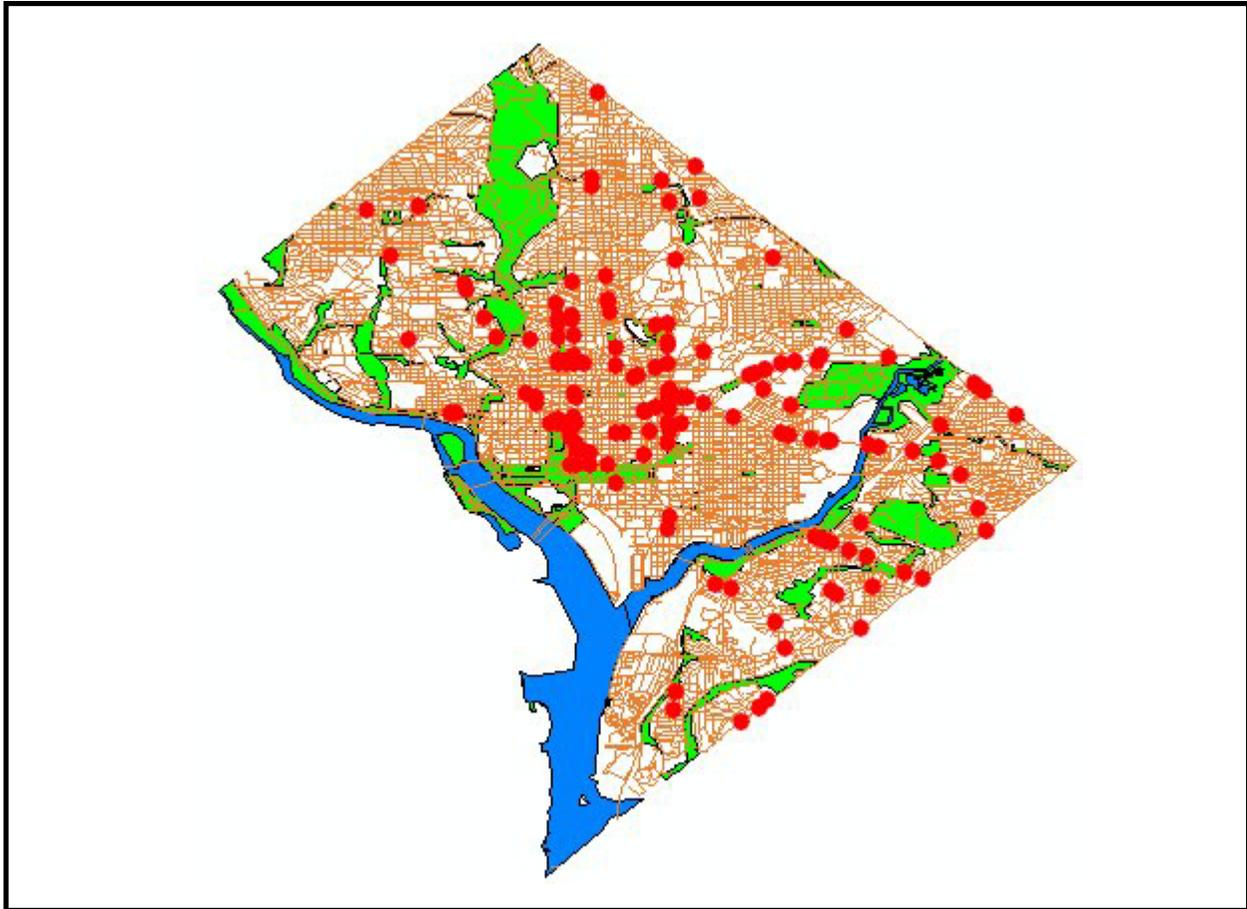


Traffic Safety Report Statistics

2002-2004



Submitted to:

d.

District Department of Transportation
Traffic Safety Division

Submitted by:

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Michael Baker Jr., Inc.

Table of Contents

Introduction	2
Summary of Findings	3
Section 1: General Overview of Crash Trends From 2002-2004	4
1.1 Overview of Three Year Trend	4
1.2 Crash Trends – Monthly Summary	6
1.3 Crash Trends – Daily Summary	7
1.4 Crash Trends – Time of Day Summary	8
1.5 Crash Trends – Location by DC Quadrant & Police District.....	10
1.6 Crash Trends – Bridges.....	12
1.7 Crash Trends – Circles.....	12
1.8 Crash Trends – Interstates.....	13
1.9 Crash Trends – Ramps	13
1.10 Crash Trends – Underpass	14
1.11 Crash Trends – Crashes at Intersections	15
1.12 Crash Trends – Crashes by Intersection Control Type	16
1.13 Crash Trends – Type of Collision	17
1.14 Crash Trends – Vehicle Types	19
1.15 Crash Trends – Human Related Major Cause/Contributing Factors –	20
1.16 Crash Trends – Pedestrian Crashes	22
1.17 Crash Trends – Roadway Illumination Related Factors	23
1.18 Crash Trends – Roadway Weather Related Factors	24
1.19 Crash Trends – Hit and Run Summary	25
1.20 Crash Trends – Work Zone Summary	26
1.21 Crash Trends – Fatalities by Occupant	27
1.22 Crash Trends – Fatalities by Gender	27
1.23 Crash Trends – Fatalities by Age	28
Section 2: High Crash Intersections/Corridors	29
2.1 Introduction	29
2.2 Analysis of the Top High Crash Intersections:	34
2.3 Analysis of High Crash Corridors/Segments:	40
2.4 High Crash Corridor: 14th Street, NW	42
2.5 High Crash Corridor: New York Avenue, NE & NW	49
2.6 High Crash Corridor: North Capitol Street, NE & NW	57
2.7 High Crash Corridor: Benning Road, NE & SE.....	65
2.8 High Crash Corridor: Southern Ave, SE.....	71
2.9 High Crash Corridor: Georgia Ave, NW	76
2.10 High Crash Corridor: Florida Ave, NE & NW	82
2.11 High Crash Corridor: 16th Street, NW	86
2.12 High Crash Corridor: Pennsylvania Ave, SE.....	90
2.13 High Crash Corridor: H Street, NW	95
2.14 High Crash Corridor: K Street, NW & NE	100
2.15 High Crash Segment: U St, NW.....	104
2.16 High Crash Segment: Rhode Island Ave, NE & NW	108

2.17	High Crash Segment: Eastern Ave, NE	111
2.18	High Crash Segment: CONSTITUTION AVE, NW.....	114
Appendix	117
	Section A: General Overview of Crash Trends	117

List of Tables

Table 1: Total Traffic Crashes in the District of Columbia.....	4
Table 2: Pedestrian Crashes	22
Table 3: High Pedestrian Crash Intersection.....	22
Table 4: High Crash Intersections.....	29
Table 5: High Crash Intersections by City Quadrants	30
Table 6: High Crash Intersections Fatality Number	30
Table 7: 2004 Top High Crash Intersections	31
Table 8: 2003 Top High Crash Intersections	32
Table 9: 2002 Top High Crash Intersections	33
Table 10: Top 25 High Crash Intersections	34
Table 11: Top 25 High Crash Intersections by City Quadrants.....	35
Table 12: Top 25 High Crash Intersections by Wards	35
Table 13: Type of Collisions at Top 25 High Crash Intersections.....	36
Table 14: Contributing Circumstances at Top 25 High Crash Intersections	37
Table 15: Probable Causes for Different Types of Accidents.....	39
Table 16: High Crash Corridors/Segments.....	40
Table 17: High Crash Corridor: 14th Street, NW	42
Table 18: High Crash Corridor: 14th Street - Contributing Circumstances.....	43
Table 19: High Crash Corridor: New York Avenue, NE & NW.....	49
Table 20: High Crash Corridor: New York Avenue - Contributing Circumstances.....	50
Table 21: High Crash Corridor: North Capitol Street, NE & NW.....	57
Table 22: High Crash Corridor: North Capitol Street - Contributing Circumstances	58
Table 23: High Crash Corridor: Benning Road, NE & SE	65
Table 24: High Crash Corridor: Benning Road - Contributing Circumstances	65
Table 25: High Crash Corridor: Southern Ave, SE.....	71
Table 26: High Crash Corridor: Southern Ave - Contributing Circumstances	71
Table 27: High Crash Corridor: Georgia Ave, NW.....	76
Table 28: High Crash Corridor: Georgia Ave - Contributing Circumstances	76
Table 29: High Crash Corridor: Florida Ave, NE & NW	82
Table 30: High Crash Corridor: Florida Ave - Contributing Circumstances	82
Table 31: High Crash Corridor: 16th Street, NW	86
Table 32: High Crash Corridor: 16th Street - Contributing Circumstances.....	86
Table 33: High Crash Corridor: Pennsylvania Ave, SE.....	90
Table 34: High Crash Corridor: Pennsylvania Ave - Contributing Circumstances	90
Table 35: High Crash Corridor: H Street, NW	95
Table 36: High Crash Corridor: H Street - Contributing Circumstances.....	95
Table 37: High Crash Corridor: K Street, NW & NE.....	100
Table 38: High Crash Corridor: K Street - Contributing Circumstances.....	100
Table 39: High Crash Segment: U St, NW.....	104
Table 40: High Crash Segment: U St - Contributing Circumstances	104
Table 41: High Crash Segment: Rhode Island Ave, NE & NW	108
Table 42: High Crash Segment: Rhode Island Ave - Contributing Circumstances	108
Table 43: High Crash Segment: Eastern Ave, NE	111
Table 44: High Crash Segment: Eastern Ave - Contributing Circumstances	111

Table 45: High Crash Segment: Constitution Ave, NW	114
Table 46: High Crash Segment: Constitution Ave - Contributing Circumstances.....	114

List of Figures

Figure 1: Total Crashes 2002-2004.....	4
Figure 2: Injury Crashes 2002-2004.....	5
Figure 3: Number of Persons Injured 2002-2004.....	5
Figure 4: Fatalities 2002-2004.....	5
Figure 5: Total Crashes by Month - 2002-2004.....	6
Figure 6: Fatalities by Month - 2002-2004	6
Figure 7: Total Crashes by Day of Week 2002-2004.....	7
Figure 8: Fatalities by Day of Week 2002-2004.....	7
Figure 9: Peak Hour Crashes	8
Figure 10: Peak Hour Fatalities.....	8
Figure 11: Time of Highest Crash Occurrence	9
Figure 12: Time of Highest Fatalities Occurrence.....	9
Figure 13: City Quadrant Crashes	10
Figure 14: City Quadrant Fatalities	10
Figure 15: Police District Crashes	11
Figure 16: Police District Fatalities	11
Figure 17 Type of Collisions of the Crashes at Bridges	12
Figure 18 Type of Collisions of the Crashes at Circles	13
Figure 19 Type of Collisions of the Crashes at Ramps	14
Figure 20: Crashes at Intersection	15
Figure 21: Fatalities at Intersection.....	15
Figure 22: Crashes by Intersection Control Type.....	16
Figure 23: Fatalities by Intersection Control Type.....	16
Figure 24: Crashes by Collision Types	17
Figure 25: Fatalities by Collision Types	18
Figure 26: Crashes by Vehicle Type.....	19
Figure 27: Fatalities by Vehicle Type.....	19
Figure 28: Crashes by Major Cause/Contributing Factors.....	20
Figure 29: Fatalities by Major Cause/Contributing Factors.....	21
Figure 30: Crashes by Illumination Conditions.....	23
Figure 31: Fatalities by Illumination Conditions.....	23
Figure 32: Crashes by Weather Conditions	24
Figure 33: Fatalities by Weather Conditions	24
Figure 34: Hit & Run Crashes.....	25
Figure 35: Hit & Run Fatalities.....	25
Figure 36: Work Zone Crashes	26
Figure 37: Work Zone Fatalities	26
Figure 38: Fatalities by Occupant	27
Figure 39: Fatalities by Gender	27
Figure 40: Fatalities by Age.....	28
Figure 41: Type of Collisions at Top 25 High Crash Intersections	36
Figure 42: Major Contributing Circumstances at Top 25 High Crash Intersections.....	38
Figure 43: GIS Map for High Crash Intersections	41
Figure 44: 14TH ST AND CONSTITUTION AVE, NW.....	43

Figure 45:	14TH ST AND PENNSYLVANIA AVE, NW	44
Figure 46:	14TH ST AND U ST, NW	44
Figure 47:	14TH ST AND RHODE ISLAND AVE, NW	45
Figure 48:	14TH ST AND IRVING ST, NW.....	45
Figure 49:	14TH ST AND COLUMBIA RD, NW.....	46
Figure 50:	14TH ST AND P ST, NW.....	46
Figure 51:	14TH ST AND SPRING RD, NW.....	46
Figure 52:	14TH ST AND EUCLID ST, NW	47
Figure 53:	14TH ST AND F ST, NW.....	47
Figure 54:	14TH ST AND FLORIDA AVE, NW.....	48
Figure 55:	14TH ST AND MILITARY RD, NW	48
Figure 56:	BLADENSBURG RD AND NEW YORK AVE, NE.....	50
Figure 57:	FLORIDA AVE AND NEW YORK AVE, NE	51
Figure 58:	NORTH CAPITOL ST AND NEW YORK AVE, NE/NW	51
Figure 59:	NEW JERSEY AVE AND NEW YORK AVE, NW	52
Figure 60:	MONTANA AVE AND NEW YORK AVE, NE.....	52
Figure 61:	1ST ST AND NEW YORK AVE, NW.....	53
Figure 62:	1ST ST AND NEW YORK AVE, NE.....	53
Figure 63:	3RD ST AND NEW YORK AVE, NW	54
Figure 64:	4TH ST AND NEW YORK AVE, NW.....	54
Figure 65:	NEW YORK AVE AND SOUTH DAKOTA AVE, NE.....	54
Figure 66:	FENWICK ST AND NEW YORK AVE, NE.....	55
Figure 67:	16TH ST AND NEW YORK AVE, NE	55
Figure 68:	FAIRVIEW AVE AND NEW YORK AVE, NE	56
Figure 69:	KENDALL ST AND NEW YORK AVE, NE.....	56
Figure 70:	NORTH CAPITOL ST AND NEW YORK AVE	58
Figure 71:	NORTH CAPITOL ST AND MICHIGAN AVE	59
Figure 72:	NORTH CAPITOL ST AND CHANNING ST	59
Figure 73:	NORTH CAPITOL ST AND H ST	60
Figure 74:	NORTH CAPITOL ST AND FLORIDA AVE	60
Figure 75:	NORTH CAPITOL ST AND MASSACHUSETTS AVE.....	61
Figure 76:	NORTH CAPITOL ST AND NEW HAMPSHIRE AVE	61
Figure 77:	NORTH CAPITOL ST AND K ST	61
Figure 78:	NORTH CAPITOL ST AND M ST.....	62
Figure 79:	NORTH CAPITOL ST AND RHODE ISLAND AVE	62
Figure 80:	NORTH CAPITOL ST AND P ST	62
Figure 81:	NORTH CAPITOL ST AND BRYANT ST	63
Figure 82:	NORTH CAPITOL ST AND HAREWOOD RD.....	63
Figure 83:	NORTH CAPITOL ST AND L ST.....	63
Figure 84:	BENNING RD AND MINNESOTA AVE, NE.....	66
Figure 85:	BENNING RD AND SOUTHERN AVE, SE.....	66
Figure 86:	EAST CAPITOL ST AND BENNING RD, NE & SE.....	67
Figure 87:	BENNING RD AND OKLAHOMA AVE, NE.....	67
Figure 88:	34TH ST AND BENNING RD, NE.....	67
Figure 89:	17TH ST AND BENNING RD, NE.....	68
Figure 90:	BENNING RD AND G ST, SE.....	68
Figure 91:	16TH ST AND BENNING RD, NE.....	68
Figure 92:	42ND ST AND BENNING RD, NE.....	69

Figure 93: ANACOSTIA AVE AND BENNING RD, NE	69
Figure 94: 21ST ST AND BENNING RD, NE	69
Figure 95: 26TH ST AND BENNING RD, NE.....	70
Figure 96: Southern Ave and Wheeler Rd	72
Figure 97: Chesapeake St and Southern Ave.....	72
Figure 98: 13th St and Southern Ave	73
Figure 99: NAYLOR RD AND SOUTHERN AVE	73
Figure 100: S Capitol St and Southern Ave	74
Figure 101: East Capitol St and Southern Ave	74
Figure 102: Pennsylvania Ave and Southern Ave.....	74
Figure 103: BENNING RD AND SOUTHERN AVE	75
Figure 104: Central Ave and Southern Ave, SE	75
Figure 105: GEORGIA AVE AND MISSOURI AVE, NW.....	77
Figure 106: BARRY PL AND GEORGIA AVE, NW.....	77
Figure 107: GEORGIA AVE AND KENYON ST, NW.....	78
Figure 108: FLORIDA AVE AND GEORGIA AVE, NW	78
Figure 109: GEORGIA AVE AND PEABODY ST, NW.....	78
Figure 110: GEORGIA AVE AND KALMIA RD, NW	79
Figure 111: GEORGIA AVE AND MORTON ST, NW.....	79
Figure 112: GEORGIA AVE AND RANDOLPH ST, NW	79
Figure 113: GEORGIA AVE AND PARK RD, NW.....	80
Figure 114: GEORGIA AVE AND IRVING ST.....	80
Figure 115: Florida Ave and New York Ave, NE.....	83
Figure 116: North Capitol St and Florida Ave, NE & NW.....	83
Figure 117: Florida Ave and Georgia Ave, NW.....	83
Figure 118: Florida Ave and Rhode Island Ave, NW	84
Figure 119: 7th St and Florida Ave, NW.....	84
Figure 120: Florida Ave and West Virginia Ave.....	85
Figure 121: 4th St and Florida Ave	85
Figure 122: 14th St and Florida Ave	85
Figure 123: 16th St and U St.....	87
Figure 124: 16th St and Euclid St.....	87
Figure 125: 16th St and L St.....	87
Figure 126: 16th St and Lamont St	88
Figure 127: 16th St and Irving St.....	88
Figure 128: 16th St and V St.....	88
Figure 129: 16th St and Park St	89
Figure 130: 16th St and K St	89
Figure 131: MINNESOTA AVE AND PENNSYLVANIA AVE, SE	91
Figure 132: BRANCH AVE AND PENNSYLVANIA AVE, SE	91
Figure 133: LENFANT SQ AND PENNSYLVANIA AVE, SE.....	92
Figure 134: FAIRLAWN AVE AND PENNSYLVANIA AVE, SE.....	92
Figure 135: 27TH ST AND PENNSYLVANIA AVE, SE.....	92
Figure 136: ALABAMA AVE AND PENNSYLVANIA AVE, SE	93
Figure 137: 30TH ST AND PENNSYLVANIA AVE, SE	93
Figure 138: PENNSYLVANIA AVE AND SOUTHERN AVE, SE	93
Figure 139: 6th St and H St, NW.....	96
Figure 140: North Capitol St and H St, NW & NE.....	96

Figure 141: 2nd St and H St.....	97
Figure 142: 7th St and H St	97
Figure 143: 15th St and H St	98
Figure 144: 6th St and H St	98
Figure 145: 11th St and H St	99
Figure 146: North Capitol St and K St.....	101
Figure 147: 14th St and K St	101
Figure 148: 16th St and K St	102
Figure 149: 15th St and K St	102
Figure 150: 1st St and K St.....	103
Figure 151: 17th St and K St	103
Figure 152: 18th St and K St	103
Figure 153: 14th St and U St.....	105
Figure 154: 16th St and U St.....	105
Figure 155: 13th St and U St.....	106
Figure 156: 15th St and U St.....	106
Figure 157: 11th St and U St.....	107
Figure 158: 12th St and U St.....	107
Figure 159: North Capitol St and Rhode Island Ave, NE & NW.....	109
Figure 160: 14th St and Rhode Island Ave, NW.....	109
Figure 161: 4th St and Rhode Island Ave.....	109
Figure 162: 1st St and Rhode Island Ave	110
Figure 163: Florida Ave and Rhode Island Ave.....	110
Figure 164: New Jersey Ave and Rhode Island Ave	110
Figure 165: Eastern Ave and Minnesota Ave, NE	112
Figure 166: Eastern Ave and New Hampshire Ave, NE	112
Figure 167: Eastern Ave and Olive St, NE.....	113
Figure 168: Eastern Ave and Sheriff Rd, NE.....	113
Figure 169: Eastern Ave and Kenilworth Ave, NE.....	113
Figure 170: 14th St and Constitution Ave, NW	115
Figure 171: 12th St and Constitution Ave, NW	115
Figure 172: 9th St and Constitution Ave, NW	115
Figure 173: 15th St and Constitution Ave, NW	116

List of Appendix Tables

Table A-1: Month of Year.....	117
Table A- 2: Month of Year (Percentages)	117
Table A- 3 Day of the Week.....	118
Table A- 4 Day of the Week (Percentages).....	118
Table A- 5 Rush Hour Crashes.....	118
Table A- 6 Rush Hour Crashes (Percentages of Total).....	118
Table A- 7 Time of the Day.....	119
Table A- 8 Time of the Day (Percentage)	120
Table A- 9 City Quadrants	121
Table A- 10 City Quadrants (Percentage).....	121
Table A- 11 Police District	121
Table A- 12 Police District (Percentage)	122
Table A- 13 Crashes by Bridges, Circles, Interstates, Ramps, Underpass.....	122
Table A- 14 2004 Crashes at Underpass.....	122
Table A- 15 2004 Crashes at Circles.....	123
Table A- 16 2004 Crashes at Bridges.....	124
Table A- 17 2004 Crashes at Ramps.....	125
Table A- 18 2004 Crashes along Interstate 395.....	126
Table A- 19 2004 Crashes along Interstate 295.....	126
Table A- 20 Type of Collision the Crashes at Bridges	127
Table A- 21 Type of Collision the Crashes at Circles	128
Table A- 22 Type of Collision the Crashes at Ramps	129
Table A- 23 Crash by Intersections	130
Table A- 24 Crash by Intersections (Percentages).....	130
Table A- 25 Intersection Controller Type	131
Table A- 26 Intersection Controller Type (Percentages).....	131
Table A- 27 Type of Collision	132
Table A- 28 Type of Collision (Percentages)	133
Table A- 29 Vehicle Type.....	134
Table A- 30 Vehicle Type (Percentages).....	134
Table A- 31 Major Cause-Contributing Factors.....	135
Table A- 32: Major Cause-Contributing Factors (Cont.).....	136
Table A- 33 Major Cause-Contributing Factors (Percentages)	137
Table A- 34 Major Cause-Contributing Factors (Cont.)	138
Table A- 35 Illumination Condition	138
Table A- 36 Weather.....	139
Table A- 37 Fatality by Type (Percentages).....	139
Table A- 38 Fatality by Gender (Percentages)	140
Table A- 39 Fatality By Ward	140
Table A- 40 Fatality by Age Group (Percentages).....	141
Table A- 41 Pedestrian Fatalities & Percent of Total Fatalities	141
Table A- 42 Hit & Run Accidents.....	142
Table A- 43 Work zone	142
Table A- 44 Holiday Crashes & Fatalities.....	143

Introduction

This project represents the efforts by Baker staff to produce a traffic safety report for calendar years 2002 - 2004 for the District of Columbia. The objective is not only to describe traffic safety facts as well as accident statistics, but also to identify high crash intersections, corridors, and segments to reveal accident patterns in terms of type of collision and cause of accident and to recommend methods to reduce accidents/fatalities.

Compared to previously published traffic safety facts, this report incorporates the following new features:

- *A more detailed study of total crash, broken out by day of week, month of year, time period, type of collision and major causes;*
- *More detailed listing of high crash intersections, corridors and segments;*
- *Traffic accident patterns for high crash intersections and corridors;*
- *Major causes for high crash intersections identified and countermeasures suggested.*

It utilizes police crash reports to summarize statistical data and locate high risk areas for motorists. Analysis of police collision reports assists in understanding the underlying reasons for collisions, identifying high crash locations that need improvement and developing appropriate countermeasures.

Currently the Traffic Safety Division of DDOT compiles traffic accident reports filed by Metropolitan Police Department (MPD) into the Traffic Accident Reporting and Analysis System (TARAS) database. Collision reports are collected and entered on a daily basis. Currently, the system contains reports from 1997 - 2004. All collisions involving injuries are included in the police reports; however, for those crashes resulting only in property damage, a police report is written only when the damage is greater than \$1,200.

This report provides insight into the various causes and consequences of all types of motor vehicle crashes and assists DDOT in attaining its goal of reducing accidents and fatalities.

The report consists of two parts. The first part summarizes traffic safety facts from 2002 to 2004, with accidents categorized by influencing factors, such as time, location, type of collision and major causes. The report provides a review of fatalities data, hit and run and work zone safety data. The second part defines and analyzes locations most prone to accidents, i.e., high crash locations, the accident patterns and suggested countermeasures.

Summary of Findings

- Location: The District's NW quadrant experienced the highest number of crashes with a relatively high amount of fatalities.
- Cause of Crashes: Driver inattention was the major factor in crashes.
- Cause: Speeding was the major factor in fatal crashes.
- Day of Week: On Friday and Saturday, the highest amount of crashes and fatalities occurred.
- Time of Day: Late evening, 1AM - 3AM, accounted for the majority of fatal crashes.
- Vehicle Occupants: Proportionally, drivers suffered the majority of fatalities.
- Gender: Male drivers experienced the greatest proportional amount of fatalities.
- Age: The age group 21 - 30 experienced the majority of fatalities.
- Fatalities: Pedestrians hit by vehicle represented a significant proportion of fatalities.
- Crash Type: Right angle crashes resulted in the majority of vehicle-to-vehicle fatality collisions.

Section 1: General Overview of Crash Trends From 2002-2004

1.1 Overview of Three Year Trend

Typically a 3-year span is an insufficient study period when examining long term overall Crash Trends; however, these observations can indicate which areas experience high rate of crashes.

Beginning with general trends, Table 1 and Figure 1 display the total number of crashes that occurred from 2002 to 2004 within the DC area. Figure 2 and Figure 3 show that in 2003 the amount of total crashes, injury crashes, persons injured, and numbers of vehicles involved were all declining in comparison to 2002. Unfortunately, this declining trend did not continue into 2004, except for fatalities. Figure 4 indicates that 2004 had the lowest fatality rate in all three years.

Table 1: Total Traffic Crashes in the District of Columbia

	2002	2003	2004
Total Crashes	17,768	17,710	18,262
Injury Crashes	5,640	4,735	5,486
Persons Injured	8,804	8,050	8,109
Fatalities	50	68	45
Number of Vehicles Involved	36,585	36,309	36,516

Figure 1: Total Crashes 2002-2004

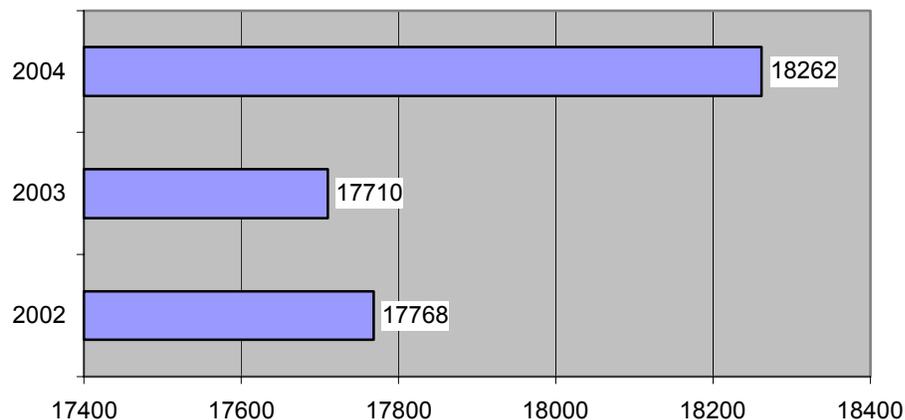


Figure 2: Injury Crashes 2002-2004

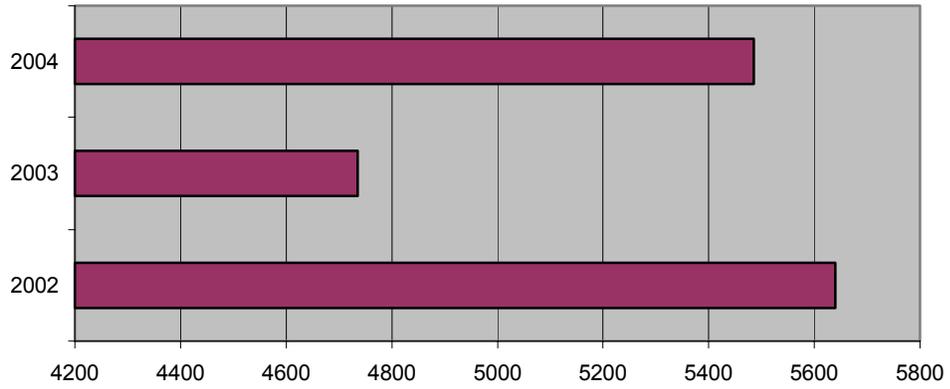


Figure 3: Number of Persons Injured 2002-2004

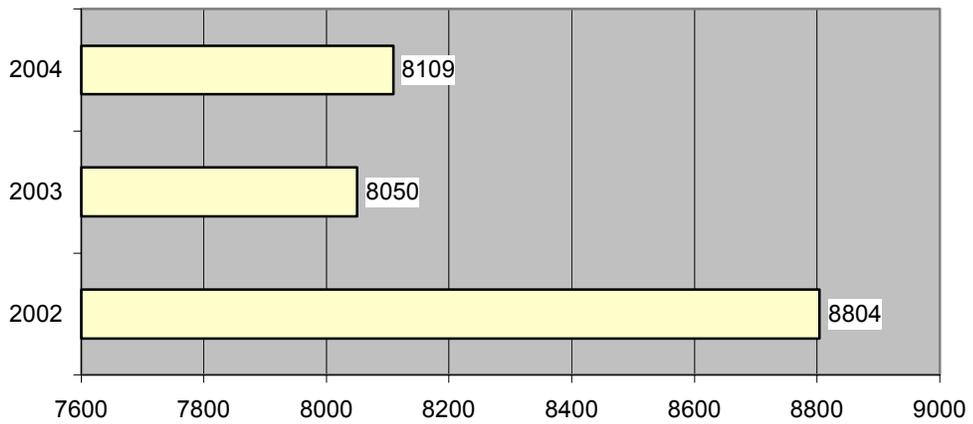
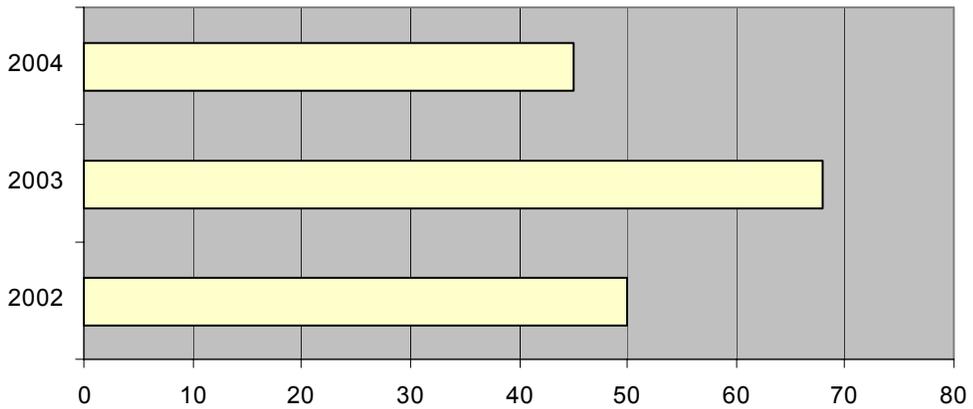


Figure 4: Fatalities 2002-2004



1.2 Crash Trends – Monthly Summary

Figure 5 and Figure 6 show the distribution by month of total crashes and fatalities, respectively. March and April of 2004 experienced a relatively high amount of crashes and fatalities, with 18.2% of total fatalities occurring in April. Table A-1 and Table A- 2 in Appendix A list the summarized data totals.

Figure 5: Total Crashes by Month - 2002-2004

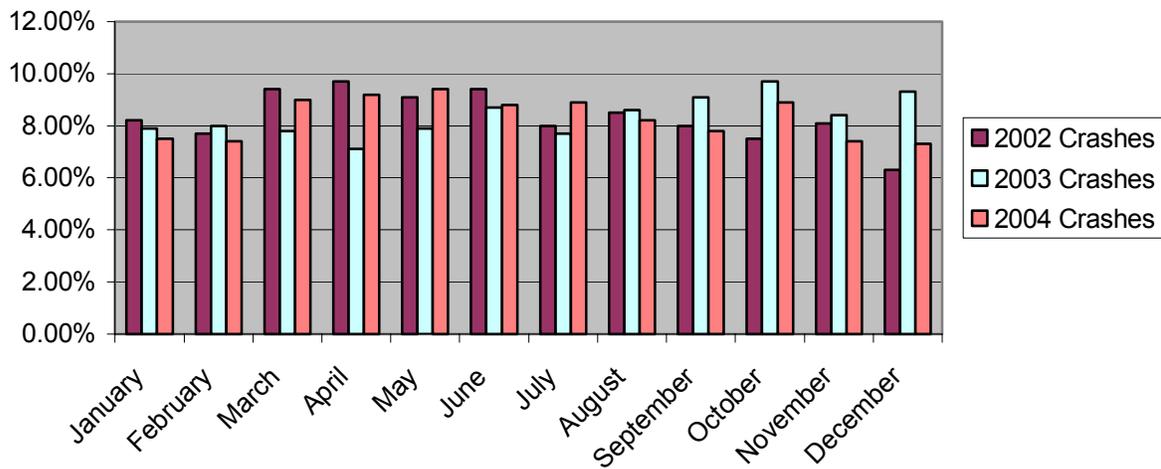
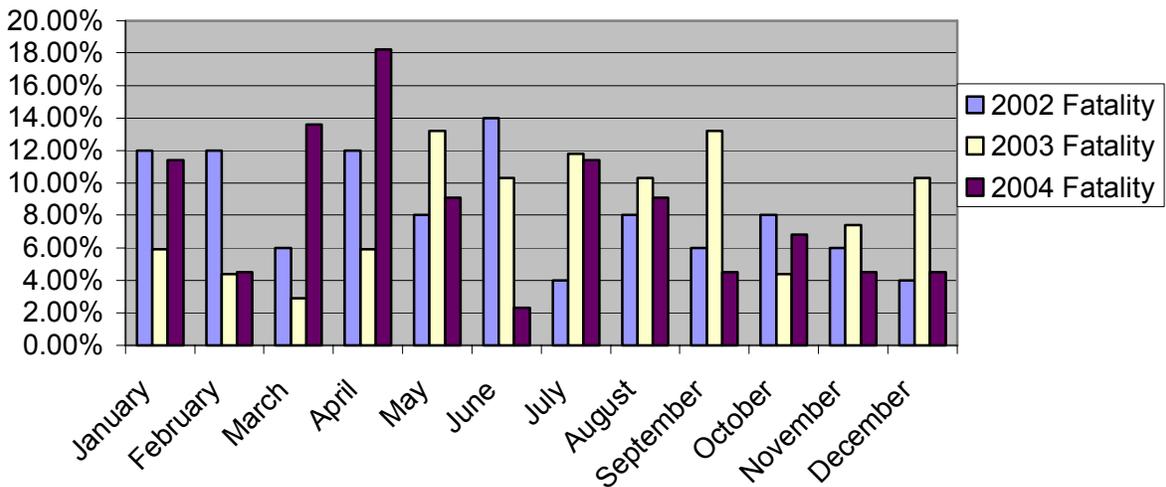


Figure 6: Fatalities by Month - 2002-2004



1.3 Crash Trends – Daily Summary

Figure 7 and Figure 8 show the distribution by day of total crashes and fatalities, respectively. Friday and Saturday during the week experienced higher amounts of crashes and fatalities, with on average 15% and 18% of the crashes and fatalities occurring on these days. Table A- 3 and Table A- 4 in Appendix A list the summarized data totals.

Figure 7: Total Crashes by Day of Week 2002-2004

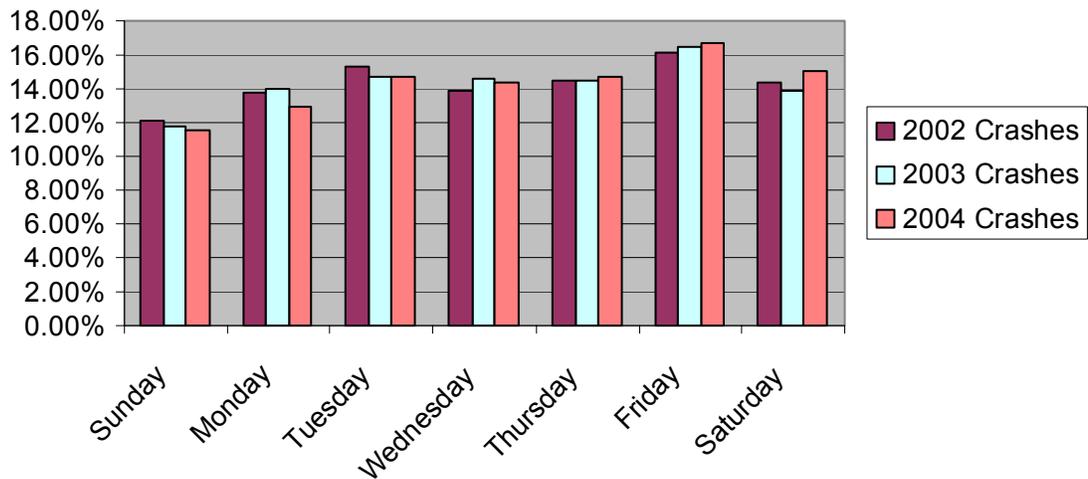
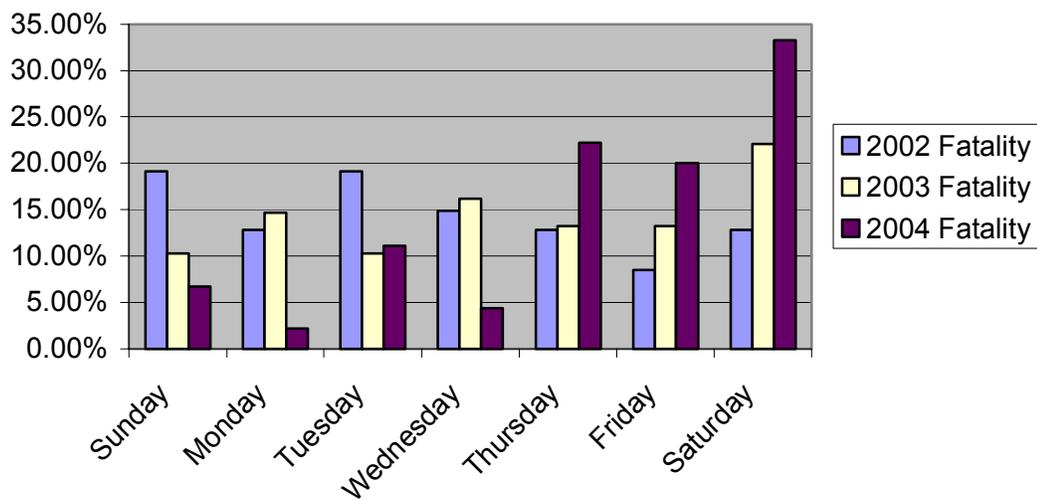


Figure 8: Fatalities by Day of Week 2002-2004



1.4 Crash Trends – Time of Day Summary

Total crashes and fatalities distributed by peak hour and time of highest occurrence are displayed in Figure 9, Figure 10, Figure 11 and

Figure 12. Experienced and familiar with the local area, morning commuters had lower occurrences of crashes. Generally the afternoon period, which includes drivers who are less experienced or familiar with the area experience more crashes. Late evening crashes, a minor fraction of total crashes, account for the majority of total fatalities. Table A- 5, Table A- 6, Table A- 7 and Table A- 8 in Appendix A list the summarized data totals.

Figure 9: Peak Hour Crashes

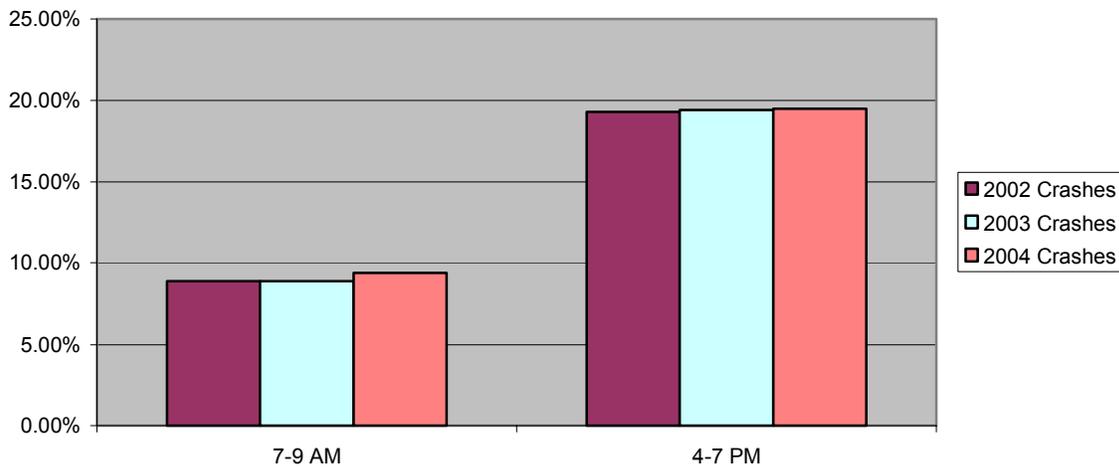


Figure 10: Peak Hour Fatalities

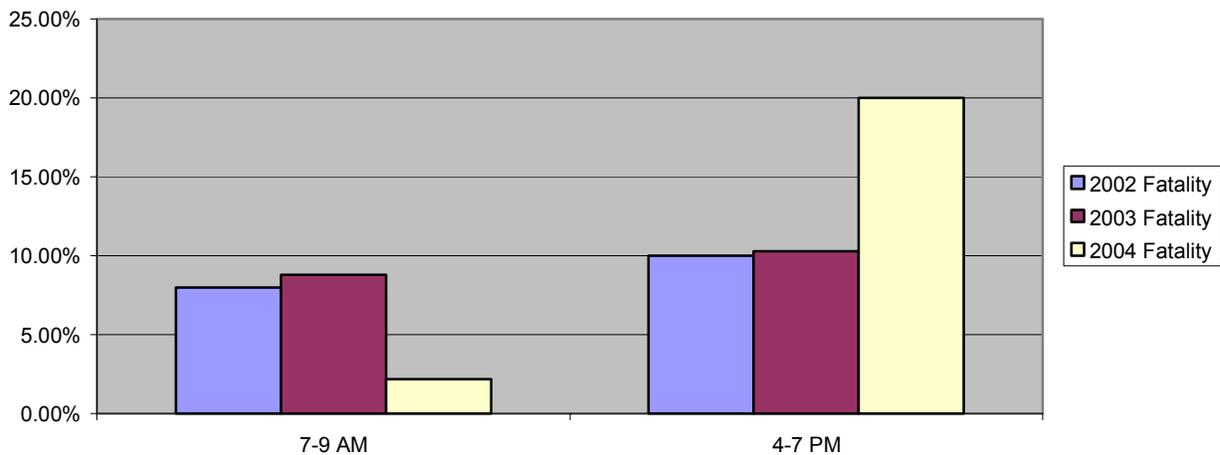


Figure 11: Time of Highest Crash Occurrence

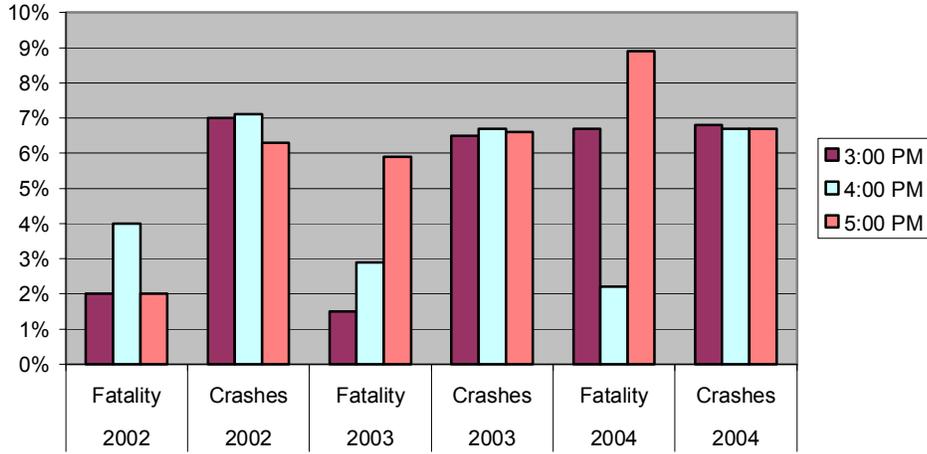
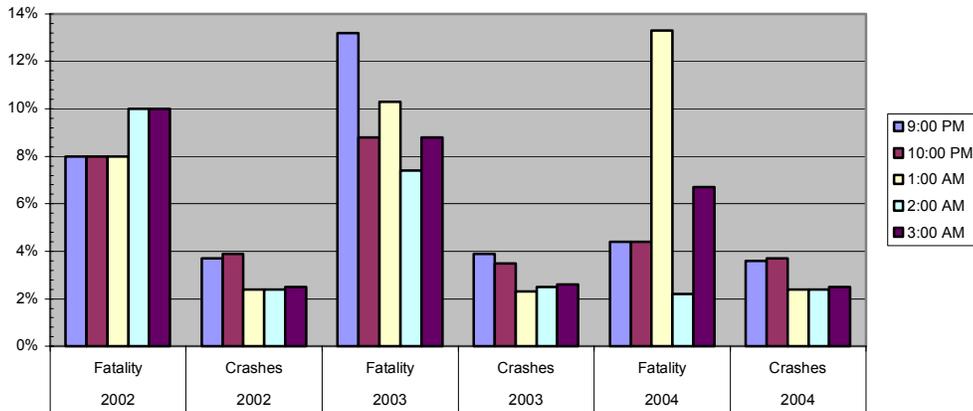


Figure 12: Time of Highest Fatalities Occurrence



1.5 Crash Trends – Location by DC Quadrant & Police District

Total crashes and fatalities distributed by DC Quadrant and DC Police District are displayed in Figure 13, Figure 14, and Figure 15, Figure 16. The NW quadrant experienced the highest amount of crashes as well as a relatively high amount of fatalities. In contrast, NE experienced a lower amount of crashes but a proportionally higher amount of fatalities. Similarly, Police District 1 experienced the highest amount of crashes, but Police District 6 experienced the highest average number of fatalities and District 7 the highest number of fatalities in any one year. Table A- 9, Table A- 10, Table A- 11, and Table A- 12 in Appendix A summarize this data.

