



*District Department of Transportation*



## TRAFFIC SAFETY REPORT STATISTICS (2005-2007)

Prepared for:

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10. Abstract  The objectives of this report are to identify safety issues and address traffic accidents problems. This report presents detailed statistics and analysis of traffic crashes in Washington DC for a three year period (2005 -2007), and provides insight into the various causes and consequences of all types of traffic crashes. The statistics of traffic crashes focuses on location, severity type, vehicle type, collision type, time of the crashes, and various external conditions. The high-hazard locations with high crash frequency and/or severity in the District of Columbia were identified. The analysis results from the report can be used to identify safety problems, develop performance measures, and support development and evaluation of highway and vehicle safety countermeasures.			
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## **1. INTRODUCTION**

### **1.1 Study Objectives**

The primary objectives of this crash statistics report are to provide traffic crash statistics for the District of Columbia for the years 2005 through 2007 and identify potential high-hazard traffic safety locations.

The traffic crash reports (PD-10) provided by DC Metropolitan Police Departments are the major source of the crash data. The crash data are entered and maintained in the MS Access-based database application and Oracle-based database application, Traffic Accident Reporting and Analysis System (TARAS). DDOT compiles the information from PD-10 reports for all reported crashes into the TARAS database. Currently, the TARAS contains crash data from 1997-2007. Data fields entered include location information, date, time, crash type, crash severity, and environmental conditions.

This report assembles and analyzes all existing crash data for a three year period (2005, 2006 and 2007). All the tables and charts that highlight various accident attributes used in the report were generated from TARAS. This report provides insight into the various contributing factors and consequences of all types of vehicle crashes. The analysis results from the report can be used to identify safety problems, develop performance measures, and support development and evaluation of highway and vehicle safety countermeasures.

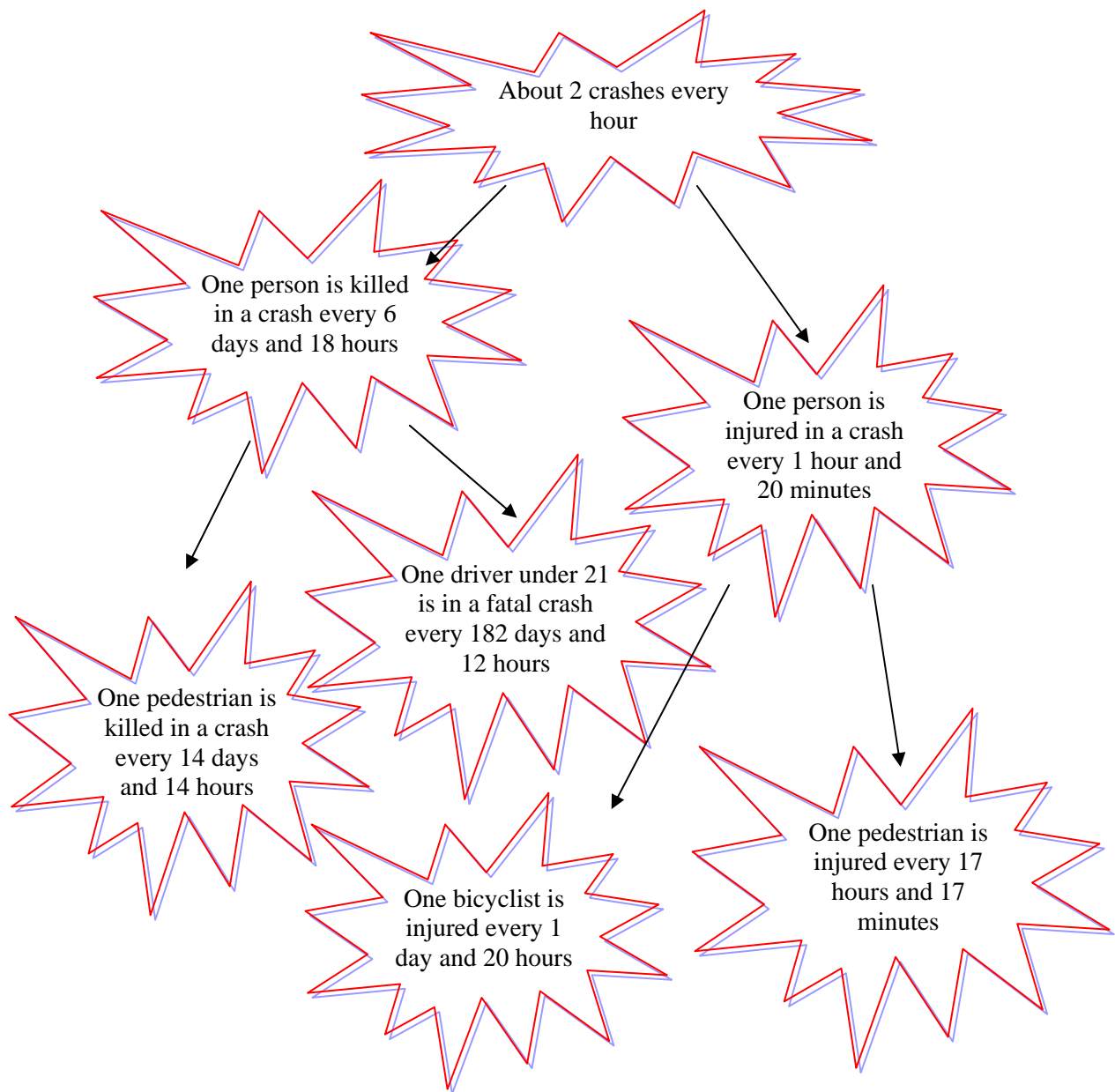
This report was developed for the District Department of Transportation (DDOT), Traffic Safety and Standards Division, Washington, D.C. through a project funded by the Federal Highway Administration (FHWA), the U.S. Department of Transportation.

### **1.2 Report Organization**

This report consists of four chapters. Chapter 1 provides an overview of findings presented in this report. Chapter 2 describes the methodology and analytical methods used for this analysis. Chapter 3 presents general crash statistics for the District of Columbia. This analysis contains statistics on major categories of traffic crashes including all reported crashes, reported impair involved crashes, reported special vehicle (e.g. truck, bus, and motorcycle) involved crashes, reported pedestrian involved crashes, etc. Chapter 4 identifies high-hazard crash locations and analyzes crash patterns at the high-hazard locations, including intersections and corridors.

### **1.3 2007 Crash Overview**

For 2007, a total of 15,105 crashes were reported in the District in 2007. Of these, 46 crashes (or 0.3%) resulted in 54 fatalities and 4,070 (or 27%) crashes resulted in 6571 injuries. Figure 1-1 illustrates the findings based on the fatalities and injuries in 2007.



**Figure 1-1 Frequency of Traffic Crashes, Injuries and Fatalities in 2007**

## **2. METHODOLOGY**

This report focuses on general traffic crash statistics and the identification and analysis of high-hazard crash locations. The descriptive statistics method is used to determine the frequency occurrence and rates of crashes as well as crash trends over three years (2005-2007) in Washington DC areas. The high hazard crash location analysis is designed to identify statistically dangerous roadway facilities such as street intersections and corridors.

### **2.1 Traffic Crash Statistics**

Descriptive statistics are used to describe the basic characteristics of traffic crashes and to identify factors that may be closely related with the occurrence of traffic crashes. The factors considered include vehicle characteristics, characteristics of involved persons (e.g., drivers, passengers, and pedestrians), physical environment (e.g., roadway type, traffic conditions, and weather conditions), and temporal crash characteristics (e.g., year, month, day, and time of day). The frequencies of crashes are summarized for each factor under consideration with descriptive statistics. They provide the information to identify contributions of these factors to traffic crashes together with simple tables and graphics analysis.

### **2.2 High-Hazard Location Analysis**

Frequency and severity of traffic crashes are two critical factors in the analysis and identification of high hazard locations. These two factors allow for a better understanding of the problems at the high hazard locations. This report takes a macroscopic approach to determine the frequency and severity of traffic crashes, which provides a starting point for more elaborate safety studies at identified high-hazard intersections or corridors.

Several methods can be used to identify high hazard locations based on the traffic crash data. The methods used in this report include crash frequency, crash rate, crash severity, and crash trend (delta change). In addition to these methods, a composite index is developed to reflect a combination of the severity and frequency of traffic crashes at a specific location. Each of these methods has strengths and shortcoming. The following subsections provide a brief description of these methods.

#### **2.2.1 Crash Frequency**

The crash frequency method is used to calculate the number of crashes during a certain time period at specific locations. The numbers of crashes are summarized for each location. The high crash frequency locations are identified based on the total number of crashes. Each site is given a ranking based on the number of crashes, occurring at each location. A ranking list of locations (e.g. intersections) is generated. A site with the highest frequency of crashes receives the number one ranking. However, this method provides no consideration of traffic flow passing the locations and other factors. Locations with high traffic volumes may experience a higher frequency of crashes, but present a low to moderate risk for individual road users. By contrast, a low volume location with fewer crashes might present much greater risk. The Crash Frequency ranking results in the identification of locations that may not be truly hazardous from a traffic safety perspective, and consequently may not accurately and timely identify the high hazard intersections or corridors.

### 2.2.2 Crash Rate Method

A crash rate at a specific location is generated by using the number of crashes at the specific location divided by the locations volume as shown in Equation 2-1.

$$\text{Crash Rate} = \frac{C \times 1,000,000}{V \times 365}$$

**Equation 2-1 Crash Rate**

Where C is the number of crashes per year at the location, and V is total location volume in a 24 hour period. Compare to the criterion of number of crashes, the crash rate method is more appropriate and useful for ranking locations because it takes traffic volume into account. A crash rate ranking is assigned to each intersection and the intersections are sorted by rank in descending order. The location that has the largest crash rate receives the top ranking. For locations where their traffic volumes are unknown, their ranking is skipped.

This method has its flaws, since volume is taken into account. This method may result in identifying too many low-volume locations, because a chance occurrence of a crash or two is divided by a low volume resulting in a high crash rate. This suggests that a combination of crash rates, average crash numbers, and crash cost may reduce the skew as a means to identify potential high hazardous locations.

### 2.2.3 Crash Severity Method

Since the main TARAS database has no code to differentiate between injuries and severe injuries, the severity of traffic crashes are categorized into three classifications: property damage, injury, and fatality. Given the crash severity class, the severity indices are calculated using a weighting method. The fatality at any intersection is converted to an injury to partially mitigate the effect of random chance. The cost values are summed for each intersection to determine the severity indices. Higher value of the severity indices indicates that this location tends to have higher severity of traffic crash with significant levels of damage. The intersections are then sorted in descending order by this severity index and assigned a severity ranking.

### 2.2.4 Delta Change Method

Delta change method is the change in the number of crashes over time using the slope of the regression line to determine whether crashes are increasing or decreasing for a specific location. Therefore, delta change represents the traffic crash trend over a certain time period (we use three years in this report). A positive slop value indicates that crashes have increased and it is likely that traffic crashes may continue to increase over time. A higher slop value indicates that crashes are increasing at higher rate. The values of the delta change are calculated using Equation 2-2.

$$\frac{n \sum xy - \sum x \sum y}{n \sum x^2 - (\sum x)^2}$$

**Equation 2-2 Delta Change Equation**

Where N is the number of years, x is the year and y is the number of crashes in year x at a specific intersection.

### **2.2.5 Composite Index**

None of the above methods alone provide a complete picture of risk at a particular intersection. A composite index was developed to determine the combination of severity and frequency of crashes at a specific location. The three rankings, rate, severity, and frequency, are combined to create a composite rank index. As the equation shown below, rate, severity, and frequency contribute in composite index for ranking of the high crash locations.

$$\text{Composite Index} = 0.25 * \text{Rank of Rate} + 0.5 * \text{Rank of Severity} + 0.25 * \text{Rank of Frequency}$$

#### **Equation 2-3 Composite Index Equation**

To determine the high hazard locations, a ranked list is prepared for each of the three factors and then the ranks for each site within these lists are combined to produce a composite index list. The three normalized rank lists are weighted using values of 1/4 for frequency, 1/4 for rate, and 1/2 for severity. The intersections are then sorted in descending order by this composite index and assigned a composite ranking. A final ranking is performed with the lowest composite index receiving the highest ranking.

### 3. CRASH STATISTICS AND TRENDS

This chapter presents descriptive statistics for traffic crashes in the District of Columbia for the years 2005 through 2007. The principal independent variables used in this analysis include crash location, crash occurrence time, crash type, roadway user and vehicle contributing factors, road conditions and geometric characteristics, etc. The analysis focuses on following:

- Temporal: time of crash occurrence such as year, month, date, time and day of week;
- Location: crash location identified by pre-defined areas such as Ward, Quadrant, and Police District;
- Crash Characteristics: involved roadway users, related vehicle types, and others;
- Crash Severity: fatal crash, injury crash, or property damage without injury;
- Environmental Factors: road condition, light condition, weather condition, etc.;
- Alcohol/Drug Involvement;
- Hit and Run.

#### 3.1 Temporal

The tables and figures in this section present the frequencies and distributions of crashes by year, month, day of month, day of week, and time of day. Appendix A contains additional detailed temporal characteristics and statistics.

##### 3.1.1 Crashes by Year

The total number of crashes, injury crashes, fatal crashes, injuries, fatalities, fatality rate per 100 million Vehicle Mile Traveled (VMT) and number of vehicles involved in crashes from 2005 to 2007 are presented in Table 3-1.

There appears to be a moderate decrease in the total number of crashes and injury crashes from 2005 to 2006 and 2006 to 2007, 6.8% and 4.5% respectively. However, the number of fatal crashes and fatalities increased significantly from 2006 to 2007, 17.9% and 31.7% respectively.

**Table 3-1 Trends in Crashes, Injuries, and Fatalities**

Year	2005	2006	2007
Total Crashes	17657	16204	15106
Total Persons Involved	43318	39505	35052
# of Vehicles Involved	35656	33249	29974
Fatal Crashes	43	35	46
Fatalities	49	41	54
Fatality/100 Million VMT	1.29	1.05	1.27
Injury Crashes	4989	4264	4071
Injuries	7524	7061	6571
Injured Pedestrians	702	626	507

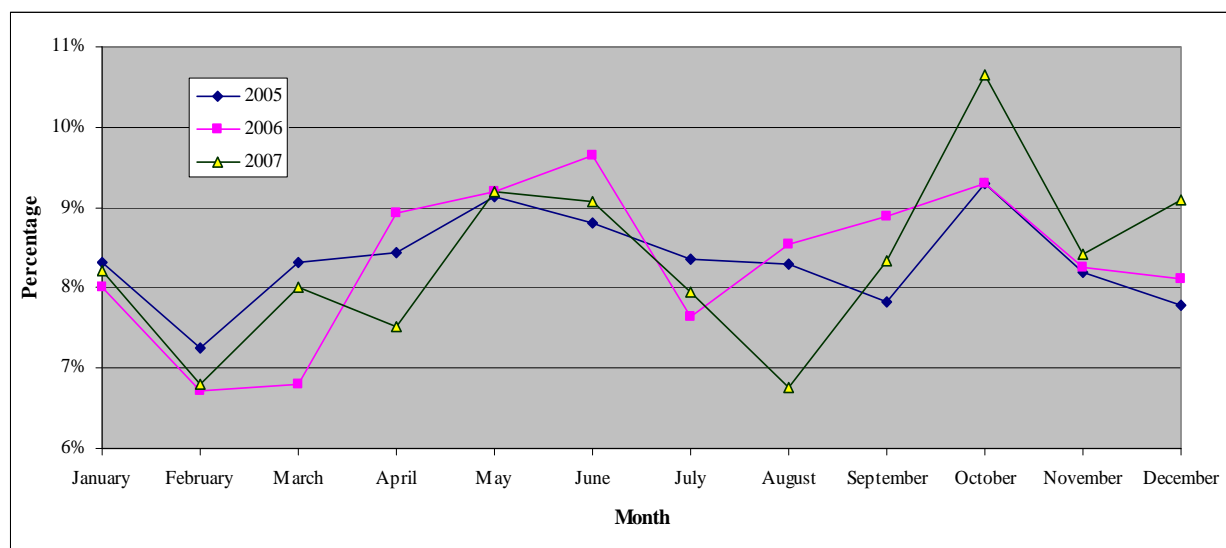


### 3.1.2 Crashes by Month

Table 3-2 and Figure 3-1 show the crash frequency by month for the years 2005–2007. For all three years, the highest proportions of crashes occurred during May, June and October. In general, the lowest proportion of crashes occurred during the winter months. The noticeable monthly pattern change is the total crashes for October, which decreased (26%) from 2006 to 2007.

**Table 3-2 Crashes by Month of Year**

Month	2005	2006	2007	2005	2006	2007
January	1470	1296	1242	8.33%	8.00%	8.22%
February	1279	1090	1026	7.24%	6.73%	6.79%
March	1467	1101	1209	8.31%	6.79%	8.00%
April	1489	1448	1134	8.43%	8.94%	7.51%
May	1614	1491	1389	9.14%	9.20%	9.20%
June	1556	1562	1370	8.81%	9.64%	9.07%
July	1475	1239	1202	8.35%	7.65%	7.96%
August	1466	1383	1020	8.30%	8.53%	6.75%
September	1380	1439	1260	7.82%	8.88%	8.34%
October	1641	1506	1610	9.29%	9.29%	10.66%
November	1447	1336	1271	8.20%	8.24%	8.41%
December	1373	1313	1373	7.78%	8.10%	9.09%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



**Figure 3-1 Crashes by Month of Year (Distribution)**

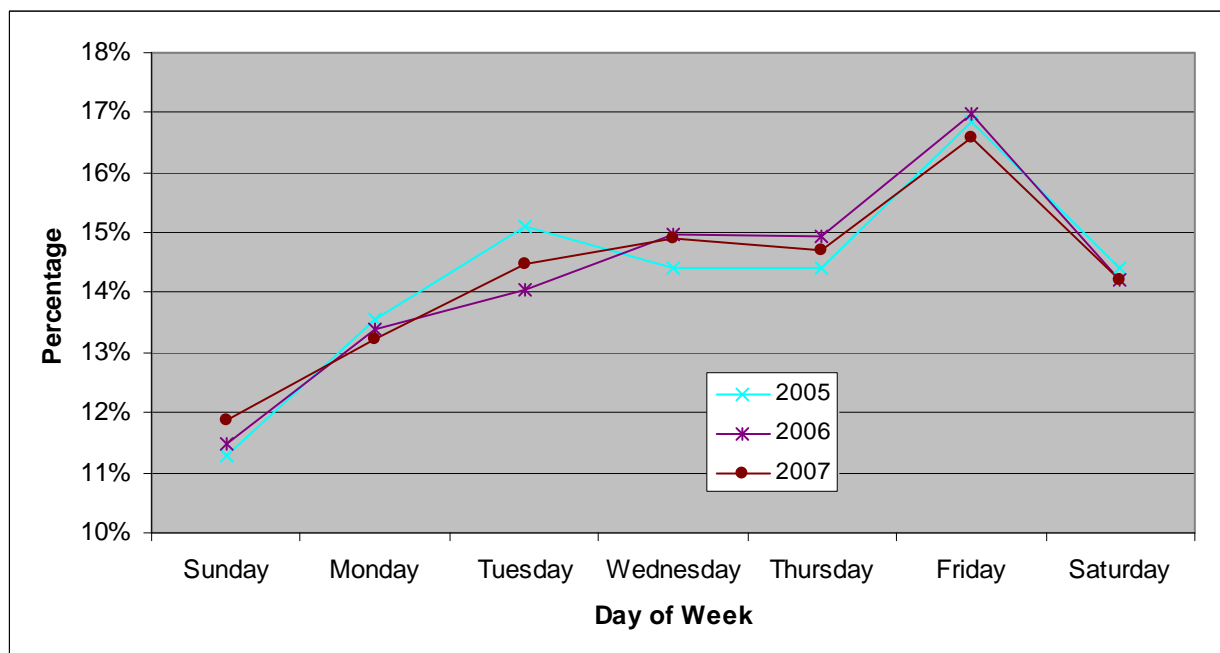
### 3.1.3 Crashes by Day of Week

Table 3-3 and Figure 3-2 display the frequency of crashes by day of week. For each year, the highest proportion of crashes occurs on Friday, and the lowest proportions of crashes occur on

Sundays. There are no noticeable changes in the distribution of crashes by day from year to year.

**Table 3-3 Crashes by Day of Week**

Day of Week	2005	2006	2007	2005	2006	2007
Sunday	1992	1859	1795	11.28%	11.47%	11.88%
Monday	2392	2171	1999	13.55%	13.40%	13.23%
Tuesday	2664	2276	2188	15.09%	14.05%	14.48%
Wednesday	2546	2425	2254	14.42%	14.97%	14.92%
Thursday	2546	2418	2220	14.42%	14.92%	14.70%
Friday	2974	2751	2504	16.84%	16.98%	16.58%
Saturday	2543	2304	2146	14.40%	14.22%	14.21%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



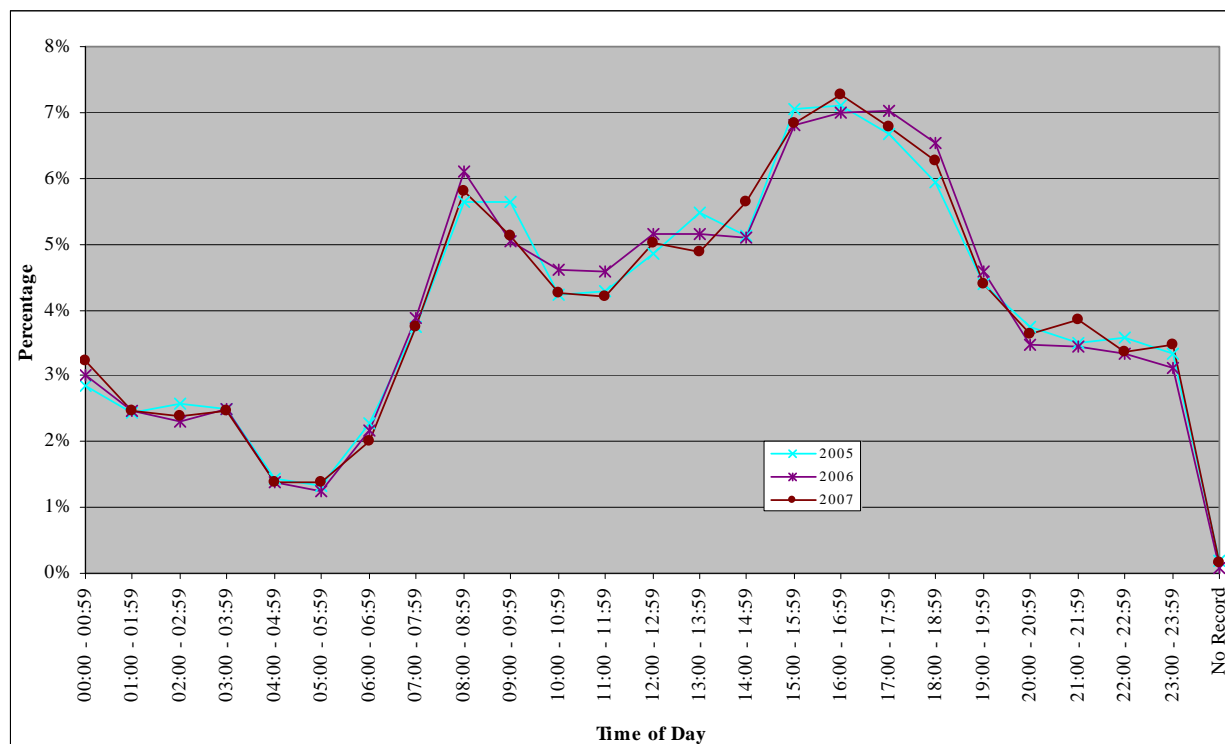
**Figure 3-2 Crashes by Day of Week**

### 3.1.4 Crashes by Time of Day

The distribution of crashes by time of day is presented in Table 3-4 and Figure 3-3. The lowest frequency of crashes is observed between the hours of 1:00 a.m. and 6:00 a.m. Then it climbs continuously. The frequency of crashes reaches its peak between 3:00 p.m. and 7:00 p.m., and declines from 8:00 p.m. to 12:00 a.m. The highest frequency of crashes occurs during 3:00 p.m. – 6:00 p.m. More than 27.2% crashes occurred in afternoon peak hours (3:00 p.m.–7:00 p.m.). Approximately 16.7% of crashes occurred during the morning peak hour (6:00 a.m.–10:00 a.m.).

**Table 3-4 Crashes by Time of Day**

<b>Time of Day</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
00:00 - 00:59	504	487	489	2.85%	3.01%	3.24%
01:00 - 01:59	433	402	372	2.45%	2.48%	2.46%
02:00 - 02:59	456	374	359	2.58%	2.31%	2.38%
03:00 - 03:59	439	403	372	2.49%	2.49%	2.46%
04:00 - 04:59	253	223	208	1.43%	1.38%	1.38%
05:00 - 05:59	237	202	209	1.34%	1.25%	1.38%
06:00 - 06:59	403	352	304	2.28%	2.17%	2.01%
07:00 - 07:59	660	627	566	3.74%	3.87%	3.75%
08:00 - 08:59	995	987	878	5.64%	6.09%	5.81%
09:00 - 09:59	998	818	773	5.65%	5.05%	5.12%
10:00 - 10:59	748	745	644	4.24%	4.60%	4.26%
11:00 - 11:59	755	741	634	4.28%	4.57%	4.20%
12:00 - 12:59	857	833	756	4.85%	5.14%	5.00%
13:00 - 13:59	967	835	739	5.48%	5.15%	4.89%
14:00 - 14:59	907	824	853	5.14%	5.09%	5.65%
15:00 - 15:59	1247	1103	1033	7.06%	6.81%	6.84%
16:00 - 16:59	1253	1134	1098	7.10%	7.00%	7.27%
17:00 - 17:59	1178	1136	1023	6.67%	7.01%	6.77%
18:00 - 18:59	1048	1060	948	5.94%	6.54%	6.28%
19:00 - 19:59	778	742	664	4.41%	4.58%	4.40%
20:00 - 20:59	663	561	546	3.75%	3.46%	3.61%
21:00 - 21:59	618	557	581	3.50%	3.44%	3.85%
22:00 - 22:59	634	540	507	3.59%	3.33%	3.36%
23:00 - 23:59	591	506	525	3.35%	3.12%	3.48%
No Record	35	12	25	0.20%	0.07%	0.17%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



**Figure 3-3 Crashes by Time of Day**

## 3.2 Location

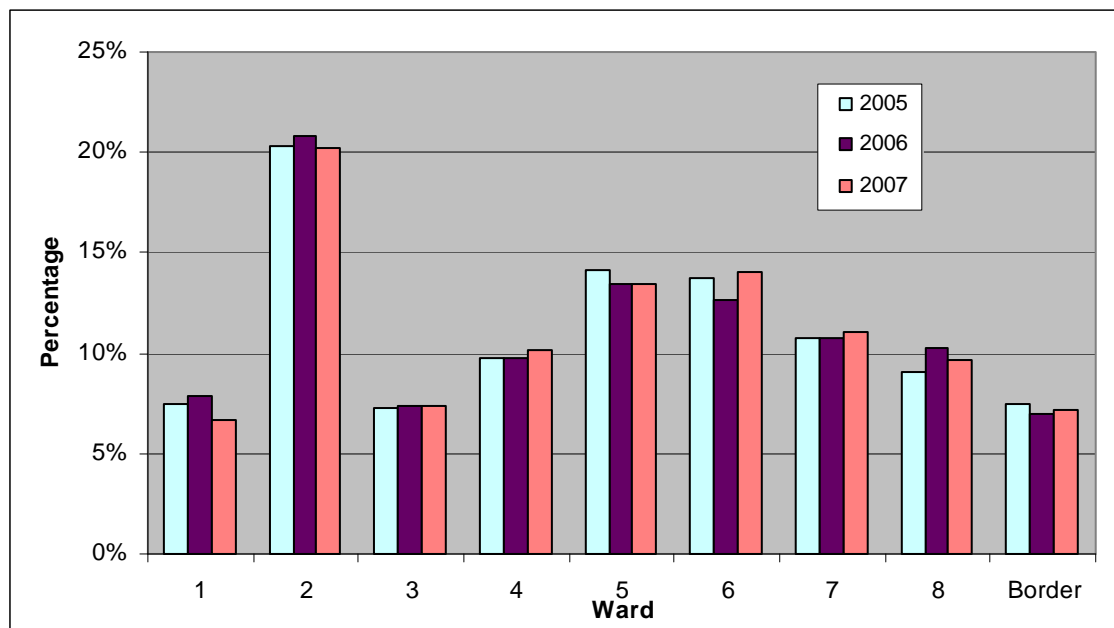
This section presents crash frequencies and trends by location for Wards, Quadrants, and Police Districts.

### 3.2.1 Ward

The frequency and distribution of crashes by Ward are presented in Table 3-5 and Figure 3-4 for the three years from 2005 to 2007. The highest frequency of crashes occurred in Wards 2, 5, and 6. Approximately 47% of all traffic crashes occurred in Wards 2, 5, and 6. These Wards also experienced the highest frequencies of injury crashes as shown in Table 3-6. Table 3-6 shows the injuries increased 6.7% and 6.9% in Ward 6 & 7 respectively from 2006 to 2007, and decreased 32.7% significantly in Ward 1. The fatalities increased significantly in Ward 7 (by 8), Ward 1 (by 5), Ward 6 (by 5), and Ward 3 (by 3) from 2006 to 2007. The increased fatalities are due to the overall pedestrian involved fatal crashes, which increased largely. The fatalities decreased in Ward 8 (by 7) from 2006 to 2007. The detailed crash characteristics and statistics by Ward are presented in Appendix B.

**Table 3-5 Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	1317	1283	1014	7.46%	7.92%	6.71%
2	3581	3379	3059	20.28%	20.85%	20.25%
3	1278	1200	1107	7.24%	7.41%	7.33%
4	1721	1574	1537	9.75%	9.71%	10.17%
5	2500	2172	2038	14.16%	13.40%	13.49%
6	2419	2052	2127	13.70%	12.66%	14.08%
7	1907	1743	1669	10.80%	10.76%	11.05%
8	1607	1668	1465	9.10%	10.29%	9.70%
Border	1327	1133	1090	7.52%	6.99%	7.22%
Total	17657	16204	15106			

**Figure 3-4 Crashes by Ward**

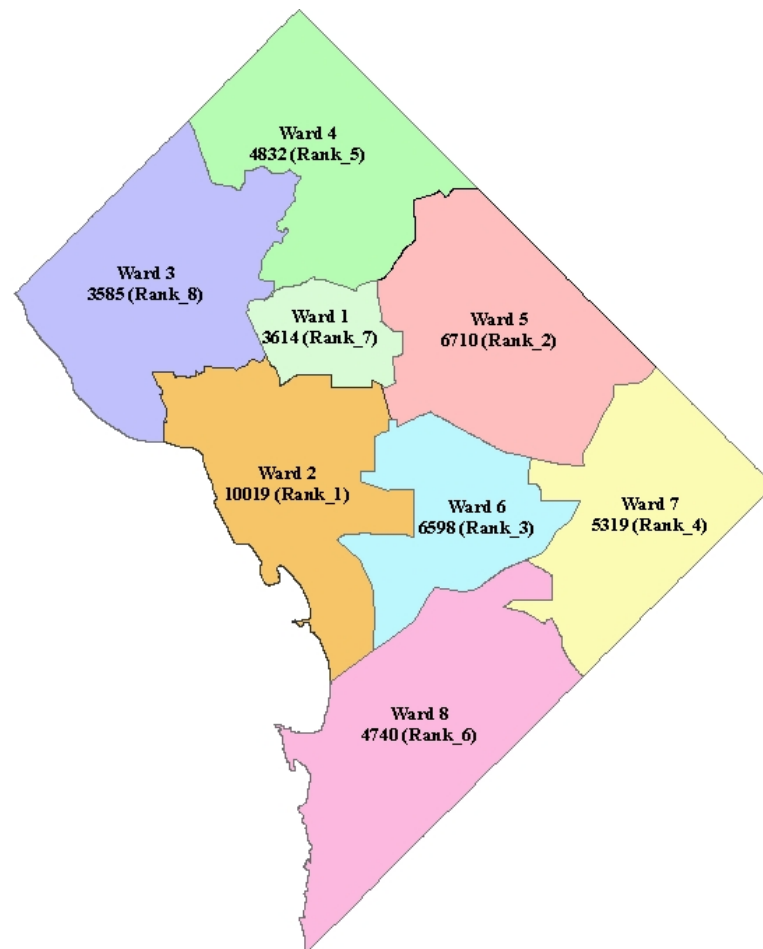
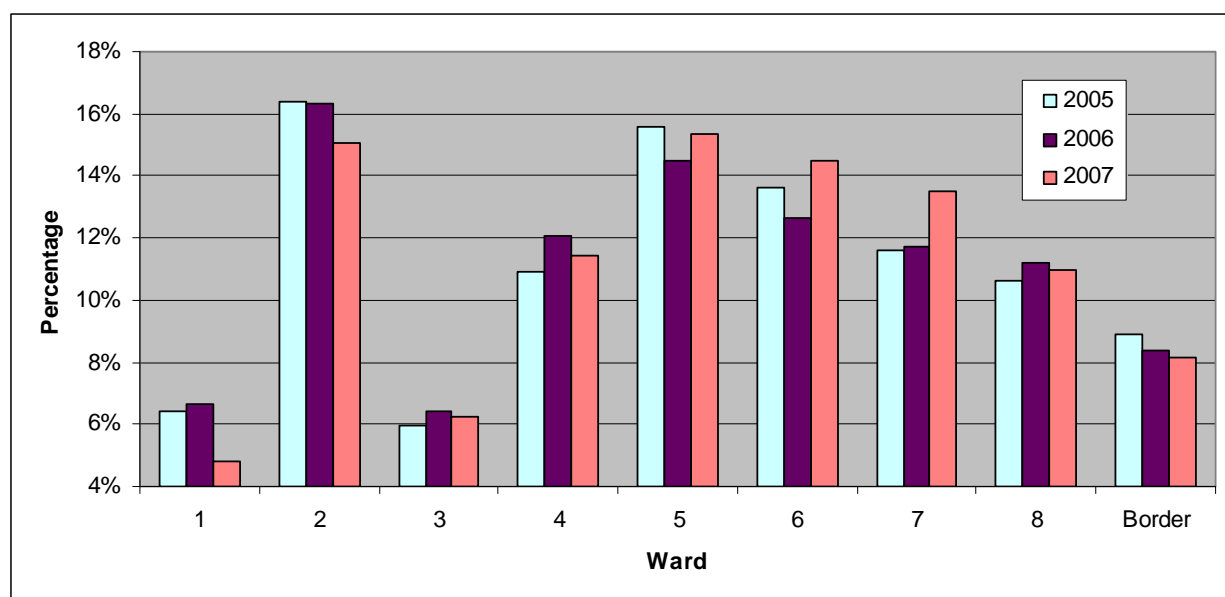


Figure 3-5 Map of Crashes by Ward

Table 3-6 Fatal and Injured Persons by Ward

Ward	2005	2006	2007	2005	2006	2007
1	482	470	316	4	1	6
2	1233	1155	988	8	2	2
3	448	454	412	3	1	4
4	819	853	751	4	2	3
5	1174	1023	1008	1	8	6
6	1026	892	952	10	3	8
7	872	829	888	6	6	14
8	801	792	720	4	11	4
Border	669	593	536	9	7	7
<b>Total</b>	<b>7524</b>	<b>7061</b>	<b>6571</b>	<b>49</b>	<b>41</b>	<b>54</b>



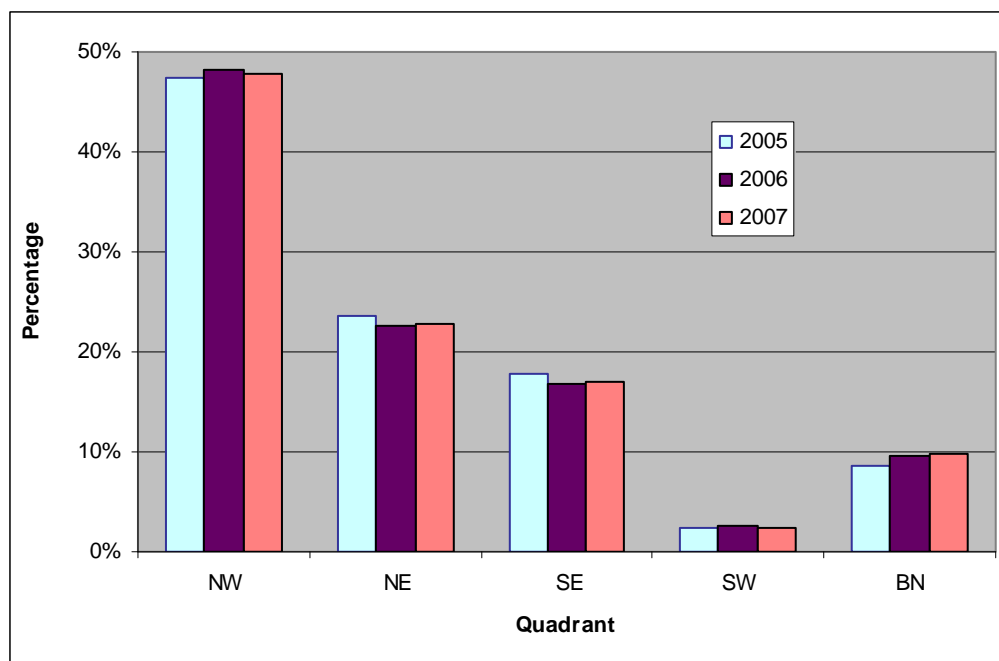
**Figure 3-6 Injured Persons by Ward**

### 3.2.2 Quadrant

The frequency of traffic crashes by quadrant from 2005 to 2007 is presented in Table 3-7 and Figure 3-7. The NW quadrant consistently had the highest concentration of high crash locations (approximately 48 % of the total reported crashes), followed by the NE quadrant (approximately 23% of the total reported crashes), while the SW quadrant has the lowest crashes (approximately 2.5% of total reported crashes).

**Table 3-7 Crashes by Quadrant**

Quadrant	2005	2006	2007	2005	2006	2007
NW	8385	7807	7221	47.49%	48.18%	47.80%
NE	4160	3658	3456	23.56%	22.57%	22.88%
SE	3140	2737	2580	17.78%	16.89%	17.08%
SW	441	437	360	2.50%	2.70%	2.38%
BN	1531	1565	1489	8.67%	9.66%	9.86%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



**Figure 3-7 Crashes by Quadrant (Distribution)**

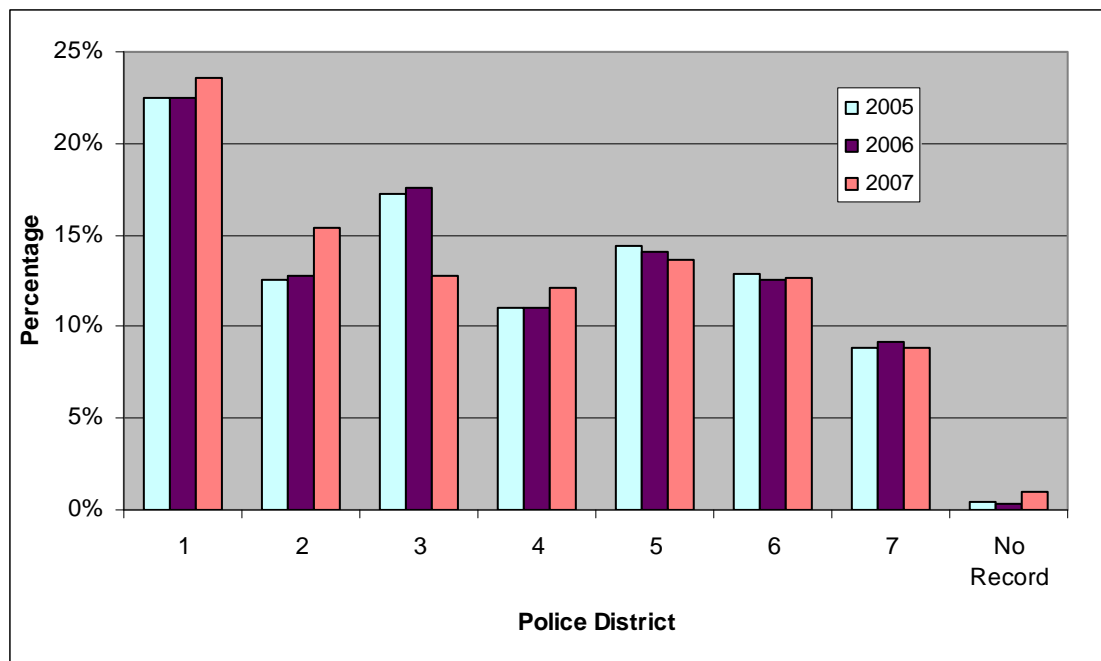
### 3.2.3 Police District

Crash distributions by Police District are shown in Table 3-8 and Figure 3-8. Police District 1 experienced the highest frequency of crashes; an average of 23%, during the three year period. There were noticeable changes in the distribution of crashes across Police Districts over the 3-year period. From 2006 to 2007, total crashes decreased by 32.7% in Police District 3 and increased 12.3% in Police District 2. District 1 and 2 experienced approximately 38% of the total crashes. The other five districts have a similar portion of the total crashes, between 8% and 13% in 2007.

**Table 3-8 Crashes by Police District**

District	2005	2006	2007	2005	2006	2007
1	3980	3641	3568	22.54%	22.47%	23.62%
2	2225	2069	2324	12.60%	12.77%	15.38%
3	3044	2855	1922	17.24%	17.62%	12.72%
4	1947	1781	1832	11.03%	10.99%	12.13%
5	2546	2286	2058	14.42%	14.11%	13.62%
6	2280	2031	1917	12.91%	12.53%	12.69%
7	1559	1482	1341	8.83%	9.15%	8.88%
No Record	76	59	144	0.43%	0.36%	0.95%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			





**Figure 3-8 Crashes by Police District**

### 3.3 Crash Characteristics

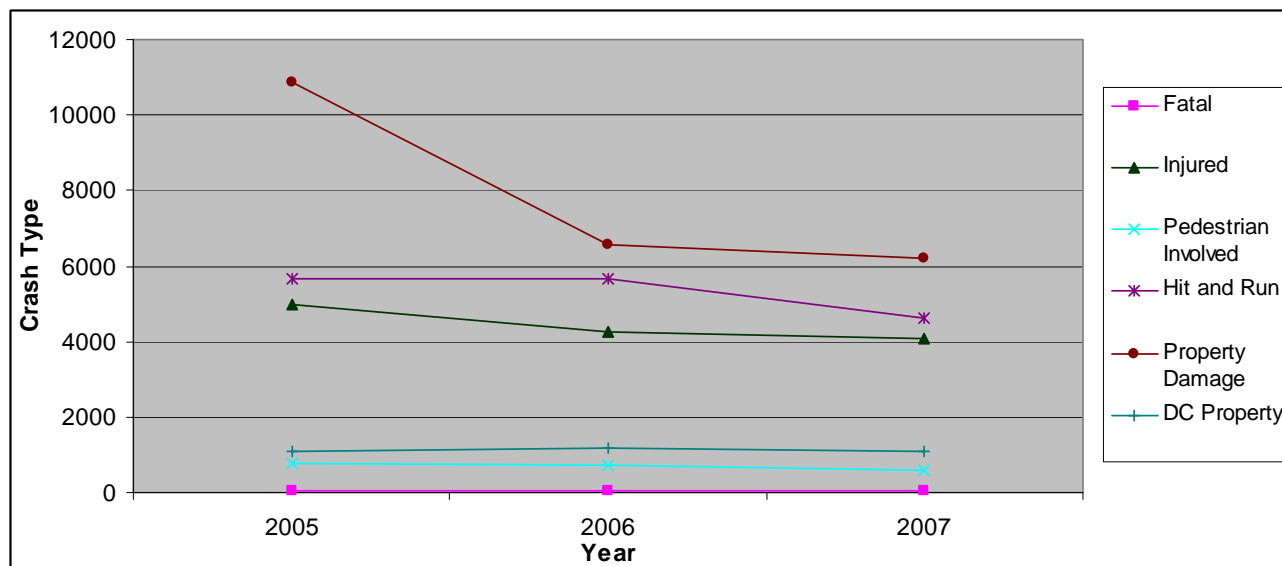
This section presents crash statistics by vehicle type, road-user characteristics, and factors related to the roadway environment. The detailed crash characteristics and statistics is located in Appendices C and D.

#### 3.3.1 Crash Type

Crash frequencies by crash type are presented in Table 3-9. From 2006 to 2007, the number of fatal crashes rose by 18%, while the number of injury crashes decreased by 4.5%. Pedestrian involved crashes decreased by 18.5% and the Hit and Run crashes decreased 18.7% from 2005 to 2007.

**Table 3-9 Summary of Crashes by Type**

Crash Type	2005	2006	2007
Fatal	43	35	46
Injured	4989	4264	4071
Pedestrian Involved	782	726	592
Hit and Run	5665	5674	4611
Property Damage	10873	6565	6188
DC Property	1101	1180	1106



**Figure 3-9 Three-year Trend by Crash Type**

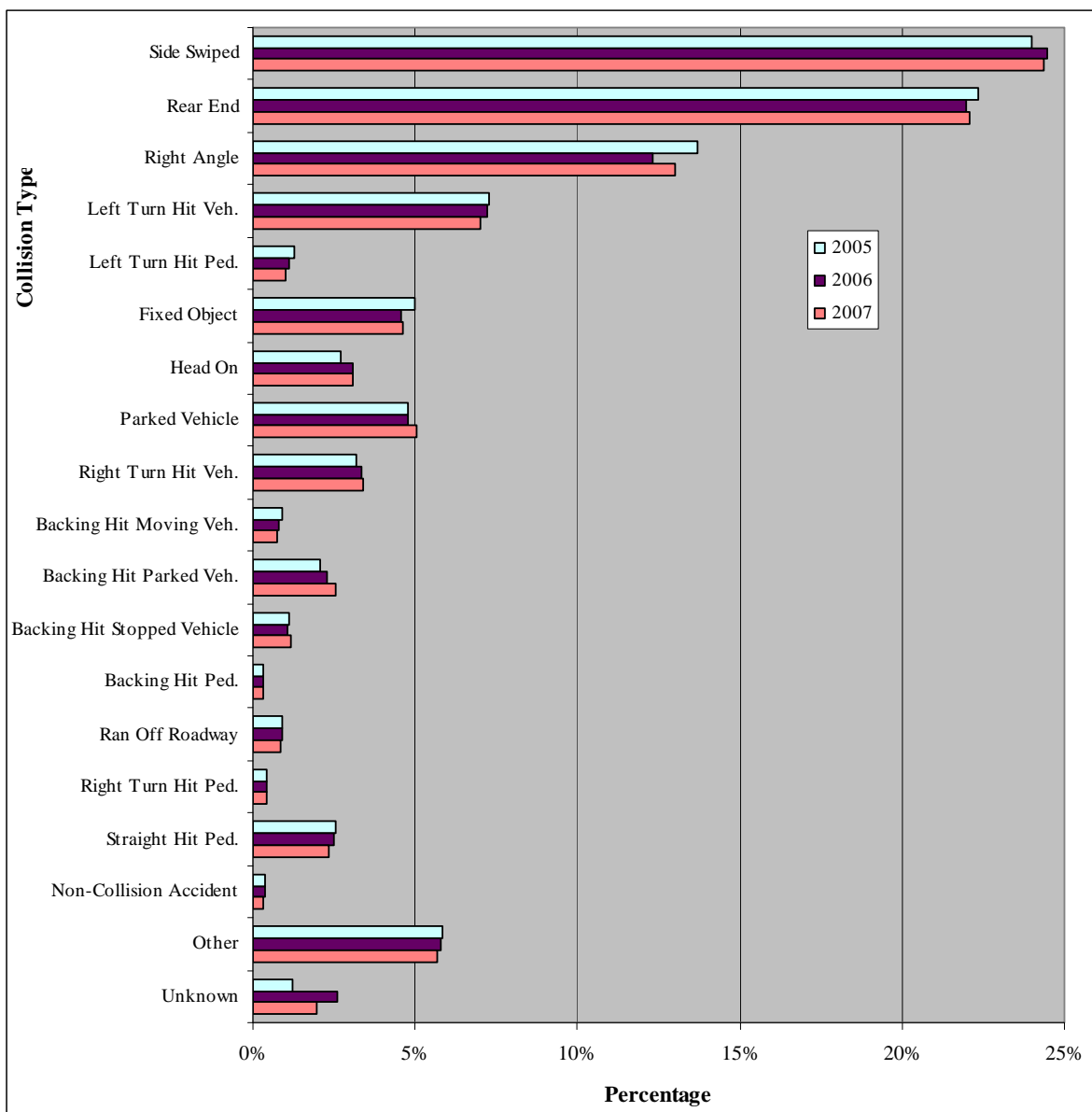
### 3.3.2 Collision Type

Table 3-10 presents the total crashes distributed by collision type. Rear end, side swipe, right angle, and left turn hit vehicle collisions were the most common crashes during all three years. Together they accounted for approximately 67% of the total crashes.

In 2007, approximately 24% of the collisions were side swipe crashes, 22% rear-end crashes, and 13% right angle crashes. Another 7% and 5% of the crashes, respectively, were left turn hit vehicle and no collision (e.g., run-off-the-road)/fixed object/non-collision accident). Overall Run-off-Road crashes decreased from 2005 to 2007. Crash frequencies for the four most frequent types of collisions show a downward trend from 2005 to 2007.

**Table 3-10 Summary of Crashes by Collision Type**

Type of Collision	2005	2006	2007	2005	2006	2007
Side Swiped	4233	3968	3681	23.97%	24.49%	24.37%
Rear End	3947	3561	3333	22.35%	21.98%	22.06%
Right Angle	2422	1994	1966	13.72%	12.31%	13.01%
Left Turn Hit Vehicle	1285	1173	1059	7.28%	7.24%	7.01%
Left Turn Hit Pedestrian	224	182	155	1.27%	1.12%	1.03%
Fixed Object	883	743	695	5.00%	4.59%	4.60%
Head On	480	498	467	2.72%	3.07%	3.09%
Parked Vehicle	840	775	759	4.76%	4.78%	5.02%
Right Turn Hit Vehicle	566	546	517	3.21%	3.37%	3.42%
Backing Hit Moving Vehicle	164	129	111	0.93%	0.80%	0.73%
Backing Hit Parked Vehicle	367	366	383	2.08%	2.26%	2.54%
Backing Hit Stopped Vehicle	196	171	177	1.11%	1.06%	1.17%
Backing Hit Pedestrian	54	55	49	0.31%	0.34%	0.32%
Ran Off Roadway	159	149	131	0.90%	0.92%	0.87%
Right Turn Hit Pedestrian	75	68	65	0.42%	0.42%	0.43%
Straight Hit Pedestrian	450	404	355	2.55%	2.49%	2.35%
Non-Collision Accident	66	60	52	0.37%	0.37%	0.34%
Other	1032	940	856	5.84%	5.80%	5.67%
Unknown	215	421	295	1.22%	2.60%	1.95%
Total	17657	16204	15106			



**Figure 3-10 Summary of Crashes by Collision Type (Distribution)**

### 3.3.3 Vehicle Type

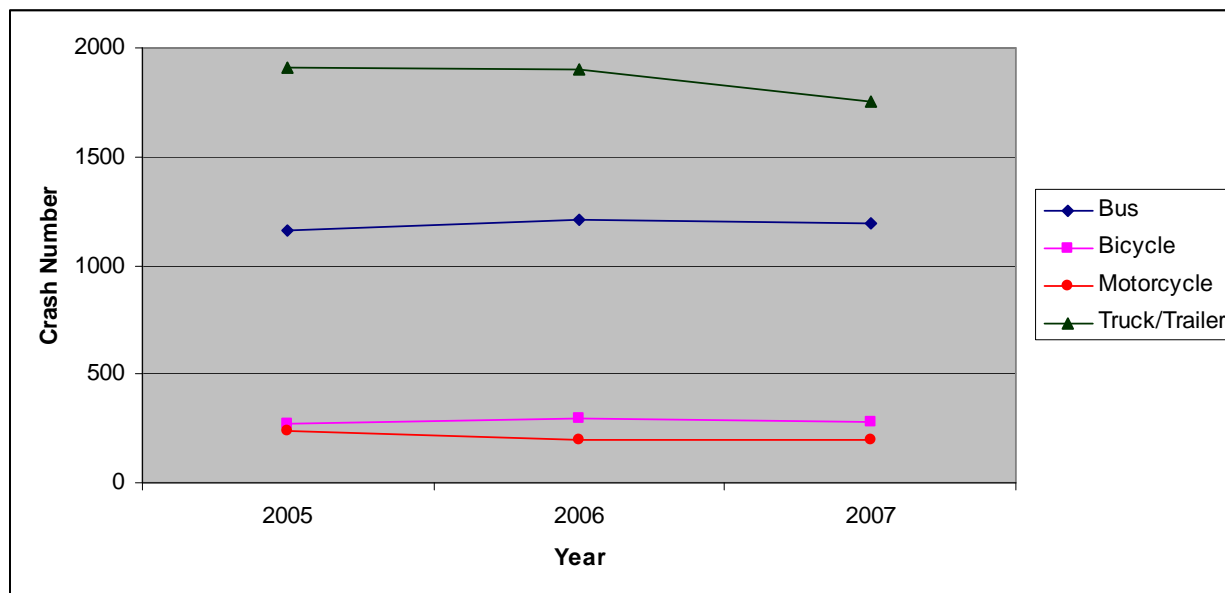
Crash involvement for buses, trucks, motorcycles, and bicycles are of special interest in this section. Crashes involving these special vehicles often pose increased risk of serious or fatal injuries. Crash frequencies by vehicle type are presented in

Table 3-11. Overall truck and bicycle involved crashes decreased 8.1% and 4.1% respectively from 2006 to 2007. The motorcycle and bus involved crashes remained relatively unchanged from 2006 to 2007 as shown in Table 3-12 and Figure 3-12 Three-year Trend of Fatalities by Vehicle Type

Table 3-13 illustrates the traffic fatalities and injury trends and distribution of these special vehicles for each year from 2005 to 2007. Between 2005 and 2007, 5564 crashes involved truck/trailer with approximately 34% of the crashes resulting in an injury and 0.4% resulting in a fatality. Approximately 80% of the motorcycle crashes resulted in an injury. There appears to be a downward trend in terms of motorcycle fatalities and injuries. From 2005 to 2007, buses were involved in a total of 3,570 crashes. One of three bus crashes result in an injury. Bicycle involved crashes slightly decreased 4.1% from 2006 to 2007.

**Table 3-11 Summary of Crashes by Vehicle Type**

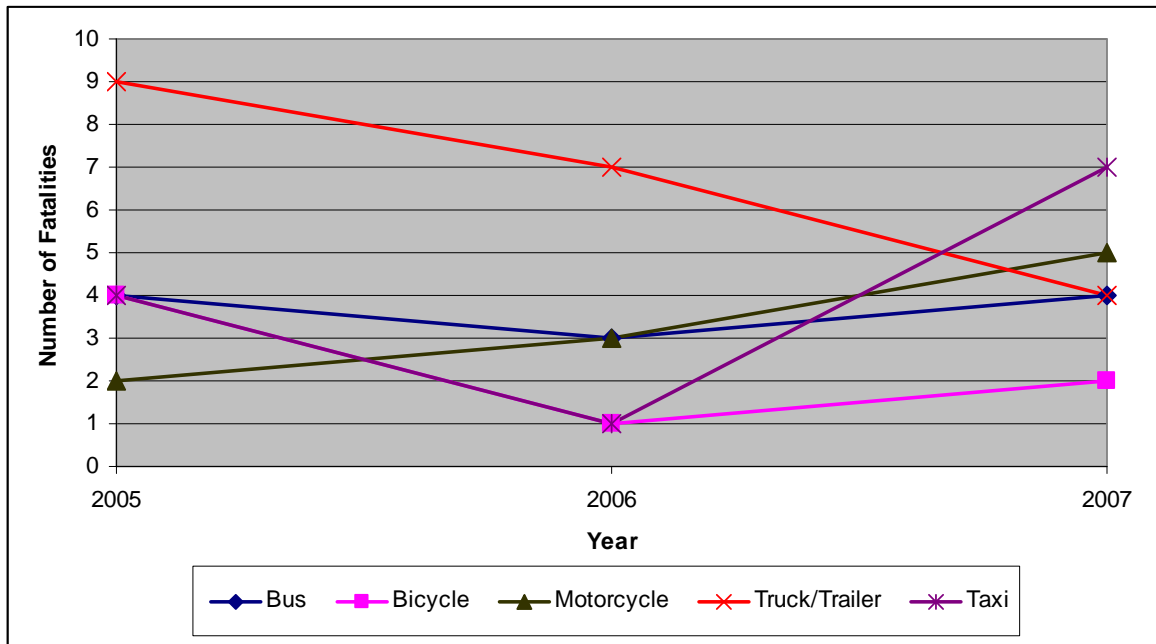
Type of Vehicle	2005	2006	2007
Bus	1161	1213	1196
Bicycle	270	293	281
Motorcycle	235	199	197
Truck/Trailer	1911	1904	1749



**Figure 3-11 Three-year Trend by Vehicle Type**

**Table 3-12 Summary of Fatalities by Vehicle Type**

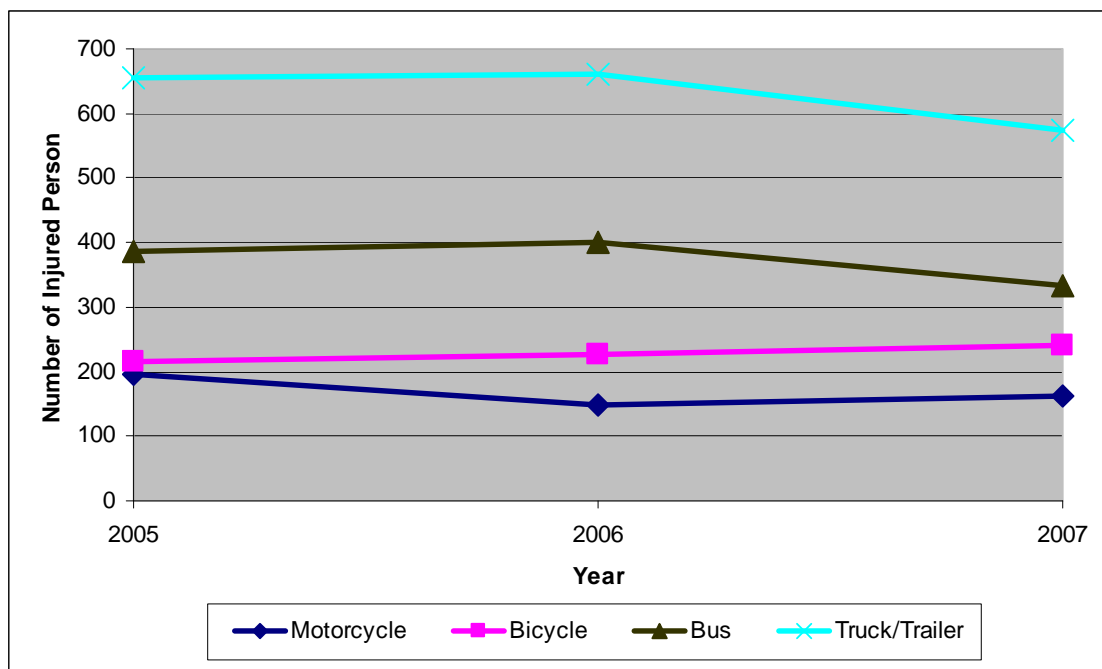
Vehicle Type	Bus	Bicycle	Motorcycle	Truck/Trailer	Taxi
2005	4	4	2	9	4
2006	3	1	3	7	1
2007	4	2	5	4	7



**Figure 3-12 Three-year Trend of Fatalities by Vehicle Type**

**Table 3-13 Summary of Injuries by Vehicle Type**

Year	Motorcycle	Bicycle	Bus	Truck/Trailer
2005	196	216	387	655
2006	149	228	401	660
2007	163	242	332	575



**Figure 3-13 Three-year Trend of Injured Persons by Vehicle Type**

### 3.3.4 Contributing Circumstances

Crash frequencies involving specific types of driver behavior or driver maneuvers include: excessive speeding, under the influence of alcohol/drugs, driver inattention, following too close, violating a traffic signal or sign, improper action, pedestrian violating the law, or driver failure to yield to a pedestrian. Improper actions by drivers include backing up, turning, passing, and parking in locations where those actions are prohibited or dangerous.

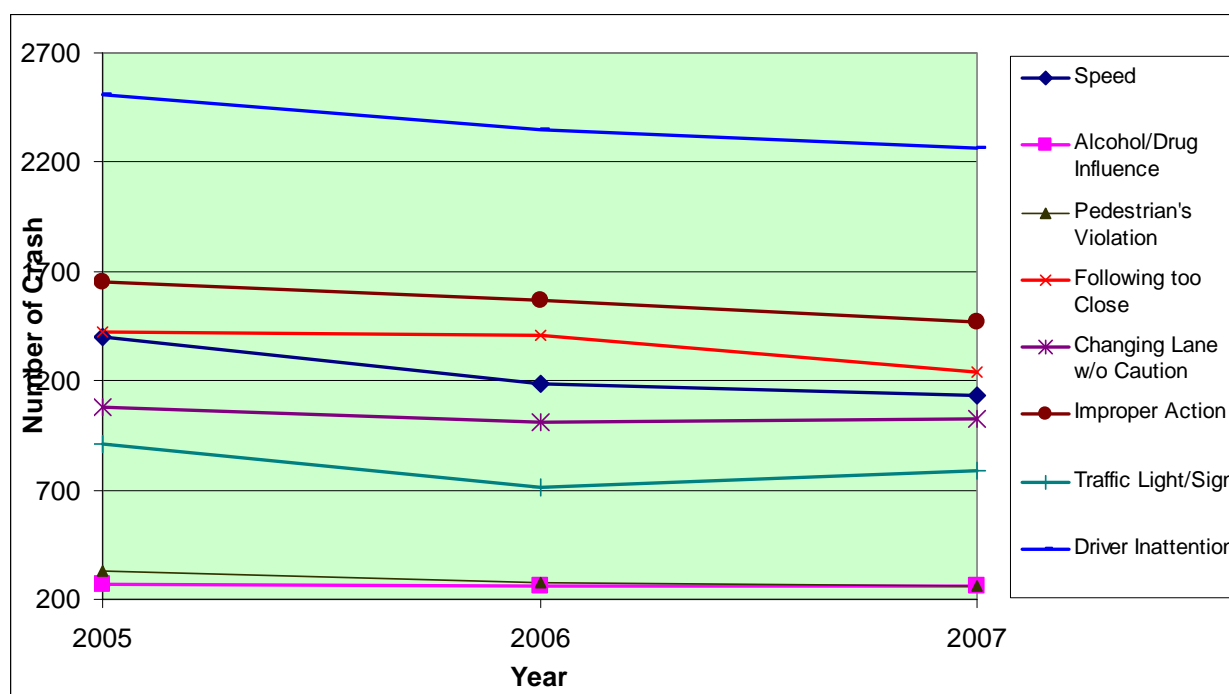
As shown in Table 3-14, driver inattention is the most common violation accounting for approximately 15% of crashes from 2005 to 2007. The second common contributing factor is performing an improper action accounting for approximately 10% of the crashes each year. Speed and Following Too Close were noted for 7.5% and 8.2% of the crashes respectively. Analysis of the crash data shows only small changes in the number and distribution of factors for most categories. The exception is for crashes where driver violation of traffic signs and signals, which increased by 10.8% from 2006 to 2007.

Table 3-15 and Table 3-16 present the number of fatality and injury crashes based on the cited contributing factor. Speeding and pedestrian violations were noted as contributing factors in the majority of fatal crashes. In 2007, speed was the contributing factor in 1134 crashes, resulting in 650 injuries and 15 fatalities. Speeding contributed to approximately 17% of the total number of injury crashes and 27% of the total number of fatal crashes.

Pedestrian violation-related crashes have increased since 2005. However, there has been a slight decrease in speeding related crashes since 2005. The number of alcohol-related fatality crashes and decreased since 2005.

**Table 3-14 Summary of Crashes by Contributing Circumstance**

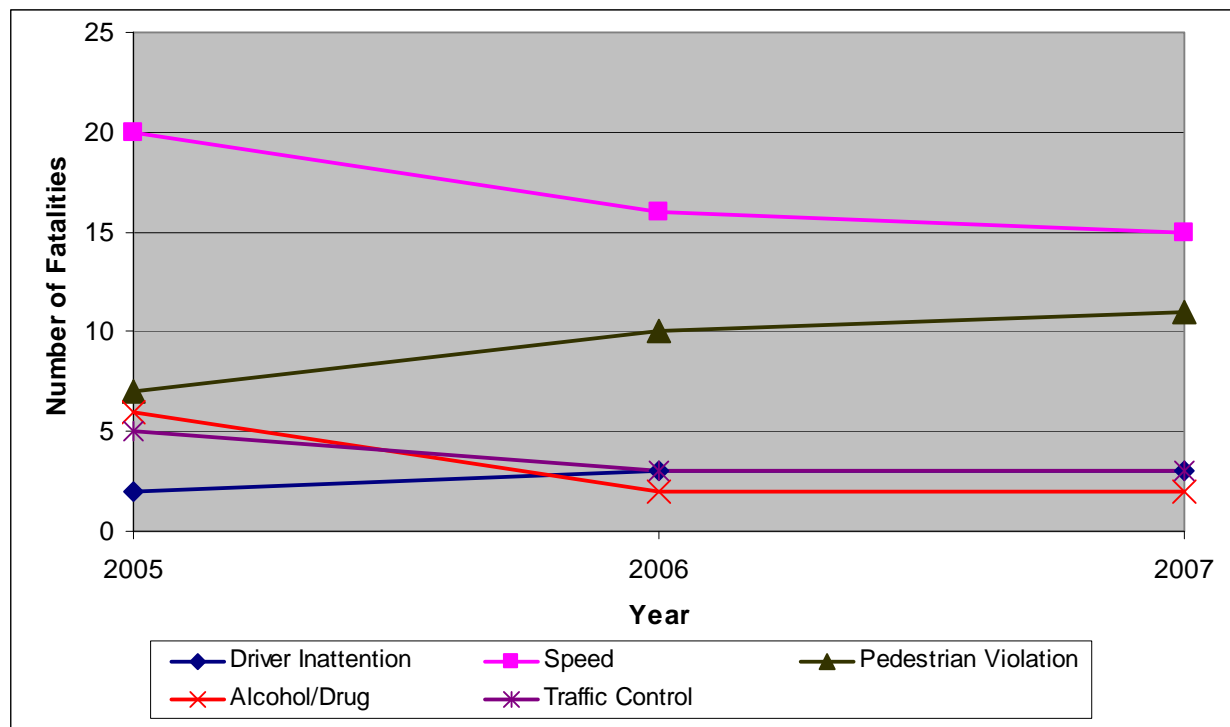
Contributing Circumstance	2005	2006	2007	2005	2006	2007
Speed	1400	1186	1134	12%	11%	11%
Alcohol/Drug Influence	265	259	264	2%	2%	2%
Pedestrian Violation	329	279	260	3%	3%	2%
Following too Close	1427	1406	1240	12%	13%	12%
Changing Lane w/o Caution	1076	1010	1027	9%	9%	10%
Improper Action by driver	1652	1568	1472	14%	14%	14%
Failure to observe Traffic Light/Sign	913	711	788	8%	6%	7%
Driver Inattention	2506	2346	2266	21%	21%	21%
Driver Inattention	2506	2346	2266	21%	21%	21%
<b>Total</b>	<b>12074</b>	<b>11111</b>	<b>10717</b>			

**Figure 3-14 Three-year Trend by Contributing Circumstance**

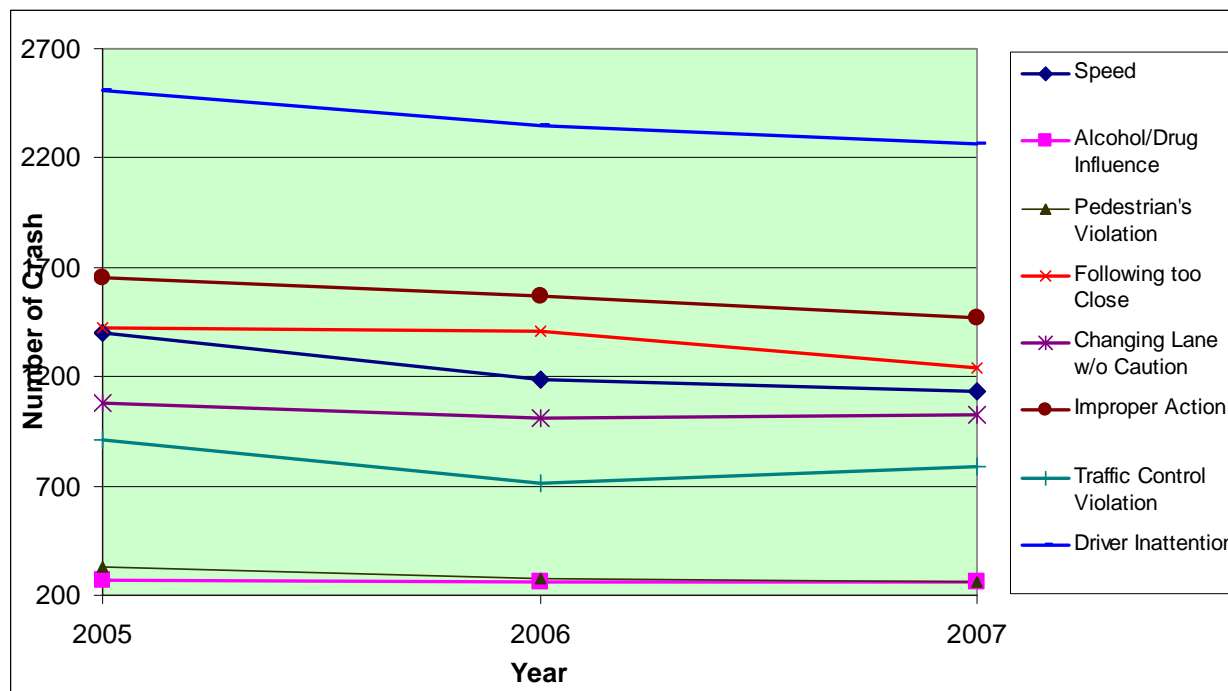


**Table 3-15 Fatalities by Contributing Circumstance**

Year	Speed	Pedestrian Violation	Alcohol/Drug	Traffic Control	Driver Inattention
2005	20	7	6	5	2
2006	16	10	2	3	3
2007	15	11	2	3	3

**Figure 3-15 Three-year Trend of Fatalities by Contributing Circumstance****Table 3-16 Injuries by Contributing Circumstance**

Contributing Circumstance	2005	2006	2007
Speed	731	696	650
Alcohol/Drug Influence	75	121	129
Pedestrian's Violation	309	257	235
Driver Inattention	976	846	918



**Figure 3-16 Three-year Trend of Injured Persons by Contributing Circumstance**

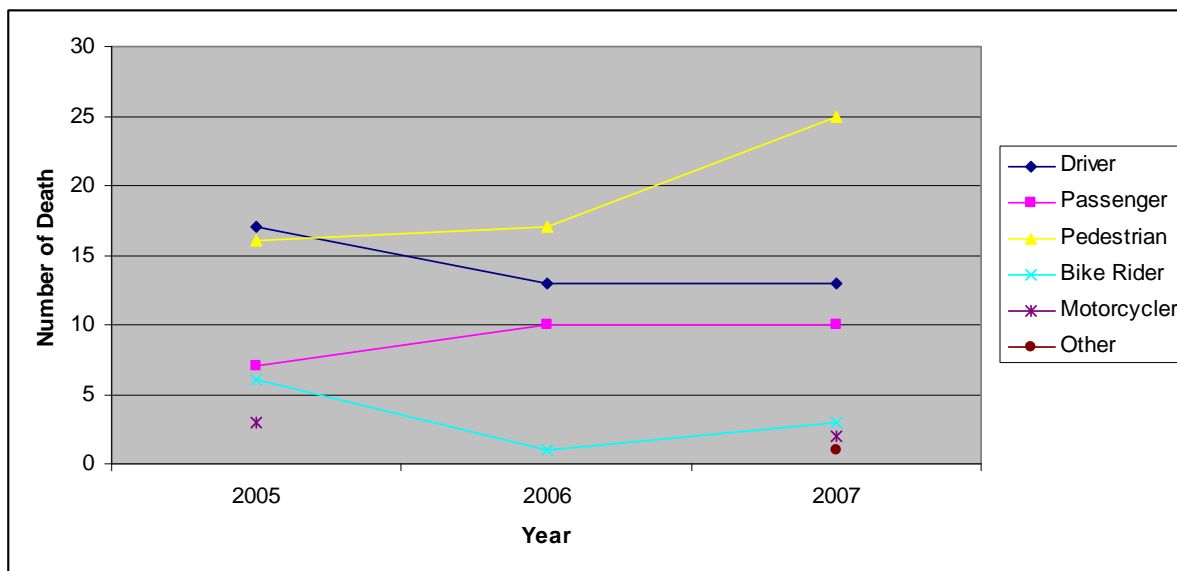
### 3.3.5 Roadway Users

Table 3-17 and Table 3-18 summarizes the fatality and injury crash distributions by roadway users for each year from 2005 to 2007. Drivers, passengers, and pedestrians have significantly higher percentages of fatalities with an average over the three years of 30%, 19% and 40%, respectively. The number of driver and passenger fatalities did not change from 2006 to 2007. Pedestrian, bicyclists, and motorcyclists are among the most vulnerable roadway users. When involved in a crash with a motor vehicle, they always suffer more serious injuries than vehicle occupants.

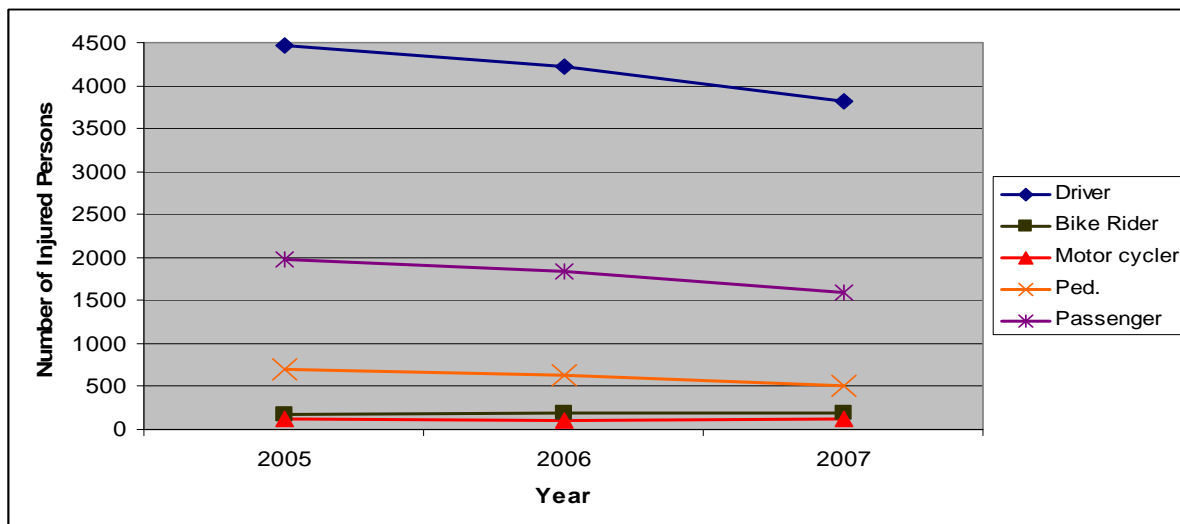
- There is an upward trend in pedestrian fatalities and injuries over the three years. There were 25 pedestrian fatalities making up 48% of all fatalities for 2007.
- In 2007, there were 197 motorcycle crashes resulting in 121 injuries and 2 fatalities.
- There were 281 bicycle crashes resulting in 197 injuries and 3 fatalities in 2007. This is the highest number of injured bicyclists in one year during the three year period between 2005 and 2007.

