

APPENDIX F

Traffic Study

Appendix A
Existing Conditions

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
AM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	22	23	102.7%	12.7	3.7	B
	Through	74	76	103.0%	16.1	2.3	B
	Right Turn						
	Subtotal	96	99	102.9%	15.4	2.2	B
EB	Left Turn						
	Through	173	168	97.3%	9.3	1.1	A
	Right Turn	26	27	102.7%	3.6	1.5	A
	Subtotal	199	195	98.0%	8.5	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		295	294	99.6%	10.8	0.8	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	9	7	81.1%	13.8	2.6	B
	Right Turn	6	6	105.0%	6.4	2.4	A
	Subtotal	15	14	90.7%	10.3	2.0	B
SB	Left Turn	9	9	94.4%	12.4	3.8	B
	Through	10	11	107.0%	15.3	4.7	C
	Right Turn						
	Subtotal	19	19	101.1%	13.8	3.9	B
EB	Left Turn	15	14	90.7%	2.8	0.9	A
	Through	171	171	99.9%	2.6	0.6	A
	Right Turn	10	8	84.0%	1.9	0.6	A
	Subtotal	196	193	98.4%	2.6	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		230	226	98.1%	4.0	0.7	A

SimTraffic Post-Processor
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Whole Foods Midtown
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Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	173	173	99.8%	4.7	0.5	A
	Right Turn	28	27	95.7%	3.9	1.2	A
	Subtotal	201	200	99.3%	4.6	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	10	12	118.0%	7.4	2.9	A
	Through	175	175	99.8%	7.7	0.9	A
	Right Turn						
	Subtotal	185	187	100.8%	7.6	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		386	386	100.0%	6.0	0.5	A

Intersection 4

29th Street/J Street-Business 80 WB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	9	10	108.9%	24.7	5.9	C
	Through	56	57	101.4%	23.8	2.1	C
	Right Turn						
	Subtotal	65	67	102.5%	23.9	2.3	C
EB	Left Turn						
	Through	147	143	96.9%	19.3	1.5	B
	Right Turn	51	56	108.8%	8.8	1.7	A
	Subtotal	198	198	100.0%	16.4	1.4	B
SW	Left Turn	88	97	109.8%	31.0	5.8	C
	Through	120	122	102.0%	23.0	3.1	C
	Right Turn						
	Subtotal	208	219	105.3%	26.6	4.1	C
Total		471	484	102.7%	22.1	2.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
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Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	112	116	103.7%	15.2	0.5	B
	Right Turn	34	36	105.3%	11.3	2.3	B
	Subtotal	146	152	104.0%	14.3	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	65	68	104.6%	4.7	0.5	A
	Through	178	177	99.2%	16.6	1.4	B
	Right Turn						
	Subtotal	243	245	100.7%	13.3	1.1	B
WB	Left Turn						
	Through						
	Right Turn	35	37	104.6%	7.8	1.6	A
	Subtotal	35	37	104.6%	7.8	1.6	A
Total		424	433	102.1%	13.2	0.6	B

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	3	70.0%	4.7	2.9	A
	Through	7	7	97.1%	7.5	0.9	A
	Right Turn	1	1	100.0%	2.9	2.5	A
	Subtotal	12	11	88.3%	6.8	0.8	A
SB	Left Turn	3	3	103.3%	7.9	3.2	A
	Through	10	11	108.0%	8.3	1.1	A
	Right Turn	6	5	88.3%	6.2	2.0	A
	Subtotal	19	19	101.1%	7.5	0.9	A
EB	Left Turn	2	2	85.0%	5.4	3.0	A
	Through	15	14	95.3%	6.7	0.8	A
	Right Turn	4	4	107.5%	3.2	1.5	A
	Subtotal	21	20	96.7%	6.0	0.8	A
WB	Left Turn	4	3	67.5%	8.1	3.5	A
	Through	72	79	109.2%	12.2	1.2	B
	Right Turn	7	8	115.7%	8.8	2.5	A
	Subtotal	83	89	107.7%	11.8	1.2	B
Total		135	140	103.3%	10.0	0.8	A

SimTraffic Post-Processor
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Whole Foods Midtown
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Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	21	21	101.0%	3.3	1.0	A
	Through	183	181	99.1%	3.1	0.7	A
	Right Turn	18	17	95.0%	2.2	1.9	A
	Subtotal	222	220	99.0%	3.0	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	2	2	115.0%	16.7	13.7	B
	Through	16	17	108.8%	12.0	4.6	B
	Right Turn						
	Subtotal	18	20	109.4%	12.9	4.5	B
WB	Left Turn						
	Through	62	61	98.9%	14.3	3.5	B
	Right Turn	16	17	106.3%	11.3	2.3	B
	Subtotal	78	78	100.4%	13.6	3.0	B
Total		318	318	99.9%	6.3	0.9	A

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	1	46.7%	12.2	13.2	B
	Through	17	17	98.8%	14.2	3.4	B
	Right Turn	4	5	120.0%	7.5	3.5	A
	Subtotal	24	23	95.8%	12.9	3.1	B
SB	Left Turn	3	2	70.0%	14.0	13.6	B
	Through	7	6	90.0%	7.8	5.4	A
	Right Turn	2	1	70.0%	1.5	1.7	A
	Subtotal	12	10	81.7%	8.9	4.3	A
EB	Left Turn	1	0	40.0%	1.0	2.4	A
	Through	30	32	105.3%	6.6	1.3	A
	Right Turn	2	2	105.0%	1.6	2.0	A
	Subtotal	33	34	103.3%	6.3	1.3	A
WB	Left Turn	3	3	110.0%	11.1	6.2	B
	Through	85	83	97.6%	10.2	2.2	B
	Right Turn	5	6	118.0%	9.2	3.2	A
	Subtotal	93	92	99.1%	10.2	2.0	B
Total		162	159	98.2%	9.7	1.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

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Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	120.0%	0.8	0.6	A
	Through	11	11	95.5%	0.3	0.2	A
	Right Turn	1	1	90.0%	0.0	0.0	A
	Subtotal	13	13	96.9%	0.3	0.2	A
SB	Left Turn						
	Through	15	16	105.3%	1.4	0.2	A
	Right Turn	2	2	80.0%	0.4	0.5	A
	Subtotal	17	17	102.4%	1.3	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	1	1	60.0%	1.2	1.3	A
	Through	1	1	60.0%	1.8	1.9	A
	Right Turn						
	Subtotal	2	1	60.0%	4.0	2.4	A
Total		32	31	97.5%	1.1	0.2	A

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	60.0%	0.4	0.3	A
	Through	220	221	100.4%	1.6	0.3	A
	Right Turn	3	2	63.3%	0.7	0.5	A
	Subtotal	225	224	99.6%	1.6	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	1	50.0%	2.2	3.8	A
	Through						
	Right Turn						
	Subtotal	1	1	50.0%	4.4	7.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		226	225	99.3%	1.6	0.3	A

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Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	85	88	103.3%	11.7	1.5	B
	Right Turn	16	17	107.5%	5.7	1.6	A
	Subtotal	101	105	104.0%	10.7	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	18	16	88.3%	19.9	2.1	B
	Through	151	154	101.9%	20.6	1.2	C
	Right Turn						
	Subtotal	169	170	100.5%	20.6	1.1	C
Total		270	275	101.8%	16.8	0.9	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	3	67.5%	11.0	3.5	B
	Through	9	9	103.3%	13.6	4.1	B
	Right Turn						
	Subtotal	13	12	92.3%	12.8	2.8	B
SB	Left Turn						
	Through	8	8	105.0%	8.4	2.1	A
	Right Turn	5	5	96.0%	5.2	2.5	A
	Subtotal	13	13	101.5%	6.9	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	96.7%	1.3	3.4	A
	Through	160	167	104.3%	0.9	0.4	A
	Right Turn	11	10	90.9%	1.3	1.8	A
	Subtotal	174	180	103.3%	1.0	0.4	A
Total		200	205	102.5%	2.0	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

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Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	45	47	104.7%	5.1	1.4	A
	Through	212	213	100.6%	5.8	1.0	A
	Right Turn						
	Subtotal	257	260	101.3%	5.7	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	142	142	99.7%	11.2	2.2	B
	Right Turn	12	13	110.8%	10.0	3.9	A
	Subtotal	154	155	100.6%	11.0	2.1	B
Total		411	415	101.0%	7.7	0.7	A

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	2	105.0%	4.6	2.6	A
	Through	6	6	100.0%	7.1	0.8	A
	Right Turn						
	Subtotal	8	8	101.3%	6.6	0.6	A
SB	Left Turn						
	Through	8	8	95.0%	7.4	1.5	A
	Right Turn	6	7	115.0%	4.2	0.9	A
	Subtotal	14	15	103.6%	6.0	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	2	2	80.0%	0.3	0.4	A
	Through	146	149	101.8%	0.4	0.1	A
	Right Turn	2	3	125.0%	0.2	0.5	A
	Subtotal	150	153	101.9%	0.4	0.1	A
Total		172	175	102.0%	1.2	0.2	A

SimTraffic Post-Processor
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Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	7	142.0%	7.6	1.7	A
	Through	19	18	94.7%	8.6	1.2	A
	Right Turn						
	Subtotal	24	25	104.6%	8.3	1.2	A
SB	Left Turn						
	Through	7	8	112.9%	9.0	1.9	A
	Right Turn	4	4	97.5%	3.3	1.5	A
	Subtotal	11	12	107.3%	7.4	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	2	2	110.0%	0.1	0.2	A
	Through	141	142	100.5%	0.4	0.2	A
	Right Turn	5	4	88.0%	0.2	0.3	A
	Subtotal	148	148	100.2%	0.4	0.1	A
Total		183	185	101.2%	1.9	0.3	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	64	65	102.0%	14.5	1.8	B
	Through	219	206	94.2%	15.2	0.9	B
	Right Turn						
	Subtotal	283	272	96.0%	15.0	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	75	74	98.8%	9.3	0.8	A
	Right Turn	13	14	103.8%	4.0	1.5	A
	Subtotal	88	88	99.5%	8.5	0.8	A
Total		371	359	96.8%	13.4	0.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
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Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	5	88.3%	1.4	0.7	A
	Through	253	258	101.8%	2.3	0.4	A
	Right Turn	2	2	105.0%	0.9	0.8	A
	Subtotal	261	265	101.5%	2.3	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	1	100.0%	6.6	8.0	A
	Through	1	1	100.0%	9.8	11.9	A
	Right Turn						
	Subtotal	2	2	100.0%	11.4	10.7	B
WB	Left Turn						
	Through						
	Right Turn	4	3	77.5%	8.5	5.3	A
	Subtotal	4	3	77.5%	8.5	5.3	A
Total		267	270	101.1%	2.4	0.3	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	60.0%	0.8	0.9	A
	Through	6	6	98.3%	0.7	0.4	A
	Right Turn	1	1	130.0%	0.4	0.6	A
	Subtotal	9	8	93.3%	0.8	0.3	A
SB	Left Turn						
	Through	7	7	94.3%	2.1	0.6	A
	Right Turn	3	3	83.3%	1.0	0.6	A
	Subtotal	10	9	91.0%	1.8	0.5	A
EB	Left Turn	2	2	85.0%	3.1	1.7	A
	Through						
	Right Turn	1	1	100.0%	1.6	1.7	A
	Subtotal	3	3	90.0%	3.3	1.2	A
WB	Left Turn	1	1	50.0%	1.2	1.3	A
	Through						
	Right Turn	1	1	70.0%	0.8	0.8	A
	Subtotal	2	1	60.0%	2.4	1.9	A
Total		24	21	89.2%	1.7	0.3	A

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Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	4	90.0%	6.5	3.2	A
	Through	9	8	93.3%	9.4	1.5	A
	Right Turn	2	3	150.0%	6.7	3.0	A
	Subtotal	15	15	100.0%	8.5	1.2	A
SB	Left Turn	2	2	80.0%	8.2	4.9	A
	Through	6	7	108.3%	9.4	1.5	A
	Right Turn	3	3	113.3%	5.7	1.6	A
	Subtotal	11	12	104.5%	8.4	1.0	A
EB	Left Turn	2	2	80.0%	2.6	1.5	A
	Through	18	18	100.0%	0.4	0.3	A
	Right Turn	3	4	123.3%	0.1	0.1	A
	Subtotal	23	23	101.3%	0.5	0.3	A
WB	Left Turn	6	6	95.0%	3.7	1.3	A
	Through	65	64	97.8%	1.7	0.3	A
	Right Turn	3	3	86.7%	0.7	0.6	A
	Subtotal	74	72	97.2%	1.8	0.3	A
Total		123	122	98.9%	3.0	0.3	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	27	30	110.0%	10.4	1.9	B
	Through	237	239	100.9%	9.6	1.1	A
	Right Turn	15	16	107.3%	7.0	1.7	A
	Subtotal	279	285	102.1%	9.5	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	4	3	72.5%	14.3	10.8	B
	Through	18	19	107.2%	14.7	4.1	B
	Right Turn						
	Subtotal	22	22	100.9%	15.2	3.7	B
WB	Left Turn						
	Through	46	42	90.2%	13.9	2.1	B
	Right Turn	20	23	114.5%	9.7	2.2	A
	Subtotal	66	64	97.6%	12.4	1.9	B
Total		367	372	101.2%	10.4	1.0	B