Figure 13: City Quadrant Crashes

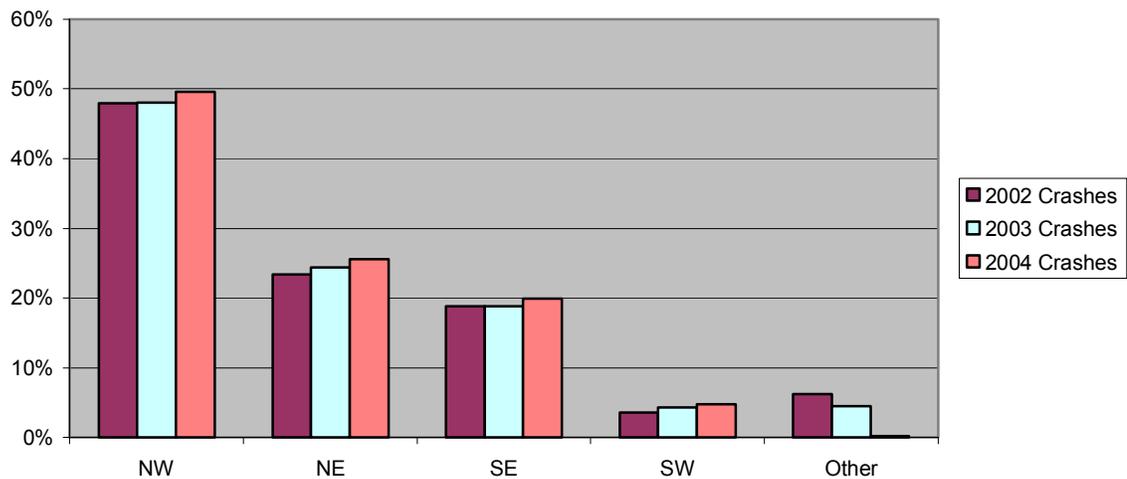


Figure 14: City Quadrant Fatalities

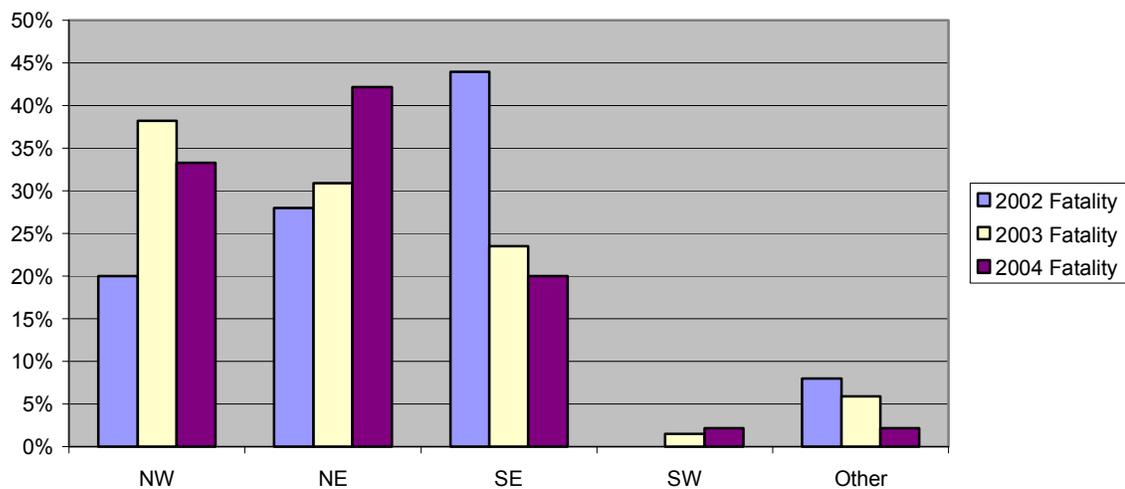


Figure 15: Police District Crashes

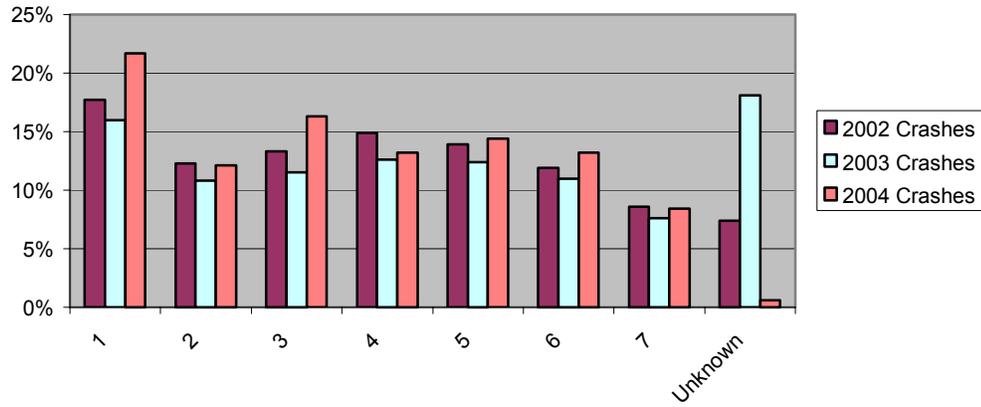
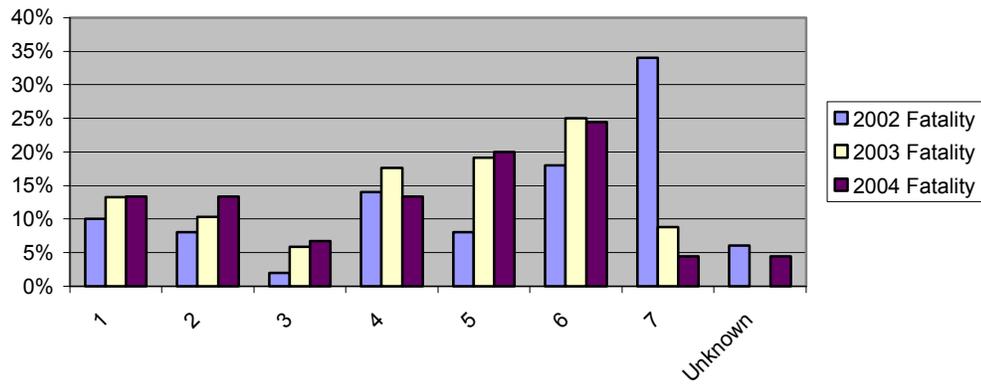


Figure 16: Police District Fatalities



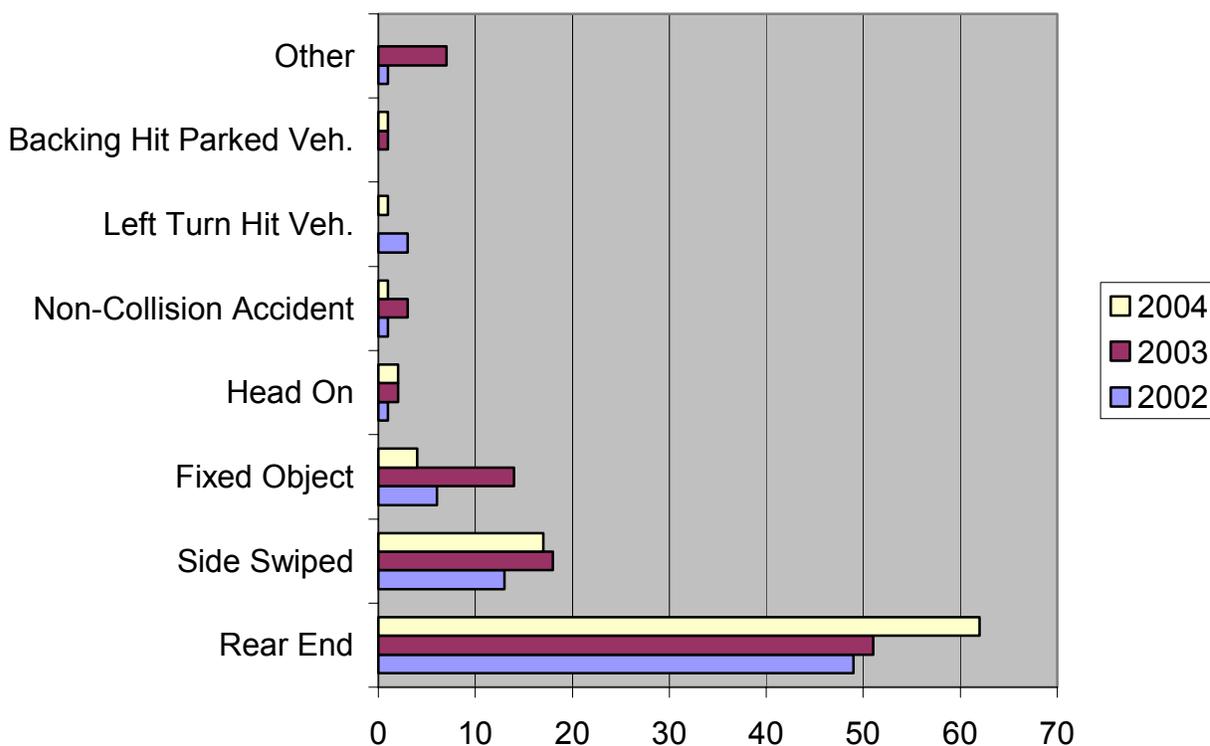
1.6 Crash Trends – Bridges

Table A- 13 in Appendix A summarizes total crashes happened at Bridges, Circles, Interstate 295, Interstate 395, Ramps and Underpass.

Table A- 16 list by location in descending order of 2004 Crash at Bridges. Interstate 395 and 14th St Bridge has the highest number of crashes among all accidents on bridges, followed by 14TH ST AND D ST.

Figure 17, and shows type of collisions for crashes at Bridges. Rear-End and Sideswiped crashes are the most happened type of crashes.

Figure 17 Type of Collisions of the Crashes at Bridges

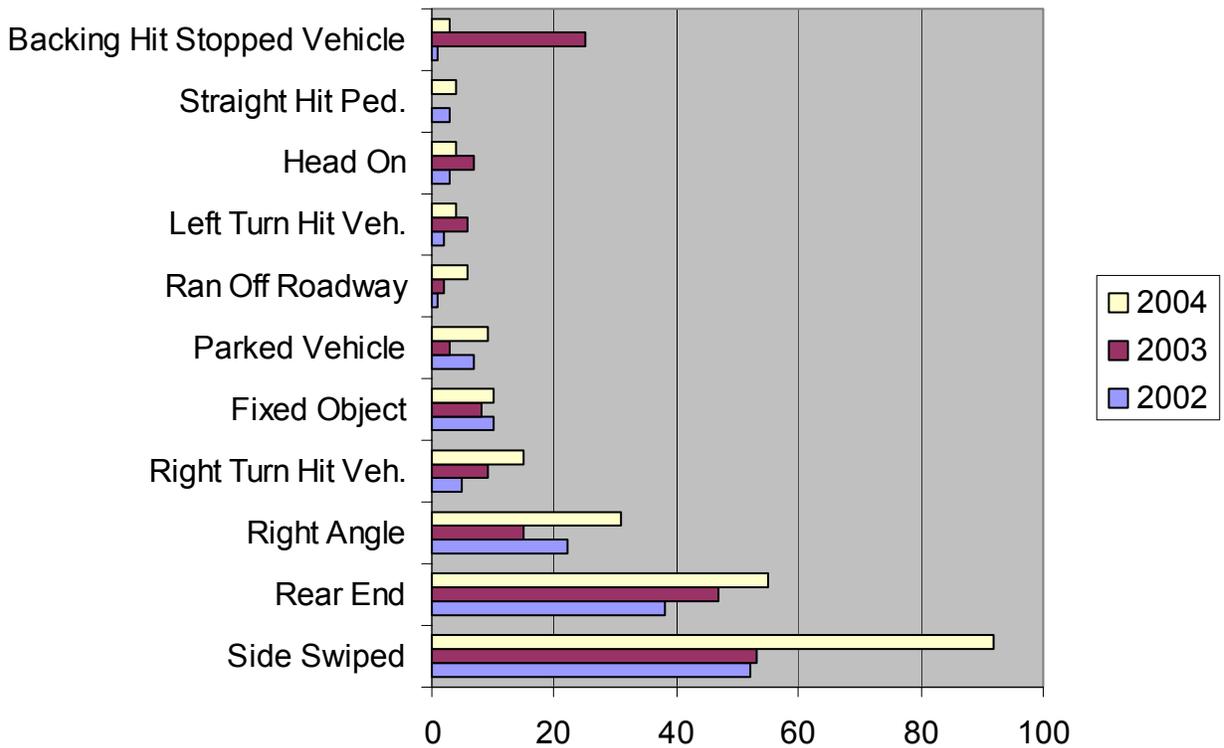


1.7 Crash Trends – Circles

Table A- 15 list by location in descending order of 2004 Crashes at Circles. Dupont Circle has the highest number of crashes among circles, followed by NEBRASKA AVE AND WARD CIR and 23RD ST AND WASHINGTON CIR.

Figure 18 shows type of collisions for crashes at Circles. Rear-End and Sideswiped crashes are the most happened type of crashes, followed by Fixed Objects.

Figure 18 Type of Collisions of the Crashes at Circles



1.8 Crash Trends – Interstates

Table A- 18 and Table A- 19 list by location in descending order of 2004 Crashes along Interstate 395 and Interstate 295.

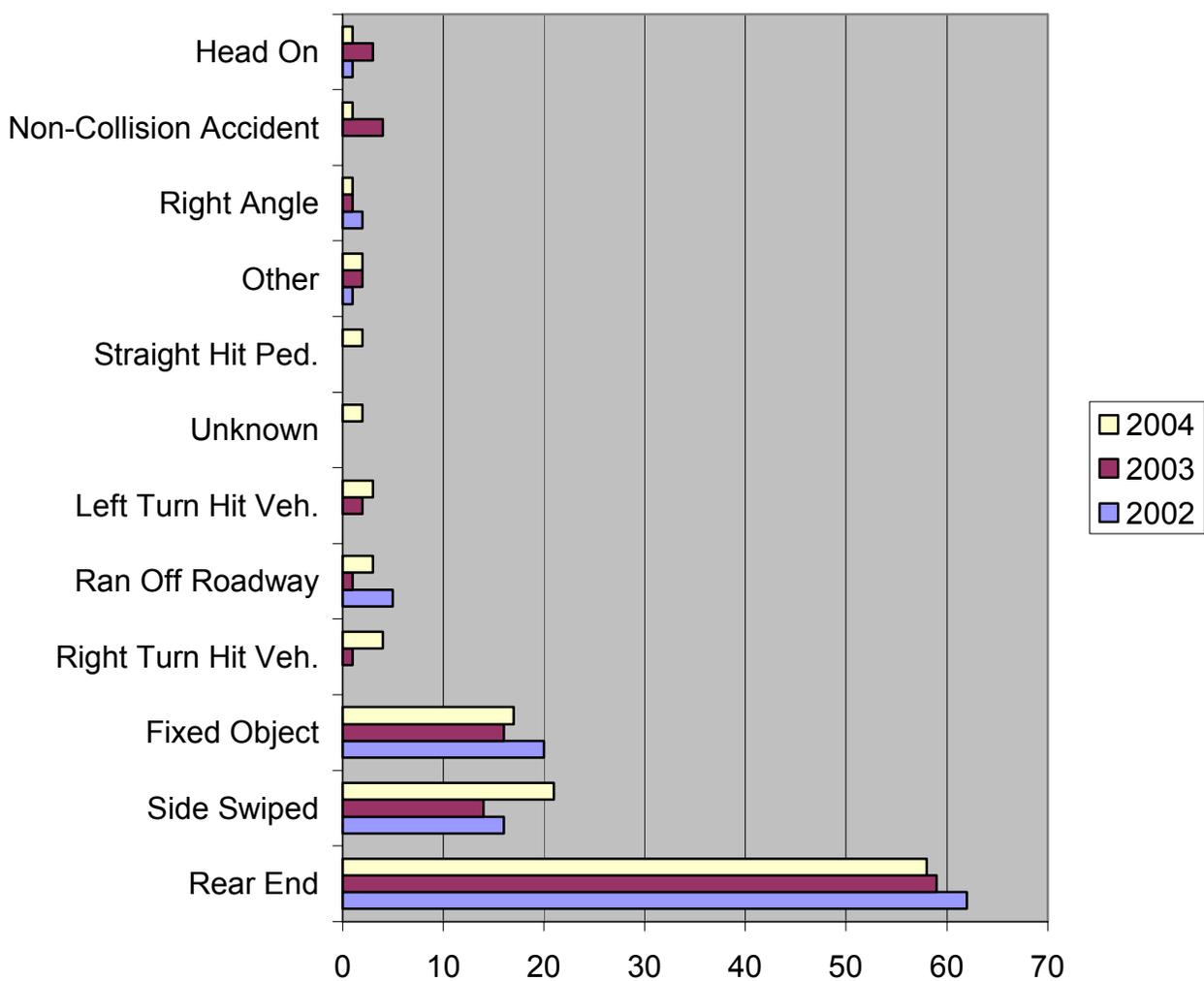
INTERSTATE 395 AND THIRD ST and INTERSTATE 395 AND FOURTEENTH ST have the most crashes along Interstate 395. Eastern Ave and Kenilworth Ave has the most crashes along Interstate 295, followed by HOWARD RD AND INTERSTATE 295.

1.9 Crash Trends – Ramps

Table A- 17 list by location in descending order of 2004 Crashes at Ramps. INTERSTATE 395 AND PENNSYLVANIA AVE Ramp has the highest number of crashes among ramps.

Figure 19 shows type of collisions for crashes at Ramps. Rear-End and Sideswiped crashes are the most happened type of crashes, followed by Fixed Object.

Figure 19 Type of Collisions of the Crashes at Ramps



1.10 Crash Trends – Underpass

Table A- 14 list by location in descending order of 2004 Crashes at Underpass.

1.11 Crash Trends – Crashes at Intersections

Figure 20 and

Figure 21 show the total crashes and fatalities within close proximity to an intersection. As can be expected, both crashes and fatalities have a higher frequency of occurrence at intersections.

The next section examines the effect of intersection control types. Table A- 23 and Table A- 24 in Appendix A list the summarized data totals.

Figure 20: Crashes at Intersection

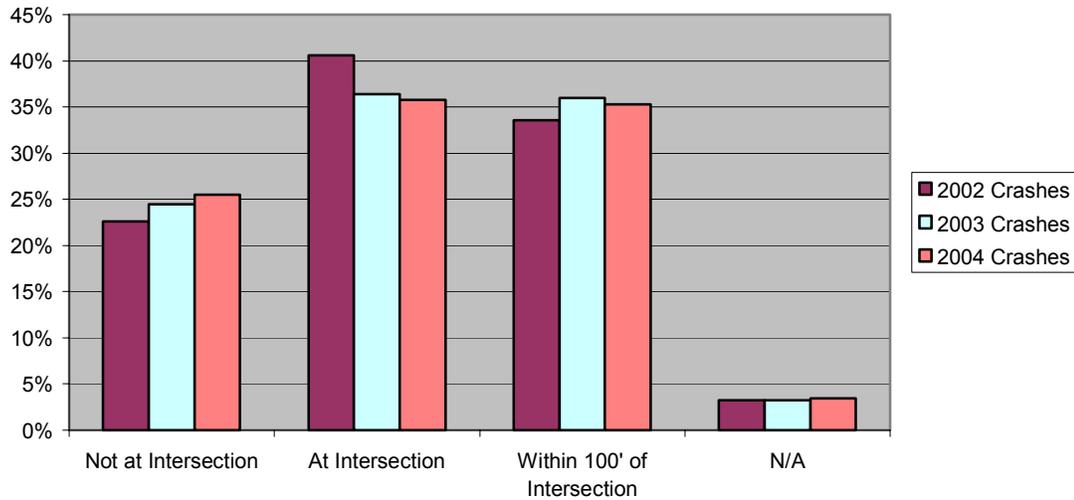
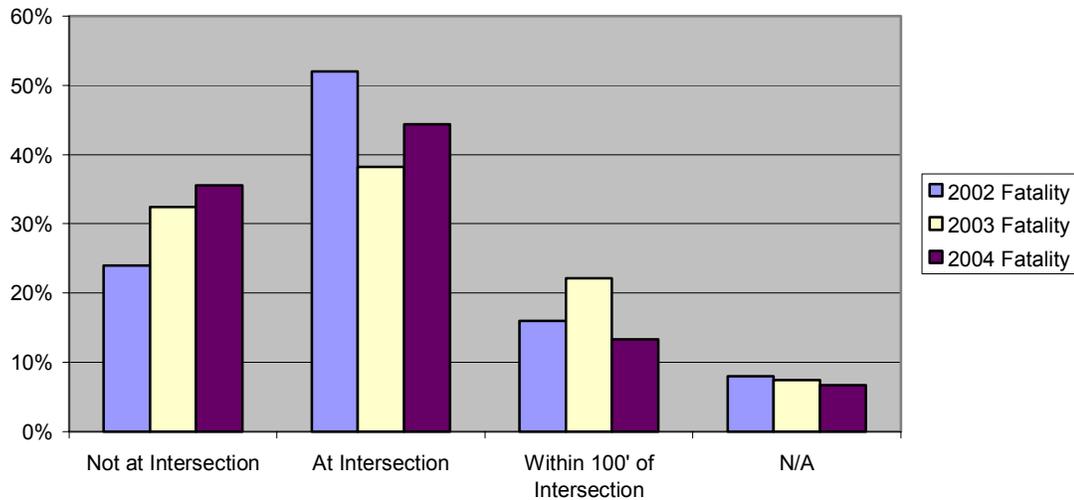


Figure 21: Fatalities at Intersection



1.12 Crash Trends – Crashes by Intersection Control Type

Figure 22 and Figure 23 display the distribution of total crashes and fatalities by intersection control type. Signalized intersections have the highest occurrence of crashes and fatalities relative to other control types. Opposing movements and significant amounts of traffic traveling through signalized intersections result in an environment prone to crashes in comparison to other intersection controls. Table A- 25 and Table A- 26 in Appendix A list the summarized data totals.

Figure 22: Crashes by Intersection Control Type

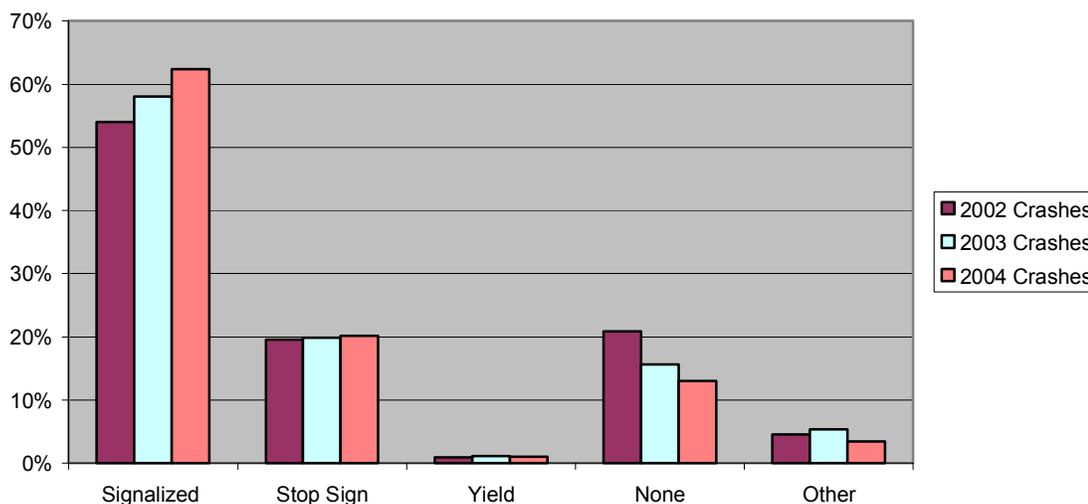
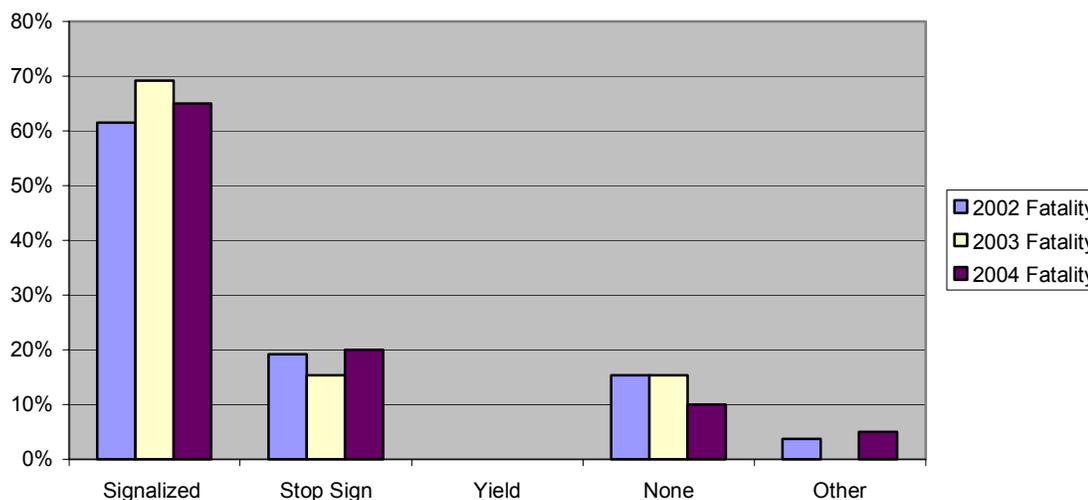


Figure 23: Fatalities by Intersection Control Type



1.13 Crash Trends – Type of Collision

Collision severity relates to the type of crash collision with the frequency of fatalities. Figure 24 and Figure 25 display the total crashes and fatalities distributed by collision type. Right angle crashes resulted in the majority of vehicle-to-vehicle fatal collisions. While relatively infrequent in crash occurrence, pedestrians hit by vehicles represent a significant proportion of fatalities. This contrasts with rear end accidents that were more common but less life threatening. Table A-27 and Table A-28 in Appendix A list the summarized data totals.

Figure 24: Crashes by Collision Types

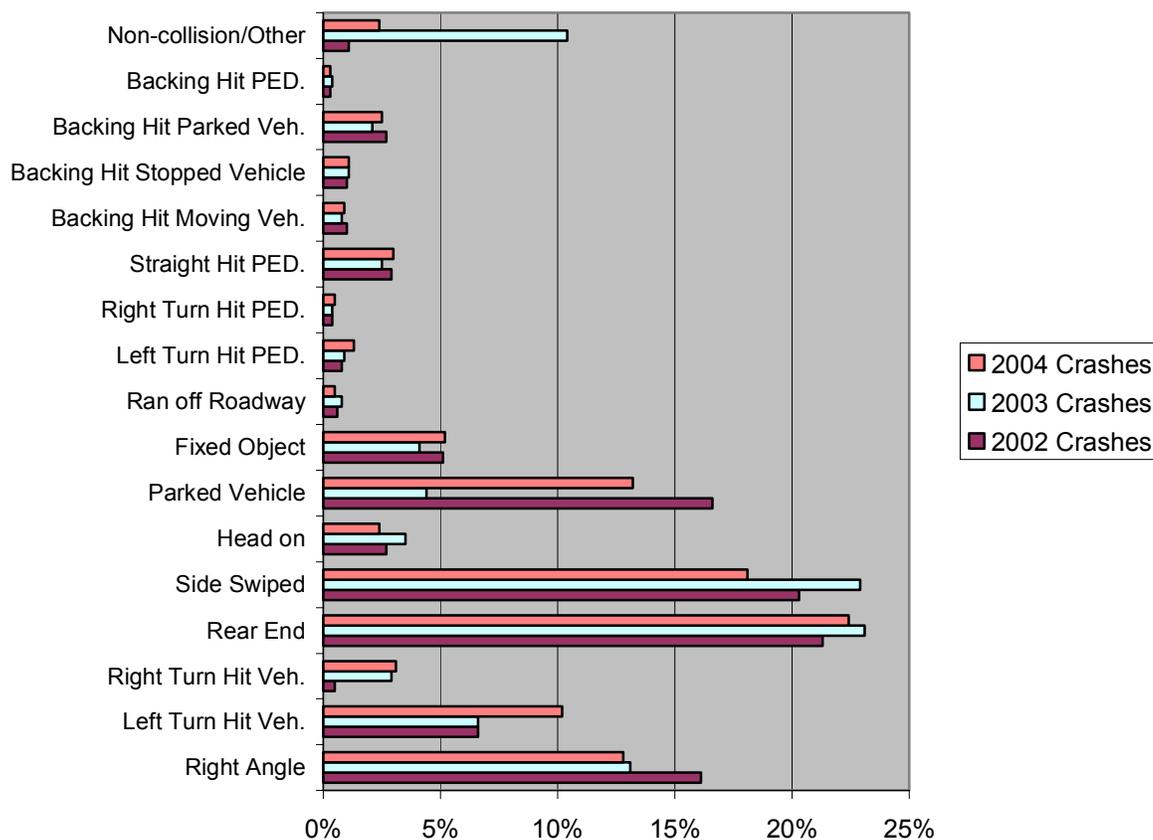
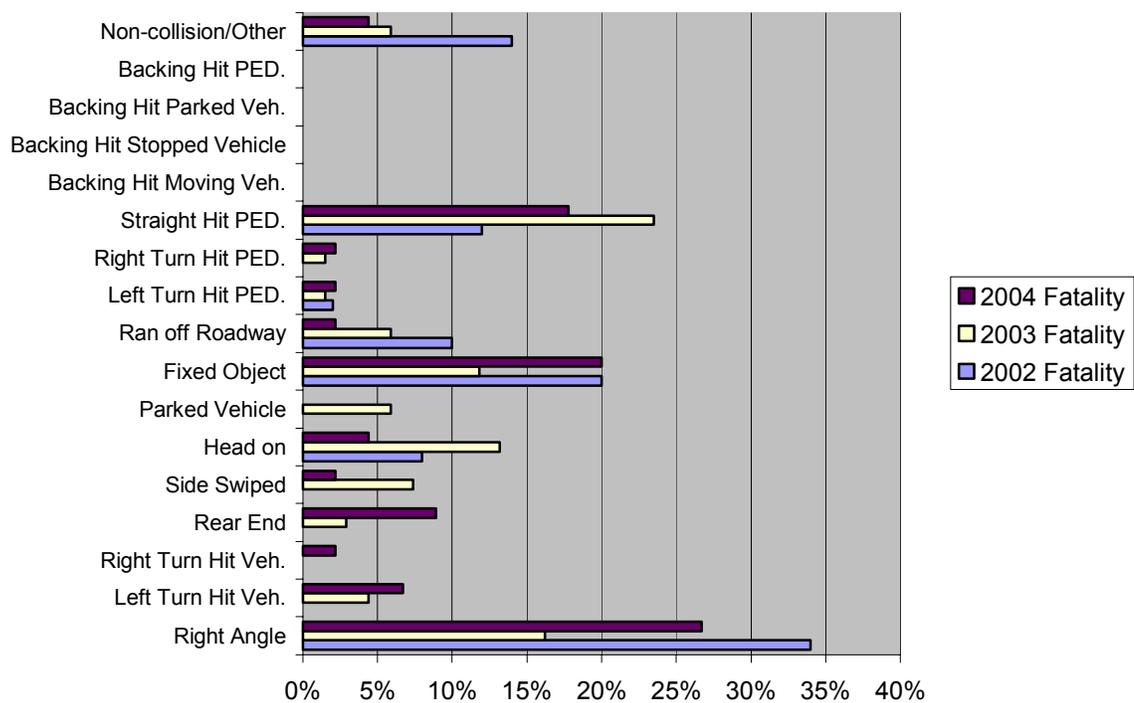


Figure 25: Fatalities by Collision Types



1.14 Crash Trends – Vehicle Types

Figure 26 and Figure 27 display the total crashes and fatalities correlated to vehicle type. Table A- 29 and Table A- 30 in Appendix 1.A show the numeric totals.

Figure 26: Crashes by Vehicle Type

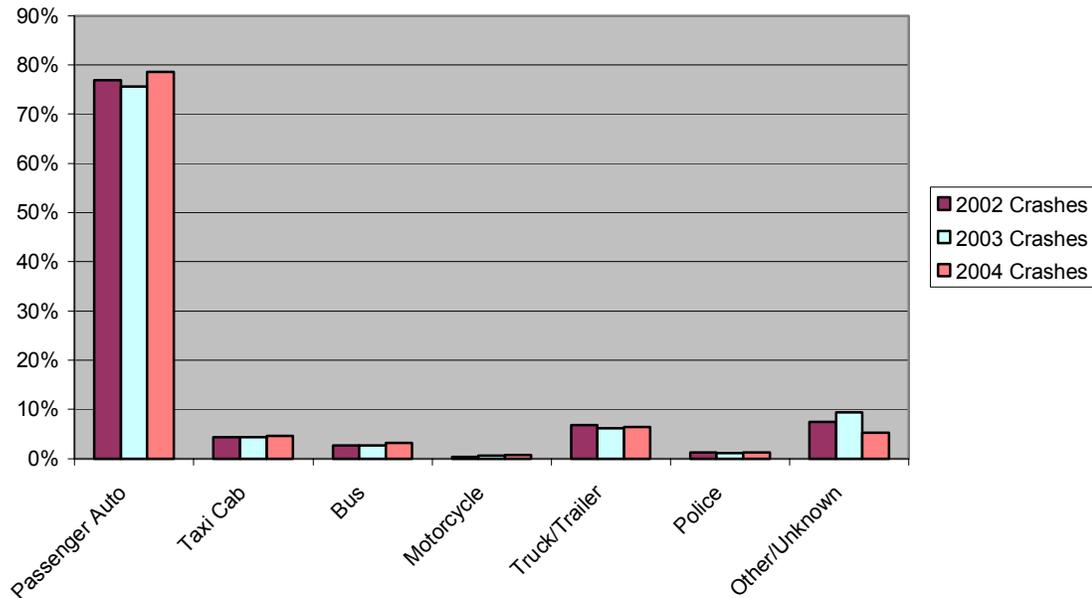
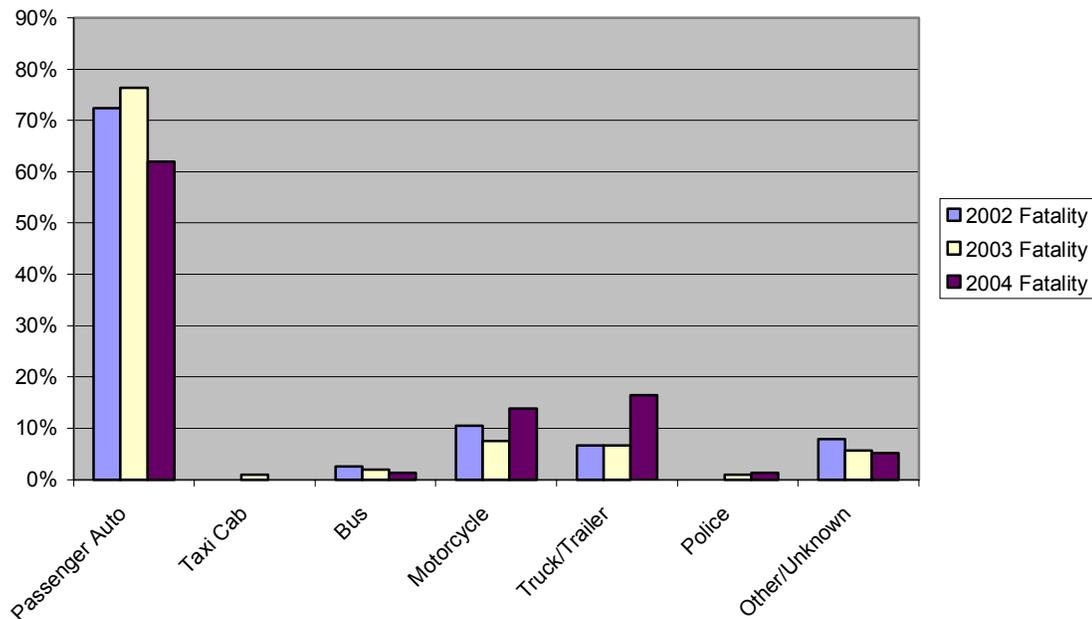


Figure 27: Fatalities by Vehicle Type



1.15 Crash Trends – Human Related Major Cause/Contributing Factors –

Figure 28 and Figure 29 display the human related major causes/contributing factors to crashes and fatalities. The majority of crashes resulted from driver inattention, whereas excess speed caused the majority of fatalities. Table A- 31 and Table A- 33 in Appendix 1.A show the numeric totals.

Figure 28: Crashes by Major Cause/Contributing Factors

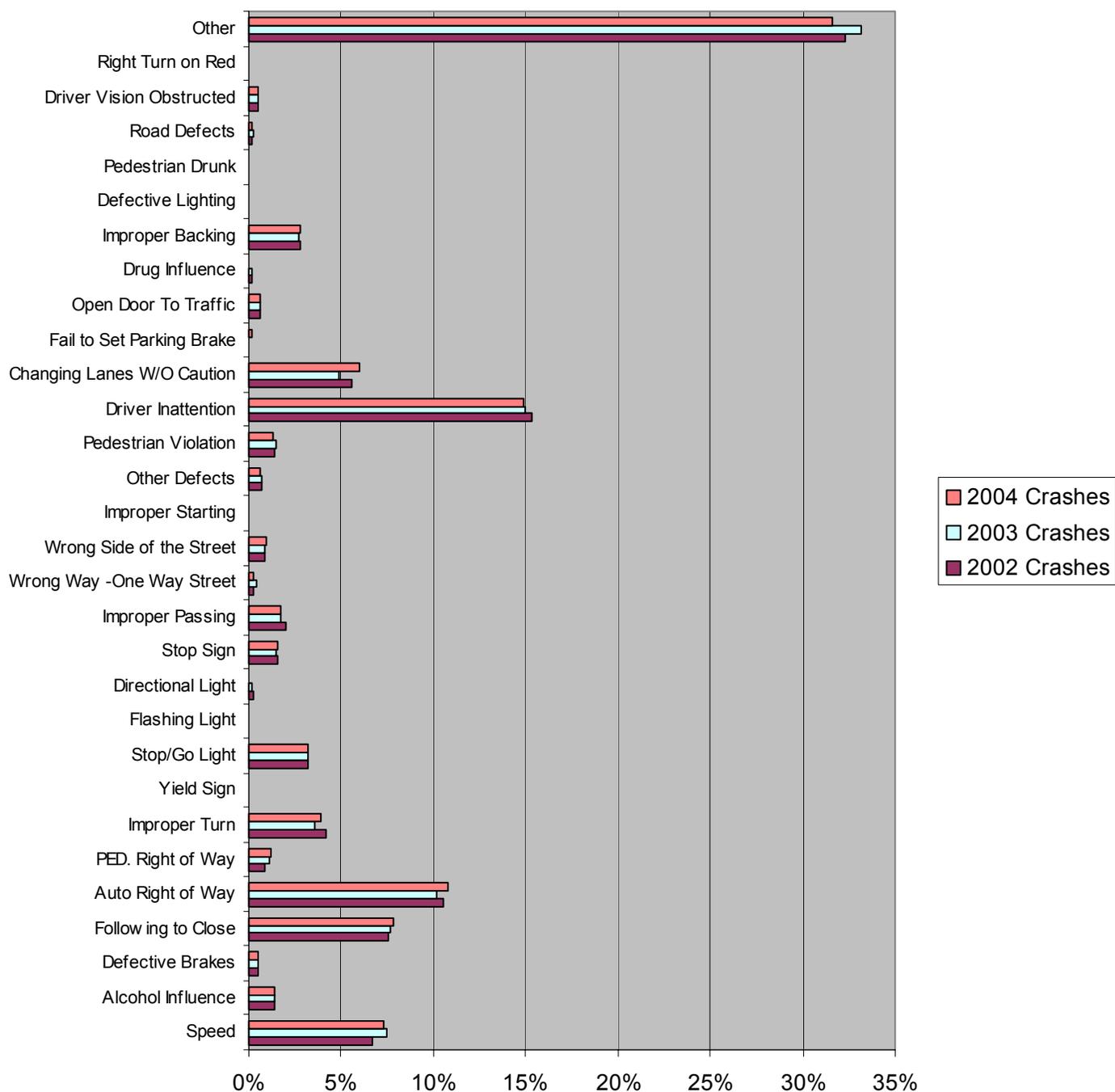
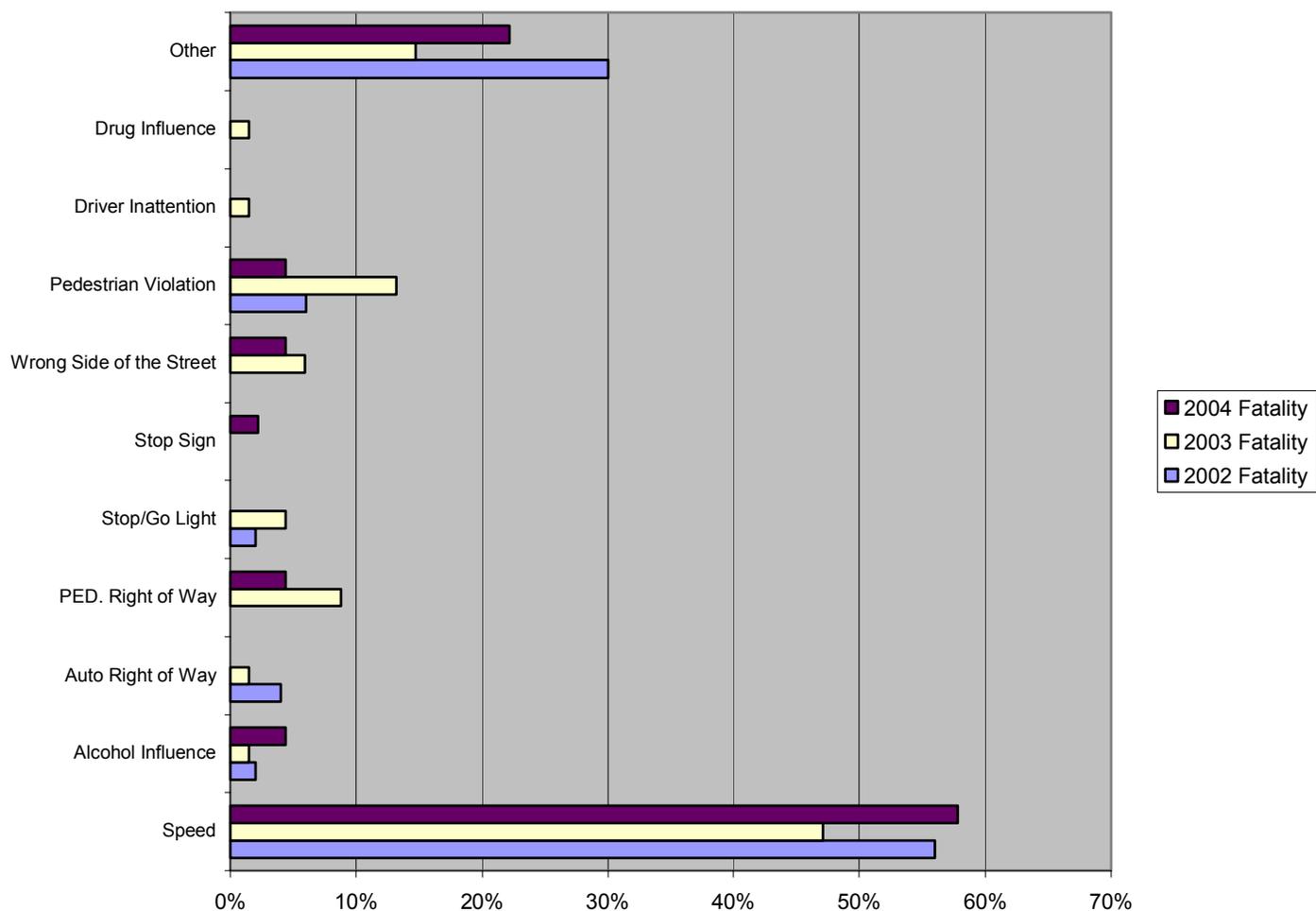


Figure 29: Fatalities by Major Cause/Contributing Factors



1.16 Crash Trends – Pedestrian Crashes

Table 2 lists Pedestrian Crashes. Table 3 lists High Pedestrian Crash Intersection.