**Table 3-17 Trends in Fatalities by Road User Type**

Road User	2005	2006	2007
Driver	17	13	13
Passenger	7	10	10
Pedestrian	16	17	25
Bike Rider	6	1	3
Motorcyclist	3		2
Other			1
<b>Total</b>	<b>49</b>	<b>41</b>	<b>54</b>

**Figure 3-17 Trends in Fatalities by Road User Type****Table 3-18 Trends for Injuries by Road User Type**

Road User	Driver	Bike Rider	Motorcyclist	Pedestrian	Passenger
2005	4468	172	127	702	1975
2006	4212	191	113	626	1834
2007	3825	197	121	507	1593



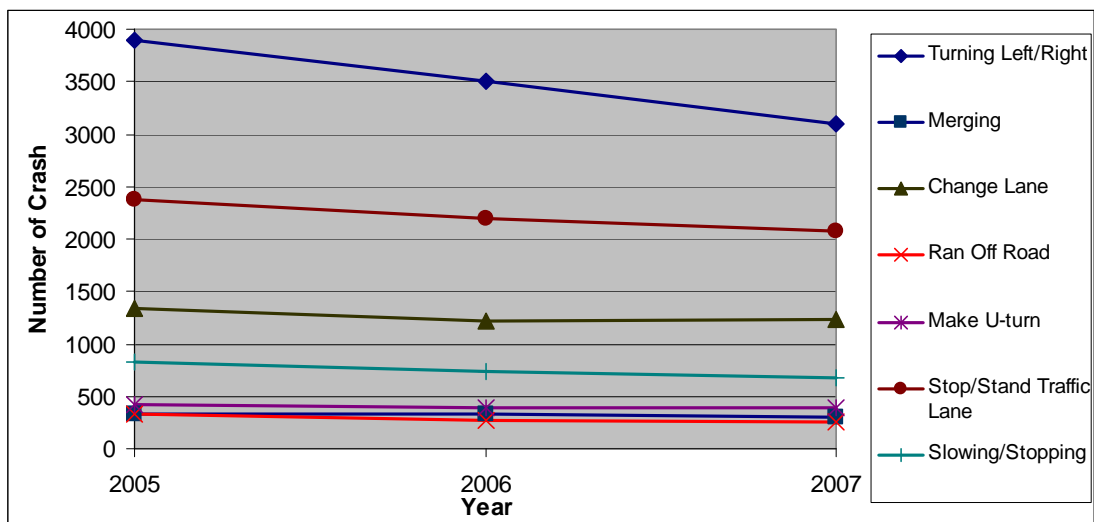
**Figure 3-18 Trends in Injuries by Road User Type**

### 3.3.6 Drivers' Action

The top three drivers' actions that are responsible for crashes are, Turning Left/Right, Changing Lanes, and Stopping/Standing in the Traffic Lane at 39%, 15% and 26% respectively, as illustrated in Table 3-19. There is respectively little change in the distribution of the reasons for crashes due to Drivers' Action as shown in Figure 3-19.

**Table 3-19 Crashes by Drivers' Action**

Drivers' Action	2005	2006	2007	2005	2006	2007
Turning Left/Right	3889	3506	3101	41%	41%	39%
Merging	334	335	299	4%	4%	4%
Change Lane	1338	1214	1232	14%	14%	15%
Ran Off Road	335	270	258	4%	3%	3%
Make U-turn	421	387	386	4%	4%	5%
Stop/Stand Traffic Lane	2380	2197	2069	25%	25%	26%
Slowing/Stopping	820	732	671	9%	8%	8%
<b>Total</b>	<b>9517</b>	<b>8641</b>	<b>8016</b>			



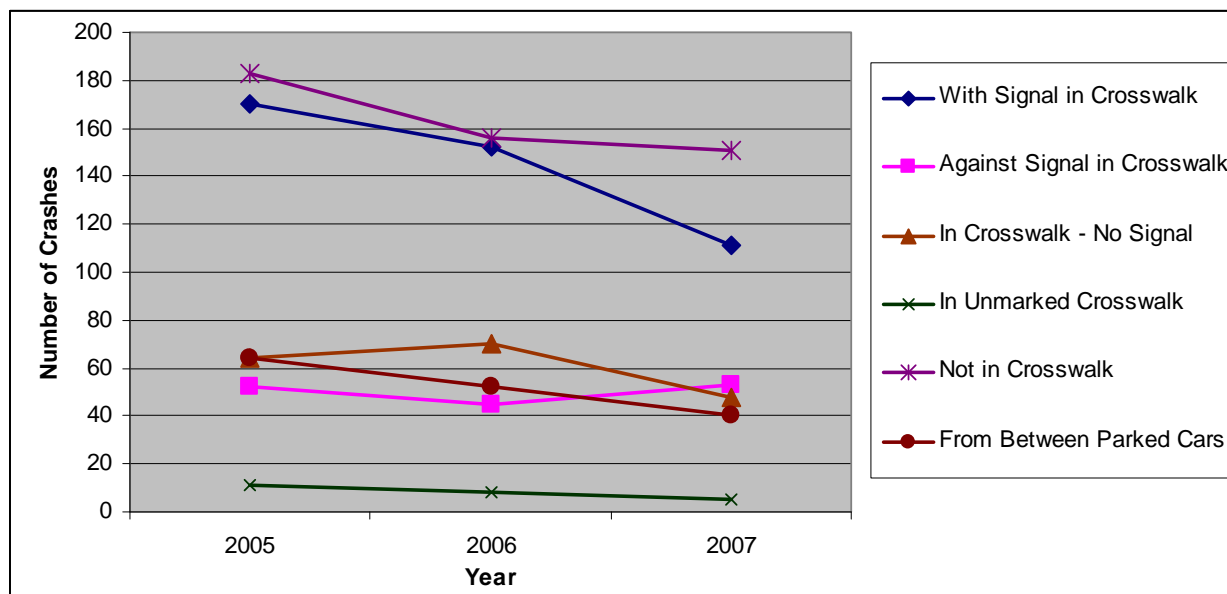
**Figure 3-19 Crash Involvement Trends of Crashes by Drivers' Action**

### 3.3.7 Pedestrians' Action

The top two pedestrians' actions that are involved in crashes are With Signal in Crosswalk and Not in Crosswalk at 19% and 20% respectively, as illustrated in Table 3-1920. However, With Signal in Crosswalk involved crashes decreased significantly by 27% from 2006 to 2007 as shown in Figure 3-19.

**Table 3-20 Crashes by Pedestrians' Action**

Pedestrian Action	2005	2006	2007
With Signal in Crosswalk	170	152	111
Against Signal in Crosswalk	52	45	53
In Crosswalk – No Signal	64	70	48
In Unmarked Crosswalk	11	8	5
Not in Crosswalk	183	156	151
From Between Parked Cars	64	52	40
Other	152	160	113
Unknown	50	40	31
Not Applicable	36	43	40
Total	782	726	592



**Figure 3-20 Crash Involvement Trends of Crashes by Pedestrians' Action**

### 3.3.8 Drivers

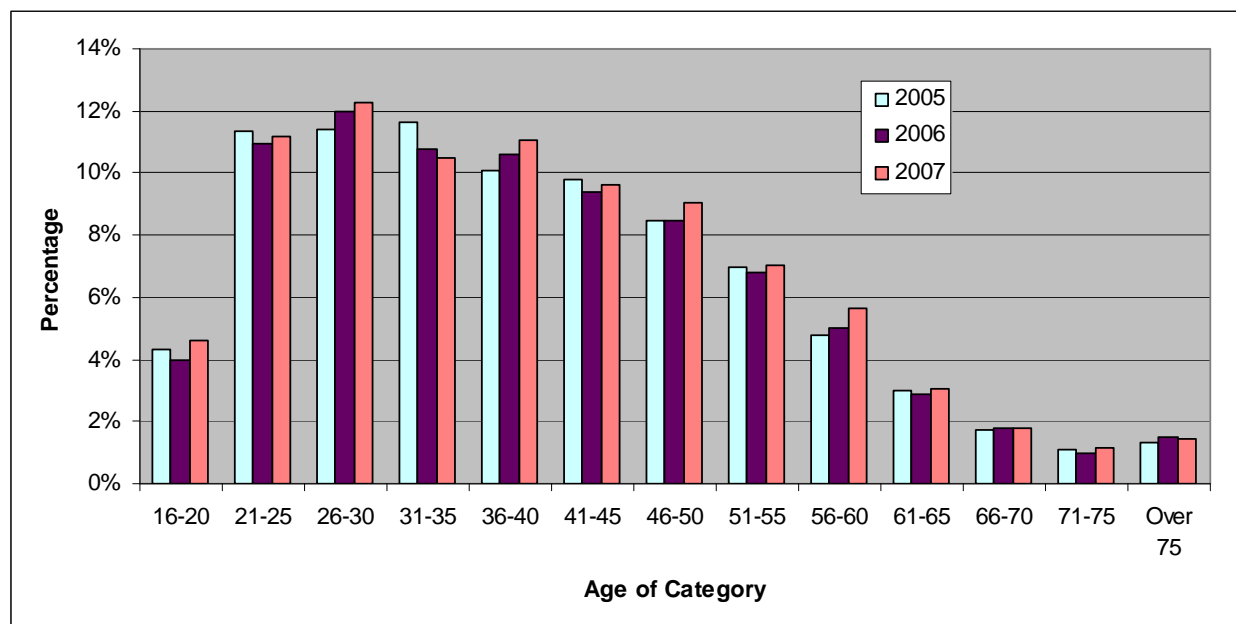
Crash involvement for drivers by age groups are summarized as shown in Table 3-21 and Figure 3-21. Drivers in the 20-25, 26-30, 31-35, and 36-40 age groups have the highest occurrence of crashes. After peaking in the 20 to 40 year old age group, the number of drivers involved in crashes decreases as the driver's age increases.

Table 3-22 presents the driver involvement in crashes by gender. Male drivers experience the greatest amount of crashes.

Table 3-23 and Figure 3-23 show crash involvement for drivers by the State Permit of the vehicle. The majority of the vehicles involved in crashes have a license plate from Washington DC and Maryland.

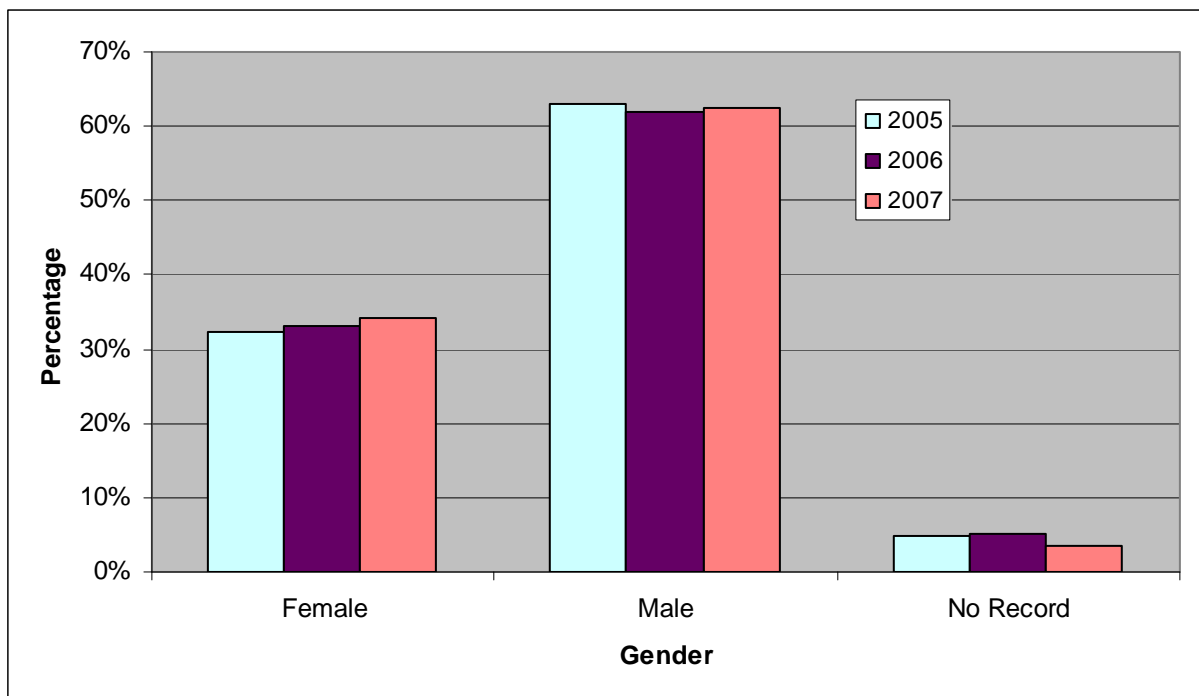
**Table 3-21 Crash-Involved Drivers by Age**

Age Category	2005	2006	2007	2005	2006	2007
16-20	1210	1035	1086	4.30%	4.00%	4.60%
21-25	3195	2836	2637	11.36%	10.97%	11.16%
26-30	3204	3095	2897	11.39%	11.97%	12.27%
31-35	3272	2781	2471	11.63%	10.76%	10.46%
36-40	2835	2743	2607	10.08%	10.61%	11.04%
41-45	2750	2425	2273	9.77%	9.38%	9.62%
46-50	2388	2194	2141	8.49%	8.49%	9.06%
51-55	1961	1756	1655	6.97%	6.79%	7.01%
56-60	1346	1303	1338	4.78%	5.04%	5.66%
61-65	837	746	720	2.98%	2.89%	3.05%
66-70	491	462	418	1.75%	1.79%	1.77%
71-75	308	257	269	1.09%	0.99%	1.14%
Over 75	373	389	336	1.33%	1.50%	1.42%
No Record	3964	3830	2772	14.09%	14.82%	11.74%
<b>Total</b>	<b>28134</b>	<b>25852</b>	<b>23620</b>			

**Figure 3-21 Crash-Involved Drivers by Age**

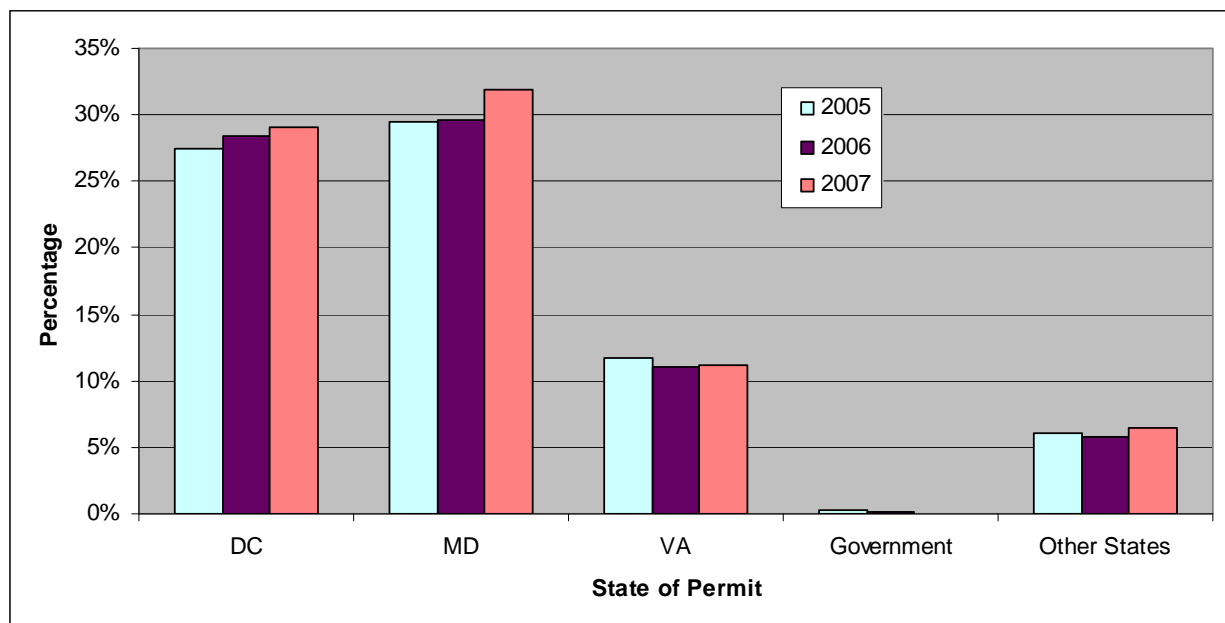
**Table 3-22 Driver Involvement by Gender**

Sex	2005	2006	2007	2005	2006	2007
Female	9098	8543	8082	32.34%	33.05%	34.22%
Male	17702	15992	14734	62.92%	61.86%	62.38%
No Record	1334	1317	804	4.74%	5.09%	3.40%
Total	28134	25852	23620			

**Figure 3-22 Driver Involvement by Gender****Table 3-23 Driver Involvement by State of Permit**

State of Permit	2005	2006	2007	2005	2006	2007
DC	7738	7326	6855	27.50%	28.34%	29.02%
MD	8312	7652	7531	29.54%	29.60%	31.88%
VA	3287	2869	2644	11.68%	11.10%	11.19%
Government	76	41	14	0.27%	0.16%	0.06%
Other States	1712	1500	1511	6.09%	5.80%	6.40%
No Record	7009	6464	5065	24.91%	25.00%	21.44%
Total	28134	25852	23620			





**Figure 3-23 Driver Involvement by State Permit**

### 3.3.9 Pedestrians

This section presents pedestrians involved crash distributions by age, gender, and Ward. Table 3-24, Table 3-25, and Table 3-26 show the distribution of pedestrian involved in crashes by age, gender, and Ward, respectively. The 21-30 age group of pedestrians has the highest percentage of involvement in crashes. Ward 2 had the highest proportion of pedestrians involved in crashes (about 26%), followed by ward 6 with 16%.

**Table 3-24 Pedestrian Involvement by Age**

Age Group	2005	2006	2007	2005	2006	2007
Under 10	138	113	66	16.08%	14.73%	10.78%
11-20	139	106	80	16.20%	13.82%	13.07%
21-30	175	144	130	20.40%	18.77%	21.24%
31-40	130	106	99	15.15%	13.82%	16.18%
41-50	108	127	96	12.59%	16.56%	15.69%
51-60	85	107	70	9.91%	13.95%	11.44%
61-70	56	34	34	6.53%	4.43%	5.56%
Over 70	23	28	28	2.68%	3.65%	4.58%
No Record	4	2	9	0.47%	0.26%	1.47%
<b>Total</b>	<b>858</b>	<b>767</b>	<b>612</b>			

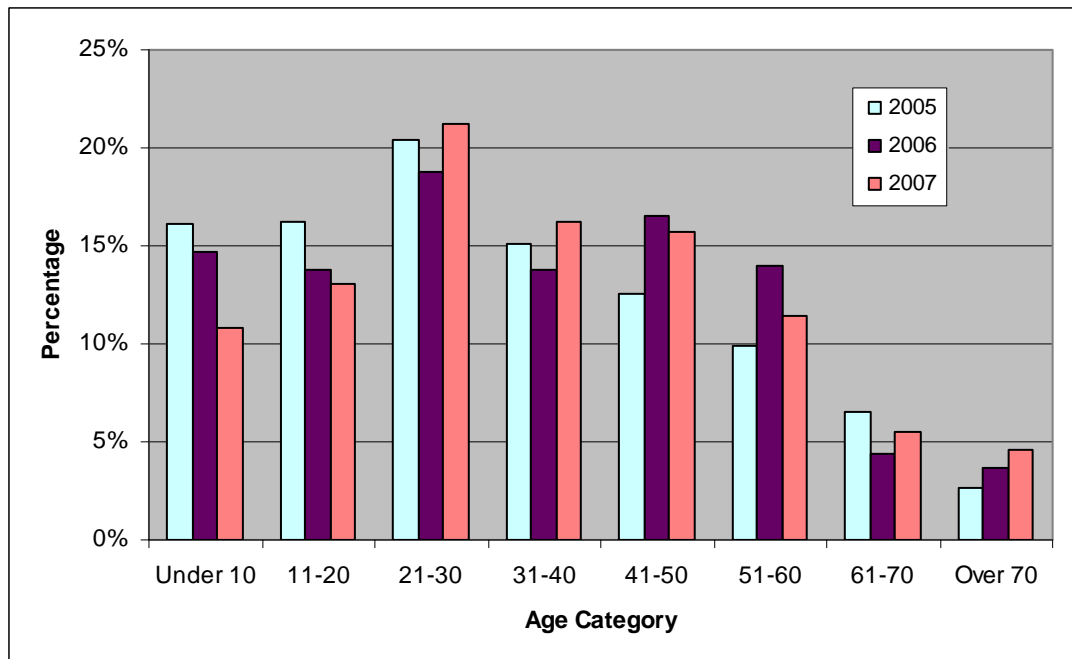


Figure 3-24 Pedestrian Involvement by Age

Table 3-25 Pedestrian Involvement by Gender

Gender	2005	2006	2007	2005	2006	2007
Female	391	347	264	45.57%	45.24%	43.14%
Male	444	416	344	51.75%	54.24%	56.21%
No Record	23	4	4	2.68%	0.52%	0.65%
<b>Total</b>	<b>858</b>	<b>767</b>	<b>612</b>			

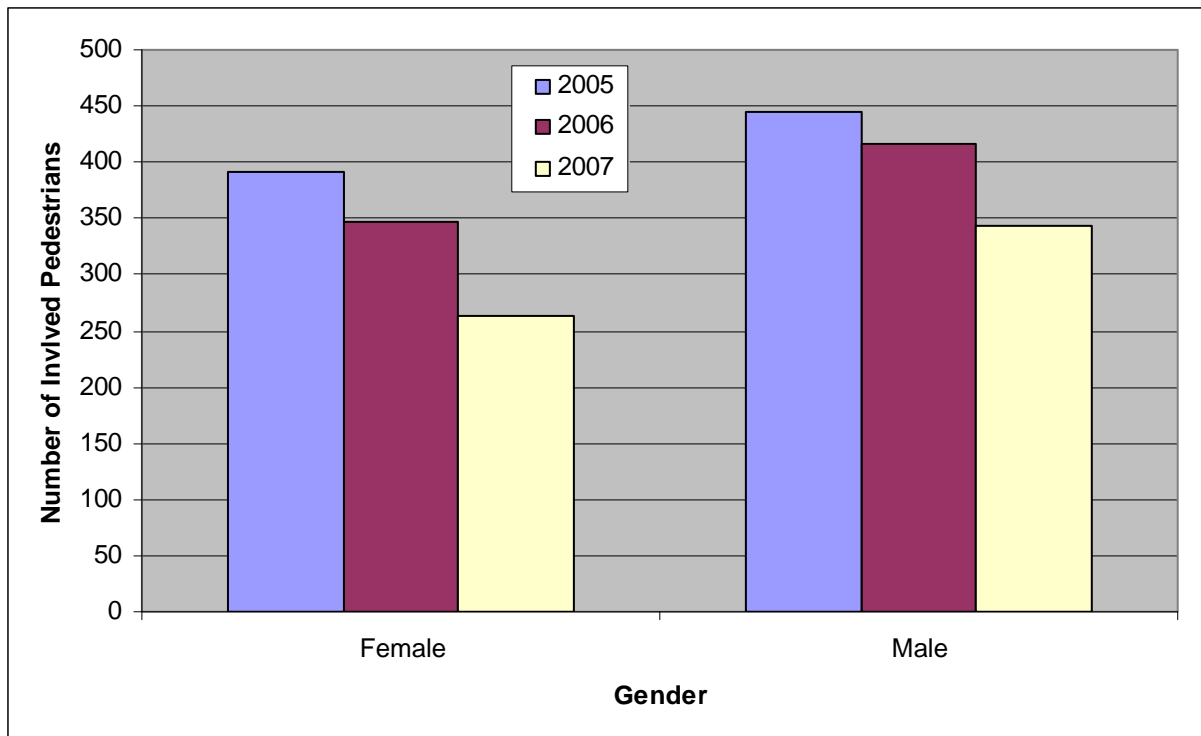
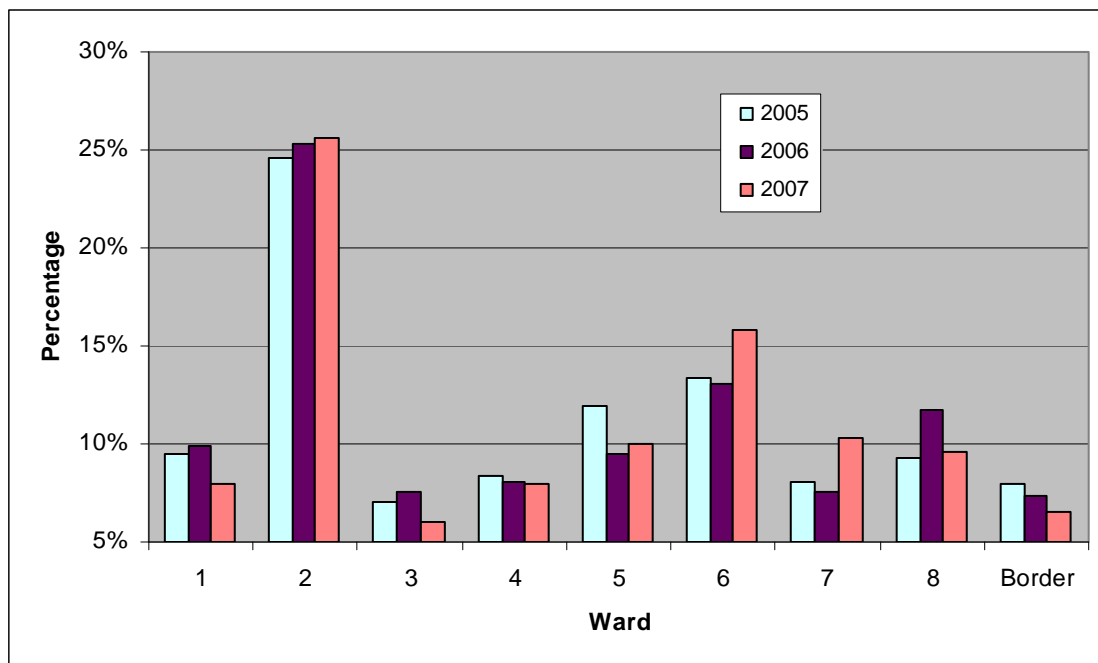


Figure 3-25 Pedestrian Involvement by Gender

Table 3-26 Pedestrian Involvement by Ward

Ward	2005	2006	2007	2005	2006	2007
1	81	76	49	9.44%	9.91%	8.01%
2	211	194	157	24.59%	25.29%	25.65%
3	60	58	37	6.99%	7.56%	6.05%
4	72	62	49	8.39%	8.08%	8.01%
5	102	73	61	11.89%	9.52%	9.97%
6	115	100	97	13.40%	13.04%	15.85%
7	69	58	63	8.04%	7.56%	10.29%
8	80	90	59	9.32%	11.73%	9.64%
Border	68	56	40	7.93%	7.30%	6.54%
<b>Total</b>	<b>858</b>	<b>767</b>	<b>612</b>			



**Figure 3-26 Pedestrian Involvement by Ward**

### 3.4 Roadway Environment

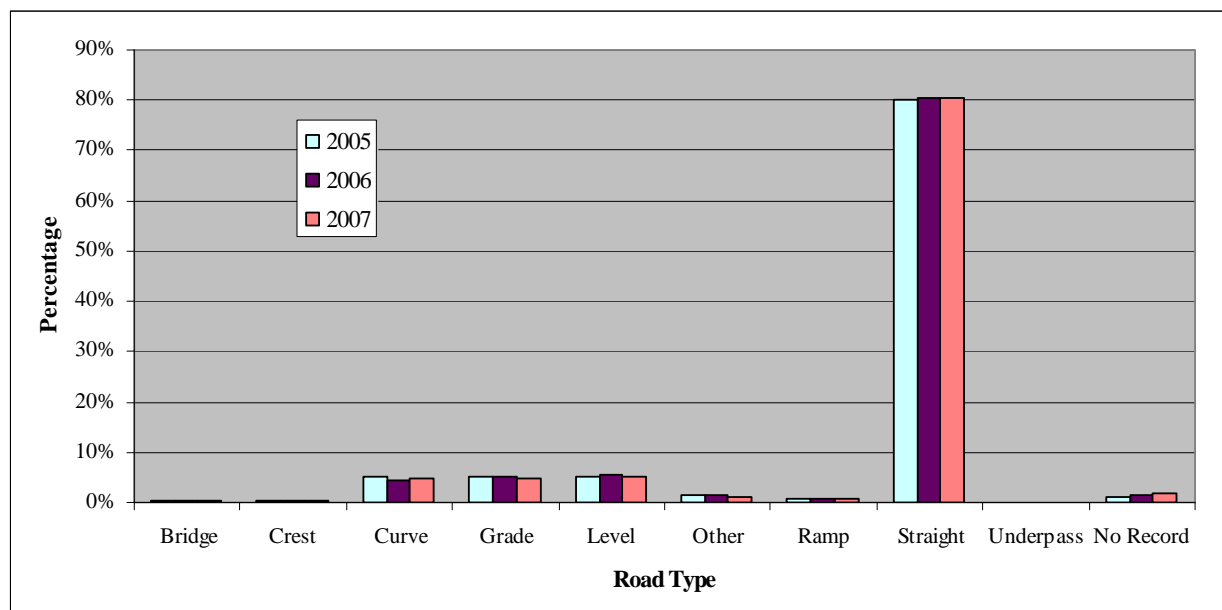
Environmental factors contributing to traffic crashes include light condition, road surface type, roadway type, roadway conditions, road illumination, weather condition, and traffic control. These environmental factors are analyzed in this section and detailed characteristics and statistics are presented in Appendix E.

#### 3.4.1 Roadway Type

The patterns of the crash involvement by roadway type did not change from 2005 to 2007 as shown in Table 3-27 and Figure 3-27. Approximately 80% of crashes occurred on sections of roadway described as “straight.”

**Table 3-27 Crashes by Roadway Type**

<b>Roadway Type</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Bridge	88	69	68	0.50%	0.43%	0.45%
Crest	68	59	72	0.39%	0.36%	0.48%
Curve	904	744	733	5.12%	4.59%	4.85%
Grade	886	814	728	5.02%	5.02%	4.82%
Level	939	909	792	5.32%	5.61%	5.24%
Other	270	229	190	1.53%	1.41%	1.26%
Ramp	100	92	91	0.57%	0.57%	0.60%
Straight	14166	13009	12144	80.23%	80.28%	80.39%
Underpass	16	15	13	0.09%	0.09%	0.09%
No Record	220	264	275	1.25%	1.63%	1.82%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



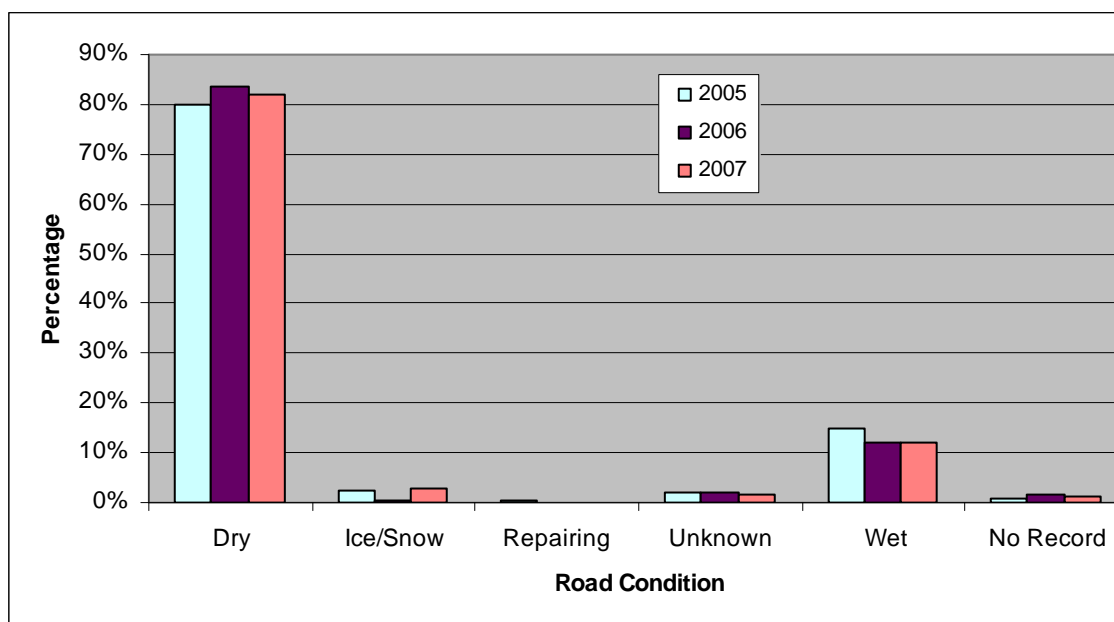
**Figure 3-27 Crashes by Roadway Type (Distribution)**

### 3.4.2 Road Condition

An average of 82% of traffic crashes occurred when the pavement was dry, and an average of 12.2 % percent of the crashes occurred when the pavement was wet. However, there was a drastic increase of crashes (582%) from 2006 to 2007 that had Ice/Snow road conditions as shown in Table 3-28.

**Table 3-28 Crashes by Road Condition**

Road Condition	2005	2006	2007	2005	2006	2007
Dry	14117	13547	12390	79.95%	83.60%	82.02%
Ice/Snow	430	62	423	2.44%	0.38%	2.80%
Repairing	36	24	23	0.20%	0.15%	0.15%
Unknown	343	305	248	1.94%	1.88%	1.64%
Wet	2596	1982	1816	14.70%	12.23%	12.02%
No Record	135	284	206	0.76%	1.75%	1.36%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



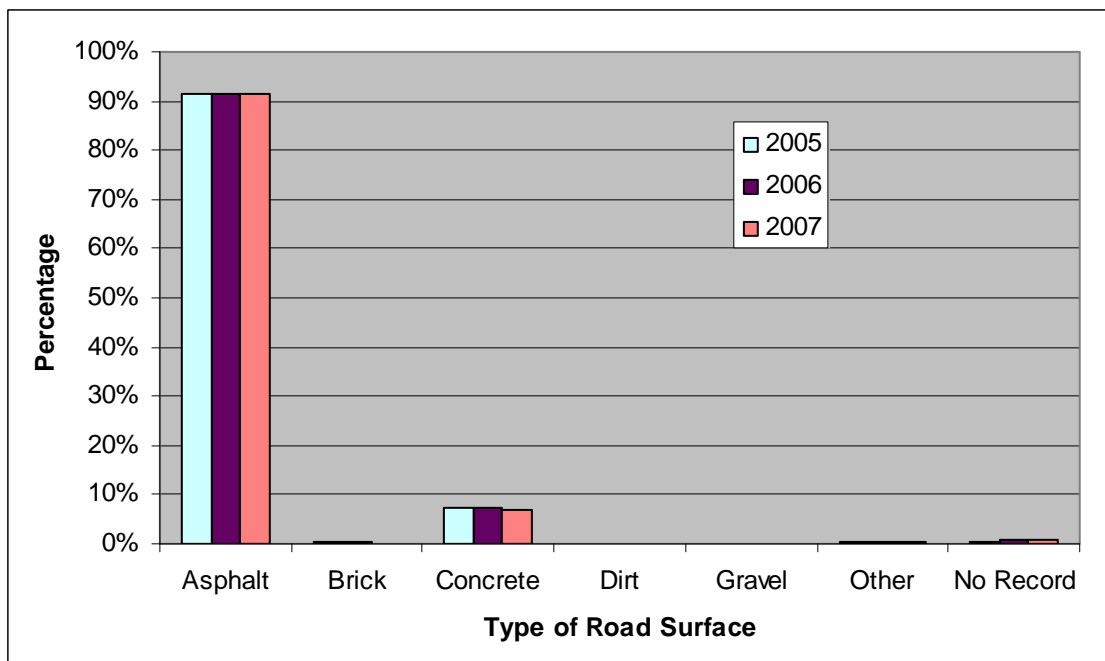
**Figure 3-28 Crashes by Road Condition**

### 3.4.3 Road Surface

Between 2005 and 2007 there is no change in the distribution of crashes by type of road surface, an average of 91.5% of the crashes occurred on asphalt surfaces and an average of 7.2% of the crashes occurred on a concrete surface as shown in Table 3-29 and Figure 3-29.

**Table 3-29 Crashes by Road Surface**

Road Surface	2005	2006	2007	2005	2006	2007
Asphalt	16180	14828	13802	91.64%	91.51%	91.37%
Brick	40	36	14	0.23%	0.22%	0.09%
Concrete	1262	1156	1071	7.15%	7.13%	7.09%
Dirt	15	13	10	0.08%	0.08%	0.07%
Gravel	28	29	21	0.16%	0.18%	0.14%
Other	54	36	40	0.31%	0.22%	0.26%
No Record	78	106	148	0.44%	0.65%	0.98%
Total	17657	16204	15106			



**Figure 3-29 Crashes by Road Surface**

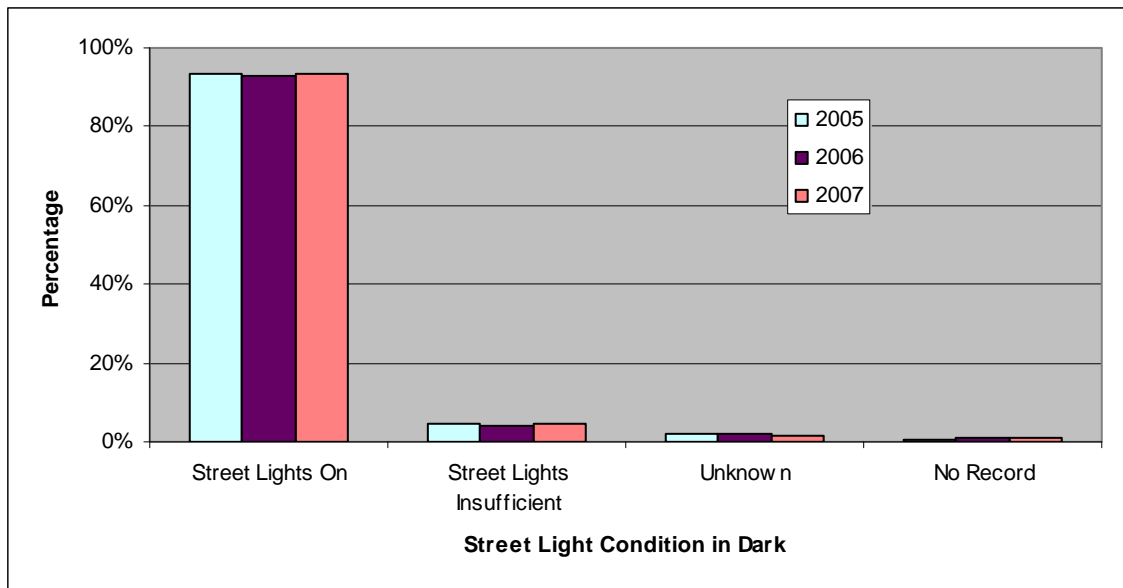
#### **3.4.4 Road Illumination**

Remarkably, 64% of crashes occurred during daylight conditions. An average of 31% of crashes occurred during nighttime and 5% of the crashes occurred during dawn/dusk. Of the crashes that occurred when it was dark, many of the crashes (4786) occurred while street lights were on, which is much higher than the crashes (413) that occurred when there was insufficient street light as shown in Table 3-30 and Table 3-31. Therefore, Road illumination may be ruled out as a major contributing factor.

**Table 3-30 Crashes in the Dark by Street Light Condition**

Street Light Condition	2005	2006	2007	2005	2006	2007
Street Lights On	5202	4392	4381	93.19%	92.91%	93.19%
Street Lights Insufficient	247	200	208	4.42%	4.23%	4.41%
Unknown	100	84	73	1.79%	1.78%	1.55%
No Record	33	51	40	0.59%	1.08%	0.85%
Total	5582	4727	4712			

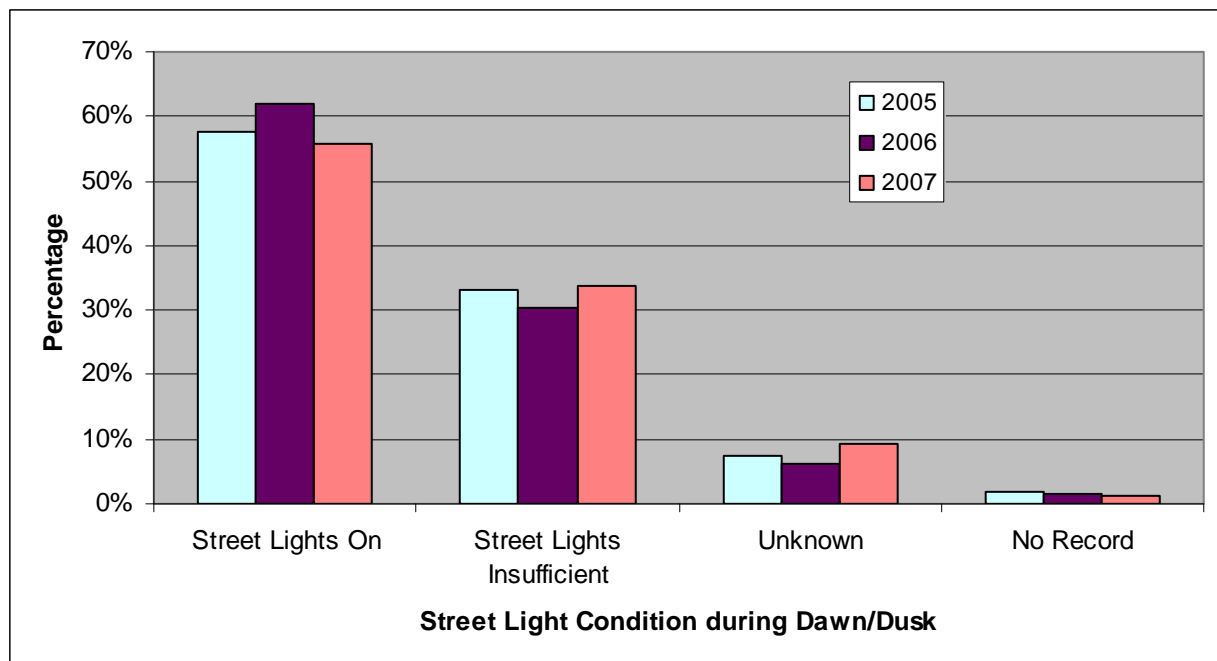




**Figure 3-30 Crashes in the Dark by Street Light Condition (Distribution)**

**Table 3-31 Crashes at Dawn/Dusk by Street Light Condition**

Street Light Condition	2005	2006	2007	2005	2006	2007
Street Lights On	489	570	405	57.60%	62.02%	55.86%
Street Lights Insufficient	282	280	245	33.22%	30.47%	33.79%
Unknown	63	56	67	7.42%	6.09%	9.24%
No Record	15	13	8	1.77%	1.41%	1.10%
<b>Total</b>	<b>849</b>	<b>919</b>	<b>725</b>			



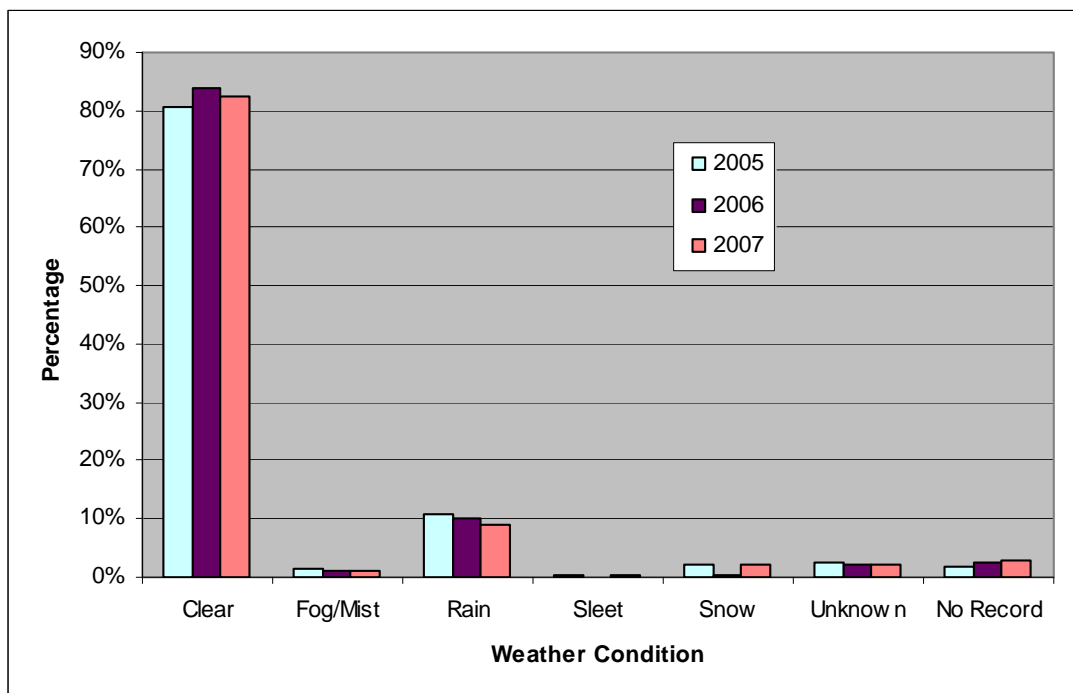
**Figure 3-31 Crashes in Dawn/Dusk by Street Light Condition**

### 3.4.5 Weather

Table 3-32 displays the distribution of the crashes by weather conditions. From 2005 to 2007, an average of 82% of the crashes occurred during clear weather and 10% occurred when it was raining. From 2006 to 2007, the number of crashes that occurred during sleet increased significantly from 8 to 73 and during snow from 44 to 301.

**Table 3-32 Crashes by Weather Condition**

Weather	2005	2006	2007	2005	2006	2007
Clear	14241	13563	12470	80.65%	83.70%	82.55%
Fog/Mist	241	198	161	1.36%	1.22%	1.07%
Rain	1918	1632	1343	10.86%	10.07%	8.89%
Sleet	44	8	73	0.25%	0.05%	0.48%
Snow	413	44	301	2.34%	0.27%	1.99%
Unknown	453	350	320	2.57%	2.16%	2.12%
No Record	347	409	438	1.97%	2.52%	2.90%
Total	17657	16204	15106			



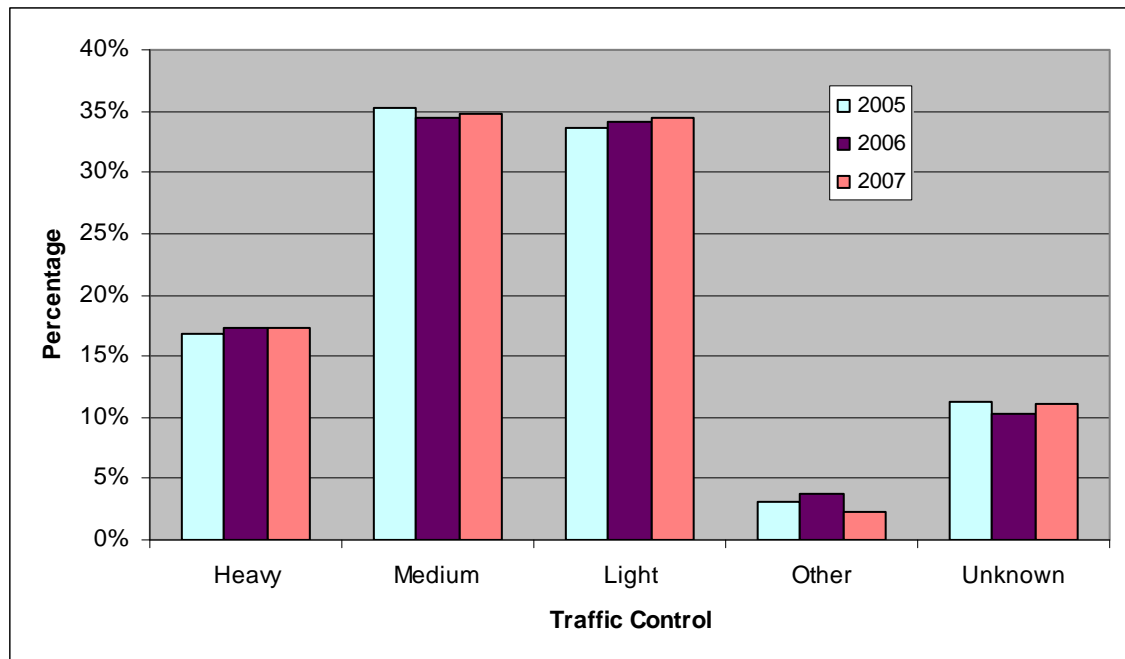
**Figure 3-32 Crashes by Weather**

### 3.4.6 Traffic Conditions

An average 35% of crashes occurred in medium traffic flow conditions each year followed by an average 34% of crashes under light traffic condition, and only an average of 17% of crashes occurred in heavy traffic conditions as shown in Table 3-33 and Figure 3-33.

**Table 3-33 Crashes by Traffic Condition**

Traffic Condition	2005	2006	2007	2005	2006	2007
Heavy	2975	2817	2612	16.85%	17.38%	17.29%
Medium	6217	5595	5261	35.21%	34.53%	34.83%
Light	5936	5518	5210	33.62%	34.05%	34.49%
Other	550	620	339	3.11%	3.83%	2.24%
Unknown	1979	1654	1684	11.21%	10.21%	11.15%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



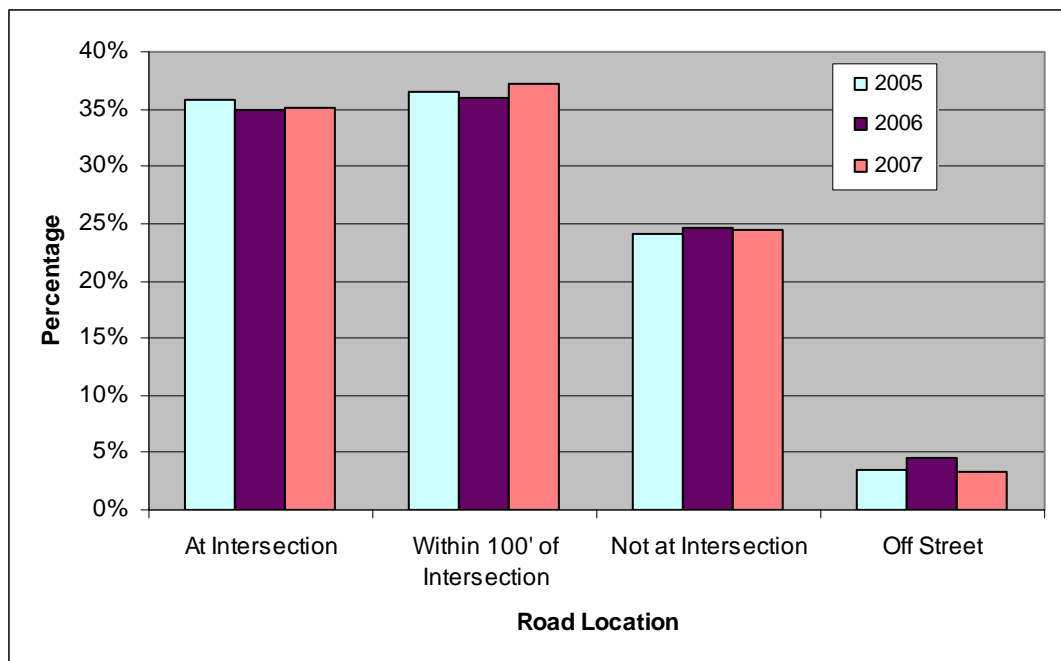
**Figure 3-33 Crashes by Traffic Condition**

### 3.4.7 Roadway Location

Between 2005 and 2007, an average 72% of all crashes occurred at or within 100 feet of intersections, as shown in Table 3-34 and Figure 3-34.

**Table 3-34 Crashes by Road Location**

Road Location	2005	2006	2007	2005	2006	2007
At Intersection	6338	5660	5291	35.90%	34.93%	35.03%
Within 100' of Intersection	6458	5819	5617	36.57%	35.91%	37.18%
Not at Intersection	4254	3987	3707	24.09%	24.61%	24.54%
Off Street	607	738	491	3.44%	4.55%	3.25%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			



**Figure 3-34 Crashes by Road Location**

### 3.4.8 Traffic Control

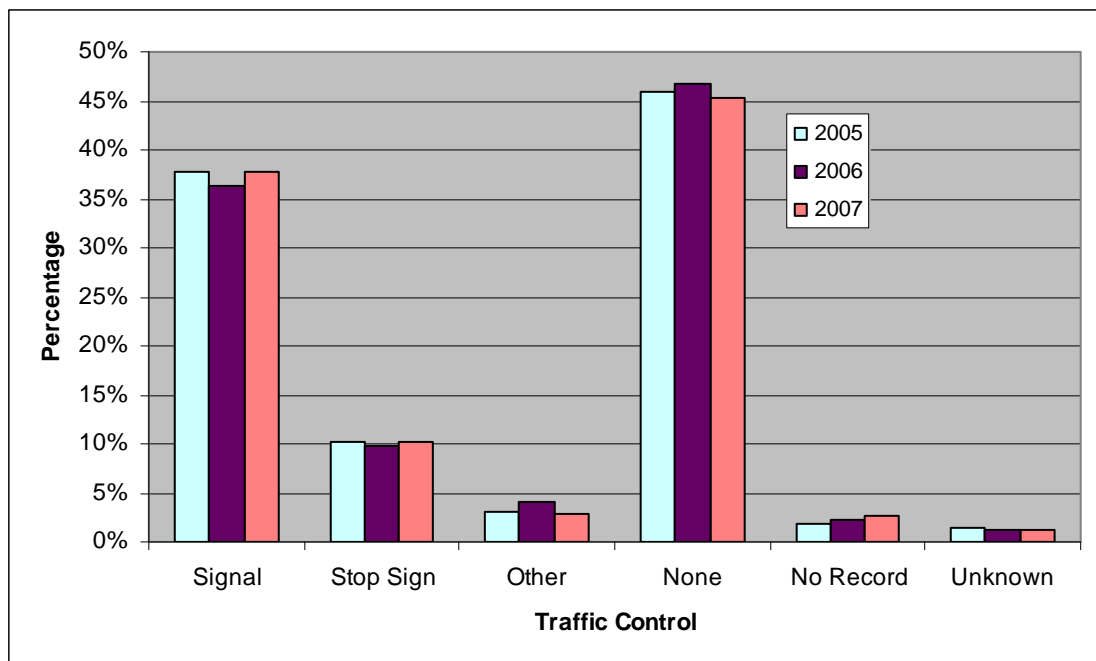
There are approximately 7,700 intersections in the District of Columbia. 1,700 intersections are signalized and 6,022 intersections are unsignalized. Slightly more than 500 of the signalized intersections are located within the downtown area. The rest are located on major arterial corridors. Signalized intersections represent about 22% of the intersections, but experienced about 38% of the crashes as shown in Table 3-35. There were no significant changes of the crash distribution at intersections with various traffic control measures over the three years studied as shown in Table 3-35.

**Table 3-35 Crashes by Traffic Control**

Traffic Control	2005	2006	2007	2005	2006	2007
Signal	6663	5871	5693	37.74%	36.23%	37.69%
Stop Sign	1793	1572	1529	10.15%	9.70%	10.12%
Other	547	649	444	3.10%	4.01%	2.94%
None	8101	7557	6846	45.88%	46.64%	45.32%
No Record	317	363	410	1.80%	2.24%	2.71%
Unknown	236	192	184	1.34%	1.18%	1.22%
<b>Total</b>	<b>17657</b>	<b>16204</b>	<b>15106</b>			

\*Other: (Yield/Flashing/Turn Restricted/Officer)

\*None: (including mid-block crashes)



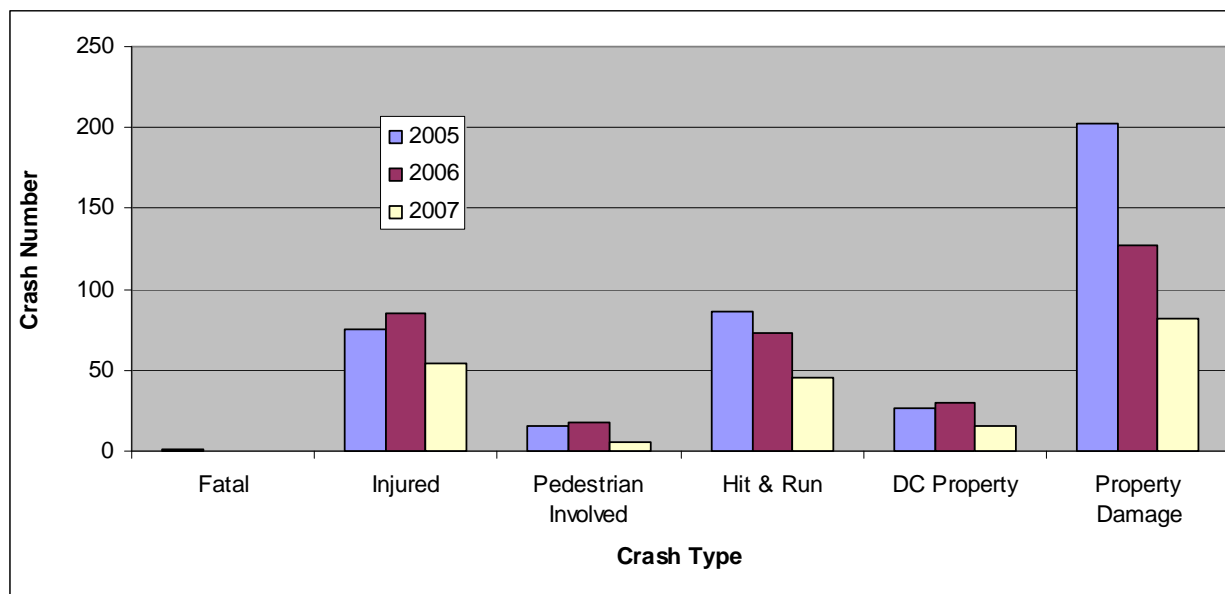
**Figure 3-35 Crashes by Traffic Control**

### 3.4.9 Work Zones

Table 3-36 and Figure 3-36 summarize the frequency of crashes by crash types in relation to Work Zones. From 2005 and 2007, there were 941 crashes in work zones, which resulted in 214 injuries and 1 fatality. Based on the data, there is a downward trend for work-zone crashes in the District. All types of crashes in work zones substantially decreased from 2006 to 2007. Pedestrian-involved crashes went down 66.7%, injuries were down 36.5% and Hit & Run down 38.4%. In 2007 the number of work zone crashes was down significantly to 203, 54 of which have been classified as injury crashes and zero fatality crashes.

**Table 3-36 Crashes in Work Zone by Crash Type**

Crash Type	2005	2006	2007
Fatal	1	0	0
Injured	75	85	54
Pedestrian Involved	15	18	6
Hit & Run	86	73	45
DC Property	26	30	16
Property Damage	202	127	82
<b>Total</b>	<b>405</b>	<b>333</b>	<b>203</b>



**Figure 3-36 Crashes in Work Zone by Crash Type**

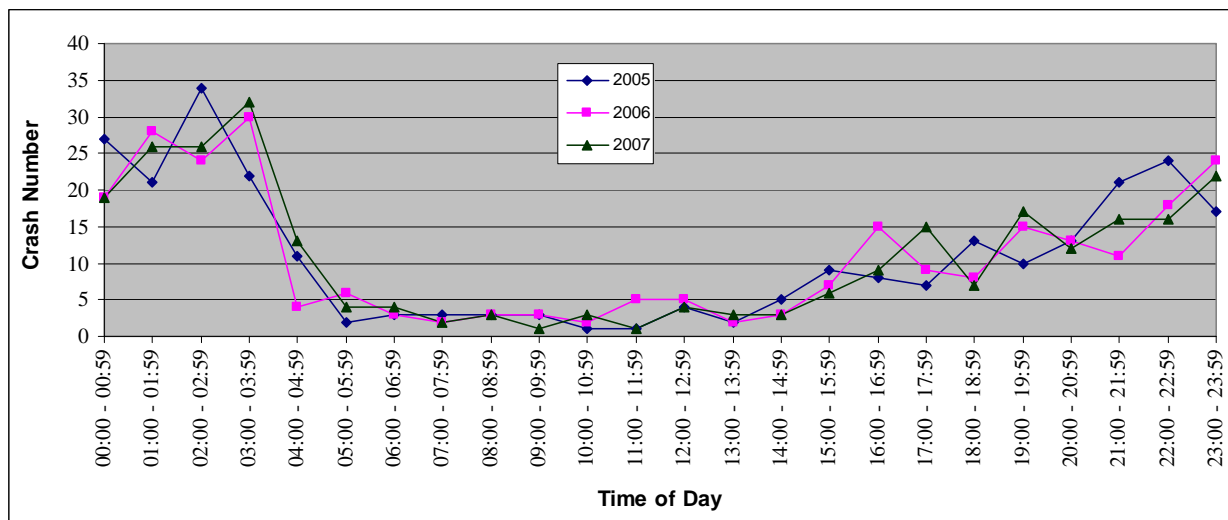
### 3.5 Alcohol/Drug-Involved Crashes

Consumption of alcohol and drugs continues to be a factor in traffic crashes in the District, particularly the more serious crashes. The number of alcohol/drug involved traffic crashes has averaged about 260 per year for the past three years. The number of alcohol/drug related crashes has generally remained constant. However, the number of people injured or killed in alcohol/drug related crashes increased from 374 in 2006 to 410 in 2007. In 2007, alcohol and or drugs were a factor in 264 crashes, resulting in 2 fatalities and 129 injuries.

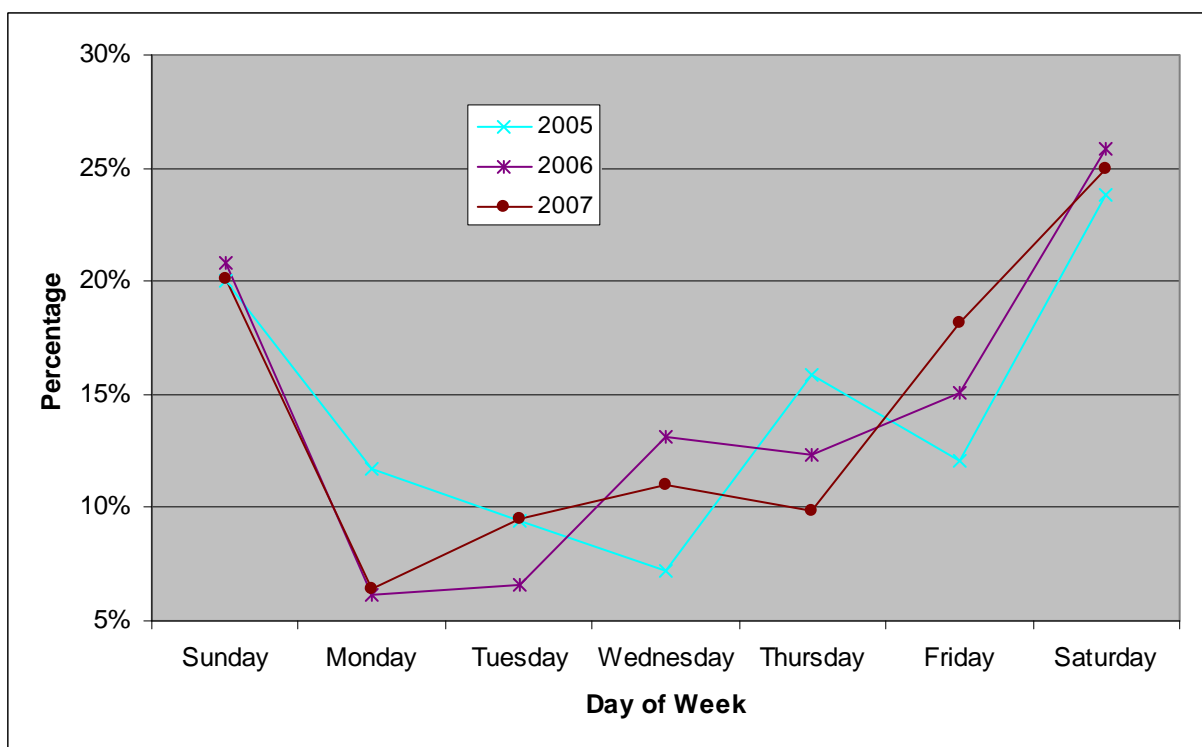
Crashes that involved alcohol and or drugs occurred more often at night than at any other time as shown in Figure 3-37. In 2007 alcohol/drug related crashes were most likely to occur between 9:00 p.m. to 4:00 a.m., particularly during the period from Thursday evening to Monday morning. The highest number of crashes occurred between 3:00 a.m. and 4:00 a.m., which corresponds with many of the District Bars and Club closing time of 3:00 a.m. on the weekend.

An average 45% of the alcohol/drug related crashes occurred on weekends as illustrated in Figure 3-38. The age groups from 21-25 to 41-45 have the highest frequency of crashes involved alcohol/drug as shown in Figure 3-39. Among all alcohol involved crashes, almost 77% of the crashes are caused by male drivers, and only about 23% of crashes are caused by female drivers as shown in Table 3-37.

Detailed statistics on alcohol/drug involved crashes are presented in Appendix F.

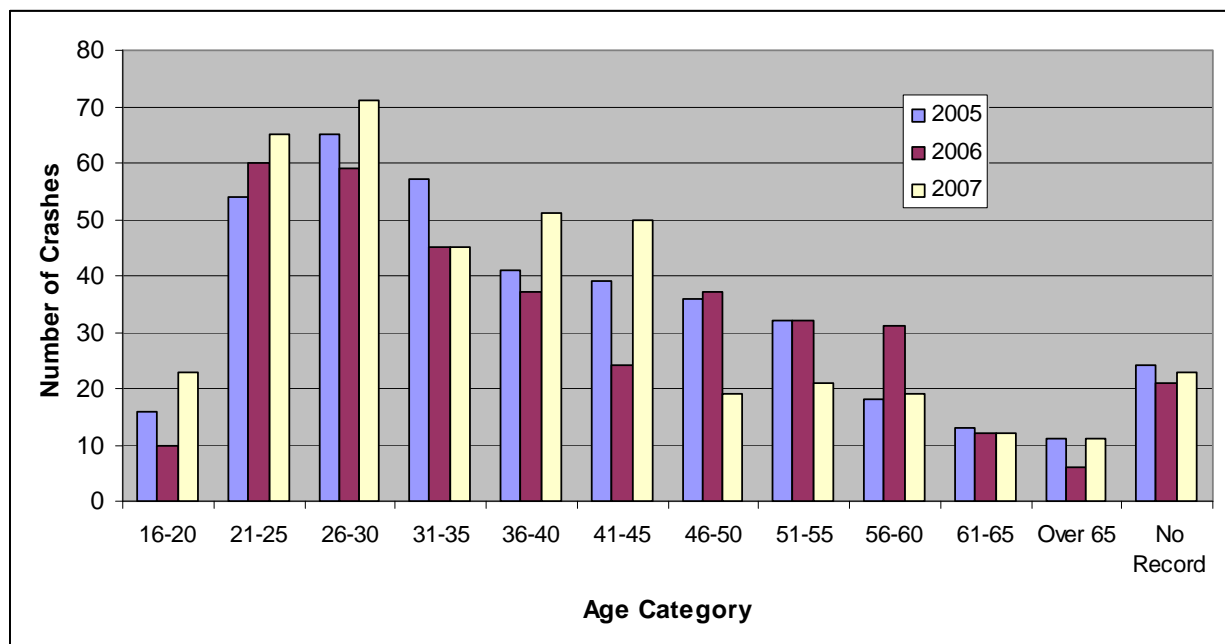


**Figure 3-37 Alcohol/Drug Involved Crashes by Time of Day (Frequency)**



**Figure 3-38 Alcohol/Drug Involved Crashes by Day of Week (Distribution)**





**Figure 3-39 Alcohol/Drug Involved Drivers by Age Category (Frequency)**

**Table 3-37 Alcohol/Drug Involved Drivers by Gender**

Gender	2005	2006	2007	2005	2006	2007
Female	103	85	94	25.37%	22.73%	22.93%
Male	298	288	315	73.40%	77.01%	76.83%
No Record	5	1	1	1.23%	0.27%	0.24%
<b>Total</b>	<b>406</b>	<b>374</b>	<b>410</b>			

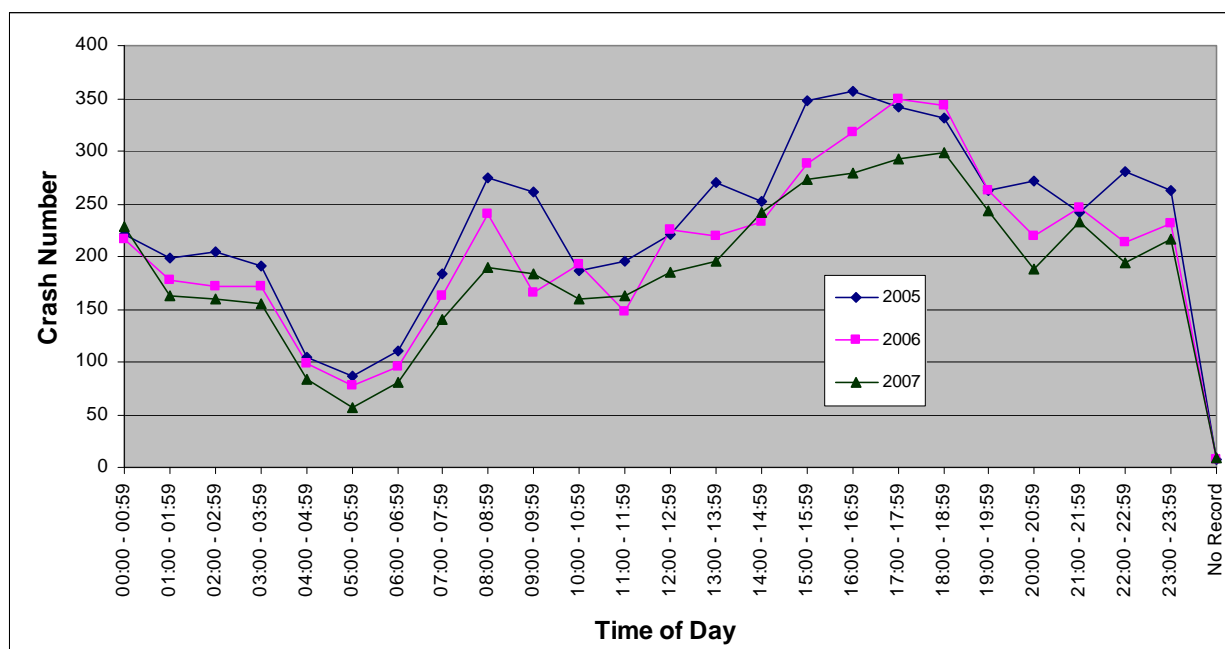
### 3.6 Hit & Run

The overall hit & run crashes have decreased every year for the last three years (2005 to 2007). Table 3-38 shows the hit & run crashes distributions by Police Districts. Police District 1 and 6 have the highest percentages of hit & run crashes, 18% and 17% respectively. The highest frequency of hit & run crashes is observed between 3:00 – 7:00 p.m. as shown in Figure 3-40. More than 25% hit & run crashes occurred in afternoon peak hours (3:00–7:00pm).

Detailed statistics on hit and run crashes are presented in Appendix G.

**Table 3-38 Hit and Run Involved Crashes by Police District**

District	2005	2006	2007	2005	2006	2007
1	930	916	844	16.42%	18.05%	18.30%
2	547	513	584	9.66%	10.11%	12.67%
3	999	891	601	17.63%	17.56%	13.03%
4	682	580	604	12.04%	11.43%	13.10%
5	840	726	643	14.83%	14.31%	13.94%
6	1025	838	763	18.09%	16.52%	16.55%
7	613	595	535	10.82%	11.73%	11.60%
No Record	29	15	37	0.51%	0.30%	0.80%
Total	5665	5074	4611			

**Figure 3-40 Hit and Run Involved Crashes by Time of Day (Frequency)**

## **4. IDENTIFICATION OF HIGH HAZARD LOCATIONS**

High-hazard traffic safety locations can be identified by at specific points (e.g. intersections), or line segments (e.g. street corridors), and areas (e.g. Wards). Methodologies used to identify area-based high-hazard traffic locations are discussed in Section 2.2. This section focuses on identification of high-hazard intersections and corridors.

### **4.1 Identification of High Hazard Intersections**

The four ranks, crash rate ranking, crash severity ranking, crash frequency ranking, and composite index (which is calculated based on the combination of previous three ranking), were used to identify high-hazard intersections. To rank high hazard intersections based on the three-year crash data, each intersection is given a rank based on its calculated values. The first ranking is based on the crash rate. The second ranking is based on the value of crash severity index. The third ranking is according to the number of crashes, or frequency. Finally, intersections are then sorted by composite index to complete the final ranking of the high hazard intersections. The highest hazard intersections are those with the lowest composite index.

#### **4.1.1 Ranking of High Hazard Intersections (2005-2007)**

The top 20 high hazard locations based on each individual ranking for Crash Rate, Crash Cost, Total Number of Crashes and Composite Index are listed in Table 4-1, Table 4-2, Table 4-3, and Table 4-4 respectively. Tables listing the top 200 high hazard locations can be found in Appendix H.

The intersection at BENNING RD AND SOUTHERN AVE has the highest crash rate. The intersection at BLADENSBURG RD AND NEW YORK AVE that has the highest value of crash severity index receives. The intersection of BLADENSBURG RD AND NEW YORK AVE again has the highest frequency of crashes.

The intersection with the lowest composite index, which is the highest ranking intersection, is BLADENSBURG RD AND NEW YORK AVE. The second ranked intersection by composite index is FIRTH STERLING AVE AND SUITLAND PKWY. The locations of the top ranking intersection based on the composite index are shown in Figure 4-1.