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Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	0	30.0%	1.0	2.3	A
	Through	2	1	70.0%	5.1	4.7	A
	Right Turn	2	3	155.0%	4.5	1.2	A
	Subtotal	5	5	96.0%	5.7	1.5	A
SB	Left Turn	4	3	77.5%	6.7	2.4	A
	Through	5	5	96.0%	8.1	4.2	A
	Right Turn	1	1	70.0%	1.6	1.7	A
	Subtotal	10	9	86.0%	7.2	1.6	A
EB	Left Turn	2	2	95.0%	4.3	3.1	A
	Through	27	29	106.3%	0.7	0.7	A
	Right Turn	1	2	150.0%	0.0	0.0	A
	Subtotal	30	32	107.0%	0.9	0.8	A
WB	Left Turn	4	4	95.0%	2.1	1.9	A
	Through	67	67	100.6%	0.7	0.3	A
	Right Turn	6	5	81.7%	0.2	0.2	A
	Subtotal	77	76	98.8%	0.8	0.3	A
Total		122	122	99.7%	1.5	0.3	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	3	85.0%	22.3	8.5	C
	Through	19	18	95.8%	21.7	5.8	C
	Right Turn	5	6	122.0%	14.1	8.5	B
	Subtotal	28	28	98.9%	20.0	5.3	B
SB	Left Turn	11	10	90.9%	23.2	6.5	C
	Through	14	16	115.0%	20.0	4.7	B
	Right Turn	5	4	88.0%	9.2	6.2	A
	Subtotal	30	31	101.7%	19.8	4.2	B
EB	Left Turn	4	3	77.5%	10.5	7.4	B
	Through	39	40	103.3%	5.6	1.2	A
	Right Turn	3	4	130.0%	2.4	2.4	A
	Subtotal	46	47	102.8%	5.7	1.3	A
WB	Left Turn	15	14	95.3%	8.1	2.7	A
	Through	99	101	101.7%	6.4	1.2	A
	Right Turn	11	10	90.9%	3.3	0.9	A
	Subtotal	125	125	100.0%	6.3	1.1	A
Total		229	231	100.7%	9.6	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
AM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	8	7	92.5%	7.9	2.0	A
	Right Turn	3	4	120.0%	4.1	1.5	A
	Subtotal	11	11	100.0%	6.6	1.3	A
SB	Left Turn	4	3	82.5%	4.9	1.3	A
	Through	12	13	107.5%	8.0	0.8	A
	Right Turn						
	Subtotal	16	16	101.3%	7.5	0.8	A
EB	Left Turn	7	7	94.3%	0.2	0.3	A
	Through	58	62	106.0%	0.5	0.2	A
	Right Turn	5	4	86.0%	0.1	0.2	A
	Subtotal	70	72	103.4%	0.4	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		97	100	102.7%	2.3	0.5	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	60.0%	1.4	1.9	A
	Through	2	2	120.0%	7.5	2.7	A
	Right Turn	3	3	106.7%	3.1	1.1	A
	Subtotal	6	6	103.3%	5.2	0.9	A
SB	Left Turn	3	3	110.0%	7.4	4.8	A
	Through	5	6	116.0%	6.7	2.7	A
	Right Turn	1	1	60.0%	1.0	1.1	A
	Subtotal	9	10	107.8%	6.5	2.5	A
EB	Left Turn	1	1	110.0%	1.2	1.1	A
	Through	48	48	99.4%	0.5	0.1	A
	Right Turn	2	1	70.0%	0.2	0.2	A
	Subtotal	51	50	98.4%	0.5	0.1	A
WB	Left Turn	4	3	80.0%	2.0	1.1	A
	Through	21	19	92.4%	0.2	0.1	A
	Right Turn						
	Subtotal	25	23	90.4%	0.5	0.4	A
Total		91	89	97.5%	1.6	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
AM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	115	116	101.0%	16.1	1.3	B
	Through	60	63	105.7%	14.3	2.3	B
	Right Turn	4	5	135.0%	4.4	2.4	A
	Subtotal	179	185	103.3%	15.1	1.0	B
EB	Left Turn						
	Through	34	34	100.6%	20.7	3.1	C
	Right Turn	52	53	101.2%	21.2	3.2	C
	Subtotal	86	87	100.9%	21.0	1.8	C
WB	Left Turn	58	57	99.0%	29.4	3.2	C
	Through	63	67	106.8%	31.7	2.2	C
	Right Turn						
	Subtotal	121	125	103.1%	30.7	2.2	C
Total		386	396	102.7%	21.3	0.9	C

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	7	110.0%	28.0	5.9	C
	Through	76	79	104.3%	27.3	2.4	C
	Right Turn	4	4	102.5%	12.7	5.4	B
	Subtotal	86	90	104.7%	26.7	2.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	14	15	105.7%	47.2	33.8	D
	Through	23	20	85.7%	20.2	10.6	C
	Right Turn						
	Subtotal	37	35	93.2%	32.6	20.5	C
NE	Left Turn	62	64	103.1%	29.6	3.7	C
	Through	207	209	100.8%	26.1	2.7	C
	Right Turn	52	54	103.3%	18.8	2.3	B
	Subtotal	321	326	101.6%	25.6	2.6	C
WB	Left Turn						
	Through	53	52	98.1%	42.7	15.1	D
	Right Turn	6	6	105.0%	31.8	22.9	C
	Subtotal	59	58	98.8%	41.8	15.9	D
Total		503	509	101.2%	28.2	4.0	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	35	31	89.7%	16.1	2.4	B
	Through	109	120	110.3%	16.6	1.6	B
	Right Turn						
	Subtotal	144	152	105.3%	16.5	1.5	B
EB	Left Turn						
	Through	299	286	95.5%	11.9	1.1	B
	Right Turn	53	55	103.8%	6.4	0.7	A
	Subtotal	352	341	96.8%	11.1	1.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		496	492	99.2%	12.7	1.0	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	14	13	91.4%	35.9	13.4	E
	Right Turn	11	11	100.0%	23.5	12.8	C
	Subtotal	25	24	95.2%	30.4	13.0	D
SB	Left Turn	22	22	98.6%	45.4	39.0	E
	Through	10	10	95.0%	55.8	43.7	F
	Right Turn						
	Subtotal	32	31	97.5%	48.4	40.4	E
EB	Left Turn	13	12	89.2%	5.4	1.2	A
	Through	309	297	96.1%	5.0	1.1	A
	Right Turn	12	12	97.5%	2.6	1.3	A
	Subtotal	334	320	95.9%	4.9	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		391	375	96.0%	10.2	4.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	223	217	97.4%	13.3	1.8	B
	Right Turn	68	64	93.8%	14.4	2.8	B
	Subtotal	291	281	96.5%	13.6	1.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	21	19	91.4%	9.8	3.4	A
	Through	321	314	97.8%	7.7	1.0	A
	Right Turn						
	Subtotal	342	333	97.4%	7.8	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		633	614	97.0%	10.5	1.2	B

Intersection 4

29th Street/J Street-Business 80 WB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	14	12	86.4%	26.0	5.7	C
	Through	74	74	99.5%	25.3	2.3	C
	Right Turn						
	Subtotal	88	86	97.4%	25.4	2.4	C
EB	Left Turn						
	Through	262	262	99.9%	18.2	2.6	B
	Right Turn	90	92	102.7%	18.0	4.5	B
	Subtotal	352	354	100.6%	18.2	3.0	B
SW	Left Turn	52	48	92.7%	28.3	4.3	C
	Through	69	69	100.1%	26.0	3.3	C
	Right Turn						
	Subtotal	121	117	96.9%	26.9	3.3	C
Total		561	557	99.3%	21.2	2.1	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	228	230	101.1%	18.4	0.7	B
	Right Turn	30	31	102.3%	16.9	2.3	B
	Subtotal	258	261	101.2%	18.2	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	103	100	97.5%	4.6	0.7	A
	Through	225	219	97.1%	10.5	2.2	B
	Right Turn						
	Subtotal	328	319	97.2%	8.7	1.6	A
WB	Left Turn						
	Through						
	Right Turn	39	39	100.8%	11.2	1.3	B
	Subtotal	39	39	100.8%	11.2	1.3	B
Total		625	619	99.1%	12.9	1.0	B

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	3	96.7%	10.7	5.3	B
	Through	17	15	90.6%	10.1	1.6	B
	Right Turn	8	7	83.8%	6.3	2.0	A
	Subtotal	28	25	89.3%	9.3	1.4	A
SB	Left Turn	5	5	100.0%	10.4	3.2	B
	Through	13	14	104.6%	12.3	3.1	B
	Right Turn	5	6	112.0%	8.8	3.3	A
	Subtotal	23	24	105.2%	11.1	2.6	B
EB	Left Turn	3	2	73.3%	9.7	11.8	A
	Through	59	58	98.3%	14.6	2.5	B
	Right Turn	5	5	104.0%	11.5	5.0	B
	Subtotal	67	65	97.6%	14.2	2.6	B
WB	Left Turn	4	5	132.5%	14.4	5.5	B
	Through	69	66	96.1%	20.0	5.3	C
	Right Turn	5	4	82.0%	16.1	9.0	C
	Subtotal	78	76	97.1%	19.4	5.2	C
Total		196	190	97.1%	15.3	3.1	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	14	13	91.4%	6.3	2.3	A
	Through	251	244	97.3%	7.5	1.1	A
	Right Turn	24	25	103.3%	5.0	2.1	A
	Subtotal	289	282	97.5%	7.2	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	12	11	92.5%	28.7	12.1	C
	Through	59	61	102.5%	25.3	12.6	C
	Right Turn						
	Subtotal	71	72	100.8%	25.8	12.2	C
WB	Left Turn						
	Through	63	67	107.0%	19.4	2.9	B
	Right Turn	28	30	106.1%	16.0	3.3	B
	Subtotal	91	97	106.7%	18.4	2.9	B
Total		451	451	99.9%	12.6	2.7	B

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	6	124.0%	18.5	7.8	B
	Through	22	24	107.3%	13.6	2.4	B
	Right Turn	7	7	100.0%	8.5	3.7	A
	Subtotal	34	37	108.2%	13.6	2.3	B
SB	Left Turn	3	3	100.0%	19.2	10.3	B
	Through	17	14	80.0%	14.8	3.2	B
	Right Turn	5	5	104.0%	6.1	3.2	A
	Subtotal	25	22	87.2%	13.6	2.2	B
EB	Left Turn	3	3	86.7%	22.9	14.1	C
	Through	70	71	100.9%	10.2	3.3	B
	Right Turn	10	9	94.0%	6.2	1.9	A
	Subtotal	83	83	99.5%	10.1	3.3	B
WB	Left Turn	6	5	90.0%	15.2	4.6	B
	Through	87	90	103.2%	12.7	1.6	B
	Right Turn	12	13	106.7%	9.8	2.9	A
	Subtotal	105	108	102.9%	12.5	1.7	B
Total		247	249	100.9%	11.9	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	25	25	100.4%	0.7	0.4	A
	Right Turn	1	2	190.0%	0.0	0.0	A
	Subtotal	26	27	103.8%	0.6	0.4	A
SB	Left Turn	1	1	90.0%	1.5	1.4	A
	Through	21	20	96.7%	1.6	0.2	A
	Right Turn						
	Subtotal	22	21	96.4%	1.6	0.2	A
EB	Left Turn	2	2	95.0%	4.0	1.6	A
	Through	2	2	75.0%	5.3	3.4	A
	Right Turn	1	1	70.0%	1.1	1.3	A
	Subtotal	5	4	82.0%	4.9	1.0	A
WB	Left Turn	1	0	30.0%	0.6	1.0	A
	Through						
	Right Turn						
	Subtotal	1	0	30.0%	2.0	3.3	A
Total		54	53	97.4%	1.4	0.4	A

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	285	279	97.9%	3.4	0.5	A
	Right Turn	1	1	60.0%	0.5	0.7	A
	Subtotal	286	280	97.8%	3.3	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	2	3	125.0%	12.1	7.5	B
	Through						
	Right Turn						
	Subtotal	2	3	125.0%	12.1	7.5	B
WB	Left Turn						
	Through	1	0	30.0%	1.8	3.2	A
	Right Turn	1	1	120.0%	6.1	7.8	A
	Subtotal	2	2	75.0%	10.3	10.7	B
Total		290	284	97.8%	3.5	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	182	183	100.8%	13.8	1.5	B
	Right Turn	14	17	122.9%	9.3	2.7	A
	Subtotal	196	201	102.3%	13.4	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	27	91.0%	19.5	3.5	B
	Through	164	161	98.2%	20.4	1.5	C
	Right Turn						
	Subtotal	194	188	97.1%	20.3	1.6	C
Total		390	389	99.7%	16.7	1.2	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	13	13	96.9%	12.6	3.7	B
	Through	17	17	100.0%	14.9	3.2	B
	Right Turn						
	Subtotal	30	30	98.7%	14.0	3.4	B
SB	Left Turn						
	Through	13	13	98.5%	11.2	1.9	B
	Right Turn	12	11	93.3%	6.6	2.2	A
	Subtotal	25	24	96.0%	9.1	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	4	4	97.5%	0.4	0.8	A
	Through	169	170	100.5%	0.9	0.2	A
	Right Turn	6	6	105.0%	0.6	1.0	A
	Subtotal	179	180	100.6%	0.9	0.2	A
Total		234	234	99.9%	3.4	0.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	44	43	98.6%	8.1	3.0	A
	Through	268	262	97.8%	9.9	2.9	A
	Right Turn						
	Subtotal	312	306	97.9%	9.6	2.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	129	126	97.6%	11.8	1.2	B
	Right Turn	19	20	103.7%	12.2	3.5	B
	Subtotal	148	146	98.4%	11.9	1.2	B
Total		460	451	98.1%	10.4	2.2	B