Table 2: Pedestrian Crashes

	2002	2003	2004
Total Pedestrian Crashes	730	640	681
Pedestrians Injured	734	617	665
Pedestrian Fatalities	8	19	10

Table 3: High Pedestrian Crash Intersection

Location	Quad	2002	2003	2004	Total
18TH ST AND COLUMBIA RD	NW	3	2	4	9
BENNING RD AND MINNESOTA AVE	NE	2	1	4	7
FLORIDA AVE AND GEORGIA AVE	NW	2	1	4	7
BLADENSBURG RD AND NEW YORK AVE	NE	2	2	3	7
14TH ST AND RHODE ISLAND AVE	NW	3	2	2	7
ALABAMA AVE AND STANTON RD	SE	4	1	2	7
15TH ST AND I ST	NW	5	1	1	7
GEORGIA AVE AND IRVING ST	NW	3	3	1	7
HOWARD RD AND MARTIN LUTHER KING AVE	SE	5	1	1	7
4TH ST AND RHODE ISLAND AVE	NE	0	2	4	6
CHESAPEAKE ST AND SOUTHERN AVE	SE	2	0	4	6
16TH ST AND LAMONT ST	NW	2	1	3	6
NORTH CAPITOL ST AND K ST	NW	3	0	3	6
14TH ST AND SPRING RD	NW	3	1	2	6
1ST ST AND K ST	NE	3	1	2	6
BLAINE ST AND MINNESOTA AVE	NE	3	1	2	6
S CAPITOL ST AND SOUTHERN AVE	SE	3	1	2	6
NORTH CAPITOL ST AND NEW YORK AVE	NW	4	1	1	6
12TH ST AND PENNSYLVANIA AVE	NW	1	0	4	5
13TH ST AND U ST	NW	1	1	3	5
GEORGIA AVE AND PARK RD	NW	1	1	3	5
14TH ST AND TAYLOR ST	NW	2	1	2	5
4TH ST AND M ST	SW	1	2	2	5
6TH ST AND H ST	NW	1	2	2	5
CONNECTICUT AVE AND L ST	NW	2	1	2	5
16TH ST AND BENNING RD	NE	2	2	1	5
GEORGIA AVE AND LAMONT ST	NW	1	4	0	5
13TH ST AND F ST	NW	0	1	3	4
21ST ST AND PENNSYLVANIA AVE	NW	0	1	3	4
25TH ST AND GOOD HOPE RD	SE	0	1	3	4
29TH ST AND M ST	NW	1	0	3	4
14TH ST AND L ST	NW	2	0	2	4
7TH ST AND PENNSYLVANIA AVE	NW	0	2	2	4
DIX ST AND MINNESOTA AVE	NE	2	0	2	4

1.17 Crash Trends – Roadway Illumination Related Factors

Figure 30 and Figure 31 display the total crashes and fatalities due to roadway illumination conditions. The majority of crashes occurred during daylight conditions, ruling illumination out as a contributing factor. The majority of fatalities occurred during the evening hours, which matches the time of day findings. Table A- 35 in Appendix 1.A shows the numeric totals.

Figure 30: Crashes by Illumination Conditions

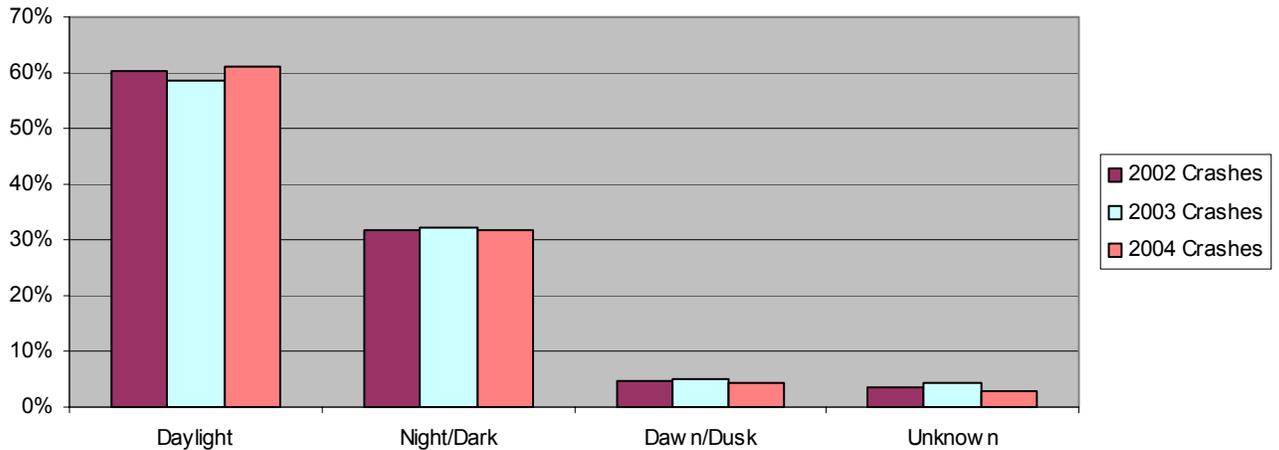
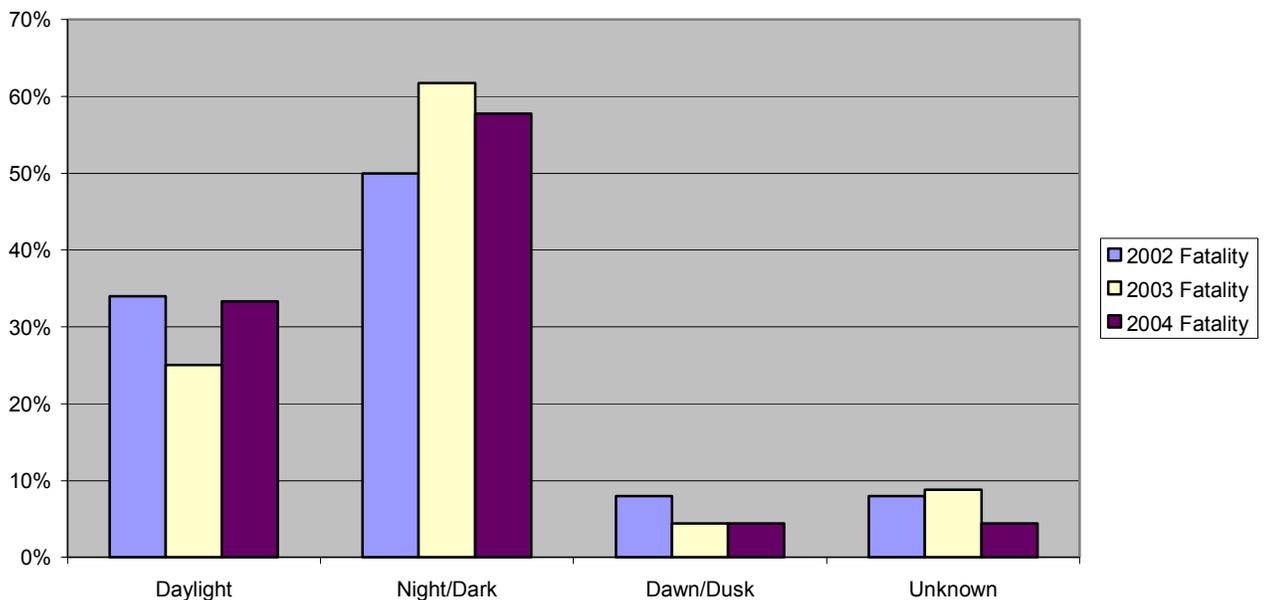


Figure 31: Fatalities by Illumination Conditions



1.18 Crash Trends – Roadway Weather Related Factors

Figure 32 and Figure 33 display the total crashes and fatalities distributed by weather condition. The majority of crashes and fatalities occurred when the weather was clear lessening weather as a major cause of crashes. Table A- 36 in Appendix 1.A shows the numeric totals.

Figure 32: Crashes by Weather Conditions

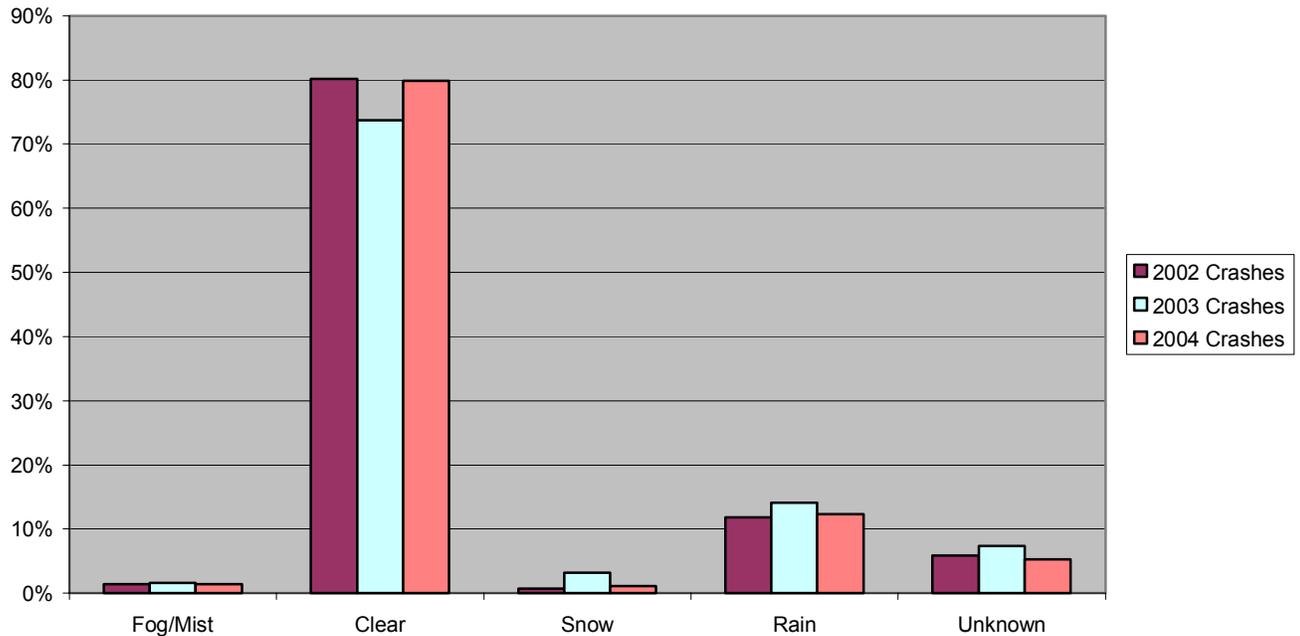
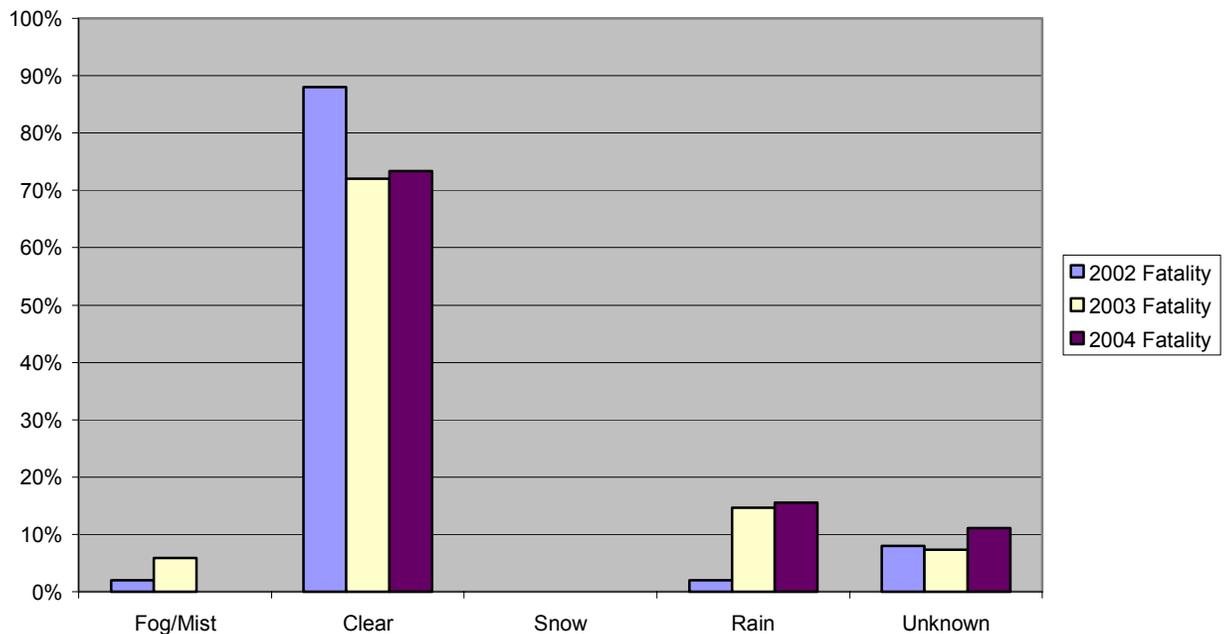


Figure 33: Fatalities by Weather Conditions



1.19 Crash Trends – Hit and Run Summary

Figure 34 and Figure 35 show the correlation of Hit and Run crashes to total crashes and fatalities. Fatalities do not result in the majority of hit and run accidents. Table A- 42 in Appendix 1.A shows the numeric totals.

Figure 34: Hit & Run Crashes

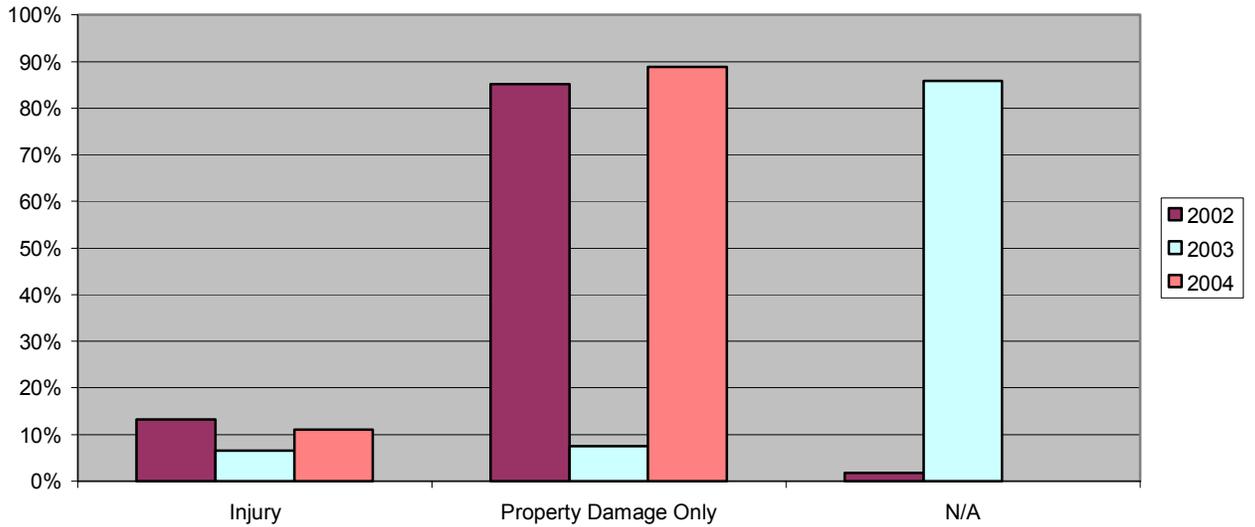


Figure 35: Hit & Run Fatalities



1.20 Crash Trends – Work Zone Summary

Figure 36 and Figure 37 summarize the total number of crashes and fatalities in relation to Work Zones. Table A- 43 in Appendix 1.A shows the numeric totals.

Figure 36: Work Zone Crashes

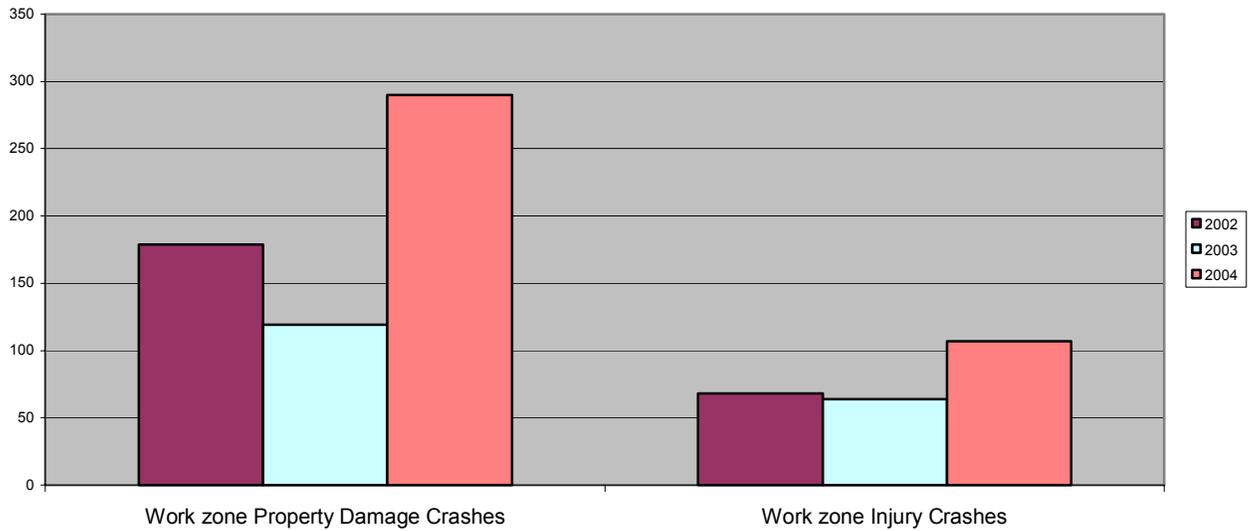
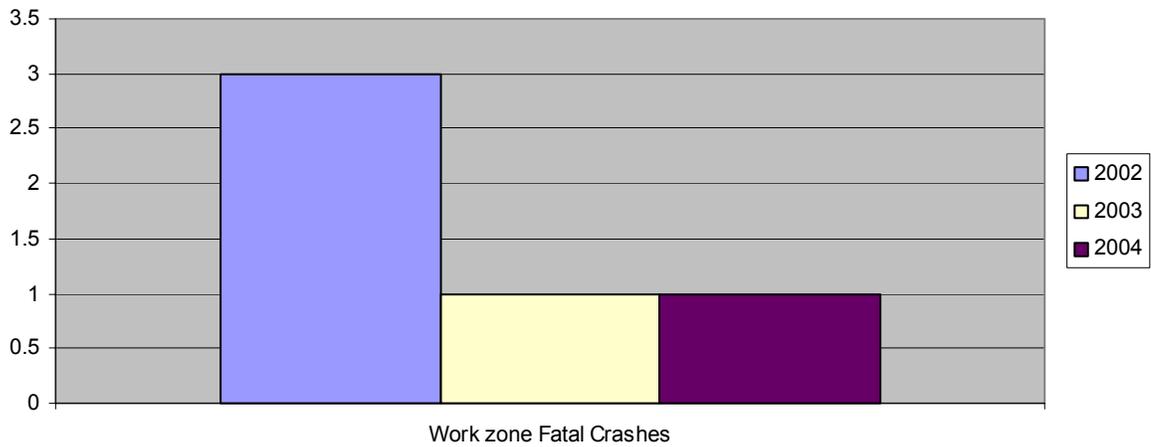


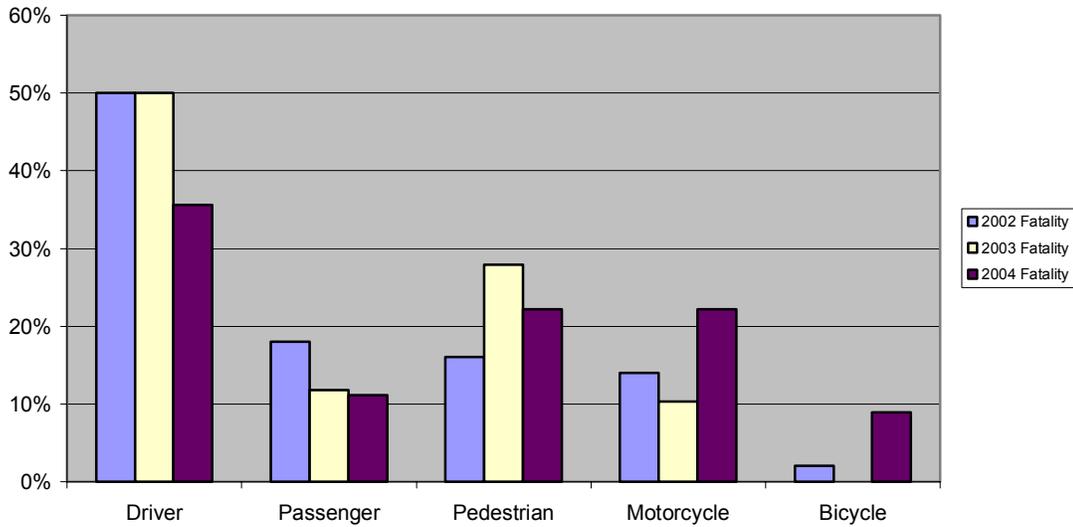
Figure 37: Work Zone Fatalities



1.21 Crash Trends – Fatalities by Occupant

Figure 38 relates the total amount of fatalities with the vehicle occupant. Drivers are the vehicle occupants most likely to suffer the fatality. Table A- 37, Appendix 1.A shows the numeric totals.

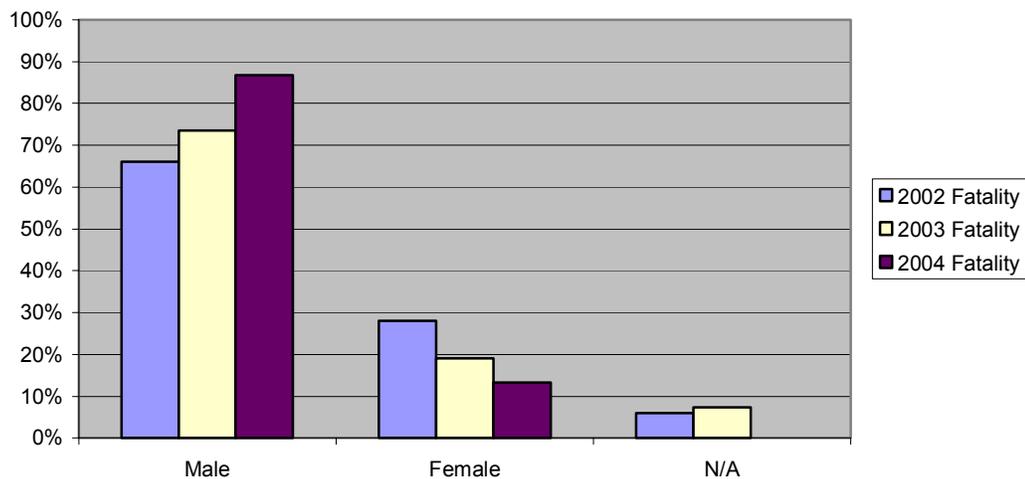
Figure 38: Fatalities by Occupant



1.22 Crash Trends – Fatalities by Gender

Figure 39 displays the total amount of fatalities by gender. Male drivers experience the greatest amount of fatalities. Table A- 38, Appendix 1.A shows the numeric totals.

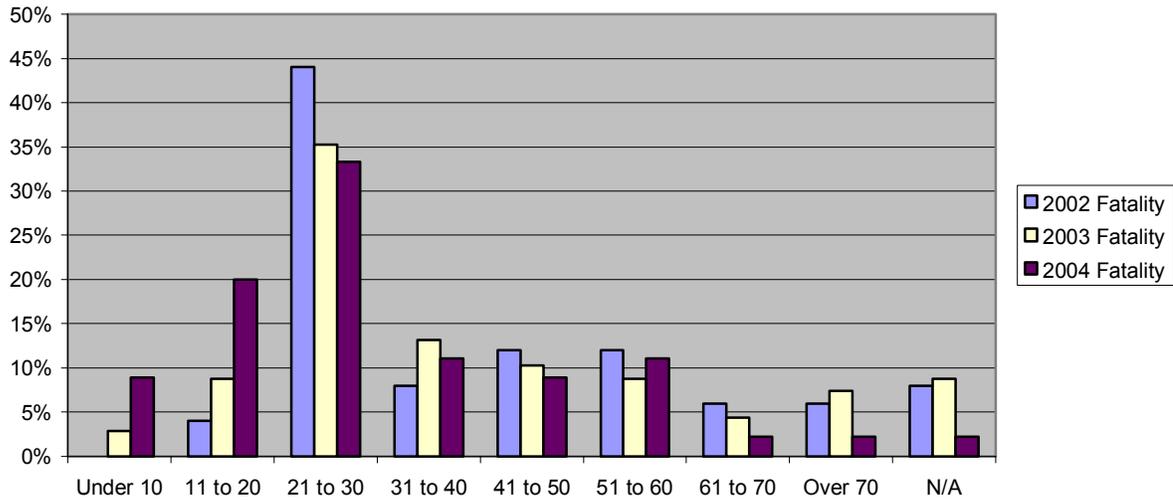
Figure 39: Fatalities by Gender



1.23 Crash Trends – Fatalities by Age

Figure 40 displays the total amount of fatalities correlated to age. The majority of fatalities correspond to driver in Age Group 21-30. Table A- 40 in Appendix 1.A shows the numeric totals.

Figure 40: Fatalities by Age



Section 2: High Crash Intersections/Corridors

2.1 Introduction

A high crash intersection is defined as one where more than 10 crashes occur. Applying this standard in a TARAS¹ query generates a full list of high crash locations for years 2002-2004.

Table 2 indicates that for 2004, 330 intersections have more than 10 accidents, while for 2003 176 intersections have accidents more than 10 accidents. Similarly for 2002, 259 intersections have more than 10 accidents. The number of crashes at these locations in 2002, 2003 and 2004 are 4079, 2685 and 5443, respectively.

Although these high crash intersections only reflect 7.6%, 5.5% and 9.2% of the total number of intersections with accidents, the ratios of crashes at high crash intersections to total crashes overall are much higher at 23%, 15.2% and 30%. To reduce the number of crashes in the District, attention should be focused on these locations.

Table 2 infers the downtrend from 2003 to 2002 did not continue into 2004. In 2004 the number of high crash intersections and number of crashes spiked. The reason for this jump is not yet known, but may reflect more traffic exposure or better data collection in 2004.

Table 4: High Crash Intersections

Year	High Crash Intersections	Crashes at High Crash Intersections	Intersections with Accidents (District-wide)	Total Crashes (District-wide)	Ratio High Crash Intersection to Total Intersections	Ratio of crashes at High Crash Intersections to Total Crashes
2002	259	4079	3398	17768	7.6%	23.0%
2003	176	2685	3208	17710	5.5%	15.2%
2004	330	5443	3594	18262	9.2%	29.8%

¹ TARAS.....

In terms of geographic distribution by city quadrants, NW consistently had the highest concentration of high crash locations, followed by NE. SW had the lowest number of high crash locations. This distribution is also generally in line with the total crash and fatality distribution by quadrant (also see previous table).

Table 5: High Crash Intersections by City Quadrants

	2002		2003		2004	
	Number	Percent	Number	Percent	Number	Percent
NW	136	52.5%	101	57.4%	185	56.1%
NE	49	18.9%	31	17.6%	69	20.9%
SE	46	17.8%	25	14.2%	45	13.6%
SW	5	1.9%	1	0.6%	6	1.8%
NE/NW	14	5.4%	12	6.8%	16	4.8%
SW/SE	6	2.3%	3	1.7%	6	1.8%
NE/SE	3	1.2%	3	1.7%	3	0.9%
Total	259	100%	176	100%	330	100%

Fatality numbers are another indicator of high crash intersections. Table 4 indicates that, on average, 15% all fatalities happened at these high crash intersections. At high crash intersections crashes are 4 to 6 times more likely to be fatal than at other intersections.

Table 6: High Crash Intersections Fatality Number

Year	Fatality Number	Total Fatality Number	Percent
2002	5	50	10.0%
2003	13	68	19.1%
2004	7	45	15.6%

Table 5 lists the top 50 high crash intersections for 2004. Other key information is included such as District Quadrant, Number of Accidents, Number of Injuries (number of people injured not number of injury crashes), and fatalities. For better comparison, 2003 and 2002 rank² also listed.

² The ranking order is determined by the number of accidents, primarily, then by the number of injuries and then the number of fatalities. If there is the same number of accidents, the order is determined by the number of injuries, if the number of injuries is the same, then it the order is determined by fatalities. If all three numbers are equal, then the intersections have a tied ranking.

Table 7: 2004 Top High Crash Intersections

2004 Rank ²	Location	Quad	Accidents	Injuries	Fatality	2003 Rank ²	2002 Rank ²
1	BLADENSBURG RD AND NEW YORK AVE	NE	71	40	0	1	1
2	FLORIDA AVE AND NEW YORK AVE	NE	59	41	0	5	5
3	BENNING RD AND MINNESOTA AVE	NE	55	33	0	10	8
4	NORTH CAPITOL ST AND NEW YORK AVE	NE/NW	52	33	0	2	2
5	NEW JERSEY AVE AND NEW YORK AVE	NW	49	18	0	3	4
6	NORTH CAPITOL ST AND MICHIGAN AVE	NE/NW	46	28	0	28	21
7	MONTANA AVE AND NEW YORK AVE	NE	45	23	0	4	36
8	FIRTH STERLING AVE AND SUITLAND PKWY	SE	44	48	0	9	13
9	S CAPITOL ST AND M ST	SW/SE	39	29	0	26	18
10	S CAPITOL ST AND I ST	SW/SE	39	15	0	7	9
11	MINNESOTA AVE AND PENNSYLVANIA AVE	SE	39	14	0	8	3
12	STANTON RD AND SUITLAND PKWY	SE	38	39	0	16	6
13	14TH ST AND CONSTITUTION AVE	NW	38	18	1	6	12
14	14TH ST AND PENNSYLVANIA AVE	NW	37	8	0	56	14
15	18TH ST AND COLUMBIA RD	NW	37	6	0	24	35
16	SOUTHERN AVE AND WHEELER RD	SE	36	21	0	31	24
17	NORTH CAPITOL ST AND H ST	NE/NW	32	13	0	34	7
18	1ST ST AND NEW YORK AVE	NW	31	14	0	21	46
19	BRANCH AVE AND PENNSYLVANIA AVE	SE	30	28	0	91	16
20	CHESAPEAKE ST AND SOUTHERN AVE	SE	30	22	0	64	97
21	BENNING RD AND SOUTHERN AVE	SE	30	20	0	137	62
22	M ST AND WISCONSIN AVE	NW	30	3	0	22	15
23	BENNING RD AND OKLAHOMA AVE	NE	29	28	0	112	25
24	1ST ST AND NEW YORK AVE	NE	29	14	0	12	23
25	GEORGIA AVE AND MISSOURI AVE	NW	29	13	0	19	61
26	14TH ST AND K ST	NW	29	11	0	18	22
27	EASTERN AVE AND KENILWORTH AVE	NE	28	8	0	29	116
28	14TH ST AND U ST	NW	28	6	0	13	11
29	NORTH CAPITOL ST AND CHANNING ST	NE/NW	27	22	0	175	203
30	LENFANT SQ AND PENNSYLVANIA AVE	SE	27	17	0	32	N/A
31	NORTH CAPITOL ST & NEW HAMPSHIRE AVE	NE/NW	27	14	0	N/A	99
32	CONNECTICUT AVE AND NEBRASKA AVE	NW	27	11	1	44	52
33	EAST CAPITOL ST AND BENNING RD	NE/SE	27	11	0	11	10
34	14TH ST AND L ST	NW	26	17	0	42	65
35	3RD ST AND D ST	NW	25	25	0	N/A	N/A
36	NORTH CAPITOL ST AND FLORIDA AVE	NE/NW	25	21	0	20	20
37	4TH ST AND RHODE ISLAND AVE	NE	25	11	0	86	186
38	NORTH CAPITOL ST & MASSACHUSETTS AVE	NE/NW	25	9	0	46	N/A
39	MOUNT OLIVET RD AND WEST VIRGINIA AVE	NE	24	17	0	62	53
40	NORTH CAPITOL ST AND K ST	NE/NW	24	7	0	15	17
40	14TH ST AND W ST	NW	24	6	0	N/A	228
42	FAIRLAWN AVE AND PENNSYLVANIA AVE	SE	24	6	0	N/A	19
43	3RD ST AND NEW YORK AVE	NW	23	22	0	N/A	104
44	9TH ST AND CONSTITUTION AVE	NW	23	19	0	97	213
45	4TH ST AND NEW YORK AVE	NW	23	14	0	30	47
46	14TH ST AND INDEPENDENCE AVE	SW	23	13	0	36	94
47	34TH ST AND BENNING RD	NE	23	11	1	61	190
48	GOOD HOPE RD AND NAYLOR RD	SE	23	9	0	N/A	114
49	HOWARD RD AND INTERSTATE 295	NW	23	7	0	N/A	N/A
50	14TH ST AND F ST	NW	23	6	0	49	44

Table 8: 2003 Top High Crash Intersections

2003 Rank ²	Location	Quad	Accidents	Injuries	Fatality	2002 Rank ²
1	BLADENSBURG RD AND NEW YORK AVE	NE	82	50	0	1
2	NORTH CAPITOL ST AND NEW YORK AVE	NE/NW	49	43	0	2
3	NEW JERSEY AVE AND NEW YORK AVE	NW	40	30	0	4
4	MONTANA AVE AND NEW YORK AVE	NE	40	22	0	36
5	FLORIDA AVE AND NEW YORK AVE	NE	36	19	0	5
6	14TH ST AND CONSTITUTION AVE	NW	35	17	0	12
7	S CAPITOL ST AND I ST	SW/SE	32	22	0	9
8	MINNESOTA AVE AND PENNSYLVANIA AVE	SE	32	21	0	3
9	FIRTH STERLING AVE AND SUITLAND PKWY	SE	30	35	0	13
10	BENNING RD AND MINNESOTA AVE	NE	30	25	0	8
11	EAST CAPITOL ST AND BENNING RD	NE/SE	30	17	0	10
12	1ST ST AND NEW YORK AVE	NE	27	20	0	23
13	14TH ST AND U ST	NW	27	8	0	11
14	BLADENSBURG RD AND SOUTH DAKOTA AVE	NE	26	19	0	69
15	NORTH CAPITOL ST AND K ST	NE/NW	25	12	0	17
16	STANTON RD AND SUITLAND PKWY	SE	23	19	0	6
17	CALVERT ST AND CONNECTICUT AVE	NW	22	13	0	59
18	14TH ST AND K ST	NW	22	9	0	22
19	GEORGIA AVE AND MISSOURI AVE	NW	21	16	0	61
20	NORTH CAPITOL ST AND FLORIDA AVE	NE/NW	21	11	0	20
21	1ST ST AND NEW YORK AVE	NW	21	10	3	46
22	M ST AND WISCONSIN AVE	NW	21	0	0	15
23	14TH ST AND EUCLID ST	NW	20	12	0	119
24	18TH ST AND COLUMBIA RD	NW	20	7	0	35
25	7TH ST AND PENNSYLVANIA AVE	SE	20	5	0	N/A
26	S CAPITOL ST AND M ST	SW/SE	20	4	0	18
27	16TH ST AND U ST	NW	20	3	0	27
28	NORTH CAPITOL ST AND MICHIGAN AVE	NE/NW	19	17	1	21
29	EASTERN AVE AND KENILWORTH AVE	NE	19	6	0	116
30	4TH ST AND NEW YORK AVE	NW	18	12	0	47
31	SOUTHERN AVE AND WHEELER RD	SE	18	16	0	24
32	LENFANT SQ AND PENNSYLVANIA AVE	SE	18	15	0	N/A
33	MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	NE	18	13	0	43
34	NORTH CAPITOL ST AND H ST	NE/NW	18	11	1	7
35	NORTH CAPITOL ST AND HAREWOOD RD	NE	18	9	0	N/A
36	14TH ST AND INDEPENDENCE AVE	SW	18	5	0	94
37	21ST ST AND K ST	NW	18	4	0	N/A
38	GEORGIA AVE AND KALMIA RD	NW	17	23	0	109
39	12TH ST AND CONSTITUTION AVE	NW	17	8	0	28
39	17TH ST AND BENNING RD	NE	17	8	0	33
41	15TH ST AND PENNSYLVANIA AVE	NW	17	6	0	N/A
42	14TH ST AND L ST	NW	16	29	0	65
43	EAST CAPITOL ST AND SOUTHERN AVE	NE/SE	16	17	1	72
44	CONNECTICUT AVE AND NEBRASKA AVE	NW	16	14	0	52
45	ALABAMA AVE AND STANTON RD	SE	16	10	1	30
46	NORTH CAPITOL ST AND MASSACHUSETTS AVE	NE/NW	16	10	0	N/A
47	GEORGIA AVE AND PARK RD	NW	16	6	0	111
48	EASTERN AVE AND OLIVE ST	NE	16	5	1	158
49	14TH ST AND F ST	NW	16	4	0	44
50	CALVERT ST AND WISCONSIN AVE	NW	16	1	0	51

Table 9: 2002 Top High Crash Intersections

Rank	Location	Quad	Accidents	Injuries	Fatality
1	BLADENSBURG RD AND NEW YORK AVE	NE	84	46	0
2	NORTH CAPITOL ST AND NEW YORK AVE	NE/NW	56	38	0
3	MINNESOTA AVE AND PENNSYLVANIA AVE	SE	56	21	0
4	NEW JERSEY AVE AND NEW YORK AVE	NW	51	42	0
5	FLORIDA AVE AND NEW YORK AVE	NE	49	30	0
6	STANTON RD AND SUITLAND PKWY	SE	41	29	0
7	NORTH CAPITOL ST AND H ST	NE/NW	40	31	0
8	BENNING RD AND MINNESOTA AVE	NE	37	15	0
9	S CAPITOL ST AND I ST	SW/SE	35	33	0
10	EAST CAPITOL ST AND BENNING RD	NE/SE	34	12	0
11	14TH ST AND U ST	NW	32	25	0
12	14TH ST AND CONSTITUTION AVE	NW	32	13	0
13	FIRTH STERLING AVE AND SUITLAND PKWY	SE	32	8	0
14	14TH ST AND PENNSYLVANIA AVE	NW	31	11	0
15	M ST AND WISCONSIN AVE	NW	29	7	0
16	BRANCH AVE AND PENNSYLVANIA AVE	SE	28	21	0
17	NORTH CAPITOL ST AND K ST	NE/NW	28	20	0
18	S CAPITOL ST AND M ST	SW/SE	28	12	0
19	FAIRLAWN AVE AND PENNSYLVANIA AVE	SE	27	6	0
20	NORTH CAPITOL ST AND FLORIDA AVE	NE/NW	26	19	0
21	NORTH CAPITOL ST AND MICHIGAN AVE	NE/NW	26	14	2
22	14TH ST AND K ST	NW	26	5	0
23	1ST ST AND NEW YORK AVE	NE	25	31	0
24	SOUTHERN AVE AND WHEELER RD	SE	25	24	0
25	BENNING RD AND OKLAHOMA AVE	NE	25	16	0
25	NEW YORK AVE AND SOUTH DAKOTA AVE	NE	25	16	0
27	16TH ST AND U ST	NW	24	21	0
28	12TH ST AND CONSTITUTION AVE	NW	24	20	1
29	14TH ST AND RHODE ISLAND AVE	NW	24	20	0
30	ALABAMA AVE AND STANTON RD	SE	24	15	0
31	13TH ST AND U ST	NW	24	9	0
32	14TH ST AND SPRING RD	NW	24	8	0
33	17TH ST AND BENNING RD	NE	23	21	0
34	ALABAMA AVE AND BRANCH AVE	SE	23	18	0
35	18TH ST AND COLUMBIA RD	NW	23	5	0
36	MONTANA AVE AND NEW YORK AVE	NE	22	18	0
37	ANACOSTIA AVE AND BENNING RD	NE	22	16	0
38	NAYLOR RD AND SOUTHERN AVE	SE	22	9	0
39	14TH ST AND IRVING ST	NW	22	2	0
40	S CAPITOL ST AND ATLANTIC ST	SW/SE	21	22	0
41	NORTH CAPITOL ST AND HAREWOOD RD	NE/NW	21	12	0
42	BARRY PL AND GEORGIA AVE	NW	21	10	0
43	MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	NE	20	20	0
44	14TH ST AND F ST	NW	20	9	0
45	FENWICK ST AND NEW YORK AVE	NE	20	6	0
46	1ST ST AND NEW YORK AVE	NW	19	15	0
47	4TH ST AND NEW YORK AVE	NW	19	12	0
48	15TH ST AND CONSTITUTION AVE	NW	19	10	0
49	16TH ST AND EUCLID ST	NW	19	10	0
50	14TH ST AND R ST	NW	19	7	0

2.2 Analysis of the Top High Crash Intersections:

Due to time and budget limits, only most top high crash intersections are analyzed. As seen from Table 4 through Table 6, significant intersections remain in the list although their individual ranking could vary each year.

The top 25 high crash intersections are selected based on the following criteria

- Having 30 or more accidents in 2004, or
- Ranking remains within top 25 for each year.

For example, 14TH ST AND U ST, NW had 28 accidents in 2004, however, it ranked 13th and 11th in 2003 and 2002, respectively. In 2002 it had 32 accidents, therefore it shows in the list at 24th place.