**Table 4-1 Rank Based on Crash Rate (2005-2007)**

<b>Intersection Name</b>	<b>Quadrant</b>	<b>Total Crash</b>	<b>ADT Volume (Thousand)</b>	<b>Rate</b>	<b>Rank</b>
BENNING RD AND SOUTHERN AVE	3	76	19.35	3.587	1
M ST AND WISCONSIN AVE	1	133	37.3	3.256	2
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	48.2	2.785	3
BLADENSBURG RD AND NEW YORK AVE	2	279	92.6	2.752	4
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	76	25.35	2.738	5
BENNING RD AND MINNESOTA AVE	2	129	43.3	2.721	6
19TH ST AND INDEPENDENCE AVE	3	53	19.2	2.521	7
14TH ST AND W ST	1	34	12.5	2.484	8
18TH ST AND KALORAMA RD	1	41	15.25	2.455	9
STANTON RD AND SUITLAND PKWY	3	117	45.7	2.338	10
BRANCH AVE AND PENNSYLVANIA AVE	3	105	42.5	2.256	11
GOOD HOPE RD AND NAYLOR RD	3	56	23.05	2.219	12
HOWARD RD AND MARTIN LUTHER KING AVE	3	51	21.05	2.213	13
4TH ST AND ATLANTIC ST	3	29	12.35	2.144	14
BENNING RD AND G ST	3	50	21.45	2.129	15
CENTRAL AVE AND SOUTHERN AVE	3	33	14.3	2.107	16
GEORGIA AVE AND MISSOURI AVE	1	105	46.35	2.069	17
EASTERN AVE AND MINNESOTA AVE	2	39	17.25	2.065	18
GEORGIA AVE AND PARK RD	1	47	21.1	2.034	19
NEW JERSEY AVE AND NEW YORK AVE	1	148	67.6	1.999	20

**Table 4-2 Rank Based on Crash Cost (2005-2007)**

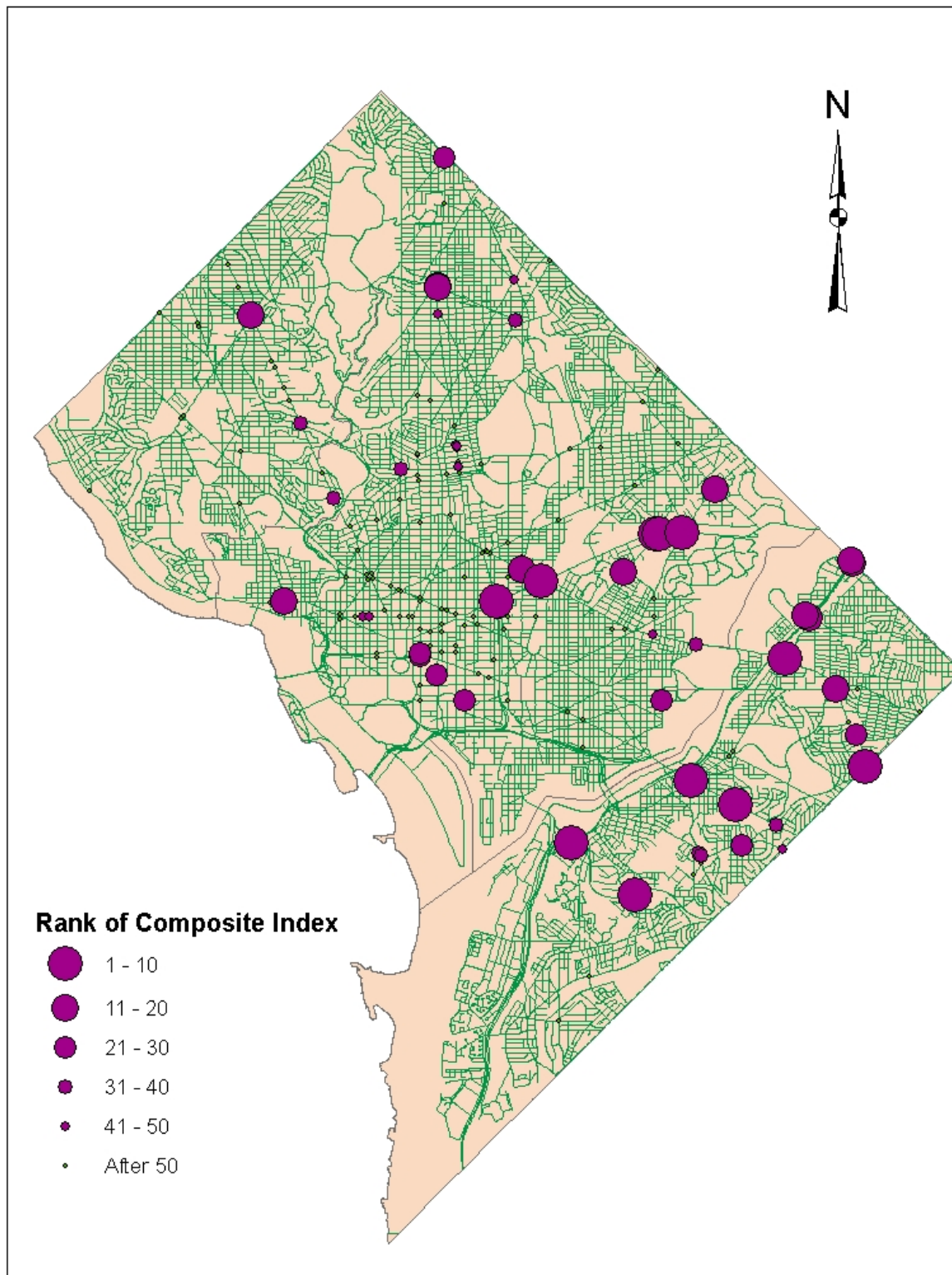
<b>Intersection Name</b>	<b>Quadrant</b>	<b># of Crashes</b>	<b># of Injuries</b>	<b># of Death</b>	<b>Cost (Thousand \$)</b>	<b>Rank</b>
BLADENSBURG RD AND NEW YORK AVE	2	279	141	0	34973.228	1
NEW JERSEY AVE AND NEW YORK AVE	1	148	129	0	28184.725	2
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	127	1	28149.183	3
NEW YORK AVE AND NORTH CAPITOL ST	5	172	94	1	23173.317	4
BENNING RD AND KENILWORTH AVE	2	153	88	1	21431.764	5
H ST AND N. CAPITOL ST	5	124	83	0	19157.083	6
STANTON RD AND SUITLAND PKWY	3	117	72	0	16953.485	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	115	71	0	16704.692	8
2ND ST AND H ST	1	86	75	0	16384.815	9
FLORIDA AVE AND NEW YORK AVE	2	128	63	1	16100.480	10
BENNING RD AND MINNESOTA AVE	2	129	64	0	15958.312	11
M ST AND S CAPITOL ST	5	108	67	0	15745.061	12
FLORIDA AVE AND NORTH CAPITOL ST	5	105	67	0	15638.435	13
I ST AND S CAPITOL ST	5	132	60	0	15354.100	14
1ST ST AND NEW YORK AVE	2	107	64	0	15176.390	15
NEW YORK AVE AND SOUTH DAKOTA AVE	2	106	60	0	14430.011	16
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	92	60	0	13932.424	17
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	78	61	0	13612.547	18
LENFANT SQ AND PENNSYLVANIA AVE	3	82	55	0	12688.458	19
MONTANA AVE AND NEW YORK AVE	2	132	44	0	12510.748	20

**Table 4-3 Rank Based on Total Crash (2005-2007)**

<b>Intersection Name</b>	<b>Quadrant</b>	<b>Total Crash</b>	<b>Rank</b>
BLADENSBURG RD AND NEW YORK AVE	2	279	1
NEW YORK AVE AND NORTH CAPITOL ST	5	172	2
BENNING RD AND KENILWORTH AVE	2	153	3
NEW JERSEY AVE AND NEW YORK AVE	1	148	4
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	5
M ST AND WISCONSIN AVE	1	133	6
MONTANA AVE AND NEW YORK AVE	2	132	7
I ST AND S CAPITOL ST	5	132	7
BENNING RD AND MINNESOTA AVE	2	129	9
FLORIDA AVE AND NEW YORK AVE	2	128	10
H ST AND NORTH CAPITOL ST	5	124	11
14TH ST AND CONSTITUTION AVE	1	120	12
STANTON RD AND SUITLAND PKWY	3	117	13
MINNESOTA AVE AND PENNSYLVANIA AVE	3	115	14
7TH ST AND H ST	1	114	15
M ST AND S CAPITOL ST	5	108	16
1ST ST AND NEW YORK AVE	2	107	17
NEW YORK AVE AND SOUTH DAKOTA AVE	2	106	18
BRANCH AVE AND PENNSYLVANIA AVE	3	105	19
GEORGIA AVE AND MISSOURI AVE	1	105	19
FLORIDA AVE AND NORTH CAPITOL ST	5	105	19

**Table 4-4 Rank Based on Composite Index (2005-2007)**

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
		Rank			Value	Rank
BLADENSBURG RD AND NEW YORK AVE	2	1	1	4	1.75	1
FIRTH STERLING AVE AND SUITLAND PKWY	3	5	3	3	3.5	2
NEW JERSEY AVE AND NEW YORK AVE	1	4	2	20	7	3
BENNING RD AND MINNESOTA AVE	2	9	11	6	9.25	4
STANTON RD AND SUITLAND PKWY	3	13	7	10	9.25	4
MINNESOTA AVE AND PENNSYLVANIA AVE	3	14	8	37	16.75	6
MONTANA AVE AND NEW YORK AVE	2	7	20	24	17.75	7
FLORIDA AVE AND NEW YORK AVE	2	10	10	45	18.75	8
BRANCH AVE AND PENNSYLVANIA AVE	3	19	26	11	20.5	9
BENNING RD AND SOUTHERN AVE	3	40	21	1	20.75	10
GEORGIA AVE AND MISSOURI AVE	1	19	26	17	22	11
M ST AND WISCONSIN AVE	1	6	41	2	22.5	12
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	36	18	38	27.5	13
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	40	34	5	28.25	14
BENNING RD AND KENILWORTH AVE	2	3	5	101	28.5	15
FLORIDA AVE AND N. CAPITOL ST	5	19	13	71	29	16
CONNECTICUT AVE AND NEBRASKA AVE	1	36	24	42	31.5	17
BENNING RD AND EAST CAPITOL ST	5	31	30	43	33.5	18
EASTERN AVE AND KENILWORTH AVE	2	23	35	67	40	19
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	24	17	118	44	20



**Figure 4-1 Map of Composite Index (2005-2007)**



### 4.1.2 Crash Trend with Delta Change

The top 20 intersections that experienced the highest change in crash rates are shown in Table 4-5. The highest change in three years was 9, which was for the intersection at Francis Scott Key Bridge and M St. The top 20 intersections had a delta change that was higher than 4.5.

**Table 4-5 Rank Based on Delta Change (2005-2007)**

Intersection Name	Quadrant	Delta Change	Rank
FRANCIS SCOTT KEY BRIDGE AND M ST	1	9	1
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	8.5	2
M ST AND WISCONSIN AVE	1	7.5	3
31ST ST AND M ST	1	7	4
BARNEY CIR AND PENNSYLVANIA AVE	3	6.5	5
POTOMAC AVE AND S CAPITOL ST	5	6.5	6
7TH ST AND H ST	1	6	7
GOOD HOPE RD AND MARTIN LUTHER KING AVE	3	6	8
CONNECTICUT AVE AND PORTER ST	1	5.5	9
49TH ST AND EAST CAPITOL ST	5	5.5	9
3RD ST AND NEW YORK AVE	1	5.5	9
PENNSYLVANIA AVE AND POTOMAC AVE	3	5.5	9
CONNECTICUT AVE AND DEVONSHIRE PL	1	5.5	9
MARTIN LUTHER KING AVE AND MILWAUKEE PL	3	5	14
11TH ST AND M ST	3	5	14
ALTAMONT PL AND NAYLOR RD	3	5	14
HALF ST AND M ST	4	5	14
NAYLOR RD AND SOUTHERN AVE	5	5	14
4TH ST AND NEW YORK AVE	2	5	14
EASTERN AVE AND KENILWORTH AVE	2	4.5	20
NEW HAMPSHIRE AVE AND NORTH CAPITOL ST	5	4.5	20
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	4.5	20
5TH ST AND H ST	2	4.5	20
23RD ST AND CONSTITUTION AVE	1	4.5	20
AINGER PL AND ALABAMA AVE	3	4.5	20
KENYON ST AND PARK PL	1	4.5	20
CHEVY CHASE CIR AND CONNECTICUT AVE	1	4.5	20
17TH ST AND NEW YORK AVE	1	4.5	20

### 4.1.3 High Hazard Intersections in 2007

The top 20 intersections with the highest crash rate for 2007 is shown in Table 4-6. The top 20 intersections with the highest crash cost for 2007 is shown in Table 4-7. The top 20 intersections with the highest total number of crashes for 2007 is shown in Table 4-8. The top 20 intersections with the lowest composite index for 2007 is shown in Table 4-9

The intersection with the lowest composite index is BLADENSBURG RD AND NEW YORK AVE, which ranked 7<sup>th</sup> on the Crash Rate and ranked 1 in Crash Cost and Total number of Crashes. The intersections with the lowest composite index for 2007 are illustrated on a map in Figure 4-2.

**Table 4-6 Rank Based on Crash Rate (2007)**

<b>Intersection Name</b>	<b>Quadrant</b>	<b>Total Crash</b>	<b>ADT Volume (Thousand)</b>	<b>Rate</b>	<b>Rank</b>
BENNING RD AND SOUTHERN AVE	3	19.35	30	4.248	1
M ST AND WISCONSIN AVE	1	37.3	50	3.673	2
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	25.35	31	3.350	3
BENNING RD AND MINNESOTA AVE	2	43.3	47	2.974	4
19TH ST AND INDEPENDENCE AVE	3	19.2	18	2.568	5
FIRTH STERLING AVE AND SUITLAND PKWY	3	48.2	45	2.558	6
BLADENSBURG RD AND NEW YORK AVE	2	92.6	84	2.485	7
GEORGIA AVE AND PARK RD	1	21.1	19	2.467	8
3RD ST AND D ST	1	18.4	15	2.233	9
HOWARD RD AND MARTIN LUTHER KING AVE	3	21.05	17	2.213	10
BRANCH AVE AND PENNSYLVANIA AVE	3	42.5	33	2.127	11
STANTON RD AND SUITLAND PKWY	3	45.7	35	2.098	12
SOUTHERN AVE AND SUITLAND RD	3	17.2	13	2.071	13
GOOD HOPE RD AND NAYLOR RD	3	23.05	16	1.902	14
MINNESOTA AVE AND PENNSYLVANIA AVE	3	69.3	48	1.898	15
8TH ST AND I ST	3	13	9	1.897	16
BENNING RD AND G ST	3	21.45	14	1.788	17
4TH ST AND ATLANTIC ST	3	12.35	8	1.775	18
GEORGIA AVE AND MISSOURI AVE	1	46.35	30	1.773	19
14TH ST AND W ST	1	12.5	8	1.753	20

**Table 4-7 Rank Based on Crash Cost (2007)**

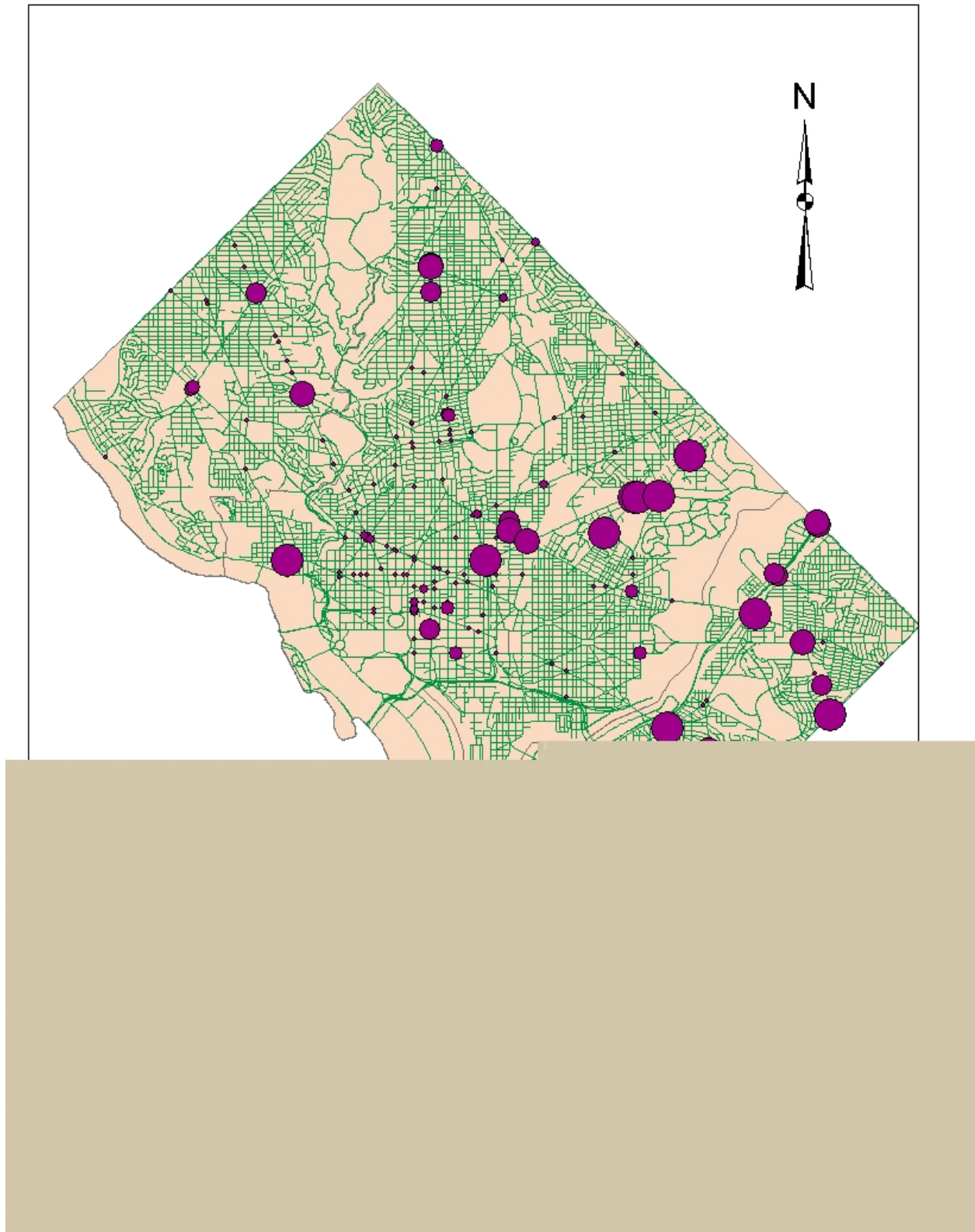
<b>Intersection Name</b>	<b>Quadrant</b>	<b># of Crashes</b>	<b># of Injuries</b>	<b># of Death</b>	<b>Cost (Thousand \$)</b>	<b>Rank</b>
BLADENSBURG RD AND NEW YORK AVE	2	84	34		9258.308	1
FIRTH STERLING AVE AND SUITLAND PKWY	3	45	36		8201.257	2
NEW YORK AVE AND NORTH CAPITOL ST	5	56	27	1	7326.457	3
H ST AND NORTH CAPITOL ST	5	46	30		7144.206	4
2ND ST AND H ST	1	32	30		6633.906	5
NEW JERSEY AVE AND NEW YORK AVE	1	39	28		6524.556	6
I ST AND S CAPITOL ST	5	37	28		6451.656	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	48	24		6123.606	8
BENNING RD AND MINNESOTA AVE	2	47	22		5722.655	9
EAST CAPITOL ST AND KENILWORTH AVE	2	36	23		5503.955	10
1ST ST AND NEW YORK AVE	1	31	24		5503.955	10
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	42	21		5358.155	12
PENNSYLVANIA AVE AND POTOMAC AVE	3	18	25		5212.355	13
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	27	23		5175.905	14
NEW YORK AVE AND SOUTH DAKOTA AVE	2	30	22		5103.005	15
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	2	26	22		4957.205	16
BENNING RD AND SOUTHERN AVE	3	30	19		4556.254	17
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	31	18		4410.454	18
FLORIDA AVE AND NORTH CAPITOL ST	5	25	19		4374.004	19
MONTANA AVE AND NEW YORK AVE	2	44	15		4337.554	20

**Table 4-8 Rank Based on Total Crashes (2007)**

<b>Intersection Name</b>	<b>Quadrant</b>	<b># of Crashes</b>	<b>Rank</b>
BLADENSBURG RD AND NEW YORK AVE	2	84	1
NEW YORK AVE AND NORTH CAPITOL ST	5	56	2
M ST AND WISCONSIN AVE	1	50	3
MINNESOTA AVE AND PENNSYLVANIA AVE	3	48	4
BENNING RD AND MINNESOTA AVE	2	47	5
7TH ST AND H ST	1	46	6
H ST AND NORTH CAPITOL ST	5	46	6
FIRTH STERLING AVE AND SUITLAND PKWY	3	45	8
MONTANA AVE AND NEW YORK AVE	2	44	9
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	42	10
NEW JERSEY AVE AND NEW YORK AVE	1	39	11
3RD ST AND NEW YORK AVE	1	38	12
1ST ST AND NEW YORK AVE	2	37	13
I ST AND S CAPITOL ST	5	37	13
EAST CAPITOL ST AND KENILWORTH AVE	2	36	15
14TH ST AND CONSTITUTION AVE	1	36	15
STANTON RD AND SUITLAND PKWY	3	35	17
BRANCH AVE AND PENNSYLVANIA AVE	3	33	18
EASTERN AVE AND KENILWORTH AVE	2	32	19
2ND ST AND H ST	1	32	19

**Table 4-9 Rank Based on Composite Index (2007)**

Intersection Name	Quadrant	# of Crashes	Cost	Rate	Composite	
		Rank			Value	Rank
BLADENSBURG RD AND NEW YORK AVE	2	1	1	7	2.5	1
FIRTH STERLING AVE AND SUTLAND PKWY	3	8	2	6	4.5	2
BENNING RD AND MINNESOTA AVE	2	5	9	4	6.75	3
MINNESOTA AVE AND PENNSYLVANIA AVE	3	4	8	15	8.75	4
NEW JERSEY AVE AND NEW YORK AVE	1	11	6	29	13	5
BENNING RD AND SOUTHERN AVE	3	24	17	1	14.75	6
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	21	18	3	15	7
MONTANA AVE AND NEW YORK AVE	2	9	20	23	18	8
M ST AND WISCONSIN AVE	1	3	37	2	19.75	9
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	30	14	31	22.25	10
GEORGIA AVE AND MISSOURI AVE	1	24	24	19	22.75	11
STANTON RD AND SUTLAND PKWY	3	17	32	12	23.25	12
BRANCH AVE AND PENNSYLVANIA AVE	3	18	34	11	24.25	13
EASTERN AVE AND KENILWORTH AVE	2	19	36	45	34	14
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	10	12	114	37	15
BENNING RD AND EAST CAPITOL ST	5	24	46	33	37.25	16
FLORIDA AVE AND NEW YORK AVE	2	29	27	77	40	17
FLORIDA AVE AND NORTH CAPITOL ST	5	37	19	92	41.75	18
CONNECTICUT AVE AND PORTER ST	1	30	63	26	45.5	19
NEW YORK AVE AND SOUTH DAKOTA AVE	2	24	15	128	45.5	19



**Figure 4-2 Map of Composite Index (2007)**

## 4.2 Collision Type Analysis of High Hazard Intersection

The top twenty high-crash intersections were selected for crash pattern analysis to identify crash patterns for high-hazard intersections. The crashes categorized by type of collision at each intersection are summarized as shown in Table 4-10. As shown in Table 4-10 the majority of crashes at the intersections were Rear End, Side-swiped, and Right Angles. Although less significant, incidents with parked vehicles and fixed objects occurred at most of the intersections. Head on collisions were not common, but did occur at all but three of the intersections over the three years. BLADENSBURG RD AND NEW YORK AVE had the highest Rear-End and Side-Swiped crashes, which posed serious traffic problems. NEW JERSEY AVE AND NEW YORK AVE had significant Right-Angle crashes that were much higher than at other intersections. Two intersections, FIRTH STERLING AVE AND SUITLAND PKWY and NEW YORK AVE AND NORTH CAPITOL ST had a serious left-turn crash problem, having the highest number of Left-Turn crashes.

Run-off-Road posed a more significant problem at the intersection of STANTON RD AND SUITLAND than other collision types. BENNING RD AND MINNESOTA AVE BENNING RD AND MINNESOTA AVE and 14TH ST AND U ST had a lot of accidents involving pedestrians (26) over the 3 year period.

The four most common collision types on New York Ave were Read-End, Side-Swipes, Right Angle and Left Turn Hit Vehicle. Rear-Ends occurred most frequently at many of the intersections along the New York Avenue Corridor, followed by Side Swipes.

**Table 4-10 High Crash Intersection Analysis by Collision Type (3-year Total)**

Intersection Name	Quadrant	Head On	Rear End	Side Swiped	Right Angle	Left Turn	Right Turn	Quadrant	Ran Off Road	Pedestrian Involved	Backing	Parked Vehicle	Fixed Object	Non-Collision	Other
BLADENSBURG RD AND NEW YORK AVE	2	4	91	74	35	18	9	2	3	3	7		13	3	19
NEW YORK AVE AND NORTH CAPITOL ST	5	2	38	38	31	30	7	5	1	5	5	1	4	1	9
BENNING RD AND KENILWORTH AVE	2	3	77	43	3		1	2	3	0	2	1	15	1	4
NEW JERSEY AVE AND NEW YORK AVE	1	1	26	17	66	10	3	1		2	1		2	1	19
FIRTH STERLING AVE AND SUITLAND PKWY	3	4	37	16	23	37	4	3	6	0	1		9		10

Intersection Name	Quadrant	Head On	Rear End	Side Swiped	Right Angle	Left Turn	Right Turn	Quadrant	Ran Off Road	Pedestrian Involved	Backing	Parked Vehicle	Fixed Object	Non-Collision	Other
M ST AND WISCONSIN AVE	1	1	25	32	3	12	26	1		8	8	7			11
I ST AND S CAPITOL ST	5	1	40	21	30	8	7	5	1	2	3		6		13
MONTANA AVE AND NEW YORK AVE	2	1	52	33	13	7	3	2	1	0	3	1	5		13
BENNING RD AND MINNESOTA AVE	2	4	46	28	7	12	2	2		15	2		2		11
FLORIDA AVE AND NEW YORK AVE	2	1	57	30	9	7	2	2	2	2	3	1	2	1	11
H ST AND NORTH CAPITOL ST	5	3	39	36	17	11	4	5		4	2		2		6
14TH ST AND CONSTITUTION AVE	1	4	29	36	24	3	9	1		2	0	2		1	10
STANTON RD AND SUITLAND PKWY	3	3	54	20	6	3	2	3	10	0	2	3	5	2	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	3	24	26	27	10	6	3		4	1	1	2		11
7TH ST AND H ST	1		10	46	15	3	4	1		9	8	7	1		11
M ST AND S CAPITOL ST	5	4	21	34	16	17	3	5		2	1		4		6
1ST ST AND NEW YORK AVE	2	3	42	16	13	13	5	2		0	2	4	4	1	4
NEW YORK AVE AND SOUTH DAKOTA AVE	2	2	44	31	1			2	2	0	0		19		7
BRANCH AVE AND PENNSYLVANIA AVE	3	2	36	26	9	13	3	3	1	2	2	2	1		8
FLORIDA AVE AND NORTH CAPITOL ST	5	5	33	23	16	6	3	5		8	1	2	1	1	6
GEORGIA AVE AND MISSOURI AVE	1	4	31	35	8	5	8	1		1	0	4	3		6
14TH ST AND U ST	1		30	22	11	6	2	1		11	7	5	4		5



Intersection Name	Quadrant	Head On	Rear End	Side Swiped	Right Angle	Left Turn	Right Turn	Quadrant	Ran Off Road	Pedestrian Involved	Backing	Parked Vehicle	Fixed Object	Non-Collision	Other
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2		46	19	11	7	1	2	2	0	1		3		2
MICHIGAN AVE AND NORTH CAPITOL ST	5	3	32	16	18	6	3	5	1	2	0	1		1	9
1ST ST AND NEW YORK AVE	1	2	38	22	10	3	1	1		3	1	3	2		5
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	3	41	23	7	2	1	3	2	2	0	1	5	1	1
14TH ST AND K ST	1	3	12	27	13	8	5	1		8	5	1			6

### 4.3 Identification of High Hazard Traffic Corridors

Two methods are used to identify high-hazard traffic corridors based on the results of the high hazard intersections analysis. First, the average number of crashes per mile per year in a corridor is calculated by dividing the total crashes summarized within the corridor by the corridor length multiplied by the number of years. This measurement reflects the frequency and distribution of traffic crash occurred along the corridor. For the second method, average crash frequency is calculated by dividing the total crash number for all intersections in the corridor by the total number of intersections.

Twelve street corridors were selected for crash analysis, which is based on the results of the high-hazard intersection analysis. The intersections in the selected corridors had an average of at least 10 crashes or an average of 150 crashes per mile over three years. Table 4-11 summarizes the crash distributions on the twelve corridors. Figure 4-3 shows the locations of the twelve corridors on a map. Table 4-12 and Figure 4-4 show the three year trend of the number of crashes on the different corridors.

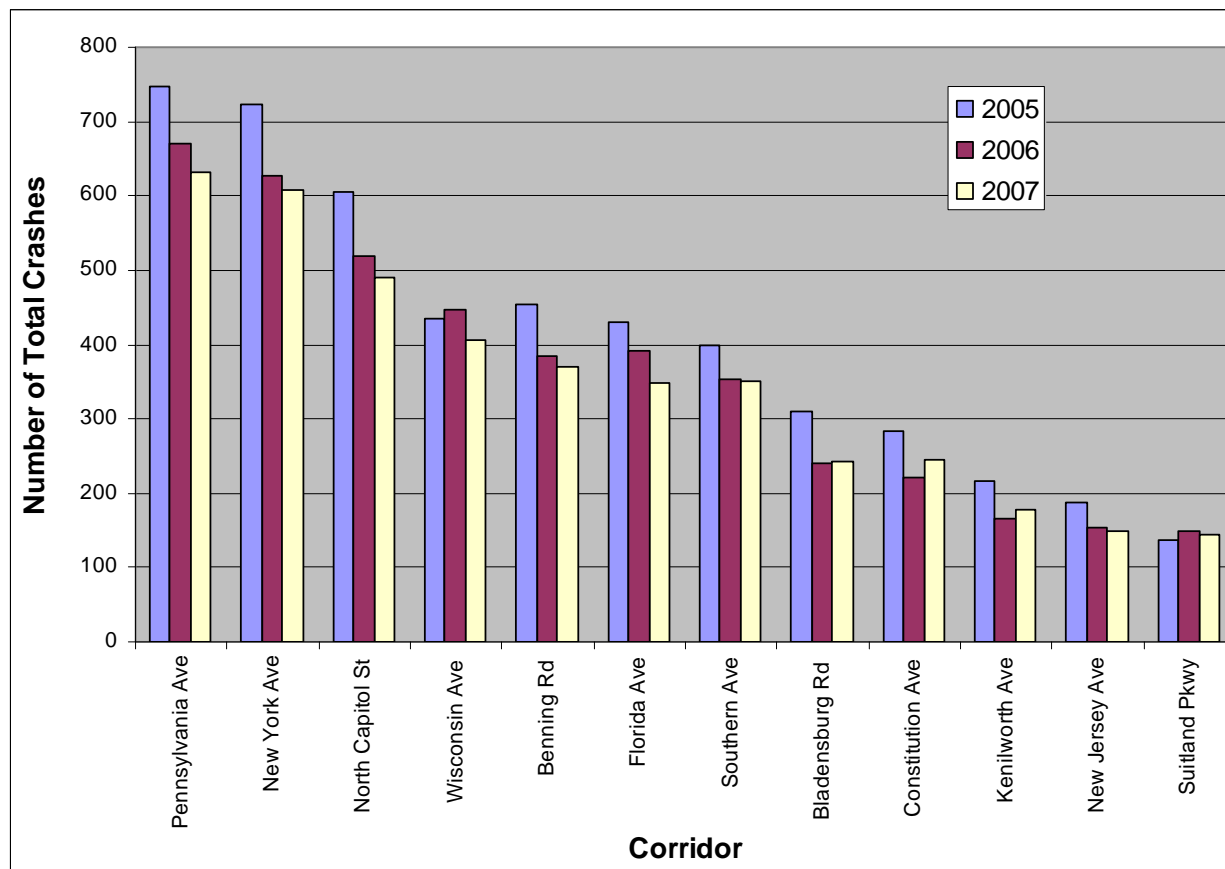
**Table 4-11 Summary of Corridor Analysis for Three Years**

Corridor	Length (Miles)	# of Intersection	ADT	# of Crashes	Average Crashes per Mile	Average Crashes per Intersection	Average Crashes per ADT
Benning Rd	3.39	45	43.71	1208	356.34	26.84	27.64
Bladensburg Rd	2.65	45	36.05	792	298.87	17.60	21.97
Constitution Ave	3.90	52	59.80	752	192.82	14.46	12.58
Florida Ave	5.46	80	51.05	1171	214.47	14.64	22.94
Kenilworth Ave	2.30	23	105.30	559	243.04	24.30	5.31
New Jersey Ave	2.79	38	30.08	488	174.91	12.84	16.22
New York Ave	2.90	46	77.58	1955	674.14	42.50	25.20
North Capitol St	3.85	73	71.11	1614	419.22	22.11	22.70
Pennsylvania Ave	5.48	89	49.77	2049	373.91	23.02	41.17
Southern Ave	5.40	122	16.95	1104	204.44	9.05	65.13
Suitland Pkwy	0.60	8	46.95	430	716.67	53.75	9.16
Wisconsin Ave	4.87	65	33.31	1288	264.48	19.82	38.67

**Figure 4-3 Map of High Crash Corridors**

**Table 4-12 Three-year Trend of Crash Number for Corridors**

Corridors	2005	2006	2007
Pennsylvania Ave	747	670	632
New York Ave	722	626	607
North Capitol St	605	518	491
Wisconsin Ave	436	447	405
Benning Rd	454	384	370
Florida Ave	430	392	349
Southern Ave	400	353	351
Bladensburg Rd	309	241	242
Constitution Ave	284	222	246
Kenilworth Ave	216	166	177
New Jersey Ave	187	153	148
Suitland Pkwy	136	149	145

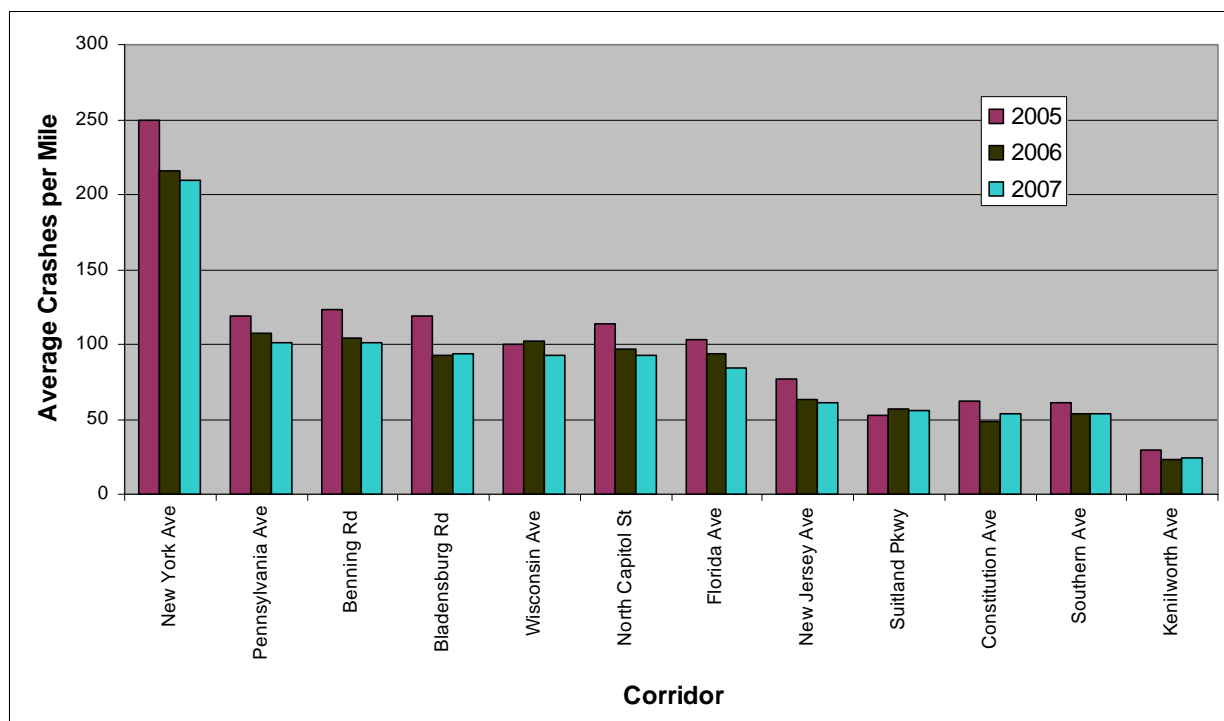
**Figure 4-4 Three-year Trend of Crash Number for Corridors**

### 4.3.1 Corridors Ranked based on the number of crashes per Mile

The high-crash Corridors are ranked on the basis of the average frequency of crashes per mile per year as shown in Table 4-13 and Figure 4-5. Suitland Pkwy and New York Ave are top two ranked high-crash corridors. In 2005 New York Ave was the ranked number one but Suitland Pkwy took over the top spot in 2006 and retains the number 1 ranking for 2007.

**Table 4-13 Three-year Trend of Average Crashes per Mile**

Corridor	2005	2006	2007
Suitland Pkwy	226.67	248.33	241.67
New York Ave	248.97	215.86	209.31
North Capitol St	157.14	134.55	127.53
Pennsylvania Ave	136.31	122.26	115.33
Benning Rd	133.92	113.27	109.14
Bladensburg Rd	116.60	90.94	91.32
Wisconsin Ave	89.53	91.79	83.16
Kenilworth Ave	93.91	72.17	76.96
Southern Ave	74.07	65.37	65.00
Florida Ave	78.75	71.79	63.92
Constitution Ave	72.82	56.92	63.08
New Jersey Ave	67.03	54.84	53.05



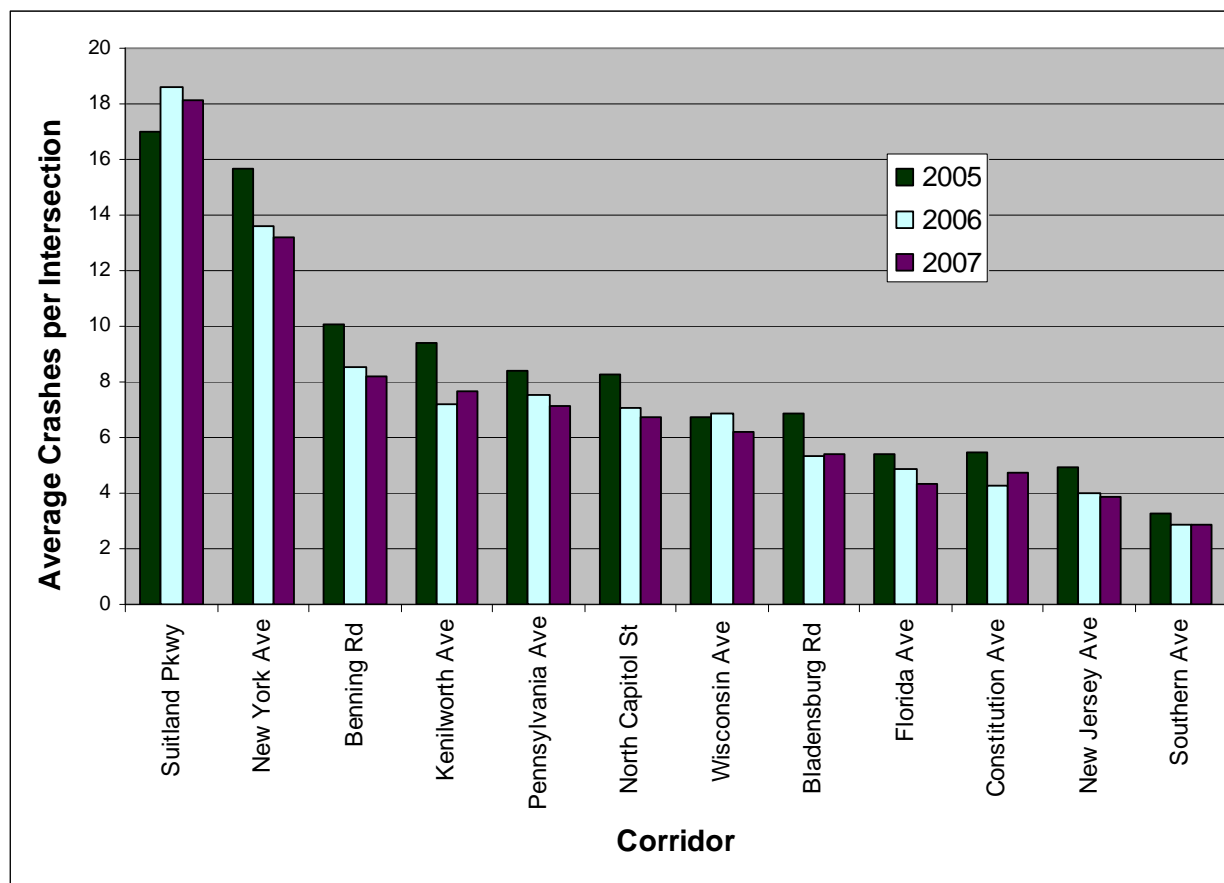
**Figure 4-5 Three-year Trend of Average Crashes per Mile**

### 4.3.2 Corridors Ranked based on Number of Crashes per Intersecting Intersection

The high-crash corridors are ranked on the basis of the average frequency of crashes per intersection per year along a specific traffic corridor as shown in Table 4-14 and Figure 4-6. Suitland Pkwy and New York Ave are still the top two ranked high-crash corridors although there are some variations on the ranking compared to the above mileage ranking for the lower ranks.

**Table 4-14 Three-Year Trend of Average Crashes per Intersection**

<b>Corridors</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Suitland Pkwy	17.00	18.63	18.13
New York Ave	15.70	13.61	13.20
Benning Rd	10.09	8.53	8.22
Kenilworth Ave	9.39	7.22	7.70
Pennsylvania Ave	8.39	7.53	7.10
North Capitol St	8.29	7.10	6.73
Wisconsin Ave	6.71	6.88	6.23
Bladensburg Rd	6.87	5.36	5.38
Florida Ave	5.38	4.90	4.36
Constitution Ave	5.46	4.27	4.73
New Jersey Ave	4.92	4.03	3.89
Southern Ave	3.28	2.89	2.88

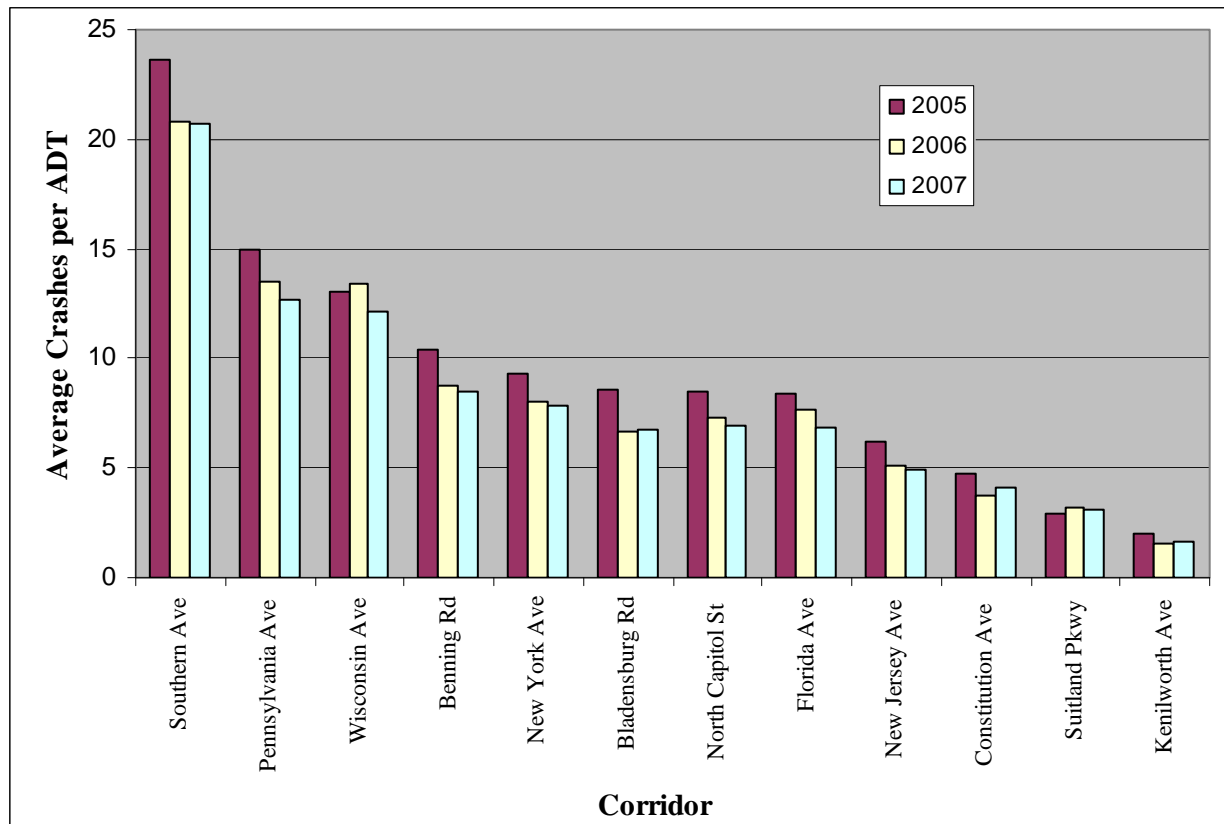


**Figure 4-6 Three-Year Trend of Average Crashes per Intersection**

#### **4.3.3 Corridors Ranked based on Number of Crashes per Intersecting Intersection**

**Table 4-15 Three-year Trend of Average Crashes per ADT**

Corridor	2005	2006	2007
Southern Ave	23.60	20.83	20.71
Pennsylvania Ave	15.01	13.46	12.70
Wisconsin Ave	13.09	13.42	12.16
Benning Rd	10.39	8.79	8.46
New York Ave	9.31	8.07	7.82
Florida Ave	8.42	7.68	6.84
North Capitol St	8.51	7.28	6.90
Bladensburg Rd	8.57	6.69	6.71
New Jersey Ave	6.22	5.09	4.92
Constitution Ave	4.75	3.71	4.11
Suitland Pkwy	2.90	3.17	3.09
Kenilworth Ave	2.05	1.58	1.68



**Figure 4-7 Three-year Trend of Average Crashes per ADT**



## **5. APPENDICES**

Appendix A: Temporal Data

Appendix B: Location Data

Appendix C: Crash Characteristics

Appendix D: Persons Involved

Appendix E: Environmental Factors

Appendix F: Alcohol Related

Appendix G: Hit and Run

Appendix H: Identification of High Hazard Intersection

Appendix I: Intersection Analysis

Appendix J: High Crash Corridor Analysis

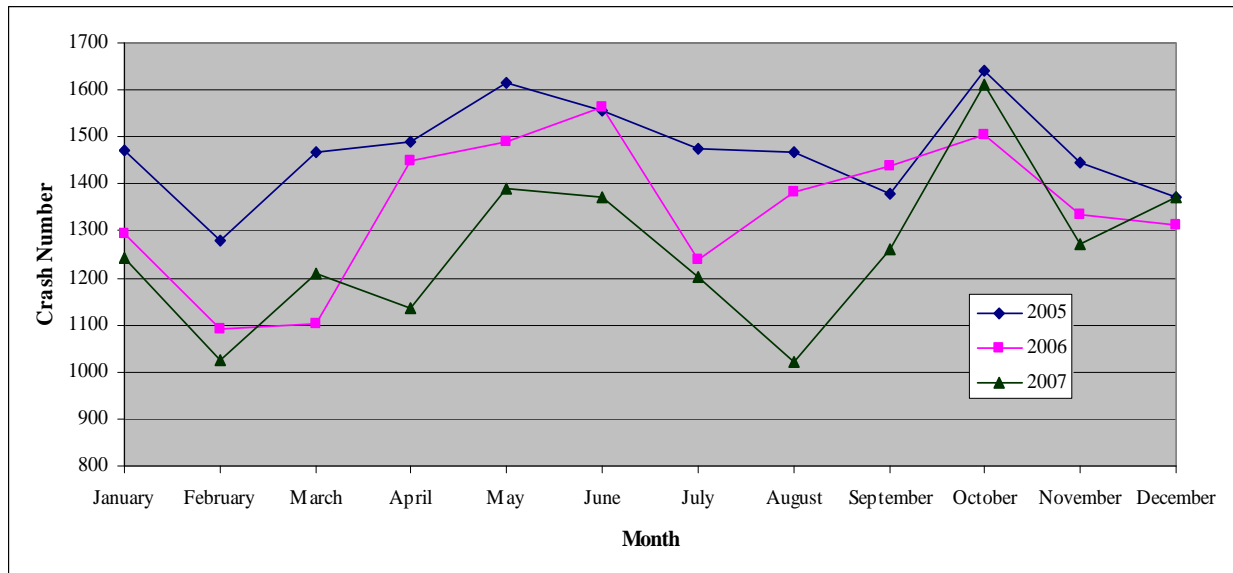
## 5.1 Appendix A: Temporal Data

**Table 5-1 Three-year Trend Summary**

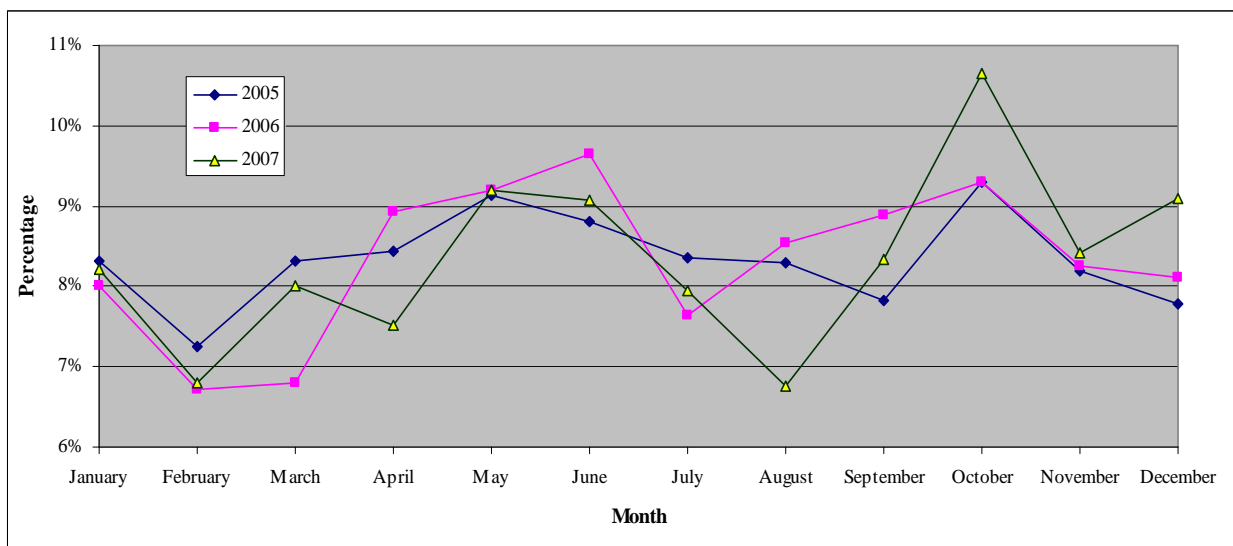
Year	2005	2006	2007
Total Crashes	17657	16204	15106
Total Persons Involved	43318	39505	35052
# of Vehicles Involved	35656	33249	29974
Fatal Crashes	43	35	46
Fatalities	49	41	54
Fatality/100 Million VMT	1.29	1.05	1.27
Injury Crashes	4989	4264	4071
Injuries	7524	7061	6571
Injured Pedestrians	702	626	507

**Table 5-2 Crashes by Month of Year**

Month	2005	2006	2007	2005	2006	2007
January	1470	1296	1242	8.33%	8.00%	8.22%
February	1279	1090	1026	7.24%	6.73%	6.79%
March	1467	1101	1209	8.31%	6.79%	8.00%
April	1489	1448	1134	8.43%	8.94%	7.51%
May	1614	1491	1389	9.14%	9.20%	9.20%
June	1556	1562	1370	8.81%	9.64%	9.07%
July	1475	1239	1202	8.35%	7.65%	7.96%
August	1466	1383	1020	8.30%	8.53%	6.75%
September	1380	1439	1260	7.82%	8.88%	8.34%
October	1641	1506	1610	9.29%	9.29%	10.66%
November	1447	1336	1271	8.20%	8.24%	8.41%
December	1373	1313	1373	7.78%	8.10%	9.09%
Total	17657	16204	15106			



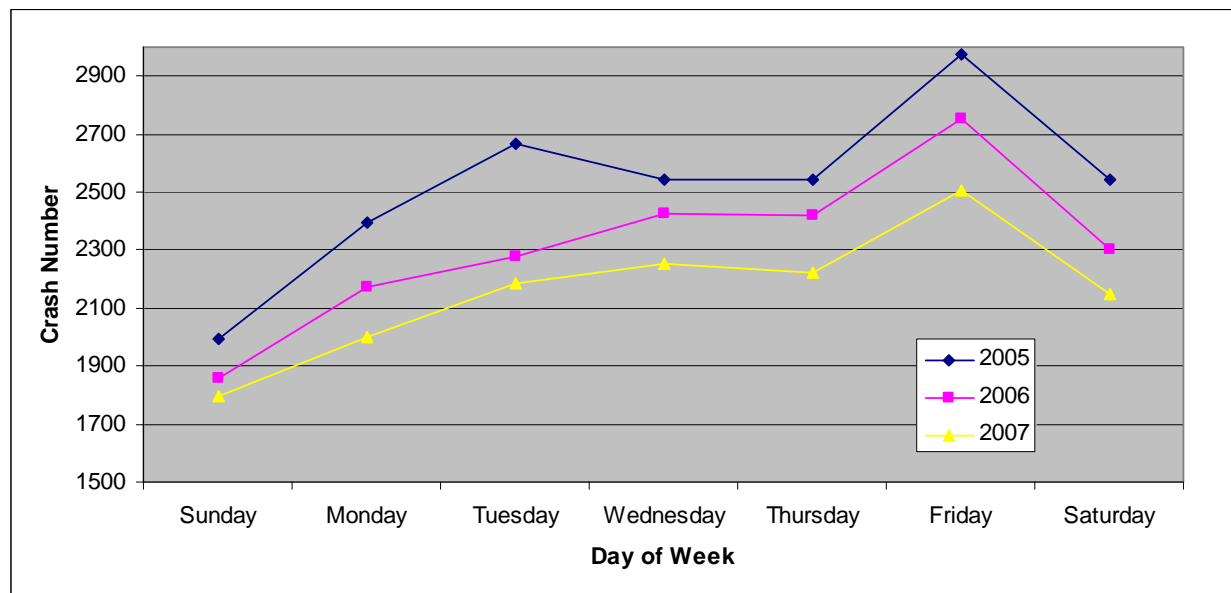
**Figure 5-1 Crashes by Month of Year (Frequency)**

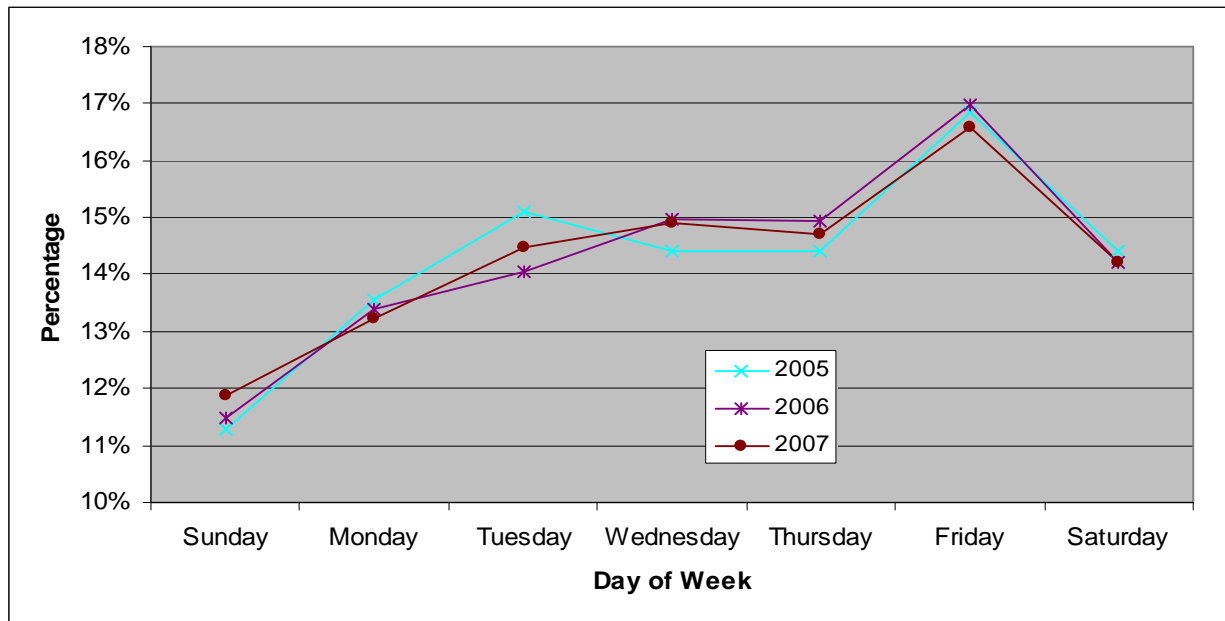


**Figure 5-2 Crashes by Month of Year (Distribution)**

**Table 5-3 Crashes by Day of Week**

Day of Week	2005	2006	2007	2005	2006	2007
Sunday	1992	1859	1795	11.28%	11.47%	11.88%
Monday	2392	2171	1999	13.55%	13.40%	13.23%
Tuesday	2664	2276	2188	15.09%	14.05%	14.48%
Wednesday	2546	2425	2254	14.42%	14.97%	14.92%
Thursday	2546	2418	2220	14.42%	14.92%	14.70%
Friday	2974	2751	2504	16.84%	16.98%	16.58%
Saturday	2543	2304	2146	14.40%	14.22%	14.21%
Total	17657	16204	15106			

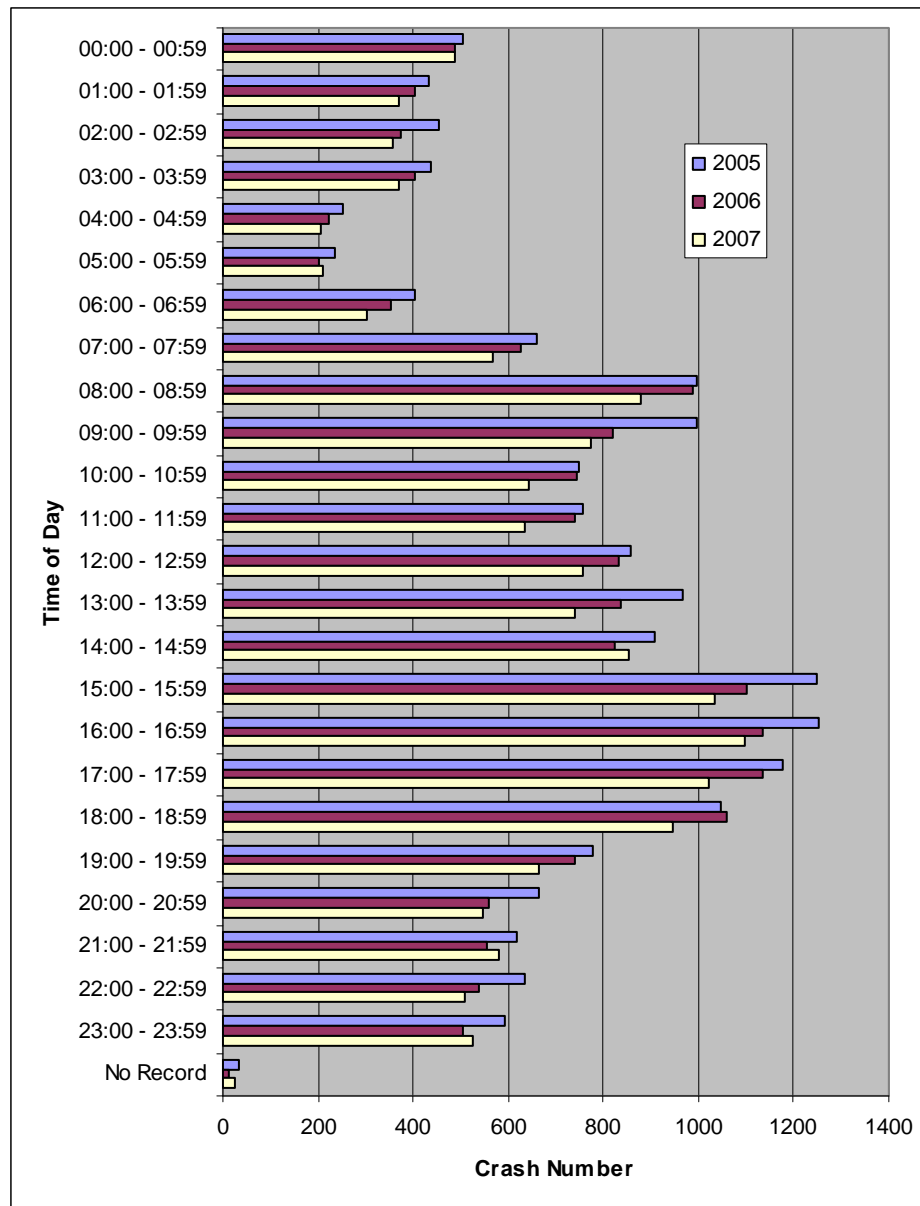
**Figure 5-3 Crashes by Day of Week (Frequency)**



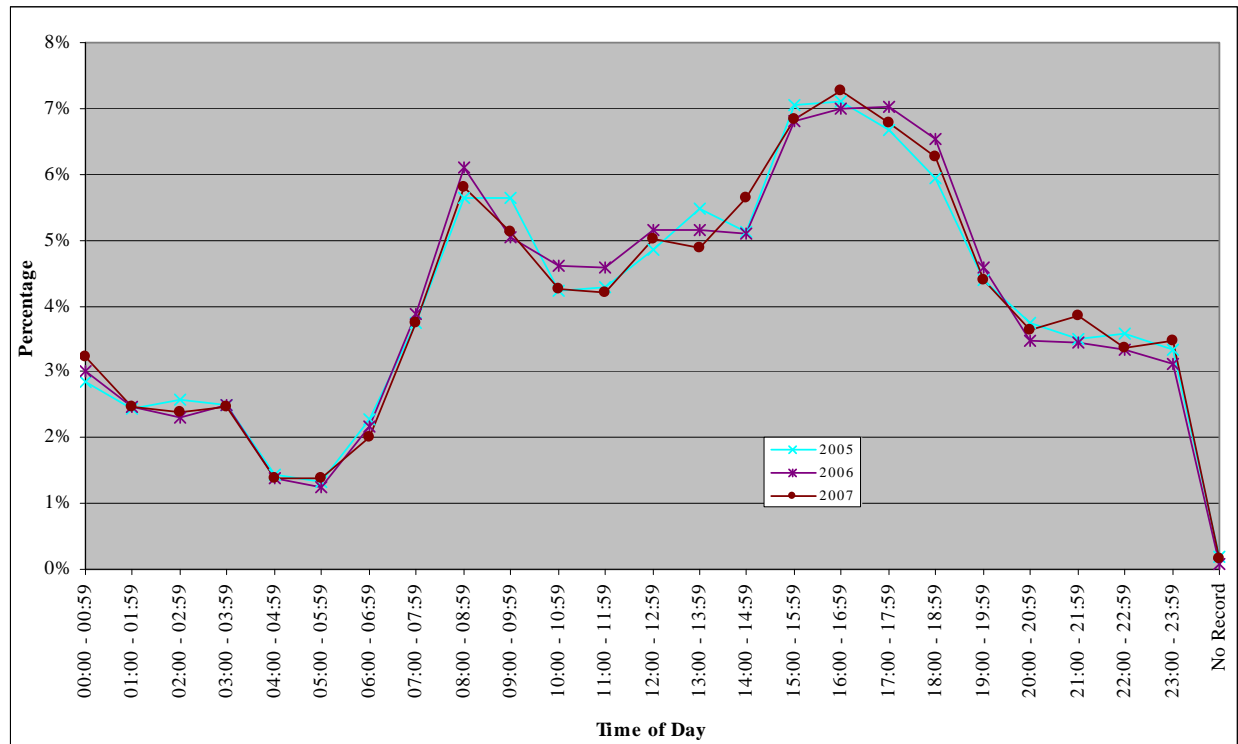
**Figure 5-4 Crashes by Day of Week (Distribution)**

**Table 5-4 Crashes by Time of Day**

Time of Day	2005	2006	2007	2005	2006	2007
00:00 - 00:59	504	487	489	2.85%	3.01%	3.24%
01:00 - 01:59	433	402	372	2.45%	2.48%	2.46%
02:00 - 02:59	456	374	359	2.58%	2.31%	2.38%
03:00 - 03:59	439	403	372	2.49%	2.49%	2.46%
04:00 - 04:59	253	223	208	1.43%	1.38%	1.38%
05:00 - 05:59	237	202	209	1.34%	1.25%	1.38%
06:00 - 06:59	403	352	304	2.28%	2.17%	2.01%
07:00 - 07:59	660	627	566	3.74%	3.87%	3.75%
08:00 - 08:59	995	987	878	5.64%	6.09%	5.81%
09:00 - 09:59	998	818	773	5.65%	5.05%	5.12%
10:00 - 10:59	748	745	644	4.24%	4.60%	4.26%
11:00 - 11:59	755	741	634	4.28%	4.57%	4.20%
12:00 - 12:59	857	833	756	4.85%	5.14%	5.00%
13:00 - 13:59	967	835	739	5.48%	5.15%	4.89%
14:00 - 14:59	907	824	853	5.14%	5.09%	5.65%
15:00 - 15:59	1247	1103	1033	7.06%	6.81%	6.84%
16:00 - 16:59	1253	1134	1098	7.10%	7.00%	7.27%
17:00 - 17:59	1178	1136	1023	6.67%	7.01%	6.77%
18:00 - 18:59	1048	1060	948	5.94%	6.54%	6.28%
19:00 - 19:59	778	742	664	4.41%	4.58%	4.40%
20:00 - 20:59	663	561	546	3.75%	3.46%	3.61%
21:00 - 21:59	618	557	581	3.50%	3.44%	3.85%
22:00 - 22:59	634	540	507	3.59%	3.33%	3.36%
23:00 - 23:59	591	506	525	3.35%	3.12%	3.48%
No Record	35	12	25	0.20%	0.07%	0.17%
Total	17657	16204	15106			



**Figure 5-5 Crashes by Time of Day (Frequency)**



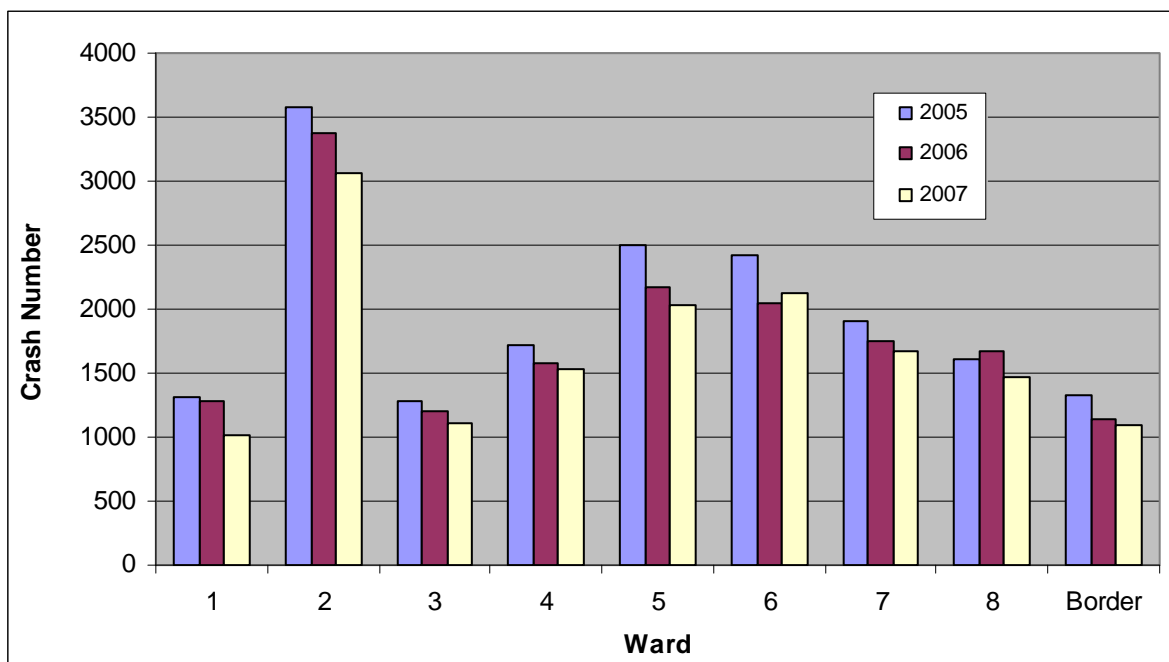
**Figure 5-6 Crashes by Time of Day (Distribution)**



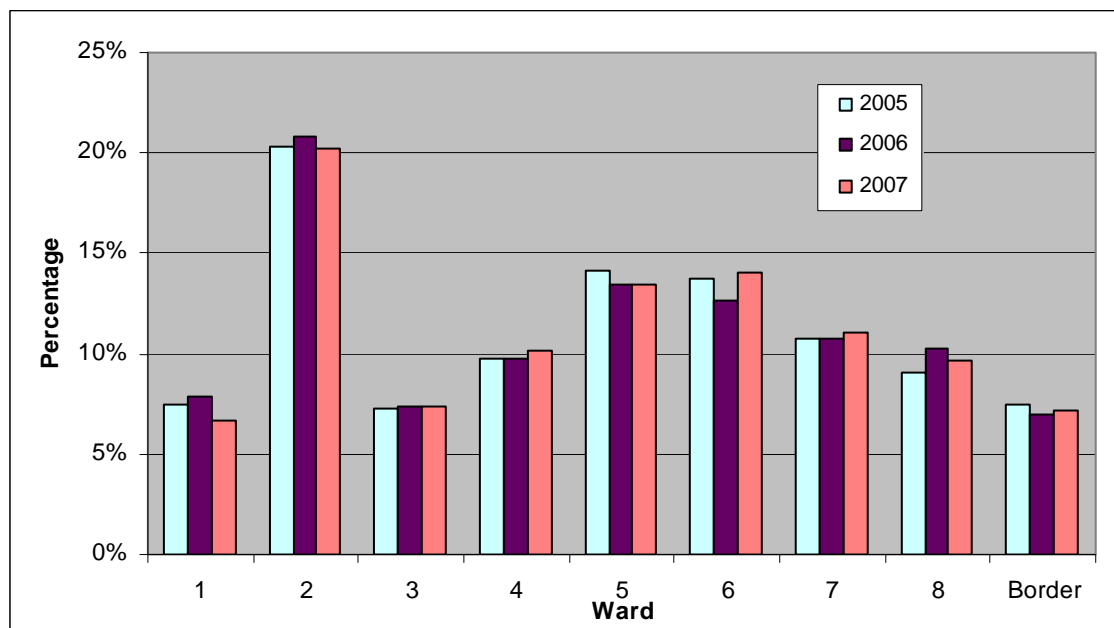
## 5.2 Appendix B: Location Data

**Table 5-5 Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	1317	1283	1014	7.46%	7.92%	6.71%
2	3581	3379	3059	20.28%	20.85%	20.25%
3	1278	1200	1107	7.24%	7.41%	7.33%
4	1721	1574	1537	9.75%	9.71%	10.17%
5	2500	2172	2038	14.16%	13.40%	13.49%
6	2419	2052	2127	13.70%	12.66%	14.08%
7	1907	1743	1669	10.80%	10.76%	11.05%
8	1607	1668	1465	9.10%	10.29%	9.70%
Border	1327	1133	1090	7.52%	6.99%	7.22%
Total	17657	16204	15106			



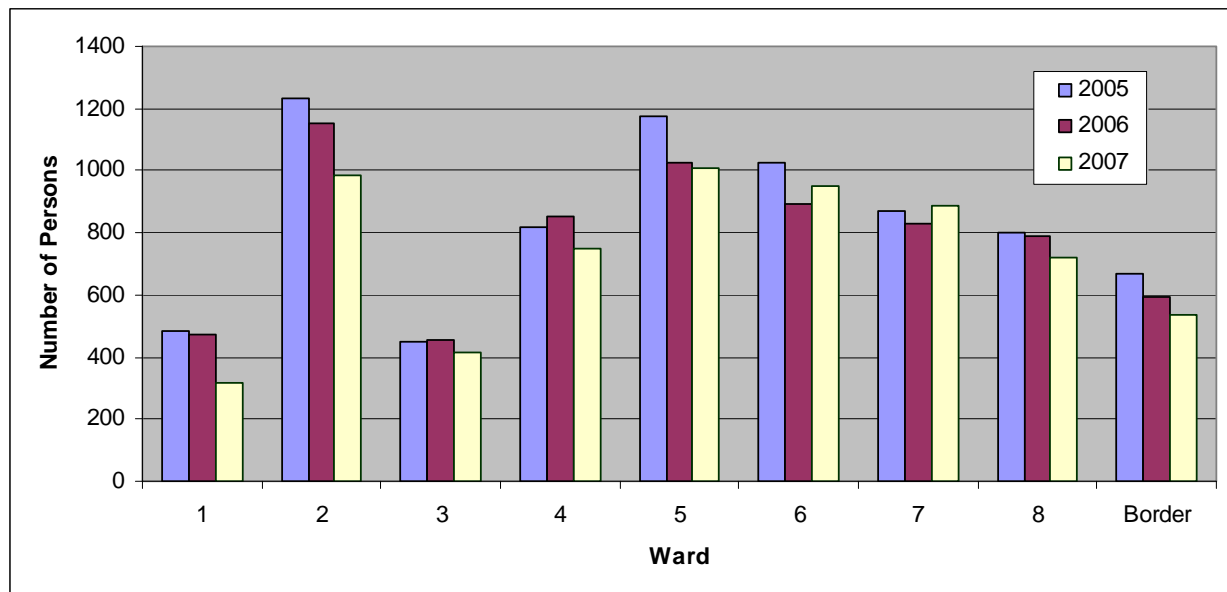
**Figure 5-7 Crashes by Ward (Frequency)**



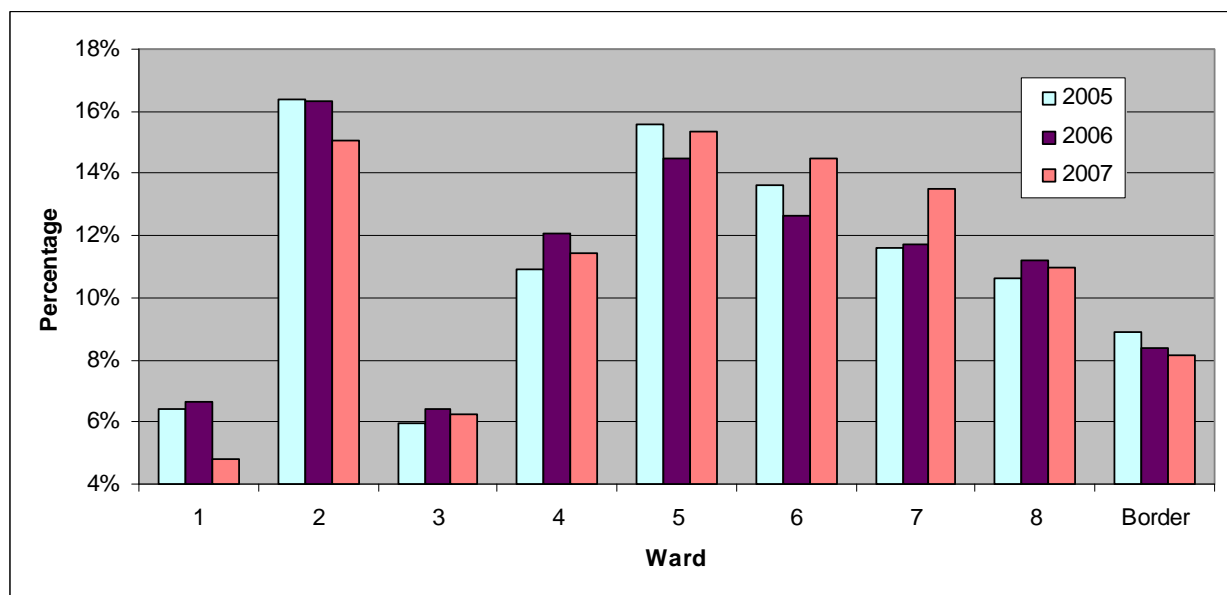
**Figure 5-8 Crashes by Ward (Distribution)**

**Table 5-6 Injured Persons by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	482	470	316	6.41%	6.66%	4.81%
2	1233	1155	988	16.39%	16.36%	15.04%
3	448	454	412	5.95%	6.43%	6.27%
4	819	853	751	10.89%	12.08%	11.43%
5	1174	1023	1008	15.60%	14.49%	15.34%
6	1026	892	952	13.64%	12.63%	14.49%
7	872	829	888	11.59%	11.74%	13.51%
8	801	792	720	10.65%	11.22%	10.96%
Border	669	593	536	8.89%	8.40%	8.16%
Total	7524	7061	6571			



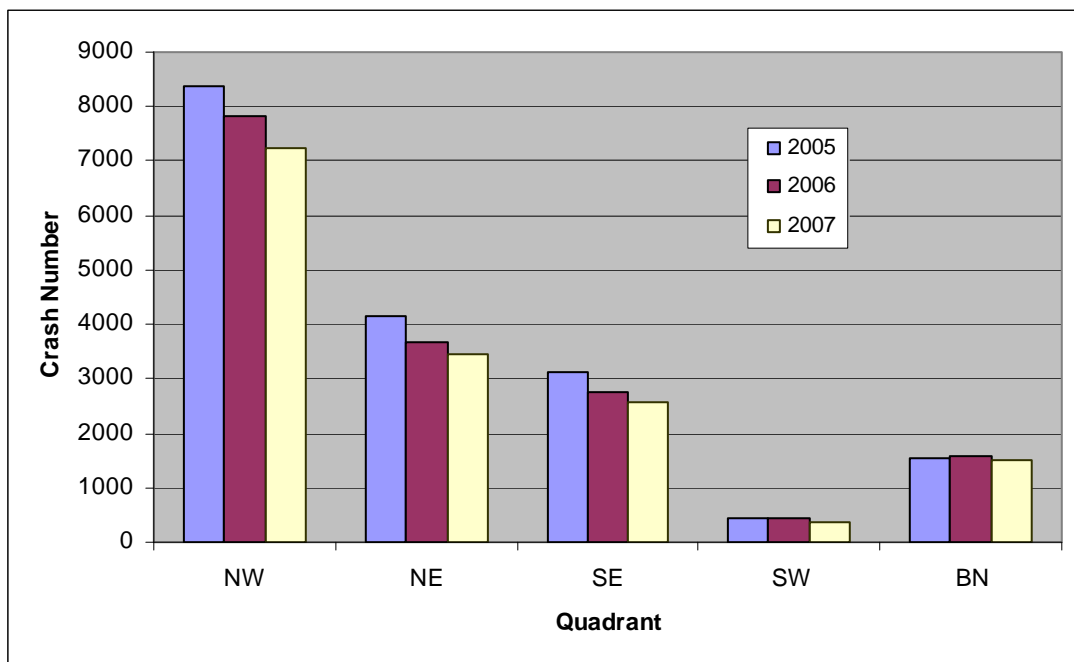
**Figure 5-9 Injured Persons by Ward (Frequency)**