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	104.0%	7.3	1.9	A
	Through	10	9	88.0%	7.4	1.5	A
	Right Turn						
	Subtotal	15	14	93.3%	7.5	1.3	A
SB	Left Turn						
	Through	14	14	97.9%	9.9	1.7	A
	Right Turn	13	13	100.8%	5.3	1.4	A
	Subtotal	27	27	99.3%	7.7	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	90.0%	0.1	0.2	A
	Through	129	128	99.0%	0.5	0.1	A
	Right Turn	2	2	90.0%	0.1	0.2	A
	Subtotal	134	132	98.7%	0.5	0.1	A
Total		176	173	98.3%	2.2	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	10	9	93.0%	8.8	2.2	A
	Through	26	29	110.0%	9.9	1.2	A
	Right Turn						
	Subtotal	36	38	105.3%	9.6	1.1	A
SB	Left Turn						
	Through	21	19	91.0%	9.5	1.1	A
	Right Turn	11	9	85.5%	7.5	1.7	A
	Subtotal	32	29	89.1%	8.8	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	100.0%	0.2	0.4	A
	Through	105	106	101.1%	0.6	0.2	A
	Right Turn	8	8	101.3%	0.3	0.3	A
	Subtotal	116	117	101.1%	0.5	0.2	A
Total		184	184	99.8%	3.7	0.4	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	41	40	96.8%	20.7	2.3	C
	Through	292	292	100.1%	21.1	1.2	C
	Right Turn						
	Subtotal	333	332	99.7%	21.0	1.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	71	72	101.5%	6.3	1.5	A
	Right Turn	14	14	102.1%	3.8	1.7	A
	Subtotal	85	86	101.6%	5.9	1.2	A
Total		418	418	100.1%	17.9	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	305	300	98.3%	3.7	0.8	A
	Right Turn	2	2	75.0%	3.0	5.3	A
	Subtotal	307	301	98.2%	3.7	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	4	4	90.0%	17.9	14.6	C
	Through	2	2	100.0%	12.8	9.3	B
	Right Turn						
	Subtotal	6	6	93.3%	16.0	9.1	C
WB	Left Turn						
	Through	1	0	40.0%	1.4	1.9	A
	Right Turn	3	3	86.7%	14.8	10.5	B
	Subtotal	4	3	75.0%	14.4	10.5	B
Total		317	310	97.8%	4.0	1.0	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	110.0%	1.9	1.5	A
	Through	11	11	97.3%	1.3	0.4	A
	Right Turn	1	1	100.0%	0.4	0.5	A
	Subtotal	13	13	98.5%	1.3	0.4	A
SB	Left Turn	2	2	90.0%	2.8	1.7	A
	Through	14	13	91.4%	2.1	0.5	A
	Right Turn	2	2	85.0%	1.2	0.9	A
	Subtotal	18	16	90.6%	2.1	0.4	A
EB	Left Turn	3	3	86.7%	5.2	1.4	A
	Through						
	Right Turn	4	5	122.5%	3.1	1.0	A
	Subtotal	7	8	107.1%	3.8	0.8	A
WB	Left Turn	1	1	140.0%	3.5	2.0	A
	Through						
	Right Turn	1	1	70.0%	0.8	0.9	A
	Subtotal	2	2	105.0%	3.4	1.6	A
Total		40	39	96.8%	2.3	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	5	122.5%	16.3	5.9	C
	Through	18	19	103.9%	15.3	4.0	C
	Right Turn	6	6	91.7%	10.2	5.5	B
	Subtotal	28	29	103.9%	14.6	3.2	B
SB	Left Turn	5	5	98.0%	13.2	4.7	B
	Through	10	9	94.0%	12.8	3.0	B
	Right Turn	3	2	66.7%	8.2	3.9	A
	Subtotal	18	16	90.6%	12.8	2.9	B
EB	Left Turn	8	8	95.0%	5.7	3.3	A
	Through	57	56	97.9%	1.6	0.6	A
	Right Turn	3	2	73.3%	0.9	1.2	A
	Subtotal	68	66	96.5%	2.0	0.6	A
WB	Left Turn	3	3	86.7%	5.0	1.6	A
	Through	75	81	107.5%	2.4	0.5	A
	Right Turn	4	3	85.0%	2.0	1.6	A
	Subtotal	82	87	105.6%	2.5	0.5	A
Total		196	198	100.8%	5.0	0.6	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	24	26	107.1%	13.4	1.9	B
	Through	277	275	99.4%	13.5	0.9	B
	Right Turn	28	28	101.4%	11.2	1.7	B
	Subtotal	329	329	100.1%	13.3	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	12	11	93.3%	22.0	4.2	C
	Through	56	55	97.5%	19.1	3.8	B
	Right Turn						
	Subtotal	68	66	96.8%	19.6	3.8	B
WB	Left Turn						
	Through	58	60	102.6%	15.6	1.2	B
	Right Turn	18	17	93.3%	12.5	4.5	B
	Subtotal	76	76	100.4%	15.0	1.3	B
Total		473	471	99.7%	14.5	0.9	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	7	6	84.3%	10.9	2.7	B
	Right Turn	2	2	90.0%	4.5	2.5	A
	Subtotal	9	8	85.6%	9.6	2.6	A
SB	Left Turn	9	8	87.8%	11.0	4.4	B
	Through	7	8	120.0%	11.4	5.4	B
	Right Turn	4	4	90.0%	5.6	2.9	A
	Subtotal	20	20	99.5%	9.7	2.6	A
EB	Left Turn	4	5	122.5%	3.7	1.9	A
	Through	80	81	101.5%	1.0	0.3	A
	Right Turn	2	1	45.0%	0.2	0.4	A
	Subtotal	86	87	101.2%	1.2	0.4	A
WB	Left Turn	2	1	70.0%	3.9	4.4	A
	Through	73	74	101.5%	0.8	0.3	A
	Right Turn	2	2	115.0%	0.3	0.5	A
	Subtotal	77	78	101.0%	0.8	0.3	A
Total		192	192	100.2%	2.3	0.5	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	2	85.0%	16.8	15.0	B
	Through	31	30	95.2%	24.3	2.8	C
	Right Turn	18	18	100.6%	13.9	6.3	B
	Subtotal	51	49	96.7%	20.3	2.8	C
SB	Left Turn	10	10	104.0%	28.4	6.8	C
	Through	21	21	97.6%	23.7	4.0	C
	Right Turn	3	3	103.3%	12.4	11.9	B
	Subtotal	34	34	100.0%	24.4	4.6	C
EB	Left Turn	4	4	92.5%	7.5	3.5	A
	Through	113	117	103.8%	7.1	1.5	A
	Right Turn	4	4	105.0%	6.6	2.5	A
	Subtotal	121	125	103.5%	7.1	1.5	A
WB	Left Turn	5	4	74.0%	14.0	10.3	B
	Through	88	88	99.9%	6.3	2.2	A
	Right Turn	14	13	94.3%	2.5	1.2	A
	Subtotal	107	105	97.9%	6.0	2.2	A
Total		313	313	100.1%	10.7	1.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	18	17	96.1%	12.2	1.3	B
	Right Turn	6	5	76.7%	5.8	2.7	A
	Subtotal	24	22	91.3%	10.9	1.0	B
SB	Left Turn	5	3	68.0%	12.2	5.1	B
	Through	11	11	97.3%	13.6	2.5	B
	Right Turn						
	Subtotal	16	14	88.1%	13.6	2.2	B
EB	Left Turn	10	12	115.0%	0.9	0.8	A
	Through	169	169	100.2%	1.2	0.2	A
	Right Turn	4	6	147.5%	0.6	0.4	A
	Subtotal	183	187	102.1%	1.1	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		223	223	99.9%	2.9	0.2	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	0	30.0%	0.7	1.2	A
	Through	4	3	85.0%	8.8	4.4	A
	Right Turn	2	3	155.0%	10.2	5.6	B
	Subtotal	7	7	97.1%	9.9	3.2	A
SB	Left Turn	3	2	80.0%	15.0	8.3	B
	Through	6	7	108.3%	11.8	4.8	B
	Right Turn	2	1	50.0%	4.8	4.7	A
	Subtotal	11	10	90.0%	12.2	3.8	B
EB	Left Turn	3	3	83.3%	2.5	0.9	A
	Through	126	127	100.6%	1.9	0.6	A
	Right Turn	2	2	95.0%	0.8	0.7	A
	Subtotal	131	131	100.1%	1.9	0.6	A
WB	Left Turn	2	2	80.0%	7.7	6.7	A
	Through	31	28	91.3%	0.7	0.6	A
	Right Turn						
	Subtotal	33	30	90.6%	1.0	0.9	A
Total		182	178	97.6%	2.6	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Conditions
PM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	229	232	101.1%	19.1	1.7	B
	Through	115	117	101.5%	15.6	2.0	B
	Right Turn	3	3	113.3%	5.5	5.8	A
	Subtotal	347	352	101.3%	17.8	1.4	B
EB	Left Turn						
	Through	77	75	96.9%	32.7	8.4	C
	Right Turn	86	82	95.7%	50.0	17.7	D
	Subtotal	163	157	96.3%	42.1	13.6	D
WB	Left Turn	59	57	96.8%	30.9	2.4	C
	Through	40	42	104.5%	29.9	2.6	C
	Right Turn						
	Subtotal	99	99	99.9%	30.5	1.3	C
Total		609	607	99.7%	26.1	3.9	C

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	18	18	97.2%	37.5	8.0	D
	Through	132	132	99.8%	30.9	2.6	C
	Right Turn	13	13	100.8%	12.2	4.1	B
	Subtotal	163	162	99.6%	30.1	2.9	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	21	18	85.2%	40.6	9.2	D
	Through	64	62	96.3%	31.6	9.9	C
	Right Turn						
	Subtotal	85	80	93.5%	33.8	9.3	C
NE	Left Turn	38	38	99.5%	21.8	2.9	C
	Through	142	143	100.9%	20.3	1.2	C
	Right Turn	27	25	92.6%	14.6	3.5	B
	Subtotal	207	206	99.6%	19.9	1.4	B
WB	Left Turn						
	Through	44	43	96.6%	26.6	3.2	C
	Right Turn	9	10	105.6%	18.7	7.9	B
	Subtotal	53	52	98.1%	25.2	3.7	C
Total		508	500	98.4%	26.2	2.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length By Lane
Intersection 4

Whole Foods Midtown
Existing Conditions
AM Peak Hour
Signal

29th Street/J Street-Business 80 WB Off Ramp

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	70	12	117	28	122	31	0%	0%
EB	Through	2	473	131	12	180	20	178	23	0%	0%
EB	Through/Right	1	473	103	18	173	38	173	26	0%	0%
SB	Left/Through	1	460	102	16	149	26	148	34	0%	0%
SB	Through	1	460	24	18	71	56	81	66	0%	0%
SB	Through	2	460	1	1	3	3	3	3	0%	0%
SW	Left Diagonal	1	25	73	1	75	1	74	0	58%	0%
SW	Left Turn	1	647	261	39	347	70	334	66	41%	0%
SW	Left Turn	2	647	172	38	297	77	308	69	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	313	61	33	115	50	111	50	0%	0%
EB	Through	1	313	25	24	71	50	76	46	0%	0%
NB	Left/Through	1	380	134	19	192	29	196	41	0%	0%
NB	Through	1	380	53	26	126	60	135	63	0%	0%
NB	Through/Right	1	380	11	7	33	16	34	13	0%	0%
NE	Left Turns	1	544	317	36	427	65	418	65	0%	0%
NE	Shared	1	544	267	34	380	61	378	84	0%	0%
WB	Through/Right	1	345	152	43	242	70	242	73	0%	1%

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length By Lane
 Intersection 4

Whole Foods Midtown
 Existing Conditions
 PM Peak Hour
 Signal

29th Street/J Street-Business 80 WB Off Ramp

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	110	25	187	52	190	62	0%	0%
EB	Through	2	473	191	23	272	45	281	49	0%	0%
EB	Through/Right	1	473	205	36	335	65	352	71	0%	0%
SB	Left/Through	1	490	133	26	194	33	198	34	0%	0%
SB	Through	1	490	50	21	125	60	128	59	0%	0%
SB	Through	2	490	1	1	3	3	3	4	0%	0%
SW	Left Diagonal	1	25	70	3	82	4	74	0	55%	0%
SW	Left Turn	1	681	143	28	214	42	211	36	51%	0%
SW	Left Turn	2	681	80	33	148	53	152	39	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	319	74	27	123	39	126	31	0%	0%
EB	Through	1	319	65	24	109	30	107	24	0%	0%
NB	Left/Through	1	380	210	23	268	33	267	33	0%	0%
NB	Through	1	380	149	17	227	30	210	21	0%	0%
NB	Through/Right	1	380	34	13	78	34	88	43	0%	0%
NE	Left Turns	1	565	197	27	266	40	265	24	0%	0%
NE	Shared	1	565	138	23	219	35	215	35	0%	0%
WB	Through/Right	1	345	111	20	171	28	172	22	0%	0%

Appendix B

Existing Plus Project Conditions

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	22	22	100.9%	11.6	2.8	B
	Through	75	78	104.1%	15.7	1.7	B
	Right Turn						
	Subtotal	97	100	103.4%	14.7	1.6	B
EB	Left Turn						
	Through	175	170	96.9%	9.4	0.8	A
	Right Turn	26	27	103.5%	3.8	0.8	A
	Subtotal	201	196	97.7%	8.6	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		298	297	99.6%	10.7	0.8	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	10	10	101.0%	15.8	3.2	C
	Right Turn	8	8	97.5%	6.4	2.8	A
	Subtotal	18	18	99.4%	11.1	1.2	B
SB	Left Turn	9	8	93.3%	12.9	2.9	B
	Through	10	11	111.0%	15.6	4.0	C
	Right Turn						
	Subtotal	19	20	102.6%	14.5	3.4	B
EB	Left Turn	15	15	96.7%	2.4	1.0	A
	Through	171	167	97.4%	2.4	0.4	A
	Right Turn	12	12	103.3%	1.8	0.5	A
	Subtotal	198	193	97.7%	2.3	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		235	231	98.2%	4.1	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	174	171	98.3%	5.8	0.7	A
	Right Turn	30	30	100.3%	4.4	0.7	A
	Subtotal	204	201	98.6%	5.6	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	10	8	83.0%	5.8	3.3	A
	Through	178	174	97.8%	7.0	0.9	A
	Right Turn						
	Subtotal	188	182	97.0%	6.9	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		392	384	97.8%	6.2	0.6	A

Intersection 4

29th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	9	8	87.8%	26.5	4.5	C
	Through	56	56	99.3%	24.7	2.9	C
	Right Turn						
	Subtotal	65	64	97.7%	25.0	2.8	C
EB	Left Turn						
	Through	150	154	102.8%	20.2	2.0	C
	Right Turn	52	53	101.0%	10.2	3.5	B
	Subtotal	202	207	102.3%	17.6	1.9	B
SW	Left Turn	88	88	100.1%	27.7	4.3	C
	Through	122	128	104.8%	21.9	2.5	C
	Right Turn						
	Subtotal	210	216	102.9%	24.3	2.6	C
Total		477	486	101.9%	21.6	1.6	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	113	121	107.4%	15.8	0.8	B
	Right Turn	34	35	104.1%	10.7	1.1	B
	Subtotal	147	157	106.7%	14.7	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	68	65	96.0%	5.0	0.5	A
	Through	179	180	100.4%	17.0	2.1	B
	Right Turn						
	Subtotal	247	245	99.2%	13.8	1.8	B
WB	Left Turn						
	Through						
	Right Turn	35	33	94.6%	6.9	0.7	A
	Subtotal	35	33	94.6%	6.9	0.7	A
Total		429	435	101.4%	13.6	1.0	B

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	3	82.5%	7.5	3.3	A
	Through	10	8	82.0%	7.7	1.3	A
	Right Turn	11	12	112.7%	4.1	0.7	A
	Subtotal	25	24	95.6%	5.7	1.0	A
SB	Left Turn	3	3	86.7%	8.0	3.8	A
	Through	13	14	105.4%	8.7	1.8	A
	Right Turn	6	5	86.7%	6.3	1.4	A
	Subtotal	22	22	97.7%	7.9	1.2	A
EB	Left Turn	2	2	115.0%	5.7	3.1	A
	Through	15	16	106.7%	7.7	0.7	A
	Right Turn	5	5	106.0%	4.1	1.6	A
	Subtotal	22	24	107.3%	6.8	0.6	A
WB	Left Turn	6	7	111.7%	9.9	1.5	A
	Through	77	80	103.4%	13.2	2.1	B
	Right Turn	7	8	107.1%	9.4	3.1	A
	Subtotal	90	94	104.2%	12.6	2.0	B
Total		159	163	102.4%	10.1	1.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	26	24	93.8%	4.4	1.1	A
	Through	176	172	97.4%	3.7	1.4	A
	Right Turn	19	20	104.2%	1.8	0.8	A
	Subtotal	221	216	97.6%	3.6	1.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	12	12	99.2%	19.8	3.9	B
	Through	17	18	102.9%	14.5	2.6	B
	Right Turn						
	Subtotal	29	29	101.4%	16.7	2.7	B
WB	Left Turn						
	Through	64	66	102.8%	14.8	1.5	B
	Right Turn	16	18	111.3%	11.3	3.0	B
	Subtotal	80	84	104.5%	14.0	1.6	B
Total		330	329	99.6%	7.4	1.1	A

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	2	80.0%	14.3	9.9	B
	Through	17	17	100.6%	13.9	3.3	B
	Right Turn	4	4	87.5%	4.4	3.0	A
	Subtotal	24	23	95.8%	12.7	3.2	B
SB	Left Turn	3	3	93.3%	14.5	12.2	B
	Through	7	5	77.1%	13.5	8.0	B
	Right Turn	2	2	80.0%	2.5	1.8	A
	Subtotal	12	10	81.7%	11.9	5.6	B
EB	Left Turn	1	1	90.0%	10.4	12.3	B
	Through	32	33	102.5%	8.6	1.3	A
	Right Turn	2	2	95.0%	4.5	3.7	A
	Subtotal	35	36	101.7%	8.6	1.3	A
WB	Left Turn	3	4	133.3%	13.1	6.1	B
	Through	87	87	100.3%	10.1	1.7	B
	Right Turn	5	5	102.0%	6.8	2.6	A
	Subtotal	95	96	101.5%	10.1	1.6	B
Total		166	165	99.3%	10.3	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	70.0%	1.6	2.5	A
	Through	25	25	100.0%	0.6	0.3	A
	Right Turn	1	0	40.0%	0.1	0.2	A
	Subtotal	28	27	95.7%	0.6	0.3	A
SB	Left Turn						
	Through	21	23	108.6%	1.7	0.2	A
	Right Turn	2	2	85.0%	0.9	0.7	A
	Subtotal	23	25	106.5%	1.6	0.2	A
EB	Left Turn						
	Through						
	Right Turn	1	1	100.0%	2.5	2.7	A
	Subtotal	1	1	100.0%	2.5	2.7	A
WB	Left Turn	1	1	50.0%	1.1	1.1	A
	Through	1	1	110.0%	3.9	3.5	A
	Right Turn						
	Subtotal	2	2	80.0%	5.0	2.3	A
Total		54	54	99.8%	1.3	0.3	A