Table 10: Top 25 High Crash Intersections

	Location	Quad	Ward	Acc	Injuries	Fatality	2004 Rank	2003 Rank	2002 Rank
1	BLADENSBURG RD AND NEW YORK AVE	NE	5	71	40	0	1	1	1
2	FLORIDA AVE AND NEW YORK AVE	NE	5/6	59	41	0	2	5	5
3	BENNING RD AND MINNESOTA AVE	NE	7	55	33	0	3	10	8
4	NORTH CAPITOL ST AND NEW YORK AVE	NE/NW	5/6	52	33	0	4	2	2
5	NEW JERSEY AVE AND NEW YORK AVE	NW	6	49	18	0	5	3	4
6	NORTH CAPITOL ST AND MICHIGAN AVE	NE/NW	5	46	28	0	6	28	21
7	MONTANA AVE AND NEW YORK AVE	NE	5	45	23	0	7	4	36
8	FIRTH STERLING AVE AND SUITLAND PKWY	SE	8	44	48	0	8	9	13
9	S CAPITOL ST AND M ST	SW/SE	6	39	29	0	9	26	18
10	S CAPITOL ST AND I ST	SW/SE	6	39	15	0	10	7	9
11	MINNESOTA AVE AND PENNSYLVANIA AVE	SE	7/8	39	14	0	11	8	3
12	STANTON RD AND SUITLAND PKWY	SE	8	38	39	0	12	16	6
13	14TH ST AND CONSTITUTION AVE	NW	2	38	18	1	13	6	12
14	14TH ST AND PENNSYLVANIA AVE	NW	2	37	8	0	14	56	14
15	18TH ST AND COLUMBIA RD	NW	1	37	6	0	15	24	35
16	SOUTHERN AVE AND WHEELER RD	SE	8	36	21	0	16	31	24
17	NORTH CAPITOL ST AND H ST	NE/NW	6	32	13	0	17	34	7
18	1ST ST AND NEW YORK AVE	NW	5/6	31	14	0	18	21	46
19	BRANCH AVE AND PENNSYLVANIA AVE	SE	7	30	28	0	19	91	16
20	CHESAPEAKE ST AND SOUTHERN AVE	SE	8	30	22	0	20	64	97
21	BENNING RD AND SOUTHERN AVE	SE	7	30	20	0	21	137	62
22	M ST AND WISCONSIN AVE	NW	2	30	3	0	22	22	15
23	1ST ST AND NEW YORK AVE	NE	5/6	29	14	0	24	12	23
24	14TH ST AND U ST	NW	1/2	28	6	0	28	13	11
25	EAST CAPITOL ST AND BENNING RD	NE/SE	7	27	11	0	33	11	10

Table 10 lists the Top 25 High Crash Intersections meeting those criteria. All top 20 intersections stay in the list each year.

Table 11: Top 25 High Crash Intersections by City Quadrants

Quadrant* Location	Number	Percentage
NW	7	28.0%
NE	5	20.0%
SE	7	28.0%
SW	0	0.0%
NE/NW	3	12.0%
SW/SE	2	8.0%
NE/SE	1	4.0%
Total	25	100%

If any accidents happened at the border of two districts, like crash at NORTH CAPITOL ST AND MICHIGAN AVE, then NE/NW is used.

Table 11 indicates that NW still has the highest concentrations of top 25 high crash intersections. Noteworthy is SE district; it has a significant higher percentage of top high crash intersections.

Table 12: Top 25 High Crash Intersections by Wards

Ward* Location	Number	Percentage
1	1	4.0%
2	3	12.0%
3	0	0.0%
4	0	0.0%
5	3	12.0%
6	4	16.0%
7	4	16.0%
8	4	16.0%
5/6	4	16.0%
7/8	1	4.0%
1/2	1	4.0%
Total	25	100%

If any accidents happened at the border of two wards, such as crashes at 1ST ST AND NEW YORK AVE, then border 5/6 is used.

Ward 5/6, 6, 7 and 8 have high concentrations of top High Crash Intersections.

Table 13: Type of Collisions at Top 25 High Crash Intersections

Type of Collision	2002	2003	2004	Total
Rear End	303	216	320	839
Side Swiped	218	144	199	561
Right Angle	124	102	151	377
Left Turn Hit Veh.	95	68	121	284
Other	5	57	17	79
Straight Hit Ped.	28	12	36	76
Fixed Object	30	15	27	72
Parked Vehicle	26	5	31	62
Right Turn Hit Veh.	6	22	33	61
Head On	15	25	15	55
Backing Hit Parked Veh.	12	7	7	26
Backing Hit Stopped Vehicle	6	12	8	26
Backing Hit Moving Veh.	8	0	5	13
Right Turn Hit Ped.	4	3	4	11
Ran Off Roadway	5	2	4	11
Left Turn Hit Ped.	1	5	4	10
Non-Collision Accident	2	3	3	8
Unknown	0	1	4	5
Backing Hit Ped.	1	2	1	4

Figure 41: Type of Collisions at Top 25 High Crash Intersections

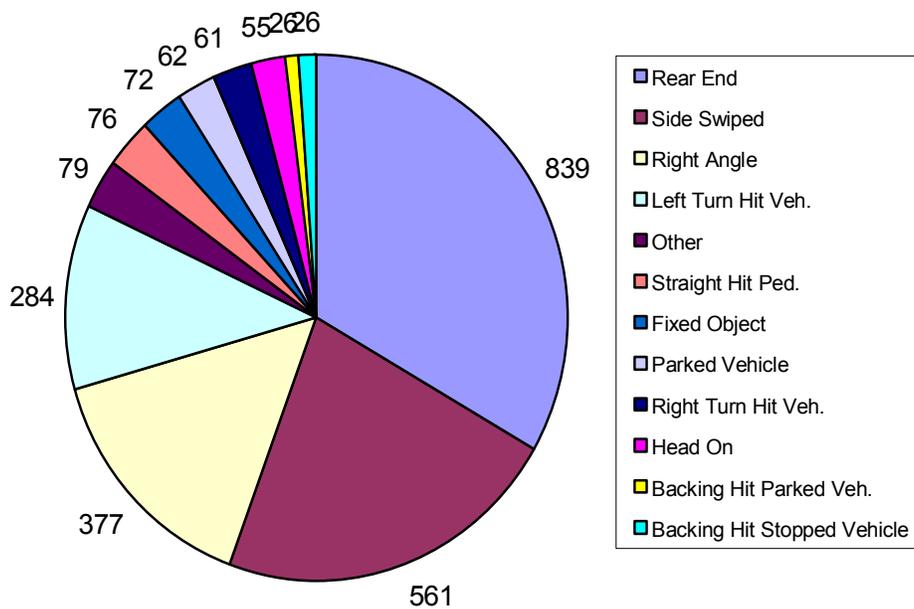


Table 11 and Figure 39 clearly indicate the majority of crashes for these high crash intersections fall under the type Read End, Side Swiped, Right Angle and Left Turn Hit Vehicle.

Table 14: Contributing Circumstances at Top 25 High Crash Intersections

Contributing Circumstances	2002	2003	2004	Total
Other	240	186	260	686
Driver Inattention	130	109	145	384
Following to Close	102	74	130	306
Auto Right of Way	97	70	99	266
Changing Lanes W/O Caution	74	64	83	221
Stop/Go Light	42	49	63	154
Improper Turn	46	55	53	154
Speed	45	36	49	130
No Violation	44	35	8	87
Improper Backing	17	14	15	46
Pedestrian Violation	12	8	18	38
Improper Passing	15	8	9	32
Alcohol Influence	9	5	14	28
Defective Brakes	9	4	5	18
Ped. Right of Way	6	4	7	17
Wrong Side of the Street	4	2	8	14
Driver Vision Obstructed	5	2	7	14
Open Door to Traffic	5	1	5	11
Other Defects	1	4	2	7
Directional Light	2	1	2	5
Road Defects	2	1	2	5
Yield sign	1	1	2	4
Stop Sign	0	2	1	3
Drug Influence	0	1	2	3
Flashing light	1	0	0	1
Right Turn on Red	0	0	1	1

Figure 42: Major Contributing Circumstances at Top 25 High Crash Intersections

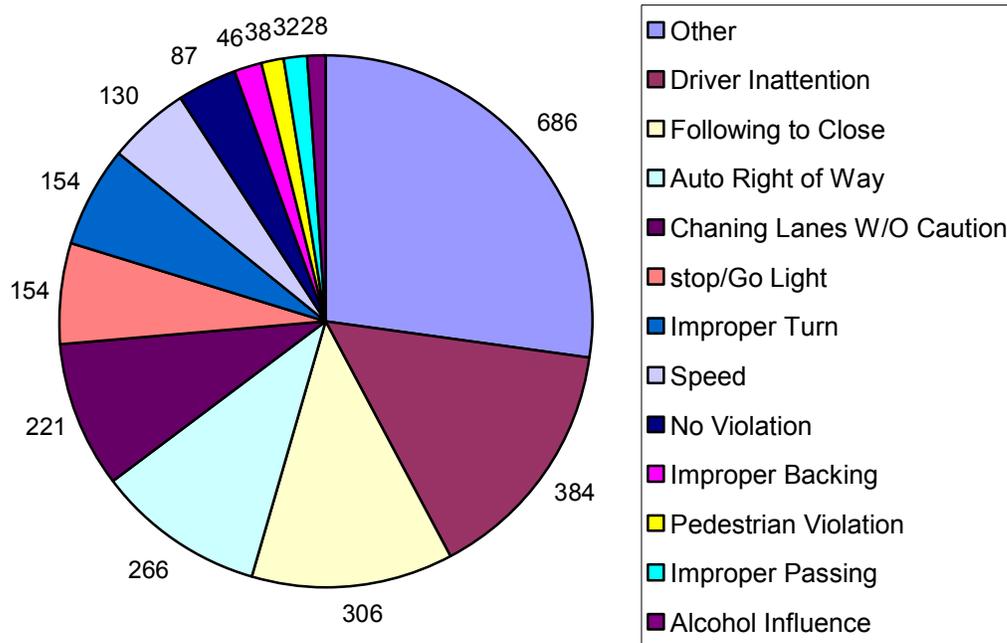


Table 12 and Figure 40 indicate that the recorded major contributing circumstances for these crashes are Driver Inattention, Following to Close, Auto Right-of-Way, Changing Lanes without Caution, Stop/Go Light, Improper Turn and Speeding.

The current TARAS system has certain limitations, such as the lack of police officer accidents charts and descriptions, poor descriptions (“Following Too Close” or “Changing Lanes without Caution”), which do not offer adequate information about the incident. Table 12 lists the general engineering judgment regarding the causes for common crash patterns.

Table 15: Probable Causes for Different Types of Accidents

Accident Pattern	Probably Cause
Left-turn head-on collisions	<ul style="list-style-type: none"> • Large volume of left-turns • Restricted sight distance • Too short amber phase • Absence of special left-turning phase • Excessive speed on approaches
Rear-end collisions at signalized intersections	<ul style="list-style-type: none"> • Slippery surface • Large number of turning vehicles • Poor visibility of signals • Inadequate signal timing • Unwarranted signals • Inadequate roadway lighting
Right-angle collisions at signalized intersections	<ul style="list-style-type: none"> • Restricted sight distance • Excessive speed on approaches • Poor visibility of signal • Inadequate signal timing • Inadequate roadway lighting • Inadequate advance intersection warning signs • Large total intersection volume

2.3 Analysis of High Crash Corridors/Segments:

From the list of High Crash Intersections above and Figure 43, 11 major high crash corridors and 4 high crash segments can be identified in Table 16. Each meets the following criteria:

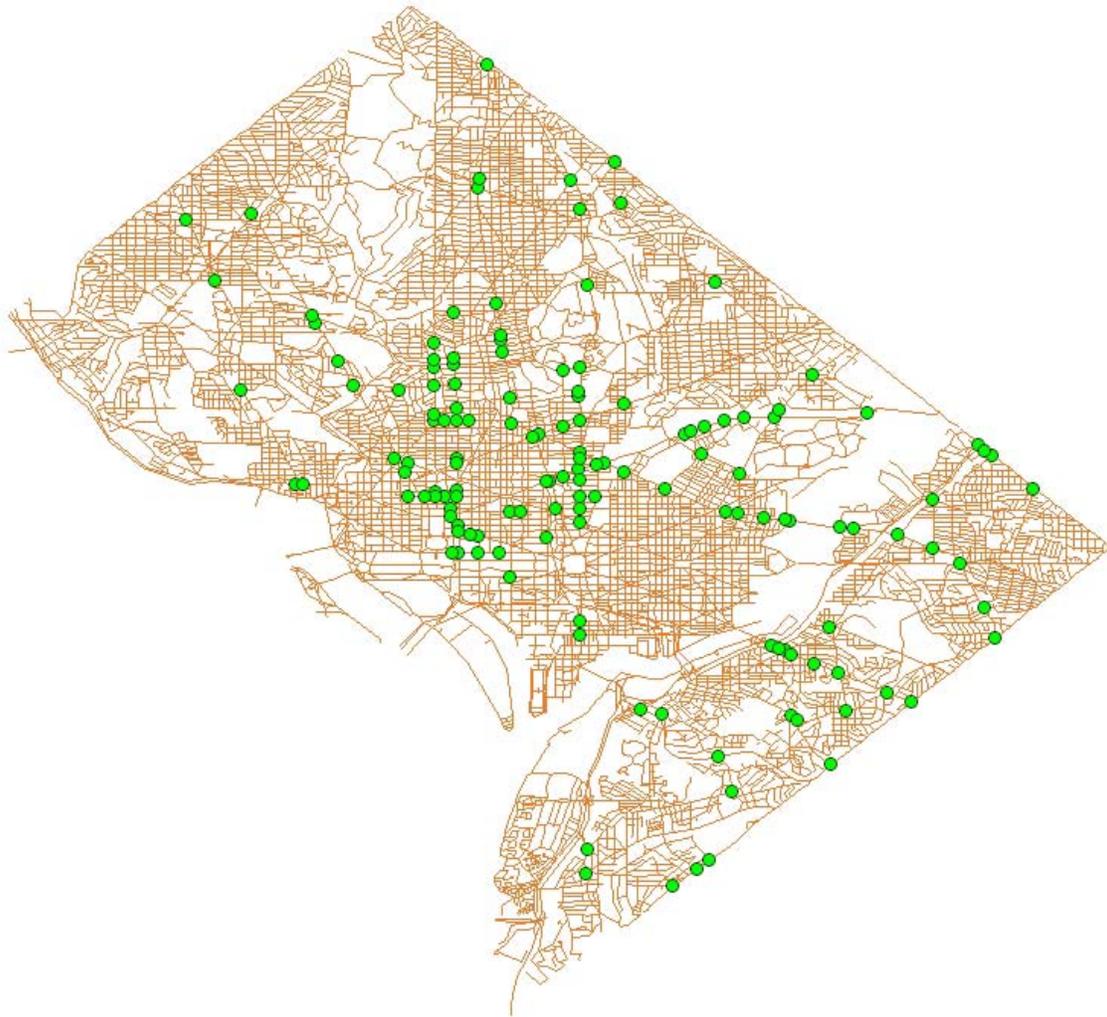
1. The intersections in the corridor had at least 30 total crashes from 2002-2004, or an average of at least 10 crashes each year;
2. The Corridor has more than 6 High Crash Intersections on it; and
3. The High Crash Intersections on the Corridor must be reasonably close.

To determine the crash patterns along the corridor, the crashes at each intersection are categorized by type of collision.

Table 16: High Crash Corridors/Segments

	High Crash Corridor	Number of Intersections
1	14 th Street, NW	15
2	New York Avenue, NE & NW	14
3	North Capitol Street, NE & NW	14
4	Benning Rd, NE & SE	12
5	Georgia, NW	10
6	Southern Ave, SE	9
7	Pennsylvania Ave, SE	8
8	Florida Ave, NE& NW	8
9	16 th Street, NW	8
10	H Street, NW	7
11	K Street, NW & NE	7
12	U St, NW	6
13	Rhode Island Ave	6
14	Eastern Ave, NE	5
15	Constitution Ave, NW	4

Figure 43: GIS Map for High Crash Intersections



Legend

- Intersections has more than 10 crashes in average from 2002-2004

2.4 High Crash Corridor: 14th Street, NW

Table 17: High Crash Corridor: 14th Street, NW

High Crash Corridors	High Crash Intersections	Total Crashes	Quadrant
14th Street, NW	14TH ST AND CONSTITUTION AVE	104	NW
	14TH ST AND PENNSYLVANIA AVE	82	NW
	14TH ST AND U ST	87	NW
	14TH ST AND K ST	77	NW
	14TH ST AND L ST	59	NW
	14TH ST AND W ST	42	NW
	14TH ST AND RHODE ISLAND AVE	56	NW
	14TH ST AND IRVING ST	56	NW
	14TH ST AND COLUMBIA RD	49	NW
	14TH ST AND P ST	38	NW
	14TH ST AND SPRING RD	42	NW
	14TH ST AND EUCLID ST	44	NW
	14TH ST AND F ST	58	NW
	14TH ST AND FLORIDA AVE	38	NW
	14TH ST AND MILITARY RD	31	NW

Table 18: High Crash Corridor: 14th Street - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	62	46	83	191
Driver Inattention	39	35	25	99
Auto Right of Way	31	19	43	93
Changing Lanes W/O Caution	23	23	31	77
Following to Close	24	19	26	69
Improper Turn	17	9	25	51
Stop/Go Light	15	19	12	46
No Violation	13	11	16	40
Speed	9	7	11	27
Improper Backing	9	3	11	23
Pedestrian Violation	6	5	10	21
Ped. Right of Way	2	5	7	14
Alcohol Influence	3	5	5	13
Improper Passing	5	3	5	13
Open Door to Traffic	6	1	5	12
Wrong Side of the Street	2	2	2	6
Driver Vision Obstructed	1	0	3	4
Other Defects	1	2	1	4
Improper Starting	1	0	2	3
Defective Brakes	1	1	0	2
Drug Influence	1	0	1	2
Directional Light	1	0	0	1
Flashing light	0	0	1	1
Right Turn on Red	0	1	0	1
Stop Sign	0	1	0	1

Figure 44: 14TH ST AND CONSTITUTION AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	11	12	11	34
Side Swiped	9	7	8	24
Right Angle	4	6	7	17
Right Turn Hit Veh.	1	5	3	9
Left Turn Hit Veh.	2	0	4	6
Other	0	3	1	4
Straight Hit Ped.	2	1	0	3
Head On	2	0	0	2
Backing Hit Stopped Vehicle	1	1	0	2
Backing Hit Parked Veh.	0	0	2	2
Non-Collision Accident	0	0	1	1

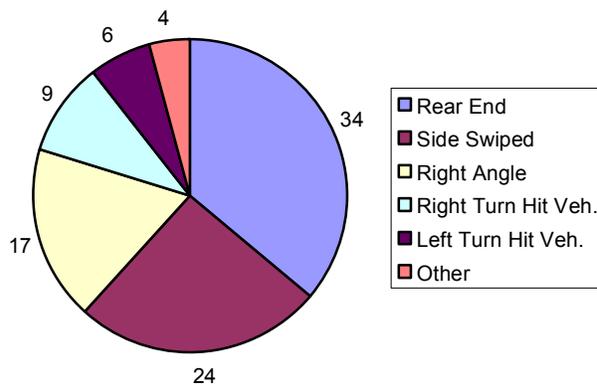


Figure 45: 14TH ST AND PENNSYLVANIA AVE, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	12	3	8	23
Rear End	7	3	10	20
Left Turn Hit Veh.	4	0	7	11
Right Angle	1	3	6	10
Straight Hit Ped.	2	1	2	5
Parked Vehicle	2	0	2	4
Backing Hit Moving Veh.				
Backing Hit Parked Veh.	2	0	0	2
Backing Hit Stopped Vehicle	1	1	0	2
Head On	0	1	1	2
Left Turn Hit Ped.	0	1	0	1
Right Turn Hit Veh.	0	0	1	1

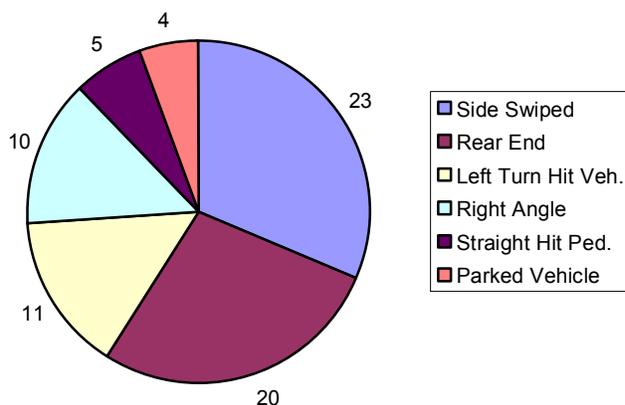


Figure 46: 14TH ST AND U ST, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	16	8	7	31
Rear End	6	5	8	19
Backing Hit Parked Veh.				
Other	5	1	1	7
Left Turn Hit Veh.	0	5	1	6
Parked Vehicle	2	1	3	6
Right Turn Hit Veh.	1	2	1	4
Right Angle	0	1	3	4
Head On	1	1	1	3
Head On	0	2	0	2
Straight Hit Ped.	0	1	1	2
Backing Hit Ped.	1	0	0	1
Backing Hit Moving Veh.	0	1	0	1
Right Turn Hit Ped.	0	0	1	1

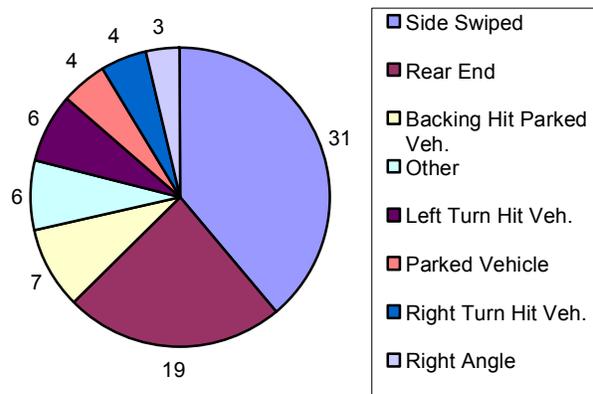


Figure 47: 14TH ST AND RHODE ISLAND AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	9	4	7	20
Side Swiped	6	1	3	10
Parked Vehicle	2	0	3	5
Right Angle	2	2	0	4
Backing Hit Parked Veh.	1	0	3	4
Straight Hit Ped.	1	1	1	3
Left Turn Hit Veh.	0	0	3	3
Other	1	0	1	2
Fixed Object	0	1	1	2
Head On	1	0	0	1
Backing Hit Ped.	1	0	0	1
Backing Hit Ped.	0	1	0	1

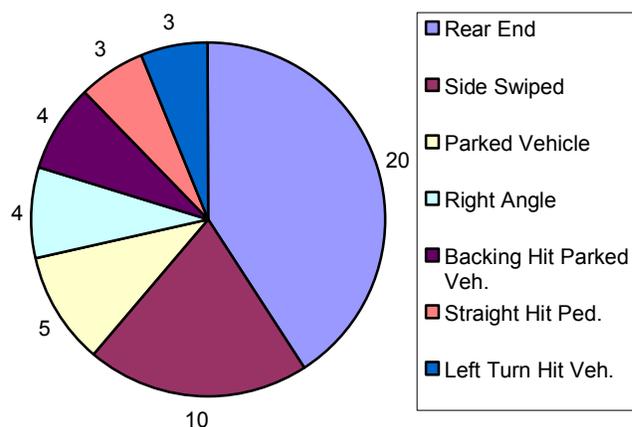


Figure 48: 14TH ST AND IRVING ST, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	11	2	10	23
Rear End	1	3	6	10
Right Angle	4	1	0	5
Parked Vehicle	1	1	3	5
Straight Hit Ped.	2	1	0	3
Backing Hit Stopped Vehicle	1	1	0	2
Left Turn Hit Ped.	0	2	0	2
Right Turn Hit Veh.	0	2	0	2
Fixed Object	1	0	0	1
Head On	1	0	0	1
Backing Hit Parked Veh.	0	1	0	1
Left Turn Hit Veh.	0	0	1	1

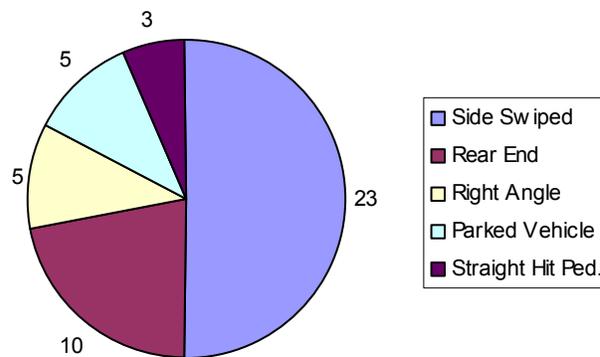


Figure 49: 14TH ST AND COLUMBIA RD, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	5	9	7	21
Parked Vehicle	3	0	2	5
Right Angle	2	1	2	5
Straight Hit Ped.	1	1	3	5
Other	0	3	0	3
Rear End	0	1	2	3
Head On	1	0	1	2
Backing Hit Stopped Vehicle	1	0	0	1
Fixed Object	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Backing Hit Moving Veh.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

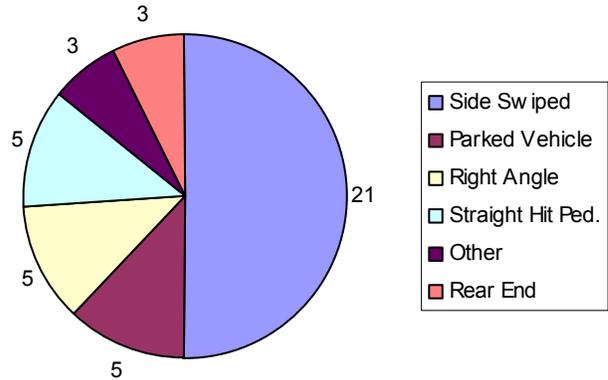


Figure 50: 14TH ST AND P ST, NW

Type of Collision	2002	2003	2004	Total
Rear End	3	3	6	12
Side Swiped	5	1	4	10
Right Angle	0	2	3	5
Left Turn Hit Veh.	0	2	1	3
Parked Vehicle	2	0	1	3
Other	0	2	0	2
Backing Hit Parked Veh.	0	0	2	2
Left Turn Hit Ped.	0	0	1	1

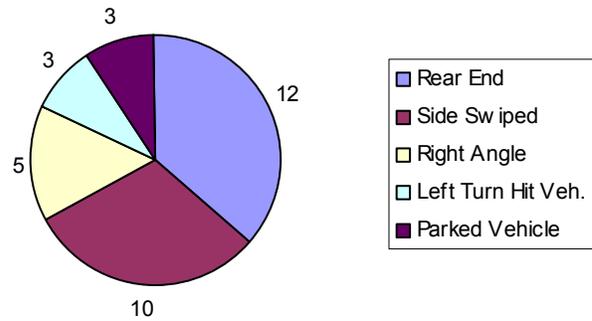


Figure 51: 14TH ST AND SPRING RD, NW

Type of Collision	2002	2003	2004	Total
Parked Vehicle	8	0	3	11
Side Swiped	8	0	2	10
Rear End	2	1	1	4
Right Angle	2	0	2	4
Left Turn Hit Ped.	0	2	1	3
Straight Hit Ped.	1	1	0	2
Backing Hit Parked Veh.	0	0	2	2
Left Turn Hit Veh.	0	0	2	2
Fixed Object	1	0	0	1
Head On	1	0	0	1
Right Turn Hit Veh.	1	0	0	1
Right Turn Hit Ped.	0	0	1	1

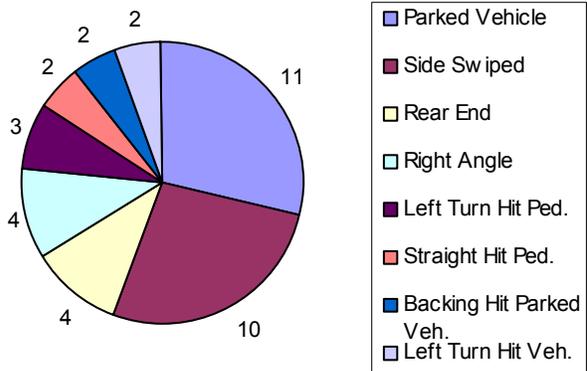


Figure 52: 14TH ST AND EUCLID ST, NW

Type of Collision	2002	2003	2004	Total
Right Angle	4	3	1	8
Side Swiped	2	4	2	8
Rear End	0	6	1	7
Left Turn Hit Veh.	2	2	1	5
Parked Vehicle	3	0	1	4
Other	0	2	1	3
Head On	1	0	2	3
Straight Hit Ped.	0	2	0	2
Backing Hit Parked Veh.	1	0	0	1
Right Turn Hit Ped.	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

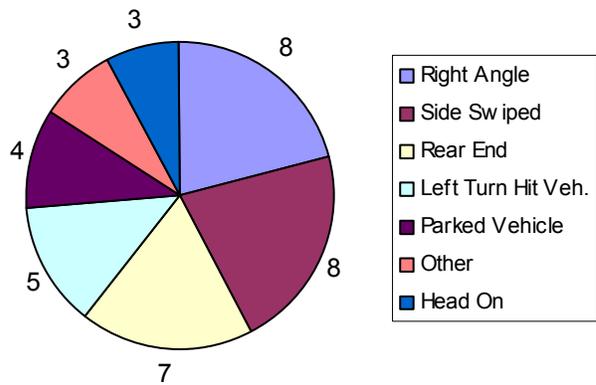


Figure 53: 14TH ST AND F ST, NW

Type of Collision	2002	2003	2004	Total
Rear End	7	5	5	17
Side Swiped	5	6	6	17
Right Turn Hit Veh.	2	1	3	6
Left Turn Hit Veh.	2	0	4	6
Right Angle	1	2	1	4
Parked Vehicle	0	2	1	3
Head On	1	0	0	1
Left Turn Hit Ped.	1	0	0	1
Backing Hit Moving Veh.	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1
Non-Collision Accident	0	0	1	1



Figure 54: 14TH ST AND FLORIDA AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	2	2	5	9
Left Turn Hit Veh.	3	2	2	7
Right Angle	4	1	0	5
Side Swiped	1	0	4	5
Parked Vehicle	2	0	1	3
Right Turn Hit Veh.	1	1	1	3
Backing Hit Moving Veh.	2	0	0	2
Backing Hit Stopped Vehicle	0	1	0	1
Backing Hit Parked Veh.	1	0	0	1
Left Turn Hit Ped.	0	0	1	1
Straight Hit Ped.	0	0	1	1

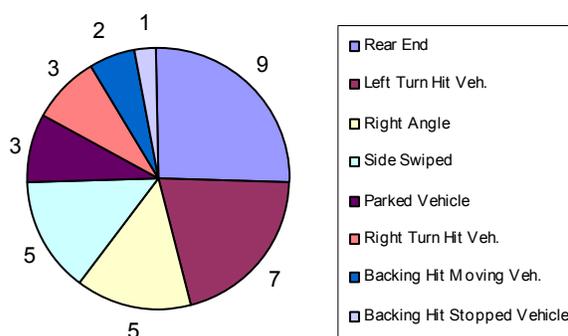
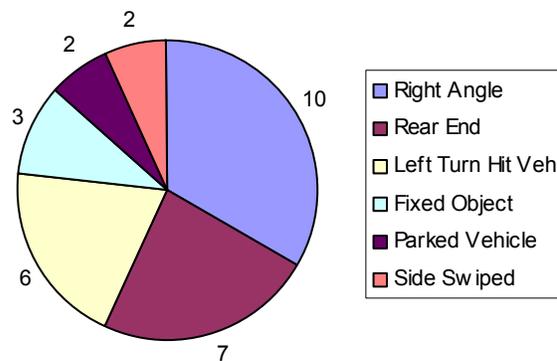


Figure 55: 14TH ST AND MILITARY RD, NW

Type of Collision	2002	2003	2004	Total
Right Angle	3	4	3	10
Rear End	1	3	3	7
Left Turn Hit Veh.	1	1	4	6
Fixed Object	0	1	2	3
Parked Vehicle	0	0	2	2
Side Swiped	0	0	2	2
Right Turn Hit Veh.	0	1	0	1



The two most common collision types along 14th St, NW were Rear-End and Side Swipes.

Three intersections, 14TH ST AND U ST, 14TH ST AND IRVING ST, 14TH ST AND COLUMBIA RD were the locations of a large number of Side-Swiped crashes.

The intersection of 14TH ST AND SPRING RD had many Parked Vehicle Accident problems. Parked vehicles were involved in accidents at each intersection along the corridor during the 3 year study period.

The intersection of 14TH ST AND EUCLID ST had more serious Right-Angle problems than Rear-End or any other type of crashes.

Pedestrians were struck at all but one intersection along the corridor at some point over the 3 years.

2.5 High Crash Corridor: New York Avenue, NE & NW

Table 19: High Crash Corridor: New York Avenue, NE & NW

Corridor	Intersections	Total Crashes	Quad
New York Avenue, NE & NW	BLADENSBURG RD AND NEW YORK AVE	237	NE
	FLORIDA AVE AND NEW YORK AVE	144	NE
	NORTH CAPITOL ST AND NEW YORK AVE	157	NE/NW
	NEW JERSEY AVE AND NEW YORK AVE	139	NW
	MONTANA AVE AND NEW YORK AVE	107	NE
	1ST ST AND NEW YORK AVE	71	NW
	1ST ST AND NEW YORK AVE	81	NE
	3RD ST AND NEW YORK AVE	43	NW
	4TH ST AND NEW YORK AVE	60	NW
	NEW YORK AVE AND SOUTH DAKOTA AVE	61	NE
	FENWICK ST AND NEW YORK AVE	50	NE
	16TH ST AND NEW YORK AVE	44	NE
	FAIRVIEW AVE AND NEW YORK AVE	36	NE
	KENDALL ST AND NEW YORK AVE	39	NE

Table 20: High Crash Corridor: New York Avenue - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	90	68	96	254
Following to Close	75	52	77	204
Driver Inattention	61	57	77	195
Changing Lanes W/O Caution	39	34	52	125
Auto Right of Way	34	27	29	90
Stop/Go Light	23	29	22	74
Speed	23	17	33	73
Improper Turn	21	32	19	72
No Violation	20	21	18	59
Alcohol Influence	2	5	8	15
Improper Backing	3	9	3	15
Improper Passing	4	4	3	11
Defective Brakes	3	3	3	9
Driver Vision Obstructed	2	2	5	9
Other Defects	3	4	1	8
Pedestrian Violation	2	3	3	8
Ped. Right of Way	2	1	1	4
Wrong Side of the Street	1	0	3	4
Directional Light	2	0	1	3
Road Defects	2	0	1	3
Yield Sign	1	1	1	3
Stop Sign	0	1	1	2
Drug Influence	0	1	0	1
Flashing light	1	0	0	1

Figure 56: BLADENSBURG RD AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	35	31	30	96
Side Swiped	19	16	14	49
Left Turn Hit Veh.	10	6	11	27
Right Angle	7	9	3	19
Fixed Object	6	4	4	14
Backing Hit Stopped Vehicle	2	5	0	7
Other	0	7	0	7
Straight Hit Ped.	2	1	3	6
Head On	2	0	2	4
Right Turn Hit Veh.	0	1	2	3
Ran Off Roadway	0	1	1	2
Backing Hit Parked Veh.	0	0	1	1
Left Turn Hit Ped.	0	1	0	1
Parked Vehicle	1	0	0	1

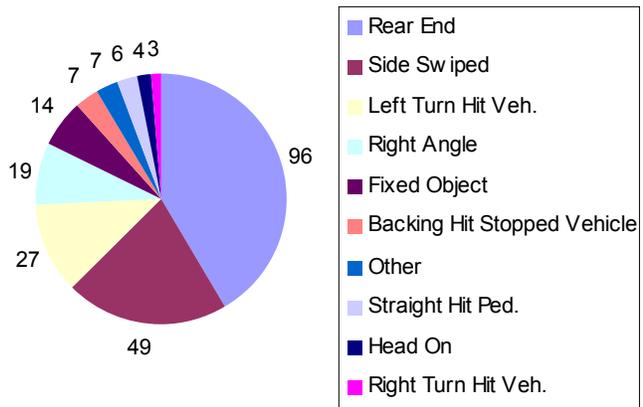


Figure 57: FLORIDA AVE AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	31	20	32	83
Side Swiped	8	10	9	27
Right Angle	4	4	10	18
Left Turn Hit Veh.	2	1	1	4
Right Turn Hit Veh.	1	0	2	3
Fixed Object	1	0	1	2
Head On	0	1	1	2
Other	0	0	2	2
Backing Hit Stopped Vehicle	1	0	0	1
Left Turn Hit Ped.	1	0	0	1
Parked Vehicle	0	0	1	1

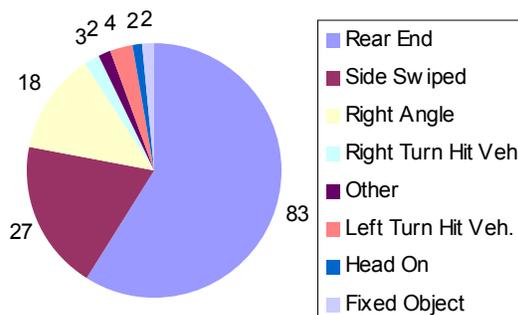


Figure 58: NORTH CAPITOL ST AND NEW YORK AVE, NE/NW

Type of Collision	2002	2003	2004	Total
Side Swiped	15	11	15	41
Rear End	15	12	13	40
Right Angle	7	10	4	21
Left Turn Hit Veh.	10	4	6	20
Other	0	6	2	8
Straight Hit Ped.	4	2	2	8
Head On	0	3	2	5
Parked Vehicle	2	0	2	4
Right Turn Hit Veh.	1	0	3	4
Fixed Object	1	0	1	2
Right Turn Hit Ped.	1	0	0	1
Backing Hit Parked Veh.	0	1	0	1
Non-Collision Accident	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1

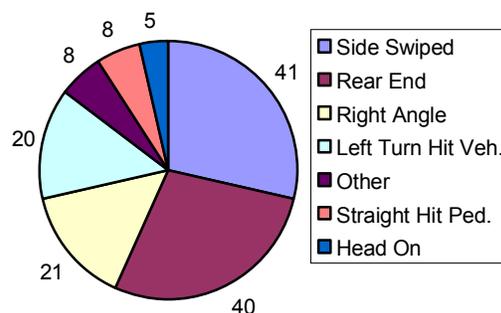


Figure 59: NEW JERSEY AVE AND NEW YORK AVE, NW

Type of Collision	2002	2003	2004	Total
Right Angle	30	15	23	68
Side Swiped	8	7	12	27
Rear End	6	3	8	17
Left Turn Hit Veh.	1	5	0	6
Other	0	3	1	4
Right Turn Hit Veh.	1	0	3	4
Head On	0	3	0	3
Right Turn Hit Ped.	2	0	0	2
Fixed Object	1	1	0	2
Straight Hit Ped.	0	0	2	2
Parked Vehicle	1	0	0	1
Ran Off Roadway	1	0	0	1
Left Turn Hit Ped.	0	1	0	1
Unknown	0	1	0	1

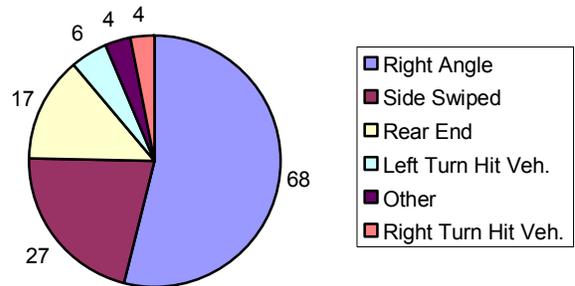


Figure 60: MONTANA AVE AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	14	19	19	52
Side Swiped	6	7	14	27
Right Angle	1	6	4	11
Left Turn Hit Veh.	1	4	2	7
Other	0	2	1	3
Right Turn Hit Veh.	0	1	1	2
Backing Hit Stopped Vehicle	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1
Parked Vehicle	0	0	1	1
Straight Hit Ped.	0	0	1	1
Unknown	0	0	1	1

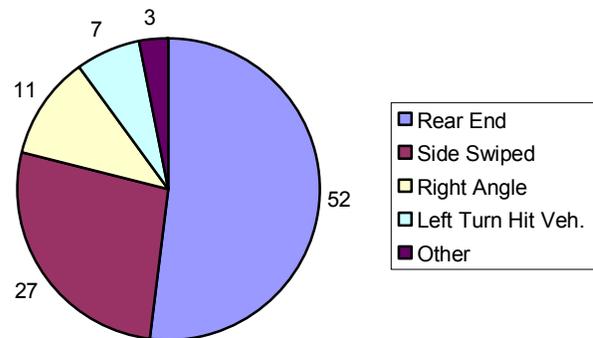


Figure 61: 1ST ST AND NEW YORK AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	7	11	18	36
Side Swiped	4	5	8	17
Right Angle	3	2	1	6
Left Turn Hit Veh.	3	1	2	6
Head On	1	0	1	2
Fixed Object	1	0	0	1
Right Turn Hit Ped.	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Left Turn Hit Ped.	0	0	1	1

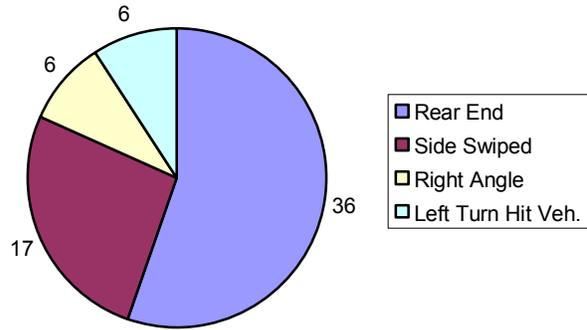


Figure 62: 1ST ST AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	11	5	13	29
Left Turn Hit Veh.	4	5	7	16
Side Swiped	6	4	2	12
Right Angle	2	6	2	10
Straight Hit Ped.	1	1	1	3
Right Turn Hit Veh.	0	1	2	3
Head On	0	1	1	2
Non-Collision Accident	1	0	0	1
Other	0	1	0	1
Backing Hit Ped.	0	1	0	1
Fixed Object	0	1	0	1
Parked Vehicle	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1

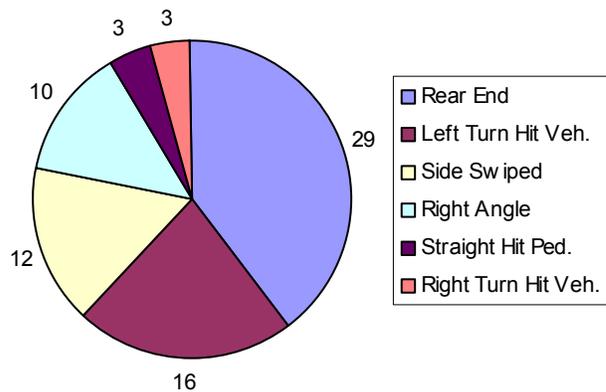


Figure 63: 3RD ST AND NEW YORK AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	5	3	12	20
Side Swiped	3	1	5	9
Left Turn Hit Veh.	2	0	3	5
Fixed Object	3	0	0	3
Right Angle	0	2	0	2
Right Turn Hit Veh.	0	0	2	2
Parked Vehicle	1	0	0	1
Right Turn Hit Ped.	0	0	1	1

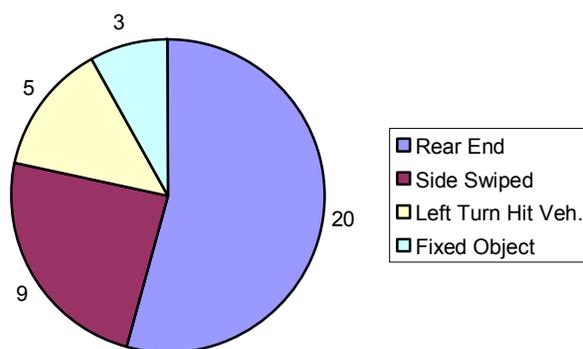


Figure 64: 4TH ST AND NEW YORK AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	9	7	6	22
Side Swiped	3	5	6	14
Left Turn Hit Veh.	2	3	2	7
Fixed Object	4	0	1	5
Head On	0	0	4	4
Right Angle	1	2	0	3
Straight Hit Ped.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1
Ran Off Roadway	0	0	1	1
Right Turn Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

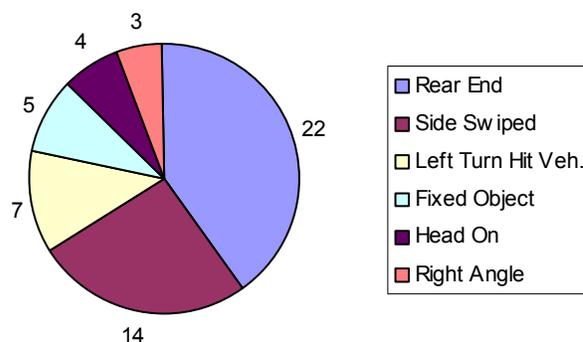


Figure 65: NEW YORK AVE AND SOUTH DAKOTA AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	16	5	13	34
Side Swiped	4	5	5	14
Fixed Object	3	2	4	9
Backing Hit Stopped Vehicle	1	0	0	1
Other	1	0	0	1
Head On	0	1	0	1
Non-Collision Accident	0	1	0	1

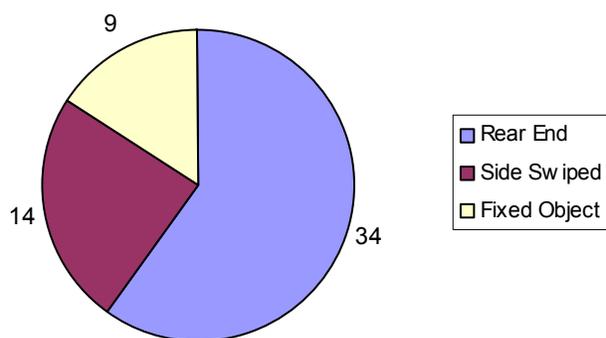


Figure 66: FENWICK ST AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	10	3	11	24
Side Swiped	6	2	4	12
Straight Hit Ped.	0	2	1	3
Left Turn Hit Veh.	1	0	2	3
Right Angle	2	0	0	2
Backing Hit Stopped Vehicle	0	1	1	2
Fixed Object	1	0	1	2
Other	0	1	0	1
Head On	0	0	1	1



Figure 67: 16TH ST AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	10	7	11	28
Side Swiped	2	3	2	7
Left Turn Hit Veh.	2	0	1	3
Right Angle	1	0	2	3
Other	1	1	0	2
Backing Hit Moving Veh.	0	0	1	1

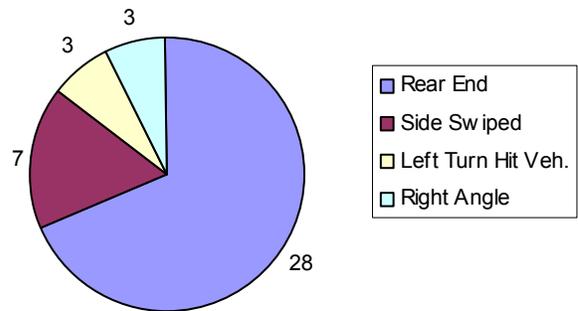


Figure 68: FAIRVIEW AVE AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	8	3	9	20
Side Swiped	2	2	2	6
Right Angle	1	0	2	3
Parked Vehicle	2	0	0	2
Left Turn Hit Veh.	0	1	1	2
Other	1	0	0	1
Head On	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

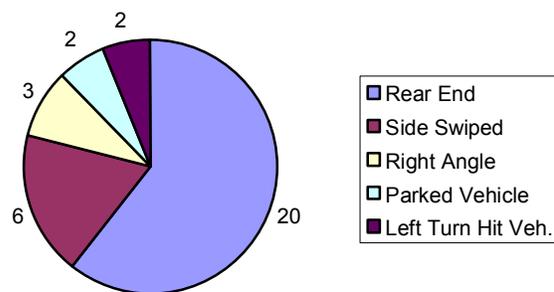
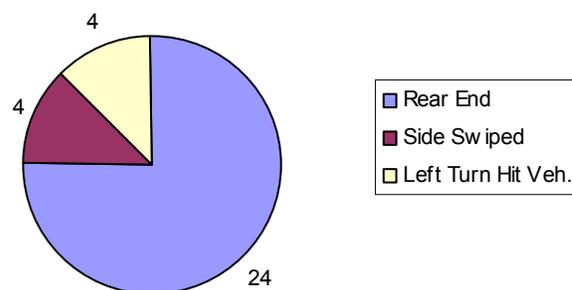


Figure 69: KENDALL ST AND NEW YORK AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	12	7	5	24
Side Swiped	0	3	1	4
Left Turn Hit Veh.	0	1	3	4
Head On	2	0	0	2
Ran Off Roadway	2	0	0	2
Fixed Object	1	1	0	2
Backing Hit Stopped Vehicle	0	1	0	1



The four most common collision types on New York Ave were Read-End, Side-Swipes, Right Angle and Left Turn Hit Vehicle.

