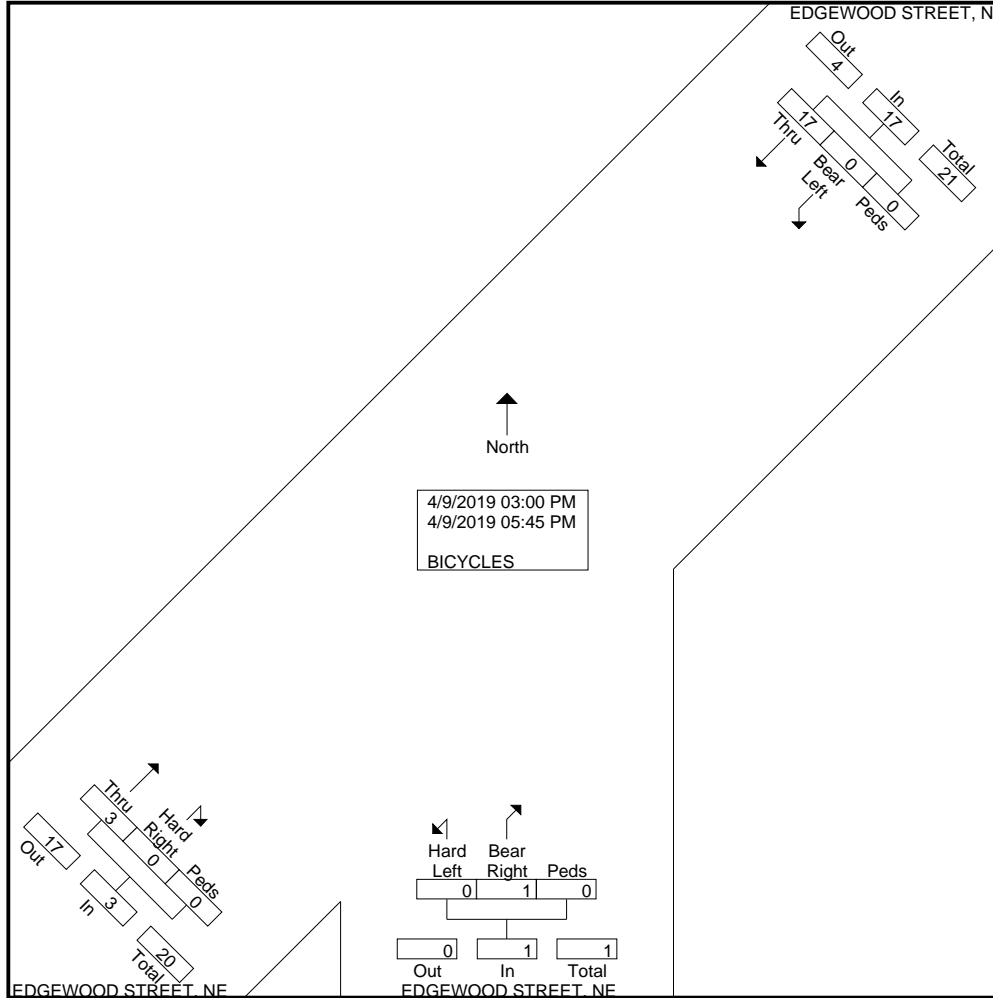
Groups Printed- BICYCLES

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|-------------|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| 03:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| Grand Total | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 21 |
| Apprch % | 100 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 81 | 0 | 0 | 81 | 4.8 | 0 | 0 | 4.8 | 0 | 14.3 | 0 | 14.3 | |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: PM PEAK



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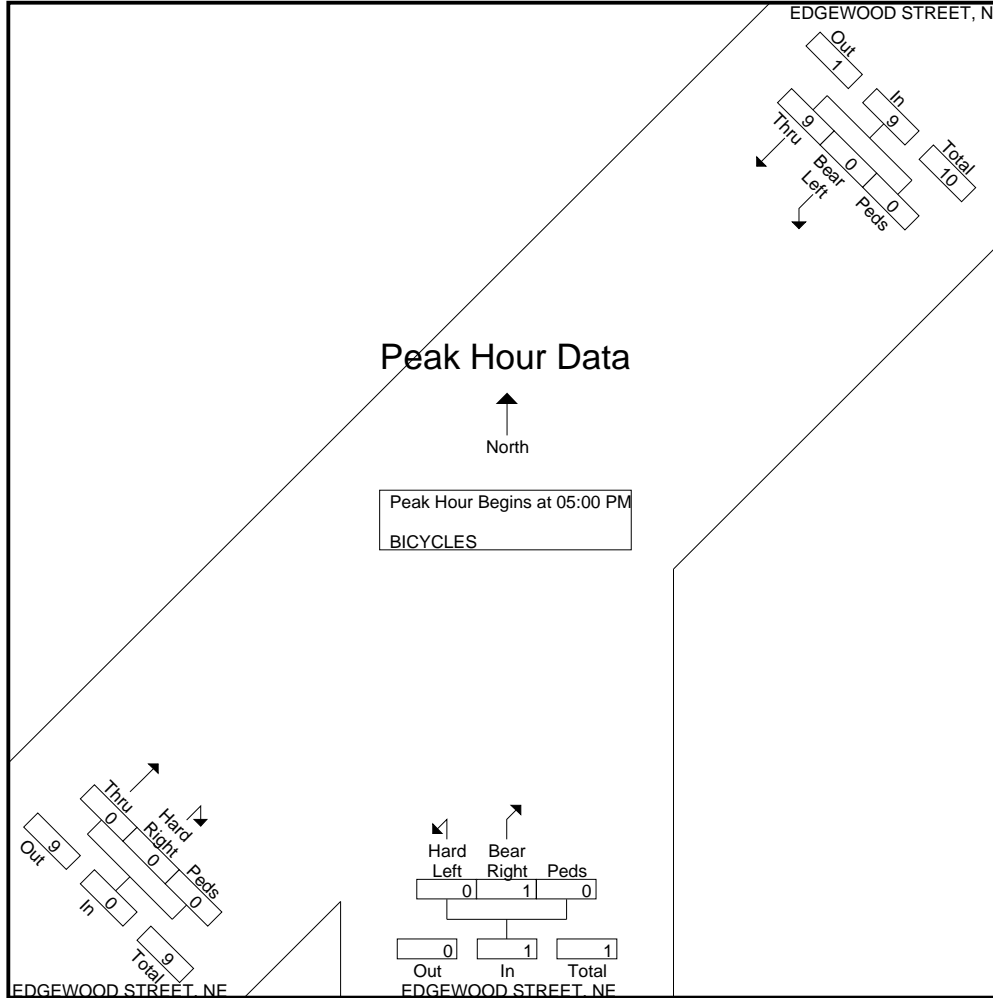
EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: PM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 100 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .375 | .000 | .000 | .375 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .417 |

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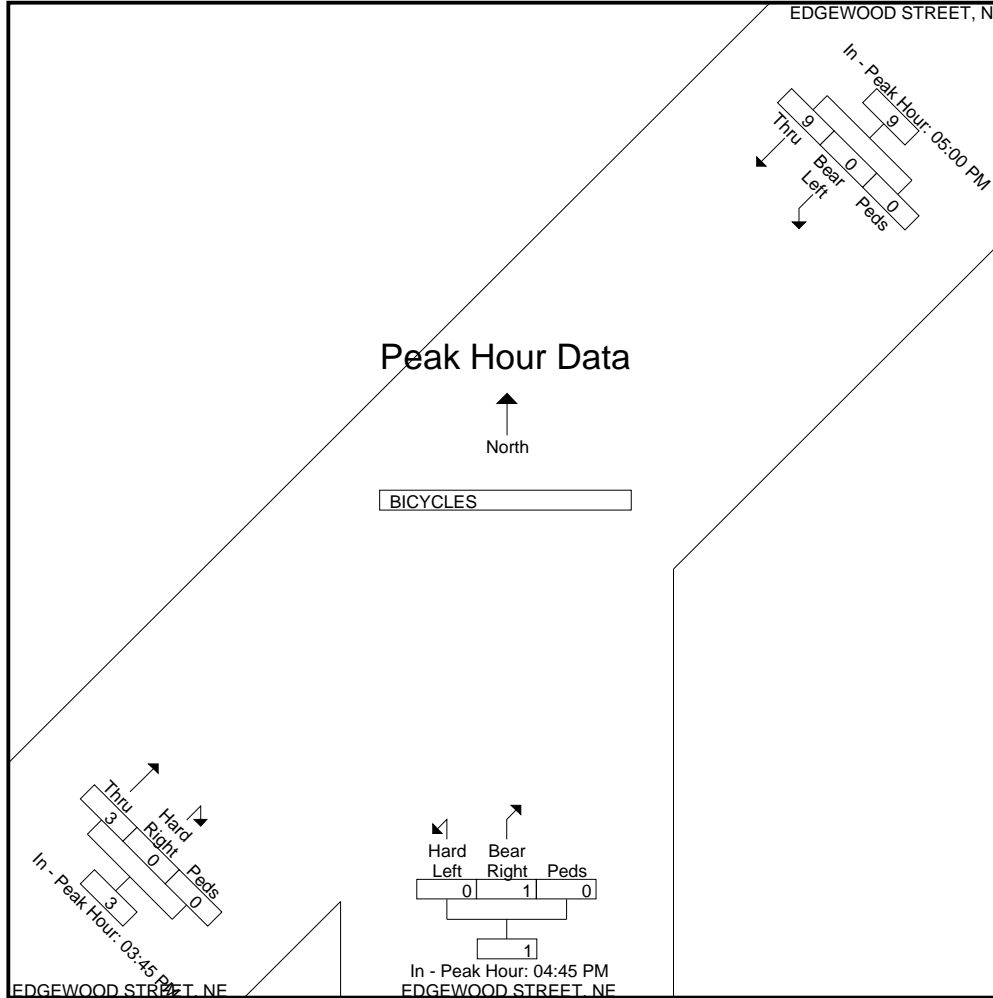
EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: PM PEAK