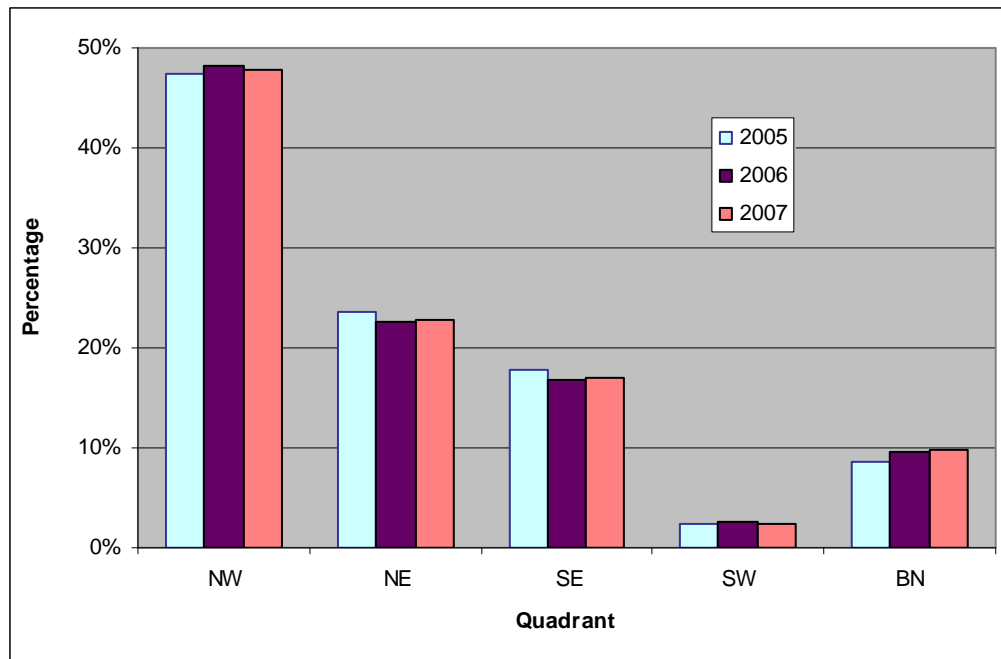


**Figure 5-10 Injured Persons by Ward (Distribution)**

**Table 5-7 Crashes by Quadrant**

Quadrant	2005	2006	2007	2005	2006	2007
NW	8385	7807	7221	47.49%	48.18%	47.80%
NE	4160	3658	3456	23.56%	22.57%	22.88%
SE	3140	2737	2580	17.78%	16.89%	17.08%
SW	441	437	360	2.50%	2.70%	2.38%
BN	1531	1565	1489	8.67%	9.66%	9.86%
Total	17657	16204	15106			

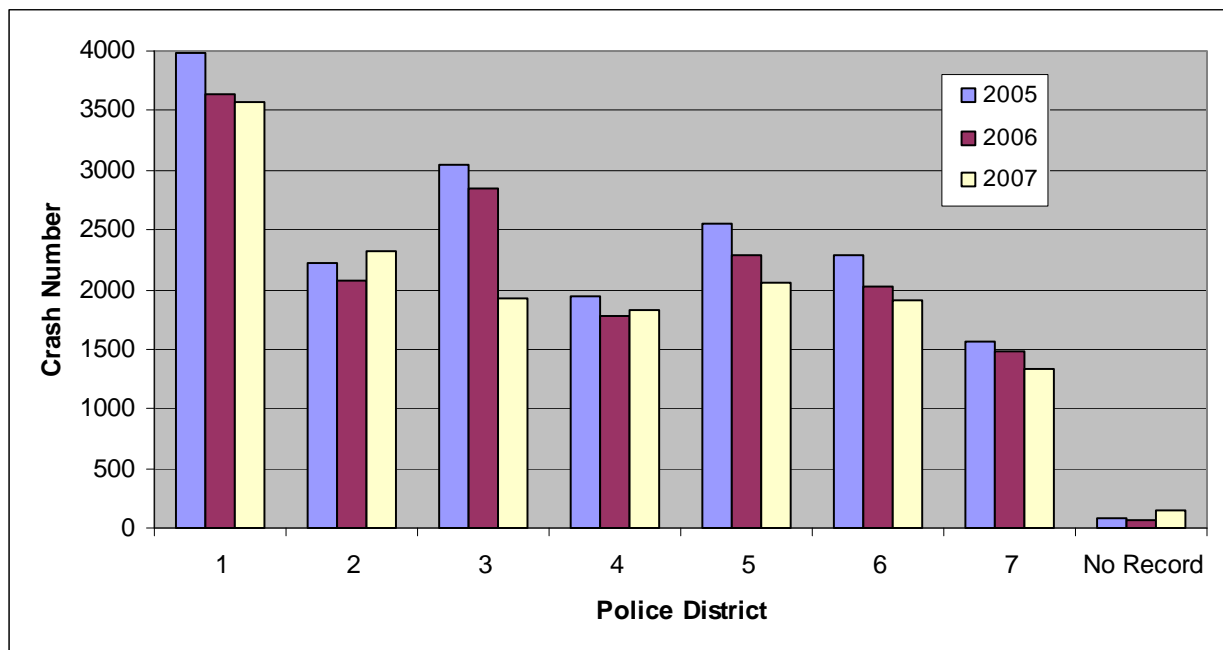
**Figure 5-11 Crashes by Quadrant (Frequency)**



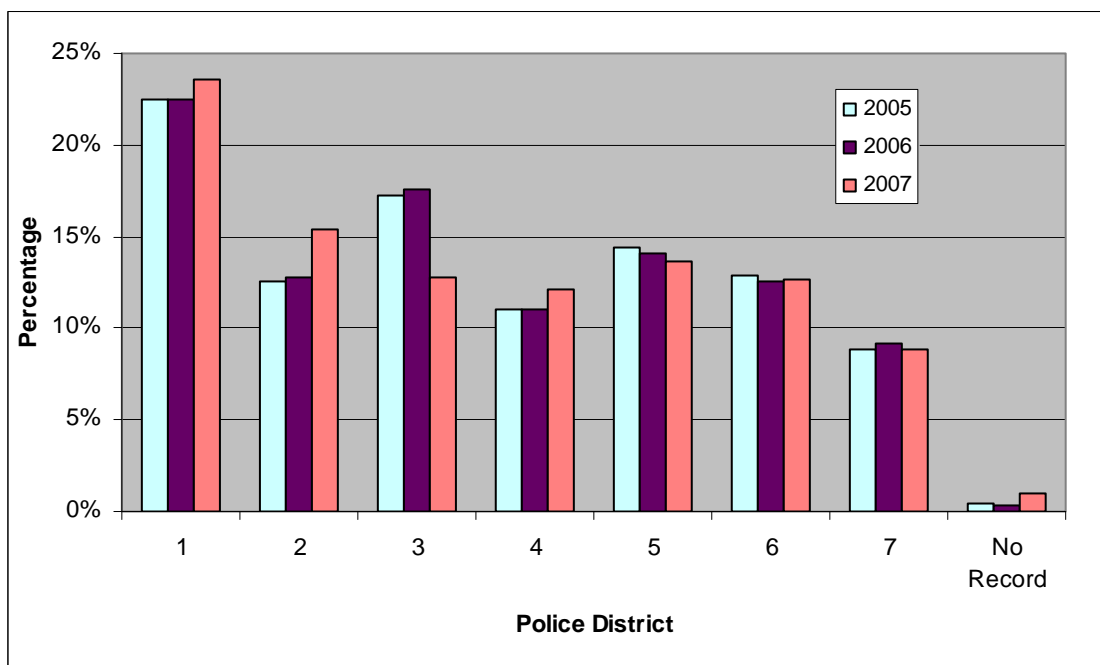
**Figure 5-12 Crashes by Quadrant (Distribution)**

**Table 5-8 Crashes by Police District**

District	2005	2006	2007	2005	2006	2007
1	3980	3641	3568	22.54%	22.47%	23.62%
2	2225	2069	2324	12.60%	12.77%	15.38%
3	3044	2855	1922	17.24%	17.62%	12.72%
4	1947	1781	1832	11.03%	10.99%	12.13%
5	2546	2286	2058	14.42%	14.11%	13.62%
6	2280	2031	1917	12.91%	12.53%	12.69%
7	1559	1482	1341	8.83%	9.15%	8.88%
No Record	76	59	144	0.43%	0.36%	0.95%
Total	17657	16204	15106			



**Figure 5-13 Crashes by Police District (Frequency)**

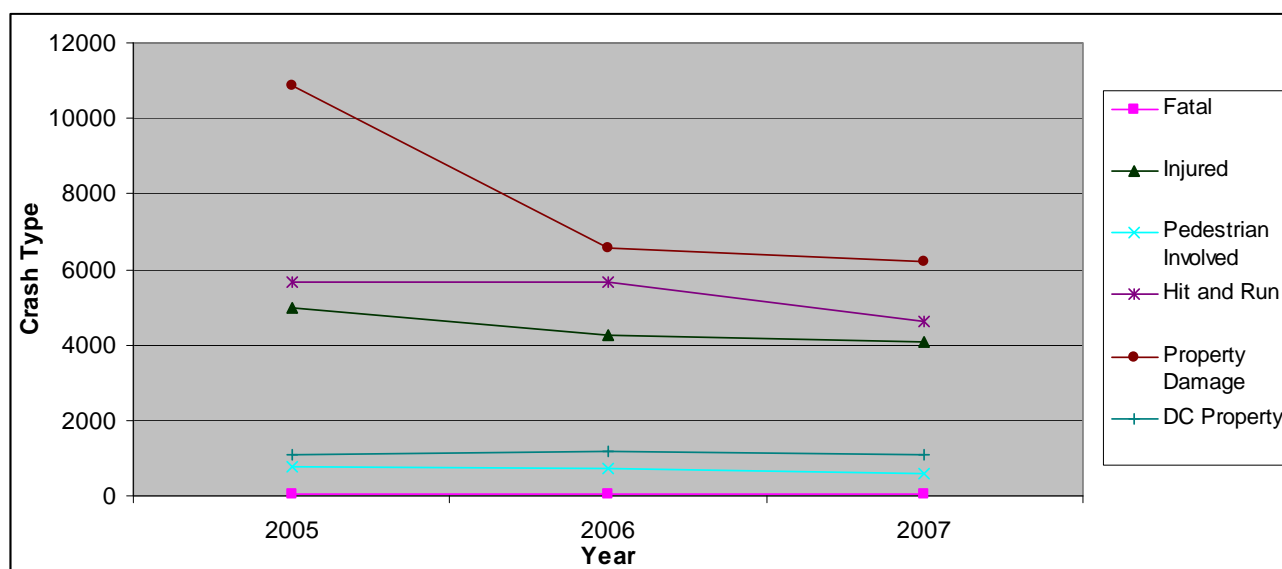


**Figure 5-14 Crashes by Police District (Distribution)**

### 5.3 Appendix C: Crash Characteristics

**Table 5-9 Summary of Crashes by Type**

Crash Type	2005	2006	2007
Fatal	43	35	46
Injured	4989	4264	4071
Pedestrian Involved	782	726	592
Hit and Run	5665	5674	4611
Property Damage	10873	6565	6188
DC Property	1101	1180	1106



**Figure 5-15 Three-year Trend by Crash Type**

**Table 5-10 Fatal Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	2	2	6	4.65%	5.71%	13.04%
2	9	2	2	20.93%	5.71%	4.35%
3	3	2	4	6.98%	5.71%	8.70%
4	4	4	3	9.30%	11.43%	6.52%
5	3	9	6	6.98%	25.71%	13.04%
6	8	1	7	18.60%	2.86%	15.22%
7	5	5	8	11.63%	14.29%	17.39%
8	4	7	4	9.30%	20.00%	8.70%
Border	5	3	6	11.63%	8.57%	13.04%
Total	43	35	46			

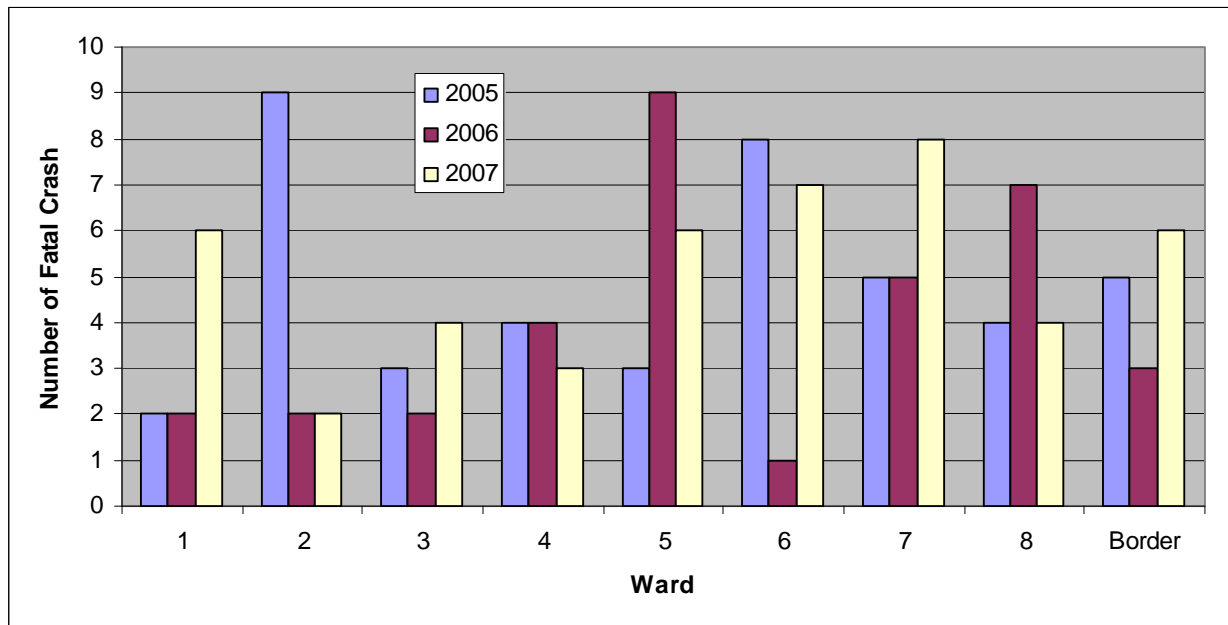


Figure 5-16 Fatal Crashes by Ward (Frequency)

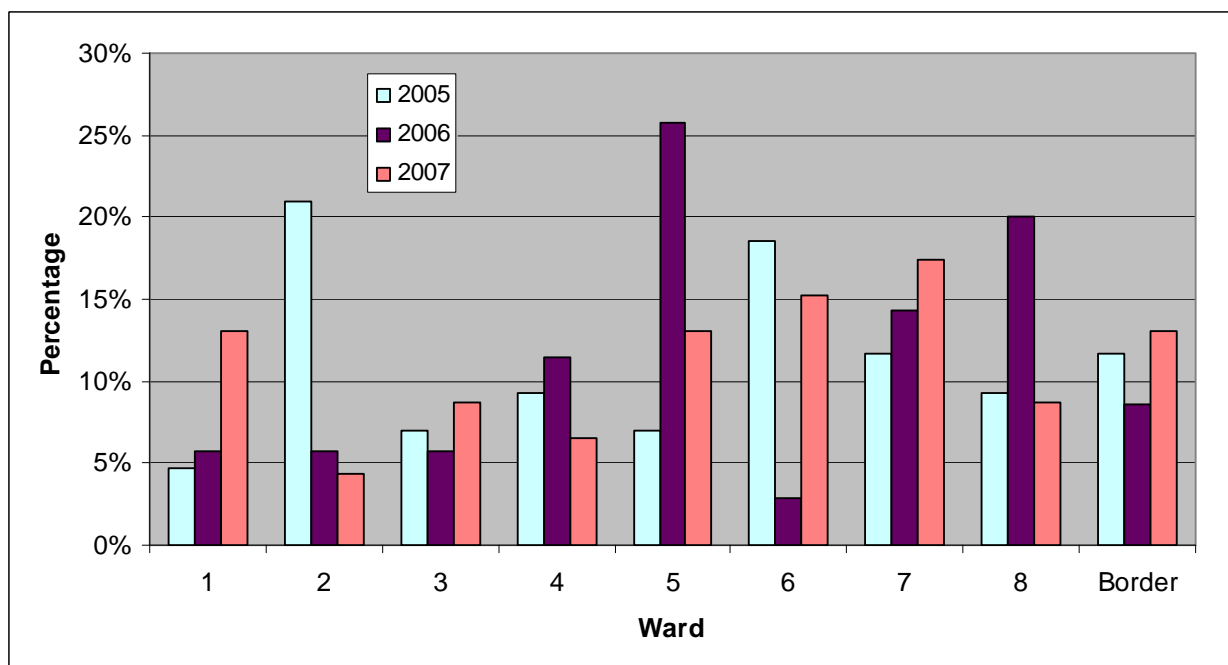
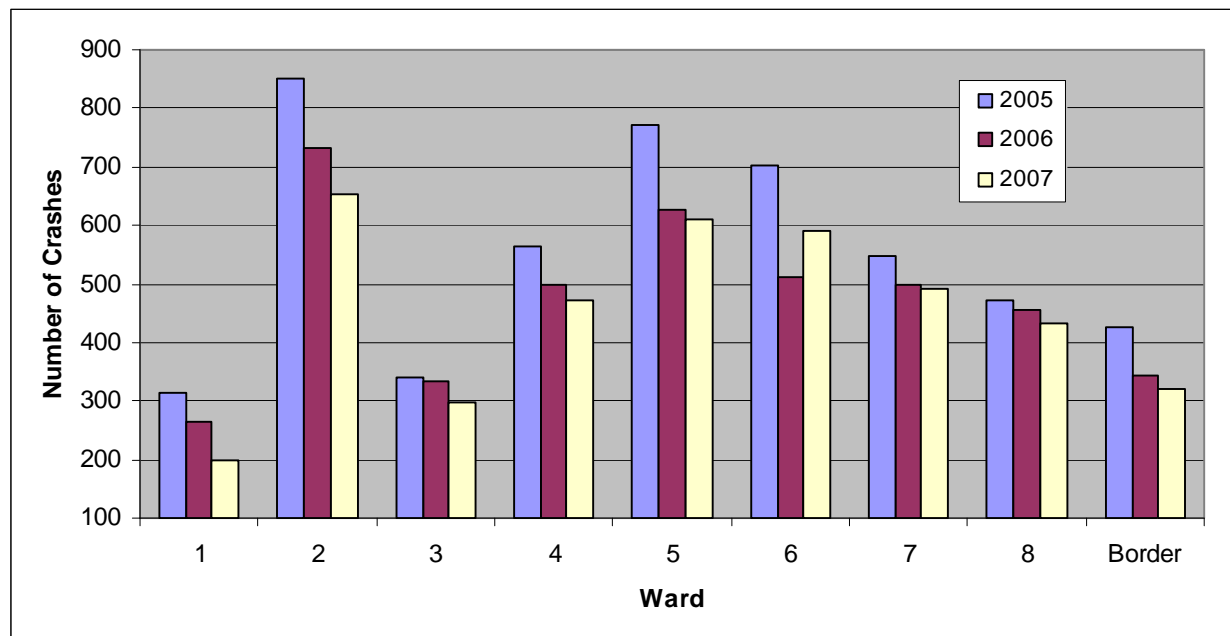


Figure 5-17 Fatal Crashes by Ward (Distribution)



**Table 5-11 Crashes with Injured Persons by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	313	266	200	6.27%	6.24%	4.91%
2	849	731	654	17.02%	17.14%	16.06%
3	340	335	297	6.81%	7.86%	7.30%
4	565	497	472	11.32%	11.66%	11.59%
5	773	627	611	15.49%	14.70%	15.01%
6	703	511	591	14.09%	11.98%	14.52%
7	549	499	493	11.00%	11.70%	12.11%
8	472	456	431	9.46%	10.69%	10.59%
Border	425	342	322	8.52%	8.02%	7.91%
Total	4989	4264	4071			

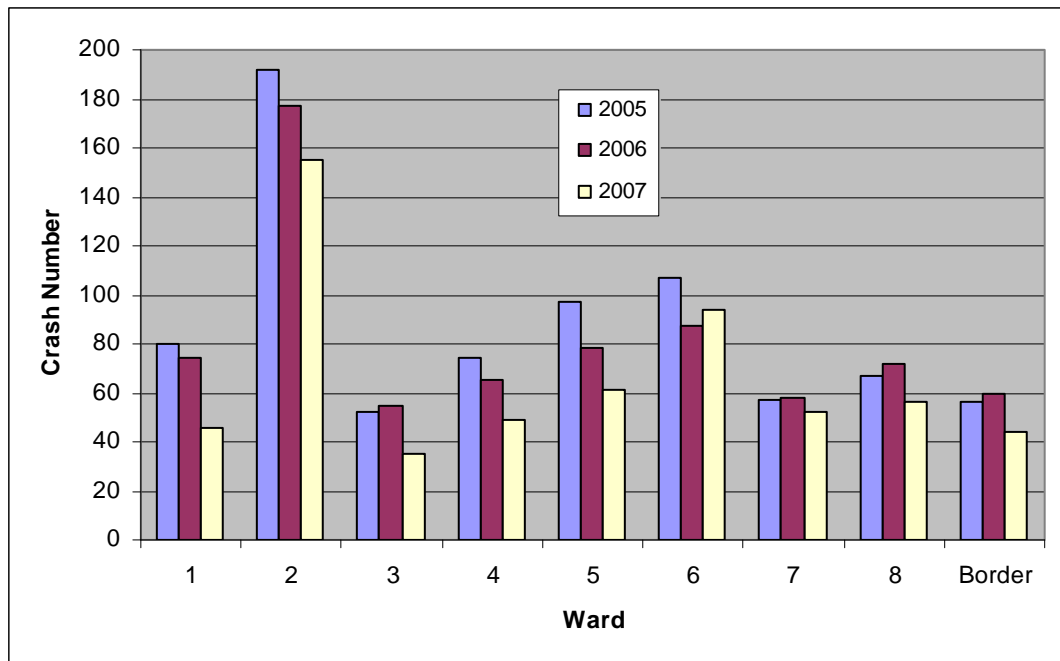
**Figure 5-18 Crashes with Injured Persons by Ward (Frequency)**



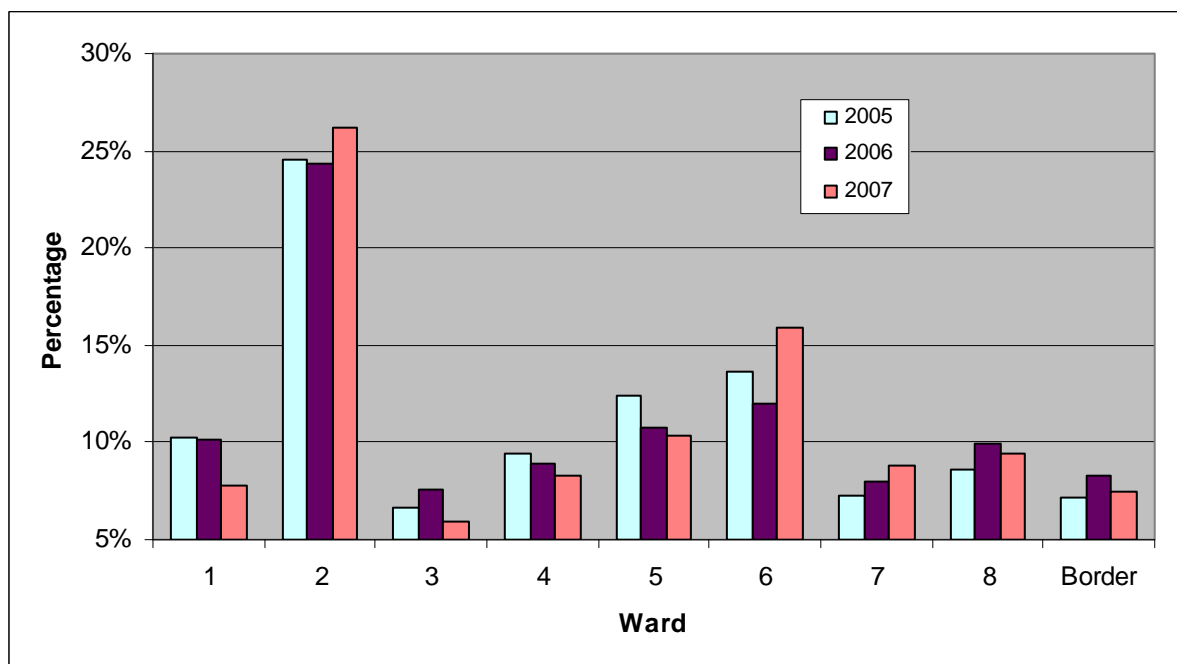
**Figure 5-19 Crashes with Injured Persons by Ward (Distribution)**

**Table 5-12 Pedestrian Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	80	74	46	10.23%	10.19%	7.77%
2	192	177	155	24.55%	24.38%	26.18%
3	52	55	35	6.65%	7.58%	5.91%
4	74	65	49	9.46%	8.95%	8.28%
5	97	78	61	12.40%	10.74%	10.30%
6	107	87	94	13.68%	11.98%	15.88%
7	57	58	52	7.29%	7.99%	8.78%
8	67	72	56	8.57%	9.92%	9.46%
Border	56	60	44	7.16%	8.26%	7.43%
Total	782	726	592			



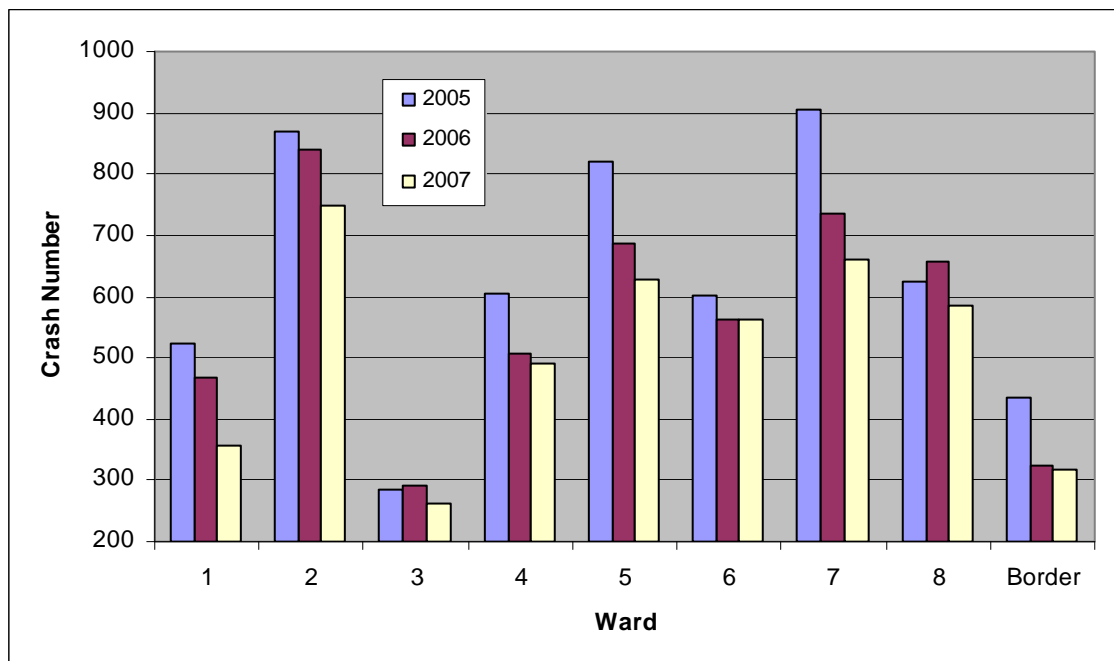
**Figure 5-20 Pedestrian Involved Crashes by Ward (Frequency)**

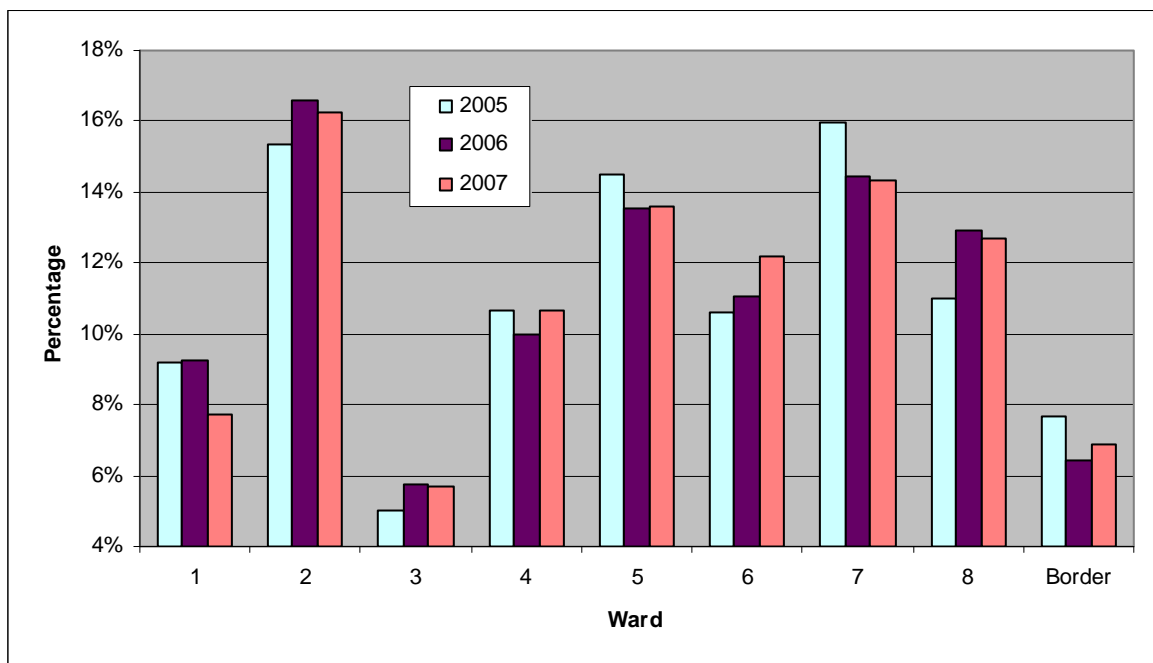


**Figure 5-21 Pedestrian Involved Crashes by Ward (Distribution)**

**Table 5-13 Crashes with Hit & Run by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	522	469	357	9.21%	9.24%	7.74%
2	870	841	748	15.36%	16.57%	16.22%
3	284	292	262	5.01%	5.75%	5.68%
4	604	508	491	10.66%	10.01%	10.65%
5	822	687	627	14.51%	13.54%	13.60%
6	602	562	561	10.63%	11.08%	12.17%
7	904	734	661	15.96%	14.47%	14.34%
8	623	656	586	11.00%	12.93%	12.71%
Border	434	325	318	7.66%	6.41%	6.90%
Total	5665	5074	4611			

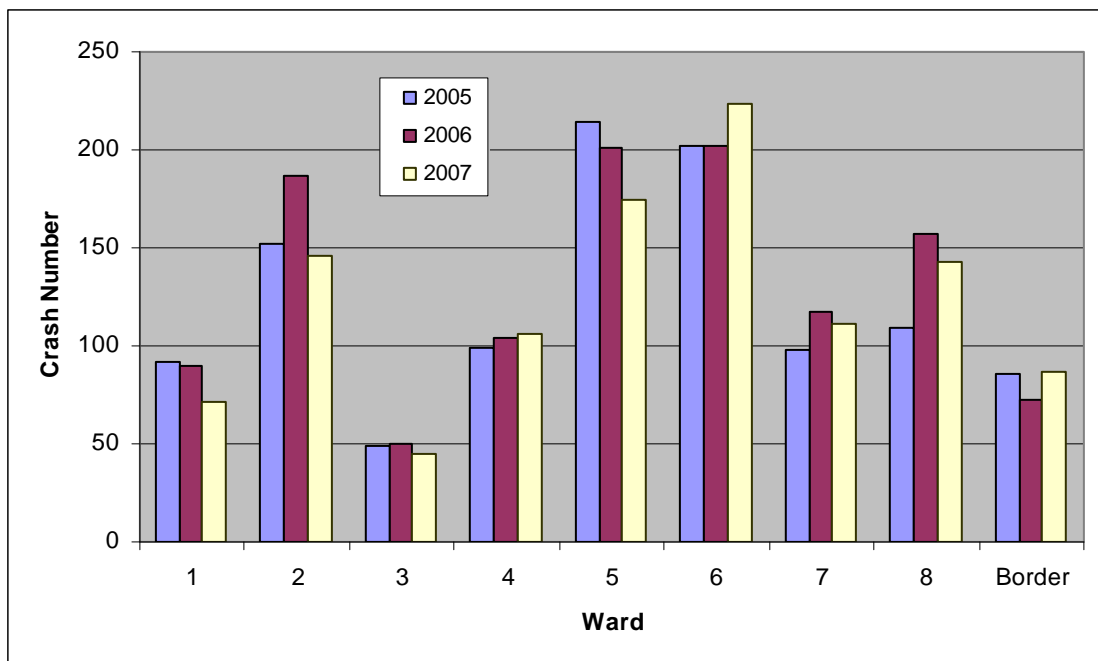
**Figure 5-22 Crashes with Hit & Run by Ward (Frequency)**



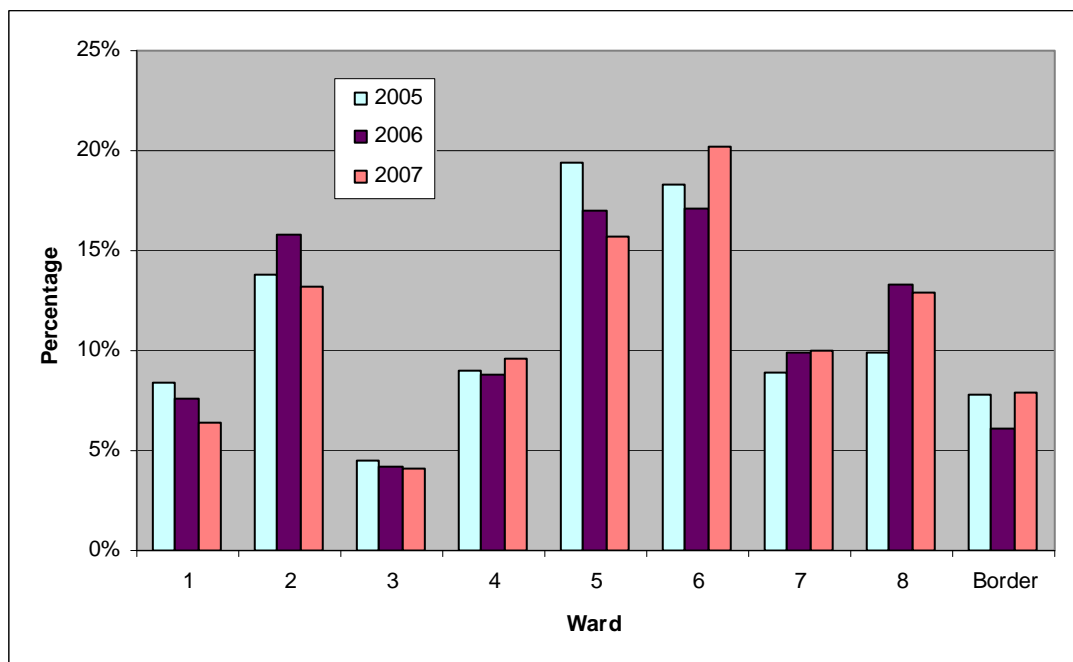
**Figure 5-23 Crashes with Hit & Run by Ward (Distribution)**

**Table 5-14 DC Property Involved Crashes**

Ward	2005	2006	2007	2005	2006	2007
1	92	90	71	8.36%	7.63%	6.42%
2	152	187	146	13.81%	15.85%	13.20%
3	49	50	45	4.45%	4.24%	4.07%
4	99	104	106	8.99%	8.81%	9.58%
5	214	201	174	19.44%	17.03%	15.73%
6	202	202	223	18.35%	17.12%	20.16%
7	98	117	111	8.90%	9.92%	10.04%
8	109	157	143	9.90%	13.31%	12.93%
Border	86	72	87	7.81%	6.10%	7.87%
Total	1101	1180	1106			



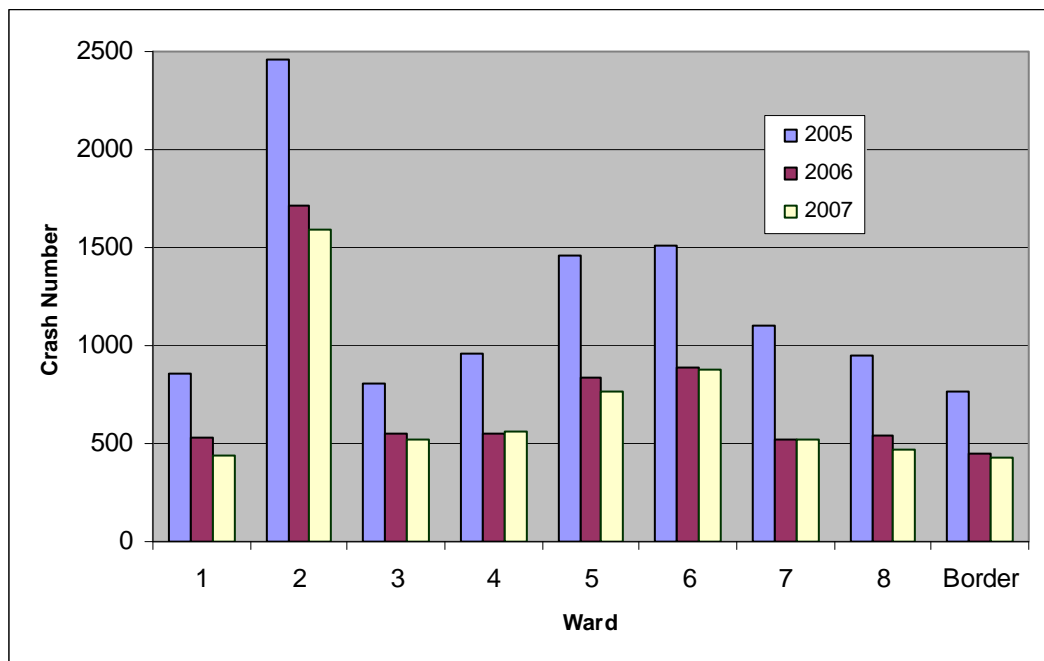
**Figure 5-24 DC Property Involved Crashes (Frequency)**

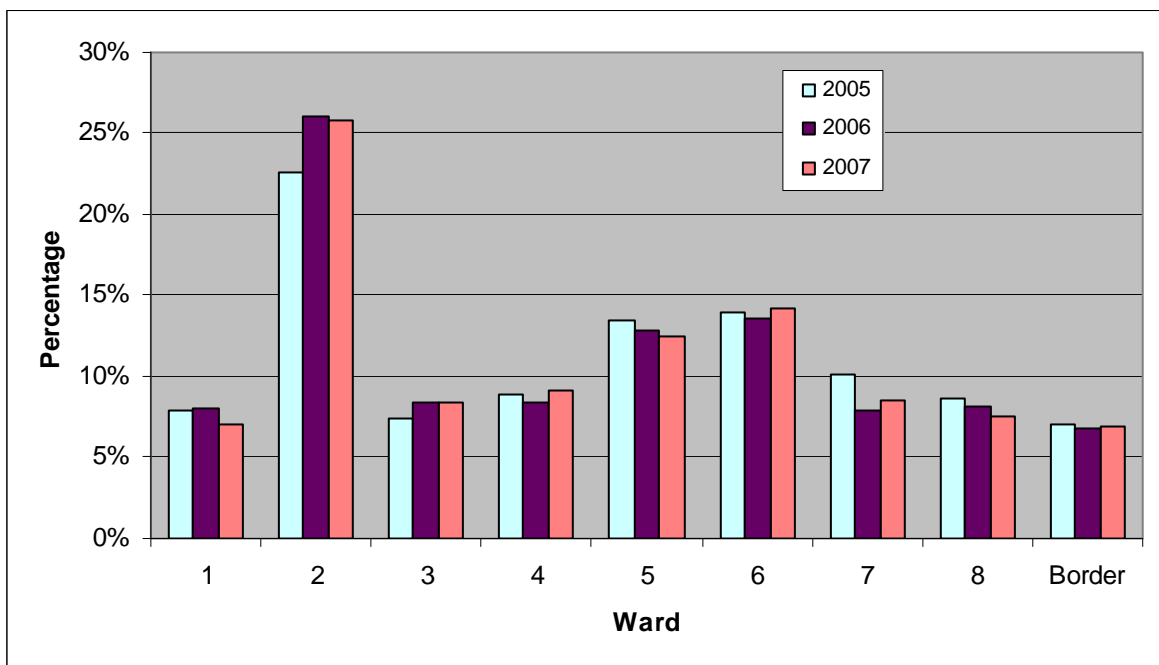


**Figure 5-25 DC Property Involved Crashes (Distribution)**

**Table 5-15 Crashes with Property Damage**

Ward	2005	2006	2007	2005	2006	2007
1	859	528	439	7.90%	8.04%	7.09%
2	2461	1710	1595	22.63%	26.05%	25.78%
3	802	550	520	7.38%	8.38%	8.40%
4	961	548	564	8.84%	8.35%	9.11%
5	1464	840	769	13.46%	12.80%	12.43%
6	1511	890	882	13.90%	13.56%	14.25%
7	1105	518	524	10.16%	7.89%	8.47%
8	944	536	466	8.68%	8.16%	7.53%
Border	766	445	429	7.04%	6.78%	6.93%
Total	10873	6565	6188			

**Figure 5-26 Crashes with Property Damage (Frequency)**

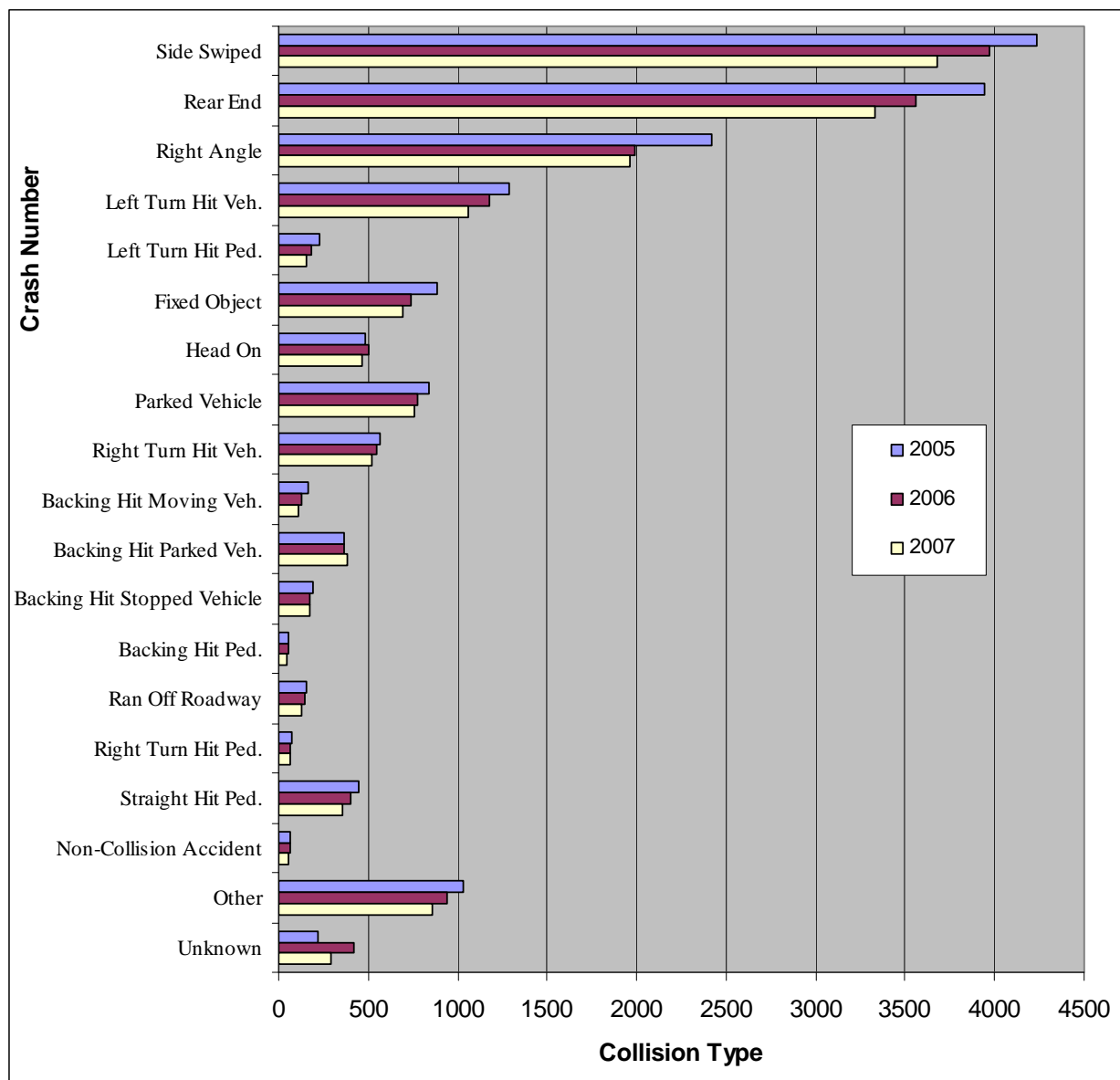


**Figure 5-27 Crashes with Property Damage (Frequency)**

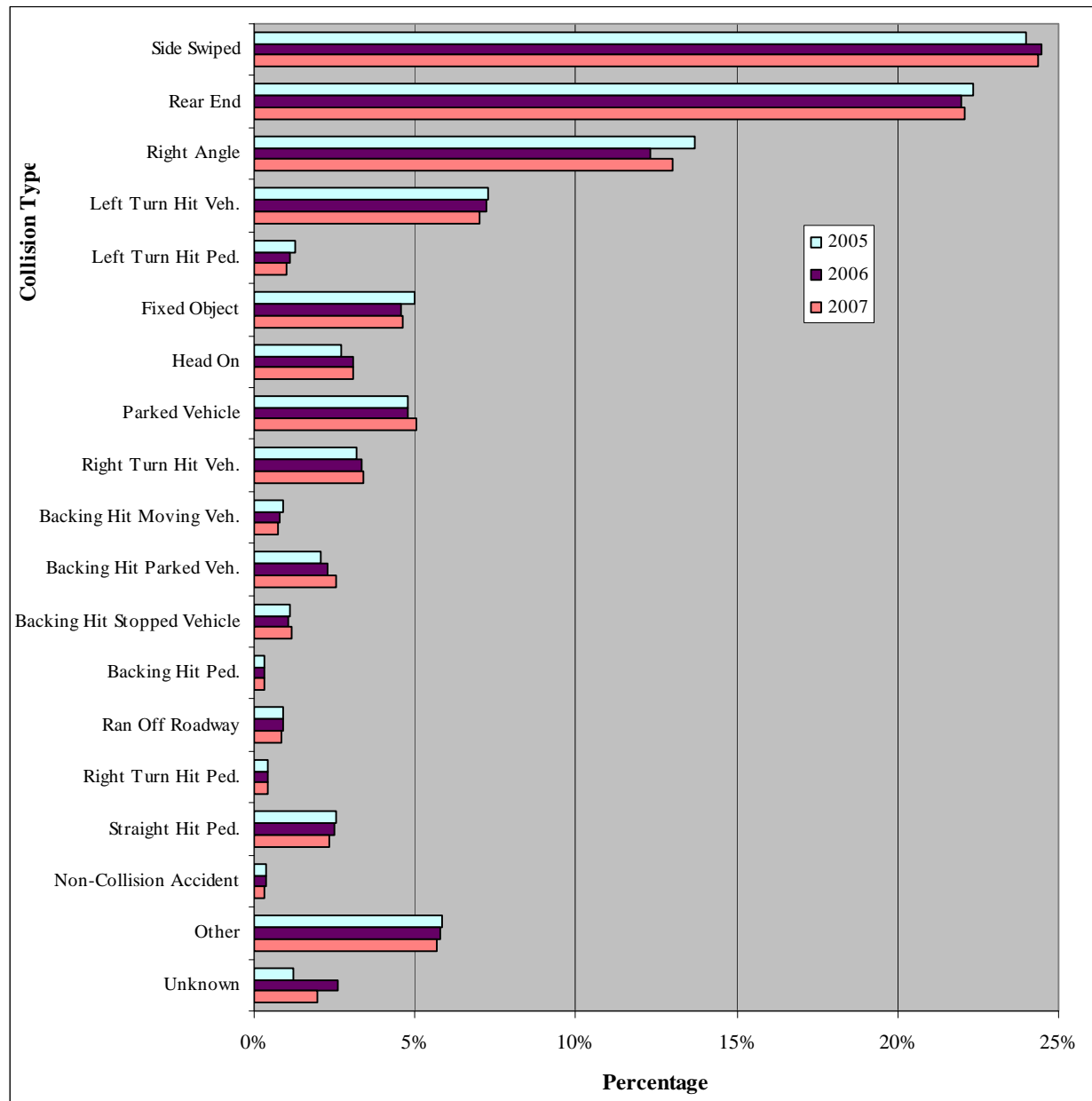


**Table 5-16 Summary of Crashes by Collision Type**

Type of Collision	2005	2006	2007	2005	2006	2007
Side Swiped	4233	3968	3681	23.97%	24.49%	24.37%
Rear End	3947	3561	3333	22.35%	21.98%	22.06%
Right Angle	2422	1994	1966	13.72%	12.31%	13.01%
Left Turn Hit Vehicle	1285	1173	1059	7.28%	7.24%	7.01%
Left Turn Hit Pedestrian	224	182	155	1.27%	1.12%	1.03%
Fixed Object	883	743	695	5.00%	4.59%	4.60%
Head On	480	498	467	2.72%	3.07%	3.09%
Parked Vehicle	840	775	759	4.76%	4.78%	5.02%
Right Turn Hit Vehicle	566	546	517	3.21%	3.37%	3.42%
Backing Hit Moving Vehicle	164	129	111	0.93%	0.80%	0.73%
Backing Hit Parked Vehicle	367	366	383	2.08%	2.26%	2.54%
Backing Hit Stopped Vehicle	196	171	177	1.11%	1.06%	1.17%
Backing Hit Pedestrian	54	55	49	0.31%	0.34%	0.32%
Ran Off Roadway	159	149	131	0.90%	0.92%	0.87%
Right Turn Hit Pedestrian	75	68	65	0.42%	0.42%	0.43%
Straight Hit Pedestrian	450	404	355	2.55%	2.49%	2.35%
Non-Collision Accident	66	60	52	0.37%	0.37%	0.34%
Other	1032	940	856	5.84%	5.80%	5.67%
Unknown	215	421	295	1.22%	2.60%	1.95%
Total	17657	16204	15106			



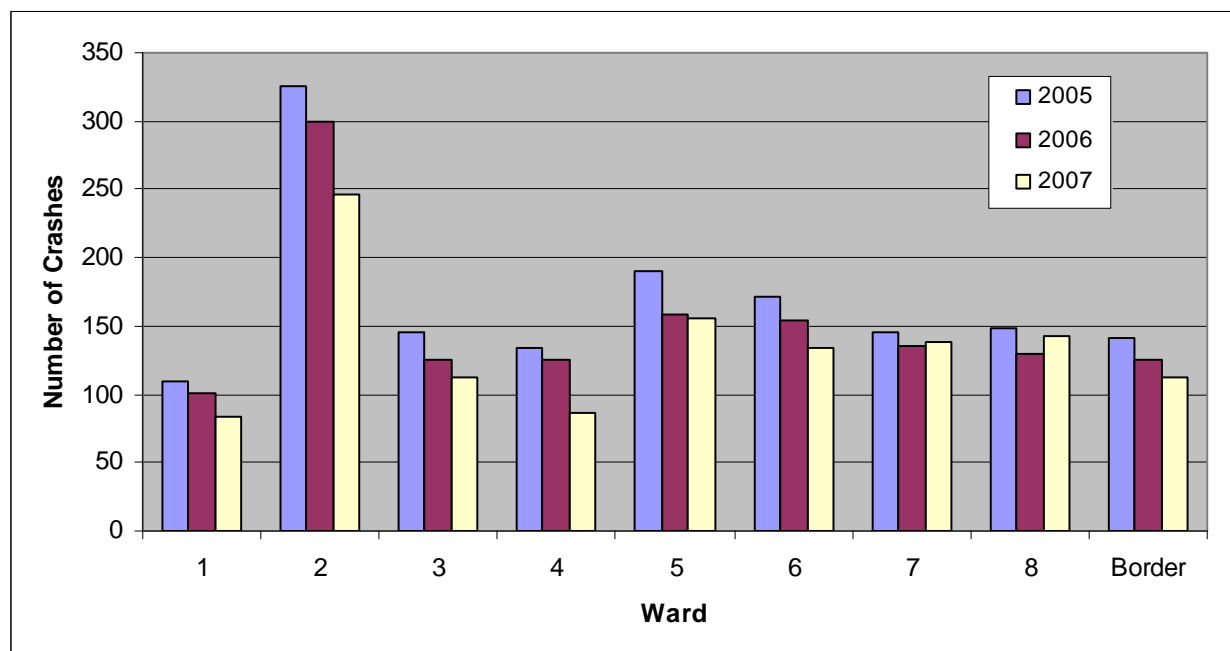
**Figure 5-28 Summary of Crashes by Collision Type (Frequency)**



**Figure 5-29 Summary of Crashes by Collision Type (Distribution)**

**Table 5-17 Left Turn Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	109	101	84	7.22%	7.45%	6.92%
2	325	300	247	21.54%	22.14%	20.35%
3	145	126	112	9.61%	9.30%	9.23%
4	134	126	87	8.88%	9.30%	7.17%
5	190	159	156	12.59%	11.73%	12.85%
6	172	154	134	11.40%	11.37%	11.04%
7	145	135	138	9.61%	9.96%	11.37%
8	148	129	143	9.81%	9.52%	11.78%
Border	141	125	113	9.34%	9.23%	9.31%
Total	1509	1355	1214			

**Figure 5-30 Left Turn Crashes by Ward (Frequency)**

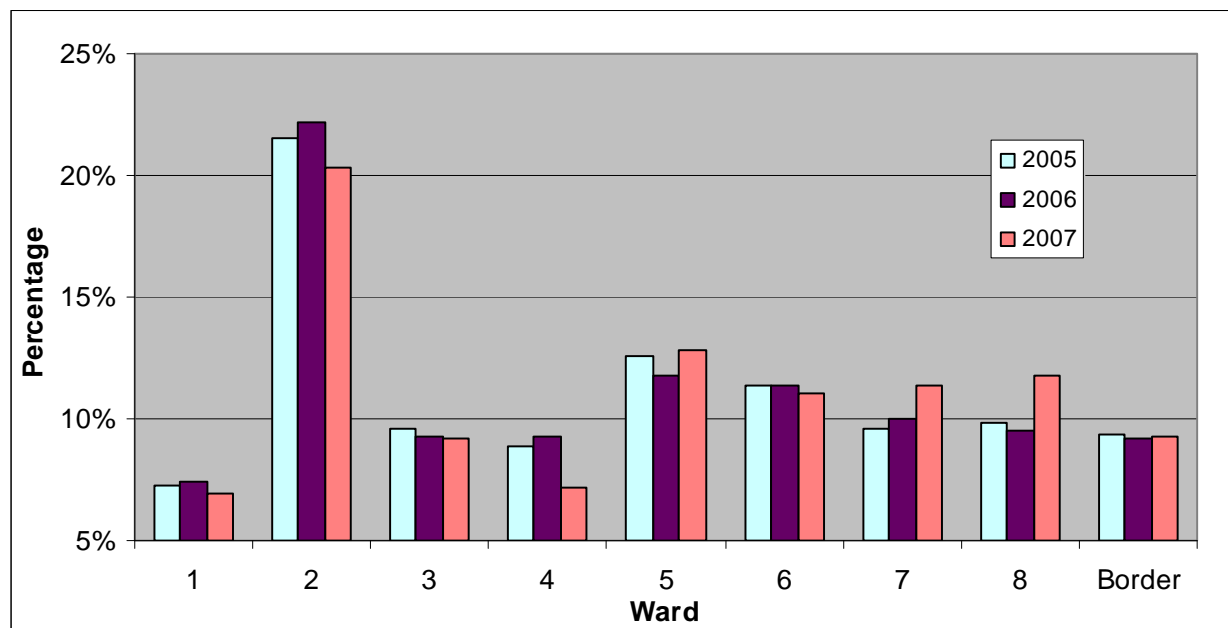
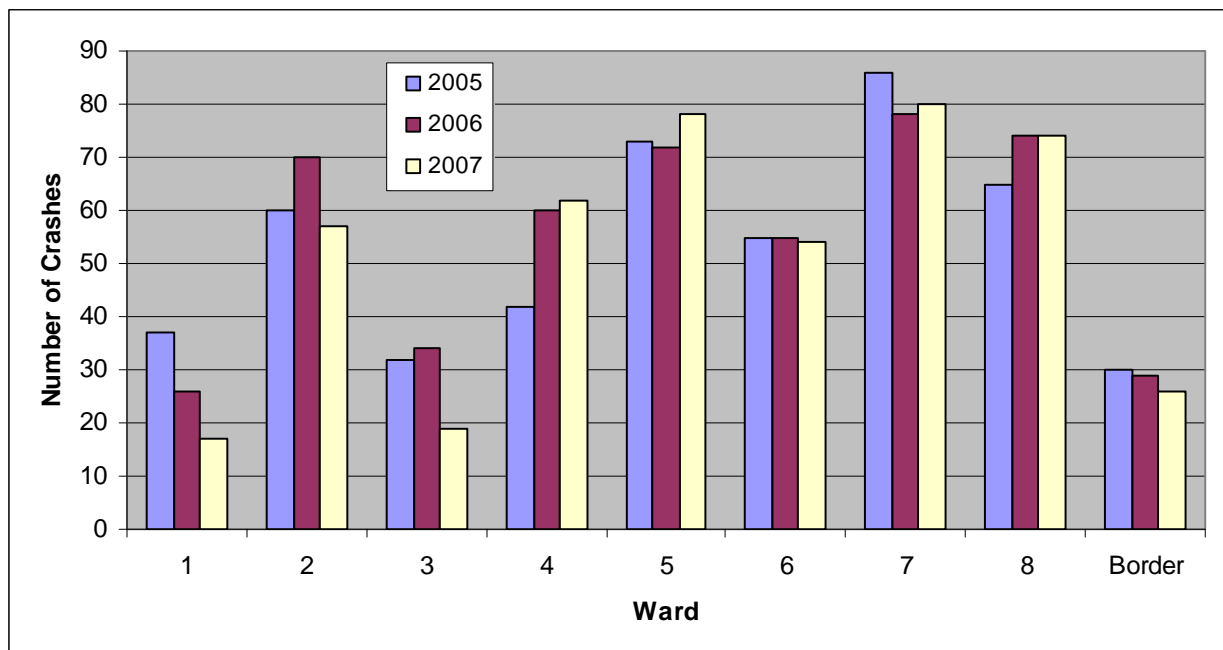


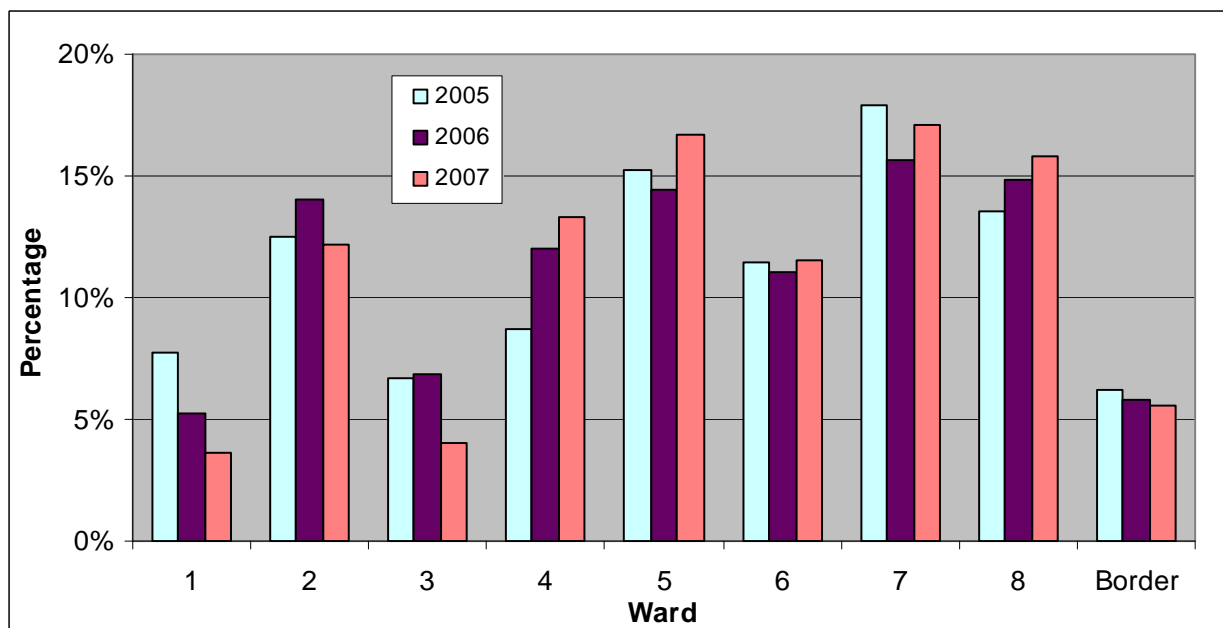
Figure 5-31 Left Turn Crashes by Ward (Distribution)

Table 5-18 Head-on Crashes by Ward

Ward	2005	2006	2007	2005	2006	2007
1	37	26	17	7.71%	5.22%	3.64%
2	60	70	57	12.50%	14.06%	12.21%
3	32	34	19	6.67%	6.83%	4.07%
4	42	60	62	8.75%	12.05%	13.28%
5	73	72	78	15.21%	14.46%	16.70%
6	55	55	54	11.46%	11.04%	11.56%
7	86	78	80	17.92%	15.66%	17.13%
8	65	74	74	13.54%	14.86%	15.85%
Border	30	29	26	6.25%	5.82%	5.57%
Total	480	498	467			



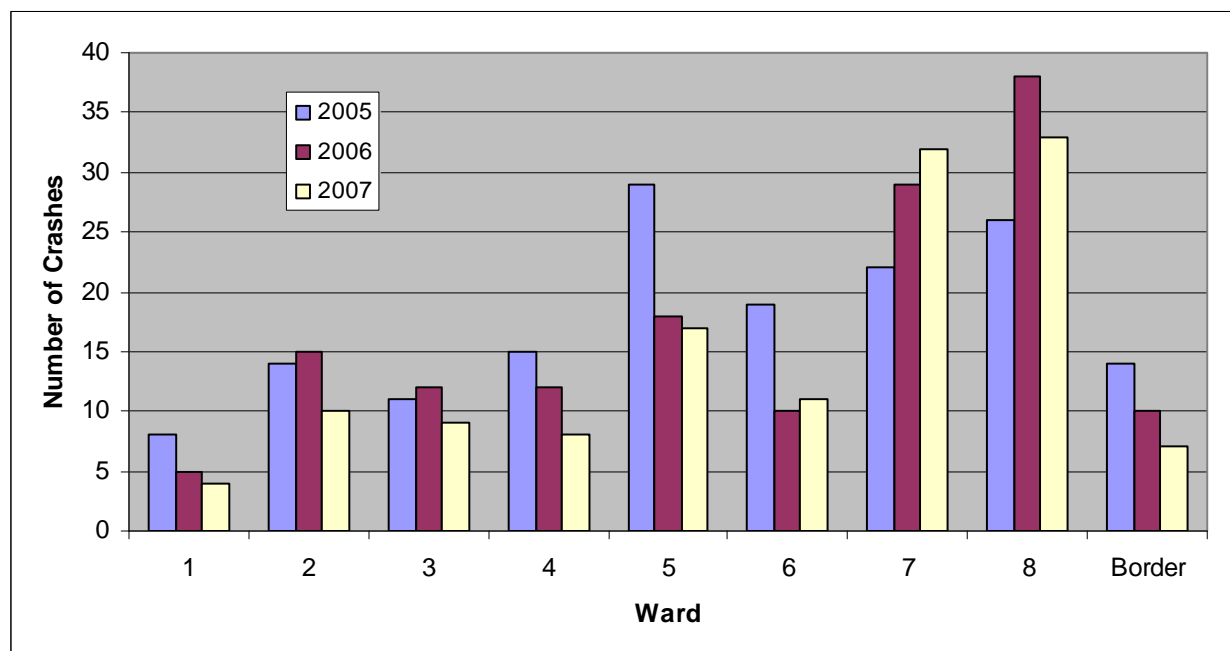
**Figure 5-32 Head-on Crashes by Ward (Frequency)**

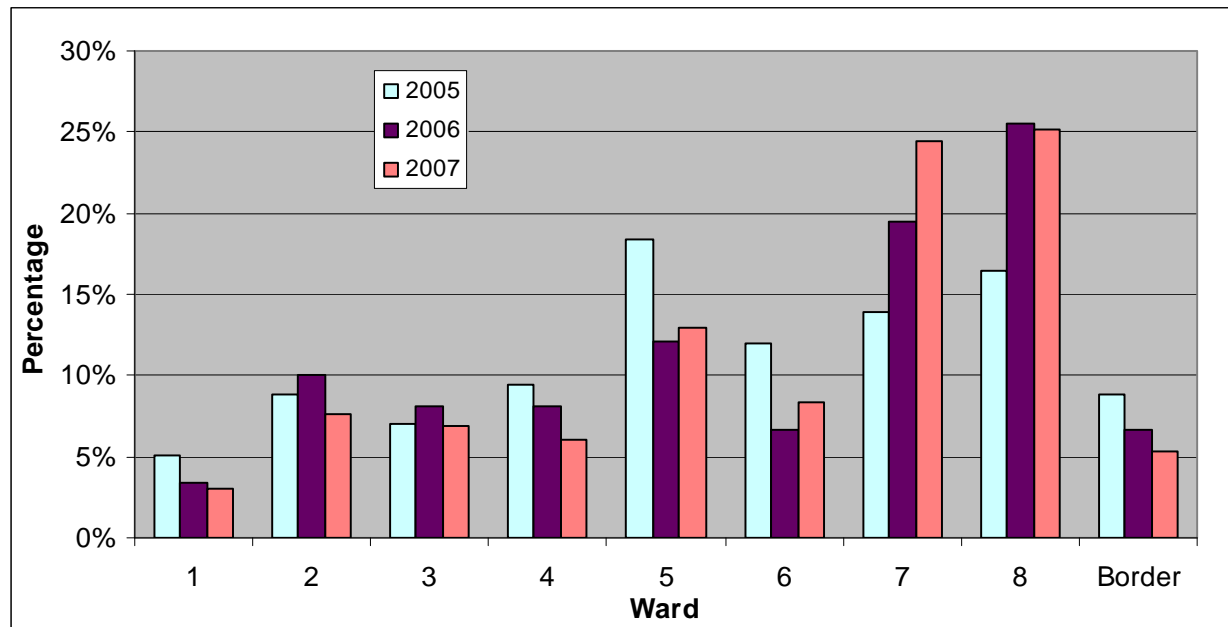


**Figure 5-33 Head-on Crashes by Ward (Distribution)**

**Table 5-19 Ran-off-Road Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	8	5	4	5.06%	3.36%	3.05%
2	14	15	10	8.86%	10.07%	7.63%
3	11	12	9	6.96%	8.05%	6.87%
4	15	12	8	9.49%	8.05%	6.11%
5	29	18	17	18.35%	12.08%	12.98%
6	19	10	11	12.03%	6.71%	8.40%
7	22	29	32	13.92%	19.46%	24.43%
8	26	38	33	16.46%	25.50%	25.19%
Border	14	10	7	8.86%	6.71%	5.34%
Total	158	149	131			

**Figure 5-34 Ran-off-Road Crashes by Ward (Frequency)**



**Figure 5-35 Ran-off-Road Crashes by Ward (Distribution)**

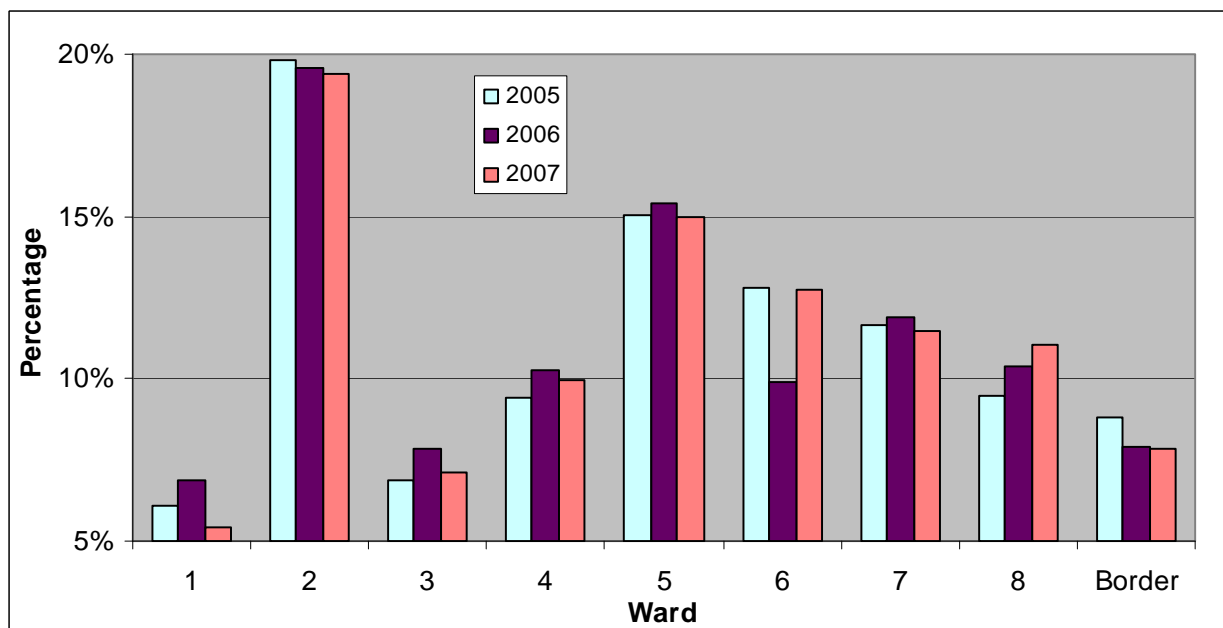
**Table 5-20 Rear End Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	240	244	180	6.08%	6.85%	5.40%
2	783	698	647	19.83%	19.61%	19.41%
3	271	279	238	6.86%	7.84%	7.14%
4	373	365	331	9.45%	10.25%	9.93%
5	594	548	500	15.04%	15.39%	15.00%
6	505	352	424	12.79%	9.89%	12.72%
7	460	423	383	11.65%	11.88%	11.49%
8	375	369	368	9.50%	10.37%	11.04%
Border	348	282	262	8.81%	7.92%	7.86%
Total	3949	3560	3333			





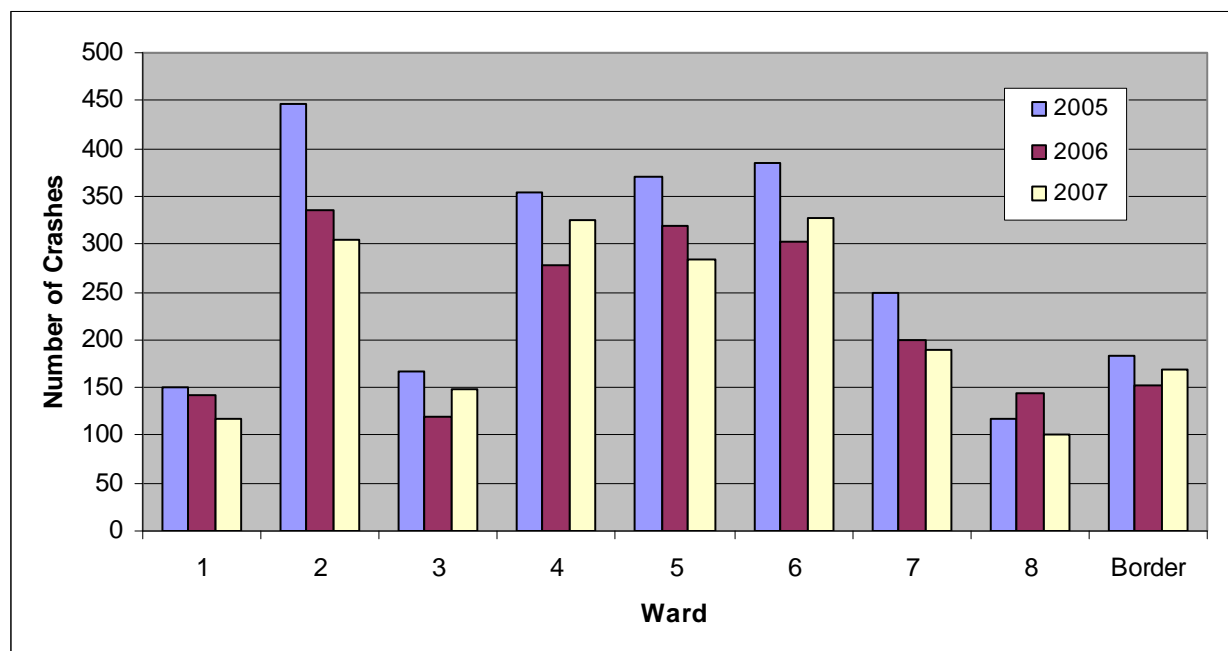
**Figure 5-36 Rear End Crashes by Ward (Frequency)**

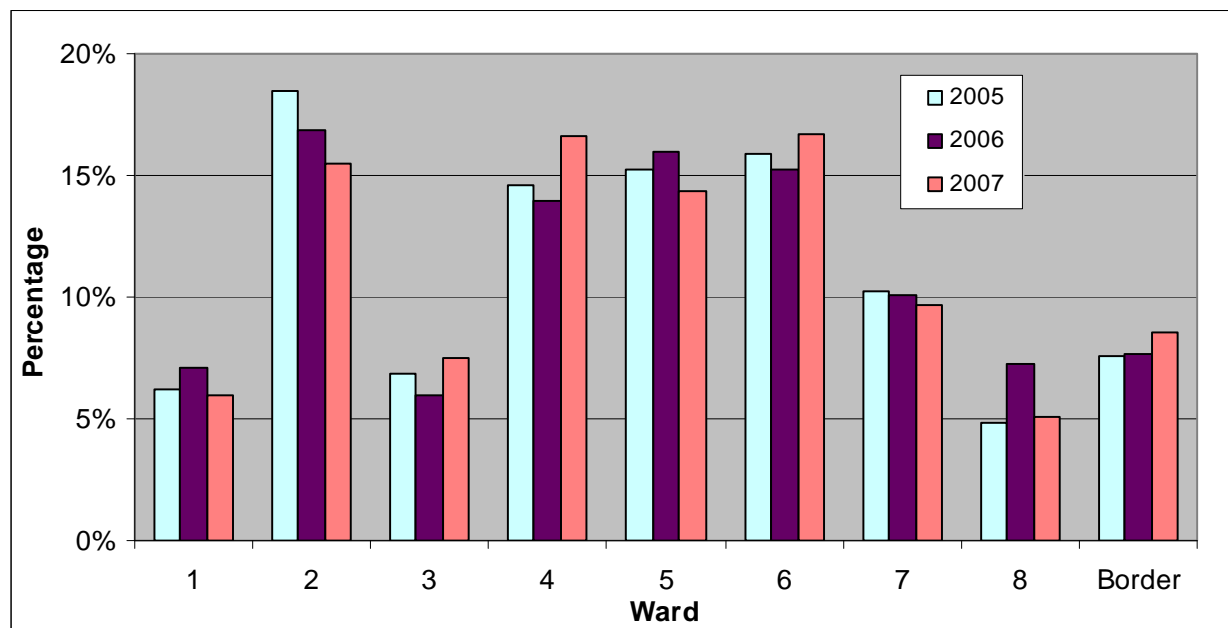


**Figure 5-37 Rear End Crashes by Ward (Distribution)**

**Table 5-21 Right Angle Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	151	142	118	6.23%	7.13%	6.00%
2	447	335	305	18.45%	16.83%	15.51%
3	167	119	148	6.89%	5.98%	7.53%
4	354	277	326	14.61%	13.91%	16.58%
5	370	318	283	15.27%	15.97%	14.39%
6	384	303	328	15.85%	15.22%	16.68%
7	249	200	190	10.28%	10.05%	9.66%
8	117	144	100	4.83%	7.23%	5.09%
Border	184	153	168	7.59%	7.68%	8.55%
Total	2423	1991	1966			

**Figure 5-38 Right Angle Crashes by Ward (Frequency)**



**Figure 5-39 Right Angle Crashes by Ward (Distribution)**

**Table 5-22 Side Swiped Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	413	367	324	9.76%	9.25%	8.80%
2	971	929	831	22.94%	23.42%	22.58%
3	278	268	229	6.57%	6.76%	6.22%
4	346	309	323	8.17%	7.79%	8.77%
5	556	484	478	13.13%	12.20%	12.99%
6	594	518	529	14.03%	13.06%	14.37%
7	417	417	371	9.85%	10.51%	10.08%
8	354	408	344	8.36%	10.28%	9.35%
Border	304	267	252	7.18%	6.73%	6.85%
Total	4233	3967	3681			

