



NORTH CAPITOL STREET NEEDS ASSESSMENT

JANUARY 2019

This report is brought to you by:



District Department of Transportation

NoMa Business Improvement District (NoMa BID) District Department of Transportation (DDOT)

With support from:

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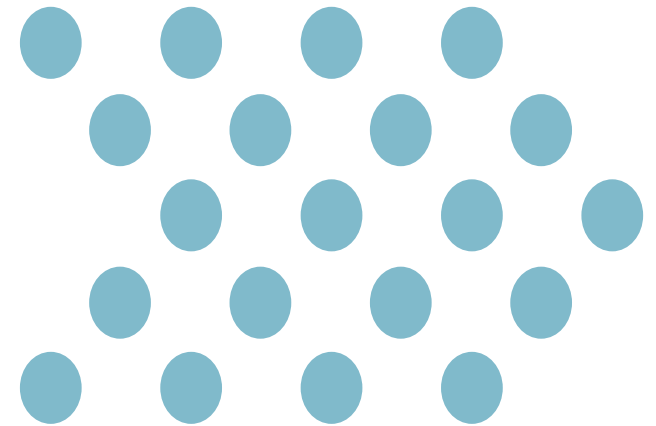
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View of the U.S. Capitol looking south on North Capitol Street

CHAPTER

Introduction



Overview

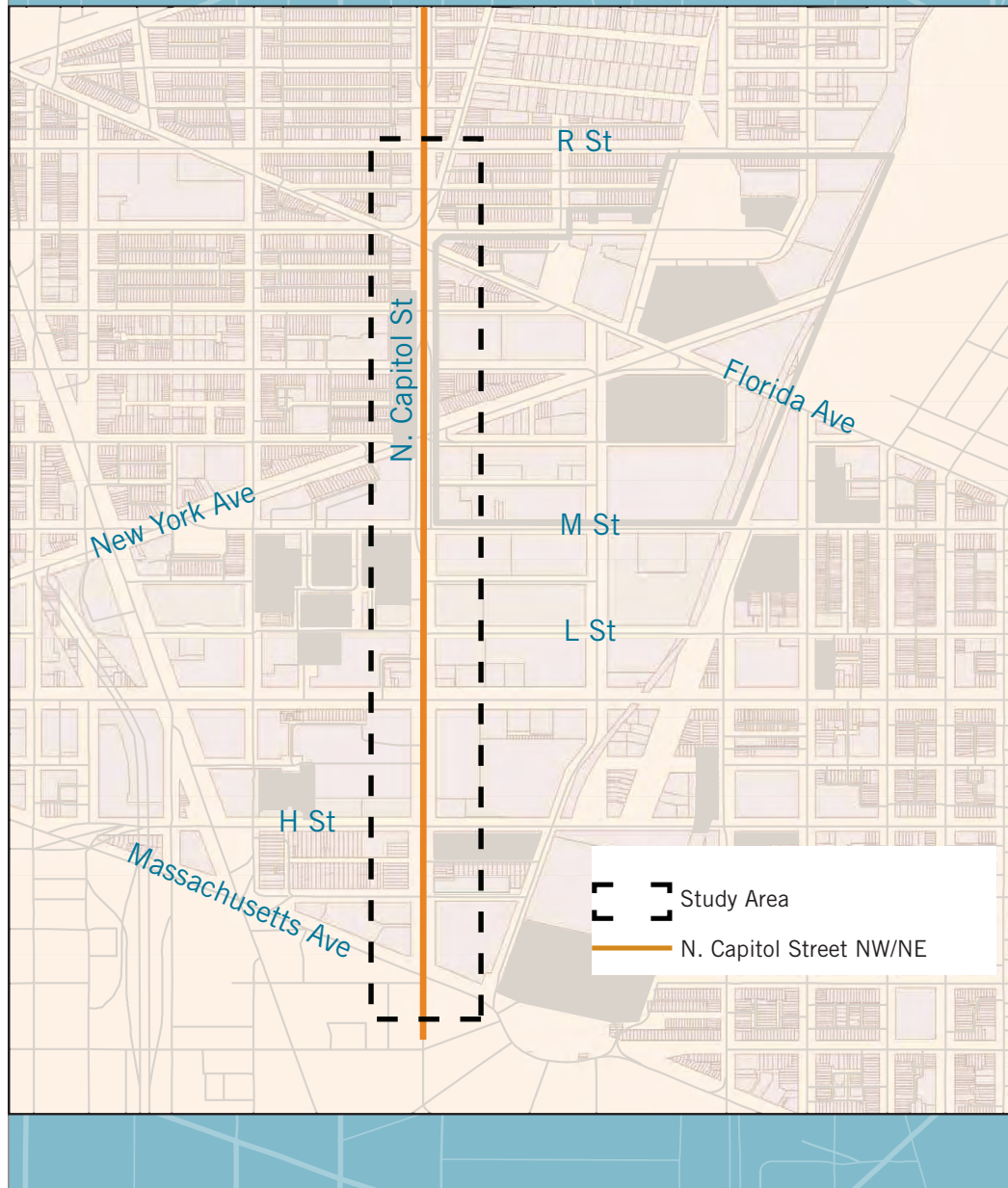
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North Capitol Street is a spine that divides the Northeast and Northwest quadrants of the District of Columbia both physically and visually. With almost 20,000 vehicles per day traveling along the corridor, it is an important connection for drivers. It is also an important connection for bikers, pedestrians, and people who use a mobility device. However, North Capitol Street is dilapidated, with outdated lighting, inadequate and sometimes impassable streets, and unsafe intersections. Despite being a primary axis in the District's street grid with a preeminent view to the monumental core, North Capitol Street has been neglected.

The North Capitol Street Needs Assessment builds on previous studies completed by others, with a ***focus on creating safer conditions for people walking, biking, and driving***. The purpose of this assessment is to create a well-thought-out document that organizes the recorded and suggested needs for the community surrounding North Capitol Street. These recommendations will focus public and private investments on actions that will ***improve safety, traffic flows, and the appearance of the North Capitol Street corridor from Massachusetts Avenue to R Street***.

Map of Study Area



The needs assessment area extends 200 linear feet around each intersection of North Capitol Street between R Street NW/NE and Massachusetts Avenue NW/NE.

Goals – What we want to achieve:

1. Assess and evaluate opportunities to reconnect the communities on both sides of North Capitol Street.
2. Examine opportunities to make North Capitol Street safe for people and transform it into the grand boulevard that it should be.
3. Evaluate North Capitol Street for safety, operations, urban design, and quality of existing infrastructure.

Since 2005, there have been studies and plans that recommended improvements to North Capitol Street. The studies have taken various perspectives, from traditional engineering approaches to holistic views of transportation and economic development. The previous transportation studies examined portions of the corridor or only one side of North Capitol Street. For this needs assessment, the project team examined both sides of the corridor from R Street NW/NE to Massachusetts Avenue NW/NE.

In addition, this will be the first study specific to North Capitol Street that was developed after establishment of the District's Vision Zero Action Plan principles. Vision Zero is the Mayor's initiative to eliminate all traffic-related deaths and serious injuries. It is a policy lens that prioritizes creating safe streets and protecting vulnerable users.

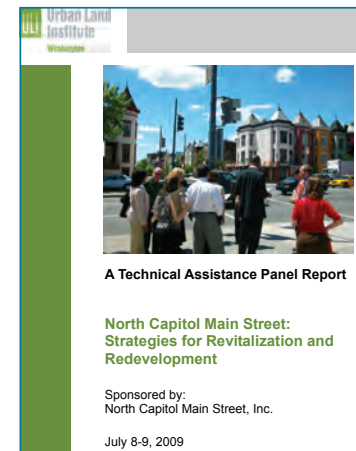
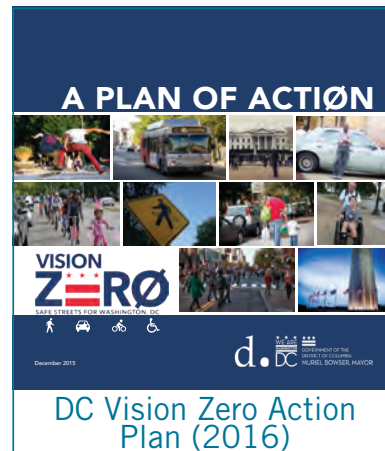
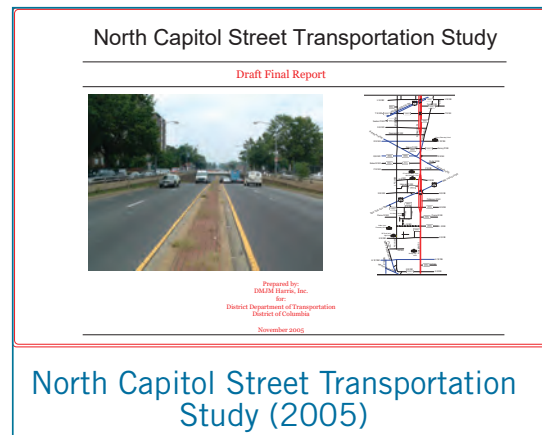
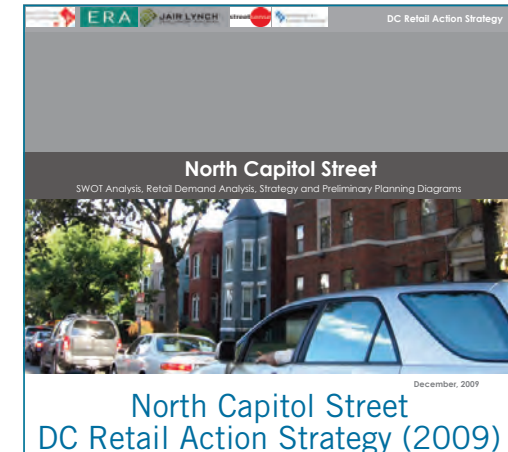
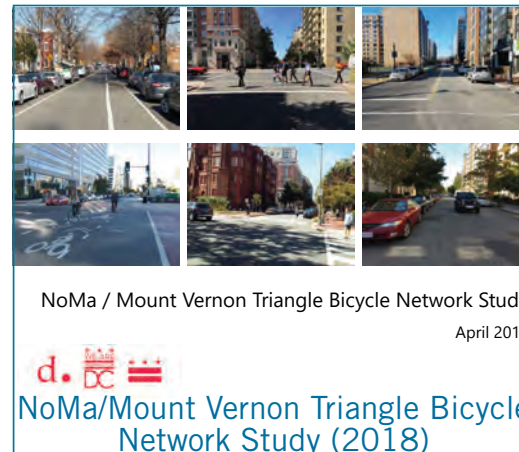
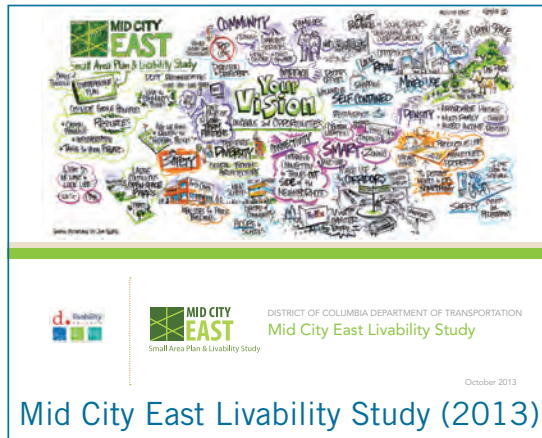


Table 1 - Previous Studies with Recommendations for North Capitol Street

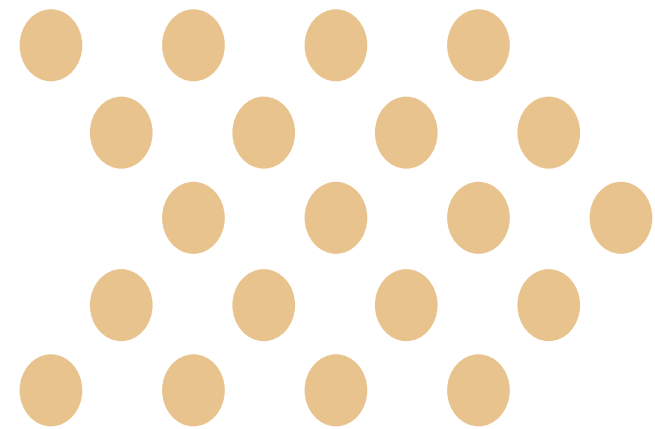
Study Name	Agency	Completed	Relevant Information
NoMa/Mount Vernon Triangle Bicycle Network Study	District Department of Transportation	2018	DDOT proposed bike lanes on K Street NW/NE and further study of bicycle facilities on M Street NW/NE. Both streets cross North Capitol within the study area.
DC Vision Zero Action Plan	District Department of Transportation	2016	The Vision Zero Action Plan is built on four pillars: create safe streets, protect vulnerable users, prevent dangerous driving, and be responsive and transparent. Strategies include engineering solutions such as creating safe and accessible sidewalks, upgrading bus stops with hazardous conditions, and enhancing safety through placemaking.
moveDC (Multimodal Transportation Plan)	District Department of Transportation	2014	In the Transit Element, North Capitol Street is identified as part of the high-capacity transit network. In moveDC, DDOT also proposed bike facilities on L and M Streets, which cross North Capitol Street. For the purposes of this needs assessment, we did not evaluate North Capitol Street as a high-capacity transit corridor.
Mid City East Livability Study	District Department of Transportation	2013	The livability study took a holistic approach to safety, mobility, and green infrastructure. The study recommendations emphasized walkability and safe access to transit. DDOT identified North Capitol/Florida/Q and North Capitol/New York Avenue as gateway projects, which included reclaiming roadway for open space and pocket parks.
North Capitol Street DC Retail Action Strategy	District of Columbia Office of Planning	2009	The strategy noted that one of the challenges for retail on North Capitol Street between S Street and New York Avenue is that North Capitol Street feels more like a highway than a main street. Recommendations include enhancing the pedestrian environment to encourage use of retail and creating public plazas or open spaces.
North Capitol Main Street: Strategies for Revitalization and Redevelopment	North Capitol Main Street, Inc	2009	The technical report identified the unwelcoming streetscape and heavy commuter traffic as challenges to revitalization. The study recommended creating small public spaces or pocket parks on North Capitol Street at Florida Avenue NE, adding texture to the pavement at pedestrian crossings, and implementing transportation improvements such as wheelchair ramps and wider sidewalks.
North Capitol Street Transportation Study	District Department of Transportation	2005	The study was conducted in response to citizens' concerns. Consistent with the state of much transportation planning practice in 2005, the recommendations focused primarily on vehicular traffic.

Key Concepts from previous studies that are supported by this study:

- » **Mid City East Livability Study (2013):** Although the Mid City East Livability Study does not include the entire study area of this needs assessment, it did provide recommendations for improvements to two of the more challenging intersections: 1) North Capitol St NW/NE, Florida Avenue NW/NE, and Q Street NW/NE, and 2) North Capitol Street NW/NE, New York Avenue NW/NE, and N Street NW/NE. In light of the scope and depth of the Mid City East Livability Study and the relevance of findings contained therein to this project, the recommendations for the two intersections are included in this assessment.
- » **NoMa/Mount Vernon Triangle Bicycle Network Study (2018):** DDOT completed the study earlier this year. We included the recommendations to establish bicycle facilities on K Street NW/NE.

CHAPTER

Existing Conditions



Overview

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The North Capitol Street corridor is a major north-south corridor connecting the communities in the northwest and northeast quadrants of the District of Columbia to the Capitol Hill area. The study area for the needs assessment extends from R Street NW/NE to Massachusetts Avenue NW/NE, for a distance of one mile. Within this area, the land uses include commercial, office, institutional, and residential. The corridor functions as a major connector for nearby communities in upper northwest DC and Montgomery County, Maryland. This connectivity is reflected in the patterns of travel along the corridor, which include a notable directional demand during weekdays. Typically, there is a considerably greater volume traveling southbound during the morning commute, which is a pattern that is approximately reversed during the PM peak period.

North Capitol Street is a six-lane facility that provides lengthy segments of off-peak parking in both directions. One significant aspect of the corridor is the lack of left and right turn storage, which also affects traffic operations. Within the study area, there is one grade-separated intersection, at New York Avenue. The posted speed limit along the corridor is 25 miles per hour (mph); however, as discussed in this report, the operating speed is highly dependent on congestion, geometric changes along the corridor, and the presence of competing modes of transportation (e.g. cyclists, pedestrians, and drivers).

Crosswalks exist at every intersection within the study area. However, the crosswalk at

Pierce Street NE does not have a pedestrian signal. Each of the signalized intersections have countdown pedestrian signals, mostly with pedestrian push-buttons. The functionality and style of the pedestrian push-buttons vary among the intersections. Additionally, none of the crosswalk signals in the study area currently benefit from a leading pedestrian interval (LPI).

North Capitol Street also has sidewalks on both sides for the entirety of the study area. These sidewalks vary in width, providing a diverse cross-section of effective sidewalk width, depending on the presence of tree boxes, encroachments on the available right-of-way by adjacent properties, and various street furniture. Pedestrian ramps are also provided for nearly every crossing at each of the intersections, with some exceptions. Many of these pedestrian ramps appear to meet Americans with Disabilities Act (ADA) standards with respect to slopes, orientation, and the provision of detectable warning surfaces (DWS). Still, there are a number of locations where ramps need to be upgraded or installed.

There are limited bicycle facilities along the corridor, despite the growing presence of cyclists. Along R Street NW/NE, at the northern limit of the study area, sharrows are provided approaching North Capitol Street in the eastbound and westbound directions. Additionally, along G Place NE, sharrows and a bicycle lane are provided in the eastbound and westbound directions, respectively. These bicycle facilities are adjacent to the Metropolitan Washington Council of Governments building, where the only Capital Bikeshare station within

the one-mile study corridor exists.

There are myriad transit bus stops along the corridor in both directions. These consist of a combination of bus shelters and bus flags. The primary Washington Metropolitan Area Transit Authority (WMATA) bus routes that travel the corridor include the 80 and P6 routes. There are also notable WMATA bus routes that cross the corridor, including the D4 route (K Street NW/NE) and X2 and X9 routes (H Street NW/NE). There is also a major transit hub at the Massachusetts Avenue NW/NE intersection where local and regional bus patrons are served. The intersection at Massachusetts Avenue NW/NE provides a direct connection to Union Station.

As detailed further in the needs assessment report, North Capitol Street is an extremely diverse corridor, operationally and functionally. It serves the demands of a broad community of residents, workers, and local and regional travelers. The following sections detail the operational and functional aspects of the corridor.

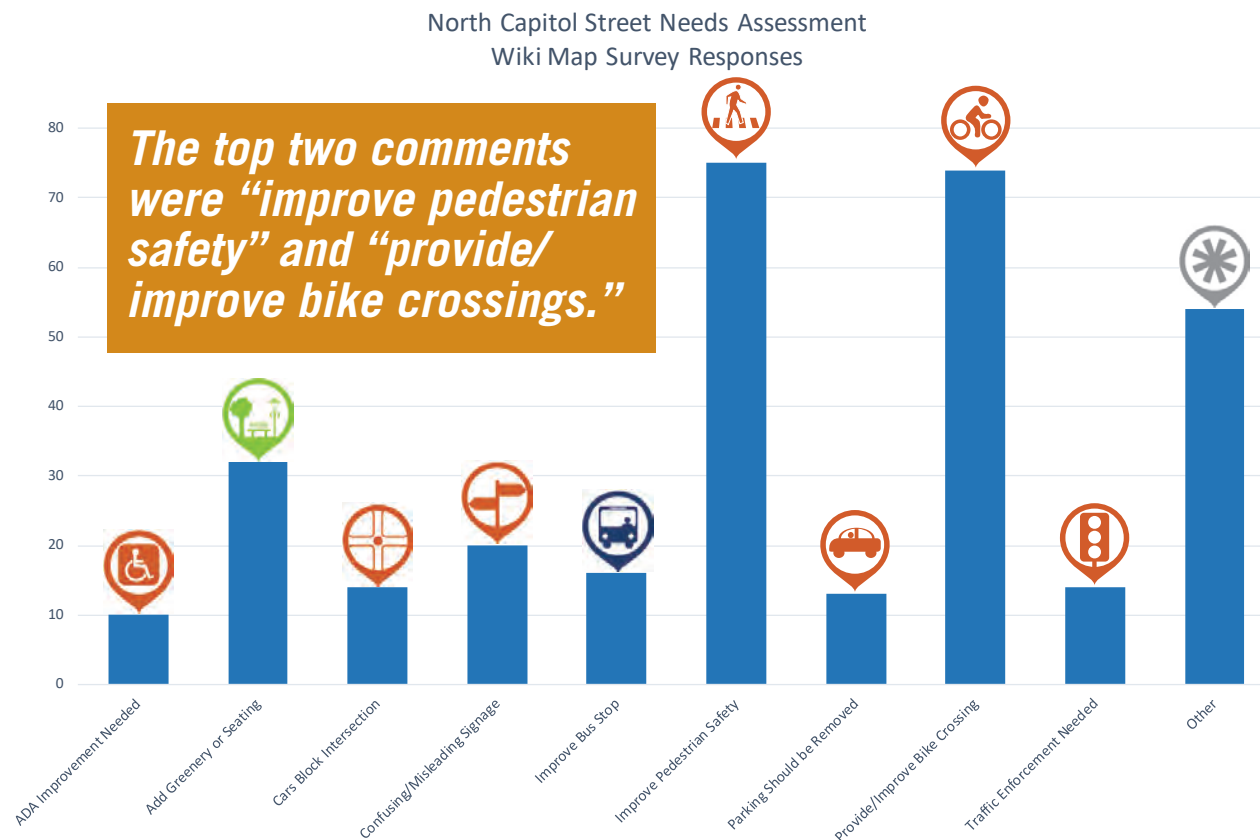
Understanding the Study Area

Our overall approach to conducting this needs assessment relies on a combination of quantitative evaluations, including a review of recent crash data, traffic volumes, and survey data, and qualitative evaluations consisting of field observations of traffic operations and transportation infrastructure and stakeholder input. Traffic volumes were used to assess the demand for each movement and mode at each of the intersections. This data was cross-referenced with crash data to also determine if demand for multiple conflicting movements may contribute to any crash patterns. Furthermore, this data was used to help identify and prioritize improvements where the greatest demand, conflicts, and reported crashes exist.

Our qualitative assessment relied on sound engineering judgment in observing daily congestion, near misses between conflicting traffic, and various traveler behaviors. Our assessment of the physical conditions

along the corridor included observations of the function and condition of traffic control devices (i.e. signs, pavement marking, traffic signals) and the condition of various roadway elements (i.e. pavement condition, curb ramps, sidewalks, etc.). The aspects of this combined qualitative and quantitative assessment are detailed in the following narrative.

Stakeholder input was obtained in two major ways, 1) through a crowdsourcing wiki map of the study area where users could easily identify issues and make recommendations by location, and 2) through stakeholder meetings (detailed on page 10 - 11). The wiki map was available on the NoMa BID's website and shared widely with the public. Over 300 comments were received, the most frequent of which were requests to improve pedestrian safety and provide or improve bike crossings.



Stakeholder Input

What We Heard

Three community stakeholder meetings were held on June 27, July 31, and September 26, 2018. During these meetings, the results of the field observations and data analyses were presented at the then current stage of the needs assessment process, followed by a group discussion related to the observations and experiences from traveling the corridor. This provided an opportunity for a broad cross-section of stakeholders to react to preliminary assessments during the June 27 meeting, engage in a more in-depth discussion at the July 31 meeting, and finally review results of the needs assessment in the September meeting. The following is documentation of this discussion and feedback based on various themes. This community feedback summary does not necessarily match the recommendations of the study. The suggestions contained within the feedback were evaluated by the needs assessment team for their feasibility, viability, and applicability to the observed issues.

Stakeholder Meeting 1: June 27, 2018

- » **Left Turn Movements** – Left turns along the corridor are a significant factor in safety and operations given several key issues including: 1) the absence of exclusive left turn storage, 2) the prevalence of illegal left/U-turn maneuvers at restricted times, and 3) the operational impact of left turns on through traffic.
- » **Southbound Access Road to New York Avenue** – During the morning peak period there is significant southbound queuing from New York Avenue to mainline North Capitol Street. This queuing impacts the intersection operations at P Street NW/NE and sometimes Florida Avenue NW/NE. The parking zone on the west side of New York Avenue could provide additional capacity to minimize the impacts on southbound North

Capitol Street.

- » **Public Space Along North Capitol Street** – There appears to be a lack of public space and placemaking along North Capitol Street when compared with other corridors throughout the District (i.e., Connecticut Avenue NW, 14th Street NW, H Street NE), including corridors in the immediate area (i.e., First Street NE).
- » **Unsignalized Pedestrian Crossings** – At Pierce Street NE and 50 Florida Avenue NW, there are concerns about the safety of these crossings due to the lack of a traffic signal control. More-robust measures should be implemented. Also, there are pedestrian safety concerns with the sidewalks within the channelized southbound right lane at Florida Avenue NW/NE.
- » **Sidewalk Conditions** – There are areas where the sidewalks are not in “good” condition or narrow to the extent that two-way pedestrian traffic is not possible. There also needs to be consideration given to how this impacts ADA compliance/accessibility. The impact of tree roots, obstructions within the sidewalk and existing right-of-way, and the width of planter boxes should be evaluated.
- » **Pedestrian Signal Phase Timing** – There are locations where the time for the pedestrian phase appears to be too short (i.e., M Street NW/NE).
- » **Vehicle-Pedestrian Conflicts** – At M Street NW/NE, the pedestrian in the north leg crossing walks concurrently with the dual eastbound left movement, creating multiple conflict points between drivers and pedestrians (i.e., dual threat). Measures should be introduced to minimize this conflict.
- » **Pedestrian Behavior** – Unsafe pedestrian behaviors have been observed throughout

the corridor, including jaywalking at midblock locations and crossing against the traffic signal. This could be attributable to adverse roadway conditions and inefficient traffic signal operations.

- » **Pedestrian Demand** – The volume of pedestrians is expected to increase considerably over time as redevelopment along the corridor continues. Consideration needs to be given to how the existing corridor can accommodate this.
- » **Pedestrian Crossing Facilities** – There are locations where crosswalks appear to be worn, but also locations where the crosswalk alignment may be undesirable, such as L Street NW/NE, where the north leg crosswalk leads to a driveway.
- » **Bicycle Demand and Mobility** – There are segments along the corridor where bicycle demand is growing, possibly necessitating the need for additional bicycle facilities (i.e., R Street NW/NE, K Street NW/NE).
- » **Aggressive Driver Behavior** – There is concern regarding high-speed cut-through traffic within the alleys around New York Avenue NW/NE and the impact that it may have on pedestrians. Also, traffic often travels in the wrong direction along L Street NW to avoid congestion on the surrounding corridors.
- » **Impacts of Rideshare** – Taxicab operations and other rideshare services impact operations with sudden stops and illegal maneuvers at intersections. Explore whether designated rideshare locations (for waiting, pick-up, and drop-off) can be proposed.
- » **Sign Proliferation and Condition** – There appears to be an abundance of signs along the corridor (often multiple signs on the same pole), which may be confusing to

Stakeholder Input

travelers. Additionally, many of these signs are in disrepair. Many of the parking signs appear to be faded, and their messaging at times appears contradictory.

- » **Bus Stop Conditions** – There appears to be insufficient spacing (i.e., ADA-compliant) for waiting pedestrians at several bus stops.

Stakeholder Meeting 2: June 31, 2018

- » **Impact of Near Misses*** – Although there was a relatively high number of crashes over the three-year period, the number of near misses is not accounted for in the data. This underscores the perception of safety along the corridor being potentially worse than the data would indicate.
- » **Impact of Safety on Route Decision** – There may be a reduced pedestrian presence for locations along the corridor where conditions are perceived to be unsafe. Consideration should even be given to the decision of pedestrians to cross midblock or at uncontrolled locations to feel a sense of control over their own safety.
- » **Vehicle-Pedestrian Conflicts** – At New York Avenue NW/NE, the allowance of left turns may need to be reconsidered to minimize potential conflicts with pedestrians. Traffic Control Officers (TCO) could be instrumental in enforcing the yielding to pedestrians and potentially issuing citations. Consideration for the use of TCOs should also be given to Massachusetts Avenue, where the pedestrian crossing volume is greater than at any other intersection within the assessment area.
- » **Sidewalk Conditions** – An inventory of sidewalks would be useful to identify areas where repairs or improvements can be made. Can sidewalks be widened where the roadside development encroaches on the

existing right-of-way? Can relatively simple fixes be explored, such as moving portable obstructions, to ensure a passable width?

- » **Pedestrian Signal Phase Timing** – LPIs appear to be a viable method of reducing pedestrian-vehicle conflicts by giving pedestrians a head start when crossing.
- » **Corridor Streetscape** – A widening of the median area could be used for a myriad of purposes, including providing a pedestrian refuge, improving the streetscape aesthetics, or providing exclusive bicycle facilities.
- » **Intersection Blocking** – The use of “Do Not Block Intersection” markings might be an effective countermeasure for vehicles stopping in the middle of an intersection. Examples exist elsewhere within the District. These examples should be leveraged for a potential application along the North Capitol Street corridor.
- » **Bicycle Demand and Mobility** – The removal of a small number of parking spaces along R Street NW/NE might be acceptable to allow for a short bike lane on the eastbound and westbound approaches and bike boxes.
- » **Pedestrian Crossing Facilities** – There is a need for pedestrian crossing options that minimize or eliminate potential conflicts with vehicles.
- » **Aggressive Driver Behavior** – Drivers are ignoring the “Do Not Enter” signs on the west leg of the intersection at L Street NW/NE, which introduces safety concerns for drivers, cyclists, and pedestrians. Future developments along L Street NW will ultimately change the layout and configuration of the roadway. Some interim measures may be appropriate to promote this as a shared area and calm traffic.

Stakeholder Meeting 3:

September 26, 2018

- » **DDOT Repaving Work** – At the time of the meeting, DDOT is performing minor repaving improvements along North Capitol Street. This could be an opportunity to implement some recommendations that result from this project, assuming that they fit within the existing scope of work.
- » **HAWK Signals** – High Intensity Activated Crosswalk signals (HAWK Signals) are a proven method of encouraging drivers to yield to pedestrians, and could be suitable for North Capitol Street.
- » **Re-Evaluation of Signalization** – DDOT has indicated that they are considering a comprehensive re-evaluation of signalization throughout the study area, which may be informed by recommendations from this project.
- » **L Street Realignment** – The long-term plan for L Street NW is to realign it to be consistent with L Street NE, as part of the Northwest One project. The interventions recommended in this report will focus on temporary interventions at this location to improve pedestrian safety.

***Near Miss** A near miss is a “narrowly avoided collision or other accident.” Source: Dictionary.com, Date: September 27, 2018

Traffic & Transportation Assessment

Thirteen-hour traffic counts were collected in May and June of 2018 by OR George & Associates for 13 intersections along the corridor. These volumes consist of light vehicles, medium vehicles, articulated trucks, bicycles in the roadway, pedestrians in the crosswalk, and bicycles in the crosswalk. This data can be found in **Appendix B**. The counted intersections include the North Capitol Street intersections at:

- » Massachusetts Avenue NW/NE
- » G Street NW/NE
- » G Place NE
- » H Street NW/NE
- » I Street NW/NE
- » K Street NW/NE
- » L Street NW/NE
- » Pierce Street NE
- » M Street NW/NE
- » New York Avenue NW/NE
- » P Street NW/NE
- » Florida Avenue NW/NE
- » R Street NW/NE

The raw data from the traffic counts were subsequently balanced to account for discrepancies between intersections introduced by midblock locations where traffic exists or enters the corridor. These balanced network volumes for the AM and PM peak hours are depicted in **Figures 1-4**. As shown in **Figures 1-4**, there are various aspects of the volumes that contribute to the overall traffic operations. The aerial images depict the northbound directions as going from left to right in each figure.



Photo of traffic congestion going northbound on North Capitol Street.

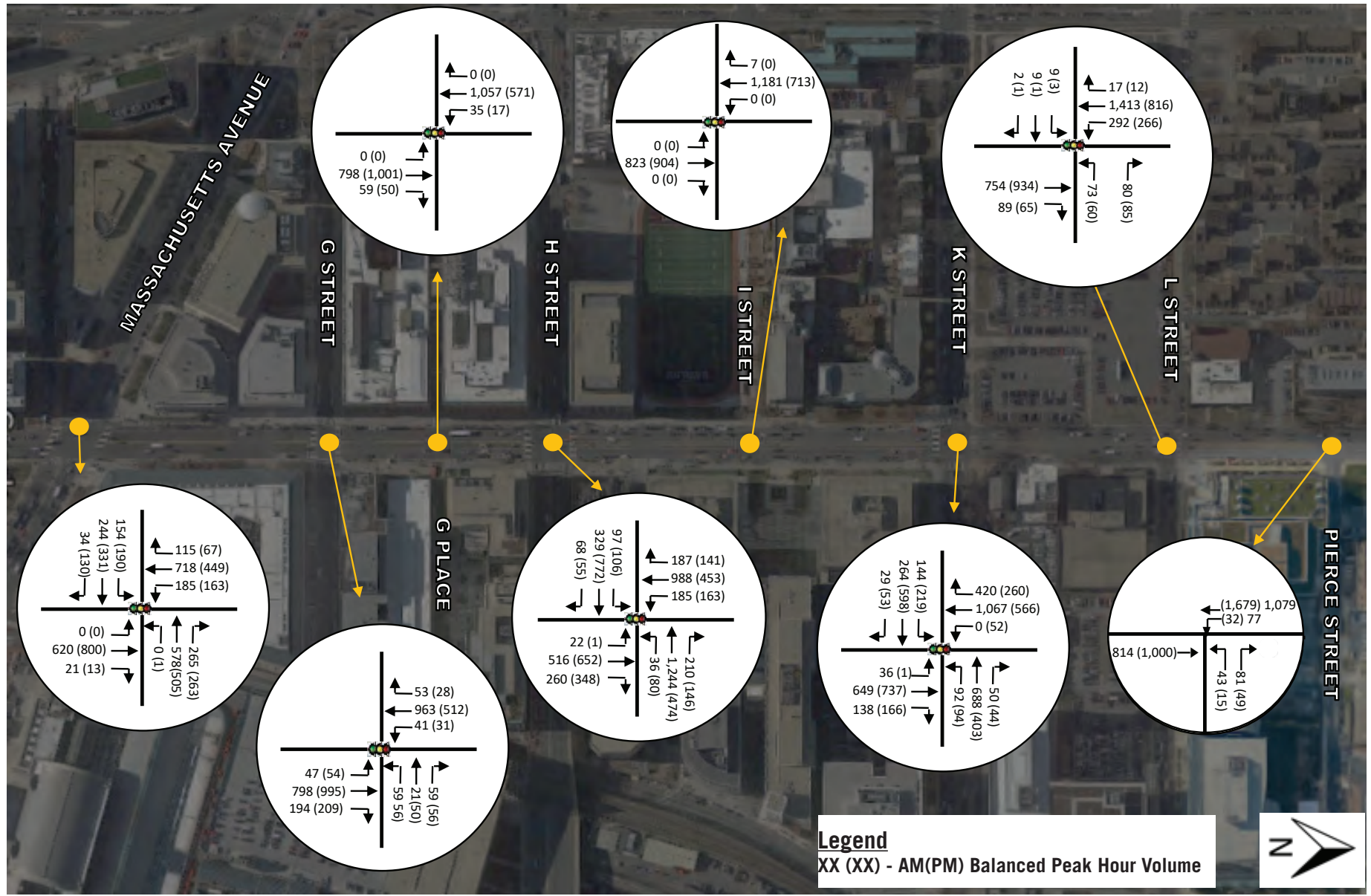


Figure 1: AM/PM Balanced Vehicular Peak Hour Volume (from Massachusetts Avenue to Pierce Street)

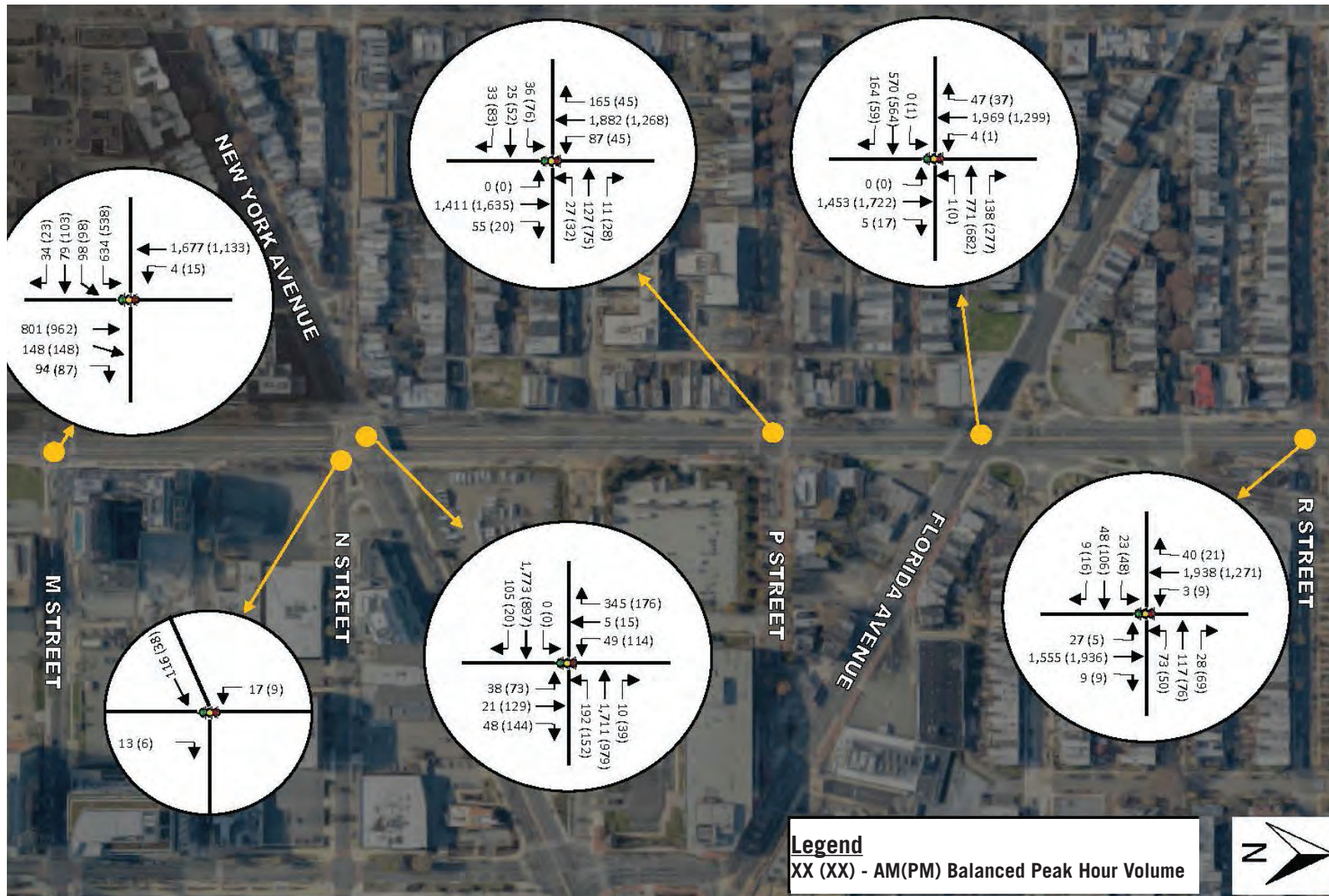


Figure 2: AM/PM Vehicular Balanced Peak Hour Volume (from M Street to R Street)

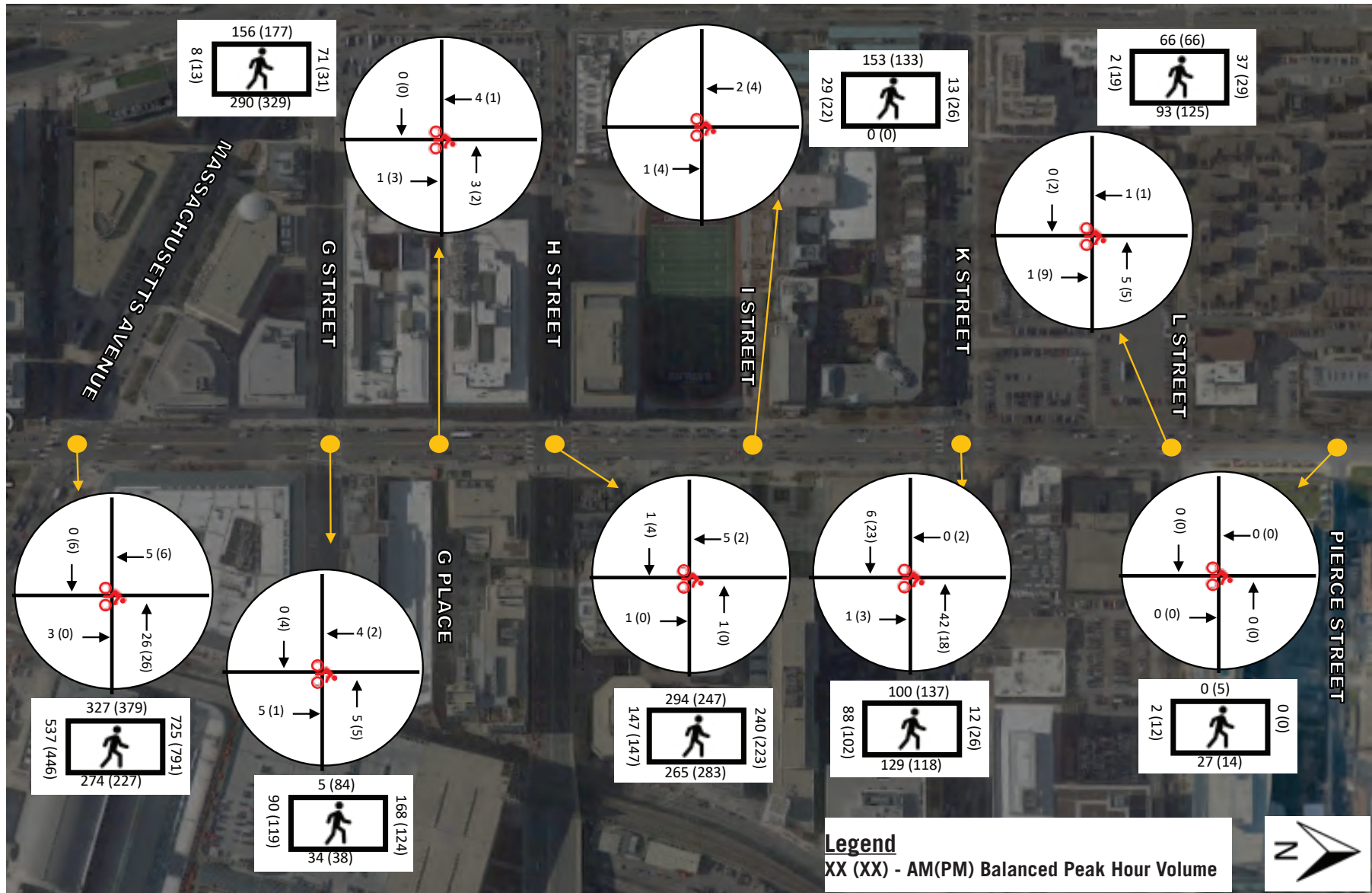


Figure 3: AM/PM Bike and Pedestrian Peak Hour Volume (from Massachusetts Avenue to Pierce Street)

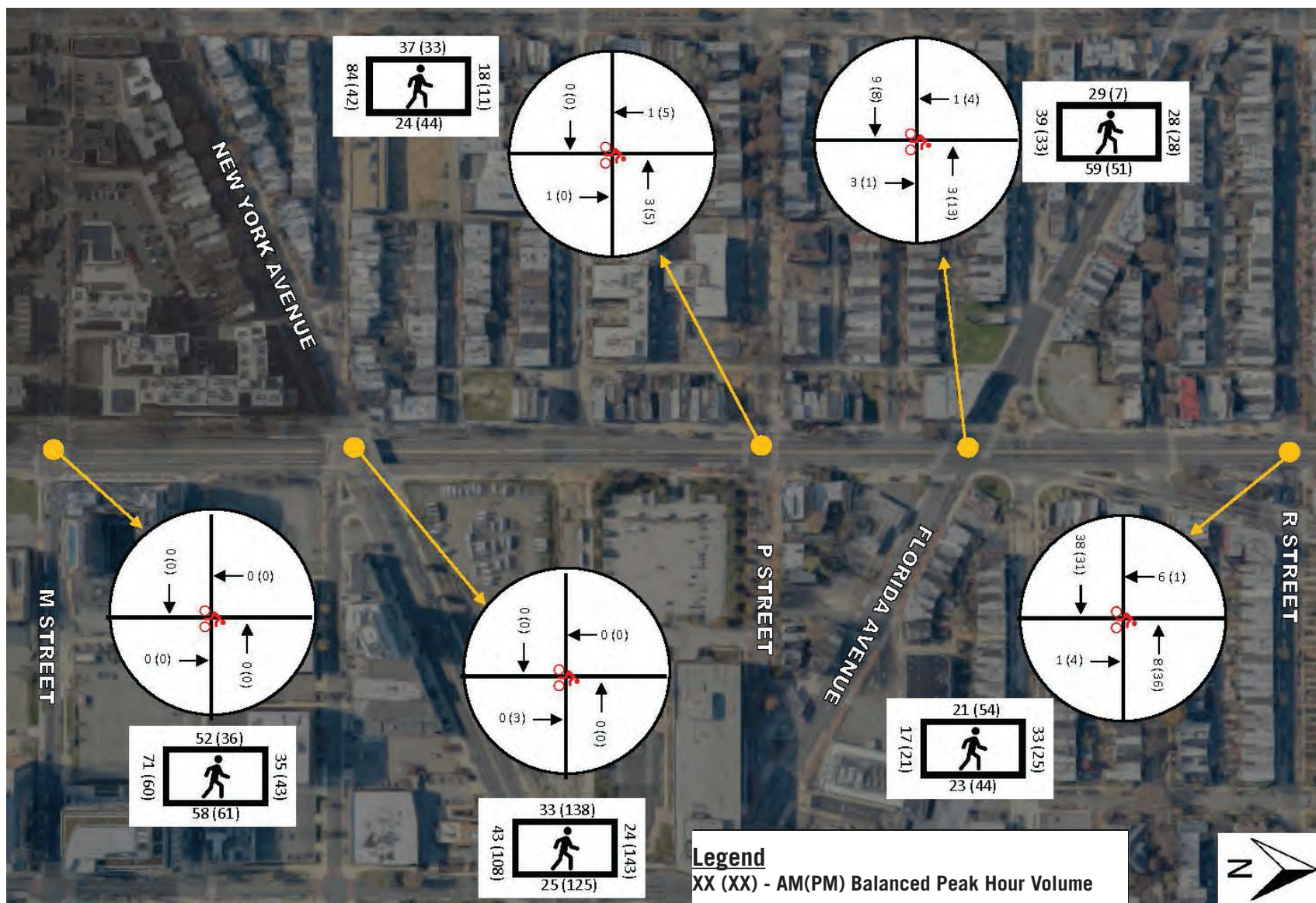


Figure 4: AM/PM Bike and Pedestrian Balanced Peak Hour Volume (from M Street to R Street)

AM Peak Hour Conditions

Vehicular Traffic Volumes

During the AM peak period, the heaviest demand is in the southbound direction by a significant proportion, due to the morning influx of commuters into the District. Entering the District north of **R Street NW/NE**, the southbound through volume is considerably large at 1,938 vehicles per hour (vph), which is the highest southbound through (SBT) volume when compared to the other study intersections. This volume remains relatively consistent until a substantial proportion of southbound traffic is siphoned off at **New York Avenue NW/NE**. At the point that traffic emerges from the underpass at **New York Avenue NW/NE**, the through volume entering the intersection at **M Street NW/NE** is 1,677 vph. This volume gets progressively lower as traffic exits the corridor at **L Street and K Street NW/NE**. From that point, until it reaches Massachusetts Avenue, the southbound through volume is approximately 1,000 vph.

By contrast, the northbound through movement volume is approximately half the southbound through volume during the AM peak period (sometimes less). The northbound through (NBT) volume ranges between approximately 600 vph and 800 vph between **Massachusetts Avenue NW/NE and Pierce Street NE**. This fluctuation is driven by the side-street demand entering the corridor to travel northbound. The side streets that make the most significant volume contributions along this stretch of the corridor include **Massachusetts Avenue, H Street, and K Street NW/NE**.

At **M Street NW/NE**, the considerable side street demand makes a sizable volume contribution to the network with 634 vph making the eastbound left (EBL) to travel northbound.

From this point traveling north, already established volume ranges from approximately 1,400 to 1,500 vph, which rivals the southbound demand.

Pedestrian & Bicycle Traffic Volumes

During the AM peak hour, the pedestrian demand along the corridor appears to be quite significant toward the southern end. The greatest pedestrian demand is currently at **Massachusetts Avenue NW/NE**. The pedestrian volumes measured in pedestrians per hour (pph) for each of the intersection legs is as follows:

- » East Leg = 274 pph
- » North Leg = 725 pph
- » West Leg 327 pph
- » South Leg = 537 pph

With an AM peak hour demand of 1,863 pph, **Massachusetts Avenue NW/NE** has the highest pedestrian demand by a significant margin.

This demand is likely due to its proximity to Union Station (100,000+ transit riders per day) which includes a regional and local commuter and Metro rail service, and the convergence of several Metro bus routes at or near this intersection (i.e., 80, GT-UW, X, Loudoun County Commuter, 96, 97, D6, D8, X8). The influence of transit on pedestrian demand can also be seen at the intersection of **G Street NW/NE**, which also provides direct access to Union Station. Along with **H Street and K Street NW/NE**, these three intersections provide the heaviest pedestrian demand on the southern end of the study corridor. While the northern end of the corridor has appreciable pedestrian volumes, they tend to be much lower with the exception of **New York Avenue NW/NE**. This may be driven by the proximity of this end of the corridor to transit (particularly Metro rail).

Bicycle traffic, while a significantly smaller proportion of the overall traffic demand, is most

apparent at the intersections at **R Street and K Street NW/NE** (i.e., eastbound-westbound). There is also some moderate demand at the intersections at **Florida Avenue and Massachusetts Avenue NW/NE**. At **R Street NW/NE**, the bicycle demand appears to be driven by the presence of bicycle facilities (i.e., sharrows) and the connectivity of this corridor to the Metropolitan Branch Trail to the east and continuing bicycle accommodations for approximately 2 miles to the west.



Photo of the Metropolitan Branch Trail that runs parallel to the WMATA Red Line

PM Peak Hour Conditions

Vehicular Traffic Volumes

For the PM peak period, the directional demand changes throughout the corridor. On the southern end, the northbound movement is the predominant movement with a 2:1 difference in proportion when compared to the SBT movement. However, on the southern end, the NBT and SBT demand appears to balance as a significant volume of traffic leaves and enters the corridor at **H Street NW/NE**. While the bi-directional demand begins the balance, the volumes still get progressively higher to the north. At **Pierce Street NE**, which has relatively low side street demand, the NBT and SBT peak hour volumes are 1,000 vph and 1,079 vph, respectively. This bi-directional demand is reflected in the congestion that was apparent in both directions during field observations.

Similar to the AM peak hour, the EBL movement from **M Street NW/NE** consists of a considerable volume of vehicular traffic. This volume, which is 538 vph, creates an operational shift for **North Capitol Street**. North of **M Street NW/NE** the NBT volumes range from approximately 1,600 vph to 1,900 vph, which is a significant increase in demand. In the southbound direction, the SBT volumes remains relatively consistent between approximately 1,100 vph and 1,300 vph.

Many of the intersections have a notable side street demand, including **Massachusetts Avenue, H Street, K Street, and Florida Avenue NW/NE**. Although grade-separated and ultimately not having the same operational implications, **New York Avenue NW/NE** represents the highest side street volume by significant margin (EBT = 897 vph, WBT = 979 vph).

Pedestrian & Bicycle Traffic Volumes

During the PM peak hour, the pedestrian demand along the corridor remains notably higher towards the southern end. The greatest pedestrian demand is at **Massachusetts Avenue NW/NE**. The pedestrian volumes in pph for each of the intersection legs is as follows:

- » East Leg = 227 pph
- » North Leg = 791 pph
- » West Leg = 379 pph
- » South Leg = 446 pph

As is the case during the AM peak, the pedestrian demand is likely due to the nearby transit options, including local and regional rail service, and numerous bus routes, which also results in transit-generated pedestrian demand at the intersection of **G Street NW/NE**. Pedestrian demand appears to not only be high, but consistent along the corridor from Massachusetts Avenue to **K Street NW/NE**. Although pedestrian demand is still present, it begins to taper off north of **L Street NW/NE**, with the exception of **New York Avenue and M Street NW/NE**.

The intersections at **R Street and K Street NW/NE** also serve the highest demand for bicycle traffic during the PM peak. **Florida Avenue and Massachusetts Avenue NW/NE** have moderate bicycle demand compared to R Street and K Street NW/NE, but still accommodate an appreciable number of cyclists. Together, all four east-west corridors represent key connecting routes for cyclists traveling between the northeastern and northwestern quadrants of the District. One common theme between these routes is their direct, through-route nature, coupled with their two-way accessibility. Additionally, these routes tend to have less “friction” than other direct east-west routes in the study area, such as **New York Avenue and H Street NW/NE**, which seem significantly more congested during peak periods and provide little or no space that can be occupied by cyclists.

Traffic Collision Data

Crash Volumes

Traffic collision data was requested from the DDOT for the period from January 2015 through December 2017. The results of this query included a total of 649 crashes over a three-year period. It must be noted that 46.5% of the total collisions were characterized as “other” collisions, yielding little detail regarding the key contributing factors. Nonetheless, there were other crash characteristics that were evaluated to discern whether there are existing patterns that may be attributable to a specific issue.

The greatest number of collisions occurred at **New York Avenue NW/NE** (191). This number of collisions was more than double the number of collisions for the next highest location. This next tier of crash locations includes **H Street** (85), **K Street** (81), and **Massachusetts Avenue NW/NE** (75).

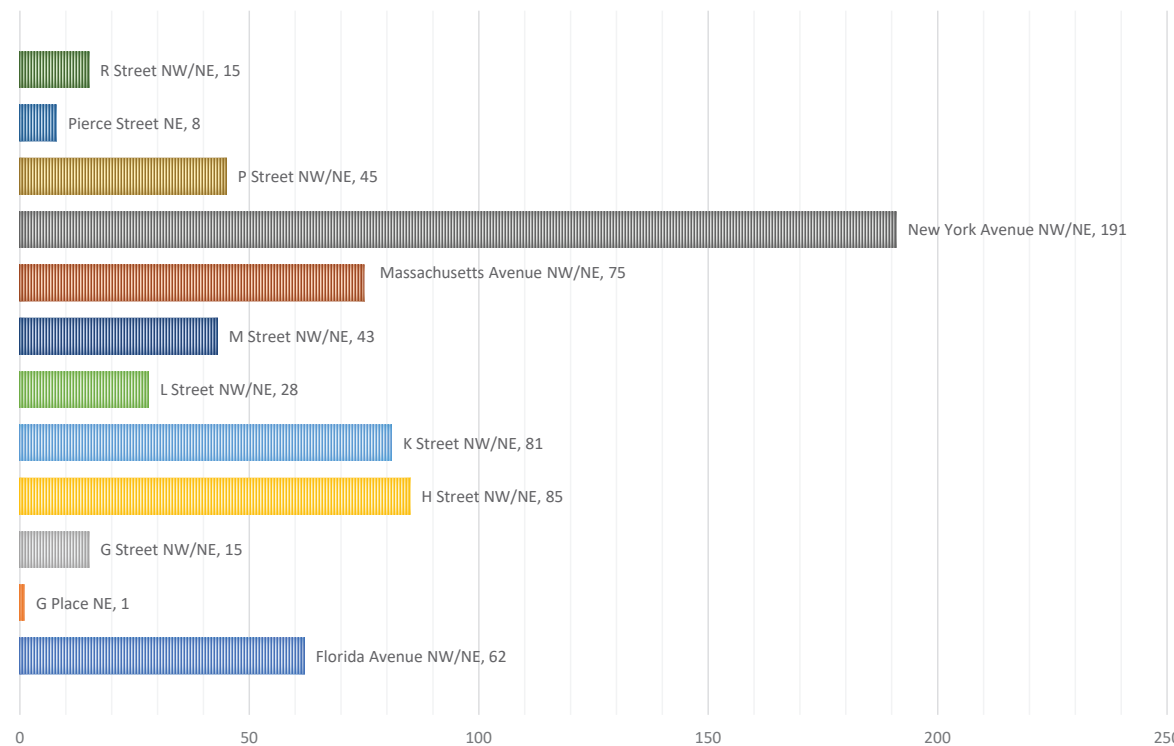


Figure 5: Crash Total Summaries by Intersection

A summary of each of the crash totals per intersection for the time period are shown below in Figure 5. Exposure is a key factor in the number of collisions, as the intersections with higher demand tend to experience the higher numbers of crashes. Additionally, the number of approaches and movements also has a notable impact on the number of collisions. Intersections with more approaches and movements have more conflict points, which are points within the intersections where collisions might occur. Figure 6 shows the number of potential conflict points for a traditional intersection. Fewer movements or conflict points could be the result of a three-leg configuration, one-way approaches, or key movement restrictions. Thus, North Capitol Street intersections, such as Pierce Street NE, M Street NW/NE, L Street NW/NE, and G Place NE, tended to have lower total collisions.

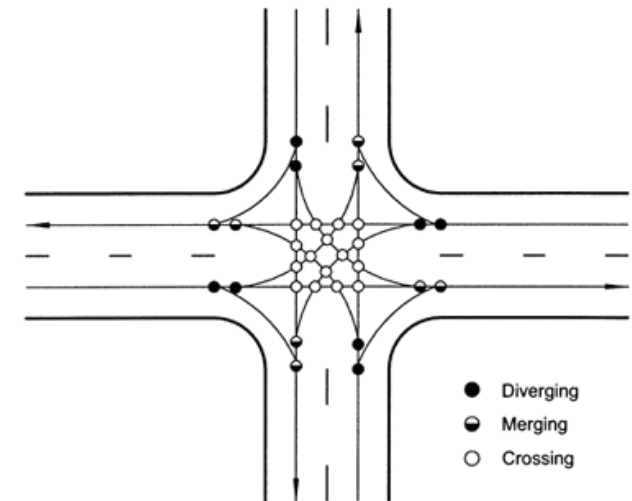


Figure 6: Intersection Conflicts.

Source: *Signalized Intersections: Informational Guide*,
FHWA, Publication Number: FHWA-HRT-04-091,
Date: August 2004.

Traffic Collision Data

Crash Volumes

As previously noted, 302 out of 649 total crashes (46.5%) were deemed to be “other” collisions. While this is a substantial portion of the crashes, focus on the crashes for which the collision type was available revealed that the predominant collision type is “sideswipe,” which occurred a total of 228 times within the three-year period. One potential contribution to this trend may be the lack of left turn capacity along the corridor. This, along with peak-period congestion, may lead to considerable lane changing to avoid queuing in the shared left-through lane, which occasionally extends to the upstream intersection. These left turns have been observed to be permitted and prohibited movements, depending on the intersection and time-of-day. The short block lengths may also be contributing to the frequent lane shifts as vehicles appeared to merge more aggressively to reach the inside or outside lanes to make turning maneuvers. Sideswipe collisions occurred most commonly at **New York Avenue NW/NE** (70) and **Massachusetts Avenue NW/NE** (35). The next tier of intersections where sideswipes tended to occur include **H Street NW/NE** (27), **K Street NW/NE** (24), and **P Street NW/NE** (25).

While the clear majority of “known” collisions were sideswipes, rear-end collisions were also notably represented with a total of 53 occurring with the three-year period. Rear-end collisions were dispersed throughout the network but happened most-commonly at **New York Avenue NW/NE** (12), **Florida Avenue NW/NE** (11), and **H Street NW/NE** (8). The lack of left turn storage appears to also be a contributing factor for this type of collision. Field observations revealed that left turns (permitted and illegal) often caused sudden braking for vehicles traveling in the shared through-left lane. Rear-end collisions are also found to be more common along signalized urban corridors.

Severity of Collisions

When examining the severity of collisions, it was revealed that the most common occurrence was “property damage only” (PDO). Most of these collisions occurred at **New York Avenue NW/NE** (137), followed by **Massachusetts Avenue** (63), **H Street** (64), and **K Street NW/NE** (67). The proportion of PDO, injury, and fatal collisions are shown in **Figure 7**. The predominance of PDO crashes is likely tied to the relatively low speeds along the corridor based on the posted speed limit (i.e., 25 mph) and peak period congestion, which tends to slow traffic. These types of conditions tend to result in low severity collisions (i.e. fender benders).

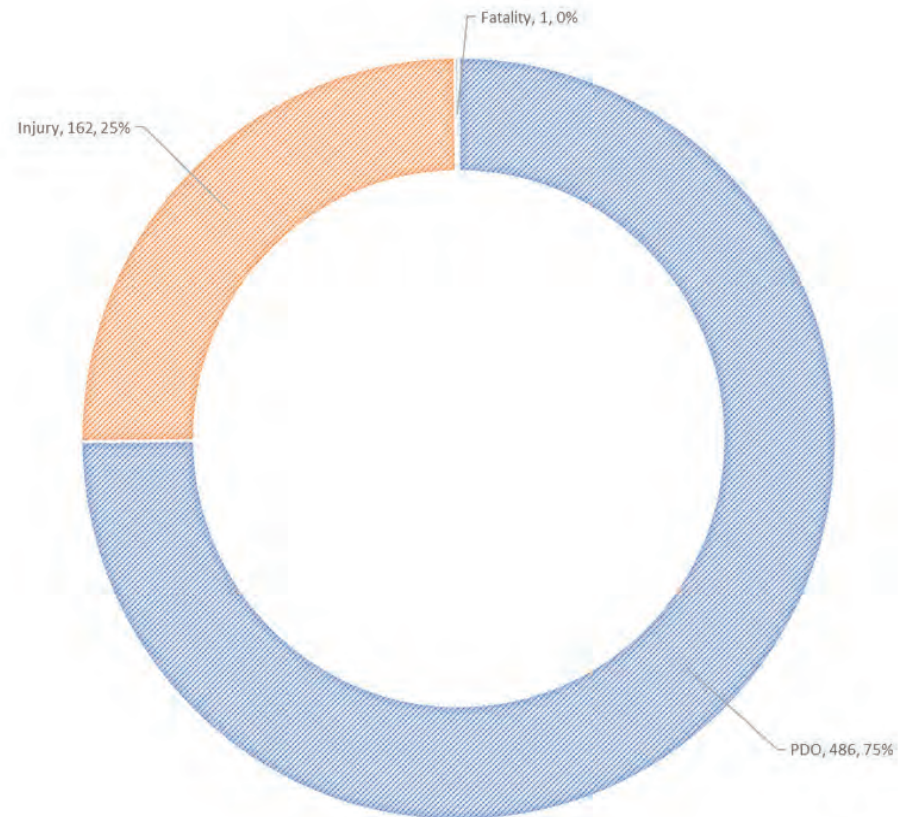


Figure 7: Crash Severity

Traffic Collision Data

Collision Types

Signalization can help reduce the occurrence of right angle and left turn crashes, which had relatively low occurrences along the North Capitol Street corridor. One primary factor in this appears to be the peak-period turn restrictions, which help eliminate conflict between turning vehicles and opposing traffic with limited gaps due to demand. **Figure 8** shows each of the crash types by proportion.