| Start Time | EDGEWOOD STREET, NE From Northeast | | | | EDGEWOOD STREET, NE From South | | | | EDGEWOOD STREET, NE From Southwest | | | | Int. Total | |
|--|---------------------------------------|-----------|------|------------|-----------------------------------|-----------|------|------------|---------------------------------------|------|------|------------|------------|--|
| | Thru | Bear Left | Peds | App. Total | Bear Right | Hard Left | Peds | App. Total | Hard Right | Thru | Peds | App. Total | | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 04:45 PM | | | | 03:45 PM | | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +45 mins. | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Total Volume | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | |
| % App. Total | 100 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | | |
| PHF | .375 | .000 | .000 | .375 | .250 | .000 | .000 | .250 | .000 | .750 | .000 | .750 | | |

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EDGEWOOD STREET AND EDGEWOOD STREET, NE - BIKES: PM PEAK



Appendix E

Edgewood Street, 8th Street and Hamlin Street, NE

Prepared by



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Prepared for

Kimley-Horn and The District Department of Transportation

Weekday Traffic Data Collection

Turning Movement Count

April 26, 2019

Introduction

Cube Root provides this report to The District Department of Transportation (DDOT) and Kimley-Horn with Turning Movement Count (TMC) data obtained on April 9, 2019 between the hours of 6:30 AM – 9:30 AM and 3:00 PM – 6:00 PM, at the intersection of Edgewood Street, 8th Street and Hamlin Street, NE. Figure 1 present a map indicating the location of the study with respect to the surrounding roadway network.