Read-Ends occurred most frequently at most intersections along the New York Avenue Corridor, followed by Side Swipes.

An exception to this trend is the intersection of New Jersey Ave and New York Ave, where the majority of accidents were Right Angles.

At a majority of the intersections, a pedestrian was struck. Although less significant, incidents with parked vehicles occurred at more than half of the intersections and incidents involving fixed objects occurred at most intersections.

Head on collisions were not common, but did occur at all but three of the intersections along this corridor during the 2002-2004 time period.

2.6 High Crash Corridor: North Capitol Street, NE & NW

Table 21: High Crash Corridor: North Capitol Street, NE & NW

Corridor	Intersections	Total Crashes	Quad
North Capitol Street, NE & NW	NORTH CAPITOL ST AND NEW YORK AVE	198	NE/NW
	NORTH CAPITOL ST AND MICHIGAN AVE	91	NE/NW
	NORTH CAPITOL ST AND CHANNING ST	48	NE/NW
	NORTH CAPITOL ST AND H ST	90	NE/NW
	NORTH CAPITOL ST AND FLORIDA AVE	72	NE/NW
	NORTH CAPITOL ST AND MASSACHUSETTS AVE	50	NE/NW
	NORTH CAPITOL ST AND NEW HAMPSHIRE AVE	51	NE/NW
	NORTH CAPITOL ST AND K ST	77	NE/NW
	NORTH CAPITOL ST AND M ST	47	NE/NW
	NORTH CAPITOL ST AND RHODE ISLAND AVE	47	NE/NW
	NORTH CAPITOL ST AND P ST	49	NE/NW
	NORTH CAPITOL ST AND BRYANT ST	36	NE/NW
	NORTH CAPITOL ST AND HAREWOOD RD	52	NE/NW
	NORTH CAPITOL ST AND L ST	36	NE/NW

Table 22: High Crash Corridor: North Capitol Street - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	65	63	70	198
Driver Inattention	42	39	55	136
Following to Close	53	24	40	117
Auto Right of Way	31	30	41	102
Changing Lanes W/O Caution	25	19	47	91
Improper Turn	19	16	22	57
Stop/Go Light	11	18	14	43
No Violation	12	14	12	38
Speed	11	10	7	28
Pedestrian Violation	4	6	7	17
Improper Passing	6	4	5	15
Improper Backing	5	3	6	14
Defective Brakes	3	3	2	8
Alcohol Influence	4	1	2	7
Ped. Right of Way	2	2	3	7
Wrong Side of the Street	1	1	2	4
Directional Light	0	1	2	3
Driver Vision Obstructed	2	0	1	3
Open Door to Traffic	0	2	1	3
Other Defects	1	2	0	3
Road Defects	1	1	1	3
Drug Influence	1	0	0	1
Stop Sign	1	0	0	1
Wrong Way - One Way Street	1	0	0	1

Figure 70: NORTH CAPITOL ST AND NEW YORK AVE

Type of Collision	2002	2003	2004	Total
Side Swiped	15	11	15	41
Rear End	15	12	13	40
Right Angle	7	10	4	21
Left Turn Hit Veh.	10	4	6	20
Other	0	6	2	8
Straight Hit Ped.	4	2	2	8
Head On	0	3	2	5
Parked Vehicle	2	0	2	4
Right Turn Hit Veh.	1	0	3	4
Fixed Object	1	0	1	2
Right Turn Hit Ped.	1	0	0	1
Backing Hit Parked Veh.	0	1	0	1
Non-Collision Accident	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1
Side Swiped	15	11	15	41

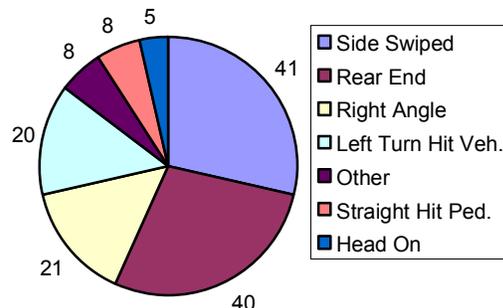


Figure 71: NORTH CAPITOL ST AND MICHIGAN AVE

Type of Collision	2002	2003	2004	Total
Rear End	10	7	20	37
Side Swiped	3	5	9	17
Left Turn Hit Veh.	4	1	7	12
Right Angle	3	1	8	12
Fixed Object	2	1	1	4
Other	1	1	0	2
Straight Hit Ped.	1	0	1	2
Backing Hit Parked Veh.				
Parked Vehicle	1	0	0	1
Head On	0	1	0	1
Left Turn Hit Ped.	0	1	0	1
Right Turn Hit Veh.	0	1	0	1

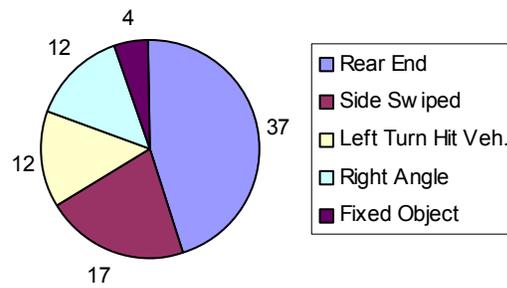


Figure 72: NORTH CAPITOL ST AND CHANNING ST

Type of Collision	2002	2003	2004	Total
Rear End	6	7	6	19
Left Turn Hit Veh.	1	2	15	18
Right Angle	2	0	2	4
Parked Vehicle	1	0	2	3
Fixed Object	1	0	2	3
Side Swiped	0	1	0	1

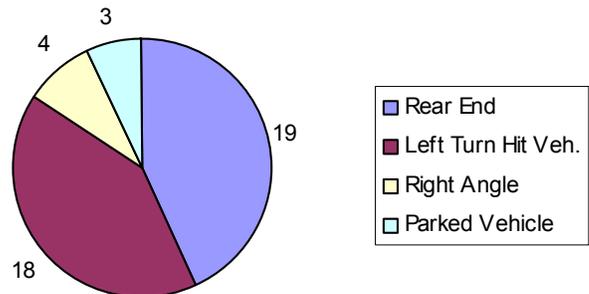


Figure 73: NORTH CAPITOL ST AND H ST

Type of Collision	2002	2003	2004	Total
Side Swiped	13	3	14	30
Rear End	11	6	6	23
Left Turn Hit Veh.	8	1	3	12
Right Angle	2	6	3	11
Other	0	1	2	3
Head On	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Parked Veh.	1	0	0	1
Backing Hit Stopped Vehicle	1	0	0	1
Fixed Object	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Ped.	0	0	1	1
Left Turn Hit Ped.	0	0	1	1
Unknown	0	0	1	1

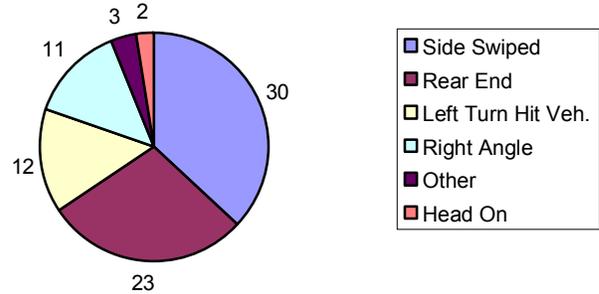


Figure 74: NORTH CAPITOL ST AND FLORIDA AVE

Type of Collision	2002	2003	2004	Total
Rear End	8	8	6	22
Side Swiped	8	4	7	19
Right Angle	5	1	3	9
Straight Hit Ped.	1	4	1	6
Left Turn Hit Veh.	1	1	3	5
Right Turn Hit Veh.	0	1	4	5
Other	0	1	1	2
Fixed Object	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Unknown	0	1	0	1
Backing Hit Stopped Vehicle	1	0	0	1

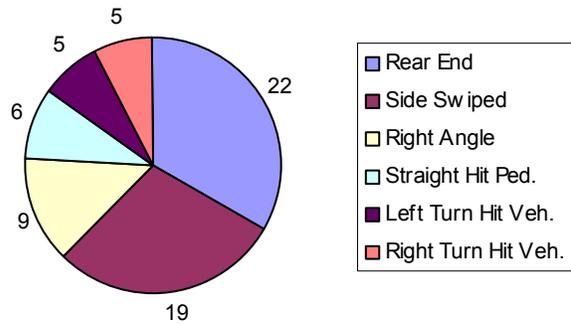


Figure 75: NORTH CAPITOL ST AND MASSACHUSETTS AVE

Type of Collision	2002	2003	2004	Total
Side Swiped	2	2	8	12
Left Turn Hit Veh.	2	3	4	9
Right Angle	2	3	3	8
Rear End	2	2	0	4
Parked Vehicle	0	2	2	4
Right Turn Hit Veh.	0	2	2	4
Straight Hit Ped.	1	0	3	4
Other	0	1	1	2
Unknown	0	1	0	1
Backing Hit Ped.	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1

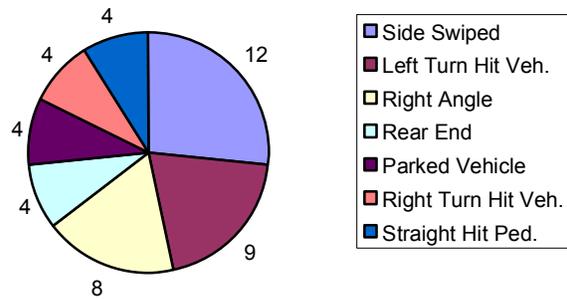


Figure 76: NORTH CAPITOL ST AND NEW HAMPSHIRE AVE

Type of Collision	2002	2003	2004	Total
Side Swiped	5	2	11	18
Rear End	4	0	7	11
Right Angle	3	2	4	9
Left Turn Hit Veh.	1	1	2	4
Head On	1	1	0	2
Other	0	2	0	2
Right Turn Hit Veh.	0	0	2	2
Fixed Object	1	0	0	1
Ran Off Roadway	0	1	0	1
Unknown	0	0	1	1

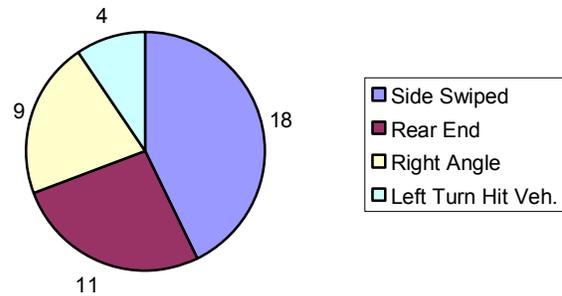


Figure 77: NORTH CAPITOL ST AND K ST

Type of Collision	2002	2003	2004	Total
Side Swiped	9	12	4	25
Rear End	11	2	4	17
Right Turn Hit Veh.	1	3	4	8
Left Turn Hit Veh.	2	1	3	6
Parked Vehicle	2	1	1	4
Straight Hit Ped.	1	0	3	4
Other	0	3	0	3
Backing Hit Stopped Vehicle	0	1	1	2
Fixed Object	0	1	1	2
Right Angle	0	1	1	2
Right Turn Hit Ped.	1	0	1	2
Backing Hit Ped.	1	0	0	1
Backing Hit Parked Veh.	0	0	1	1

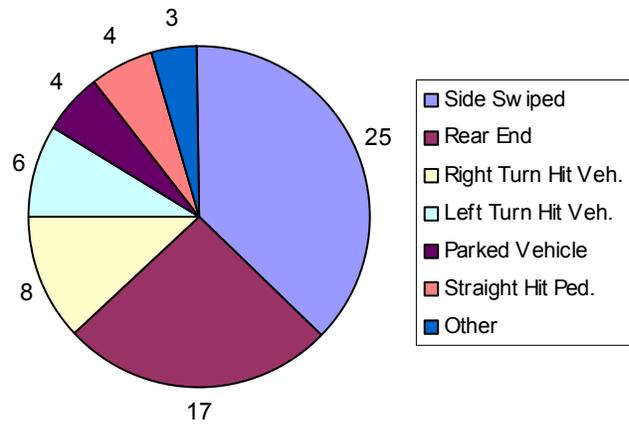


Figure 78: NORTH CAPITOL ST AND M ST

Type of Collision	2002	2003	2004	Total
Rear End	6	2	4	12
Right Angle	5	2	2	9
Left Turn Hit Veh.	2	3	3	8
Side Swiped	0	1	7	8
Parked Vehicle	2	0	0	2
Fixed Object	1	0	1	2
Backing Hit Stopped Vehicle	0	1	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1
Left Turn Hit Ped.	0	0	1	1
Non-Collision Accident	0	0	1	1
Other	0	0	1	1

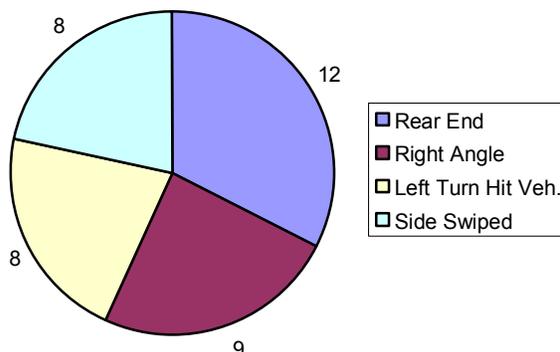


Figure 79: NORTH CAPITOL ST AND RHODE ISLAND AVE

Type of Collision	2002	2003	2004	Total
Rear End	8	6	7	21
Side Swiped	3	1	5	9
Right Angle	0	4	2	6
Left Turn Hit Veh.	2	2	1	5
Fixed Object	1	0	2	3
Head On	1	0	0	1
Right Turn Hit Veh.	0	0	1	1
Unknown	0	0	1	1

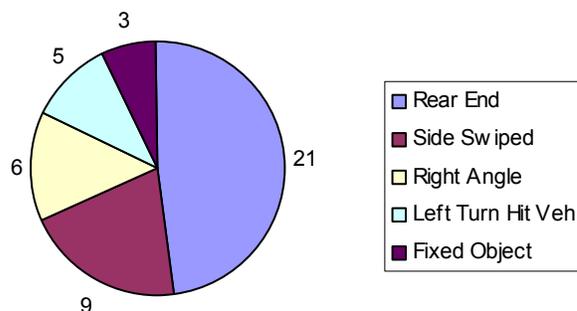


Figure 80: NORTH CAPITOL ST AND P ST

Type of Collision	2002	2003	2004	Total
Rear End	6	3	4	13
Parked Vehicle	5	0	7	12
Side Swiped	1	6	4	11
Right Angle	2	2	0	4
Straight Hit Ped.	2	0	1	3
Backing Hit Moving Veh.	1	0	0	1
Left Turn Hit Veh.	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Backing Hit Stopped Vehicle	0	1	0	1
Other	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1

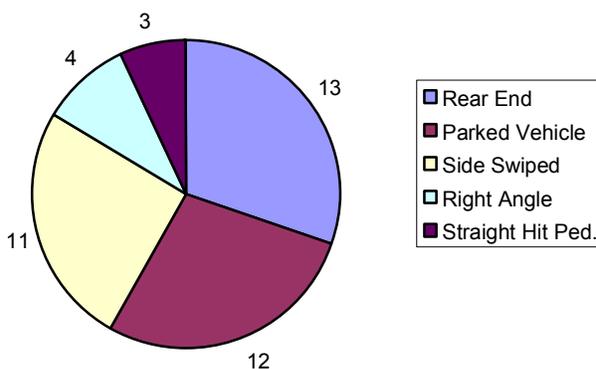


Figure 81: NORTH CAPITOL ST AND BRYANT ST

Type of Collision	2002	2003	2004	Total
Rear End	5	5	3	13
Side Swiped	3	4	3	10
Left Turn Hit Veh.	1	1	5	7
Parked Vehicle	2	0	1	3
Right Angle	0	1	0	1
Head On	0	0	1	1
Other	0	0	1	1



Figure 82: NORTH CAPITOL ST AND HAREWOOD RD

Type of Collision	2002	2003	2004	Total
Rear End	8	3	6	17
Left Turn Hit Veh.	5	2	1	8
Right Angle	3	3	2	8
Side Swiped	2	4	1	7
Fixed Object	1	1	1	3
Other	0	2	0	2
Right Turn Hit Veh.	1	1	0	2
Backing Hit Stopped Vehicle	0	2	0	2
Backing Hit Moving Veh.	1	0	0	1
Head On	0	0	1	1
Ran Off Roadway	0	0	1	1



Figure 83: NORTH CAPITOL ST AND L ST

Type of Collision	2002	2003	2004	Total
Rear End	5	6	3	14
Left Turn Hit Veh.	4	3	1	8
Side Swiped	4	2	1	7
Right Angle	1	1	2	4
Parked Vehicle	1	0	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Unknown	0	0	1	1



Similar to New York Avenue, the four most common collision types on North Capitol Street were Rear-Ends, Side-Swipes, Right Angle and Left Turn Hit Vehicle.

The intersection of North Capitol St and Massachusetts Ave had no Rear-End problems.

Right-Turn hits posed a more significant problem at the intersection of North Capitol St and K St than Right-Angles.

Parked cars and fixed objects were involved at 10 of the 14 intersections along this corridor.

Forty one accidents involved pedestrians at 8 different intersections over the 3 year period.

2.7 High Crash Corridor: Benning Road, NE & SE

Table 23: High Crash Corridor: Benning Road, NE & SE

High Crash Corridor	Intersections	Total Crashes	Quadrant
Benning Rd, NE & SE	BENNING RD AND MINNESOTA AVE	122	NE
	BENNING RD AND SOUTHERN AVE	59	SE
	EAST CAPITOL ST AND BENNING RD	91	NE/SE
	BENNING RD AND OKLAHOMA AVE	65	NE
	34TH ST AND BENNING RD	48	NE
	17TH ST AND BENNING RD	58	NE
	BENNING RD AND G ST	46	SE
	16TH ST AND BENNING RD	36	NE
	42ND ST AND BENNING RD	35	NE
	ANACOSTIA AVE AND BENNING RD	45	NE
	21ST ST AND BENNING RD	35	NE
	26TH ST AND BENNING RD	36	NE

Table 24: High Crash Corridor: Benning Road - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	48	24	53	125
Auto Right of Way	29	36	34	99
Driver Inattention	31	30	30	91
Changing Lanes W/O Caution	20	23	27	70
Speed	16	18	34	68
Following to Close	9	14	20	43
stop/Go Light	12	8	17	37
Improper Turn	14	6	10	30
No Violation	6	6	9	21
Improper Passing	5	5	6	16
Pedestrian Violation	7	4	5	16
Alcohol Influence	5	4	2	11
Ped. Right of Way	4	3	3	10
Improper Backing	2	2	4	8
Defective Brakes	2	1	2	5
Wrong Side of the Street	1	1	2	4
Other Defects	1	2	0	3
Driver Vision Obstructed	0	0	2	2
Open Door to Traffic	2	0	0	2
Road Defects	1	1	0	2
Directional Light	1	0	0	1
Drug Influence	0	0	1	1
Improper Starting	1	0	0	1
Stop Sign	0	0	1	1

Figure 84: BENNING RD AND MINNESOTA AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	11	8	14	33
Side Swiped	8	6	10	24
Left Turn Hit Veh.	4	6	10	20
Right Angle	4	1	8	13
Straight Hit Ped.	2	2	6	10
Head On	2	3	0	5
Fixed Object	3	0	2	5
Right Turn Hit Veh.	0	1	2	3
Other	0	2	0	2
Backing Hit Stopped Vehicle	0	1	1	2
Backing Hit Parked Veh.	1	0	0	1
Non-Collision Accident	1	0	0	1
Parked Vehicle	1	0	0	1
Backing Hit Moving Veh.	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

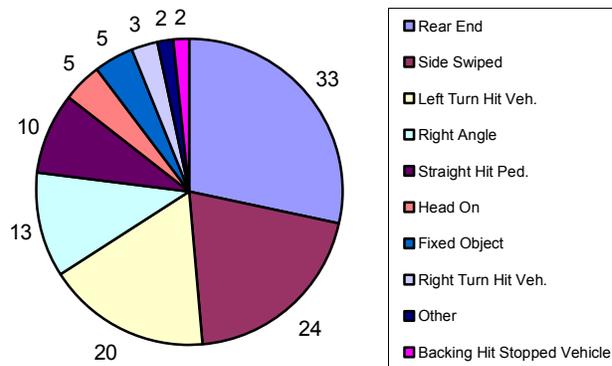


Figure 85: BENNING RD AND SOUTHERN AVE, SE

Type of Collision	2002	2003	2004	Total
Left Turn Hit Veh.	6	5	9	20
Right Angle	4	2	9	15
Side Swiped	1	2	4	7
Rear End	2	1	2	5
Other	1	1	1	3
Head On	1	0	1	2
Right Turn Hit Veh.	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Parked Vehicle	1	0	0	1
Fixed Object	0	0	1	1
Straight Hit Ped.	0	0	1	1
Unknown	0	0	1	1

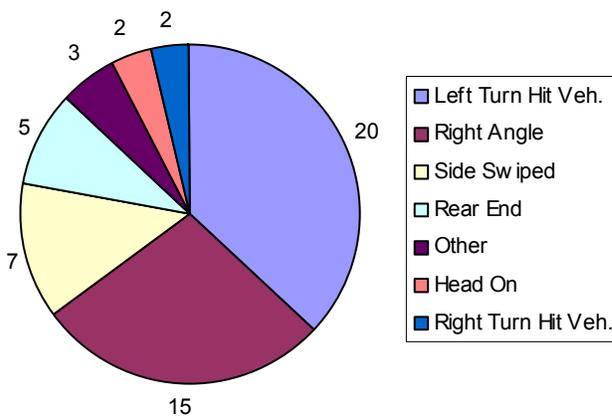


Figure 86: EAST CAPITOL ST AND BENNING RD, NE & SE

Type of Collision	2002	2003	2004	Total
Rear End	10	9	6	25
Side Swiped	12	6	7	25
Right Angle	5	6	7	18
Left Turn Hit Veh.	1	2	2	5
Fixed Object	1	2	1	4
Straight Hit Ped.	2	0	1	3
Parked Vehicle	2	0	0	2
Other	0	2	0	2
Backing Hit Stopped Vehicle	1	0	1	2
Head On	0	1	1	2
Left Turn Hit Ped.	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Unknown	0	0	1	1

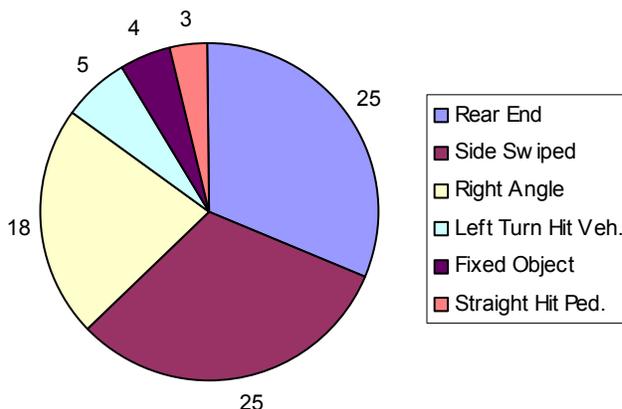


Figure 87: BENNING RD AND OKLAHOMA AVE, NE

Type of Collision	2002	2003	2004	Total
Rear End	7	3	8	18
Side Swiped	9	2	5	16
Left Turn Hit Veh.	6	1	8	15
Right Angle	1	2	2	5
Head On	1	1	2	4
Other	0	1	1	2
Parked Vehicle	1	0	1	2
Unknown	0	1	0	1
Fixed Object	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

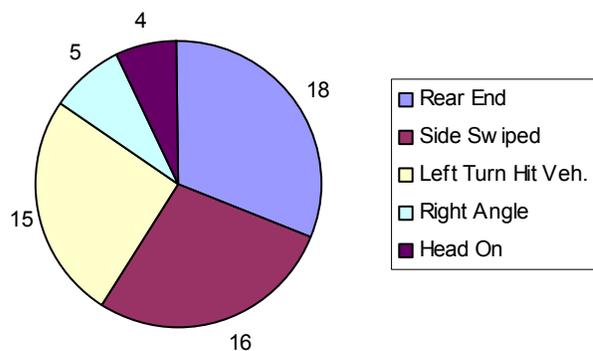


Figure 88: 34TH ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Side Swiped	2	4	11	17
Rear End	5	4	7	16
Left Turn Hit Veh.	1	1	3	5
Head On	1	1	0	2
Other	0	2	0	2
Fixed Object	0	1	1	2
Right Turn Hit Ped.	1	0	0	1
Right Angle	0	1	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1

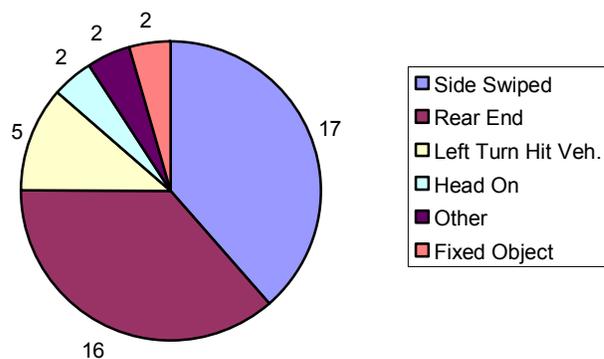


Figure 89: 17TH ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Rear End	4	6	5	15
Side Swiped	5	2	8	15
Left Turn Hit Veh.	3	3	3	9
Right Angle	2	1	2	5
Parked Vehicle	3	1	0	4
Straight Hit Ped.	2	1	0	3
Ran Off Roadway	1	1	0	2
Left Turn Hit Ped.	1	0	0	1
Other	0	1	0	1
Backing Hit Moving Veh.	0	1	0	1
Right Turn Hit Veh.	0	0	1	1
Unknown	0	0	1	1

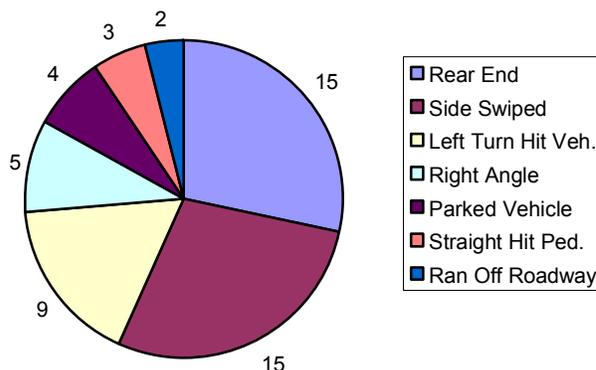


Figure 90: BENNING RD AND G ST, SE

Type of Collision	2002	2003	2004	Total
Right Angle	3	3	4	10
Left Turn Hit Veh.	2	2	4	8
Rear End	1	2	5	8
Side Swiped	2	3	1	6
Head On	2	2	0	4
Fixed Object	1	0	3	4
Other	0	2	1	3
Parked Vehicle	2	0	0	2
Backing Hit Stopped Vehicle	0	0	1	1

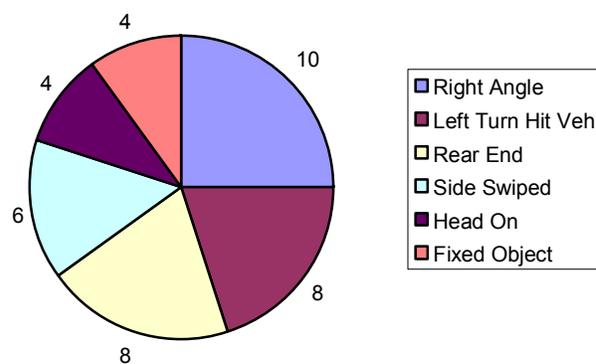


Figure 91: 16TH ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Rear End	4	0	5	9
Right Angle	0	4	2	6
Straight Hit Ped.	2	2	1	5
Side Swiped	1	3	0	4
Left Turn Hit Veh.	3	0	0	3
Other	0	2	0	2
Unknown	1	1	0	2
Right Turn Hit Veh.	0	1	1	2
Fixed Object	0	0	2	2
Parked Vehicle	0	0	1	1

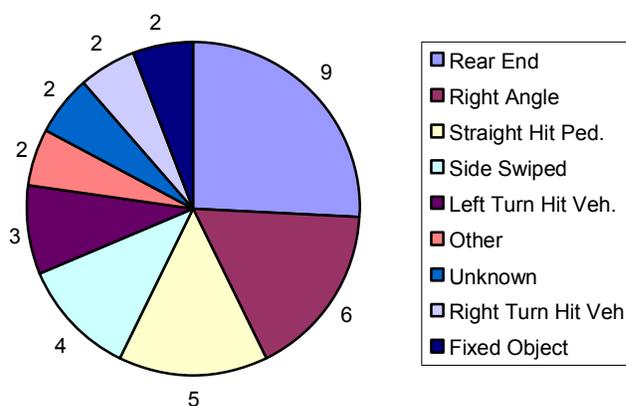


Figure 92: 42ND ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Right Angle	5	1	3	9
Rear End	3	1	2	6
Side Swiped	0	4	0	4
Left Turn Hit Veh.	3	0	1	4
Parked Vehicle	2	0	2	4
Fixed Object	0	1	1	2
Right Turn Hit Veh.	1	0	0	1
Backing Hit Parked Veh.				
Head On	0	1	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

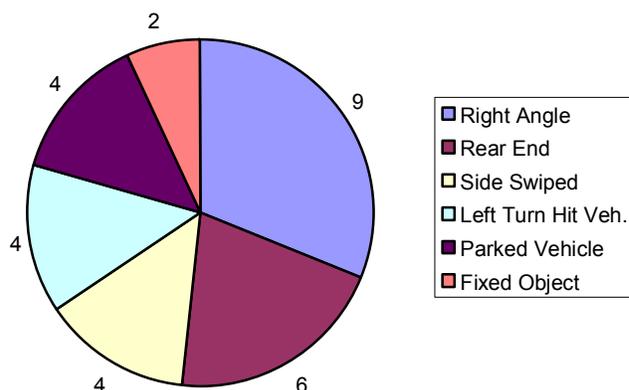


Figure 93: ANACOSTIA AVE AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Rear End	9	7	3	19
Side Swiped	6	1	4	11
Parked Vehicle	3	0	0	3
Fixed Object	1	1	0	2
Right Angle	1	1	0	2
Left Turn Hit Veh.	0	0	2	2
Ran Off Roadway	1	0	0	1
Straight Hit Ped.	1	0	0	1
Other	0	1	0	1
Backing Hit Stopped Vehicle	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Head On	0	0	1	1



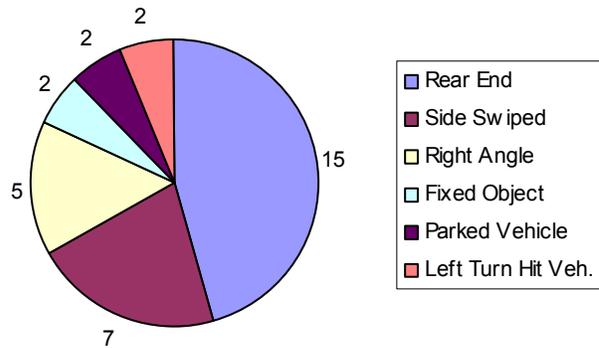
Figure 94: 21ST ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Rear End	4	2	5	11
Side Swiped	3	2	3	8
Right Angle	3	3	1	7
Left Turn Hit Veh.	0	0	3	3
Parked Vehicle	1	0	1	2
Straight Hit Ped.	1	0	1	2
Fixed Object	0	0	1	1
Left Turn Hit Ped.	0	0	1	1



Figure 95: 26TH ST AND BENNING RD, NE

Type of Collision	2002	2003	2004	Total
Rear End	4	6	5	15
Side Swiped	3	1	3	7
Right Angle	1	0	4	5
Fixed Object	1	0	1	2
Parked Vehicle	1	0	1	2
Left Turn Hit Veh.	0	0	2	2
Other	0	1	0	1
Right Turn Hit Ped.	0	1	0	1
Head On	1	0	0	1



The two most common collision types along Benning Rd, NE & SE were Rear-End and Side Swipes.

BENNING RD AND SOUTHERN AVE had a problem with left-turn hit vehicles

Two intersections, BENNING RD AND G ST, and 42ND ST AND BENNING RD have more serious right-angle problems.

2.8 High Crash Corridor: Southern Ave, SE

Table 25: High Crash Corridor: Southern Ave, SE

High Crash Corridor	High Crash Intersections	Quadrant
Southern Ave, SE	Southern Ave and Wheeler Rd	SE
	Chesapeake St and Southern Ave	SE
	13th St and Southern Ave	SE
	Naylor Rd and Southern Ave	SE
	S Capitol St and Southern Ave	SE
	East Capitol St and Southern Ave	SE
	Pennsylvania Ave and Southern Ave	SE
	Benning Rd and Southern Ave	SE
	Central Ave and Southern Ave	SE

Table 26: High Crash Corridor: Southern Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Auto Right of Way	25	32	26	83
Other	20	26	28	74
Driver Inattention	22	13	21	56
Speed	16	14	26	56
Following to Close	11	8	7	26
stop/Go Light	5	3	11	19
Improper Turn	2	8	7	17
Chaning Lanes W/O Caution	6	2	7	15
Pedestrian Violation	5	3	5	13
Improper Passing	3	6	2	11
No Violation	3	4	4	11
Alcohol Influence	3	0	3	6
Ped. Right of Way	3	0	3	6
Wrong Side of the Street	1	0	4	5
Improper Backing	2	0	2	4
Defective Brakes	2	0	1	3
Directional Light	1	0	1	2
Driver Vision Obstructed	0	0	1	1
Drug Influence	0	0	1	1
Open Door to Traffic	0	0	1	1
Other Defects	0	0	1	1
Stop Sign	0	1	0	1

Figure 96: Southern Ave and Wheeler Rd

Type of Collision	2002	2003	2004	Total
Rear End	10	4	11	25
Left Turn Hit Veh.	5	6	4	15
Right Angle	4	1	3	8
Side Swiped	1	2	5	8
Parked Vehicle	4	0	3	7
Head On	1	2	2	5
Other	0	1	1	2
Fixed Object	0	0	2	2
Ran Off Roadway	0	0	2	2
Non-Collision Accident	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Left Turn Hit Ped.	0	0	1	1
Right Turn Hit Ped.	0	0	1	1
Straight Hit Ped.	0	0	1	1

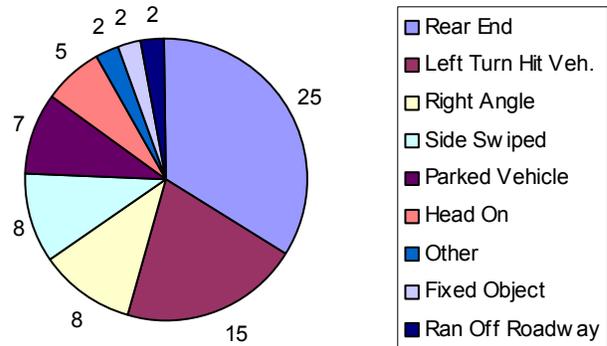


Figure 97: Chesapeake St and Southern Ave

Type of Collision	2002	2003	2004	Total
Rear End	5	5	9	19
Side Swiped	4	4	2	10
Left Turn Hit Veh.	1	3	5	9
Right Angle	2	2	4	8
Straight Hit Ped.	2	0	6	8
Parked Vehicle	0	0	3	3
Other	0	1	1	2
Fixed Object	1	0	0	1

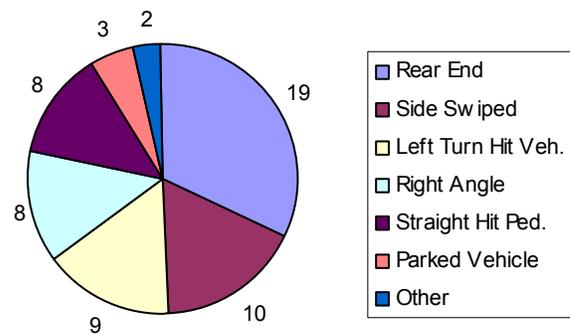


Figure 98: 13th St and Southern Ave

Type of Collision	2002	2003	2004	Total
Rear End	3	4	3	10
Right Angle	2	1	1	4
Side Swiped	0	2	2	4
Fixed Object	1	0	3	4
Left Turn Hit Veh.	1	1	1	3
Other	0	2	0	2
Backing Hit Stopped Vehicle	1	0	1	2
Head On	1	0	1	2
Right Turn Hit Veh.	0	1	1	2
Non-Collision Accident	1	0	0	1
Parked Vehicle	1	0	0	1
Backing Hit Parked Veh.	0	1	0	1
Straight Hit Ped.	0	1	0	1

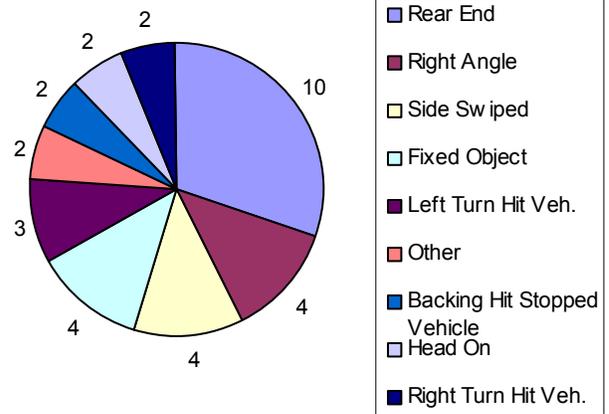


Figure 99: NAYLOR RD AND SOUTHERN AVE

Type of Collision	2002	2003	2004	Total
Left Turn Hit Veh.	10	3	2	15
Right Angle	2	3	3	8
Head On	3	0	2	5
Rear End	2	1	1	4
Fixed Object	2	0	1	3
Parked Vehicle	1	0	1	2
Side Swiped	1	0	1	2
Straight Hit Ped.	1	0	0	1
Other	0	1	0	1

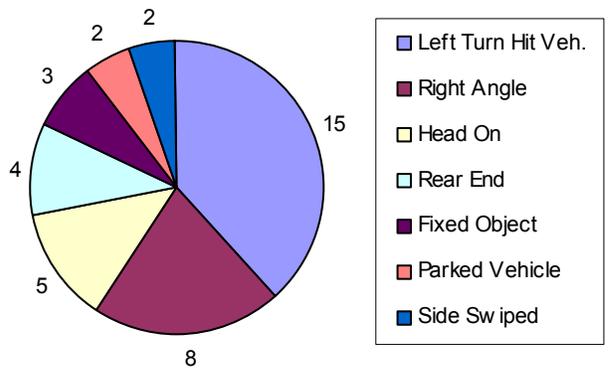


Figure 100: S Capitol St and Southern Ave

Type of Collision	2002	2003	2004	Total
Right Angle	2	3	5	10
Left Turn Hit Veh.	1	4	4	9
Rear End	2	3	4	9
Straight Hit Ped.	1	1	1	3
Fixed Object	2	0	0	2
Other	0	2	0	2
Side Swiped	0	1	1	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Stopped Vehicle	1	0	0	1
Parked Vehicle	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Left Turn Hit Ped.	0	0	1	1