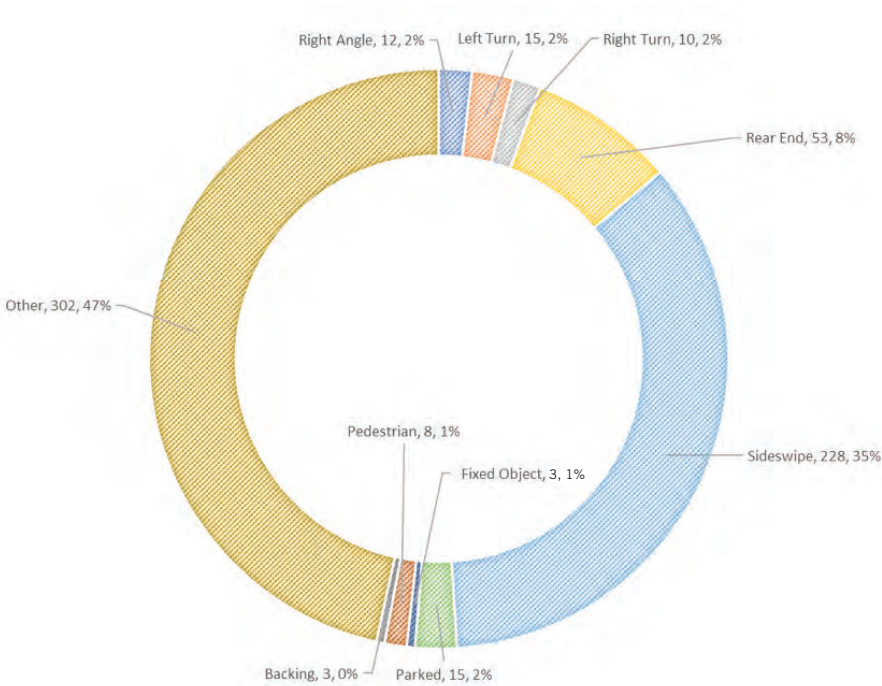


Figure 8: Crash Types

Collision Timing Based on Lighting

A significant majority of collisions occurred in daylight, which is very common due to the higher volume of traffic that typically occurs during the day. Given that nighttime volume tends to be much lower, a key consideration is whether the number of night crashes appears to be overrepresented. In this case, 30.5% of overall collisions occurred during a time other than daylight (i.e., dawn/dusk, dark lighted, dark not lighted). Dark lighted conditions accounted for 27.2% of the total collisions suggesting that a lack of lighting may not have been a significant factor in traffic collisions. A breakdown of collisions based on lighting conditions is depicted in **Figure 9**.

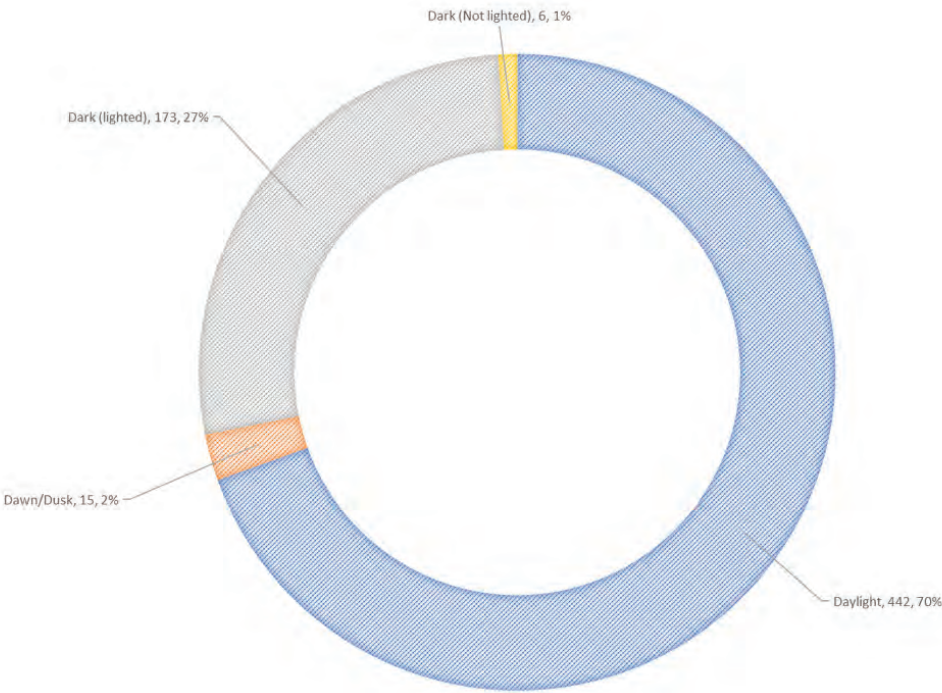


Figure 9: Collisions Based on Lighting (totals are shown as raw numbers and a percent of total crashes)

Operational and Safety Challenges

North Capitol Street and Massachusetts Avenue NW/NE

AM & PM Peaks:

Vehicular Operations – There was only moderate queuing in each direction, except for the westbound right-turn movement, which experiences significant queuing due to the high volume of right turning vehicles. The eastbound left-turn queues were also considerably long.

Right turning vehicles were observed violating the “NO TURN ON RED” in the westbound direction on multiple occasions. Additionally, several right-turn maneuvers were made from the middle through lane. Occasionally vehicles would use the right-most lane to go through.

Heavy bus traffic was observed at the intersection during the AM Peak hour generates a considerable volume of pedestrian traffic that conflicted with vehicular traffic.

Pedestrian & Bicycle Operations - There is significant pedestrian activity at the intersection. Several conflicts between pedestrians and vehicles on the east and north legs and were observed. Additionally, cyclists were observed using sidewalks and sometimes conflicting with pedestrians.

Operational and Safety Concerns:

- » **Vehicle-Pedestrian Conflicts (Transit Riders):** The heavy presence of bus transit north and east of this intersection generates considerable pedestrian traffic that is often in conflict with vehicular traffic.
- » **Vehicle-Pedestrian Conflicts, Traffic Enforcement, Vehicular Demand (Westbound Right Turn Movement):** The westbound right movement and its conflict with pedestrians is a concern. Pedestrian demand, the westbound right turn volume, and a lack of compliance with the traffic controls by pedestrians and drivers are the key contributing factors.
- » **Congestion & Queuing:** There is considerable queuing for the eastbound left due to vehicular demand and yielding to pedestrians crossing the north leg.
- » **Pedestrian Crossing Behavior:** Pedestrians tended to violate the pedestrian signal indications at this intersection when crossing the north and south legs. Pedestrians crossing the south leg tended to cross outside the crosswalk to the south.
- » **Bicycle Operations:** The lack of bicycle facilities leads to cyclists being in unexpected places where they potentially conflict with other modes.

Infrastructure Challenges:

- » **Pavement Conditions (Roadway, Markings):** The pavement markings on the north side of the intersection and the overall intersection pavements are in poor condition.
- » **Narrow Sidewalk Segments:** On the east side of North Capitol Street just north of the intersection, the sidewalk is reduced to approximately 39 inches. Additionally, the bus stop 200’ north of the intersection does not comply with ADA standards.
- » **Pedestrian Facilities (Pedestrian Ramps):** The ADA ramps in the NE quadrant of the intersection appear too steep to meet ADA standards.
- » **Pedestrian Facilities (Crosswalks):** On the east leg of the intersection, the median nose extends into the crosswalk.



High volumes of pedestrians cross at Massachusetts Avenue and North Capitol Street.

Operational and Safety Challenges

North Capitol Street and G Street NW/NE

AM & PM Peaks:

Vehicular Operations – During the AM peak period, speeding was observed in the northbound and southbound directions along North Capitol Street. During the PM peak period, queuing was observed in the northbound direction, which extended back from H Street NW/NE.

Operational and Safety Concerns:

- » **Aggressive Driving (Speeding):** Speeding tends to occur in the area between Massachusetts Avenue NW/NE and H Street NW/NE, where there is less “traffic friction” because of reduced side street demand and conflicts from other modes.
- » **Congestion & Queuing:** While not generated due to traffic operations at G Street NW/NE, the impact of queuing at H Street NW/NE is experienced at this intersection.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phase.
- » **Pavement Conditions (Roadway, Markings):** The pavement is in fair condition, except the crosswalk on the east leg, where the pavement is damaged. The pavement markings are in poor condition.
- » **Narrow Sidewalk Segments:** The sidewalk by the traffic signal in the SE quadrant of the intersection reduces to 27 inches and is not ADA compliant.



Congestion and queuing at North Capitol and G Street.

Operational and Safety Challenges

North Capitol Street and G Place NW/NE

AM & PM Peaks:

Vehicular Operations – During the AM peak period, speeding was observed in the northbound and southbound directions. The northbound queue from H Street NW/NE occasionally extends back to G Place NE. Likewise, during the PM peak period, northbound queuing from H Street NE occasionally reaches G Place NE, which results in vehicles and buses blocking the intersection.

Operational and Safety Concerns:

- » **Aggressive Driving (Speeding):** Speeding tends to occur in the area between Massachusetts Avenue NW/NE and H Street NW/NE, where there is less “traffic friction” because of reduced side street demand and conflicts from other modes.
- » **Congestion & Queuing:** While not generated due to traffic operations at G Street NW/NE, the impact of queuing at H Street NW/NE is experienced at this intersection.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There is an old pedestrian push button on the north leg of the intersection that needs to be repaired.
- » **Pavement Conditions (Roadway, Markings):** The pavement conditions are poor at the intersection, while the pavement markings are in fair condition.



Wheelchair ramps are in good condition crossing G Place NE.

Operational and Safety Challenges

North Capitol Street and H Street NW/NE

AM Peaks:

Vehicular Operations – Speeding was observed at the intersection, particularly in the westbound direction. There was moderate queuing in all directions, except for the westbound approach, where queues were relatively long.

Westbound and southbound left-turns are prohibited during AM peak hour; however, motorists were observed violating these restrictions. The eastbound left-turn movement is permitted; and multiple conflicts with westbound through traffic were observed.

The northbound queues periodically extend south to G Place NE.

Pedestrian & Bicycle Operations – Lastly, heavy bus activity was observed at the intersection during the AM peak hour, which contributed to the relatively high volumes of pedestrians.

PM Peaks:

Vehicular Operations – The northbound left-turn is prohibited during PM Peak hour, while westbound, eastbound, and southbound left-turns are permitted. While gaps in through traffic appeared adequate for the southbound left-turn, multiple conflicts with through traffic were observed for the eastbound and westbound left-turn movements.

- » During the PM peak period, the northbound right-turn volume was heavy. Several drivers used the middle through lane to turn right due to the buses stopping at the bus stop located in the SE corner of the intersection.

Pedestrian & Bicycle Operations – There was moderate pedestrian activity at the intersection that occasionally conflicted with cyclists that were observed almost exclusively using the sidewalk.

Operational and Safety Concerns:

- » **Aggressive Driving (Speeding):** Speeding was observed in the westbound direction. The straight, downgrade approach (from Hopscotch Bridge) and the attempt to get through the traffic signals at the University of the District of Columbia (UDC) parking garage entrance and H Street NW/NE appear to be contributing factors.
- » **Left Turn Conflicts:** There are limited gaps in oncoming through traffic for left turning vehicles, which creates congestion on the respective approach and may lead to more aggressive turning maneuvers.

- » **Congestion & Queuing (Westbound - AM):** There is considerable queuing and demand in the westbound direction. The downstream delays at Massachusetts Avenue NW contribute to this.
- » **Congestion & Queuing (Northbound - AM):** Northbound queuing extends back to G Place NE.
- » **Vehicle-Pedestrian Conflicts (Transit Riders):** The heavy presence of bus transit near this intersection generates considerable pedestrian traffic that is often in conflict with vehicular traffic.
- » **Bicycle Operations:** The lack of bicycle facilities leads to cyclists being on sidewalks, where they conflict with pedestrians.

Infrastructure Challenges:

- » **Pavement Conditions (Roadway, Markings):** The pavement conditions are poor at the intersection, while the pavement markings are in fair condition.
- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phase.
- » **Missing or Damaged Signage:** The “No Parking” sign on the NE quadrant is fading and in poor condition.
- » **Pedestrian Facilities (Crosswalks):** On the north and south legs of the intersection, the median nose extends into the crosswalk.



Illegal left turn at H Street NW/NE and North Capitol Street.

Operational and Safety Challenges

North Capitol Street and I Street NW/NE

AM & PM Peaks:

Vehicular Operations – During AM & PM peak periods, southbound queuing from H Street reached I Street. At all other times, queues were relatively short in all directions. Speeding was also observed in the northbound and southbound directions, despite the “PHOTO ENFORCEMENT” warning sign for southbound traffic.

Additionally, several northbound vehicles were observed maneuvering around vehicles (i.e., Uber/Lyft) picking up/dropping off passengers north of the intersection.

Pedestrian & Bicycle Operations – While there was low pedestrian activity at the intersection, several instances of illegal crossing/jaywalking were observed. The pedestrian phase is recalled during each cycle of the traffic signal.

Operational and Safety Concerns:

- » **Aggressive Driving (Speeding):** Speeding tends to occur in the area between K Street NW/NE and H Street NW/NE, where there is less “traffic friction” because of reduced side street demand and conflicts from other modes.
- » **Congestion & Queuing:** While not generated due to traffic operations at I Street NW/NE, the impact of queuing at H Street NW/NE is experienced at this intersection.
- » **Carshare Conflicts:** The unpredictability and random nature of carshare vehicle maneuvers introduces unexpected conflicts with other vehicular traffic at this intersection.
- » **Pedestrian Crossing Behavior:** Pedestrians tended to violate the pedestrian signal indications at this intersection. This is potentially due to the gaps created by the traffic signals at K Street NW/NE and H Street NW/NE and the lack of vehicular side street approaches that might also be in conflict with pedestrian movements.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There is only one pedestrian push button on the SE corner of the intersection. There are no audible cues for pedestrian crossings at the intersection. Looking west, the walk signal for the north leg pedestrian crossing is not directly facing the pedestrians, and therefore not fully visible.

- » **Pedestrian Facilities (Pedestrian Ramps):** The pedestrian ramp is missing on the NW quadrant. All other pedestrian ramps are ADA compliant. However, there is significant pavement damage at the NE pedestrian ramp.



Despite a crosswalk across North Capitol Street at I Street NE, people are crossing in the road.

Operational and Safety Challenges

North Capitol Street and K Street NW/NE

AM & PM Peaks:

Vehicular Operations – Several conflicts were observed between eastbound and westbound left turns and oncoming traffic during the permissive phase. Additionally, some northbound drivers were observed making southbound U-turns south of the intersection, at the median opening. Speeding was also observed in at the intersection.

During the PM peak period, the southbound right-turn was periodically delayed by the pedestrians, which resulted in additional delay for the southbound approach.

Pedestrian & Bicycle Operations - There was high pedestrian activity at the intersection. Several conflicts were observed between pedestrians and the eastbound and westbound left-turn during both the protected and permissive phases.

Bicycles were observed using sidewalks and the roadway.

Operational and Safety Concerns:

- » **Left Turn Conflicts:** There are limited gaps in oncoming eastbound and westbound through traffic for left turning vehicles, which creates congestion on the respective approach and may lead to more aggressive turning maneuvers.
- » **U Turn Conflicts:** To circumvent the northbound left restriction during the PM peak, drivers make U-turns at the median opening north of the intersection, conflicting with southbound traffic.
- » **Vehicle-Pedestrian Conflicts (Left Turns):** Eastbound and westbound left turn movements tended to conflict with pedestrians during both the protected and permissive phases, which is attributable to pedestrians crossing against the pedestrian signal indication and drivers not yielding to pedestrians.
- » **Bicycle Operations:** The lack of bicycle facilities leads to cyclists being on sidewalks, where they conflict with pedestrians and in mixed traffic where they conflict with vehicles.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phases.
- » **Pavement Conditions (Roadway, Markings):** The pavement markings are poor at the intersection, while the pavement conditions are fair.



Cyclist using K Street as an east-west connection. DDOT proposed adding bike lanes in the NoMa/Mount Vernon Triangle Bicycle Network Study discussed in Chapter 1.

Operational and Safety Challenges

North Capitol Street and L Street NW/NE

AM Peaks:

Vehicular Operations – During the AM peak period, several southbound through vehicles were observed making “last second” lane changes to avoid the left-turn queue. The southbound queue at the downstream intersection at K Street NW/NE occasionally reached L Street NW/NE.

Pedestrian & Bicycle Operations – Several conflicts between pedestrians crossing the east leg of the intersection and vehicles making southbound left-turns were observed. Construction along L Street during the observations, sometimes caused vehicles making the southbound left turn to block the intersection.

PM Peaks:

Vehicular Operations – During the PM peak period, the northbound queue was consistently long, and the continuous arrival of additional vehicles caused the intersection to be blocked at times. Similarly, southbound queues were very long with the continuous arrival of additional waves of traffic upon the clearing of the intersection.

Westbound queues were consistently lengthy and reached 15 vehicles, blocking the entrance/exit to the parking garages along L Street NE. In several instances, the queue did not clear during the signal cycle.

Several conflicts were observed between southbound left-turn and northbound through movements. A near collision was observed during field observations, apparently due to the high speeds of northbound traffic and the increasing acceptance of shorter gaps in opposing traffic.

Pedestrian & Bicycle Operations -Moderate to heavy pedestrian activity was observed from the National Public Radio building on the NE corner of the intersection. This pedestrian traffic used both the east and north crosswalks.

Operational and Safety Concerns:

- » **Merging Conflicts:** Sudden lane merging was taking place to avoid being “trapped” behind left-turning vehicles. This resulted in consistent conflicts between motorists.
- » **Left Turn Conflicts:** Limited gaps in oncoming eastbound and westbound through traffic for left turning vehicles, which creates congestion from either direction and leads to more aggressive turning maneuvers.
- » **Vehicle-Pedestrian Conflicts (Left Turns):** Eastbound and westbound

left turn movements tended to conflict with pedestrians during both the protected and permissive phases, which is attributable to pedestrians crossing against the pedestrian signal indication and drivers not yielding to pedestrians.

- » **Congestion & Queuing:** The impact of queuing at H Street NW/NE is experienced at this intersection.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no audible cues for the pedestrian signal phases. The push button types are inconsistent.
- » **Pedestrian Facilities (Pedestrian Ramps):** The pedestrian ramp is missing on the NW quadrant. On the NE quadrant, the pedestrian ramp is not ADA compliant and truncated domes do not contrast with the color of the sidewalk. The crosswalk is aligned with a driveway. This causes conflicts between pedestrians and motorists.
- » **Pavement Conditions (Roadway, Markings):** The pavement markings are poor at the intersection, while the pavement conditions are fair.



Pavement and markings are in poor condition.

Operational and Safety Challenges

North Capitol Street and Pierce Street NE

AM & PM Peaks:

Vehicular Operations – Several illegal left-turns were made from southbound approach onto Pierce Street, despite the existing “NO LEFT TURN” sign. Additionally, long delays were observed for vehicles turning left from the westbound approach.

During the PM peak period, northbound traffic from upstream intersection at M Street spills back and reaches Pierce Street.

Pedestrian & Bicycle Operations – Drivers did not yield to pedestrians, particularly pedestrians on the south crosswalk.

Operational and Safety Concerns:

- » **Left Turn Conflicts:** A considerable number of left turn conflicts have been introduced because of illegal southbound left turns during the peak periods.
- » **Congestion & Queuing:** The NB queuing from M Street NW/NE extends back to Pierce Street NE, resulting in pedestrians walking between vehicles to cross North Capitol Street.
- » **Vehicle-Pedestrian Conflicts (Left Turns):** The unsignalized crossing on the south leg of Pierce Street NE introduces a “multiple threat” scenario, where there are multiple conflict points for a crossing pedestrian. This is exacerbated by drivers not yielding to crossing pedestrians.

Infrastructure Challenges:

- » **Narrow Sidewalk Segments:** On the east and west sides of North Capitol, the sidewalk width appears to be inadequate adjacent to trees boxes.
- » **Pedestrian Facilities (Pedestrian Ramps):** On the SE quadrant, the pedestrian ramp is not ADA compliant and truncated domes do not contrast with the color of the sidewalk.



Traffic congestion and vehicles making illegal left turns onto Pierce Street NE.

Operational and Safety Challenges

North Capitol Street and M Street NW/NE

AM & PM Peaks:

Vehicular Operations – During the PM peak period, traffic volumes were heavy on all approaches and vehicles did not completely get through the intersection for multiple cycles of the traffic signal. Traffic from upstream intersections spilled back and reached M Street NW/NE in both the northbound and southbound directions. Congestion along North Capitol Street results in long delays for the vehicles turning left from M Street NW. Additionally, queuing along M Street NW extended beyond First Place NW.

Additionally, during the AM peak period, several southbound vehicles were observed illegally making left turns and U-turns at the intersection.

Pedestrian & Bicycle Operations – The outside left turn lane on the eastbound approach has limited visibility with respect to pedestrians crossing in the north leg crosswalk when there are adjacent left-turning vehicles in the inside left turn lane. Additionally, the dual left movement operates concurrently with the pedestrian phase, introducing a potential “multiple threat” scenario. During both the AM and PM peak periods, a significant number of children were observed crossing the intersection. Several pedestrians were observed jaywalking and crossing the intersection illegally.

Operational and Safety Concerns:

- » **Congestion & Queuing:** The NB queuing from M Street NW/NE extends back to Pierce Street NE, resulting in pedestrians crossing between vehicles to cross North Capitol Street.
- » **Vehicle-Pedestrian Conflicts (Left Turns):** Eastbound and westbound left turn movements tended to conflict with pedestrians during both the protected and permissive phases, which is attributable to pedestrians crossing against the pedestrian signal indication and drivers not yielding to pedestrians.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phase.
- » **Pedestrian Facilities (Accessible Pedestrian Signals):** The pedestrian signal head on the east side of the south leg crosswalk is missing.
- » **Pedestrian Facilities (Crosswalks):** On the north and south legs of the intersection, the median nose extends into the crosswalk.



Left turns from eastbound M Street NW to northbound North Capitol Street conflict with pedestrians.

Operational and Safety Challenges

North Capitol Street and New York Avenue NW/NE

AM Peak:

Vehicular Operations – During the AM peak period, westbound queues reached the intersection with Florida Avenue and beyond. The southbound queues consistently reached P Street NW/NE and at times extended to Florida Avenue NW/NE.

Due to heavy congestion, the westbound vehicles continuously blocked the intersection during the green phase and often failed to get through the intersection before the onset of the red phase. This caused various issues including:

- » Periodic blocking of the east leg crosswalk.
- » Periodic blocking of the travelway for southbound and northbound through vehicles, forcing traffic to either maneuver around the westbound vehicles or experience additional delay.

There was a significant number of buses, trucks, and other heavy vehicles that have longer start-up delay and required large turning radii. This contributed to excessive congestion and drivers waiting through multiple cycles of the traffic signal.

The storage for westbound traffic in the middle of the intersection is inadequate, resulting in northbound left-turning vehicles not having roadway capacity to fill on westbound New York Avenue NW/NE. This blocks southbound left-turns and eastbound through vehicles, forcing them to either maneuver around the northbound left-turn vehicles in the middle of the roadway or experience delay while the northbound left-turn vehicles attempted to get through the intersection.

Most vehicles on the southbound approach turned right onto New York Avenue NW. However, due to heavy congestion at the intersection, vehicles could not find sufficient gaps in the westbound traffic flow to make a right-turn-on-red.

Several drivers were observed ignoring the “DO NOT ENTER” sign on N Street and enter the intersection illegally. Additionally, speeding eastbound traffic was observed on N Street on multiple occasions.

Pedestrian & Bicycle Operations – Several pedestrians were observed crossing the west leg of the intersection. Some of the pedestrians seemed to be local residents who made several crossings in both directions consistently throughout the AM and PM peaks, as well as during the mid-day. Several of these pedestrians went in and out of the liquor store located on the NW

corner of the intersection.

Many pedestrians crossed the southern half of the west leg crosswalk during the westbound protected left-turn phase (when the eastbound traffic was stopped), only to be trapped in the middle of the crosswalk, while trying to find gaps in westbound through traffic, to complete their crossing.

PM Peak:

Vehicular Operations – During the PM peak period, the back of the queue did not extend as long as it did during the AM peak period, but throughput was still reduced due to congestion from the downstream intersections. By 4:30 PM, the number of vehicles that did not clear for each traffic signal cycle reduced, resulting in much shorter queues. However, vehicles arrived from upstream intersections to the east, resulting in the constant arrival of westbound traffic.

The westbound left-turn maneuvers were almost entirely completed during the exclusive phase (i.e., green arrow), given that the eastbound traffic was too heavy to allow for a permissive left-turn maneuver.

Many westbound right-turn vehicles arrived in the far left or middle lane and would make a “last second” lane merge to get in the right-most lane.

Several drivers were observed ignoring the “DO NOT ENTER” sign on N Street NE and enter the intersection illegally.

Pedestrian & Bicycle Operations - There was a considerable amount of interruption in vehicular traffic flow due to jaywalking pedestrians.



Heavy congestion and pavement in poor condition.

Operational and Safety Challenges

North Capitol Street and New York Avenue NW/NE (Cont'd...)

Weekend:

Although the entire corridor was observed during weekend conditions, the intersection at New York Avenue NW/NE is highlighted given weekend traffic conditions that rivaled weekday peak operations.

Vehicular Operations – Traffic patterns were similar to the weekday conditions, with traffic volumes being less heavy and queues being shorter. The southbound queue was shorter than the weekday conditions, but drivers would occasionally fail to get through the intersection in one traffic signal cycle. Southbound queues reached O Street NW and at times P Street NW/NE.

Pedestrian & Bicycle Operations - Conflicts between drivers and cyclists were repeatedly observed, including near misses and an actual collision that occurred during the field observations.

Operational and Safety Concerns:

- » **Congestion & Queuing:** During the AM and PM peak periods, there is significant congestion and queuing in all directions. Much of the queuing is the result of residual queues from conflicting or opposing movements. To a lesser degree, these same operational issues exist during the weekend peak. These conditions are exacerbated by large vehicles (i.e., truck, buses, etc.). There is also a lack of physical storage within the intersection.
- » **Aggressive Driving:** Due to the congestion at this intersection, there are more aggressive maneuvers to avoid delay, including diverting from the travel way, “last second” merging, and illegal maneuvers, which have a direct impact on safety.
- » **Pedestrian Crossing Behavior:** Pedestrians tended to violate the pedestrian signal indications at this intersection. The consistently high pedestrian demand and surrounding queuing are primary factors. Pedestrians appeared to assume that it was safer to cross during gridlock when vehicles were either stopped or barely moving than during free flow periods. Additionally, the wait time for crossing appeared excessive.

Infrastructure Challenges:

- » **Pavement Conditions (Roadway, Markings):** The lack of clear pavement markings in the middle of the intersection created confusion resulting in safety concerns for drivers.
- » **Pedestrian Facilities (Pedestrian Ramps):** The ADA ramps at the corners within the intersection do not appear to meet ADA standards (i.e., grade, detectable warning surfaces).
- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no audible cues for the pedestrian signal phase.
- » **Missing or Damaged Signage:** The signage along the northbound access road is in disrepair and faded.



While the sidewalk is wide, the people in wheelchairs use the street, because the curb ramps are not ADA compliant.

Operational and Safety Challenges

North Capitol Street and P Street NW/NE

AM & PM Peaks:

Vehicular Operations – During the AM peak period, the northbound queues reached the underpass at New York Avenue. Additionally, the southbound left-turn movement is often delayed due to the constant arrival of opposing northbound traffic. This resulted in additional delay for the southbound through movement. During some cycles of the traffic signal, the southbound approach failed to get through the intersection.

During the PM peak period, the northbound queues reached at least to the underpass at New York Avenue. During most cycles, the northbound green indication started before the queue from the downstream intersection had time to clear, resulting in traffic spilling back through the intersection.

Southbound queues during the PM peak sometimes reached Florida Avenue. The spillbacks from the downstream intersections at New York Avenue NW/NE and O Street NW consistently reach P Street NW/NE, resulting in delays for both SBT and southbound turning movements from P Street onto southbound North Capitol Street. Additionally, eastbound vehicles making a right-turn onto southbound North Capitol Street blocked the eastbound through vehicles along P Street NE.

Pedestrian & Bicycle Operations – There was moderate to heavy pedestrian activity at the intersection, particularly along the north and south leg crossings. On the eastbound and westbound approaches, drivers periodically stopped on the crosswalk, blocking the pedestrians.

Operational and Safety Concerns:

- » **Merging Conflicts:** Sudden lane merging was taking place to avoid being “trapped” behind left-turning vehicles. This resulted in consistent conflicts.
- » **Left Turn Conflicts:** There are limited gaps in oncoming northbound through traffic for left turning vehicles, which creates congestion on the respective approach and may lead to more aggressive turning maneuvers.
- » **Vehicle-Pedestrian Conflicts:** Drivers traveling eastbound and westbound tend to encroach on the crosswalks on the east and west legs.
- » **Congestion & Queuing:** While not generated due to traffic operations at P Street NW/NE, the impact of queuing at New York Avenue NW/NE and Florida Avenue NW/NE is experienced at this intersection.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phase.
- » **Pedestrian Facilities (Crosswalks):** On the north and south legs of the intersection, the median nose extends into the crosswalk.
- » **Missing or Damaged Signage:** Some of the signs around the intersection are faded or vandalized.



Median nose extends into the crosswalk, creating a trip hazard for visually impaired or distracted pedestrians.

Operational and Safety Challenges

North Capitol Street and Florida Avenue NW/NE

AM & PM Peaks:

Vehicular Operations – During the AM peak period at the intersection of North Capitol Street and Florida Avenue NW/NE, the southbound queue consisted mostly of through vehicles and reached to R Street NW/NE.

During the PM peak period, the northbound queues reached at least to the underpass at New York Avenue. During most cycles, the northbound green indication started before the queue from the downstream intersection had time to clear, resulting in traffic spilling back through the intersection.

The westbound PM queue often cleared, except for a few cycles of the traffic signal. However, the eastbound queues from the downstream intersection reached North Capitol Street, blocking the crosswalk on the east leg at times. The eastbound queue reached Quincy Place NW. During a few cycles, no vehicles were able to make an eastbound right-turn onto North Capitol Street, due to parked vehicles in the right-most lane on the west side of North Capitol Street. Right turning vehicles also periodically blocked the crosswalk for pedestrians (this also occurred during the weekend peak period observations).

Pedestrian & Bicycle Operations – Cyclists used roadways and sidewalks/crosswalks to travel through the intersection.

Operational and Safety Concerns:

- » **Congestion & Queuing:** The vehicular demand is significant for the mainline and side street approaches, leading to queuing in multiple directions.
- » **Vehicle-Pedestrian Conflicts:** Drivers making the eastbound right turn often blocked the crosswalks on the west and south legs of the intersection creating potential conflicts with pedestrians. Northbound and southbound through movement queues also have the impact of blocking the north leg and south leg crosswalks.
- » **Bicycle Operations:** The lack of bicycle facilities leads to cyclists being in unexpected places, where they potentially conflict with other modes.

Infrastructure Challenges:

- » **Pedestrian Facilities (Accessible Pedestrian Signals):** There are no pedestrian push buttons/audible cues for the pedestrian signal phase.
- » **Missing or Damaged Signage:** Some of the signs around the intersection are faded or damaged.
- » **Pedestrian Facilities (Crosswalks):** On the north and south legs of the intersection, the median nose extends into the crosswalk.



AM peak congestion on North Capitol Street heading southbound.

Operational and Safety Challenges

North Capitol Street and R Street NW/NE

AM Peak:

Vehicular Operations – During the AM peak period, the northbound queue at R Street NW/NE reached the upstream intersections and approached Florida Avenue during several cycles. The distance to the upstream intersection is relatively close and is exceeded with approximately six queuing vehicles. This queue, however, cleared during most cycles.

Northbound left-turning cars periodically get stuck in the middle of the intersection, while attempting to find a gap in the southbound through traffic that blocks the intersection, due to heavy congestion. The queues for this movement averaged around 3-4 vehicles.

The flow in the southbound direction was heavy, and the queue reached the upstream intersection. However, the queue cleared every cycle.

Vehicles making eastbound and westbound left-turn movements found it difficult to find gaps in oncoming traffic during the concurrent side street phase.

The westbound queue filled the entire block between North Capitol Street and Lincoln Road, spilling back onto R Street and the northbound left turn from Lincoln Road.

Pedestrian & Bicycle Operations – Many cyclists were observed traveling in the eastbound and westbound directions, sharing the road with vehicles.

PM Peak:

Vehicular Operations – Earlier in the PM peak hour, approximately 55 vehicles cleared during each cycle, leaving seven to eight vehicles in the queue at the end of the green phase. During the PM peak period, there were northbound queues that were not able to clear and reach the upstream signal at Florida Avenue NW/NE throughout several cycles. However, at approximately 5:00 PM the remaining queues tended to get shorter.

Northbound through vehicles occasionally did not clear the intersection, causing delays for the eastbound and westbound through movements from R Street NW/NE. Despite all, no cycle failure occurred during the observations. Drivers making the southbound left-turns had difficulty finding gaps in northbound through traffic to complete the maneuver due to a constant northbound flow.

Pedestrian & Bicycle Operations - Many bikes were observed in the eastbound and westbound direction, sharing the road with vehicles.

Weekend:

Vehicular Operations – During the weekend peak period, drivers making the southbound left-turn had difficulty finding gaps in northbound through traffic due to a seemingly constant northbound flow. The northbound queue reached the upstream intersection, approaching Florida Avenue NW/NE during several cycles.

Operational and Safety Concerns:

- » **Congestion & Queuing:** The vehicular demand is significant along North Capitol Street. The PM northbound queue extends from R Street NW/NE to Florida Avenue NW/NE. Additionally, the side street through traffic demand is minimizing gaps for eastbound and westbound left-turn traffic.
- » **Left Turn Conflicts:** There are limited gaps in oncoming northbound and southbound through traffic for left turning vehicles, which creates congestion on the respective approach and may lead to more-aggressive turning maneuvers.
- » **Bicycle Operations:** Lack of exclusive bike facilities leads to cyclists being in mixed traffic, where they conflict with vehicles.

Infrastructure Challenges:

- » **Missing or Damaged Signage:** The parking sign on the NW corner of the intersection is in disrepair.
- » **Pedestrian Facilities (Crosswalks):** On the north and south legs of the intersection, the median nose extends into the crosswalk.

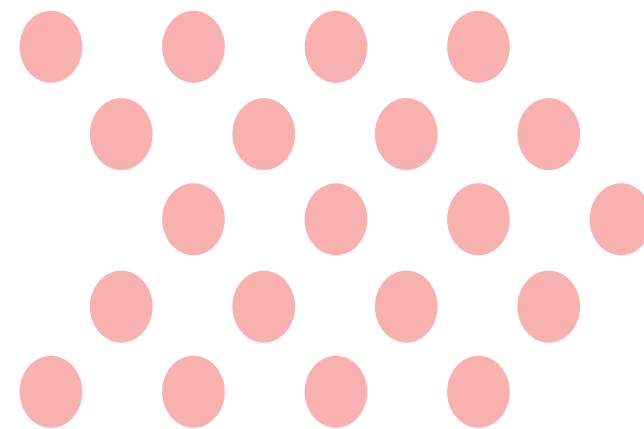


Vehicles blocking the intersection, make it difficult for drivers to make the left turn onto R Street NW.



CHAPTER

Recommendations



Recommendations

During stakeholder engagement including stakeholder meetings and online crowdsourcing (see Chapter 2), people expressed concern about the general appearance of North Capitol Street as well as specific concerns about conditions and driver behavior at multiple intersections throughout the corridor. These specific concerns included people driving too fast, making illegal left turns, not yielding to pedestrians, and vehicles blocking intersections, including crosswalks. This driver behavior makes people feel unsafe when walking or biking across North Capitol Street.

This section provides recommendations to deal with these issues. For each recommendation an estimated cost and timeframe is included.

Recommendations are first presented in two tables. The first table highlights the improvements that are imperative to the safety of all people travelling on North Capitol Street in the study area. After this table, you will find a full list of all recommendations for the study area. To provide more detail on the identified recommendations, this table is followed by a narrative of recommendations, grouped by their type. In addition, each of the recommendations is subsequently described by intersection.

Recommendations are presented in 4 sections as follows:

- (1) Top Priority Recommendations: A table of top priority improvements.
- (2) Recommended Improvements for the North Capitol Street Needs Assessment Study Area: A table of all improvements.
- (3) Descriptions of all improvements by type.
- (4) Descriptions of improvements by intersection.

Top Priority Recommendations

ID	Recommendations		Location/Intersection	Estimated Timeframe	Relative Cost	Priority
S1	Sidewalk Improvements	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface.	P Street NW/NE M Street NW/NE L Street NW/NE K Street NW/NE	6 mos. - 1 yr.	Low	1
S2		Perform spot improvements on damaged sidewalks.	Corridor-wide	6 mos. - 1 yr.	Moderate	1
R1	Streetscape Study	Corridor-wide study to improve the efficiency of the streetscape including consideration of installing a wide median with left turn pockets by repurposing existing travel lanes.	Corridor-wide study	2 yr. +	High	1
R8	Bicycle Mobility Improvements	Implement a bike box with bike lanes on the eastbound and westbound approaches within 50' of the intersection.	R Street NW/NE	1 yr. +	Low-moderate	1
P1*	Pavement Marking Improvements	Repave and re-stripe the roadway surface along North Capitol Street (including side street approaches).	Corridor-wide	9 mos. - 1 yr.	High	1
P2*		Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	R Street NW/NE Pierce Street NE (East Leg) L Street NW/NE (East Leg) G Place NE (East & North Legs) I Street NW/NE	6 mos. - 1 yr.	Low	1
P3		Install a crosswalk on the north leg of the intersection (in conjunction with a HAWK signal).	Pierce Street NE	9 mos. - 1 yr.	Low	1
P4		Install complimentary stop bars on the northbound and southbound approaches to the unsignalized crossing.	Pierce Street NE	9 mos. - 1 yr.	Low	1
P9	Traffic Sign Improvements	Coordinate with WMATA to pursue relocating the eastbound and westbound bus stops to far side locations.	K Street NW/NE	1 yr. +	Low	1
T1	Pedestrian Improvements	Implement leading pedestrian intervals.	Corridor-wide	6 mos. - 1 yr.	Low	1
T2		Install a HAWK signal with accessible pedestrian signals considering if signal warrants are met.	Pierce Street NE	9mos. - 1 yr.	Moderate-high	1
T4	Signal Improvements	Evaluate and pursue eliminating the concurrent double eastbound left and north leg pedestrian phases.	M Street NW/NE	9 mos. - 1 yr.	Low-moderate	1

ID abbreviations: S = Sidewalk Improvements, R = Roadway Improvements, P = Pavement Marking & Signage Improvements, T = Traffic Signalization Improvements, UP = Urban Design & Planning Improvements, IA = Immediate Action Items

* - During the drafting of this report these items were completed on North Capitol Street between R Street and G Place NE

Top Priority Recommendations

ID	Recommendations		Location/Intersection	Estimated Timeframe	Relative Cost	Priority
S3	Sidewalk Improvements	Widen the sidewalk along the west side of North Capitol Street.	M Street NW/NE (South of) L Street NW/NE (South of) K Street NW/NE (North of)	2 yr. +	Moderate	2
R2	Sidewalk Improvements	Repair curb ramps on the NW and NE corners of the NB access road intersection.	New York Avenue NW/NE (NW & NE corners)	0 mos. - 3 mos.	Low	2
R3		Install ADA-compliant curb ramps where missing (including contrasting truncated domes).	G Street NW/NE I Street NW/NE L Street NW/NE Pierce Street NW/NE	0 mos. - 3 mos.	Low	2
R4		Install ADA-compliant curb ramps on the SE and SW corner (with a high-visibility crossing).	G Place NE	0 mos. - 3 mos.	Low	2
R10	Bicycle Mobility Improvements	Pursue the design and implementation of bicycle facilities along K Street NW/NE.	K Street NW/NE	1 yr. - 2 yr.	Low-moderate	2
P5	Pavement Marking Improvements	Install “Do Not Block Intersection” pavement markings within the intersections.	Florida Avenue NW/NE P Street NW/NE New York Avenue NW/NE (only at access road crossings) M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE	1 yr. +	Low	2
P10	Traffic Sign Improvements	Evaluate and install an LED-based “No Left Turn” sign.	R Street NW/NE M Street NW/NE L Street NW/NE	3 mos. - 6 mos.	Low	2
UP2	Temporary Road Improvements	Paint sharrow design in the street to signify it as a shared street.	L Street NW	0 mos. - 3 mos.	Low	2
UP3	Public Space Activation Improvements	Install placemaking elements, such as temporary public art, large games, and/or seating.	Florida Avenue NW/Q Street NW Lincoln Road/Quincy NE N Street NW/NE	9 mos. - 1 yr.	Moderate	2
UP4		Work with property owners and artist to install public art in the vacant parking lots.	1000 block of North Capitol St NW	9 mos. - 1 yr.	Low	2

Recommended Improvements for the North Capitol Street Needs Assessment Study Area (full list)

ID	Recommendations		Location/Intersection	Estimated Timeframe	Relative Cost	Priority
S1	Sidewalk Improvements	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface.	P Street NW/NE M Street NW/NE L Street NW/NE K Street NW/NE	6 mos. - 1 yr.	Low	1
S2		Perform spot improvements on damaged sidewalks.	Corridor-wide	6 mos. - 1 yr.	Moderate	1
S3		Widen the sidewalk along the west side of North Capitol Street.	M Street NW/NE (South of) L Street NW/NE (South of) K Street NW/NE (North of)	2 yr. +	Moderate	2
S4		Work with District of Columbia Housing Authority to move fence in front of Sibley Plaza back.	M Street NW/NE	2 yr. +	Moderate - high	4
R1	Streetscape Study	Corridor-wide study to improve the efficiency of the streetscape including consideration of installing a wide median with left turn pockets by repurposing existing travel lanes.	Corridor-wide study	2 yr. +	High	1
R2	Sidewalk Improvements	Repair curb ramp on the NW and NE corners of the NB access road intersection.	New York Avenue NW/NE (NW & NE corners)	0 mos. - 3 mos.	Low	2
R3		Install ADA-compliant curb ramps where missing (including contrasting truncated domes).	Pierce Street NW/NE L Street NW/NE I Street NW/NE G Street NW/NE	0 mos. - 3 mos.	Low	2
R4		Install ADA-compliant curbs ramps on the SE and SW corner (with a high-visibility crossing).	G Place NE	0 mos. - 3 mos.	Low	2
R5		Close median opening (immediately using flexposts, long-term with concrete curb installation) adjacent to the intersection.	M Street NW/NE (south of) L Street NW/NE (south of) I Street NW/NE (north of)	3 mos. - 6 mos.	Moderate	4
R6		Implement a wider, ADA-accessible median to extend through the crosswalk(s) on North Capitol Street.	Pierce Street NE L Street NW/NE G Place NE	2 yr. +	Moderate-high	4
R7		Trim median noses for the north and south legs.	R Street NW/NE Florida Avenue NW/NE P Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE (west leg)	2 yr. +	Moderate	5

ID	Recommendations		Location/Intersection	Estimated Timeframe	Relative Cost	Priority
R8	Bicycle Mobility Improvements	Implement a bike box with bike lanes on the eastbound and westbound approaches within 50' of the intersection.	R Street NW/NE	1 yr. +	Low-moderate	1
R9		Pursue the study, design, and implementation of bicycle facilities along Massachusetts Avenue NW/NE.	Massachusetts NW/NE	2 yr. +	Low-moderate	3
R10		Pursue the design and implementation of bicycle facilities along K Street NW/NE.	K Street NW/NE	1 yr. - 2 yr.	Low-moderate	2
P1*	Pavement Marking Improvements	Repave and re-stripe the roadway surface along North Capitol Street (including side street approaches).	Corridor-wide	9 mos. - 1 yr.	High	1
P2*		Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	R Street NW/NE Pierce Street NE (East Leg) L Street NW/NE (East Leg) I Street NW/NE G Place NE (East & North Legs)	6 mos. - 1 yr.	Low	1
P3		Install a crosswalk on the north leg of the intersection (in conjunction with a HAWK signal).	Pierce Street NE	9 mos. - 1 yr.	Low	1
P4		Install complimentary stop bars on the northbound and southbound approaches to the unsignalized crossing.	Pierce Street NE	9 mos. - 1 yr.	Low	1
P5		Install "Do Not Block Intersection" pavement markings within the intersections.	Florida Avenue NW/NE P Street NW/NE New York Avenue NW/NE (only at access road crossings) M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE	1 yr. +	Low	2
P6		Provide additional skip marking to delineate double eastbound left movement.	M Street NW/NE	6 mos. - 1 yr.	Low	3
P7		Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Florida Avenue NW/NE M Street NW/NE L Street NW/NE I Street NW/NE G Place NE	6 mos. - 1 yr.	Low	4
P8		Install lane configuration arrows leading to intersection with North Capitol.	P Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE G Place NE G Street NW/NE Massachusetts NW/NE	6 mos. - 1 yr.	Low	4

ID	Recommendations		Location/Intersection	Relative Timeframe	Relative Cost	Priority
P9	Traffic Sign Improvements	Coordinate with WMATA to pursue relocating the eastbound and westbound bus stops to far side locations.	K Street NW/NE	1 yr. +	Low	1
P10		Evaluate and install an LED-based “No Left Turn” sign.	R Street NW/NE M Street NW/NE L Street NW/NE	3 mos. - 6 mos.	Low	2
P11		Evaluate and restrict the left turning movements during peak periods (for westbound movements).	Pierce Street NE	9 mos. - 1 yr.	Low	3
P12		Install “Turning Vehicles Yield to Pedestrians” signs.	Florida Avenue NW/NE New York Avenue NW/NE M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE	0 mos. - 3 mos.	Low	4
P13		Convert parking spaces north of the bus stop on the southbound side of North Capitol Street immediately north of Massachusetts Avenue to rush hour restricted.	Massachusetts NW	3 mos. - 6 mos.	Low	4
P14		Change parking signs at the bus stop immediately south of H Street on the northbound side of North Capitol Street to “No Parking” all day to provide for an all-day bus zone.	H Street NE	3 mos. - 6 mos.	Low	4

* - During the drafting of this report these items were completed on North Capitol Street between R Street and G Place NE

	Recommendations		Location/Intersection	Relative Timeframe	Relative Cost	Priority
T1	Pedestrian Improvements	Implement leading pedestrian intervals.	Corridor-wide	6 mos. - 1 yr.	Low	1
T2		Install a HAWK signal with accessible pedestrian signals considering if signal warrants are met.	Pierce Street NE	9mos. - 1 yr.	Moderate-high	1
T3		Evaluate and pursue an exclusive pedestrian phase. Pursue the installation of accessible pedestrian signals, if and when, North Capitol goes through for a full reconstruction project.	Corridor-wide	2 yr. +	Low-moderate	3
T4	Signal Improvements	Evaluate and pursue eliminating the concurrent double eastbound left and north leg pedestrian phases.	M Street NW/NE	9 mos. - 1 yr.	Low-moderate	1
T5		Evaluate and implement modified traffic signal coordination in the northbound and southbound approaches to allow for greater gaps for permissive left turns.	R Street NW/NE	9 mos. - 1 yr.	Low-moderate	3
T6		Pursue the design and implementation of a traffic signal rehabilitation project for the signal at the UDC parking garage entrance on H Street NE to coordinate with the signal at H Street NW/NE and encourage compliance.	H Street NW/NE	1 yr. - 2 yr.	Moderate-high	3
T7		Review and replace circular green indication for the northbound and/or southbound movements with a green through arrow.	Florida Avenue NW/NE I Street NW/NE G Place NE	0 mos. - 3 mos.	Low	4
T8		Evaluate crash data and implement the exclusive left turn phases for the northbound and southbound approaches based on the peak direction of flow.	R Street NW/NE	9 mos. - 1 yr.	Low-moderate	4
T9		Evaluate and pursue an exclusive pedestrian phase.	Massachusetts NW/NE	9 mos. - 1 yr.	Low	4
T10		When the traffic signal is constructed, pursue the installation of updated signage and pavement markings that clarify the lane configuration for the side street approach(es) to the intersection.	M Street NW	1 yr. - 2 yr.	Moderate	4
UP1	Road Improvements	Install protective barriers to close off slip lanes as recommended in the Mid City East Livability Study to create temporary open spaces. Consider implementing a permanent condition at New York Avenue with curb and plantings.	Florida Avenue NW/NE Q Street NW/NE N Street NW/NE New York Avenue NW/NE	2 yr. +	High	1
UP2		Paint sharrow design in the street to signify it as a shared street.	L Street NW	0 mos. - 3 mos.	Low	2
UP3	Public Space Activation Improvements	Install placemaking elements, such as temporary public art, large games, and/or seating.	Florida Avenue NW/Q Street NW Lincoln Road/Quincy NE N Street NW/NE	9 mos. - 1 yr.	Moderate	2
UP4		Work with property owners and artist to install temporary public art in the vacant parking lots.	1000 block of North Capitol St NW	9 mos. - 1 yr.	Low	2
UP5		Work with property owners and artist to install temporary public art on the vacant storefronts.	1400 and 1500 block of North Capitol Street NW	1 yr - 18 mos.	Low	4
UP6		Work with property owners for temporary installation of tables, chairs, and umbrellas to encourage employees, residents, and visitors to enjoy being outside.	899-999 block of North Capitol NE in courtyard	1 yr - 18 mos.	Moderate	4
UP7	Bike Facilities	Add Capital Bikeshare locations at major bike crossings along the corridor.	R Street NW/NE N Street NW/NE K Street NW/NE	9 mos. - 1 yr.	Moderate	4

ID	Recommendations: Immediate Action Items		Location/Intersection
IA1	Signage and Pavement Repairs	Repair "1st Street NE Alley" sign on the NE corner.	Florida Avenue NW/NE
IA2		Replace vandalized "No Left Turn" sign on the south leg median.	Florida Avenue NW/NE
IA3		Replace vandalized "Pedestrian Warning" sign on the NW corner.	P Street NW/NE
IA4		Replace worn parking signs on the west side of the intersection.	Pierce Street NE
IA5		Replace worn parking signs on the west side of the intersection.	G Place NE
IA6		Install signage to restrict U-turns in the northbound and southbound directions.	I Street NW/NE
IA7		Evaluate intersection for sign proliferation and eliminate or relocate excess signage.	Florida Avenue NW/NE P Street NW/NE
IA8		Evaluate intersection for sign proliferation and eliminate or relocate excess signage.	New York Avenue NW/NE
IA9	Singage and Pavement Repairs	Repair "No Standing or Parking" sign on the NW corner.	R Street NW/NE
IA10		Patch damaged asphalt adjacent to the curb ramp in the NE quadrant.	I Street NW/NE
IA11	Enforcement	Implement targeted Traffic Control Officers for yielding to pedestrians and cyclists.	R Street NW/NE New York Avenue NW/NE Pierce Street NE I Street NW/NE
IA12		Implement automated and/or Traffic Control Officers for the left turn restrictions and yielding to pedestrians and cyclists.	Florida Avenue NW/NE M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE G Street NW/NE Massachusetts NW/NE
IA13		Implement temporary, portable, automated speed enforcement.	Corridor-wide
IA14	Miscellaneous	Relocate newspaper boxes and trash receptacles around bus stop in the SW quadrant of the intersection of P Street NW/NE and N Capitol Street.	P Street NW/NE
IA15		Relocate trash receptacle in the SE quadrant and ensure ADA accessibility.	G Street NW/NE

Recommendations by Type: Sidewalk Improvements

During the field observations, it was noted that people often use wheelchairs in the roadway, because of the condition and width of the sidewalks. Stakeholders voiced concerns with the condition of sidewalks as a whole. Many sidewalks are uneven, in need of repairs, or obstructed by unoccupied tree boxes. Damaged curbs also need to be repaired. It seems as though during construction of buildings, curbs may have been damaged and then poorly repaired, if repaired at all.

Some sidewalks are expected to be widened as part of upcoming development project, such as along the west side of North Capitol Street between K and L Streets NW. Until those projects start, flexible pavement can be added around tree pits to provide a wider sidewalks.

As noted in Chapter 2, there are locations throughout the corridor that need spot sidewalk improvements to reduce tripping hazards.

ID	Recommendations		Location/Intersection	Estimated Timeframe	Relative Cost	Priority
S1	Sidewalk Improvements	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface.	P Street NW/NE M Street NW/NE L Street NW/NE K Street NW/NE	6 mos. - 1 yr.	Low	1
S2		Perform spot improvements on damaged sidewalks.	Corridor-wide	6 mos. - 1 yr.	Moderate	1
S3		Widen the sidewalk along the west side of North Capitol Street.	M Street NW/NE (south of) L Street NW/NE (south of) K Street NW/NE (north of)	2 yr. +	Moderate	2
S4		Work with District of Columbia Housing Authority to move fence in front of Sibley Plaza back.	M Street NW/NE	2 yr. +	Moderate - high	4

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+: Prioritization based on stakeholder and safety data; scale: lowest = 1, highest = 5

Permeable Pavement



Permeable or **Porous Pavement** has the impact of helping reduce the volume of runoff by allowing water to infiltrate through its surface, a notable environmental impact. At several locations along the corridor, permeable pavement has been installed, primarily to aid pedestrians by providing additional traversable surface where planter boxes and tree roots reduce effective sidewalk width. This is recommended at key locations along the corridor where the effective sidewalk width is limited.

The recently approved NoMa Streetscape Guidelines recommend the use of permeable paving tiles supported by suspended pavement systems to encourage tree health and improve rainwater capture. In the long term, the study area should be evaluated to identify opportunities for such installations.

Recommendations by Type: Roadway Improvements (Sidewalk and Bicycle Mobility Improvements)

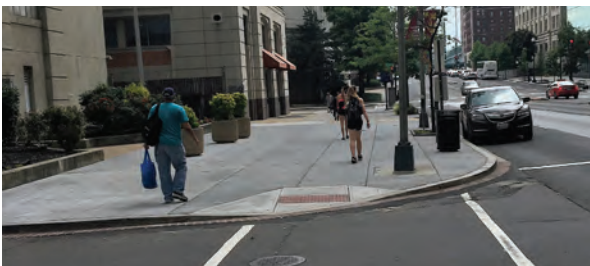
Roadway improvements are adjustments that can be made on curbs and in the roadbed, where cars typically travel and park. Generally these improvements include projects that require some reconstruction of the roadway. Some are short term, such as installing curb ramps that are ADA compliant. Others are longer term, such as a corridor-wide streetscape redesign that could affect roadway geometry. Such a redesign should be promulgated as a comprehensive streetscape plan and, given the

prominence of North Capitol Street corridor, will require involvement and approval of several District and Federal agencies, including the Commission of Fine Arts and National Capital Planning Commission. Individual recommendations for improvements which should be included in a streetscape comprehensive plan but can also be implemented as stand alone projects are listed below.

ID	Recommendations		Location/Intersection	Relative Timeframe	Relative Cost	Priority
R1	Streetscape Study	Corridor-wide study to improve the efficiency of the streetscape including consideration of installing a wide median with left turn pockets by repurposing existing travel lanes.	Corridor-wide study	2 yr. +	High	1
R2	Sidewalk Improvements	Repair curb ramp on the NW and NE corners of the NB access road intersection.	New York Avenue NW/NE (NW & NE corners)	0 mos. - 3 mos.	Low	2
R3		Install ADA-compliant curb ramps where missing (including contrasting truncated domes).	Pierce Street NW/NE L Street NW/NE I Street NW/NE G Street NW/NE	0 mos. - 3 mos.	Low	2
R4		Install ADA-compliant curb ramps on the SE and SW corner (with a high-visibility crossing).	G Place NE	0 mos. - 3 mos.	Low	2
R5		Close median opening (immediately using flexposts, long-term with concrete curb installation) adjacent to the intersection.	M Street NW/NE (south of) L Street NW/NE (south of) I Street NW/NE (north of)	3 mos. - 6 mos.	Moderate	4
R6		Implement a wider, ADA-accessible median to extend through the crosswalk(s) on North Capitol Street.	Pierce Street NE L Street NW/NE G Place NE	2 yr. +	Moderate-high	4
R7		Trim median noses for the north and south legs.	R Street NW/NE Florida Avenue NW/NE P Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE(west leg)	2 yr. +	Moderate	5
R8	Bicycle Mobility Improvements	Implement a bike box with bike lanes on the eastbound and westbound approaches within 50' of the intersection.	R Street NW/NE	1 yr. +	Low-moderate	1
R9		Pursue the study, design, and implementation of bicycle facilities along Massachusetts Avenue NW/NE.	Massachusetts NW/NE	2 yr. +	Low-moderate	3
R10		Pursue the design and implementation of bicycle facilities along K Street NW/NE.	K Street NW/NE	1 yr. - 2 yr.	Low-moderate	2

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+: Prioritization Scale: lowest = 5, highest = 1

ADA-Compliant Curb Ramp



An **ADA-Compliant Curb Ramp** provides safe and accessible connections between spaces designated for pedestrians and cyclists. The absence of an appropriately designed curb ramp could require those pedestrians to travel within the roadway, where they are exposed to conflicts with vehicles. Curb ramps should be properly aligned with the walking path, and constructed with a cross-slope and running slope less than or equal to 2% and 8.33%, respectively. Additional specifications for curb ramps can be found in DDOT's Design & Engineering Manual.

Trim Median Noses



The median noses at some locations extend into the crosswalk, leading to two observed conditions: 1) distracted pedestrians often tripped over the median curb, and 2) pedestrians interpreted the protruding median as a refuge area for which it is not designed. The median noses should be trimmed back to avoid a potential conflict with pedestrians and to prevent pedestrians from being "trapped" in an area not designed to accommodate them.

Bike Box

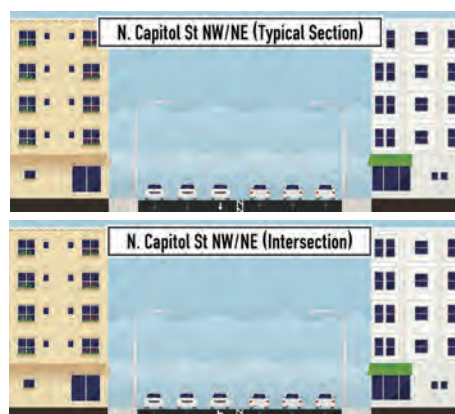


A **bike box** is an area that provides bicyclists with a safe and visible way to get ahead of traffic during the red signal phase. The characteristics of a bike box are as follow:

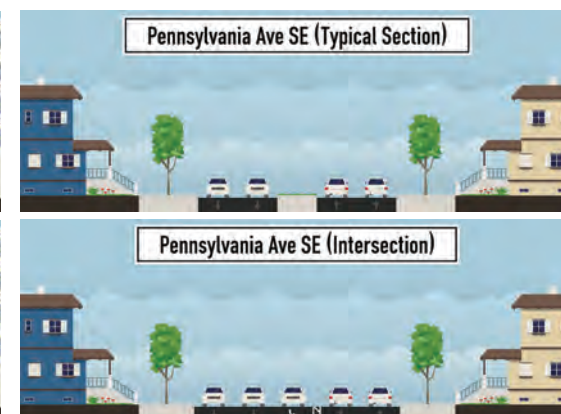
- » Facilitates left and right bicycle turns
- » Often painted green
- » Placed between the vehicular stop bar and the crosswalk

Streetscape Study

Given the vital nature of the corridor as a north-south gateway into the District that leads to the U.S. Capitol, consideration needs to be given to the existing six-lane configuration and whether the streetscape should be modified to reflect a more balanced multi-modal perspective. The corridor should be studied to evaluate whether the existing capacity should be reportioned to provide left turn storage, protected left turn movements, reduced parking zones (to provide exclusive lanes for alternative modes, e.g., high capacity transit corridor as recommended in moveDC), fewer through lanes to provide a wider median, and for placemaking and intersection designs to improve safety and capacity. This study should look at multiple peak periods and evaluate the corridor as part of a larger surrounding network and explore vehicular capacity and evaluate the impacts and benefits to all modes of transportation. The study should also take into account the District's transportation goals and opportunities as well as changing the transportation landscape through growth and development.



29,600 Vehicles/day



32,700 Vehicles/day

Recommendations by Type: Signage and Pavement Marking Improvements

Signs and pavement markings are critical elements of the traffic control system, giving the clearest message to travelers regarding the appropriate path of travel, the assigned right-of-way, and advance notice of potential conflicts. Along the North Capitol Street corridor, field observations revealed that pavement markings were noticeably worn and in need of replacement. This could be accomplished as part of a resurfacing project or through general maintenance operations. There were also opportunities for new pavement marking applications, such as lane arrows, high visibility crosswalks, and “Do Not Block Intersection” markings. Additionally, sign proliferation was an issue along North Capitol Street with the crowding of multiple signs on a single pole or post. Sign proliferation was a particular issue for parking signs, which made the parking restrictions seem contradictory or confusing in some cases. Overall, many of the corridor’s signs were faded, vandalized, or not adequately affixed.

ID			Location/Intersection	Relative Timeframe	Relative Cost	Priority
P1*	Pavement Marking Improvements	Repave and re-stripe the roadway surface along North Capitol Street (including side street approaches).	Corridor-wide	9 mos. - 1 yr.	High	1
P2*		Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	R Street NW/NE Pierce Street NE (East Leg) L Street NW/NE (East Leg) I Street NW/NE G Place NE (East & North Legs)	6 mos. - 1 yr.	Low	1
P3		Install a crosswalk on the north leg of the intersection (in conjunction with a HAWK signal).	Pierce Street NE	9 mos. - 1 yr.	Low	1
P4		Install complimentary stop bars on the northbound and southbound approaches to the unsignalized crossing.	Pierce Street NE	9 mos. - 1 yr.	Low	1
P5		Install “Do Not Block Intersection” pavement markings within the intersections.	Florida Avenue NW/NE P Street NW/NE New York Avenue NW/NE (only at access road crossings) M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE	1 yr. +	Low	2

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+: Prioritization Scale: lowest = 5, highest = 1

* - During the drafting of this report these items were completed on North Capitol Street between R Street and G Place NE

Recommendations by Type: Signage and Pavement Marking Improvements (Cont'd)

ID			Location/Intersection	Relative Timeframe	Relative Cost	Priority
P6	Pavement Marking Improvements	Provide additional skip marking to delineate double eastbound left movement.	M Street NW/NE	6 mos. - 1 yr.	Low	3
P7		Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Florida Avenue NW/NE M Street NW/NE L Street NW/NE I Street NW/NE G Place NE	6 mos. - 1 yr.	Low	4
P8		Install lane configuration arrows leading to intersection with North Capitol.	P Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE G Place NE G Street NW/NE Massachusetts NW/NE	6 mos. - 1 yr.	Low	4
P9	Traffic Sign Improvements	Coordinate with WMATA to pursue relocating the eastbound and westbound bus stops to far side locations.	K Street NW/NE	1 yr. +	Low	1
P10		Evaluate and install an LED-based “No Left Turn” sign.	R Street NW/NE M Street NW/NE L Street NW/NE	3 mos. - 6 mos.	Low	2
P11		Evaluate and restrict the left turning movements during peak periods (for westbound movements).	Pierce Street NE	9 mos. - 1 yr.	Low	3
P12		Install “Turning Vehicles Yield to Pedestrians” signs.	Florida Avenue NW/NE New York Avenue NW/NE M Street NW/NE L Street NW/NE K Street NW/NE H Street NW/NE Massachusetts NW/NE	0 mos. - 3 mos.	Low	4
P13		Convert parking spaces north of the bus stop on the southbound side of North Capitol Street immediately north of Massachusetts Avenue to rush hour restricted.	Massachusetts NW	3 mos. - 6 mos.	Low	4
P14		Change parking signs at the bus stop immediately south of H Street on the northbound side of North Capitol Street to “No Parking” all day to provide for an all-day bus zone.	H Street NE	3 mos. - 6 mos.	Low	4

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+: Prioritization Scale: lowest = 5, highest = 1

Recommendations by Type: Signage and Pavement Marking Improvements (Cont'd)

Do Not Block the Intersection



Georgia Avenue NW at Kansas Avenue NW has benefited from this strategy for several years.

The use of pavement markings to prevent the blocking of intersections can be an effective tool for designating an area within the intersection where vehicles are not allowed to stop. The prevention of intersection blocking has implications for pedestrian safety by limiting the likelihood of crossing pedestrians walking between vehicles. The blocking of intersections also can have a significant impact on capacity by blocking side street movements, which dramatically increases overall intersection delay. The Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices offers several alternatives for this measure. Option C, which consists of cross-hatching, similar to other existing applications within the District, is recommended.