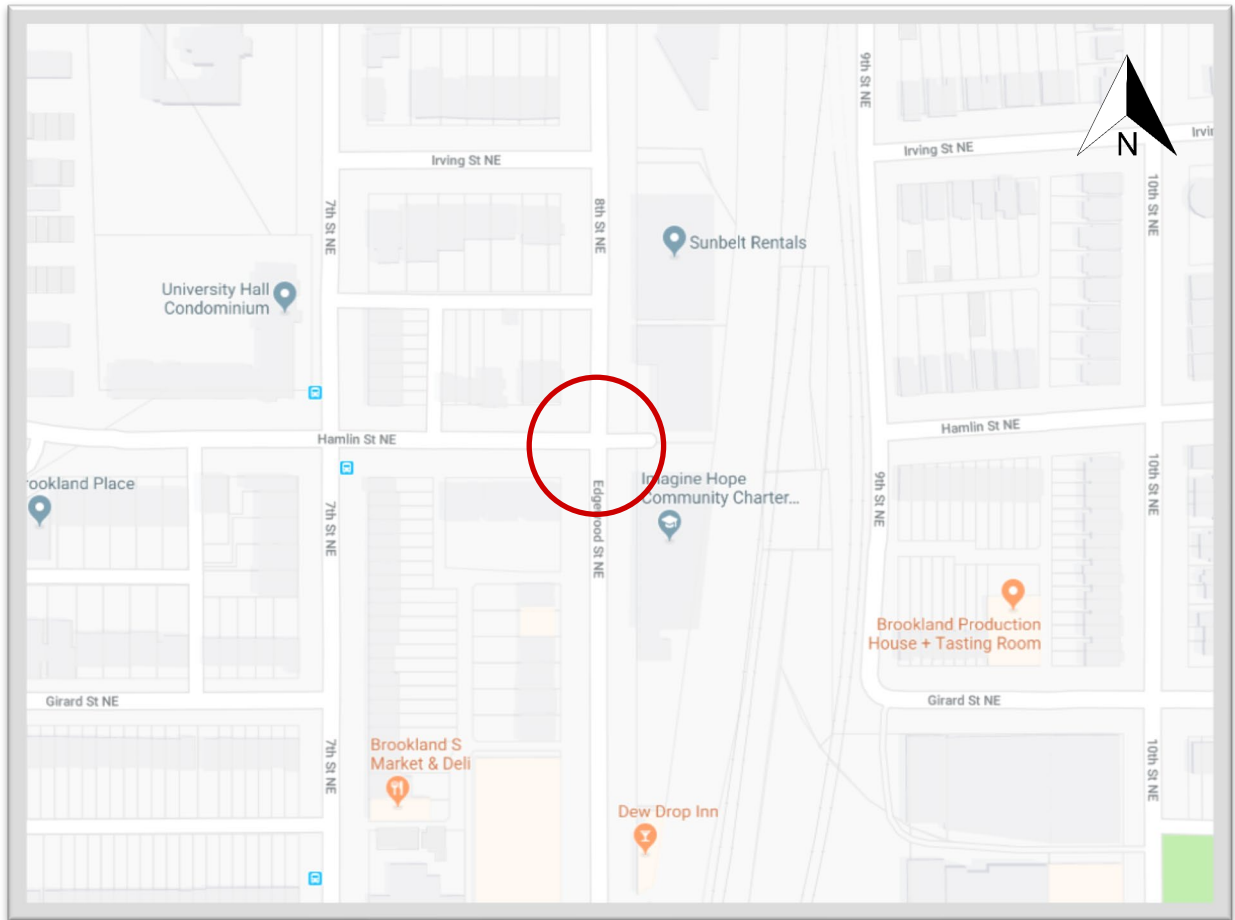


Figure 1: Map of Study Location

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - AM PEAK

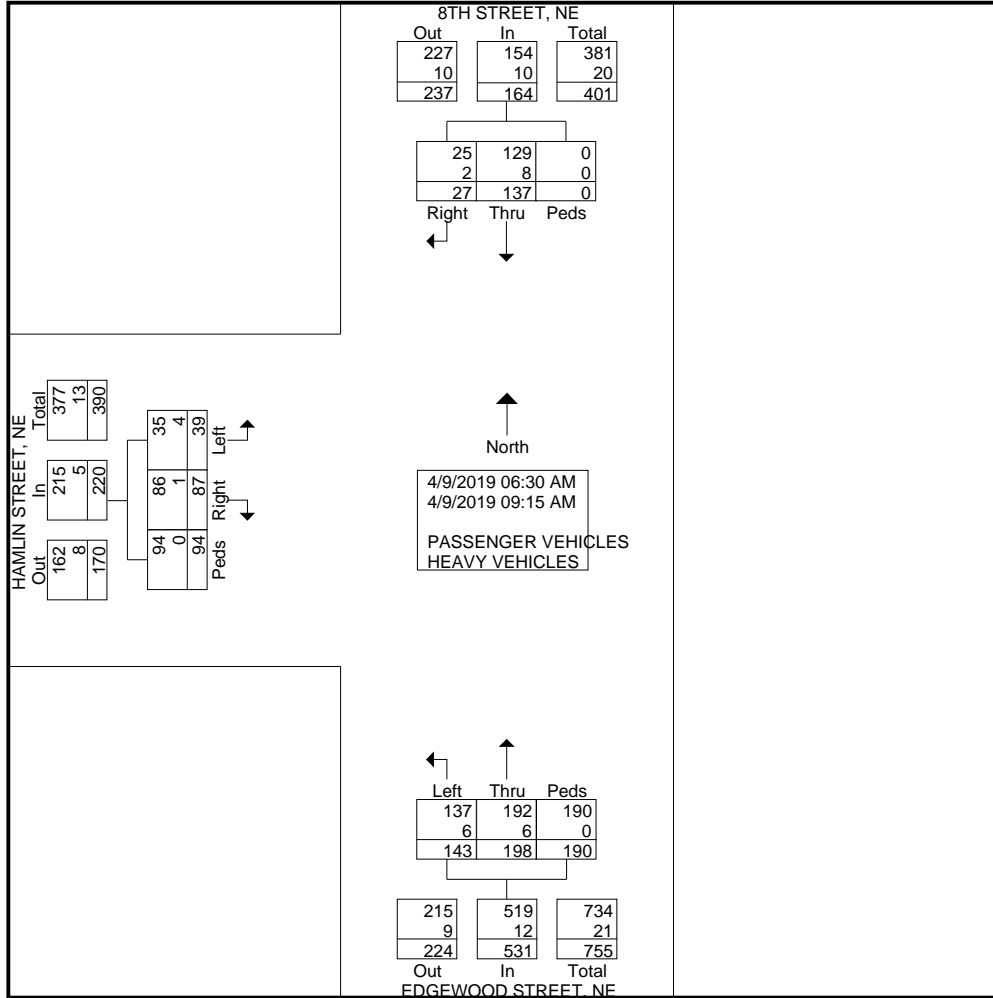
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|----------------------|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| 06:30 AM | 2 | 36 | 0 | 38 | 35 | 38 | 32 | 105 | 13 | 5 | 9 | 27 | 170 |
| 06:45 AM | 2 | 33 | 0 | 35 | 56 | 40 | 60 | 156 | 29 | 7 | 19 | 55 | 246 |
| Total | 4 | 69 | 0 | 73 | 91 | 78 | 92 | 261 | 42 | 12 | 28 | 82 | 416 |
| 07:00 AM | 8 | 10 | 0 | 18 | 31 | 31 | 36 | 98 | 17 | 9 | 10 | 36 | 152 |
| 07:15 AM | 2 | 10 | 0 | 12 | 19 | 9 | 35 | 63 | 7 | 1 | 12 | 20 | 95 |
| 07:30 AM | 3 | 10 | 0 | 13 | 10 | 12 | 7 | 29 | 10 | 1 | 10 | 21 | 63 |
| 07:45 AM | 2 | 6 | 0 | 8 | 12 | 2 | 9 | 23 | 1 | 0 | 7 | 8 | 39 |
| Total | 15 | 36 | 0 | 51 | 72 | 54 | 87 | 213 | 35 | 11 | 39 | 85 | 349 |
| 08:00 AM | 4 | 7 | 0 | 11 | 7 | 5 | 4 | 16 | 4 | 6 | 5 | 15 | 42 |
| 08:15 AM | 0 | 10 | 0 | 10 | 7 | 0 | 4 | 11 | 2 | 1 | 6 | 9 | 30 |
| 08:30 AM | 2 | 3 | 0 | 5 | 4 | 2 | 2 | 8 | 0 | 2 | 3 | 5 | 18 |
| 08:45 AM | 1 | 6 | 0 | 7 | 5 | 3 | 0 | 8 | 2 | 4 | 5 | 11 | 26 |
| Total | 7 | 26 | 0 | 33 | 23 | 10 | 10 | 43 | 8 | 13 | 19 | 40 | 116 |
| 09:00 AM | 1 | 2 | 0 | 3 | 5 | 1 | 0 | 6 | 0 | 0 | 5 | 5 | 14 |
| 09:15 AM | 0 | 4 | 0 | 4 | 7 | 0 | 1 | 8 | 2 | 3 | 3 | 8 | 20 |
| Grand Total | 27 | 137 | 0 | 164 | 198 | 143 | 190 | 531 | 87 | 39 | 94 | 220 | 915 |
| Apprch % | 16.5 | 83.5 | 0 | | 37.3 | 26.9 | 35.8 | | 39.5 | 17.7 | 42.7 | | |
| Total % | 3 | 15 | 0 | 17.9 | 21.6 | 15.6 | 20.8 | 58 | 9.5 | 4.3 | 10.3 | 24 | |
| PASSENGER VEHICLES | 25 | 129 | 0 | 154 | 192 | 137 | 190 | 519 | 86 | 35 | 94 | 215 | 888 |
| % PASSENGER VEHICLES | 92.6 | 94.2 | 0 | 93.9 | 97 | 95.8 | 100 | 97.7 | 98.9 | 89.7 | 100 | 97.7 | 97 |
| HEAVY VEHICLES | 2 | 8 | 0 | 10 | 6 | 6 | 0 | 12 | 1 | 4 | 0 | 5 | 27 |
| % HEAVY VEHICLES | 7.4 | 5.8 | 0 | 6.1 | 3 | 4.2 | 0 | 2.3 | 1.1 | 10.3 | 0 | 2.3 | 3 |

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - AM PEAK



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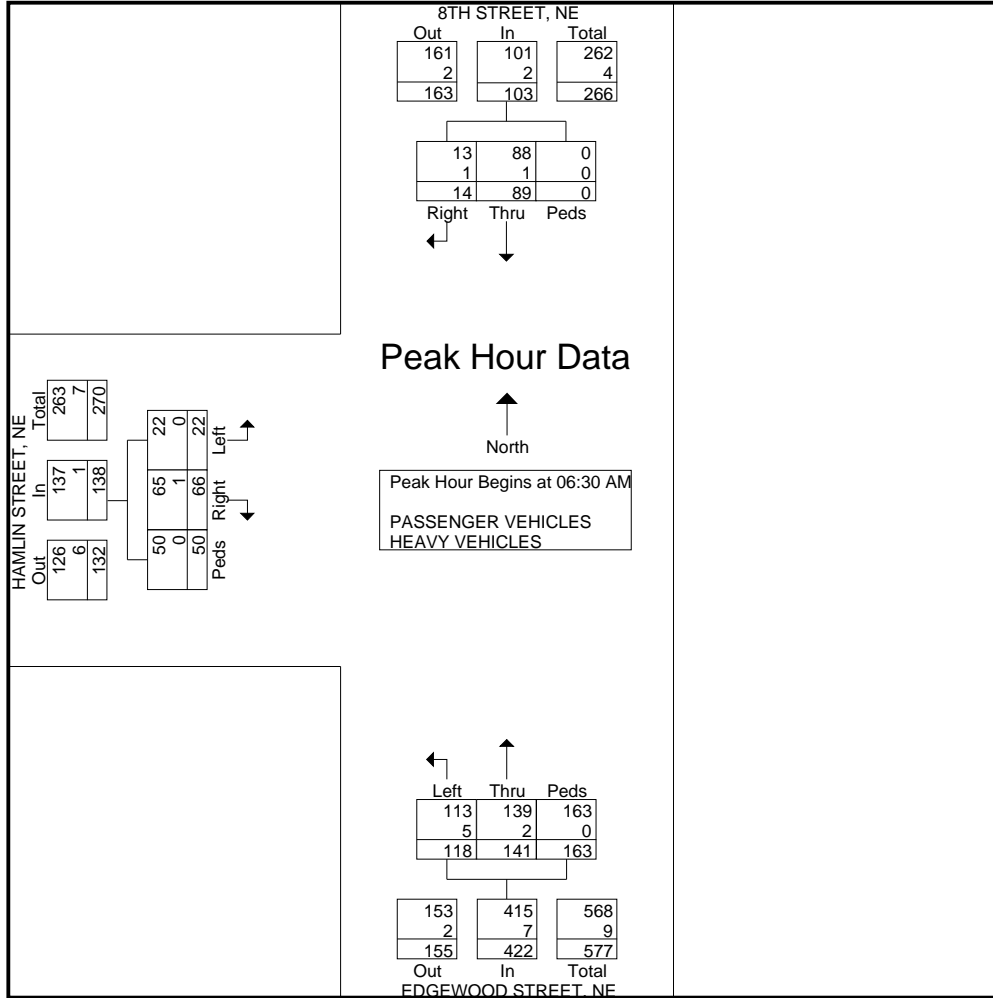
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - AM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:30 AM | | | | | | | | | | | | | |
| 06:30 AM | 2 | 36 | 0 | 38 | 35 | 38 | 32 | 105 | 13 | 5 | 9 | 27 | 170 |
| 06:45 AM | 2 | 33 | 0 | 35 | 56 | 40 | 60 | 156 | 29 | 7 | 19 | 55 | 246 |
| 07:00 AM | 8 | 10 | 0 | 18 | 31 | 31 | 36 | 98 | 17 | 9 | 10 | 36 | 152 |
| 07:15 AM | 2 | 10 | 0 | 12 | 19 | 9 | 35 | 63 | 7 | 1 | 12 | 20 | 95 |
| Total Volume | 14 | 89 | 0 | 103 | 141 | 118 | 163 | 422 | 66 | 22 | 50 | 138 | 663 |
| % App. Total | 13.6 | 86.4 | 0 | | 33.4 | 28 | 38.6 | | 47.8 | 15.9 | 36.2 | | |
| PHF | .438 | .618 | .000 | .678 | .629 | .738 | .679 | .676 | .569 | .611 | .658 | .627 | .674 |
| PASSENGER VEHICLES | 13 | 88 | 0 | 101 | 139 | 113 | 163 | 415 | 65 | 22 | 50 | 137 | 653 |
| % PASSENGER VEHICLES | 92.9 | 98.9 | 0 | 98.1 | 98.6 | 95.8 | 100 | 98.3 | 98.5 | 100 | 100 | 99.3 | 98.5 |
| HEAVY VEHICLES | 1 | 1 | 0 | 2 | 2 | 5 | 0 | 7 | 1 | 0 | 0 | 1 | 10 |
| % HEAVY VEHICLES | 7.1 | 1.1 | 0 | 1.9 | 1.4 | 4.2 | 0 | 1.7 | 1.5 | 0 | 0 | 0.7 | 1.5 |