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	2	80.0%	0.0	0.0	A
	Through	220	217	98.5%	0.6	0.2	A
	Right Turn	3	2	76.7%	0.1	0.2	A
	Subtotal	225	221	98.0%	0.6	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	0	30.0%	0.8	1.8	A
	Through						
	Right Turn						
	Subtotal	1	0	30.0%	2.8	5.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		226	221	97.7%	0.6	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	87	88	101.6%	11.6	1.3	B
	Right Turn	17	19	112.4%	4.7	1.6	A
	Subtotal	104	108	103.4%	10.4	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	21	22	104.3%	16.7	2.7	B
	Through	153	146	95.4%	18.9	1.3	B
	Right Turn						
	Subtotal	174	168	96.4%	18.6	1.4	B
Total		278	275	99.0%	15.5	0.9	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	4	87.5%	8.6	4.1	A
	Through	3	3	110.0%	12.9	5.3	B
	Right Turn						
	Subtotal	7	7	97.1%	10.9	3.4	B
SB	Left Turn						
	Through	18	18	98.9%	8.6	1.3	A
	Right Turn	17	17	97.6%	5.4	0.9	A
	Subtotal	35	34	98.3%	7.1	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	90.0%	0.7	1.1	A
	Through	153	150	97.8%	1.0	0.2	A
	Right Turn	39	37	95.4%	1.1	0.5	A
	Subtotal	195	190	97.2%	1.1	0.3	A
Total		237	231	97.4%	2.3	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	58	55	94.8%	5.8	1.2	A
	Through	204	204	100.1%	7.6	1.7	A
	Right Turn						
	Subtotal	262	259	99.0%	7.2	1.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	137	132	96.4%	12.1	1.3	B
	Right Turn	13	13	96.2%	10.7	3.7	B
	Subtotal	150	145	96.4%	12.0	1.3	B
Total		412	404	98.0%	8.9	1.2	A

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	3	103.3%	6.1	2.9	A
	Through	7	9	127.1%	8.3	1.5	A
	Right Turn						
	Subtotal	10	12	120.0%	7.8	1.2	A
SB	Left Turn						
	Through	8	6	70.0%	7.8	1.4	A
	Right Turn	6	6	101.7%	4.1	1.1	A
	Subtotal	14	12	83.6%	5.9	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	12	13	105.0%	0.3	0.3	A
	Through	142	139	98.0%	0.5	0.1	A
	Right Turn	2	2	85.0%	0.1	0.2	A
	Subtotal	156	154	98.4%	0.4	0.1	A
Total		180	177	98.4%	1.3	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	6	93.3%	8.7	3.0	A
	Through	19	19	100.0%	8.7	0.9	A
	Right Turn						
	Subtotal	25	25	98.4%	8.6	0.9	A
SB	Left Turn						
	Through	8	7	87.5%	9.6	2.2	A
	Right Turn	4	4	105.0%	4.4	0.6	A
	Subtotal	12	11	93.3%	7.4	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	2	3	135.0%	0.2	0.2	A
	Through	147	145	98.3%	0.5	0.1	A
	Right Turn	5	4	76.0%	0.4	0.4	A
	Subtotal	154	151	98.1%	0.5	0.1	A
Total		191	187	97.8%	1.9	0.2	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	67	70	103.7%	15.6	2.2	B
	Through	219	211	96.5%	14.7	0.7	B
	Right Turn						
	Subtotal	286	281	98.2%	14.9	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	75	73	97.6%	9.8	1.2	A
	Right Turn	13	12	95.4%	3.4	1.2	A
	Subtotal	88	86	97.3%	8.9	1.2	A
Total		374	366	98.0%	13.5	0.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	7	123.3%	1.4	0.8	A
	Through	256	254	99.1%	2.7	0.5	A
	Right Turn	20	17	82.5%	1.9	0.6	A
	Subtotal	282	278	98.4%	2.6	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	1	130.0%	8.3	9.1	A
	Through	1	2	150.0%	11.6	11.1	B
	Right Turn						
	Subtotal	2	3	140.0%	13.4	9.0	B
WB	Left Turn						
	Through						
	Right Turn	5	5	96.0%	9.8	6.2	A
	Subtotal	5	5	96.0%	9.8	6.2	A
Total		289	285	98.7%	2.9	0.7	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	4	71.7%	2.1	0.7	A
	Through	7	9	134.3%	0.5	0.2	A
	Right Turn	1	2	150.0%	0.3	0.7	A
	Subtotal	14	15	108.6%	0.9	0.2	A
SB	Left Turn						
	Through	8	6	80.0%	1.2	0.6	A
	Right Turn	13	12	90.8%	0.6	0.2	A
	Subtotal	21	18	86.7%	0.8	0.2	A
EB	Left Turn	2	2	95.0%	3.4	1.2	A
	Through						
	Right Turn	2	2	115.0%	2.5	0.9	A
	Subtotal	4	4	105.0%	3.2	0.4	A
WB	Left Turn	1	1	50.0%	0.8	1.0	A
	Through						
	Right Turn	1	1	90.0%	1.5	1.4	A
	Subtotal	2	1	70.0%	2.2	1.6	A
Total		41	39	95.1%	1.2	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	3	80.0%	8.0	2.4	A
	Through	3	3	103.3%	9.5	3.7	A
	Right Turn	8	8	105.0%	5.6	1.8	A
	Subtotal	15	15	98.0%	7.1	1.0	A
SB	Left Turn	8	8	95.0%	10.4	2.5	B
	Through	10	11	108.0%	9.7	1.9	A
	Right Turn	3	2	73.3%	6.7	2.7	A
	Subtotal	21	21	98.1%	9.6	1.6	A
EB	Left Turn	2	2	105.0%	3.1	2.1	A
	Through	20	21	102.5%	0.7	0.5	A
	Right Turn	3	3	110.0%	0.1	0.2	A
	Subtotal	25	26	103.6%	0.9	0.5	A
WB	Left Turn	6	5	78.3%	3.9	1.9	A
	Through	65	66	102.2%	1.7	0.5	A
	Right Turn	2	2	100.0%	0.9	0.9	A
	Subtotal	73	73	100.1%	1.9	0.5	A
Total		134	134	100.2%	3.4	0.5	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	27	26	96.3%	8.7	1.2	A
	Through	246	242	98.5%	9.2	1.3	A
	Right Turn	13	15	112.3%	6.6	2.1	A
	Subtotal	286	283	98.9%	9.0	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	16	16	98.1%	19.5	4.2	B
	Through	20	20	98.5%	16.7	4.8	B
	Right Turn						
	Subtotal	36	35	98.3%	17.8	4.0	B
WB	Left Turn						
	Through	45	46	102.4%	13.8	1.3	B
	Right Turn	20	19	93.5%	10.6	1.3	B
	Subtotal	65	65	99.7%	12.9	1.0	B
Total		387	383	99.0%	10.5	0.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	0	40.0%	0.8	1.4	A
	Through	2	2	95.0%	9.3	2.3	A
	Right Turn	2	2	75.0%	2.7	2.0	A
	Subtotal	5	4	76.0%	7.8	2.8	A
SB	Left Turn	4	4	97.5%	5.4	2.2	A
	Through	5	5	104.0%	6.8	2.6	A
	Right Turn	1	0	40.0%	0.5	0.7	A
	Subtotal	10	10	95.0%	6.4	1.6	A
EB	Left Turn	2	2	110.0%	2.0	1.4	A
	Through	27	30	111.1%	0.4	0.2	A
	Right Turn	1	2	150.0%	0.0	0.0	A
	Subtotal	30	34	112.3%	0.5	0.3	A
WB	Left Turn	4	3	67.5%	2.1	0.7	A
	Through	67	66	98.1%	0.7	0.3	A
	Right Turn	6	11	181.7%	0.3	0.2	A
	Subtotal	77	79	103.0%	0.7	0.2	A
Total		122	126	103.5%	1.3	0.3	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	4	102.5%	18.5	9.4	B
	Through	19	18	93.2%	18.0	3.7	B
	Right Turn	5	6	118.0%	11.1	5.5	B
	Subtotal	28	28	98.9%	16.9	3.0	B
SB	Left Turn	11	11	100.9%	22.4	7.8	C
	Through	14	16	112.1%	21.5	4.9	C
	Right Turn	5	5	104.0%	16.7	13.7	B
	Subtotal	30	32	106.7%	21.0	5.7	C
EB	Left Turn	4	3	80.0%	10.0	4.6	A
	Through	39	41	104.4%	5.3	1.2	A
	Right Turn	3	3	106.7%	3.3	3.1	A
	Subtotal	46	47	102.4%	5.5	1.1	A
WB	Left Turn	15	15	98.0%	8.7	2.5	A
	Through	99	96	96.6%	6.5	0.9	A
	Right Turn	11	9	84.5%	3.4	1.3	A
	Subtotal	125	120	95.7%	6.5	0.9	A
Total		229	226	98.9%	9.6	1.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	8	8	93.8%	8.5	1.8	A
	Right Turn	3	3	110.0%	3.2	1.5	A
	Subtotal	11	11	98.2%	6.9	1.1	A
SB	Left Turn	4	5	120.0%	6.9	2.5	A
	Through	12	13	110.8%	8.7	1.0	A
	Right Turn						
	Subtotal	16	18	113.1%	8.2	0.6	A
EB	Left Turn	7	7	94.3%	0.3	0.3	A
	Through	58	58	100.3%	0.4	0.2	A
	Right Turn	5	5	100.0%	0.1	0.1	A
	Subtotal	70	70	99.7%	0.3	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		97	99	101.8%	2.5	0.3	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	50.0%	1.5	2.1	A
	Through	2	2	90.0%	5.9	3.4	A
	Right Turn	3	3	100.0%	3.2	1.1	A
	Subtotal	6	5	88.3%	4.8	1.4	A
SB	Left Turn	3	3	83.3%	8.8	5.9	A
	Through	5	6	118.0%	7.7	1.3	A
	Right Turn	1	0	20.0%	0.2	0.3	A
	Subtotal	9	9	95.6%	7.9	1.7	A
EB	Left Turn	1	0	30.0%	0.2	0.3	A
	Through	48	51	106.7%	0.7	0.1	A
	Right Turn	2	2	90.0%	0.5	0.8	A
	Subtotal	51	53	104.5%	0.7	0.1	A
WB	Left Turn	4	3	75.0%	2.3	1.0	A
	Through	21	21	101.4%	0.2	0.1	A
	Right Turn						
	Subtotal	25	24	97.2%	0.5	0.2	A
Total		91	92	100.5%	1.6	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	115	120	104.3%	16.1	1.6	B
	Through	60	59	98.2%	14.2	1.2	B
	Right Turn	4	5	127.5%	3.4	2.6	A
	Subtotal	179	184	102.8%	15.1	1.1	B
EB	Left Turn						
	Through	34	34	100.3%	18.9	2.5	B
	Right Turn	52	51	98.5%	21.3	2.8	C
	Subtotal	86	85	99.2%	20.2	1.5	C
WB	Left Turn	58	57	97.8%	28.7	2.8	C
	Through	63	65	103.0%	31.9	3.5	C
	Right Turn						
	Subtotal	121	122	100.5%	30.5	2.7	C
Total		386	391	101.3%	21.1	1.2	C

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	6	96.7%	32.1	11.9	C
	Through	76	81	106.2%	26.4	1.5	C
	Right Turn	4	3	82.5%	13.0	12.6	B
	Subtotal	86	90	104.4%	26.2	1.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	14	15	104.3%	30.3	18.1	C
	Through	23	21	91.3%	21.4	8.8	C
	Right Turn						
	Subtotal	37	36	96.2%	24.8	11.7	C
NE	Left Turn	62	61	98.2%	31.4	7.4	C
	Through	207	210	101.3%	26.4	4.7	C
	Right Turn	52	54	103.1%	19.4	2.7	B
	Subtotal	321	324	101.0%	26.2	4.9	C
WB	Left Turn						
	Through	53	50	94.9%	35.3	7.3	D
	Right Turn	6	5	85.0%	22.8	14.4	C
	Subtotal	59	55	93.9%	34.4	7.3	C
Total		503	505	100.4%	27.2	2.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	36	36	100.8%	17.4	1.6	B
	Through	110	113	102.7%	17.3	1.5	B
	Right Turn						
	Subtotal	146	149	102.3%	17.3	1.1	B
EB	Left Turn						
	Through	303	304	100.2%	11.1	0.5	B
	Right Turn	54	53	98.0%	6.5	1.7	A
	Subtotal	357	357	99.9%	10.4	0.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		503	506	100.6%	12.5	0.6	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	13	11	85.4%	37.4	14.2	E
	Right Turn	14	13	91.4%	20.0	8.1	C
	Subtotal	27	24	88.5%	29.0	11.6	D
SB	Left Turn	22	23	102.7%	45.4	23.6	E
	Through	10	10	96.0%	47.7	17.6	E
	Right Turn						
	Subtotal	32	32	100.6%	46.1	21.7	E
EB	Left Turn	13	15	112.3%	6.0	1.9	A
	Through	311	315	101.2%	4.9	0.6	A
	Right Turn	15	14	95.3%	2.3	1.0	A
	Subtotal	339	344	101.4%	4.8	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		398	400	100.4%	9.7	2.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	226	216	95.7%	16.4	1.8	B
	Right Turn	69	71	102.3%	17.1	3.0	B
	Subtotal	295	287	97.2%	16.6	2.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	21	21	99.0%	9.1	2.1	A
	Through	325	332	102.1%	8.4	0.6	A
	Right Turn						
	Subtotal	346	353	101.9%	8.4	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		641	639	99.7%	12.1	1.1	B

Intersection 4

29th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	14	12	87.9%	26.4	7.8	C
	Through	75	76	100.9%	26.5	2.6	C
	Right Turn						
	Subtotal	89	88	98.9%	26.6	2.8	C
EB	Left Turn						
	Through	266	273	102.4%	17.3	2.0	B
	Right Turn	91	85	93.8%	15.4	4.6	B
	Subtotal	357	358	100.3%	16.8	2.5	B
SW	Left Turn	52	52	100.8%	31.6	7.4	C
	Through	74	77	103.6%	26.0	3.6	C
	Right Turn						
	Subtotal	126	129	102.5%	28.4	5.3	C
Total		572	575	100.5%	21.0	2.0	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	228	230	100.7%	19.8	3.9	B
	Right Turn	30	31	104.0%	18.4	1.4	B
	Subtotal	258	261	101.1%	19.6	3.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	105	107	101.9%	5.2	1.0	A
	Through	226	228	100.9%	11.7	1.8	B
	Right Turn						
	Subtotal	331	335	101.2%	9.6	1.4	A
WB	Left Turn						
	Through						
	Right Turn	39	42	108.2%	11.5	2.5	B
	Subtotal	39	42	108.2%	11.5	2.5	B
Total		628	638	101.6%	13.8	1.8	B