Recommendations by Type: Traffic Signalization Improvements

The traffic signal operations along the North Capitol Street corridor appeared to favor the northbound and southbound through movement of vehicles. Given the pace of redevelopment, changes in land-use, and the increased demand for walkable and bikable traffic networks, traffic signal operations should be improved to reflect a more balanced consideration of changing demands. Traffic signal improvements should be geared toward pedestrians and cyclists, such as leading pedestrian intervals, accessible

push buttons, and the installation of a HAWK signal at Pierce NE. There are also vehicle-based traffic signal improvements that may achieve safer and more efficient traffic operations, such as timing and phasing optimizations that create more gaps for left turns, while still maintaining an efficient north-south traffic flow. Additionally, some of the traffic signal indications should be changed to promote the adherence to left turn restrictions.

ID			Location/Intersection	Relative Timeframe	Relative Cost	Priority
T1	Pedestrian Improvements	Implement leading pedestrian intervals.	Corridor-wide	6 mos. - 1 yr.	Low	1
T2		Install a HAWK signal with accessible pedestrian signals considering if signal warrants are met.	Pierce Street NE	9mos. - 1 yr.	Moderate-high	1
T3		Evaluate and pursue an exclusive pedestrian phase. Pursue the installation of accessible pedestrian signals, if and when, North Capitol goes through for a full reconstruction project.	Corridor-wide	2 yr. +	Low-moderate	3
T4	Signal Improvements	Evaluate and pursue eliminating the concurrent double eastbound left and north leg pedestrian phases.	M Street NW/NE	9 mos. - 1 yr.	Low-moderate	1
T5		Evaluate and implement modified traffic signal coordination in the northbound and southbound approaches to allow for greater gaps for permissive left turns.	R Street NW/NE	9 mos. - 1 yr.	Low-moderate	3
T6		Pursue the design and implementation of a traffic signal rehabilitation project for the signal at the UDC parking garage entrance on H Street NE to coordinate with the signal at H Street NW/NE and encourage compliance.	H Street NW/NE	1 yr. - 2 yr.	Moderate-high	3
T7		Review and replace circular green indication for the northbound and/or southbound movements with a green through arrow.	Florida Avenue NW/NE I Street NW/NE G Place NE	0 mos. - 3 mos.	Low	4
T8		Evaluate crash data and implement the exclusive left turn phases for the northbound and southbound approaches based on the peak direction of flow.	R Street NW/NE	9 mos. - 1 yr.	Low-moderate	4
T9		Evaluate and pursue an exclusive pedestrian phase.	Massachusetts NW/NE	9 mos. - 1 yr.	Low	4
T10		When the traffic signal is constructed, pursue the installation of updated signage and pavement markings that clarify the lane configuration for the side street approach(es) to the intersection.	M Street NW	1 yr. - 2 yr.	Moderate	4

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+. Prioritization Scale: lowest = 5, highest = 1

Leading Pedestrian Intervals (LPI)



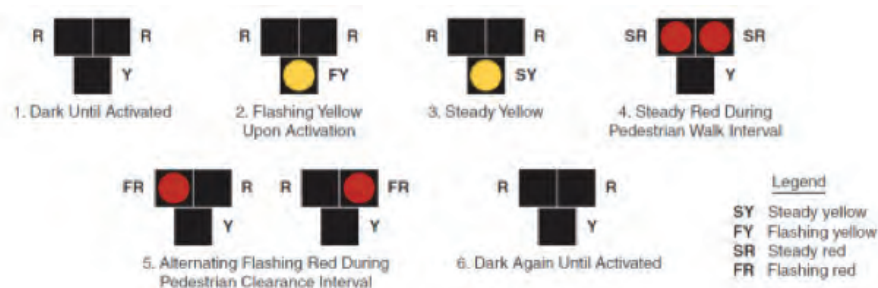
A **Leading Pedestrian Interval** allows for approximately 3 to 7 seconds of lead time for pedestrians to enter an intersection crossing prior to motorists being given a green indication. LPI allows pedestrians to establish their presence in the intersections by providing a head start, which can be extremely effective in environments where drivers don't yield to pedestrians. This treatment is recommended at signalized intersections throughout the corridor.

Accessible Pedestrian Signal (APS)



An **Accessible Pedestrian Signal** is an important feature in ensuring that an intersection is accessible for all users. The placement of a push-button is critical for allowing pedestrians with mobility challenges to request the pedestrian phase, which ultimately allows them to cross. Another key element of APS is the provision of an audible response that the pedestrian phase has been either requested, activated, or ended, which is an important benefit for pedestrians who may be visually-impaired. The placement of APS devices relies on adequate spacing and clearances, which could be challenging at locations where right-of-way is limited. Nonetheless, APS push-buttons are recommended at all intersections throughout the corridor.

HAWK Signals



High Intensity Activated Crosswalk (HAWK) signals have been found to be an effective measure for providing a safe pedestrian crossing by providing a highly visible signal to drivers that they must yield to them. National research has found this measure to have a high rate of efficacy when applied to locations where there are concerns about drivers yielding to pedestrians at wide, higher-speed locations. This device, which rests in a dormant state, can be activated by pedestrians using an accessible pushbutton. The traffic signal sends a notifications to drivers using a yellow and red indications that they must stop for pedestrians. The phasing of the HAWK signal allows for a pedestrian to cross the length of the roadway while drivers are stopped in both directions.

Source: FHWA (Pedestrian Safety Guide & Countermeasure Selection System)

Recommendations by Type: Urban Design & Planning Improvements

Part of the initial work of the needs assessment for North Capitol Street was to examine opportunities to improve the urban design. While many areas will be improved by new development, below are recommendations for temporary improvements. The temporary road improvements are low-cost improvements such as paint and plastic barriers to assist with reclaiming road space for people.

The public space activation recommendations encourage the use of temporary public art to make improvements. For example, there are vacant lots and storefronts along the corridor that can be activated with art installations. In addition, there is a well-designed plaza that is under-used at 899-999 North Capitol Street, which could be activated by tables and chairs.

ID	Recommendations		Location/Intersection	Relative Timeframe	Relative Cost	Priority
UP1	Road Improvements	Install protective barriers to close off slip lanes as recommended in the Mid City East Livability Study to create temporary open spaces. Consider implementing a permanent condition at New York Avenue with curb and plantings.	Florida Avenue NW/NE Q Street NW/NE N Street NW/NE New York Avenue NW/NE	2 yr. +	High	1
UP2		Paint sharrow design in the street to signify it as a shared street.	L Street NW	0 mos. - 3 mos.	Low	2
UP3	Public Space Activation Improvements	Install placemaking elements, such as temporary public art, large games, and/or seating.	Florida Avenue NW/Q Street NW Lincoln Road/Quincy NE N Street NW/NE	9 mos. - 1 yr.	Moderate	2
UP4		Work with property owners and artist to temporary install public art on fences or in vacant parking lots.	1000 block of North Capitol St NW	9 mos. - 1 yr.	Low	2
UP5		Work with property owners and artist to temporary install temporary public art on vacant storefronts.	1400 and 1500 block of North Capitol Street NW	1 yr. - 18 mos.	Low	4
UP6		Work with property owners for temporary installation of tables, chairs, and umbrellas to encourage employees, residents, and visitors to enjoy being outside.	899-999 block of North Capitol NE in courtyard	1 yr. - 18 mos.	Moderate	4
UP7	Bike Facilities	Add Capital Bikeshare locations at major bike crossings along the corridor.	R Street NW/NE N Street NW/NE K Street NW/NE	9 mos. - 1 yr.	Moderate	4

Relative Cost: low = \$0-\$20K, moderate = \$50K-\$100K, high = \$200K+: Prioritization Scale: lowest = 5, highest = 1

Public Space Activation



Bryant Park public space in New York City, NY.

Public Space Activation is important because it is a practice used to create an amenity for area residents and workers. Public spaces attract people of all ages and backgrounds and in doing so, they support retail, restaurants, and social activities. Public spaces are activated through either permanent or interim placemaking activities. Temporary activations can take several forms including but not limited to:

- » Pop-up farmers markets
- » Fitness classes
- » Temporary murals

Vacant Lot and Storefront Activation



Example of an activated vacant lot in South Los Angeles, CA.

Vacant Lot and Storefront Activation can be cost-effective methods to improving the quality of life in a community. Spaces like vacant lots and storefronts can at times be detrimental to the vitality of a community by lying dormant and inactive. Activating these spaces engages community members, which can lead to a more active and safer community.

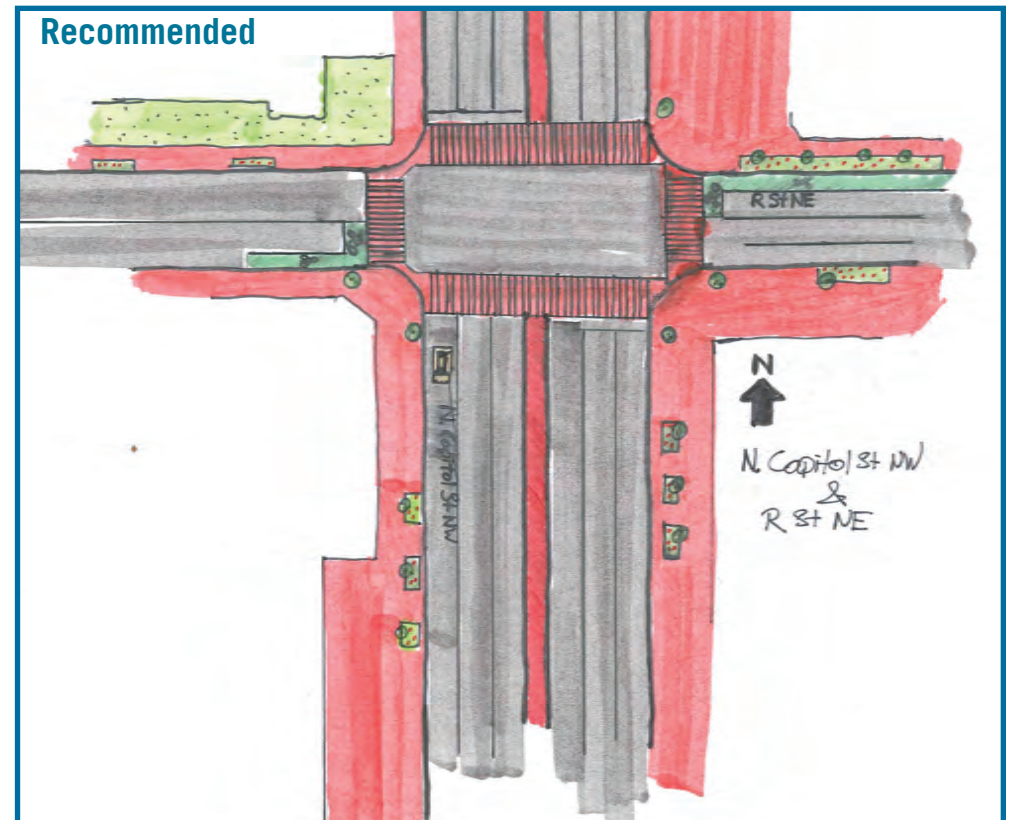
Recommendations by Intersection: R Street NW/NE

R Street connects cyclists to the Metropolitan Branch Trail. Currently bikes and cars share the lane as they cross North Capitol Street. Community members expressed that they would like to see this intersection improved for cyclists.

The community wants R Street to be safer for walking and biking. There are concerns about motorists speeding on Lincoln Rd after leaving North Capitol Street. Traffic enforcement has been requested in order to calm traffic. People who bike through this intersection are hoping to replace the current sharrows with a bike lane and improve bike safety infrastructure.

Intersection Recommendations

ID	Recommendations	Type
R7	Trim median noses for the north and south legs.	Sidewalk Improvements
R8	Implement a bike box with bike lanes on the eastbound and westbound approaches within 50' of the intersection.	Bicycle Mobility Improvements
P2	Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	Signage & Pavement Marking Improvements
P10	Evaluate and install an LED-based "No Left Turn" sign.	Signage & Pavement Marking Improvements
T5	Evaluate and implement modified traffic signal coordination in the northbound and southbound approaches to allow for greater gaps for permissive left turns.	Traffic Signalization Improvements
T8	Evaluate crash data and implement the exclusive left turn phases for the northbound and southbound approaches based on the peak direction of flow.	Traffic Signalization Improvements
IA9	Repair "No Standing or Parking" sign on the NW corner.	Immediate Action Item
UP7	Add Capital Bikeshare locations at major bike crossings along the corridor.	Urban Design & Planning Improvements



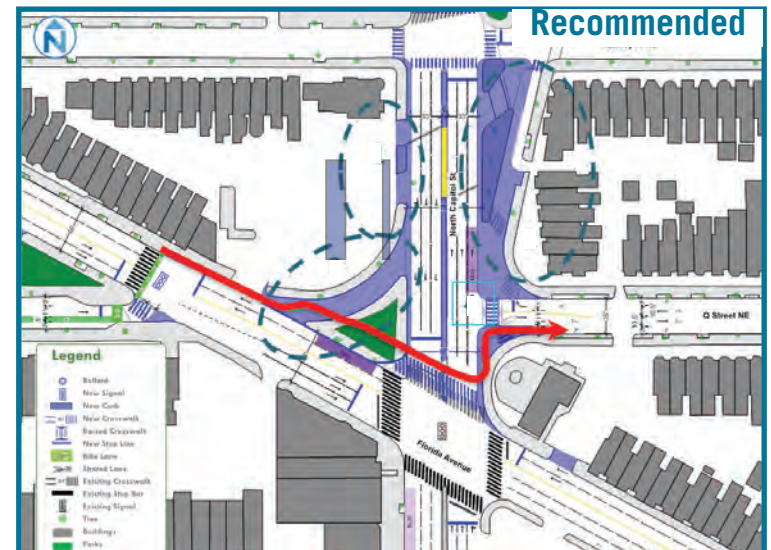
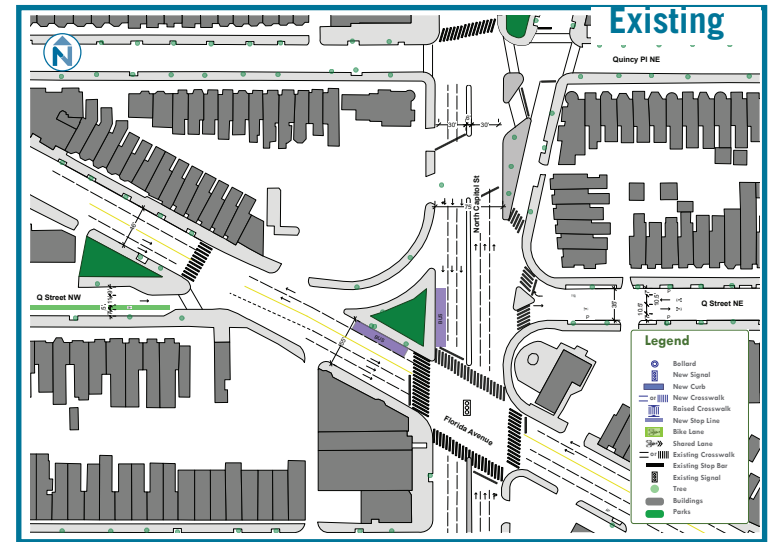
Recommendations by Intersection: Florida Avenue NW/NE, Quincy Place NW/NE, and Q Street NW/NE

Over the years there have been many recommendations for the Florida Avenue intersection. Crosswalks are long and run diagonally at the Q Street NW, Lincoln Road NE, and North Capitol Street intersections.

Community members mentioned issues with cars speeding, lack of safety for pedestrians and cyclists, as well as confusing or misleading signage. In one case, there is a stop sign missing from a junction in this intersection. Community members want targeted improvements to make walking in the area safer.

Intersection Recommendations

ID	Recommendations	Type
R7	Trim median noses for the north and south legs.	Sidewalk Improvements
P5	Install "Do Not Block Intersection" pavement markings within the intersection.	Signage & Pavement Marking Improvements
P7	Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Signage & Pavement Marking Improvements
P12	Install "Turning Vehicles Yield to Pedestrians" signs.	Signage & Pavement Marking Improvements
T7	Review and replace circular green indication for the northbound and/or southbound movements with a green through arrow.	Traffic Signalization Improvements
UP1	Install protective barriers to close off slip lanes as recommended in the Mid City East Livability Study to create temporary open spaces.	Urban Design & Planning improvements
UP3	Install placemaking elements, such as temporary public art, large games, and/or seating.	Urban Design & Planning improvements
IA1	Repair "1st Street NE Alley" sign on the NE corner.	Immediate Action Items
IA2	Replace vandalized "No Left Turn" sign on the south leg median.	Immediate Action Item
IA7	Evaluate intersection for sign proliferation and eliminate or relocate excess signage.	Immediate Action Item
IA12	Implement automated and/or targeted manned enforcement for the left turn restrictions and yielding to pedestrians and cyclists.	Immediate Action Item



Source: Mid City East Livability Study. For the recommended drawing, the project team added a red line to highlight the pedestrian path.

Recommendations by Intersection: P Street NW/NE

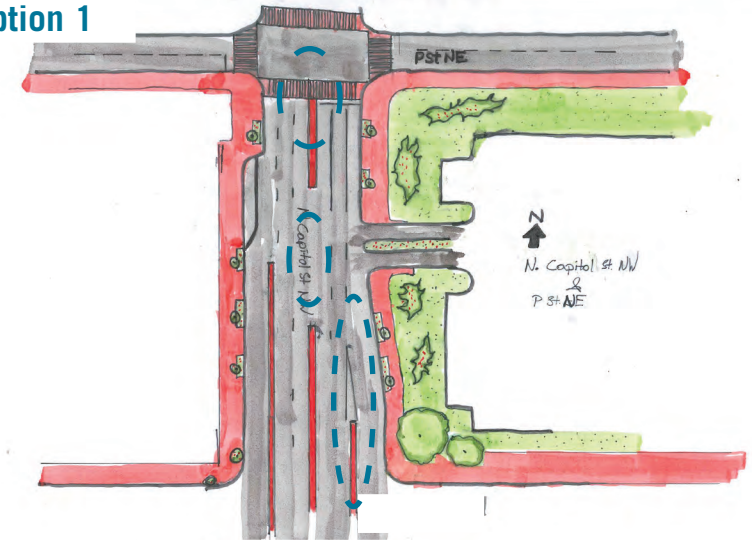
Southbound traffic from this intersection heads toward an overpass on North Capitol Street. Three medians south of the intersection direct traffic to choose either the service lane to New York Avenue or the underpass to continue on North Capitol Street. The merging that takes places can at times be dangerous due to motorists merging or changing their minds at the last moment. This could be the cause of the high volume of sideswipes in this area that was shown in the crash data.

Stakeholders mentioned many of the same issues at P Street that were brought up for other intersections. The redesign recommendations shown to the right, are intended to encourage better driving practices and discourage last-minute lane changes. Both options aim to force people to make a decision earlier to take the ramp to New York Avenue or continue on North Capitol Street.

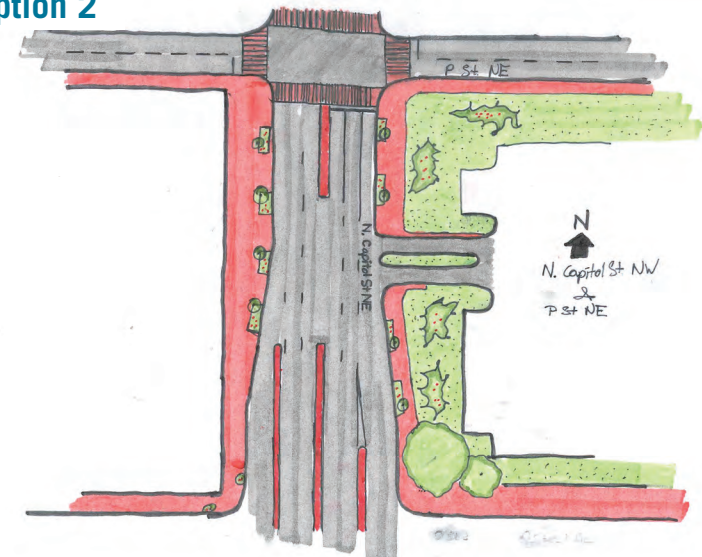
Intersection Recommendations

ID	Recommendations	Type
S1	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface.	Sidewalk Improvements
R7	Trim median noses for the north and south legs.	Sidewalk Improvements
P5	Install "Do Not Block Intersection" pavement markings within the intersection.	Signage & Pavement Marking Improvements
P8	Install lane configuration arrows leading to intersection with North Capitol.	Signage & Pavement Marking Improvements
IA3	Replace vandalized "Pedestrian Warning" sign on the NW corner.	Immediate Action Items
IA7	Evaluate intersection for sign proliferation and eliminate or relocate excess signage	Immediate Action Items
IA14	Relocate newspaper boxes and trash receptables around bus stop in the SW quadrant of intersection of P Street NW / NE and N Capitol Street	Immediate Action Items

Option 1



Option 2

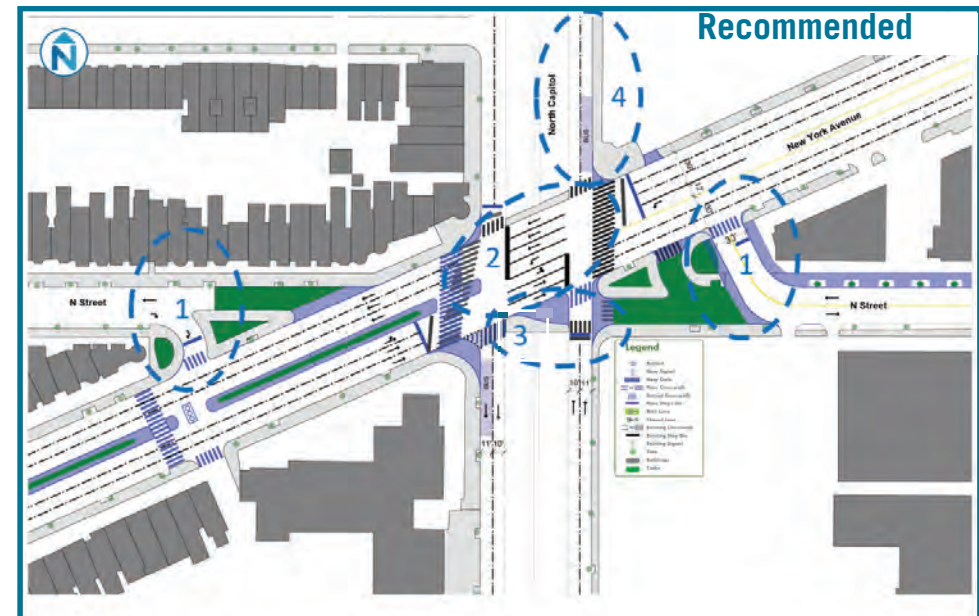
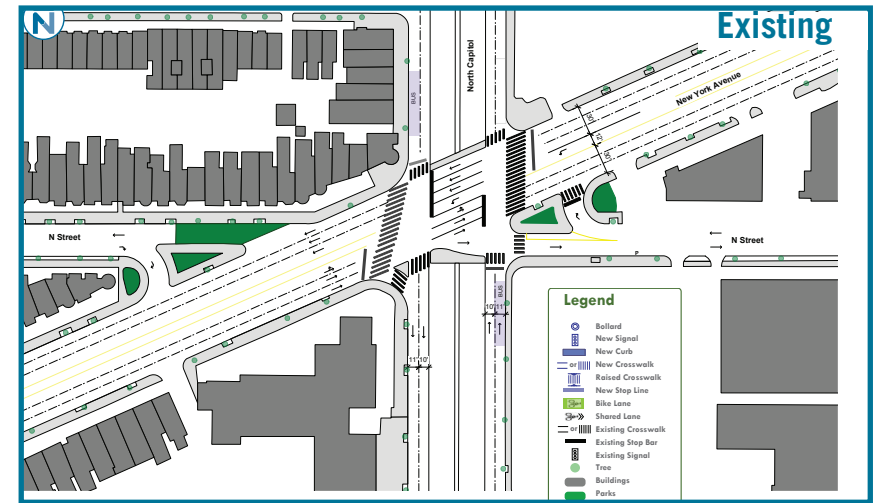


Recommendations by Intersection: New York Avenue NW/NE

The intersection at New York Avenue and North Capitol Street is the least safe for pedestrians within the study area. Motorists block the intersection during peak hours and create obstacles for cross traffic and pedestrians using the crosswalk. Community members mentioned having problems with cars illegally parked on N Street, making sidewalks difficult for ADA accessibility. The cars block the ramp and restrict wheelchair bound people from using the sidewalk. Community members would like to see greenery added by converting existing street space into open spaces.

Intersection Recommendations

ID	Recommendations	Type
R2	Repair curb ramps on the NW and NE corners of the NB access road intersection.	Sidewalk Improvements
P5	Install “Do Not Block Intersection” pavement markings within the access road intersection.	Signage & Pavement Marking Improvements
P12	Install “Turning Vehicles Yield to Pedestrians” signs.	Signage & Pavement Marking Improvements
UP1	Install protective barriers to close off slip lanes as recommended in the Mid City East Livability Study to create temporary open spaces. Consider implementing a permanent condition at New York Avenue with curb and plantings.	Urban Design & Planning improvements
IA11	Implement targeted manned enforcement for yielding to pedestrians and cyclists.	Immediate Action Items



Source: Mid City East Livability Study.

Recommendations from Mid City East Livability study:

1. Eliminate existing access points at N Street using curbs and plantings to reduce conflict between motorists and pedestrians.
2. Provide lane assignment markings to guide turns within intersection.
3. Realign crosswalk to create streamlined crossing for pedestrians.
4. Relocate the bus stop to the north side of the intersection. It causes congestion on the south side while making stops.

Recommendations by Intersection: M Street NW/NE

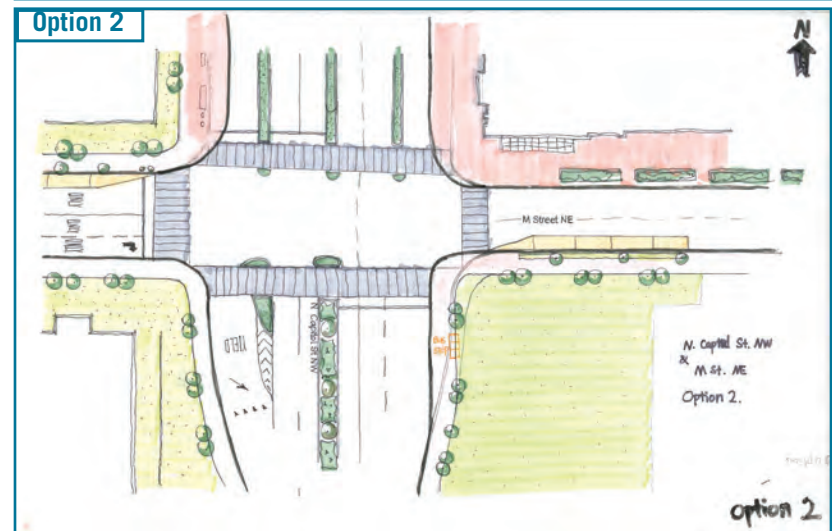
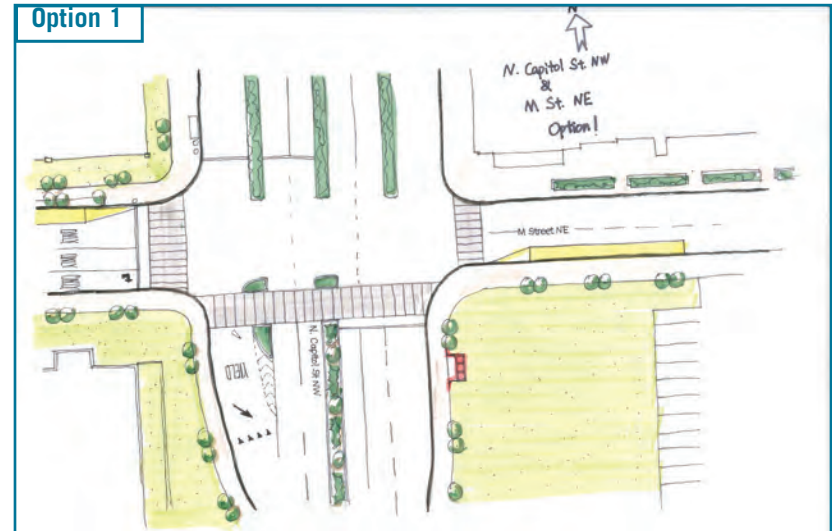
M Street and North Capitol Street has proven itself to be a difficult intersection to navigate on foot or on a bike. RK&K and Nspiregreen developed two different redesign options for the improvement of the intersection.

Community members have indicated they would like M Street to become a two-way street and that they would like to see bike facilities continued on M Street to connect to the existing bike lane on M Street NE.

moveDC recommend bike facilities on M Street crossing North Capitol Street. However, the NoMa Bike Access study directs that connection to K Street. For the purpose of this study, we didn't assume the conversion of M Street to a two-way street.

Intersection Recommendations

ID	Recommendations	Type
S1	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface	Sidewalk Improvements
S3	Widen the sidewalk along the west side of North Capitol Street.	Sidewalk Improvements
R5	Close median opening (immediately using flexposts, long-term with concrete curb installation) adjacent to the intersection.	Sidewalk Improvements
P5	Install "Do Not Block Intersection" pavement markings within the intersection.	Signage & Pavement Marking Improvements
P6	Provide additional skip marking to delineate double eastbound left movement.	Signage & Pavement Marking Improvements
P7	Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Signage & Pavement Marking Improvements
P10	Evaluate and install an LED-based "No Left Turn" sign.	Signage & Pavement Marking Improvements
P12	Install "Turning Vehicles Yield to Pedestrians" signs.	Signage & Pavement Marking Improvements
T4	Evaluate and pursue eliminating the concurrent double eastbound left and north leg pedestrian phases.	Traffic Signalization Improvements
T10	When the traffic signal is constructed, pursue the installation of updated signage and pavement markings that clarify the lane configuration for the side street approach(es) to the intersection.	Traffic Signalization Improvements
IA12	Implement automated and/or Traffic Control Officers for the left turn restrictions and yielding to pedestrians and cyclists.	Immediate Action Items



Recommendations by Intersection: Pierce Street NE

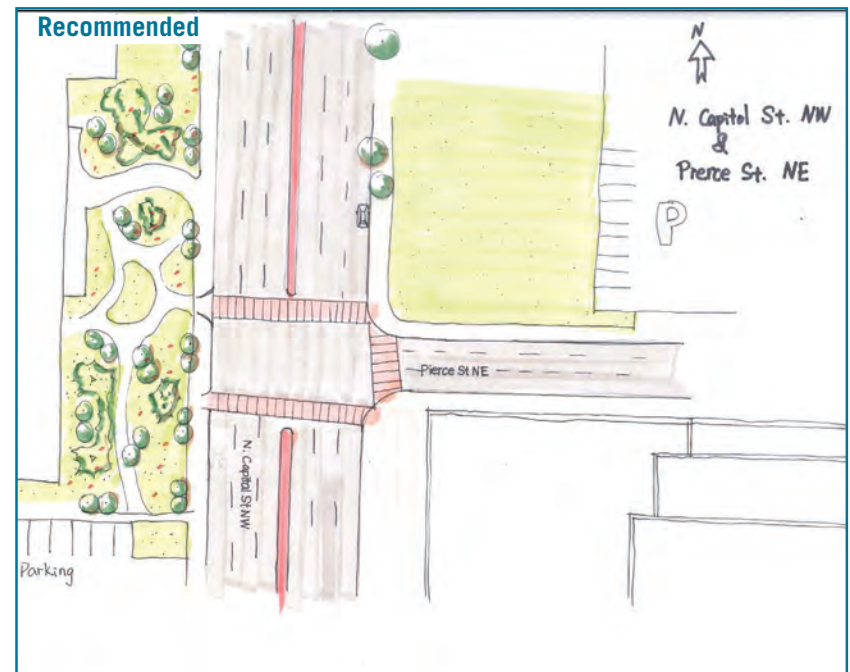
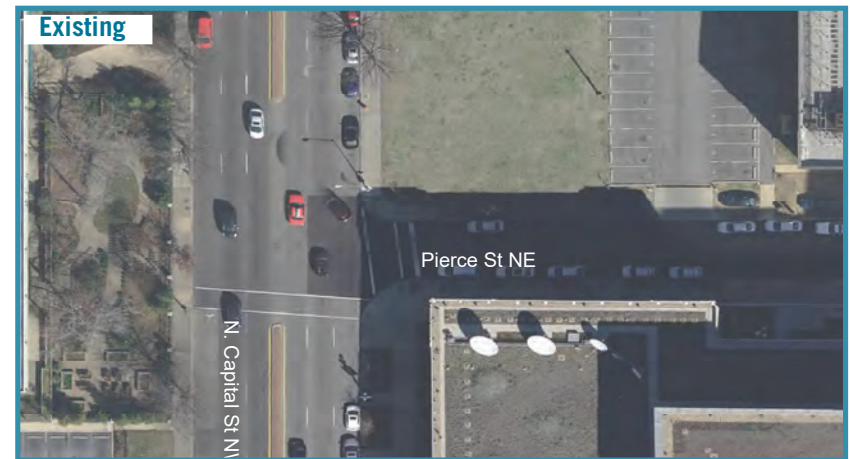
Pierce Street NE seems to be an unfinished intersection that leaves pedestrians who need to cross on the north side confused. Currently there is a curb cut with a ramp on the northwest side of the intersection, which suggests that crossing there is permitted there. However, there are no crosswalk markings denoting a safe or designated path to cross. This leads to unsafe crossings where pedestrians can get injured or seriously hurt by drivers unaware that a person is attempting to cross the street.

Near the intersection, there is a gap in the median that encourages drivers to make U-turns causing unnecessary congestion.

The recommendations for Pierce Street NE focus on making the intersection more friendly to people walking. Motorists could also benefit from improving the functionality of the intersection.

Intersection Recommendations

ID	Recommendations	Type
R3	Install ADA-compliant curb ramps where missing (including contrasting truncated domes).	Sidewalk Improvements
R6	Implement a wider, ADA-accessible median to extend through the crosswalk(s) on North Capitol Street.	Sidewalk Improvements
P2	Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	Signage & Pavement Marking Improvements
P3	Install a crosswalk on the north leg of the intersection (in conjunction with a HAWK signal).	Signage & Pavement Marking Improvements
P4	Install complimentary stop bars on the northbound and southbound approaches to the unsignalized crossing.	Signage & Pavement Marking Improvements
P11	Evaluate and restrict the left turning movements during peak periods (for westbound movements)	Signage & Pavement Marking Improvements
T2	Install a HAWK signal with accessible pedestrian signals (APS) considering if signal warrants are met.	Traffic Signalization Improvements
IA4	Replace worn parking signs on the west side of the intersection	Immediate Action Items
IA11	Implement targeted Traffic Control Officers for yielding to pedestrians and cyclists.	Immediate Action Items



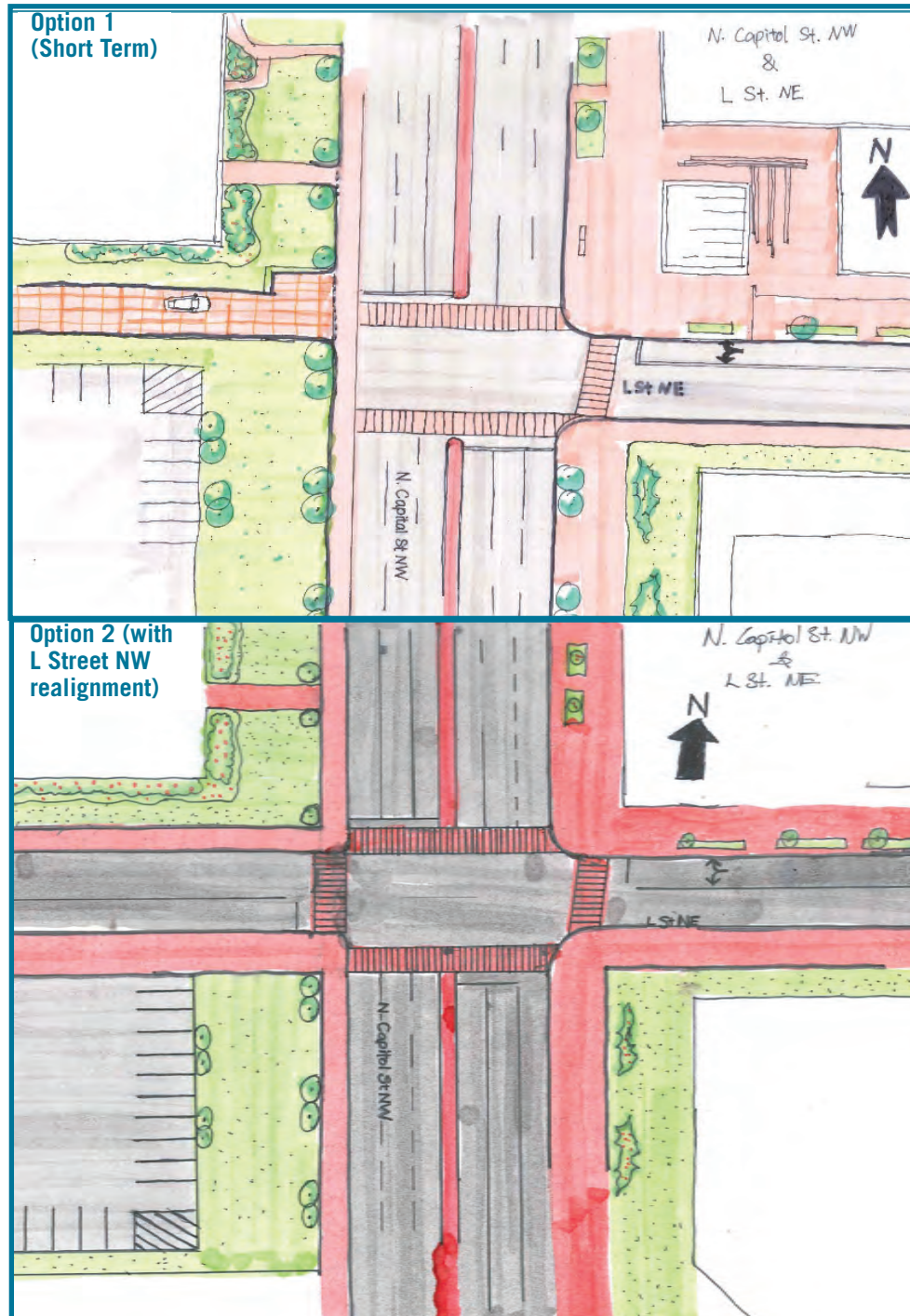
Recommendations by Intersection: L Street NW/NE

L Street faces issues caused by the misalignment of the NW and NE segments. L Street NW is used for parking and as a driveway for the neighboring church, while L Street NE is a fully functioning two-way street. Church members mentioned how people drive through the L Street NW segment in front of their building despite the presence of signs that say “Do Not Enter”.

Pedestrians do not feel safe trying to cross the westside of the intersection because of the complicated alignments. There is also a crosswalk on the eastside that is missing zebra stripes. Stakeholders mentioned that it is difficult to cross when there are no markings notifying drivers that there is a pedestrian crossing there. As part of a future DC Housing Authority project, L Street NW will be realigned. Recommendations for the existing and future alignment are provided.

Intersection Recommendations

ID	Recommendations	Type
S1	Install additional permeable pavement around tree pits to provide additional traversable pedestrian surface.	Sidewalk Improvements
S3	Widen the sidewalk along the west side of North Capitol Street.	Sidewalk Improvements
R3	Install ADA-compliant curb ramps where missing (including contrasting truncated domes).	Roadway Improvement
R5	Close median opening (immediately using flexposts, long-term with concrete curb installation) adjacent to the intersection.	Sidewalk Improvements
R6	Implement a wider, ADA-accessible median to extend through the crosswalk(s) on North Capitol Street.	Sidewalk Improvements
P2	Convert all intersection crosswalks to a high-visibility crossing (i.e. crosswalks will include longitudinal and transverse lines and be paved with reflective material).	Signage & Pavement Marking Improvements
P5	Install “Do Not Block Intersection” pavement markings within the intersection.	Signage & Pavement Marking Improvements
P7	Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Signage & Pavement Marking Improvements
P8	Install lane configuration arrows leading to intersection with North Capitol.	Signage & Pavement Marking Improvements
P10	Evaluate and install an LED-based “No Left Turn” sign.	Signage & Pavement Marking Improvements
P12	Install “Turning Vehicles Yield to Pedestrians” signs.	Signage & Pavement Marking Improvements
UP2	Paint sharrow design in the street to signify it as a shared street in the interim.	Urban Design & Planning improvements
IA12	Implement automated and/or Traffic Control Officers for the left turn restrictions and yielding to pedestrians and cyclists.	Immediate Action Items



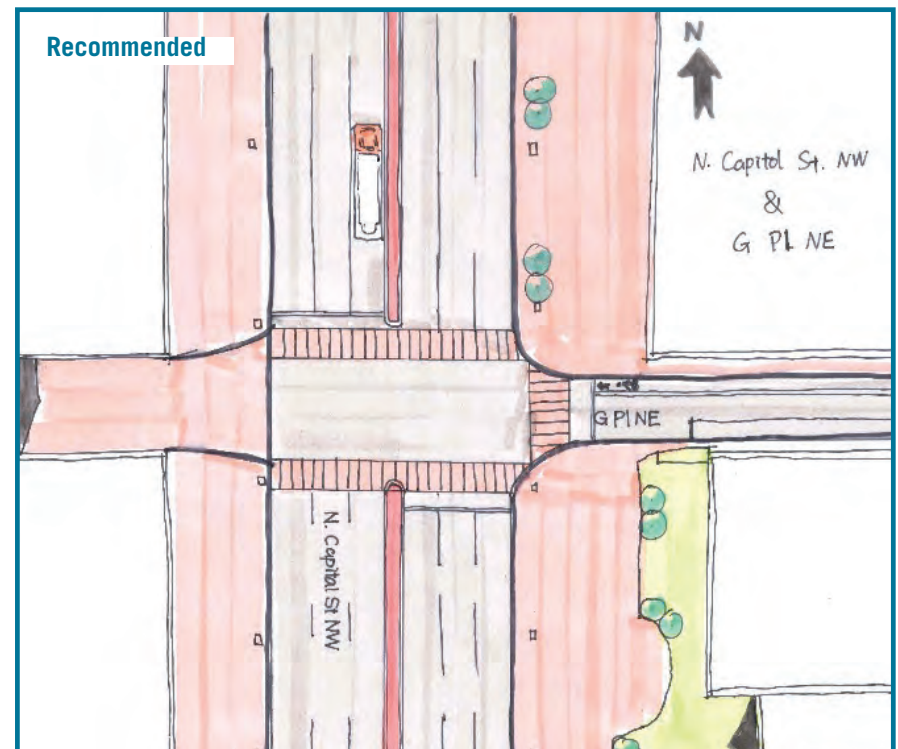
Recommendations by Intersection: G Place NE

Confusing signage can cause safety issues for people walking and driving. There need to be clear indicators directing pedestrians and traffic. There are two crosswalks at this intersection, and neither of them have zebra stripes painted on the crosswalk. This can make crossing the street a challenge because motorists are not fully aware that it is a crosswalk. People have also asked that green space or seating be added to this intersection, as the block is bare, and pedestrians are exposed. Green space can help the area feel more inviting or enjoyable for people.

Intersection Recommendations

ID	Recommendations	Type
R4	Install ADA-compliant curb ramps on the SE and SW corner (with a high-visibility crossing).	Sidewalk Improvements
R6	Implement a wider, ADA-accessible median to extend through the crosswalk(s) on North Capitol Street.	Sidewalk Improvements
P2	Convert all intersection crosswalks to a high-visibility crossing	Signage & Pavement Marking Improvements
P7	Install through arrow pavement markings in the left lane for the northbound and southbound approaches to reinforce left turn or U-turn restrictions.	Signage & Pavement Marking Improvements
P8	Install lane configuration arrows leading to intersection with North Capitol.	Signage & Pavement Marking Improvements
T7	Review and replace circular green indication for the northbound and/or southbound movements with a green through arrow.	Traffic Signalization Improvements
IA5	Replace worn parking signs on the west side of the intersection.	Immediate Action Item

There is also a median on the south side of the intersection that has a large gap in the middle of it. Drivers tend to take advantage of this space to make U-turns in the middle of the block, creating congestion.



Recommendations by Intersection: Massachusetts Avenue NW/NE

Massachusetts Avenue is a dynamic intersection, with more than one additional intersection functioning immediately adjacent to it. It is common that people driving will try to avoid traffic on New Jersey Avenue and cut through to North Capitol using F Street NW, which creates a dangerous environment for pedestrians.

Community members suggested banning right turns on red, presumably from the dangers it creates for pedestrians or cyclists entering the intersection. Two alternative options were developed that would help to make the intersection safer for pedestrians and cyclists. They are shown on the following page.

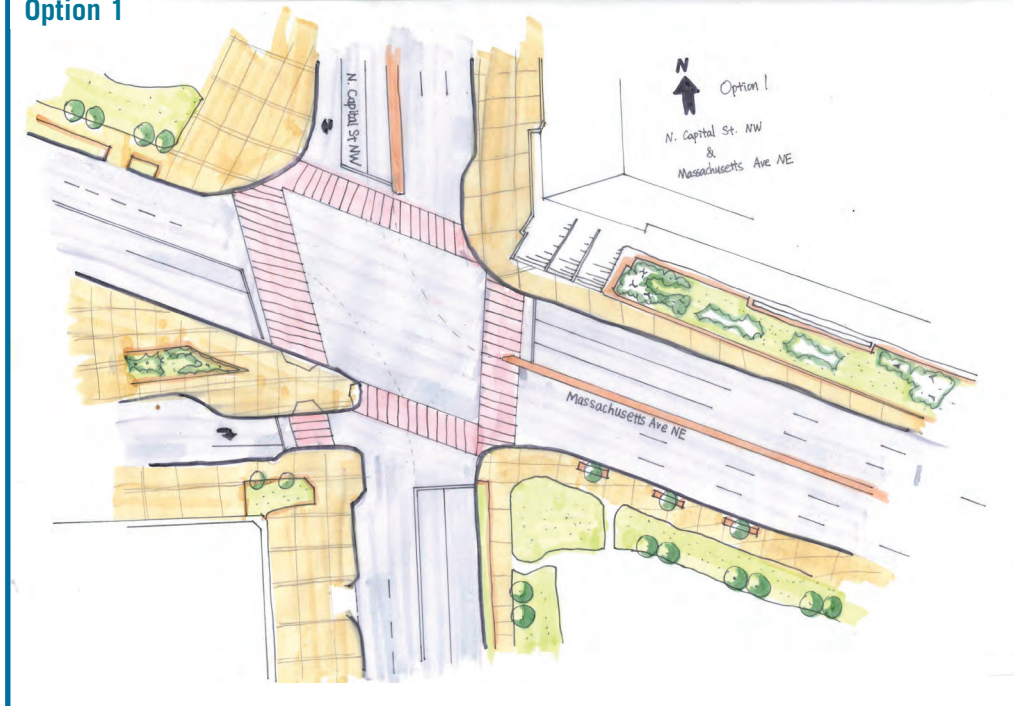
Intersection Recommendations

ID	Recommendations	Type
R7	Trim median noses for the north and south legs.	Sidewalk Improvements
R9	Pursue the study, design and implementation of bicycle facilities along Massachusetts Avenue NW/NE.	Sidewalk Improvements
P5	Install “Do Not Block Intersection” pavement markings within the intersection.	Signage & Pavement Marking Improvements
P8	Install lane configuration arrows leading to intersection with North Capitol.	Signage & Pavement Marking Improvements
P12	Install “Turning Vehicles Yield to Pedestrians” signs.	Signage & Pavement Marking Improvements
P13	Convert parking spaces north of the bus stop on the southbound side of North Capitol Street immediately north of Massachusetts Avenue to rush hour restricted.	Signage & Pavement Marking Improvements
IA12	Implement automated and/or Traffic Control Officers for the left turn restrictions and yielding to pedestrians and cyclists.	Immediate Action Items



Crosswalk needing restriping at N Capitol Street and Massachusetts Avenue.

Option 1

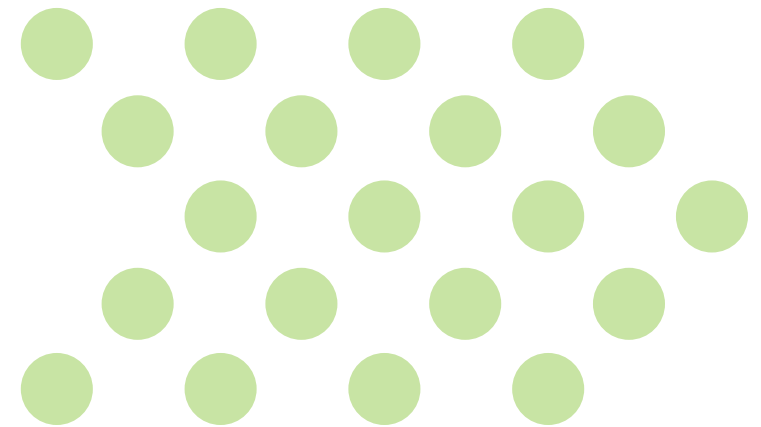


Option 2



CHAPTER

Appendix



Appendix A

4



Abbreviations

ADA	Americans with Disabilities Act
APS	Accessible pedestrian signals
DDOT	District Department of Transportation
DWS	Detectable warning surfaces
EBL	Eastbound left
EBT	Eastbound through
WBT	Westbound through
FHWA	Federal Highway Administration
HAWK Signal	High-Intensity Activated Crosswalk Beacon
LPI	Leading pedestrian intervals
mph	Miles per hour
NBT	Northbound through
NoMa BID	NoMa Business Improvement District
PDO	Property damage only
pph	Pedestrians per hour
SBT	Southbound through
TCO	Traffic Control Officers
UDC	University of the District of Columbia
vph	Vehicles per hour
WMATA	Washington Metropolitan Area Transit Authority

Appendix B

4



Crash Summary by Intersection

Crash Summary by Intersection

A summary of crashes by intersection is as follows:

North Capitol & Florida Avenue:

- » There was a total of 62 crashes at the intersection over the three-year period. The crashes resulted in 41 PDO crashes and 21 injury crashes.
- » The crashes included one right-angle crash, 11 rear-end crashes, 18 sideswipe crashes, two parked vehicle crashes, one fixed object crash, 27 other (unknown) crashes, and two pedestrian-involved crashes.
- » Ten crashes occurred on wet/icy roadway conditions, and 23 crashes occurred during dark/dusk/dawn conditions.
- » Speed contributed to four crashes.

North Capitol & G Place:

- » There was a total of one crash at the intersection over the three-year period. The single crash was classified as an unknown, PDO crash.

North Capitol & G Street:

- » There was a total of 15 crashes at the intersection over the three-year period. The crashes resulted in nine PDO crashes and six injury crashes.
- » The crashes included one left turn crash, four rear-end crashes, four sideswipe crashes, two parked vehicle crashes, and four other (unknown) crashes.
- » Two crashes occurred on wet/icy roadway conditions, and three crashes occurred during dark/dusk/dawn conditions.

North Capitol & H Street:

- » There was a total of 85 crashes at the intersection over the three-year period. The crashes resulted in 64 PDO crashes and 21 injury crashes.
- » The crashes included two right-angle crashes, three right-turn crashes, eight rear-end crashes, 27 sideswipe crashes, one parked vehicle crash, 43 other (unknown) crashes and one pedestrian-involved crash.
- » Ten crashes occurred on wet/icy roadway conditions, and 28 crashes occurred during dark/dusk/dawn conditions.
- »

- » Speed contributed to one crash.

North Capitol & K Street:

- » There was a total of 81 crashes at the intersection over the three-year period. The crashes resulted in 67 PDO crashes and 14 injury crashes.
- » The crashes included two right-angle crashes, one left-turn crash, two right-turn crashes, six rear-end crashes, 24 sideswipe crashes, one parked vehicle crash, one fixed object crash, and 44 other (unknown) crashes.
- » Fourteen crashes occurred on wet/icy roadway conditions and 23 crashes occurred during dark/dusk/dawn conditions.

North Capitol & L Street:

- » There was a total of 28 crashes at the intersection over the three-year period. The crashes resulted in 20 PDO crashes and eight injury crashes.
- » The crashes included one right-angle crash, one left-turn crash, five rear-end crashes, three sideswipe crashes, one parked vehicle crash, and 17 other (unknown) crashes.
- » One crash occurred on wet/icy roadway conditions and 11 crashes occurred during dark/dusk/dawn conditions.
- » Speed contributed to two crashes.

Crash Summary by Intersection

A summary of crashes by intersection is as follows:

North Capitol & M Street:

- » There was a total of 43 crashes at the intersection over the three-year period. The crashes resulted in 29 PDO crashes and 14 injury crashes.
- » The crashes included three right-angle crashes, three left-turn crashes, three rear-end crashes, 17 sideswipe crashes, three parked vehicle crashes, one fixed object crash, one backing crash, one pedestrian-involved crash, and 11 other (unknown) crashes.
- » Three crashes occurred on wet/icy roadway conditions, and 15 crashes occurred during dark/dusk/dawn conditions.
- » Drugs/alcohol contributed to one crash.

North Capitol & Massachusetts Avenue:

- » There was a total of 75 crashes at the intersection over the three-year period. The crashes resulted in 63 PDO crashes and 12 injury crashes.
- » The crashes included one rear-end crash, 35 sideswipe crashes, two parked vehicle crashes, one backing crash, one pedestrian-involved crash, and 35 other (unknown) crashes.
- » Twelve crashes occurred on wet/icy roadway conditions, and 24 crashes occurred during dark/dusk/dawn conditions.

North Capitol & New York Avenue:

- » There was a total of 191 crashes at the intersection over the three-year period. The crashes resulted in 137 PDO crashes, 53 injury crashes and one fatal crash.
- » The crashes included three right-angle crashes, six left-turn crashes, three right-turn crashes, 12 rear-end crashes, 70 sideswipe crashes, one parked vehicle crash, one backing crash, two pedestrian-involved crashes, and 93 other (unknown) crashes.
- » Thirty-one crashes occurred on wet/icy roadway conditions, and 51 crashes occurred during dark/dusk/dawn conditions.
- » Speed contributed to two crashes.

North Capitol & P Street:

- » There was a total of 45 crashes at the intersection over the three-year period. The crashes resulted in 38 PDO crashes and seven injury crashes.
- » The crashes included one left-turn crash, one right-turn crash, two rear-end crashes, 25 sideswipe crashes, one parked vehicle crash, and 15 other (unknown) crashes.
- » Five crashes occurred on wet/icy roadway conditions, and nine crashes occurred during dark/dusk/dawn conditions.

North Capitol & Pierce Street:

- » There was a total of eight crashes at the intersection over the three-year period. The crashes resulted in six PDO crashes and two injury crashes.
- » The crashes included one right-turn crash, two sideswipe crashes, and five other (unknown) crashes.
- » Two crashes occurred during dark/dusk/dawn conditions.
- » Speed contributed to one crash.

North Capitol & R Street:

- » There was a total of 15 crashes at the intersection over the three-year period. The crashes resulted in 11 PDO crashes and four injury crashes.
- » The crashes included two left-turn crashes, one rear-end crash, three sideswipe crashes, one parked vehicle crash, one pedestrian-involved crash, and seven other (unknown) crashes.
- » One crash occurred on wet/icy roadway conditions and four crashes occurred during dark/dusk/dawn conditions.