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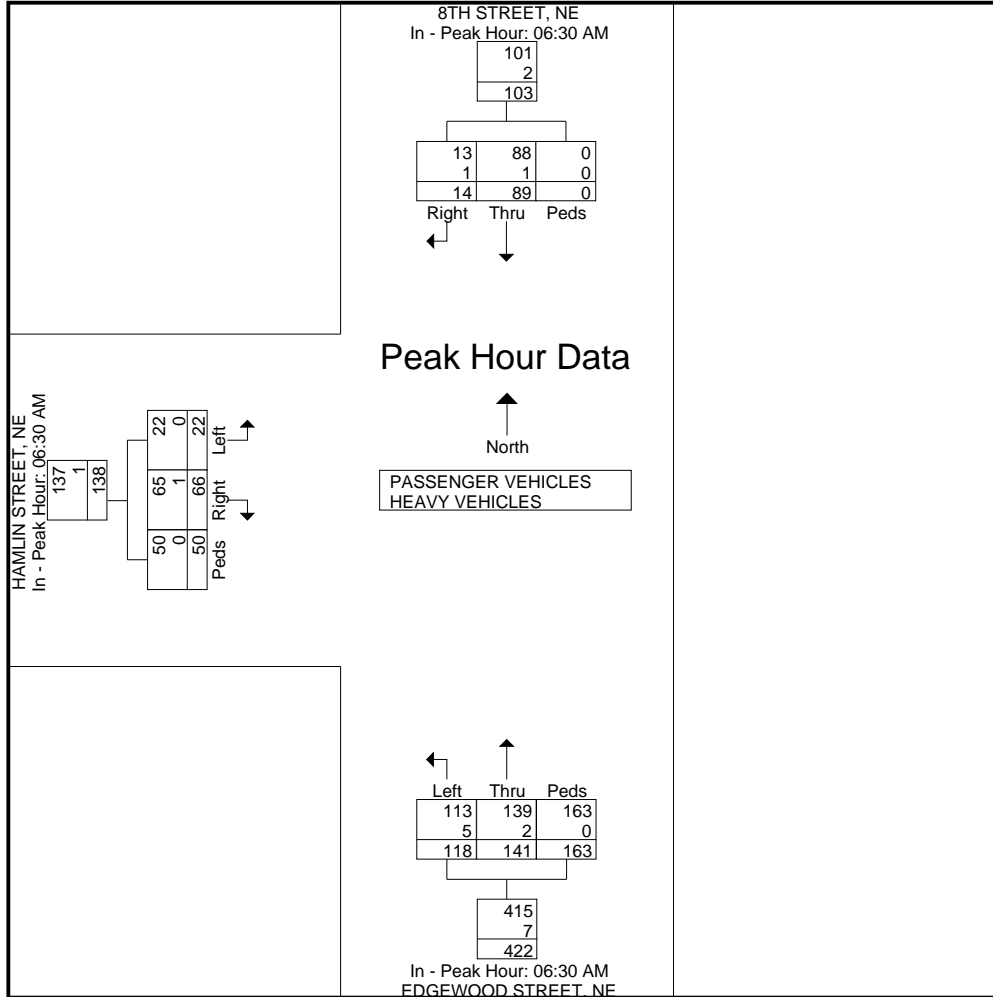
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - AM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 06:30 AM | | | | 06:30 AM | | | | 06:30 AM | | | | |
| +0 mins. | 2 | 36 | 0 | 38 | 35 | 38 | 32 | 105 | 13 | 5 | 9 | 27 | |
| +15 mins. | 2 | 33 | 0 | 35 | 56 | 40 | 60 | 156 | 29 | 7 | 19 | 55 | |
| +30 mins. | 8 | 10 | 0 | 18 | 31 | 31 | 36 | 98 | 17 | 9 | 10 | 36 | |
| +45 mins. | 2 | 10 | 0 | 12 | 19 | 9 | 35 | 63 | 7 | 1 | 12 | 20 | |
| Total Volume | 14 | 89 | 0 | 103 | 141 | 118 | 163 | 422 | 66 | 22 | 50 | 138 | |
| % App. Total | 13.6 | 86.4 | 0 | | 33.4 | 28 | 38.6 | | 47.8 | 15.9 | 36.2 | | |
| PHF | .438 | .618 | .000 | .678 | .629 | .738 | .679 | .676 | .569 | .611 | .658 | .627 | |
| PASSENGER VEHICLES | 13 | 88 | 0 | 101 | 139 | 113 | 163 | 415 | 65 | 22 | 50 | 137 | |
| % PASSENGER VEHICLES | 92.9 | 98.9 | 0 | 98.1 | 98.6 | 95.8 | 100 | 98.3 | 98.5 | 100 | 100 | 99.3 | |
| HEAVY VEHICLES | 1 | 1 | 0 | 2 | 2 | 5 | 0 | 7 | 1 | 0 | 0 | 1 | |
| % HEAVY VEHICLES | 7.1 | 1.1 | 0 | 1.9 | 1.4 | 4.2 | 0 | 1.7 | 1.5 | 0 | 0 | 0.7 | |

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - PM PEAK

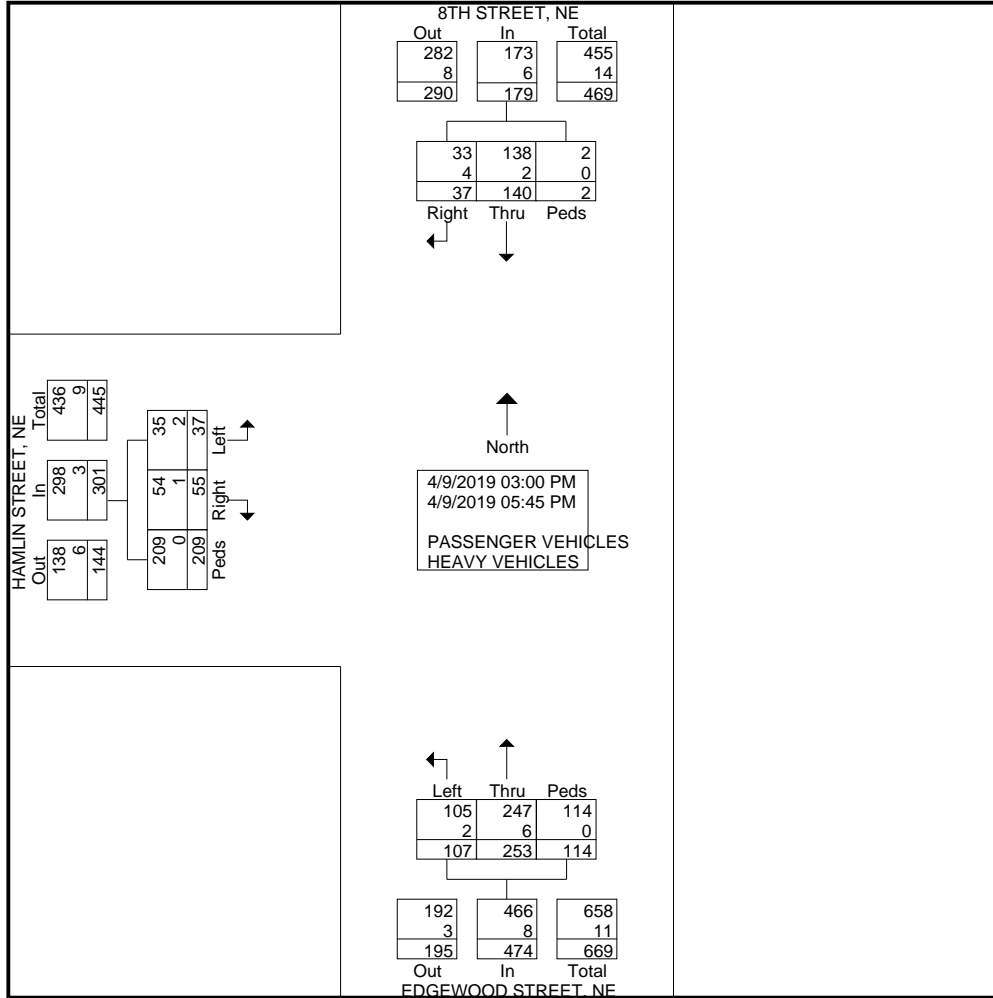
Groups Printed- PASSENGER VEHICLES - HEAVY VEHICLES