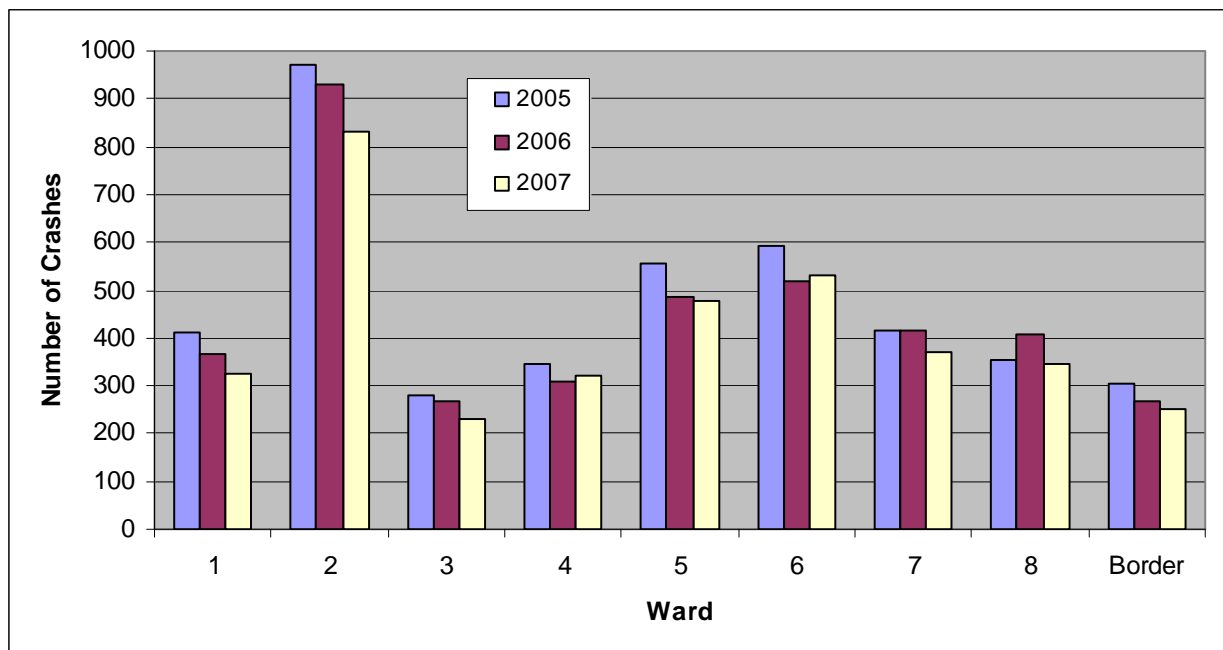


Figure 5-40 Side Swiped Crashes by Ward (Frequency)

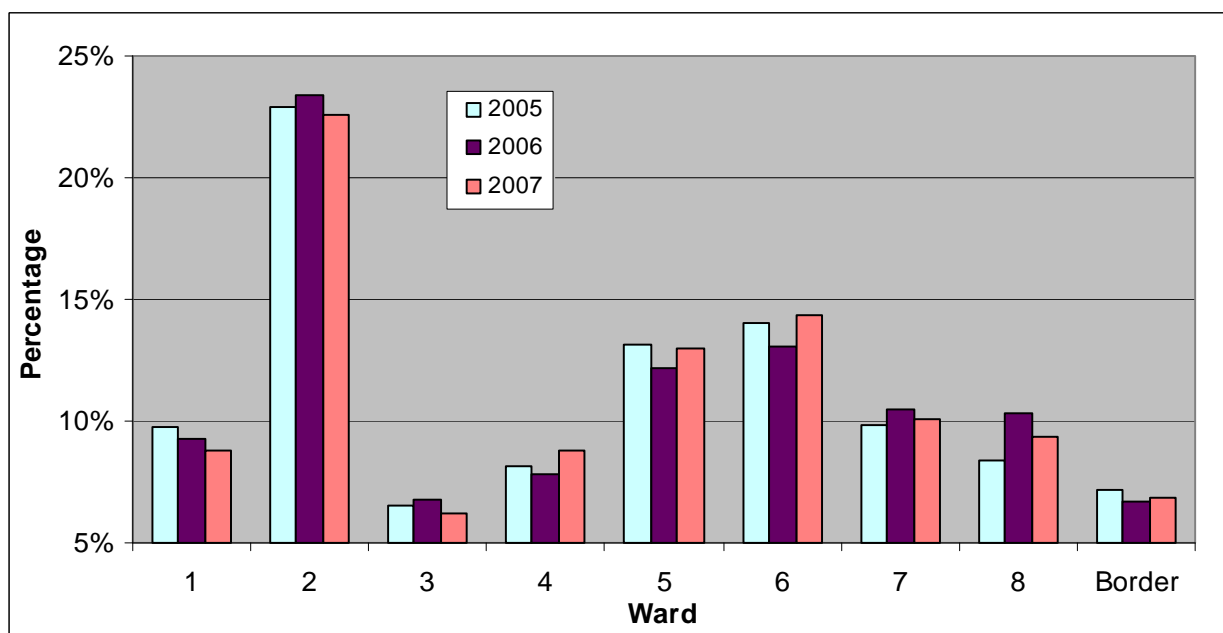
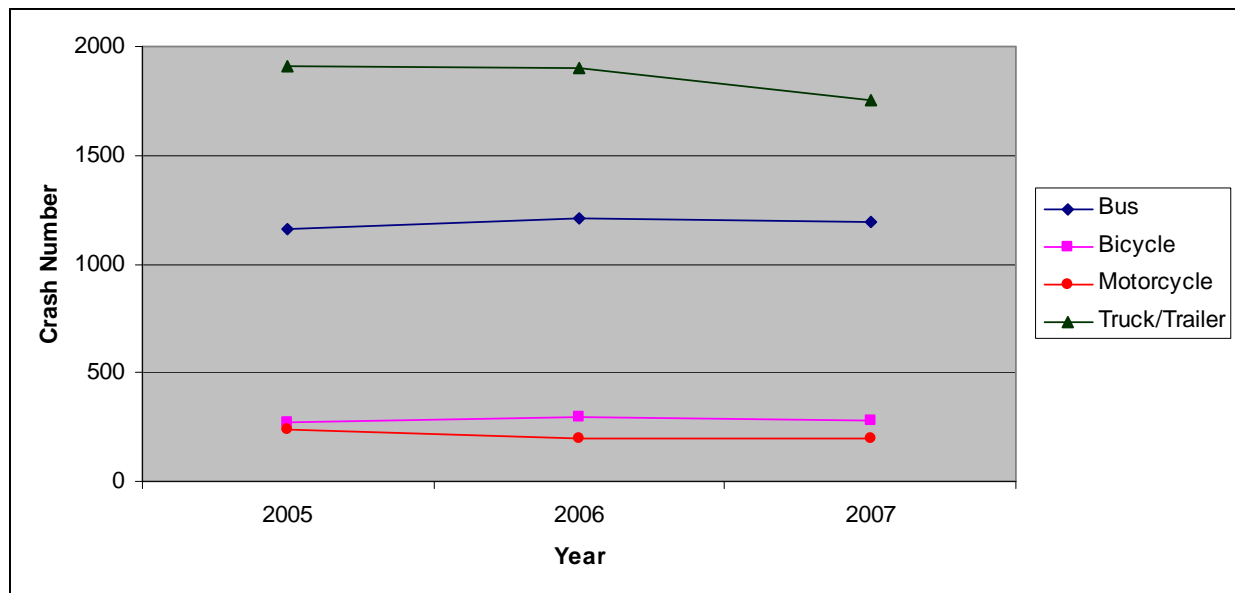


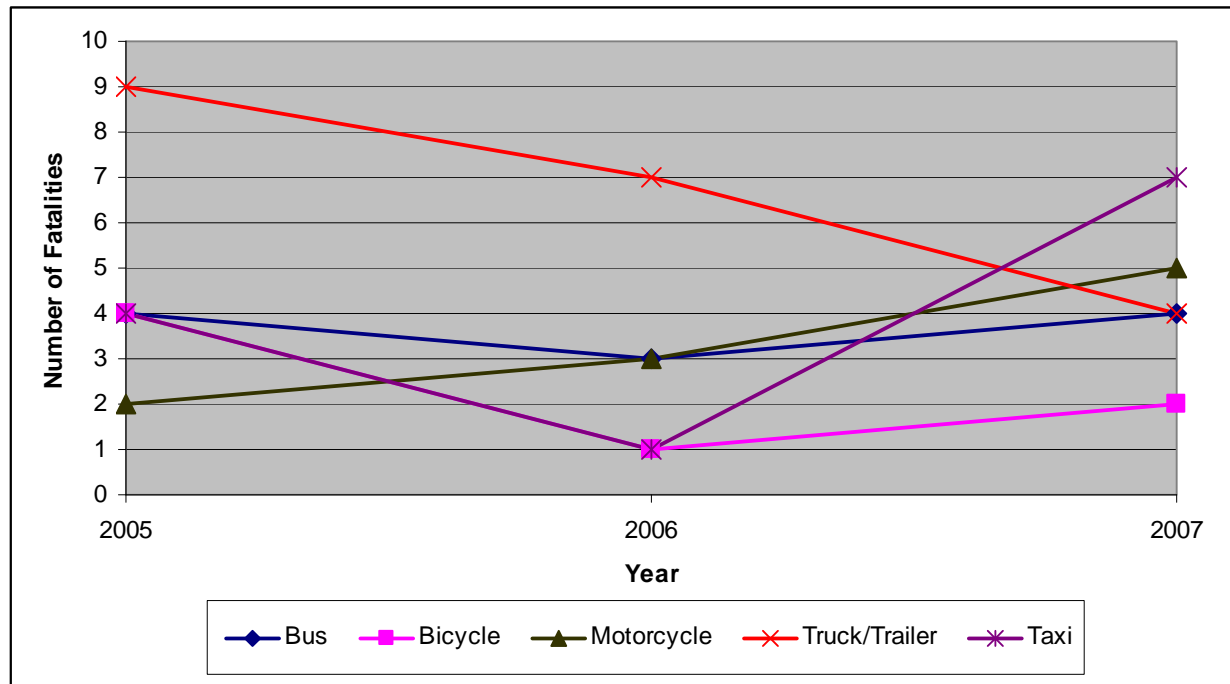
Figure 5-41 Side Swiped Crashes by Ward (Distribution)

**Table 5-23 Summary of Crashes by Vehicle Type**

Type of Vehicle	2005	2006	2007
Bus	1161	1213	1196
Bicycle	270	293	281
Motorcycle	235	199	197
Truck/Trailer	1911	1904	1749

**Figure 5-42 Three-year Trend by Vehicle Type****Table 5-24 Summary of Fatalities by Vehicle Type**

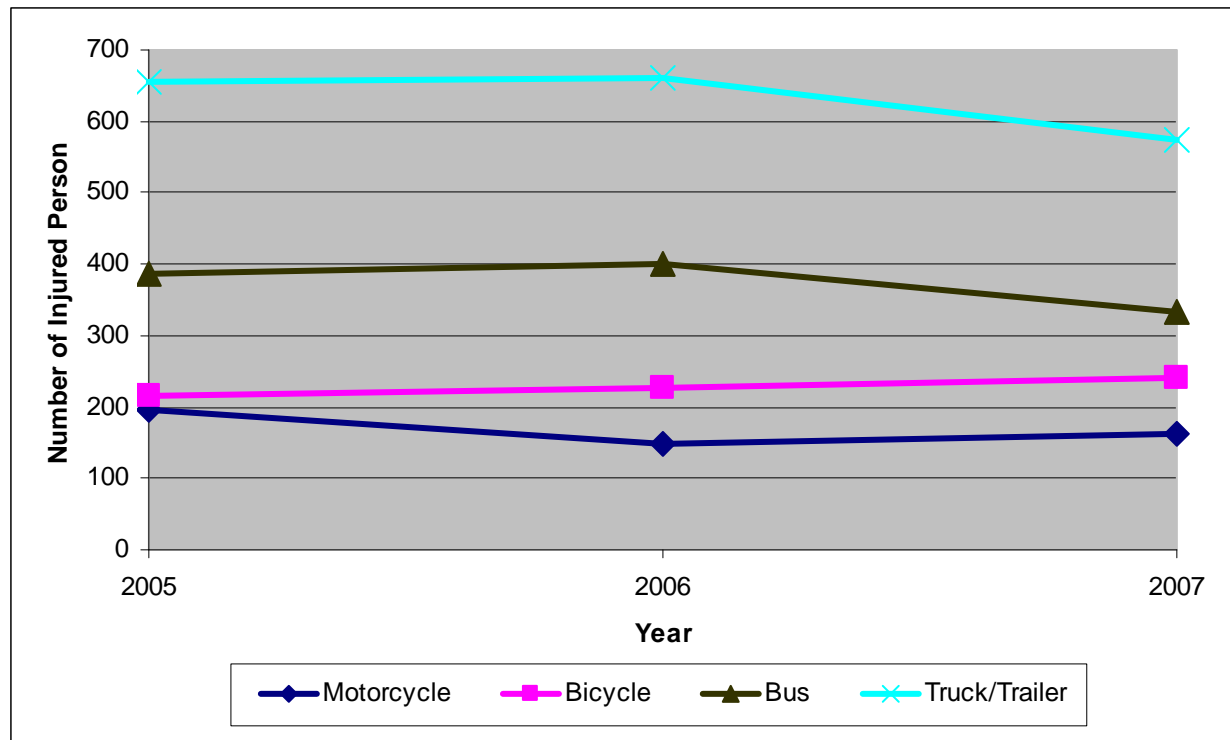
Vehicle Type	Bus	Bicycle	Motorcycle	Truck/Trailer	Taxi
2005	4	4	2	9	4
2006	3	1	3	7	1
2007	4	2	5	4	7



**Figure 5-43 Three-year Trend of Fatalities by Vehicle Type**

**Table 5-25 Summary of Injured Person by Vehicle Type**

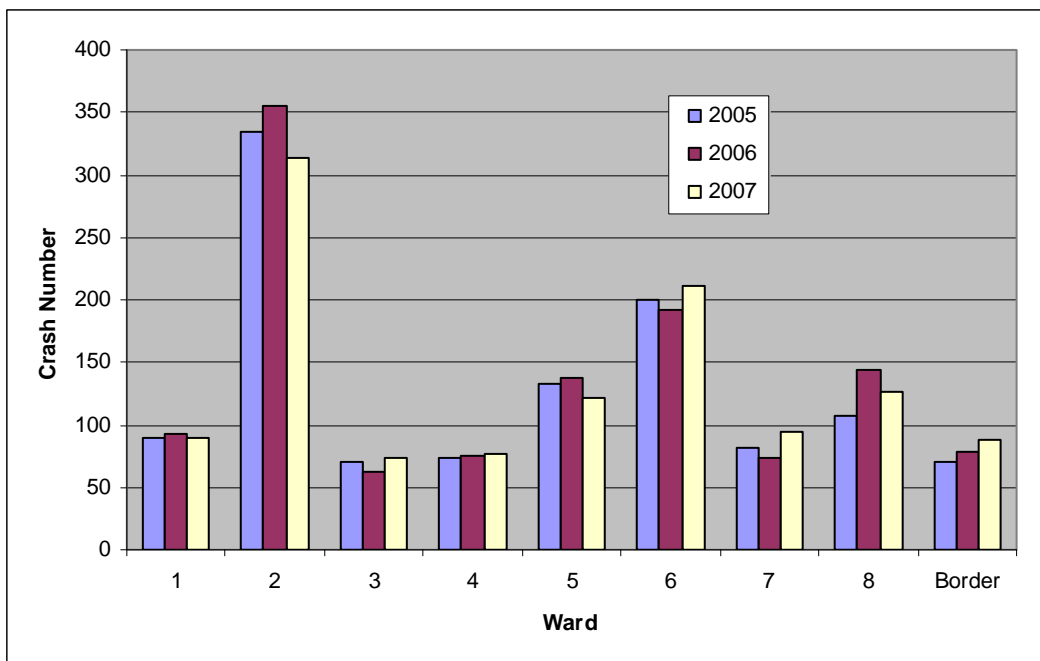
Year	Motorcycle	Bicycle	Bus	Truck/Trailer
2005	196	216	387	655
2006	149	228	401	660
2007	163	242	332	575



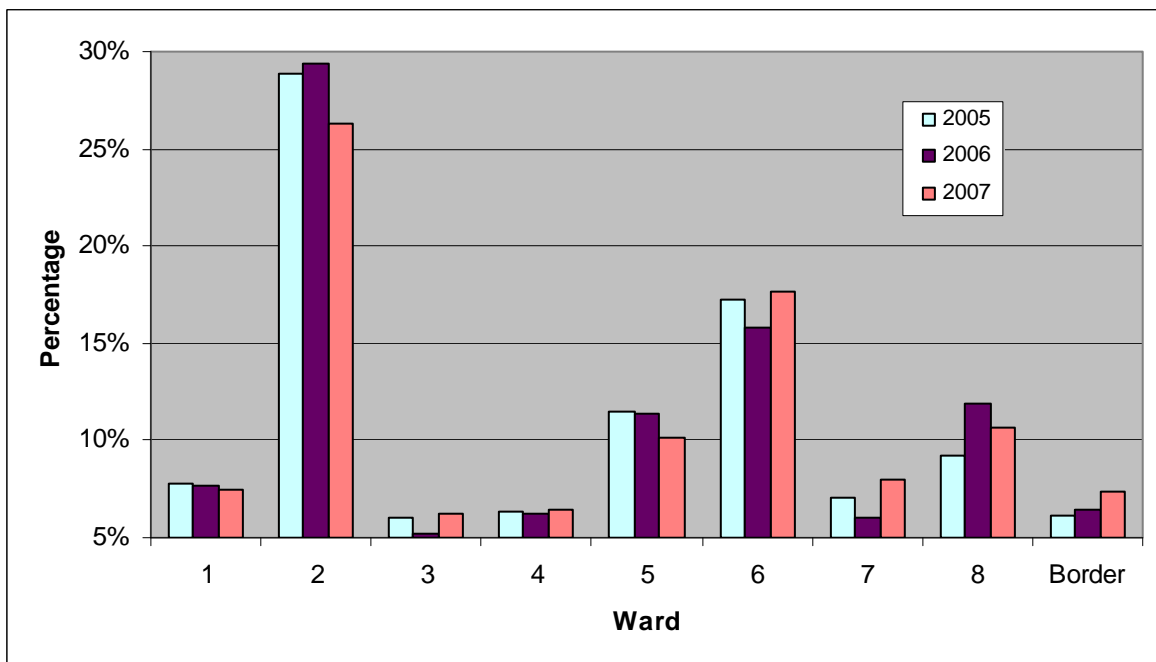
**Figure 5-44 Three-year Trend of Injured Persons by Vehicle Type**

**Table 5-26 Bus Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	90	93	89	7.75%	7.67%	7.44%
2	335	356	314	28.85%	29.35%	26.25%
3	70	63	74	6.03%	5.19%	6.19%
4	73	76	77	6.29%	6.27%	6.44%
5	133	138	121	11.46%	11.38%	10.12%
6	200	192	211	17.23%	15.83%	17.64%
7	82	73	95	7.06%	6.02%	7.94%
8	107	144	127	9.22%	11.87%	10.62%
Border	71	78	88	6.12%	6.43%	7.36%
Total	1161	1213	1196			



**Figure 5-45 Bus Involved Crashes by Ward (Frequency)**

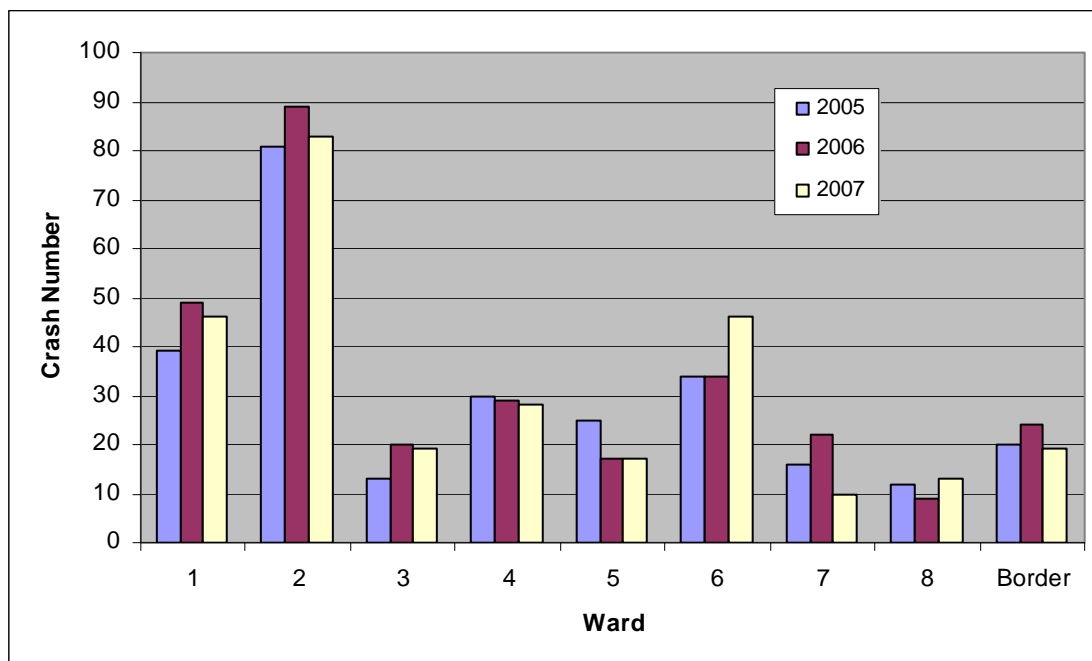


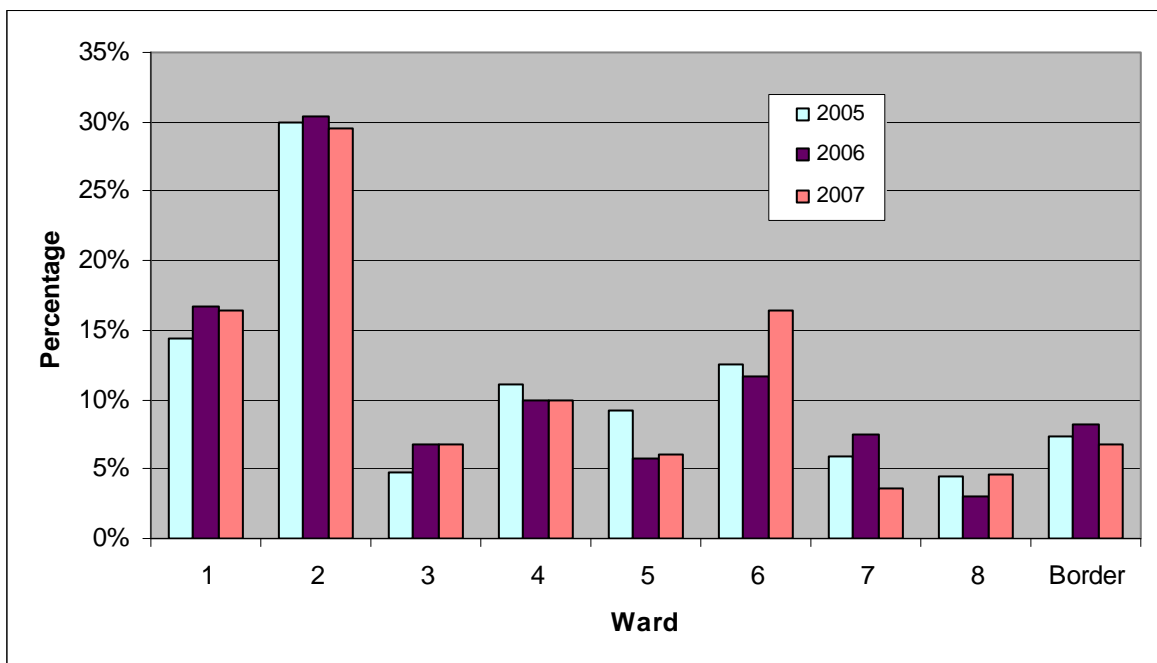
**Figure 5-46 Bus Involved Crashes by Ward (Distribution)**



**Table 5-27 Bicycle Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	39	49	46	14.44%	16.72%	16.37%
2	81	89	83	30.00%	30.38%	29.54%
3	13	20	19	4.81%	6.83%	6.76%
4	30	29	28	11.11%	9.90%	9.96%
5	25	17	17	9.26%	5.80%	6.05%
6	34	34	46	12.59%	11.60%	16.37%
7	16	22	10	5.93%	7.51%	3.56%
8	12	9	13	4.44%	3.07%	4.63%
Border	20	24	19	7.41%	8.19%	6.76%
Total	270	293	281			

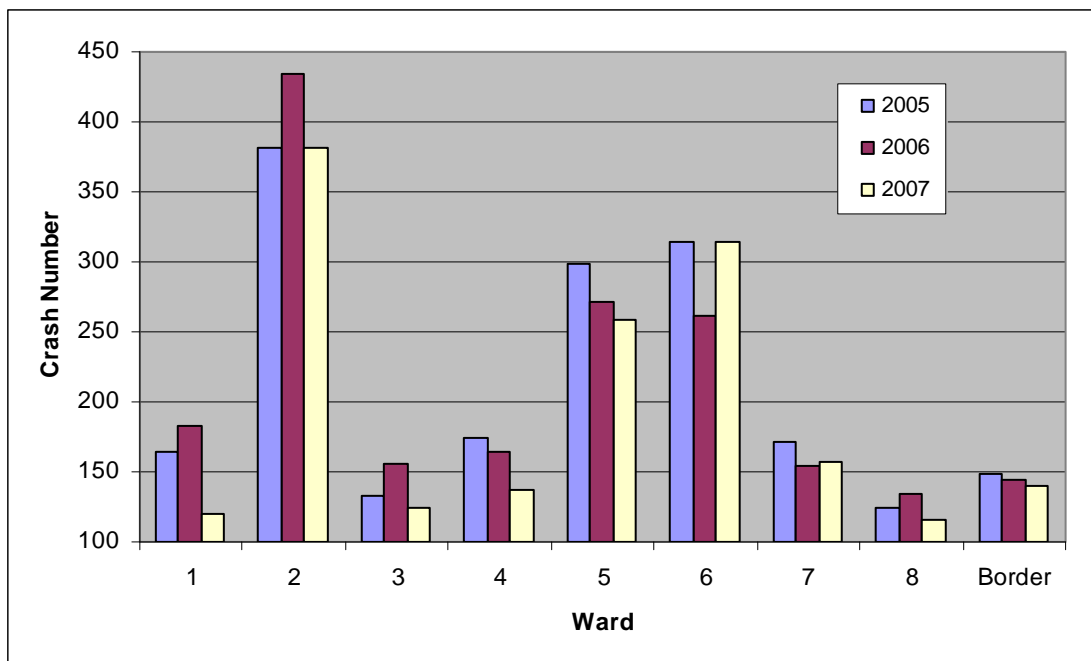
**Figure 5-47 Bicycle Involved Crashes by Ward (Frequency)**



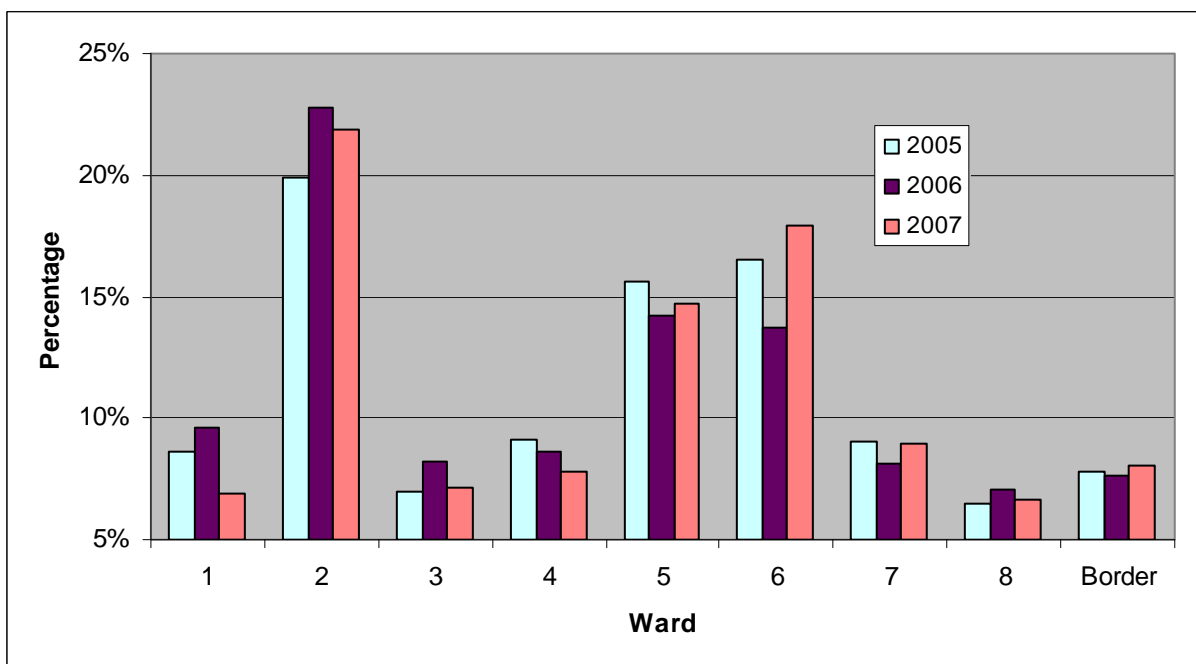
**Figure 5-48 Bicycle Involved Crashes by Ward (Distribution)**

**Table 5-28 Truck/Trailer Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	164	183	120	8.58%	9.61%	6.86%
2	381	434	382	19.94%	22.79%	21.84%
3	133	156	125	6.96%	8.19%	7.15%
4	174	164	137	9.11%	8.61%	7.83%
5	299	271	258	15.65%	14.23%	14.75%
6	315	262	314	16.48%	13.76%	17.95%
7	172	154	157	9.00%	8.09%	8.98%
8	124	135	116	6.49%	7.09%	6.63%
Border	149	145	140	7.80%	7.62%	8.00%
Total	1911	1904	1749			



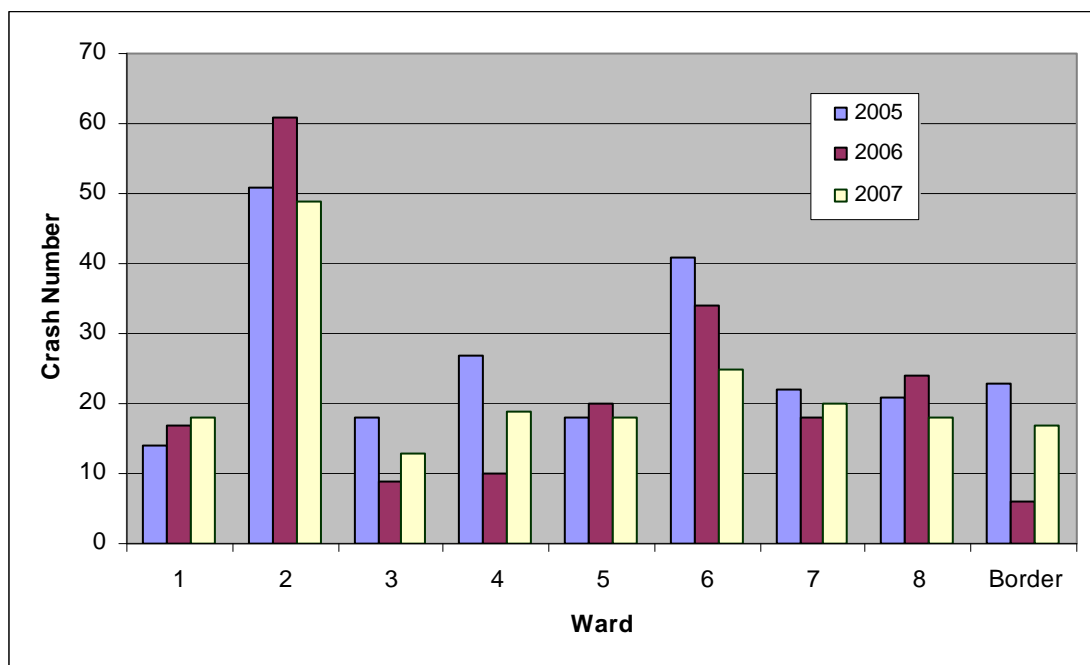
**Figure 5-49 Truck/Trailer Involved Crashes by Ward (Frequency)**

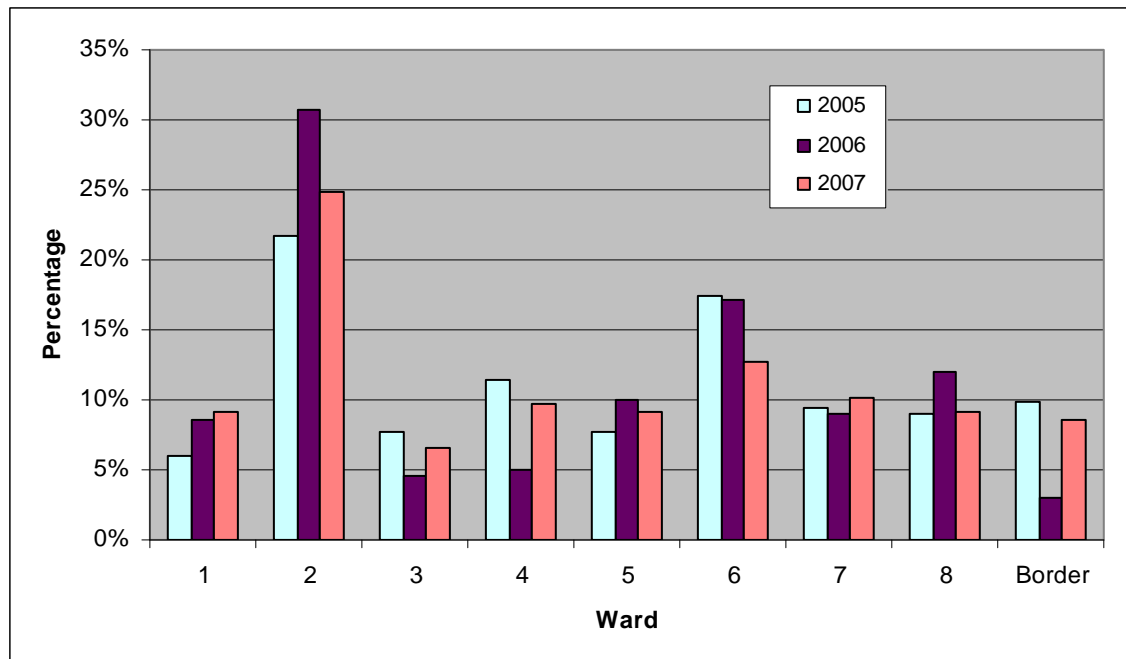


**Figure 5-50 Truck/Trailer Involved Crashes by Ward (Distribution)**

**Table 5-29 Motorcycle Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	14	17	18	5.96%	8.54%	9.14%
2	51	61	49	21.70%	30.65%	24.87%
3	18	9	13	7.66%	4.52%	6.60%
4	27	10	19	11.49%	5.03%	9.64%
5	18	20	18	7.66%	10.05%	9.14%
6	41	34	25	17.45%	17.09%	12.69%
7	22	18	20	9.36%	9.05%	10.15%
8	21	24	18	8.94%	12.06%	9.14%
Border	23	6	17	9.79%	3.02%	8.63%
Total	235	199	197			

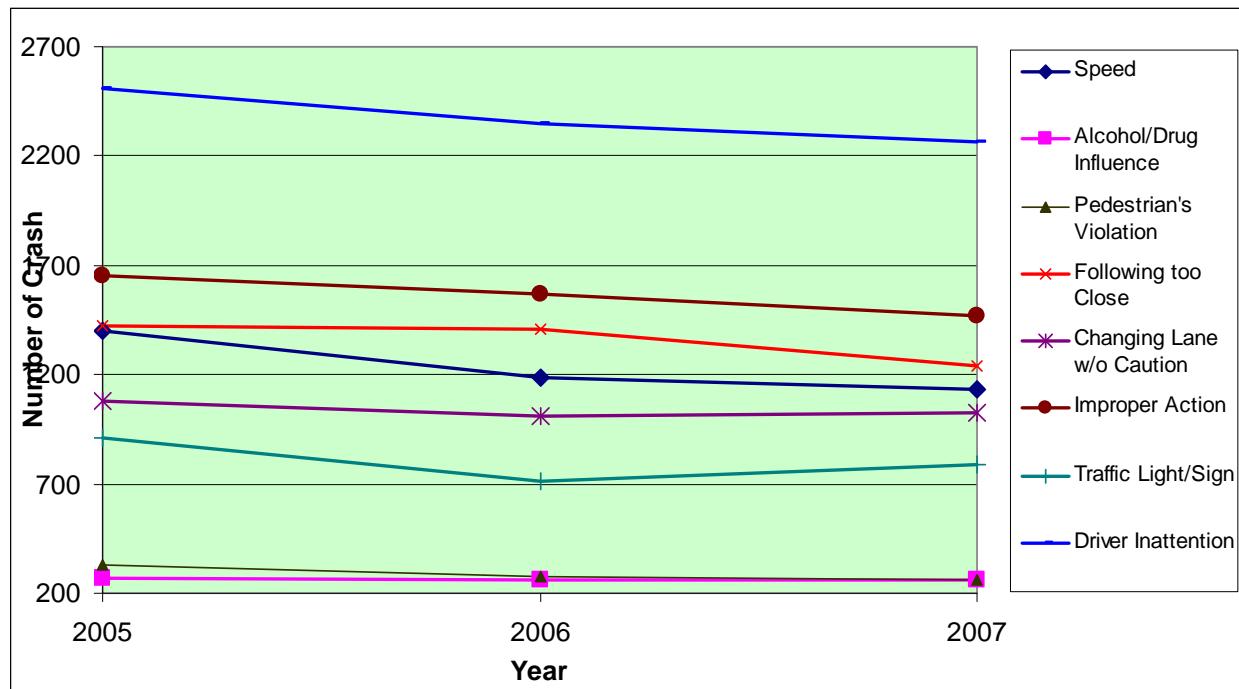
**Figure 5-51 Motorcycle Involved Crashes by Ward (Frequency)**



**Figure 5-52 Motorcycle Involved Crashes by Ward (Distribution)**

**Table 5-30 Summary of Crashes by Contributing Circumstance**

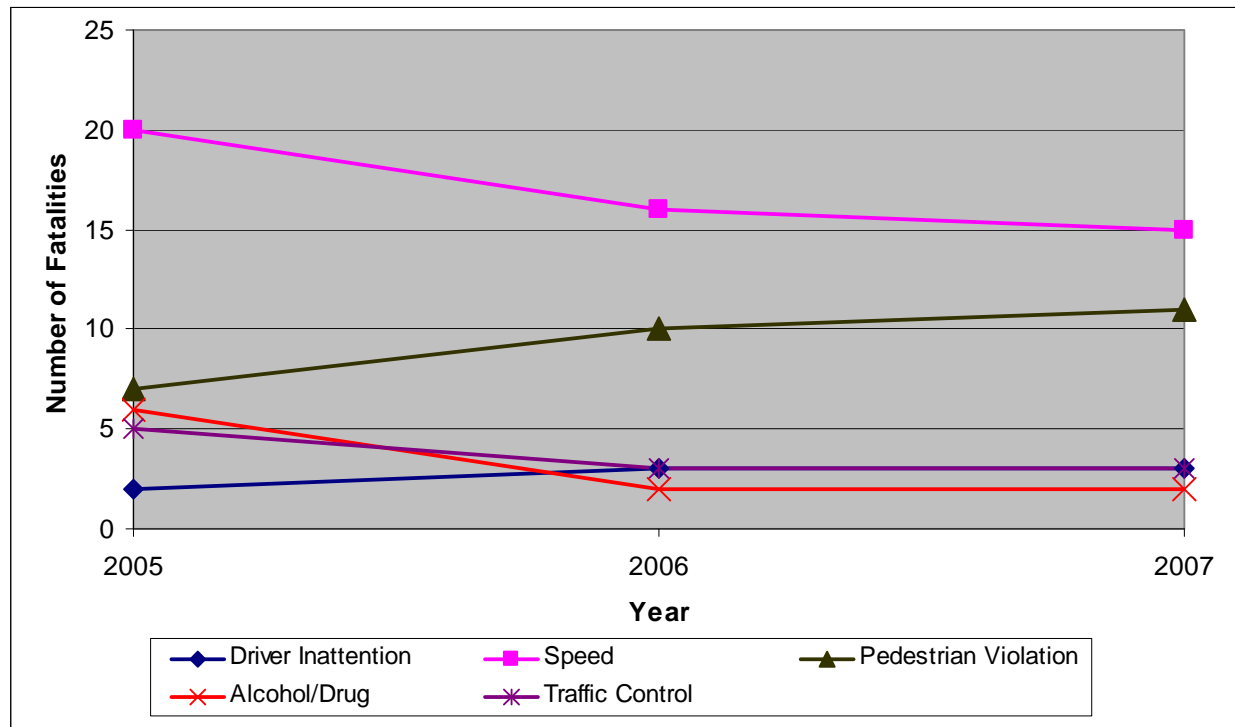
Contributing Circumstance	2005	2006	2007
Speed	1400	1186	1134
Alcohol/Drug Influence	265	259	264
Pedestrian's Violation	329	279	260
Following too Close	1427	1406	1240
Changing Lane w/o Caution	1076	1010	1027
Improper Action	1652	1568	1472
Traffic Light/Sign	913	711	788
Driver Inattention	2506	2346	2266



**Figure 5-53 Three-year Trend by Contributing Circumstance**

**Table 5-31 Summary of Fatalities by Contributing Circumstance**

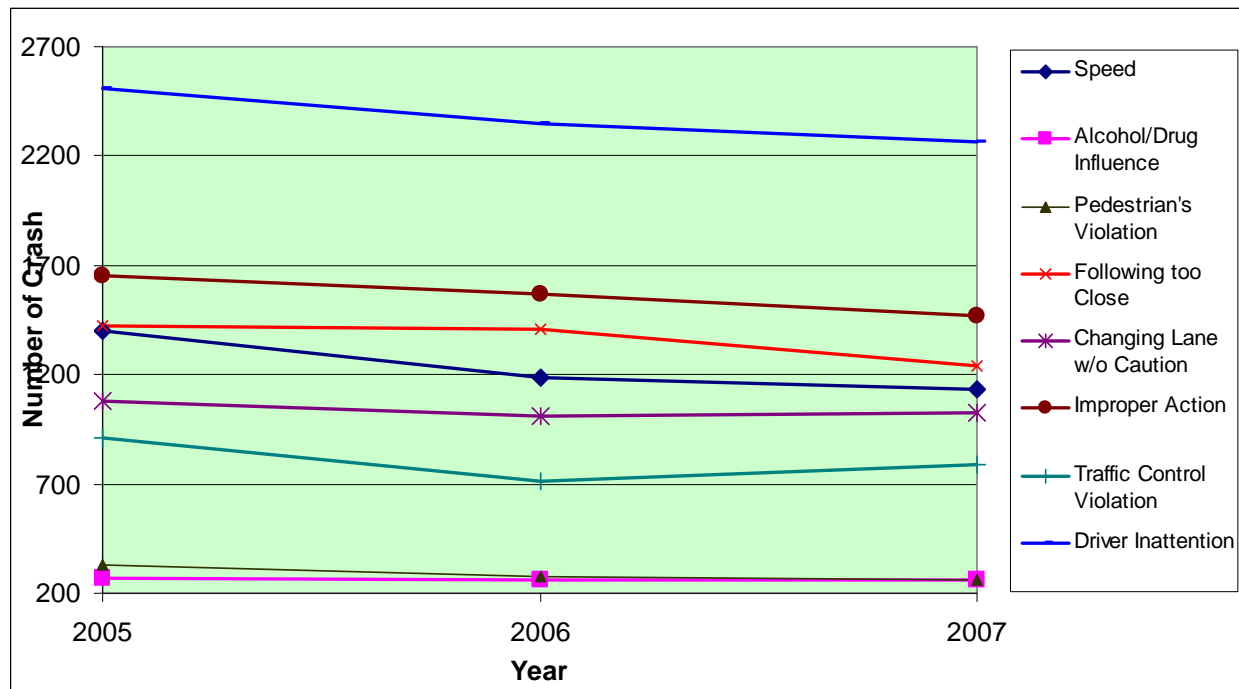
Year	Speed	Pedestrian Violation	Alcohol/Drug	Traffic Control	Driver Inattention
2005	20	7	6	5	2
2006	16	10	2	3	3
2007	15	11	2	3	3



**Figure 5-54 Three-year Trend of Fatalities by Contributing Circumstance**

**Table 5-32 Summary of Injured Persons by Contributing Circumstance**

Contributing Circumstance	2005	2006	2007
Speed	1400	1186	1134
Alcohol/Drug Influence	265	259	264
Pedestrian's Violation	329	279	260
Following too Close	1427	1406	1240
Changing Lane w/o Caution	1076	1010	1027
Improper Action	1652	1568	1472
Traffic Control Violation	913	711	788
Driver Inattention	2506	2346	2266



**Figure 5-55 Three-year Trend of Injured Persons by Contributing Circumstance**

**Table 5-33 Speeding Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	60	65	47	4.29%	5.48%	4.14%
2	143	109	82	10.21%	9.19%	7.23%
3	41	34	31	2.93%	2.87%	2.73%
4	129	112	137	9.21%	9.44%	12.08%
5	256	185	185	18.29%	15.60%	16.31%
6	140	122	102	10.00%	10.29%	8.99%
7	339	281	282	24.21%	23.69%	24.87%
8	200	208	202	14.29%	17.54%	17.81%
Border	92	70	66	6.57%	5.90%	5.82%
Total	1400	1186	1134			



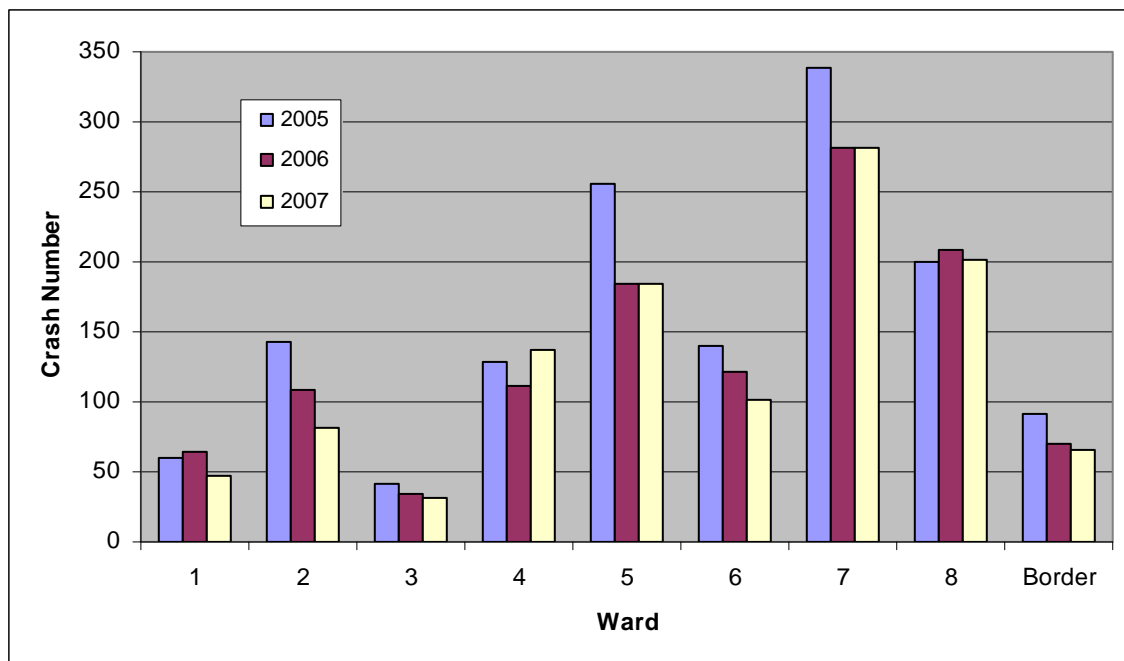


Figure 5-56 Speeding Crashes by Ward (Frequency)

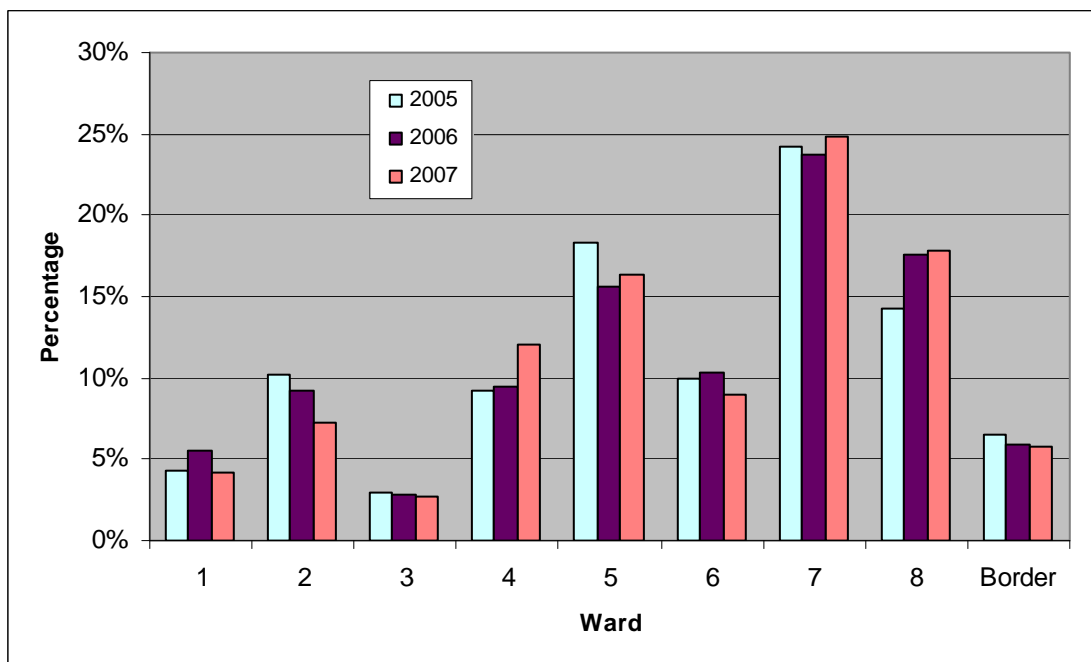
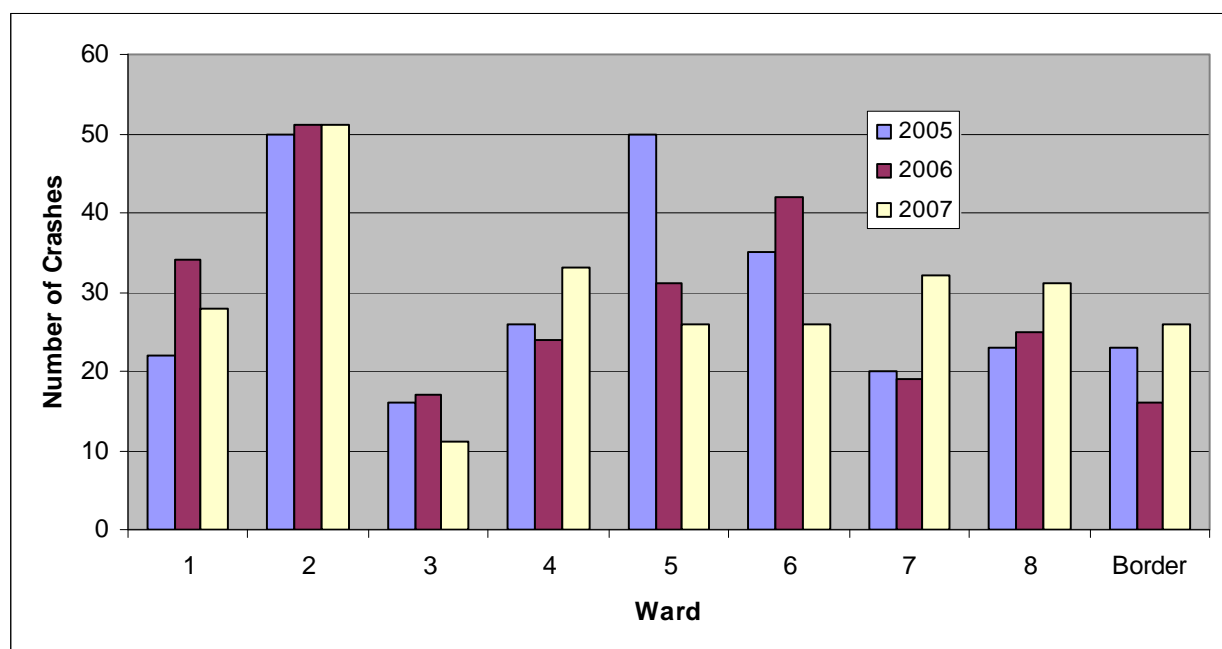
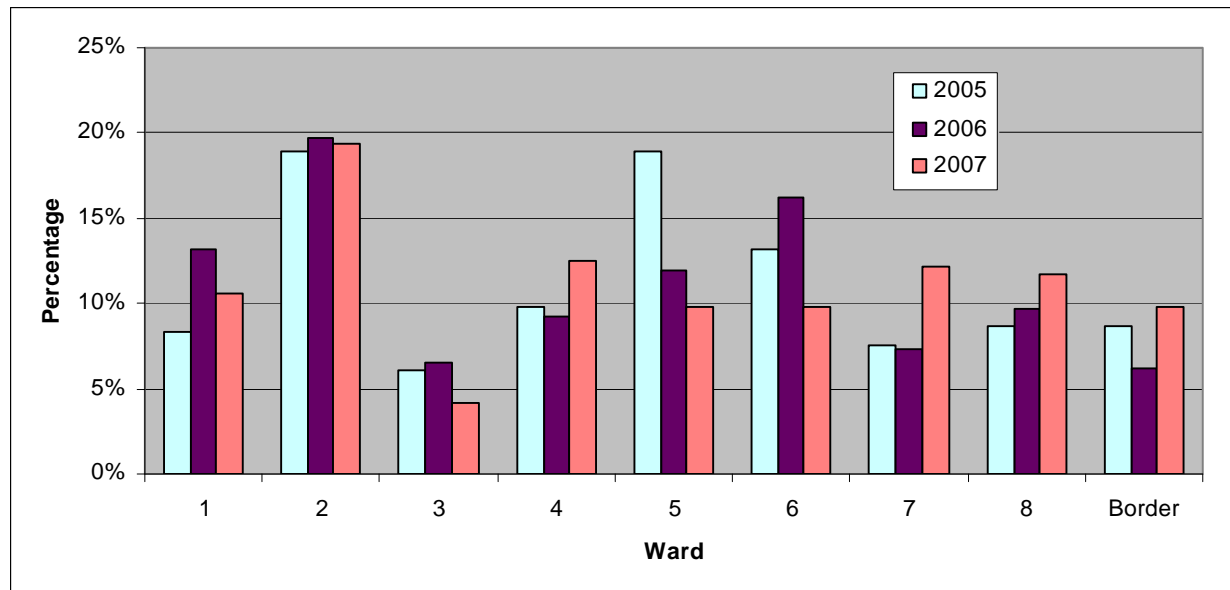


Figure 5-57 Speeding Crashes by Ward (Distribution)

**Table 5-34 Alcohol/Drug Involved Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	22	34	28	8.30%	13.13%	10.61%
2	50	51	51	18.87%	19.69%	19.32%
3	16	17	11	6.04%	6.56%	4.17%
4	26	24	33	9.81%	9.27%	12.50%
5	50	31	26	18.87%	11.97%	9.85%
6	35	42	26	13.21%	16.22%	9.85%
7	20	19	32	7.55%	7.34%	12.12%
8	23	25	31	8.68%	9.65%	11.74%
Border	23	16	26	8.68%	6.18%	9.85%
Total	265	259	264			

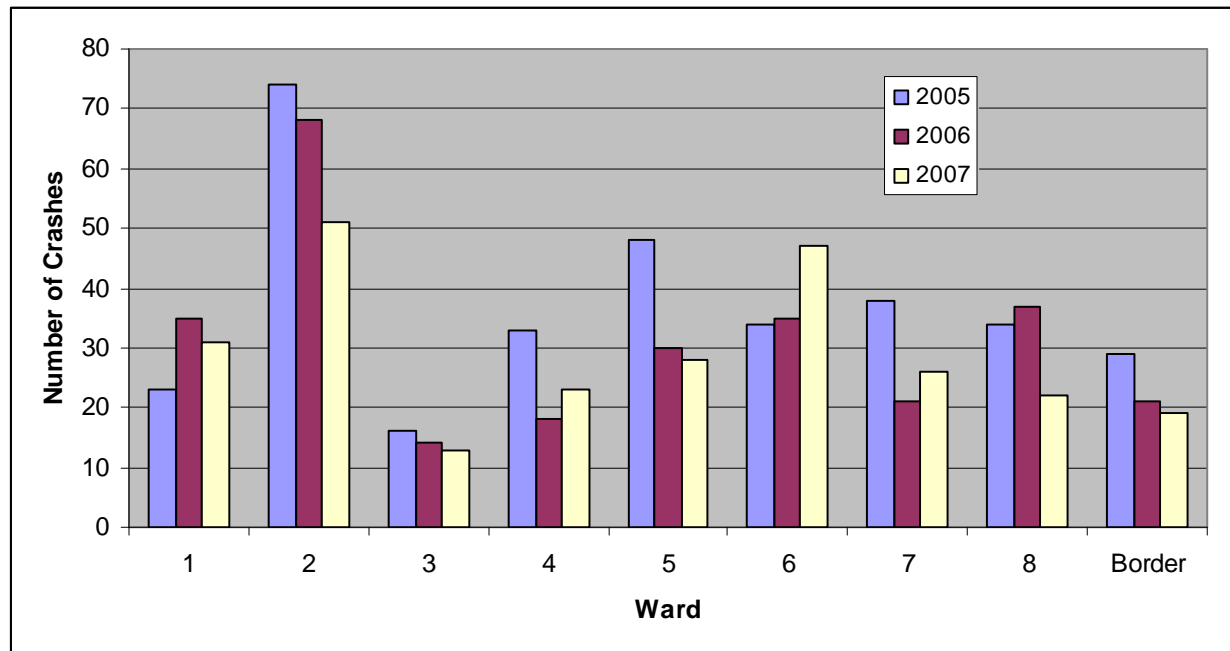
**Figure 5-58 Alcohol/Drug Involved Crashes by Ward (Frequency)**



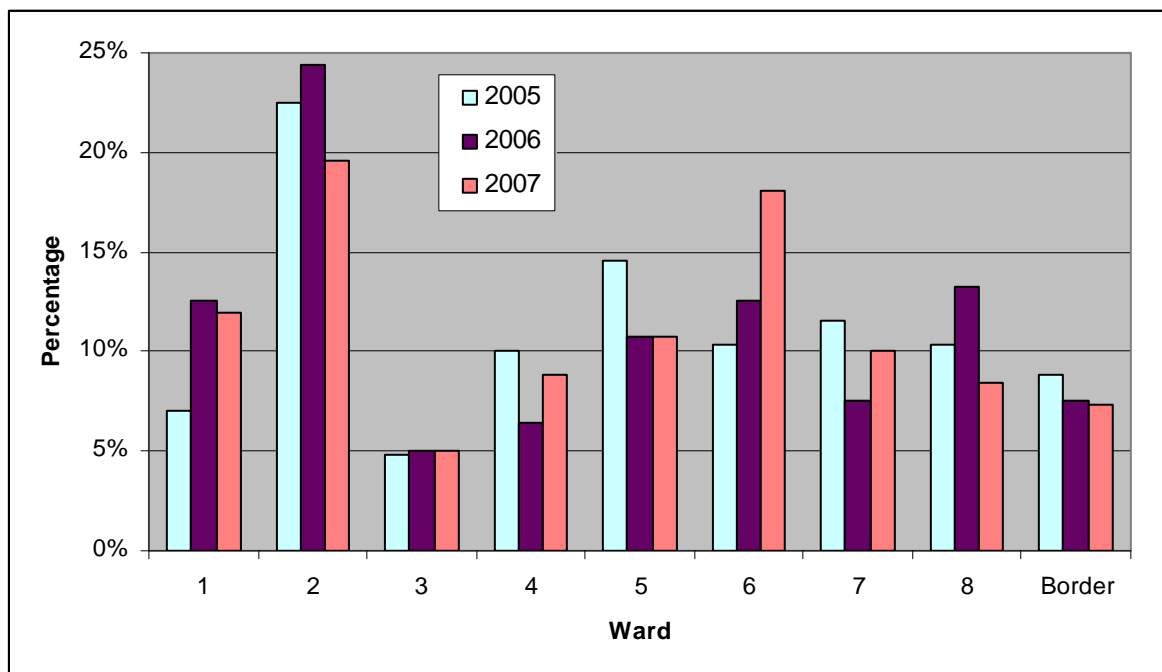
**Figure 5-59 Alcohol/Drug Involved Crashes by Ward (Distribution)**

**Table 5-35 Crashes with Pedestrian's Violation by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	23	35	31	6.99%	12.54%	11.92%
2	74	68	51	22.49%	24.37%	19.62%
3	16	14	13	4.86%	5.02%	5.00%
4	33	18	23	10.03%	6.45%	8.85%
5	48	30	28	14.59%	10.75%	10.77%
6	34	35	47	10.33%	12.54%	18.08%
7	38	21	26	11.55%	7.53%	10.00%
8	34	37	22	10.33%	13.26%	8.46%
Border	29	21	19	8.81%	7.53%	7.31%
Total	329	279	260			



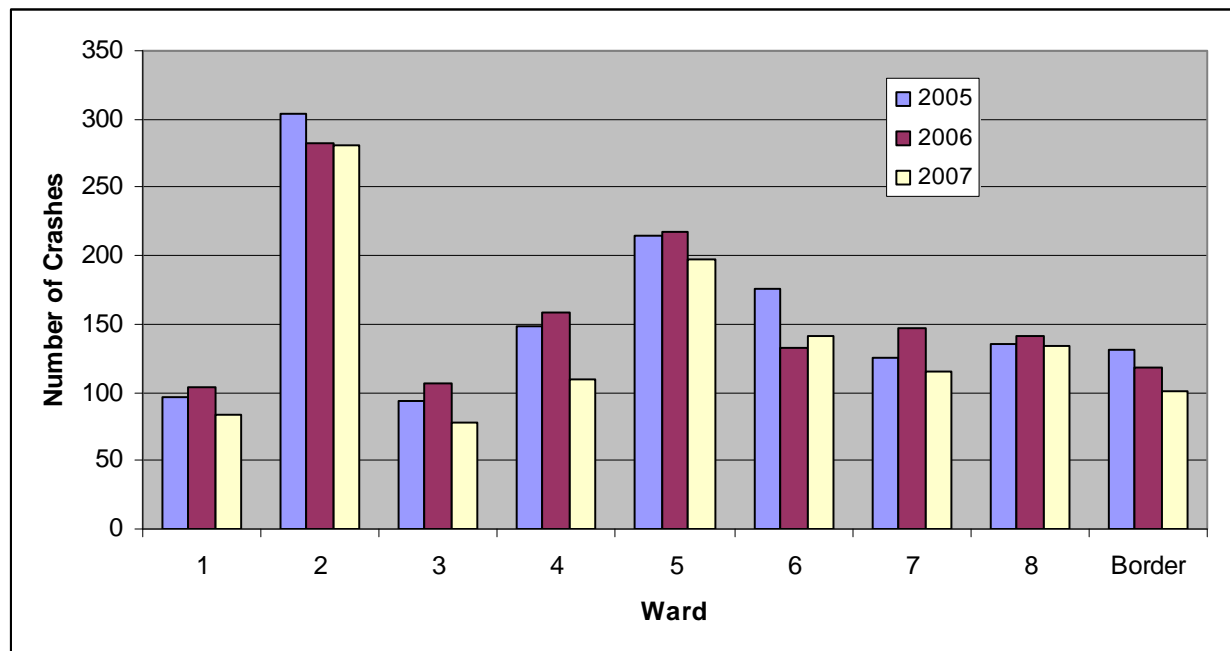
**Figure 5-60 Crashes with Pedestrian's Violation by Ward (Frequency)**

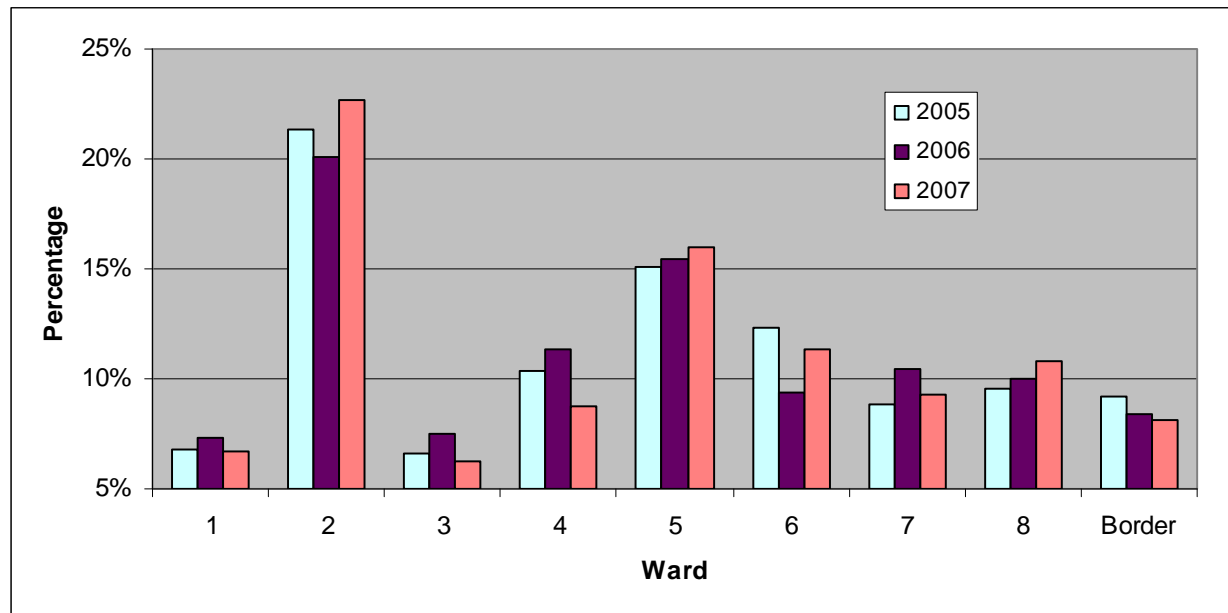


**Figure 5-61 Crashes with Pedestrian's Violation by Ward (Distribution)**

**Table 5-36 Following-Too-Close Crashes by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	97	103	83	6.80%	7.33%	6.69%
2	304	283	281	21.30%	20.13%	22.66%
3	94	106	78	6.59%	7.54%	6.29%
4	148	159	109	10.37%	11.31%	8.79%
5	215	217	198	15.07%	15.43%	15.97%
6	176	132	141	12.33%	9.39%	11.37%
7	126	147	115	8.83%	10.46%	9.27%
8	136	141	134	9.53%	10.03%	10.81%
Border	131	118	101	9.18%	8.39%	8.15%
Total	1427	1406	1240			

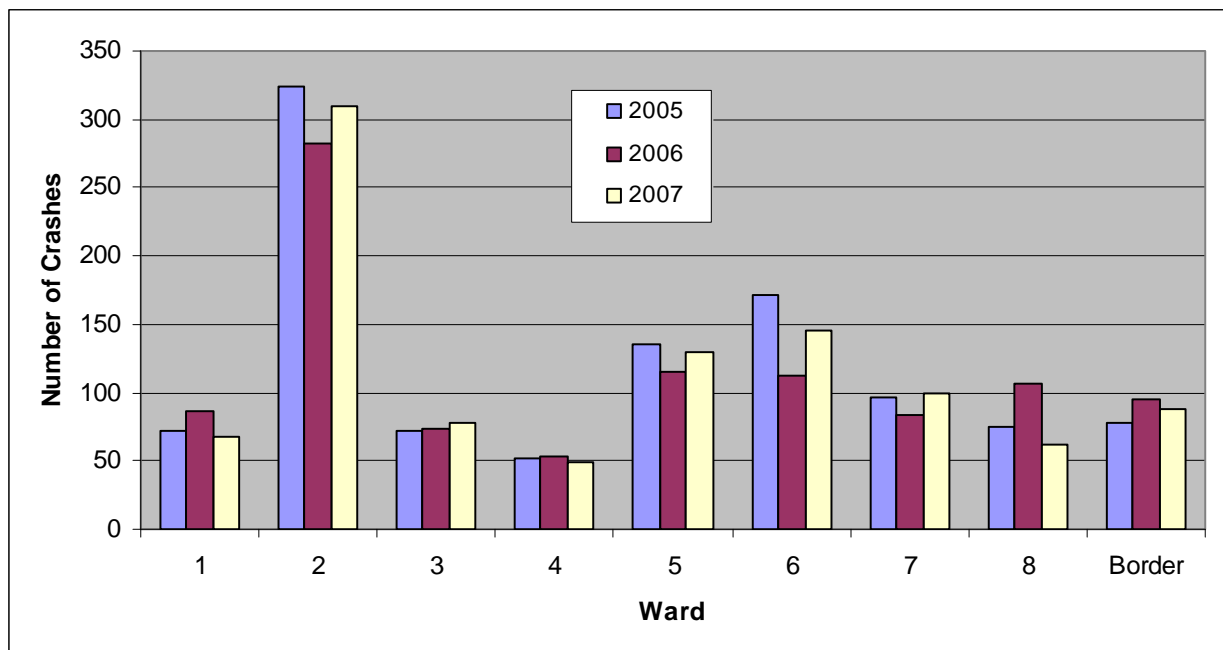
**Figure 5-62 Following-Too-Close Crashes by Ward (Frequency)**



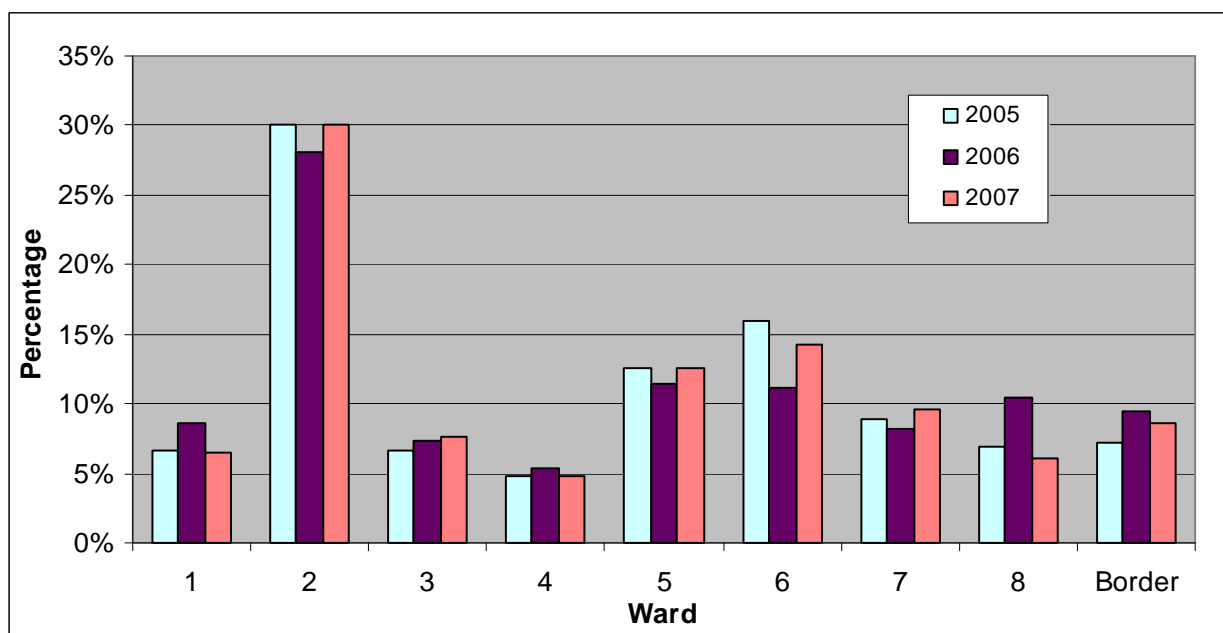
**Figure 5-63 Following-Too-Close Crashes by Ward (Distribution)**

**Table 5-37 Crashes Caused by Changing Lane w/o Caution**

Ward	2005	2006	2007	2005	2006	2007
1	72	87	67	6.69%	8.61%	6.52%
2	324	283	309	30.11%	28.02%	30.09%
3	72	74	78	6.69%	7.33%	7.59%
4	52	54	49	4.83%	5.35%	4.77%
5	135	115	129	12.55%	11.39%	12.56%
6	172	113	146	15.99%	11.19%	14.22%
7	96	83	99	8.92%	8.22%	9.64%
8	75	106	62	6.97%	10.50%	6.04%
Border	78	95	88	7.25%	9.41%	8.57%
Total	1076	1010	1027			



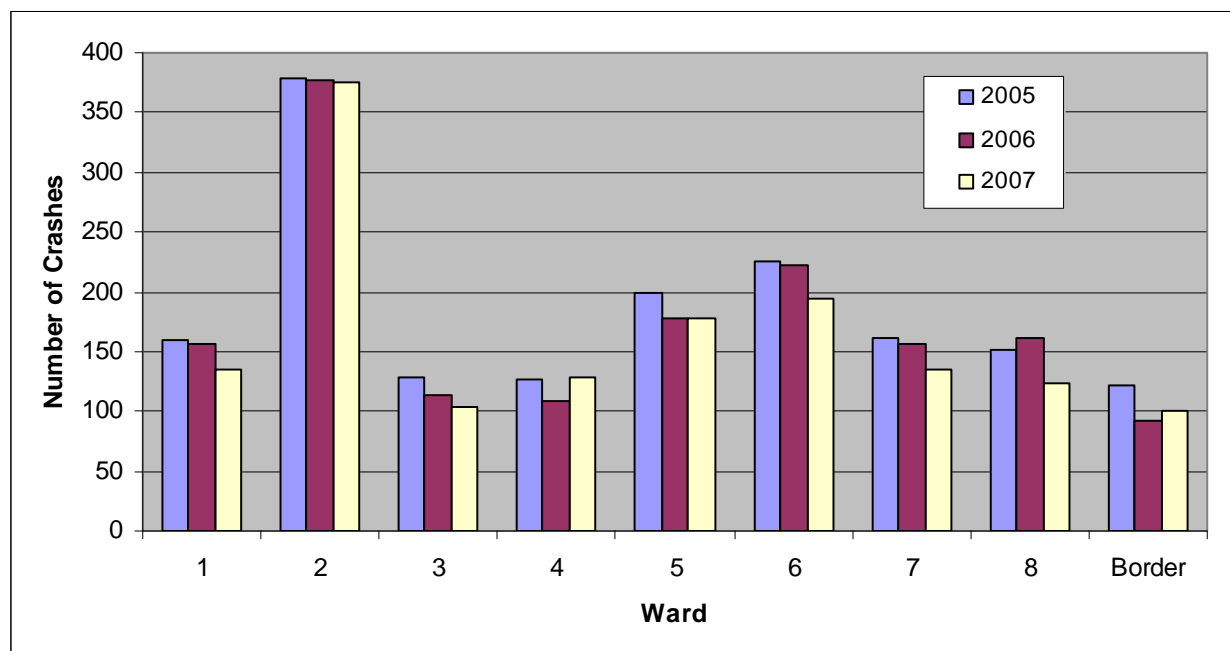
**Figure 5-64 Crashes Caused by Changing Lane w/o Caution (Frequency)**