Appendix C

4



Intersection Collision Data by Mode

Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					R St, NE					R St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	341	0	0	341	1	259	1	1	262	7	0	4	0	11	2	1	0	0	3	617
6:30	0	373	3	0	376	0	274	0	0	274	2	4	1	0	7	4	1	1	0	6	663
6:45	0	394	2	0	396	1	345	2	0	348	12	6	5	0	23	2	1	0	0	3	770
7:00	1	418	4	0	423	3	314	0	0	317	8	9	2	0	19	2	3	0	0	5	764
7:15	0	441	8	0	449	7	335	3	0	345	4	9	4	0	17	9	6	0	0	15	826
7:30	0	444	8	0	452	7	320	4	0	331	12	16	4	0	32	0	2	2	0	4	819
7:45	0	417	8	0	425	4	344	1	0	349	16	22	6	0	44	7	10	3	0	20	838
8:00	0	457	14	1	472	5	350	2	0	357	10	21	7	0	38	4	8	0	0	12	879
8:15	2	437	12	0	451	7	305	1	1	314	13	29	7	0	49	7	16	2	0	25	839
8:30	1	393	4	0	398	7	342	5	0	354	21	43	8	0	72	5	13	3	0	21	845
8:45	1	335	4	0	340	12	317	1	0	330	15	36	11	0	62	8	16	4	0	28	760
9:00	0	338	7	0	345	7	265	0	0	272	15	33	6	0	54	3	11	1	0	15	686
9:15	0	382	7	0	389	2	276	1	0	279	10	36	9	0	55	5	13	2	0	20	743
9:30	0	357	6	0	363	5	330	0	0	335	10	23	10	0	43	3	4	2	0	9	750
9:45	2	314	4	0	320	7	318	1	0	326	8	23	4	0	35	8	11	4	0	23	704
10:00	2	314	5	0	321	0	313	0	0	313	10	14	6	0	30	4	1	2	0	7	671
10:15	3	240	1	0	244	3	242	2	1	248	9	18	4	0	31	4	6	5	0	15	538
10:30	1	278	2	0	281	4	272	1	0	277	9	9	12	0	30	5	4	4	0	13	601
10:45	3	284	4	1	292	2	302	3	0	307	2	10	8	0	20	6	4	1	0	11	630
11:00	0	271	6	0	277	5	289	2	0	296	8	7	8	0	23	2	8	2	0	12	608
11:15	3	256	0	0	259	2	265	2	1	270	10	8	11	0	29	4	7	4	0	15	573
11:30	2	285	3	0	290	0	287	0	0	287	4	4	14	0	22	2	11	0	0	13	612
11:45	4	263	3	0	270	4	298	6	0	308	9	14	7	0	30	3	7	2	0	12	620
12:00	2	261	2	0	265	2	266	2	0	270	5	14	12	0	31	3	7	5	0	15	581
Peak Hour Total	3	1704	38	1	1746	23	1341	9	1	1374	60	115	28	0	203	23	47	8	0	78	3401
AM Period Total	27	8293	117	2	8439	97	7228	40	4	7369	229	408	170	0	807	102	171	49	0	322	16937
12:15	2	256	4	0	262	1	235	0	0	236	10	4	7	0	21	2	12	3	0	17	536
12:30	3	274	7	0	284	5	299	3	0	307	9	20	6	0	35	1	8	3	0	12	638
12:45	5	225	13	1	244	1	296	3	0	300	2	9	6	0	17	10	8	4	0	22	583
13:00	1	246	5	0	252	2	273	2	0	277	9	8	11	0	28	6	8	6	0	20	577
13:15	4	261	4	0	269	3	233	3	1	240	7	13	9	0	29	1	7	5	0	13	551
13:30	1	253	4	0	258	1	277	1	0	279	2	16	14	0	32	7	10	3	0	20	589
13:45	5	249	3	0	257	2	267	1	0	270	6	15	12	0	33	7	10	3	0	20	580
14:00	5	266	4	0	275	7	296	2	0	305	4	20	10	0	34	4	12	5	0	21	635
14:15	2	308	3	1	314	2	290	4	0	296	5	7	13	0	25	2	12	4	0	18	653
14:30	0	300	9	0	309	2	351	5	0	358	8	14	13	0	35	4	10	0	0	14	716
14:45	1	247	4	0	252	0	371	1	0	372	10	17	20	1	48	6	10	1	0	17	689
15:00	3	231	7	0	241	3	315	1	2	321	12	26	12	0	50	5	10	1	0	16	628
15:15	5	257	8	0	270	2	344	3	0	349	5	20	19	0	44	5	10	5	0	20	683
15:30	0	254	5	1	260	4	341	9	0	354	11	23	16	1	51	8	10	2	0	20	685
15:45	2	232	10	0	244	4	368	1	0	373	13	20	12	0	45	13	19	2	0	34	696
16:00	6	252	9	0	267	0	326	42	0	368	6	29	13	1	49	7	22	3	0	32	716
16:15	5	198	3	0	206	0	423	2	0	425	11	25	10	2	48	15	17	2	0	34	713
16:30	1	276	6	0	283	0	399	2	0	401	6	20	14	0	40	12	23	4	0	39	763
16:45	3	251	1	0	255	0	390	1	0	391	10	21	9	0	40	11	14	4	0	29	715
17:00	5	231	3	0	239	1	411	3	1	416	7	24	12	0	43	8	23	4	0	35	733
17:15	3	245	10	0	258	1	447	4	0	452	9	23	18	0	50	18	25	3	0	46	806
17:30	0	197	4	0	201	0	394	3	0	397	9	21	12	0	42	13	26	1	0	40	680
17:45	5	221	3	0	229	2	409	2	0	413	8	9	12	0	29	13	22	3	0	38	709
18:00	3	251	9	0	263	0	445	2	0	447	14	22	26	0	62	15	37	2	0	54	826
18:15	2	285	2	0	289	0	466	0	1	467	10	28	15	0	53	9	25	5	0	39	848
18:30	1	249	7	0	257	0	436	2	0	438	9	19	11	1	40	10	22	3	0	35	770
18:45	1	289	2	0	292	5	393	5	1	404	9	7	17	0	33	14	18	3	0	35	764
19:00	2	223	1	1	227	9	388	11	0	408	10	20	11	0	41	9	12	3	0	24	700
Peak Hour Total	7	1074	20	0	1101	5	1740	9	2	1756	42	76	69	1	188	48	102	13	0	163	3208
PM Period Total	76	7027	150	4	7257	57	9883	118	6	10064	231	500	360	6	1097	235	442	87	0	764	19182
Total AM - PM	103	15320	267	6	15696	154	17111	158	10	17433	460	908	530	6	1904	337	613	136	0	1086	36119

Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					R St, NE Westbound					R St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
6:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Peak Hour Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
AM Period Total	0	18	0	0	18	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	33
12:15	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
12:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
14:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
14:30	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM Period Total	0	19	0	0	19	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	38
Total AM - PM	0	37	0	0	37	0	34	0	0	34	0	0	0	0	0	0	0	0	0	0	71

Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					R St, NE Westbound					R St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	7
6:30	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
6:45	0	8	0	0	8	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	15
7:00	0	6	0	0	6	0	15	0	0	15	1	0	0	0	1	0	0	0	0	0	22
7:15	0	10	0	0	10	0	8	0	0	8	3	0	0	0	3	0	0	0	0	0	21
7:30	0	9	3	0	12	0	10	0	0	10	4	0	0	0	4	1	0	1	0	2	28
7:45	0	10	2	0	12	0	14	0	0	14	1	2	0	0	3	0	0	0	0	0	29
8:00	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
8:15	0	12	0	0	12	0	16	0	0	16	3	0	0	0	3	0	0	1	0	1	32
8:30	0	13	0	0	13	0	8	0	0	8	1	0	0	0	1	0	1	0	0	1	23
8:45	0	8	0	0	8	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	22
9:00	0	11	0	0	11	0	14	0	0	14	2	0	0	0	2	1	0	0	0	1	28
9:15	0	16	0	0	16	1	3	0	0	4	3	13	1	0	17	0	0	0	0	0	37
9:30	0	12	0	0	12	0	9	0	0	9	1	4	3	0	8	1	0	0	0	1	30
9:45	0	11	2	0	13	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	18
10:00	0	14	0	0	14	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	26
10:15	0	6	0	0	6	0	11	0	0	11	1	0	0	0	1	1	0	0	0	1	19
10:30	0	8	0	0	8	0	8	0	0	8	1	0	0	0	1	0	0	2	0	2	19
10:45	0	12	0	0	12	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	19
11:00	0	11	0	0	11	0	11	0	0	11	1	0	2	0	3	0	0	0	0	0	25
11:15	0	11	0	0	11	0	14	0	0	14	1	1	0	0	2	0	0	0	0	0	27
11:30	0	18	0	0	18	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	35
11:45	0	17	0	0	17	0	8	0	0	8	2	1	0	0	3	0	2	0	0	2	30
12:00	0	6	2	0	8	0	12	0	0	12	1	0	0	0	1	0	1	1	0	2	23
Peak Hour Total	0	44	2	0	46	0	47	0	0	47	5	2	0	0	7	0	1	1	0	2	102
AM Period Total	0	244	9	0	253	2	236	0	0	238	30	22	7	0	59	4	5	5	0	14	564
12:15	0	13	0	0	13	0	12	0	0	12	2	0	0	0	2	0	0	0	0	0	27
12:30	0	15	1	0	16	0	9	0	0	9	0	1	0	0	1	0	0	0	0	0	26
12:45	0	19	0	0	19	0	8	0	0	8	0	0	0	0	0	1	4	1	0	6	33
13:00	0	10	0	0	10	0	12	0	0	12	2	0	0	0	2	1	2	0	0	3	27
13:15	0	11	2	0	13	0	24	0	0	24	1	0	0	0	1	0	0	1	0	1	39
13:30	0	9	0	0	9	0	13	0	0	13	1	0	0	0	1	0	0	0	0	0	23
13:45	0	11	0	0	11	0	12	0	0	12	1	0	0	0	1	0	2	0	0	2	26
14:00	0	5	0	0	5	0	5	0	0	5	2	0	0	0	2	0	0	1	0	1	13
14:15	1	6	0	0	7	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	19
14:30	0	4	0	0	4	0	10	0	0	10	1	0	0	0	1	0	1	0	0	1	16
14:45	0	7	0	0	7	0	12	0	0	12	1	3	2	0	6	0	1	1	0	2	27
15:00	0	5	0	0	5	0	4	0	0	4	1	2	1	0	4	0	2	0	0	2	15
15:15	0	14	2	0	16	1	6	1	0	8	1	1	1	0	3	0	4	0	0	4	31
15:30	0	7	0	0	7	1	5	0	0	6	2	0	0	0	2	0	0	1	0	1	16
15:45	0	6	0	0	6	0	8	0	0	8	1	2	1	0	4	1	1	1	0	3	21
16:00	1	7	0	0	8	0	8	1	0	9	1	1	0	0	2	0	0	0	0	0	19
16:15	1	12	0	0	13	0	7	0	0	7	1	3	0	0	4	0	0	0	0	0	24
16:30	0	8	0	0	8	0	4	0	0	4	1	1	0	0	2	0	2	0	0	2	16
16:45	0	7	1	0	8	0	4	0	0	4	3	1	0	0	4	1	5	0	0	6	22
17:00	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	19
17:15	0	7	0	0	7	0	4	0	0	4	2	0	0	0	2	0	4	0	0	4	17
17:30	0	6	0	0	6	0	5	0	0	5	2	1	0	0	3	0	1	0	0	1	15
17:45	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	7
18:00	0	6	1	0	7	0	9	0	0	9	1	0	0	0	1	0	2	0	0	2	19
18:15	1	6	0	0	7	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	17
18:30	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
18:45	1	5	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
19:00	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4
Peak Hour Total	2	19	1	0	22	0	25	0	0	25	1	0	0	0	1	0	4	0	0	4	52
PM Period Total	5	223	7	0	235	2	217	2	0	221	29	17	5	0	51	4	37	6	0	47	554
Total AM - PM	5	467	16	0	488	4	453	2	0	459	59	39	12	0	110	8	42	11	0	61	1118

Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Total Vehicles																			Interval Total	
	North Capitol St					North Capitol St					R St, NE					R St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total
6:15	0	346	0	0	346	1	264	1	1	267	8	0	4	0	12	2	1	0	0	3	628
6:30	0	378	3	0	381	0	281	0	0	281	2	4	1	0	7	4	1	1	0	6	675
6:45	0	403	2	0	405	1	351	2	0	354	13	6	5	0	24	2	1	0	0	3	786
7:00	1	425	4	0	430	3	329	0	0	332	9	9	2	0	20	2	3	0	0	5	787
7:15	0	452	8	0	460	7	344	3	0	354	7	9	4	0	20	9	6	0	0	15	849
7:30	0	453	11	0	464	7	332	4	0	343	16	16	4	0	36	1	2	3	0	6	849
7:45	0	428	10	0	438	4	358	1	0	363	17	24	6	0	47	7	10	3	0	20	868
8:00	0	466	14	1	481	5	359	2	0	366	10	21	7	0	38	4	8	0	0	12	897
8:15	2	449	12	0	463	7	321	1	1	330	16	29	7	0	52	7	16	3	0	26	871
8:30	1	407	4	0	412	7	350	5	0	362	22	43	8	0	73	5	14	3	0	22	869
8:45	1	345	4	0	350	12	330	1	0	343	15	36	12	0	63	8	16	4	0	28	784
9:00	0	349	7	0	356	7	280	0	0	287	17	33	6	0	56	4	11	1	0	16	715
9:15	0	398	7	0	405	3	280	1	0	284	13	49	10	0	72	5	13	2	0	20	781
9:30	0	369	6	0	375	5	340	0	0	345	11	27	13	0	51	4	4	2	0	10	781
9:45	2	325	6	0	333	7	323	1	0	331	9	23	4	0	36	8	11	4	0	23	723
10:00	2	329	5	0	336	1	324	0	0	325	10	14	6	0	30	4	1	2	0	7	698
10:15	3	247	1	0	251	3	255	2	1	261	10	18	4	0	32	5	6	5	0	16	560
10:30	1	286	2	0	289	4	280	1	0	285	10	9	12	0	31	5	4	6	0	15	620
10:45	3	297	4	1	305	2	309	3	0	314	2	11	8	0	21	6	5	1	0	12	652
11:00	0	283	6	0	289	5	301	2	0	308	9	7	10	0	26	2	8	2	0	12	635
11:15	3	267	0	0	270	2	281	2	1	286	11	9	11	0	31	4	7	4	0	15	602
11:30	2	303	3	0	308	0	303	0	0	303	5	4	14	0	23	2	11	0	0	13	647
11:45	4	281	3	0	288	4	306	6	0	316	11	15	7	0	33	3	9	2	0	14	651
12:00	2	269	4	0	275	2	278	2	0	282	6	14	12	0	32	3	8	6	0	17	606
Peak Hour Total	3	1750	40	1	1794	23	1388	9	1	1421	65	117	28	0	210	23	48	9	0	80	3505
AM Period Total	27	8555	126	2	8710	99	7479	40	4	7622	259	430	177	0	866	106	176	54	0	336	17534
12:15	2	270	4	0	276	1	249	0	0	250	12	4	7	0	23	2	12	3	0	17	566
12:30	3	290	8	0	301	5	309	3	0	317	9	21	6	0	36	1	8	3	0	12	666
12:45	5	244	13	1	263	1	306	3	0	310	2	9	6	0	17	11	12	5	0	28	618
13:00	1	257	5	0	263	2	285	2	0	289	11	8	11	0	30	7	10	6	0	23	605
13:15	4	273	6	0	283	3	257	3	1	264	8	13	9	0	30	1	7	6	0	14	591
13:30	1	266	4	0	271	1	290	1	0	292	3	16	14	0	33	7	10	3	0	20	616
13:45	5	261	3	0	269	2	282	1	0	285	7	15	12	0	34	7	12	3	0	22	610
14:00	5	272	4	0	281	7	302	2	0	311	6	20	10	0	36	4	12	6	0	22	650
14:15	3	315	3	1	322	2	303	4	0	309	5	8	13	0	26	2	13	4	0	19	676
14:30	0	307	9	0	316	2	364	5	0	371	9	14	13	0	36	4	11	0	0	15	738
14:45	1	254	4	0	259	0	384	1	0	385	11	20	22	1	54	6	11	2	0	19	717
15:00	3	236	7	0	246	3	319	1	2	325	13	28	13	0	54	5	12	1	0	18	643
15:15	5	272	10	0	287	3	350	4	0	357	6	21	20	0	47	5	14	5	0	24	715
15:30	0	263	5	1	269	5	347	9	0	361	13	23	16	1	53	8	10	3	0	21	704
15:45	2	238	10	0	250	4	376	1	0	381	14	22	13	0	49	14	20	3	0	37	717
16:00	7	260	9	0	276	0	335	43	0	378	7	30	13	1	51	7	22	3	0	32	737
16:15	6	211	3	0	220	0	430	2	0	432	12	28	10	2	52	15	17	2	0	34	738
16:30	1	284	6	0	291	0	403	2	0	405	7	21	14	0	42	12	25	4	0	41	779
16:45	3	258	2	0	263	0	394	1	0	395	13	22	9	0	44	12	19	4	0	35	737
17:00	5	241	3	0	249	1	419	3	1	424	7	24	12	0	43	8	24	4	0	36	752
17:15	3	252	10	0	265	1	451	4	0	456	11	23	18	0	52	18	29	3	0	50	823
17:30	0	203	4	0	207	0	399	3	0	402	11	22	12	0	45	13	27	1	0	41	695
17:45	5	225	3	0	233	2	410	2	0	414	9	9	12	0	30	13	23	3	0	39	716
18:00	3	257	10	0	270	0	454	2	0	456	15	22	26	0	63	15	39	2	0	56	845
18:15	3	291	2	0	296	0	475	0	1	476	10	28	15	0	53	9	26	5	0	40	865
18:30	1	251	7	0	259	0	438	2	0	440	9	19	11	1	40	10	23	3	0	36	775
18:45	2	294	2	0	298	5	399	5	1	410	9	7	17	0	33	14	18	3	0	35	776
19:00	2	224	1	1	228	9	389	11	0	409	11	20	11	0	42	9	13	3	0	25	704
Peak Hour Total	9	1093	21	0	1123	5	1766	9	2	1782	43	76	69	1	189	48	106	13	0	167	3261
PM Period Total	81	7269	157	4	7511	59	10119	120	6	10304	260	517	365	6	1148	239	479	93	0	811	19774
Total AM - PM	108	15824	283	6	16221	158	17598	160	10	17926	519	947	542	6	2014	345	655	147	0	1147	37308



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at R St **Weather:** Warm, Cloudy, Dry
Date Surveyed: May 31st, 2018 **ORGA Techs:** AL/GC

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	R St, NW	R St, NE	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	1	1	2
6:30	1	1	1	2	5
6:45	0	1	0	2	3
7:00	0	0	3	6	9
7:15	1	0	0	2	3
7:30	0	1	2	13	16
7:45	2	0	0	8	10
8:00	2	0	2	10	14
8:15	1	0	4	10	15
8:30	1	1	2	10	14
8:45	1	0	6	24	31
9:00	1	0	7	28	36
9:15	2	0	3	18	23
9:30	2	2	4	7	15
9:45	1	0	1	6	8
10:00	0	0	2	4	6
10:15	1	2	4	7	14
10:30	0	1	2	3	6
10:45	1	0	2	1	4
11:00	1	3	1	4	9
11:15	0	0	1	3	4
11:30	0	1	0	2	3
11:45	0	0	0	4	4
12:00	2	1	1	3	7
Peak Hour Total	6	1	8	38	53
AM Period Total	20	14	49	178	261
12:15	1	1	2	3	7
12:30	0	2	1	1	4
12:45	3	1	2	0	6
13:00	1	3	1	2	7
13:15	3	1	0	1	5
13:30	0	0	3	4	7
13:45	1	0	0	4	5
14:00	1	1	2	2	6
14:15	0	0	3	2	5
14:30	0	1	1	0	2
14:45	0	0	2	3	5
15:00	0	1	3	4	8
15:15	1	2	1	4	8
15:30	1	0	2	2	5
15:45	1	0	1	3	5
16:00	0	0	2	5	7
16:15	2	1	1	3	7
16:30	0	1	7	3	11
16:45	0	1	3	2	6
17:00	1	1	5	2	9
17:15	0	0	6	3	9
17:30	2	4	4	9	19
17:45	1	2	16	6	25
18:00	0	0	13	10	23
18:15	1	1	8	7	17
18:30	0	0	9	7	16
18:45	0	3	6	7	16
19:00	0	0	4	3	7
Peak Hour Total	1	4	36	31	72
PM Period Total	20	27	108	102	257
Total AM - PM	40	41	157	280	518



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	R St, NW	R St, NE	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	1	1	0	2
7:30	0	0	0	2	2
7:45	1	0	2	1	4
8:00	1	1	0	0	2
8:15	0	1	0	0	1
8:30	0	0	1	0	1
8:45	1	0	0	0	1
9:00	0	1	0	2	3
9:15	0	0	2	1	3
9:30	0	1	1	0	2
9:45	1	0	0	1	2
10:00	0	1	1	0	2
10:15	0	2	3	0	5
10:30	0	1	2	0	3
10:45	1	0	0	0	1
11:00	0	0	2	0	2
11:15	0	1	0	0	1
11:30	0	0	1	1	2
11:45	0	0	0	1	1
12:00	1	0	0	1	2
Peak Hour Total	2	2	3	1	8
AM Period Total	6	10	16	11	43
12:15	0	0	0	0	0
12:30	1	0	1	0	2
12:45	0	0	2	1	3
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	1	0	0	1	2
14:00	0	0	2	0	2
14:15	0	0	2	0	2
14:30	1	0	1	0	2
14:45	0	0	1	1	2
15:00	0	0	2	0	2
15:15	1	1	1	0	3
15:30	0	0	0	1	1
15:45	0	0	1	0	1
16:00	0	0	0	0	0
16:15	1	1	0	0	2
16:30	0	0	0	1	1
16:45	1	2	0	0	3
17:00	0	0	0	0	0
17:15	0	1	1	1	3
17:30	1	0	2	0	3
17:45	1	0	0	0	1
18:00	0	0	0	1	1
18:15	2	0	4	0	6
18:30	0	0	1	1	2
18:45	1	1	3	0	5
19:00	0	0	1	0	1
Peak Hour Total	3	1	8	2	14
PM Period Total	11	6	25	8	50
Total AM - PM	17	16	41	19	93

Location: North Capitol St at R St
Date Surveyed: May 31st, 2018

Weather: Warm, Cloudy, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	R St, NW	R St, NE	
	Across North	Across South	Across East	Across West	
6:15	1	1	1	3	6
6:30	6	0	3	5	14
6:45	0	0	3	3	6
7:00	4	1	4	7	16
7:15	4	1	3	3	11
7:30	4	3	3	3	13
7:45	11	5	3	2	21
8:00	5	0	3	4	12
8:15	8	1	6	8	23
8:30	7	9	8	6	30
8:45	3	3	3	9	18
9:00	8	4	7	8	27
9:15	2	4	4	4	14
9:30	6	1	3	4	14
9:45	6	2	3	1	12
10:00	4	1	2	6	13
10:15	0	4	1	3	8
10:30	3	4	10	1	18
10:45	5	7	3	7	22
11:00	0	1	2	11	14
11:15	4	3	9	2	18
11:30	3	2	6	1	12
11:45	6	0	5	4	15
12:00	5	2	7	8	22
Peak Hour Total	31	15	20	20	86
AM Period Total	105	59	102	113	379
12:15	7	0	5	6	18
12:30	1	12	13	1	27
12:45	3	1	4	5	13
13:00	6	4	9	5	24
13:15	8	6	7	4	25
13:30	8	1	7	6	22
13:45	2	11	3	6	22
14:00	5	2	10	2	19
14:15	3	1	3	0	7
14:30	5	4	2	12	23
14:45	3	1	8	4	16
15:00	5	3	2	5	15
15:15	0	5	10	4	19
15:30	6	5	9	11	31
15:45	6	2	6	9	23
16:00	1	2	1	4	8
16:15	5	6	8	15	34
16:30	5	4	8	3	20
16:45	9	4	11	12	36
17:00	0	4	7	4	15
17:15	13	5	10	8	36
17:30	7	5	4	13	29
17:45	5	7	11	7	30
18:00	6	3	2	13	24
18:15	7	4	8	16	35
18:30	4	6	9	16	35
18:45	5	7	17	7	36
19:00	3	10	9	8	30
Peak Hour Total	22	20	36	52	130
PM Period Total	138	125	203	206	672
Total AM - PM	243	184	305	319	1051

Location: North Capitol St at Florida Ave
Date Surveyed: May 30, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					Florida Ave, NE					Florida Ave, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	2	374	2	0	378	0	212	2	0	214	0	101	24	0	125	0	47	17	0	64	781
6:30	0	438	4	0	442	0	255	8	0	263	3	150	35	0	188	1	45	25	0	71	964
6:45	0	419	7	0	426	0	356	5	0	361	0	162	32	0	194	2	65	22	0	89	1070
7:00	2	409	7	0	418	0	335	5	0	340	1	140	38	0	179	0	61	12	0	73	1010
7:15	0	434	5	0	439	0	337	0	0	337	0	184	41	0	225	0	80	19	0	99	1100
7:30	0	487	11	0	498	0	362	2	0	364	0	203	40	0	243	0	97	26	0	123	1228
7:45	0	451	13	0	464	0	392	1	0	393	0	202	34	0	236	0	150	37	0	187	1280
8:00	0	430	11	0	441	0	393	3	0	396	0	177	46	0	223	0	118	30	0	148	1208
8:15	1	549	10	0	560	0	324	1	0	325	0	197	31	0	228	0	147	48	0	195	1308
8:30	3	508	13	0	524	0	344	0	0	344	1	195	27	0	223	0	155	49	0	204	1295
8:45	2	431	14	0	447	0	333	2	0	335	0	176	25	0	201	0	140	48	0	188	1171
9:00	2	452	14	0	468	0	277	2	0	279	0	147	31	0	178	0	147	75	0	222	1147
9:15	1	397	11	0	409	0	323	1	0	324	0	156	30	0	186	0	106	63	0	169	1088
9:30	0	317	18	0	335	0	294	1	0	295	0	172	28	0	200	0	95	43	0	138	968
9:45	1	369	8	0	378	0	258	2	0	260	0	145	44	0	189	3	112	40	0	155	982
10:00	0	285	14	0	299	0	272	0	0	272	0	143	26	0	169	6	83	36	0	125	865
10:15	1	289	11	0	301	0	307	4	0	311	0	174	30	0	204	2	97	30	0	129	945
10:30	1	390	13	0	404	1	269	1	0	271	1	163	38	0	202	1	110	29	0	140	1017
10:45	2	309	14	0	325	0	237	3	0	240	0	150	31	0	181	0	123	25	0	148	894
11:00	0	299	6	0	305	0	225	2	0	227	1	129	27	0	157	1	130	35	0	166	855
11:15	1	274	14	0	289	0	214	3	0	217	2	110	34	0	146	3	114	25	0	142	794
11:30	1	296	7	0	304	0	268	4	0	272	0	123	35	0	158	2	125	18	0	145	879
11:45	1	314	7	0	322	0	278	4	0	282	2	130	39	0	171	0	124	29	0	153	928
12:00	2	325	9	0	336	0	257	5	0	262	1	122	39	0	162	3	147	19	0	169	929
Peak Hour Total	4	1938	47	0	1989	0	1453	5	0	1458	1	771	138	0	910	0	570	164	0	734	5091
AM Period Total	23	9246	243	0	9512	1	7122	61	0	7184	12	3751	805	0	4568	24	2618	800	0	3442	24706
12:15	2	201	10	0	213	0	285	5	0	290	1	124	53	0	178	4	117	28	0	149	830
12:30	3	266	11	0	280	0	293	0	0	293	0	134	34	0	168	6	154	29	0	189	930
12:45	1	350	19	0	370	0	282	2	0	284	4	137	36	0	177	3	156	22	0	181	1012
13:00	2	327	14	0	343	0	221	5	0	226	2	81	25	0	108	2	164	17	0	183	860
13:15	1	301	13	0	315	0	261	4	0	265	0	104	49	0	153	3	158	18	0	179	912
13:30	1	242	12	0	255	0	291	2	0	293	1	123	50	0	174	2	152	16	0	170	892
13:45	2	266	7	0	275	0	287	1	0	288	1	128	38	0	167	4	147	19	0	170	900
14:00	0	310	19	0	329	0	318	2	0	320	0	131	31	0	162	6	161	16	0	183	994
14:15	2	295	8	0	305	0	347	2	0	349	2	127	39	0	168	2	131	15	0	148	970
14:30	1	322	14	0	337	0	337	1	0	338	0	143	32	0	175	0	120	17	0	137	987
14:45	2	311	18	0	331	0	324	3	0	327	0	152	43	0	195	5	119	19	0	143	996
15:00	2	336	16	0	354	0	323	5	0	328	1	160	54	0	215	6	125	18	0	149	1046
15:15	2	300	9	0	311	0	308	1	0	309	1	138	42	0	181	7	154	13	0	174	975
15:30	0	333	12	0	345	1	346	0	0	347	0	139	32	0	171	4	144	21	0	169	1032
15:45	1	336	17	0	354	0	369	2	0	371	1	159	42	0	202	20	121	9	0	150	1077
16:00	2	335	18	0	355	0	354	0	0	354	4	148	39	0	191	5	154	10	0	169	1069
16:15	1	270	4	0	275	0	388	3	0	391	0	145	67	0	212	0	103	11	0	114	992
16:30	0	321	9	0	330	0	418	3	0	421	0	148	46	0	194	0	155	19	0	174	1119
16:45	1	325	7	0	333	0	431	1	0	432	0	128	61	0	189	0	122	20	0	142	1096
17:00	1	371	7	0	379	0	415	1	0	416	0	160	48	0	208	1	170	20	0	191	1194
17:15	0	315	11	0	326	0	455	0	0	455	0	174	56	0	230	0	134	3	0	137	1148
17:30	0	285	14	0	299	0	416	0	0	416	0	172	51	0	223	0	102	14	0	116	1054
17:45	0	321	4	0	325	0	415	15	0	430	0	163	70	0	233	0	150	21	0	171	1159
18:00	0	350	9	0	359	0	480	1	0	481	0	133	60	0	193	0	144	14	0	158	1191
18:15	0	319	8	0	327	0	393	1	0	394	1	127	51	0	179	0	124	14	0	138	1038
18:30	0	335	6	0	341	0	430	1	0	431	0	165	51	0	216	0	124	15	0	139	1127
18:45	1	335	7	0	343	0	416	3	0	419	0	146	40	0	186	4	164	12	0	180	1128
19:00	0	307	12	0	319	0	315	2	0	317	1	160	52	0	213	3	136	8	0	147	996
Peak Hour Total	1	1292	36	0	1329	0	1701	16	0	1717	0	669	225	0	894	1	556	58	0	615	4555
PM Period Total	28	8685	315	0	9028	1	9918	66	0	9985	20	3949	1292	0	5261	87	3905	458	0	4450	28724
Total AM - PM	51	17931	558	0	18540	2	17040	127	0	17169	32	7700	2097	0	9829	111	6523	1258	0	7892	53430

Location: North Capitol St at Florida Ave
Date Surveyed: May 30, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					Florida Ave, NE Westbound					Florida Ave, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
6:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
7:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:00	0	2	1	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	6
9:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
9:30	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
9:45	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
10:30	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Peak Hour Total	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	9
AM Period Total	0	23	1	0	24	0	11	0	0	11	0	9	2	0	11	0	13	2	0	15	61
12:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
13:15	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
14:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
14:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
15:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Period Total	0	14	0	0	14	0	6	1	0	7	0	2	0	0	2	0	13	0	0	13	36
Total AM - PM	0	37	1	0	38	0	17	1	0	18	0	11	2	0	13	0	26	2	0	28	97

Location: North Capitol St at Florida Ave
Date Surveyed: May 30, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					Florida Ave, NE					Florida Ave, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	2	380	2	0	384	0	212	2	0	214	0	101	24	0	125	0	47	17	0	64	787
6:30	0	440	4	0	444	0	255	8	0	263	3	150	35	0	188	1	45	25	0	71	966
6:45	0	425	7	0	432	0	356	5	0	361	0	162	32	0	194	2	65	22	0	89	1076
7:00	2	414	7	0	423	0	335	5	0	340	1	140	38	0	179	0	61	12	0	73	1015
7:15	0	439	5	0	444	0	337	0	0	337	0	184	41	0	225	0	80	19	0	99	1105
7:30	0	492	11	0	503	0	362	2	0	364	0	203	40	0	243	0	97	26	0	123	1233
7:45	0	456	13	0	469	0	392	1	0	393	0	202	34	0	236	0	150	37	0	187	1285
8:00	0	437	11	0	448	0	393	3	0	396	0	177	46	0	223	0	118	30	0	148	1215
8:15	1	560	10	0	571	0	324	1	0	325	0	197	31	0	228	0	147	48	0	195	1319
8:30	3	516	13	0	532	0	344	0	0	344	1	195	27	0	223	0	155	49	0	204	1303
8:45	2	438	14	0	454	0	333	2	0	335	0	176	25	0	201	0	140	48	0	188	1178
9:00	2	462	14	0	478	0	277	2	0	279	0	147	31	0	178	0	147	75	0	222	1157
9:15	1	403	11	0	415	0	323	1	0	324	0	156	30	0	186	0	106	63	0	169	1094
9:30	0	323	18	0	341	0	294	1	0	295	0	172	28	0	200	0	95	43	0	138	974
9:45	1	377	8	0	386	0	258	2	0	260	0	145	44	0	189	3	112	40	0	155	990
10:00	0	291	14	0	305	0	272	0	0	272	0	143	26	0	169	6	83	36	0	125	871
10:15	1	297	11	0	309	0	307	4	0	311	0	174	30	0	204	2	97	30	0	129	953
10:30	1	397	13	0	411	1	269	1	0	271	1	163	38	0	202	1	110	29	0	140	1024
10:45	2	313	14	0	329	0	237	3	0	240	0	150	31	0	181	0	123	25	0	148	898
11:00	0	299	6	0	305	0	225	2	0	227	1	129	27	0	157	1	130	35	0	166	855
11:15	1	289	14	0	304	0	214	3	0	217	2	110	34	0	146	3	114	25	0	142	809
11:30	1	301	7	0	309	0	268	4	0	272	0	123	35	0	158	2	125	18	0	145	884
11:45	1	318	7	0	326	0	278	4	0	282	2	130	39	0	171	0	124	29	0	153	932
12:00	2	330	9	0	341	0	257	5	0	262	1	122	39	0	162	3	147	19	0	169	934
Peak Hour Total	4	1969	47	0	2020	0	1453	5	0	1458	1	771	138	0	910	0	570	164	0	734	5122
AM Period Total	23	9397	243	0	9663	1	7122	61	0	7184	12	3751	805	0	4568	24	2618	800	0	3442	24857
12:15	2	203	10	0	215	0	294	5	0	299	1	133	55	0	189	4	120	28	0	152	855
12:30	3	269	11	0	283	0	301	0	0	301	0	139	37	0	176	6	159	30	0	195	955
12:45	1	352	19	0	372	0	287	3	0	290	4	148	37	0	189	3	160	22	0	185	1036
13:00	2	337	15	0	354	0	237	6	0	243	2	86	25	0	113	2	170	18	0	190	900
13:15	1	309	13	0	323	0	272	4	0	276	0	110	49	0	159	3	163	18	0	184	942
13:30	1	247	12	0	260	0	296	3	0	299	1	128	51	0	180	2	155	17	0	174	913
13:45	2	267	7	0	276	0	291	1	0	292	1	135	38	0	174	4	148	19	0	171	913
14:00	0	313	19	0	332	0	324	2	0	326	0	136	31	0	167	6	164	16	0	186	1011
14:15	2	297	8	0	307	0	354	2	0	356	2	133	40	0	175	2	136	15	0	153	991
14:30	1	324	14	0	339	0	347	1	0	348	0	148	33	0	181	0	123	17	0	140	1008
14:45	2	313	19	0	334	0	330	3	0	333	0	160	44	0	204	5	129	19	0	153	1024
15:00	2	340	16	0	358	0	333	5	0	338	1	169	54	0	224	6	129	18	0	153	1073
15:15	2	309	9	0	320	0	315	1	0	316	1	140	42	0	183	7	159	14	0	180	999
15:30	0	336	12	0	348	1	351	0	0	352	0	145	32	0	177	4	150	22	0	176	1053
15:45	1	344	17	0	362	0	376	2	0	378	1	163	44	0	208	21	125	9	0	155	1103
16:00	2	336	18	0	356	0	361	0	0	361	4	157	39	0	200	5	155	11	0	171	1088
16:15	1	273	4	0	278	0	394	3	0	397	0	148	67	0	215	0	105	11	0	116	1006
16:30	0	324	9	0	333	0	423	3	0	426	0	153	47	0	200	0	158	19	0	177	1136
16:45	1	330	7	0	338	0	436	1	0	437	0	129	61	0	190	0	126	20	0	146	1111
17:00	1	372	7	0	380	0	419	2	0	421	0	164	48	0	212	1	170	20	0	191	1204
17:15	0	316	11	0	327	0	461	0	0	461	0	178	56	0	234	0	138	3	0	141	1163
17:30	0	286	14	0	300	0	421	0	0	421	0	175	53	0	228	0	105	14	0	119	1068
17:45	0	325	5	0	330	0	421	15	0	436	0	165	70	0	235	0	151	22	0	173	1174
18:00	0	352	9	0	361	0	485	1	0	486	0	135	60	0	195	0	148	14	0	162	1204
18:15	0	319	8	0	327	0	399	1	0	400	1	130	52	0	183	0	125	14	0	139	1049
18:30	0	335	6	0	341	0	435	1	0	436	0	166	51	0	217	0	126	15	0	141	1135
18:45	1	336	7	0	344	0	422	3	0	425	0	149	40	0	189	4	164	12	0	180	1138
19:00	0	311	12	0	323	0	318	2	0	320	1	161	52	0	214	3	136	8	0	147	1004
Peak Hour Total	1	1299	37	0	1337	0	1722	17	0	1739	0	682	227	0	909	1	564	59	0	624	4609
PM Period Total	28	8775	318	0	9121	1	10103	70	0	10174	20	4083	1308	0	5411	88	3997	465	0	4550	29256
Total AM - PM	51	18172	561	0	18784	2	17225	131	0	17358	32	7834	2113	0	9979	112	6615	1265	0	7992	54113

Location: North Capitol St at Florida Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: May 30, 2018 **ORGA Techs:** MD/DM

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	Florida Ave, NE	Florida Ave, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	1	0	0	0	1
6:30	0	1	0	1	2
6:45	0	1	1	0	2
7:00	0	4	0	0	4
7:15	0	0	0	1	1
7:30	0	0	0	2	2
7:45	0	0	1	3	4
8:00	1	1	1	2	5
8:15	0	2	1	3	6
8:30	0	0	0	1	1
8:45	0	1	1	2	4
9:00	1	2	0	2	5
9:15	0	0	0	0	0
9:30	1	0	1	1	3
9:45	1	1	1	0	3
10:00	0	0	0	1	1
10:15	0	0	1	1	2
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	1	0	1
11:30	0	0	1	3	4
11:45	0	3	1	1	5
12:00	2	1	2	3	8
Peak Hour Total	1	3	3	9	16
AM Period Total	7	17	13	27	64
12:15	0	1	0	0	1
12:30	0	2	0	1	3
12:45	0	0	0	2	2
13:00	0	0	1	1	2
13:15	0	0	0	0	0
13:30	0	0	0	3	3
13:45	1	1	1	0	3
14:00	0	0	0	0	0
14:15	0	1	0	2	3
14:30	0	1	0	4	5
14:45	0	0	1	1	2
15:00	1	0	2	2	5
15:15	0	1	1	1	3
15:30	0	3	2	0	5
15:45	0	0	2	0	2
16:00	0	0	0	0	0
16:15	0	1	0	0	1
16:30	2	1	0	0	3
16:45	1	3	0	0	4
17:00	0	0	1	0	1
17:15	2	1	4	1	8
17:30	0	0	1	3	4
17:45	0	0	5	3	8
18:00	2	0	3	1	6
18:15	0	0	1	6	7
18:30	1	4	0	3	8
18:45	2	1	5	4	12
19:00	0	1	0	3	4
Peak Hour Total	4	1	13	8	26
PM Period Total	12	22	30	41	105
Total AM - PM	19	39	43	68	169

Location: North Capitol St at Florida Ave
Date Surveyed: May 30, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	Florida Ave, NE	Florida Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	0	1	1	0	2
6:45	1	1	0	0	2
7:00	0	2	0	1	3
7:15	0	0	0	0	0
7:30	0	0	1	0	1
7:45	0	0	2	1	3
8:00	1	1	2	2	6
8:15	0	2	3	0	5
8:30	2	0	1	1	4
8:45	0	1	0	0	1
9:00	0	2	2	0	4
9:15	1	0	0	0	1
9:30	0	0	0	2	2
9:45	0	1	0	0	1
10:00	0	0	1	0	1
10:15	0	0	1	0	1
10:30	1	0	0	1	2
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	2	0	0	1	3
11:30	0	0	2	0	2
11:45	0	2	1	1	4
12:00	0	1	3	0	4
Peak Hour Total	3	3	8	4	18
AM Period Total	8	14	20	10	52
12:15	0	1	0	0	1
12:30	1	1	1	0	3
12:45	0	0	2	1	3
13:00	2	0	0	0	2
13:15	0	0	0	0	0
13:30	0	0	3	0	3
13:45	1	0	0	0	1
14:00	0	0	0	1	1
14:15	0	0	2	0	2
14:30	0	1	4	2	7
14:45	2	0	1	1	4
15:00	0	0	2	0	2
15:15	1	1	1	0	3
15:30	0	0	0	1	1
15:45	0	0	0	2	2
16:00	0	0	0	0	0
16:15	1	1	0	0	2
16:30	0	1	0	1	2
16:45	1	2	0	0	3
17:00	1	0	0	0	1
17:15	0	1	1	1	3
17:30	2	0	3	0	5
17:45	1	0	2	2	5
18:00	0	0	0	1	1
18:15	1	0	4	0	5
18:30	2	4	3	1	10
18:45	1	1	4	0	6
19:00	0	1	2	0	3
Peak Hour Total	3	1	6	4	14
PM Period Total	17	15	35	14	81
Total AM - PM	25	29	55	24	133

Location: North Capitol St at Florida Ave
Date Surveyed: May 30, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	Florida Ave, NE	Florida Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	3	1	1	2	7
6:30	0	1	0	3	4
6:45	2	14	5	0	21
7:00	5	13	7	0	25
7:15	4	4	5	1	14
7:30	4	8	10	3	25
7:45	9	10	6	0	25
8:00	6	14	10	5	35
8:15	2	5	18	10	35
8:30	8	7	17	10	42
8:45	5	9	10	13	37
9:00	6	15	12	2	35
9:15	4	5	13	5	27
9:30	6	1	4	7	18
9:45	1	3	10	4	18
10:00	0	8	4	3	15
10:15	1	6	8	2	17
10:30	3	6	7	3	19
10:45	4	3	6	6	19
11:00	1	4	5	5	15
11:15	3	1	11	6	21
11:30	0	1	4	5	10
11:45	5	3	11	3	22
12:00	3	2	6	6	17
Peak Hour Total	25	36	51	25	137
AM Period Total	85	144	190	104	523
12:15	1	0	12	2	15
12:30	2	4	8	7	21
12:45	7	2	14	4	27
13:00	3	0	2	5	10
13:15	2	3	5	2	12
13:30	3	1	4	1	9
13:45	4	2	5	4	15
14:00	2	1	4	0	7
14:15	3	4	6	0	13
14:30	4	6	9	2	21
14:45	7	0	6	0	13
15:00	2	4	5	1	12
15:15	4	5	6	4	19
15:30	6	10	7	3	26
15:45	4	0	7	0	11
16:00	8	0	7	2	17
16:15	6	9	12	1	28
16:30	7	2	5	4	18
16:45	10	4	12	0	26
17:00	4	10	6	0	20
17:15	7	5	8	0	20
17:30	1	9	13	0	23
17:45	8	8	12	3	31
18:00	9	10	12	0	31
18:15	7	4	13	0	24
18:30	4	6	17	7	34
18:45	12	7	10	7	36
19:00	5	5	11	5	26
Peak Hour Total	25	32	45	3	105
PM Period Total	142	121	238	64	565
Total AM - PM	227	265	428	168	1088

Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					P St, NE					P St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	14	337	26	0	377	0	246	6	0	252	1	5	0	0	6	3	4	0	0	7	642
6:30	13	353	17	0	383	0	286	3	0	289	4	5	0	0	9	1	5	2	0	8	689
6:45	21	343	17	0	381	0	325	7	0	332	6	14	0	0	20	3	9	3	0	15	748
7:00	10	406	19	0	435	0	300	10	0	310	7	23	2	0	32	6	4	4	0	14	791
7:15	13	381	30	1	425	0	308	12	0	320	3	15	3	0	21	7	11	5	0	23	789
7:30	18	448	28	1	495	0	349	9	0	358	5	30	5	0	40	8	7	3	0	18	911
7:45	20	412	38	1	471	0	377	11	0	388	5	31	2	0	38	9	8	9	0	26	923
8:00	19	344	42	0	405	0	363	15	0	378	8	32	1	0	41	8	6	12	0	26	850
8:15	26	400	27	0	453	0	337	20	0	357	9	34	2	0	45	10	4	9	0	23	878
8:30	15	363	20	2	400	1	320	16	0	337	9	18	4	0	31	13	7	15	0	35	803
8:45	14	401	24	1	440	0	314	21	0	335	14	18	1	0	33	13	11	10	0	34	842
9:00	11	443	8	0	462	0	275	16	0	291	6	10	1	0	17	2	6	14	0	22	792
9:15	20	456	9	1	486	0	316	23	0	339	6	26	2	0	34	2	11	16	0	29	888
9:30	20	375	12	2	409	0	333	20	0	353	9	20	5	0	34	9	15	14	0	38	834
9:45	29	361	7	2	399	0	304	18	0	322	7	12	10	0	29	9	10	18	0	37	787
10:00	17	333	16	1	367	0	292	5	0	297	8	18	3	0	29	15	10	5	0	30	723
10:15	15	330	13	0	358	0	267	16	0	283	6	31	4	0	41	12	9	4	0	25	707
10:30	13	342	10	0	365	0	257	5	0	262	2	21	3	0	26	9	11	5	0	25	678
10:45	12	251	9	0	272	0	259	7	0	266	4	19	5	0	28	10	10	4	0	24	590
11:00	12	300	8	0	320	0	267	10	0	277	2	15	6	0	23	15	11	10	0	36	656
11:15	12	244	12	0	268	0	250	11	0	261	1	14	4	0	19	8	8	5	0	21	569
11:30	12	192	15	0	219	0	275	19	0	294	10	18	5	0	33	6	7	3	0	16	562
11:45	15	208	10	1	234	1	306	8	0	315	8	17	0	0	25	10	4	10	0	24	598
12:00	14	233	16	0	263	0	269	7	0	276	4	21	7	0	32	7	13	7	0	27	598
Peak Hour Total	83	1604	135	2	1824	0	1426	55	0	1481	27	127	10	0	164	35	25	33	0	93	3562
AM Period Total	385	8256	433	13	9087	2	7195	295	0	7492	144	467	75	0	686	195	201	187	0	583	17848
12:15	12	225	8	1	246	0	237	5	0	242	4	15	1	0	20	4	7	5	0	16	524
12:30	19	235	5	1	260	0	226	10	0	236	6	14	4	0	24	6	11	12	0	29	549
12:45	17	237	8	2	264	3	246	6	0	255	9	19	2	0	30	10	10	9	0	29	578
13:00	14	190	12	2	218	0	247	9	0	256	4	17	3	0	24	11	12	3	0	26	524
13:15	10	209	14	0	233	0	246	8	0	254	5	21	7	0	33	17	14	9	0	40	560
13:30	12	227	10	0	249	0	256	12	0	268	7	17	4	0	28	15	16	8	0	39	584
13:45	10	232	8	0	250	0	290	12	0	302	8	16	13	0	37	13	17	5	0	35	624
14:00	8	254	2	0	264	0	297	14	0	311	5	20	8	0	33	6	14	10	0	30	638
14:15	7	231	15	0	253	0	301	13	0	314	9	19	6	0	34	17	15	7	0	39	640
14:30	13	265	7	0	285	0	320	18	0	338	6	24	5	0	35	7	11	7	0	25	683
14:45	14	222	9	0	245	0	329	19	0	348	5	33	8	0	46	5	7	6	0	18	657
15:00	10	217	4	0	231	0	340	9	0	349	11	27	4	0	42	6	8	13	0	27	649
15:15	15	265	9	0	289	0	361	14	0	375	5	20	3	0	28	9	11	22	0	42	734
15:30	10	216	14	0	240	0	307	13	0	320	8	25	4	0	37	19	17	15	0	51	648
15:45	6	288	10	1	305	0	330	8	0	338	13	16	7	0	36	16	7	6	0	29	708
16:00	7	233	8	0	248	0	342	9	0	351	13	29	8	0	50	22	8	23	0	53	702
16:15	5	229	4	1	239	0	387	13	0	400	13	37	10	0	60	14	20	16	0	50	749
16:30	11	260	5	1	277	1	366	4	0	371	11	13	15	0	39	19	16	19	0	54	741
16:45	10	292	3	3	308	0	383	4	0	387	9	16	4	0	29	15	21	23	0	59	783
17:00	9	270	7	0	286	0	415	8	0	423	8	15	9	0	32	24	17	22	0	63	804
17:15	11	258	9	0	278	0	418	6	0	424	12	26	14	0	52	17	13	14	0	44	798
17:30	11	236	2	0	249	0	386	7	0	393	11	13	1	0	25	16	13	18	0	47	714
17:45	10	248	9	0	267	0	364	7	0	371	16	23	11	0	50	17	10	34	0	61	749
18:00	17	289	14	1	321	0	363	2	0	365	5	8	8	0	21	13	11	26	0	50	757
18:15	8	278	9	2	297	0	398	4	0	402	6	30	5	0	41	22	14	18	0	54	794
18:30	9	264	8	0	281	0	448	8	0	456	10	16	12	0	38	25	16	22	0	63	838
18:45	6	289	9	0	304	0	377	6	0	383	11	21	3	0	35	16	11	17	0	44	766
19:00	14	239	9	0	262	0	359	3	0	362	9	11	3	0	23	11	11	22	0	44	691
Peak Hour Total	40	1120	40	3	1203	0	1586	20	0	1606	32	75	28	0	135	76	52	83	0	211	3155
PM Period Total	305	6898	231	15	7449	4	9339	251	0	9594	239	561	182	0	982	392	358	411	0	1161	19186
Total AM - PM	690	15154	664	28	16536	6	16534	546	0	17086	383	1028	257	0	1668	587	559	598	0	1744	37034

Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					P St, NE Westbound					P St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
6:30	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	6
6:45	0	2	0	0	2	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	8
7:00	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
7:15	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
7:30	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
7:45	0	4	0	0	4	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	14
8:00	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	11
8:15	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
8:30	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
8:45	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
9:00	0	7	0	0	7	0	7	0	0	7	0	1	0	0	1	0	1	0	0	1	16
9:15	0	11	0	0	11	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	18
9:30	0	5	0	0	5	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	11
9:45	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
10:00	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	20
10:15	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
10:30	0	7	0	0	7	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	18
10:45	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
11:00	0	2	0	0	2	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	11
11:15	0	4	0	0	4	0	13	1	0	14	0	0	1	0	1	0	0	0	0	0	19
11:30	0	6	0	0	6	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	19
11:45	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
12:00	1	2	0	0	3	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	13
Peak Hour Total	0	22	0	0	22	0	31	0	0	31	0	0	1	0	1	1	0	0	0	1	55
AM Period Total	1	125	0	0	126	0	186	5	0	191	2	2	2	0	6	2	1	0	0	3	326
12:15	1	5	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
12:30	0	8	1	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
12:45	0	8	0	0	8	0	5	0	0	5	1	0	0	0	1	1	0	0	0	1	15
13:00	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
13:15	1	4	0	0	5	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	19
13:30	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
13:45	0	3	0	0	3	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	14
14:00	0	2	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	11
14:15	0	6	0	0	6	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	15
14:30	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
14:45	1	4	0	0	5	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	14
15:00	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	13
15:15	0	9	1	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
15:30	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	13
15:45	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	16
16:00	0	11	0	0	11	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	18
16:15	0	8	1	0	9	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	12
16:30	0	8	1	0	9	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	16
16:45	1	6	0	0	7	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	11
17:00	0	6	2	0	8	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	18
17:15	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
17:30	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
17:45	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	9
18:00	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
18:15	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	16
18:30	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
18:45	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
19:00	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Peak Hour Total	0	18	0	0	18	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	45
PM Period Total	4	151	6	0	161	0	191	0	0	191	2	1	1	0	4	6	3	1	0	10	366
Total AM - PM	5	276	6	0	287	0	377	5	0	382	4	3	3	0	10	8	4	1	0	13	692

Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					P St, NE					P St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
9:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Peak Hour Total	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
AM Period Total	0	21	0	0	21	0	13	0	0	13	0	0	0	0	0	1	0	0	0	1	35
12:15	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
14:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM Period Total	0	25	0	0	25	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	35
Total AM - PM	0	46	0	0	46	0	23	0	0	23	0	0	0	0	0	1	0	0	0	1	70

Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					P St, NE					P St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	14	343	26	0	383	0	250	7	0	257	1	5	0	0	6	3	4	0	0	7	653
6:30	13	354	17	0	384	0	290	3	0	293	5	5	0	0	10	1	5	2	0	8	695
6:45	21	345	17	0	383	0	330	7	0	337	7	14	0	0	21	3	9	3	0	15	756
7:00	10	411	19	0	440	0	310	10	0	320	7	23	2	0	32	6	4	4	0	14	806
7:15	13	383	30	1	427	0	313	12	0	325	3	15	3	0	21	7	11	5	0	23	796
7:30	18	455	28	1	502	0	358	9	0	367	5	30	5	0	40	8	7	3	0	18	927
7:45	20	419	38	1	478	0	386	11	0	397	5	31	3	0	39	9	8	9	0	26	940
8:00	19	350	42	0	411	0	368	15	0	383	8	32	1	0	41	9	6	12	0	27	862
8:15	26	406	27	0	459	0	347	20	0	367	9	34	2	0	45	10	4	9	0	23	894
8:30	15	368	20	2	405	1	325	16	0	342	9	18	4	0	31	13	7	15	0	35	813
8:45	14	409	24	1	448	0	323	21	0	344	14	18	1	0	33	14	11	10	0	35	860
9:00	11	450	8	0	469	0	284	16	0	300	6	11	1	0	18	2	7	14	0	23	810
9:15	20	468	9	1	498	0	323	23	0	346	6	26	2	0	34	3	11	16	0	30	908
9:30	20	380	12	2	414	0	340	21	0	361	9	20	5	0	34	9	15	14	0	38	847
9:45	29	369	7	2	407	0	310	18	0	328	7	12	10	0	29	9	10	18	0	37	801
10:00	17	342	16	1	376	0	304	5	0	309	8	18	3	0	29	15	10	5	0	30	744
10:15	15	338	13	0	366	0	275	16	0	291	6	31	4	0	41	12	9	4	0	25	723
10:30	13	350	10	0	373	0	267	5	0	272	2	22	3	0	27	9	11	5	0	25	697
10:45	12	259	9	0	280	0	270	7	0	277	4	19	5	0	28	10	10	4	0	24	609
11:00	12	302	8	0	322	0	275	11	0	286	2	15	6	0	23	15	11	10	0	36	667
11:15	12	248	12	0	272	0	265	12	0	277	1	14	5	0	20	8	8	5	0	21	590
11:30	12	199	15	0	226	0	287	20	0	307	10	18	5	0	33	6	7	3	0	16	582
11:45	15	217	10	1	243	1	315	8	0	324	8	17	0	0	25	10	4	10	0	24	616
12:00	15	237	16	0	268	0	279	7	0	286	4	21	7	0	32	7	13	7	0	27	613
Peak Hour Total	83	1630	135	2	1850	0	1459	55	0	1514	27	127	11	0	165	36	25	33	0	94	3623
AM Period Total	386	8402	433	13	9234	2	7394	300	0	7696	146	469	77	0	692	198	202	187	0	587	18209
12:15	13	233	8	1	255	0	246	5	0	251	4	15	1	0	20	4	7	5	0	16	542
12:30	19	244	6	1	270	0	238	10	0	248	6	14	4	0	24	6	11	12	0	29	571
12:45	17	246	8	2	273	3	252	6	0	261	10	19	2	0	31	11	10	9	0	30	595
13:00	14	196	12	2	224	0	256	9	0	265	4	17	3	0	24	11	12	3	0	26	539
13:15	11	215	14	0	240	0	260	8	0	268	5	21	7	0	33	17	14	9	0	40	581
13:30	12	233	10	0	255	0	263	12	0	275	7	17	4	0	28	15	16	8	0	39	597
13:45	10	237	8	0	255	0	302	12	0	314	8	16	14	0	38	13	17	5	0	35	642
14:00	8	257	2	0	267	0	307	14	0	321	5	20	8	0	33	6	14	10	0	30	651
14:15	7	238	15	0	260	0	309	13	0	322	10	19	6	0	35	17	15	7	0	39	656
14:30	13	271	7	0	291	0	328	18	0	346	6	24	5	0	35	7	11	7	0	25	697
14:45	15	227	9	0	251	0	337	19	0	356	5	33	8	0	46	6	7	6	0	19	672
15:00	10	223	4	0	237	0	345	9	0	354	11	27	4	0	42	6	10	13	0	29	662
15:15	15	276	10	0	301	0	369	14	0	383	5	20	3	0	28	9	11	22	0	42	754
15:30	10	223	14	0	247	0	315	13	0	328	8	25	4	0	37	20	17	15	0	52	664
15:45	6	298	10	1	315	0	337	8	0	345	13	16	7	0	36	17	7	6	0	30	726
16:00	7	245	8	0	260	0	349	9	0	358	13	29	8	0	50	22	8	23	0	53	721
16:15	5	237	5	1	248	0	389	13	0	402	13	38	10	0	61	14	20	16	0	50	761
16:30	11	270	6	1	288	1	372	4	0	377	11	13	15	0	39	19	16	20	0	55	759
16:45	11	298	3	3	315	0	386	4	0	390	9	16	4	0	29	16	21	23	0	60	794
17:00	9	277	9	0	295	0	424	8	0	432	8	15	9	0	32	25	17	22	0	64	823
17:15	11	260	9	0	280	0	422	6	0	428	12	26	14	0	52	17	13	14	0	44	804
17:30	11	237	2	0	250	0	392	7	0	399	11	13	1	0	25	16	13	18	0	47	721
17:45	10	255	9	0	274	0	365	7	0	372	16	23	11	0	50	17	11	34	0	62	758
18:00	17	295	14	1	327	0	370	2	0	372	5	8	8	0	21	13	11	26	0	50	770
18:15	8	283	9	2	302	0	409	4	0	413	6	30	5	0	41	22	14	18	0	54	810
18:30	9	267	8	0	284	0	453	8	0	461	10	16	12	0	38	25	16	22	0	63	846
18:45	6	293	9	0	308	0	382	6	0	388	11	21	3	0	35	16	11	17	0	44	775
19:00	14	240	9	0	263	0	363	3	0	366	9	11	3	0	23	11	11	22	0	44	696
Peak Hour Total	40	1138	40	3	1221	0	1614	20	0	1634	32	75	28	0	135	76	52	83	0	211	3201
PM Period Total	309	7074	237	15	7635	4	9540	251	0	9795	241	562	183	0	986	398	361	412	0	1171	19587
Total AM - PM	695	15476	670	28	16869	6	16934	551	0	17491	387	1031	260	0	1678	596	563	599	0	1758	37796

Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	P St, NE	P St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	2	0	0	0	2
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	1	0	1
7:45	0	0	1	0	1
8:00	1	1	1	0	3
8:15	0	0	0	0	0
8:30	2	0	0	0	2
8:45	2	0	0	0	2
9:00	0	1	0	0	1
9:15	1	0	1	1	3
9:30	0	0	0	0	0
9:45	1	0	1	1	3
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	1	0	1	0	2
12:00	1	0	0	0	1
Peak Hour Total	1	1	3	0	5
AM Period Total	15	2	6	2	25
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	1	0	1
13:00	0	0	1	0	1
13:15	1	0	1	0	2
13:30	0	0	2	0	2
13:45	0	0	0	0	0
14:00	1	1	0	0	2
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	1	0	0	1	2
15:30	1	0	0	1	2
15:45	0	0	0	0	0
16:00	2	0	1	0	3
16:15	0	0	1	0	1
16:30	3	1	0	0	4
16:45	2	0	0	0	2
17:00	0	0	2	0	2
17:15	0	0	0	0	0
17:30	1	0	1	1	3
17:45	1	0	2	0	3
18:00	0	0	1	0	1
18:15	0	0	2	0	2
18:30	3	0	0	0	3
18:45	2	0	2	0	4
19:00	0	0	1	0	1
Peak Hour Total	5	0	5	0	10
PM Period Total	4	2	18	3	44
Total AM - PM	19	4	24	5	69

Location: North Capitol St at P St **Weather:** Warm, Sunny, Dry
Date Surveyed: May 31, 2018 **ORGA Techs:** MD/DM

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	P St, NE	P St, NW	
	Across North	Across South	Across East	Across West	
6:15	0	2	1	0	3
6:30	0	2	1	0	3
6:45	0	3	2	0	5
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	3	3	0	6
8:00	0	2	0	0	2
8:15	0	5	4	0	9
8:30	0	3	0	0	3
8:45	0	1	2	0	3
9:00	0	2	1	0	3
9:15	0	2	2	0	4
9:30	0	1	2	0	3
9:45	0	1	0	0	1
10:00	0	3	0	0	3
10:15	0	0	0	0	0
10:30	0	1	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	1	1	0	2
11:30	0	1	2	0	3
11:45	0	4	1	0	5
12:00	0	0	0	0	0
Peak Hour Total	0	10	7	0	17
AM Period Total	0	37	22	0	59
12:15	0	0	0	0	0
12:30	0	1	1	0	2
12:45	0	0	1	0	1
13:00	0	0	1	0	1
13:15	0	1	0	0	1
13:30	0	1	0	0	1
13:45	0	1	0	0	1
14:00	0	0	2	0	2
14:15	0	1	1	0	2
14:30	0	0	2	0	2
14:45	0	1	1	0	2
15:00	0	0	0	0	0
15:15	0	1	1	0	2
15:30	0	0	1	0	1
15:45	0	4	2	0	6
16:00	0	3	2	0	5
16:15	0	2	1	0	3
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	2	2	0	4
17:15	0	1	2	0	3
17:30	0	1	1	0	2
17:45	0	0	4	0	4
18:00	0	2	1	0	3
18:15	0	4	2	0	6
18:30	0	1	0	0	1
18:45	0	1	2	0	3
19:00	0	0	0	0	0
Peak Hour Total	0	8	5	0	13
PM Period Total	0	28	30	0	58
Total AM - PM	0	65	52	0	117



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at P St
Date Surveyed: May 31, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD/DM

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	P St, NE	P St, NW	
	Across North	Across South	Across East	Across West	
6:15	2	6	0	1	9
6:30	5	4	0	14	23
6:45	4	11	2	5	22
7:00	7	16	2	10	35
7:15	1	11	3	3	18
7:30	4	6	2	4	16
7:45	6	25	2	5	38
8:00	1	21	5	6	33
8:15	7	22	8	22	59
8:30	0	31	10	27	68
8:45	5	14	7	22	48
9:00	0	15	9	12	36
9:15	2	9	2	11	24
9:30	5	9	3	10	27
9:45	5	16	5	6	32
10:00	3	17	7	6	33
10:15	2	8	3	4	17
10:30	6	12	14	5	37
10:45	9	11	4	2	26
11:00	11	9	5	11	36
11:15	1	10	8	3	22
11:30	4	14	2	7	27
11:45	3	12	4	3	22
12:00	9	13	5	8	35
Peak Hour Total	18	74	17	37	146
AM Period Total	102	322	112	207	743
12:15	3	15	1	5	24
12:30	7	15	9	12	43
12:45	3	13	5	2	23
13:00	6	17	2	11	36
13:15	2	17	6	3	28
13:30	4	5	4	5	18
13:45	6	9	5	4	24
14:00	3	8	4	7	22
14:15	1	7	5	0	13
14:30	0	9	3	0	12
14:45	2	8	3	1	14
15:00	2	11	6	5	24
15:15	5	9	3	16	33
15:30	0	8	5	13	26
15:45	6	25	10	10	51
16:00	0	14	13	7	34
16:15	1	28	5	4	38
16:30	0	29	9	4	42
16:45	6	11	2	7	26
17:00	0	13	4	4	21
17:15	2	6	2	0	10
17:30	3	10	4	10	27
17:45	5	15	17	3	40
18:00	5	7	6	3	21
18:15	1	8	4	14	27
18:30	5	12	8	11	36
18:45	0	8	4	5	17
19:00	0	6	5	4	15
Peak Hour Total	11	35	22	33	101
PM Period Total	16	343	154	170	745
Total AM - PM	118	665	266	377	1488

Location: North Capitol Street at New York Ave
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																								Interval Total
	North Capitol St						North Capitol St						New York Ave, NE						New York Ave, NW						
	Southbound						Northbound						Westbound						Eastbound						
	Left	Bear Left	Thru	Right	U-Turn	Total	Left	Thru	Right	Hard Right	U-Turn	Total	Hard Left	Left	Thru	Right	U-Turn	Total	Left	Thru	Bear Right	Right	U-Turn	Total	
6:15	13	2	1	96	0	112	1	3	9	2	0	15	0	39	388	0	0	427	2	171	30	27	0	230	784
6:30	12	4	0	103	0	119	10	5	9	3	0	27	0	46	416	4	1	467	0	191	31	30	0	252	865
6:45	9	6	3	67	0	85	13	5	14	4	0	36	0	43	399	1	0	443	0	242	36	28	0	306	870
7:00	15	5	0	68	0	88	13	2	14	1	0	30	0	52	363	5	0	420	0	254	18	20	0	292	830
7:15	13	2	1	62	0	78	14	9	30	1	0	54	0	23	317	0	0	340	0	205	17	2	0	224	696
7:30	11	6	2	54	0	73	14	18	19	7	1	59	1	46	416	4	0	467	0	208	18	4	0	230	829
7:45	12	3	4	53	0	72	14	21	24	1	1	61	0	41	426	4	0	471	0	198	17	2	0	217	821
8:00	13	0	5	53	0	71	27	35	17	1	1	81	0	17	295	3	0	315	0	202	14	2	0	218	685
8:15	6	2	9	51	0	68	20	43	18	4	0	85	0	17	213	1	0	231	1	199	23	7	0	230	614
8:30	16	2	9	47	0	74	22	26	22	2	0	72	0	34	429	0	0	463	0	169	26	5	0	200	809
8:45	15	2	5	65	0	87	20	11	18	4	0	53	0	32	406	2	0	440	0	174	19	4	0	197	777
9:00	9	1	10	64	1	85	13	11	21	1	0	46	0	29	363	0	0	392	0	169	28	0	0	197	720
9:15	0	0	8	37	0	45	19	12	16	5	1	53	0	38	361	6	1	406	0	166	13	17	0	196	700
9:30	4	4	4	58	0	70	19	11	18	4	0	52	0	47	358	15	0	420	0	163	20	31	0	214	756
9:45	3	0	5	31	0	39	13	13	28	4	0	58	0	26	294	12	0	332	0	206	15	17	0	238	667
10:00	8	4	5	48	0	65	12	30	17	1	2	62	0	31	272	9	0	312	0	151	12	19	0	182	621
10:15	7	0	3	31	0	41	16	19	17	4	0	56	0	17	249	13	0	279	0	202	6	3	0	211	587
10:30	0	0	6	18	0	24	10	12	19	1	0	42	0	41	189	3	0	233	0	231	2	6	0	239	538
10:45	0	1	2	37	0	40	19	39	15	1	0	74	0	38	232	12	0	282	0	264	6	6	0	276	672
11:00	2	0	1	29	0	32	10	12	17	3	0	42	0	33	235	17	2	287	0	274	12	7	0	293	654
11:15	3	0	0	55	0	58	10	5	26	1	0	42	1	24	221	24	0	270	1	258	16	7	0	282	652
11:30	7	0	0	50	0	57	17	6	36	4	0	63	0	31	261	18	0	310	0	271	13	7	0	291	721
11:45	3	1	0	30	0	34	25	4	20	7	0	56	0	31	220	12	0	263	0	266	9	7	0	282	635
12:00	10	0	0	36	0	46	16	6	31	5	0	58	0	42	239	11	0	292	0	253	10	3	0	266	662
Peak Hour Total	49	17	4	334	0	404	37	15	46	10	0	108	0	180	1566	10	1	1757	2	858	115	105	0	1080	3349
AM Period Total	191	45	83	1243	1	1563	367	358	475	71	6	1277	2	818	7562	176	4	8562	4	5087	411	261	0	5763	17165
12:15	16	0	6	54	0	76	25	2	15	10	0	52	0	32	235	13	0	280	0	262	23	35	0	320	728
12:30	9	0	2	49	0	60	23	7	22	1	0	53	0	35	177	10	1	223	0	257	12	21	0	290	626
12:45	11	0	0	50	0	61	16	0	17	4	0	37	0	45	213	23	0	281	0	259	13	21	0	293	672
13:00	15	0	1	58	0	74	21	1	17	2	0	41	0	33	212	18	0	263	0	253	17	22	0	292	670
13:15	14	0	8	53	0	75	12	4	24	4	0	44	1	30	245	20	1	297	0	269	11	4	1	285	701
13:30	12	0	6	59	0	77	7	8	35	1	0	51	1	36	225	15	0	277	0	283	15	5	0	303	708
13:45	3	0	5	66	0	74	8	12	36	6	0	62	0	21	224	23	0	268	0	309	9	6	0	324	728
14:00	12	0	4	78	0	94	9	5	41	2	0	57	0	25	196	24	0	245	0	252	8	2	0	262	658
14:15	6	0	3	53	0	62	7	10	30	3	0	50	0	20	183	14	0	217	0	303	15	4	0	322	651
14:30	7	0	3	26	0	36	10	14	34	5	0	63	0	34	154	7	0	195	2	291	8	6	0	307	601
14:45	9	0	2	29	0	40	11	18	35	2	0	66	0	39	186	18	0	243	0	292	5	10	0	307	656
15:00	26	0	3	26	0	55	5	14	30	2	0	51	1	21	166	18	1	207	0	332	12	7	0	351	664
15:15	7	0	3	27	0	37	20	22	27	4	0	73	0	27	129	8	0	164	0	372	5	1	0	378	652
15:30	22	2	3	26	0	53	19	31	27	1	0	78	0	38	232	7	0	277	0	463	4	2	0	469	877
15:45	28	2	1	36	0	67	10	44	34	1	0	89	0	40	254	13	0	307	0	442	7	10	1	460	923
16:00	35	0	6	60	0	101	15	29	50	3	0	97	0	29	211	7	0	247	0	376	8	4	0	388	833
16:15	24	3	4	46	0	77	29	11	24	1	0	65	0	30	232	11	0	273	2	416	18	4	0	440	855
16:30	27	1	6	41	1	76	17	18	39	0	0	74	0	28	230	9	0	267	0	353	12	6	0	371	788
16:45	36	3	5	41	0	85	30	24	19	0	1	74	0	29	209	9	0	247	0	337	13	2	0	352	758
17:00	28	4	4	46	0	82	16	26	30	2	0	74	1	21	282	6	0	310	0	367	10	5	0	382	848
17:15	29	4	2	43	0	78	20	64	28	0	0	112	0	22	260	9	0	291	4	348	9	2	0	363	844
17:30	28	1	2	54	0	85	20	81	15	3	0	119	2	20	250	22	1	295	1	355	5	8	0	369	868
17:45	35	4	3	48	0	90	8	80	14	1	0	103	0	31	251	24	0	306	4	340	16	3	0	363	862
18:00	45	5	5	45	0	100	14	62	23	0	0	99	0	30	229	22	0	281	6	344	17	5	0	372	852
18:15	41	0	11	55	0	107	15	69	29	2	0	115	1	20	211	18	0	250	2	401	7	5	0	415	887
18:30	47	0	4	54	0	105	14	53	34	1	0	102	1	16	197	8	0	222	0	398	8	4	0	410	839
18:45	43	0	10	45	0	98	15	19	54	4	0	92	2	17	218	4	0	241	1	353	1	1	0	356	787
19:00	41	0	2	56	0	99	20	19	40	2	0	81	1	24	214	6	0	245	0	347	3	5	0	355	780
Peak Hour Total	109	7	14	168	0	298	73	115	135	6	0	329	0	137	929	38	0	1104	2	1697	37	20	1	1757	3488
PM Period Total	656	29	114	1324	1	2124	436	747	823	67	1	2074	11	793	6025	386	4	7219	22	9374	291	210	2	9899	21316
Total AM - PM	847	74	197	2567	2	3687	803	1105	1298	138	7	3351	13	1611	13587	562	8	15781	26	14461	702	471	2	15662	38481