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|----------------------|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| 03:00 PM | 6 | 15 | 1 | 22 | 53 | 35 | 45 | 133 | 7 | 7 | 48 | 62 | 217 |
| 03:15 PM | 2 | 12 | 1 | 15 | 35 | 20 | 9 | 64 | 6 | 3 | 16 | 25 | 104 |
| 03:30 PM | 3 | 12 | 0 | 15 | 29 | 7 | 7 | 43 | 5 | 4 | 21 | 30 | 88 |
| 03:45 PM | 4 | 10 | 0 | 14 | 12 | 5 | 6 | 23 | 9 | 2 | 9 | 20 | 57 |
| Total | 15 | 49 | 2 | 66 | 129 | 67 | 67 | 263 | 27 | 16 | 94 | 137 | 466 |
| 04:00 PM | 0 | 8 | 0 | 8 | 19 | 7 | 4 | 30 | 3 | 0 | 12 | 15 | 53 |
| 04:15 PM | 3 | 17 | 0 | 20 | 12 | 5 | 16 | 33 | 3 | 3 | 23 | 29 | 82 |
| 04:30 PM | 3 | 10 | 0 | 13 | 24 | 5 | 5 | 34 | 4 | 5 | 4 | 13 | 60 |
| 04:45 PM | 3 | 16 | 0 | 19 | 24 | 7 | 6 | 37 | 7 | 2 | 20 | 29 | 85 |
| Total | 9 | 51 | 0 | 60 | 79 | 24 | 31 | 134 | 17 | 10 | 59 | 86 | 280 |
| 05:00 PM | 6 | 12 | 0 | 18 | 18 | 11 | 10 | 39 | 6 | 4 | 21 | 31 | 88 |
| 05:15 PM | 3 | 12 | 0 | 15 | 6 | 4 | 3 | 13 | 1 | 2 | 15 | 18 | 46 |
| 05:30 PM | 3 | 9 | 0 | 12 | 13 | 1 | 1 | 15 | 3 | 2 | 11 | 16 | 43 |
| 05:45 PM | 1 | 7 | 0 | 8 | 8 | 0 | 2 | 10 | 1 | 3 | 9 | 13 | 31 |
| Total | 13 | 40 | 0 | 53 | 45 | 16 | 16 | 77 | 11 | 11 | 56 | 78 | 208 |
| Grand Total | 37 | 140 | 2 | 179 | 253 | 107 | 114 | 474 | 55 | 37 | 209 | 301 | 954 |
| Apprch % | 20.7 | 78.2 | 1.1 | | 53.4 | 22.6 | 24.1 | | 18.3 | 12.3 | 69.4 | | |
| Total % | 3.9 | 14.7 | 0.2 | 18.8 | 26.5 | 11.2 | 11.9 | 49.7 | 5.8 | 3.9 | 21.9 | 31.6 | |
| PASSENGER VEHICLES | 33 | 138 | 2 | 173 | 247 | 105 | 114 | 466 | 54 | 35 | 209 | 298 | 937 |
| % PASSENGER VEHICLES | 89.2 | 98.6 | 100 | 96.6 | 97.6 | 98.1 | 100 | 98.3 | 98.2 | 94.6 | 100 | 99 | 98.2 |
| HEAVY VEHICLES | 4 | 2 | 0 | 6 | 6 | 2 | 0 | 8 | 1 | 2 | 0 | 3 | 17 |
| % HEAVY VEHICLES | 10.8 | 1.4 | 0 | 3.4 | 2.4 | 1.9 | 0 | 1.7 | 1.8 | 5.4 | 0 | 1 | 1.8 |

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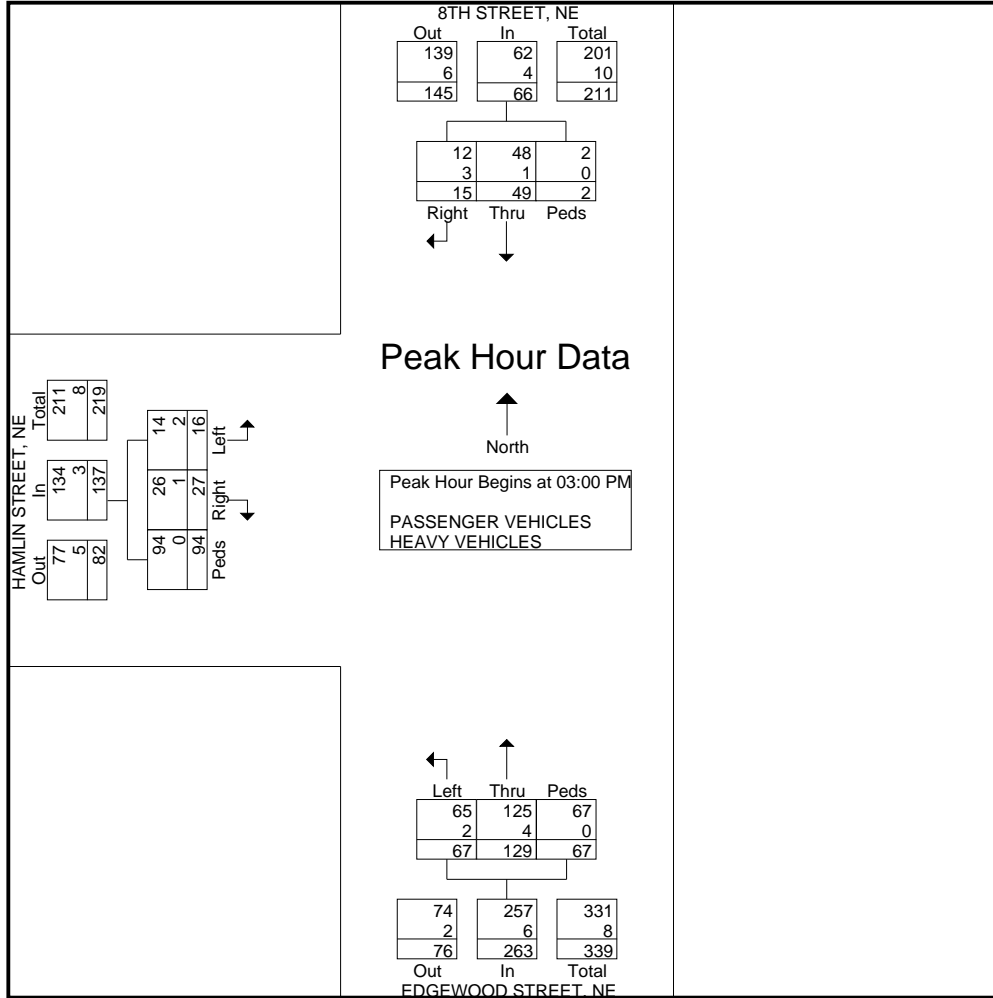
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - PM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 6 | 15 | 1 | 22 | 53 | 35 | 45 | 133 | 7 | 7 | 48 | 62 | 217 |
| 03:15 PM | 2 | 12 | 1 | 15 | 35 | 20 | 9 | 64 | 6 | 3 | 16 | 25 | 104 |
| 03:30 PM | 3 | 12 | 0 | 15 | 29 | 7 | 7 | 43 | 5 | 4 | 21 | 30 | 88 |
| 03:45 PM | 4 | 10 | 0 | 14 | 12 | 5 | 6 | 23 | 9 | 2 | 9 | 20 | 57 |
| Total Volume | 15 | 49 | 2 | 66 | 129 | 67 | 67 | 263 | 27 | 16 | 94 | 137 | 466 |
| % App. Total | 22.7 | 74.2 | 3 | | 49 | 25.5 | 25.5 | | 19.7 | 11.7 | 68.6 | | |
| PHF | .625 | .817 | .500 | .750 | .608 | .479 | .372 | .494 | .750 | .571 | .490 | .552 | .537 |
| PASSENGER VEHICLES | 12 | 48 | 2 | 62 | 125 | 65 | 67 | 257 | 26 | 14 | 94 | 134 | 453 |
| % PASSENGER VEHICLES | 80.0 | 98.0 | 100 | 93.9 | 96.9 | 97.0 | 100 | 97.7 | 96.3 | 87.5 | 100 | 97.8 | 97.2 |
| HEAVY VEHICLES | 3 | 1 | 0 | 4 | 4 | 2 | 0 | 6 | 1 | 2 | 0 | 3 | 13 |
| % HEAVY VEHICLES | 20.0 | 2.0 | 0 | 6.1 | 3.1 | 3.0 | 0 | 2.3 | 3.7 | 12.5 | 0 | 2.2 | 2.8 |