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	15.6	13.5	C
	Through	19	19	102.1%	14.5	4.4	B
	Right Turn	24	24	99.2%	11.7	5.3	B
	Subtotal	48	48	100.2%	13.1	5.0	B
SB	Left Turn	5	4	80.0%	10.6	2.7	B
	Through	16	18	111.3%	11.8	2.1	B
	Right Turn	5	4	76.0%	8.8	2.9	A
	Subtotal	26	26	98.5%	11.2	2.0	B
EB	Left Turn	3	4	120.0%	14.9	7.4	B
	Through	59	57	95.8%	17.0	7.3	C
	Right Turn	7	7	102.9%	13.3	9.0	B
	Subtotal	69	67	97.5%	16.5	7.4	C
WB	Left Turn	7	7	104.3%	17.2	5.6	C
	Through	71	71	100.0%	19.5	4.3	C
	Right Turn	5	5	92.0%	14.3	5.3	B
	Subtotal	83	83	99.9%	19.0	4.2	C
Total		226	224	99.1%	16.3	4.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	17	16	94.1%	6.0	2.9	A
	Through	239	235	98.3%	8.4	1.3	A
	Right Turn	24	25	104.6%	7.3	1.9	A
	Subtotal	280	276	98.6%	8.2	1.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	28	27	95.7%	46.1	17.0	D
	Through	60	56	93.7%	42.5	16.4	D
	Right Turn						
	Subtotal	88	83	94.3%	43.8	16.4	D
WB	Left Turn						
	Through	66	66	100.3%	20.2	4.0	C
	Right Turn	28	28	100.4%	15.7	3.5	B
	Subtotal	94	94	100.3%	18.8	3.2	B
Total		462	453	98.1%	16.9	2.8	B

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	4	88.0%	14.2	9.1	B
	Through	22	22	100.5%	15.6	3.4	B
	Right Turn	7	8	117.1%	8.3	1.8	A
	Subtotal	34	35	102.1%	13.5	2.5	B
SB	Left Turn	3	3	110.0%	18.0	10.4	B
	Through	17	14	84.7%	14.0	4.9	B
	Right Turn	5	6	128.0%	6.3	4.2	A
	Subtotal	25	24	96.4%	12.6	3.8	B
EB	Left Turn	3	3	90.0%	19.7	9.9	B
	Through	71	72	101.3%	10.2	1.5	B
	Right Turn	10	9	86.0%	8.2	2.6	A
	Subtotal	84	83	99.0%	10.4	1.6	B
WB	Left Turn	6	6	106.7%	15.0	4.9	B
	Through	90	89	98.9%	11.5	1.6	B
	Right Turn	12	11	90.8%	9.2	3.9	A
	Subtotal	108	106	98.4%	11.4	1.7	B
Total		251	248	98.9%	11.5	1.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	45	44	98.7%	1.1	0.8	A
	Right Turn	1	1	50.0%	0.8	1.7	A
	Subtotal	46	45	97.6%	1.1	0.8	A
SB	Left Turn	1	0	40.0%	0.7	1.2	A
	Through	29	28	96.6%	2.2	0.8	A
	Right Turn						
	Subtotal	30	28	94.7%	2.3	0.8	A
EB	Left Turn	2	1	50.0%	3.5	2.7	A
	Through	2	2	80.0%	8.0	3.5	A
	Right Turn	1	1	60.0%	0.5	0.8	A
	Subtotal	5	3	64.0%	6.7	2.2	A
WB	Left Turn	1	0	40.0%	1.1	2.0	A
	Through						
	Right Turn						
	Subtotal	1	0	40.0%	2.7	5.0	A
Total		82	77	93.8%	1.8	0.5	A

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	276	273	98.8%	1.7	0.5	A
	Right Turn	1	1	100.0%	0.3	0.8	A
	Subtotal	277	274	98.8%	1.7	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	2	2	85.0%	9.7	6.7	A
	Through						
	Right Turn						
	Subtotal	2	2	85.0%	9.7	6.7	A
WB	Left Turn						
	Through	1	0	30.0%	1.1	3.0	A
	Right Turn	1	1	120.0%	14.2	11.6	B
	Subtotal	2	2	75.0%	14.5	11.0	B
Total		281	277	98.5%	1.9	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	184	182	99.1%	13.7	1.2	B
	Right Turn	15	15	98.7%	9.2	4.1	A
	Subtotal	199	197	99.1%	13.3	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	37	37	98.9%	16.2	2.1	B
	Through	168	163	97.1%	17.6	1.0	B
	Right Turn						
	Subtotal	205	200	97.5%	17.3	0.9	B
Total		404	397	98.3%	15.4	0.8	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	13	11	84.6%	18.9	14.1	C
	Through	19	20	105.3%	24.4	8.3	C
	Right Turn						
	Subtotal	32	31	96.9%	22.3	10.2	C
SB	Left Turn						
	Through	21	18	85.7%	10.1	2.9	B
	Right Turn	30	31	102.0%	7.0	1.6	A
	Subtotal	51	49	95.3%	8.1	1.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	6	6	98.3%	1.3	1.9	A
	Through	162	160	99.0%	1.3	0.3	A
	Right Turn	45	47	103.8%	1.4	1.1	A
	Subtotal	213	213	100.0%	1.3	0.5	A
Total		296	293	98.8%	4.7	1.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	77	76	98.3%	10.8	3.3	B
	Through	259	256	99.0%	13.4	3.9	B
	Right Turn						
	Subtotal	336	332	98.8%	12.8	3.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	136	136	100.1%	12.2	1.5	B
	Right Turn	23	24	104.8%	11.2	2.9	B
	Subtotal	159	160	100.8%	12.1	1.4	B
Total		495	492	99.4%	12.6	2.5	B

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	6	6	95.0%	7.3	2.4	A
	Through	14	15	104.3%	8.4	1.1	A
	Right Turn						
	Subtotal	20	20	101.5%	8.2	0.5	A
SB	Left Turn						
	Through	14	11	78.6%	10.3	2.4	B
	Right Turn	15	15	102.0%	6.0	1.3	A
	Subtotal	29	26	90.7%	7.8	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	4	4	105.0%	0.3	0.4	A
	Through	139	139	99.8%	0.5	0.1	A
	Right Turn	2	2	80.0%	0.1	0.2	A
	Subtotal	145	145	99.7%	0.5	0.1	A
Total		194	191	98.5%	2.3	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	11	10	88.2%	9.2	1.3	A
	Through	26	26	99.2%	10.9	1.6	B
	Right Turn						
	Subtotal	37	36	95.9%	10.4	1.3	B
SB	Left Turn						
	Through	21	19	90.0%	11.0	1.9	B
	Right Turn	12	10	84.2%	7.1	2.4	A
	Subtotal	33	29	87.9%	9.6	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	106.7%	0.6	1.0	A
	Through	115	117	102.1%	0.6	0.2	A
	Right Turn	8	8	97.5%	0.2	0.1	A
	Subtotal	126	128	101.9%	0.6	0.2	A
Total		196	193	98.4%	3.8	0.6	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	45	46	101.3%	18.1	2.7	B
	Through	292	292	99.9%	20.7	1.1	C
	Right Turn						
	Subtotal	337	337	100.1%	20.3	1.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	72	74	102.8%	7.7	1.5	A
	Right Turn	14	16	117.1%	3.4	1.4	A
	Subtotal	86	90	105.1%	7.0	1.2	A
Total		423	428	101.1%	17.5	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	319	317	99.4%	5.2	1.9	A
	Right Turn	5	4	80.0%	3.8	2.2	A
	Subtotal	324	321	99.1%	5.2	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	4	4	92.5%	24.0	20.4	C
	Through	2	2	100.0%	22.1	26.8	C
	Right Turn						
	Subtotal	6	6	95.0%	24.6	22.9	C
WB	Left Turn						
	Through	1	0	0.0%	0.0	0.0	A
	Right Turn	13	12	90.8%	30.9	28.2	D
	Subtotal	14	12	84.3%	30.9	28.2	D
Total		344	339	98.4%	6.3	2.7	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	60.0%	1.8	2.5	A
	Through	12	12	103.3%	1.3	0.3	A
	Right Turn	1	1	60.0%	0.1	0.2	A
	Subtotal	14	14	97.1%	1.4	0.4	A
SB	Left Turn	2	1	55.0%	1.6	1.7	A
	Through	14	11	81.4%	2.0	0.6	A
	Right Turn	2	2	120.0%	1.2	0.9	A
	Subtotal	18	15	82.8%	1.9	0.5	A
EB	Left Turn	7	7	97.1%	4.3	0.8	A
	Through						
	Right Turn	4	4	105.0%	3.0	0.5	A
	Subtotal	11	11	100.0%	3.8	0.5	A
WB	Left Turn	1	1	90.0%	4.0	5.0	A
	Through						
	Right Turn	1	1	70.0%	1.2	1.7	A
	Subtotal	2	2	80.0%	4.5	5.5	A
Total		45	41	91.3%	2.4	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour

Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	4	4	97.5%	21.2	14.0	C
	Through	18	17	95.6%	18.8	5.3	C
	Right Turn	6	6	101.7%	11.9	7.5	B
	Subtotal	28	27	97.1%	17.5	6.7	C
SB	Left Turn	9	8	88.9%	16.8	5.7	C
	Through	15	13	85.3%	19.2	8.5	C
	Right Turn	3	3	90.0%	9.6	6.7	A
	Subtotal	27	24	87.0%	17.6	6.6	C
EB	Left Turn	9	10	107.8%	6.8	4.0	A
	Through	59	62	105.6%	2.3	1.7	A
	Right Turn	3	2	80.0%	1.4	1.6	A
	Subtotal	71	74	104.8%	2.9	2.1	A
WB	Left Turn	3	3	83.3%	6.3	3.4	A
	Through	76	79	104.3%	2.8	1.0	A
	Right Turn	5	4	88.0%	1.7	0.8	A
	Subtotal	84	86	102.6%	2.9	1.0	A
Total		210	211	100.6%	6.4	2.7	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	24	23	94.2%	14.7	3.3	B
	Through	289	288	99.7%	14.7	2.0	B
	Right Turn	29	30	103.8%	11.8	1.6	B
	Subtotal	342	341	99.7%	14.4	1.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	14	13	95.7%	24.6	6.0	C
	Through	60	62	102.8%	22.7	6.2	C
	Right Turn						
	Subtotal	74	75	101.5%	23.1	5.8	C
WB	Left Turn						
	Through	60	63	104.8%	16.1	2.3	B
	Right Turn	21	22	102.4%	13.3	3.3	B
	Subtotal	81	84	104.2%	15.3	2.1	B
Total		497	500	100.7%	15.9	1.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	7	7	92.9%	14.9	14.7	B
	Right Turn	2	1	70.0%	4.3	3.7	A
	Subtotal	9	8	87.8%	13.0	11.5	B
SB	Left Turn	9	7	77.8%	11.6	2.5	B
	Through	7	7	97.1%	10.3	1.6	B
	Right Turn	4	3	67.5%	4.7	2.0	A
	Subtotal	20	17	82.5%	9.8	1.7	A
EB	Left Turn	4	5	122.5%	3.8	2.1	A
	Through	84	87	103.7%	1.0	0.6	A
	Right Turn	2	2	100.0%	0.5	1.5	A
	Subtotal	90	94	104.4%	1.1	0.7	A
WB	Left Turn	2	2	115.0%	6.1	4.8	A
	Through	75	81	108.0%	1.0	0.6	A
	Right Turn	2	3	130.0%	0.1	0.1	A
	Subtotal	79	86	108.7%	1.1	0.6	A
Total		198	204	103.2%	2.3	0.8	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	60.0%	16.8	13.6	B
	Through	31	31	101.3%	21.6	5.0	C
	Right Turn	18	19	107.8%	12.3	4.0	B
	Subtotal	51	52	102.0%	18.1	4.0	B
SB	Left Turn	10	9	94.0%	32.4	17.9	C
	Through	21	19	88.6%	28.0	13.5	C
	Right Turn	3	4	136.7%	18.0	13.4	B
	Subtotal	34	32	94.4%	28.5	13.3	C
EB	Left Turn	4	4	97.5%	10.9	4.2	B
	Through	118	116	98.2%	6.0	0.8	A
	Right Turn	4	4	87.5%	4.0	2.6	A
	Subtotal	126	123	97.9%	6.1	0.8	A
WB	Left Turn	5	4	84.0%	10.8	5.8	B
	Through	91	90	98.9%	6.2	1.3	A
	Right Turn	14	15	107.1%	3.8	1.1	A
	Subtotal	110	109	99.3%	6.1	1.3	A
Total		321	317	98.6%	10.3	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	18	17	91.7%	14.3	4.6	B
	Right Turn	6	6	105.0%	10.9	5.4	B
	Subtotal	24	23	95.0%	13.2	4.7	B
SB	Left Turn	9	6	68.9%	12.5	4.3	B
	Through	12	12	100.8%	12.8	1.5	B
	Right Turn						
	Subtotal	21	18	87.1%	12.5	2.1	B
EB	Left Turn	11	11	95.5%	0.6	0.5	A
	Through	171	172	100.4%	1.0	0.3	A
	Right Turn	4	5	125.0%	0.4	0.3	A
	Subtotal	186	187	100.6%	0.9	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		231	228	98.8%	3.1	0.9	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	0	30.0%	2.4	4.9	A
	Through	5	4	78.0%	15.3	8.9	C
	Right Turn	2	2	120.0%	9.1	6.1	A
	Subtotal	8	7	82.5%	13.7	7.2	B
SB	Left Turn	3	4	120.0%	16.6	6.7	C
	Through	6	6	101.7%	10.5	3.0	B
	Right Turn	2	1	70.0%	5.4	3.7	A
	Subtotal	11	11	100.9%	12.4	2.6	B
EB	Left Turn	3	3	83.3%	2.9	1.6	A
	Through	129	134	103.5%	2.1	0.7	A
	Right Turn	2	2	95.0%	0.6	0.4	A
	Subtotal	134	138	102.9%	2.1	0.7	A
WB	Left Turn	2	2	115.0%	7.1	5.0	A
	Through	33	31	93.6%	0.8	0.5	A
	Right Turn						
	Subtotal	35	33	94.9%	1.2	0.6	A
Total		188	189	100.4%	3.0	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Existing Plus Project Conditions
AM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	233	235	101.0%	19.5	2.5	B
	Through	115	115	99.8%	15.9	1.7	B
	Right Turn	3	3	113.3%	3.7	2.9	A
	Subtotal	351	354	100.7%	18.2	2.0	B
EB	Left Turn						
	Through	78	77	99.2%	36.7	10.3	D
	Right Turn	88	86	97.4%	63.1	22.0	E
	Subtotal	166	163	98.3%	50.7	16.1	D
WB	Left Turn	59	65	109.5%	31.0	4.4	C
	Through	41	36	88.3%	28.4	2.3	C
	Right Turn						
	Subtotal	100	101	100.8%	30.1	2.3	C
Total		617	618	100.1%	28.8	4.2	C