Location: North Capitol Street at New York Ave
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																								Interval Total
	North Capitol St						North Capitol St						New York Ave, NE						New York Ave, NW						
	Southbound						Northbound						Westbound						Eastbound						
	Left	Bear Left	Thru	Right	U-Turn	Total	Left	Thru	Right	Hard Right	U-Turn	Total	Hard Left	Left	Thru	Right	U-Turn	Total	Left	Thru	Bear Right	Right	U-Turn	Total	
6:15	0	0	1	3	0	4	1	1	0	1	0	3	0	5	33	0	0	38	0	2	0	0	0	2	47
6:30	0	0	0	1	0	1	0	1	1	0	0	2	0	2	36	0	0	38	0	3	0	0	0	3	44
6:45	0	0	0	1	0	1	0	1	0	0	0	1	0	1	28	0	0	29	0	5	1	0	0	6	37
7:00	0	0	0	1	0	1	0	3	1	2	0	6	0	2	30	0	0	32	0	3	0	0	0	3	42
7:15	0	0	0	1	0	1	2	1	1	0	0	4	0	4	23	0	0	27	0	15	0	1	0	16	48
7:30	0	0	0	3	0	3	0	1	1	3	0	5	0	5	32	0	0	37	0	8	0	0	0	8	53
7:45	1	0	0	1	0	2	0	5	1	1	0	7	0	1	23	0	0	24	0	17	1	0	0	18	51
8:00	0	0	0	1	0	1	0	3	3	0	0	6	0	0	15	0	0	15	0	14	1	0	0	15	37
8:15	1	0	0	1	0	2	0	2	2	0	0	4	0	3	13	1	0	17	0	20	0	0	0	20	43
8:30	0	0	0	5	0	5	0	2	1	0	0	3	0	8	17	0	0	25	0	14	0	0	0	14	47
8:45	0	1	1	1	0	3	0	3	2	1	0	6	0	5	36	0	0	41	0	20	0	0	0	20	70
9:00	1	0	0	3	0	4	0	2	1	2	0	5	0	8	20	0	0	28	0	17	0	0	0	17	54
9:15	0	0	0	7	0	7	2	0	0	0	0	2	0	2	29	0	0	31	0	32	1	0	0	33	73
9:30	0	0	0	2	0	2	0	3	2	0	0	5	0	5	26	1	0	32	0	12	1	1	0	14	53
9:45	1	0	0	2	0	3	0	2	1	0	0	3	0	2	22	0	0	24	0	13	0	0	0	13	43
10:00	0	0	0	3	0	3	0	3	2	2	0	7	0	1	18	0	0	19	0	19	0	0	0	19	48
10:15	1	0	1	0	0	2	1	2	1	0	0	4	0	5	19	0	0	24	0	29	0	0	0	29	59
10:30	0	0	0	0	0	0	0	1	8	1	0	10	0	8	14	0	0	22	0	16	0	0	0	16	48
10:45	1	0	0	1	0	2	0	3	5	0	0	8	0	5	26	2	0	33	0	26	0	1	0	27	70
11:00	0	0	0	3	0	3	2	1	3	0	0	6	0	2	13	3	0	18	0	35	2	0	0	37	64
11:15	0	0	0	0	0	0	2	1	4	2	0	9	0	8	30	0	0	38	0	24	0	0	0	24	71
11:30	0	0	0	3	0	3	0	2	2	0	0	4	0	6	13	0	0	19	0	22	0	0	0	22	48
11:45	0	0	0	1	0	1	0	1	1	0	0	2	0	0	16	0	0	16	0	33	0	0	0	33	52
12:00	0	0	0	4	0	4	2	4	1	0	0	7	0	3	9	0	0	12	0	17	0	1	0	18	41
Peak Hour Total	0	0	1	6	0	7	1	6	2	3	0	12	0	10	127	0	0	137	0	13	1	0	0	14	170
AM Period Total	6	1	3	48	0	58	12	48	44	15	0	119	0	91	541	7	0	639	0	416	7	4	0	427	1243
12:15	1	0	0	1	0	2	0	1	3	0	0	4	0	2	13	0	0	15	0	21	1	1	0	23	44
12:30	1	0	0	0	0	1	0	1	2	1	0	4	0	1	14	0	0	15	0	19	0	1	0	20	40
12:45	0	0	0	1	0	1	0	0	1	0	0	1	0	3	13	0	0	16	0	19	0	1	0	20	38
13:00	0	0	0	2	0	2	0	0	0	0	0	0	0	0	18	0	0	18	0	18	0	0	0	18	38
13:15	0	0	0	2	0	2	0	2	4	0	0	6	0	3	11	0	0	14	0	25	2	1	0	28	50
13:30	0	0	1	5	0	6	0	2	1	0	0	3	0	0	17	1	0	18	0	17	1	0	0	18	45
13:45	0	0	0	0	0	0	0	3	0	1	0	4	0	2	9	0	0	11	0	23	2	0	0	25	40
14:00	1	0	0	2	0	3	1	3	3	0	0	7	0	2	11	0	0	13	0	29	0	0	0	29	52
14:15	1	0	0	2	0	3	1	1	4	0	0	6	0	1	13	1	0	15	0	28	1	0	0	29	53
14:30	0	0	0	3	0	3	0	3	2	1	0	6	0	2	18	0	0	20	0	27	0	0	0	27	56
14:45	0	0	0	3	0	3	0	3	5	0	0	8	0	4	16	0	0	20	0	15	0	0	0	15	46
15:00	1	0	0	1	0	2	0	4	4	1	0	9	0	0	12	1	0	13	0	15	0	0	0	15	39
15:15	1	0	0	1	0	2	0	1	2	0	0	3	0	1	10	1	0	12	0	30	0	0	0	30	47
15:30	0	0	0	3	0	3	0	3	4	0	0	7	0	4	10	0	0	14	0	16	0	0	0	16	40
15:45	1	1	0	1	0	3	0	4	1	0	0	5	0	5	12	1	0	18	0	26	0	0	0	26	52
16:00	2	0	1	2	0	5	0	3	1	0	0	4	0	1	12	0	0	13	0	13	0	0	0	13	35
16:15	1	1	0	1	0	3	0	4	3	0	0	7	0	5	8	0	0	13	0	17	1	0	0	18	41
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	18	0	0	0	18	26
16:45	0	0	0	1	0	1	0	5	4	0	0	9	0	2	8	0	0	10	0	11	0	1	0	12	32
17:00	0	0	0	0	0	0	0	1	4	0	0	5	0	3	2	0	0	5	0	14	0	0	0	14	24
17:15	1	0	0	4	0	5	0	4	4	0	0	8	0	6	4	0	0	10	0	15	1	0	0	16	39
17:30	0	0	0	1	0	1	0	3	2	0	0	5	0	0	4	0	0	4	0	11	0	0	0	11	21
17:45	1	0	0	0	0	1	0	5	0	0	0	5	0	2	2	1	0	5	0	14	1	0	0	15	26
18:00	0	0	0	2	0	2	0	3	0	1	0	4	0	0	4	0	0	4	0	13	0	0	0	13	23
18:15	0	0	0	0	0	0	0	2	2	0	0	4	0	0	4	0	0	4	0	10	0	0	0	10	18
18:30	1	0	0	1	0	2	1	3	3	0	0	7	0	0	2	0	0	2	0	10	0	0	0	10	21
18:45	1	0	0	1	0	2	0	0	1	0	0	1	0	0	6	1	0	7	0	13	0	0	0	13	23
19:00	0	0	0	1	0	1	0	4	0	0	0	4	0	0	2	0	0	2	0	19	0	0	0	19	26
Peak Hour Total	4	2	1	7	0	14	0	14	9	0	0	23	0	15	42	1	0	58	0	72	1	0	0	73	168
PM Period Total	14	2	2	41	0	59	3	68	60	5	0	136	0	51	261	7	0	319	0	506	10	5	0	521	1035
Total AM - PM	20	3	5	89	0	117	15	116	104	20	0	255	0	142	802	14	0	958	0	922	17	9	0	948	2278

Location: North Capitol Street at New York Ave
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																								Interval Total
	North Capitol St						North Capitol St						New York Ave, NE						New York Ave, NW						
	Southbound						Northbound						Westbound						Eastbound						
	Left	Bear Left	Thru	Right	U-Turn	Total	Left	Thru	Right	Hard Right	U-Turn	Total	Hard Left	Left	Thru	Right	U-Turn	Total	Left	Thru	Bear Right	Right	U-Turn	Total	
6:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	0	2	10
6:30	0	0	0	2	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	0	3	10
6:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	9	0	0	0	9	14
7:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	12	0	0	0	12	17
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	11
7:30	0	0	0	1	0	1	0	0	0	0	0	0	0	7	0	0	7	0	7	1	0	0	0	8	16
7:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	3	1	0	0	0	4	7
8:00	0	0	0	3	0	3	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	0	0	5	13
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	1	0	0	0	3	8
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	1	0	0	0	4	8
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	1	1	0	0	0	2	13
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	0	0	0	3	7
9:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
9:30	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	6	10
9:45	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	2	6
10:00	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	0	0	3	8
10:15	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	0	0	6	11
10:30	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	5	1	0	0	0	6	8
10:45	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	0	3	0	8	1	0	0	0	9	14
11:00	0	0	0	2	0	2	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	0	0	5	12
11:15	0	0	0	1	0	1	0	0	1	0	0	1	0	5	0	0	5	0	4	0	0	0	0	4	11
11:30	1	0	0	2	0	3	0	0	0	0	0	0	0	7	0	0	7	0	8	0	0	0	0	8	18
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	7	0	0	0	0	7	15
12:00	0	0	0	1	0	1	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	0	0	5	12
Peak Hour Total	0	0	0	5	0	5	0	0	0	0	0	0	0	2	18	0	0	20	0	26	0	0	0	26	51
AM Period Total	1	0	0	26	0	27	0	0	1	0	0	1	0	3	114	0	0	117	0	110	7	0	0	117	262
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	8	0	0	0	8	12
12:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	0	0	5	0	6	0	0	0	6	12
12:45	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5	0	0	5	0	3	1	1	0	5	12
13:00	0	0	0	1	0	1	0	0	2	0	0	2	0	0	4	0	0	4	0	5	0	0	0	5	12
13:15	0	0	0	1	0	1	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	0	0	2	10
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	4	0	0	0	4	7
13:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	0	0	7	9
14:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	4	6
14:30	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	5
14:45	1	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	2	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	0	0	2	7
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	2	4
15:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	0	1	5
16:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	0	2	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	0	0	3	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	0	1	6
Peak Hour Total	1	0	0	1	0	2	0	0	0	0	0	0	0	0	8	0	0	8	0	4	0	0	0	4	14
PM Period Total	2	0	1	8	0	11	0	1	4	0	0	5	0	2	65	0	0	67	0	58	1	1	0	60	143
Total AM - PM	3	0	1	34	0	38	0	1	5	0	0	6	0	5	179	0	0	184	0	168	8	1	0	177	405

Location: North Capitol Street at New York Ave
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORCA Techs: Video

15-Minute Period (Ending)	Total Vehicles																								Interval Total
	North Capitol St						North Capitol St						New York Ave, NE						New York Ave, NW						
	Southbound						Northbound						Westbound						Eastbound						
	Left	Bear Left	Thru	Right	U-Turn	Total	Left	Thru	Right	Hard Right	U-Turn	Total	Hard Left	Left	Thru	Right	U-Turn	Total	Left	Thru	Bear Right	Right	U-Turn	Total	
6:15	13	2	2	100	0	117	2	4	9	3	0	18	0	44	428	0	0	472	2	175	30	27	0	234	841
6:30	12	4	0	106	0	122	10	6	10	3	0	29	0	48	457	4	1	510	0	197	31	30	0	258	919
6:45	9	6	3	69	0	87	13	6	14	4	0	37	0	46	429	1	0	476	0	256	37	28	0	321	921
7:00	15	5	0	70	0	90	13	5	15	3	0	36	0	54	397	5	0	456	0	269	18	20	0	307	889
7:15	13	2	1	63	0	79	16	10	31	1	0	58	0	27	350	0	0	377	0	221	17	3	0	241	755
7:30	11	6	2	58	0	77	14	19	20	10	1	64	1	51	455	4	0	511	0	223	19	4	0	246	898
7:45	13	3	4	55	0	75	14	26	25	2	1	68	0	42	451	4	0	497	0	218	19	2	0	239	879
8:00	13	0	5	57	0	75	27	38	20	1	1	87	0	17	315	3	0	335	0	221	15	2	0	238	735
8:15	7	2	9	52	0	70	20	45	20	4	0	89	0	20	231	2	0	253	1	221	24	7	0	253	665
8:30	16	2	9	52	0	79	22	28	23	2	0	75	0	42	450	0	0	492	0	186	27	5	0	218	864
8:45	15	3	6	66	0	90	20	14	20	5	0	59	0	37	453	2	0	492	0	195	20	4	0	219	860
9:00	10	1	10	67	1	89	13	13	22	3	0	51	0	38	386	0	0	424	0	189	28	0	0	217	781
9:15	0	0	8	45	0	53	21	12	16	5	1	55	0	40	392	6	1	439	0	198	14	17	0	229	776
9:30	4	4	4	62	0	74	19	14	20	4	0	57	0	52	386	16	0	454	0	181	21	32	0	234	819
9:45	4	0	5	35	0	44	13	15	29	4	0	61	0	28	318	12	0	358	0	221	15	17	0	253	716
10:00	8	4	5	52	0	69	12	33	19	3	2	69	0	32	294	9	0	335	0	173	12	19	0	204	677
10:15	8	0	4	32	0	44	17	21	18	4	0	60	0	22	272	13	0	307	0	237	6	3	0	246	657
10:30	0	0	6	19	0	25	10	13	27	2	0	52	0	49	204	3	0	256	0	252	3	6	0	261	594
10:45	1	1	2	40	0	44	19	42	20	1	0	82	0	43	261	14	0	318	0	298	7	7	0	312	756
11:00	2	0	1	34	0	37	12	13	20	3	0	48	0	35	253	20	2	310	0	314	14	7	0	335	730
11:15	3	0	0	56	0	59	12	6	31	3	0	52	1	32	256	24	0	313	1	286	16	7	0	310	734
11:30	8	0	0	55	0	63	17	8	38	4	0	67	0	37	281	18	0	336	0	301	13	7	0	321	787
11:45	3	1	0	31	0	35	25	5	21	7	0	58	0	31	244	12	0	287	0	306	9	7	0	322	702
12:00	10	0	0	41	0	51	18	10	32	5	0	65	0	45	254	11	0	310	0	275	10	4	0	289	715
Peak Hour Total	49	17	5	345	0	416	38	21	48	13	0	120	0	192	1711	10	1	1914	2	897	116	105	0	1120	3570
AM Period Total	198	46	86	1317	1	1648	379	406	520	86	6	1397	2	912	8217	183	4	9318	4	5613	425	265	0	6307	18670
12:15	17	0	6	55	0	78	25	3	18	10	0	56	0	35	251	13	0	299	0	291	24	36	0	351	784
12:30	10	0	2	49	0	61	23	9	24	2	0	58	0	36	196	10	1	243	0	282	12	22	0	316	678
12:45	11	0	0	51	0	62	16	0	20	4	0	40	0	48	231	23	0	302	0	281	14	23	0	318	722
13:00	15	0	1	61	0	77	21	1	19	2	0	43	0	33	234	18	0	285	0	276	17	22	0	315	720
13:15	14	0	8	56	0	78	12	6	28	4	0	50	1	33	263	20	1	318	0	296	13	5	1	315	761
13:30	12	0	7	64	0	83	7	10	36	1	0	54	1	37	244	16	0	298	0	304	16	5	0	325	760
13:45	3	0	5	67	0	75	8	15	36	7	0	66	0	23	234	23	0	280	0	333	11	6	0	350	771
14:00	13	0	4	80	0	97	10	8	44	2	0	64	0	27	209	24	0	260	0	288	8	2	0	298	719
14:15	7	0	4	55	0	66	8	11	34	3	0	56	0	21	197	15	0	233	0	335	16	4	0	355	710
14:30	7	0	3	32	0	42	10	17	36	6	0	69	0	36	173	7	0	216	2	319	8	6	0	335	662
14:45	10	0	2	33	0	45	11	21	40	2	0	74	0	43	204	18	0	265	0	309	5	10	0	324	708
15:00	27	0	3	27	0	57	5	18	34	3	0	60	1	21	183	19	1	225	0	349	12	7	0	368	710
15:15	8	0	3	28	0	39	20	23	29	4	0	76	0	28	140	9	0	177	0	402	5	1	0	408	700
15:30	22	2	3	29	0	56	19	34	31	1	0	85	0	42	244	7	0	293	0	481	4	2	0	487	921
15:45	29	3	1	38	0	71	10	48	35	1	0	94	0	45	268	14	0	327	0	468	7	10	1	486	978
16:00	37	0	7	62	0	106	15	32	51	3	0	101	0	30	227	7	0	264	0	390	8	4	0	402	873
16:15	26	4	4	47	0	81	29	15	27	1	0	72	0	35	240	11	0	286	2	434	19	4	0	459	898
16:30	27	1	6	41	1	76	17	18	39	0	0	74	0	30	236	9	0	275	0	371	12	6	0	389	814
16:45	36	3	5	42	0	86	30	29	23	0	1	83	0	31	220	9	0	260	0	350	13	3	0	366	795
17:00	28	4	4	46	0	82	16	27	34	2	0	79	1	24	284	6	0	315	0	382	10	5	0	397	873
17:15	30	4	2	47	0	83	20	68	32	0	0	120	0	28	266	9	0	303	4	364	10	2	0	380	886
17:30	28	1	2	55	0	86	20	84	17	3	0	124	2	20	256	22	1	301	1	369	5	8	0	383	894
17:45	36	4	3	48	0	91	8	85	14	1	0	108	0	33	254	25	0	312	4	355	17	3	0	379	890
18:00	45	5	5	47	0	102	14	65	23	1	0	103	0	30	234	22	0	286	6	357	17	5	0	385	876
18:15	41	0	11	55	0	107	15	71	31	2	0	119	1	20	218	18	0	257	2	411	7	5	0	425	908
18:30	48	0	4	55	0	107	15	56	37	1	0	109	1	16	200	8	0	225	0	408	8	4	0	420	861
18:45	44	0	10	46	0	100	15	19	55	4	0	93	2	17	224	5	0	248	1	366	1	1	0	369	810
19:00	41	0	2	57	0	100	20	23	40	2	0	85	1	24	221	6	0	252	0	367	3	5	0	375	812
Peak Hour Total	114	9	15	176	0	314	73	129	144	6	0	352	0	152	979	39	0	1170	2	1773	38	20	1	1834	3670
PM Period Total	672	31	117	1373	1	2194	439	816	887	72	1	2215	11	846	6351	393	4	7605	22	9938	302	216	2	10480	22494
Total AM - PM	870	77	203	2690	2	3842	818	1222	1407	158	7	3612	13	1758	14568	576	8	16923	26	15551	727	481	2	16787	41164



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	1	0	0	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	1	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	2	2
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	1	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	1	1
12:00	0	0	1	0	1
Peak Hour Total	0	0	0	0	0
AM Period Total	2	2	2	3	9
12:15	0	0	1	0	1
12:30	0	1	1	0	2
12:45	0	0	1	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	1	0	0	1
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	0	1	0	2	3
15:00	0	0	0	2	2
15:15	0	0	0	0	0
15:30	0	1	0	0	1
15:45	0	1	0	0	1
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	0	1	0	0	1
16:45	0	0	2	0	2
17:00	0	1	0	0	1
17:15	0	1	0	1	2
17:30	0	0	0	0	0
17:45	0	0	0	3	3
18:00	0	0	0	1	1
18:15	0	0	4	1	5
18:30	0	0	2	0	2
18:45	1	0	0	0	1
19:00	0	0	0	0	0
Peak Hour Total	0	3	0	0	3
PM Period Total	1	9	11	12	33
Total AM - PM	3	11	13	15	42

Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	1	0	1	0	2
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	1	1	0	2
7:30	0	1	0	0	1
7:45	0	1	2	0	3
8:00	0	3	1	0	4
8:15	0	0	1	0	1
8:30	0	0	1	3	4
8:45	0	0	3	0	3
9:00	0	0	4	0	4
9:15	0	2	2	0	4
9:30	1	2	3	0	6
9:45	0	2	1	1	4
10:00	1	0	2	0	3
10:15	1	0	0	0	1
10:30	1	0	1	0	2
10:45	1	0	0	0	1
11:00	3	0	0	0	3
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	1	0	2	0	3
12:00	0	0	1	0	1
Peak Hour Total	1	0	1	0	2
AM Period Total	11	12	26	4	53
12:15	0	0	0	0	0
12:30	2	0	1	1	4
12:45	4	0	1	1	6
13:00	5	0	2	0	7
13:15	0	0	2	0	2
13:30	1	0	2	0	3
13:45	1	0	1	0	2
14:00	0	1	0	0	1
14:15	0	0	3	0	3
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	0	0	1	0	1
15:30	0	0	1	0	1
15:45	0	0	0	0	0
16:00	0	0	1	0	1
16:15	1	0	2	0	3
16:30	0	0	0	0	0
16:45	0	0	1	0	1
17:00	0	0	0	0	0
17:15	3	0	4	2	9
17:30	2	0	5	0	7
17:45	5	1	5	2	13
18:00	4	0	2	1	7
18:15	1	2	6	0	9
18:30	3	0	3	0	6
18:45	0	1	2	0	3
19:00	1	0	4	0	5
Peak Hour Total	1	0	4	0	5
PM Period Total	35	5	49	7	96
Total AM - PM	46	17	75	11	149

Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	3	8	1	5	17
6:30	0	5	5	5	15
6:45	14	12	9	7	42
7:00	6	18	9	16	49
7:15	21	17	8	16	62
7:30	21	15	14	8	58
7:45	28	15	26	16	85
8:00	19	24	22	22	87
8:15	30	25	35	11	101
8:30	41	33	35	16	125
8:45	26	28	46	25	125
9:00	46	23	58	19	146
9:15	31	18	39	23	111
9:30	14	18	13	27	72
9:45	18	21	12	20	71
10:00	12	15	9	29	65
10:15	6	13	12	0	31
10:30	18	13	13	10	54
10:45	6	16	11	9	42
11:00	18	9	21	20	68
11:15	11	15	11	33	70
11:30	26	8	16	27	77
11:45	9	8	15	25	57
12:00	12	5	10	29	56
Peak Hour Total	23	43	24	33	123
AM Period Total	436	382	450	418	1686
12:15	13	23	11	19	66
12:30	19	21	13	28	81
12:45	10	16	11	30	67
13:00	27	18	13	35	93
13:15	25	16	8	41	90
13:30	9	11	9	30	59
13:45	8	11	12	39	70
14:00	14	27	12	34	87
14:15	8	8	16	19	51
14:30	9	5	12	35	61
14:45	8	9	5	40	62
15:00	9	5	17	18	49
15:15	18	17	10	6	51
15:30	15	17	17	25	74
15:45	85	38	67	45	235
16:00	32	29	25	42	128
16:15	10	24	12	26	72
16:30	19	16	21	25	81
16:45	18	20	22	29	89
17:00	12	25	23	48	108
17:15	9	15	17	45	86
17:30	13	14	24	31	82
17:45	16	22	17	37	92
18:00	18	20	29	31	98
18:15	10	18	17	44	89
18:30	12	19	22	29	82
18:45	15	26	16	57	114
19:00	12	21	21	43	97
Peak Hour Total	142	108	121	138	509
PM Period Total	473	511	499	931	2414
Total AM - PM	909	893	949	1349	4100

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					M St, NE (One Way)					M St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	1	220	0	1	222	0	136	16	0	152	0	0	0	0	0	152	28	8	0	188	562
6:30	2	295	0	0	297	0	116	7	0	123	0	0	0	0	0	180	19	2	0	201	621
6:45	1	310	0	0	311	0	177	6	0	183	0	0	0	0	0	191	17	8	0	216	710
7:00	1	303	0	0	304	0	149	7	0	156	0	0	0	0	0	198	20	12	0	230	690
7:15	1	300	0	0	301	0	177	12	0	189	0	0	0	0	0	220	23	10	0	253	743
7:30	1	396	0	0	397	0	243	18	0	261	0	0	0	0	0	188	13	7	0	208	866
7:45	0	390	0	0	390	0	225	21	0	246	0	0	0	0	0	179	19	5	0	203	839
8:00	2	356	0	0	358	0	264	27	0	291	0	0	0	0	0	166	17	9	0	192	841
8:15	1	378	0	0	379	0	217	21	0	238	0	0	0	0	0	177	26	10	0	213	830
8:30	0	378	0	0	378	0	206	13	0	219	0	0	0	0	0	173	20	13	0	206	803
8:45	4	318	0	0	322	0	180	9	0	189	0	0	0	0	0	128	29	6	0	163	674
9:00	6	369	0	0	375	0	189	13	0	202	0	0	0	0	0	154	15	7	0	176	753
9:15	3	411	0	1	415	0	168	7	0	175	0	0	0	0	0	169	12	10	0	191	781
9:30	3	369	0	1	373	0	167	22	0	189	0	0	0	0	0	154	11	7	0	172	734
9:45	2	293	0	3	298	0	167	13	0	180	0	0	0	0	0	191	23	7	0	221	699
10:00	1	335	0	0	336	0	177	23	0	200	0	0	0	0	0	157	23	5	0	185	721
10:15	1	300	0	1	302	0	179	11	0	190	0	0	0	0	0	141	12	7	0	160	652
10:30	0	257	0	0	257	0	173	12	0	185	0	0	0	0	0	137	19	10	0	166	608
10:45	2	234	0	1	237	0	167	7	0	174	0	0	0	0	0	137	15	9	0	161	572
11:00	1	250	0	2	253	0	127	17	0	144	0	0	0	0	0	124	24	9	0	157	554
11:15	0	206	1	0	207	0	157	8	0	165	0	0	0	0	0	123	17	6	0	146	518
11:30	0	233	0	0	233	0	154	13	0	167	0	0	0	0	0	134	19	13	0	166	566
11:45	1	217	0	0	218	0	185	16	0	201	0	0	0	0	0	126	18	10	0	154	573
12:00	1	208	0	2	211	0	143	20	0	163	0	0	0	0	0	125	18	7	0	150	524
Peak Hour Total	4	1520	0	0	1524	0	949	87	0	1036	0	0	0	0	0	710	75	31	0	816	3376
AM Period Total	35	7326	1	12	7374	0	4243	339	0	4582	0	0	0	0	0	3824	457	197	0	4478	16434
12:15	0	227	0	1	228	0	154	10	0	164	0	0	0	0	0	125	22	4	0	151	543
12:30	1	207	0	0	208	0	128	12	0	140	0	0	0	0	0	103	14	6	0	123	471
12:45	1	233	0	0	234	0	163	15	0	178	0	0	0	0	0	138	17	15	0	170	582
13:00	0	263	0	2	265	0	175	17	2	194	0	0	0	0	0	121	24	10	0	155	614
13:15	3	220	0	0	223	0	186	22	0	208	0	0	0	0	0	102	18	7	0	127	558
13:30	2	221	0	0	223	0	192	19	0	211	0	0	0	0	0	155	15	14	0	184	618
13:45	0	202	0	1	203	0	183	19	0	202	0	0	0	0	0	122	24	11	0	157	562
14:00	3	266	0	0	269	0	180	18	0	198	0	0	0	0	0	126	13	14	0	153	620
14:15	0	206	1	0	207	0	205	12	0	217	0	0	0	0	0	128	17	8	0	153	577
14:30	1	238	0	0	239	0	212	20	0	232	0	0	0	0	0	141	20	9	0	170	641
14:45	5	260	0	0	265	0	173	6	0	179	0	0	0	0	0	171	18	9	0	198	642
15:00	3	256	0	0	259	0	213	13	0	226	0	0	0	0	0	128	31	8	0	167	652
15:15	5	227	0	0	232	0	213	12	0	225	0	0	0	0	0	137	19	7	0	163	620
15:30	1	232	1	0	234	0	206	13	0	219	0	0	0	0	0	136	29	8	0	173	626
15:45	0	263	0	0	263	0	261	12	0	273	0	0	0	0	0	131	26	5	0	162	698
16:00	5	269	0	0	274	0	284	18	0	302	0	0	0	0	0	128	33	4	0	165	741
16:15	5	247	0	0	252	0	223	12	0	235	0	0	0	0	0	146	23	5	0	174	661
16:30	6	289	0	2	297	0	291	17	0	308	0	0	0	0	0	154	30	6	0	190	795
16:45	4	284	0	0	288	0	287	28	0	315	0	0	0	0	0	156	18	4	0	178	781
17:00	0	306	0	0	306	0	295	27	0	322	0	0	0	0	0	154	32	6	0	192	820
17:15	0	236	0	0	236	0	253	8	0	261	0	0	0	0	0	105	45	5	0	155	652
17:30	3	284	0	0	287	0	272	13	0	285	0	0	0	0	0	155	37	5	0	197	769
17:45	3	270	1	0	274	0	255	3	0	258	0	0	0	0	0	124	31	2	0	157	689
18:00	0	284	0	0	284	0	247	15	0	262	0	0	0	0	0	149	18	3	0	170	716
18:15	0	283	0	0	283	0	303	14	0	317	0	0	0	0	0	144	23	5	0	172	772
18:30	0	258	0	1	259	0	293	13	0	306	0	0	0	0	0	134	42	3	0	179	744
18:45	2	256	0	2	260	0	249	15	0	264	0	0	0	0	0	152	16	4	0	172	696
19:00	0	196	0	0	196	0	243	16	0	259	0	0	0	0	0	153	39	2	0	194	649
Peak Hour Total	15	1126	0	2	1143	0	1096	84	0	1180	0	0	0	0	0	610	103	21	0	734	3057
PM Period Total	53	6983	3	9	7048	0	6339	419	2	6760	0	0	0	0	0	3818	694	189	0	4701	18509
Total AM - PM	88	14309	4	21	14422	0	10582	758	2	11342	0	0	0	0	0	7642	1151	386	0	9179	34943



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	1	0	0	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	1	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	2	2
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	1	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	1	1
12:00	0	0	1	0	1
Peak Hour Total	0	0	0	0	0
AM Period Total	2	2	2	3	9
12:15	0	0	1	0	1
12:30	0	1	1	0	2
12:45	0	0	1	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	1	0	0	1
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	0	1	0	2	3
15:00	0	0	0	2	2
15:15	0	0	0	0	0
15:30	0	1	0	0	1
15:45	0	1	0	0	1
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	0	1	0	0	1
16:45	0	0	2	0	2
17:00	0	1	0	0	1
17:15	0	1	0	1	2
17:30	0	0	0	0	0
17:45	0	0	0	3	3
18:00	0	0	0	1	1
18:15	0	0	4	1	5
18:30	0	0	2	0	2
18:45	1	0	0	0	1
19:00	0	0	0	0	0
Peak Hour Total	0	3	0	0	3
PM Period Total	1	9	11	12	33
Total AM - PM	3	11	13	15	42

Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	1	0	1	0	2
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	1	1	0	2
7:30	0	1	0	0	1
7:45	0	1	2	0	3
8:00	0	3	1	0	4
8:15	0	0	1	0	1
8:30	0	0	1	3	4
8:45	0	0	3	0	3
9:00	0	0	4	0	4
9:15	0	2	2	0	4
9:30	1	2	3	0	6
9:45	0	2	1	1	4
10:00	1	0	2	0	3
10:15	1	0	0	0	1
10:30	1	0	1	0	2
10:45	1	0	0	0	1
11:00	3	0	0	0	3
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	1	0	2	0	3
12:00	0	0	1	0	1
Peak Hour Total	1	0	1	0	2
AM Period Total	11	12	26	4	53
12:15	0	0	0	0	0
12:30	2	0	1	1	4
12:45	4	0	1	1	6
13:00	5	0	2	0	7
13:15	0	0	2	0	2
13:30	1	0	2	0	3
13:45	1	0	1	0	2
14:00	0	1	0	0	1
14:15	0	0	3	0	3
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	0	0	1	0	1
15:30	0	0	1	0	1
15:45	0	0	0	0	0
16:00	0	0	1	0	1
16:15	1	0	2	0	3
16:30	0	0	0	0	0
16:45	0	0	1	0	1
17:00	0	0	0	0	0
17:15	3	0	4	2	9
17:30	2	0	5	0	7
17:45	5	1	5	2	13
18:00	4	0	2	1	7
18:15	1	2	6	0	9
18:30	3	0	3	0	6
18:45	0	1	2	0	3
19:00	1	0	4	0	5
Peak Hour Total	1	0	4	0	5
PM Period Total	35	5	49	7	96
Total AM - PM	46	17	75	11	149



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol Street at New York Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	New York Ave, NE	New York Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	3	8	1	5	17
6:30	0	5	5	5	15
6:45	14	12	9	7	42
7:00	6	18	9	16	49
7:15	21	17	8	16	62
7:30	21	15	14	8	58
7:45	28	15	26	16	85
8:00	19	24	22	22	87
8:15	30	25	35	11	101
8:30	41	33	35	16	125
8:45	26	28	46	25	125
9:00	46	23	58	19	146
9:15	31	18	39	23	111
9:30	14	18	13	27	72
9:45	18	21	12	20	71
10:00	12	15	9	29	65
10:15	6	13	12	0	31
10:30	18	13	13	10	54
10:45	6	16	11	9	42
11:00	18	9	21	20	68
11:15	11	15	11	33	70
11:30	26	8	16	27	77
11:45	9	8	15	25	57
12:00	12	5	10	29	56
Peak Hour Total	23	43	24	33	123
AM Period Total	436	382	450	418	1686
12:15	13	23	11	19	66
12:30	19	21	13	28	81
12:45	10	16	11	30	67
13:00	27	18	13	35	93
13:15	25	16	8	41	90
13:30	9	11	9	30	59
13:45	8	11	12	39	70
14:00	14	27	12	34	87
14:15	8	8	16	19	51
14:30	9	5	12	35	61
14:45	8	9	5	40	62
15:00	9	5	17	18	49
15:15	18	17	10	6	51
15:30	15	17	17	25	74
15:45	85	38	67	45	235
16:00	32	29	25	42	128
16:15	10	24	12	26	72
16:30	19	16	21	25	81
16:45	18	20	22	29	89
17:00	12	25	23	48	108
17:15	9	15	17	45	86
17:30	13	14	24	31	82
17:45	16	22	17	37	92
18:00	18	20	29	31	98
18:15	10	18	17	44	89
18:30	12	19	22	29	82
18:45	15	26	16	57	114
19:00	12	21	21	43	97
Peak Hour Total	142	108	121	138	509
PM Period Total	473	511	499	931	2414
Total AM - PM	909	893	949	1349	4100

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					M St, NE (One Way)					M St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	1	220	0	1	222	0	136	16	0	152	0	0	0	0	0	152	28	8	0	188	562
6:30	2	295	0	0	297	0	116	7	0	123	0	0	0	0	0	180	19	2	0	201	621
6:45	1	310	0	0	311	0	177	6	0	183	0	0	0	0	0	191	17	8	0	216	710
7:00	1	303	0	0	304	0	149	7	0	156	0	0	0	0	0	198	20	12	0	230	690
7:15	1	300	0	0	301	0	177	12	0	189	0	0	0	0	0	220	23	10	0	253	743
7:30	1	396	0	0	397	0	243	18	0	261	0	0	0	0	0	188	13	7	0	208	866
7:45	0	390	0	0	390	0	225	21	0	246	0	0	0	0	0	179	19	5	0	203	839
8:00	2	356	0	0	358	0	264	27	0	291	0	0	0	0	0	166	17	9	0	192	841
8:15	1	378	0	0	379	0	217	21	0	238	0	0	0	0	0	177	26	10	0	213	830
8:30	0	378	0	0	378	0	206	13	0	219	0	0	0	0	0	173	20	13	0	206	803
8:45	4	318	0	0	322	0	180	9	0	189	0	0	0	0	0	128	29	6	0	163	674
9:00	6	369	0	0	375	0	189	13	0	202	0	0	0	0	0	154	15	7	0	176	753
9:15	3	411	0	1	415	0	168	7	0	175	0	0	0	0	0	169	12	10	0	191	781
9:30	3	369	0	1	373	0	167	22	0	189	0	0	0	0	0	154	11	7	0	172	734
9:45	2	293	0	3	298	0	167	13	0	180	0	0	0	0	0	191	23	7	0	221	699
10:00	1	335	0	0	336	0	177	23	0	200	0	0	0	0	0	157	23	5	0	185	721
10:15	1	300	0	1	302	0	179	11	0	190	0	0	0	0	0	141	12	7	0	160	652
10:30	0	257	0	0	257	0	173	12	0	185	0	0	0	0	0	137	19	10	0	166	608
10:45	2	234	0	1	237	0	167	7	0	174	0	0	0	0	0	137	15	9	0	161	572
11:00	1	250	0	2	253	0	127	17	0	144	0	0	0	0	0	124	24	9	0	157	554
11:15	0	206	1	0	207	0	157	8	0	165	0	0	0	0	0	123	17	6	0	146	518
11:30	0	233	0	0	233	0	154	13	0	167	0	0	0	0	0	134	19	13	0	166	566
11:45	1	217	0	0	218	0	185	16	0	201	0	0	0	0	0	126	18	10	0	154	573
12:00	1	208	0	2	211	0	143	20	0	163	0	0	0	0	0	125	18	7	0	150	524
Peak Hour Total	4	1520	0	0	1524	0	949	87	0	1036	0	0	0	0	0	710	75	31	0	816	3376
AM Period Total	35	7326	1	12	7374	0	4243	339	0	4582	0	0	0	0	0	3824	457	197	0	4478	16434
12:15	0	227	0	1	228	0	154	10	0	164	0	0	0	0	0	125	22	4	0	151	543
12:30	1	207	0	0	208	0	128	12	0	140	0	0	0	0	0	103	14	6	0	123	471
12:45	1	233	0	0	234	0	163	15	0	178	0	0	0	0	0	138	17	15	0	170	582
13:00	0	263	0	2	265	0	175	17	2	194	0	0	0	0	0	121	24	10	0	155	614
13:15	3	220	0	0	223	0	186	22	0	208	0	0	0	0	0	102	18	7	0	127	558
13:30	2	221	0	0	223	0	192	19	0	211	0	0	0	0	0	155	15	14	0	184	618
13:45	0	202	0	1	203	0	183	19	0	202	0	0	0	0	0	122	24	11	0	157	562
14:00	3	266	0	0	269	0	180	18	0	198	0	0	0	0	0	126	13	14	0	153	620
14:15	0	206	1	0	207	0	205	12	0	217	0	0	0	0	0	128	17	8	0	153	577
14:30	1	238	0	0	239	0	212	20	0	232	0	0	0	0	0	141	20	9	0	170	641
14:45	5	260	0	0	265	0	173	6	0	179	0	0	0	0	0	171	18	9	0	198	642
15:00	3	256	0	0	259	0	213	13	0	226	0	0	0	0	0	128	31	8	0	167	652
15:15	5	227	0	0	232	0	213	12	0	225	0	0	0	0	0	137	19	7	0	163	620
15:30	1	232	1	0	234	0	206	13	0	219	0	0	0	0	0	136	29	8	0	173	626
15:45	0	263	0	0	263	0	261	12	0	273	0	0	0	0	0	131	26	5	0	162	698
16:00	5	269	0	0	274	0	284	18	0	302	0	0	0	0	0	128	33	4	0	165	741
16:15	5	247	0	0	252	0	223	12	0	235	0	0	0	0	0	146	23	5	0	174	661
16:30	6	289	0	2	297	0	291	17	0	308	0	0	0	0	0	154	30	6	0	190	795
16:45	4	284	0	0	288	0	287	28	0	315	0	0	0	0	0	156	18	4	0	178	781
17:00	0	306	0	0	306	0	295	27	0	322	0	0	0	0	0	154	32	6	0	192	820
17:15	0	236	0	0	236	0	253	8	0	261	0	0	0	0	0	105	45	5	0	155	652
17:30	3	284	0	0	287	0	272	13	0	285	0	0	0	0	0	155	37	5	0	197	769
17:45	3	270	1	0	274	0	255	3	0	258	0	0	0	0	0	124	31	2	0	157	689
18:00	0	284	0	0	284	0	247	15	0	262	0	0	0	0	0	149	18	3	0	170	716
18:15	0	283	0	0	283	0	303	14	0	317	0	0	0	0	0	144	23	5	0	172	772
18:30	0	258	0	1	259	0	293	13	0	306	0	0	0	0	0	134	42	3	0	179	744
18:45	2	256	0	2	260	0	249	15	0	264	0	0	0	0	0	152	16	4	0	172	696
19:00	0	196	0	0	196	0	243	16	0	259	0	0	0	0	0	153	39	2	0	194	649
Peak Hour Total	15	1126	0	2	1143	0	1096	84	0	1180	0	0	0	0	0	610	103	21	0	734	3057
PM Period Total	53	6983	3	9	7048	0	6339	419	2	6760	0	0	0	0	0	3818	694	189	0	4701	18509
Total AM - PM	88	14309	4	21	14422	0	10582	758	2	11342	0	0	0	0	0	7642	1151	386	0	9179	34943

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					M St, NE (One Way) Westbound					M St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	14	0	0	14	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	18
6:30	0	9	0	0	9	0	7	0	0	7	0	0	0	0	0	7	2	1	0	10	26
6:45	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	3	0	0	0	3	14
7:00	0	11	0	0	11	0	9	2	0	11	0	0	0	0	0	0	2	1	0	6	28
7:15	0	17	0	0	17	0	10	1	0	11	0	0	0	0	0	9	3	2	0	14	42
7:30	0	14	0	0	14	0	10	3	0	13	0	0	0	0	0	10	0	1	0	11	38
7:45	0	15	0	0	15	0	10	2	0	12	0	0	0	0	0	5	2	1	0	8	35
8:00	0	6	0	0	6	0	11	1	0	12	0	0	0	0	0	2	0	0	0	2	20
8:15	0	13	0	0	13	0	10	1	0	11	0	0	0	0	0	1	1	1	0	3	27
8:30	0	9	0	0	9	0	11	1	0	12	0	0	0	0	0	7	0	2	0	9	30
8:45	0	12	1	0	13	0	10	1	0	11	0	0	0	0	0	1	0	1	0	2	26
9:00	0	15	0	0	15	0	8	0	0	8	0	0	0	0	0	6	0	1	0	7	30
9:15	0	15	0	0	15	0	5	1	0	6	0	0	0	0	0	4	0	1	0	5	26
9:30	0	16	0	0	16	0	11	2	0	13	0	0	0	0	0	6	0	0	0	6	35
9:45	0	16	0	0	16	0	7	0	0	7	0	0	0	0	0	5	0	1	0	6	29
10:00	0	10	0	0	10	0	20	1	0	21	0	0	0	0	0	7	0	1	0	8	39
10:15	0	12	1	0	13	0	10	1	0	11	0	0	0	0	0	8	0	0	0	8	32
10:30	0	12	0	0	12	0	19	0	0	19	0	0	0	0	0	3	0	1	0	4	35
10:45	0	22	0	0	22	0	13	2	0	15	0	0	0	0	0	3	0	1	0	4	41
11:00	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	3	0	1	0	4	26
11:15	0	19	0	0	19	0	6	2	0	8	0	0	0	0	0	7	0	1	0	8	35
11:30	0	15	0	0	15	0	17	3	0	20	0	0	0	0	0	4	1	1	0	6	41
11:45	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	4	0	1	0	5	23
12:00	0	13	0	0	13	0	10	1	0	11	0	0	0	0	0	7	1	3	0	11	35
Peak Hour Total	0	48	0	0	48	0	41	7	0	48	0	0	0	0	0	18	3	3	0	24	120
AM Period Total	0	311	2	0	313	0	242	25	0	267	0	0	0	0	0	116	12	23	0	151	731
12:15	0	11	0	0	11	0	16	0	0	16	0	0	0	0	0	6	1	0	0	7	34
12:30	0	20	0	0	20	0	10	0	0	10	0	0	0	0	0	4	0	0	0	4	34
12:45	0	18	0	0	18	0	7	3	0	10	0	0	0	0	0	7	0	2	0	9	37
13:00	0	14	0	0	14	0	8	0	0	8	0	0	0	0	0	5	1	1	0	7	29
13:15	0	12	0	0	12	0	12	0	0	12	0	0	0	0	0	4	1	0	0	5	29
13:30	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	4	2	1	0	7	26
13:45	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	5	0	1	0	6	25
14:00	0	13	0	0	13	0	13	1	0	14	0	0	0	0	0	6	0	0	0	6	33
14:15	0	3	0	0	3	0	11	1	0	12	0	0	0	0	0	1	0	1	0	2	17
14:30	0	7	0	0	7	0	12	4	0	16	0	0	0	0	0	5	3	1	0	9	32
14:45	0	10	0	0	10	0	14	1	0	15	0	0	0	0	0	3	0	2	0	5	30
15:00	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	2	0	0	0	2	16
15:15	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	2	1	1	0	4	21
15:30	0	13	0	0	13	0	12	2	0	14	0	0	0	0	0	2	1	0	0	3	30
15:45	0	20	0	0	20	0	14	1	0	15	0	0	0	0	0	4	0	1	0	5	40
16:00	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	6	2	1	0	9	18
16:15	0	11	0	0	11	0	8	1	0	9	0	0	0	0	0	4	0	0	0	4	24
16:30	0	10	0	0	10	0	7	0	0	7	0	0	0	0	0	3	0	0	0	3	20
16:45	0	10	1	0	11	0	15	1	0	16	0	0	0	0	0	5	0	1	0	6	33
17:00	0	7	0	0	7	0	7	1	0	8	0	0	0	0	0	4	0	1	0	5	20
17:15	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	2	0	0	0	2	20
17:30	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	2	1	1	0	4	12
17:45	0	10	0	0	10	0	7	2	0	9	0	0	0	0	0	1	0	2	0	3	22
18:00	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
18:15	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	17
18:30	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	15
18:45	1	6	1	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
19:00	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	11
Peak Hour Total	0	38	1	0	39	0	37	3	0	40	0	0	0	0	0	16	0	2	0	18	97
PM Period Total	1	268	2	0	271	0	255	19	0	274	0	0	0	0	0	89	15	20	0	124	669
Total AM - PM	1	579	4	0	584	0	497	44	0	541	0	0	0	0	0	205	27	43	0	275	1400

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					M St, NE (One Way) Westbound					M St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
6:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	6
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
9:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
9:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
10:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	8
AM Period Total	0	6	0	0	6	0	6	2	0	8	0	0	0	0	0	20	2	0	0	22	36
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Period Total	1	4	0	0	5	0	4	0	0	4	0	0	0	0	0	11	3	0	0	14	23

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					M St, NE (One Way)					M St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	1	234	0	1	236	0	140	17	0	157	0	0	0	0	0	154	28	8	0	190	583
6:30	2	304	0	0	306	0	124	7	0	131	0	0	0	0	0	187	21	3	0	211	648
6:45	1	318	0	0	319	0	181	6	0	187	0	0	0	0	0	194	17	8	0	219	725
7:00	1	314	0	0	315	0	159	9	0	168	0	0	0	0	0	206	22	13	0	241	724
7:15	1	317	0	0	318	0	187	13	0	200	0	0	0	0	0	229	26	12	0	267	785
7:30	1	410	0	0	411	0	254	21	0	275	0	0	0	0	0	199	14	8	0	221	907
7:45	0	405	0	0	405	0	235	23	0	258	0	0	0	0	0	184	21	6	0	211	874
8:00	2	363	0	0	365	0	275	28	0	303	0	0	0	0	0	169	17	9	0	195	863
8:15	1	391	0	0	392	0	228	22	0	250	0	0	0	0	0	180	27	11	0	218	860
8:30	0	387	0	0	387	0	217	14	0	231	0	0	0	0	0	181	20	15	0	216	834
8:45	4	330	1	0	335	0	190	10	0	200	0	0	0	0	0	130	29	7	0	166	701
9:00	6	385	0	0	391	0	197	13	0	210	0	0	0	0	0	160	15	8	0	183	784
9:15	3	426	0	1	430	0	173	8	0	181	0	0	0	0	0	174	12	11	0	197	808
9:30	3	385	0	1	389	0	178	24	0	202	0	0	0	0	0	163	11	7	0	181	772
9:45	2	310	0	3	315	0	174	13	0	187	0	0	0	0	0	196	23	8	0	227	729
10:00	1	345	0	0	346	0	198	24	0	222	0	0	0	0	0	164	23	6	0	193	761
10:15	1	312	1	1	315	0	189	12	0	201	0	0	0	0	0	150	13	7	0	170	686
10:30	0	270	0	0	270	0	192	12	0	204	0	0	0	0	0	142	19	11	0	172	646
10:45	2	256	0	1	259	0	180	10	0	190	0	0	0	0	0	141	15	10	0	166	615
11:00	1	261	0	2	264	0	138	17	0	155	0	0	0	0	0	127	24	10	0	161	580
11:15	0	226	1	0	227	0	163	10	0	173	0	0	0	0	0	130	17	7	0	154	554
11:30	0	248	0	0	248	0	171	16	0	187	0	0	0	0	0	138	20	14	0	172	607
11:45	1	225	0	0	226	0	195	16	0	211	0	0	0	0	0	130	18	11	0	159	596
12:00	1	221	0	2	224	0	153	21	0	174	0	0	0	0	0	132	19	10	0	161	559
Peak Hour Total	4	1569	0	0	1573	0	992	94	0	1086	0	0	0	0	0	732	79	34	0	845	3504
AM Period Total	35	7643	3	12	7693	0	4491	366	0	4857	0	0	0	0	0	3960	471	220	0	4651	17201
12:15	0	239	0	1	240	0	170	10	0	180	0	0	0	0	0	133	24	4	0	161	581
12:30	1	227	0	0	228	0	138	12	0	150	0	0	0	0	0	108	14	6	0	128	506
12:45	1	251	0	0	252	0	173	18	0	191	0	0	0	0	0	145	17	17	0	179	622
13:00	0	277	0	2	279	0	183	17	2	202	0	0	0	0	0	127	25	11	0	163	644
13:15	3	232	0	0	235	0	198	22	0	220	0	0	0	0	0	106	19	7	0	132	587
13:30	2	230	0	0	232	0	203	19	0	222	0	0	0	0	0	161	17	15	0	193	647
13:45	0	212	0	1	213	0	192	19	0	211	0	0	0	0	0	128	24	12	0	164	588
14:00	3	279	0	0	282	0	193	19	0	212	0	0	0	0	0	133	14	14	0	161	655
14:15	0	209	1	0	210	0	216	13	0	229	0	0	0	0	0	129	17	9	0	155	594
14:30	1	246	0	0	247	0	224	24	0	248	0	0	0	0	0	147	23	10	0	180	675
14:45	5	270	0	0	275	0	188	7	0	195	0	0	0	0	0	175	18	11	0	204	674
15:00	3	262	0	0	265	0	222	13	0	235	0	0	0	0	0	130	32	8	0	170	670
15:15	5	236	0	0	241	0	221	12	0	233	0	0	0	0	0	139	20	8	0	167	641
15:30	1	245	1	0	247	0	218	15	0	233	0	0	0	0	0	138	30	8	0	176	656
15:45	0	283	0	0	283	0	275	13	0	288	0	0	0	0	0	135	26	6	0	167	738
16:00	5	272	0	0	277	0	289	19	0	308	0	0	0	0	0	135	35	5	0	175	760
16:15	5	258	0	0	263	0	231	13	0	244	0	0	0	0	0	150	23	5	0	178	685
16:30	6	299	0	2	307	0	298	17	0	315	0	0	0	0	0	157	30	6	0	193	815
16:45	4	294	1	0	299	0	302	29	0	331	0	0	0	0	0	161	18	5	0	184	814
17:00	0	313	0	0	313	0	302	28	0	330	0	0	0	0	0	158	32	7	0	197	840
17:15	0	245	0	0	245	0	262	8	0	270	0	0	0	0	0	107	45	5	0	157	672
17:30	3	287	0	0	290	0	277	13	0	290	0	0	0	0	0	157	38	6	0	201	781
17:45	3	280	1	0	284	0	262	5	0	267	0	0	0	0	0	125	31	4	0	160	711
18:00	0	293	0	0	293	0	251	15	0	266	0	0	0	0	0	149	18	3	0	170	729
18:15	0	291	0	0	291	0	310	14	0	324	0	0	0	0	0	145	23	6	0	174	789
18:30	0	263	0	1	264	0	300	13	0	313	0	0	0	0	0	134	44	4	0	182	759
18:45	3	262	1	2	268	0	252	15	0	267	0	0	0	0	0	152	16	4	0	172	707
19:00	1	200	0	0	201	0	248	16	0	264	0	0	0	0	0	154	39	3	0	196	661
Peak Hour Total	15	1164	1	2	1182	0	1133	87	0	1220	0	0	0	0	0	626	103	23	0	752	3154
PM Period Total	55	7255	5	9	7324	0	6598	438	2	7038	0	0	0	0	0	3918	712	209	0	4839	19201
Total AM - PM	90	14898	8	21	15017	0	11089	804	2	11895	0	0	0	0	0	7878	1183	429	0	9490	36402



FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET



Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	M St, NE (One Way)	M St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
Peak Hour Total	0	0	0	0	0
AM Period Total	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
Peak Hour Total	0	0	0	0	0
PM Period Total	0	0	0	0	0
Total AM - PM	0	0	0	0	0



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	M St, NE (One Way)	M St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	1	2	1	4
6:30	0	1	0	2	3
6:45	1	3	0	0	4
7:00	0	0	0	2	2
7:15	0	4	1	0	5
7:30	5	1	0	0	6
7:45	0	1	1	1	3
8:00	0	2	0	1	3
8:15	0	4	1	1	6
8:30	0	3	0	2	5
8:45	0	1	2	1	4
9:00	3	6	7	4	20
9:15	2	8	0	0	10
9:30	0	3	3	1	7
9:45	0	3	2	0	5
10:00	0	1	1	0	2
10:15	0	1	1	0	2
10:30	0	1	1	2	4
10:45	0	1	0	2	3
11:00	0	0	1	2	3
11:15	0	0	1	2	3
11:30	0	2	1	0	3
11:45	0	4	0	0	4
12:00	0	1	1	0	2
Peak Hour Total	5	8	2	3	18
AM Period Total	11	52	26	24	113
12:15	0	0	4	0	4
12:30	0	0	3	2	5
12:45	2	0	4	0	6
13:00	0	2	3	0	5
13:15	0	2	1	1	4
13:30	0	0	2	3	5
13:45	2	1	0	0	3
14:00	0	1	0	1	2
14:15	0	2	2	2	6
14:30	0	1	2	2	5
14:45	0	1	2	2	5
15:00	0	2	0	0	2
15:15	0	2	3	2	7
15:30	4	3	2	1	10
15:45	1	4	1	4	10
16:00	0	2	2	0	4
16:15	1	2	2	1	6
16:30	1	0	1	2	4
16:45	0	1	1	0	2
17:00	1	2	0	0	3
17:15	0	2	2	1	5
17:30	1	4	0	1	6
17:45	3	2	2	1	8
18:00	2	2	0	0	4
18:15	0	2	3	3	8
18:30	4	6	2	2	14
18:45	1	5	3	1	10
19:00	0	8	1	1	10
Peak Hour Total	3	5	4	3	15
PM Period Total	23	59	48	33	163
Total AM - PM	34	111	74	57	276

Location: North Capitol St at M St
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: AL/GC

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	M St, NE (One Way)	M St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	5	1	4	10
6:30	1	5	3	6	15
6:45	0	14	4	3	21
7:00	5	13	7	11	36
7:15	6	2	3	4	15
7:30	2	14	9	9	34
7:45	9	17	14	19	59
8:00	7	22	20	17	66
8:15	12	10	13	4	39
8:30	15	11	9	20	55
8:45	10	5	21	19	55
9:00	3	10	51	18	82
9:15	9	4	22	12	47
9:30	13	21	13	16	63
9:45	6	25	14	14	59
10:00	8	2	16	10	36
10:15	5	4	8	8	25
10:30	2	2	18	8	30
10:45	14	0	6	9	29
11:00	8	6	23	19	56
11:15	5	0	10	11	26
11:30	7	0	2	15	24
11:45	12	8	15	10	45
12:00	9	7	15	10	41
Peak Hour Total	30	63	56	49	198
AM Period Total	168	207	317	276	968
12:15	8	10	15	9	42
12:30	4	1	19	15	39
12:45	11	0	24	8	43
13:00	4	8	15	7	34
13:15	9	14	15	9	47
13:30	8	21	11	15	55
13:45	11	24	16	24	75
14:00	11	26	23	10	70
14:15	2	4	18	16	40
14:30	6	0	9	8	23
14:45	5	6	15	11	37
15:00	6	0	21	5	32
15:15	2	4	9	11	26
15:30	4	12	7	4	27
15:45	12	27	7	9	55
16:00	26	18	8	9	61
16:15	17	7	5	7	36
16:30	14	10	20	15	59
16:45	4	20	21	9	54
17:00	5	18	11	2	36
17:15	7	2	5	10	24
17:30	2	0	13	12	27
17:45	7	0	21	9	37
18:00	12	1	7	3	23
18:15	7	0	17	24	48
18:30	11	0	14	17	42
18:45	21	0	19	17	57
19:00	19	0	14	2	35
Peak Hour Total	40	55	57	33	185
PM Period Total	255	233	399	297	1184
Total AM - PM	423	440	716	573	2152

Location: North Capitol Street at Pierce Street, NE
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol Street					North Capitol Street					Pierce Street, NE										
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	2	226	0	0	228	0	141	1	0	142	1	0	12	0	13	0	0	0	0	0	383
6:30	10	287	0	0	297	0	136	2	0	138	5	0	9	0	14	0	0	0	0	0	449
6:45	2	316	0	0	318	0	170	3	0	173	5	0	9	0	14	0	0	0	0	0	505
7:00	9	306	0	0	315	0	150	3	0	153	8	0	20	0	28	0	0	0	0	0	496
7:15	3	307	0	0	310	0	193	2	0	195	5	0	9	0	14	0	0	0	0	0	519
7:30	8	395	0	0	403	0	236	4	0	240	11	0	21	0	32	0	0	0	0	0	675
7:45	12	383	0	0	395	0	228	6	0	234	14	0	25	0	39	0	0	0	0	0	668
8:00	5	360	0	0	365	0	222	9	0	231	7	0	22	0	29	0	0	0	0	0	625
8:15	7	381	0	0	388	0	207	4	0	211	11	0	25	0	36	0	0	0	0	0	635
8:30	9	382	0	0	391	0	206	10	0	216	6	0	22	0	28	0	0	0	0	0	635
8:45	4	320	0	0	324	0	199	4	0	203	23	0	23	0	46	0	0	0	0	0	573
9:00	6	370	0	0	376	0	196	6	0	202	10	0	18	0	28	0	0	0	0	0	606
9:15	3	418	0	0	421	0	141	6	0	147	21	0	22	0	43	0	0	0	0	0	611
9:30	8	368	0	0	376	0	188	11	0	199	2	0	17	0	19	0	0	0	0	0	594
9:45	2	298	0	0	300	0	190	1	0	191	2	0	4	0	6	0	0	0	0	0	497
10:00	9	331	0	0	340	0	196	9	0	205	8	0	27	0	35	0	0	0	0	0	580
10:15	11	296	0	0	307	0	170	7	0	177	7	0	19	0	26	0	0	0	0	0	510
10:30	12	255	0	0	267	0	171	6	0	177	15	0	12	0	27	0	0	0	0	0	471
10:45	4	239	0	0	243	0	150	6	0	156	13	0	20	0	33	0	0	0	0	0	432
11:00	8	251	0	0	259	0	153	7	0	160	6	0	21	0	27	0	0	0	0	0	446
11:15	8	204	0	0	212	0	159	5	0	164	4	0	17	0	21	0	0	0	0	0	397
11:30	6	240	0	0	246	0	181	7	0	188	7	0	22	0	29	0	0	0	0	0	463
11:45	7	220	0	0	227	0	175	8	0	183	7	0	30	0	37	0	0	0	0	0	447
12:00	4	211	0	0	215	0	169	3	0	172	9	0	13	0	22	0	0	0	0	0	409
Peak Hour Total	32	1519	0	0	1551	0	893	23	0	916	43	0	93	0	136	0	0	0	0	0	2603
AM Period Total	159	7364	0	0	7523	0	4327	130	0	4457	207	0	439	0	646	0	0	0	0	0	12626
12:15	7	224	0	0	231	0	172	5	0	177	0	0	0	0	0	0	0	0	0	0	408
12:30	5	208	0	0	213	0	189	4	0	193	0	0	0	0	0	0	0	0	0	0	406
12:45	8	240	0	0	248	0	188	8	0	196	17	0	17	0	34	0	0	0	0	0	478
13:00	7	266	0	0	273	0	173	6	0	179	6	0	21	0	27	0	0	0	0	0	479
13:15	6	221	0	0	227	0	181	10	0	191	7	0	24	0	31	0	0	0	0	0	449
13:30	7	228	0	0	235	0	185	7	0	192	5	0	17	0	22	0	0	0	0	0	449
13:45	9	204	0	0	213	0	180	2	0	182	8	0	16	0	24	0	0	0	0	0	419
14:00	6	274	0	0	280	0	186	9	0	195	8	0	24	0	32	0	0	0	0	0	507
14:15	13	201	0	0	214	0	206	6	0	212	6	0	25	0	31	0	0	0	0	0	457
14:30	9	238	0	0	247	0	222	5	0	227	5	0	15	0	20	0	0	0	0	0	494
14:45	13	256	0	0	269	0	222	4	0	226	5	0	17	0	22	0	0	0	0	0	517
15:00	8	256	0	0	264	0	227	7	0	234	7	0	23	0	30	0	0	0	0	0	528
15:15	18	216	0	0	234	0	241	10	0	251	6	0	22	0	28	0	0	0	0	0	513
15:30	10	230	0	0	240	0	198	10	0	208	13	0	23	0	36	0	0	0	0	0	484
15:45	16	252	0	0	268	0	260	6	0	266	4	0	17	0	21	0	0	0	0	0	555
16:00	15	258	0	0	273	0	262	13	0	275	6	0	15	0	21	0	0	0	0	0	569
16:15	23	229	0	0	252	0	252	9	0	261	5	0	21	0	26	0	0	0	0	0	539
16:30	18	277	0	0	295	0	308	4	0	312	0	0	0	0	0	0	0	0	0	0	607
16:45	14	274	0	0	288	0	288	4	0	292	6	0	18	0	24	0	0	0	0	0	604
17:00	22	290	0	0	312	0	280	9	0	289	3	0	19	0	22	0	0	0	0	0	623
17:15	13	228	0	0	241	0	253	14	0	267	8	0	18	0	26	0	0	0	0	0	534
17:30	3	286	0	0	289	0	256	12	0	268	5	0	14	0	19	0	0	0	0	0	576
17:45	8	264	0	0	272	0	254	5	0	259	4	0	14	0	18	0	0	0	0	0	549
18:00	11	276	0	0	287	0	267	11	0	278	4	0	15	0	19	0	0	0	0	0	584
18:15	8	280	0	0	288	0	267	2	0	269	6	0	19	0	25	0	0	0	0	0	582
18:30	12	249	0	0	261	0	301	6	0	307	7	0	11	0	18	0	0	0	0	0	586
18:45	10	250	0	0	260	0	320	13	0	333	5	0	17	0	22	0	0	0	0	0	615
19:00	8	190	0	0	198	0	249	10	0	259	3	0	24	0	27	0	0	0	0	0	484
Peak Hour Total	77	1070	0	0	1147	0	1128	26	0	1154	14	0	58	0	72	0	0	0	0	0	2373
PM Period Total	307	6865	0	0	7172	0	6587	211	0	6798	159	0	466	0	625	0	0	0	0	0	14595
Total AM - PM	466	14229	0	0	14695	0	10914	341	0	11255	366	0	905	0	1271	0	0	0	0	0	27221