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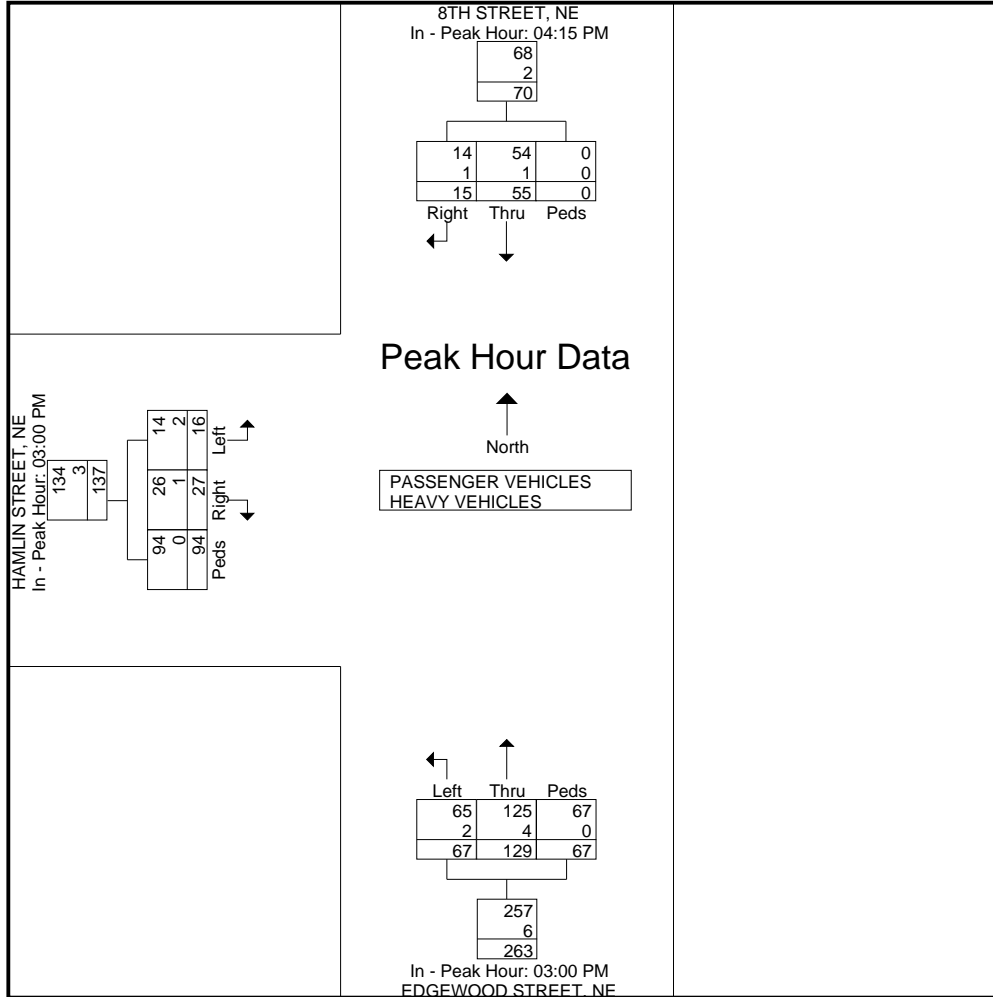
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - PM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 04:15 PM | | | | 03:00 PM | | | | 03:00 PM | | | | |
| +0 mins. | 3 | 17 | 0 | 20 | 53 | 35 | 45 | 133 | 7 | 7 | 48 | 62 | |
| +15 mins. | 3 | 10 | 0 | 13 | 35 | 20 | 9 | 64 | 6 | 3 | 16 | 25 | |
| +30 mins. | 3 | 16 | 0 | 19 | 29 | 7 | 7 | 43 | 5 | 4 | 21 | 30 | |
| +45 mins. | 6 | 12 | 0 | 18 | 12 | 5 | 6 | 23 | 9 | 2 | 9 | 20 | |
| Total Volume | 15 | 55 | 0 | 70 | 129 | 67 | 67 | 263 | 27 | 16 | 94 | 137 | |
| % App. Total | 21.4 | 78.6 | 0 | | 49 | 25.5 | 25.5 | | 19.7 | 11.7 | 68.6 | | |
| PHF | .625 | .809 | .000 | .875 | .608 | .479 | .372 | .494 | .750 | .571 | .490 | .552 | |
| PASSENGER VEHICLES | 14 | 54 | 0 | 68 | 125 | 65 | 67 | 257 | 26 | 14 | 94 | 134 | |
| % PASSENGER VEHICLES | 93.3 | 98.2 | 0 | 97.1 | 96.9 | 97 | 100 | 97.7 | 96.3 | 87.5 | 100 | 97.8 | |
| HEAVY VEHICLES | 1 | 1 | 0 | 2 | 4 | 2 | 0 | 6 | 1 | 2 | 0 | 3 | |
| % HEAVY VEHICLES | 6.7 | 1.8 | 0 | 2.9 | 3.1 | 3 | 0 | 2.3 | 3.7 | 12.5 | 0 | 2.2 | |

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: AM PEAK

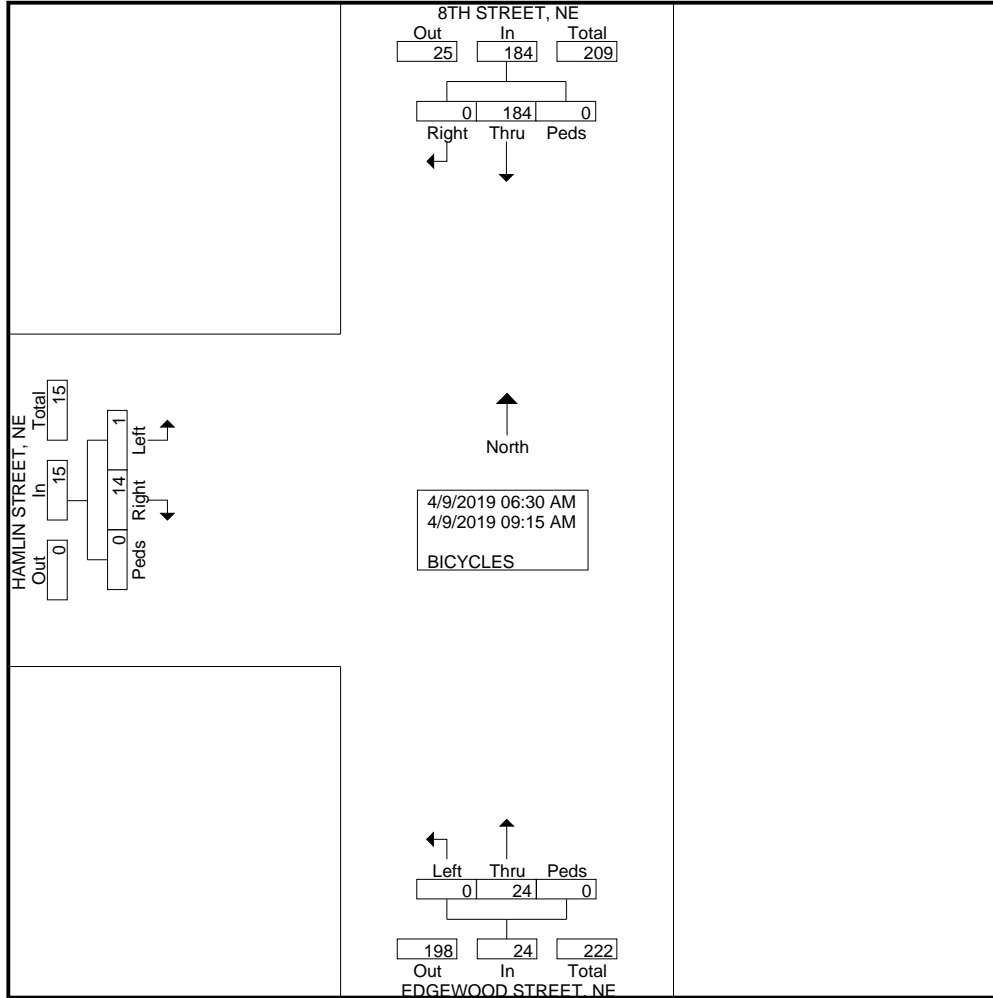
Groups Printed- BICYCLES

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|-------------|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| 06:30 AM | 0 | 21 | 0 | 21 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 24 |
| 06:45 AM | 0 | 17 | 0 | 17 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 20 |
| Total | 0 | 38 | 0 | 38 | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 44 |
| 07:00 AM | 0 | 20 | 0 | 20 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 24 |
| 07:15 AM | 0 | 27 | 0 | 27 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 5 | 33 |
| 07:30 AM | 0 | 25 | 0 | 25 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 4 | 32 |
| 07:45 AM | 0 | 30 | 0 | 30 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 33 |
| Total | 0 | 102 | 0 | 102 | 10 | 0 | 0 | 10 | 9 | 1 | 0 | 10 | 122 |
| 08:00 AM | 0 | 12 | 0 | 12 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 15 |
| 08:15 AM | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 08:30 AM | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 12 |
| 08:45 AM | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 33 | 0 | 33 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 41 |
| 09:00 AM | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 9 |
| 09:15 AM | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 7 |
| Grand Total | 0 | 184 | 0 | 184 | 24 | 0 | 0 | 24 | 14 | 1 | 0 | 15 | 223 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 93.3 | 6.7 | 0 | | |
| Total % | 0 | 82.5 | 0 | 82.5 | 10.8 | 0 | 0 | 10.8 | 6.3 | 0.4 | 0 | 6.7 | |