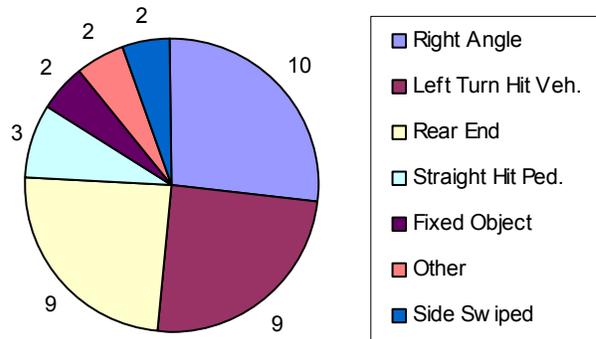


Figure 101: East Capitol St and Southern Ave

Type of Collision	2002	2003	2004	Total
Rear End	5	6	3	14
Left Turn Hit Veh.	5	3	2	10
Right Angle	3	2	4	9
Straight Hit Ped.	3	0	0	3
Fixed Object	1	1	1	3
Head On	0	2	1	3
Side Swiped	0	1	2	3
Other	0	1	0	1
Unknown	0	0	1	1



Figure 102: Pennsylvania Ave and Southern Ave

Type of Collision	2002	2003	2004	Total
Side Swiped	4	6	0	10
Rear End	5	3	2	10
Left Turn Hit Veh.	0	2	5	7
Parked Vehicle	3	0	1	4
Right Angle	3	0	0	3
Other	0	2	0	2
Head On	0	1	0	1
Right Turn Hit Veh.	0	0	1	1

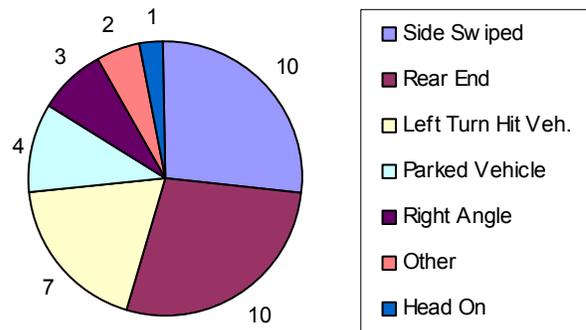


Figure 103: BENNING RD AND SOUTHERN AVE

Type of Collision	2002	2003	2004	Total
Left Turn Hit Veh.	6	5	9	20
Right Angle	4	2	9	15
Side Swiped	1	2	4	7
Rear End	2	1	2	5
Other	1	1	1	3
Head On	1	0	1	2
Right Turn Hit Veh.	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Parked Vehicle	1	0	0	1
Fixed Object	0	0	1	1
Straight Hit Ped.	0	0	1	1
Unknown	0	0	1	1

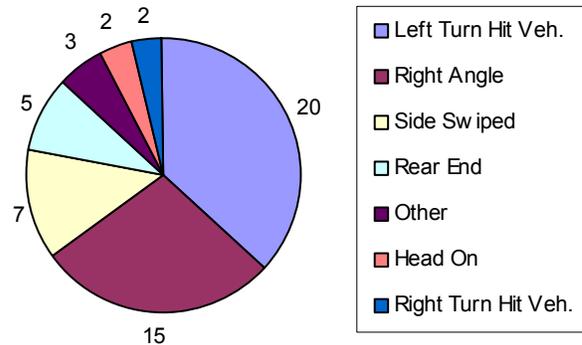
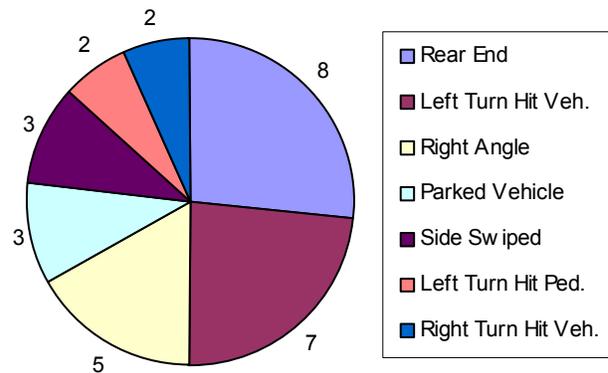


Figure 104: Central Ave and Southern Ave, SE

Type of Collision	2002	2003	2004	Total
Rear End	2	5	1	8
Left Turn Hit Veh.	2	1	4	7
Right Angle	2	2	1	5
Parked Vehicle	1	1	1	3
Side Swiped	1	1	1	3
Left Turn Hit Ped.	0	1	1	2
Right Turn Hit Veh.	0	1	1	2
Backing Hit Stopped Vehicle	1	0	0	1
Other	0	1	0	1
Straight Hit Ped.	0	1	0	1
Fixed Object	0	0	1	1
Head On	0	0	1	1



2.9 High Crash Corridor: Georgia Ave, NW

Table 27: High Crash Corridor: Georgia Ave, NW

High Crash Corridor	Intersections	Quadrant
GEORGIA AVE, NW	GEORGIA AVE AND MISSOURI AVE	NW
	BARRY PL AND GEORGIA AVE	NW
	GEORGIA AVE AND KENYON ST	NW
	FLORIDA AVE AND GEORGIA AVE	NW
	GEORGIA AVE AND PEABODY ST	NW
	GEORGIA AVE AND KALMIA RD	NW
	GEORGIA AVE AND MORTON ST	NW
	GEORGIA AVE AND RANDOLPH ST	NW
	GEORGIA AVE AND IRVING ST	NW
	GEORGIA AVE AND PARK RD	NW

Table 28: High Crash Corridor: Georgia Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	31	32	36	99
Driver Inattention	28	16	31	75
Auto Right of Way	20	20	16	56
Following to Close	17	16	14	47
Chaning Lanes W/O Caution	10	9	9	28
Speed	5	9	6	20
Improper Turn	4	8	4	16
Improper Passing	5	4	6	15
stop/Go Light	4	5	6	15
No Violation	5	5	4	14
Alcohol Influence	5	3	4	12
Pedestrian Violation	6	2	3	11
Ped. Right of Way	1	5	4	10
Open Door to Traffic	2	1	5	8
Improper Backing	4	2	0	6
Driver Vision Obstructed	2	1	0	3
Directional Light	1	1	0	2
Wrong Side of the Street	0	1	1	2
Defective Brakes	0	1	0	1
Improper Starting	0	0	1	1
Other Defects	0	1	0	1
Wrong Way - One Way Street	1	0	0	1

Figure 105: GEORGIA AVE AND MISSOURI AVE, NW

Type of Collision	2002	2003	2004	Total
Rear End	7	11	11	29
Side Swiped	8	3	11	22
Right Angle	1	4	1	6
Right Turn Hit Veh	0	1	3	4
Fixed Object	2	0	0	2
Backing Hit Stopped Vehicle	0	1	1	2
Head On	0	1	0	1
Left Turn Hit Veh.	0	0	1	1
Parked Vehicle	0	0	1	1

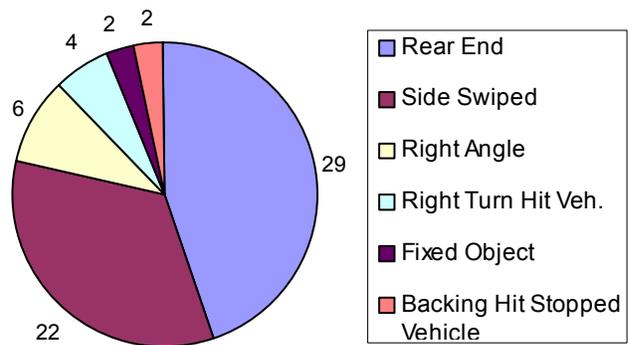


Figure 106: BARRY PL AND GEORGIA AVE, NW

Type of Collision	2002	2003	2004	Total
Parked Vehicle	9	2	4	15
Side Swiped	4	5	6	15
Rear End	5	0	1	6
Right Angle	2	0	1	3
Backing Hit Parked Veh.	0	2	0	2
Right Turn Hit Veh	0	1	1	2
Straight Hit Ped.	0	0	2	2
Fixed Object	1	0	0	1
Backing Hit Moving Veh.	0	1	0	1
Left Turn Hit Veh.	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Head On	0	0	1	1

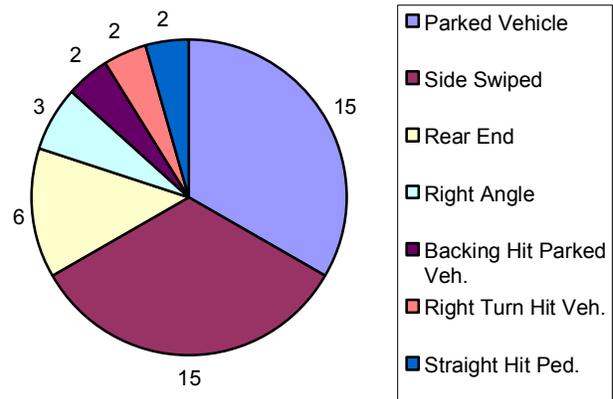


Figure 107: GEORGIA AVE AND KENYON ST, NW

Type of Collision	2002	2003	2004	Total
Right Angle	6	2	3	11
Parked Vehicle	3	1	6	10
Side Swiped	4	2	3	9
Rear End	1	4	4	9
Straight Hit Ped.	1	2	0	3
Fixed Object	1	0	1	2
Backing Hit Parked Veh.	1	0	0	1
Right Turn Hit Veh.	1	0	0	1

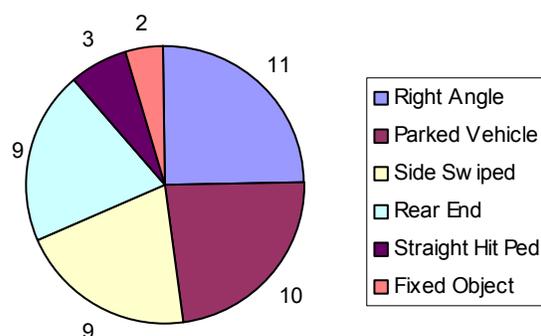


Figure 108: FLORIDA AVE AND GEORGIA AVE, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	7	3	5	15
Rear End	5	3	4	12
Left Turn Hit Ped.	1	0	3	4
Other	0	2	1	3
Right Angle	2	0	1	3
Left Turn Hit Veh.	0	1	1	2
Parked Vehicle	1	0	0	1
Straight Hit Ped.	1	0	0	1
Right Turn Hit Veh.	0	1	0	1
Right Turn Hit Ped.	0	0	1	1

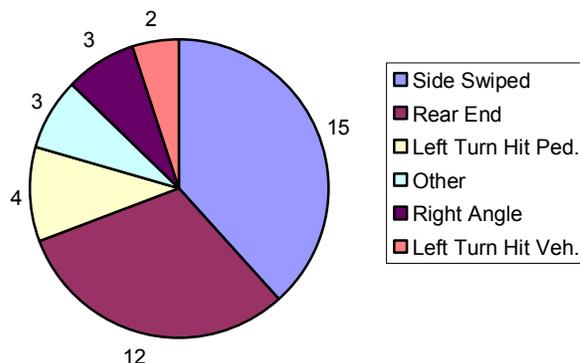


Figure 109: GEORGIA AVE AND PEABODY ST, NW

Type of Collision	2002	2003	2004	Total
Rear End	2	3	5	10
Parked Vehicle	3	0	4	7
Right Angle	0	4	1	5
Side Swiped	2	1	1	4
Straight Hit Ped.	1	1	1	3
Left Turn Hit Veh.	2	1	0	3
Right Turn Hit Veh.	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1
Fixed Object	0	0	1	1
Left Turn Hit Ped.	1	0	0	1
Other	0	1	0	1

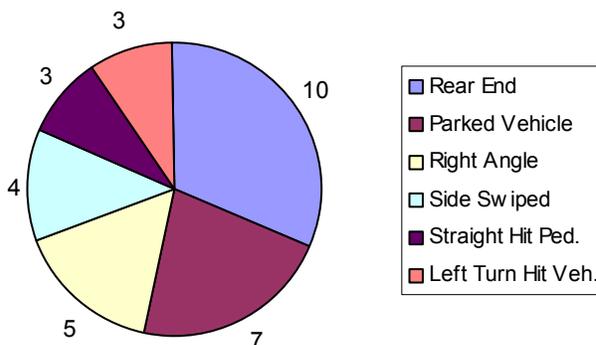


Figure 110: GEORGIA AVE AND KALMIA RD, NW

Type of Collision	2002	2003	2004	Total
Right Angle	2	7	2	11
Rear End	3	4	4	11
Left Turn Hit Veh.	5	0	4	9
Side Swiped	2	3	0	5
Other	0	2	0	2
Head On	0	1	1	2
Parked Vehicle	1	0	0	1
Straight Hit Ped.	1	0	0	1
Backing Hit Parked Veh.	0	0	1	1
Ran Off Roadway	0	0	1	1

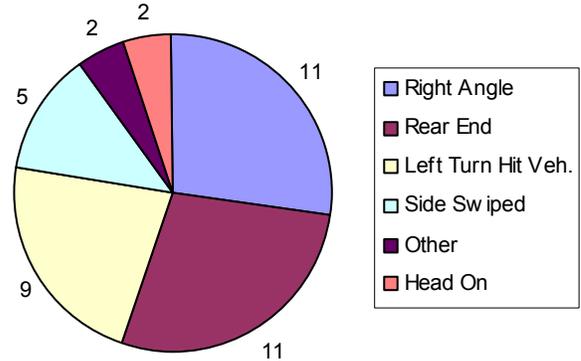


Figure 111: GEORGIA AVE AND MORTON ST, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	2	3	4	9
Parked Vehicle	3	1	1	5
Right Angle	3	1	1	5
Backing Hit Parked Veh.	1	1	1	3
Fixed Object	2	0	0	2
Backing Hit Moving Veh.	1	1	0	2
Left Turn Hit Veh.	0	2	0	2
Left Turn Hit Ped.	1	0	1	2
Rear End	0	1	1	2
Straight Hit Ped.	1	0	1	2
Head On	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

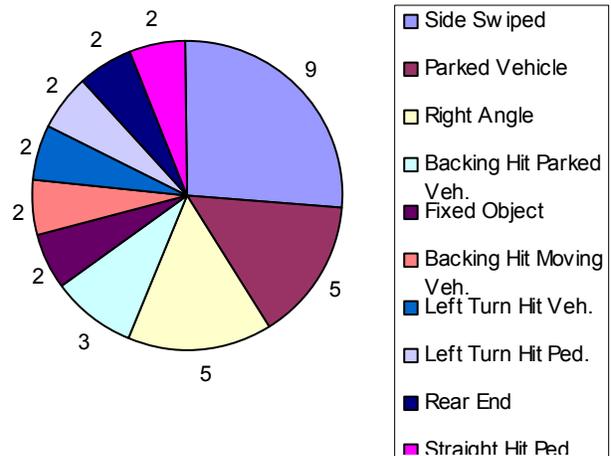


Figure 112: GEORGIA AVE AND RANDOLPH ST, NW

Type of Collision	2002	2003	2004	Total
Rear End	5	4	3	12
Side Swiped	2	4	3	9
Right Angle	0	2	2	4
Parked Vehicle	2	0	0	2
Left Turn Hit Veh.	0	1	1	2
Backing Hit Parked Veh.	1	0	0	1
Fixed Object	0	1	0	1
Head On	0	0	1	1
Straight Hit Ped.	0	0	1	1

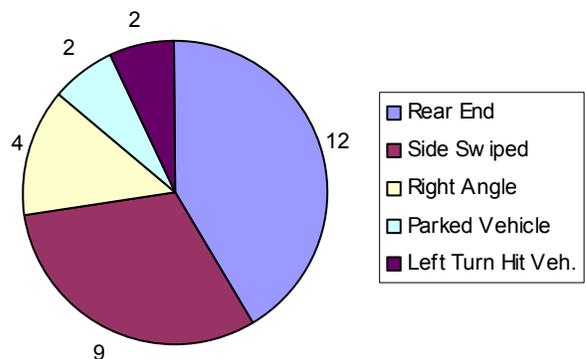


Figure 113: GEORGIA AVE AND PARK RD, NW

Type of Collision	2002	2003	2004	Total
Rear End	2	5	2	9
Side Swiped	3	4	2	9
Right Angle	3	1	1	5
Left Turn Hit Veh.	2	2	0	4
Parked Vehicle	2	0	2	4
Straight Hit Ped.	0	1	2	3
Backing Hit Parked Veh.	0	2	0	2
Backing Hit Ped.	1	0	0	1
Head On	1	0	0	1
Other	0	1	0	1
Left Turn Hit Ped.	0	0	1	1

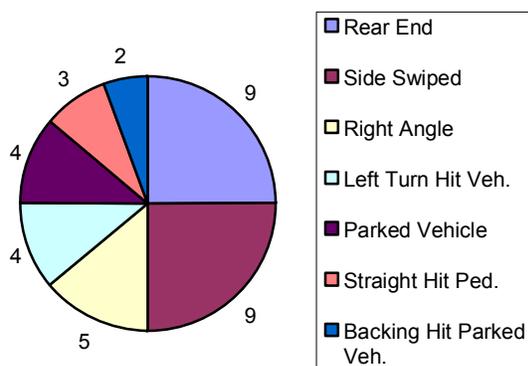
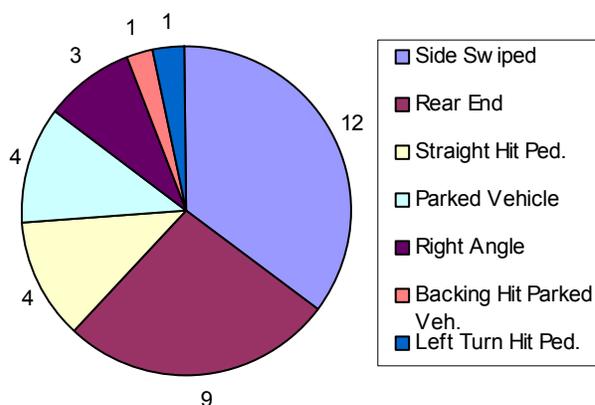


Figure 114: GEORGIA AVE AND IRVING ST

Type of Collision	2002	2003	2004	Total
Side Swiped	6	2	4	12
Rear End	3	2	4	9
Straight Hit Ped.	2	1	1	4
Parked Vehicle	2	0	2	4
Right Angle	1	1	1	3
Backing Hit Parked Veh.	1	0	0	1
Left Turn Hit Ped.	1	0	0	1
Head On	0	1	0	1
Other	0	1	0	1
Fixed Object	0	0	1	1
Left Turn Hit Veh.	0	0	1	1
Unknown	0	0	1	1



Georgia Ave had significant Rear-End and Side Swiped crashes, but unlike other corridors, it had a very high number of Parked Vehicle accidents.

Four intersections, BARRY PL AND GEORGIA AVE, GEORGIA AVE AND KENYON ST, GEORGIA AVE AND PEABODY ST, and GEORGIA AVE AND MORTON ST had a high number of Parked Vehicle accidents.

GEORGIA AVE AND KALMIA RD had higher right angle crashes.

2.10 High Crash Corridor: Florida Ave, NE & NW

Table 29: High Crash Corridor: Florida Ave, NE & NW

High Crash Corridor	High Crash Intersections	Quadrant
Florida Ave, NE & NW	Florida Ave and New York Ave	NE
	North Capitol St and Florida Ave	NE & NW
	Florida Ave and Georgia Ave	NW
	Florida Ave and Rhode Island Ave	NW
	7 th St and Florida Ave	NW
	Florida Ave and West Virginia Ave	NE
	4 th St and Florida Ave	NE
	14 th St and Florida Ave	NW

Table 30: High Crash Corridor: Florida Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Following to Close	15	32	28	75
Other	33	16	23	72
Driver Inattention	20	17	30	67
Changing Lanes W/O Caution	15	10	21	46
Auto Right of Way	10	9	15	34
stop/Go Light	9	7	13	29
Improper Turn	9	5	10	24
No Violation	13	7	4	24
Speed	10	5	4	19
Improper Passing	4	3	1	8
Pedestrian Violation	2	3	2	7
Alcohol Influence	0	0	5	5
Ped. Right of Way	1	2	2	5
Driver Vision Obstructed	0	0	4	4
Improper Backing	4	0	0	4
Improper Starting	0	0	3	3
Open Door to Traffic	1	0	2	3
Defective Brakes	1	0	1	2
Drug Influence	1	0	1	2
Fail to Set Parking Brake	1	0	0	1
Other Defects	1	0	0	1
Right Turn on Red	0	1	0	1
Road Defects	1	0	0	1

Figure 115: Florida Ave and New York Ave, NE

Type of Collision	2002	2003	2004	Total
Rear End	31	20	32	83
Side Swiped	8	10	9	27
Right Angle	4	4	10	18
Left Turn Hit Veh.	2	1	1	4
Right Turn Hit Veh.	1	0	2	3
Fixed Object	1	0	1	2
Head On	0	1	1	2
Other	0	0	2	2
Backing Hit Stopped Vehicle	1	0	0	1
Left Turn Hit Ped.	1	0	0	1
Parked Vehicle	0	0	1	1

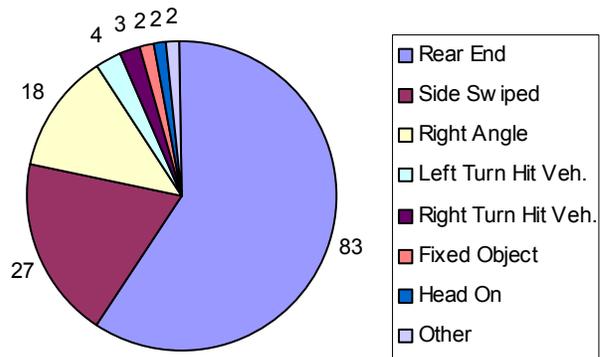


Figure 116: North Capitol St and Florida Ave, NE & NW

Type of Collision	2002	2003	2004	Total
Rear End	8	8	6	22
Side Swiped	8	4	7	19
Right Angle	5	1	3	9
Straight Hit Ped.	1	4	1	6
Left Turn Hit Veh.	1	1	3	5
Right Turn Hit Veh.	0	1	4	5
Other	0	1	1	2
Fixed Object	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Unknown	0	1	0	1
Backing Hit Stopped Vehicle	1	0	0	1

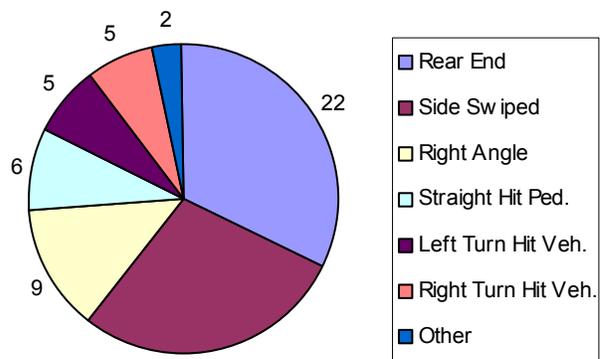


Figure 117: Florida Ave and Georgia Ave, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	7	3	5	15
Rear End	5	3	4	12
Left Turn Hit Ped.	1	0	3	4
Other	0	2	1	3
Right Angle	2	0	1	3
Left Turn Hit Veh.	0	1	1	2
Parked Vehicle	1	0	0	1
Straight Hit Ped.	1	0	0	1
Right Turn Hit Veh.	0	1	0	1
Right Turn Hit Ped.	0	0	1	1

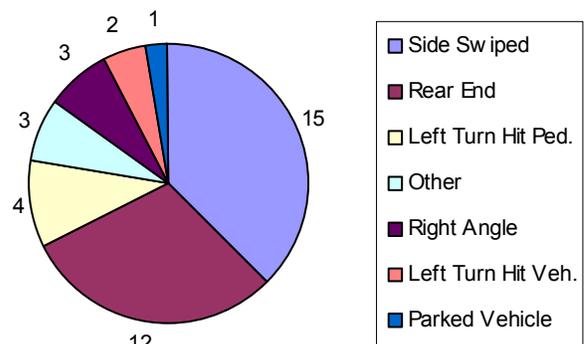


Figure 118: Florida Ave and Rhode Island Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	2	3	9	14
Right Angle	5	3	5	13
Side Swiped	1	1	4	6
Left Turn Hit Veh.	1	1	1	3
Fixed Object	1	0	0	1
Head On	0	0	1	1

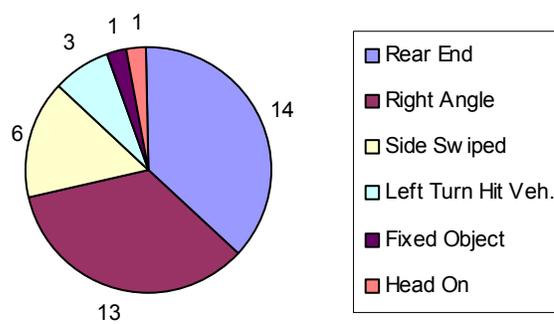


Figure 119: 7th St and Florida Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	1	10	6	17
Side Swiped	6	0	3	9
Right Turn Hit Veh.	1	2	0	3
Right Angle	1	1	1	3
Left Turn Hit Veh.	0	0	2	2
Left Turn Hit Ped.	1	0	0	1
Other	0	1	0	1
Straight Hit Ped.	0	1	0	1



Figure 120: Florida Ave and West Virginia Ave

Type of Collision	2002	2003	2004	Total
Rear End	4	5	4	13
Left Turn Hit Veh.	5	1	1	7
Right Angle	1	2	1	4
Parked Vehicle	1	0	2	3
Side Swiped	1	1	0	2
Straight Hit Ped.	1	1	0	2
Other	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Fixed Object	0	0	1	1
Right Turn Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

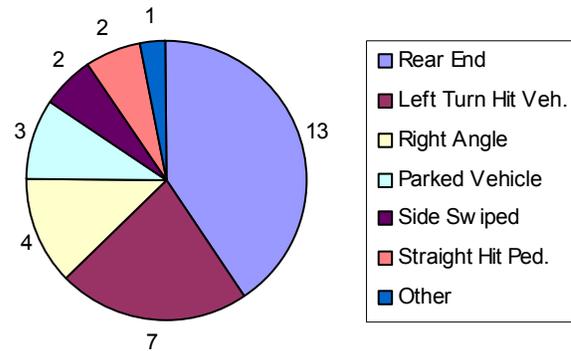


Figure 121: 4th St and Florida Ave

Type of Collision	2002	2003	2004	Total
Rear End	5	4	4	13
Right Angle	3	2	2	7
Side Swiped	3	0	3	6
Left Turn Hit Veh.	2	1	2	5
Parked Vehicle	1	0	1	2
Fixed Object	1	0	0	1
Head On	0	0	1	1

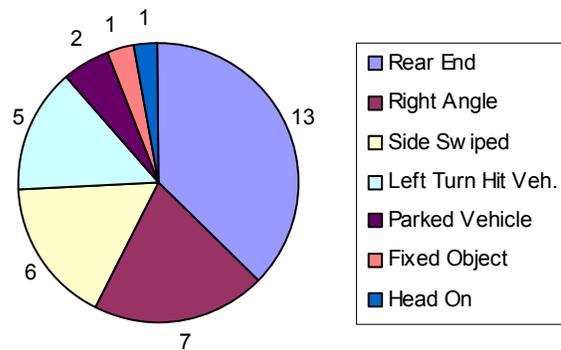


Figure 122: 14th St and Florida Ave

Type of Collision	2002	2003	2004	Total
Rear End	2	2	5	9
Left Turn Hit Veh.	3	2	2	7
Right Angle	4	1	0	5
Side Swiped	1	0	4	5
Parked Vehicle	2	0	1	3
Right Turn Hit Veh.	1	1	1	3
Backing Hit Moving Veh.	2	0	0	2
Backing Hit Stopped Vehicle	0	1	0	1
Backing Hit Parked Veh.	1	0	0	1
Left Turn Hit Ped.	0	0	1	1
Straight Hit Ped.	0	0	1	1



2.11 High Crash Corridor: 16th Street, NW

Table 31: High Crash Corridor: 16th Street, NW

High Crash Corridors	High Crash Intersections	Quadrant
16 th St, NW	16 th St and U St	NW
	16 th St and Euclid St	NW
	16 th St and L St	NW
	16 th St and Lamont St	NW
	16 th St and Irving St	NW
	16 th St and V St	NW
	16 th St and Park St	NW
	16 th St and K St	NW

Table 32: High Crash Corridor: 16th Street - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	18	17	24	59
Driver Inattention	13	10	9	32
Chaning Lanes W/O Caution	11	6	12	29
Auto Right of Way	8	3	16	27
Following to Close	5	9	6	20
Improper Turn	9	4	6	19
stop/Go Light	2	4	12	18
No Violation	6	3	3	12
Ped. Right of Way	3	3	4	10
Pedestrian Violation	3	2	3	8
Alcohol Influence	0	1	5	6
Speed	2	2	2	6
Improper Backing	1	2	2	5
Defective Brakes	0	2	2	4
Improper Passing	2	2	0	4
Open Door to Traffic	3	0	0	3
Other Defects	1	0	1	2
Wrong Side of the Street	0	1	1	2
Wrong Way - One Way Street	0	1	1	2
Directional Light	0	0	1	1
Driver Vision Obstructed	0	0	1	1
Drug Influence	0	0	1	1
Improper Starting	1	0	0	1
Ped. Drunk	0	0	1	1

Figure 123: 16th St and U St

Type of Collision	2002	2003	2004	Total
Side Swiped	8	3	3	14
Rear End	3	6	5	14
Right Turn Hit Veh.	1	4	3	8
Left Turn Hit Veh.	2	2	4	8
Right Angle	4	1	1	6
Parked Vehicle	3	0	3	6
Other	0	2	1	3
Straight Hit Ped.	1	1	0	2
Left Turn Hit Ped.	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Head On	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Fixed Object	0	0	1	1

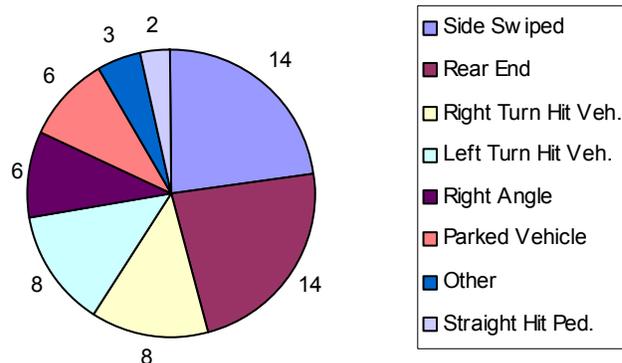


Figure 124: 16th St and Euclid St

Type of Collision	2002	2003	2004	Total
Side Swiped	4	1	5	10
Left Turn Hit Veh.	3	1	6	10
Rear End	3	4	1	8
Right Angle	3	2	2	7
Parked Vehicle	5	0	1	6
Left Turn Hit Ped.	1	0	1	2
Backing Hit Moving Veh.	0	1	0	1
Backing Hit Stopped Vehicle	0	1	0	1
Head On	0	1	0	1
Straight Hit Ped.	0	1	0	1
Right Turn Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

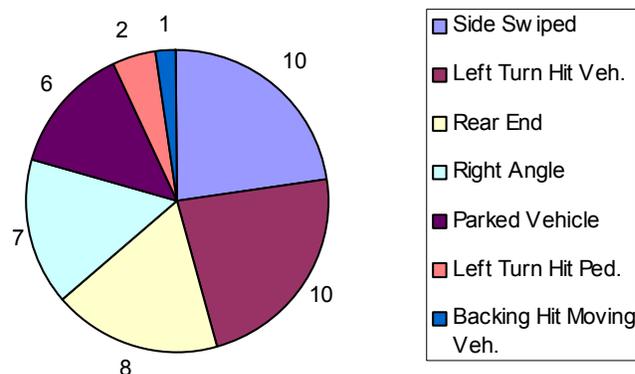


Figure 125: 16th St and L St

Type of Collision	2002	2003	2004	Total
Rear End	4	2	4	10
Right Angle	4	1	5	10
Side Swiped	5	3	0	8
Other	0	2	2	4
Left Turn Hit Ped.	1	0	1	2
Left Turn Hit Veh.	0	1	1	2
Fixed Object	0	1	0	1
Parked Vehicle	0	0	1	1
Straight Hit Ped.	0	0	1	1

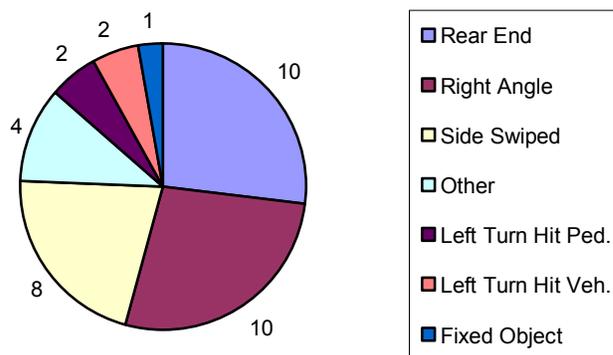


Figure 126: 16th St and Lamont St

Type of Collision	2002	2003	2004	Total
Rear End	5	2	1	8
Side Swiped	0	3	4	7
Parked Vehicle	3	0	2	5
Straight Hit Ped.	2	0	2	4
Right Angle	1	2	0	3
Left Turn Hit Veh.	0	0	2	2
Backing Hit Parked Veh.	1	0	0	1
Fixed Object	1	0	0	1
Head On	0	1	0	1
Left Turn Hit Ped.	0	1	0	1
Right Turn Hit Ped.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1

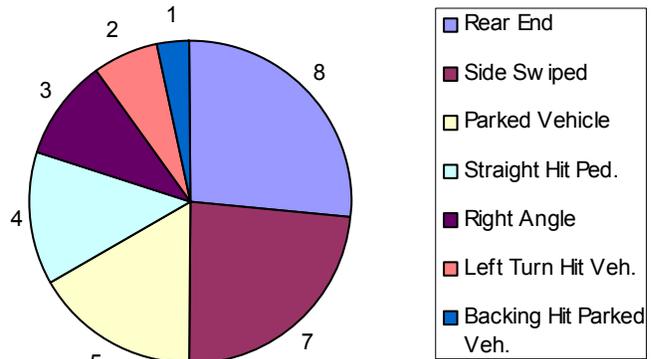


Figure 127: 16th St and Irving St

Type of Collision	2002	2003	2004	Total
Side Swiped	3	5	6	14
Rear End	3	3	2	8
Left Turn Hit Veh.	1	0	2	3
Parked Vehicle	1	0	2	3
Straight Hit Ped.	2	0	0	2
Right Angle	0	1	1	2
Other	0	1	0	1
Head On	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

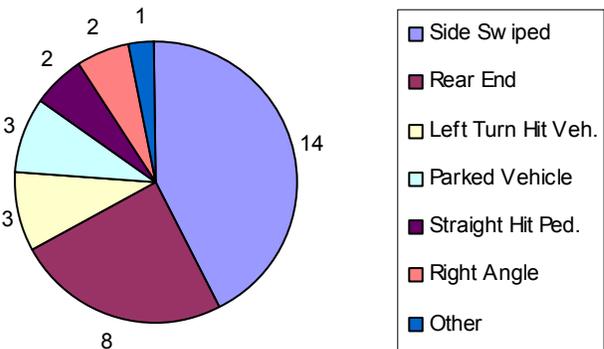


Figure 128: 16th St and V St

Type of Collision	2002	2003	2004	Total
Right Angle	0	6	9	15
Rear End	0	3	5	8
Parked Vehicle	4	0	3	7
Side Swiped	1	1	2	4
Head On	0	1	0	1
Fixed Object	0	0	1	1
Straight Hit Ped.	0	0	1	1

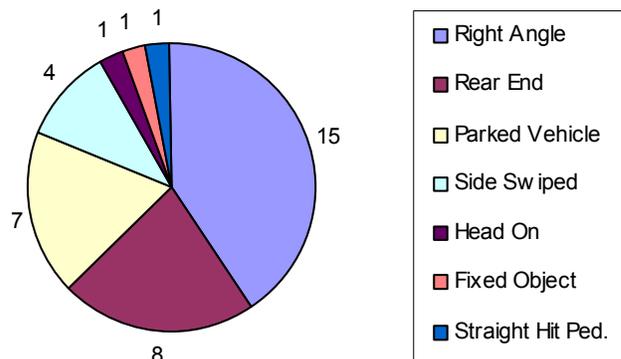


Figure 129: 16th St and Park St

Type of Collision	2002	2003	2004	Total
Side Swiped	4	5	6	15
Rear End	4	1	1	6
Right Angle	0	2	2	4
Parked Vehicle	1	1	1	3
Fixed Object	1	0	0	1
Straight Hit Ped.	1	0	0	1
Left Turn Hit Veh.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1

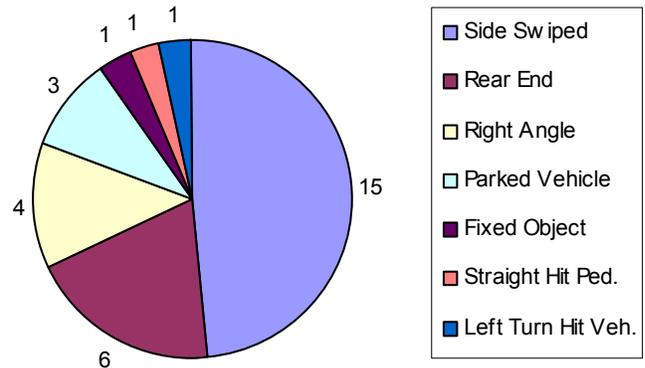
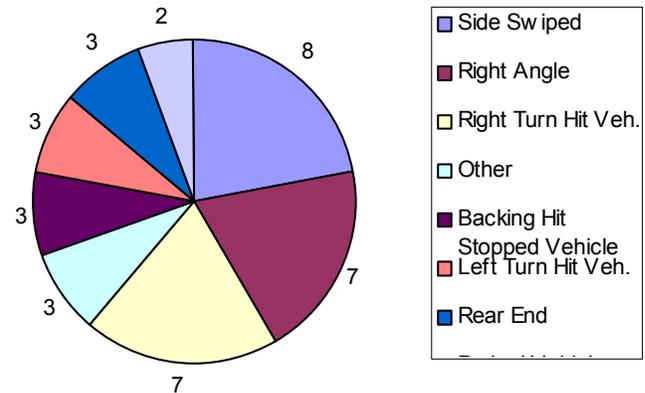


Figure 130: 16th St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	5	0	3	8
Right Angle	2	1	4	7
Right Turn Hit Veh.	1	2	4	7
Other	0	3	0	3
Backing Hit Stopped Vehicle	1	0	2	3
Left Turn Hit Veh.	1	0	2	3
Rear End	0	1	2	3
Parked Vehicle	0	1	1	2
Right Turn Hit Ped.	0	0	2	2
Left Turn Hit Ped.	1	0	0	1
Straight Hit Ped.	1	0	0	1
Backing Hit Ped.	0	1	0	1



2.12 High Crash Corridor: Pennsylvania Ave, SE

Table 33: High Crash Corridor: Pennsylvania Ave, SE

High Crash Corridor	Intersections	Quadrant
Pennsylvania Ave, SE	MINNESOTA AVE AND PENNSYLVANIA AVE	SE
	LENFANT SQ AND PENNSYLVANIA AVE	SE
	FAIRLAWN AVE AND PENNSYLVANIA AVE	SE
	BRANCH AVE AND PENNSYLVANIA AVE	SE
	27TH ST AND PENNSYLVANIA AVE	SE
	ALABAMA AVE AND PENNSYLVANIA AVE	SE
	PENNSYLVANIA AVE AND SOUTHERN AVE	SE
	30TH ST AND PENNSYLVANIA AVE	SE

Table 34: High Crash Corridor: Pennsylvania Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	18	19	27	64
Driver Inattention	10	6	13	29
Changing Lanes W/O Caution	4	5	19	28
Stop/Go Light	5	10	10	25
Following to Close	11	4	6	21
Auto Right of Way	8	2	9	19
Improper Turn	4	9	5	18
No Violation	7	4	2	13
Improper Backing	2	2	4	8
Improper Passing	3	1	2	6
Pedestrian Violation	1	3	1	5
Ped. Right of Way	1	0	1	2
Alcohol Influence	1	0	0	1
Driver Vision Obstructed	0	1	0	1
Open Door to Traffic	0	0	1	1
Speed	0	0	1	1
Wrong Side of the Street	0	0	1	1
Other	18	19	27	64
Driver Inattention	10	6	13	29
Chaning Lanes W/O Caution	4	5	19	28
stop/Go Light	5	10	10	25
Following to Close	11	4	6	21
Auto Right of Way	8	2	9	19
Improper Turn	4	9	5	18
No Violation	7	4	2	13

Figure 131: MINNESOTA AVE AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Rear End	16	9	10	35
Right Angle	15	5	15	35
Side Swiped	15	9	8	32
Other	1	6	0	7
Left Turn Hit Veh.	4	0	1	5
Fixed Object	2	1	1	4
Parked Vehicle	1	0	2	3
Straight Hit Ped.	2	0	0	2
Right Turn Hit Veh.	0	0	2	2
Head On	0	1	0	1
Right Turn Hit Ped.	0	1	0	1

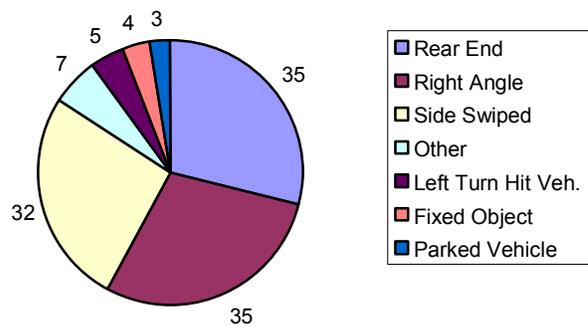


Figure 132: BRANCH AVE AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Rear End	13	4	9	26
Right Angle	4	2	6	12
Left Turn Hit Veh.	4	2	4	10
Side Swiped	3	0	4	7
Fixed Object	2	0	2	4
Backing Hit Parked Veh.	0	2	0	2
Backing Hit Moving Veh.	1	0	1	2
Backing Hit Stopped Vehicle	0	1	1	2
Other	0	1	1	2
Parked Vehicle	1	0	1	2
Right Turn Hit Veh.	0	1	1	2

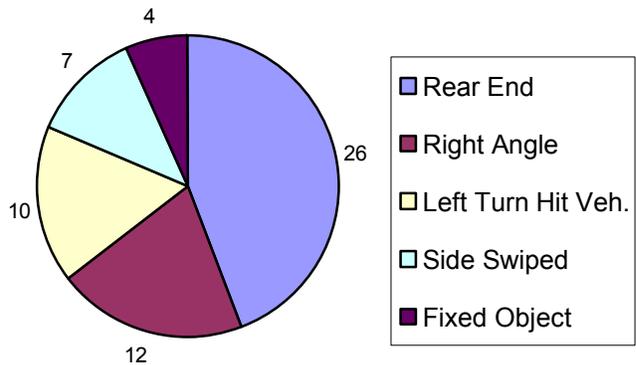


Figure 133: LENFANT SQ AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Rear End	1	5	10	16
Right Angle	2	4	7	13
Side Swiped	1	3	5	9
Other	0	3	0	3
Left Turn Hit Veh.	1	0	2	3
Parked Vehicle	0	1	1	2
Fixed Object	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Non-Collision Accident	0	0	1	1

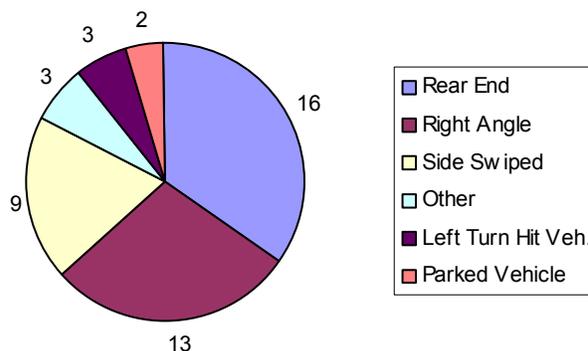


Figure 134: FAIRLAWN AVE AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Rear End	13	4	10	27
Side Swiped	8	1	10	19
Right Angle	4	2	2	8
Left Turn Hit Veh.	1	0	1	2
Backing Hit Parked Veh.	1	0	0	1
Other	0	1	0	1
Right Turn Hit Veh.	0	0	1	1

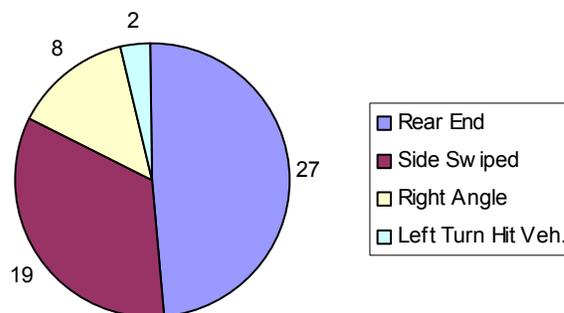


Figure 135: 27TH ST AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Right Angle	9	3	7	19
Rear End	3	4	4	11
Side Swiped	1	3	5	9
Left Turn Hit Veh.	2	0	4	6
Other	0	2	0	2
Left Turn Hit Ped.	0	1	1	2
Backing Hit Stopped Vehicle	0	1	0	1
Right Turn Hit Veh.	0	0	1	1

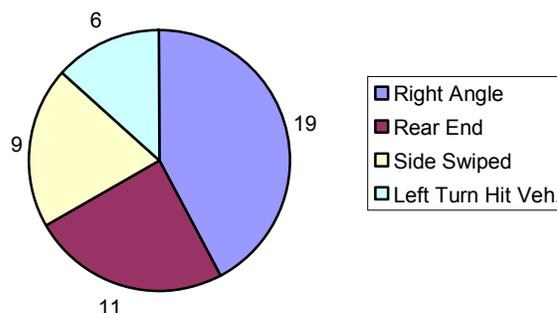


Figure 136: ALABAMA AVE AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Rear End	4	6	7	17
Right Angle	2	2	5	9
Left Turn Hit Veh.	1	2	3	6
Side Swiped	0	1	5	6
Parked Vehicle	2	1	0	3
Other	1	1	0	2
Backing Hit Stopped Vehicle	0	2	0	2
Left Turn Hit Ped.	1	0	0	1

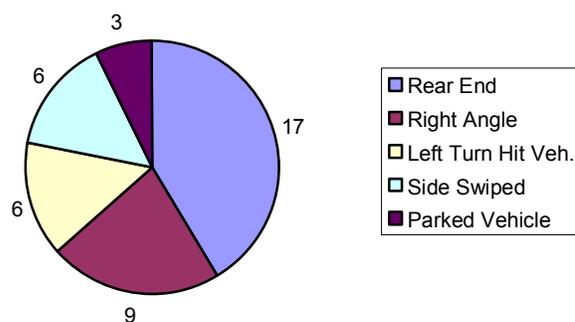


Figure 137: 30TH ST AND PENNSYLVANIA AVE, SE

Type of Collision	2002	2003	2004	Total
Side Swiped	4	1	5	10
Right Angle	2	3	3	8
Left Turn Hit Veh.	2	2	4	8
Rear End	4	1	2	7
Other	1	3	0	4
Parked Vehicle	1	0	0	1
Right Turn Hit Veh.	0	0	1	1

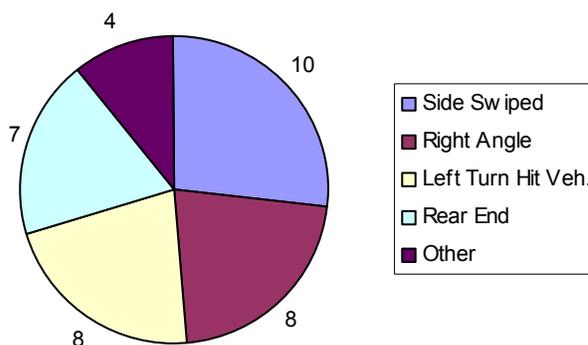
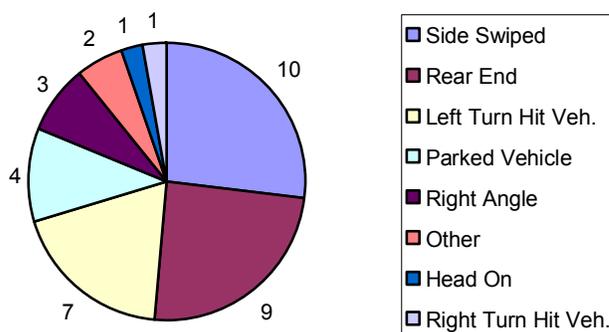


Figure 138: PENNSYLVANIA AVE AND SOUTHERN AVE, SE

Type of Collision	2002	2003	2004	Total
Side Swiped	4	6	0	10
Rear End	5	2	2	9
Left Turn Hit Veh.	0	2	5	7
Parked Vehicle	3	0	1	4
Right Angle	3	0	0	3
Other	0	2	0	2
Head On	0	1	0	1
Right Turn Hit Veh.	0	0	1	1



PENNSYLVANIA AVE still had significant Rear-End crashes, but compared to other corridors, it had a large number of **Right Angle** accidents at each intersections.