Location: North Capitol Street at Pierce Street, NE
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol Street					North Capitol Street					Pierce Street, NE										
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
6:30	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
6:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:00	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
7:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	13
7:30	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	10
7:45	0	0	0	0	0	0	15	0	0	15	0	0	2	0	2	0	0	0	0	0	17
8:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	13
8:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	13
8:30	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	0	16
8:45	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	11
9:00	1	0	0	0	1	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	14
9:15	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	10
9:30	0	0	0	0	0	0	9	1	0	10	0	0	1	0	1	0	0	0	0	0	11
9:45	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	14
10:00	0	7	0	0	7	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	25
10:15	0	9	0	0	9	0	15	1	0	16	0	0	1	0	1	0	0	0	0	0	26
10:30	1	10	0	0	11	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	29
10:45	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	14
11:00	0	6	0	0	6	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	18
11:15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	15
11:30	0	5	0	0	5	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	21
11:45	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	15
12:00	0	6	0	0	6	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	15
Peak Hour Total	0	0	0	0	0	0	51	0	0	51	0	0	2	0	2	0	0	0	0	0	53
AM Period Total	2	69	0	0	71	0	288	6	0	294	0	0	9	0	9	0	0	0	0	0	374
12:15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	16
12:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
12:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
13:00	1	7	0	0	8	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	19
13:15	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	21
13:30	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	15
13:45	1	6	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	19
14:00	0	1	0	0	1	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	21
14:15	0	2	0	0	2	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	18
14:30	0	0	0	0	0	0	12	2	0	14	0	0	1	0	1	0	0	0	0	0	15
14:45	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	19
15:00	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	10
15:15	0	2	0	0	2	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	16
15:30	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	0	0	0	0	15
15:45	0	16	0	0	16	0	9	1	0	10	1	0	0	0	1	0	0	0	0	0	27
16:00	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	9
16:15	0	8	0	0	8	0	12	1	0	13	1	0	0	0	1	0	0	0	0	0	22
16:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
16:45	0	8	0	0	8	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	29
17:00	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	8
17:15	0	8	0	0	8	0	13	1	0	14	0	0	1	0	1	0	0	0	0	0	23
17:30	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
17:45	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
18:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	13
18:30	0	6	0	0	6	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	12
18:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
19:00	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	13
Peak Hour Total	0	16	0	0	16	0	45	2	0	47	1	0	0	0	1	0	0	0	0	0	64
PM Period Total	3	89	0	0	92	0	309	9	0	318	2	0	5	0	7	0	0	0	0	0	417
Total AM - PM	5	158	0	0	163	0	597	15	0	612	2	0	14	0	16	0	0	0	0	0	791

Location: North Capitol Street at Pierce Street, NE
Date Surveyed: June 6, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol Street Southbound					North Capitol Street Northbound					Pierce Street, NE Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
AM Period Total	0	6	0	0	6	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	16
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM Period Total	0	4	0	0	4	0	8	0	0	8	1	0	1	0	2	0	0	1	0	1	15
Total AM - PM	0	10	0	0	10	0	17	1	0	18	1	0	1	0	2	0	0	1	0	1	31

Location: North Capitol Street at Pierce Street, NE
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol Street					North Capitol Street					Pierce Street, NE					Eastbound					
	Southbound					Northbound					Westbound										
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	2	235	0	0	237	0	147	1	0	148	1	0	12	0	13	0	0	0	0	0	398
6:30	10	295	0	0	305	0	145	2	0	147	5	0	9	0	14	0	0	0	0	0	466
6:45	2	317	0	0	319	0	176	3	0	179	5	0	9	0	14	0	0	0	0	0	512
7:00	9	315	0	0	324	0	159	3	0	162	8	0	20	0	28	0	0	0	0	0	514
7:15	3	307	0	0	310	0	207	2	0	209	5	0	9	0	14	0	0	0	0	0	533
7:30	8	395	0	0	403	0	246	4	0	250	11	0	21	0	32	0	0	0	0	0	685
7:45	12	383	0	0	395	0	243	6	0	249	14	0	27	0	41	0	0	0	0	0	685
8:00	5	361	0	0	366	0	235	9	0	244	7	0	22	0	29	0	0	0	0	0	639
8:15	7	381	0	0	388	0	222	4	0	226	11	0	25	0	36	0	0	0	0	0	650
8:30	9	382	0	0	391	0	220	12	0	232	6	0	22	0	28	0	0	0	0	0	651
8:45	4	320	0	0	324	0	210	4	0	214	23	0	24	0	47	0	0	0	0	0	585
9:00	7	371	0	0	378	0	208	6	0	214	10	0	19	0	29	0	0	0	0	0	621
9:15	3	418	0	0	421	0	150	8	0	158	21	0	22	0	43	0	0	0	0	0	622
9:30	8	368	0	0	376	0	197	12	0	209	2	0	18	0	20	0	0	0	0	0	605
9:45	2	299	0	0	301	0	204	1	0	205	2	0	4	0	6	0	0	0	0	0	512
10:00	9	338	0	0	347	0	216	9	0	225	8	0	27	0	35	0	0	0	0	0	607
10:15	11	305	0	0	316	0	185	8	0	193	7	0	20	0	27	0	0	0	0	0	536
10:30	13	266	0	0	279	0	189	6	0	195	15	0	13	0	28	0	0	0	0	0	502
10:45	4	239	0	0	243	0	164	6	0	170	13	0	20	0	33	0	0	0	0	0	446
11:00	8	257	0	0	265	0	164	7	0	171	6	0	22	0	28	0	0	0	0	0	464
11:15	8	205	0	0	213	0	174	5	0	179	4	0	17	0	21	0	0	0	0	0	413
11:30	6	245	0	0	251	0	197	7	0	204	7	0	22	0	29	0	0	0	0	0	484
11:45	7	220	0	0	227	0	189	9	0	198	7	0	30	0	37	0	0	0	0	0	462
12:00	4	217	0	0	221	0	177	3	0	180	9	0	14	0	23	0	0	0	0	0	424
Peak Hour Total	32	1520	0	0	1552	0	946	23	0	969	43	0	95	0	138	0	0	0	0	0	2659
AM Period Total	161	7439	0	0	7600	0	4624	137	0	4761	207	0	448	0	655	0	0	0	0	0	13016
12:15	7	225	0	0	232	0	188	5	0	193	0	0	0	0	0	0	0	0	0	0	425
12:30	5	208	0	0	213	0	201	4	0	205	0	0	0	0	0	0	0	0	0	0	418
12:45	8	240	0	0	248	0	198	8	0	206	17	0	17	0	34	0	0	0	0	0	488
13:00	8	273	0	0	281	0	183	7	0	190	6	0	21	0	27	0	0	0	0	0	498
13:15	6	229	0	0	235	0	194	10	0	204	7	0	24	0	31	0	0	1	0	1	471
13:30	7	229	0	0	236	0	199	8	0	207	5	0	17	0	22	0	0	0	0	0	465
13:45	10	210	0	0	220	0	192	2	0	194	8	0	16	0	24	0	0	0	0	0	438
14:00	6	275	0	0	281	0	205	9	0	214	9	0	25	0	34	0	0	0	0	0	529
14:15	13	203	0	0	216	0	222	6	0	228	6	0	25	0	31	0	0	0	0	0	475
14:30	9	239	0	0	248	0	236	7	0	243	5	0	16	0	21	0	0	0	0	0	512
14:45	13	263	0	0	276	0	235	4	0	239	5	0	17	0	22	0	0	0	0	0	537
15:00	8	257	0	0	265	0	236	8	0	244	7	0	23	0	30	0	0	0	0	0	539
15:15	18	218	0	0	236	0	255	10	0	265	6	0	22	0	28	0	0	0	0	0	529
15:30	10	230	0	0	240	0	212	10	0	222	13	0	24	0	37	0	0	0	0	0	499
15:45	16	268	0	0	284	0	269	7	0	276	5	0	17	0	22	0	0	0	0	0	582
16:00	15	258	0	0	273	0	272	13	0	285	6	0	15	0	21	0	0	0	0	0	579
16:15	23	237	0	0	260	0	265	10	0	275	6	0	21	0	27	0	0	0	0	0	562
16:30	18	277	0	0	295	0	313	4	0	317	0	0	0	0	0	0	0	0	0	0	612
16:45	14	282	0	0	296	0	309	4	0	313	6	0	18	0	24	0	0	0	0	0	633
17:00	22	290	0	0	312	0	287	10	0	297	3	0	19	0	22	0	0	0	0	0	631
17:15	13	236	0	0	249	0	266	15	0	281	8	0	19	0	27	0	0	0	0	0	557
17:30	4	286	0	0	290	0	260	12	0	272	5	0	14	0	19	0	0	0	0	0	581
17:45	8	272	0	0	280	0	264	5	0	269	4	0	14	0	18	0	0	0	0	0	567
18:00	11	276	0	0	287	0	271	11	0	282	4	0	15	0	19	0	0	0	0	0	588
18:15	8	280	0	0	288	0	280	2	0	282	6	0	19	0	25	0	0	0	0	0	595
18:30	12	255	0	0	267	0	306	6	0	312	7	0	12	0	19	0	0	0	0	0	598
18:45	10	250	0	0	260	0	326	13	0	339	5	0	18	0	23	0	0	0	0	0	622
19:00	8	192	0	0	200	0	260	10	0	270	3	0	24	0	27	0	0	0	0	0	497
Peak Hour Total	77	1086	0	0	1163	0	1174	28	0	1202	15	0	58	0	73	0	0	0	0	0	2438
PM Period Total	310	6958	0	0	7268	0	6904	220	0	7124	162	0	472	0	634	0	0	1	0	1	15027
Total AM - PM	471	14397	0	0	14868	0	11528	357	0	11885	369	0	920	0	1289	0	0	1	0	1	28043

Location: North Capitol Street at Pierce Street, NE **Weather:** Hot, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** MD

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	Pierce St, NE		
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
Peak Hour Total					0
AM Period Total	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
Peak Hour Total					0
PM Period Total	0	0	0	0	0
Total AM - PM	0	0	0	0	0



FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET



Location: North Capitol Street at Pierce Street, NE
Date Surveyed: June 5, 2018

Weather: Warm, Sunny, Dry
ORGA Techs: MD

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	Pierce St, NE		
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
Peak Hour Total	0	0	0	0	0
AM Period Total	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
Peak Hour Total	0	0	0	0	0
PM Period Total	0	0	0	0	0
Total AM - PM	0	0	0	0	0



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol Street at Pierce Street, NE **Weather:** Warm, Sunny, Dry
Date Surveyed: June 5, 2018 **ORGA Techs:** MD

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	Pierce St, NE		
	Across North	Across South	Across East	Across West	
6:15	0	1	3	3	7
6:30	0	0	5	1	6
6:45	0	2	9	3	14
7:00	0	3	7	2	12
7:15	0	2	1	2	5
7:30	0	0	0	0	0
7:45	0	0	3	0	3
8:00	0	0	15	0	15
8:15	0	2	9	0	11
8:30	0	1	10	0	11
8:45	0	1	15	0	16
9:00	0	1	19	0	20
9:15	0	0	15	0	15
9:30	0	1	4	0	5
9:45	0	0	1	0	1
10:00	0	1	6	3	10
10:15	0	2	11	3	16
10:30	0	3	12	1	16
10:45	0	1	4	0	5
11:00	0	1	10	0	11
11:15	0	1	12	0	13
11:30	0	5	9	2	16
11:45	0	0	11	0	11
12:00	0	1	17	3	21
Peak Hour Total	0	2	27	0	29
AM Period Total	0	29	208	23	260
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	4	26	0	30
13:00	0	5	18	8	31
13:15	0	10	12	8	30
13:30	0	8	16	1	25
13:45	0	1	10	4	15
14:00	0	1	18	1	20
14:15	0	2	16	9	27
14:30	0	3	13	0	16
14:45	0	1	10	7	18
15:00	0	4	16	0	20
15:15	0	8	9	9	26
15:30	0	1	11	1	13
15:45	0	0	3	2	5
16:00	0	1	9	0	10
16:15	0	2	4	0	6
16:30	0	0	0	0	0
16:45	0	5	2	5	12
17:00	0	5	8	0	13
17:15	0	2	11	1	14
17:30	0	2	4	0	6
17:45	0	2	8	3	13
18:00	0	4	3	0	7
18:15	0	5	6	0	11
18:30	0	8	9	1	18
18:45	0	2	11	6	19
19:00	0	2	10	0	12
Peak Hour Total	0	12	14	5	31
PM Period Total	0	88	263	66	417
Total AM - PM	0	117	471	89	677

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					L St, NE					L St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	32	199	1	1	233	0	136	14	0	150	8	0	6	0	14	0	0	0	0	0	397
6:30	42	237	3	1	283	0	133	14	0	147	4	0	3	0	7	2	0	0	0	2	439
6:45	48	264	2	1	315	0	160	22	0	182	6	0	13	0	19	0	0	1	0	1	517
7:00	46	252	2	0	300	0	143	25	0	168	13	0	10	0	23	0	1	0	0	1	492
7:15	49	300	1	3	353	0	183	16	0	199	5	1	12	0	18	0	0	0	0	0	570
7:30	63	334	5	1	403	0	218	24	0	242	15	0	21	0	36	1	0	0	0	1	682
7:45	53	354	6	0	413	0	222	20	0	242	19	2	11	0	32	1	0	0	0	1	688
8:00	70	306	2	1	379	0	203	16	0	219	16	3	27	0	46	1	1	0	0	2	646
8:15	77	274	4	4	359	0	180	23	0	203	21	5	31	0	57	0	0	0	0	0	619
8:30	70	302	4	1	377	0	195	34	0	229	22	3	21	0	46	0	2	0	0	2	654
8:45	58	315	4	2	379	0	180	26	0	206	31	1	22	0	54	1	1	0	0	2	641
9:00	70	337	2	0	409	0	182	22	0	204	26	0	18	0	44	2	2	1	0	5	662
9:15	67	358	7	2	434	0	122	21	1	144	25	3	25	0	53	0	0	1	0	1	632
9:30	61	297	6	4	368	0	174	17	0	191	29	2	25	0	56	0	0	0	0	0	615
9:45	53	265	4	3	325	0	166	13	0	179	24	2	25	0	51	0	0	0	0	0	555
10:00	65	256	2	0	323	0	177	17	0	194	35	1	28	0	64	0	0	1	0	1	582
10:15	71	253	4	0	328	0	157	17	0	174	14	1	18	0	33	2	0	2	0	4	539
10:30	50	225	2	4	281	0	169	13	0	182	26	0	8	0	34	0	2	2	0	4	501
10:45	41	213	3	2	259	0	145	11	0	156	37	1	9	0	47	2	1	1	0	4	466
11:00	45	233	2	1	281	0	144	9	1	154	13	3	16	0	32	0	1	0	0	1	468
11:15	42	187	1	2	232	0	144	16	1	161	13	1	17	0	31	3	0	1	0	4	428
11:30	36	226	1	1	264	0	173	12	1	186	19	1	15	0	35	0	1	0	0	1	486
11:45	41	199	2	2	244	0	160	12	0	172	11	2	23	0	36	0	1	0	0	1	453
12:00	36	217	6	1	260	0	155	10	1	166	18	2	16	0	36	1	1	1	0	3	465
Peak Hour Total	263	1268	17	6	1554	0	823	83	0	906	71	10	90	0	171	3	1	0	0	4	2635
AM Period Total	1286	6403	76	37	7802	0	4021	424	5	4450	450	34	420	0	904	16	14	11	0	41	13197
12:15	43	204	1	6	254	0	148	14	0	162	17	3	27	0	47	2	2	2	0	6	469
12:30	50	191	2	3	246	0	170	11	0	181	20	0	23	0	43	0	0	2	0	2	472
12:45	41	202	2	2	247	0	170	7	0	177	17	0	23	0	40	3	0	0	0	3	467
13:00	42	209	6	3	260	0	168	14	1	183	15	2	11	0	28	0	1	0	0	1	472
13:15	38	202	2	6	248	0	175	11	0	186	22	3	16	0	41	0	3	2	0	5	480
13:30	39	199	5	3	246	0	171	17	0	188	13	1	21	0	35	0	0	0	0	0	469
13:45	30	187	1	4	222	0	151	11	0	162	15	0	30	0	45	1	0	0	0	1	430
14:00	46	237	4	2	289	0	169	7	0	176	22	0	24	0	46	2	0	0	0	2	513
14:15	52	191	1	1	245	0	184	12	0	196	18	0	25	0	43	3	1	0	0	4	488
14:30	49	223	5	0	277	0	194	8	0	202	17	2	29	0	48	4	4	0	0	8	535
14:45	38	223	3	2	266	0	185	16	0	201	26	0	39	0	65	2	2	0	0	4	536
15:00	56	226	8	3	293	0	207	7	0	214	28	2	24	0	54	3	1	0	0	4	565
15:15	39	188	1	3	231	0	210	12	0	222	27	0	38	0	65	3	2	1	0	6	524
15:30	51	198	2	1	252	1	175	14	0	190	23	2	27	0	52	6	2	1	0	9	503
15:45	51	203	1	3	258	0	230	16	0	246	34	1	34	0	69	2	4	1	0	7	580
16:00	69	195	2	0	266	0	247	21	0	268	22	3	22	0	47	6	3	0	0	9	590
16:15	70	175	3	0	248	0	235	19	0	254	33	0	25	0	58	1	2	0	0	3	563
16:30	62	224	4	2	292	0	281	10	1	292	32	0	30	0	62	1	1	1	0	3	649
16:45	69	195	2	4	270	0	245	13	2	260	28	0	46	0	74	1	1	0	0	2	606
17:00	64	164	5	4	237	0	271	18	0	289	18	1	18	0	37	0	2	1	0	3	566
17:15	71	186	5	1	263	0	232	15	0	247	31	4	32	0	67	3	3	2	0	8	585
17:30	79	201	2	0	282	0	232	16	0	248	22	1	33	0	56	3	0	0	1	4	590
17:45	78	207	2	0	287	0	221	13	2	236	16	4	36	0	56	2	3	0	0	5	584
18:00	75	219	2	4	300	0	242	18	0	260	18	1	33	0	52	3	2	2	0	7	619
18:15	77	191	4	0	272	1	243	14	0	258	15	0	25	0	40	1	4	0	0	5	575
18:30	71	209	3	1	284	0	277	15	0	292	18	0	26	0	44	4	1	0	0	5	625
18:45	44	226	3	1	274	0	314	14	0	328	9	1	19	0	29	0	2	0	0	2	633
19:00	52	187	1	4	244	0	242	12	1	255	17	0	16	0	33	1	3	0	0	4	536
Peak Hour Total	267	845	12	6	1130	1	1076	61	0	1138	60	2	103	0	165	8	9	2	0	19	2452
PM Period Total	1546	5662	82	63	7353	2	5989	375	7	6373	593	31	752	0	1376	57	49	15	1	122	15224
Total AM - PM	2832	12065	158	100	15155	2	10010	799	12	10823	1043	65	1172	0	2280	73	63	26	1	163	28421

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					L St, NE Westbound					L St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	3	13	0	0	16	0	5	3	0	8	0	0	0	0	0	0	0	0	0	0	24
6:30	1	7	0	0	8	0	8	2	0	10	1	0	0	0	1	0	0	0	0	0	19
6:45	2	8	0	0	10	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	17
7:00	3	11	0	0	14	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	23
7:15	5	10	0	0	15	0	13	1	0	14	3	0	0	0	3	0	0	0	0	0	32
7:30	1	18	0	0	19	0	9	2	0	11	0	0	1	0	1	0	0	1	0	0	32
7:45	1	11	0	0	12	0	14	1	0	15	0	0	1	0	1	0	0	0	0	0	28
8:00	2	7	0	0	9	0	13	2	0	15	0	0	0	0	0	0	0	0	0	0	24
8:15	4	14	0	0	18	0	12	1	0	13	2	0	1	0	3	0	0	0	0	0	34
8:30	2	8	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	26
8:45	0	14	0	0	14	0	10	1	0	11	1	0	0	0	1	0	0	0	0	0	26
9:00	2	22	0	0	24	0	10	2	0	12	0	0	2	0	2	0	1	0	0	1	39
9:15	2	13	0	0	15	0	9	0	0	9	1	0	1	0	2	0	0	0	0	0	26
9:30	4	16	0	0	20	0	10	3	0	13	2	0	0	0	2	0	0	0	0	0	35
9:45	2	14	0	0	16	0	14	0	0	14	1	0	0	0	1	0	0	0	0	0	31
10:00	0	8	0	0	8	0	17	3	0	20	2	0	1	0	3	0	0	0	0	0	31
10:15	0	12	0	0	12	0	16	0	0	16	2	0	0	0	2	0	0	0	0	0	30
10:30	3	16	0	0	19	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	37
10:45	0	21	0	0	21	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	36
11:00	0	13	0	0	13	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	25
11:15	1	24	0	0	25	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	40
11:30	1	12	0	0	13	0	15	0	0	15	2	0	1	0	3	0	0	0	0	0	31
11:45	2	9	0	0	11	0	14	1	0	15	1	0	1	0	2	0	0	0	0	0	28
12:00	5	15	0	0	20	0	8	2	0	10	1	0	0	0	1	0	0	0	0	0	31
Peak Hour Total	8	50	0	0	58	0	48	6	0	54	2	0	3	0	5	0	0	1	0	1	118
AM Period Total	46	316	0	0	362	0	285	27	0	312	20	0	9	0	29	0	1	1	0	2	705
12:15	3	10	0	0	13	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	30
12:30	0	22	0	0	22	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	35
12:45	2	17	0	0	19	0	6	1	0	7	1	0	1	0	2	0	0	1	0	1	29
13:00	1	14	0	0	15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	26
13:15	1	11	0	0	12	0	12	1	0	13	1	0	1	0	2	0	0	0	0	0	27
13:30	0	9	0	0	9	0	15	2	0	17	2	0	0	0	2	0	0	0	0	0	28
13:45	1	8	0	0	9	0	11	2	0	13	0	0	1	0	1	0	0	0	0	0	23
14:00	1	11	0	0	12	0	18	0	0	18	1	0	1	0	2	0	0	0	0	0	32
14:15	0	5	0	0	5	0	16	2	0	18	0	0	0	0	0	0	0	0	0	0	23
14:30	0	8	0	0	8	0	13	0	0	13	1	0	1	0	2	0	0	0	0	0	23
14:45	1	9	0	0	10	0	12	1	0	13	2	0	0	0	2	0	0	0	0	0	25
15:00	1	9	0	0	10	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	21
15:15	1	9	0	0	10	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	25
15:30	3	10	0	0	13	0	13	0	0	13	1	0	1	0	2	0	0	0	0	0	28
15:45	1	17	0	0	18	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	28
16:00	1	4	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
16:15	0	11	0	0	11	0	13	2	0	15	0	0	0	0	0	0	0	0	0	0	26
16:30	1	9	0	0	10	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	16
16:45	2	10	0	0	12	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	33
17:00	1	7	0	0	8	0	8	1	0	9	0	0	0	0	0	0	0	1	0	1	18
17:15	0	9	0	0	9	0	13	1	0	14	0	0	0	0	0	1	0	0	0	1	24
17:30	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
17:45	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
18:00	0	8	0	0	8	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	13
18:15	1	10	0	0	11	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	25
18:30	1	5	0	0	6	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	12
18:45	1	5	0	0	6	0	5	1	0	6	0	0	0	0	0	1	0	0	0	1	13
19:00	1	6	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
Peak Hour Total	3	28	0	0	31	0	27	4	0	31	0	0	0	0	0	1	0	0	0	1	63
PM Period Total	25	265	0	0	290	0	309	21	0	330	10	0	7	0	17	2	0	2	0	4	641
Total AM - PM	71	581	0	0	652	0	594	48	0	642	30	0	16	0	46	2	1	3	0	6	1346

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					L St, NE					L St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
AM Period Total	1	5	0	0	6	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	16
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Period Total	0	6	0	0	6	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	15
Total AM - PM	1	11	0	0	12	0	17	1	0	18	1	0	0	0	1	0	0	0	0	0	31

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					L St, NE					L St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	35	212	1	1	249	0	142	17	0	159	8	0	6	0	14	0	0	0	0	0	422
6:30	43	244	3	1	291	0	142	16	0	158	5	0	3	0	8	2	0	0	0	2	459
6:45	51	272	2	1	326	0	166	22	0	188	7	0	13	0	20	0	0	1	0	1	535
7:00	49	263	2	0	314	0	152	25	0	177	13	0	10	0	23	0	1	0	0	1	515
7:15	54	310	1	3	368	0	197	17	0	214	8	1	12	0	21	0	0	0	0	0	603
7:30	64	352	5	1	422	0	227	26	0	253	15	0	22	0	37	1	0	1	0	2	714
7:45	54	365	6	0	425	0	236	21	0	257	19	2	12	0	33	1	0	0	0	1	716
8:00	72	313	2	1	388	0	216	18	0	234	16	3	27	0	46	1	1	0	0	2	670
8:15	81	288	4	4	377	0	194	24	0	218	23	5	32	0	60	0	0	0	0	0	655
8:30	72	310	4	1	387	0	211	34	0	245	22	3	21	0	46	0	2	0	0	2	680
8:45	58	329	4	2	393	0	191	27	0	218	32	1	22	0	55	1	1	0	0	2	668
9:00	72	360	2	0	434	0	192	24	0	216	26	0	20	0	46	2	3	1	0	6	702
9:15	69	371	7	2	449	0	131	21	1	153	26	3	26	0	55	0	0	1	0	1	658
9:30	65	313	6	4	388	0	184	20	0	204	31	2	25	0	58	0	0	0	0	0	650
9:45	55	280	4	3	342	0	180	13	0	193	25	2	25	0	52	0	0	0	0	0	587
10:00	65	264	2	0	331	0	196	20	0	216	37	1	29	0	67	0	0	1	0	1	615
10:15	71	265	4	0	340	0	173	17	0	190	16	1	18	0	35	2	0	2	0	4	569
10:30	53	242	2	4	301	0	187	14	0	201	26	0	8	0	34	0	2	2	0	4	540
10:45	41	234	3	2	280	0	159	13	0	172	37	1	9	0	47	2	1	1	0	4	503
11:00	45	248	2	1	296	0	155	10	1	166	13	3	16	0	32	0	1	0	0	1	495
11:15	43	211	1	2	257	0	159	16	1	176	13	1	17	0	31	3	0	1	0	4	468
11:30	37	238	1	1	277	0	188	12	1	201	21	1	16	0	38	0	1	0	0	1	517
11:45	43	208	2	2	255	0	174	13	0	187	12	2	24	0	38	0	1	0	0	1	481
12:00	41	232	6	1	280	0	163	12	1	176	19	2	16	0	37	1	1	1	0	3	496
Peak Hour Total	271	1318	17	6	1612	0	873	89	0	962	73	10	93	0	176	3	1	1	0	5	2755
AM Period Total	1333	6724	76	37	8170	0	4315	452	5	4772	470	34	429	0	933	16	15	12	0	43	13918
12:15	46	215	1	6	268	0	164	14	0	178	18	3	27	0	48	2	2	2	0	6	500
12:30	50	213	2	3	268	0	182	12	0	194	20	0	23	0	43	0	0	2	0	2	507
12:45	43	219	2	2	266	0	179	8	0	187	18	0	24	0	42	3	0	1	0	4	499
13:00	43	223	6	3	275	0	179	14	1	194	15	2	11	0	28	0	1	0	0	1	498
13:15	39	213	2	6	260	0	187	12	0	199	23	3	17	0	43	0	3	2	0	5	507
13:30	39	209	5	3	256	0	186	19	0	205	15	1	21	0	37	0	0	0	0	0	498
13:45	31	195	1	4	231	0	162	13	0	175	15	0	31	0	46	1	0	0	0	1	453
14:00	47	249	4	2	302	0	187	7	0	194	23	0	25	0	48	2	0	0	0	2	546
14:15	52	197	1	1	251	0	200	14	0	214	18	0	25	0	43	3	1	0	0	4	512
14:30	49	232	5	0	286	0	209	8	0	217	18	2	30	0	50	4	4	0	0	8	561
14:45	39	232	3	2	276	0	198	17	0	215	28	0	39	0	67	2	2	0	0	4	562
15:00	57	236	8	3	304	0	217	8	0	225	29	2	24	0	55	3	1	0	0	4	588
15:15	40	197	1	3	241	0	224	13	0	237	27	0	38	0	65	3	2	1	0	6	549
15:30	54	208	2	1	265	1	188	14	0	203	24	2	28	0	54	6	2	1	0	9	531
15:45	52	220	1	3	276	0	239	16	0	255	34	1	35	0	70	2	4	1	0	7	608
16:00	70	199	2	0	271	0	257	21	0	278	22	3	22	0	47	6	3	0	0	9	605
16:15	70	186	3	0	259	0	249	21	0	270	33	0	25	0	58	1	2	0	0	3	590
16:30	63	233	4	2	302	0	286	11	1	298	32	0	30	0	62	1	1	1	0	3	665
16:45	71	205	2	4	282	0	266	13	2	281	28	0	46	0	74	1	1	0	0	2	639
17:00	65	171	5	4	245	0	279	19	0	298	18	1	18	0	37	0	2	2	0	4	584
17:15	71	195	5	1	272	0	245	16	0	261	31	4	32	0	67	4	3	2	0	9	609
17:30	79	205	2	0	286	0	236	16	0	252	22	1	33	0	56	3	0	0	1	4	598
17:45	78	215	2	0	295	0	231	13	2	246	16	4	36	0	56	2	3	0	0	5	602
18:00	75	227	2	4	308	0	246	19	0	265	18	1	33	0	52	3	2	2	0	7	632
18:15	78	201	4	0	283	1	256	15	0	272	15	0	25	0	40	1	4	0	0	5	600
18:30	72	214	3	1	290	0	282	16	0	298	18	0	26	0	44	4	1	0	0	5	637
18:45	45	231	3	1	280	0	319	15	0	334	9	1	19	0	29	1	2	0	0	3	646
19:00	53	193	1	4	251	0	253	12	1	266	17	0	16	0	33	1	3	0	0	4	554
Peak Hour Total	270	873	12	6	1161	1	1103	65	0	1169	60	2	103	0	165	9	9	2	0	20	2515
PM Period Total	1571	5933	82	63	7649	2	6306	396	7	6711	604	31	759	0	1394	59	49	17	1	126	15880
Total AM - PM	2904	12657	158	100	15819	2	10621	848	12	11483	1074	65	1188	0	2327	75	64	29	1	169	29798

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	L St, NE	L St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	1	1	2
6:45	0	0	1	0	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	1	0	0	1
8:00	1	0	1	0	2
8:15	0	0	4	0	4
8:30	0	2	3	1	6
8:45	0	3	9	1	13
9:00	1	2	4	1	8
9:15	0	2	7	0	9
9:30	1	0	2	0	3
9:45	0	0	1	1	2
10:00	0	1	0	0	1
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	1	0	1	0	2
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	1	0	0	2
11:45	0	1	1	0	2
12:00	0	1	0	1	2
Peak Hour Total	1	1	5	0	7
AM Period Total	6	14	35	6	61
12:15	2	0	0	0	2
12:30	1	0	1	1	3
12:45	0	1	0	0	1
13:00	0	0	1	0	1
13:15	0	3	1	2	6
13:30	0	3	0	1	4
13:45	0	0	0	0	0
14:00	0	0	1	0	1
14:15	1	3	0	1	5
14:30	2	0	0	0	2
14:45	0	1	0	0	1
15:00	0	0	0	0	0
15:15	0	2	0	0	2
15:30	2	1	0	0	3
15:45	0	0	0	0	0
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	0	2	0	0	2
16:45	0	2	0	0	2
17:00	1	0	0	0	1
17:15	1	1	0	1	3
17:30	3	1	0	2	6
17:45	3	2	0	0	5
18:00	1	3	1	0	5
18:15	0	4	1	1	6
18:30	0	2	2	1	5
18:45	0	0	1	0	1
19:00	0	4	0	1	5
Peak Hour Total	1	9	5	2	17
PM Period Total	17	36	9	11	73
Total AM - PM	23	50	44	17	134

Location: North Capitol St at L St, NE
Date Surveyed: 6/5/18

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					L St, NE					L St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	32	199	1	1	233	0	136	14	0	150	8	0	6	0	14	0	0	0	0	0	397
6:30	42	237	3	1	283	0	133	14	0	147	4	0	3	0	7	2	0	0	0	2	439
6:45	48	264	2	1	315	0	160	22	0	182	6	0	13	0	19	0	0	1	0	1	517
7:00	46	252	2	0	300	0	143	25	0	168	13	0	10	0	23	0	1	0	0	1	492
7:15	49	300	1	3	353	0	183	16	0	199	5	1	12	0	18	0	0	0	0	0	570
7:30	63	334	5	1	403	0	218	24	0	242	15	0	21	0	36	1	0	0	0	1	682
7:45	53	354	6	0	413	0	222	20	0	242	19	2	11	0	32	1	0	0	0	1	688
8:00	70	306	2	1	379	0	203	16	0	219	16	3	27	0	46	1	1	0	0	2	646
8:15	77	274	4	4	359	0	180	23	0	203	21	5	31	0	57	0	0	0	0	0	619
8:30	70	302	4	1	377	0	195	34	0	229	22	3	21	0	46	0	2	0	0	2	654
8:45	58	315	4	2	379	0	180	26	0	206	31	1	22	0	54	1	1	0	0	2	641
9:00	70	337	2	0	409	0	182	22	0	204	26	0	18	0	44	2	2	1	0	5	662
9:15	67	358	7	2	434	0	122	21	1	144	25	3	25	0	53	0	0	1	0	1	632
9:30	61	297	6	4	368	0	174	17	0	191	29	2	25	0	56	0	0	0	0	0	615
9:45	53	265	4	3	325	0	166	13	0	179	24	2	25	0	51	0	0	0	0	0	555
10:00	65	256	2	0	323	0	177	17	0	194	35	1	28	0	64	0	0	1	0	1	582
10:15	71	253	4	0	328	0	157	17	0	174	14	1	18	0	33	2	0	2	0	4	539
10:30	50	225	2	4	281	0	169	13	0	182	26	0	8	0	34	0	2	2	0	4	501
10:45	41	213	3	2	259	0	145	11	0	156	37	1	9	0	47	2	1	1	0	4	466
11:00	45	233	2	1	281	0	144	9	1	154	13	3	16	0	32	0	1	0	0	1	468
11:15	42	187	1	2	232	0	144	16	1	161	13	1	17	0	31	3	0	1	0	4	428
11:30	36	226	1	1	264	0	173	12	1	186	19	1	15	0	35	0	1	0	0	1	486
11:45	41	199	2	2	244	0	160	12	0	172	11	2	23	0	36	0	1	0	0	1	453
12:00	36	217	6	1	260	0	155	10	1	166	18	2	16	0	36	1	1	1	0	3	465
Peak Hour Total	263	1268	17	6	1554	0	823	83	0	906	71	10	90	0	171	3	1	0	0	4	2635
AM Period Total	1286	6403	76	37	7802	0	4021	424	5	4450	450	34	420	0	904	16	14	11	0	41	13197
12:15	43	204	1	6	254	0	148	14	0	162	17	3	27	0	47	2	2	2	0	6	469
12:30	50	191	2	3	246	0	170	11	0	181	20	0	23	0	43	0	0	2	0	2	472
12:45	41	202	2	2	247	0	170	7	0	177	17	0	23	0	40	3	0	0	0	3	467
13:00	42	209	6	3	260	0	168	14	1	183	15	2	11	0	28	0	1	0	0	1	472
13:15	38	202	2	6	248	0	175	11	0	186	22	3	16	0	41	0	3	2	0	5	480
13:30	39	199	5	3	246	0	171	17	0	188	13	1	21	0	35	0	0	0	0	0	469
13:45	30	187	1	4	222	0	151	11	0	162	15	0	30	0	45	1	0	0	0	1	430
14:00	46	237	4	2	289	0	169	7	0	176	22	0	24	0	46	2	0	0	0	2	513
14:15	52	191	1	1	245	0	184	12	0	196	18	0	25	0	43	3	1	0	0	4	488
14:30	49	223	5	0	277	0	194	8	0	202	17	2	29	0	48	4	4	0	0	8	535
14:45	38	223	3	2	266	0	185	16	0	201	26	0	39	0	65	2	2	0	0	4	536
15:00	56	226	8	3	293	0	207	7	0	214	28	2	24	0	54	3	1	0	0	4	565
15:15	39	188	1	3	231	0	210	12	0	222	27	0	38	0	65	3	2	1	0	6	524
15:30	51	198	2	1	252	1	175	14	0	190	23	2	27	0	52	6	2	1	0	9	503
15:45	51	203	1	3	258	0	230	16	0	246	34	1	34	0	69	2	4	1	0	7	580
16:00	69	195	2	0	266	0	247	21	0	268	22	3	22	0	47	6	3	0	0	9	590
16:15	70	175	3	0	248	0	235	19	0	254	33	0	25	0	58	1	2	0	0	3	563
16:30	62	224	4	2	292	0	281	10	1	292	32	0	30	0	62	1	1	1	0	3	649
16:45	69	195	2	4	270	0	245	13	2	260	28	0	46	0	74	1	1	0	0	2	606
17:00	64	164	5	4	237	0	271	18	0	289	18	1	18	0	37	0	2	1	0	3	566
17:15	71	186	5	1	263	0	232	15	0	247	31	4	32	0	67	3	3	2	0	8	585
17:30	79	201	2	0	282	0	232	16	0	248	22	1	33	0	56	3	0	0	1	4	590
17:45	78	207	2	0	287	0	221	13	2	236	16	4	36	0	56	2	3	0	0	5	584
18:00	75	219	2	4	300	0	242	18	0	260	18	1	33	0	52	3	2	2	0	7	619
18:15	77	191	4	0	272	1	243	14	0	258	15	0	25	0	40	1	4	0	0	5	575
18:30	71	209	3	1	284	0	277	15	0	292	18	0	26	0	44	4	1	0	0	5	625
18:45	44	226	3	1	274	0	314	14	0	328	9	1	19	0	29	0	2	0	0	2	633
19:00	52	187	1	4	244	0	242	12	1	255	17	0	16	0	33	1	3	0	0	4	536
Peak Hour Total	267	845	12	6	1130	1	1076	61	0	1138	60	2	103	0	165	8	9	2	0	19	2452
PM Period Total	1546	5662	82	63	7353	2	5989	375	7	6373	593	31	752	0	1376	57	49	15	1	122	15224
Total AM - PM	2832	12065	158	100	15155	2	10010	799	12	10823	1043	65	1172	0	2280	73	63	26	1	163	28421

Location: North Capitol St at L St, NE
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	L St, NE	L St, NW	
	Across North	Across South	Across East	Across West	
6:15	3	13	9	8	33
6:30	0	6	10	4	20
6:45	2	1	12	8	23
7:00	0	1	15	3	19
7:15	1	0	13	8	22
7:30	4	1	14	9	28
7:45	10	0	14	20	44
8:00	8	1	33	17	59
8:15	11	0	30	20	61
8:30	9	1	35	20	65
8:45	10	3	46	21	80
9:00	21	3	60	26	110
9:15	9	3	35	13	60
9:30	9	4	29	12	54
9:45	20	6	23	16	65
10:00	7	0	18	12	37
10:15	6	2	21	15	44
10:30	3	2	20	10	35
10:45	2	1	22	13	38
11:00	7	5	21	18	51
11:15	9	0	29	10	48
11:30	4	1	27	15	47
11:45	4	3	17	18	42
12:00	2	1	31	9	43
Peak Hour Total	33	2	91	66	192
AM Period Total	161	58	584	325	1128
12:15	4	4	30	12	50
12:30	4	5	43	10	62
12:45	8	1	35	12	56
13:00	1	2	32	14	49
13:15	2	1	22	13	38
13:30	4	4	22	12	42
13:45	10	2	29	14	55
14:00	10	4	25	13	52
14:15	3	3	25	11	42
14:30	5	3	25	12	45
14:45	2	4	12	10	28
15:00	3	6	26	14	49
15:15	2	17	14	10	43
15:30	2	6	28	14	50
15:45	4	1	18	18	41
16:00	6	6	21	10	43
16:15	3	3	25	17	48
16:30	13	3	19	17	52
16:45	2	3	16	10	31
17:00	4	1	29	17	51
17:15	10	2	40	10	62
17:30	10	3	38	12	63
17:45	15	3	40	26	84
18:00	12	3	25	13	53
18:15	8	5	30	15	58
18:30	2	7	31	20	60
18:45	4	4	32	16	56
19:00	12	6	33	5	56
Peak Hour Total	26	19	118	64	227
PM Period Total	165	112	765	377	1419
Total AM - PM	326	170	1349	702	2547

Location: North Capitol St at K St
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					K St, NE					K St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	10	146	50	0	206	4	118	14	0	136	9	32	6	0	47	33	46	3	0	82	471
6:30	4	175	61	0	240	2	112	21	0	135	13	33	6	0	52	34	43	11	0	88	515
6:45	13	175	67	0	255	2	137	16	0	155	13	56	6	0	75	43	37	6	0	86	571
7:00	13	181	70	0	264	3	114	24	0	141	14	84	9	0	107	45	63	6	0	114	626
7:15	0	211	57	0	268	1	150	25	0	176	10	129	17	0	156	42	60	4	0	106	706
7:30	0	234	89	0	323	6	197	25	0	228	15	158	22	0	195	34	52	4	0	90	836
7:45	0	237	96	0	333	7	235	35	0	277	18	176	21	0	215	30	64	8	0	102	927
8:00	0	232	78	0	310	9	222	34	0	265	23	165	19	0	207	33	66	11	0	110	892
8:15	0	182	78	0	260	13	160	39	0	212	25	159	25	0	209	34	63	5	0	102	783
8:30	0	205	74	0	279	11	176	51	0	238	27	146	20	0	193	30	80	9	0	119	829
8:45	0	233	85	0	318	14	150	29	0	193	32	162	18	0	212	33	72	7	0	112	835
9:00	0	248	93	0	341	13	156	32	0	201	20	111	18	0	149	29	62	10	0	101	792
9:15	0	255	108	0	363	4	118	39	0	161	12	131	15	0	158	29	66	10	0	105	787
9:30	2	202	108	0	312	9	128	25	0	162	16	141	26	0	183	40	47	8	0	95	752
9:45	12	174	87	0	273	13	130	17	1	161	12	134	31	0	177	24	73	8	0	105	716
10:00	16	164	88	0	268	8	134	30	1	173	17	117	16	1	151	30	50	18	0	98	690
10:15	13	187	61	0	261	6	144	21	0	171	4	79	10	0	93	42	60	3	0	105	630
10:30	5	146	67	2	220	10	141	29	0	180	11	74	9	0	94	32	53	7	0	92	586
10:45	11	135	56	0	202	8	121	23	0	152	18	80	16	0	114	25	67	5	0	97	565
11:00	14	156	39	0	209	3	101	23	1	128	18	64	19	0	101	35	65	9	0	109	547
11:15	8	144	49	0	201	5	114	29	0	148	17	60	14	0	91	37	55	11	0	103	543
11:30	12	147	67	0	226	6	133	22	1	162	14	77	21	0	112	25	64	14	0	103	603
11:45	14	136	65	0	215	7	112	20	0	139	13	68	16	0	97	40	59	7	0	106	557
12:00	11	152	55	0	218	5	106	28	2	141	23	72	19	0	114	45	65	17	0	127	600
Peak Hour Total	0	885	341	0	1226	35	814	133	0	982	81	658	87	0	826	131	245	28	0	404	3438
AM Period Total	158	4457	1748	2	6365	169	3409	651	6	4235	394	2508	399	1	3302	824	1432	201	0	2457	16359
12:15	24	141	53	0	218	5	106	24	0	135	18	64	15	0	97	32	67	13	0	112	562
12:30	8	141	68	0	217	11	122	19	0	152	12	70	19	0	101	38	56	14	0	108	578
12:45	10	155	50	0	215	2	132	20	0	154	14	56	11	0	81	35	59	14	0	108	558
13:00	9	154	62	0	225	10	116	24	0	150	20	69	17	0	106	40	64	13	0	117	598
13:15	9	171	46	0	226	6	130	18	0	154	25	61	20	0	106	49	68	16	0	133	619
13:30	13	132	52	0	197	1	118	17	0	136	19	67	28	0	114	49	72	13	0	134	581
13:45	8	141	56	0	205	8	109	20	0	137	22	70	18	0	110	32	76	20	0	128	580
14:00	11	164	71	0	246	6	118	19	0	143	20	66	17	0	103	37	80	13	0	130	622
14:15	13	134	56	0	203	6	128	12	0	146	25	76	21	0	122	42	71	12	0	125	596
14:30	10	155	55	1	221	2	127	26	0	155	21	88	17	0	126	29	75	18	0	122	624
14:45	8	167	64	0	239	12	137	24	0	173	27	80	18	0	125	40	93	17	0	150	687
15:00	12	153	85	1	251	5	147	19	0	171	15	76	10	0	101	48	77	10	0	135	658
15:15	8	139	71	0	218	14	151	20	1	186	9	62	23	0	94	48	90	11	0	149	647
15:30	12	132	73	1	218	9	142	23	0	174	18	86	13	0	117	55	86	17	0	158	667
15:45	14	137	80	0	231	3	157	28	0	188	22	89	25	0	136	45	103	9	0	157	712
16:00	11	140	64	0	215	4	172	23	0	199	16	77	20	0	113	48	106	11	0	165	692
16:15	12	122	63	0	197	0	184	22	0	206	10	90	21	0	121	53	113	17	0	183	707
16:30	14	147	89	0	250	0	226	34	0	260	20	92	18	1	131	53	109	10	0	172	813
16:45	10	151	57	0	218	0	190	41	0	231	23	102	15	0	140	50	150	19	0	219	808
17:00	10	133	46	0	189	0	227	39	0	266	24	105	27	0	156	58	162	15	0	235	846
17:15	18	133	58	0	209	1	182	40	0	223	27	94	26	0	147	50	159	6	0	215	794
17:30	11	154	54	0	219	0	195	30	0	225	22	93	20	0	135	41	153	16	0	210	789
17:45	10	155	44	0	209	1	190	39	0	230	20	74	15	0	109	39	140	17	0	196	744
18:00	23	137	55	0	215	0	190	25	0	215	24	79	17	0	120	38	141	13	0	192	742
18:15	12	133	52	0	197	0	203	14	0	217	22	93	23	0	138	38	133	11	0	182	734
18:30	19	153	42	0	214	2	218	17	0	237	22	72	21	0	115	48	121	21	0	190	756
18:45	18	153	54	0	225	4	241	31	0	276	9	64	21	0	94	58	115	7	0	180	775
19:00	30	120	57	0	207	5	187	14	1	207	11	62	24	0	97	52	101	8	0	161	672
Peak Hour Total	52	564	250	0	866	1	825	154	0	980	94	393	86	1	574	211	580	50	0	841	3261
PM Period Total	367	4047	1677	3	6094	117	4545	682	2	5346	537	2177	540	1	3255	1245	2840	381	0	4466	19161
Total AM - PM	525	8504	3425	5	12459	286	7954	1333	8	9581	931	4685	939	2	6557	2069	4272	582	0	6923	35520

Location: North Capitol St at K St
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					K St, NE Westbound					K St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	1	4	4	0	9	0	5	2	0	7	4	5	0	0	9	3	4	0	0	7	32
6:30	1	9	2	0	12	0	7	1	0	8	2	7	0	0	9	4	1	0	0	5	34
6:45	0	5	1	0	6	1	4	1	0	6	3	9	0	0	12	1	3	0	0	4	28
7:00	1	8	4	0	13	1	6	1	0	8	5	11	1	0	17	2	1	0	0	3	41
7:15	0	10	3	0	13	1	14	1	0	16	3	15	0	0	18	2	2	0	0	4	51
7:30	0	12	8	0	20	0	7	0	0	7	3	7	0	0	10	4	3	0	0	7	44
7:45	0	7	6	0	13	1	8	3	0	12	5	10	2	0	17	3	6	0	0	9	51
8:00	0	5	2	0	7	0	8	1	0	9	3	9	3	0	15	3	4	0	0	7	38
8:15	0	10	4	0	14	0	12	1	0	13	0	4	0	0	4	3	6	1	0	10	41
8:30	0	8	3	0	11	1	10	0	0	11	5	7	1	0	13	3	4	0	0	7	42
8:45	0	12	3	0	15	0	11	0	0	11	3	9	0	0	12	1	3	1	0	5	43
9:00	0	17	4	0	21	2	6	3	0	11	2	4	4	0	10	2	4	0	0	6	48
9:15	1	12	3	0	16	0	6	2	0	8	6	5	1	0	12	1	1	0	0	2	38
9:30	0	11	4	0	15	1	8	3	0	12	2	7	2	0	11	4	4	0	0	8	46
9:45	1	12	0	0	13	0	9	1	0	10	0	8	1	0	9	5	7	1	0	13	45
10:00	0	3	5	0	8	0	14	3	0	17	2	7	2	0	11	3	6	0	0	9	45
10:15	0	5	4	0	9	0	13	0	0	13	0	8	1	0	9	3	0	0	0	3	34
10:30	0	6	4	0	10	0	11	0	0	11	0	8	1	0	9	5	3	1	0	9	39
10:45	1	7	6	0	14	0	10	1	0	11	0	8	2	0	10	3	5	0	0	8	43
11:00	1	7	2	0	10	0	7	2	0	9	0	8	6	0	14	1	4	0	0	5	38
11:15	0	18	5	0	23	0	10	2	0	12	0	6	1	0	7	3	8	1	0	12	54
11:30	0	9	4	0	13	2	12	0	0	14	1	3	1	0	5	1	2	0	0	3	35
11:45	0	9	1	0	10	2	11	1	0	14	0	4	2	0	6	4	8	1	0	13	43
12:00	2	12	3	0	17	0	7	0	0	7	0	4	2	0	6	2	6	1	0	9	39
Peak Hour Total	0	34	20	0	54	1	35	5	0	41	11	30	5	0	46	13	19	1	0	33	174
AM Period Total	9	218	85	0	312	12	216	29	0	257	49	173	33	0	255	66	95	7	0	168	992
12:15	0	8	2	0	10	0	9	1	0	10	1	4	2	0	7	3	4	1	0	8	35
12:30	0	15	4	0	19	0	7	1	0	8	1	7	0	0	8	6	5	0	0	11	46
12:45	0	13	3	0	16	0	6	2	0	8	0	3	1	0	4	1	4	1	0	6	34
13:00	2	7	5	0	14	0	8	3	0	11	0	1	1	0	2	1	5	0	0	6	33
13:15	2	7	3	0	12	0	11	0	0	11	0	5	1	0	6	2	5	0	0	7	36
13:30	1	7	3	0	11	0	12	1	0	13	2	2	0	0	4	4	5	1	0	10	38
13:45	0	6	3	0	9	0	4	0	0	4	1	7	4	0	12	4	5	1	0	10	35
14:00	1	6	7	0	14	0	13	1	0	14	1	5	1	0	7	2	5	1	0	8	43
14:15	1	3	0	0	4	0	15	1	0	16	1	4	0	0	5	3	4	0	0	7	32
14:30	1	6	2	0	9	1	7	2	0	10	1	4	1	0	6	5	7	0	0	12	37
14:45	0	8	3	0	11	1	11	2	0	14	0	9	1	0	10	2	4	2	0	8	43
15:00	0	7	3	0	10	0	9	0	0	9	1	5	2	0	8	2	6	2	0	10	37
15:15	1	6	6	0	13	0	12	1	0	13	2	6	0	0	8	4	5	0	0	9	43
15:30	0	10	2	0	12	2	9	3	0	14	3	2	0	0	5	2	6	0	0	8	39
15:45	0	15	4	0	19	0	7	2	0	9	1	3	0	0	4	2	4	2	0	8	40
16:00	0	0	2	0	2	0	6	6	0	12	0	5	0	0	5	2	2	2	0	6	25
16:15	3	8	1	0	12	0	11	3	0	14	3	3	0	0	6	3	7	0	0	10	42
16:30	0	10	2	0	12	0	6	2	0	8	0	5	0	0	5	1	6	1	0	8	33
16:45	0	7	3	0	10	0	19	3	0	22	0	2	2	0	4	1	4	1	0	6	42
17:00	0	7	2	0	9	0	6	6	0	12	0	3	0	0	3	3	4	1	0	8	32
17:15	0	6	3	0	9	0	10	1	0	11	0	0	2	0	2	3	4	0	0	7	29
17:30	0	4	1	0	5	0	4	3	0	7	1	3	1	0	5	0	8	0	0	8	25
17:45	1	6	2	0	9	0	7	2	0	9	0	3	0	0	3	2	2	1	0	5	26
18:00	1	5	4	0	10	0	4	4	0	8	0	0	0	0	0	1	5	0	0	6	24
18:15	0	6	1	0	7	0	13	2	0	15	0	2	2	0	4	0	9	1	0	10	36
18:30	0	6	1	0	7	0	3	3	0	6	0	0	0	0	0	3	2	0	0	5	18
18:45	1	3	1	0	5	0	6	0	0	6	0	2	0	0	2	0	8	0	0	8	21
19:00	1	5	0	0	6	0	10	1	0	11	0	1	0	0	1	1	3	0	0	4	22
Peak Hour Total	0	30	10	0	40	0	41	12	0	53	0	10	4	0	14	8	18	3	0	29	136
PM Period Total	16	197	73	0	286	4	245	56	0	305	19	96	21	0	136	63	138	18	0	219	946
Total AM - PM	25	415	158	0	598	16	461	85	0	562	68	269	54	0	391	129	233	25	0	387	1938

Location: North Capitol St at K St
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					K St, NE					K St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4
9:45	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	5
10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Period Total	0	3	3	0	6	0	8	3	0	11	2	7	0	0	9	0	1	0	0	1	27
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
13:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Period Total	0	10	0	0	10	0	8	1	0	9	0	4	0	0	4	0	1	0	0	1	24
Total AM - PM	0	13	3	0	16	0	16	4	0	20	2	11	0	0	13	0	2	0	0	2	51

Location: North Capitol St at K St
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					K St, NE					K St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	11	150	54	0	215	4	124	16	0	144	13	37	6	0	56	36	50	3	0	89	504
6:30	5	184	63	0	252	2	120	22	0	144	15	40	6	0	61	38	44	11	0	93	550
6:45	13	180	69	0	262	3	141	17	0	161	16	65	6	0	87	44	40	6	0	90	600
7:00	14	189	74	0	277	4	120	25	0	149	19	95	10	0	124	47	64	6	0	117	667
7:15	0	221	60	0	281	2	165	26	0	193	13	144	17	0	174	44	62	4	0	110	758
7:30	0	246	97	0	343	6	204	25	0	235	18	165	22	0	205	38	55	4	0	97	880
7:45	0	244	102	0	346	8	243	38	0	289	23	186	23	0	232	33	70	8	0	111	978
8:00	0	237	80	0	317	9	230	35	0	274	26	174	22	0	222	36	70	11	0	117	930
8:15	0	192	82	0	274	13	172	40	0	225	25	163	25	0	213	37	69	6	0	112	824
8:30	0	213	77	0	290	12	186	52	0	250	32	154	21	0	207	33	84	9	0	126	873
8:45	0	245	88	0	333	14	161	29	0	204	35	172	18	0	225	34	75	8	0	117	879
9:00	0	265	97	0	362	15	162	35	0	212	22	115	22	0	159	31	66	10	0	107	840
9:15	1	267	111	0	379	4	124	42	0	170	18	136	16	0	170	30	67	10	0	107	826
9:30	2	214	112	0	328	10	136	28	0	174	19	149	28	0	196	44	52	8	0	104	802
9:45	13	187	88	0	288	13	139	18	1	171	12	143	32	0	187	29	80	9	0	118	764
10:00	16	167	93	0	276	8	150	33	1	192	19	124	18	1	162	33	56	18	0	107	737
10:15	13	192	65	0	270	6	157	21	0	184	4	87	11	0	102	45	60	3	0	108	664
10:30	5	152	72	2	231	10	153	29	0	192	12	84	10	0	106	37	56	8	0	101	630
10:45	12	142	62	0	216	8	132	24	0	164	18	88	18	0	124	28	72	5	0	105	609
11:00	15	164	41	0	220	3	108	26	1	138	18	72	25	0	115	36	69	9	0	114	587
11:15	8	162	54	0	224	5	124	31	0	160	17	67	15	0	99	40	63	12	0	115	598
11:30	12	156	71	0	239	8	146	22	1	177	15	80	22	0	117	26	66	14	0	106	639
11:45	14	145	66	0	225	9	123	21	0	153	13	72	18	0	103	44	67	8	0	119	600
12:00	13	164	58	0	235	5	113	28	2	148	23	76	21	0	120	47	71	18	0	136	639
Peak Hour Total	0	919	361	0	1280	36	849	138	0	1023	92	688	92	0	872	144	264	29	0	437	3612
AM Period Total	167	4678	1836	2	6683	181	3633	683	6	4503	445	2688	432	1	3566	890	1528	208	0	2626	17378
12:15	24	150	55	0	229	5	115	25	0	145	19	68	17	0	104	35	72	14	0	121	599
12:30	8	157	72	0	237	11	129	20	0	160	13	77	19	0	109	44	61	14	0	119	625
12:45	10	169	53	0	232	2	141	22	0	165	14	59	12	0	85	36	63	15	0	114	596
13:00	11	162	67	0	240	10	124	28	0	162	20	70	18	0	108	41	69	13	0	123	633
13:15	11	178	49	0	238	6	141	18	0	165	25	66	21	0	112	51	73	16	0	140	655
13:30	14	141	55	0	210	1	130	18	0	149	21	70	28	0	119	53	77	14	0	144	622
13:45	8	147	59	0	214	8	113	20	0	141	23	77	22	0	122	36	81	21	0	138	615
14:00	12	171	78	0	261	6	132	20	0	158	21	71	18	0	110	39	85	14	0	138	667
14:15	14	138	56	0	208	6	143	13	0	162	26	80	21	0	127	45	75	12	0	132	629
14:30	11	162	57	1	231	3	135	28	0	166	22	92	18	0	132	34	82	18	0	134	663
14:45	8	175	67	0	250	13	150	26	0	189	27	89	19	0	135	42	97	19	0	158	732
15:00	12	161	88	1	262	5	156	19	0	180	16	81	12	0	109	50	83	12	0	145	696
15:15	9	145	77	0	231	14	163	21	1	199	11	68	23	0	102	52	95	11	0	158	690
15:30	12	142	75	1	230	11	151	26	0	188	21	88	13	0	122	57	92	17	0	166	706
15:45	14	152	84	0	250	3	164	30	0	197	23	92	25	0	140	47	107	11	0	165	752
16:00	11	140	66	0	217	4	178	29	0	211	16	82	20	0	118	50	108	13	0	171	717
16:15	15	130	64	0	209	0	196	25	0	221	13	93	21	0	127	56	120	17	0	193	750
16:30	14	157	91	0	262	0	232	36	0	268	20	97	18	1	136	54	115	11	0	180	846
16:45	10	158	60	0	228	0	209	44	0	253	23	104	17	0	144	51	154	20	0	225	850
17:00	10	140	48	0	198	0	233	45	0	278	24	108	27	0	159	61	166	16	0	243	878
17:15	18	139	61	0	218	1	192	41	0	234	27	94	28	0	149	53	163	6	0	222	823
17:30	11	158	55	0	224	0	199	33	0	232	23	99	21	0	143	41	161	16	0	218	817
17:45	11	161	46	0	218	1	197	41	0	239	20	77	15	0	112	41	142	18	0	201	770
18:00	24	142	59	0	225	0	194	29	0	223	24	79	17	0	120	39	146	13	0	198	766
18:15	12	139	53	0	204	0	216	16	0	232	22	95	25	0	142	38	142	12	0	192	770
18:30	19	159	43	0	221	2	221	20	0	243	22	72	21	0	115	51	123	21	0	195	774
18:45	19	156	55	0	230	4	247	31	0	282	9	66	21	0	96	58	123	7	0	188	796
19:00	31	125	57	0	213	5	197	15	1	218	11	63	24	0	98	53	104	8	0	165	694
Peak Hour Total	52	594	260	0	906	1	866	166	0	1033	94	403	90	1	588	219	598	53	0	870	3397
PM Period Total	383	4254	1750	3	6390	121	4798	739	2	5660	556	2277	561	1	3395	1308	2979	399	0	4686	20131
Total AM - PM	550	8932	3586	5	13073	302	8431	1422	8	10163	1001	4965	993	2	6961	2198	4507	607	0	7312	37509

Location: North Capitol St at K St
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	K St, NE	K St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	2	0	2
6:30	0	0	0	0	0
6:45	0	0	3	1	4
7:00	0	0	5	3	8
7:15	0	0	4	0	4
7:30	0	0	12	0	12
7:45	0	1	4	1	6
8:00	0	0	11	3	14
8:15	0	0	15	2	17
8:30	1	0	12	2	15
8:45	1	1	18	2	22
9:00	0	0	15	2	17
9:15	1	1	18	6	26
9:30	0	0	18	2	20
9:45	0	0	8	5	13
10:00	0	0	10	2	12
10:15	0	0	4	2	6
10:30	0	0	3	3	6
10:45	0	1	5	1	7
11:00	0	0	2	2	4
11:15	0	0	3	0	3
11:30	1	1	1	1	4
11:45	0	1	4	6	11
12:00	0	0	5	5	10
Peak Hour Total	0	1	42	6	49
AM Period Total	4	6	182	51	243
12:15	1	0	2	0	3
12:30	2	0	3	2	7
12:45	1	2	3	2	8
13:00	1	0	5	1	7
13:15	0	1	4	4	9
13:30	0	1	3	2	6
13:45	0	0	0	7	7
14:00	0	0	2	3	5
14:15	0	1	0	2	3
14:30	1	0	0	1	2
14:45	0	1	2	1	4
15:00	0	0	7	5	12
15:15	1	1	0	3	5
15:30	2	1	2	4	9
15:45	1	0	0	5	6
16:00	0	0	1	6	7
16:15	0	1	1	5	7
16:30	1	1	0	5	7
16:45	0	1	4	5	10
17:00	0	1	6	5	12
17:15	1	0	8	8	17
17:30	0	2	14	4	20
17:45	1	0	3	16	20
18:00	0	0	5	23	28
18:15	1	0	7	18	26
18:30	3	2	6	26	37
18:45	0	1	7	15	23
19:00	0	2	4	17	23
Peak Hour Total	2	3	18	23	46
PM Period Total	17	19	99	195	330
Total AM - PM	21	25	281	246	573