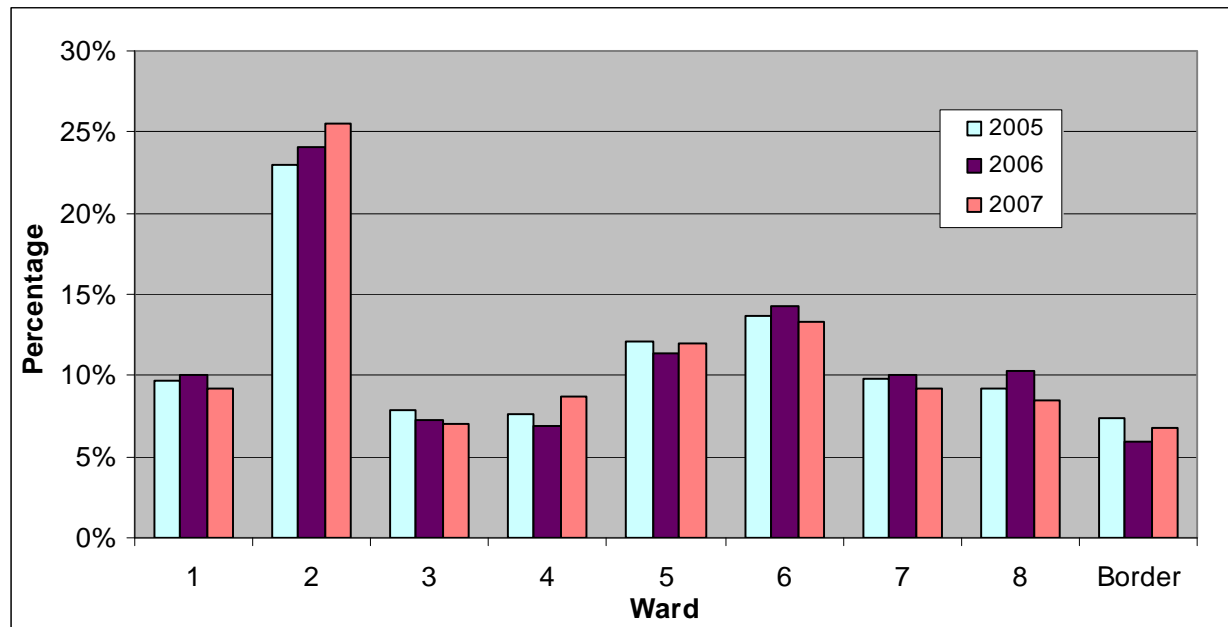
**Figure 5-65 Crashes Caused by Changing Lane w/o Caution (Distribution)**

**Table 5-38 Crashes Caused by Improper Actions**

Ward	2005	2006	2007	2005	2006	2007
1	159	157	135	9.62%	10.01%	9.17%
2	379	377	375	22.94%	24.04%	25.48%
3	129	113	103	7.81%	7.21%	7.00%
4	126	109	128	7.63%	6.95%	8.70%
5	199	178	177	12.05%	11.35%	12.02%
6	226	223	195	13.68%	14.22%	13.25%
7	161	157	135	9.75%	10.01%	9.17%
8	152	161	124	9.20%	10.27%	8.42%
Border	121	93	100	7.32%	5.93%	6.79%
Total	1652	1568	1472			

**Figure 5-66 Crashes Caused by Improper Actions (Frequency)**

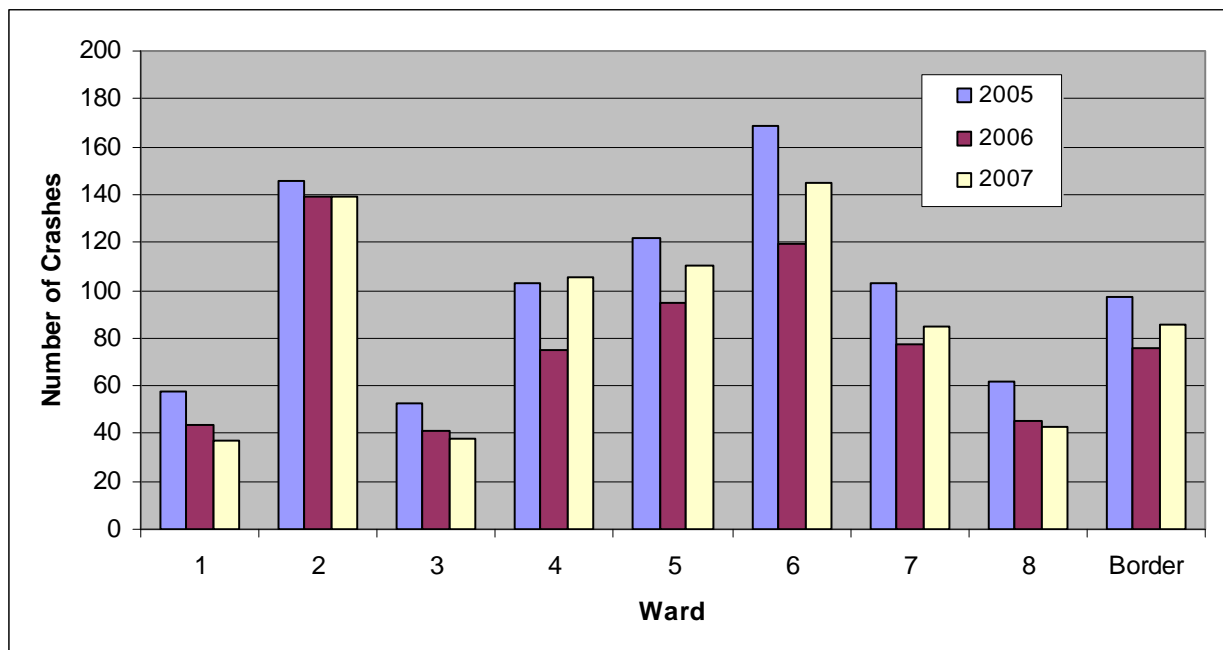




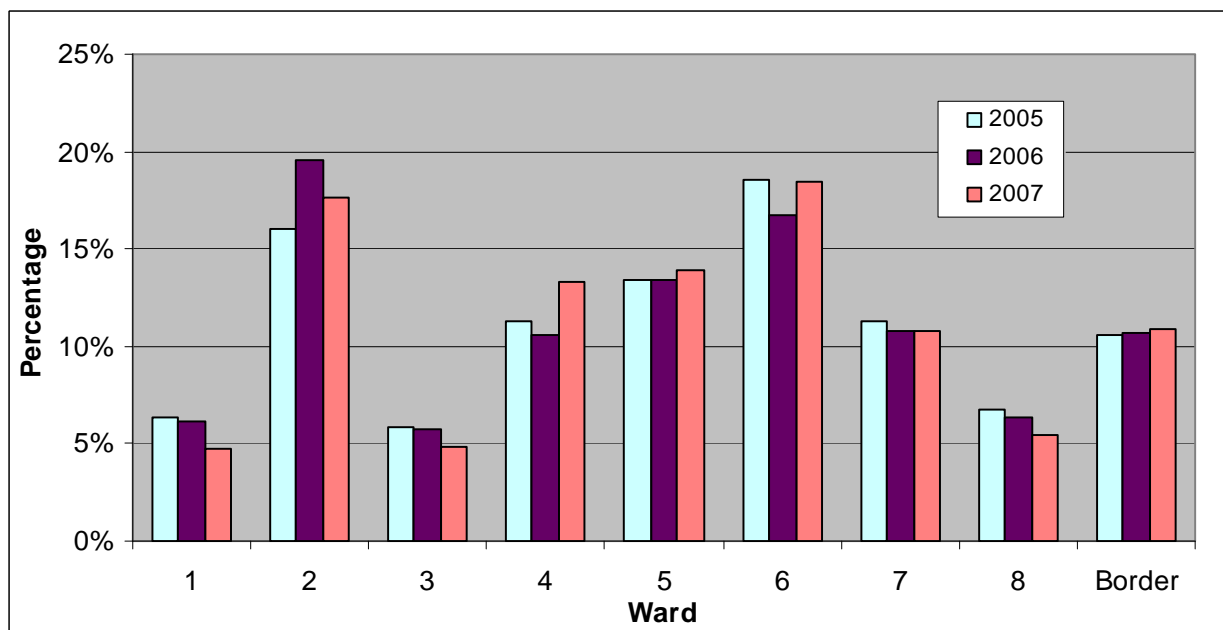
**Figure 5-67 Crashes Caused by Improper Actions (Distribution)**

**Table 5-39 Crashes Caused by Traffic Control Violation**

Ward	2005	2006	2007	2005	2006	2007
1	58	44	37	6.35%	6.19%	4.70%
2	146	139	139	15.99%	19.55%	17.64%
3	53	41	38	5.81%	5.77%	4.82%
4	103	75	105	11.28%	10.55%	13.32%
5	122	95	110	13.36%	13.36%	13.96%
6	169	119	145	18.51%	16.74%	18.40%
7	103	77	85	11.28%	10.83%	10.79%
8	62	45	43	6.79%	6.33%	5.46%
Border	97	76	86	10.62%	10.69%	10.91%
Total	913	711	788			



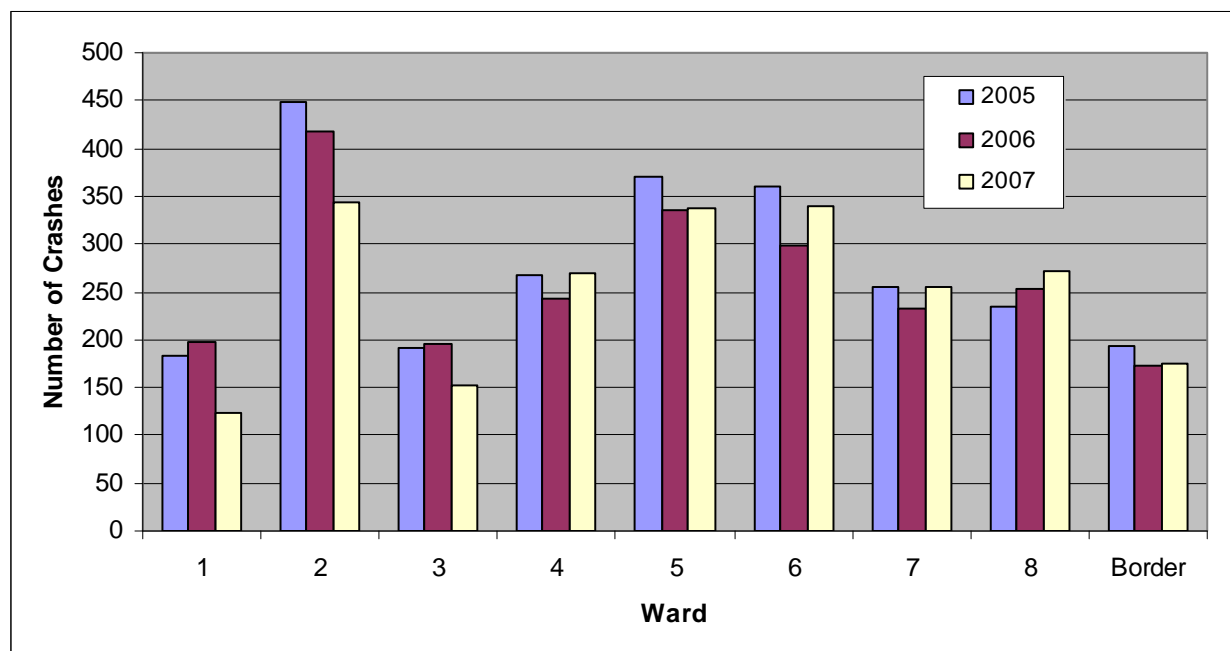
**Figure 5-68 Crashes Caused by Traffic Control Violation (Frequency)**

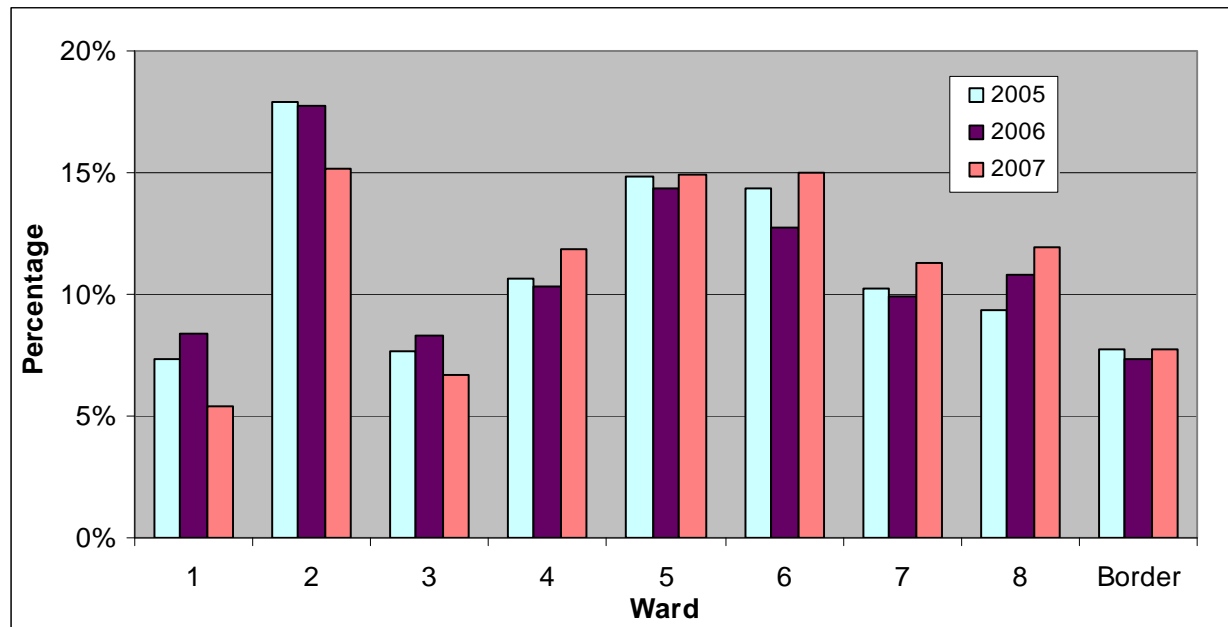


**Figure 5-69 Crashes Caused by Traffic Control Violation (Distribution)**

**Table 5-40 Crashes Caused by Drivers' Inattention**

Ward	2005	2006	2007	2005	2006	2007
1	184	197	123	7.34%	8.40%	5.43%
2	448	417	343	17.88%	17.77%	15.14%
3	191	195	152	7.62%	8.31%	6.71%
4	267	242	269	10.65%	10.32%	11.87%
5	371	336	338	14.80%	14.32%	14.92%
6	360	299	339	14.37%	12.75%	14.96%
7	256	233	256	10.22%	9.93%	11.30%
8	235	254	271	9.38%	10.83%	11.96%
Border	194	173	175	7.74%	7.37%	7.72%
Total	2506	2346	2266			

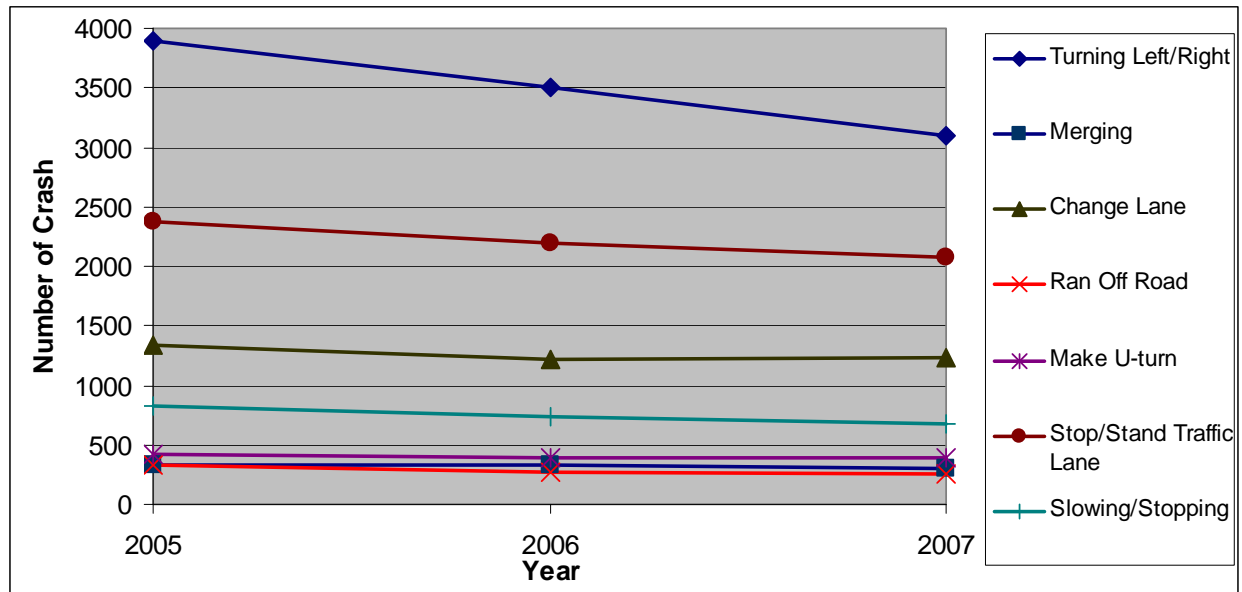
**Figure 5-70 Crashes Caused by Drivers' Inattention (Frequency)**



**Figure 5-71 Crashes Caused by Drivers' Inattention (Distribution)**

**Table 5-41 Summary of Crashes by Drivers' Action**

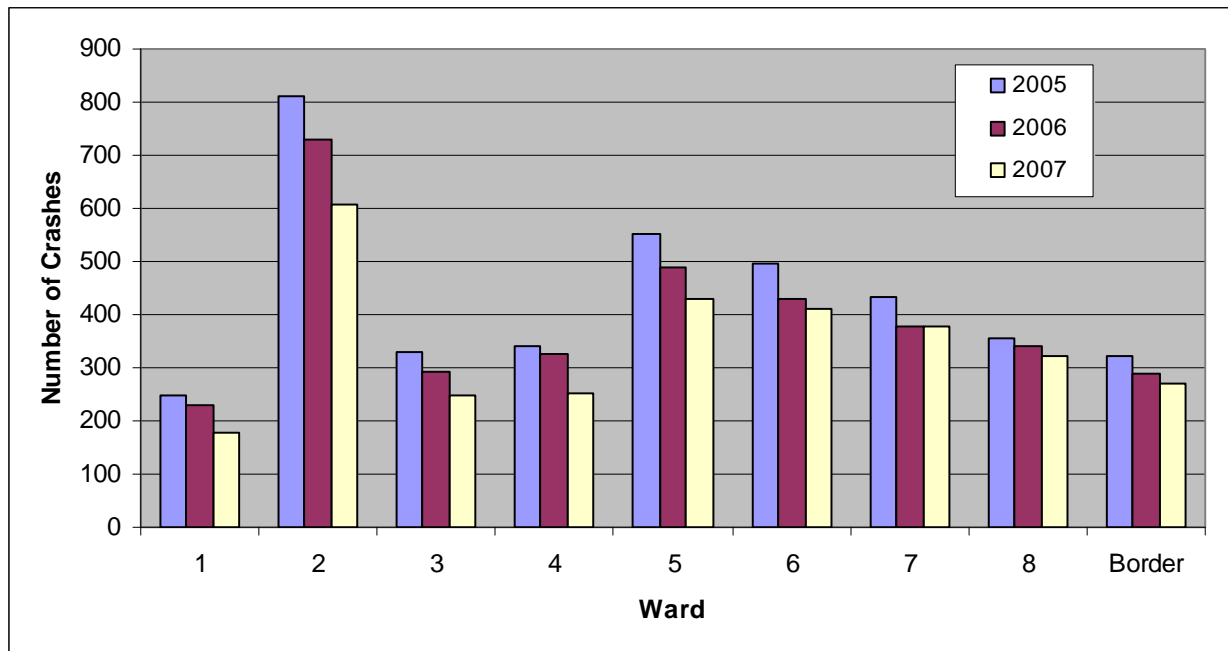
Drivers' Action	2005	2006	2007
Turning Left/Right	3889	3506	3101
Merging	334	335	299
Change Lane	1338	1214	1232
Ran Off Road	335	270	258
Make U-turn	421	387	386
Stop/Stand Traffic Lane	2380	2197	2069
Slowing/Stopping	820	732	671



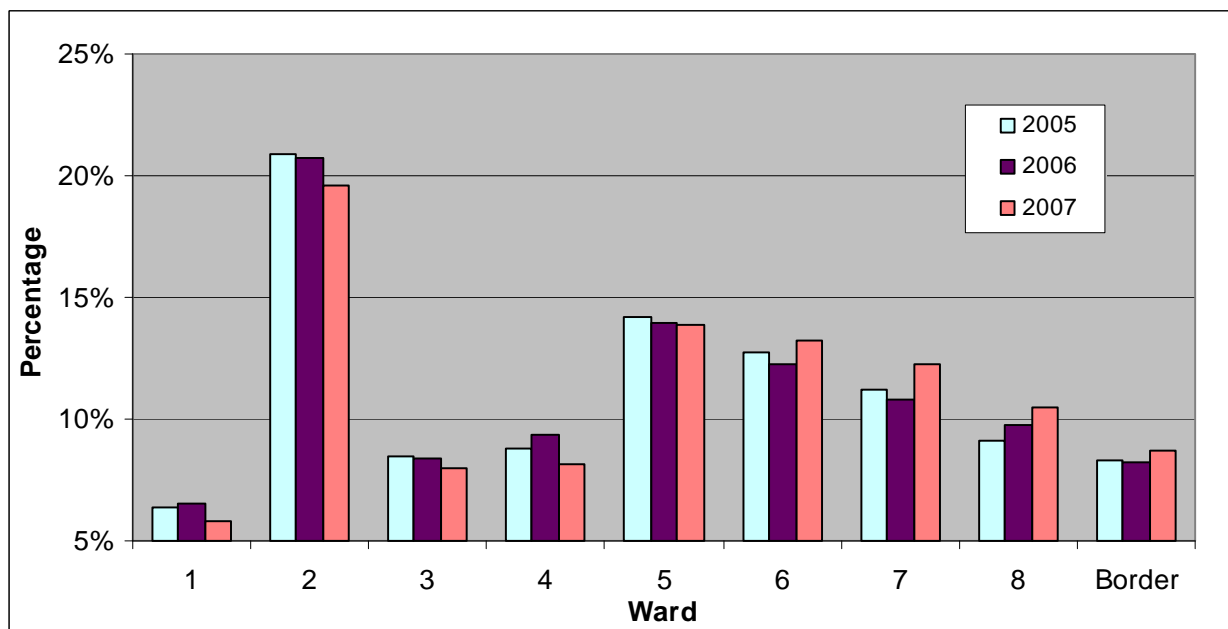
**Figure 5-72 Three-year Trend of Crashes by Drivers' Action**

**Table 5-42 Action of Turning Left/Right by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	247	230	179	6.35%	6.56%	5.77%
2	812	728	608	20.88%	20.76%	19.61%
3	328	293	247	8.43%	8.36%	7.97%
4	342	327	253	8.79%	9.33%	8.16%
5	552	488	430	14.19%	13.92%	13.87%
6	497	431	411	12.78%	12.29%	13.25%
7	435	379	379	11.19%	10.81%	12.22%
8	354	341	324	9.10%	9.73%	10.45%
Border	322	289	270	8.28%	8.24%	8.71%
Total	3889	3506	3101			



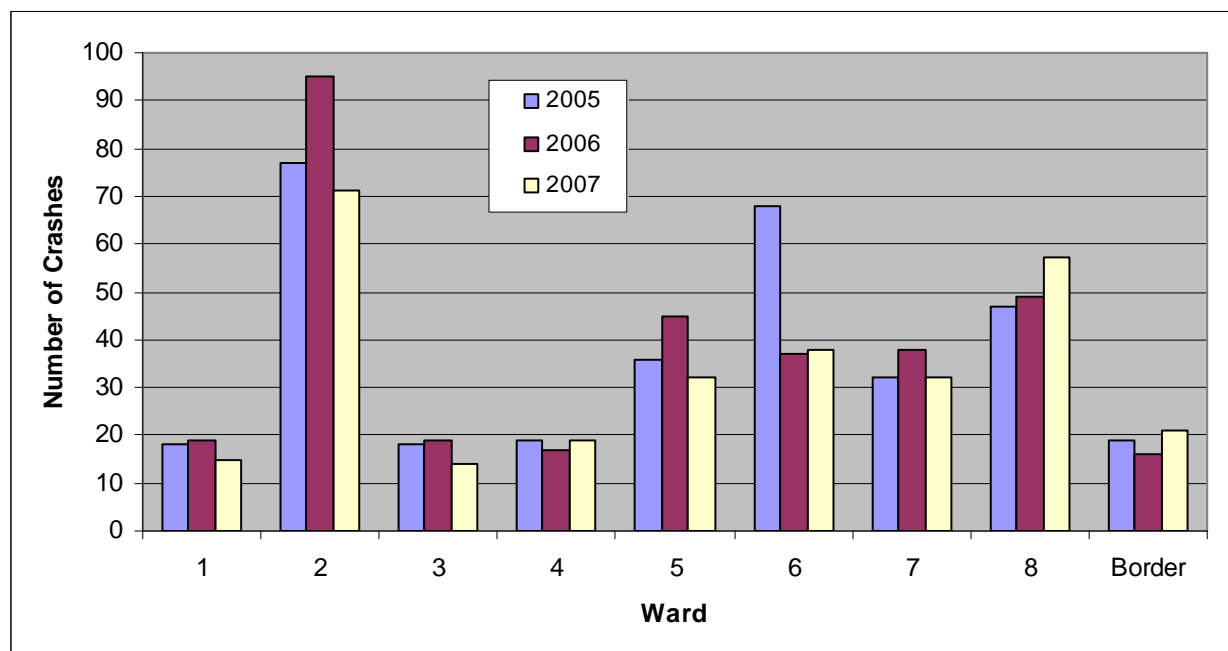
**Figure 5-73 Action of Turning Left/Right by Ward (Frequency)**

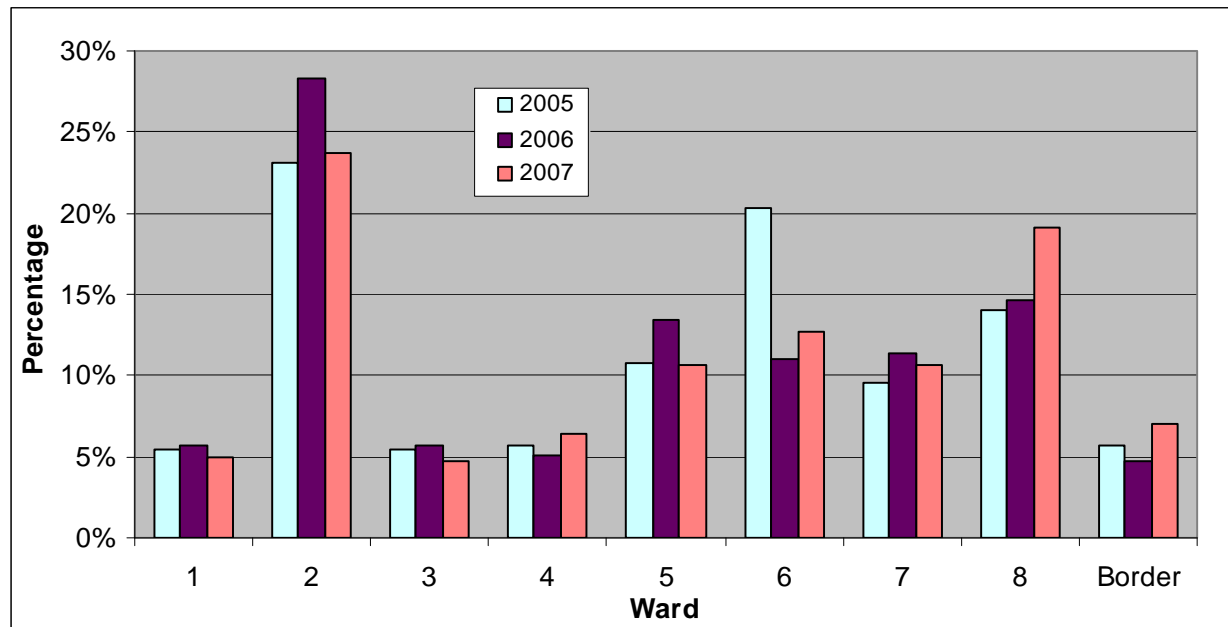


**Figure 5-74 Action of Turning Left/Right by Ward (Distribution)**

**Table 5-43 Action of Merging by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	18	19	15	5.39%	5.67%	5.02%
2	77	95	71	23.05%	28.36%	23.75%
3	18	19	14	5.39%	5.67%	4.68%
4	19	17	19	5.69%	5.07%	6.35%
5	36	45	32	10.78%	13.43%	10.70%
6	68	37	38	20.36%	11.04%	12.71%
7	32	38	32	9.58%	11.34%	10.70%
8	47	49	57	14.07%	14.63%	19.06%
Border	19	16	21	5.69%	4.78%	7.02%
Total	334	335	299			

**Figure 5-75 Action of Merging by Ward (Frequency)**

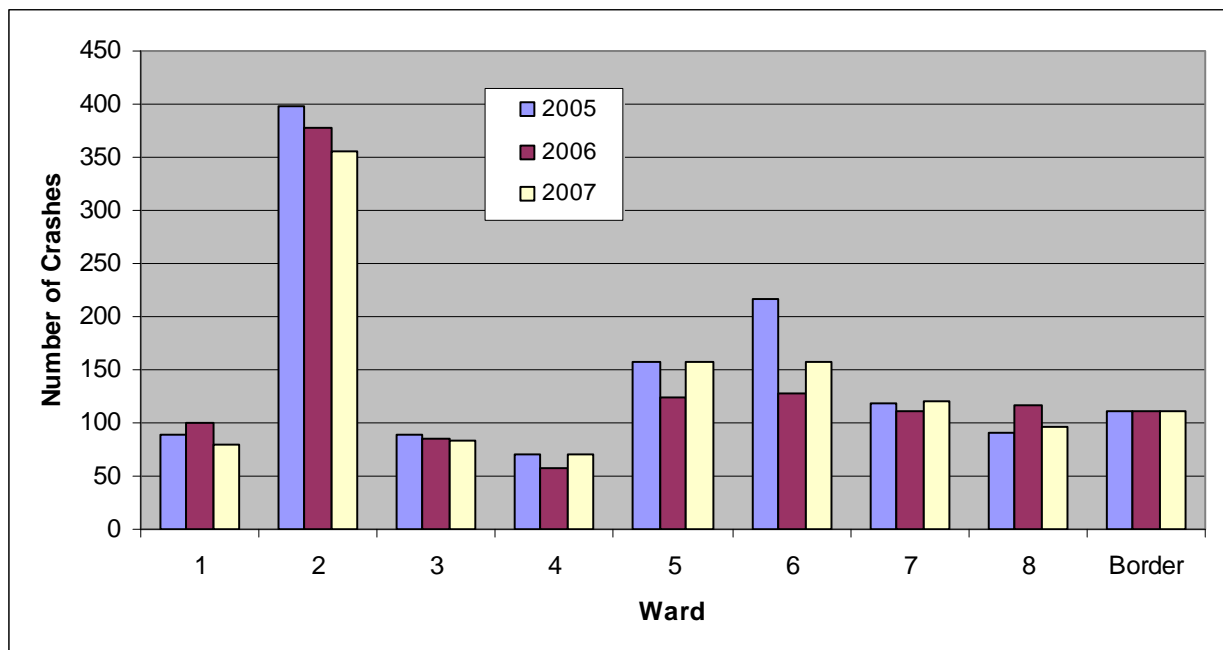


**Figure 5-76 Action of Merging by Ward (Distribution)**

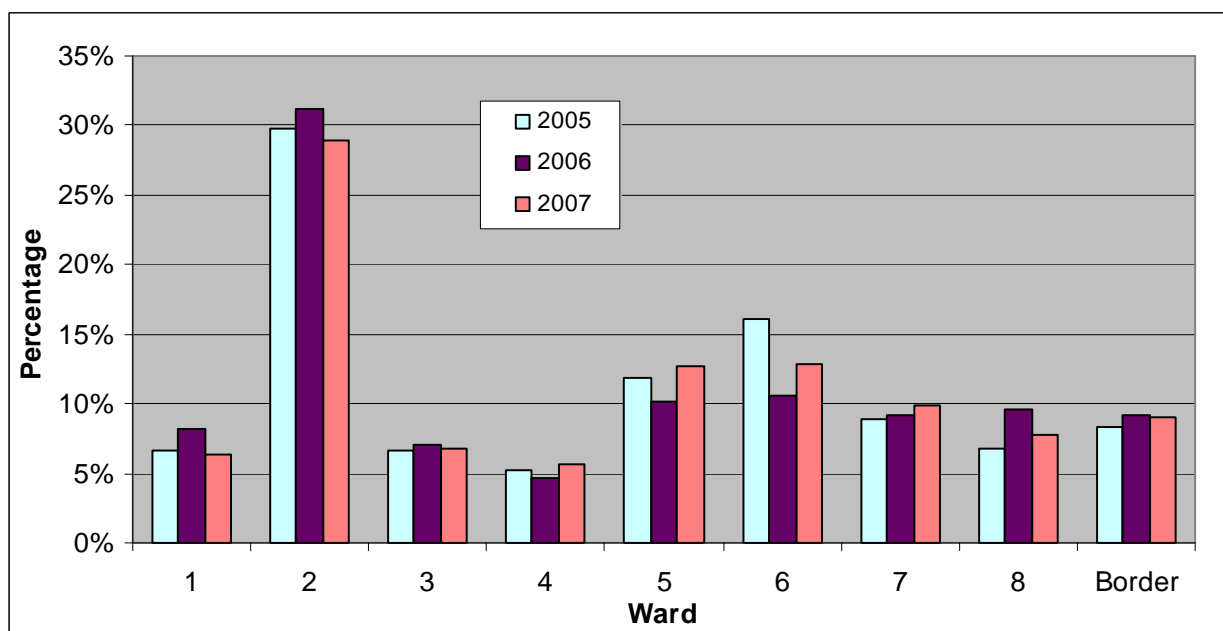
**Table 5-44 Action of Changing Lane by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	88	100	79	6.58%	8.24%	6.41%
2	398	378	356	29.75%	31.14%	28.90%
3	88	86	83	6.58%	7.08%	6.74%
4	70	57	70	5.23%	4.70%	5.68%
5	158	124	157	11.81%	10.21%	12.74%
6	216	128	158	16.14%	10.54%	12.82%
7	119	112	121	8.89%	9.23%	9.82%
8	90	117	96	6.73%	9.64%	7.79%
Border	111	112	112	8.30%	9.23%	9.09%
Total	1338	1214	1232			





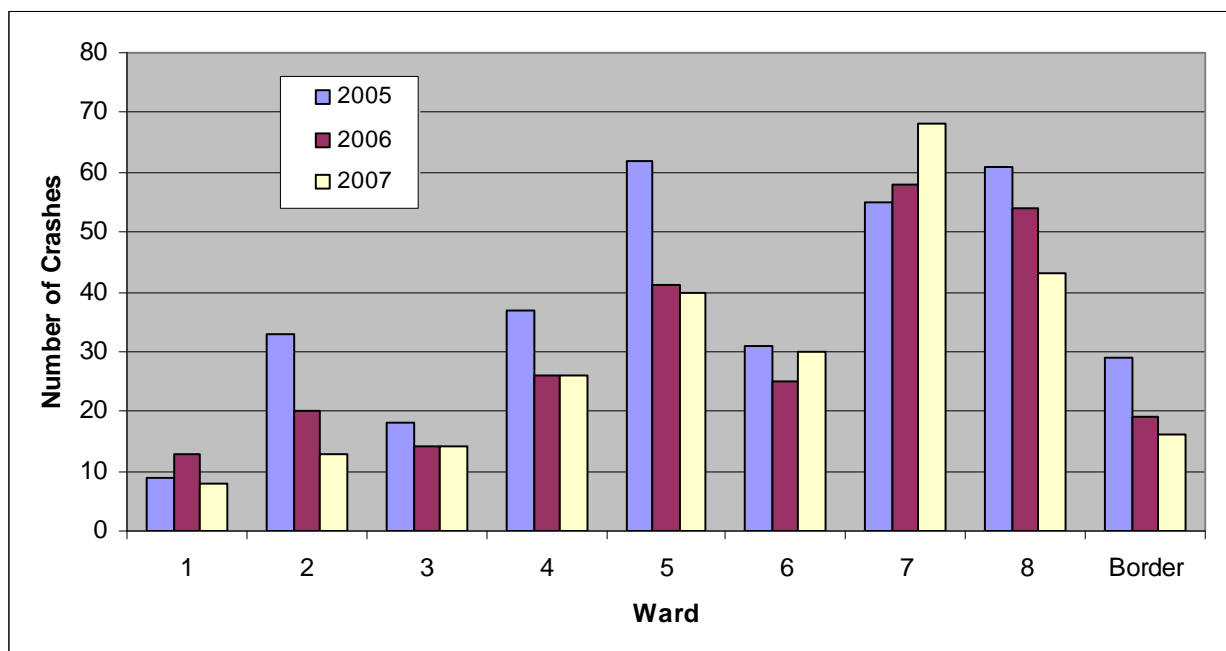
**Figure 5-77 Action of Changing Lane by Ward (Frequency)**

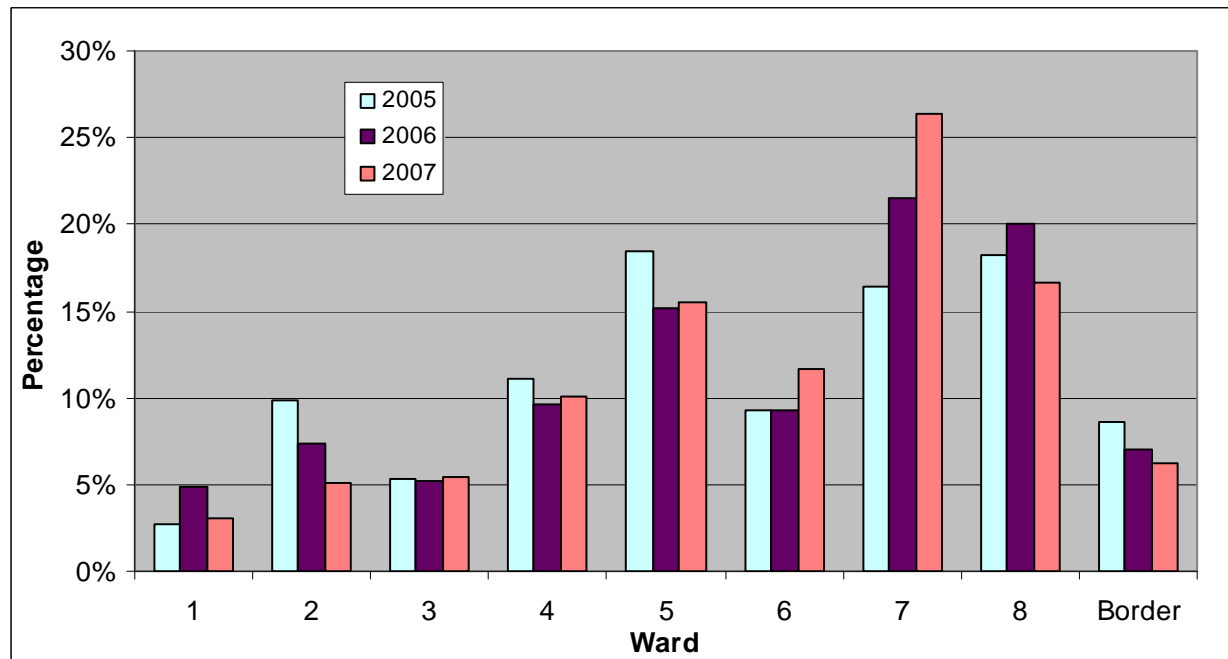


**Figure 5-78 Action of Changing Lane by Ward (Distribution)**

**Table 5-45 Action of Running off Road by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	9	13	8	2.69%	4.81%	3.10%
2	33	20	13	9.85%	7.41%	5.04%
3	18	14	14	5.37%	5.19%	5.43%
4	37	26	26	11.04%	9.63%	10.08%
5	62	41	40	18.51%	15.19%	15.50%
6	31	25	30	9.25%	9.26%	11.63%
7	55	58	68	16.42%	21.48%	26.36%
8	61	54	43	18.21%	20.00%	16.67%
Border	29	19	16	8.66%	7.04%	6.20%
Total	335	270	258			

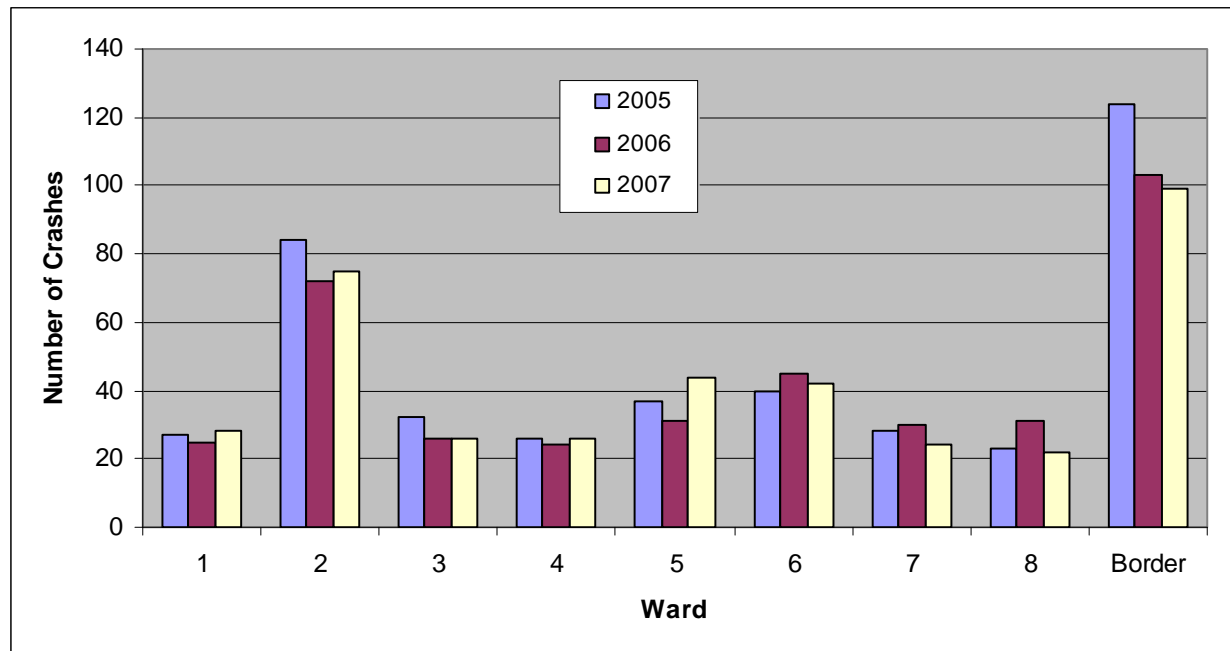
**Figure 5-79 Action of Running off Road by Ward (Frequency)**



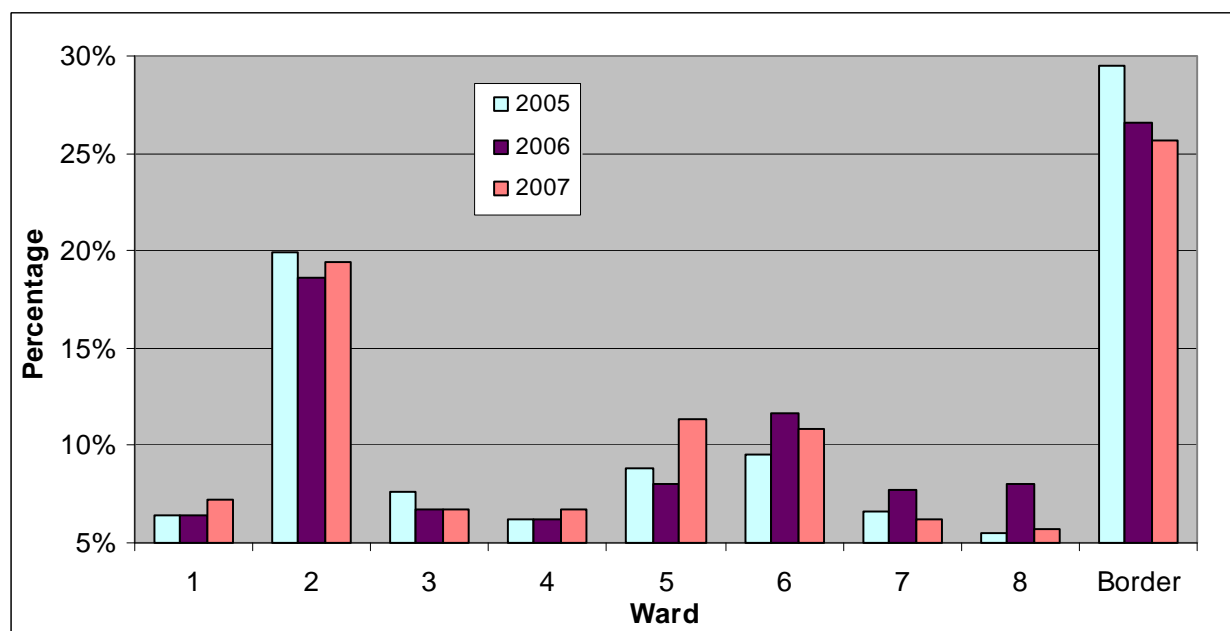
**Figure 5-80 Action of Running off Road by Ward (Distribution)**

**Table 5-46 Action of Making U-Turn by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	27	25	28	6.41%	6.46%	7.25%
2	84	72	75	19.95%	18.60%	19.43%
3	32	26	26	7.60%	6.72%	6.74%
4	26	24	26	6.18%	6.20%	6.74%
5	37	31	44	8.79%	8.01%	11.40%
6	40	45	42	9.50%	11.63%	10.88%
7	28	30	24	6.65%	7.75%	6.22%
8	23	31	22	5.46%	8.01%	5.70%
Border	124	103	99	29.45%	26.61%	25.65%
Total	421	387	386			



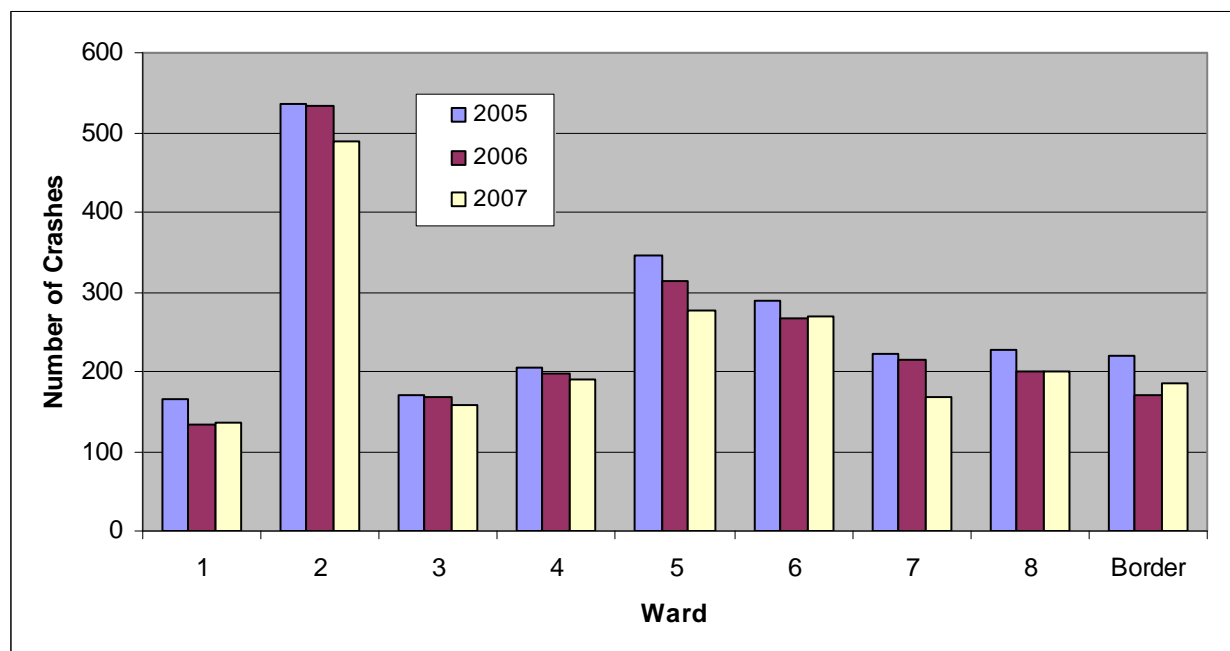
**Figure 5-81 Action of Making U-Turn by Ward (Frequency)**

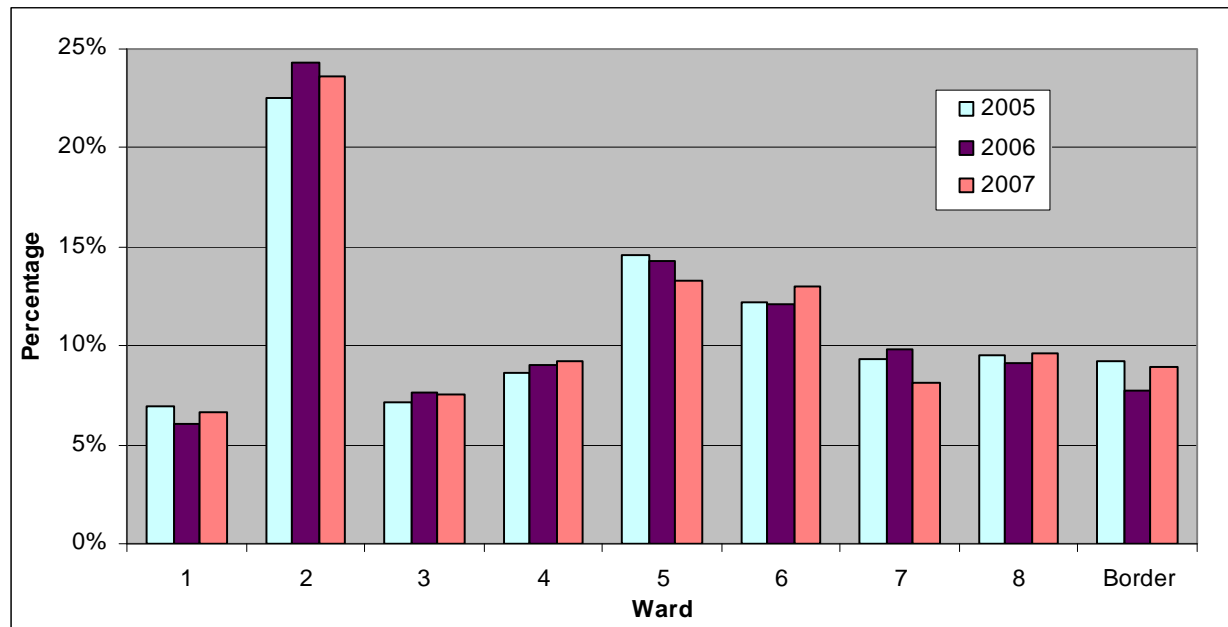


**Figure 5-82 Action of Making U-Turn by Ward (Distribution)**

**Table 5-47 Action of Staying in Traffic Lane by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	165	133	137	6.93%	6.05%	6.62%
2	535	533	488	22.48%	24.26%	23.59%
3	170	167	157	7.14%	7.60%	7.59%
4	206	198	191	8.66%	9.01%	9.23%
5	346	314	276	14.54%	14.29%	13.34%
6	290	266	269	12.18%	12.11%	13.00%
7	222	215	168	9.33%	9.79%	8.12%
8	226	200	199	9.50%	9.10%	9.62%
Border	220	171	184	9.24%	7.78%	8.89%
Total	2380	2197	2069			

**Figure 5-83 Action of Staying in Traffic Lane by Ward (Frequency)**



**Figure 5-84 Action of Staying in Traffic Lane by Ward (Distribution)**

**Table 5-48 Action of Slowing/Stopping by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	44	46	48	5.37%	6.28%	7.15%
2	166	173	142	20.24%	23.63%	21.16%
3	59	59	45	7.20%	8.06%	6.71%
4	77	74	58	9.39%	10.11%	8.64%
5	143	104	90	17.44%	14.21%	13.41%
6	119	75	86	14.51%	10.25%	12.82%
7	85	80	81	10.37%	10.93%	12.07%
8	68	70	65	8.29%	9.56%	9.69%
Border	59	51	56	7.20%	6.97%	8.35%
	820	732	671			

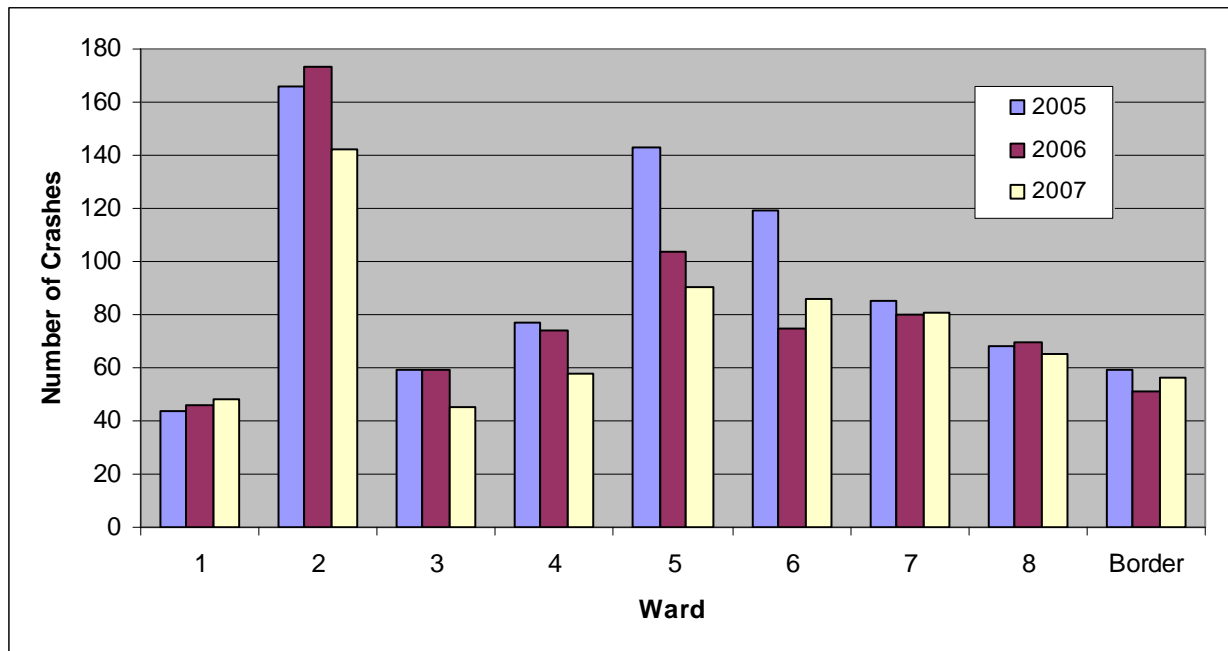


Figure 5-85 Action of Slowing/Stopping by Ward (Frequency)

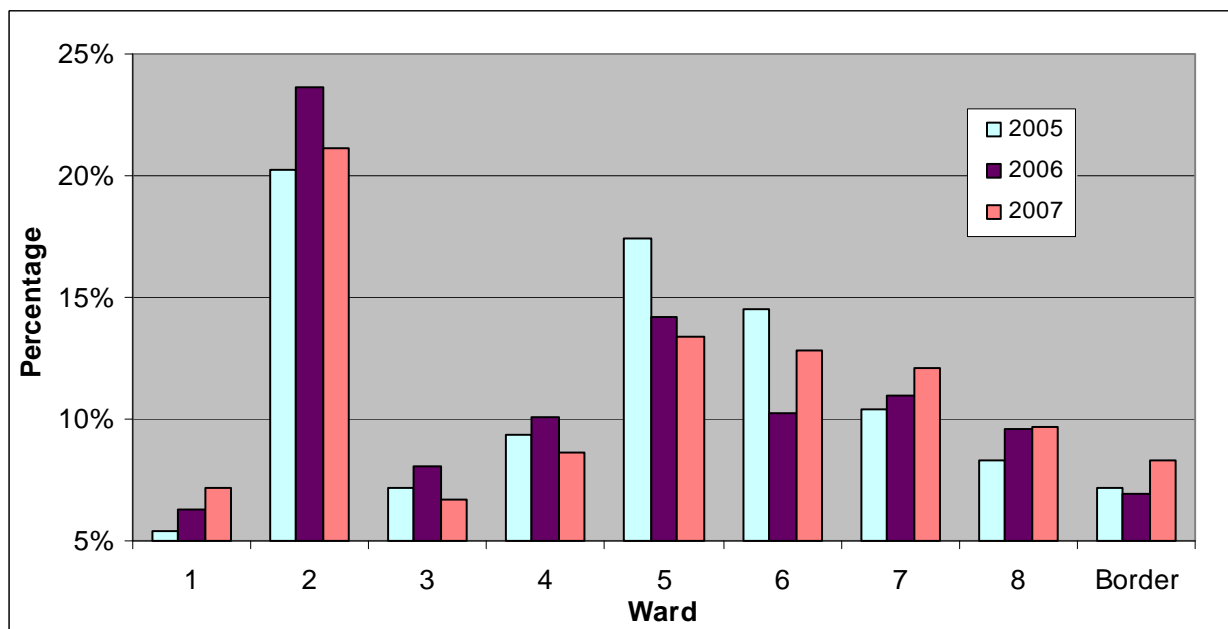
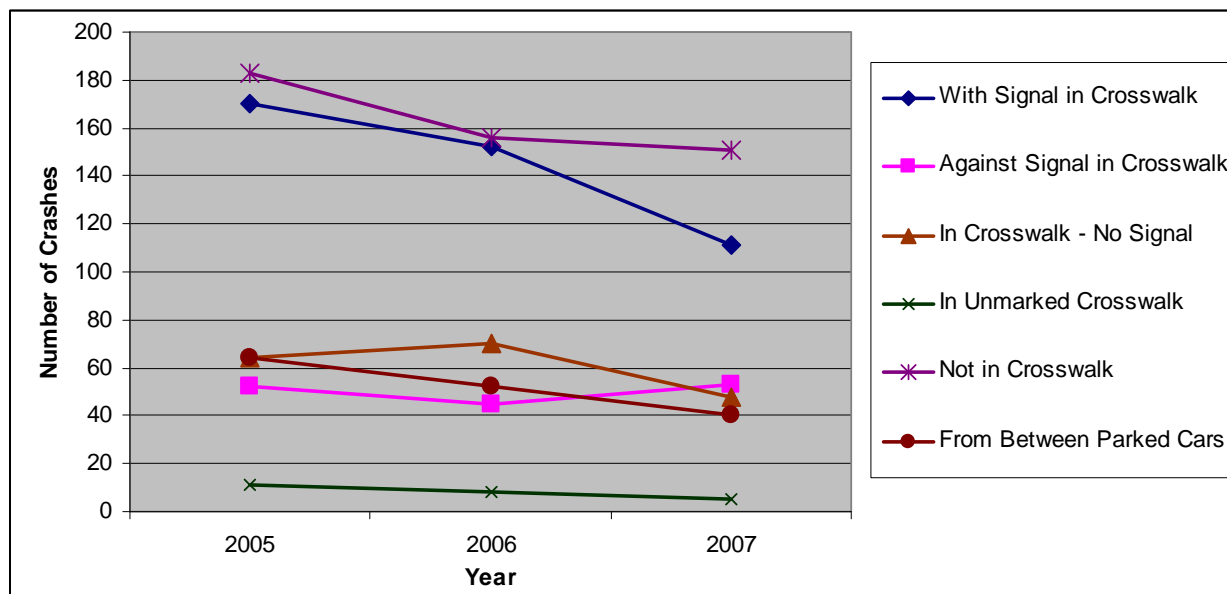


Figure 5-86 Action of Slowing/Stopping by Ward (Distribution)

**Table 5-49 Summary of Crashes by Pedestrians' Action**

Pedestrian Action	2005	2006	2007
With Signal in Crosswalk	170	152	111
Against Signal in Crosswalk	52	45	53
In Crosswalk - No Signal	64	70	48
In Unmarked Crosswalk	11	8	5
Not in Crosswalk	183	156	151
From Between Parked Cars	64	52	40
Other	152	160	113
Unknown	50	40	31
Not Applicable	36	43	40
Total	782	726	592

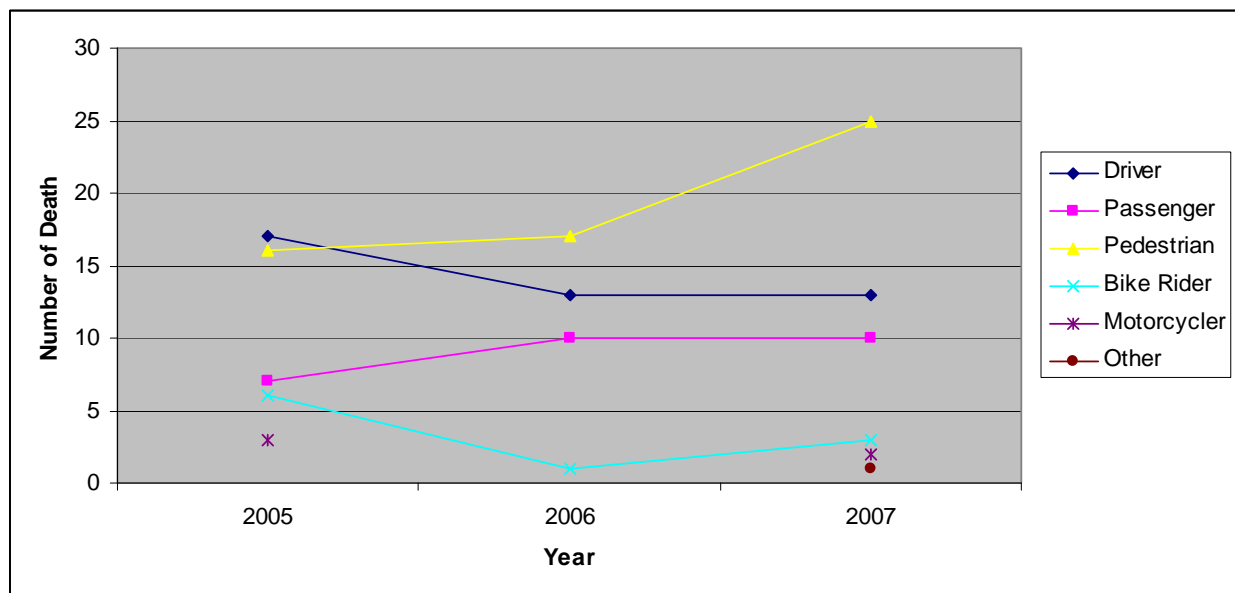
**Figure 5-87 Three-year Trend of Crashes by Pedestrians' Action**



## 5.4 Appendix D: Persons Involved

**Table 5-50 Three-year Trend of Fatalities by Road Users**

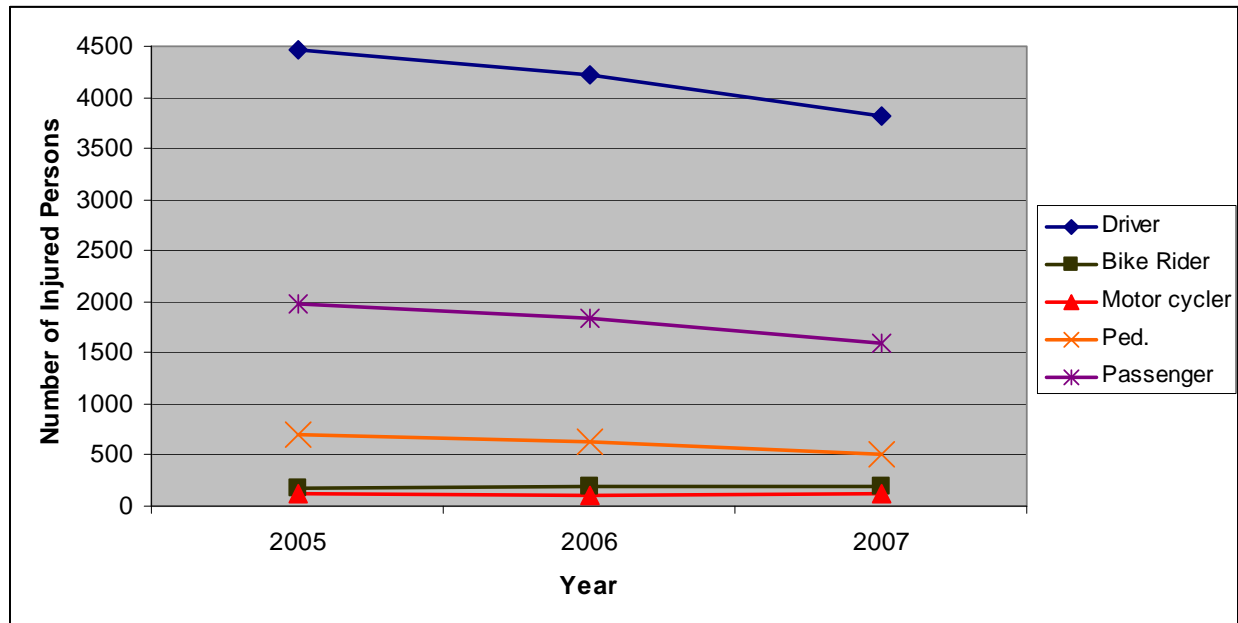
Road User	2005	2006	2007
Driver	17	13	13
Passenger	7	10	10
Pedestrian	16	17	25
Bike Rider	6	1	3
Motor cyclist	3		2
Other			1
Total	49	41	54



**Figure 5-88 Three-year Trend of Fatalities by Road Users**

**Table 5-51 Three-year Trend of Injured Persons by Road User**

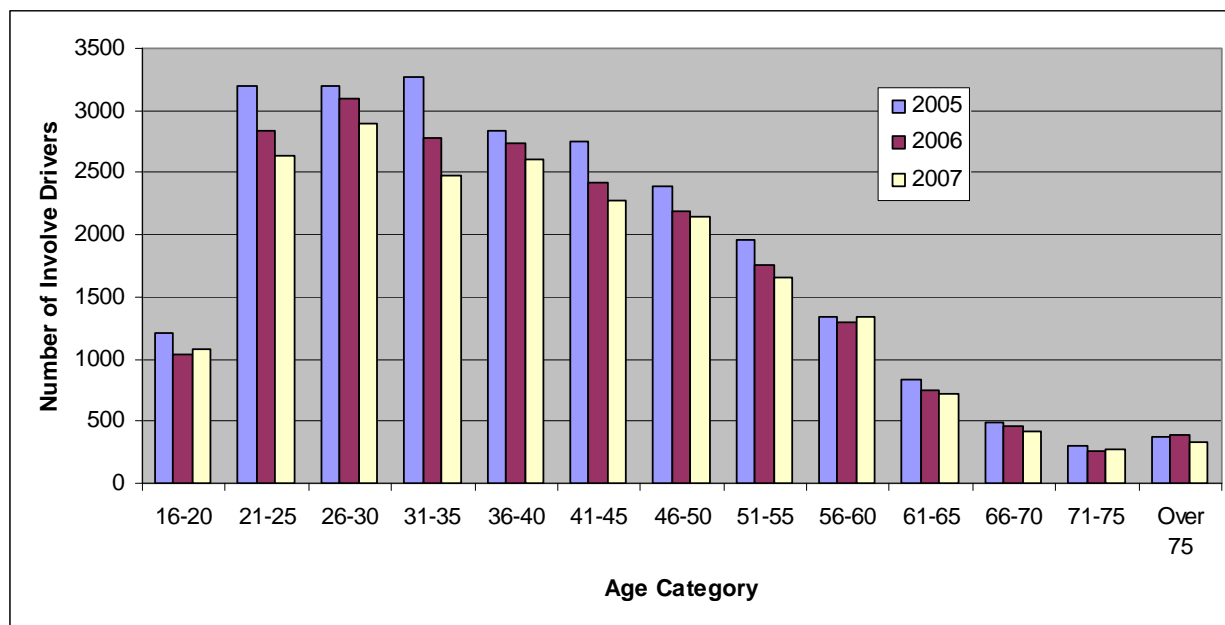
Road User	Driver	Bike Rider	Motor cyclist	Pedestrian	Passenger
2005	4468	172	127	702	1975
2006	4212	191	113	626	1834
2007	3825	197	121	507	1593



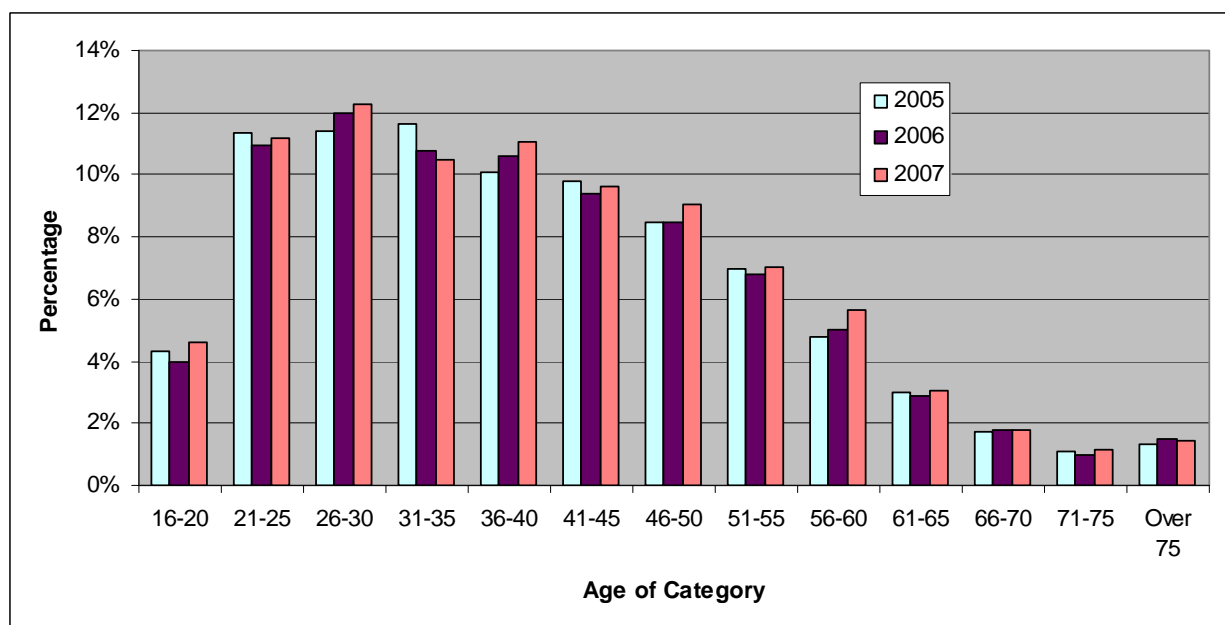
**Figure 5-89 Three-year Trend of Injured Persons by Road User**

**Table 5-52 Involved Drivers by Age**

Age Category	2005	2006	2007	2005	2006	2007
16-20	1210	1035	1086	4.30%	4.00%	4.60%
21-25	3195	2836	2637	11.36%	10.97%	11.16%
26-30	3204	3095	2897	11.39%	11.97%	12.27%
31-35	3272	2781	2471	11.63%	10.76%	10.46%
36-40	2835	2743	2607	10.08%	10.61%	11.04%
41-45	2750	2425	2273	9.77%	9.38%	9.62%
46-50	2388	2194	2141	8.49%	8.49%	9.06%
51-55	1961	1756	1655	6.97%	6.79%	7.01%
56-60	1346	1303	1338	4.78%	5.04%	5.66%
61-65	837	746	720	2.98%	2.89%	3.05%
66-70	491	462	418	1.75%	1.79%	1.77%
71-75	308	257	269	1.09%	0.99%	1.14%
Over 75	373	389	336	1.33%	1.50%	1.42%
No Record	3964	3830	2772	14.09%	14.82%	11.74%
Total	28134	25852	23620			



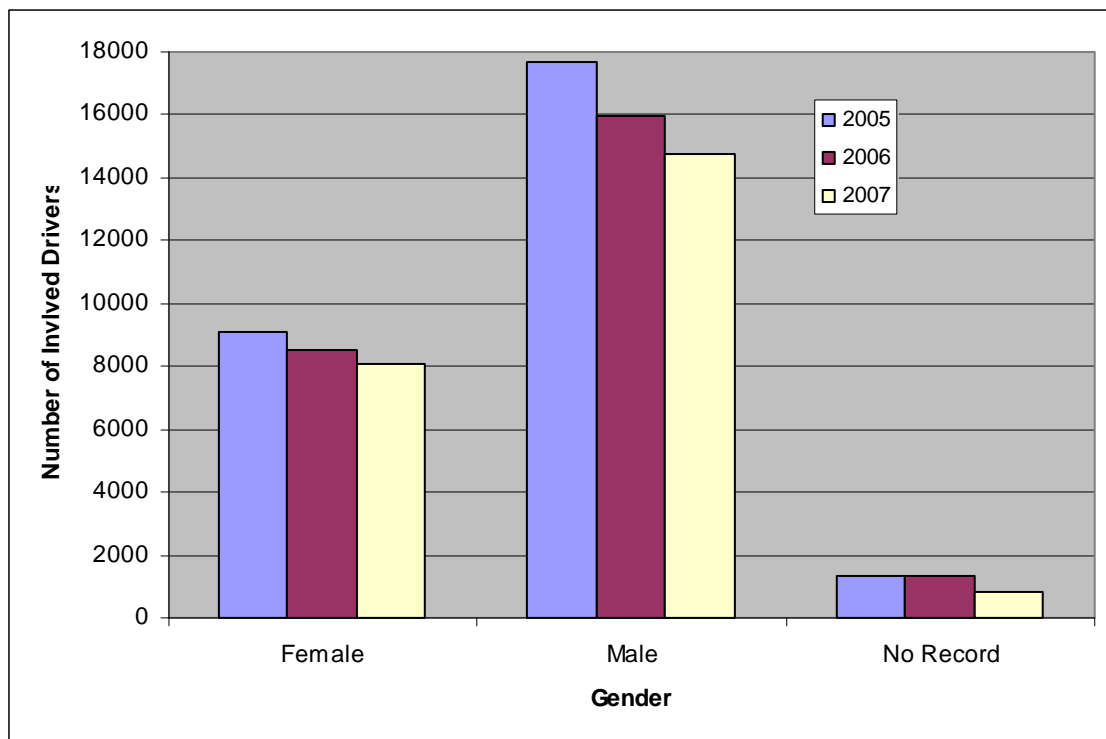
**Figure 5-90 Involved Drivers by Age (Frequency)**

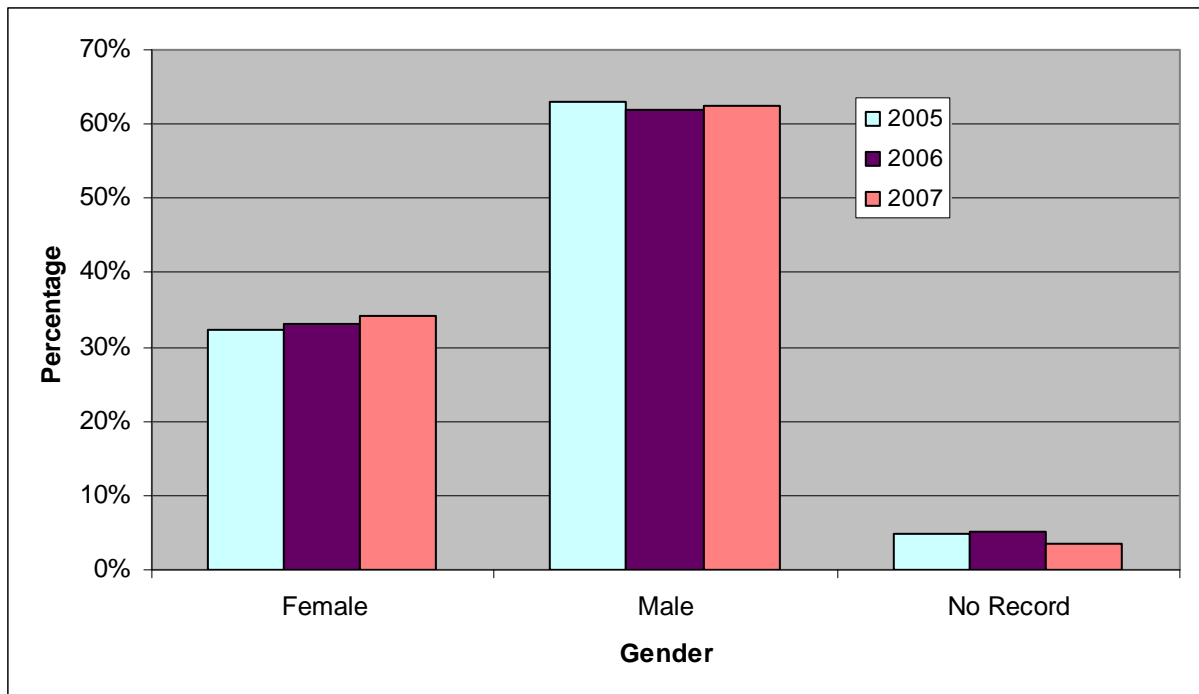


**Figure 5-91 Involved Drivers by Age (Distribution)**

**Table 5-53 Involved Drivers by Gender**

Sex	2005	2006	2007	2005	2006	2007
Female	9098	8543	8082	32.34%	33.05%	34.22%
Male	17702	15992	14734	62.92%	61.86%	62.38%
No Record	1334	1317	804	4.74%	5.09%	3.40%
Total	28134	25852	23620			