At two intersections in particular, MINNESOTA AVE AND PENNSYLVANIA AVE and 27TH ST AND PENNSYLVANIA AVE there were more Right-Angle crashes than Rear-End crashes.

2.13 High Crash Corridor: H Street, NW

Table 35: High Crash Corridor: H Street, NW

High Crash Corridors	High Crash Intersections	Quadrant
H St, NW	6 th St and H St	NW
	North Capitol St and H St	NW
	2 nd St and H St	NW
	7 th St and H St	NW
	15 th St and H St	NW
	6 th St and H St	NW
	11 th St and H St	NW

Table 36: High Crash Corridor: H Street - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	18	19	27	64
Driver Inattention	10	6	13	29
Chaning Lanes W/O Caution	4	5	19	28
stop/Go Light	5	10	10	25
Following to Close	11	4	6	21
Auto Right of Way	8	2	9	19
Improper Turn	4	9	5	18
No Violation	7	4	2	13
Improper Backing	2	2	4	8
Improper Passing	3	1	2	6
Pedestrian Violation	1	3	1	5
Ped. Right of Way	1	0	1	2
Alcohol Influence	1	0	0	1
Driver Vision Obstructed	0	1	0	1
Open Door to Traffic	0	0	1	1
Speed	0	0	1	1
Wrong Side of the Street	0	0	1	1

Figure 139: 6th St and H St, NW

Type of Collision	2002	2003	2004	Total
Side Swiped	4	6	5	15
Left Turn Hit Veh.	2	1	1	4
Right Angle	1	2	1	4
Parked Vehicle	1	1	2	4
Rear End	2	1	0	3
Backing Hit Parked Veh.	1	1	0	2
Right Turn Hit Ped.	0	2	0	2
Fixed Object	1	1	0	2
Straight Hit Ped.	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

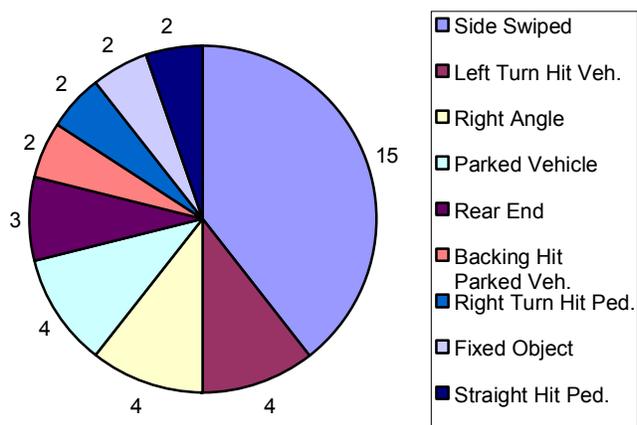


Figure 140: North Capitol St and H St, NW & NE

Type of Collision	2002	2003	2004	Total
Side Swiped	13	3	14	30
Rear End	11	6	6	23
Left Turn Hit Veh.	8	1	3	12
Right Angle	2	6	3	11
Other	0	1	2	3
Head On	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Parked Veh.	1	0	0	1
Backing Hit Stopped Vehicle	1	0	0	1
Fixed Object	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Ped.	0	0	1	1
Left Turn Hit Ped.	0	0	1	1
Unknown	0	0	1	1

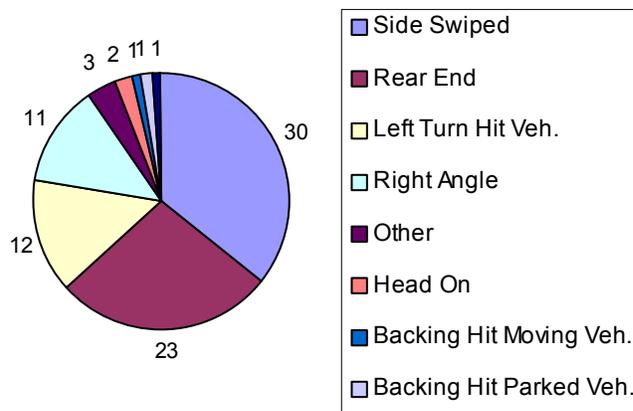


Figure 141: 2nd St and H St

Type of Collision	2002	2003	2004	Total
Right Angle	5	8	8	21
Left Turn Hit Veh.	3	1	3	7
Rear End	1	3	2	6
Side Swiped	2	2	2	6
Parked Vehicle	1	0	1	2
Other	0	1	0	1
Right Turn Hit Veh.	0	0	1	1

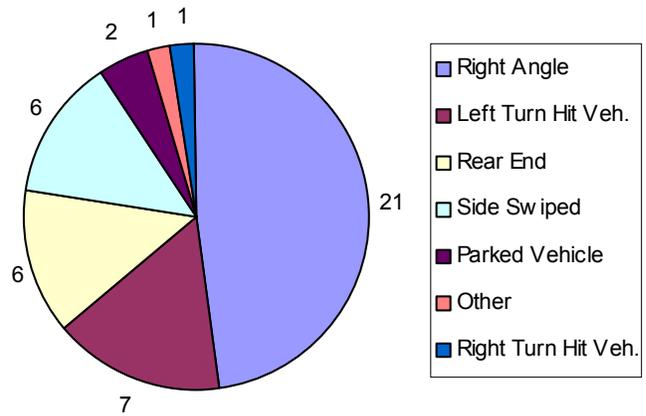


Figure 142: 7th St and H St

Type of Collision	2002	2003	2004	Total
Side Swiped	2	7	9	18
Rear End	6	0	2	8
Right Angle	3	0	0	3
Left Turn Hit Veh.	2	0	1	3
Other	0	1	1	2
Straight Hit Ped.	0	1	1	2
Non-Collision Accident	0	0	2	2
Right Turn Hit Ped.	1	0	0	1
Right Turn Hit Veh.	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1
Parked Vehicle	0	0	1	1

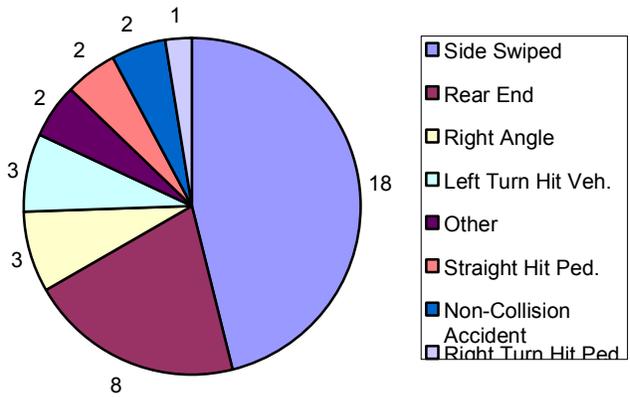


Figure 143: 15th St and H St

Type of Collision	2002	2003	2004	Total
Rear End	6	3	6	15
Side Swiped	4	3	8	15
Left Turn Hit Veh.	0	2	1	3
Right Turn Hit Veh.	0	1	1	2
Parked Vehicle	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Backing Hit Stopped Vehicle	0	1	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Ped.	0	0	1	1
Fixed Object	0	0	1	1
Other	0	0	1	1

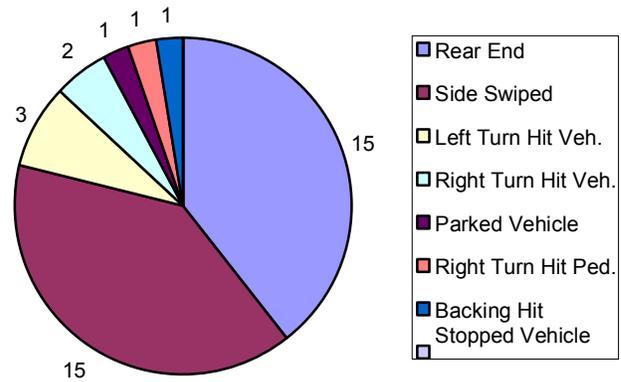


Figure 144: 6th St and H St

Type of Collision	2002	2003	2004	Total
Side Swiped	4	6	5	15
Left Turn Hit Veh.	2	1	1	4
Right Angle	1	2	1	4
Parked Vehicle	1	1	2	4
Rear End	2	1	0	3
Backing Hit Parked Veh.	1	1	0	2
Right Turn Hit Ped.	0	2	0	2
Fixed Object	1	1	0	2
Straight Hit Ped.	1	0	1	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

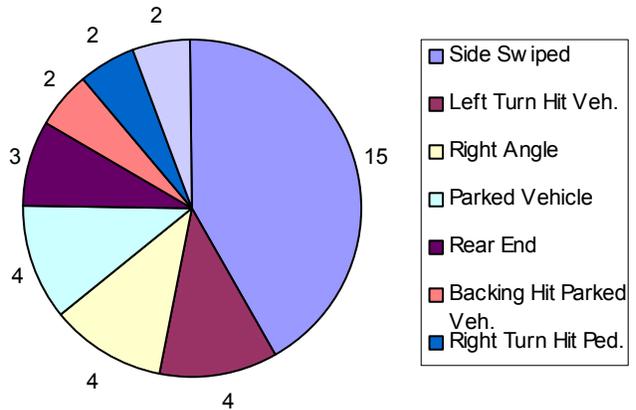
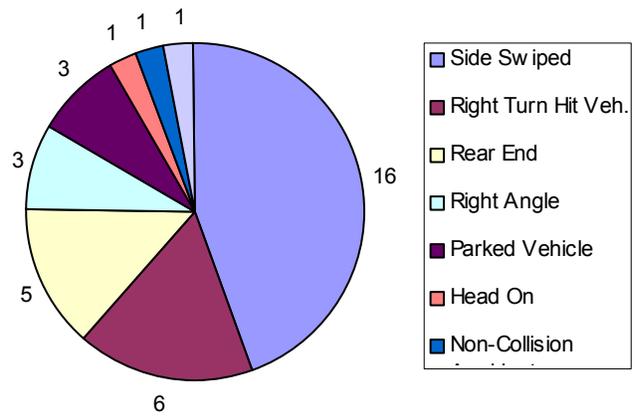


Figure 145: 11th St and H St

Type of Collision	2002	2003	2004	Total
Side Swiped	5	1	10	16
Right Turn Hit Veh.	0	5	1	6
Rear End	3	2	0	5
Right Angle	1	1	1	3
Parked Vehicle	1	0	2	3
Head On	0	1	0	1
Non-Collision	0	1	0	1
Other	0	1	0	1
Straight Hit Ped.	0	0	1	1
Backing Hit Stopped Vehicle	0	0	1	1



2.14 High Crash Corridor: K Street, NW & NE

Table 37: High Crash Corridor: K Street, NW & NE

High Crash Corridors	High Crash Intersections	Quadrant
K St, NE & NW	North Capitol St and K St	NE&NW
	14 th St and K St	NW
	16 th St and K St	NW
	15 th St and K St	NW
	1 st St and K St	NE
	17 th St and K St	NW
	18 th St and K St	NW

Table 38: High Crash Corridor: K Street - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	30	34	34	98
Auto Right of Way	13	13	22	48
Driver Inattention	15	13	14	42
Chaning Lanes W/O Caution	14	8	10	32
Following to Close	11	8	12	31
Improper Turn	12	8	8	28
No Violation	7	7	4	18
Pedestrian Violation	7	2	4	13
Speed	1	4	4	9
stop/Go Light	1	3	4	8
Ped. Right of Way	2	1	4	7
Improper Passing	4	1	1	6
Improper Backing	1	0	4	5
Wrong Side of the Street	3	0	1	4
Alcohol Influence	2	1	0	3
Open Door to Traffic	1	1	0	2
Directional Light	1	0	0	1
Driver Vision Obstructed	1	0	0	1
Improper Starting	0	0	1	1
Other Defects	0	1	0	1
Ped. Drunk	1	0	0	1

Figure 146: North Capitol St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	9	12	4	25
Rear End	11	2	4	17
Right Turn Hit Veh.	1	3	4	8
Left Turn Hit Veh.	2	1	3	6
Parked Vehicle	2	1	1	4
Straight Hit Ped.	1	0	3	4
Other	0	3	0	3
Backing Hit Stopped Vehicle	0	1	1	2
Fixed Object	0	1	1	2
Right Angle	0	1	1	2
Right Turn Hit Ped.	1	0	1	2
Backing Hit Ped.	1	0	0	1
Backing Hit Parked Veh.	0	0	1	1

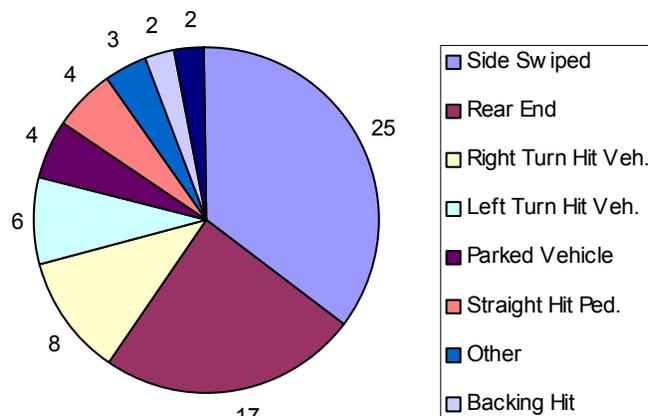


Figure 147: 14th St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	10	6	8	24
Rear End	7	3	6	16
Right Angle	2	4	5	11
Left Turn Hit Veh.	2	1	2	5
Right Turn Hit Veh.	0	3	2	5
Other	0	2	1	3
Straight Hit Ped.	1	0	2	3
Head On	1	1	0	2
Backing Hit Moving Veh.	1	0	1	2
Fixed Object	1	0	1	2
Parked Vehicle	0	1	1	2
Backing Hit Stopped Vehicle	0	1	0	1
Backing Hit Ped.	1	0	0	1

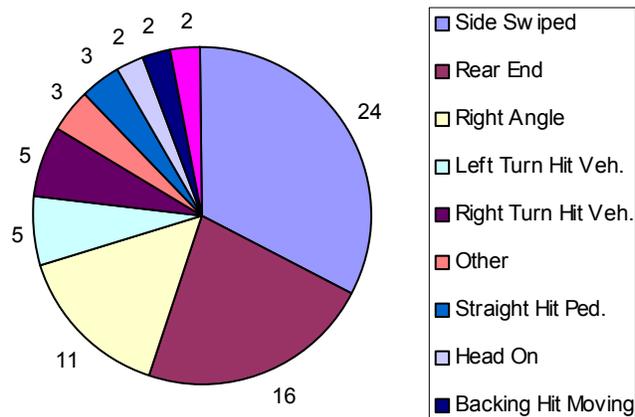


Figure 148: 16th St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	5	0	3	8
Right Angle	2	1	4	7
Right Turn Hit Veh.	1	2	4	7
Other	0	3	0	3
Backing Hit Stopped Vehicle	1	0	2	3
Left Turn Hit Veh.	1	0	2	3
Rear End	0	1	2	3
Parked Vehicle	0	1	1	2
Right Turn Hit Ped.	0	0	2	2
Left Turn Hit Ped.	1	0	0	1
Straight Hit Ped.	1	0	0	1
Backing Hit Ped.	0	1	0	1

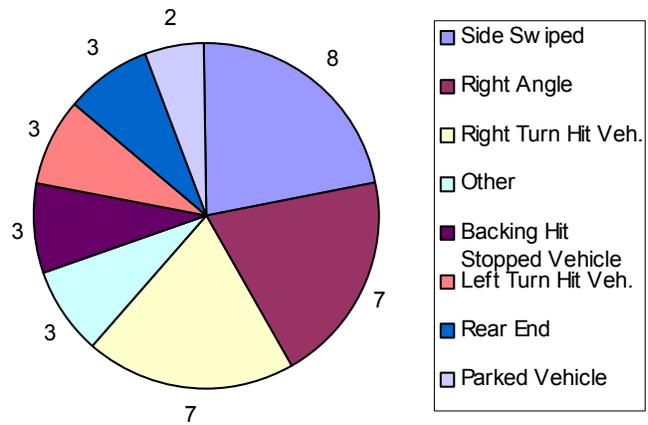


Figure 149: 15th St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	5	4	3	12
Rear End	4	3	5	12
Right Angle	3	2	0	5
Parked Vehicle	2	1	1	4
Left Turn Hit Veh.	1	1	2	4
Straight Hit Ped.	1	2	0	3
Head On	0	0	2	2
Other	1	0	0	1
Right Turn Hit Veh.	1	0	0	1
Left Turn Hit Ped.	0	1	0	1
Non-Collision Accident	0	0	1	1
Fixed Object	0	0	1	1
Backing Hit Parked Veh.	0	0	1	1



Figure 150: 1st St and K St

Type of Collision	2002	2003	2004	Total
Rear End	3	3	4	10
Side Swiped	6	1	1	8
Left Turn Hit Veh.	1	2	3	6
Parked Vehicle	0	0	5	5
Straight Hit Ped.	2	1	1	4
Right Turn Hit Veh.	1	1	0	2
Backing Hit Moving Veh.	0	0	2	2
Backing Hit Ped.	1	0	0	1
Left Turn Hit Ped.	1	0	0	1
Right Angle	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

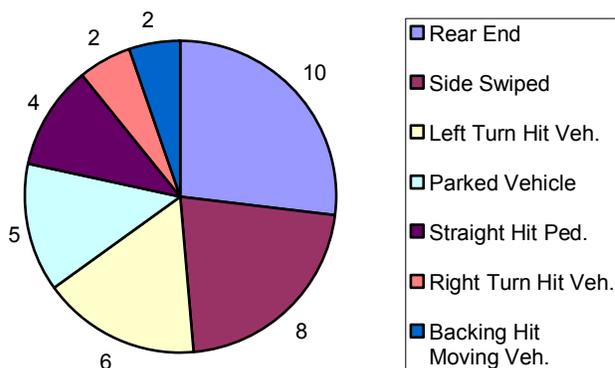


Figure 151: 17th St and K St

Type of Collision	2002	2003	2004	Total
Side Swiped	5	6	1	12
Rear End	2	1	2	5
Straight Hit Ped.	1	3	0	4
Head On	3	0	0	3
Left Turn Hit Veh.	1	1	1	3
Parked Vehicle	2	0	1	3
Right Angle	1	1	1	3
Other	1	1	0	2
Right Turn Hit Veh.	0	0	2	2

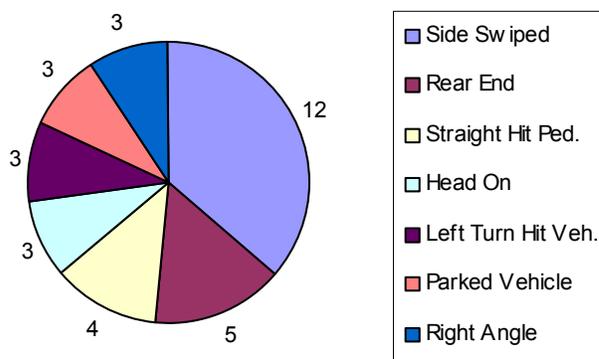
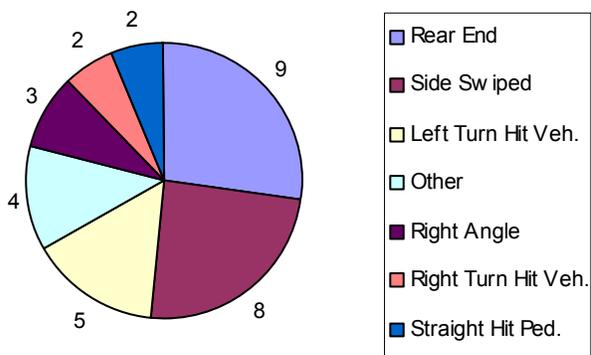


Figure 152: 18th St and K St

Type of Collision	2002	2003	2004	Total
Rear End	2	1	6	9
Side Swiped	3	1	4	8
Left Turn Hit Veh.	2	1	2	5
Other	0	4	0	4
Right Angle	1	2	0	3
Right Turn Hit Veh.	0	2	0	2
Straight Hit Ped.	0	0	2	2
Backing Hit Parked Veh.	1	0	0	1
Ran Off Roadway	0	1	0	1
Parked Vehicle	0	0	1	1



2.15 High Crash Segment: U St, NW

Table 39: High Crash Segment: U St, NW

High Crash Corridors	High Crash Intersections	Quadrant
U St, NW	14 th St and U St	NW
	16 th St and U St	NW
	13 th St and U St	NW
	15 th St and U St	NW
	11 th St and U St	NW
	12 th St and U St	NW

Table 40: High Crash Segment: U St - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	18	18	33	69
Driver Inattention	14	10	10	34
Changing Lanes W/O Caution	12	9	12	33
Following to Close	9	9	10	28
No Violation	6	2	20	28
Auto Right of Way	11	5	11	27
Improper Turn	11	3	8	22
Improper Backing	5	4	1	10
Open Door to Traffic	4	1	5	10
Speed	2	4	4	10
Ped. Right of Way	2	4	2	8
Pedestrian Violation	3	2	3	8
stop/Go Light	3	2	3	8
Wrong Side of the Street	3	2	2	7
Improper Passing	2	1	2	5
Alcohol Influence	1	2	0	3
Other Defects	2	0	1	3
Defective Brakes	0	1	1	2
Driver Vision Obstructed	0	0	2	2
Improper Starting	1	1	0	2

Figure 153: 14th St and U St

Type of Collision	2002	2003	2004	Total
Side Swiped	16	8	7	31
Rear End	6	5	8	19
Backing Hit Parked Veh.	5	1	1	7
Other	0	5	1	6
Left Turn Hit Veh.	2	1	3	6
Parked Vehicle	1	2	1	4
Right Turn Hit Veh.	0	1	3	4
Right Angle	1	1	1	3
Head On	0	2	0	2
Straight Hit Ped.	1	0	1	2
Backing Hit Ped.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

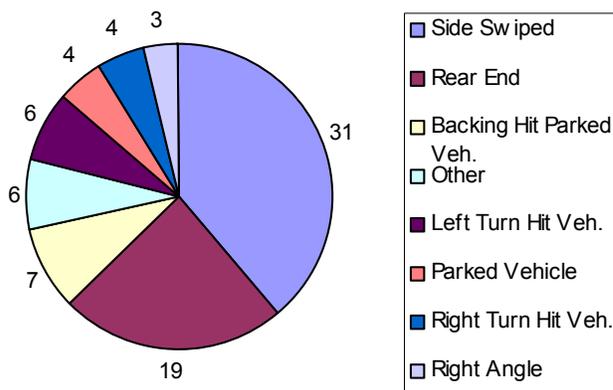


Figure 154: 16th St and U St

Type of Collision	2002	2003	2004	Total
Side Swiped	8	3	3	14
Rear End	3	6	5	14
Right Turn Hit Veh.	1	4	3	8
Left Turn Hit Veh.	2	2	4	8
Right Angle	4	1	1	6
Parked Vehicle	3	0	3	6
Other	0	2	1	3
Straight Hit Ped.	1	1	0	2
Left Turn Hit Ped.	1	0	0	1
Right Turn Hit Ped.	1	0	0	1
Head On	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Fixed Object	0	0	1	1

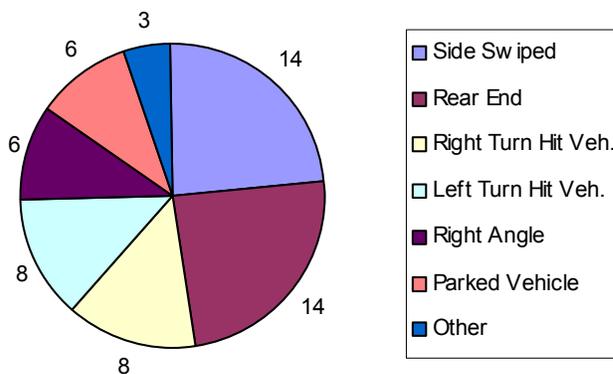


Figure 155: 13th St and U St

Type of Collision	2002	2003	2004	Total
Rear End	6	5	5	16
Side Swiped	9	0	5	14
Parked Vehicle	2	1	3	6
Straight Hit Ped.	1	3	1	5
Right Angle	4	0	0	4
Head On	2	0	1	3
Other	0	2	0	2
Right Turn Hit Veh.	0	1	1	2
Left Turn Hit Ped.	0	0	2	2
Backing Hit Stopped Vehicle	0	1	0	1
Non-Collision Accident	0	1	0	1
Backing Hit Parked Veh.	0	1	0	1

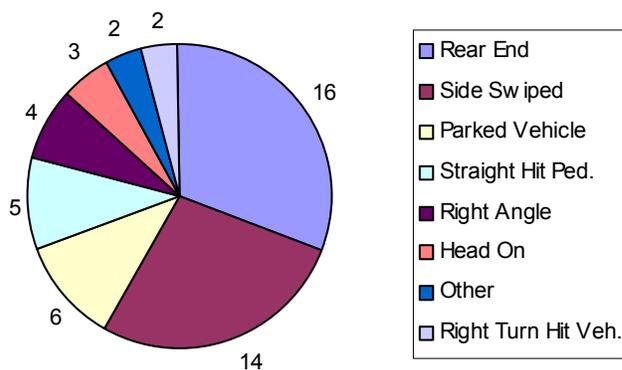


Figure 156: 15th St and U St

Type of Collision	2002	2003	2004	Total
Side Swiped	6	1	4	11
Rear End	4	2	4	10
Right Angle	1	2	5	8
Parked Vehicle	1	1	3	5
Backing Hit Parked Veh.	3	0	0	3
Left Turn Hit Veh.	0	1	1	2
Straight Hit Ped.	0	0	2	2
Backing Hit Moving Veh.	1	0	0	1
Backing Hit Ped.	1	0	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Head On	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

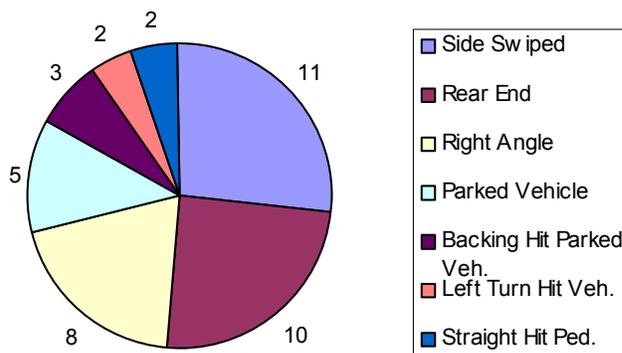


Figure 157: 11th St and U St

Type of Collision	2002	2003	2004	Total
Right Angle	2	2	3	7
Side Swiped	2	2	2	6
Parked Vehicle	3	0	1	4
Rear End	0	2	1	3
Other	0	2	0	2
Backing Hit Parked Veh.	0	1	1	2
Left Turn Hit Veh.	0	0	2	2
Head On	1	0	0	1
Straight Hit Ped.	1	0	0	1
Backing Hit Moving Veh.	0	1	0	1
Unknown	0	1	0	1
Left Turn Hit Ped.	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

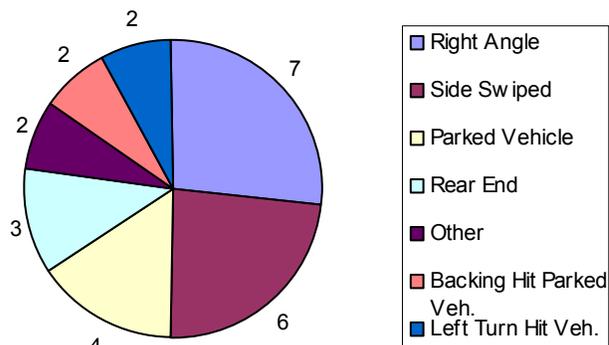


Figure 158: 12th St and U St

Type of Collision	2002	2003	2004	Total
Side Swiped	2	1	4	7
Rear End	3	1	1	5
Left Turn Hit Veh.	0	1	4	5
Right Angle	2	2	0	4
Head On	1	2	0	3
Parked Vehicle	1	0	2	3
Backing Hit Parked Veh.	1	1	0	2
Other	0	1	0	1
Straight Hit Ped.	0	0	1	1



2.16 High Crash Segment: Rhode Island Ave, NE & NW

Table 41: High Crash Segment: Rhode Island Ave, NE & NW

High Crash Corridors	High Crash Intersections	Quadrant
Rhode Island Ave, NE & NW	North Capitol St and Rhode Island Ave	NE & NW
	14 th St and Rhode Island Ave	NW
	4 th St and Rhode Island Ave	NE
	1 st St and Rhode Island Ave	NW
	Florida Ave and Rhode Island Ave	NW
	New Jersey Ave and Rhode Island Ave	NW

Table 42: High Crash Segment: Rhode Island Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	11	24	18	53
Driver Inattention	14	12	17	43
Auto Right of Way	5	25	11	41
Following to Close	6	8	14	28
Speed	4	14	4	22
stop/Go Light	6	5	10	21
Improper Turn	3	7	7	17
Chaning Lanes W/O Caution	6	3	5	14
No Violation	2	7	2	11
Improper Passing	2	6	2	10
Improper Backing	1	0	5	6
Pedestrian Violation	2	2	2	6
Alcohol Influence	3	0	2	5
Defective Brakes	2	0	0	2
Driver Vision Obstructed	1	0	1	2
Ped. Right of Way	0	0	2	2
Drug Influence	0	0	1	1
Open Door to Traffic	0	0	1	1
Other Defects	0	0	1	1
Right Turn on Red	0	0	1	1
Road Defects	0	0	1	1
Stop Sign	0	1	0	1

Figure 159: North Capitol St and Rhode Island Ave, NE & NW

Type of Collision	2002	2003	2004	Total
Rear End	8	6	7	21
Side Swiped	3	1	5	9
Right Angle	0	4	2	6
Left Turn Hit Veh.	2	2	1	5
Fixed Object	1	0	2	3
Head On	1	0	0	1
Right Turn Hit Veh.	0	0	1	1
Unknown	0	0	1	1

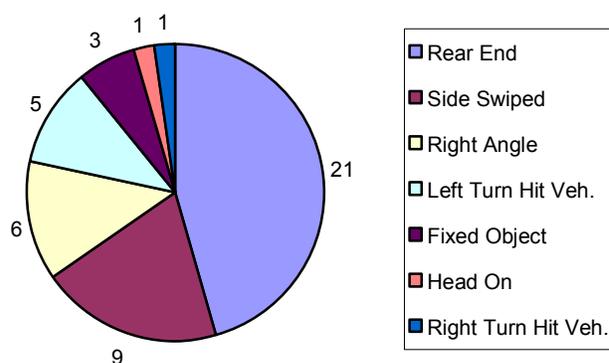


Figure 160: 14th St and Rhode Island Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	9	4	7	20
Side Swiped	6	1	3	10
Parked Vehicle	2	0	3	5
Right Angle	2	2	0	4
Backing Hit Parked Veh.	1	0	3	4
Straight Hit Ped.	1	1	1	3
Left Turn Hit Veh.	0	0	3	3
Left Turn Hit Ped.	1	0	1	2
Other	0	1	1	2
Fixed Object	1	0	0	1
Head On	1	0	0	1
Backing Hit Ped.	0	1	0	1

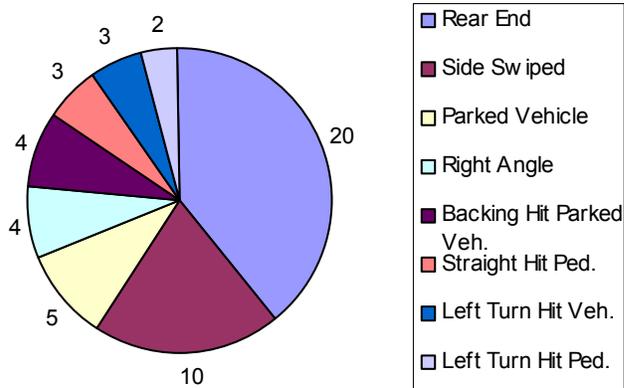


Figure 161: 4th St and Rhode Island Ave

Type of Collision	2002	2003	2004	Total
Rear End	3	3	7	13
Right Angle	2	3	2	7
Side Swiped	1	1	4	6
Left Turn Hit Veh.	1	3	1	5
Parked Vehicle	3	0	2	5
Fixed Object	1	0	4	5
Straight Hit Ped.	0	2	2	4
Left Turn Hit Ped.	0	0	2	2
Backing Hit Parked Veh.	0	1	0	1
Right Turn Hit Ped.	0	0	1	1

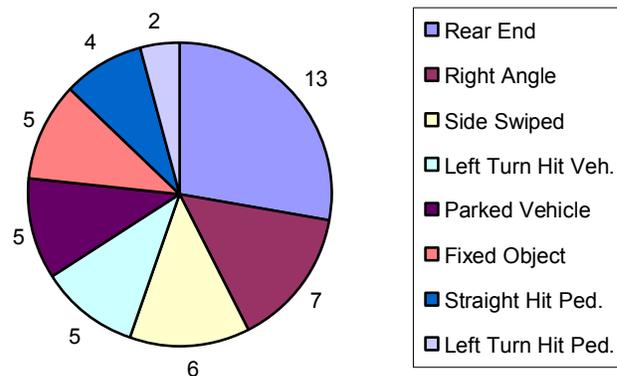


Figure 162: 1st St and Rhode Island Ave

Type of Collision	2002	2003	2004	Total
Right Angle	1	3	3	7
Side Swiped	4	2	0	6
Rear End	4	1	1	6
Left Turn Hit Veh.	1	2	1	4
Parked Vehicle	2	0	2	4
Backing Hit Parked Veh.	0	0	3	3
Other	0	2	0	2
Straight Hit Ped.	0	2	0	2
Right Turn Hit Veh.	0	1	0	1
Backing Hit Stopped Vehicle	0	0	1	1
Right Turn Hit Ped.	0	0	1	1

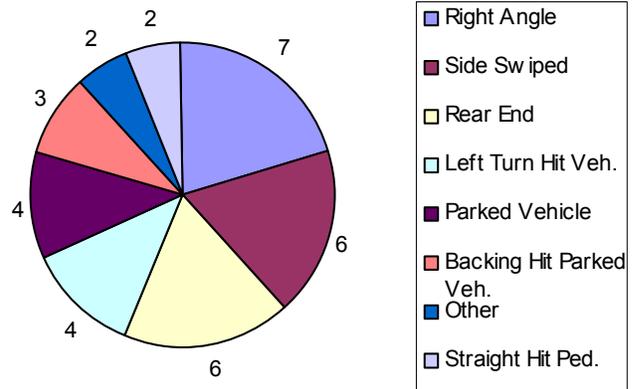


Figure 163: Florida Ave and Rhode Island Ave

Type of Collision	2002	2003	2004	Total
Rear End	2	3	9	14
Right Angle	5	3	5	13
Side Swiped	1	1	4	6
Left Turn Hit Veh.	1	1	1	3
Fixed Object	1	0	0	1
Head On	0	0	1	1

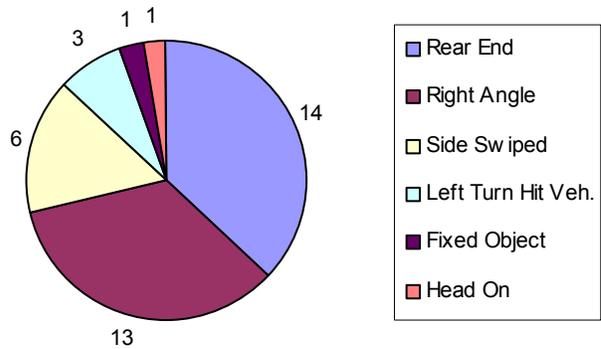


Figure 164: New Jersey Ave and Rhode Island Ave

Type of Collision	2002	2003	2004	Total
Right Angle	3	3	7	13
Rear End	0	3	3	6
Right Turn Hit Veh.	0	1	3	4
Fixed Object	0	1	1	2
Straight Hit Ped.	0	1	1	2
Left Turn Hit Veh.	0	0	2	2
Head On	1	0	0	1
Side Swiped	1	0	0	1
Other	0	1	0	1
Right Turn Hit Ped.	0	1	0	1



2.17 High Crash Segment: Eastern Ave, NE

Table 43: High Crash Segment: Eastern Ave, NE

High Crash Corridors	Number of High Crash Locations	High Crash Intersections	Quadrant
Eastern Ave, NE	5	Eastern Ave and Minnesota Ave	NE
		Eastern Ave and New Hampshire Ave	NE
		Eastern Ave and Olive St	NE
		Eastern Ave and Sheriff Rd	NE
		Eastern Ave and Kenilworth Ave	NE

Table 44: High Crash Segment: Eastern Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	14	16	17	47
Auto Right of Way	14	16	11	41
Driver Inattention	11	8	13	32
Speed	6	9	8	23
Following to Close	7	2	13	22
Chaning Lanes W/O Caution	7	5	6	18
Improper Turn	6	7	4	17
No Violation	4	3	4	11
stop/Go Light	0	4	5	9
Wrong Side of the Street	1	2	4	7
Improper Passing	2	1	0	3
Pedestrian Violation	1	2	0	3
Improper Backing	0	1	1	2
Stop Sign	1	0	1	2
Alcohol Influence	0	0	1	1
Defective Brakes	1	0	0	1
Directional Light	0	1	0	1
Driver Vision Obstructed	0	1	0	1
Other Defects	0	1	0	1
Ped. Right of Way	0	1	0	1
Yield Sign	0	0	1	1

Figure 165: Eastern Ave and Minnesota Ave, NE

Type of Collision	2002	2003	2004	Total
Rear End	5	4	6	15
Left Turn Hit Veh.	4	4	5	13
Parked Vehicle	2	0	3	5
Head On	4	0	0	4
Side Swiped	2	1	1	4
Right Angle	0	1	3	4
Right Turn Hit Veh.	0	1	2	3
Straight Hit Ped.	0	1	1	2
Other	0	1	0	1

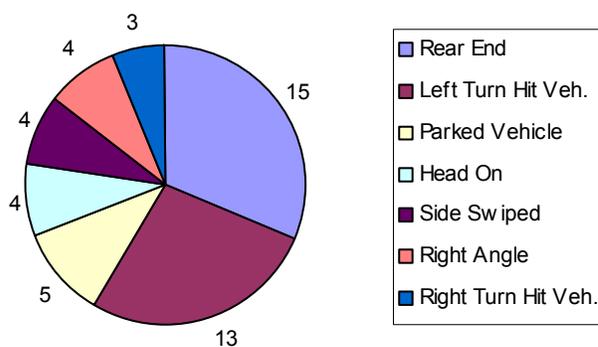


Figure 166: Eastern Ave and New Hampshire Ave, NE

Type of Collision	2002	2003	2004	Total
Right Angle	6	8	4	18
Left Turn Hit Veh.	7	2	3	12
Rear End	2	1	3	6
Side Swiped	2	0	2	4
Other	0	2	1	3
Parked Vehicle	1	0	0	1
Ran Off Roadway	0	1	0	1
Non-Collision Accident	0	0	1	1