Location: North Capitol St at K St
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	K St, NE	K St, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	0	2	0	0	2
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	1	0	0	1
7:45	0	2	2	0	4
8:00	0	3	0	2	5
8:15	2	3	2	0	7
8:30	0	5	2	0	7
8:45	0	3	2	0	5
9:00	2	9	3	1	15
9:15	1	6	1	0	8
9:30	0	3	2	1	6
9:45	0	0	1	0	1
10:00	0	0	1	0	1
10:15	0	0	0	1	1
10:30	0	0	0	0	0
10:45	0	0	0	1	1
11:00	0	0	0	0	0
11:15	1	0	1	1	3
11:30	1	0	0	0	1
11:45	1	0	2	0	3
12:00	0	1	0	0	1
Peak Hour Total	2	9	4	2	17
AM Period Total	8	38	20	7	73
12:15	0	2	1	0	3
12:30	0	1	4	0	5
12:45	0	1	0	0	1
13:00	0	0	0	0	0
13:15	1	1	1	1	4
13:30	0	0	1	0	1
13:45	0	0	0	0	0
14:00	1	0	1	0	2
14:15	0	3	1	1	5
14:30	0	2	0	0	2
14:45	0	5	1	1	7
15:00	0	3	1	0	4
15:15	0	1	2	0	3
15:30	0	1	0	1	2
15:45	0	1	2	2	5
16:00	0	0	1	0	1
16:15	1	7	6	4	18
16:30	1	4	3	2	10
16:45	0	2	0	4	6
17:00	0	4	0	2	6
17:15	0	5	3	0	8
17:30	3	2	3	0	8
17:45	0	4	3	0	7
18:00	0	11	2	0	13
18:15	1	6	1	1	9
18:30	0	3	0	2	5
18:45	1	3	1	2	7
19:00	0	3	0	1	4
Peak Hour Total	1	15	6	8	30
PM Period Total	9	75	38	24	146
Total AM - PM	17	113	58	31	219

Location: North Capitol St at K St
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	K St, NE	K St, NW	
	Across North	Across South	Across East	Across West	
6:15	3	4	10	9	26
6:30	1	4	15	9	29
6:45	2	8	17	16	43
7:00	0	8	17	6	31
7:15	1	9	14	10	34
7:30	2	14	22	16	54
7:45	2	14	31	24	71
8:00	0	22	38	26	86
8:15	6	29	34	32	101
8:30	4	31	36	33	104
8:45	8	42	71	25	146
9:00	4	34	62	14	114
9:15	8	38	45	41	132
9:30	5	20	43	26	94
9:45	3	33	34	25	95
10:00	2	14	18	20	54
10:15	2	28	22	15	67
10:30	3	18	28	4	53
10:45	3	13	25	13	54
11:00	2	13	32	7	54
11:15	3	14	38	12	67
11:30	1	16	22	22	61
11:45	2	26	19	24	71
12:00	6	15	39	12	72
Peak Hour Total	10	79	125	98	312
AM Period Total	73	467	732	441	1713
12:15	6	31	35	15	87
12:30	5	23	43	25	96
12:45	6	25	44	19	94
13:00	4	29	41	31	105
13:15	6	19	33	31	89
13:30	5	23	31	17	76
13:45	8	19	30	20	77
14:00	2	24	33	23	82
14:15	7	22	25	24	78
14:30	4	8	26	13	51
14:45	0	14	25	15	54
15:00	0	28	27	17	72
15:15	0	15	26	25	66
15:30	3	15	25	22	65
15:45	3	14	21	28	66
16:00	6	18	16	22	62
16:15	4	20	26	36	86
16:30	4	19	22	23	68
16:45	5	24	25	33	87
17:00	10	18	30	37	95
17:15	6	26	35	36	103
17:30	1	28	48	30	107
17:45	1	27	42	33	103
18:00	2	26	20	34	82
18:15	9	23	23	30	85
18:30	2	27	22	21	72
18:45	11	15	29	15	70
19:00	6	19	23	8	56
Peak Hour Total	25	87	112	129	353
PM Period Total	126	599	826	683	2234
Total AM - PM	199	###	###	###	3947

Location: North Capitol St at I St, NW
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																			Interval Total	
	North Capitol St					North Capitol St					Westbound					I St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total
6:15	0	144	0	0	144	0	110	0	1	111					0	0	0	0	0	0	255
6:30	0	185	0	0	185	0	126	0	1	127					0	0	0	0	0	0	312
6:45	0	200	0	0	200	0	155	0	0	155					0	0	0	0	0	0	355
7:00	0	201	0	1	202	0	150	0	2	152					0	0	0	0	0	0	354
7:15	0	227	0	0	227	0	164	0	0	164					0	0	0	0	0	0	391
7:30	0	236	0	0	236	0	183	0	0	183					0	0	0	0	0	0	419
7:45	0	238	0	2	240	0	221	0	0	221					0	0	0	0	0	0	461
8:00	0	248	0	2	250	0	235	0	0	235					0	0	0	0	0	0	485
8:15	0	253	0	3	256	0	212	0	0	212					0	0	0	0	0	0	468
8:30	0	261	0	0	261	0	230	0	1	231					0	0	0	0	0	0	492
8:45	0	254	0	1	255	0	189	0	2	191					0	0	0	0	0	0	446
9:00	0	283	0	3	286	0	207	0	1	208					0	0	0	0	0	0	494
9:15	0	263	0	7	270	0	180	0	2	182					0	0	0	0	0	0	452
9:30	0	240	0	1	241	0	152	0	2	154					0	0	0	0	0	0	395
9:45	0	236	0	1	237	0	188	0	2	190					0	0	0	0	0	0	427
10:00	0	180	0	0	180	0	190	0	1	191					0	0	0	0	0	0	371
10:15	0	201	0	1	202	0	156	0	2	158					0	0	0	0	0	0	360
10:30	0	204	0	3	207	0	179	0	1	180					0	0	0	0	0	0	387
10:45	0	178	0	0	178	0	174	0	1	175					0	0	0	0	0	0	353
11:00	0	220	0	4	224	0	142	0	0	142					0	0	0	0	0	0	366
11:15	0	162	0	1	163	0	145	0	2	147					0	0	0	0	0	0	310
11:30	0	172	0	2	174	0	161	0	1	162					0	0	0	0	0	0	336
11:45	0	169	0	1	170	0	156	0	3	159					0	0	0	0	0	0	329
12:00	0	151	0	2	153	0	135	0	0	135					0	0	0	0	0	0	288
Peak Hour Total	0	1000	0	7	1007	0	898	0	1	899	0	0	0	0	0	0	0	0	0	0	1906
AM Period Total	0	5106	0	35	5141	0	4140	0	25	4165	0	0	0	0	0	0	0	0	0	0	9306
12:15	0	192	0	0	192	0	156	0	3	159					0	0	0	0	0	0	351
12:30	0	180	0	3	183	0	139	0	0	139					0	0	0	0	0	0	322
12:45	0	153	1	5	159	0	150	0	1	151					0	0	0	0	0	0	310
13:00	0	203	0	3	206	0	155	0	1	156					0	0	0	0	0	0	362
13:15	0	195	0	1	196	0	165	0	1	166					0	0	0	0	0	0	362
13:30	0	181	0	6	187	0	125	0	2	127					0	0	0	0	0	0	314
13:45	0	171	0	2	173	0	149	0	1	150					0	0	0	0	0	0	323
14:00	0	199	0	2	201	0	127	0	3	130					0	0	0	0	0	0	331
14:15	0	192	0	2	194	0	143	0	1	144					0	0	0	0	0	0	338
14:30	0	182	0	2	184	0	166	0	1	167					0	0	0	0	0	0	351
14:45	0	200	0	3	203	0	165	0	2	167					0	0	0	0	0	0	370
15:00	0	190	0	5	195	0	176	0	1	177					0	0	0	0	0	0	372
15:15	0	184	0	1	185	0	187	0	2	189					0	0	0	0	0	0	374
15:30	0	165	0	1	166	0	195	0	3	198					0	0	0	0	0	0	364
15:45	0	164	0	0	164	0	173	0	2	175					0	0	0	0	0	0	339
16:00	0	160	0	1	161	0	202	0	3	205					0	0	0	0	0	0	366
16:15	0	158	0	0	158	0	179	0	1	180					0	0	0	0	0	0	338
16:30	0	157	0	1	158	0	245	0	1	246					0	0	0	0	0	0	404
16:45	0	199	0	0	199	0	235	0	0	235					0	0	0	0	0	0	434
17:00	0	158	0	2	160	0	266	0	3	269					0	0	0	0	0	0	429
17:15	0	182	0	3	185	0	251	0	2	253					0	0	0	0	0	0	438
17:30	0	161	0	0	161	0	232	0	4	236					0	0	0	0	0	0	397
17:45	0	196	0	0	196	0	212	0	3	215					0	0	0	0	0	0	411
18:00	0	187	0	1	188	0	208	0	1	209					0	0	0	0	0	0	397
18:15	0	182	0	2	184	0	226	0	1	227					0	0	0	0	0	0	411
18:30	0	192	0	0	192	0	244	0	2	246					0	0	0	0	0	0	438
18:45	0	182	0	1	183	0	240	0	0	240					0	0	0	0	0	0	423
19:00	0	145	0	1	146	0	243	0	4	247					0	0	0	0	0	0	393
Peak Hour Total	0	696	0	6	702	0	997	0	6	1003	0	0	0	0	0	0	0	0	0	0	1705
PM Period Total	0	5010	1	48	5059	0	5354	0	49	5403	0	0	0	0	0	0	0	0	0	0	10462
Total AM - PM	0	10116	1	83	10200	0	9494	0	74	9568	0	0	0	0	0	0	0	0	0	0	19768

Location: North Capitol St at I St, NW
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																			Interval Total	
	North Capitol St					North Capitol St										I St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total
6:15	0	13	0	0	13	0	3	0	0	3					0	0	0	0	0	0	16
6:30	0	10	0	0	10	0	11	0	0	11					0	0	0	0	0	0	21
6:45	0	13	0	0	13	0	5	0	0	5					0	0	0	0	0	0	18
7:00	0	7	0	0	7	0	9	0	0	9					0	0	0	0	0	0	16
7:15	0	14	0	0	14	0	8	0	0	8					0	0	0	0	0	0	22
7:30	0	12	0	0	12	0	10	0	0	10					0	0	0	0	0	0	22
7:45	0	14	0	0	14	0	10	0	0	10					0	0	0	0	0	0	24
8:00	0	9	0	0	9	0	13	0	0	13					0	0	0	0	0	0	22
8:15	0	6	0	0	6	0	12	0	0	12					0	0	0	0	0	0	18
8:30	0	10	0	0	10	0	14	0	0	14					0	0	0	0	0	0	24
8:45	0	13	0	0	13	0	11	0	0	11					0	0	0	0	0	0	24
9:00	0	17	0	0	17	0	10	0	0	10					0	0	0	0	0	0	27
9:15	0	19	0	0	19	0	9	0	0	9					0	0	0	0	0	0	28
9:30	0	13	0	0	13	0	8	0	0	8					0	0	0	0	0	0	21
9:45	0	11	0	0	11	0	9	0	0	9					0	0	0	0	0	0	20
10:00	0	12	0	0	12	0	19	0	1	20					0	0	0	0	0	0	32
10:15	0	12	0	0	12	0	11	0	0	11					0	0	0	0	0	0	23
10:30	0	9	0	0	9	0	15	0	0	15					0	0	0	0	0	0	24
10:45	0	16	0	0	16	0	15	0	0	15					0	0	0	0	0	0	31
11:00	0	8	0	0	8	0	6	0	0	6					0	0	0	0	0	0	14
11:15	0	10	0	0	10	0	12	0	0	12					0	0	0	0	0	0	22
11:30	0	14	0	0	14	0	13	0	1	14					0	0	0	0	0	0	28
11:45	0	13	0	0	13	0	13	0	0	13					0	0	0	0	0	0	26
12:00	0	9	0	0	9	0	8	0	0	8					0	0	0	0	0	0	17
Peak Hour Total	0	39	0	0	39	0	49	0	0	49	0	0	0	0	0	0	0	0	0	0	88
AM Period Total	0	284	0	0	284	0	254	0	2	256	0	0	0	0	0	0	0	0	0	0	540
12:15	0	11	0	0	11	0	11	0	0	11					0	0	0	0	0	0	22
12:30	0	13	0	0	13	0	7	0	0	7					0	0	0	0	0	0	20
12:45	0	14	0	0	14	0	7	0	0	7					0	0	0	0	0	0	21
13:00	0	12	0	0	12	0	9	0	0	9					0	0	0	0	0	0	21
13:15	0	8	0	0	8	0	10	0	0	10					0	0	0	0	0	0	18
13:30	0	9	0	0	9	0	15	0	0	15					0	0	0	0	0	0	24
13:45	0	9	0	0	9	0	7	0	0	7					0	0	0	0	0	0	16
14:00	0	8	0	0	8	0	13	0	0	13					0	0	0	0	0	0	21
14:15	0	6	0	0	6	0	13	0	0	13					0	0	0	0	0	0	19
14:30	0	2	0	0	2	0	14	0	0	14					0	0	0	0	0	0	16
14:45	0	8	0	0	8	0	16	0	0	16					0	0	0	0	0	0	24
15:00	0	10	0	0	10	0	12	0	0	12					0	0	0	0	0	0	22
15:15	0	7	0	0	7	0	4	0	0	4					0	0	0	0	0	0	11
15:30	0	6	0	0	6	0	14	0	0	14					0	0	0	0	0	0	20
15:45	0	15	0	0	15	0	14	0	0	14					0	0	0	0	0	0	29
16:00	0	14	0	0	14	0	11	0	0	11					0	0	0	0	0	0	25
16:15	0	4	0	0	4	0	14	0	0	14					0	0	0	0	0	0	18
16:30	0	9	0	0	9	0	11	0	0	11					0	0	0	0	0	0	20
16:45	0	7	0	0	7	0	13	0	0	13					0	0	0	0	0	0	20
17:00	0	10	0	0	10	0	18	0	0	18					0	0	0	0	0	0	28
17:15	0	5	0	0	5	0	13	0	0	13					0	0	0	0	0	0	18
17:30	0	8	0	0	8	0	5	0	0	5					0	0	0	0	0	0	13
17:45	0	4	0	0	4	0	11	0	0	11					0	0	0	0	0	0	15
18:00	0	7	0	0	7	0	8	0	0	8					0	0	0	0	0	0	15
18:15	0	3	0	0	3	0	10	0	0	10					0	0	0	0	0	0	13
18:30	0	9	0	0	9	0	9	0	0	9					0	0	0	0	0	0	18
18:45	0	4	0	0	4	0	5	0	0	5					0	0	0	0	0	0	9
19:00	0	5	0	0	5	0	7	0	0	7					0	0	0	0	0	0	12
Peak Hour Total	0	31	0	0	31	0	55	0	0	55	0	0	0	0	0	0	0	0	0	0	86
PM Period Total	0	227	0	0	227	0	301	0	0	301	0	0	0	0	0	0	0	0	0	0	528
Total AM - PM	0	511	0	0	511	0	555	0	2	557	0	0	0	0	0	0	0	0	0	0	1068

Location: North Capitol St at I St, NW
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St										I St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
8:15	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
8:30	0	0	0	0	0	0	2	0	0	2					0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
9:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
9:45	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	1	0	0	1					0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	2	0	0	2					0	0	0	0	0	0	2
11:00	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
11:15	0	3	0	0	3	0	1	0	0	1					0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
Peak Hour Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
AM Period Total	0	7	0	0	7	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	21
12:15	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
12:45	0	1	0	0	1	0	2	0	0	2					0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	2	0	0	2					0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
14:15	0	1	0	0	1	0	0	0	0	0					0	0	0	0	0	0	1
14:30	0	5	0	0	5	0	1	0	0	1					0	0	0	0	0	0	6
14:45	0	0	0	0	0	0	2	0	0	2					0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
15:15	0	1	0	0	1	0	1	0	0	1					0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	1					0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Period Total	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
Total AM - PM	0	17	0	0	17	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	42

Location: North Capitol St at I St, NW
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					Westbound					I St, NW					
	Southbound					Northbound					Westbound					Eastbound					
Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total		
6:15	0	157	0	0	157	0	114	0	1	115					0	0	0	0	0	0	272
6:30	0	195	0	0	195	0	138	0	1	139					0	0	0	0	0	0	334
6:45	0	213	0	0	213	0	160	0	0	160					0	0	0	0	0	0	373
7:00	0	208	0	1	209	0	159	0	2	161					0	0	0	0	0	0	370
7:15	0	241	0	0	241	0	172	0	0	172					0	0	0	0	0	0	413
7:30	0	248	0	0	248	0	194	0	0	194					0	0	0	0	0	0	442
7:45	0	252	0	2	254	0	231	0	0	231					0	0	0	0	0	0	485
8:00	0	257	0	2	259	0	249	0	0	249					0	0	0	0	0	0	508
8:15	0	260	0	3	263	0	224	0	0	224					0	0	0	0	0	0	487
8:30	0	271	0	0	271	0	246	0	1	247					0	0	0	0	0	0	518
8:45	0	267	0	1	268	0	201	0	2	203					0	0	0	0	0	0	471
9:00	0	300	0	3	303	0	217	0	1	218					0	0	0	0	0	0	521
9:15	0	282	0	7	289	0	190	0	2	192					0	0	0	0	0	0	481
9:30	0	253	0	1	254	0	160	0	2	162					0	0	0	0	0	0	416
9:45	0	248	0	1	249	0	197	0	2	199					0	0	0	0	0	0	448
10:00	0	193	0	0	193	0	210	0	2	212					0	0	0	0	0	0	405
10:15	0	213	0	1	214	0	167	0	2	169					0	0	0	0	0	0	383
10:30	0	213	0	3	216	0	195	0	1	196					0	0	0	0	0	0	412
10:45	0	194	0	0	194	0	191	0	1	192					0	0	0	0	0	0	386
11:00	0	229	0	4	233	0	148	0	0	148					0	0	0	0	0	0	381
11:15	0	175	0	1	176	0	158	0	2	160					0	0	0	0	0	0	336
11:30	0	186	0	2	188	0	175	0	2	177					0	0	0	0	0	0	365
11:45	0	182	0	1	183	0	169	0	3	172					0	0	0	0	0	0	355
12:00	0	160	0	2	162	0	143	0	0	143					0	0	0	0	0	0	305
Peak Hour Total	0	1040	0	7	1047	0	950	0	1	951	0	0	0	0	0	0	0	0	0	0	1998
AM Period Total	0	5397	0	35	5432	0	4408	0	27	4435	0	0	0	0	0	0	0	0	0	0	9867
12:15	0	204	0	0	204	0	167	0	3	170					0	0	0	0	0	0	374
12:30	0	193	0	3	196	0	147	0	0	147					0	0	0	0	0	0	343
12:45	0	168	1	5	174	0	159	0	1	160					0	0	0	0	0	0	334
13:00	0	215	0	3	218	0	166	0	1	167					0	0	0	0	0	0	385
13:15	0	203	0	1	204	0	175	0	1	176					0	0	0	0	0	0	380
13:30	0	190	0	6	196	0	140	0	2	142					0	0	0	0	0	0	338
13:45	0	181	0	2	183	0	156	0	1	157					0	0	0	0	0	0	340
14:00	0	207	0	2	209	0	140	0	3	143					0	0	0	0	0	0	352
14:15	0	199	0	2	201	0	156	0	1	157					0	0	0	0	0	0	358
14:30	0	189	0	2	191	0	181	0	1	182					0	0	0	0	0	0	373
14:45	0	208	0	3	211	0	183	0	2	185					0	0	0	0	0	0	396
15:00	0	200	0	5	205	0	189	0	1	190					0	0	0	0	0	0	395
15:15	0	192	0	1	193	0	192	0	2	194					0	0	0	0	0	0	387
15:30	0	171	0	1	172	0	209	0	3	212					0	0	0	0	0	0	384
15:45	0	179	0	0	179	0	187	0	2	189					0	0	0	0	0	0	368
16:00	0	174	0	1	175	0	213	0	3	216					0	0	0	0	0	0	391
16:15	0	162	0	0	162	0	194	0	1	195					0	0	0	0	0	0	357
16:30	0	166	0	1	167	0	256	0	1	257					0	0	0	0	0	0	424
16:45	0	206	0	0	206	0	248	0	0	248					0	0	0	0	0	0	454
17:00	0	168	0	2	170	0	284	0	3	287					0	0	0	0	0	0	457
17:15	0	187	0	3	190	0	264	0	2	266					0	0	0	0	0	0	456
17:30	0	169	0	0	169	0	237	0	4	241					0	0	0	0	0	0	410
17:45	0	200	0	0	200	0	223	0	3	226					0	0	0	0	0	0	426
18:00	0	194	0	1	195	0	216	0	1	217					0	0	0	0	0	0	412
18:15	0	185	0	2	187	0	236	0	1	237					0	0	0	0	0	0	424
18:30	0	201	0	0	201	0	253	0	2	255					0	0	0	0	0	0	456
18:45	0	186	0	1	187	0	245	0	0	245					0	0	0	0	0	0	432
19:00	0	150	0	1	151	0	250	0	4	254					0	0	0	0	0	0	405
Peak Hour Total	0	727	0	6	733	0	1052	0	6	1058	0	0	0	0	0	0	0	0	0	0	1791
PM Period Total	0	5247	1	48	5296	0	5666	0	49	5715	0	0	0	0	0	0	0	0	0	0	11011
Total AM - PM	0	10644	1	83	10728	0	10074	0	76	10150	0	0	0	0	0	0	0	0	0	0	20878

Location: North Capitol St at I St, NW
Date Surveyed: 6/5/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St		I St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	1	1	0	0	2
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	1	1	0	0	2
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	1	0	0	1
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	1	0	0	0	1
11:15	2	0	0	0	2
11:30	1	0	0	0	1
11:45	0	1	0	0	1
12:00	0	2	0	0	2
Peak Hour Total	2	1	0	0	3
AM Period Total	13	6	0	0	19
12:15	1	0	0	0	1
12:30	0	0	0	0	0
12:45	1	1	0	0	2
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	0	1	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	1	0	0	1
15:00	0	2	0	0	2
15:15	0	0	0	0	0
15:30	0	2	0	0	2
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	1	1	0	0	2
16:45	2	1	0	0	3
17:00	1	0	0	0	1
17:15	0	2	0	0	2
17:30	0	4	0	0	4
17:45	0	0	0	0	0
18:00	0	1	0	0	1
18:15	2	0	0	0	2
18:30	0	2	0	0	2
18:45	1	0	0	0	1
19:00	0	3	0	0	3
Peak Hour Total	4	4	0	0	8
PM Period Total	13	21	0	0	34
Total AM - PM	26	27	0	0	53



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at I St, NW
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St		I St, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	1	1
6:30	0	0	0	1	1
6:45	0	0	0	0	0
7:00	0	0	0	1	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	1	1
9:00	0	0	0	0	0
9:15	0	1	0	0	1
9:30	0	0	0	1	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	1	1
10:45	0	0	0	0	0
11:00	0	1	0	3	4
11:15	0	0	0	0	0
11:30	0	1	0	0	1
11:45	0	0	0	0	0
12:00	0	0	0	0	0
Peak Hour Total	1	0	0	0	1
AM Period Total	1	3	0	9	13
12:15	0	0	0	2	2
12:30	0	0	0	3	3
12:45	0	0	0	2	2
13:00	0	0	0	1	1
13:15	0	0	0	2	2
13:30	0	0	0	0	0
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	0	0	0	2	2
14:30	0	0	0	1	1
14:45	0	0	0	2	2
15:00	1	0	0	1	2
15:15	0	0	0	1	1
15:30	0	0	0	1	1
15:45	0	0	0	2	2
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	0	0	0	1	1
16:45	0	0	0	1	1
17:00	0	0	0	0	0
17:15	0	0	0	1	1
17:30	1	0	0	1	2
17:45	0	0	0	1	1
18:00	0	0	0	1	1
18:15	0	0	0	1	1
18:30	0	0	0	1	1
18:45	0	0	0	2	2
19:00	0	0	0	0	0
Peak Hour Total	0	0	0	3	3
PM Period Total	3	0	0	31	34
Total AM - PM	4	3	0	40	47

Location: North Capitol St at I St, NW
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St		I St, NW	
	Across North	Across South	Across East	Across West	
6:15	2	3	0	21	26
6:30	3	2	0	12	17
6:45	2	4	0	17	23
7:00	5	1	0	17	23
7:15	9	1	0	17	27
7:30	4	5	0	22	31
7:45	1	4	0	25	30
8:00	4	12	0	40	56
8:15	1	2	0	39	42
8:30	4	11	0	49	64
8:45	9	5	0	52	66
9:00	11	5	0	51	67
9:15	12	15	0	43	70
9:30	7	5	0	33	45
9:45	5	3	0	37	45
10:00	2	5	0	32	39
10:15	5	9	0	22	36
10:30	5	7	0	40	52
10:45	12	11	0	25	48
11:00	11	15	0	24	50
11:15	4	7	0	30	41
11:30	8	4	0	14	26
11:45	1	6	0	6	13
12:00	9	14	0	20	43
Peak Hour Total	10	29	0	153	192
AM Period Total	136	156	0	688	980
12:15	14	15	0	33	62
12:30	9	21	0	42	72
12:45	3	10	0	56	69
13:00	6	22	0	56	84
13:15	7	15	0	36	58
13:30	9	23	0	37	69
13:45	8	14	0	25	47
14:00	14	11	0	38	63
14:15	7	13	0	31	51
14:30	2	8	0	26	36
14:45	9	16	0	23	48
15:00	9	4	0	29	42
15:15	5	6	0	36	47
15:30	6	6	0	27	39
15:45	4	8	0	23	35
16:00	1	8	0	22	31
16:15	0	5	0	27	32
16:30	7	2	0	30	39
16:45	8	7	0	35	50
17:00	8	7	0	35	50
17:15	3	6	0	30	39
17:30	3	9	0	32	44
17:45	2	5	0	35	42
18:00	3	6	0	34	43
18:15	4	4	0	38	46
18:30	2	4	0	28	34
18:45	1	1	0	15	17
19:00	0	1	0	13	14
Peak Hour Total	26	22	0	130	178
PM Period Total	154	257	0	892	1303
Total AM - PM	290	413	0	1580	2283

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					H St, NE					H St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	21	119	29	0	169	2	76	27	0	105	11	77	9	0	97	22	44	11	0	77	448
6:30	26	112	37	0	175	2	83	33	0	118	13	127	21	0	161	23	43	5	0	71	525
6:45	29	107	37	0	173	1	114	29	0	144	10	179	21	0	210	24	49	5	0	78	605
7:00	26	166	50	0	242	1	113	37	0	151	9	189	33	1	232	23	52	7	0	82	707
7:15	4	138	42	0	184	3	95	57	0	155	5	239	37	0	281	22	61	15	0	98	718
7:30	3	197	64	0	264	2	126	50	0	178	3	230	51	0	284	22	72	16	0	110	836
7:45	2	203	62	0	267	1	132	56	0	189	2	236	66	0	304	23	92	7	0	122	882
8:00	1	201	63	0	265	1	150	43	0	194	5	288	74	0	367	25	72	12	0	109	935
8:15	1	205	46	0	252	2	126	73	0	201	5	289	46	0	340	27	82	19	0	128	921
8:30	1	225	27	0	253	4	121	54	0	179	6	319	50	0	375	19	63	18	0	100	907
8:45	2	237	36	0	275	3	119	69	0	191	8	300	48	0	356	32	84	18	0	134	956
9:00	1	215	24	0	240	3	113	56	0	172	6	287	48	0	341	21	72	13	0	106	859
9:15	1	212	48	0	261	4	107	46	0	157	3	262	47	0	312	27	73	11	0	111	841
9:30	1	166	40	0	207	7	135	74	0	216	6	266	49	0	321	36	69	15	0	120	864
9:45	20	138	31	0	189	3	126	54	0	183	15	211	54	0	280	20	74	22	0	116	768
10:00	26	117	39	0	182	5	126	68	0	199	26	171	30	2	229	17	80	12	0	109	719
10:15	26	106	37	1	170	1	103	56	0	160	13	148	24	9	194	13	102	16	0	131	655
10:30	21	100	34	0	155	7	99	55	0	161	20	134	28	5	187	17	90	8	0	115	618
10:45	32	113	38	0	183	5	102	50	0	157	15	133	36	0	184	27	88	16	0	131	655
11:00	34	117	41	0	192	3	103	60	0	166	13	129	30	2	174	24	92	4	0	120	652
11:15	33	107	36	0	176	2	101	58	0	161	15	140	26	0	181	33	113	13	0	159	677
11:30	36	114	61	0	211	4	96	53	0	153	15	113	26	0	154	23	107	19	0	149	667
11:45	27	107	45	0	179	6	95	47	0	148	12	108	27	0	147	25	102	13	0	140	614
12:00	27	96	41	1	165	3	110	56	0	169	13	110	37	0	160	22	84	20	0	126	620
Peak Hour Total	5	868	172	0	1045	10	516	239	0	765	24	1196	218	0	1438	103	301	67	0	471	3719
AM Period Total	401	3618	1008	2	5029	75	2671	1261	0	4007	249	4685	918	19	5871	567	1860	315	0	2742	17649
12:15	32	84	36	0	152	7	93	51	0	151	18	109	36	0	163	13	104	22	0	139	605
12:30	35	75	53	0	163	8	105	43	0	156	16	111	44	0	171	30	84	11	0	125	615
12:45	35	96	43	0	174	12	97	54	0	163	14	108	31	0	153	25	76	24	0	125	615
13:00	34	128	45	0	207	6	80	45	0	131	16	112	23	1	152	25	71	23	0	119	609
13:15	28	102	46	1	177	7	102	43	0	152	17	134	30	0	181	24	91	8	0	123	633
13:30	28	97	53	2	180	6	123	40	0	169	19	122	25	2	168	23	103	7	0	133	650
13:45	32	109	52	2	195	3	91	36	0	130	10	120	25	0	155	21	86	8	0	115	595
14:00	26	95	32	0	153	3	112	48	0	163	15	135	41	0	191	20	104	5	1	130	637
14:15	29	103	42	0	174	3	126	55	0	184	21	114	45	0	180	38	102	14	0	154	692
14:30	18	79	34	0	131	5	149	62	0	216	15	144	46	0	205	19	120	10	0	149	701
14:45	21	95	48	1	165	6	151	57	0	214	22	119	47	0	188	34	127	7	0	168	735
15:00	35	109	45	0	189	9	129	72	0	210	21	138	41	1	201	22	128	14	0	164	764
15:15	26	105	38	0	169	2	139	47	0	188	17	139	40	0	196	17	147	22	0	186	739
15:30	24	80	35	0	139	4	149	53	0	206	11	146	40	0	197	30	151	17	0	198	740
15:45	32	92	35	0	159	3	137	60	0	200	10	139	36	0	185	29	168	19	0	216	760
16:00	43	89	46	0	178	3	129	68	0	200	14	171	34	1	220	24	177	17	0	218	816
16:15	33	78	34	0	145	0	142	64	1	207	15	129	26	0	170	29	191	13	0	233	755
16:30	38	105	40	0	183	0	120	63	0	183	9	113	26	0	148	24	217	12	0	253	767
16:45	30	119	47	0	196	0	135	83	0	218	15	111	29	0	155	29	180	16	0	225	794
17:00	28	141	39	0	208	0	121	75	0	196	14	108	22	0	144	19	181	14	0	214	762
17:15	32	111	32	0	175	0	142	77	1	220	16	114	26	0	156	20	187	5	0	212	763
17:30	36	116	35	0	187	0	140	81	0	221	21	117	29	0	167	20	202	8	0	230	805
17:45	27	139	47	0	213	0	118	74	0	192	25	104	14	0	143	20	159	10	1	190	738
18:00	20	119	38	0	177	1	107	55	0	163	17	115	18	1	151	23	160	24	0	207	698
18:15	17	115	43	0	175	2	167	65	0	234	14	105	22	0	141	28	171	7	0	206	756
18:30	34	116	42	0	192	0	141	61	0	202	25	134	27	0	186	25	164	13	0	202	782
18:45	20	109	40	0	169	2	150	75	0	227	23	114	24	0	161	21	158	18	0	197	754
19:00	27	122	39	0	188	3	128	63	0	194	18	106	27	0	151	22	129	14	0	165	698
Peak Hour Total	126	487	153	0	766	0	538	316	1	855	66	450	106	0	622	88	750	43	0	881	3124
PM Period Total	820	2928	1159	6	4913	95	3523	1670	2	5290	468	3431	874	6	4779	674	3938	382	2	4996	19978
Total AM - PM	1221	6546	2167	8	9942	170	6194	2931	2	9297	717	8116	1792	25	10650	1241	5798	697	2	7738	37627

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					H St, NE Westbound					H St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	7	2	0	9	1	5	2	0	8	4	7	0	0	11	2	1	0	0	3	31
6:30	3	6	1	0	10	3	10	1	0	14	2	6	0	0	8	0	4	0	0	4	36
6:45	2	9	3	0	14	0	7	2	0	9	7	8	1	0	16	0	4	1	0	5	44
7:00	2	7	3	0	12	4	13	6	0	23	2	12	2	0	16	0	12	0	0	12	63
7:15	1	10	1	0	12	2	5	4	0	11	2	9	6	0	17	2	6	0	0	8	48
7:30	1	11	1	0	13	0	10	4	0	14	2	18	0	0	20	1	4	1	0	6	53
7:45	0	17	1	0	18	3	9	5	0	17	4	13	0	0	17	0	7	0	0	7	59
8:00	1	19	6	0	26	3	8	10	0	21	3	11	2	0	16	1	5	0	0	6	69
8:15	0	10	0	0	10	1	9	2	0	12	3	8	0	0	11	1	5	0	0	6	39
8:30	0	14	1	0	15	4	9	5	0	18	3	12	3	0	18	0	7	0	0	7	58
8:45	0	7	1	0	8	4	9	4	0	17	3	14	1	0	18	1	7	1	0	9	52
9:00	0	17	2	0	19	3	5	4	0	12	2	16	2	0	20	4	1	2	0	7	58
9:15	1	17	2	0	20	1	6	11	0	18	5	15	2	0	22	2	7	2	0	11	71
9:30	0	17	4	0	21	2	13	3	0	18	5	29	3	0	37	0	9	2	0	11	87
9:45	0	10	2	0	12	0	4	11	0	15	6	16	4	0	26	2	4	1	0	7	60
10:00	2	6	1	0	9	1	14	4	0	19	5	18	2	0	25	3	7	1	0	11	64
10:15	1	15	6	0	22	1	7	7	0	15	3	7	1	0	11	3	4	0	0	7	55
10:30	1	10	0	0	11	0	8	3	0	11	2	7	0	0	9	2	4	0	0	6	37
10:45	1	10	0	0	11	0	6	4	0	10	1	7	0	0	8	2	5	1	0	8	37
11:00	3	10	1	0	14	1	6	6	0	13	6	10	0	0	16	2	6	0	0	8	51
11:15	0	9	2	0	11	1	5	6	0	12	4	8	1	0	13	2	11	1	0	14	50
11:30	0	3	0	0	3	1	11	9	0	21	3	7	1	0	11	0	8	2	0	10	45
11:45	1	6	3	0	10	0	12	6	0	18	2	8	4	0	14	0	6	1	0	7	49
12:00	3	9	1	0	13	0	9	9	0	18	2	9	2	0	13	2	6	1	0	9	53
Peak Hour Total	1	50	8	0	59	12	35	21	0	68	12	45	6	0	63	3	24	1	0	28	218
AM Period Total	23	256	44	0	323	36	200	128	0	364	81	275	37	0	393	32	140	17	0	189	1269
12:15	2	7	3	0	12	0	8	4	0	12	7	8	3	0	18	0	6	1	0	7	49
12:30	4	10	0	0	14	0	8	8	0	16	1	7	0	0	8	1	8	1	0	10	48
12:45	0	10	4	0	14	0	4	5	0	9	3	7	4	0	14	2	6	0	0	8	45
13:00	1	4	1	0	6	1	12	8	0	21	4	5	1	0	10	2	7	2	0	11	48
13:15	2	9	1	0	12	0	6	8	0	14	5	3	4	0	12	2	6	1	0	9	47
13:30	1	3	3	0	7	1	7	7	0	15	5	7	2	0	14	0	4	0	0	4	40
13:45	2	3	7	0	12	1	10	5	0	16	5	16	4	0	25	2	5	1	0	8	61
14:00	1	8	1	0	10	1	13	8	0	22	11	8	0	0	19	3	7	1	0	11	62
14:15	3	2	1	0	6	1	9	9	0	19	6	7	3	0	16	0	3	0	0	3	44
14:30	1	7	2	0	10	0	6	5	0	11	4	12	2	0	18	2	5	1	0	8	47
14:45	0	7	1	0	8	0	8	5	0	13	3	10	2	0	15	3	3	0	0	6	42
15:00	2	6	2	0	10	0	6	4	0	10	3	7	3	0	13	1	5	2	0	8	41
15:15	1	12	2	0	15	0	7	4	0	11	8	4	2	0	14	4	6	1	0	11	51
15:30	2	3	2	0	7	0	8	4	0	12	7	4	4	0	15	5	7	1	0	13	47
15:45	0	9	1	0	10	0	11	4	0	15	5	8	1	0	14	1	9	5	0	15	54
16:00	1	3	1	0	5	1	5	3	0	9	3	8	0	0	11	2	7	5	0	14	39
16:15	0	2	0	0	2	0	7	10	0	17	5	8	1	0	14	0	6	3	0	9	42
16:30	1	14	1	0	16	0	13	2	0	15	2	5	1	0	8	0	6	3	0	9	48
16:45	0	5	0	0	5	0	7	13	0	20	6	6	2	0	14	1	4	3	0	8	47
17:00	1	4	1	0	6	0	12	3	0	15	6	4	2	0	12	0	3	3	0	6	39
17:15	1	5	0	0	6	1	7	9	0	17	1	7	1	0	9	1	5	3	0	9	41
17:30	3	2	4	0	9	0	2	6	0	8	1	7	0	0	8	0	9	3	0	12	37
17:45	0	7	0	0	7	0	10	5	0	15	5	6	1	0	12	0	6	2	0	8	42
18:00	0	6	0	0	6	0	7	9	0	16	4	7	0	0	11	0	8	3	0	11	44
18:15	2	6	0	0	8	0	9	7	0	16	4	4	3	0	11	1	5	1	0	7	42
18:30	1	6	0	0	7	0	9	4	0	13	4	2	0	0	6	1	4	1	0	6	32
18:45	1	3	1	0	5	0	13	8	0	21	2	9	0	0	11	0	1	0	0	1	38
19:00	0	6	0	0	6	1	9	11	0	21	6	4	0	0	10	0	4	0	0	4	41
Peak Hour Total	5	16	5	0	26	1	28	31	0	60	14	24	5	0	43	2	21	12	0	35	164
PM Period Total	33	169	39	0	241	8	233	178	0	419	126	190	46	0	362	34	155	47	0	236	1258
Total AM - PM	56	425	83	0	564	44	433	306	0	783	207	465	83	0	755	66	295	64	0	425	2527

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					H St, NE					H St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:00	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
8:15	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
9:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
9:15	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
9:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
9:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
10:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
Peak Hour Total	0	2	0	0	2	0	3	0	0	3	0	3	0	0	3	0	4	0	0	4	12
AM Period Total	2	4	4	0	10	0	9	2	0	11	0	14	2	0	16	6	13	0	0	19	56
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
15:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Peak Hour Total	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
PM Period Total	2	2	2	0	6	0	8	3	0	11	0	2	0	0	2	4	3	0	0	7	26
Total AM - PM	4	6	6	0	16	0	17	5	0	22	0	16	2	0	18	10	16	0	0	26	82

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					H St, NE					H St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	21	126	31	0	178	3	81	30	0	114	15	84	9	0	108	24	46	11	0	81	481
6:30	29	118	38	0	185	5	93	34	0	132	15	133	21	0	169	23	47	5	0	75	561
6:45	32	116	40	0	188	1	121	31	0	153	17	187	22	0	226	24	53	6	0	83	650
7:00	28	173	53	0	254	5	126	43	0	174	11	201	36	1	249	23	64	7	0	94	771
7:15	5	149	44	0	198	5	103	61	0	169	7	248	43	0	298	24	68	15	0	107	772
7:30	4	208	65	0	277	2	136	54	0	192	5	248	52	0	305	23	76	17	0	116	890
7:45	2	220	63	0	285	4	142	61	0	207	6	249	66	0	321	23	100	7	0	130	943
8:00	2	221	69	0	292	4	160	53	0	217	8	299	76	0	383	26	81	12	0	119	1011
8:15	1	215	46	0	262	3	136	75	0	214	8	299	46	0	353	28	87	19	0	134	963
8:30	1	239	28	0	268	8	130	59	0	197	9	331	53	0	393	19	70	18	0	107	965
8:45	2	245	37	0	284	7	128	73	0	208	11	315	49	0	375	33	91	19	0	143	1010
9:00	1	232	26	0	259	6	118	60	0	184	8	307	50	0	365	25	73	15	0	113	921
9:15	2	229	50	0	281	5	113	58	0	176	8	278	49	0	335	29	81	13	0	123	915
9:30	1	183	44	0	228	9	148	77	0	234	11	296	52	0	359	36	78	17	0	131	952
9:45	20	148	33	0	201	3	131	65	0	199	21	227	58	0	306	22	79	23	0	124	830
10:00	28	124	40	0	192	6	140	72	0	218	31	189	32	2	254	20	89	13	0	122	786
10:15	27	121	43	1	192	2	110	63	0	175	16	155	25	9	205	16	107	16	0	139	711
10:30	22	110	34	0	166	7	107	58	0	172	22	142	28	5	197	21	94	8	0	123	658
10:45	33	123	39	0	195	5	108	54	0	167	16	140	36	0	192	30	93	17	0	140	694
11:00	37	127	42	0	206	4	109	66	0	179	19	140	30	2	191	28	98	4	0	130	706
11:15	33	116	38	0	187	3	106	64	0	173	19	149	27	0	195	36	124	14	0	174	729
11:30	36	117	61	0	214	5	107	62	0	174	18	120	27	0	165	23	115	21	0	159	712
11:45	29	113	48	0	190	6	107	53	0	166	14	117	31	0	162	25	108	14	0	147	665
12:00	30	105	44	1	180	3	120	65	0	188	15	120	39	0	174	24	91	21	0	136	678
Peak Hour Total	6	920	180	0	1106	22	554	260	0	836	36	1244	224	0	1504	106	329	68	0	503	3949
AM Period Total	426	3878	1056	2	5362	111	2880	1391	0	4382	330	4974	957	19	6280	605	2013	332	0	2950	18974
12:15	34	91	39	0	164	7	101	55	0	163	25	117	39	0	181	13	110	23	0	146	654
12:30	39	85	53	0	177	8	113	51	0	172	17	118	44	0	179	31	92	12	0	135	663
12:45	36	106	47	0	189	12	101	60	0	173	17	115	35	0	167	27	82	24	0	133	662
13:00	35	132	46	0	213	7	92	54	0	153	20	117	24	1	162	27	78	25	0	130	658
13:15	30	112	48	1	191	7	108	51	0	166	22	137	34	0	193	26	97	9	0	132	682
13:30	29	100	56	2	187	7	130	47	0	184	24	129	27	2	182	25	107	7	0	139	692
13:45	34	112	59	2	207	4	101	41	0	146	15	136	29	0	180	23	91	9	0	123	656
14:00	27	103	33	0	163	4	125	56	0	185	26	143	41	0	210	23	112	6	1	142	700
14:15	32	105	43	0	180	4	136	64	0	204	27	121	48	0	196	40	105	14	0	159	739
14:30	19	86	36	0	141	5	155	67	0	227	19	156	48	0	223	21	125	11	0	157	748
14:45	21	102	49	1	173	6	160	62	0	228	25	129	49	0	203	37	130	7	0	174	778
15:00	37	115	47	0	199	9	135	76	0	220	24	146	44	1	215	23	133	16	0	172	806
15:15	27	118	41	0	186	2	146	51	0	199	25	143	42	0	210	21	153	23	0	197	792
15:30	26	83	37	0	146	4	158	57	0	219	18	150	44	0	212	35	158	18	0	211	788
15:45	32	101	36	0	169	3	148	64	0	215	15	147	37	0	199	30	177	24	0	231	814
16:00	44	92	47	0	183	4	134	71	0	209	17	179	34	1	231	26	184	22	0	232	855
16:15	33	80	34	0	147	0	149	74	1	224	20	137	27	0	184	29	197	16	0	242	797
16:30	39	119	41	0	199	0	133	65	0	198	11	118	27	0	156	24	223	15	0	262	815
16:45	30	124	47	0	201	0	142	97	0	239	21	117	31	0	169	30	184	19	0	233	842
17:00	29	145	40	0	214	0	134	78	0	212	20	112	24	0	156	19	185	17	0	221	803
17:15	33	116	32	0	181	1	150	86	1	238	17	121	27	0	165	21	192	8	0	221	805
17:30	39	118	39	0	196	0	142	87	0	229	22	124	29	0	175	20	211	11	0	242	842
17:45	27	146	47	0	220	0	129	79	0	208	30	110	15	0	155	20	165	12	1	198	781
18:00	20	125	38	0	183	1	114	64	0	179	21	122	18	1	162	23	168	27	0	218	742
18:15	20	121	43	0	184	2	176	72	0	250	18	110	25	0	153	29	176	8	0	213	800
18:30	35	122	42	0	199	0	150	65	0	215	29	136	27	0	192	26	168	14	0	208	814
18:45	21	112	41	0	174	2	165	83	0	250	25	123	24	0	172	21	159	18	0	198	794
19:00	27	128	39	0	194	4	137	74	0	215	24	110	27	0	161	22	134	14	0	170	740
Peak Hour Total	131	503	158	0	792	1	568	348	1	918	80	474	111	0	665	90	772	55	0	917	3292
PM Period Total	855	3099	1200	6	5160	103	3764	1851	2	5720	594	3623	920	6	5143	712	4096	429	2	5239	21262
Total AM - PM	1281	6977	2256	8	10522	214	6644	3242	2	10102	924	8597	1877	25	11423	1317	6109	761	2	8189	40236

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	H St, NE	H St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	1	2
7:30	0	0	0	0	0
7:45	0	0	0	1	1
8:00	3	1	1	0	5
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	1	0	0	1	2
9:00	0	3	0	0	3
9:15	0	1	3	0	4
9:30	1	0	1	0	2
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	1	0	0	1
10:30	1	0	0	0	1
10:45	0	0	1	1	2
11:00	1	0	0	0	1
11:15	1	0	0	0	1
11:30	0	0	1	0	1
11:45	2	0	1	1	4
12:00	0	0	0	2	2
Peak Hour Total	5	1	1	1	8
AM Period Total	12	6	8	7	33
12:15	0	0	1	0	1
12:30	1	0	0	0	1
12:45	3	1	2	2	8
13:00	0	2	1	0	3
13:15	0	0	1	0	1
13:30	1	2	0	3	6
13:45	1	1	1	0	3
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	0	1	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	1	2	3
15:30	0	0	0	0	0
15:45	0	0	0	1	1
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	2	1	2	0	5
16:45	0	0	0	1	1
17:00	0	0	0	1	1
17:15	1	0	0	1	2
17:30	1	0	0	1	2
17:45	0	0	0	0	0
18:00	0	0	0	2	2
18:15	0	0	1	0	1
18:30	1	0	1	0	2
18:45	0	1	0	1	2
19:00	1	0	1	0	2
Peak Hour Total	2	0	0	4	6
PM Period Total	14	9	12	15	50
Total AM - PM	26	15	20	22	83

Location: North Capitol St at H St
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	H St, NE	H St, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	1	1	0	2
7:30	0	0	0	2	2
7:45	1	0	1	0	2
8:00	1	1	0	3	5
8:15	0	1	2	0	3
8:30	0	0	0	0	0
8:45	0	0	0	2	2
9:00	0	1	4	2	7
9:15	0	0	1	1	2
9:30	0	0	2	2	4
9:45	1	0	4	1	6
10:00	0	1	1	1	3
10:15	0	1	2	2	5
10:30	0	1	2	0	3
10:45	1	1	0	0	2
11:00	0	0	4	0	4
11:15	0	0	0	0	0
11:30	1	0	0	1	2
11:45	0	0	0	1	1
12:00	1	0	2	1	4
Peak Hour Total	1	2	2	5	10
AM Period Total	6	8	26	20	60
12:15	2	0	0	0	2
12:30	0	1	0	0	1
12:45	0	0	1	0	1
13:00	1	0	3	1	5
13:15	0	0	1	1	2
13:30	1	1	0	2	4
13:45	0	1	1	0	2
14:00	0	0	1	1	2
14:15	2	0	1	1	4
14:30	2	0	0	5	7
14:45	4	0	0	2	6
15:00	4	0	0	3	7
15:15	2	0	0	3	5
15:30	3	0	0	0	3
15:45	0	0	0	0	0
16:00	1	0	1	3	5
16:15	0	1	2	0	3
16:30	0	0	1	2	3
16:45	0	0	2	0	2
17:00	1	0	2	1	4
17:15	1	1	3	2	7
17:30	5	0	1	1	7
17:45	3	0	1	3	7
18:00	0	1	2	1	4
18:15	0	0	0	0	0
18:30	0	0	0	1	1
18:45	1	0	0	0	1
19:00	0	0	0	3	3
Peak Hour Total	7	1	8	4	20
PM Period Total	33	6	23	36	98
Total AM - PM	39	14	49	56	158

Location: North Capitol St at H St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	H St, NE	H St, NW	
	Across North	Across South	Across East	Across West	
6:15	8	6	14	23	51
6:30	15	14	8	46	83
6:45	9	18	27	54	108
7:00	21	20	25	37	103
7:15	18	18	27	59	122
7:30	29	28	25	49	131
7:45	40	27	46	57	170
8:00	58	42	74	80	254
8:15	56	44	48	68	216
8:30	55	32	78	73	238
8:45	70	27	63	68	228
9:00	62	47	77	96	282
9:15	55	39	62	87	243
9:30	52	22	61	79	214
9:45	44	24	44	55	167
10:00	54	34	58	42	188
10:15	37	20	38	56	151
10:30	54	20	42	51	167
10:45	15	18	34	40	107
11:00	49	19	29	42	139
11:15	35	22	32	52	141
11:30	61	31	46	51	189
11:45	57	27	52	80	216
12:00	52	29	67	105	253
Peak Hour Total	239	145	263	289	936
AM Period Total	1006	628	1077	1450	4161
12:15	80	36	79	103	298
12:30	106	57	75	113	351
12:45	80	47	78	128	333
13:00	138	52	109	82	381
13:15	96	33	80	86	295
13:30	75	37	86	74	272
13:45	51	40	85	62	238
14:00	66	27	56	50	199
14:15	45	26	47	54	172
14:30	39	16	49	46	150
14:45	42	23	41	64	170
15:00	44	23	39	36	142
15:15	57	27	57	53	194
15:30	41	32	33	74	180
15:45	56	35	84	93	268
16:00	53	42	42	61	198
16:15	53	43	43	81	220
16:30	41	23	46	77	187
16:45	43	39	41	58	181
17:00	52	32	63	49	196
17:15	50	44	108	72	274
17:30	71	31	63	64	229
17:45	58	49	82	51	240
18:00	48	39	47	57	191
18:15	58	24	49	33	164
18:30	53	29	42	34	158
18:45	57	24	29	28	138
19:00	42	23	45	29	139
Peak Hour Total	216	146	275	243	880
PM Period Total	1695	953	1698	1812	6158
Total AM - PM	2701	1581	2775	3262	10319

Location: North Capitol St at G Pl, NE
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																			Interval Total	
	North Capitol St					North Capitol St					G Pl, NE					Driveway					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total
6:15	2	135	0	0	137	0	118	8	0	126	0	0	0	0	0	0	0	0	0	0	263
6:30	4	127	0	1	132	0	119	15	0	134	0	0	0	0	0	0	0	0	0	0	266
6:45	2	120	0	3	125	0	141	6	0	147	0	0	0	0	0	0	0	0	0	0	272
7:00	5	179	0	8	192	1	138	17	0	156	0	0	0	0	0	0	0	0	0	0	348
7:15	7	150	0	7	164	0	139	11	0	150	0	0	0	0	0	0	0	0	0	0	314
7:30	6	198	0	14	218	0	177	8	0	185	0	0	0	0	0	0	0	0	0	0	403
7:45	4	192	0	12	208	0	175	13	0	188	0	0	0	0	0	0	1	0	0	1	397
8:00	9	194	0	14	217	0	190	20	0	210	0	0	0	0	0	0	0	0	0	0	427
8:15	7	211	0	16	234	0	164	14	0	178	0	0	0	0	0	0	0	0	0	0	412
8:30	10	227	0	16	253	0	164	11	0	175	0	0	0	1	1	0	0	0	0	0	429
8:45	9	241	0	14	264	0	173	14	0	187	0	0	0	0	0	0	0	0	0	0	451
9:00	6	200	0	16	222	0	146	12	0	158	0	0	0	0	0	0	0	0	0	0	380
9:15	10	203	0	16	229	0	140	14	1	155	0	0	0	0	0	0	0	0	0	0	384
9:30	9	169	0	21	199	0	184	11	0	195	0	0	0	0	0	0	0	0	0	0	394
9:45	4	169	0	1	174	0	172	17	0	189	0	0	0	0	0	0	0	0	0	0	363
10:00	5	149	0	6	160	0	199	13	0	212	0	0	0	0	0	0	0	0	0	0	372
10:15	4	136	0	1	141	0	160	9	0	169	0	0	0	0	0	0	0	0	0	0	310
10:30	5	122	0	0	127	0	173	6	1	180	0	0	0	0	0	0	0	0	0	0	307
10:45	2	132	0	1	135	0	157	6	0	163	0	0	0	0	0	0	0	0	0	0	298
11:00	2	134	0	1	137	0	170	10	0	180	0	0	0	0	0	0	0	0	0	0	317
11:15	6	133	0	1	140	0	146	5	0	151	0	0	0	0	0	0	0	0	0	0	291
11:30	4	140	0	5	149	0	162	7	1	170	0	0	0	0	0	0	0	0	0	0	319
11:45	5	128	0	5	138	0	140	5	0	145	0	0	0	0	0	0	0	0	0	0	283
12:00	8	124	0	3	135	0	162	5	0	167	0	0	0	0	0	0	0	0	0	0	302
Peak Hour Total	35	873	0	60	968	0	691	59	0	750	0	0	0	1	1	0	0	0	0	0	1719
AM Period Total	135	3913	0	182	4230	1	3809	257	3	4070	0	0	0	1	1	0	1	0	0	1	8302
12:15	4	121	0	1	126	0	157	7	0	164	0	0	0	0	0	0	0	0	0	0	290
12:30	1	100	0	2	103	0	154	4	1	159	0	0	0	0	0	0	0	0	0	0	262
12:45	3	133	0	2	138	0	154	7	0	161	0	0	0	0	0	0	0	0	0	0	299
13:00	2	155	0	4	161	0	145	10	0	155	0	0	0	0	0	0	0	0	0	0	316
13:15	4	124	0	2	130	0	117	8	0	125	0	0	0	0	0	0	0	0	0	0	255
13:30	5	122	0	1	128	0	168	7	1	176	0	0	0	0	0	0	0	0	0	0	304
13:45	1	118	0	1	120	0	138	5	0	143	0	0	0	0	0	0	0	0	0	0	263
14:00	2	117	0	3	122	0	162	5	0	167	0	0	0	0	0	0	0	0	0	0	289
14:15	3	133	0	3	139	0	182	5	1	188	0	0	0	0	0	0	0	0	0	0	327
14:30	3	110	0	0	113	0	225	7	1	233	0	0	0	0	0	0	0	0	0	0	346
14:45	0	117	0	2	119	0	225	3	2	230	0	0	0	0	0	0	0	0	0	0	349
15:00	3	142	0	5	150	0	196	4	0	200	0	0	0	0	0	0	0	0	0	0	350
15:15	5	133	0	4	142	0	171	8	0	179	0	0	0	0	0	0	0	0	0	0	321
15:30	6	95	0	1	102	0	195	1	0	196	0	0	0	0	0	0	0	0	0	0	298
15:45	5	116	0	1	122	0	187	2	0	189	0	0	0	0	0	0	0	0	0	0	311
16:00	4	118	0	3	125	0	202	5	0	207	0	0	0	0	0	0	0	0	0	0	332
16:15	4	105	0	2	111	0	226	10	0	236	0	0	0	0	0	0	0	0	0	0	347
16:30	4	126	0	1	131	0	199	6	0	205	0	0	0	0	0	0	0	0	0	0	336
16:45	3	140	0	2	145	0	217	6	0	223	0	0	0	0	0	0	0	0	0	0	368
17:00	1	150	0	3	154	0	194	11	0	205	0	0	0	0	0	0	0	0	0	0	359
17:15	2	135	0	1	138	0	238	15	0	253	0	0	0	0	0	0	0	0	0	0	391
17:30	5	138	0	1	144	0	224	6	0	230	0	0	0	0	0	0	0	0	0	0	374
17:45	9	162	0	3	174	0	193	18	0	211	0	0	0	0	0	0	0	0	0	0	385
18:00	5	142	0	2	149	0	173	9	2	184	0	0	0	0	0	0	0	0	0	0	333
18:15	5	131	0	2	138	0	228	5	1	234	0	0	0	0	0	0	0	0	0	0	372
18:30	2	151	0	0	153	0	187	2	1	190	0	0	0	0	0	0	0	0	0	0	343
18:45	7	138	0	3	148	0	228	9	0	237	0	0	0	0	0	0	0	0	0	0	385
19:00	3	151	0	4	158	0	212	5	0	217	0	0	0	0	0	0	0	0	0	0	375
Peak Hour Total	17	585	0	8	610	0	849	50	0	899	0	0	0	0	0	0	0	0	0	0	1509
PM Period Total	101	3623	0	59	3783	0	5297	190	10	5497	0	0	0	0	0	0	0	0	0	0	9280
Total AM - PM	236	7536	0	241	8013	1	9106	447	13	9567	0	0	0	1	1	0	1	0	0	1	17582

Location: North Capitol St at G Pl, NE
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					G Pl, NE Westbound					Driveway Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	12	0	0	12	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	24
6:30	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
6:45	0	16	0	0	16	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	24
7:00	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	25
7:15	0	13	0	0	13	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	24
7:30	0	16	0	0	16	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	29
7:45	0	22	0	0	22	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	45
8:00	0	22	0	0	22	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	36
8:15	0	14	0	0	14	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	26
8:30	0	17	0	0	17	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	32
8:45	0	12	0	0	12	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	30
9:00	0	18	0	1	19	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	30
9:15	0	18	0	1	19	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	34
9:30	0	20	0	0	20	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	33
9:45	0	17	0	0	17	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	36
10:00	1	12	0	0	13	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	31
10:15	0	19	0	0	19	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	36
10:30	0	17	0	0	17	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	27
10:45	0	12	0	0	12	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	27
11:00	0	16	0	0	16	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	28
11:15	0	14	0	0	14	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	27
11:30	0	5	0	0	5	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	23
11:45	0	10	0	0	10	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	28
12:00	0	11	0	0	11	0	18	1	0	19	0	0	0	0	0	0	0	0	0	0	30
Peak Hour Total	0	65	0	0	65	0	59	0	0	59	0	0	0	0	0	0	0	0	0	0	124
AM Period Total	1	349	0	2	352	0	344	4	0	348	0	0	0	0	0	0	0	0	0	0	700
12:15	0	13	0	0	13	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	24
12:30	0	12	0	0	12	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	26
12:45	0	12	0	0	12	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	21
13:00	0	10	0	0	10	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	29
13:15	0	15	0	1	16	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	31
13:30	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
13:45	0	10	0	0	10	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	27
14:00	0	17	0	0	17	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	35
14:15	0	7	0	0	7	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	24
14:30	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	25
14:45	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
15:00	0	11	0	0	11	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	24
15:15	0	18	0	0	18	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	26
15:30	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
15:45	0	23	0	0	23	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	37
16:00	0	10	0	0	10	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	23
16:15	0	12	0	0	12	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	25
16:30	0	18	0	0	18	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	35
16:45	0	16	0	0	16	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	34
17:00	0	11	0	0	11	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	29
17:15	0	6	0	0	6	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	21
17:30	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	20
17:45	0	11	0	0	11	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	24
18:00	0	12	0	0	12	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	30
18:15	0	10	0	0	10	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	25
18:30	0	10	0	0	10	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	28
18:45	0	7	0	0	7	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	25
19:00	0	10	0	0	10	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	28
Peak Hour Total	0	36	0	0	36	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	94
PM Period Total	0	329	0	1	330	0	406	0	0	406	0	0	0	0	0	0	0	0	0	0	736
Total AM - PM	1	678	0	3	682	0	750	4	0	754	0	0	0	0	0	0	0	0	0	0	1436

Location: North Capitol St at G Pl, NE
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					G Pl, NE					Driveway					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
AM Period Total	0	3	0	0	3	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	13
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
PM Period Total	0	2	0	0	2	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	23
Total AM - PM	0	5	0	0	5	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	36

Location: North Capitol St at G Pl, NE
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					G Pl, NE					Driveway					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	2	147	0	0	149	0	130	9	0	139	0	0	0	0	0	0	0	0	0	0	288
6:30	4	134	0	1	139	0	127	15	0	142	0	0	0	0	0	0	0	0	0	0	281
6:45	2	136	0	3	141	0	148	7	0	155	0	0	0	0	0	0	0	0	0	0	296
7:00	5	188	0	8	201	1	156	17	0	174	0	0	0	0	0	0	0	0	0	0	375
7:15	7	164	0	7	178	0	151	11	0	162	0	0	0	0	0	0	0	0	0	0	340
7:30	6	214	0	14	234	0	190	8	0	198	0	0	0	0	0	0	0	0	0	0	432
7:45	4	214	0	12	230	0	199	13	0	212	0	0	0	0	0	0	1	0	0	1	443
8:00	9	217	0	14	240	0	205	20	0	225	0	0	0	0	0	0	0	0	0	0	465
8:15	7	225	0	16	248	0	176	14	0	190	0	0	0	0	0	0	0	0	0	0	438
8:30	10	244	0	16	270	0	179	11	0	190	0	0	0	1	1	0	0	0	0	0	461
8:45	9	253	0	14	276	0	191	14	0	205	0	0	0	0	0	0	0	0	0	0	481
9:00	6	218	0	17	241	0	157	12	0	169	0	0	0	0	0	0	0	0	0	0	410
9:15	10	221	0	17	248	0	156	14	1	171	0	0	0	0	0	0	0	0	0	0	419
9:30	9	189	0	21	219	0	197	11	0	208	0	0	0	0	0	0	0	0	0	0	427
9:45	4	186	0	1	191	0	192	17	0	209	0	0	0	0	0	0	0	0	0	0	400
10:00	6	162	0	6	174	0	217	13	0	230	0	0	0	0	0	0	0	0	0	0	404
10:15	4	155	0	1	160	0	177	10	0	187	0	0	0	0	0	0	0	0	0	0	347
10:30	5	139	0	0	144	0	183	6	1	190	0	0	0	0	0	0	0	0	0	0	334
10:45	2	144	0	1	147	0	173	6	0	179	0	0	0	0	0	0	0	0	0	0	326
11:00	2	150	0	1	153	0	182	10	0	192	0	0	0	0	0	0	0	0	0	0	345
11:15	6	147	0	1	154	0	159	5	0	164	0	0	0	0	0	0	0	0	0	0	318
11:30	4	145	0	5	154	0	180	7	1	188	0	0	0	0	0	0	0	0	0	0	342
11:45	5	138	0	5	148	0	158	5	0	163	0	0	0	0	0	0	0	0	0	0	311
12:00	8	135	0	3	146	0	180	6	0	186	0	0	0	0	0	0	0	0	0	0	332
Peak Hour Total	35	939	0	60	1034	0	751	59	0	810	0	0	0	1	1	0	0	0	0	0	1845
AM Period Total	136	4265	0	184	4585	1	4163	261	3	4428	0	0	0	1	1	0	1	0	0	1	9015
12:15	4	134	0	1	139	0	169	7	0	176	0	0	0	0	0	0	0	0	0	0	315
12:30	1	112	0	2	115	0	170	4	1	175	0	0	0	0	0	0	0	0	0	0	290
12:45	3	145	0	2	150	0	165	7	0	172	0	0	0	0	0	0	0	0	0	0	322
13:00	2	165	0	4	171	0	165	10	0	175	0	0	0	0	0	0	0	0	0	0	346
13:15	4	140	0	3	147	0	132	8	0	140	0	0	0	0	0	0	0	0	0	0	287
13:30	5	131	0	1	137	0	180	7	1	188	0	0	0	0	0	0	0	0	0	0	325
13:45	1	128	0	1	130	0	155	5	0	160	0	0	0	0	0	0	0	0	0	0	290
14:00	2	134	0	3	139	0	180	5	0	185	0	0	0	0	0	0	0	0	0	0	324
14:15	3	140	0	3	146	0	200	5	1	206	0	0	0	0	0	0	0	0	0	0	352
14:30	3	121	0	0	124	0	240	7	1	248	0	0	0	0	0	0	0	0	0	0	372
14:45	0	127	0	2	129	0	236	3	2	241	0	0	0	0	0	0	0	0	0	0	370
15:00	3	153	0	5	161	0	210	4	0	214	0	0	0	0	0	0	0	0	0	0	375
15:15	5	152	0	4	161	0	180	8	0	188	0	0	0	0	0	0	0	0	0	0	349
15:30	6	105	0	1	112	0	203	1	0	204	0	0	0	0	0	0	0	0	0	0	316
15:45	5	139	0	1	145	0	202	2	0	204	0	0	0	0	0	0	0	0	0	0	349
16:00	4	128	0	3	135	0	216	5	0	221	0	0	0	0	0	0	0	0	0	0	356
16:15	4	117	0	2	123	0	239	10	0	249	0	0	0	0	0	0	0	0	0	0	372
16:30	4	144	0	1	149	0	216	6	0	222	0	0	0	0	0	0	0	0	0	0	371
16:45	3	156	0	2	161	0	237	6	0	243	0	0	0	0	0	0	0	0	0	0	404
17:00	1	161	0	3	165	0	213	11	0	224	0	0	0	0	0	0	0	0	0	0	389
17:15	2	141	0	1	144	0	254	15	0	269	0	0	0	0	0	0	0	0	0	0	413
17:30	5	146	0	1	152	0	236	6	0	242	0	0	0	0	0	0	0	0	0	0	394
17:45	9	173	0	3	185	0	207	18	0	225	0	0	0	0	0	0	0	0	0	0	410
18:00	5	154	0	2	161	0	191	9	2	202	0	0	0	0	0	0	0	0	0	0	363
18:15	5	141	0	2	148	0	243	5	1	249	0	0	0	0	0	0	0	0	0	0	397
18:30	2	161	0	0	163	0	205	2	1	208	0	0	0	0	0	0	0	0	0	0	371
18:45	7	145	0	3	155	0	250	9	0	259	0	0	0	0	0	0	0	0	0	0	414
19:00	3	161	0	4	168	0	230	5	0	235	0	0	0	0	0	0	0	0	0	0	403
Peak Hour Total	17	621	0	8	646	0	910	50	0	960	0	0	0	0	0	0	0	0	0	0	1606
PM Period Total	101	3954	0	60	4115	0	5724	190	10	5924	0	0	0	0	0	0	0	0	0	0	10039
Total AM - PM	237	8219	0	244	8700	1	9887	451	13	10352	0	0	0	1	1	0	1	0	0	1	19054