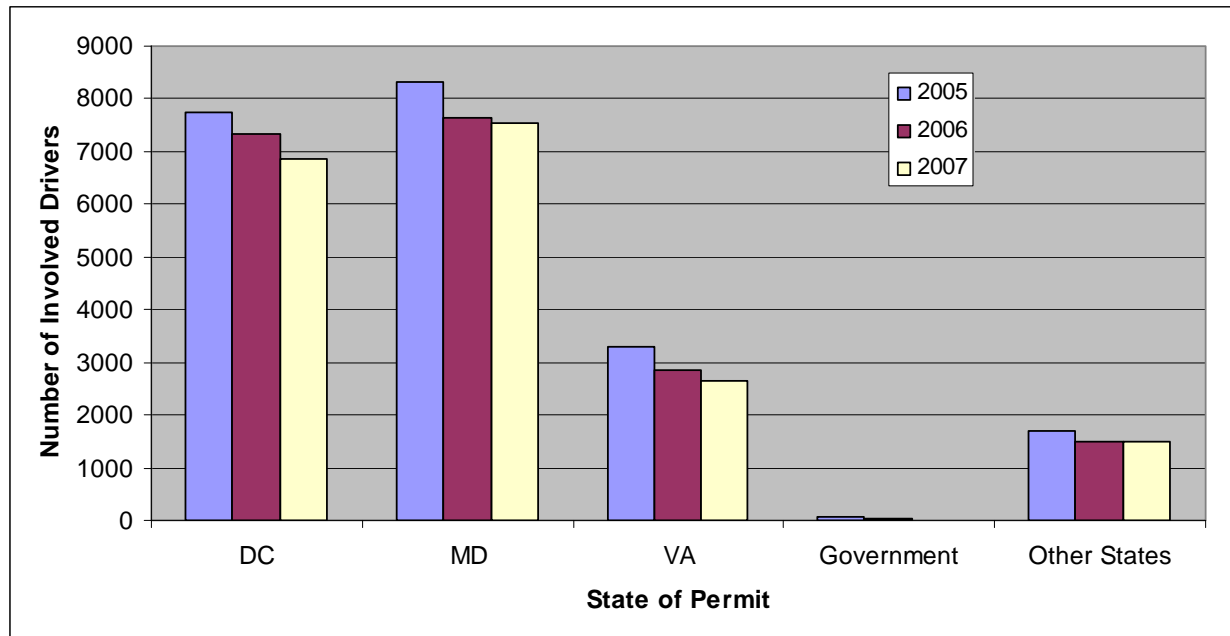
**Figure 5-92 Involved Drivers by Gender (Frequency)**



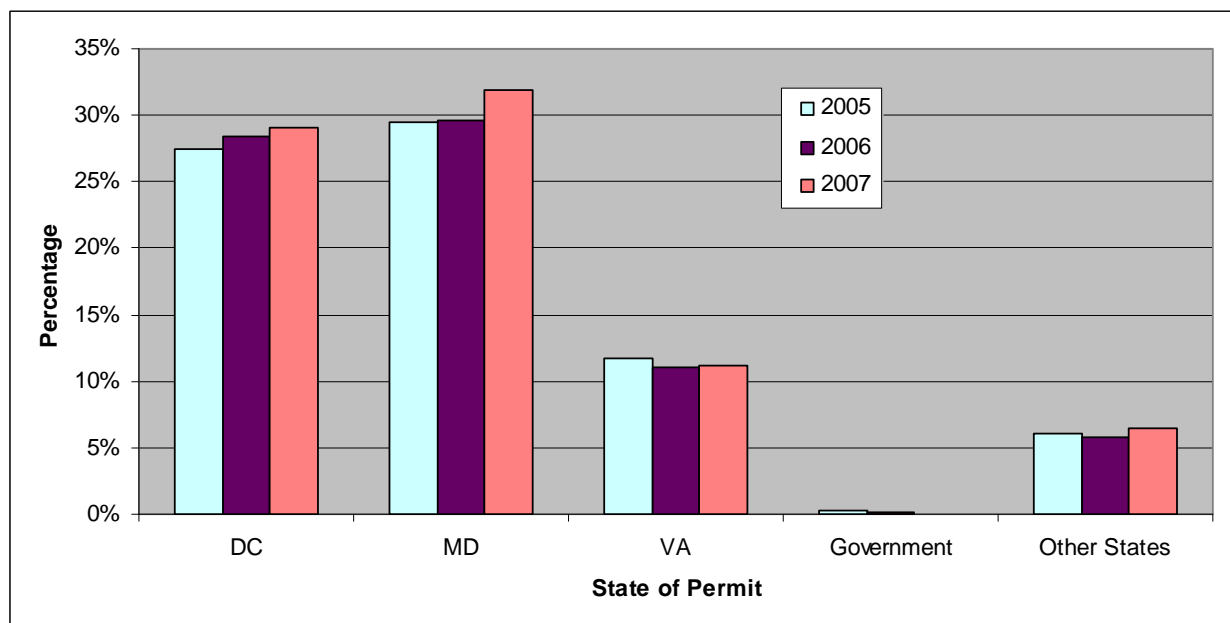
**Figure 5-93 Involved Drivers by Gender (Distribution)**

**Table 5-54 Involved Drivers by State of Permit**

State of Permit	2005	2006	2007	2005	2006	2007
DC	7738	7326	6855	27.50%	28.34%	29.02%
MD	8312	7652	7531	29.54%	29.60%	31.88%
VA	3287	2869	2644	11.68%	11.10%	11.19%
Government	76	41	14	0.27%	0.16%	0.06%
Other States	1712	1500	1511	6.09%	5.80%	6.40%
No Record	7009	6464	5065	24.91%	25.00%	21.44%
Total	28134	25852	23620			



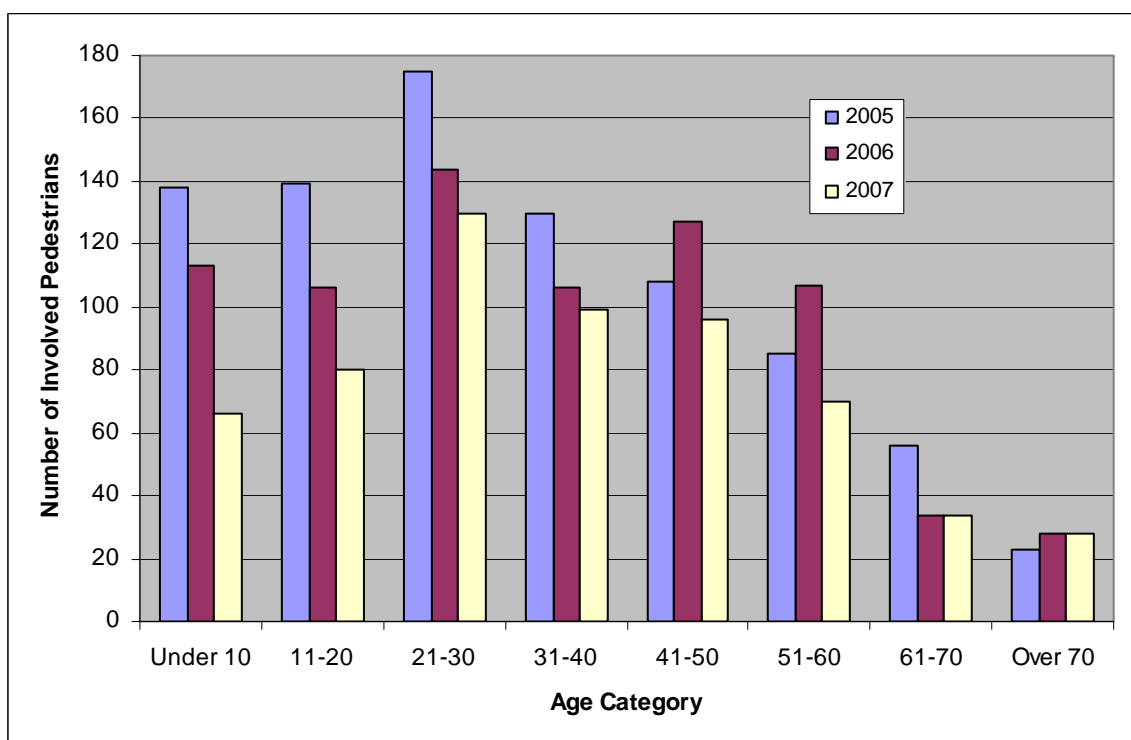
**Figure 5-94 Involved Drivers by State Permit (Frequency)**

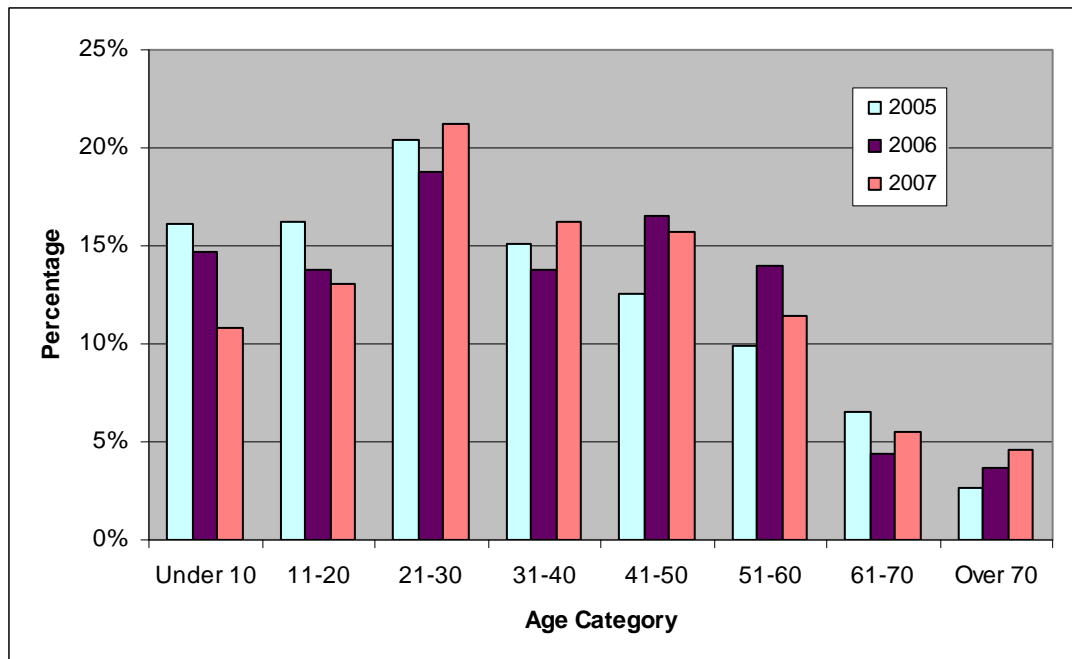


**Figure 5-95 Involved Drivers by State Permit (Distribution)**

**Table 5-55 Involved Pedestrian by Age**

Age Category	2005	2006	2007	2005	2006	2007
Under 10	138	113	66	16.08%	14.73%	10.78%
11-20	139	106	80	16.20%	13.82%	13.07%
21-30	175	144	130	20.40%	18.77%	21.24%
31-40	130	106	99	15.15%	13.82%	16.18%
41-50	108	127	96	12.59%	16.56%	15.69%
51-60	85	107	70	9.91%	13.95%	11.44%
61-70	56	34	34	6.53%	4.43%	5.56%
Over 70	23	28	28	2.68%	3.65%	4.58%
No Record	4	2	9	0.47%	0.26%	1.47%
Total	858	767	612			

**Figure 5-96 Involved Pedestrian by Age (Frequency)**

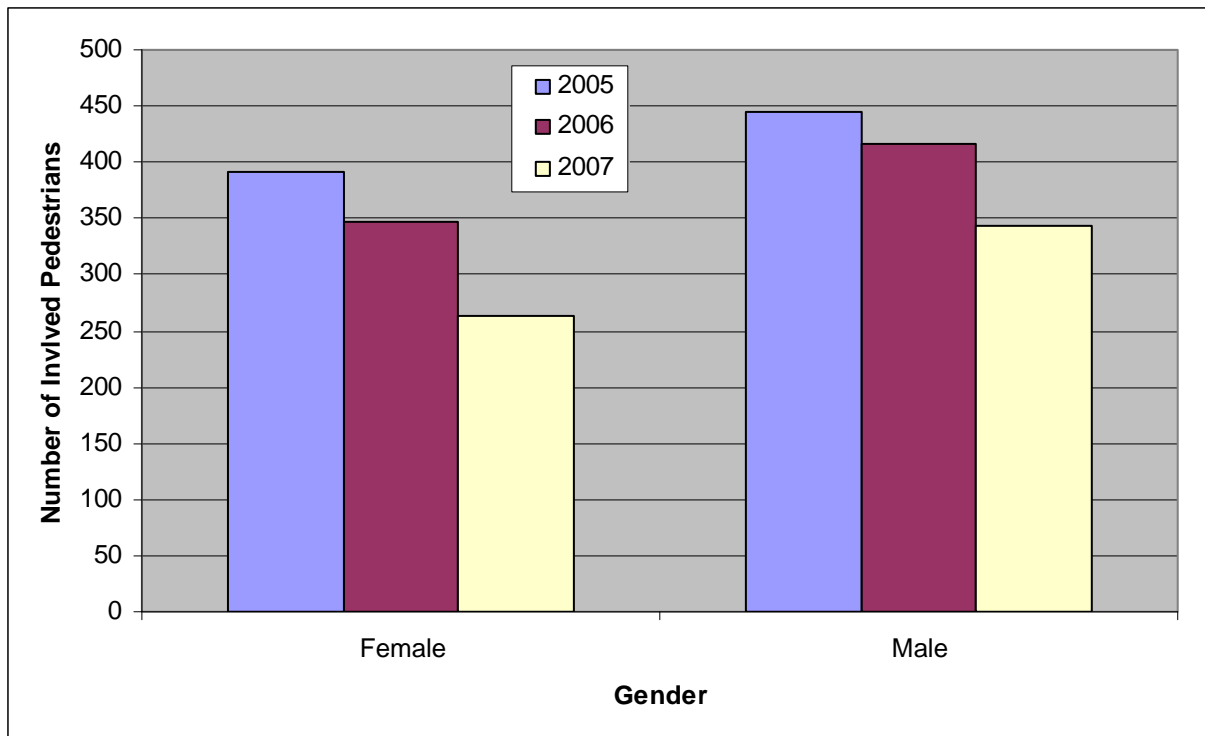


**Figure 5-97 Involved Pedestrian by Age (Distribution)**

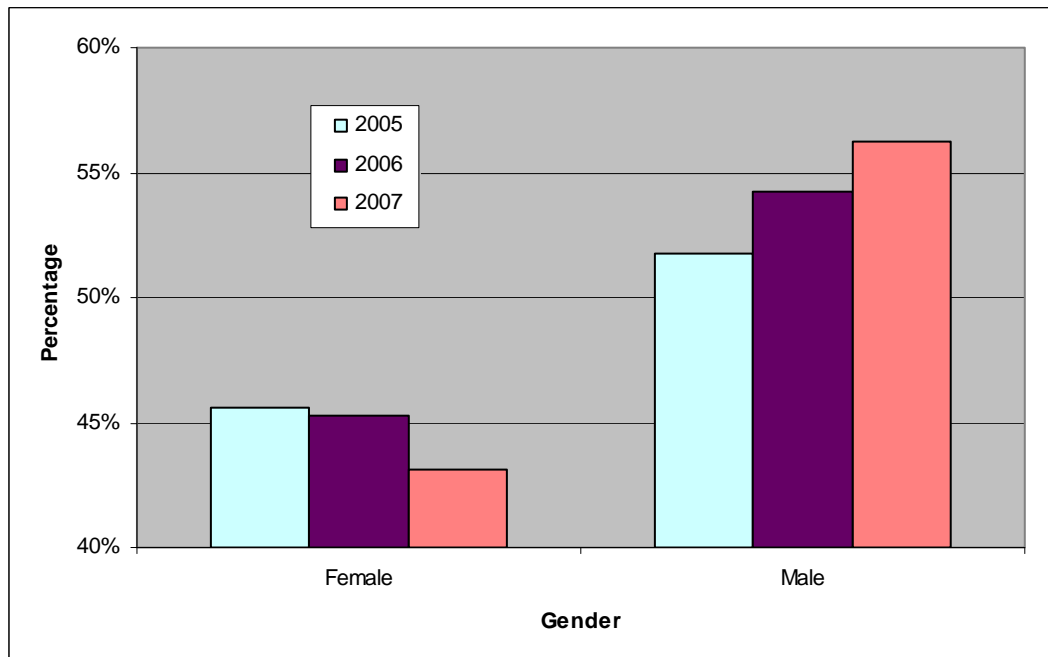
**Table 5-56 Involved Pedestrian by Gender**

Gender	2005	2006	2007	2005	2006	2007
Female	391	347	264	45.57%	45.24%	43.14%
Male	444	416	344	51.75%	54.24%	56.21%
No Record	23	4	4	2.68%	0.52%	0.65%
Total	858	767	612			





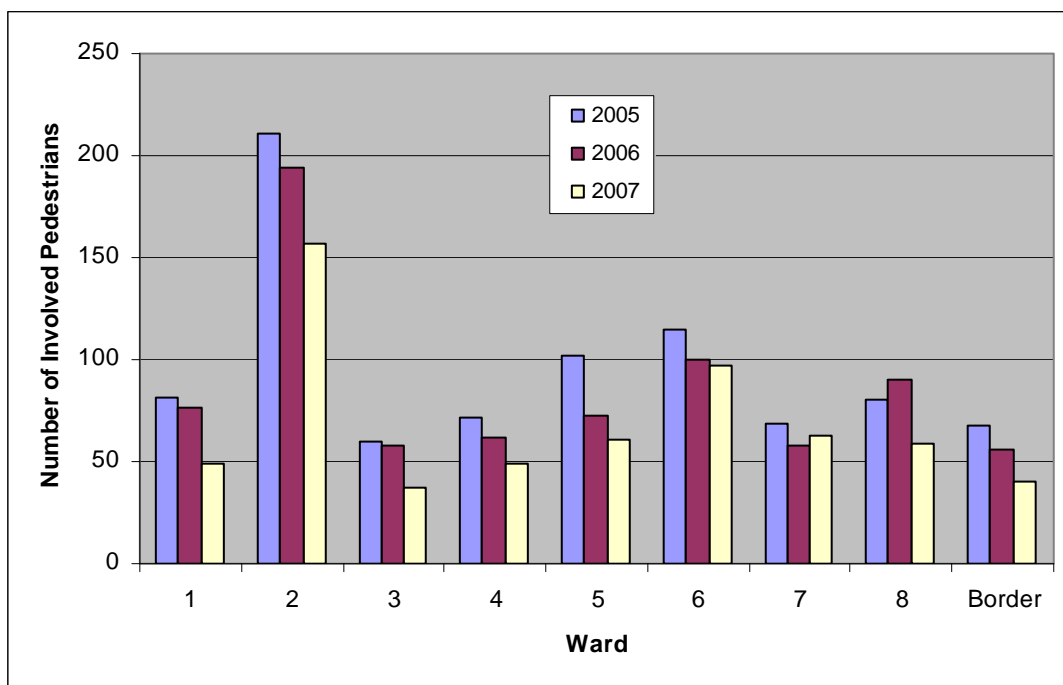
**Figure 5-98 Involved Pedestrian by Gender (Frequency)**

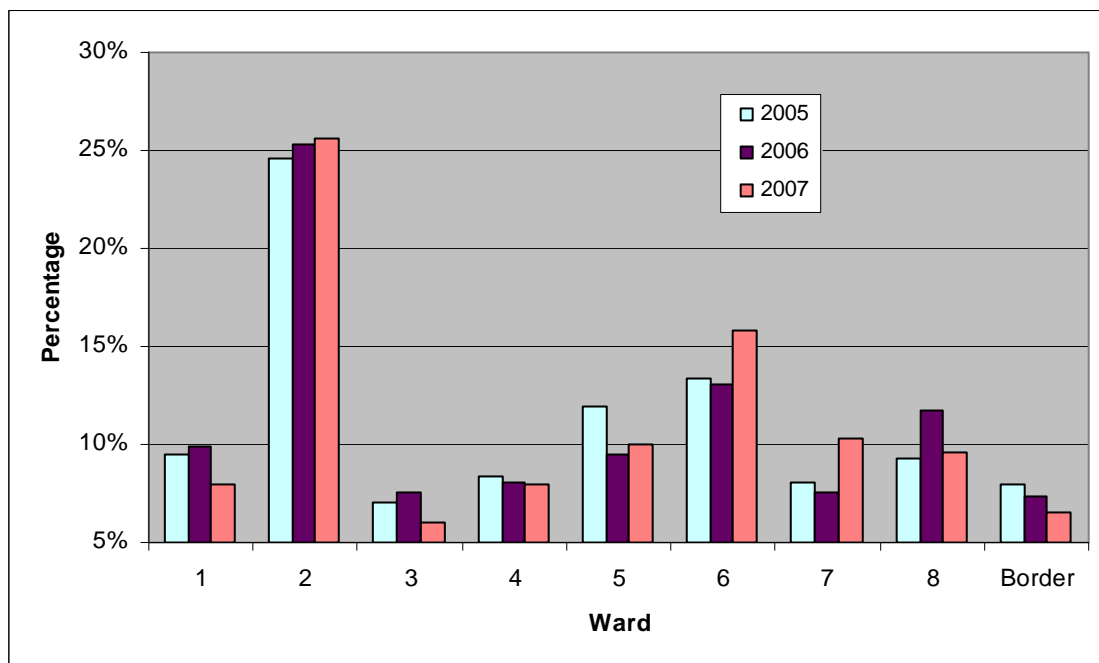


**Figure 5-99 Involved Pedestrian by Gender (Distribution)**

**Table 5-57 Involved Pedestrians by Ward**

Ward	2005	2006	2007	2005	2006	2007
1	81	76	49	9.44%	9.91%	8.01%
2	211	194	157	24.59%	25.29%	25.65%
3	60	58	37	6.99%	7.56%	6.05%
4	72	62	49	8.39%	8.08%	8.01%
5	102	73	61	11.89%	9.52%	9.97%
6	115	100	97	13.40%	13.04%	15.85%
7	69	58	63	8.04%	7.56%	10.29%
8	80	90	59	9.32%	11.73%	9.64%
Border	68	56	40	7.93%	7.30%	6.54%
Total	858	767	612			

**Figure 5-100 Involved Pedestrians by Ward (Frequency)**

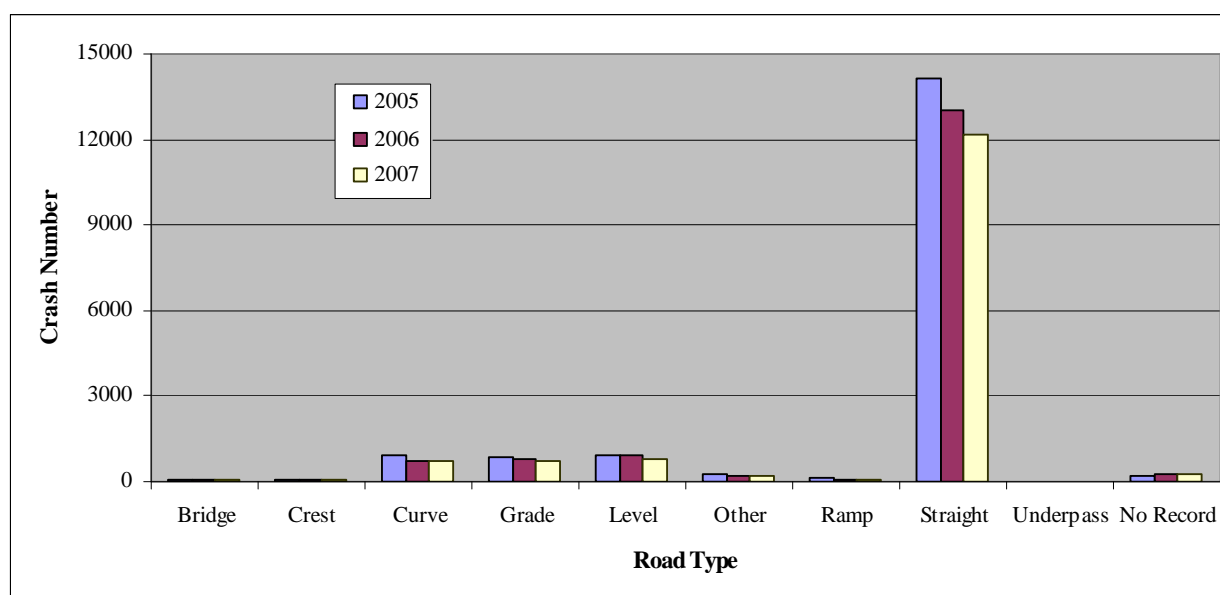


**Figure 5-101 Involved Pedestrians by Ward (Distribution)**

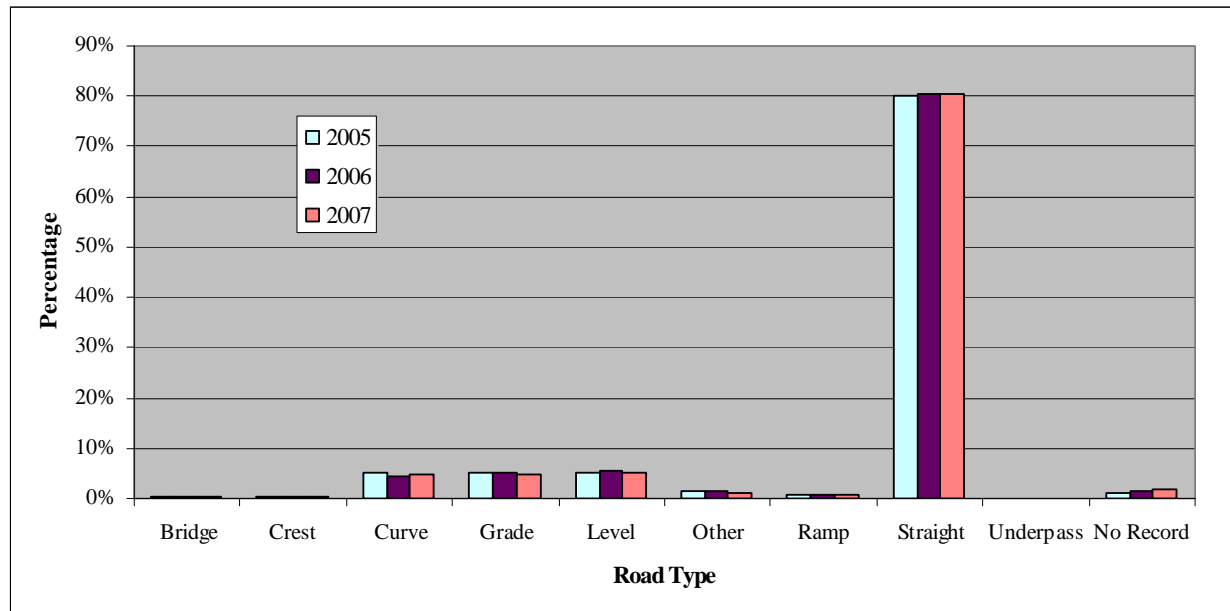
## 5.5 Appendix E: Environmental Factors

**Table 5-58 Crashes by Roadway Type**

Roadway Type	2005	2006	2007	2005	2006	2007
Bridge	88	69	68	0.50%	0.43%	0.45%
Crest	68	59	72	0.39%	0.36%	0.48%
Curve	904	744	733	5.12%	4.59%	4.85%
Grade	886	814	728	5.02%	5.02%	4.82%
Level	939	909	792	5.32%	5.61%	5.24%
Other	270	229	190	1.53%	1.41%	1.26%
Ramp	100	92	91	0.57%	0.57%	0.60%
Straight	14166	13009	12144	80.23%	80.28%	80.39%
Underpass	16	15	13	0.09%	0.09%	0.09%
No Record	220	264	275	1.25%	1.63%	1.82%
Total	17657	16204	15106			



**Figure 5-102 Crashes by Roadway Type (Frequency)**



**Figure 5-103 Crashes by Roadway Type (Distribution)**

**Table 5-59 Crashes by Road Condition**

Road Condition	2005	2006	2007	2005	2006	2007
Dry	14117	13547	12390	79.95%	83.60%	82.02%
Ice/Snow	430	62	423	2.44%	0.38%	2.80%
Repairing	36	24	23	0.20%	0.15%	0.15%
Unknown	343	305	248	1.94%	1.88%	1.64%
Wet	2596	1982	1816	14.70%	12.23%	12.02%
No Record	135	284	206	0.76%	1.75%	1.36%
Total	17657	16204	15106			

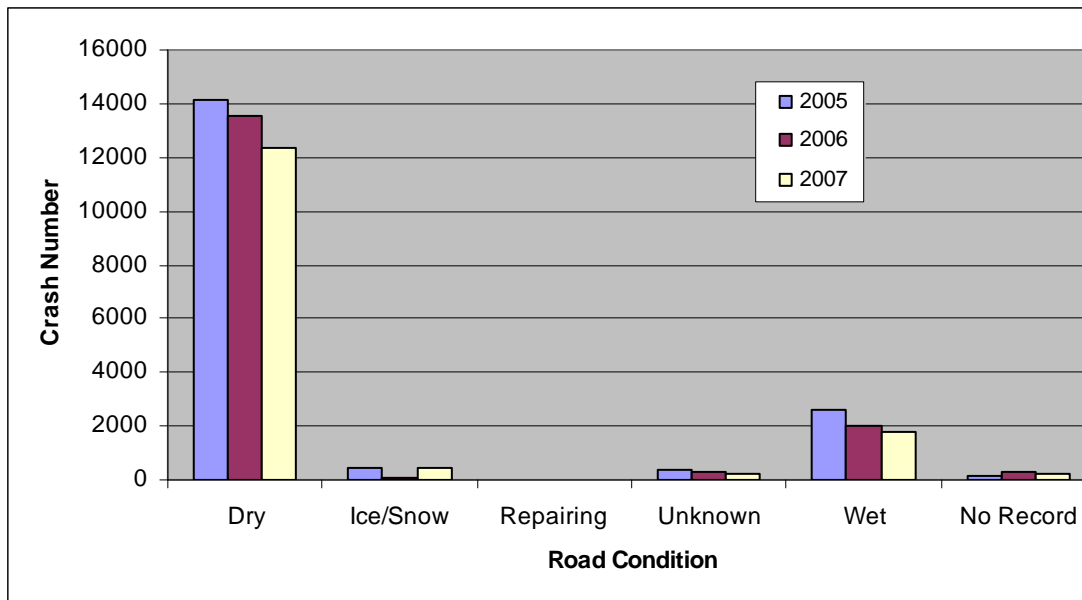


Figure 5-104 Crashes by Road Condition (Frequency)

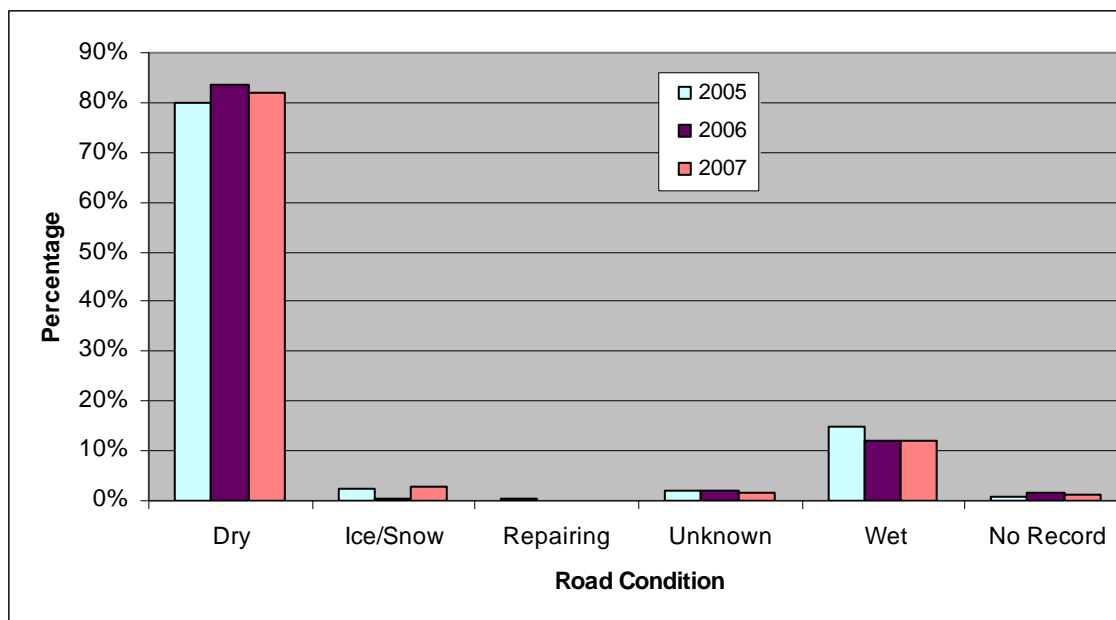
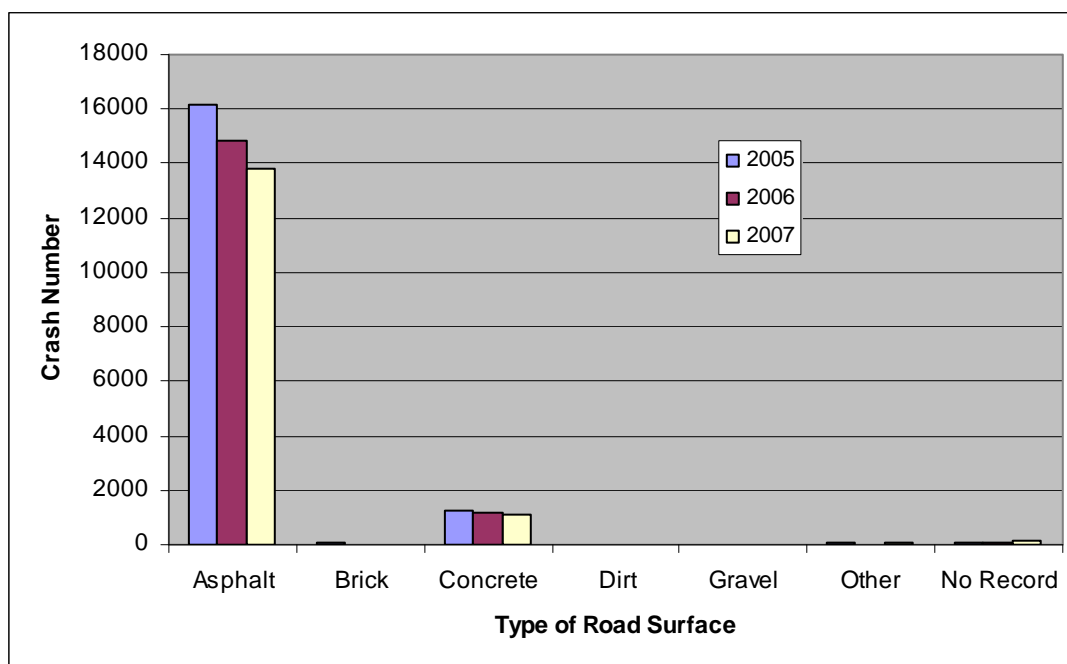
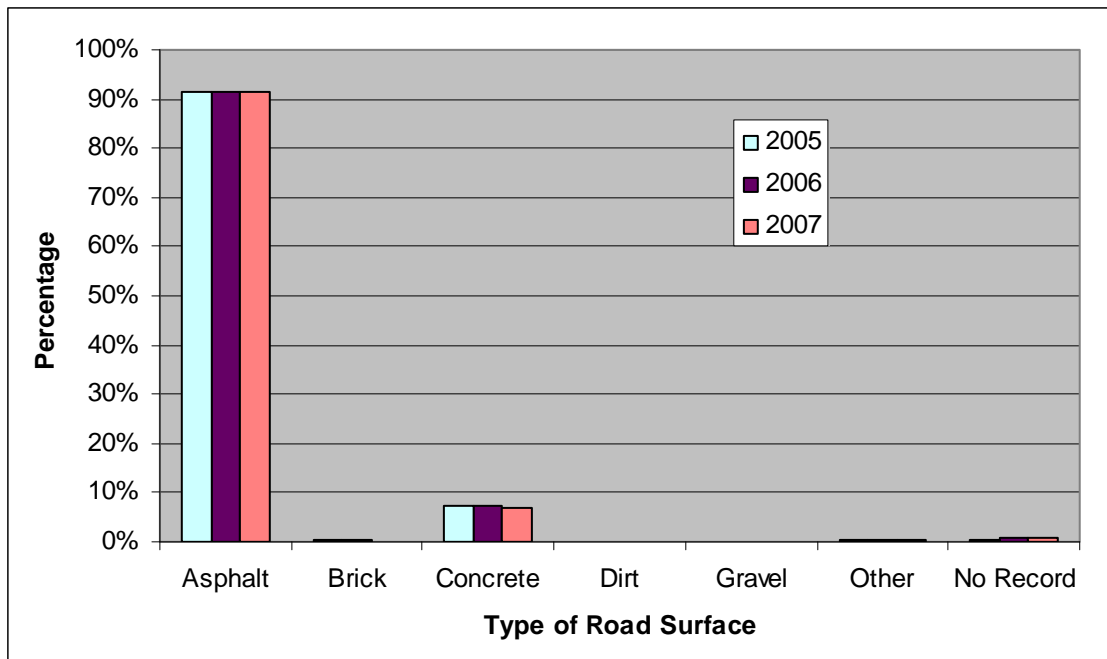


Figure 5-105 Crashes by Road Condition (Distribution)

**Table 5-60 Crashes by Road Surface**

Road Surface	2005	2006	2007	2005	2006	2007
Asphalt	16180	14828	13802	91.64%	91.51%	91.37%
Brick	40	36	14	0.23%	0.22%	0.09%
Concrete	1262	1156	1071	7.15%	7.13%	7.09%
Dirt	15	13	10	0.08%	0.08%	0.07%
Gravel	28	29	21	0.16%	0.18%	0.14%
Other	54	36	40	0.31%	0.22%	0.26%
No Record	78	106	148	0.44%	0.65%	0.98%
Total	17657	16204	15106			

**Figure 5-106 Crashes by Road Surface (Frequency)**

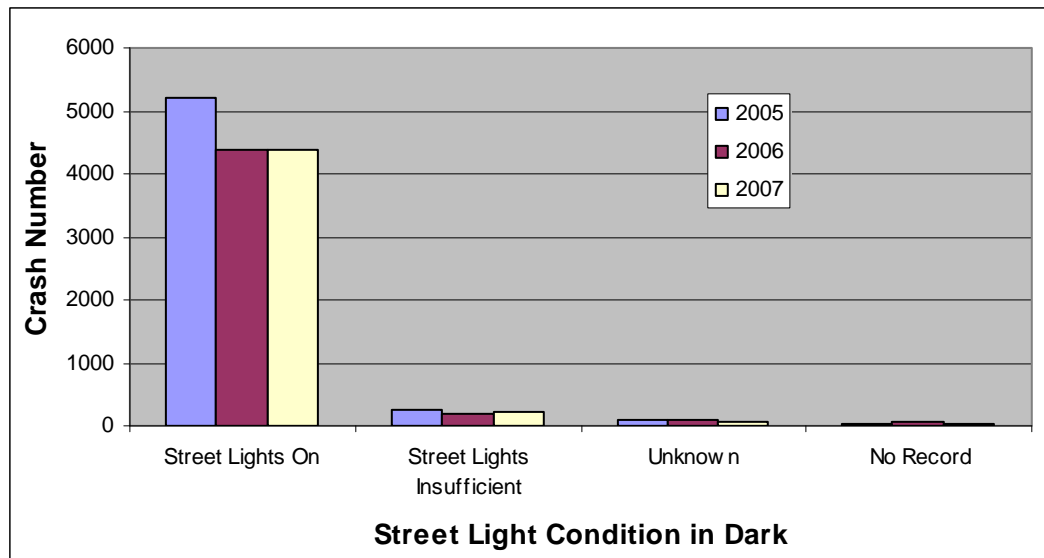


**Figure 5-107 Crashes by Road Surface (Distribution)**

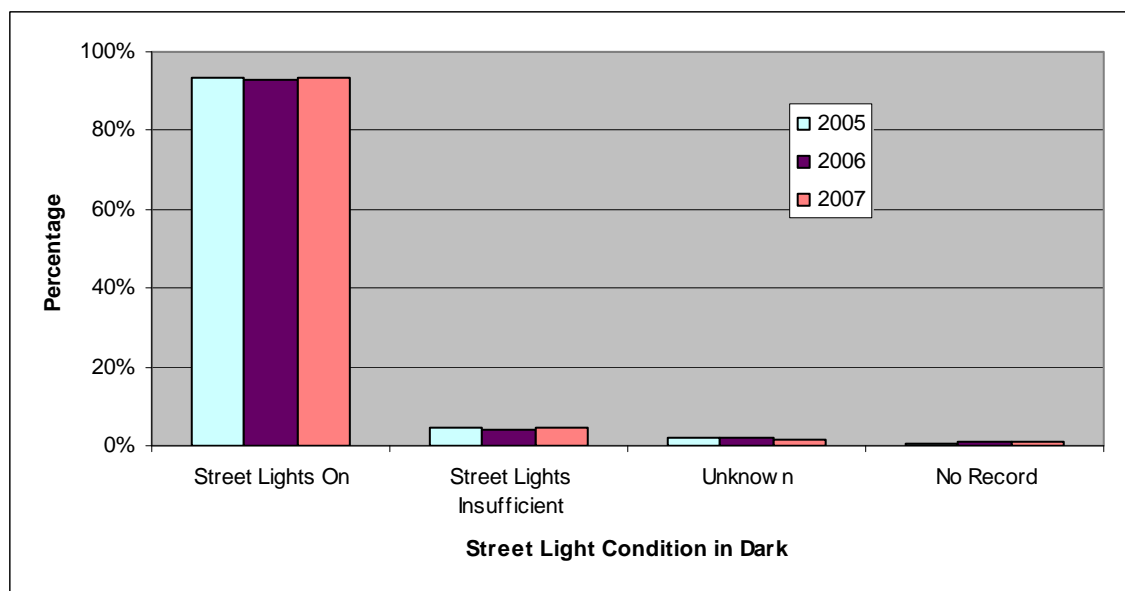
**Table 5-61 in Dark by Street Light Condition**

Street Light Condition	2005	2006	2007	2005	2006	2007
Street Lights On	5202	4392	4381	93.19%	92.91%	93.19%
Street Lights Insufficient	247	200	208	4.42%	4.23%	4.41%
Unknown	100	84	73	1.79%	1.78%	1.55%
No Record	33	51	40	0.59%	1.08%	0.85%
Total	5582	4727	4712			





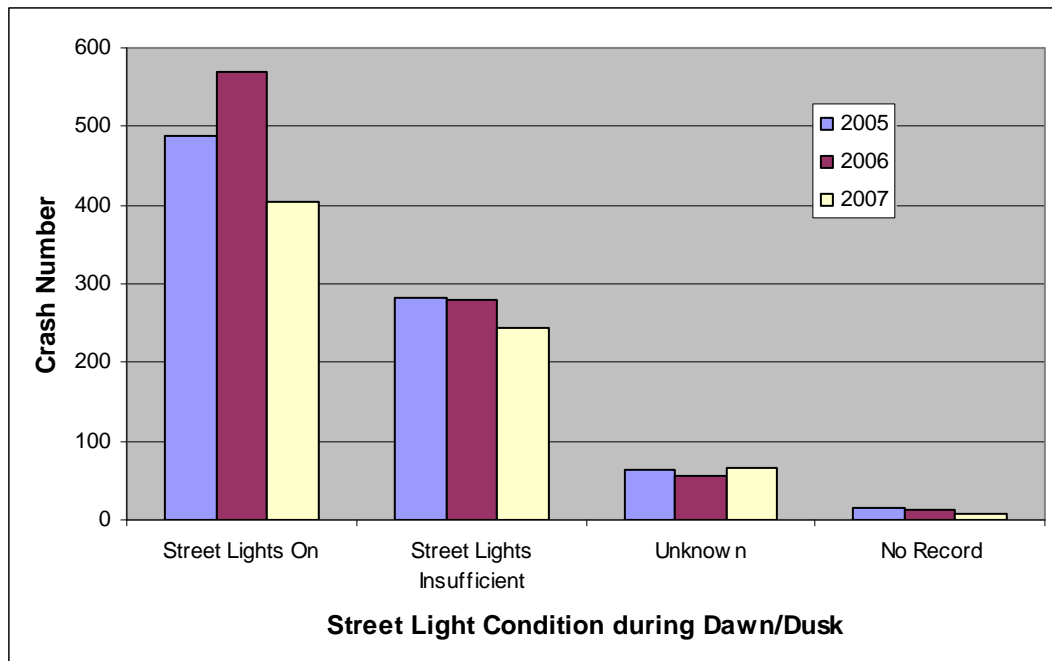
**Figure 5-108 Crashes in Dark by Street Light Condition (Frequency)**



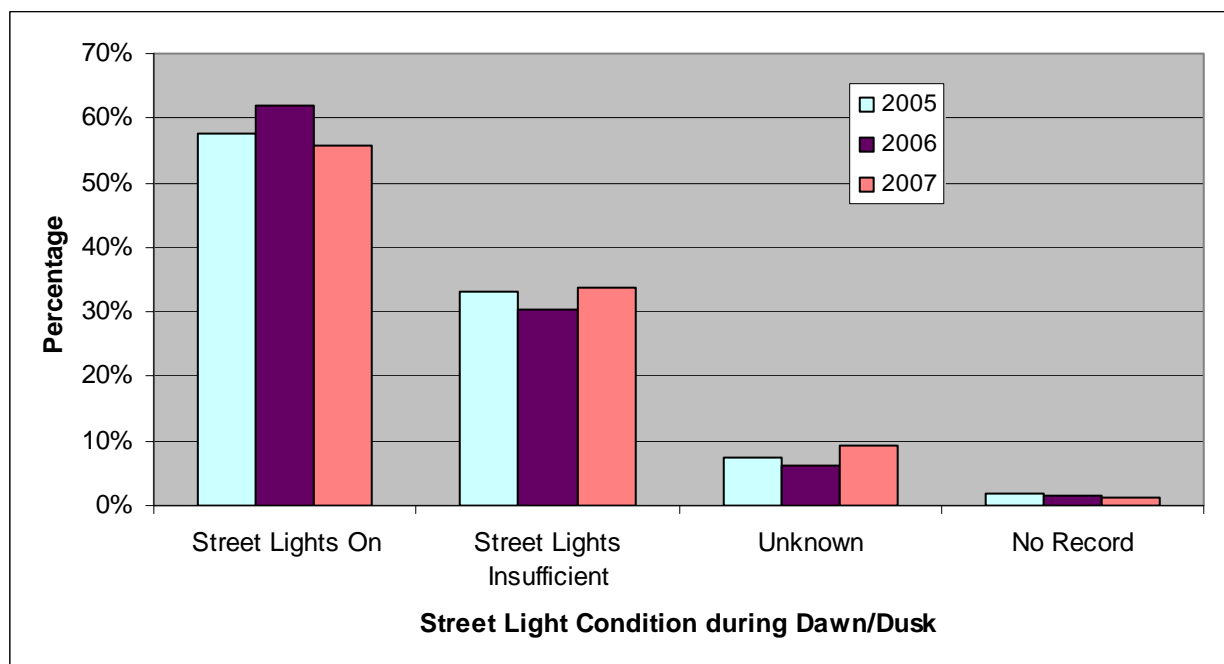
**Figure 5-109 Crashes in Dark by Street Light Condition (Distribution)**

**Table 5-62 Crashes in Dawn/Dusk by Street Light Condition**

Street Light Condition	2005	2006	2007	2005	2006	2007
Street Lights On	489	570	405	57.60%	62.02%	55.86%
Street Lights Insufficient	282	280	245	33.22%	30.47%	33.79%
Unknown	63	56	67	7.42%	6.09%	9.24%
No Record	15	13	8	1.77%	1.41%	1.10%
Total	849	919	725			



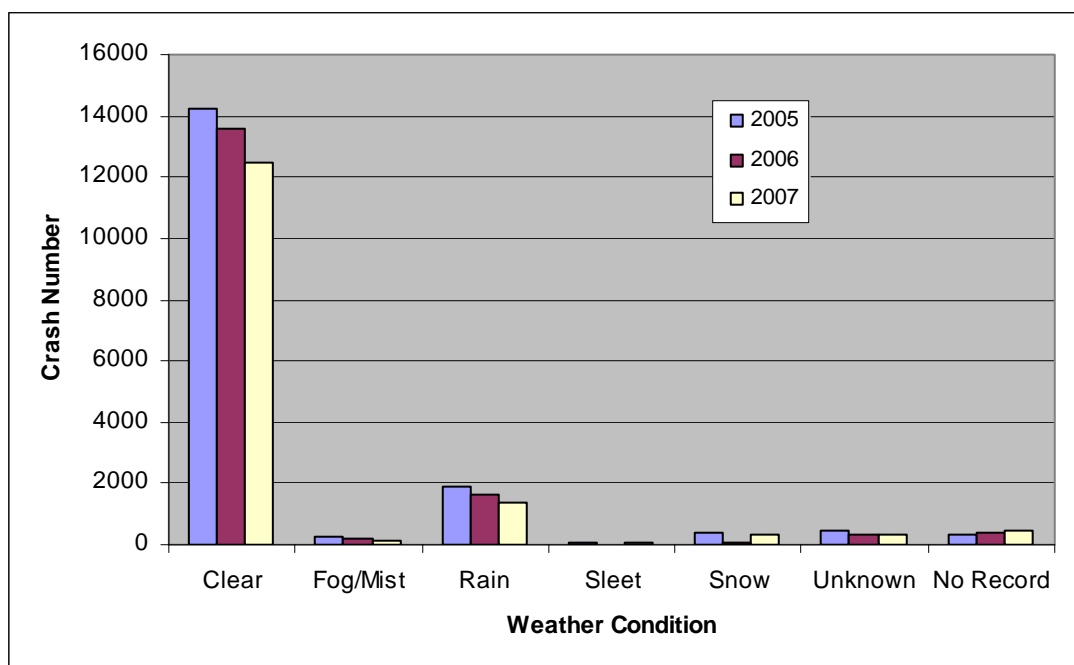
**Figure 5-110 Crashes in Dawn/Dusk by Street Light Condition (Frequency)**

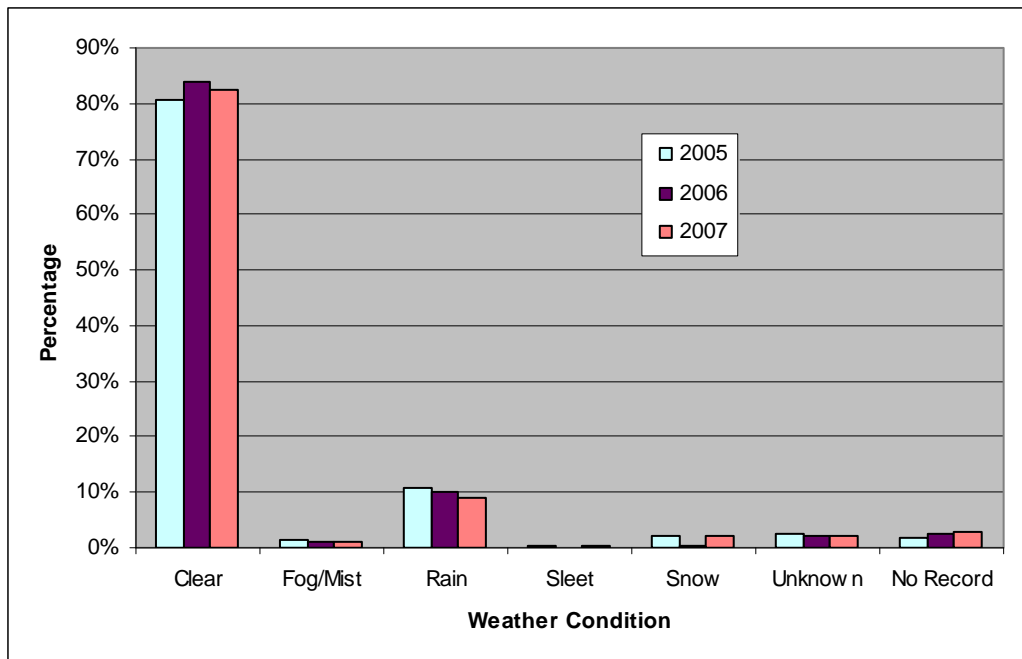


**Figure 5-111 Crashes in Dawn/Dusk by Street Light Condition (Distribution)**

**Table 5-63 Crashes by Weather**

Weather	2005	2006	2007	2005	2006	2007
Clear	14241	13563	12470	80.65%	83.70%	82.55%
Fog/Mist	241	198	161	1.36%	1.22%	1.07%
Rain	1918	1632	1343	10.86%	10.07%	8.89%
Sleet	44	8	73	0.25%	0.05%	0.48%
Snow	413	44	301	2.34%	0.27%	1.99%
Unknown	453	350	320	2.57%	2.16%	2.12%
No Record	347	409	438	1.97%	2.52%	2.90%
Total	17657	16204	15106			

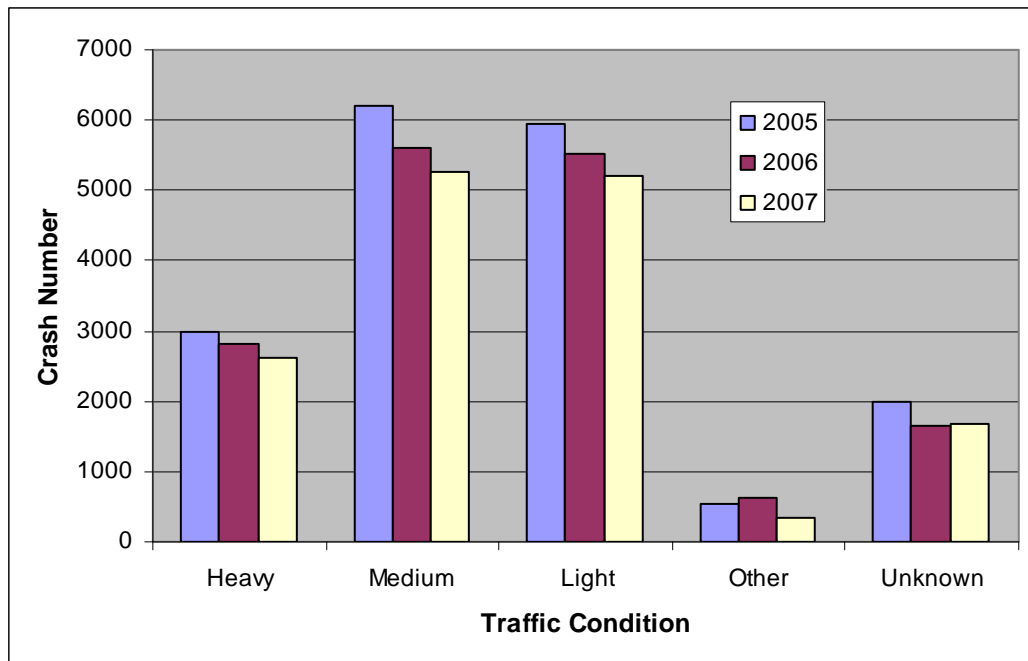
**Figure 5-112 Crashes by Weather (Frequency)**



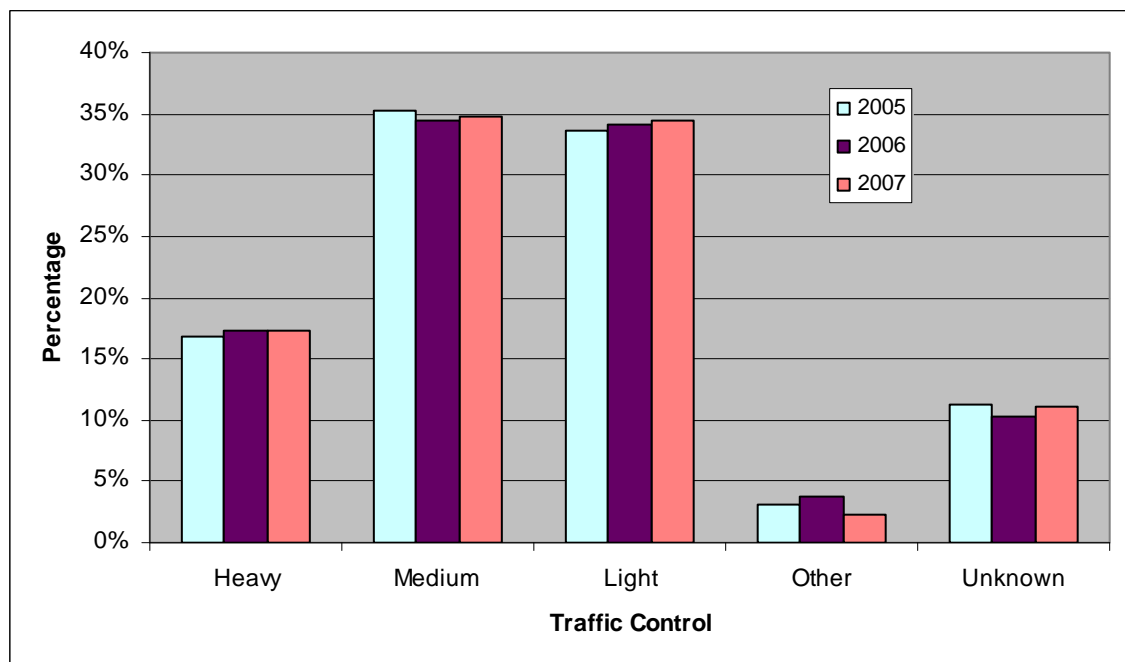
**Figure 5-113 Crashes by Weather (Distribution)**

**Table 5-64 Crashes by Traffic Condition**

Traffic Condition	2005	2006	2007	2005	2006	2007
Heavy	2975	2817	2612	16.85%	17.38%	17.29%
Medium	6217	5595	5261	35.21%	34.53%	34.83%
Light	5936	5518	5210	33.62%	34.05%	34.49%
Other	550	620	339	3.11%	3.83%	2.24%
Unknown	1979	1654	1684	11.21%	10.21%	11.15%
Total	17657	16204	15106			



**Figure 5-114 Crashes by Traffic Condition (Frequency)**



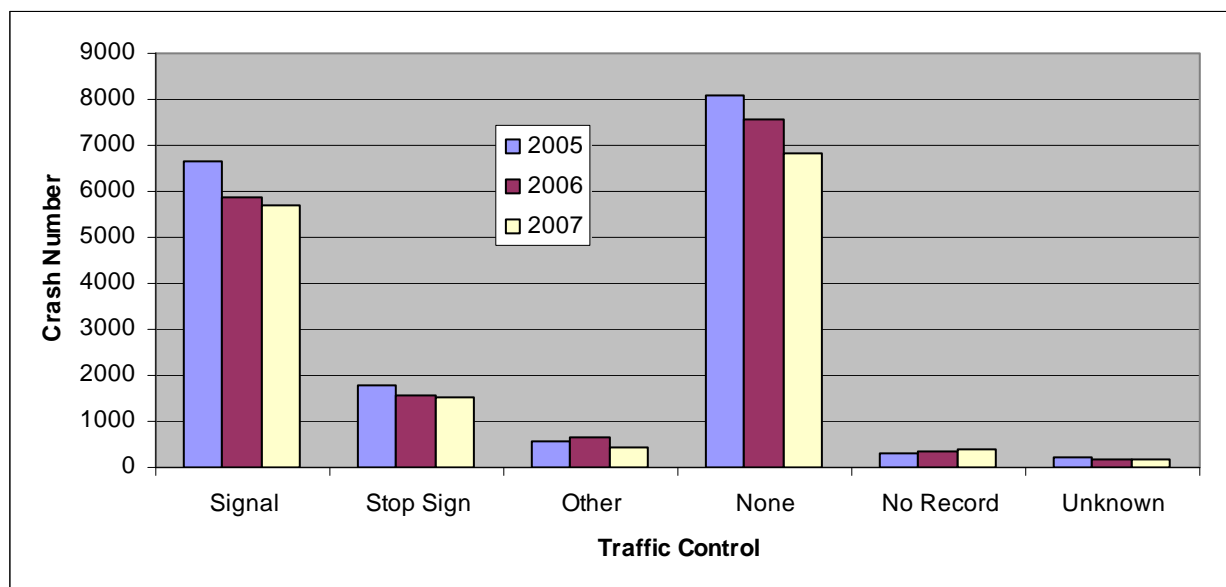
**Figure 5-115 Crashes by Traffic Condition (Distribution)**

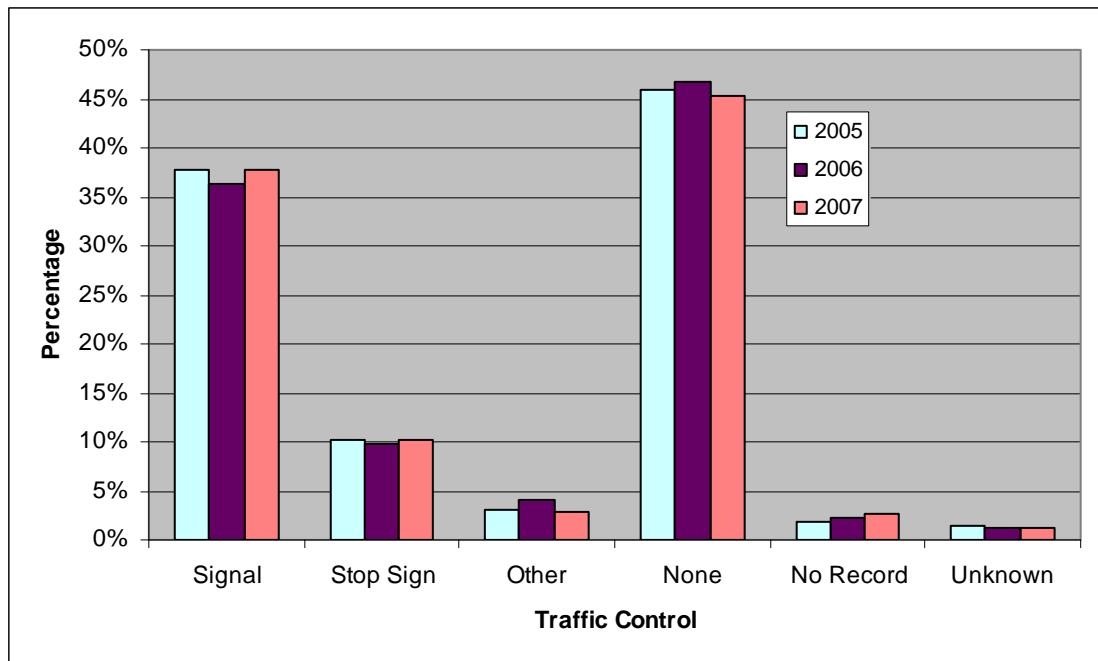
**Table 5-65 Crashes by Traffic Control**

Traffic Control	2005	2006	2007	2005	2006	2007
Signal	6663	5871	5693	37.74%	36.23%	37.69%
Stop Sign	1793	1572	1529	10.15%	9.70%	10.12%
Other	547	649	444	3.10%	4.01%	2.94%
None	8101	7557	6846	45.88%	46.64%	45.32%
No Record	317	363	410	1.80%	2.24%	2.71%
Unknown	236	192	184	1.34%	1.18%	1.22%
Total	17657	16204	15106			

\*Other: (Yield/Flashing/Turn Restricted/Officer)

\*None: (including mid-block crashes)

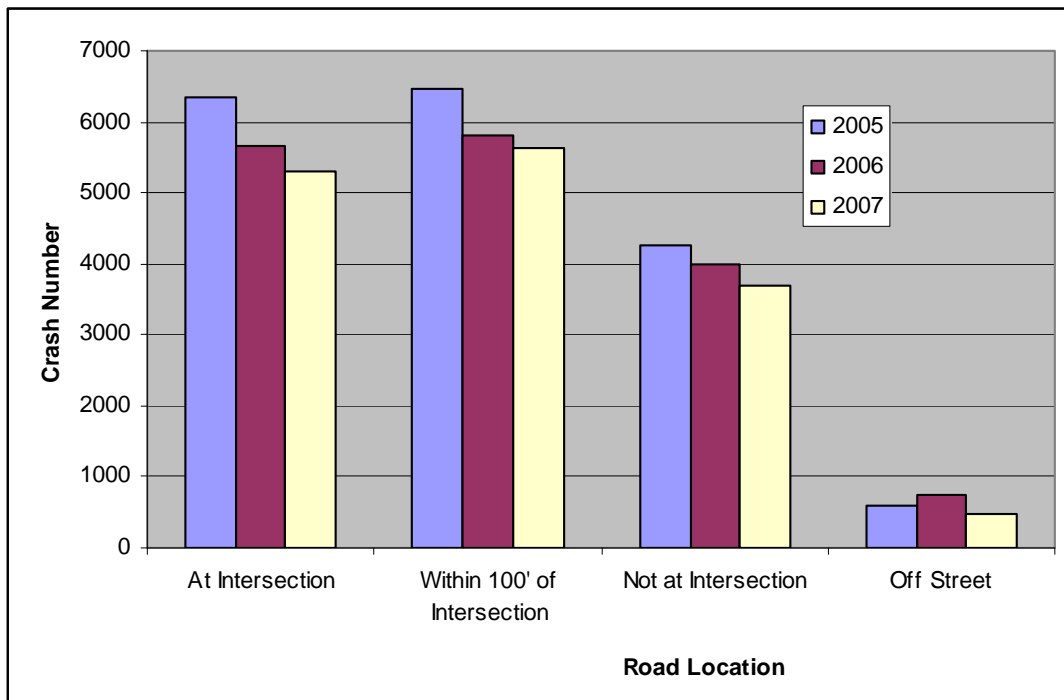
**Figure 5-116 Crashes by Traffic Control (Frequency)**



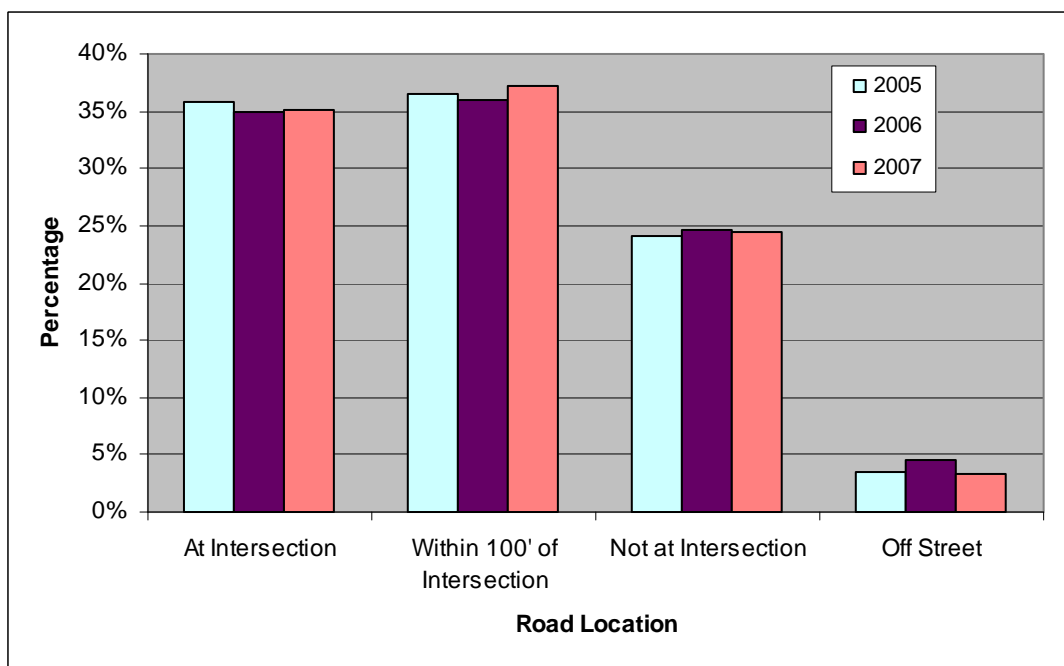
**Figure 5-117 Crashes by Traffic Control (Distribution)**

**Table 5-66 Crashes by Road Location**

Road Location	2005	2006	2007	2005	2006	2007
At Intersection	6338	5660	5291	35.90%	34.93%	35.03%
Within 100' of Intersection	6458	5819	5617	36.57%	35.91%	37.18%
Not at Intersection	4254	3987	3707	24.09%	24.61%	24.54%
Off Street	607	738	491	3.44%	4.55%	3.25%
Total	17657	16204	15106			



**Figure 5-118 Crashes by Road Location (Frequency)**

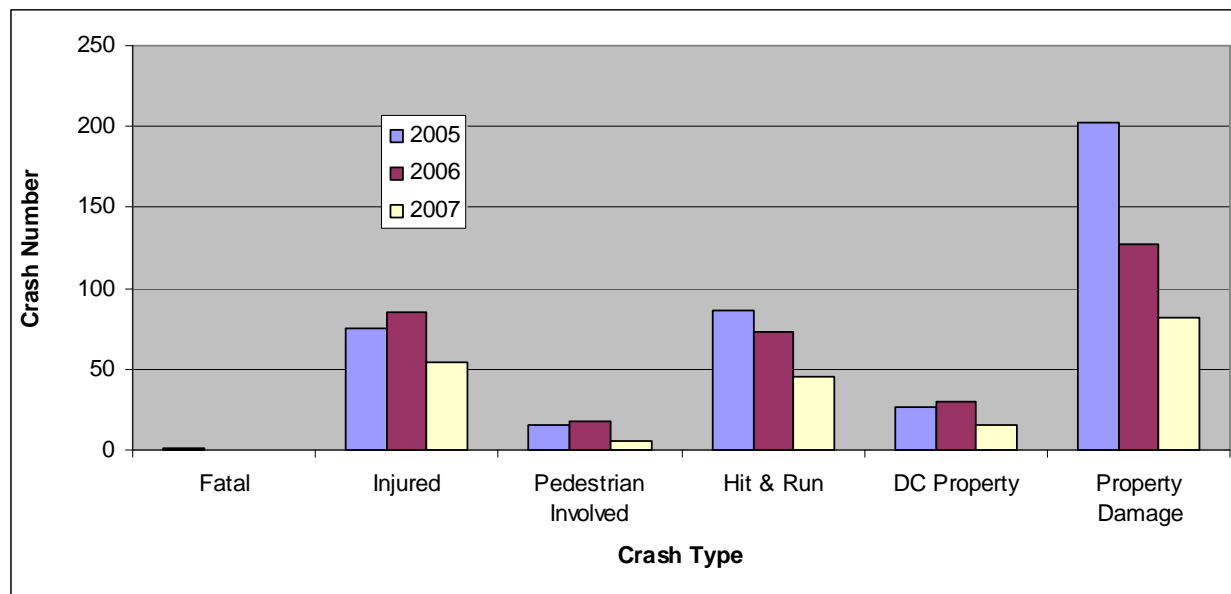


**Figure 5-119 Crashes by Road Location (Distribution)**



**Table 5-67 Crashes in Work Zone by Crash Type**

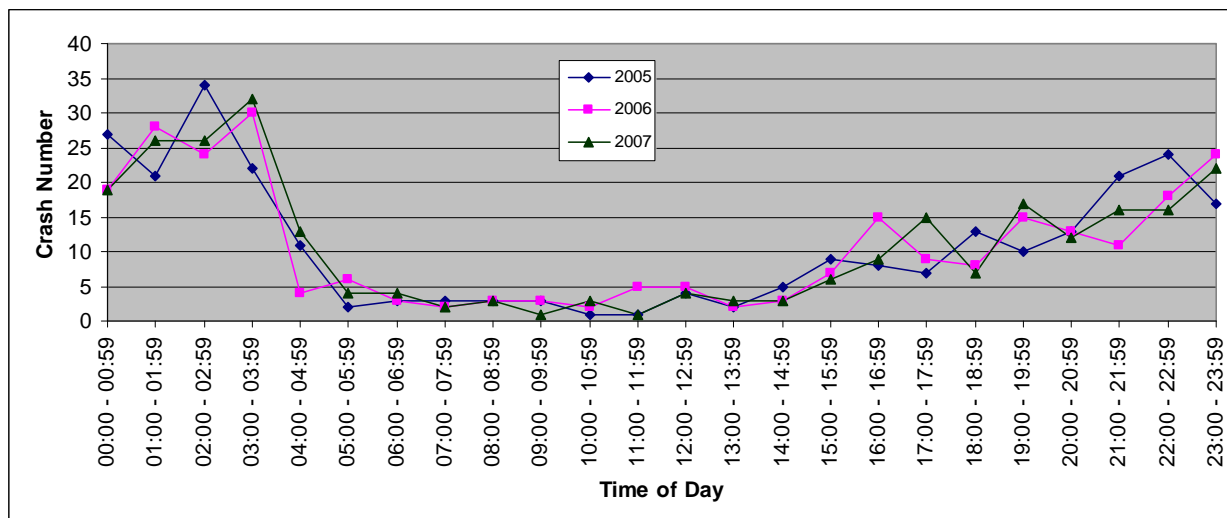
Crash Type	2005	2006	2007
Fatal	1		
Injured	75	85	54
Pedestrian Involved	15	18	6
Hit & Run	86	73	45
DC Property	26	30	16
Property Damage	202	127	82

**Figure 5-120 Crashes in Work Zone by Crash Type (Frequency)**

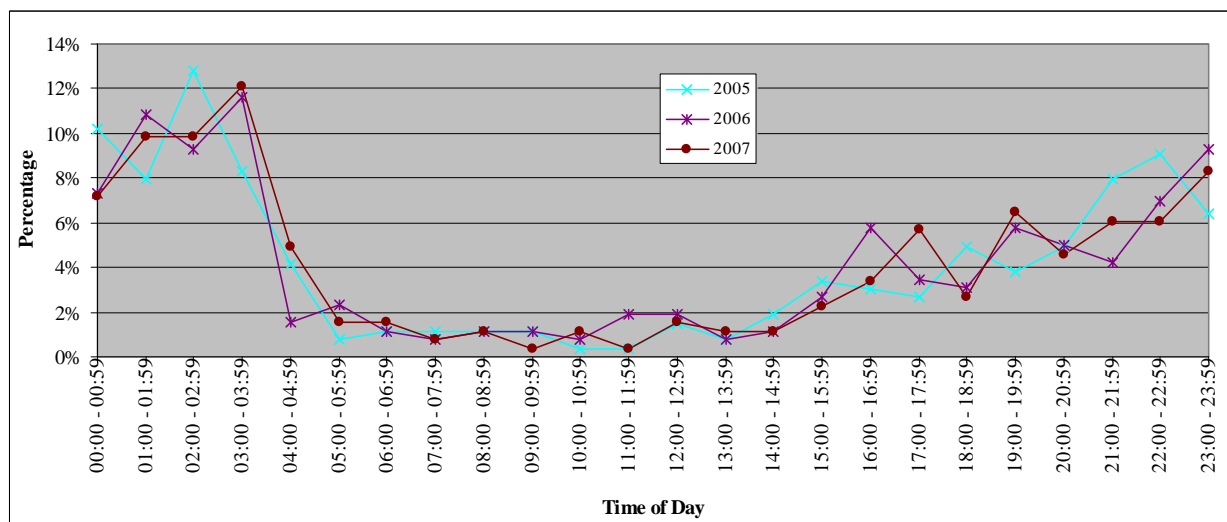
## 5.6 Appendix F: Alcohol Related

**Table 5-68 Alcohol/Drug Involved Crashes by Time of Day**

Time of Day	2005	2006	2007	2005	2006	2007
00:00 - 00:59	27	19	19	10.19%	7.34%	7.20%
01:00 - 01:59	21	28	26	7.92%	10.81%	9.85%
02:00 - 02:59	34	24	26	12.83%	9.27%	9.85%
03:00 - 03:59	22	30	32	8.30%	11.58%	12.12%
04:00 - 04:59	11	4	13	4.15%	1.54%	4.92%
05:00 - 05:59	2	6	4	0.75%	2.32%	1.52%
06:00 - 06:59	3	3	4	1.13%	1.16%	1.52%
07:00 - 07:59	3	2	2	1.13%	0.77%	0.76%
08:00 - 08:59	3	3	3	1.13%	1.16%	1.14%
09:00 - 09:59	3	3	1	1.13%	1.16%	0.38%
10:00 - 10:59	1	2	3	0.38%	0.77%	1.14%
11:00 - 11:59	1	5	1	0.38%	1.93%	0.38%
12:00 - 12:59	4	5	4	1.51%	1.93%	1.52%
13:00 - 13:59	2	2	3	0.75%	0.77%	1.14%
14:00 - 14:59	5	3	3	1.89%	1.16%	1.14%
15:00 - 15:59	9	7	6	3.40%	2.70%	2.27%
16:00 - 16:59	8	15	9	3.02%	5.79%	3.41%
17:00 - 17:59	7	9	15	2.64%	3.47%	5.68%
18:00 - 18:59	13	8	7	4.91%	3.09%	2.65%
19:00 - 19:59	10	15	17	3.77%	5.79%	6.44%
20:00 - 20:59	13	13	12	4.91%	5.02%	4.55%
21:00 - 21:59	21	11	16	7.92%	4.25%	6.06%
22:00 - 22:59	24	18	16	9.06%	6.95%	6.06%
23:00 - 23:59	17	24	22	6.42%	9.27%	8.33%
No Record	1	0	0	0.38%	0.00%	0.00%
Total	265	259	264			