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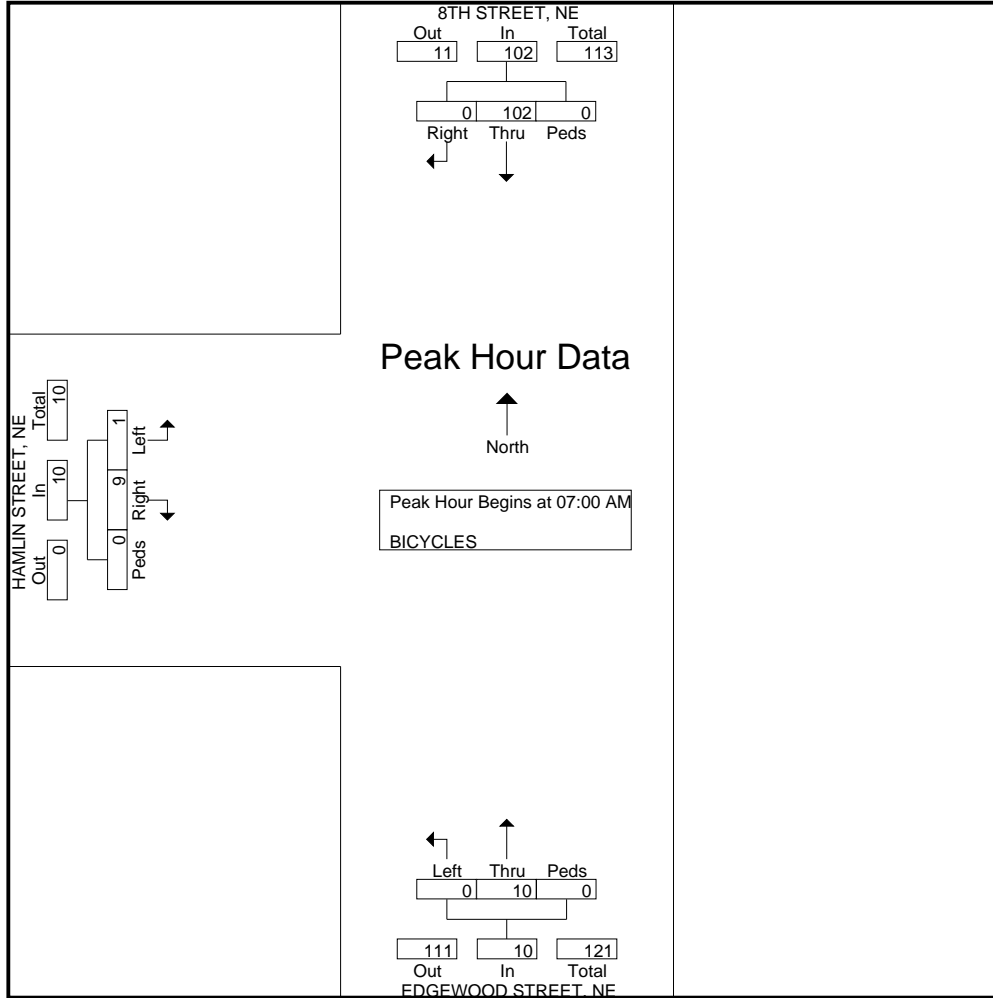
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: AM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | |
| 07:00 AM | 0 | 20 | 0 | 20 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 24 |
| 07:15 AM | 0 | 27 | 0 | 27 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 5 | 33 |
| 07:30 AM | 0 | 25 | 0 | 25 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 4 | 32 |
| 07:45 AM | 0 | 30 | 0 | 30 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 33 |
| Total Volume | 0 | 102 | 0 | 102 | 10 | 0 | 0 | 10 | 9 | 1 | 0 | 10 | 122 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 90 | 10 | 0 | | |
| PHF | .000 | .850 | .000 | .850 | .833 | .000 | .000 | .833 | .450 | .250 | .000 | .500 | .924 |

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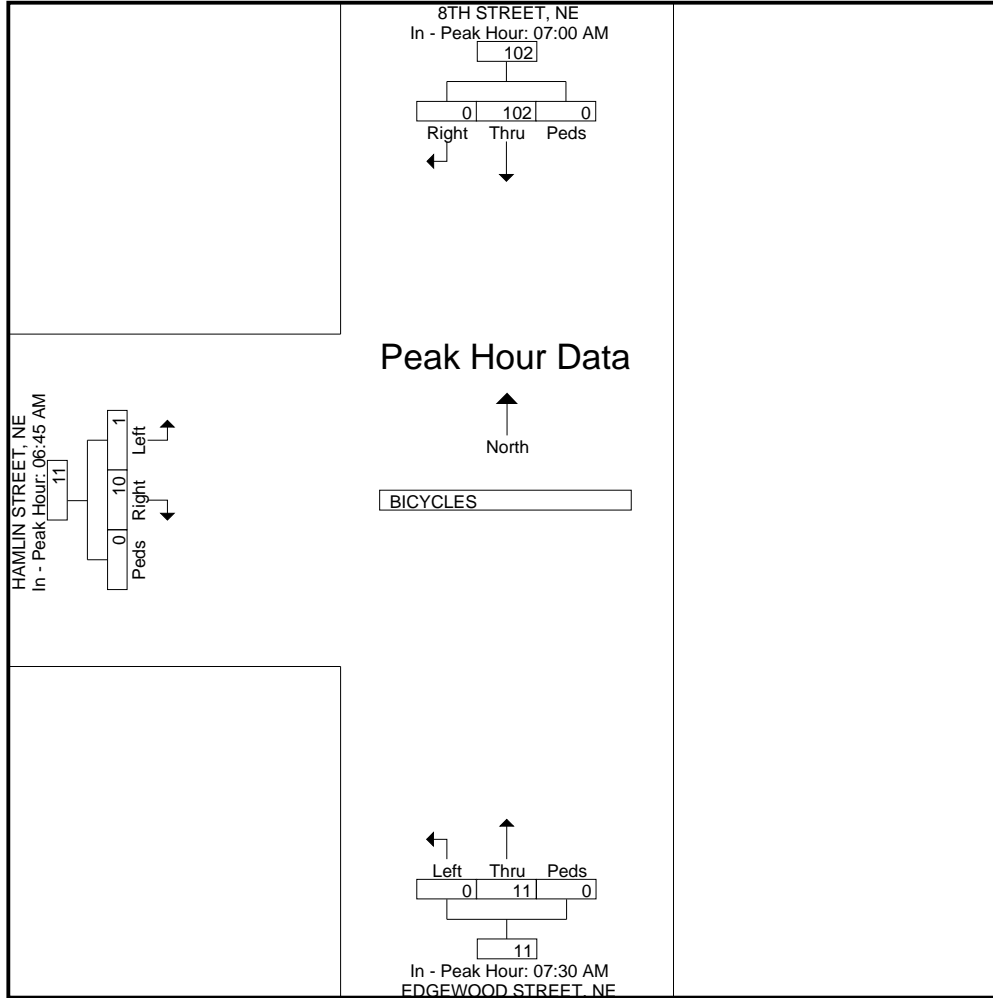
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: AM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:30 AM | | | | 06:45 AM | | | | |
| +0 mins. | 0 | 20 | 0 | 20 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | |
| +15 mins. | 0 | 27 | 0 | 27 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | |
| +30 mins. | 0 | 25 | 0 | 25 | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 5 | |
| +45 mins. | 0 | 30 | 0 | 30 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 4 | |
| Total Volume | 0 | 102 | 0 | 102 | 11 | 0 | 0 | 11 | 10 | 1 | 0 | 11 | |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 90.9 | 9.1 | 0 | | |
| PHF | .000 | .850 | .000 | .850 | .917 | .000 | .000 | .917 | .500 | .250 | .000 | .550 | |