Location: North Capitol St at G Pl, NE
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	G Pl, NE	Driveway	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	1	0	1	0	2
7:45	0	3	0	0	3
8:00	2	0	0	0	2
8:15	1	0	0	0	1
8:30	1	0	1	0	2
8:45	0	1	2	0	3
9:00	0	2	1	0	3
9:15	0	2	0	0	2
9:30	0	1	0	0	1
9:45	0	0	0	0	0
10:00	1	1	0	0	2
10:15	0	1	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	1	1	0	3
12:00	0	0	0	0	0
Peak Hour Total	4	1	3	0	8
AM Period Total	8	12	6	0	26
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	1	0	0	2
13:00	0	3	0	0	3
13:15	0	0	0	0	0
13:30	0	0	1	0	1
13:45	1	0	0	0	1
14:00	0	0	1	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	1	0	1
15:30	0	0	0	0	0
15:45	0	0	1	0	1
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	0	0	1	0	1
17:15	1	2	0	0	3
17:30	0	1	0	0	1
17:45	0	0	1	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	1	1	0	0	2
Peak Hour Total	1	3	2	0	6
PM Period Total	6	9	6	0	21
Total AM - PM	14	21	12	0	47

Location: North Capitol St at G Pl, NE
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	G Pl, NE	Driveway	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	1	1
6:30	0	0	0	1	1
6:45	0	0	0	1	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	1	0	0	2	3
7:45	0	0	1	1	2
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	2	0	0	1	3
8:45	1	0	0	4	5
9:00	0	0	4	1	5
9:15	0	0	0	2	2
9:30	0	0	3	1	4
9:45	0	0	1	2	3
10:00	0	0	4	1	5
10:15	0	0	2	0	2
10:30	0	0	0	1	1
10:45	0	1	3	3	7
11:00	2	0	3	3	8
11:15	1	0	1	2	4
11:30	0	0	0	1	1
11:45	0	0	0	3	3
12:00	0	0	1	0	1
Peak Hour Total	4	0	0	5	9
AM Period Total	8	1	23	31	63
12:15	0	0	1	0	1
12:30	0	0	3	0	3
12:45	2	0	2	0	4
13:00	0	0	3	0	3
13:15	1	0	2	0	3
13:30	0	0	0	2	2
13:45	2	0	0	0	2
14:00	0	0	0	1	1
14:15	0	0	1	0	1
14:30	0	0	0	5	5
14:45	1	0	0	1	2
15:00	0	0	0	0	0
15:15	0	0	0	3	3
15:30	1	0	0	0	1
15:45	0	0	1	0	1
16:00	3	0	1	4	8
16:15	1	0	4	1	6
16:30	0	0	1	4	5
16:45	0	0	1	0	1
17:00	0	0	1	1	2
17:15	1	2	1	1	5
17:30	0	0	0	0	0
17:45	0	3	3	6	9
18:00	0	0	1	2	3
18:15	0	0	5	0	5
18:30	0	0	2	0	2
18:45	0	1	4	1	6
19:00	0	0	2	2	4
Peak Hour Total	1	2	5	8	16
PM Period Total	12	3	39	34	88
Total AM - PM	20	4	62	65	151



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at G Pl, NE
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	G Pl, NE	Driveway	
	Across North	Across South	Across East	Across West	
6:15	12	1	25	23	61
6:30	20	2	30	29	81
6:45	33	1	43	30	107
7:00	16	3	42	32	93
7:15	32	2	47	47	128
7:30	21	0	40	40	101
7:45	27	3	76	29	135
8:00	16	5	71	45	137
8:15	13	0	65	40	118
8:30	20	2	88	35	145
8:45	18	1	66	31	116
9:00	17	2	89	61	169
9:15	6	2	64	51	123
9:30	15	1	73	43	132
9:45	3	0	48	36	87
10:00	3	2	67	30	102
10:15	6	2	51	28	87
10:30	12	0	37	32	81
10:45	11	2	42	28	83
11:00	24	0	40	28	92
11:15	11	2	38	30	81
11:30	11	1	53	18	83
11:45	26	2	78	42	148
12:00	19	2	74	74	169
Peak Hour Total	67	8	290	151	516
AM Period Total	392	38	1347	882	2659
12:15	21	4	108	72	205
12:30	17	3	116	74	210
12:45	30	1	119	64	214
13:00	18	2	127	64	211
13:15	13	5	123	60	201
13:30	4	1	89	51	145
13:45	10	1	81	46	138
14:00	15	5	95	27	142
14:15	12	2	65	31	110
14:30	11	0	71	31	113
14:45	18	3	50	41	112
15:00	9	1	56	24	90
15:15	19	2	70	39	130
15:30	25	0	64	38	127
15:45	20	1	78	45	144
16:00	29	4	74	58	165
16:15	19	1	66	44	130
16:30	12	4	56	58	130
16:45	26	5	72	36	139
17:00	8	5	77	38	128
17:15	12	4	101	66	183
17:30	6	0	81	38	125
17:45	4	2	65	27	98
18:00	3	0	59	34	96
18:15	7	0	47	32	86
18:30	5	1	42	26	74
18:45	8	2	38	35	83
19:00	8	0	43	26	77
Peak Hour Total	30	11	324	169	534
PM Period Total	389	59	2133	1225	3806
Total AM - PM	781	97	3480	2107	6465

Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					G St, NE					G St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	5	125	2	0	132	6	123	26	0	155	4	0	1	0	5	0	0	0	0	0	292
6:30	3	113	5	0	121	9	128	35	0	172	5	2	6	0	13	0	0	0	0	0	306
6:45	8	100	7	0	115	2	140	36	1	179	6	1	2	0	9	0	0	0	0	0	303
7:00	5	176	2	0	183	1	159	43	0	203	11	4	5	0	20	0	0	0	0	0	406
7:15	9	141	6	0	156	8	144	41	0	193	11	4	7	0	22	0	0	0	0	0	371
7:30	17	171	8	1	197	3	178	45	2	228	12	0	5	0	17	0	0	0	0	0	442
7:45	6	174	8	1	189	6	185	59	1	251	8	2	5	0	15	0	0	0	0	0	455
8:00	6	191	5	0	202	12	197	45	0	254	10	7	6	1	24	0	0	0	0	0	480
8:15	10	198	9	3	220	7	171	40	0	218	16	5	18	0	39	0	0	0	0	0	477
8:30	9	211	13	2	235	9	152	38	0	199	10	5	16	0	31	0	0	0	0	0	465
8:45	8	216	16	3	243	18	186	61	0	265	18	4	15	0	37	0	0	0	0	0	545
9:00	10	179	12	0	201	10	159	41	0	210	15	7	11	0	33	0	0	0	0	0	444
9:15	9	175	12	0	196	18	154	52	0	224	11	1	12	0	24	0	0	0	0	0	444
9:30	15	149	8	1	173	10	185	59	1	255	15	4	10	0	29	0	0	0	0	0	457
9:45	12	165	5	0	182	9	169	49	3	230	20	8	20	0	48	0	0	0	0	0	460
10:00	2	131	10	0	143	4	194	60	2	260	18	8	11	0	37	0	0	0	0	0	440
10:15	5	116	2	0	123	4	148	38	0	190	23	6	10	0	39	0	0	0	0	0	352
10:30	11	105	4	0	120	7	159	47	2	215	10	3	12	0	25	0	0	0	0	0	360
10:45	7	121	8	1	137	4	147	37	1	189	16	7	6	0	29	0	0	0	0	0	355
11:00	9	129	4	1	143	8	166	24	2	200	17	6	15	0	38	0	0	0	0	0	381
11:15	7	117	10	1	135	4	139	27	2	172	15	7	8	0	30	0	0	0	0	0	337
11:30	14	117	8	0	139	5	149	32	1	187	10	9	15	0	34	0	0	0	0	0	360
11:45	6	112	8	1	127	5	138	28	0	171	11	12	14	0	37	0	0	0	0	0	335
12:00	8	112	7	2	129	7	155	33	1	196	21	6	15	0	42	0	0	0	0	0	367
Peak Hour Total																					
AM Period Total	201	3544	179	17	3941	176	3825	996	19	5016	313	118	245	1	677	0	0	0	0	0	9634
12:15	5	97	8	1	111	6	148	17	0	171	16	10	15	0	41	0	0	0	0	0	323
12:30	4	91	7	0	102	2	142	18	0	162	18	4	8	0	30	0	0	0	0	0	294
12:45	9	115	5	1	130	1	158	25	1	185	23	4	7	0	34	0	0	0	0	0	349
13:00	6	136	8	1	151	6	132	31	1	170	18	8	7	0	33	0	0	0	0	0	354
13:15	5	110	5	1	121	3	144	26	0	173	18	7	9	0	34	0	0	0	0	0	328
13:30	11	100	7	1	119	8	149	22	0	179	16	5	18	0	39	0	0	0	0	0	337
13:45	6	109	4	0	119	4	124	24	3	155	22	2	11	0	35	0	0	1	0	1	310
14:00	9	109	3	0	121	4	159	28	0	191	12	1	12	0	25	0	0	0	0	0	337
14:15	7	121	6	2	136	4	165	26	0	195	27	7	13	0	47	0	0	2	0	2	380
14:30	5	98	3	0	106	3	219	20	1	243	25	8	16	0	49	0	0	1	0	1	399
14:45	6	105	6	3	120	4	211	34	0	249	26	6	11	0	43	0	0	0	0	0	412
15:00	6	121	8	2	137	6	185	28	1	220	44	9	10	0	63	0	0	0	0	0	420
15:15	7	96	16	2	121	6	178	25	0	209	28	7	9	0	44	0	0	0	0	0	374
15:30	5	79	12	2	98	5	188	26	0	219	29	33	15	0	77	0	0	0	0	0	394
15:45	11	113	5	0	129	4	205	40	1	250	37	13	7	0	57	0	0	0	0	0	436
16:00	5	105	6	0	116	7	188	52	0	247	35	9	9	0	53	0	0	0	0	0	416
16:15	4	95	4	1	104	7	207	49	0	263	42	8	18	0	68	0	0	0	0	0	435
16:30	8	102	2	1	113	2	180	28	0	210	50	9	17	0	76	0	0	0	0	0	399
16:45	8	132	5	0	145	5	218	27	2	252	39	13	13	0	65	0	0	0	0	0	462
17:00	6	151	6	1	164	8	212	41	2	263	46	11	15	0	72	0	0	0	0	0	499
17:15	6	128	6	1	141	10	224	27	0	261	48	4	14	0	66	0	0	1	0	1	469
17:30	7	121	3	1	132	7	210	42	0	259	52	18	17	0	87	0	0	0	0	0	478
17:45	4	139	10	0	153	12	224	45	1	282	50	13	13	0	76	0	0	0	0	0	511
18:00	11	134	9	0	154	17	154	45	1	217	29	22	6	0	57	0	0	0	0	0	428
18:15	8	134	3	2	147	11	216	62	1	290	46	4	18	0	68	0	0	1	0	1	506
18:30	9	141	5	1	156	14	194	48	0	256	40	11	9	0	60	0	0	0	0	0	472
18:45	15	121	6	0	142	4	209	41	0	254	46	9	10	0	65	0	0	0	0	0	461
19:00	8	140	5	0	153	1	204	28	1	234	36	6	9	0	51	0	0	0	0	0	438
Peak Hour Total																					
PM Period Total	201	3243	173	24	3641	171	5147	925	16	6259	918	261	336	0	1515	0	0	6	0	6	11421
Total AM - PM	402	6787	352	41	7582	347	8972	1921	35	11275	1231	379	581	1	2192	0	0	6	0	6	21055

Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																				Interval Total
	North Capitol St Southbound					North Capitol St Northbound					G St, NE Westbound					G St, NW Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	7	2	0	9	0	12	1	0	13	2	0	0	0	2	0	0	0	0	0	24
6:30	1	8	1	0	10	1	10	0	0	11	0	0	1	0	1	0	0	0	0	0	22
6:45	0	18	0	0	18	1	8	1	0	10	2	0	1	0	3	0	0	0	0	0	31
7:00	0	8	1	0	9	0	19	3	0	22	3	1	1	0	5	0	0	0	0	0	36
7:15	0	15	0	0	15	0	14	3	0	17	0	0	1	0	1	0	0	0	0	0	33
7:30	2	16	0	0	18	0	11	6	0	17	0	0	0	0	0	0	0	0	0	0	35
7:45	2	15	2	0	19	0	22	3	0	25	1	0	1	0	2	0	0	0	0	0	46
8:00	0	22	0	0	22	0	15	2	0	17	1	0	1	0	2	0	0	0	0	0	41
8:15	2	13	0	0	15	0	13	2	0	15	0	0	1	0	1	0	0	0	0	0	31
8:30	0	12	4	0	16	0	16	5	0	21	0	0	1	0	1	0	0	0	0	0	38
8:45	1	14	0	0	15	0	17	1	0	18	0	0	1	0	1	0	0	0	0	0	34
9:00	3	16	0	0	19	0	11	2	0	13	2	0	1	0	3	0	0	0	0	0	35
9:15	0	18	1	0	19	0	17	5	0	22	1	0	0	0	1	0	0	0	0	0	42
9:30	1	20	0	0	21	3	17	2	0	22	0	0	0	0	0	0	0	0	0	0	43
9:45	0	16	2	0	18	0	17	1	0	18	1	0	1	0	2	0	0	0	0	0	38
10:00	0	11	1	0	12	0	19	3	0	22	1	0	1	0	2	0	0	0	0	0	36
10:15	0	19	0	0	19	0	13	4	0	17	3	0	2	0	5	0	0	0	0	0	41
10:30	0	15	1	0	16	0	10	2	0	12	0	1	1	0	2	0	0	0	0	0	30
10:45	0	13	0	0	13	0	16	1	0	17	1	1	0	0	2	0	0	0	0	0	32
11:00	0	17	1	0	18	0	11	2	0	13	1	0	3	0	4	0	0	0	0	0	35
11:15	1	11	2	0	14	0	13	2	0	15	0	0	0	0	0	0	0	0	0	0	29
11:30	0	4	0	0	4	1	17	1	0	19	0	0	0	0	0	0	0	0	0	0	23
11:45	1	8	0	0	9	0	17	3	0	20	0	0	1	0	1	0	0	0	0	0	30
12:00	0	9	0	0	9	1	15	0	0	16	0	0	3	0	3	0	0	0	0	0	28
Peak Hour Total																					
AM Period Total	14	325	18	0	357	7	350	55	0	412	19	3	22	0	44	0	0	0	0	0	813
12:15	0	15	0	0	15	0	11	4	0	15	0	0	1	0	1	0	0	0	0	0	31
12:30	0	8	1	0	9	0	13	4	0	17	0	0	1	0	1	0	0	0	0	0	27
12:45	0	15	0	0	15	0	14	3	1	18	0	0	0	0	0	0	0	0	0	0	33
13:00	1	9	1	0	11	0	18	1	0	19	1	0	1	0	2	0	0	0	0	0	32
13:15	0	15	0	0	15	1	16	2	0	19	3	0	0	0	3	0	0	0	0	0	37
13:30	1	12	0	0	13	0	13	3	0	16	0	0	0	0	0	0	0	0	0	0	29
13:45	1	12	0	0	13	0	16	4	0	20	1	0	1	0	2	0	0	0	0	0	35
14:00	1	17	0	0	18	1	18	3	0	22	2	0	1	0	3	0	0	0	0	0	43
14:15	1	8	0	0	9	1	16	3	0	20	2	0	1	0	3	0	0	0	0	0	32
14:30	0	10	0	0	10	0	13	3	0	16	0	0	1	0	1	0	0	0	0	0	27
14:45	2	7	0	0	9	0	14	2	0	16	3	0	1	0	4	0	0	0	0	0	29
15:00	0	12	0	0	12	0	11	1	0	12	1	0	0	0	1	0	0	0	0	0	25
15:15	1	20	0	0	21	1	9	1	0	11	0	0	1	0	1	0	0	0	0	0	33
15:30	1	10	0	0	11	1	11	0	0	12	1	0	1	0	2	0	0	0	0	0	25
15:45	1	23	1	0	25	0	15	5	0	20	2	0	1	0	3	0	0	0	0	0	48
16:00	1	9	0	0	10	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	24
16:15	1	11	1	0	13	0	11	2	0	13	1	0	0	0	1	0	0	0	0	0	27
16:30	2	21	0	0	23	0	15	1	0	16	2	0	1	0	3	0	0	0	0	0	42
16:45	0	16	0	0	16	0	21	1	0	22	0	0	0	0	0	0	0	0	0	0	38
17:00	2	9	0	0	11	0	15	2	0	17	0	0	1	0	1	0	0	0	0	0	29
17:15	2	8	0	0	10	0	12	4	0	16	0	0	0	0	0	0	0	0	0	0	26
17:30	1	6	0	0	7	1	12	1	0	14	0	0	0	0	0	0	0	0	0	0	21
17:45	1	11	1	0	13	0	13	2	0	15	1	0	1	0	2	0	0	0	0	0	30
18:00	1	12	0	0	13	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	29
18:15	2	10	0	0	12	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	28
18:30	0	10	0	0	10	0	16	2	0	18	1	0	1	0	2	0	0	0	0	0	30
18:45	2	6	0	0	8	0	21	2	0	23	0	0	0	0	0	0	0	0	0	0	31
19:00	2	8	0	0	10	0	19	2	0	21	0	0	0	0	0	0	0	0	0	0	31
Peak Hour Total																					
PM Period Total	27	330	5	0	362	6	408	59	1	474	21	0	15	0	36	0	0	0	0	0	872
Total AM - PM	41	655	23	0	719	13	758	114	1	886	40	3	37	0	80	0	0	0	0	0	1685

Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																				Interval Total
	North Capitol St					North Capitol St					G St, NE					G St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total																					
AM Period Total	0	3	0	0	3	1	10	0	0	11	1	0	1	0	2	0	0	0	0	0	16
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
13:15	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total																					
PM Period Total	0	4	0	0	4	0	9	1	0	10	1	0	0	0	1	0	0	0	0	0	15
Total AM - PM	0	7	0	0	7	1	19	1	0	21	2	0	1	0	3	0	0	0	0	0	31

Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					G St, NE					G St, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	5	132	4	0	141	6	136	27	0	169	6	0	1	0	7	0	0	0	0	0	317
6:30	4	121	6	0	131	10	138	35	0	183	5	2	7	0	14	0	0	0	0	0	328
6:45	8	118	7	0	133	3	148	37	1	189	8	1	3	0	12	0	0	0	0	0	334
7:00	5	184	3	0	192	1	178	46	0	225	14	5	6	0	25	0	0	0	0	0	442
7:15	9	156	6	0	171	8	159	44	0	211	11	4	8	0	23	0	0	0	0	0	405
7:30	19	187	8	1	215	3	189	51	2	245	12	0	5	0	17	0	0	0	0	0	477
7:45	8	189	10	1	208	6	208	62	1	277	10	2	6	0	18	0	0	0	0	0	503
8:00	6	214	5	0	225	12	212	47	0	271	11	7	7	1	26	0	0	0	0	0	522
8:15	12	211	9	3	235	8	185	42	0	235	16	5	19	0	40	0	0	0	0	0	510
8:30	9	224	17	2	252	9	169	43	0	221	10	5	17	0	32	0	0	0	0	0	505
8:45	9	230	16	3	258	18	203	62	0	283	18	4	16	0	38	0	0	0	0	0	579
9:00	13	195	12	0	220	10	171	43	0	224	17	7	12	0	36	0	0	0	0	0	480
9:15	9	193	13	0	215	18	172	57	0	247	12	1	12	0	25	0	0	0	0	0	487
9:30	16	169	8	1	194	13	202	61	1	277	15	4	10	0	29	0	0	0	0	0	500
9:45	12	181	7	0	200	9	187	50	3	249	21	8	21	0	50	0	0	0	0	0	499
10:00	2	143	11	0	156	4	213	63	2	282	19	8	12	0	39	0	0	0	0	0	477
10:15	5	135	2	0	142	4	161	42	0	207	26	6	13	0	45	0	0	0	0	0	394
10:30	11	120	5	0	136	7	170	49	2	228	10	4	13	0	27	0	0	0	0	0	391
10:45	7	134	8	1	150	4	164	38	1	207	17	8	6	0	31	0	0	0	0	0	388
11:00	9	146	5	1	161	8	177	26	2	213	18	6	18	0	42	0	0	0	0	0	416
11:15	8	128	12	1	149	4	152	29	2	187	15	7	8	0	30	0	0	0	0	0	366
11:30	14	121	8	0	143	6	166	33	1	206	10	9	15	0	34	0	0	0	0	0	383
11:45	7	120	8	1	136	5	155	31	0	191	11	12	15	0	38	0	0	0	0	0	365
12:00	8	121	7	2	138	8	170	33	1	212	21	6	18	0	45	0	0	0	0	0	395
Peak Hour Total	36	879	47	8	970	47	769	194	0	1010	55	21	59	1	136	0	0	0	0	0	2116
AM Period Total	215	3872	197	17	4301	184	4185	1051	19	5439	333	121	268	1	723	0	0	0	0	0	10463
12:15	5	113	8	1	127	6	159	21	0	186	16	10	16	0	42	0	0	0	0	0	355
12:30	4	99	8	0	111	2	155	22	0	179	18	4	9	0	31	0	0	0	0	0	321
12:45	9	130	5	1	145	1	172	28	2	203	23	4	7	0	34	0	0	0	0	0	382
13:00	7	145	9	1	162	6	151	33	1	191	19	8	8	0	35	0	0	0	0	0	388
13:15	5	126	5	1	137	4	160	28	0	192	22	7	9	0	38	0	0	0	0	0	367
13:30	12	112	7	1	132	8	162	25	0	195	16	5	18	0	39	0	0	0	0	0	366
13:45	7	121	4	0	132	4	140	28	3	175	23	2	12	0	37	0	0	1	0	1	345
14:00	10	126	3	0	139	5	177	31	0	213	14	1	13	0	28	0	0	0	0	0	380
14:15	8	129	6	2	145	5	182	29	0	216	29	7	14	0	50	0	0	2	0	2	413
14:30	5	109	3	0	117	3	232	23	1	259	25	8	17	0	50	0	0	1	0	1	427
14:45	8	112	6	3	129	4	225	36	0	265	29	6	12	0	47	0	0	0	0	0	441
15:00	6	133	8	2	149	6	196	29	1	232	45	9	10	0	64	0	0	0	0	0	445
15:15	8	117	16	2	143	7	188	26	0	221	28	7	10	0	45	0	0	0	0	0	409
15:30	6	89	12	2	109	6	199	26	0	231	30	33	16	0	79	0	0	0	0	0	419
15:45	12	136	6	0	154	4	220	45	1	270	39	13	8	0	60	0	0	0	0	0	484
16:00	6	114	6	0	126	7	201	53	0	261	35	9	9	0	53	0	0	0	0	0	440
16:15	5	106	5	1	117	7	218	51	0	276	43	8	18	0	69	0	0	0	0	0	462
16:30	10	123	2	1	136	2	195	29	0	226	52	9	18	0	79	0	0	0	0	0	441
16:45	8	148	5	0	161	5	240	28	2	275	39	13	13	0	65	0	0	0	0	0	501
17:00	8	160	6	1	175	8	228	43	2	281	46	11	16	0	73	0	0	0	0	0	529
17:15	8	136	6	1	151	10	237	31	0	278	48	4	14	0	66	0	0	1	0	1	496
17:30	8	127	3	1	139	8	222	43	0	273	52	18	17	0	87	0	0	0	0	0	499
17:45	5	150	11	0	166	12	238	47	1	298	51	13	14	0	78	0	0	0	0	0	542
18:00	12	146	9	0	167	17	170	45	1	233	29	22	6	0	57	0	0	0	0	0	457
18:15	10	144	3	2	159	11	232	62	1	306	46	4	18	0	68	0	0	1	0	1	534
18:30	9	151	5	1	166	14	210	50	0	274	41	11	10	0	62	0	0	0	0	0	502
18:45	17	127	6	0	150	4	232	43	0	279	46	9	10	0	65	0	0	0	0	0	494
19:00	10	148	5	0	163	1	223	30	1	255	36	6	9	0	51	0	0	0	0	0	469
Peak Hour Total	36	591	28	3	658	54	850	204	3	1111	167	50	48	0	265	0	0	1	0	1	2035
PM Period Total	228	3577	178	24	4007	177	5564	985	17	6743	940	261	351	0	1552	0	0	6	0	6	12308
Total AM - PM	443	7449	375	41	8308	361	9749	2036	36	12182	1273	382	619	1	2275	0	0	6	0	6	22771

Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	G St, NE	G St, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	1	0	1
7:15	1	0	1	0	2
7:30	1	0	1	0	2
7:45	0	1	2	0	3
8:00	3	2	4	0	9
8:15	0	2	0	0	2
8:30	1	0	0	0	1
8:45	0	1	1	0	2
9:00	0	3	4	0	7
9:15	0	1	2	0	3
9:30	1	1	3	2	7
9:45	0	0	0	0	0
10:00	0	3	1	0	4
10:15	0	1	0	1	2
10:30	0	0	1	0	1
10:45	0	0	1	0	1
11:00	0	1	0	0	1
11:15	1	0	1	0	2
11:30	1	0	0	0	1
11:45	1	1	0	1	3
12:00	0	2	0	0	2
Peak Hour Total	4	5	5	0	14
AM Period Total	10	19	23	4	56
12:15	0	0	0	0	0
12:30	0	0	1	2	3
12:45	2	0	0	1	3
13:00	1	2	0	0	3
13:15	0	2	0	0	2
13:30	0	0	2	0	2
13:45	0	1	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	2	0	0	2
14:45	0	1	0	0	1
15:00	0	0	2	0	2
15:15	0	0	0	1	1
15:30	0	0	0	0	0
15:45	0	0	0	1	1
16:00	2	0	0	0	2
16:15	0	0	3	0	3
16:30	0	0	1	0	1
16:45	0	0	4	0	4
17:00	0	1	1	0	2
17:15	1	0	0	2	3
17:30	0	2	2	1	5
17:45	0	0	0	2	2
18:00	1	0	2	1	4
18:15	0	1	1	0	2
18:30	1	0	2	1	4
18:45	0	1	0	0	1
19:00	1	1	0	1	3
Peak Hour Total	2	1	5	4	12
PM Period Total	9	14	21	13	57
Total AM - PM	19	33	44	17	113

Location: North Capitol St at G St
Date Surveyed: #####

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	G St, NE	G St, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	2	0	0	0	2
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	2	1	0	0	3
8:00	2	0	0	0	2
8:15	1	0	0	0	1
8:30	0	2	1	0	3
8:45	2	2	0	0	4
9:00	1	0	1	0	2
9:15	0	1	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	3	0	0	0	3
10:15	1	1	0	0	2
10:30	2	1	0	0	3
10:45	1	0	0	1	2
11:00	0	2	0	0	2
11:15	1	0	0	0	1
11:30	0	0	1	0	1
11:45	0	1	0	0	1
12:00	3	1	0	0	4
Peak Hour Total	5	4	1	0	10
AM Period Total	23	12	3	1	39
12:15	0	1	0	0	1
12:30	0	0	0	0	0
12:45	0	3	0	0	3
13:00	0	0	2	0	2
13:15	1	1	0	0	2
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	3	0	1	5
14:30	1	4	0	0	5
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	2	0	2
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	3	0	3
16:15	0	0	3	0	3
16:30	2	0	0	0	2
16:45	4	1	0	0	5
17:00	0	0	0	0	0
17:15	1	1	1	0	3
17:30	2	1	0	0	3
17:45	0	5	0	3	8
18:00	0	3	0	0	3
18:15	0	1	1	0	2
18:30	1	1	0	0	2
18:45	2	3	1	0	6
19:00	0	0	1	0	1
Peak Hour Total	1	10	1	3	15
PM Period Total	19	28	14	4	65
Total AM - PM	42	40	17	5	104



**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
ROUTE 7 BUS RAPID TRANSIT TYSONS STUDY - DATA COLLECTION
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET**



Location: North Capitol St at G St
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	G St, NE	G St, NW	
	Across North	Across South	Across East	Across West	
6:15	14	3	2	0	19
6:30	22	5	1	0	28
6:45	61	8	0	1	70
7:00	50	3	0	1	54
7:15	63	13	2	0	78
7:30	50	11	8	0	69
7:45	35	15	3	0	53
8:00	37	26	7	0	70
8:15	51	25	6	1	83
8:30	50	20	12	2	84
8:45	25	15	9	2	51
9:00	47	29	9	2	87
9:15	33	33	24	4	94
9:30	40	18	25	1	84
9:45	28	18	26	3	75
10:00	15	11	26	2	54
10:15	11	23	10	0	44
10:30	12	11	9	2	34
10:45	9	2	6	2	19
11:00	14	12	21	0	47
11:15	17	13	9	1	40
11:30	20	15	10	0	45
11:45	16	18	26	1	61
12:00	42	28	15	5	90
Peak Hour Total	163	86	34	5	288
AM Period Total	762	375	266	30	1433
12:15	59	22	30	9	120
12:30	46	32	41	5	124
12:45	47	24	33	10	114
13:00	32	36	51	10	129
13:15	42	20	23	3	88
13:30	25	34	20	5	84
13:45	38	16	14	1	69
14:00	24	26	19	2	71
14:15	21	22	8	2	53
14:30	31	12	6	1	50
14:45	20	23	9	1	53
15:00	18	17	9	2	46
15:15	37	38	8	11	94
15:30	23	36	14	7	80
15:45	36	39	18	10	103
16:00	52	65	8	17	142
16:15	47	71	12	15	145
16:30	67	37	20	10	134
16:45	43	47	11	5	106
17:00	22	58	10	11	101
17:15	56	53	15	26	150
17:30	42	37	9	8	96
17:45	48	40	10	28	126
18:00	27	30	6	26	89
18:15	28	23	11	19	81
18:30	20	16	10	8	54
18:45	14	11	6	18	49
19:00	15	2	4	3	24
Peak Hour Total	123	109	37	81	350
PM Period Total	980	887	435	273	2575
Total AM - PM	1742	1262	701	303	4008

Location: North Capitol St at Massachusetts Ave
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Personal Vehicles (Including Motorcycles) & Light Commercial Vehicles																				Interval Total
	North Capitol St					North Capitol St					Massachusetts Ave, NE					Massachusetts Ave, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	22	116	9	0	147	1	76	2	0	79	0	42	55	2	99	18	31	2	0	51	376
6:30	24	110	5	0	139	0	99	0	0	99	1	67	49	1	118	18	37	1	0	56	412
6:45	20	99	4	0	123	0	112	0	0	112	0	51	48	0	99	24	35	3	0	62	396
7:00	19	124	11	0	154	0	140	1	0	141	1	92	61	0	154	25	34	2	0	61	510
7:15	36	123	18	0	177	0	104	0	0	104	0	103	65	0	168	25	41	5	0	71	520
7:30	38	109	10	1	158	0	146	0	0	146	1	138	70	0	209	25	45	5	0	75	588
7:45	47	124	13	0	184	0	150	1	0	151	0	97	68	0	165	30	51	6	0	87	587
8:00	32	125	11	0	168	0	177	2	0	179	0	117	58	0	175	27	30	10	0	67	589
8:15	42	181	4	0	227	0	144	0	0	144	1	76	53	0	130	41	45	16	0	102	603
8:30	49	139	16	0	204	0	130	1	0	131	0	175	58	0	233	33	57	8	0	98	666
8:45	42	178	20	0	240	0	157	1	0	158	0	141	75	0	216	37	65	8	0	110	724
9:00	41	150	26	0	217	0	127	1	0	128	0	97	59	0	156	26	49	4	0	79	580
9:15	43	142	26	2	213	0	141	5	0	146	0	162	49	0	211	42	60	11	0	113	683
9:30	38	170	21	0	229	0	162	2	0	164	0	157	66	0	223	37	61	9	0	107	723
9:45	41	142	16	0	199	0	168	2	0	170	0	123	52	0	175	33	71	9	0	113	657
10:00	23	156	22	0	201	0	152	2	0	154	0	103	75	0	178	43	52	12	0	107	640
10:15	22	110	21	0	153	0	112	1	0	113	1	111	52	0	164	36	52	12	0	100	530
10:30	27	92	18	1	138	0	127	2	0	129	1	107	57	0	165	45	69	10	0	124	556
10:45	24	83	12	1	120	0	108	1	0	109	0	103	58	0	161	37	73	13	0	123	513
11:00	26	82	14	1	123	0	114	1	0	115	0	105	57	0	162	45	55	4	0	104	504
11:15	21	101	8	2	132	0	102	3	0	105	0	108	46	0	154	32	48	19	1	100	491
11:30	34	89	15	0	138	0	109	1	0	110	0	78	50	0	128	22	72	21	0	115	491
11:45	28	71	15	1	115	0	92	2	0	94	0	91	46	2	139	27	61	15	0	103	451
12:00	18	93	18	1	130	0	97	3	0	100	0	111	58	0	169	46	68	12	0	126	525
Peak Hour Total	164	640	93	2	899	0	587	9	0	596	0	557	249	0	806	142	235	32	0	409	2710
AM Period Total	757	2909	353	10	4029	1	3046	34	0	3081	6	2555	1385	5	3951	774	1262	217	1	2254	13315
12:15	22	74	13	0	109	0	95	3	0	98	0	107	50	0	157	29	57	17	0	103	467
12:30	21	66	10	0	97	0	95	2	0	97	0	74	45	0	119	32	65	5	0	102	415
12:45	16	75	5	0	96	2	103	1	0	106	0	98	51	0	149	31	53	5	0	89	440
13:00	43	100	18	0	161	0	93	1	0	94	0	91	49	1	141	37	41	7	0	85	481
13:15	24	117	11	0	152	1	93	1	0	95	0	120	51	0	171	32	63	6	0	101	519
13:30	26	95	15	0	136	1	103	1	0	105	1	120	40	0	161	32	59	9	0	100	502
13:45	28	114	15	0	157	0	90	1	0	91	1	77	46	0	124	34	77	12	0	123	495
14:00	25	87	22	0	134	0	104	0	0	104	2	100	56	1	159	36	46	15	0	97	494
14:15	27	90	11	0	128	0	108	4	0	112	1	106	62	1	170	44	60	21	0	125	535
14:30	32	106	16	1	155	0	141	1	0	142	2	122	64	1	189	26	75	11	0	112	598
14:45	28	100	13	0	141	0	146	0	0	146	0	116	61	0	177	35	62	9	1	107	571
15:00	32	90	13	0	135	0	126	0	0	126	1	106	53	1	161	53	70	11	0	134	556
15:15	35	80	17	0	132	0	127	2	0	129	0	99	38	0	137	40	74	8	0	122	520
15:30	25	32	29	0	86	0	138	2	0	140	0	138	52	0	190	34	49	0	0	83	499
15:45	38	65	26	0	129	0	140	2	0	142	0	136	61	0	197	51	100	13	0	164	632
16:00	30	101	20	1	152	0	148	2	0	150	0	113	58	0	171	50	65	5	0	120	593
16:15	31	104	13	0	148	0	156	0	0	156	0	115	55	0	170	36	67	31	0	134	608
16:30	29	116	5	0	150	0	131	0	0	131	0	110	47	0	157	37	78	36	0	151	589
16:45	38	125	15	0	178	0	168	2	0	170	0	134	61	0	195	39	75	31	0	145	688
17:00	49	134	17	3	203	0	162	1	0	163	0	109	45	1	155	35	71	53	0	159	680
17:15	44	135	11	0	190	0	170	1	0	171	1	138	47	1	187	37	96	8	0	141	689
17:30	32	114	14	0	160	1	182	1	0	184	0	94	42	1	137	36	71	9	0	116	597
17:45	50	128	13	0	191	0	201	1	0	202	0	121	48	0	169	38	83	5	0	126	688
18:00	32	132	11	0	175	0	147	0	0	147	0	124	43	0	167	46	64	9	0	119	608
18:15	30	125	14	1	170	0	173	3	0	176	1	123	82	0	206	37	78	15	0	130	682
18:30	35	144	13	1	193	0	181	3	0	184	1	118	50	0	169	46	88	15	0	149	695
18:45	33	155	9	1	198	0	152	0	0	152	0	93	61	0	154	30	74	11	0	115	619
19:00	36	129	15	1	181	1	146	0	0	147	1	110	62	0	173	37	76	11	0	124	625
Peak Hour Total	160	510	48	3	721	0	631	4	0	635	1	491	200	2	694	148	320	128	0	596	2646
PM Period Total	891	2933	404	9	4237	6	3819	35	0	3860	12	3112	1480	8	4612	1050	1937	388	1	3376	16085
Total AM - PM	1648	5842	757	19	8266	7	6865	69	0	6941	18	5667	2865	13	8563	1824	3199	605	2	5630	29400

Location: North Capitol St at Massachusetts Ave
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Buses & Single-Unit Trucks																			Interval Total	
	North Capitol St					North Capitol St					Massachusetts Ave, NE					Massachusetts Ave, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total
6:15	1	4	4	0	9	1	7	2	0	10	0	1	4	0	5	1	1	1	0	3	27
6:30	2	8	3	0	13	0	8	3	0	11	0	2	2	0	4	1	0	0	0	1	29
6:45	1	10	3	0	14	0	7	2	0	9	0	1	0	0	1	2	1	0	0	3	27
7:00	2	8	5	0	15	0	12	4	0	16	0	5	5	0	10	2	3	0	0	5	46
7:15	0	5	7	0	12	0	8	2	0	10	0	3	8	0	11	3	3	2	0	8	41
7:30	5	6	6	0	17	0	7	5	0	12	0	6	7	0	13	3	4	1	0	8	50
7:45	3	6	5	0	14	0	13	3	0	16	0	4	6	0	10	3	1	0	0	4	44
8:00	2	18	1	0	21	0	9	1	0	10	0	5	5	0	10	2	1	0	0	3	44
8:15	4	9	5	0	18	0	10	2	0	12	0	6	1	0	7	5	1	0	0	6	43
8:30	2	9	3	0	14	0	12	4	0	16	0	3	5	0	8	1	3	0	0	4	42
8:45	6	2	7	0	15	0	8	1	0	9	0	7	4	0	11	4	2	0	0	6	41
9:00	3	8	5	0	16	0	8	2	0	10	0	3	3	0	6	3	3	0	0	6	38
9:15	7	15	4	0	26	0	16	5	0	21	0	5	4	0	9	2	1	1	0	4	60
9:30	5	9	6	0	20	0	10	4	0	14	0	5	5	0	10	3	2	0	0	5	49
9:45	7	12	5	0	24	0	14	2	0	16	0	11	2	0	13	2	4	0	0	6	59
10:00	3	11	2	0	16	0	8	3	0	11	0	7	4	0	11	5	1	1	0	7	45
10:15	3	7	5	0	15	0	12	1	0	13	0	5	2	0	7	4	3	0	0	7	42
10:30	4	17	4	0	25	0	7	2	0	9	0	7	2	0	9	1	3	0	0	4	47
10:45	1	3	3	0	7	0	8	1	0	9	0	2	3	0	5	3	3	1	0	7	28
11:00	5	7	3	0	15	0	9	2	0	11	0	5	3	0	8	4	6	1	0	11	45
11:15	2	10	2	0	14	0	12	2	0	14	0	6	2	0	8	2	2	1	0	5	41
11:30	4	3	5	0	12	0	13	1	0	14	0	2	3	0	5	3	2	1	0	6	37
11:45	3	2	1	0	6	0	15	2	0	17	0	3	4	0	7	4	4	0	0	8	38
12:00	2	2	3	0	7	0	14	0	0	14	0	3	3	0	6	2	7	1	0	10	37
Peak Hour Total	21	34	22	0	77	0	42	12	0	54	0	20	16	0	36	12	8	1	0	21	188
AM Period Total	77	191	97	0	365	1	247	56	0	304	0	107	87	0	194	65	61	11	0	137	1000
12:15	2	10	3	0	15	0	8	0	0	8	0	3	5	0	8	1	4	1	0	6	37
12:30	4	1	2	0	7	0	9	2	0	11	0	2	2	0	4	3	2	0	0	5	27
12:45	5	3	3	0	11	0	11	2	0	13	0	4	2	0	6	1	6	0	0	7	37
13:00	1	5	2	0	8	0	10	1	0	11	0	2	2	0	4	3	3	0	0	6	29
13:15	1	10	4	0	15	0	6	1	0	7	0	1	2	0	3	3	8	0	0	11	36
13:30	4	6	3	0	13	0	12	0	0	12	0	2	2	0	4	5	6	2	0	13	42
13:45	1	8	4	0	13	0	15	2	0	17	0	4	5	0	9	0	2	0	0	2	41
14:00	4	12	2	0	18	0	13	0	0	13	0	4	2	0	6	4	5	4	0	13	50
14:15	0	7	2	0	9	0	10	1	0	11	0	1	3	0	4	5	5	0	0	10	34
14:30	5	3	3	0	11	0	8	2	0	10	0	2	4	0	6	2	7	6	0	15	42
14:45	4	4	3	0	11	0	10	0	0	10	0	4	2	0	6	6	2	1	0	9	36
15:00	3	6	2	0	11	0	10	0	0	10	0	8	0	0	8	1	4	1	0	6	35
15:15	3	6	0	0	9	0	8	3	0	11	0	4	1	0	5	2	3	1	0	6	31
15:30	3	4	4	0	11	0	7	2	0	9	0	7	1	0	8	4	4	0	0	8	36
15:45	5	2	5	0	12	0	12	1	0	13	0	5	2	0	7	3	1	1	0	5	37
16:00	5	4	8	0	17	0	4	5	0	9	0	4	2	0	6	7	2	0	0	9	41
16:15	4	1	4	0	9	0	7	3	0	10	0	3	3	0	6	4	4	1	0	5	30
16:30	2	11	6	0	19	0	9	3	0	12	0	6	3	0	9	4	2	1	0	7	47
16:45	5	6	5	0	16	0	10	1	0	11	0	2	6	0	8	4	2	0	0	6	41
17:00	2	4	7	0	13	0	11	3	0	14	0	4	5	0	9	4	2	1	0	7	43
17:15	4	3	7	0	14	0	13	2	0	15	0	2	4	0	6	4	4	0	0	8	43
17:30	2	1	5	0	8	0	9	5	0	14	0	6	1	0	7	2	4	0	0	6	35
17:45	3	1	1	0	5	0	5	1	0	6	0	3	4	0	7	6	1	0	0	7	25
18:00	7	3	5	0	15	0	12	3	0	15	0	2	2	0	4	6	6	0	0	12	46
18:15	2	8	2	0	12	0	10	3	0	13	1	4	3	0	8	1	1	0	0	2	35
18:30	2	0	4	0	6	0	10	1	0	11	0	4	5	0	9	5	2	0	0	7	33
18:45	2	5	3	0	10	0	12	1	0	13	0	1	2	0	3	7	3	2	0	12	38
19:00	3	1	2	0	6	0	13	1	0	14	0	1	6	0	7	3	4	1	0	8	35
Peak Hour Total	13	24	25	0	62	0	43	9	0	52	0	14	18	0	32	16	10	2	0	28	174
PM Period Total	88	135	101	0	324	0	274	49	0	323	1	95	81	0	177	100	96	22	0	218	1042
Total AM - PM	165	326	198	0	689	1	521	105	0	627	1	202	168	0	371	165	157	33	0	355	2042

Location: North Capitol St at Massachusetts Ave
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Articulated Trucks																			Interval Total		
	North Capitol St					North Capitol St					Massachusetts Ave, NE					Massachusetts Ave, NW						
	Southbound					Northbound					Westbound					Eastbound						
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn		Total	
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
6:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
7:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
9:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	5	
10:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	4	
10:15	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
10:45	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3	
AM Period Total	1	4	0	0	5	0	6	0	0	6	0	5	4	0	9	8	5	3	0	16	36	
12:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
13:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	
13:15	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	7	
13:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
18:45	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5	
PM Period Total	1	10	0	0	11	0	15	0	0	15	0	1	2	0	3	6	3	0	0	9	38	
Total AM - PM	2	14	0	0	16	0	21	0	0	21	0	6	6	0	12	14	8	3	0	25	74	

Location: North Capitol St at Massachusetts Ave
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Total Vehicles																				Interval Total
	North Capitol St					North Capitol St					Massachusetts Ave, NE					Massachusetts Ave, NW					
	Southbound					Northbound					Westbound					Eastbound					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
6:15	23	120	13	0	156	2	83	4	0	89	0	43	59	2	104	22	32	3	0	57	406
6:30	26	118	8	0	152	0	107	3	0	110	1	69	51	1	122	20	37	1	0	58	442
6:45	21	109	7	0	137	0	119	2	0	121	0	53	48	0	101	26	36	3	0	65	424
7:00	21	132	16	0	169	0	153	5	0	158	1	98	66	0	165	27	37	2	0	66	558
7:15	36	128	25	0	189	0	112	2	0	114	0	106	74	0	180	28	44	7	0	79	562
7:30	43	116	16	1	176	0	153	5	0	158	1	144	77	0	222	28	49	7	0	84	640
7:45	50	130	18	0	198	0	164	4	0	168	0	101	74	0	175	33	52	6	0	91	632
8:00	34	144	12	0	190	0	186	3	0	189	0	122	63	0	185	31	31	10	0	72	636
8:15	46	190	9	0	245	0	155	2	0	157	1	82	54	0	137	46	46	16	0	108	647
8:30	51	148	19	0	218	0	143	5	0	148	0	178	63	0	241	35	60	8	0	103	710
8:45	48	180	27	0	255	0	165	2	0	167	0	148	79	0	227	41	67	8	0	116	765
9:00	44	158	31	0	233	0	135	3	0	138	0	100	62	0	162	29	52	4	0	85	618
9:15	50	157	30	2	239	0	157	10	0	167	0	168	53	0	221	44	62	12	0	118	745
9:30	43	179	27	0	249	0	172	6	0	178	0	162	71	0	233	40	63	10	0	113	773
9:45	48	155	21	0	224	0	182	4	0	186	0	134	55	0	189	36	77	9	0	122	721
10:00	26	168	24	0	218	0	160	5	0	165	0	111	79	0	190	48	54	14	0	116	689
10:15	26	117	26	0	169	0	124	2	0	126	1	117	54	0	172	40	55	12	0	107	574
10:30	31	109	22	1	163	0	134	4	0	138	1	114	60	0	175	46	72	10	0	128	604
10:45	25	86	15	1	127	0	118	2	0	120	0	105	62	0	167	40	76	14	0	130	544
11:00	31	89	17	1	138	0	123	3	0	126	0	110	60	0	170	49	61	5	0	115	549
11:15	23	111	10	2	146	0	114	5	0	119	0	114	48	0	162	34	50	20	1	105	532
11:30	38	92	20	0	150	0	122	2	0	124	0	80	53	0	133	25	74	22	0	121	528
11:45	31	73	16	1	121	0	107	4	0	111	0	94	50	2	146	31	65	15	0	111	489
12:00	20	95	21	1	137	0	111	3	0	114	0	114	61	0	175	48	76	13	0	137	563
Peak Hour Total	185	674	115	2	976	0	629	21	0	650	0	578	265	0	843	154	244	34	0	432	2901
AM Period Total	835	3104	450	10	4399	2	3299	90	0	3391	6	2667	1476	5	4154	847	1328	231	1	2407	14351
12:15	24	85	16	0	125	0	104	3	0	107	0	110	55	0	165	31	61	18	0	110	507
12:30	25	67	12	0	104	0	104	4	0	108	0	76	47	0	123	35	67	5	0	107	442
12:45	21	78	8	0	107	2	114	3	0	119	0	102	53	0	155	33	59	5	0	97	478
13:00	44	108	20	0	172	0	103	2	0	105	0	93	51	1	145	41	44	7	0	92	514
13:15	26	127	15	0	168	1	104	2	0	107	0	122	53	0	175	35	71	6	0	112	562
13:30	30	105	18	0	153	1	115	1	0	117	1	122	42	0	165	37	66	11	0	114	549
13:45	29	122	19	0	170	0	105	3	0	108	1	81	51	0	133	34	80	12	0	126	537
14:00	29	100	24	0	153	0	117	0	0	117	2	104	58	1	165	40	51	19	0	110	545
14:15	27	97	13	0	137	0	119	5	0	124	1	107	65	1	174	49	65	21	0	135	570
14:30	37	109	19	1	166	0	150	3	0	153	2	124	68	1	195	28	82	17	0	127	641
14:45	32	104	16	0	152	0	156	0	0	156	0	120	64	0	184	41	64	10	1	116	608
15:00	35	96	15	0	146	0	136	0	0	136	1	114	53	1	169	54	74	12	0	140	591
15:15	38	86	17	0	141	0	136	5	0	141	0	103	39	0	142	42	77	9	0	128	552
15:30	28	37	33	0	98	0	145	4	0	149	0	145	53	0	198	38	53	0	0	91	536
15:45	43	67	31	0	141	0	152	3	0	155	0	141	63	0	204	54	101	14	0	169	669
16:00	35	105	28	1	169	0	152	7	0	159	0	117	60	0	177	57	67	5	0	129	634
16:15	35	105	17	0	157	0	163	3	0	166	0	118	58	0	176	40	68	31	0	139	638
16:30	31	127	11	0	169	0	140	3	0	143	0	116	50	0	166	41	80	37	0	158	636
16:45	43	131	20	0	194	0	179	3	0	182	0	136	67	0	203	43	77	31	0	151	730
17:00	51	138	24	3	216	0	174	4	0	178	0	113	50	1	164	40	74	54	0	168	726
17:15	48	138	18	0	204	0	184	3	0	187	1	140	51	1	193	41	100	8	0	149	733
17:30	34	115	19	0	168	1	191	6	0	198	0	100	43	1	144	38	75	9	0	122	632
17:45	53	129	14	0	196	0	206	2	0	208	0	124	52	0	176	45	84	5	0	134	714
18:00	39	135	16	0	190	0	159	3	0	162	0	126	45	0	171	52	70	9	0	131	654
18:15	32	133	16	1	182	0	183	6	0	189	2	127	85	0	214	39	79	15	0	133	718
18:30	37	144	17	1	199	0	192	4	0	196	1	122	55	0	178	51	90	15	0	156	729
18:45	35	160	12	1	208	0	166	1	0	167	0	94	64	0	158	37	77	13	0	127	660
19:00	39	130	17	1	187	1	159	1	0	161	1	111	68	0	180	40	80	12	0	132	660
Peak Hour Total	173	534	73	3	783	0	677	13	0	690	1	505	218	2	726	165	331	130	0	626	2825
PM Period Total	980	3078	505	9	4572	6	4108	84	0	4198	13	3208	1563	8	4792	1156	2036	410	1	3603	17165
Total AM - PM	1815	6182	955	19	8971	8	7407	174	0	7589	19	5875	3039	13	8946	2003	3364	641	2	6010	31516

Location: North Capitol St at Massachusetts Ave **Weather:** Warm, Sunny, Dry
Date Surveyed: 6/7/2018 **ORGA Techs:** Video

15-Minute Period (Ending)	Bicycles on Road				Interval Total
	North Capitol St	North Capitol St	Massachusetts Ave, NE	Massachusetts Ave, NW	
	Southbound	Northbound	Westbound	Eastbound	
6:15	0	2	1	0	3
6:30	0	0	2	0	2
6:45	0	1	2	1	4
7:00	0	1	1	0	2
7:15	0	0	1	1	2
7:30	2	0	1	1	4
7:45	0	1	1	1	3
8:00	2	2	5	1	10
8:15	0	0	6	0	6
8:30	0	0	1	0	1
8:45	4	0	8	0	12
9:00	0	2	6	0	8
9:15	1	1	5	0	7
9:30	0	0	7	0	7
9:45	0	0	11	0	11
10:00	0	2	5	0	7
10:15	1	1	0	0	2
10:30	0	0	1	0	1
10:45	0	0	3	0	3
11:00	1	0	2	0	3
11:15	0	1	2	1	4
11:30	1	0	3	0	4
11:45	0	1	4	1	6
12:00	0	0	3	0	3
Peak Hour Total	5	3	26	0	34
AM Period Total	12	15	81	7	115
12:15	0	0	3	0	3
12:30	1	0	2	1	4
12:45	0	0	2	0	2
13:00	1	0	3	0	4
13:15	1	0	1	0	2
13:30	0	1	0	3	4
13:45	0	0	3	1	4
14:00	0	0	1	0	1
14:15	0	0	1	1	2
14:30	0	0	1	1	2
14:45	0	0	6	0	6
15:00	2	0	1	2	5
15:15	0	0	4	1	5
15:30	0	0	1	0	1
15:45	0	0	1	1	2
16:00	3	1	0	0	4
16:15	1	0	2	4	7
16:30	1	0	17	0	18
16:45	2	0	3	2	7
17:00	1	0	2	3	6
17:15	2	0	4	1	7
17:30	0	1	6	3	10
17:45	0	0	2	0	2
18:00	1	1	3	0	5
18:15	1	0	5	2	8
18:30	0	0	9	4	13
18:45	1	1	2	0	4
19:00	1	1	4	2	8
Peak Hour Total	6	0	26	6	38
PM Period Total	19	6	89	32	146
Total AM - PM	31	21	170	39	261

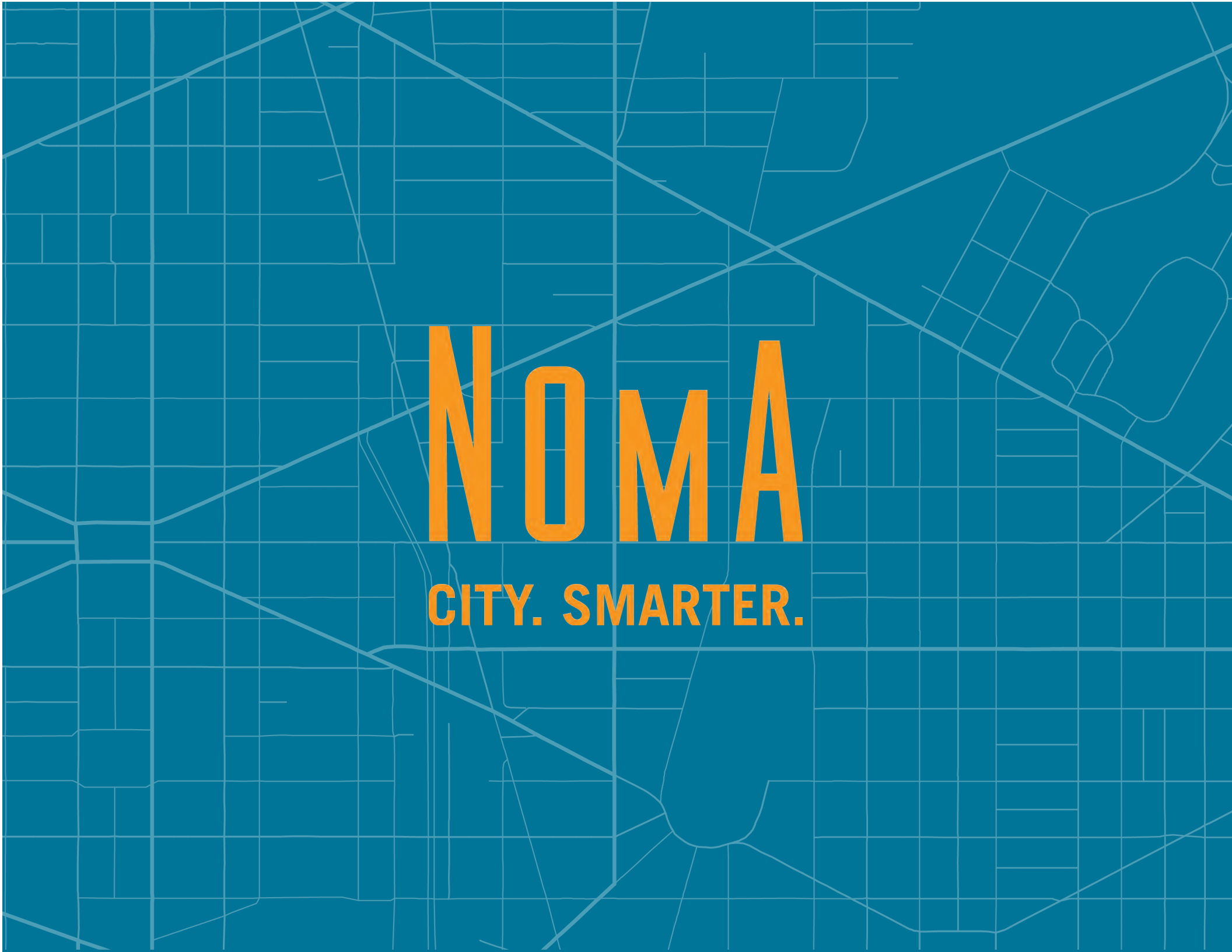
Location: North Capitol St at Massachusetts Ave
Date Surveyed: #####
Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Bicycles (on Crosswalk) Volumes				Interval Total
	North Capitol St	North Capitol St	Massachusetts Ave, NE	Massachusetts Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	0	0	1	0	1
6:30	1	1	0	0	2
6:45	2	2	1	1	6
7:00	1	1	0	0	2
7:15	0	2	0	1	3
7:30	0	3	0	1	4
7:45	1	1	0	0	2
8:00	2	2	1	3	8
8:15	0	3	0	0	3
8:30	1	0	1	0	2
8:45	0	2	0	3	5
9:00	2	6	0	0	8
9:15	0	0	0	4	4
9:30	0	0	0	2	2
9:45	1	0	0	1	2
10:00	2	0	0	1	3
10:15	1	0	1	1	3
10:30	2	0	1	4	7
10:45	1	3	0	1	5
11:00	0	0	0	1	1
11:15	1	0	0	4	5
11:30	0	0	0	3	3
11:45	1	5	0	0	6
12:00	0	4	0	2	6
Peak Hour Total	2	8	0	9	19
AM Period Total	19	35	6	33	93
12:15	0	0	0	1	1
12:30	2	1	2	0	5
12:45	0	5	1	2	8
13:00	2	0	0	1	3
13:15	2	1	0	4	7
13:30	2	0	1	2	5
13:45	0	0	0	3	3
14:00	1	0	0	4	5
14:15	2	4	0	0	6
14:30	0	0	1	1	2
14:45	2	1	2	4	9
15:00	0	1	0	1	2
15:15	0	0	0	0	0
15:30	1	0	0	1	2
15:45	0	0	0	1	1
16:00	0	0	0	3	3
16:15	0	4	0	5	9
16:30	0	4	0	0	4
16:45	2	7	0	1	10
17:00	2	3	0	1	6
17:15	0	2	0	0	2
17:30	2	0	4	0	6
17:45	2	1	0	1	4
18:00	0	0	0	2	2
18:15	1	0	2	6	9
18:30	5	0	1	3	9
18:45	2	1	0	1	4
19:00	2	2	0	1	5
Peak Hour Total	4	16	0	2	22
PM Period Total	32	37	14	49	132
Total AM - PM	51	72	20	82	225

Location: North Capitol St at Massachusetts Ave
Date Surveyed: 6/7/2018

Weather: Warm, Sunny, Dry
ORGA Techs: Video

15-Minute Period (Ending)	Pedestrian Volumes				Interval Total
	North Capitol St	North Capitol St	Massachusetts Ave, NE	Massachusetts Ave, NW	
	Across North	Across South	Across East	Across West	
6:15	22	14	4	8	48
6:30	25	22	11	17	75
6:45	76	68	32	13	189
7:00	44	54	20	17	135
7:15	96	37	18	21	172
7:30	108	59	24	32	223
7:45	114	74	33	32	253
8:00	114	72	54	34	274
8:15	135	79	36	45	295
8:30	265	151	60	82	558
8:45	143	128	46	74	391
9:00	236	162	99	78	575
9:15	180	122	75	84	461
9:30	164	117	54	82	417
9:45	114	96	48	70	328
10:00	97	58	33	61	249
10:15	62	35	17	35	149
10:30	72	29	20	29	150
10:45	52	35	29	40	156
11:00	100	24	36	27	187
11:15	66	58	24	33	181
11:30	32	39	26	68	165
11:45	124	67	50	79	320
12:00	186	83	86	149	504
Peak Hour Total	723	529	274	318	1844
AM Period Total	2627	1683	935	1210	6455
12:15	226	98	83	230	637
12:30	180	137	123	184	624
12:45	176	127	108	157	568
13:00	166	110	89	199	564
13:15	160	82	76	141	459
13:30	152	101	83	130	466
13:45	185	88	67	117	457
14:00	115	68	37	85	305
14:15	112	65	34	60	271
14:30	95	40	30	83	248
14:45	79	50	39	44	212
15:00	68	63	51	35	217
15:15	131	50	39	63	283
15:30	122	45	34	48	249
15:45	163	57	33	66	319
16:00	151	54	35	77	317
16:15	167	122	60	75	424
16:30	145	84	43	79	351
16:45	160	112	41	89	402
17:00	198	142	67	81	488
17:15	284	92	76	128	580
17:30	277	101	68	127	573
17:45	158	90	77	94	419
18:00	191	68	71	96	426
18:15	190	131	43	55	419
18:30	112	95	44	61	312
18:45	115	91	37	63	306
19:00	117	67	35	58	277
Peak Hour Total	787	430	227	377	1821
PM Period Total	4395	2430	1623	2725	11173
Total AM - PM	7022	4113	2558	3935	17628



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