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	18	16	87.8%	38.9	4.2	D
	Through	132	134	101.7%	31.9	3.5	C
	Right Turn	13	14	106.9%	11.2	3.4	B
	Subtotal	163	164	100.6%	30.8	3.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	21	20	93.3%	46.7	8.7	D
	Through	65	65	100.3%	37.3	7.2	D
	Right Turn						
	Subtotal	86	85	98.6%	39.3	7.1	D
NE	Left Turn	39	39	99.7%	25.7	4.8	C
	Through	148	159	107.5%	22.5	2.2	C
	Right Turn	27	30	110.4%	16.5	2.5	B
	Subtotal	214	228	106.4%	22.3	2.5	C
WB	Left Turn						
	Through	44	45	101.8%	26.5	6.4	C
	Right Turn	9	9	103.3%	18.5	5.4	B
	Subtotal	53	54	102.1%	24.9	5.4	C
Total		516	531	102.8%	28.0	1.7	C

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length By Lane
 Intersection 4

Whole Foods Midtown
 Existing Plus Project Conditions
 AM Peak Hour
 Signal

29th Street/J Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	74	12	126	23	126	25	0%	0%
EB	Through	2	473	151	20	219	27	223	31	0%	0%
EB	Through/Right	1	473	102	22	168	37	168	32	0%	0%
SB	Left/Through	1	460	100	16	149	20	145	18	0%	0%
SB	Through	1	460	26	16	78	44	93	57	0%	0%
SB	Through	2	460	0	1	2	2	3	3	0%	0%
SW	Left Diagonal	1	25	72	3	80	8	74	0	57%	0%
SW	Left Turn	1	647	230	31	320	41	334	46	45%	0%
SW	Left Turn	2	647	149	34	246	56	250	51	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	313	52	15	97	30	95	31	0%	0%
EB	Through	1	313	19	14	54	32	56	31	0%	0%
NB	Left/Through	1	380	137	17	192	34	193	35	0%	0%
NB	Through	1	380	58	13	142	27	154	32	0%	0%
NB	Through/Right	1	380	8	5	23	11	23	11	0%	0%
NE	Left Turns	1	544	312	63	428	71	434	63	0%	0%
NE	Shared	1	544	249	53	365	82	359	73	0%	0%
WB	Through/Right	1	345	132	28	199	54	202	51	0%	0%

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length By Lane
Intersection 4

Whole Foods Midtown
Existing Plus Project Conditions
PM Peak Hour
Signal

29th Street/J Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	118	18	178	32	179	47	0%	0%
EB	Through	2	473	184	32	250	54	256	48	0%	0%
EB	Through/Right	1	473	186	29	270	52	266	50	0%	0%
SB	Left/Through	1	490	134	20	189	32	185	34	0%	0%
SB	Through	1	490	54	17	146	41	151	45	0%	0%
SB	Through	2	490	3	7	13	33	18	45	0%	0%
SW	Left Diagonal	1	25	68	3	80	2	74	0	58%	0%
SW	Left Turn	1	681	159	29	234	44	230	41	49%	0%
SW	Left Turn	2	681	99	28	185	59	185	43	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	319	83	19	127	31	120	29	0%	0%
EB	Through	1	319	75	20	120	27	116	30	0%	0%
NB	Left/Through	1	380	222	28	299	41	288	39	0%	0%
NB	Through	1	380	163	25	242	42	222	43	0%	0%
NB	Through/Right	1	380	39	14	92	36	100	43	0%	0%
NE	Left Turns	1	565	213	24	306	55	316	64	0%	0%
NE	Shared	1	565	152	26	263	54	266	59	0%	0%
WB	Through/Right	1	345	105	27	175	54	170	48	0%	0%

Appendix C
Cumulative Conditions

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	23	22	96.5%	13.8	2.7	B
	Through	83	82	99.3%	15.7	1.6	B
	Right Turn						
	Subtotal	106	105	98.7%	15.3	1.5	B
EB	Left Turn						
	Through	180	185	102.5%	9.8	0.7	A
	Right Turn	43	45	104.2%	4.7	0.7	A
	Subtotal	223	229	102.8%	8.8	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		329	334	101.5%	10.9	0.6	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	23	23	97.8%	16.4	4.2	C
	Right Turn	10	9	86.0%	10.9	6.8	B
	Subtotal	33	31	94.2%	14.6	3.7	B
SB	Left Turn	10	9	94.0%	15.0	6.1	B
	Through	13	11	84.6%	16.3	6.1	C
	Right Turn						
	Subtotal	23	20	88.7%	15.8	5.3	C
EB	Left Turn	15	16	108.0%	2.7	1.0	A
	Through	173	175	101.3%	2.7	0.6	A
	Right Turn	15	15	102.7%	1.8	0.6	A
	Subtotal	203	207	101.9%	2.6	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		259	258	99.7%	5.1	1.0	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	220	211	95.9%	6.5	0.5	A
	Right Turn	33	30	91.2%	6.2	1.3	A
	Subtotal	253	241	95.3%	6.5	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	10	10	95.0%	9.0	3.6	A
	Through	183	184	100.3%	7.3	0.9	A
	Right Turn						
	Subtotal	193	193	100.1%	7.4	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		446	434	97.3%	6.9	0.5	A

Intersection 4

29th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	10	10	95.0%	28.7	6.7	C
	Through	110	104	94.9%	28.6	1.9	C
	Right Turn						
	Subtotal	120	114	94.9%	28.6	2.1	C
EB	Left Turn						
	Through	160	166	103.4%	19.7	1.2	B
	Right Turn	55	51	93.1%	11.1	2.5	B
	Subtotal	215	217	100.8%	17.7	1.6	B
SW	Left Turn	90	86	95.4%	30.2	4.8	C
	Through	123	126	102.4%	23.1	2.9	C
	Right Turn						
	Subtotal	213	212	99.5%	26.0	3.4	C
Total		548	543	99.0%	23.3	1.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	148	150	101.3%	19.1	3.7	B
	Right Turn	35	37	106.0%	12.8	1.9	B
	Subtotal	183	187	102.2%	17.9	3.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	80	78	97.0%	7.9	3.1	A
	Through	180	169	93.8%	19.3	2.5	B
	Right Turn						
	Subtotal	260	247	94.8%	15.7	2.4	B
WB	Left Turn						
	Through						
	Right Turn	53	51	96.6%	17.2	11.5	B
	Subtotal	53	51	96.6%	17.2	11.5	B
Total		496	485	97.7%	16.7	3.2	B

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	94.0%	7.6	2.4	A
	Through	18	18	97.2%	8.2	1.3	A
	Right Turn	13	13	100.8%	4.9	1.0	A
	Subtotal	36	35	98.1%	6.9	0.7	A
SB	Left Turn	5	5	96.0%	7.3	5.2	A
	Through	15	15	101.3%	8.9	0.7	A
	Right Turn	8	8	97.5%	6.5	1.3	A
	Subtotal	28	28	99.3%	8.1	1.1	A
EB	Left Turn	5	4	84.0%	6.2	2.7	A
	Through	15	17	112.7%	7.9	0.7	A
	Right Turn	5	5	102.0%	4.5	1.4	A
	Subtotal	25	26	104.8%	7.1	0.7	A
WB	Left Turn	8	9	106.3%	13.4	7.7	B
	Through	80	83	103.6%	13.8	3.9	B
	Right Turn	10	9	89.0%	10.4	5.1	B
	Subtotal	98	100	102.3%	13.5	4.2	B
Total		187	190	101.4%	10.6	2.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	30	30	98.7%	4.9	1.4	A
	Through	218	211	96.7%	5.2	0.7	A
	Right Turn	20	19	92.5%	3.4	1.5	A
	Subtotal	268	259	96.6%	5.0	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	15	14	90.7%	21.8	5.2	C
	Through	18	18	97.8%	17.8	6.3	B
	Right Turn						
	Subtotal	33	31	94.5%	19.1	4.4	B
WB	Left Turn						
	Through	68	65	95.9%	16.3	1.5	B
	Right Turn	20	18	89.0%	11.7	3.7	B
	Subtotal	88	83	94.3%	15.4	1.8	B
Total		389	373	95.9%	8.5	0.8	A

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	2	73.3%	10.5	9.4	B
	Through	18	17	93.9%	13.4	2.8	B
	Right Turn	5	5	106.0%	7.4	4.2	A
	Subtotal	26	24	93.8%	12.0	2.8	B
SB	Left Turn	3	3	106.7%	14.2	12.7	B
	Through	8	6	70.0%	14.8	5.6	B
	Right Turn	3	2	66.7%	2.4	2.8	A
	Subtotal	14	11	77.1%	11.6	3.6	B
EB	Left Turn	1	1	80.0%	5.5	8.1	A
	Through	33	33	100.0%	8.1	1.9	A
	Right Turn	3	3	106.7%	3.2	3.3	A
	Subtotal	37	37	100.0%	7.7	2.1	A
WB	Left Turn	5	5	90.0%	12.0	3.9	B
	Through	88	87	98.9%	9.7	1.4	A
	Right Turn	8	7	91.3%	6.2	2.5	A
	Subtotal	101	99	97.8%	9.5	1.4	A
Total		178	171	96.1%	9.6	1.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	3	90.0%	1.6	1.6	A
	Through	33	33	100.9%	0.6	0.2	A
	Right Turn	2	2	95.0%	0.1	0.2	A
	Subtotal	38	38	99.7%	0.6	0.2	A
SB	Left Turn	1	1	120.0%	1.6	1.4	A
	Through	24	24	98.8%	1.7	0.3	A
	Right Turn	3	3	96.7%	0.9	0.6	A
	Subtotal	28	28	99.3%	1.6	0.2	A
EB	Left Turn	1	1	70.0%	1.2	1.5	A
	Through						
	Right Turn	1	1	90.0%	1.6	1.9	A
	Subtotal	2	2	80.0%	2.3	2.1	A
WB	Left Turn	1	1	100.0%	5.6	3.8	A
	Through	1	1	70.0%	3.5	3.3	A
	Right Turn	1	1	90.0%	2.7	2.2	A
	Subtotal	3	3	86.7%	6.2	1.9	A
Total		71	70	98.5%	1.3	0.2	A

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	50.0%	0.0	0.0	A
	Through	265	258	97.2%	0.7	0.1	A
	Right Turn	3	2	76.7%	0.0	0.1	A
	Subtotal	270	261	96.6%	0.7	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	1	140.0%	8.4	11.8	A
	Through	1	2	170.0%	5.2	7.2	A
	Right Turn						
	Subtotal	2	3	155.0%	6.6	5.2	A
WB	Left Turn						
	Through	1	2	160.0%	11.0	9.5	B
	Right Turn	1	1	110.0%	5.7	8.1	A
	Subtotal	2	3	135.0%	11.2	8.3	B
Total		274	267	97.3%	0.9	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	118	115	97.8%	11.6	1.1	B
	Right Turn	18	19	106.1%	6.0	2.5	A
	Subtotal	136	135	98.9%	10.7	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	21	82.8%	16.9	3.5	B
	Through	175	174	99.5%	19.4	1.3	B
	Right Turn						
	Subtotal	200	195	97.4%	19.1	1.4	B
Total		336	329	98.0%	15.7	1.0	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	8	95.0%	13.3	4.7	B
	Through	13	13	101.5%	17.8	4.2	C
	Right Turn						
	Subtotal	21	21	99.0%	16.0	3.6	C
SB	Left Turn						
	Through	20	19	94.0%	11.0	3.4	B
	Right Turn	18	17	93.3%	6.6	1.6	A
	Subtotal	38	36	93.7%	8.8	2.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	5	6	112.0%	1.9	1.1	A
	Through	175	175	99.7%	2.8	0.6	A
	Right Turn	40	43	107.8%	3.0	0.8	A
	Subtotal	220	223	101.5%	2.8	0.6	A
Total		279	280	100.2%	4.6	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	60	61	101.2%	7.6	2.1	A
	Through	233	225	96.4%	9.4	1.8	A
	Right Turn						
	Subtotal	293	285	97.3%	9.0	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	160	163	101.9%	12.7	1.5	B
	Right Turn	30	31	104.7%	12.1	2.4	B
	Subtotal	190	194	102.3%	12.6	1.4	B
Total		483	480	99.3%	10.5	1.2	B