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: PM PEAK

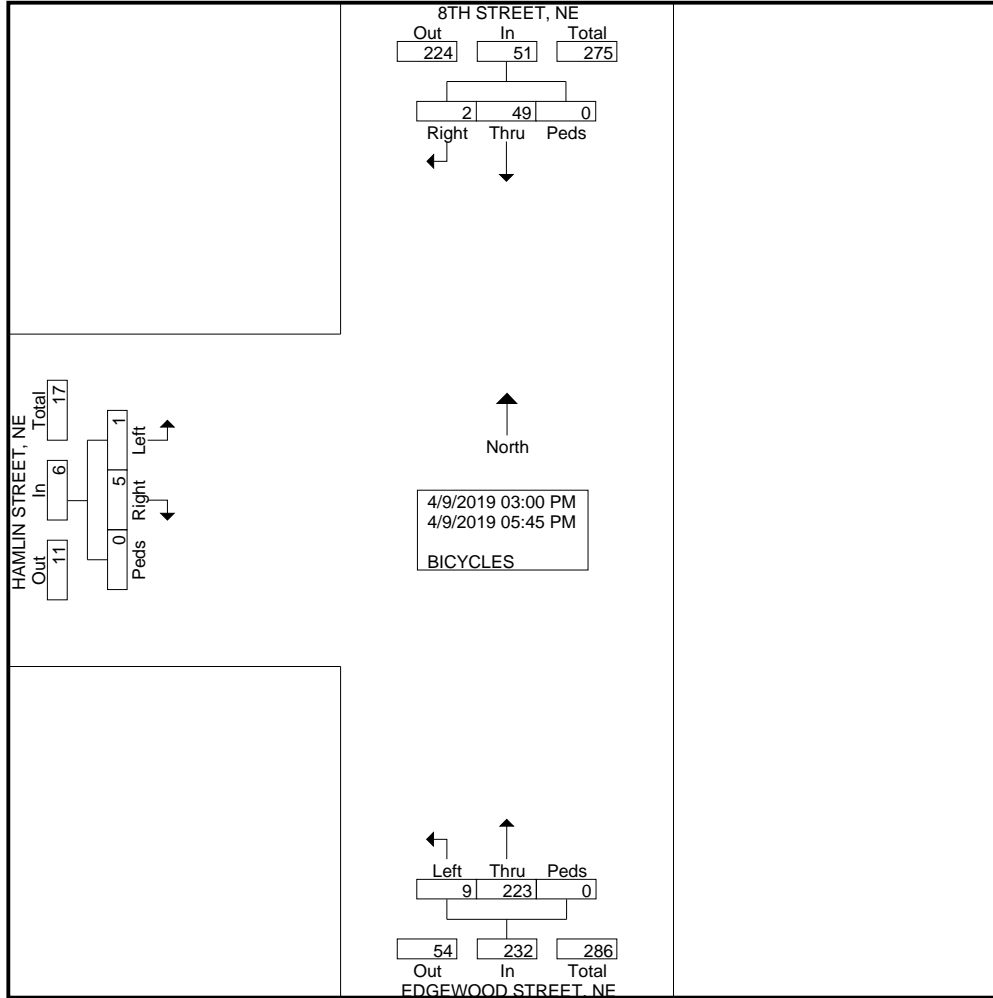
Groups Printed- BICYCLES

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|-------------|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| 03:00 PM | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| 03:15 PM | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 11 |
| 03:30 PM | 0 | 5 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 03:45 PM | 1 | 2 | 0 | 3 | 16 | 1 | 0 | 17 | 1 | 0 | 0 | 1 | 21 |
| Total | 1 | 9 | 0 | 10 | 37 | 1 | 0 | 38 | 2 | 0 | 0 | 2 | 50 |
| 04:00 PM | 0 | 5 | 0 | 5 | 13 | 0 | 0 | 13 | 1 | 1 | 0 | 2 | 20 |
| 04:15 PM | 0 | 4 | 0 | 4 | 28 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 33 |
| 04:30 PM | 0 | 5 | 0 | 5 | 31 | 4 | 0 | 35 | 0 | 0 | 0 | 0 | 40 |
| 04:45 PM | 0 | 8 | 0 | 8 | 27 | 1 | 0 | 28 | 2 | 0 | 0 | 2 | 38 |
| Total | 0 | 22 | 0 | 22 | 99 | 6 | 0 | 105 | 3 | 1 | 0 | 4 | 131 |
| 05:00 PM | 0 | 5 | 0 | 5 | 37 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 43 |
| 05:15 PM | 0 | 5 | 0 | 5 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 24 |
| 05:30 PM | 0 | 5 | 0 | 5 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 22 |
| 05:45 PM | 1 | 3 | 0 | 4 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 19 |
| Total | 1 | 18 | 0 | 19 | 87 | 2 | 0 | 89 | 0 | 0 | 0 | 0 | 108 |
| Grand Total | 2 | 49 | 0 | 51 | 223 | 9 | 0 | 232 | 5 | 1 | 0 | 6 | 289 |
| Apprch % | 3.9 | 96.1 | 0 | | 96.1 | 3.9 | 0 | | 83.3 | 16.7 | 0 | | |
| Total % | 0.7 | 17 | 0 | 17.6 | 77.2 | 3.1 | 0 | 80.3 | 1.7 | 0.3 | 0 | 2.1 | |

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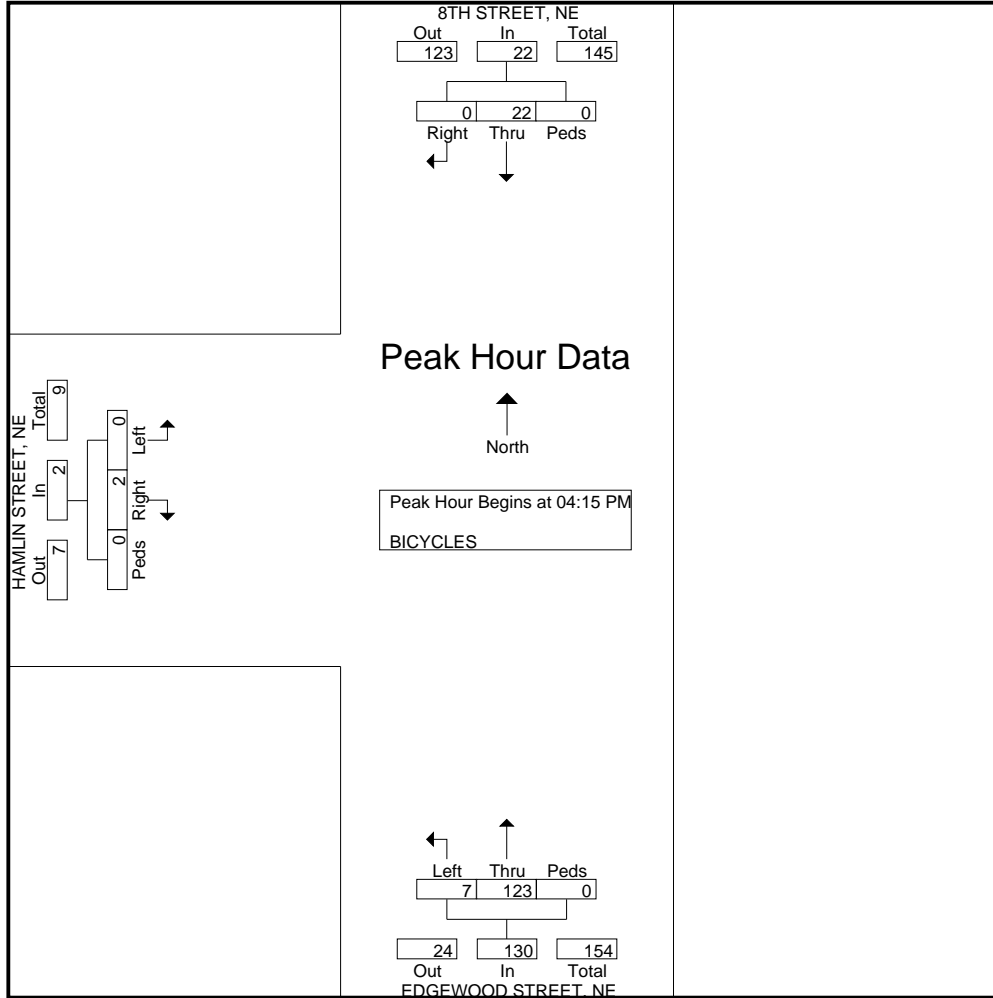
EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: PM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | |
| 04:15 PM | 0 | 4 | 0 | 4 | 28 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 33 |
| 04:30 PM | 0 | 5 | 0 | 5 | 31 | 4 | 0 | 35 | 0 | 0 | 0 | 0 | 40 |
| 04:45 PM | 0 | 8 | 0 | 8 | 27 | 1 | 0 | 28 | 2 | 0 | 0 | 2 | 38 |
| 05:00 PM | 0 | 5 | 0 | 5 | 37 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 0 | 22 | 0 | 22 | 123 | 7 | 0 | 130 | 2 | 0 | 0 | 2 | 154 |
| % App. Total | 0 | 100 | 0 | | 94.6 | 5.4 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .688 | .000 | .688 | .831 | .438 | .000 | .855 | .250 | .000 | .000 | .250 | .895 |

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EDGEWOOD STREET, 8TH STREET AND HAMLIN STREET, NE - BIKES: PM PEAK

| Start Time | 8TH STREET, NE From North | | | | EDGEWOOD STREET, NE From South | | | | HAMLIN STREET, NE From West | | | | Int. Total |
|--|------------------------------|------|------|------------|-----------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 04:30 PM | | | | 04:15 PM | | | | 03:15 PM | | | | |
| +0 mins. | 0 | 5 | 0 | 5 | 28 | 1 | 0 | 29 | 1 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 8 | 0 | 8 | 31 | 4 | 0 | 35 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 5 | 0 | 5 | 27 | 1 | 0 | 28 | 1 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 5 | 0 | 5 | 37 | 1 | 0 | 38 | 1 | 1 | 0 | 2 | 2 |
| Total Volume | 0 | 23 | 0 | 23 | 123 | 7 | 0 | 130 | 3 | 1 | 0 | 4 | 4 |
| % App. Total | 0 | 100 | 0 | | 94.6 | 5.4 | 0 | | 75 | 25 | 0 | | |
| PHF | .000 | .719 | .000 | .719 | .831 | .438 | .000 | .855 | .750 | .250 | .000 | .500 | |

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