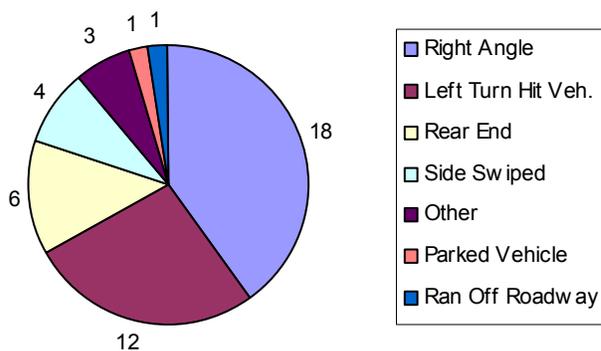


Figure 167: Eastern Ave and Olive St, NE

Type of Collision	2002	2003	2004	Total
Right Angle	5	3	2	10
Side Swiped	3	4	3	10
Left Turn Hit Veh.	0	5	2	7
Rear End	2	1	2	5
Ran Off Roadway	1	0	0	1
Right Turn Hit Veh.	1	0	0	1
Straight Hit Ped.	0	1	0	1
Fixed Object	0	1	0	1
Other	0	1	0	1
Head On	0	0	1	1

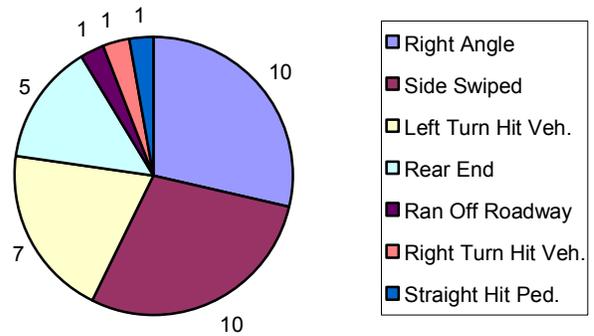


Figure 168: Eastern Ave and Sheriff Rd, NE

Type of Collision	2002	2003	2004	Total
Rear End	3	1	7	11
Left Turn Hit Veh.	3	2	5	10
Side Swiped	4	2	1	7
Right Angle	2	2	2	6
Other	1	1	1	3
Parked Vehicle	1	0	1	2
Fixed Object	0	0	1	1
Right Turn Hit Veh.	0	0	1	1

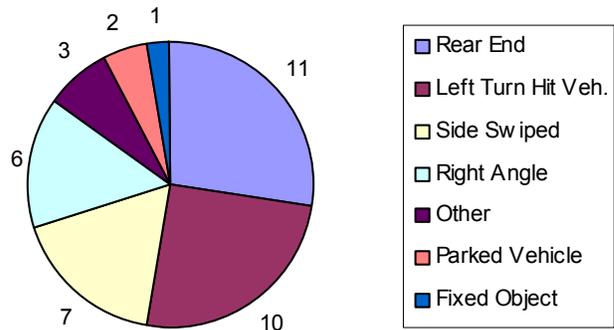
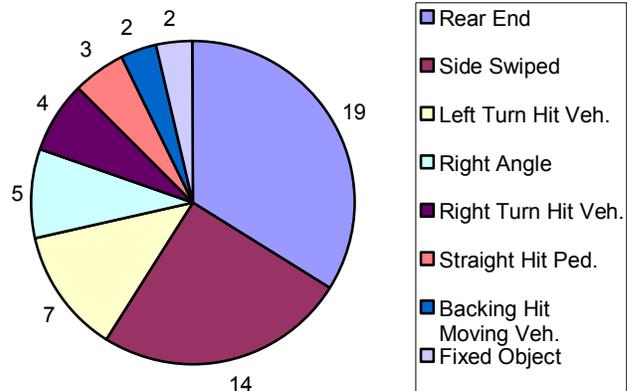


Figure 169: Eastern Ave and Kenilworth Ave, NE

Type of Collision	2002	2003	2004	Total
Rear End	4	4	11	19
Side Swiped	4	5	5	14
Left Turn Hit Veh.	0	2	5	7
Right Angle	1	2	2	5
Right Turn Hit Veh.	2	2	0	4
Straight Hit Ped.	2	1	0	3
Backing Hit Moving Veh.	0	1	1	2
Fixed Object	0	1	1	2
Parked Vehicle	1	0	1	2
Non-Collision Accident	0	0	1	1
Unknown	0	0	1	1



2.18 High Crash Segment: CONSTITUTION AVE, NW

Table 45: High Crash Segment: Constitution Ave, NW

High Crash Corridors	Number of High Crash Locations	High Crash Intersections	Quadrant
Constitution Ave, NW	4	14 th St and Constitution Ave	NW
		12 th St and Constitution Ave	NW
		9 th St and Constitution Ave	NW
		15 th St and Constitution Ave	NW

Table 46: High Crash Segment: Constitution Ave - Contributing Circumstances

Contributing Circumstances	2002	2003	2004	Total
Other	20	15	26	61
Driver Inattention	9	14	11	34
stop/Go Light	7	14	10	31
Chaning Lanes W/O Caution	7	6	11	24
Following to Close	10	2	6	18
No Violation	2	7	6	15
Improper Turn	4	5	5	14
Auto Right of Way	7	0	5	12
Speed	7	1	2	10
Pedestrian Violation	0	2	2	4
Alcohol Influence	1	0	2	3
Directional Light	1	0	1	2
Improper Backing	0	0	2	2
Driver Vision Obstructed	0	0	1	1
Drug Influence	1	0	0	1
Improper Passing	1	0	0	1
Stop Sign	0	1	0	1
Wrong Side of the Street	0	1	0	1
Wrong Way - One Way Street	0	1	0	1

Figure 170: 14th St and Constitution Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	11	12	11	34
Side Swiped	9	7	8	24
Right Angle	4	6	7	17
Right Turn Hit Veh.	1	5	3	9
Left Turn Hit Veh.	2	0	4	6
Other	0	3	1	4
Straight Hit Ped.	2	1	0	3
Head On	2	0	0	2
Backing Hit Stopped Vehicle	1	1	0	2
Backing Hit Parked Veh.	0	0	2	2
Non-Collision Accident	0	0	1	1

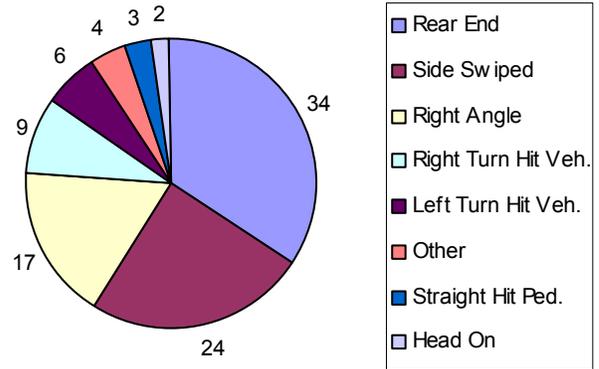


Figure 171: 12th St and Constitution Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	7	8	7	22
Right Angle	10	2	3	15
Side Swiped	5	3	2	10
Left Turn Hit Veh.	1	1	3	5
Other	0	1	2	3
Straight Hit Ped.	0	0	2	2
Parked Vehicle	1	0	0	1
Backing Hit Stopped Vehicle	0	1	0	1
Right Turn Hit Veh.	0	1	0	1
Backing Hit Moving Veh.	0	0	1	1
Backing Hit Ped.	0	0	1	1

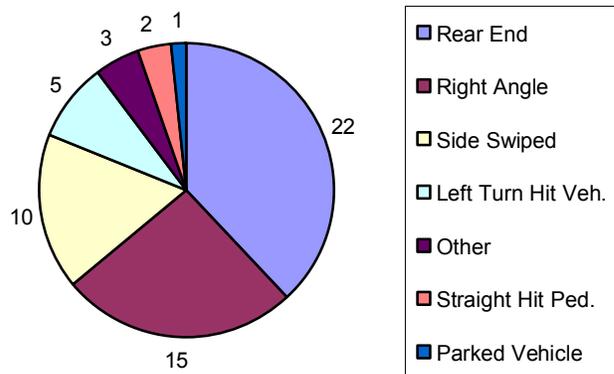


Figure 172: 9th St and Constitution Ave, NW

Type of Collision	2002	2003	2004	Total
Right Angle	1	6	7	14
Rear End	3	2	7	12
Side Swiped	5	2	4	11
Left Turn Hit Veh.	0	0	2	2
Parked Vehicle	0	0	2	2
Head On	1	0	0	1
Other	0	1	0	1
Straight Hit Ped.	0	1	0	1
Backing Hit Parked Veh.	0	0	1	1

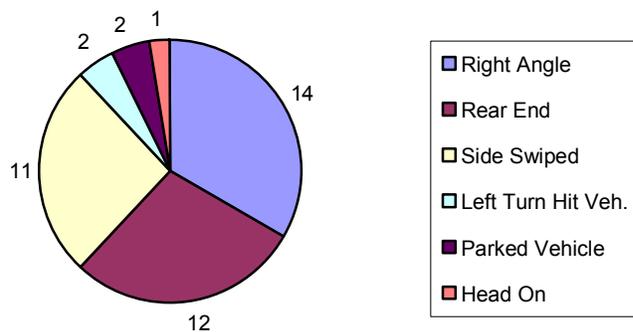
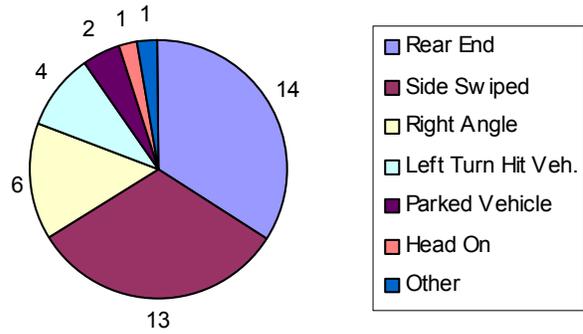


Figure 173: 15th St and Constitution Ave, NW

Type of Collision	2002	2003	2004	Total
Rear End	7	3	4	14
Side Swiped	5	3	5	13
Right Angle	1	3	2	6
Left Turn Hit Veh.	3	0	1	4
Parked Vehicle	2	0	0	2
Head On	0	1	0	1
Other	1	0	0	1
Straight Hit Ped.	0	0	1	1



Appendix

Section A: General Overview of Crash Trends

Table A-1: Month of Year

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
January	6	1,449	4	1,396	5	1,375
February	6	1,374	3	1,416	2	1,358
March	3	1,667	2	1,378	6	1,652
April	6	1,722	4	1,252	8	1,674
May	4	1,615	9	1,397	4	1,718
June	7	1,671	7	1,535	1	1,606
July	2	1,426	8	1,357	5	1,631
August	4	1,516	7	1,518	4	1,503
September	3	1,424	9	1,604	2	1,433
October	4	1,341	3	1,717	3	1,627
November	3	1,446	5	1,489	2	1,353
December	2	1,117	7	1,650	2	1,332
Total	50	17,768	68	17,709	44	18,262

Table A- 2: Month of Year (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
January	12.0%	8.2%	5.9%	7.9%	11.4%	7.5%
February	12.0%	7.7%	4.4%	8.0%	4.5%	7.4%
March	6.0%	9.4%	2.9%	7.8%	13.6%	9.0%
April	12.0%	9.7%	5.9%	7.1%	18.2%	9.2%
May	8.0%	9.1%	13.2%	7.9%	9.1%	9.4%
June	14.0%	9.4%	10.3%	8.7%	2.3%	8.8%
July	4.0%	8.0%	11.8%	7.7%	11.4%	8.9%
August	8.0%	8.5%	10.3%	8.6%	9.1%	8.2%
September	6.0%	8.0%	13.2%	9.1%	4.5%	7.8%
October	8.0%	7.5%	4.4%	9.7%	6.8%	8.9%
November	6.0%	8.1%	7.4%	8.4%	4.5%	7.4%
December	4.0%	6.3%	10.3%	9.3%	4.5%	7.3%
Total	100%	100%	100%	100%	100%	100%

Table A- 3 Day of the Week

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Sunday	9	2,133	7	2,079	3	2,095
Monday	6	2,432	10	2,482	1	2,373
Tuesday	9	2,701	7	2,597	5	2,688
Wednesday	7	2,451	11	2,585	2	2,610
Thursday	6	2,566	9	2,572	10	2,685
Friday	4	2,839	9	2,916	9	3,054
Saturday	6	2,553	15	2,449	15	2,757
Total	47	17,675	68	17,680	45	18,262

Table A- 4 Day of the Week (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Sunday	19.1%	12.1%	10.3%	11.8%	6.7%	11.5%
Monday	12.8%	13.8%	14.7%	14.0%	2.2%	13.0%
Tuesday	19.1%	15.3%	10.3%	14.7%	11.1%	14.7%
Wednesday	14.9%	13.9%	16.2%	14.6%	4.4%	14.3%
Thursday	12.8%	14.5%	13.2%	14.5%	22.2%	14.7%
Friday	8.5%	16.1%	13.2%	16.5%	20.0%	16.7%
Saturday	12.8%	14.4%	22.1%	13.9%	33.3%	15.1%
Total	100%	100%	100%	100%	100%	100%

Table A- 5 Rush Hour Crashes

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
7-9 AM	4	1,583	6	1,570	1	1,711
4-7 PM	5	3,433	7	3,441	9	3,558
Total at Rush Hour	9	5,016	13	5,011	10	5,269

Table A- 6 Rush Hour Crashes (Percentages of Total)

Peak Hour	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
7-9 AM	8.0%	8.9%	8.8%	8.9%	2.2%	9.4%
4-7 PM	10.0%	19.3%	10.3%	19.4%	20.0%	19.5%

Table A- 7 Time of the Day

Time	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
12 AM	0	452	2	426	2	482
1	4	429	7	409	6	438
2	5	425	5	450	1	430
3	5	452	6	457	3	453
4	0	284	1	247	1	269
5	4	241	2	267	3	230
6	0	322	0	364	0	381
7	3	636	4	651	0	659
8	1	947	2	919	1	1,052
9	1	848	1	839	1	932
10	1	768	0	806	1	817
11	1	797	0	783	0	788
12 PM	2	943	2	886	3	913
1	1	831	3	925	1	963
2	1	964	1	975	1	1,035
3	1	1,250	1	1,155	3	1,240
4	2	1,258	2	1,192	1	1,230
5	1	1,127	4	1,172	4	1,227
6	2	1,048	1	1,077	4	1,101
7	2	837	3	834	1	845
8	1	672	4	672	2	660
9	4	658	9	687	2	660
10	4	699	6	625	2	682
11	1	653	2	662	2	682
N/A	3	227	0	230	0	93
Total	50	17,768	68	17,710	45	18,262

Table A- 8 Time of the Day (Percentage)

Time	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
12 AM	0.0%	2.5%	2.9%	2.4%	4.4%	2.6%
1	8.0%	2.4%	10.3%	2.3%	13.3%	2.4%
2	10.0%	2.4%	7.4%	2.5%	2.2%	2.4%
3	10.0%	2.5%	8.8%	2.6%	6.7%	2.5%
4	0.0%	1.6%	1.5%	1.4%	2.2%	1.5%
5	8.0%	1.4%	2.9%	1.5%	6.7%	1.3%
6	0.0%	1.8%	0.0%	2.1%	0.0%	2.1%
7	6.0%	3.6%	5.9%	3.7%	0.0%	3.6%
8	2.0%	5.3%	2.9%	5.2%	2.2%	5.8%
9	2.0%	4.8%	1.5%	4.7%	2.2%	5.1%
10	2.0%	4.3%	0.0%	4.6%	2.2%	4.5%
11	2.0%	4.5%	0.0%	4.4%	0.0%	4.3%
12 PM	4.0%	5.3%	2.9%	5.0%	6.7%	5.0%
1	2.0%	4.7%	4.4%	5.2%	2.2%	5.3%
2	2.0%	5.4%	1.5%	5.5%	2.2%	5.7%
3	2.0%	7.0%	1.5%	6.5%	6.7%	6.8%
4	4.0%	7.1%	2.9%	6.7%	2.2%	6.7%
5	2.0%	6.3%	5.9%	6.6%	8.9%	6.7%
6	4.0%	5.9%	1.5%	6.1%	8.9%	6.0%
7	4.0%	4.7%	4.4%	4.7%	2.2%	4.6%
8	2.0%	3.8%	5.9%	3.8%	4.4%	3.6%
9	8.0%	3.7%	13.2%	3.9%	4.4%	3.6%
10	8.0%	3.9%	8.8%	3.5%	4.4%	3.7%
11	2.0%	3.7%	2.9%	3.7%	4.4%	3.7%
N/A	6.0%	1.3%	0.0%	1.3%	0.0%	0.5%
Total	100%	100%	100%	100%	100%	100%

Crash Location Trends

Table A- 9 City Quadrants

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
NW	10	8,515	26	8,494	15	9,055
NE	14	4,166	21	4,327	19	4,669
SE	22	3,341	16	3,328	9	3,627
SW	0	639	1	763	1	872
Other	4	1,107	4	798	1	39
Total	50	17,768	68	17,710	45	18,262

Table A- 10 City Quadrants (Percentage)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
NW	20.0%	47.9%	38.2%	48.0%	33.3%	49.6%
NE	28.0%	23.4%	30.9%	24.4%	42.2%	25.6%
SE	44.0%	18.8%	23.5%	18.8%	20.0%	19.9%
SW	0.0%	3.6%	1.5%	4.3%	2.2%	4.8%
Other	8.0%	6.2%	5.9%	4.5%	2.2%	0.2%
Total	100%	100%	100%	100%	100%	100%

NW always has the most crashes and SW has the lowest number of crashes and fatalities

Table A- 11 Police District

District	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
1	5	3,137	9	2,832	6	3,960
2	4	2,184	7	1,910	6	2,218
3	1	2,369	4	2,044	3	2,982
4	7	2,650	12	2,233	6	2,414
5	4	2,469	13	2,193	9	2,631
6	9	2,110	17	1,944	11	2,416
7	17	1,535	6	1,343	2	1,536
Unknown	3	1,314	0	3,211	2	105
Total	50	17,768	68	17,710	45	18,262

Table A- 12 Police District (Percentage)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
1	10.0%	17.7%	13.2%	16.0%	13.3%	21.7%
2	8.0%	12.3%	10.3%	10.8%	13.3%	12.1%
3	2.0%	13.3%	5.9%	11.5%	6.7%	16.3%
4	14.0%	14.9%	17.6%	12.6%	13.3%	13.2%
5	8.0%	13.9%	19.1%	12.4%	20.0%	14.4%
6	18.0%	11.9%	25.0%	11.0%	24.4%	13.2%
7	34.0%	8.6%	8.8%	7.6%	4.4%	8.4%
Unknown	6.0%	7.4%	0.0%	18.1%	4.4%	0.6%
Total	100%	100%	100%	100%	100%	100%

Table A- 13 Crashes by Bridges, Circles, Interstates, Ramps, Underpass

	2002	2003	2004
Bridges	77	98	90
Circles	149	186	244
Interstate 295	361	96	150
Interstate 395	NA	35	107
Ramps	113	106	116
Underpass	16	29	11

Table A- 14 2004 Crashes at Underpass

Intersection Name	Number of Crashes
Unknown	4
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	1
INTERSTATE 395 AND TWELFTH ST	1
FLORIDA AVE AND NEW YORK AVE	1
FIRTH STERLING AVE AND SUITLAND PKWY	1
3RD ST AND NEW YORK AVE	1
3RD ST AND FLORIDA AVE	1
25TH ST AND K ST	1

Table A- 15 2004 Crashes at Circles

Intersection Name	City Quadrant	Number of Crashes
DUPONT CIR AND MASSACHUSETTS AVE	NW	15
NEBRASKA AVE AND WARD CIR	NW	15
23RD ST AND WASHINGTON CIR	NW	14
14TH ST AND THOMAS CIR	NW	13
PENNSYLVANIA AVE AND WASHINGTON CIR	NW	12
CONNECTICUT AVE AND DUPONT CIR	NW	12
BARNEY CIR AND PENNSYLVANIA AVE	SE	12
MASSACHUSETTS AVE AND SCOTT CIR	NW	12
DUPONT CIR AND NEW HAMPSHIRE AVE	NW	10
MINNESOTA AVE AND RANDLE CIR	SE	10
CHEVY CHASE CIR AND WESTERN AVE	NW	9
DUPONT CIR AND P ST	NW	9
13TH ST AND LOGAN CIR	NW	8
CHEVY CHASE CIR AND CONNECTICUT AVE	NW	8
NEW HAMPSHIRE AVE AND WASHINGTON CIR	NW	8
MASSACHUSETTS AVE AND OBSERVATORY CIR	NW	7
LOGAN CIR AND RHODE ISLAND AVE	NW	7
LOGAN CIR AND P ST	NW	6
THOMAS CIR AND VERMONT AVE	NW	6
MASSACHUSETTS AVE AND WARD CIR	NW	6
K ST AND WASHINGTON CIR	NW	4
5TH ST AND GRANT CIR	NW	4
MASSACHUSETTS AVE AND SHERIDAN CIR	NW	3
CRITTENDEN ST AND SHERMAN CIR	NW	3
GRANT CIR AND NEW HAMPSHIRE AVE	NW	3
BRANCH AVE AND RANDLE CIR	SE	2
16TH ST AND SCOTT CIR	NW	2
ILLINOIS AVE AND SHERMAN CIR	NW	2
WESTMORELAND CIR AND WESTERN AVE	NW	2
TENLEY CIR AND WISCONSIN AVE	NW	2
GRANT CIR AND ILLINOIS AVE	NW	2
MINNESOTA AVE AND RANDLE CIR	SW	1
TENLEY CIR AND YUMA ST	NW	1
16TH ST AND SCOTT CIR	NE	1
17TH ST AND BARNEY CIR	SE	1
1ST ST AND GARFIELD CIR	SW	1
23RD ST AND SHERIDAN CIR	NW	1
R ST AND SHERIDAN CIR	NW	1
GRANT CIR AND VARNUM ST	NW	1
5TH ST AND GRANT CIR	NW	1
BASS CIR AND BASS PL	SE	1

MASSACHUSETTS AVE AND WESTMORELAND CIR	NW	1
MASSACHUSETTS AVE AND WESLEY CIR	NW	1
MASSACHUSETTS AVE AND THOMAS CIR	NW	1
M ST AND THOMAS CIR	NW	1
LOGAN CIR AND P ST		1
NEBRASKA AVE AND TENLEY CIR	NW	1

Table A- 16 2004 Crashes at Bridges

Intersection Name	Number of Crashes
Unknown	30
INTERSTATE 395 AND FOURTEENTH ST	29
14TH ST AND D ST	4
BENNING RD AND MINNESOTA AVE	4
INTERSTATE 395 AND TWELFTH ST	3
S CAPITOL ST AND M ST	2
S CAPITOL ST AND HOWARD RD	2
11TH ST AND INTERSTATE 295	1
14TH ST AND F ST	1
14TH ST AND POTOMAC AVE	1
26TH ST AND M ST	1
7TH ST AND FRANKLIN ST	1
ANACOSTIA AVE AND BENNING RD	1
COLUMBIA RD AND MICHIGAN AVE	1
INTERSTATE 395 AND SEVENTH ST	1
SOUSA BRIDGE	1
INTERSTATE 395 AND SIXTH ST	1
JOHN MCCORMACK RD AND MICHIGAN AVE	1
M ST AND FRANCIS SCOTT KEY BRIDGE	1
NEW HAMPSHIRE AVE AND OGLETHORPE ST	1
S CAPITOL ST AND N ST	1
S CAPITOL ST AND P ST	1
FAIRLAWN AVE AND PENNSYLVANIA AVE	1

Table A- 17 2004 Crashes at Ramps

Intersection Name	Number of Crashes
Unknown	67
INTERSTATE 395 AND PENNSYLVANIA AVE	5
HOWARD RD AND INTERSTATE 295	4
INTERSTATE 395 AND THIRD ST	3
CHESAPEAKE ST AND INTERSTATE 295	2
3RD ST AND D ST	2
INTERSTATE 295 AND S CAPITOL ST	2
S CAPITOL ST AND I ST	2
INTERSTATE 395 AND D ST	2
EASTERN AVE AND KENILWORTH AVE	1
11TH ST AND TWELFTH ST	1
EAST CAPITOL ST AND DIVISION AVE	1
BENNING RD AND KENILWORTH AVE	1
3RD ST AND H ST	1
ALABAMA AVE AND SUITLAND PKWY	1
12TH ST AND M ST	1
12TH ST AND INDEPENDENCE AVE	1
27TH ST AND K ST	1
16TH ST AND MILITARY RD	1
16TH ST AND MASSACHUSETTS AVE	1
BARNEY CIR AND PENNSYLVANIA AVE	1
FIRTH STERLING AVE AND SUITLAND PKWY	1
INTERSTATE 295 AND OVERLOOK AVE	1
SUITLAND PKWY AND INTERSTATE 295	1
INTERSTATE 295 AND SOUTH CAPITOL ST	1
INTERSTATE 395 AND MAINE AV	1
INTERSTATE 395 AND MASSACHUSETTS AVE	1
JAY ST AND KENILWORTH AVE	1
JOHN MCCORMACK RD AND TAYLOR ST	1
KENILWORTH AVE	1
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	1
KENNEDY ST AND SOUTH DAKOTA AVE	1
NORTH CAPITOL ST AND S ST	1
RIGGS RD AND SOUTH DAKOTA AVE	1
S CAPITOL ST AND O ST	1
HAYES ST AND KENILWORTH AVE	1

Table A- 18 2004 Crashes along Interstate 395

Intersection Name	Number of Crashes
INTERSTATE 395 AND THIRD ST	20
INTERSTATE 395 AND FOURTEENTH ST	20
INTERSTATE 395 AND MAINE AV	17
INTERSTATE 395 AND TWELFTH ST	12
INTERSTATE 395 AND PENNSYLVANIA AVE	9
INTERSTATE 395 AND D ST	7
INTERSTATE 395 AND SIXTH ST	6
INTERSTATE 395 AND NINTH ST	5
INTERSTATE 395 AND MASSACHUSETTS AVE	4
INTERSTATE 395 AND C ST	4
INTERSTATE 395 AND SEVENTH ST	2
INTERSTATE 395 AND NEW YORK AVE	1

Table A- 19 2004 Crashes along Interstate 295

Intersection Name	Number of Crashes
EASTERN AVE AND KENILWORTH AVE	28
HOWARD RD AND INTERSTATE 295	23
SUITLAND PKWY AND INTERSTATE 295	13
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	12
INTERSTATE 295 AND S CAPITOL ST	9
KENILWORTH AVE AND QUARLES ST	8
KENILWORTH AVE AND POLK ST	7
FIRTH STERLING AVE AND INTERSTATE 295	7
HAYES ST AND KENILWORTH AVE	7
BENNING RD AND KENILWORTH AVE	6
CHESAPEAKE ST AND INTERSTATE 295	3
11TH ST AND INTERSTATE 295	3
INTERSTATE 295	3
KENILWORTH AVE AND ORD ST	3
INTERSTATE 295 AND OVERLOOK AVE	2
HAYES ST AND KENILWORTH TERR	2
KENILWORTH AVE AND LANE PL	2
BAKER ST AND KENILWORTH AVE	2
INTERSTATE 295 AND LABORATORY RD	1
INTERSTATE 295 AND SOUTH CAPITOL ST	1
JAY ST AND KENILWORTH AVE	1
FOOTE ST AND KENILWORTH AVE	1
KENILWORTH AVE	1
EAST CAPITOL ST AND KENILWORTH AVE	1
DOUGLAS ST AND KENILWORTH AVE	1
KENILWORTH AVE AND MEADE ST	1
42ND ST AND KENILWORTH AVE	1
INTERSTATE 295 AND BENNING RD	1

Table A- 20 Type of Collision the Crashes at Bridges

	2002	2003	2004
Rear End	49	51	62
Side Swiped	13	18	17
Fixed Object	6	14	4
Head On	1	2	2
Right Angle	1	0	1
Ran Off Roadway	0	0	1
Non-Collision Accident	1	3	1
Left Turn Hit Veh.	3	0	1
Backing Hit Parked Veh.	0	1	1
Other	1	7	0
Right Turn Hit Veh.	0	1	0
Parked Vehicle	0	1	0
Straight Hit Ped.	2	0	0
Total	77	98	90

Table A- 21 Type of Collision the Crashes at Circles

	2002	2003	2004
Side Swiped	52	53	92
Rear End	38	47	55
Right Angle	22	15	31
Right Turn Hit Veh.	5	9	15
Fixed Object	10	8	10
Parked Vehicle	7	3	9
Ran Off Roadway	1	2	6
Left Turn Hit Veh.	2	6	4
Head On	3	7	4
Straight Hit Ped.	3	0	4
Backing Hit Stopped Vehicle	0	2	3
Other	1	25	3
Backing Hit Parked Veh.	2	0	2
Right Angle	0	0	1
Unknown	0	1	1
Right Turn Hit Ped.	0	1	1
Backing Hit Moving Veh.	2	2	1
Non-Collision Accident	1	1	1
Backing Hit Ped.	0	0	1
Left Turn Hit Ped.	0	3	0
Backing Hit Parked Veh.	0	1	0
Total	149	186	244

Table A- 22 Type of Collision the Crashes at Ramps

	2002	2003	2004
Rear End	62	59	58
Side Swiped	16	14	21
Fixed Object	20	16	17
Right Turn Hit Veh.	0	1	4
Ran Off Roadway	5	1	3
Left Turn Hit Veh.	0	2	3
Unknown	0	0	2
Straight Hit Ped.	0	0	2
Other	1	2	2
Right Angle	2	1	1
Non-Collision Accident	0	4	1
Head On	1	3	1
Backing Hit Parked Veh.	1	0	1
Parked Vehicle	3	2	0
Backing Hit Ped.	0	1	0
Backing Hit Stopped Vehicle	1	0	0
Backing Hit Moving Veh.	1	0	0
Total	113	106	116

Table A- 23 Crash by Intersections

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Not at Intersection	12	4,021	22	4,337	16	4,650
At Intersection	26	7,210	26	6,438	20	6,542
Within 100' of Intersection	8	5,972	15	6,376	6	6,449
N/A	4	565	5	559	3	621
Total	50	17,768	68	17,710	45	18,262

Table A- 24 Crash by Intersections (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Not at Intersection	24.0%	22.6%	32.4%	24.5%	35.6%	25.5%
At Intersection	52.0%	40.6%	38.2%	36.4%	44.4%	35.8%
Within 100' of Intersection	16.0%	33.6%	22.1%	36.0%	13.3%	35.3%
N/A	8.0%	3.2%	7.4%	3.2%	6.7%	3.4%
Total	100%	100%	100%	100%	100%	100%

Most accidents happen at intersections, if combined with within 100' of intersection, more than 60% happen close to intersections

Table A- 25 Intersection Controller Type

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Signalized Controlled	16	3,892	18	3,733	13	4,082
Stop Sign	5	1,412	4	1,278	4	1,322
Yield	0	67	0	71	0	66
None	4	1,509	4	1,006	2	850
Other	1	330	0	350	1	222
Total at Intersections	26	7,210	26	6,438	20	6,542

Table A- 26 Intersection Controller Type (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Signalized Controlled	61.5%	54.0%	69.2%	58.0%	65.0%	62.4%
Stop Sign	19.2%	19.6%	15.4%	19.9%	20.0%	20.2%
Yield	0.0%	0.9%	0.0%	1.1%	0.0%	1.0%
None	15.4%	20.9%	15.4%	15.6%	10.0%	13.0%
Other	3.8%	4.6%	0.0%	5.4%	5.0%	3.4%
Total at Intersections	100%	100%	100%	100%	100%	100%

Crash Types

Table A- 27 Type of Collision

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Right Angle	17	2,866	11	2,325	12	2,329
Left Turn hit Veh.	0	1,170	3	1,176	3	1,869
Right Turn Hit Veh.	0	90	0	511	1	571
Rear End	0	3,793	2	4,092	4	4,089
Side Swiped	0	3,602	5	4,052	1	3,300
Head on	4	487	9	611	2	445
Parked Vehicle	0	2,948	4	785	0	2,417
Fixed Object	10	899	8	726	9	950
Ran off Roadway	5	112	4	149	1	94
Left Turn Hit PED.	1	141	1	152	1	233
Right Turn Hit PED.	0	64	1	77	1	100
Straight Hit PED.	6	519	16	447	8	549
Backing Hit Moving Veh.	0	173	0	144	0	165
Backing Hit Stopped Vehicle	0	186	0	189	0	206
Backing Hit Parked Veh.	0	485	0	371	0	458
Backing Hit PED.	0	46	0	63	0	55
Non-collision/Other	7	187	4	1,840	2	432
Total	50	17,768	68	17,710	45	18,262

Table A- 28 Type of Collision (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Right Angle	34.0%	16.1%	16.2%	13.1%	26.7%	12.8%
Left Turn Hit Veh.	0.0%	6.6%	4.4%	6.6%	6.7%	10.2%
Right Turn Hit Veh.	0.0%	0.5%	0.0%	2.9%	2.2%	3.1%
Rear End	0.0%	21.3%	2.9%	23.1%	8.9%	22.4%
Side Swiped	0.0%	20.3%	7.4%	22.9%	2.2%	18.1%
Head on	8.0%	2.7%	13.2%	3.5%	4.4%	2.4%
Parked Vehicle	0.0%	16.6%	5.9%	4.4%	0.0%	13.2%
Fixed Object	20.0%	5.1%	11.8%	4.1%	20.0%	5.2%
Ran off Roadway	10.0%	0.6%	5.9%	0.8%	2.2%	0.5%
Left Turn Hit PED.	2.0%	0.8%	1.5%	0.9%	2.2%	1.3%
Right Turn Hit PED.	0.0%	0.4%	1.5%	0.4%	2.2%	0.5%
Straight Hit PED.	12.0%	2.9%	23.5%	2.5%	17.8%	3.0%
Backing Hit Moving Veh.	0.0%	1.0%	0.0%	0.8%	0.0%	0.9%
Backing Hit Stopped Vehicle	0.0%	1.0%	0.0%	1.1%	0.0%	1.1%
Backing Hit Parked Veh.	0.0%	2.7%	0.0%	2.1%	0.0%	2.5%
Backing Hit PED.	0.0%	0.3%	0.0%	0.4%	0.0%	0.3%
Non-collision/Other	14.0%	1.1%	5.9%	10.4%	4.4%	2.4%
Total	100%	100%	100%	100%	100%	100%

Table A- 29 Vehicle Type

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Passenger Auto	55	28,168	81	27,439	49	28,685
Taxi Cab	0	1,622	1	1,567	0	1,696
Bus	2	990	2	998	1	1,168
Motorcycle	8	160	8	223	11	252
Truck/Trailer	5	2,478	7	2,261	13	2,332
Police Vehicle	0	450	1	417	1	477
Other/Unknown	6	2,717	6	3,404	4	1,906
Total vehicles involved	76	36,585	106	36,309	79	36,516

Table A- 30 Vehicle Type (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Passenger Auto	72.4%	77.0%	76.4%	75.6%	62.0%	78.6%
Taxi Cab	0.0%	4.4%	0.9%	4.3%	0.0%	4.6%
Bus	2.6%	2.7%	1.9%	2.7%	1.3%	3.2%
Motorcycle	10.5%	0.4%	7.5%	0.6%	13.9%	0.7%
Truck/Trailer	6.6%	6.8%	6.6%	6.2%	16.5%	6.4%
Police	0.0%	1.2%	0.9%	1.1%	1.3%	1.3%
Other/Unknown	7.9%	7.4%	5.7%	9.4%	5.1%	5.2%
Total vehicles involved	100%	100%	100%	100%	100%	100%

Table A- 31 Major Cause-Contributing Factors

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Speed	28	1,191	32	1,328	26	1,335
Alcohol Influence	1	245	1	244	2	256
Defective Brakes		96		96		91
Following to Close		1,349		1,356		1,428
Auto Right of Way	2	1,871	1	1,803		1,980
PED. Right of Way		168	6	202	2	217
Improper Turn		754		636		718
Yield Sign		18		14		19
Stop/Go Light	1	560	3	570		587
Flashing Light		3		6		7
Directional Light		45		30		18
Stop Sign		288		274	1	292
Improper Passing		356		300		310
Wrong Way -One Way Street		55		72		54
Wrong Side of the Street		157	4	159	2	191
Improper Starting		22		24		25
Other Defects		121		127		117
Pedestrian Violation	3	246	9	264	2	242
Driver Inattention		2,712	1	2,661		2,713
Changing Lanes W/O Caution		989		859		1,087
Fail to Set Parking Brake		19		18		30
Open Door To Traffic		105		113		108

Table A- 32: Major Cause-Contributing Factors (Cont.)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Drug Influence		28	1	28		15
Improper Backing		489		471		508
Defective Lighting		3		16		2
Pedestrian Drunk		4		8		4
Road Defects		39		49		43
Driver Vision Obstructed		93		84		86
Right Turn on Red		10		10		7
Other	15	5,732	10	5,888	10	5,772
Total	50	17,768	68	17,710	45	18,262

Table A- 33 Major Cause-Contributing Factors (Percentages)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Speed	56.0%	6.7%	47.1%	7.5%	57.8%	7.3%
Alcohol Influence	2.0%	1.4%	1.5%	1.4%	4.4%	1.4%
Defective Brakes		0.5%		0.5%		0.5%
Following to Close		7.6%		7.7%		7.8%
Auto Right of Way	4.0%	10.5%	1.5%	10.2%		10.8%
PED. Right of Way		0.9%	8.8%	1.1%	4.4%	1.2%
Improper Turn		4.2%		3.6%		3.9%
Yield Sign		0.1%		0.1%		0.1%
Stop/Go Light	2.0%	3.2%	4.4%	3.2%		3.2%
Flashing Light		0.0%		0.0%		0.0%
Directional Light		0.3%		0.2%		0.1%
Stop Sign		1.6%		1.5%	2.2%	1.6%
Improper Passing		2.0%		1.7%		1.7%
Wrong Way -One Way Street		0.3%		0.4%		0.3%
Wrong Side of the Street		0.9%	5.9%	0.9%	4.4%	1.0%
Improper Starting		0.1%		0.1%		0.1%
Other Defects		0.7%		0.7%		0.6%
Pedestrian Violation	6.0%	1.4%	13.2%	1.5%	4.4%	1.3%
Driver Inattention		15.3%	1.5%	15.0%		14.9%
Changing Lanes W/O Caution		5.6%		4.9%		6.0%
Fail to Set Parking Brake		0.1%		0.1%		0.2%
Open Door To Traffic		0.6%		0.6%		0.6%

Table A- 34 Major Cause-Contributing Factors (Cont.)

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Drug Influence		0.2%	1.5%	0.2%		0.1%
Improper Backing		2.8%		2.7%		2.8%
Defective Lighting		0.0%		0.1%		0.0%
Pedestrian Drunk		0.0%		0.0%		0.0%
Road Defects		0.2%		0.3%		0.2%
Driver Vision Obstructed		0.5%		0.5%		0.5%
Right Turn on Red		0.1%		0.1%		0.0%
Other	30.0%	32.3%	14.7%	33.2%	22.2%	31.6%
Total	100%	100%	100%	100%	100%	100%

Environment Factors

Table A- 35 Illumination Condition

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Daylight	17	10,711	17	10,361	15	11,165
Night/Dark	25	5,618	42	5,697	26	5,787
Dawn/Dusk	4	820	3	875	2	809
Unknown	4	619	6	777	2	501
Total	50	17,768	68	17,710	45	18,262

Table A- 36 Weather

	2002		2003		2004	
	Fatality	Crashes	Fatality	Crashes	Fatality	Crashes
Fog/Mist	1	259	4	293	0	267
Clear	44	14,237	49	13,046	33	14,589
Snow	0	123	0	569	0	196
Rain	1	2,103	10	2,503	7	2,250
Unknown	4	1,046	5	1,299	5	960
Total	50	17,768	68	17,710	45	18,262

Fatality

Table A- 37 Fatality by Type (Percentages)

	2002		2003		2004	
	Number	Percentage	Number	Percentage	Number	Percentage
Driver	25	50.0%	34	50.0%	16	35.6%
Passenger	9	18.0%	8	11.8%	5	11.1%
Pedestrian	8	16.0%	19	27.9%	10	22.2%
Motorcycle	7	14.0%	7	10.3%	10	22.2%
Bicycle	1	2.0%	0	0.0%	4	8.9%
Total	50	100%	68	100%	45	100%

Table A- 38 Fatality by Gender (Percentages)

	2002		2003		2004	
	Number	Percentage	Number	Percentage	Number	Percentage
Male	33	66.0%	50	73.5%	39	86.7%
Female	14	28.0%	13	19.1%	6	13.3%
N/A	3	6.0%	5	7.4%	0	0.0%
Total	50	100%	68	100%	45	100%

Table A- 39 Fatality By Ward

Ward	2002	2003	2004
1	2	3	1
2	4	5	2
3	2	2	4
4	3	10	7
5	7	15	12
6	3	7	5
7	11	16	11
8	18	8	3
N/A	0	2	0
Total	50	68	45

Table A- 40 Fatality by Age Group (Percentages)

	2002		2003		2004	
	Number	Percentage	Number	Percentage	Number	Percentage
Under 10	0	0.0%	2	2.9%	4	8.9%
11 to 20	2	4.0%	6	8.8%	9	20.0%
21 to 30	22	44.0%	24	35.3%	15	33.3%
31 to 40	4	8.0%	9	13.2%	5	11.1%
41 to 50	6	12.0%	7	10.3%	4	8.9%
51 to 60	6	12.0%	6	8.8%	5	11.1%
61 to 70	3	6.0%	3	4.4%	1	2.2%
Over 70	3	6.0%	5	7.4%	1	2.2%
N/A	4	8.0%	6	8.8%	1	2.2%
Total	50	100%	68	100%	45	100%

Table A- 41 Pedestrian Fatalities & Percent of Total Fatalities

Year	Pedestrian Fatalities	Total Traffic Fatalities	Pedestrian Fatalities % of Total
2002	8	50	16%
2003	19	68	28%
2004	10	45	22%

Table A- 42 Hit & Run Accidents

	2002		2003		2004	
	Number	Percentage	Number	Percentage	Number	Percentage
Fatality	3	0.1%	8	0.1%	7	0.1%
Injury	785	13.2%	387	6.5%	665	11.0%
Property Damage Only	5,079	85.1%	451	7.5%	5,384	88.9%
N/A	99	1.7%	5,146	85.9%	0	0.0%
Total	5,966	100%	5,992	100%	6,056	100%

Table A- 43 Work zone

Year	Work zone Property Damage Crashes	Work zone Injury Crashes	Work zone Fatal Crashes
2002	179	68	3
2003	119	64	1
2004	290	107	1

Table A- 44 Holiday Crashes & Fatalities

Holiday	Year	Fatality	Crashes	Period
New Year	2002	1	29	1/1/2002
	2003		43	1/1/2003
	2004		36	1/1/2004
Post New Year	2002		54	1/2/2002
	2003		47	1/2/2003
	2004		40	1/2/2004
Pre Memorial Day	2002		46	5/26/2002
	2003		60	5/25/2003
	2004		36	05/30/2004
Memorial Day	2002		36	5/27/2002
	2003	1	53	5/26/2003
	2004		50	05/31/2004
Post Memorial	2002		57	5/28/2002
	2003		63	5/27/2003
	2004		57	6/1/2004
Pre Fourth of July	2002		43	7/3/2002
	2003		48	7/3/2003
	2004		58	7/3/2004
Fourth of July	2002		38	7/4/2002
	2003		35	7/4/2003
	2004		58	7/4/2004
Pre Labor day	2002		42	9/1/2002
	2003		33	8/31/2003
	2004		40	9/5/2004
Labor Day	2002	1	20	9/2/2002
	2003	1	40	9/1/2003
	2004		14	9/6/2004
Post Labor Day	2002		48	9/3/2002
	2003		73	9/2/2003
	2004		39	9/7/2004
	2002		46	11/27/2002

Pre thanksgiving

	2003		55	11/26/2003
	2004		49	11/24/2004
Thanksgiving	2002		39	11/28/2002
	2003		2	11/27/2003
	2004		31	11/25/2004
Post Thanksgiving	2002		39	11/29/2002
	2003		47	11/28/2003
	2004		35	11/26/2004
Pre Christmas	2002		53	12/24/2002
	2003	1	45	12/24/2003
	2004		35	12/24/2004
Christmas	2002		28	12/25/2002
	2003		34	12/25/2003
	2004		30	12/25/2004
Post Christmas	2002		16	12/26/2002
	2003		29	12/26/2003
	2004		20	12/26/2004
New Years Eve	2002	1	18	12/31/2002
	2003		45	12/31/2003
	2004		47	12/31/2004