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	92.0%	7.4	2.2	A
	Through	8	9	107.5%	9.6	1.7	A
	Right Turn						
	Subtotal	13	13	101.5%	8.9	1.3	A
SB	Left Turn						
	Through	10	10	101.0%	11.6	3.6	B
	Right Turn	8	7	86.3%	5.1	2.7	A
	Subtotal	18	17	94.4%	9.1	2.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	13	14	106.2%	0.6	0.4	A
	Through	178	182	102.1%	0.6	0.1	A
	Right Turn	3	3	103.3%	0.3	0.5	A
	Subtotal	194	199	102.4%	0.6	0.1	A
Total		225	229	101.7%	1.7	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	8	93.8%	9.1	2.2	A
	Through	20	20	99.0%	9.9	1.7	A
	Right Turn						
	Subtotal	28	27	97.5%	9.7	1.5	A
SB	Left Turn						
	Through	10	9	89.0%	9.2	1.3	A
	Right Turn	5	5	92.0%	4.6	1.3	A
	Subtotal	15	14	90.0%	7.7	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	2	73.3%	0.3	0.3	A
	Through	175	181	103.6%	0.5	0.2	A
	Right Turn	5	4	88.0%	0.3	0.3	A
	Subtotal	183	188	102.7%	0.5	0.2	A
Total		226	229	101.2%	2.1	0.4	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	90	92	101.7%	17.1	2.4	B
	Through	228	221	97.0%	16.3	1.0	B
	Right Turn						
	Subtotal	318	313	98.3%	16.6	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	108	108	99.5%	9.8	1.6	A
	Right Turn	20	19	94.5%	3.8	1.2	A
	Subtotal	128	126	98.8%	8.9	1.3	A
Total		446	439	98.4%	14.4	1.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	9	9	94.4%	2.0	1.1	A
	Through	284	278	98.0%	3.1	0.7	A
	Right Turn	20	20	102.0%	1.8	0.5	A
	Subtotal	313	307	98.1%	3.0	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	1	2	170.0%	11.1	8.1	B
	Through	1	1	120.0%	11.4	13.8	B
	Right Turn						
	Subtotal	2	3	145.0%	15.0	6.6	B
WB	Left Turn						
	Through	1	0	40.0%	5.2	8.4	A
	Right Turn	8	7	91.3%	11.8	5.8	B
	Subtotal	9	8	85.6%	13.7	6.4	B
Total		324	318	98.1%	3.4	0.7	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	7	82.5%	1.9	0.5	A
	Through	10	12	116.0%	1.0	0.4	A
	Right Turn	3	3	96.7%	0.4	0.5	A
	Subtotal	21	21	100.5%	1.2	0.3	A
SB	Left Turn						
	Through	10	10	104.0%	1.5	0.6	A
	Right Turn	13	13	103.1%	0.9	0.3	A
	Subtotal	23	24	103.5%	1.1	0.3	A
EB	Left Turn	2	2	90.0%	3.1	1.7	A
	Through	1	1	70.0%	1.6	2.1	A
	Right Turn	2	1	60.0%	1.7	1.5	A
	Subtotal	5	4	74.0%	3.6	1.5	A
WB	Left Turn	2	2	110.0%	4.0	1.7	A
	Through	1	1	100.0%	4.4	3.1	A
	Right Turn	1	1	90.0%	1.3	1.1	A
	Subtotal	4	4	102.5%	4.3	1.3	A
Total		53	53	99.4%	1.6	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	8.5	2.4	A
	Through	8	6	76.3%	9.4	2.1	A
	Right Turn	15	15	101.3%	5.7	0.9	A
	Subtotal	28	26	93.6%	7.2	1.0	A
SB	Left Turn	10	10	102.0%	12.8	4.6	B
	Through	10	9	86.0%	10.7	2.6	B
	Right Turn	5	5	102.0%	6.4	2.6	A
	Subtotal	25	24	95.6%	10.8	2.7	B
EB	Left Turn	3	3	96.7%	6.0	2.6	A
	Through	20	21	103.5%	1.1	0.8	A
	Right Turn	5	4	84.0%	0.7	1.0	A
	Subtotal	28	28	99.3%	1.5	0.8	A
WB	Left Turn	8	7	85.0%	4.5	1.7	A
	Through	80	75	93.4%	2.8	0.5	A
	Right Turn	10	12	119.0%	2.1	0.8	A
	Subtotal	98	93	95.3%	2.9	0.6	A
Total		179	171	95.7%	4.4	0.8	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	28	25	89.6%	11.1	2.6	B
	Through	275	270	98.3%	10.2	1.5	B
	Right Turn	15	15	102.7%	7.4	1.3	A
	Subtotal	318	311	97.8%	10.2	1.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	18	18	100.6%	27.2	11.8	C
	Through	28	27	97.9%	22.1	7.7	C
	Right Turn						
	Subtotal	46	46	98.9%	23.9	8.5	C
WB	Left Turn						
	Through	70	67	96.0%	14.9	2.8	B
	Right Turn	20	22	108.0%	12.1	3.0	B
	Subtotal	90	89	98.7%	14.2	2.7	B
Total		454	445	98.1%	12.5	1.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	10	9	89.0%	9.0	3.8	A
	Through	5	5	100.0%	9.8	2.9	A
	Right Turn	5	6	126.0%	5.0	1.2	A
	Subtotal	20	20	101.0%	7.9	1.8	A
SB	Left Turn	5	5	106.0%	8.5	3.5	A
	Through	8	7	83.8%	7.9	1.7	A
	Right Turn	1	1	140.0%	4.6	2.8	A
	Subtotal	14	13	95.7%	8.1	2.1	A
EB	Left Turn	3	3	93.3%	3.9	2.2	A
	Through	38	38	100.3%	0.6	0.3	A
	Right Turn	3	2	70.0%	0.2	0.6	A
	Subtotal	44	43	97.7%	0.9	0.4	A
WB	Left Turn	5	4	84.0%	3.1	1.0	A
	Through	80	81	100.9%	1.2	0.6	A
	Right Turn	13	13	98.5%	0.5	0.4	A
	Subtotal	98	98	99.7%	1.2	0.5	A
Total		176	174	99.0%	2.4	0.7	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	6	112.0%	29.2	8.8	C
	Through	20	19	95.0%	22.8	4.9	C
	Right Turn	23	23	99.6%	13.5	5.7	B
	Subtotal	48	48	99.0%	18.9	5.1	B
SB	Left Turn	13	11	81.5%	25.7	5.2	C
	Through	15	16	103.3%	20.7	6.5	C
	Right Turn	5	6	122.0%	11.4	7.3	B
	Subtotal	33	32	97.6%	20.9	3.4	C
EB	Left Turn	5	5	102.0%	14.3	7.9	B
	Through	45	46	103.1%	6.1	2.0	A
	Right Turn	5	4	86.0%	2.8	2.1	A
	Subtotal	55	56	101.5%	6.6	2.1	A
WB	Left Turn	15	14	92.0%	9.7	2.8	A
	Through	125	133	106.1%	8.4	1.2	A
	Right Turn	13	13	102.3%	5.3	1.7	A
	Subtotal	153	160	104.4%	8.2	1.1	A
Total		289	295	102.1%	11.1	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	13	11	86.9%	8.6	1.4	A
	Right Turn	5	5	100.0%	4.6	1.6	A
	Subtotal	18	16	90.6%	7.5	0.9	A
SB	Left Turn	8	5	67.5%	8.1	1.7	A
	Through	15	15	97.3%	8.5	0.7	A
	Right Turn						
	Subtotal	23	20	87.0%	8.4	0.8	A
EB	Left Turn	15	14	96.0%	0.4	0.3	A
	Through	63	69	110.0%	0.7	0.2	A
	Right Turn	8	8	96.3%	0.4	0.4	A
	Subtotal	86	91	106.3%	0.6	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		127	128	100.6%	2.7	0.4	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	80.0%	3.1	1.8	A
	Through	3	2	60.0%	10.0	7.4	A
	Right Turn	5	5	106.0%	3.7	1.0	A
	Subtotal	9	8	87.8%	5.4	1.3	A
SB	Left Turn	5	5	102.0%	7.5	2.0	A
	Through	8	6	80.0%	9.6	1.4	A
	Right Turn	3	2	63.3%	3.5	2.0	A
	Subtotal	16	13	83.8%	8.2	0.9	A
EB	Left Turn	3	3	86.7%	3.0	3.0	A
	Through	58	60	104.0%	1.0	0.3	A
	Right Turn	3	4	126.7%	0.4	0.3	A
	Subtotal	64	67	104.2%	1.0	0.3	A
WB	Left Turn	8	7	87.5%	3.0	0.9	A
	Through	38	40	106.3%	0.7	0.3	A
	Right Turn						
	Subtotal	46	47	103.0%	1.1	0.2	A
Total		135	135	100.3%	2.0	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	156	158	101.0%	17.8	1.8	B
	Through	60	63	104.8%	16.0	1.7	B
	Right Turn	10	10	104.0%	7.9	4.0	A
	Subtotal	226	231	102.1%	16.8	1.3	B
EB	Left Turn						
	Through	50	50	99.6%	19.0	3.2	B
	Right Turn	55	52	94.4%	19.2	2.7	B
	Subtotal	105	102	96.9%	19.2	1.5	B
WB	Left Turn	61	60	98.2%	29.9	3.8	C
	Through	68	65	95.6%	31.8	2.9	C
	Right Turn						
	Subtotal	129	125	96.8%	31.0	2.2	C
Total		460	457	99.4%	21.2	1.0	C

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	7	87.5%	35.7	5.9	D
	Through	78	82	105.6%	29.3	1.9	C
	Right Turn	8	8	100.0%	13.0	4.8	B
	Subtotal	94	97	103.6%	28.4	2.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	28	26	91.1%	90.9	37.9	F
	Through	45	44	96.7%	34.6	6.5	C
	Right Turn						
	Subtotal	73	69	94.5%	56.0	18.7	E
NE	Left Turn	65	63	96.2%	30.7	3.7	C
	Through	213	203	95.2%	25.5	1.8	C
	Right Turn	53	50	94.5%	18.2	3.2	B
	Subtotal	331	315	95.3%	25.4	2.2	C
WB	Left Turn						
	Through	55	55	99.1%	40.2	12.3	D
	Right Turn	8	9	112.5%	30.6	17.3	C
	Subtotal	63	64	100.8%	38.9	12.4	D
Total		561	545	97.2%	31.5	2.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 1

19th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	48	47	96.9%	18.6	2.6	B
	Through	143	139	97.5%	18.6	1.8	B
	Right Turn						
	Subtotal	191	186	97.3%	18.6	1.6	B
EB	Left Turn						
	Through	303	311	102.7%	12.5	1.1	B
	Right Turn	90	91	100.9%	9.8	1.6	A
	Subtotal	393	402	102.3%	11.9	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		584	588	100.7%	14.0	0.9	B

Intersection 2

20th Street/J Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	18	19	103.3%	67.2	27.3	F
	Right Turn	15	12	80.0%	61.0	35.5	F
	Subtotal	33	31	92.7%	64.5	29.4	F
SB	Left Turn	23	21	90.0%	77.5	40.0	F
	Through	15	14	94.0%	85.0	43.6	F
	Right Turn						
	Subtotal	38	35	91.6%	79.7	39.8	F
EB	Left Turn	15	14	96.0%	6.7	2.8	A
	Through	320	325	101.4%	5.2	1.8	A
	Right Turn	15	14	94.0%	7.0	13.7	A
	Subtotal	350	353	100.9%	5.3	2.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		421	418	99.4%	15.6	4.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 3

21st Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	250	244	97.6%	22.9	5.7	C
	Right Turn	73	74	100.8%	25.1	5.3	C
	Subtotal	323	318	98.4%	23.5	5.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	23	22	94.3%	11.1	2.0	B
	Through	335	335	100.0%	8.4	1.0	A
	Right Turn						
	Subtotal	358	357	99.7%	8.6	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		681	675	99.0%	15.7	2.9	B

Intersection 4

29th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	15	98.0%	66.4	10.1	E
	Through	218	226	103.4%	52.0	3.3	D
	Right Turn						
	Subtotal	233	240	103.1%	52.9	3.6	D
EB	Left Turn						
	Through	273	274	100.3%	19.9	3.4	B
	Right Turn	100	107	106.6%	25.1	7.3	C
	Subtotal	373	380	102.0%	21.3	4.4	C
SW	Left Turn	53	49	92.6%	34.3	6.3	C
	Through	75	77	102.3%	28.3	1.8	C
	Right Turn						
	Subtotal	128	126	98.3%	30.7	3.4	C
Total		734	746	101.7%	33.1	3.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 5

30th Street/J Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	275	227	82.5%	64.3	26.4	E
	Right Turn	33	28	85.5%	35.0	11.6	C
	Subtotal	308	255	82.8%	61.0	24.2	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	113	95	84.4%	37.8	21.6	D
	Through	228	225	98.5%	16.6	3.2	B
	Right Turn						
	Subtotal	341	320	93.8%	22.7	7.2	C
WB	Left Turn						
	Through						
	Right Turn	55	54	98.4%	42.3	23.3	D
	Subtotal	55	54	98.4%	42.3	23.3	D
Total		704	629	89.4%	39.6	13.7	D

Intersection 6

20th Street/K Street

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	94.0%	22.2	9.1	C
	Through	23	24	105.2%	25.5	9.4	D
	Right Turn	25	26	103.2%	26.7	10.9	D
	Subtotal	53	55	103.2%	26.0	9.4	D
SB	Left Turn	5	5	90.0%	15.7	5.8	C
	Through	20	18	89.5%	12.6	2.8	B
	Right Turn	5	5	92.0%	10.3	6.2	B
	Subtotal	30	27	90.0%	12.9	3.6	B
EB	Left Turn	5	5	104.0%	53.1	39.8	F
	Through	78	70	89.7%	64.7	41.1	F
	Right Turn	8	7	81.3%	64.9	39.8	F
	Subtotal	91	82	89.8%	64.3	40.3	F
WB	Left Turn	8	8	98.8%	25.5	7.4	D
	Through	75	74	98.0%	25.9	9.4	D
	Right Turn	5	6	116.0%	21.6	7.3	C
	Subtotal	88	87	99.1%	25.6	8.9	D
Total		262	251	95.6%	35.9	13.8	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 7

21st Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	20	18	89.0%	9.1	3.3	A
	Through	258	251	97.3%	13.0	4.4	B
	Right Turn	25	26	103.6%	11.7	5.4	B
	Subtotal	303	295	97.3%	12.6	4.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	30	28	93.7%	73.5	39.4	E
	Through	78	69	88.3%	68.6	36.2	E
	Right Turn						
	Subtotal	108	97	89.8%	70.1	37.3	E
WB	Left Turn						
	Through	68	66	96.5%	20.8	4.2	C
	Right Turn	35	38	107.4%	16.2	4.8	B
	Subtotal	103	103	100.2%	19.1	4.2	B
Total		514	495	96.3%	24.4	7.1	C

Intersection 8

24th Street/K Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	17.3	8.9	B
	Through	23	22	94.8%	14.4	3.0	B
	Right Turn	8	8	98.8%	8.9	4.5	A
	Subtotal	36	35	96.1%	13.6	2.4	B
SB	Left Turn	5	6	124.0%	14.7	6.2	B
	Through	18	17	96.7%	14.4	6.5	B
	Right Turn	5	5	90.0%	9.1	6.5	A
	Subtotal	28	28	100.4%	13.6	4.5	B
EB	Left Turn	5	5	94.0%	15.5	7.9	B
	Through	80	78	97.0%	12.2	2.3	B
	Right Turn	10	10	101.0%	8.3	2.8	A
	Subtotal	95	92	97.3%	12.0	2.5	B
WB	Left Turn	8	6	70.0%	18.2	9.8	B
	Through	90	100	110.7%	13.4	1.5	B
	Right Turn	13	14	110.0%	10.5	3.0	B
	Subtotal	111	120	107.7%	13.3	1.6	B
Total		270	275	101.7%	13.0	1.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 9

20th Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	1	65.0%	12.7	35.2	B
	Through	49	45	91.8%	16.2	28.2	C
	Right Turn	1	1	60.0%	13.7	42.6	B
	Subtotal	52	47	90.2%	17.1	29.7	C
SB	Left Turn	1	1	110.0%	14.5	38.7	B
	Through	33	27	81.5%	8.6	11.5	A
	Right Turn	1	2	160.0%	6.7	12.9	A
	Subtotal	35	30	84.6%	8.7	11.4	A
EB	Left Turn	3	2	73.3%	55.8	76.4	F
	Through	3	2	63.3%	54.1	113.6	F
	Right Turn	1	2	190.0%	9.2	14.6	A
	Subtotal	7	6	85.7%	42.2	58.3	E
WB	Left Turn	1	1	140.0%	39.5	83.3	E
	Through	1	1	110.0%	26.5	51.5	D
	Right Turn	1	1	90.0%	49.5	98.2	E
	Subtotal	3	3	113.3%	59.4	92.4	F
Total		97	86	88.6%	17.3	24.5	C

Intersection 10

21st Street/K-L Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	2	2	105.0%	1.3	1.6	A
	Through	296	292	98.8%	3.2	1.2	A
	Right Turn	3	2	80.0%	1.4	1.3	A
	Subtotal	301	297	98.6%	3.2	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	4	3	70.0%	17.0	11.1	C
	Through	1	1	70.0%	6.1	7.3	A
	Right Turn						
	Subtotal	5	4	70.0%	17.1	10.4	C
WB	Left Turn						
	Through	1	1	80.0%	16.5	28.2	C
	Right Turn	3	2	80.0%	33.9	37.2	D
	Subtotal	4	3	80.0%	36.4	37.3	E
Total		310	304	97.9%	3.6	1.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 11

19th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	223	214	96.0%	14.6	1.5	B
	Right Turn	15	16	108.7%	10.9	1.9	B
	Subtotal	238	230	96.8%	14.4	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.8%	18.1	1.4	B
	Through	183	173	94.4%	17.3	1.4	B
	Right Turn						
	Subtotal	223	211	94.7%	17.5	1.3	B
Total		461	441	95.7%	15.9	0.9	B

Intersection 12

20th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	15	14	96.0%	43.9	55.9	E
	Through	25	25	98.0%	47.8	41.2	E
	Right Turn						
	Subtotal	40	39	97.3%	45.3	44.0	E
SB	Left Turn						
	Through	25	23	93.6%	16.7	4.1	C
	Right Turn	30	24	80.0%	9.4	3.7	A
	Subtotal	55	47	86.2%	13.1	3.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	8	7	87.5%	1.6	0.7	A
	Through	178	170	95.4%	4.2	4.0	A
	Right Turn	45	44	98.0%	12.2	22.9	B
	Subtotal	231	221	95.6%	5.5	5.7	A
Total		326	307	94.2%	11.3	6.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 13

21st Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	78	74	95.3%	14.7	4.2	B
	Through	278	269	96.6%	18.2	5.6	B
	Right Turn						
	Subtotal	356	343	96.3%	17.4	5.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	153	150	98.2%	14.3	1.8	B
	Right Turn	28	28	100.4%	15.5	5.0	B
	Subtotal	181	178	98.5%	14.5	2.2	B
Total		537	521	97.1%	16.4	3.9	B

Intersection 14

22nd Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	7	86.3%	10.1	3.7	B
	Through	15	17	110.0%	10.3	1.8	B
	Right Turn						
	Subtotal	23	23	101.7%	10.1	1.8	B
SB	Left Turn						
	Through	28	26	93.6%	12.4	2.5	B
	Right Turn	15	15	97.3%	8.1	3.7	A
	Subtotal	43	41	94.9%	10.7	2.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	5	5	98.0%	0.4	0.3	A
	Through	158	156	98.6%	0.6	0.1	A
	Right Turn	3	2	80.0%	0.1	0.1	A
	Subtotal	166	163	98.3%	0.5	0.1	A
Total		232	227	98.0%	3.4	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 15

24th Street/L Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	13	10	80.0%	11.1	1.7	B
	Through	28	27	96.4%	12.0	1.5	B
	Right Turn						
	Subtotal	41	37	91.2%	11.7	1.5	B
SB	Left Turn						
	Through	23	21	90.4%	11.4	1.6	B
	Right Turn	13	12	93.1%	6.4	1.4	A
	Subtotal	36	33	91.4%	9.5	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	5	6	126.0%	0.5	0.6	A
	Through	135	136	100.7%	0.8	0.2	A
	Right Turn	8	8	96.3%	1.2	1.2	A
	Subtotal	148	150	101.4%	0.8	0.2	A
Total		225	220	97.9%	4.0	0.4	A

Intersection 16

30th Street/L Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	60	63	105.3%	23.1	2.5	C
	Through	318	325	102.2%	23.1	1.4	C
	Right Turn						
	Subtotal	378	388	102.7%	23.1	1.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	85	85	100.1%	8.3	1.4	A
	Right Turn	20	21	106.0%	3.9	1.3	A
	Subtotal	105	106	101.2%	7.5	1.2	A
Total		483	494	102.4%	19.8	1.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 17

21st Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	110.0%	2.5	2.6	A
	Through	336	331	98.6%	6.7	2.4	A
	Right Turn	5	5	90.0%	6.7	7.4	A
	Subtotal	342	337	98.5%	6.7	2.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	4	3	80.0%	25.2	21.0	D
	Through	3	2	76.7%	40.5	38.4	E
	Right Turn						
	Subtotal	7	6	78.6%	33.2	20.7	D
WB	Left Turn						
	Through	1	1	70.0%	51.5	96.8	F
	Right Turn	15	12	78.7%	67.9	60.3	F
	Subtotal	16	13	78.1%	69.4	66.2	F
Total		365	355	97.2%	8.9	3.8	A

Intersection 18

22nd Street/L-Capitol Alley

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	2	63.3%	2.1	1.6	A
	Through	14	14	99.3%	1.7	0.4	A
	Right Turn	3	2	66.7%	1.1	0.7	A
	Subtotal	20	18	89.0%	1.8	0.2	A
SB	Left Turn	3	3	93.3%	3.1	1.7	A
	Through	28	27	95.0%	2.3	0.1	A
	Right Turn	3	2	56.7%	1.4	0.8	A
	Subtotal	34	31	91.5%	2.3	0.2	A
EB	Left Turn	8	8	98.8%	5.3	1.2	A
	Through	1	1	90.0%	3.2	2.9	A
	Right Turn	5	4	86.0%	3.8	1.2	A
	Subtotal	14	13	93.6%	4.9	0.9	A
WB	Left Turn	3	2	73.3%	5.7	4.1	A
	Through	1	2	160.0%	4.9	2.9	A
	Right Turn	1	1	130.0%	2.8	1.8	A
	Subtotal	5	5	102.0%	4.8	2.1	A
Total		73	67	91.9%	2.9	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 19

20th Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	5	5	90.0%	19.1	4.6	C
	Through	23	21	90.4%	23.6	13.1	C
	Right Turn	8	8	101.3%	16.1	11.7	C
	Subtotal	36	33	92.8%	21.1	10.3	C
SB	Left Turn	10	9	85.0%	18.5	8.7	C
	Through	18	17	92.8%	17.7	3.8	C
	Right Turn	5	5	94.0%	10.1	5.3	B
	Subtotal	33	30	90.6%	16.6	3.6	C
EB	Left Turn	10	10	103.0%	8.9	9.7	A
	Through	63	61	97.1%	3.1	3.1	A
	Right Turn	3	2	80.0%	0.9	1.1	A
	Subtotal	76	74	97.2%	3.8	3.5	A
WB	Left Turn	8	7	83.8%	6.4	1.9	A
	Through	78	69	89.0%	3.5	1.0	A
	Right Turn	8	9	116.3%	2.7	0.8	A
	Subtotal	94	85	90.9%	3.7	0.9	A
Total		239	223	93.1%	8.0	2.2	A

Intersection 20

21st Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	28	24	86.4%	21.2	7.9	C
	Through	305	299	97.9%	22.0	6.0	C
	Right Turn	38	37	96.3%	19.5	6.6	B
	Subtotal	371	359	96.9%	21.7	6.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	15	15	100.0%	28.6	9.3	C
	Through	65	64	98.6%	24.1	6.5	C
	Right Turn						
	Subtotal	80	79	98.9%	24.9	6.7	C
WB	Left Turn						
	Through	65	61	94.3%	16.4	2.4	B
	Right Turn	23	23	101.3%	13.8	4.4	B
	Subtotal	88	85	96.1%	15.6	2.0	B
Total		539	523	97.1%	21.3	4.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 21

22nd Street/Capitol Avenue

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	90.0%	6.1	4.5	A
	Through	11	11	99.1%	12.6	5.0	B
	Right Turn	3	2	73.3%	7.1	4.6	A
	Subtotal	15	14	93.3%	11.6	4.6	B
SB	Left Turn	10	8	79.0%	11.5	3.5	B
	Through	20	21	105.5%	13.4	3.4	B
	Right Turn	5	4	86.0%	7.5	3.5	A
	Subtotal	35	33	95.1%	12.2	3.0	B
EB	Left Turn	5	5	94.0%	4.0	1.5	A
	Through	98	95	97.0%	1.0	0.5	A
	Right Turn	3	2	76.7%	0.7	1.0	A
	Subtotal	106	102	96.3%	1.1	0.5	A
WB	Left Turn	5	5	98.0%	3.9	2.0	A
	Through	80	78	96.9%	1.0	0.4	A
	Right Turn	3	3	96.7%	0.3	0.4	A
	Subtotal	88	85	96.9%	1.1	0.4	A
Total		244	235	96.2%	3.3	0.9	A

Intersection 22

28th Street/Capitol Avenue

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	3	3	110.0%	31.0	10.3	C
	Through	38	39	103.4%	24.8	5.7	C
	Right Turn	20	19	96.0%	18.3	5.1	B
	Subtotal	61	62	101.3%	23.2	5.0	C
SB	Left Turn	20	20	98.0%	42.9	16.7	D
	Through	25	25	98.0%	46.6	17.0	D
	Right Turn	10	11	105.0%	35.8	15.8	D
	Subtotal	55	55	99.3%	43.0	16.0	D
EB	Left Turn	5	5	96.0%	12.8	6.5	B
	Through	128	125	97.8%	9.0	1.5	A
	Right Turn	13	13	100.0%	6.8	4.9	A
	Subtotal	146	143	97.9%	8.9	1.5	A
WB	Left Turn	8	8	98.8%	15.5	6.3	B
	Through	93	97	104.2%	9.8	2.3	A
	Right Turn	15	14	93.3%	6.7	3.9	A
	Subtotal	116	119	102.4%	9.8	2.5	A
Total		378	378	100.1%	16.4	3.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 23

20th Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	23	23	98.7%	22.6	7.0	C
	Right Turn	8	7	82.5%	20.3	18.3	C
	Subtotal	31	29	94.5%	21.7	8.6	C
SB	Left Turn	10	9	85.0%	15.8	6.3	C
	Through	18	16	88.9%	23.4	12.3	C
	Right Turn						
	Subtotal	28	25	87.5%	20.5	8.9	C
EB	Left Turn	13	11	87.7%	1.0	1.4	A
	Through	185	182	98.4%	2.2	2.1	A
	Right Turn	10	11	105.0%	1.7	2.4	A
	Subtotal	208	204	98.1%	2.1	2.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		267	258	96.6%	6.0	2.9	A

Intersection 24

22nd Street/N Street

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	1	1	90.0%	9.5	13.1	A
	Through	5	5	102.0%	10.9	4.7	B
	Right Turn	3	3	106.7%	7.8	4.7	A
	Subtotal	9	9	102.2%	10.6	3.7	B
SB	Left Turn	5	6	116.0%	13.1	2.7	B
	Through	20	20	100.5%	14.4	1.8	B
	Right Turn	3	2	60.0%	5.9	2.0	A
	Subtotal	28	28	98.9%	13.6	1.3	B
EB	Left Turn	5	4	72.0%	3.7	1.4	A
	Through	135	135	99.8%	2.1	0.4	A
	Right Turn	3	3	93.3%	1.3	1.3	A
	Subtotal	143	141	98.7%	2.1	0.4	A
WB	Left Turn	3	3	103.3%	7.0	7.5	A
	Through	38	40	106.3%	0.9	0.6	A
	Right Turn						
	Subtotal	41	44	106.1%	1.2	0.5	A
Total		221	222	100.2%	3.7	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 25

29th Street/N Street

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	248	246	99.2%	22.3	2.3	C
	Through	135	137	101.4%	19.2	1.7	B
	Right Turn	5	7	130.0%	8.8	6.5	A
	Subtotal	388	390	100.4%	21.1	1.8	C
EB	Left Turn						
	Through	125	85	68.2%	125.3	30.0	F
	Right Turn	91	62	68.2%	77.5	17.9	E
	Subtotal	216	147	68.2%	104.7	18.9	F
WB	Left Turn	83	80	96.1%	32.8	2.6	C
	Through	43	42	97.7%	33.1	3.8	C
	Right Turn						
	Subtotal	126	122	96.7%	32.9	2.2	C
Total		730	659	90.2%	41.7	4.2	D

Intersection 26

-30th Street/N Street-Business 80 EB Off Ramp

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	18	16	87.8%	42.3	8.6	D
	Through	133	135	101.5%	35.3	3.6	D
	Right Turn	15	18	122.7%	12.9	3.5	B
	Subtotal	166	169	101.9%	33.6	3.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	58	33	57.2%	212.7	61.0	F
	Through	88	69	78.4%	38.3	4.3	D
	Right Turn						
	Subtotal	146	102	70.0%	92.8	12.0	F
NE	Left Turn	40	41	101.3%	26.4	3.7	C
	Through	153	148	96.9%	22.3	2.7	C
	Right Turn	28	31	112.1%	15.7	3.0	B
	Subtotal	221	220	99.6%	22.1	2.8	C
WB	Left Turn						
	Through	68	71	104.4%	47.8	17.8	D
	Right Turn	10	12	116.0%	37.4	18.7	D
	Subtotal	78	83	105.9%	46.2	17.9	D
Total		611	574	94.0%	41.6	2.9	D

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length By Lane
 Intersection 4

Whole Foods Midtown
 Cumulative Plus Project Conditions
 AM Peak Hour
 Signal

29th Street/J Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	85	15	137	29	132	34	0%	0%
EB	Through	2	473	139	15	191	22	191	22	0%	0%
EB	Through/Right	1	473	115	15	188	21	194	41	0%	0%
SB	Left/Through	1	460	164	12	234	24	230	31	0%	0%
SB	Through	1	460	108	29	205	43	191	36	0%	0%
SB	Through	2	460	2	2	7	7	7	7	0%	0%
SW	Left Diagonal	1	25	71	2	80	6	74	0	56%	0%
SW	Left Turn	1	647	249	42	341	54	331	50	45%	0%
SW	Left Turn	2	647	166	40	270	68	266	68	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	313	146	51	217	69	223	55	0%	0%
EB	Through	1	313	92	32	174	58	189	50	0%	0%
NB	Left/Through	1	380	142	9	196	14	202	22	0%	0%
NB	Through	1	380	59	11	150	29	161	24	0%	0%
NB	Through/Right	1	380	16	5	39	11	40	16	0%	0%
NE	Left Turns	1	544	303	34	416	42	434	65	0%	0%
NE	Shared	1	544	243	26	355	24	359	40	0%	0%
WB	Through/Right	1	345	155	37	258	80	250	69	0%	2%

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length By Lane
Intersection 4

Whole Foods Midtown
Cumulative Plus Project Conditions
PM Peak Hour
Signal

29th Street/J Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	1	473	127	32	219	74	224	68	0%	0%
EB	Through	2	473	224	27	319	45	307	38	0%	0%
EB	Through/Right	1	473	250	52	377	92	364	82	0%	0%
SB	Left/Through	1	490	339	27	434	42	433	52	0%	0%
SB	Through	1	490	284	22	365	23	358	33	0%	0%
SB	Through	2	490	161	29	244	25	234	32	0%	0%
SW	Left Diagonal	1	25	67	5	84	4	74	0	58%	0%
SW	Left Turn	1	681	162	26	242	37	236	31	55%	0%
SW	Left Turn	2	681	92	25	167	53	175	52	0%	0%

Intersection 26

Business 80 EB Off-Ramp & 30th Street & N Street

Direction	Lane Group	Lane	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
				Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1	319	292	26	363	23	337	7	0%	22%
EB	Through	1	319	195	29	355	32	319	3	0%	1%
NB	Left/Through	1	380	224	32	291	42	297	41	0%	0%
NB	Through	1	380	167	34	248	34	239	26	0%	0%
NB	Through/Right	1	380	43	8	83	23	93	34	0%	0%
NE	Left Turns	1	565	220	24	301	49	296	55	0%	0%
NE	Shared	1	565	162	24	249	49	249	45	0%	0%
WB	Through/Right	1	345	212	57	302	73	286	52	0%	4%