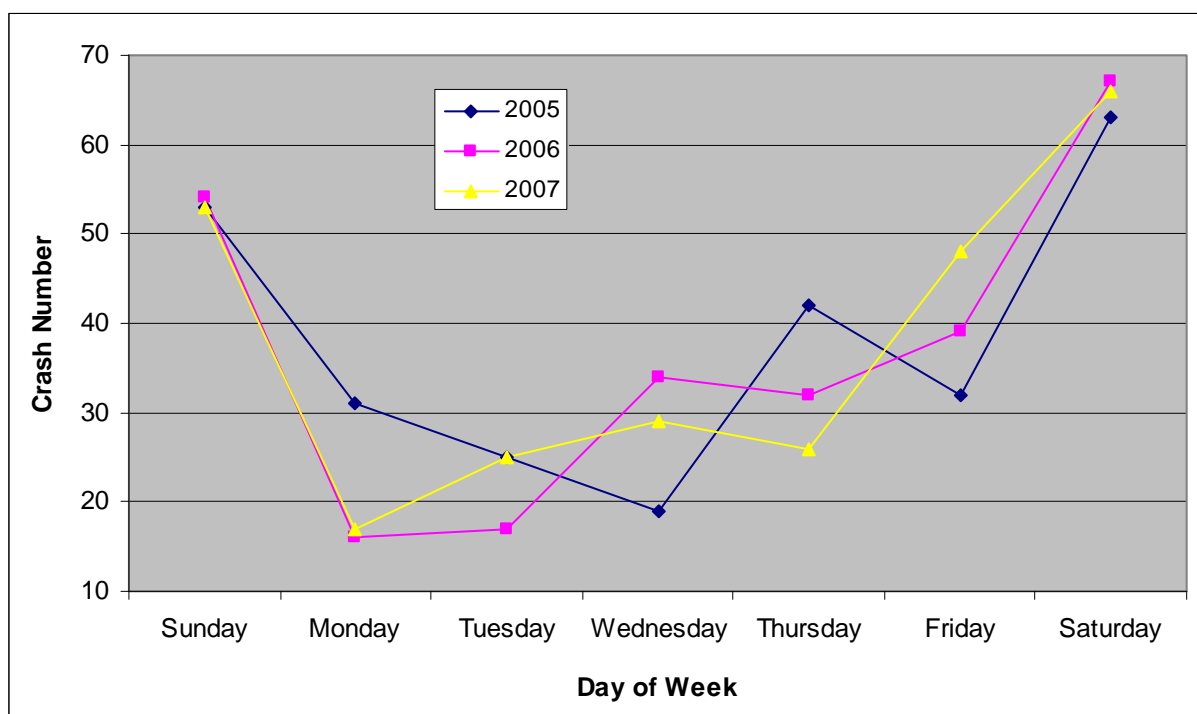
**Figure 5-121 Alcohol/Drug Involved Crashes by Time of Day (Frequency)**

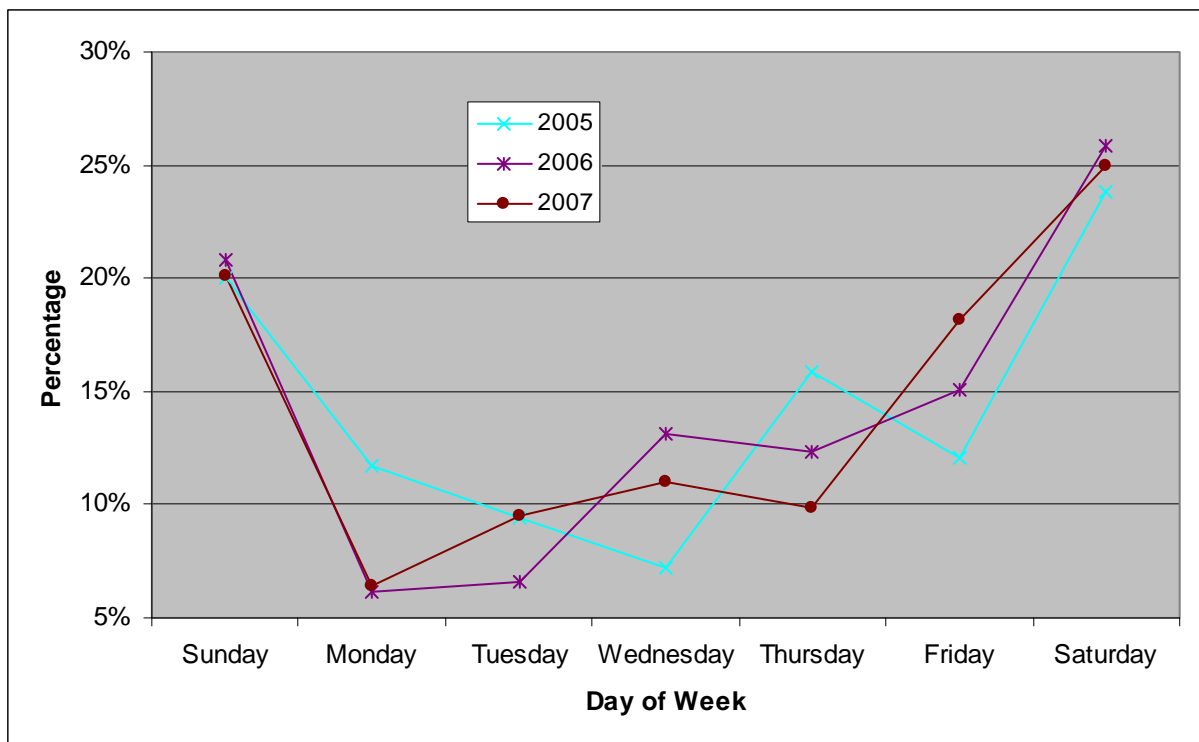


**Figure 5-122 Alcohol/Drug Involved Crashes by Time of Day (Distribution)**

**Table 5-69 Alcohol/Drug Involved Crashes by Day of Week**

Day of Week	2005	2006	2007	2005	2006	2007
Sunday	53	54	53	20.00%	20.85%	20.08%
Monday	31	16	17	11.70%	6.18%	6.44%
Tuesday	25	17	25	9.43%	6.56%	9.47%
Wednesday	19	34	29	7.17%	13.13%	10.98%
Thursday	42	32	26	15.85%	12.36%	9.85%
Friday	32	39	48	12.08%	15.06%	18.18%
Saturday	63	67	66	23.77%	25.87%	25.00%
Total	265	259	264			

**Figure 5-123 Alcohol/Drug Involved Crashes by Day of Week (Frequency)**



**Figure 5-124 /Drug Involved Crashes by Day of Week (Distribution)**

**Table 5-70 Alcohol/Drug Involved Drivers by Age Category**

Age Category	2005	2006	2007	2005	2006	2007
16-20	16	10	23	3.94%	2.67%	5.61%
21-25	54	60	65	13.30%	16.04%	15.85%
26-30	65	59	71	16.01%	15.78%	17.32%
31-35	57	45	45	14.04%	12.03%	10.98%
36-40	41	37	51	10.10%	9.89%	12.44%
41-45	39	24	50	9.61%	6.42%	12.20%
46-50	36	37	19	8.87%	9.89%	4.63%
51-55	32	32	21	7.88%	8.56%	5.12%
56-60	18	31	19	4.43%	8.29%	4.63%
61-65	13	12	12	3.20%	3.21%	2.93%
Over 65	11	6	11	2.71%	1.60%	2.68%
No Record	24	21	23	5.91%	5.61%	5.61%
Total	406	374	410			

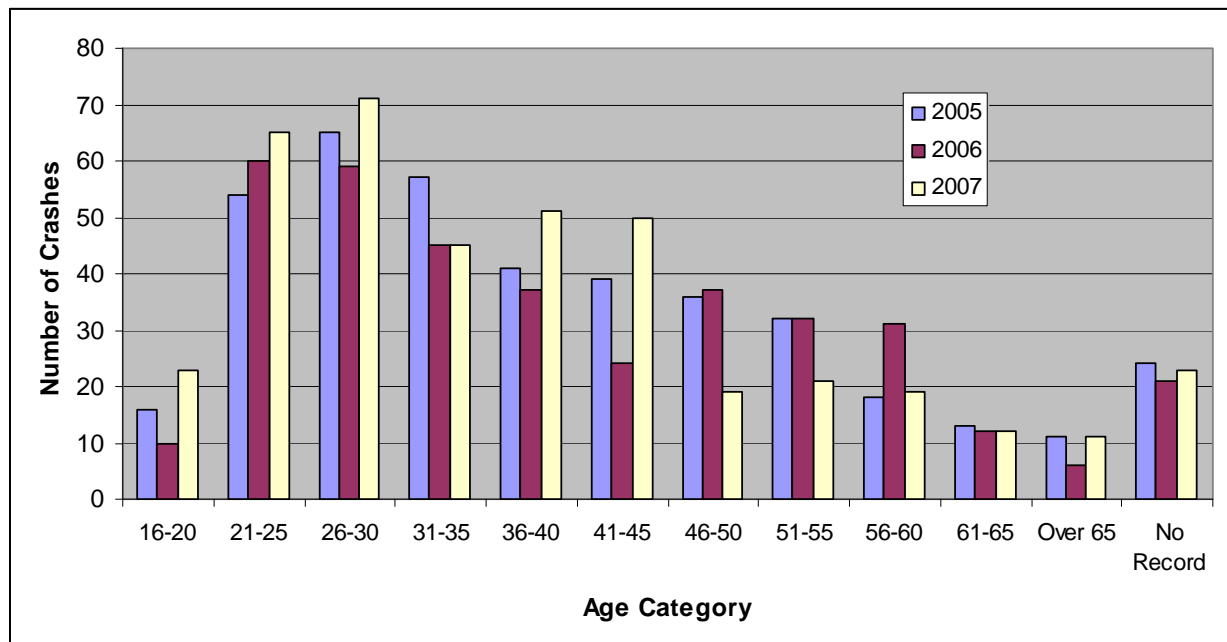


Figure 5-125 Alcohol/Drug Involved Drivers by Age Category (Frequency)

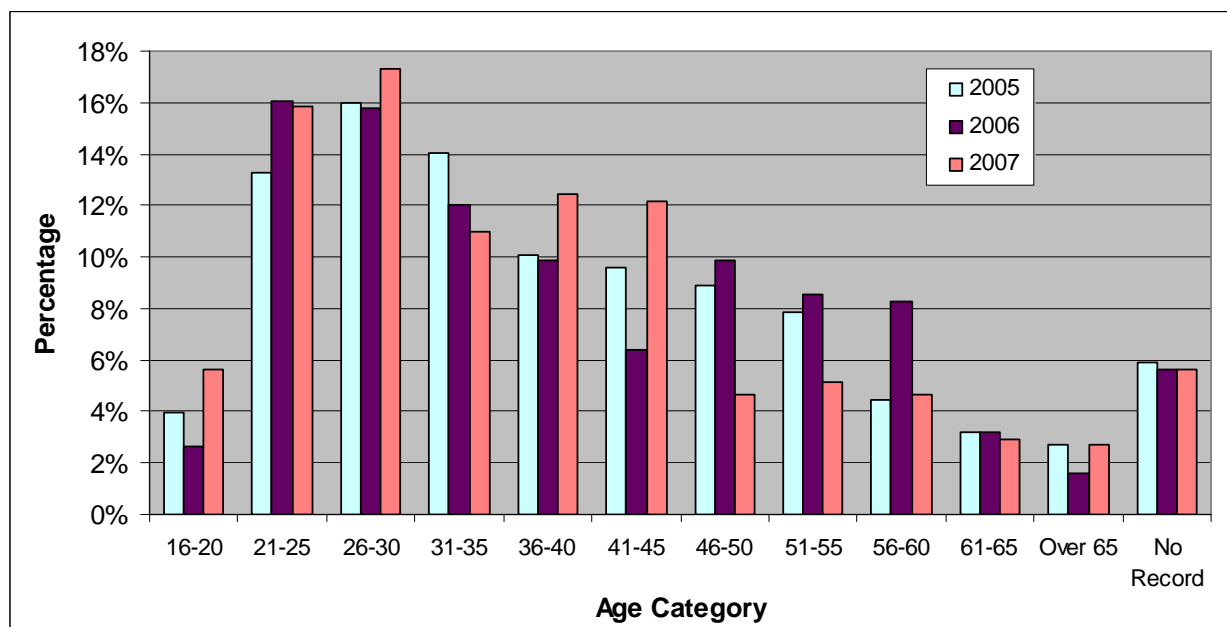
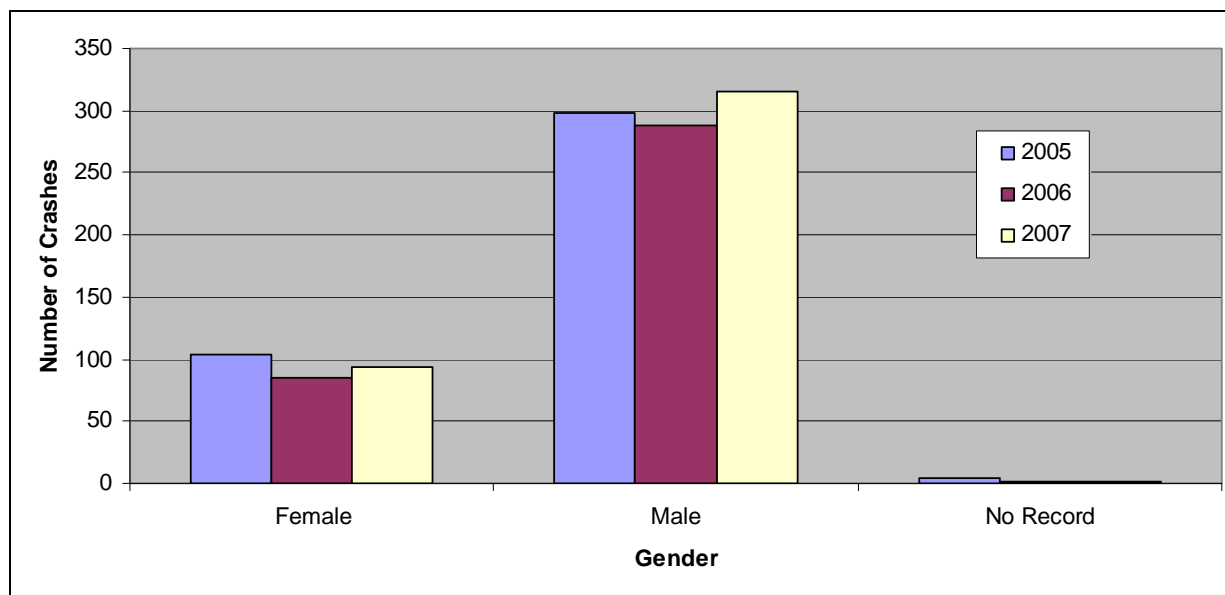
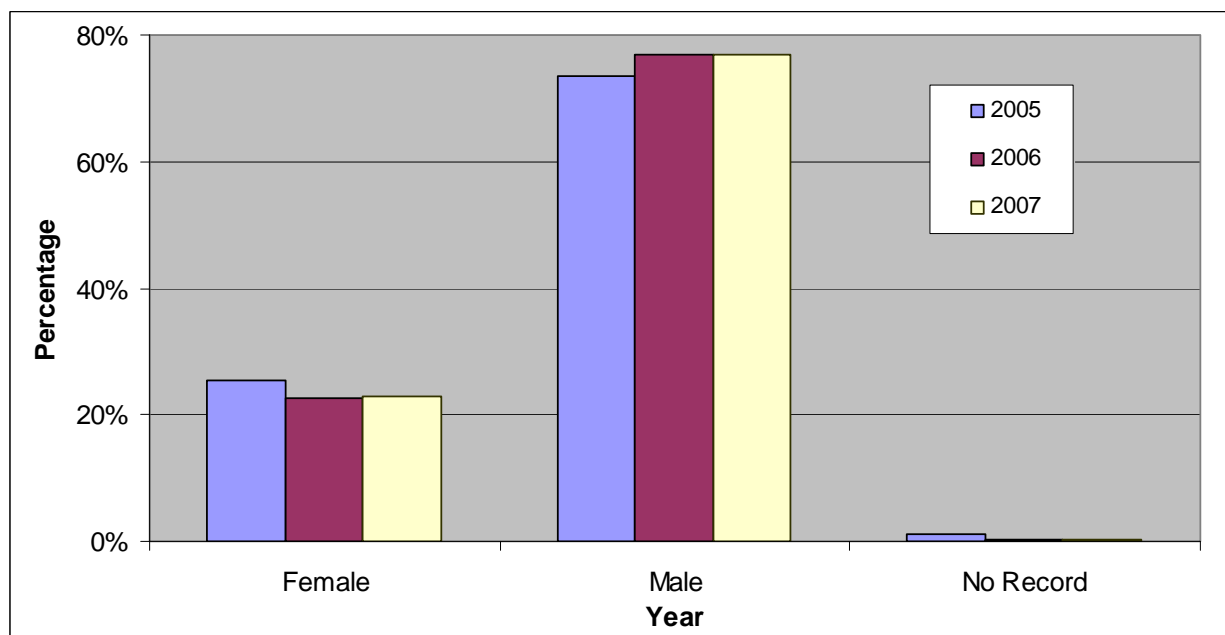


Figure 5-126 Alcohol/Drug Involved Drivers by Age Category (Distribution)

**Table 5-71 Alcohol/Drug Involved Drivers by Gender**

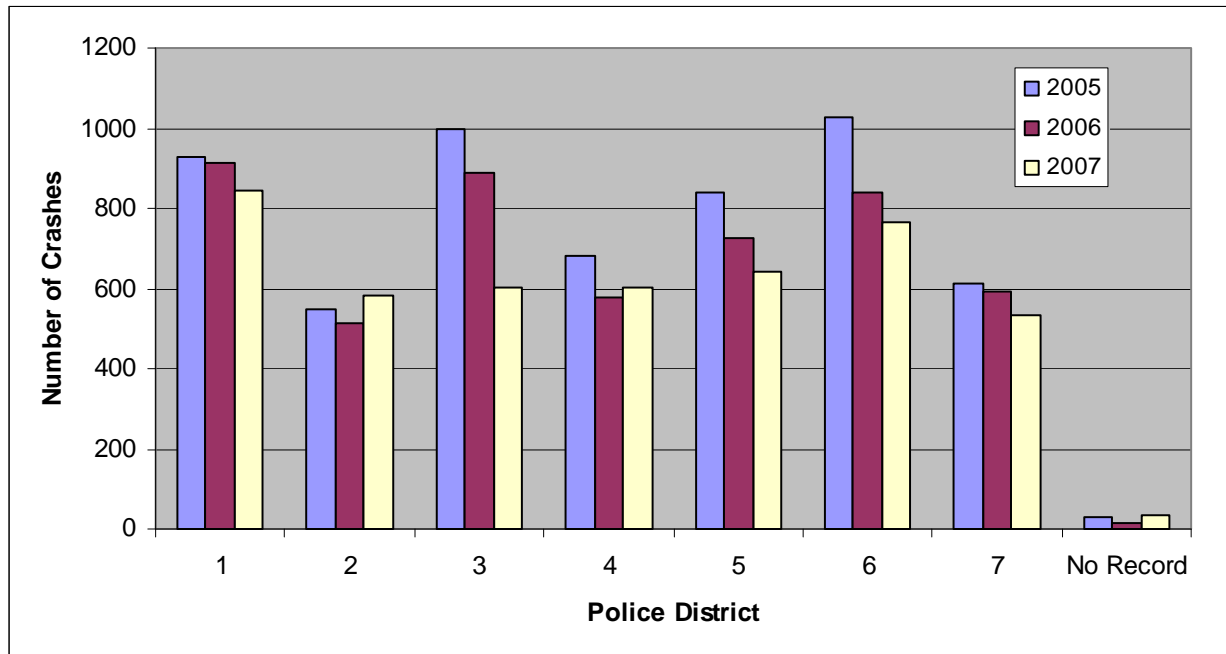
Gender	2005	2006	2007	2005	2006	2007
Female	103	85	94	25.37%	22.73%	22.93%
Male	298	288	315	73.40%	77.01%	76.83%
No Record	5	1	1	1.23%	0.27%	0.24%
Total	406	374	410			

**Figure 5-127 Alcohol/Drug Involved Drivers by Gender (Frequency)****Figure 5-128 Alcohol/Drug Involved Drivers by Gender (Distribution)**

## 5.7 Appendix G: Hit and Run

**Table 5-72 Hit and Run Involved Crashes by Police District**

District	2005	2006	2007	2005	2006	2007
1	930	916	844	16.42%	18.05%	18.30%
2	547	513	584	9.66%	10.11%	12.67%
3	999	891	601	17.63%	17.56%	13.03%
4	682	580	604	12.04%	11.43%	13.10%
5	840	726	643	14.83%	14.31%	13.94%
6	1025	838	763	18.09%	16.52%	16.55%
7	613	595	535	10.82%	11.73%	11.60%
No Record	29	15	37	0.51%	0.30%	0.80%
Total	5665	5074	4611			



**Figure 5-129 Hit and Run Involved Crashes by Police District (Frequency)**

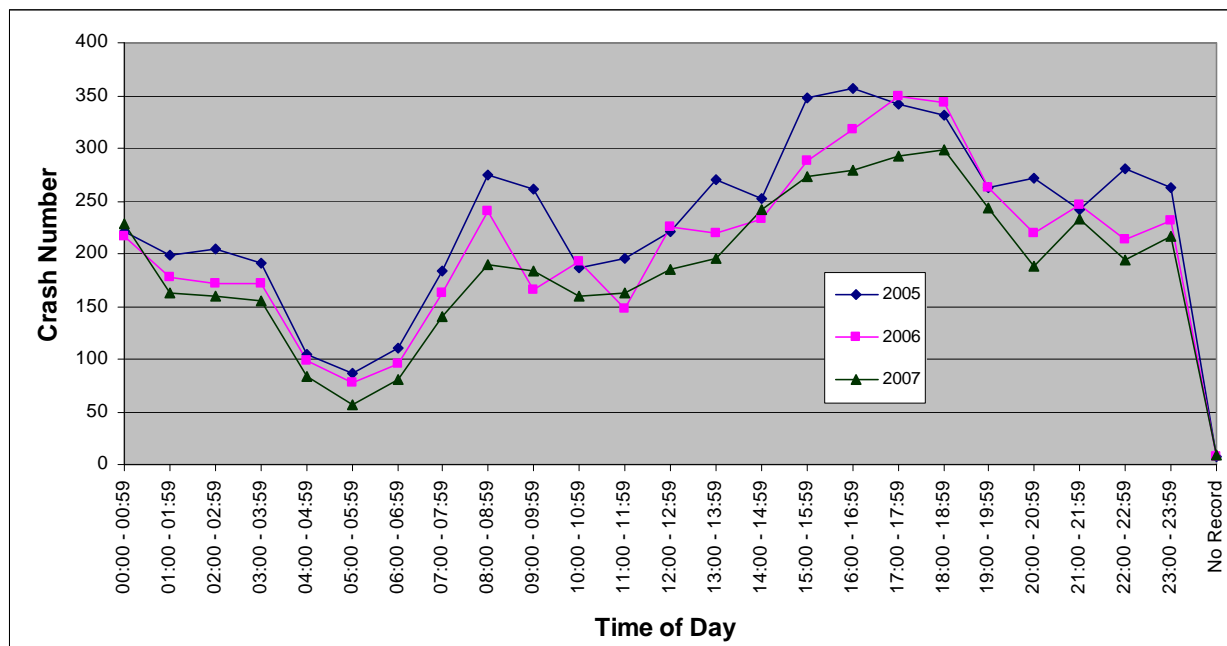




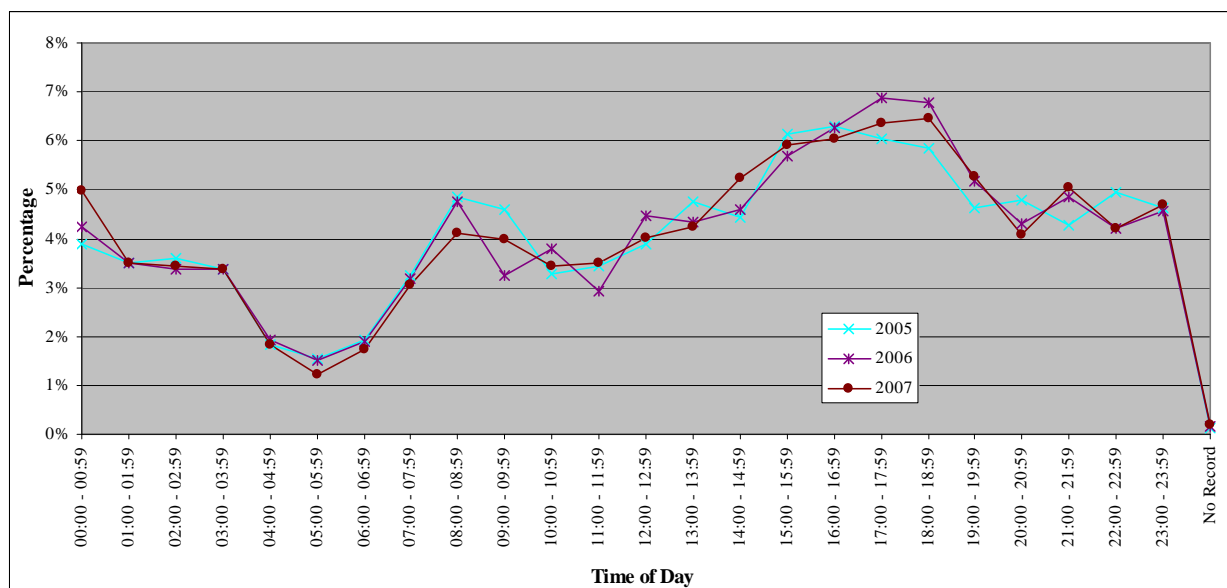
**Figure 5-130 Hit and Run Involved Crashes by Police District (Distribution)**

**Table 5-73 Hit and Run Involved Crashes by Time of Day**

Time of Day	2005	2006	2007	2005	2006	2007
00:00 - 00:59	221	216	229	3.90%	4.26%	4.97%
01:00 - 01:59	198	177	162	3.50%	3.49%	3.51%
02:00 - 02:59	204	171	159	3.60%	3.37%	3.45%
03:00 - 03:59	191	171	155	3.37%	3.37%	3.36%
04:00 - 04:59	104	98	84	1.84%	1.93%	1.82%
05:00 - 05:59	87	77	57	1.54%	1.52%	1.24%
06:00 - 06:59	110	96	80	1.94%	1.89%	1.73%
07:00 - 07:59	184	162	140	3.25%	3.19%	3.04%
08:00 - 08:59	275	241	190	4.85%	4.75%	4.12%
09:00 - 09:59	261	165	184	4.61%	3.25%	3.99%
10:00 - 10:59	186	193	159	3.28%	3.80%	3.45%
11:00 - 11:59	195	148	162	3.44%	2.92%	3.51%
12:00 - 12:59	221	226	185	3.90%	4.45%	4.01%
13:00 - 13:59	270	220	196	4.77%	4.34%	4.25%
14:00 - 14:59	252	233	242	4.45%	4.59%	5.25%
15:00 - 15:59	348	288	273	6.14%	5.68%	5.92%
16:00 - 16:59	356	318	279	6.28%	6.27%	6.05%
17:00 - 17:59	342	349	293	6.04%	6.88%	6.35%
18:00 - 18:59	332	344	298	5.86%	6.78%	6.46%
19:00 - 19:59	263	263	243	4.64%	5.18%	5.27%
20:00 - 20:59	272	219	188	4.80%	4.32%	4.08%
21:00 - 21:59	242	246	233	4.27%	4.85%	5.05%
22:00 - 22:59	280	214	194	4.94%	4.22%	4.21%
23:00 - 23:59	263	231	217	4.64%	4.55%	4.71%
No Record	8	8	9	0.14%	0.16%	0.20%
Total	5665	5074	4611			



**Figure 5-131 Hit and Run Involved Crashes by Time of Day (Frequency)**



**Figure 5-132 Hit and Run Involved Crashes by Time of Day (Distribution)**

## 5.8 Appendix H: Identification of High Hazard Intersection

**Table 5-74 Rank Based on Crash Rate (2005-2007)**

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
BENNING RD AND SOUTHERN AVE	3	76	19.35	3.587	1
M ST AND WISCONSIN AVE	1	133	37.3	3.256	2
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	48.2	2.785	3
BLADENSBURG RD AND NEW YORK AVE	2	279	92.6	2.752	4
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	76	25.35	2.738	5
BENNING RD AND MINNESOTA AVE	2	129	43.3	2.721	6
19TH ST AND INDEPENDENCE AVE	3	53	19.2	2.521	7
14TH ST AND W ST	1	34	12.5	2.484	8
18TH ST AND KALORAMA RD	1	41	15.25	2.455	9
STANTON RD AND SUITLAND PKWY	3	117	45.7	2.338	10
BRANCH AVE AND PENNSYLVANIA AVE	3	105	42.5	2.256	11
GOOD HOPE RD AND NAYLOR RD	3	56	23.05	2.219	12
HOWARD RD AND MARTIN LUTHER KING AVE	3	51	21.05	2.213	13
4TH ST AND ATLANTIC ST	3	29	12.35	2.144	14
BENNING RD AND G ST	3	50	21.45	2.129	15
CENTRAL AVE AND SOUTHERN AVE	3	33	14.3	2.107	16
GEORGIA AVE AND MISSOURI AVE	1	105	46.35	2.069	17
EASTERN AVE AND MINNESOTA AVE	2	39	17.25	2.065	18
GEORGIA AVE AND PARK RD	1	47	21.1	2.034	19
NEW JERSEY AVE AND NEW YORK AVE	1	148	67.6	1.999	20
MISSISSIPPI AVE AND WHEELER RD	3	32	16.7	1.750	21
3RD ST AND D ST	1	35	18.4	1.737	22
1ST ST AND P ST	1	25	13.25	1.723	23
MONTANA AVE AND NEW YORK AVE	2	132	70.45	1.711	24
14TH ST AND MONROE ST	1	30	16.15	1.696	25
10TH ST AND MASSACHUSETTS AVE	1	32	17.5	1.670	26
CALVERT ST AND WISCONSIN AVE	1	52	28.45	1.669	27
20TH ST AND K ST	1	48	26.5	1.654	28
SOUTHERN AVE AND SUITLAND RD	3	31	17.2	1.646	29
ALABAMA AVE AND NAYLOR RD	3	38	21.1	1.645	30

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
7TH ST AND I ST	1	30	16.75	1.636	31
14TH ST AND UPSHUR ST	1	24	13.75	1.594	32
9TH ST AND E ST	1	40	23.45	1.558	33
9TH ST AND F ST	1	32	18.8	1.554	34
8TH ST AND I ST	3	22	13	1.545	35
25TH ST AND GOOD HOPE RD	3	42	24.9	1.540	36
MINNESOTA AVE AND PENNSYLVANIA AVE	3	115	69.3	1.515	37
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	78	48.2	1.478	38
GEORGIA AVE AND IRVING ST	1	45	28.7	1.432	39
ALABAMA AVE AND BRANCH AVE	3	53	34.4	1.407	40
11TH ST AND E ST	1	26	16.9	1.405	41
CONNECTICUT AVE AND NEBRASKA AVE	1	78	51.3	1.389	42
BENNING RD AND EAST CAPITOL ST	5	82	54.2	1.382	43
7TH ST AND P ST	1	21	14	1.370	44
FLORIDA AVE AND NEW YORK AVE	2	128	86.8	1.347	45
14TH ST AND H ST	1	38	25.9	1.340	46
7TH ST AND INDEPENDENCE AVE	4	62	42.45	1.334	47
GEORGIA AVE AND MORTON ST	1	32	22.1	1.322	48
4TH ST AND RHODE ISLAND AVE	2	49	33.9	1.320	49
14TH ST AND PENNSYLVANIA AVE	1	78	54.1	1.317	50
11TH ST AND H ST	1	37	25.9	1.305	51
SOUTH DAKOTA AVE AND TAYLOR ST	2	34	23.9	1.299	52
GEORGIA AVE AND KALMIA RD	1	53	37.7	1.284	53
14TH ST AND F ST	1	46	33.8	1.243	54
MONROE ST AND SOUTH DAKOTA AVE	2	32	23.85	1.225	55
EASTERN AVE AND SHERIFF RD	2	28	20.9	1.223	56
14TH ST AND COLUMBIA RD	1	35	26.25	1.218	57
17TH ST AND M ST	2	27	20.35	1.212	58
CONNECTICUT AVE AND PORTER ST	1	61	46.05	1.210	59
BLADENSBURG RD AND MOUNT OLIVET RD	2	55	41.6	1.207	60
IRVING ST AND PARK PL	1	31	23.6	1.200	61
BLAIR RD AND KANSAS AVE	1	31	23.65	1.197	62
12TH ST AND MONROE ST	2	30	23	1.191	63
ALABAMA AVE AND PENNSYLVANIA AVE	3	47	36.2	1.186	64

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
GEORGIA AVE AND KENNEDY ST	1	33	25.65	1.175	65
FLORIDA AVE AND GEORGIA AVE	1	44	34.2	1.175	65
EASTERN AVE AND KENILWORTH AVE	2	93	72.5	1.171	67
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	47	36.95	1.162	68
EASTERN AVE AND MICHIGAN AVE	2	26	21.25	1.117	69
ASPEN ST AND GEORGIA AVE	1	38	31.1	1.116	70
FLORIDA AVE AND NORTH CAPITOL ST	5	105	86	1.115	71
1ST ST AND K ST	2	23	19.2	1.094	72
1ST ST AND K ST	1	27	22.75	1.084	73
CONNECTICUT AVE AND YUMA ST	1	44	37.45	1.073	74
CALVERT ST AND CONNECTICUT AVE	1	52	44.95	1.056	75
K ST AND NEW JERSEY AVE	1	24	20.8	1.054	76
NEBRASKA AVE AND WARD CIR	1	56	48.6	1.052	77
RIVER RD AND WESTERN AVE	1	28	24.35	1.050	78
EASTERN AVE AND NEW HAMPSHIRE AVE	2	34	29.85	1.040	79
16TH ST AND EUCLID ST	1	38	33.6	1.033	80
12TH ST AND CONSTITUTION AVE	1	64	56.9	1.027	81
33RD ST AND M ST	1	38	33.9	1.024	82
27TH ST AND PENNSYLVANIA AVE	3	58	52.1	1.017	83
WISCONSIN AVE AND WOODLEY RD	1	37	33.35	1.013	84
BARRY PL AND SHERMAN AVE	1	25	22.8	1.001	85
BLADENSBURG RD AND V ST	2	26	24	0.989	86
CONNECTICUT AVE AND VAN NESS ST	1	44	40.9	0.982	87
13TH ST AND F ST	1	20	18.75	0.974	88
COLUMBIA RD AND SHERMAN AVE	1	23	21.7	0.968	89
13TH ST AND H ST	1	35	33.05	0.967	90
16TH ST AND IRVING ST	1	45	42.8	0.960	91
RIGGS RD AND SOUTH DAKOTA AVE	2	44	41.95	0.958	92
NEW JERSEY AVE AND RHODE ISLAND AVE	1	46	44.05	0.954	93
MONTELLO AVE AND MOUNT OLIVET RD	2	20	19.15	0.954	93
21ST ST AND K ST	1	41	39.6	0.946	95
19TH ST AND K ST	1	50	48.6	0.940	96

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
FLORIDA AVE AND P ST	2	35	34.05	0.939	97
H ST AND NEW JERSEY AVE	1	26	25.4	0.935	98
GEORGIA AVE AND KENYON ST	1	30	29.45	0.930	99
14TH ST AND HARVARD ST	1	26	25.75	0.922	100
BENNING RD AND KENILWORTH AVE	2	153	153.05	0.913	101
DAHLIA ST AND GEORGIA AVE	1	30	30.1	0.910	102
22ND ST AND P ST	1	27	27.1	0.910	102
BENNING RD AND OKLAHOMA AVE	2	52	52.8	0.899	104
EASTERN AVE AND RHODE ISLAND AVE	2	28	28.9	0.885	105
15TH ST AND K ST	1	45	47.15	0.872	106
MINNESOTA AVE AND RANDLE CIR	3	28	29.4	0.870	107
COLUMBIA RD AND GEORGIA AVE	1	24	25.3	0.866	108
13TH ST AND H ST	2	25	26.55	0.860	109
9TH ST AND MASSACHUSETTS AVE	1	35	37.55	0.851	110
5TH ST AND MASSACHUSETTS AVE	1	36	38.95	0.844	111
16TH ST AND K ST	1	45	48.85	0.841	112
FESSENDEN ST AND WISCONSIN AVE	1	32	34.85	0.839	113
VAN NESS ST AND WISCONSIN AVE	1	41	45.1	0.830	114
FLORIDA AVE AND RHODE ISLAND AVE	1	48	55.2	0.794	115
6TH ST AND K ST	1	22	25.75	0.780	116
11TH ST AND MASSACHUSETTS AVE	1	32	37.55	0.778	117
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	92	108.35	0.775	118
DUPONT CIR AND MASSACHUSETTS AVE	1	62	74.9	0.756	119
ECKINGTON PL AND FLORIDA AVE	2	30	36.25	0.756	119
ARIZONA AVE AND CANAL RD	1	35	42.75	0.748	121
25TH ST AND ALABAMA AVE	3	18	22	0.747	122
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	63	77.1	0.746	123
NORTH CAPITOL ST AND R ST	5	42	52.4	0.732	124
17TH ST AND K ST	2	28	36	0.710	125
FRANKLIN ST AND RHODE ISLAND AVE	2	30	39.2	0.699	126
4TH ST AND FLORIDA AVE	1	25	32.9	0.694	127
BLADENSBURG RD AND MONTANA AVE	2	23	30.4	0.691	128

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
CONNECTICUT AVE AND K ST	1	47	62.6	0.686	129
6TH ST AND PENNSYLVANIA AVE	3	30	40.15	0.682	130
CATHEDRAL AVE AND CONNECTICUT AVE	1	26	35.3	0.673	131
NEW YORK AVE AND SOUTH DAKOTA AVE	2	106	144.4	0.670	132
13TH ST AND TAYLOR ST	1	26	35.6	0.667	133
14TH ST AND H ST	2	31	42.8	0.661	134
CONNECTICUT AVE AND FLORIDA AVE	1	31	43	0.658	135
1ST ST AND INDEPENDENCE AVE	4	29	40.5	0.654	136
17TH ST AND MASSACHUSETTS AVE	1	27	38.4	0.642	137
17TH ST AND BENNING RD	2	42	61.1	0.628	138
23RD ST AND WASHINGTON CIR	1	50	75.7	0.603	139
8TH ST AND PENNSYLVANIA AVE	3	27	41.1	0.600	140
CONNECTICUT AVE AND TILDEN ST	1	30	46.1	0.594	141
CONNECTICUT AVE AND L ST	1	32	49.85	0.586	142
NORTH CAPITOL ST AND RIGGS RD	5	44	68.95	0.583	143
18TH ST AND E ST	1	20	32.05	0.570	144
11TH ST AND NEW YORK AVE	1	19	30.5	0.569	145
14TH ST AND INDEPENDENCE AVE	4	43	69.85	0.562	146
ALBEMARLE ST AND CONNECTICUT AVE	1	24	39.9	0.549	147
CANAL RD AND CHAIN BRIDGE	1	24	40.85	0.537	148
13TH ST AND MISSOURI AVE	1	29	49.6	0.534	149
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	23	39.6	0.530	150
1ST ST AND RHODE ISLAND AVE	1	23	40.2	0.523	151
CONNECTICUT AVE AND MCKINLEY ST	1	24	42.05	0.521	152
CONNECTICUT AVE AND MILITARY RD	1	28	49.9	0.512	153
MILITARY RD AND NEBRASKA AVE	1	18	35.2	0.467	154
MASSACHUSETTS AVE AND SCOTT CIR	1	34	66.85	0.464	155
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	89	175.85	0.462	156
CONNECTICUT AVE AND RHODE ISLAND AVE	1	26	55.4	0.429	157
14TH ST AND MADISON DR	1	22	47.05	0.427	158
42ND ST AND WISCONSIN AVE	1	15	32.6	0.420	159
14TH ST AND THOMAS CIR	1	33	72.65	0.415	160



Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
BENNING RD AND E ST	3	24	53.8	0.407	161
CONNECTICUT AVE AND KALORAMA RD	1	14	31.65	0.404	162
NEW YORK AVE AND WEST VIRGINIA AVE	2	31	70.45	0.402	163
MICHIGAN AVE AND MONROE ST	2	20	46.75	0.391	164
DUPONT CIR AND NEW HAMPSHIRE AVE	1	31	74.9	0.378	165
CONNECTICUT AVE AND DUPONT CIR	1	30	74.9	0.366	166
7TH ST AND MAINE AV	4	12	32.45	0.338	167
CONSTITUTION AVE AND PENNSYLVANIA AVE	1	23	62.7	0.335	168
49TH ST AND EAST CAPITOL ST	5	11	36.2	0.278	169

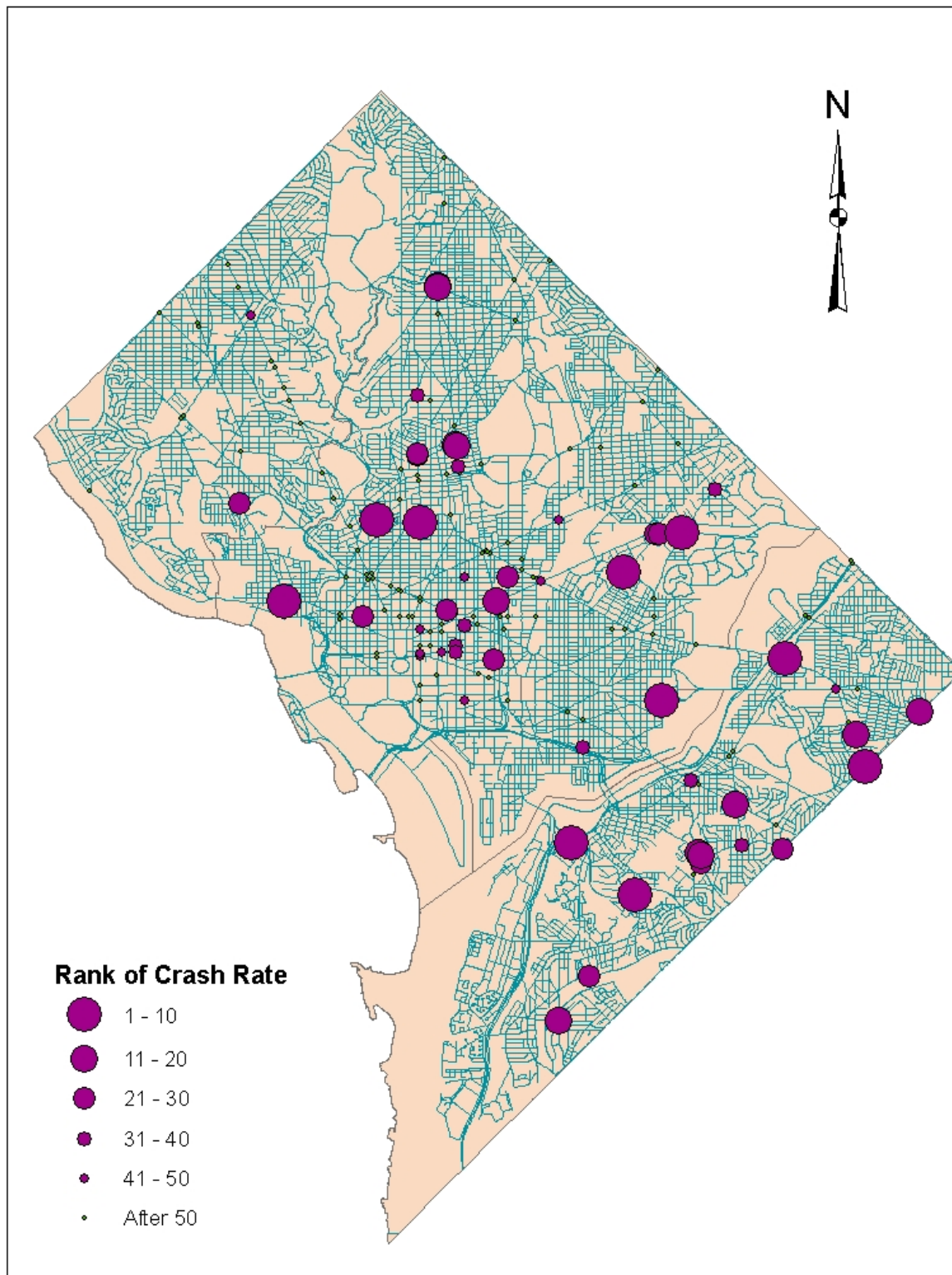


Figure 5-133 Map of Crash Rate Rank (2005-2007)

**Table 5-75 Rank Based on Crash Cost (2005-2007)**

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
BLADENSBURG RD AND NEW YORK AVE	2	279	141	0	34973.228	1
NEW JERSEY AVE AND NEW YORK AVE	1	148	129	0	28184.725	2
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	127	1	28149.183	3
NEW YORK AVE AND NORTH CAPITOL ST	5	172	94	1	23173.317	4
BENNING RD AND KENILWORTH AVE	2	153	88	1	21431.764	5
H ST AND N. CAPITOL ST	5	124	83	0	19157.083	6
STANTON RD AND SUITLAND PKWY	3	117	72	0	16953.485	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	115	71	0	16704.692	8
2ND ST AND H ST	1	86	75	0	16384.815	9
FLORIDA AVE AND NEW YORK AVE	2	128	63	1	16100.480	10
BENNING RD AND MINNESOTA AVE	2	129	64	0	15958.312	11
M ST AND S CAPITOL ST	5	108	67	0	15745.061	12
FLORIDA AVE AND NORTH CAPITOL ST	5	105	67	0	15638.435	13
I ST AND S CAPITOL ST	5	132	60	0	15354.100	14
1ST ST AND NEW YORK AVE	2	107	64	0	15176.390	15
NEW YORK AVE AND SOUTH DAKOTA AVE	2	106	60	0	14430.011	16
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	92	60	0	13932.424	17
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	78	61	0	13612.547	18
LENFANT SQ AND PENNSYLVANIA AVE	3	82	55	0	12688.458	19
MONTANA AVE AND NEW YORK AVE	2	132	44	0	12510.748	20
BENNING RD AND SOUTHERN AVE	3	76	53	1	12475.206	21
1ST ST AND NEW YORK AVE	1	90	50	1	12439.664	22
6TH ST AND NEW YORK AVE	1	64	55	0	12048.703	23
CONNECTICUT AVE AND NEBRASKA AVE	1	78	46	1	11302.324	24

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
MICHIGAN AVE AND NORTH CAPITOL ST	5	92	45	0	11266.782	25
14TH ST AND CONSTITUTION AVE	1	120	39	0	11195.698	26
BRANCH AVE AND PENNSYLVANIA AVE	3	105	42	0	11195.698	26
GEORGIA AVE AND MISSOURI AVE	1	105	40	1	11195.698	26
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	89	43	1	11160.156	29
BENNING RD AND EAST CAPITOL ST	5	82	46	0	11089.072	30
BLAIR RD AND KANSAS AVE	1	31	56	0	11053.530	31
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	2	82	44	0	10733.653	32
EAST CAPITOL ST AND KENILWORTH AVE	2	74	45	0	10627.027	33
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	76	44	0	10520.402	34
EASTERN AVE AND KENILWORTH AVE	2	93	40	0	10413.776	35
34TH ST AND BENNING RD	2	55	44	1	10129.441	36
S CAPITOL ST AND SOUTHERN AVE	5	69	43	0	10093.899	37
14TH ST AND U ST	1	103	36	0	10058.357	38
EAST CAPITOL ST AND SOUTHERN AVE	5	53	45	0	9880.648	39
M ST AND NORTH CAPITOL ST	5	78	37	1	9702.938	40
M ST AND WISCONSIN AVE	1	133	25	1	9525.229	41
ALABAMA AVE AND BRANCH AVE	3	53	43	0	9525.229	41
NEW HAMPSHIRE AVE AND NORTH CAPITOL ST	5	71	38	0	9276.435	43
7TH ST AND H ST	1	114	29	0	9205.352	44
FAIRVIEW AVE AND NEW YORK AVE	2	61	37	1	9098.726	45
BLADENSBURG RD AND MOUNT OLIVET RD	2	55	40	0	9063.184	46
BENNING RD AND G ST	3	50	38	1	8885.474	47
GEORGIA AVE AND KALMIA RD	1	53	39	0	8814.391	48
FAIRLAWN AVE AND PENNSYLVANIA AVE	3	63	32	2	8636.681	49

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
1ST ST AND MICHIGAN AVE	1	53	38	0	8636.681	49
12TH ST AND CONSTITUTION AVE	1	64	35	0	8494.514	51
CHESAPEAKE ST AND SOUTHERN AVE	3	44	35	2	8494.514	51
K ST AND NORTH CAPITOL ST	5	80	31	0	8352.346	53
MARTIN LUTHER KING AVE AND S CAPITOL ST	5	71	30	1	8210.178	54
SOUTHERN AVE AND SUITLAND RD	3	31	32	4	8210.178	54
3RD ST AND NEW YORK AVE	1	80	28	1	8174.637	56
13TH ST AND MICHIGAN AVE	2	49	36	0	8139.095	57
GEORGIA AVE AND KENNEDY ST	1	33	38	0	7925.843	58
13TH ST AND SOUTHERN AVE	3	51	34	0	7854.759	59
HAREWOOD RD AND NORTH CAPITOL ST	5	40	36	0	7819.218	60
PENNSYLVANIA AVE AND POTOMAC AVE	3	40	36	0	7819.218	60
BENNING RD AND OKLAHOMA AVE	2	52	31	1	7712.592	62
FENWICK ST AND NEW YORK AVE	2	50	33	0	7641.508	63
16TH ST AND IRVING ST	1	45	32	1	7641.508	63
LIVINGSTON RD AND S CAPITOL ST	5	55	31	0	7463.799	65
14TH ST AND SPRING RD	1	43	33	0	7392.715	66
7TH ST AND INDEPENDENCE AVE	4	62	29	0	7357.173	67
ALABAMA AVE AND SUITLAND PKWY	3	39	27	3	7250.547	68
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	63	28	0	7215.005	69
16TH ST AND NEW YORK AVE	2	59	28	0	7072.838	70
REED ST AND RHODE ISLAND AVE	2	54	29	0	7072.838	70
14TH ST AND K ST	1	88	20	1	7037.296	72
GEORGIA AVE AND SHEPHERD ST	1	36	32	0	6966.212	73
BONINI RD AND SOUTHERN AVE	3	31	31	1	6966.212	73

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
FIRTH STERLING AVE AND S CAPITOL ST	5	45	30	0	6930.670	75
14TH ST AND PENNSYLVANIA AVE	1	78	23	0	6859.586	76
ALABAMA AVE AND PENNSYLVANIA AVE	3	47	29	0	6824.044	77
17TH ST AND BENNING RD	2	42	30	0	6824.044	77
13TH ST AND U ST	1	61	26	0	6788.503	79
MICHIGAN AVE AND SOUTH DAKOTA AVE	2	44	29	0	6717.419	80
27TH ST AND PENNSYLVANIA AVE	3	58	26	0	6681.877	81
19TH ST AND INDEPENDENCE AVE	3	53	27	0	6681.877	81
9TH ST AND CONSTITUTION AVE	1	59	23	1	6539.709	83
EASTERN AVE AND NEW HAMPSHIRE AVE	2	34	26	2	6539.709	83
SOUTHERN AVE AND WHEELER RD	3	58	25	0	6504.167	85
CHANNING ST AND NORTH CAPITOL ST	5	43	28	0	6504.167	85
CALVERT ST AND CONNECTICUT AVE	1	52	26	0	6468.625	87
IRVING ST AND MICHIGAN AVE	2	45	23	2	6397.542	88
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	54	25	0	6362.000	89
M ST AND WHITEHURST FRWY	1	58	20	2	6326.458	90
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	47	26	0	6290.916	91
NORTH CAPITOL ST AND R ST	5	42	27	0	6290.916	91
PENNSYLVANIA AVE AND TEXAS AVE	3	27	20	5	6290.916	91
HOWARD RD AND MARTIN LUTHER KING AVE	3	51	25	0	6255.374	94
19TH ST AND K ST	1	50	25	0	6219.832	95
NORTH CAPITOL ST AND RIGGS RD	5	44	26	0	6184.290	96
1ST ST AND RHODE ISLAND AVE	1	23	30	0	6148.748	97
16TH ST AND BENNING RD	2	36	27	0	6077.665	98
16TH ST AND U ST	1	50	22	1	6042.123	99

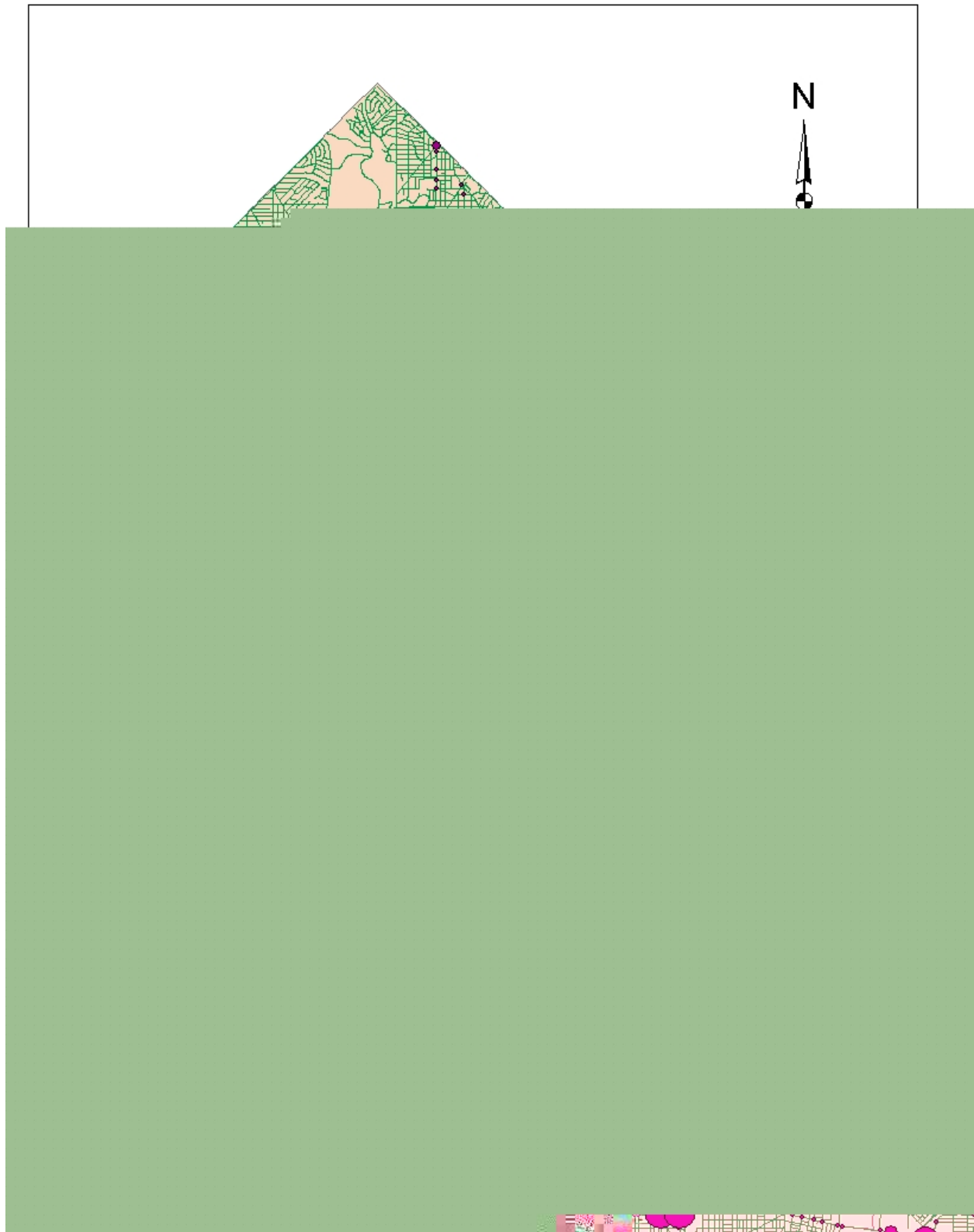
Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
ALABAMA AVE AND STANTON RD	3	48	24	0	5971.039	100
22ND ST AND EAST CAPITOL ST	5	43	23	1	5971.039	100
GOOD HOPE RD AND NAYLOR RD	3	56	22	0	5899.955	102
4TH ST AND NEW YORK AVE	1	50	23	0	5864.413	103
EASTERN AVE AND MINNESOTA AVE	2	39	25	0	5828.871	104
BARRY PL AND GEORGIA AVE	1	58	21	0	5793.329	105
19TH ST AND E ST	1	38	25	0	5793.329	105
PENNSYLVANIA AVE AND SOUTHERN AVE	3	47	23	0	5757.787	107
MONROE ST AND SOUTH DAKOTA AVE	2	32	26	0	5757.787	107
CONNECTICUT AVE AND PORTER ST	1	61	20	0	5722.246	109
16TH ST AND MILITARY RD	1	36	25	0	5722.246	109
GALLATIN ST AND GEORGIA AVE	1	31	26	0	5722.246	109
14TH ST AND RHODE ISLAND AVE	2	40	24	0	5686.704	112
SOUTH DAKOTA AVE AND TAYLOR ST	2	34	25	0	5651.162	113
GEORGIA AVE AND RANDOLPH ST	1	48	22	0	5615.620	114
14TH ST AND MILITARY RD	1	38	24	0	5615.620	114
CENTRAL AVE AND SOUTHERN AVE	3	33	25	0	5615.620	114
GEORGIA AVE AND GERANIUM ST	1	47	22	0	5580.078	117
14TH ST AND P ST	1	56	20	0	5544.536	118
IRVING ST AND PARK PL	1	31	25	0	5544.536	118
NEW YORK AVE AND PENNSYLVANIA AVE	1	34	24	0	5473.452	120
LEBAUM ST AND MARTIN LUTHER KING AVE	3	24	20	3	5473.452	120
MASSACHUSETTS AVE AND NORTH CAPITOL ST	5	58	19	0	5437.910	122
FLORIDA AVE AND RHODE ISLAND AVE	1	48	21	0	5437.910	122
MISSOURI AVE AND NORTH CAPITOL ST	5	33	24	0	5437.910	122

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
17TH ST AND K ST	2	28	23	1	5437.910	122
6TH ST AND H ST	1	42	20	1	5402.368	126
18TH ST AND COLUMBIA RD	1	86	13	0	5366.827	127
23RD ST AND SOUTHERN AVE	3	26	25	0	5366.827	127
CONNECTICUT AVE AND TILDEN ST	1	30	24	0	5331.285	129
FLORIDA AVE AND GEORGIA AVE	1	44	21	0	5295.743	130
ATLANTIC ST AND S CAPITOL ST	5	39	22	0	5295.743	130
20TH ST AND K ST	1	48	20	0	5260.201	132
GEORGIA AVE AND PARK RD	1	47	20	0	5224.659	133
14TH ST AND L ST	1	42	21	0	5224.659	133
HAREWOOD RD AND MICHIGAN AVE	2	42	21	0	5224.659	133
JENIFER ST AND WISCONSIN AVE	1	46	18	1	5189.117	136
5TH ST AND MASSACHUSETTS AVE	1	36	22	0	5189.117	136
MARTIN LUTHER KING AVE AND W ST	3	36	22	0	5189.117	136
CONNECTICUT AVE AND MACOMB ST	1	45	18	1	5153.575	139
9TH ST AND RHODE ISLAND AVE	1	35	22	0	5153.575	139
26TH ST AND BENNING RD	2	30	23	0	5153.575	139
9TH ST AND PENNSYLVANIA AVE	1	49	19	0	5118.033	142
10TH ST AND CONSTITUTION AVE	2	34	22	0	5118.033	142
BENNING RD AND MARYLAND AVE	2	24	18	3	5118.033	142
NEW JERSEY AVE AND RHODE ISLAND AVE	1	46	19	0	5011.408	145
GEORGIA AVE AND PEABODY ST	1	41	20	0	5011.408	145
GEORGIA AVE AND IRVING ST	1	45	19	0	4975.866	147
12TH ST AND H ST	2	35	21	0	4975.866	147
4TH ST AND MICHIGAN AVE	2	35	21	0	4975.866	147
ELDER ST AND GEORGIA AVE	1	24	23	0	4940.324	150



Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
GEORGIA AVE AND QUINCY ST	1	33	21	0	4904.782	151
13TH ST AND K ST	1	47	18	0	4869.240	152
7TH ST AND CONSTITUTION AVE	1	42	19	0	4869.240	152
53RD ST AND EAST CAPITOL ST	5	27	16	3	4869.240	152
14TH ST AND MADISON DR	1	22	23	0	4869.240	152
3RD ST AND FLORIDA AVE	2	41	19	0	4833.698	156
19TH ST AND BENNING RD	2	36	18	1	4833.698	156
3RD ST AND MASSACHUSETTS AVE	1	36	20	0	4833.698	156
12TH ST AND INDEPENDENCE AVE	4	39	19	0	4762.614	159
8TH ST AND H ST	2	39	19	0	4762.614	159
10TH ST AND RHODE ISLAND AVE	2	24	22	0	4762.614	159
ALABAMA AVE AND NAYLOR RD	3	38	19	0	4727.072	162
12TH ST AND RHODE ISLAND AVE	2	38	19	0	4727.072	162
1ST ST AND MASSACHUSETTS AVE	2	62	14	0	4691.531	164
21ST ST AND K ST	1	41	18	0	4655.989	165
GRANT ST AND MINNESOTA AVE	2	21	22	0	4655.989	165
14TH ST AND RHODE ISLAND AVE	1	45	17	0	4620.447	167
FRANKLIN ST AND RHODE ISLAND AVE	2	30	20	0	4620.447	167
CONNECTICUT AVE AND N ST	1	39	18	0	4584.905	169
MARTIN LUTHER KING AVE AND MILWAUKEE PL	3	24	21	0	4584.905	169
30TH ST AND PENNSYLVANIA AVE	3	38	18	0	4549.363	171
RIVER RD AND WESTERN AVE	1	28	20	0	4549.363	171
EASTERN AVE AND RHODE ISLAND AVE	2	28	18	1	4549.363	171
BLAIR RD AND PINEY BRANCH RD	1	28	20	0	4549.363	171
BRENTWOOD RD AND W ST	2	28	20	0	4549.363	171
CONNECTICUT AVE AND K ST	1	47	16	0	4513.821	176

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
9TH ST AND H ST	1	47	16	0	4513.821	176
14TH ST AND F ST	1	46	16	0	4478.279	178
GEORGIA AVE AND PINEY BRANCH RD	1	36	18	0	4478.279	178
4TH ST AND H ST	1	26	20	0	4478.279	178
5TH ST AND NEW YORK AVE	1	26	20	0	4478.279	178
CONNECTICUT AVE AND ORDWAY ST	1	50	15	0	4442.737	182
15TH ST AND K ST	1	45	16	0	4442.737	182
9TH ST AND E ST	1	40	17	0	4442.737	182
BARNEY CIR AND PENNSYLVANIA AVE	3	35	18	0	4442.737	182
25TH ST AND SOUTHERN AVE	3	25	20	0	4442.737	182
6TH ST AND FLORIDA AVE	2	34	12	3	4407.195	187
KENILWORTH AVE AND POLK ST	2	34	18	0	4407.195	187
BRYANT ST AND NORTH CAPITOL ST	5	29	19	0	4407.195	187
EASTERN AVE AND OLIVE ST	2	24	18	1	4407.195	187
13TH ST AND MASSACHUSETTS AVE	1	48	15	0	4371.653	191
ASPEN ST AND GEORGIA AVE	1	38	17	0	4371.653	191
MINNESOTA AVE AND RANDLE CIR	3	28	19	0	4371.653	191
25TH ST AND GOOD HOPE RD	3	42	16	0	4336.112	194
MISSISSIPPI AVE AND WHEELER RD	3	32	18	0	4336.112	194
CLAY PL AND MINNESOTA AVE	2	27	19	0	4336.112	194
NEBRASKA AVE AND WARD CIR	1	56	13	0	4300.570	197
14TH ST AND I ST	1	36	17	0	4300.570	197
16TH ST AND K ST	1	45	15	0	4265.028	199
FIRTH STERLING AVE AND SUMNER RD	3	40	16	0	4265.028	199
13TH ST AND H ST	1	35	17	0	4265.028	199
HAMILTON ST AND NORTH CAPITOL ST	5	30	18	0	4265.028	199



**Figure 5-134 Map of Crash Cost Rank (2005-2007)**

**Table 5-76 Rank Based on Total Crash (2005-2007)**

Intersection Name	Quadrant	Total Crash	Rank
BLADENSBURG RD AND NEW YORK AVE	2	279	1
NEW YORK AVE AND NORTH CAPITOL ST	5	172	2
BENNING RD AND KENILWORTH AVE	2	153	3
NEW JERSEY AVE AND NEW YORK AVE	1	148	4
FIRTH STERLING AVE AND SUITLAND PKWY	3	147	5
M ST AND WISCONSIN AVE	1	133	6
MONTANA AVE AND NEW YORK AVE	2	132	7
I ST AND S CAPITOL ST	5	132	7
BENNING RD AND MINNESOTA AVE	2	129	9
FLORIDA AVE AND NEW YORK AVE	2	128	10
H ST AND NORTH CAPITOL ST	5	124	11
14TH ST AND CONSTITUTION AVE	1	120	12
STANTON RD AND SUITLAND PKWY	3	117	13
MINNESOTA AVE AND PENNSYLVANIA AVE	3	115	14
7TH ST AND H ST	1	114	15
M ST AND S CAPITOL ST	5	108	16
1ST ST AND NEW YORK AVE	2	107	17
NEW YORK AVE AND SOUTH DAKOTA AVE	2	106	18
BRANCH AVE AND PENNSYLVANIA AVE	3	105	19
GEORGIA AVE AND MISSOURI AVE	1	105	19
FLORIDA AVE AND NORTH CAPITOL ST	5	105	19
14TH ST AND U ST	1	103	22
EASTERN AVE AND KENILWORTH AVE	2	93	23
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	92	24
MICHIGAN AVE AND NORTH CAPITOL ST	5	92	24
1ST ST AND NEW YORK AVE	1	90	26
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	89	27
14TH ST AND K ST	1	88	28
2ND ST AND H ST	1	86	29
18TH ST AND COLUMBIA RD	1	86	29
BENNING RD AND EAST CAPITOL ST	5	82	31
LENFANT SQ AND PENNSYLVANIA AVE	3	82	31
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	2	82	33
K ST AND NORTH CAPITOL ST	5	80	34
3RD ST AND NEW YORK AVE	1	80	34
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	78	36
CONNECTICUT AVE AND NEBRASKA AVE	1	78	36
14TH ST AND PENNSYLVANIA AVE	1	78	36

Intersection Name	Quadrant	Total Crash	Rank
M ST AND NORTH CAPITOL ST	5	78	36
BENNING RD AND SOUTHERN AVE	3	76	40
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	76	40
31ST ST AND M ST	1	75	42
EAST CAPITOL ST AND KENILWORTH AVE	2	74	43
NEW HAMPSHIRE AVE AND N. CAPITOL ST	5	71	44
MARTIN LUTHER KING AVE AND SOUTH CAPITOL ST	5	71	44
S CAPITOL ST AND SOUTHERN AVE	5	69	46
12TH ST AND CONSTITUTION AVE	1	64	47
6TH ST AND NEW YORK AVE	1	64	47
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	63	49
FAIRLAWN AVE AND PENNSYLVANIA AVE	3	63	49
7TH ST AND INDEPENDENCE AVE	4	62	51
DUPONT CIR AND MASSACHUSETTS AVE	1	62	51
1ST ST AND MASSACHUSETTS AVE	2	62	51
CONNECTICUT AVE AND PORTER ST	1	61	54
FAIRVIEW AVE AND NEW YORK AVE	2	61	54
13TH ST AND U ST	1	61	54
16TH ST AND NEW YORK AVE	2	59	57
9TH ST AND CONSTITUTION AVE	1	59	57
19TH ST AND M ST	1	59	57
27TH ST AND PENNSYLVANIA AVE	3	58	60
SOUTHERN AVE AND WHEELER RD	3	58	60
M ST AND WHITEHURST FRWY	1	58	60
BARRY PL AND GEORGIA AVE	1	58	60
MASSACHUSETTS AVE AND N. CAPITOL ST	5	58	60
GOOD HOPE RD AND NAYLOR RD	3	56	65
NEBRASKA AVE AND WARD CIR	1	56	65
14TH ST AND P ST	1	56	65
BLADENSBURG RD AND MOUNT OLIVET RD	2	55	68
34TH ST AND BENNING RD	2	55	68
LIVINGSTON RD AND S CAPITOL ST	5	55	68
REED ST AND RHODE ISLAND AVE	2	54	71
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	54	71
ALABAMA AVE AND BRANCH AVE	3	53	73
GEORGIA AVE AND KALMIA RD	1	53	73
19TH ST AND INDEPENDENCE AVE	3	53	73
EAST CAPITOL ST AND SOUTHERN AVE	5	53	73
1ST ST AND MICHIGAN AVE	1	53	73

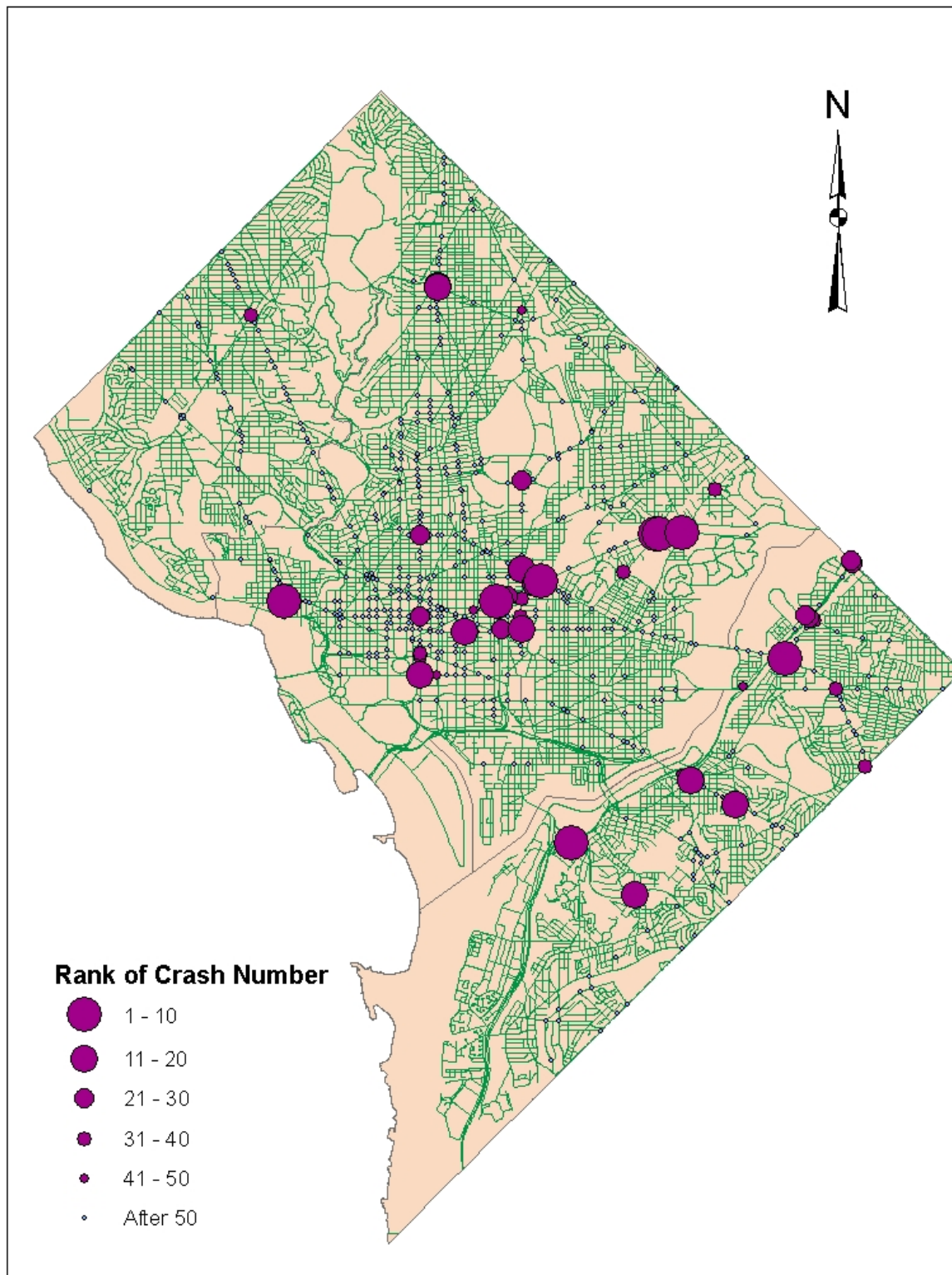
Intersection Name	Quadrant	Total Crash	Rank
BENNING RD AND OKLAHOMA AVE	2	52	78
CALVERT ST AND CONNECTICUT AVE	1	52	78
CALVERT ST AND WISCONSIN AVE	1	52	78
HOWARD RD AND MARTIN LUTHER KING AVE	3	51	81
13TH ST AND SOUTHERN AVE	3	51	81
17TH ST AND PENNSYLVANIA AVE	1	51	81
BENNING RD AND G ST	3	50	84
19TH ST AND K ST	1	50	84
23RD ST AND WASHINGTON CIR	1	50	84
FENWICK ST AND NEW YORK AVE	2	50	84
16TH ST AND U ST	1	50	84
4TH ST AND NEW YORK AVE	1	50	84
CONNECTICUT AVE AND ORDWAY ST	1	50	84
4TH ST AND RHODE ISLAND AVE	2	49	91
13TH ST AND MICHIGAN AVE	2	49	91
9TH ST AND PENNSYLVANIA AVE	1	49	91
20TH ST AND K ST	1	48	94
FLORIDA AVE AND RHODE ISLAND AVE	1	48	94
ALABAMA AVE AND STANTON RD	3	48	94
GEORGIA AVE AND RANDOLPH ST	1	48	94
13TH ST AND MASSACHUSETTS AVE	1	48	94
14TH ST AND IRVING ST	1	48	94
ALABAMA AVE AND PENNSYLVANIA AVE	3	47	100
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	47	100
GEORGIA AVE AND PARK RD	1	47	100
CONNECTICUT AVE AND K ST	1	47	100
PENNSYLVANIA AVE AND SOUTHERN AVE	3	47	100
GEORGIA AVE AND GERANIUM ST	1	47	100
13TH ST AND K ST	1	47	100
9TH ST AND H ST	1	47	100
17TH ST AND I ST	1	47	100
KENDALL ST AND NEW YORK AVE	2	47	100
18TH ST AND MASSACHUSETTS AVE	1	47	100
NEW JERSEY AVE AND RHODE ISLAND AVE	1	46	111
14TH ST AND F ST	1	46	111
JENIFER ST AND WISCONSIN AVE	1	46	111
16TH ST AND IRVING ST	1	45	114
GEORGIA AVE AND IRVING ST	1	45	114
15TH ST AND K ST	1	45	114

Intersection Name	Quadrant	Total Crash	Rank
16TH ST AND K ST	1	45	114
FIRTH STERLING AVE AND S CAPITOL ST	5	45	114
IRVING ST AND MICHIGAN AVE	2	45	114
CONNECTICUT AVE AND MACOMB ST	1	45	114
14TH ST AND RHODE ISLAND AVE	1	45	114
FLORIDA AVE AND GEORGIA AVE	1	44	122
NORTH CAPITOL ST AND RIGGS RD	5	44	122
RIGGS RD AND SOUTH DAKOTA AVE	2	44	122
CONNECTICUT AVE AND VAN NESS ST	1	44	122
CONNECTICUT AVE AND YUMA ST	1	44	122
CHESAPEAKE ST AND SOUTHERN AVE	3	44	122
MICHIGAN AVE AND SOUTH DAKOTA AVE	2	44	122
14TH ST AND INDEPENDENCE AVE	4	43	129
14TH ST AND SPRING RD	1	43	129
CHANNING ST AND NORTH CAPITOL ST	5	43	129
22ND ST AND EAST CAPITOL ST	5	43	129
12TH ST AND U ST	1	43	129
17TH ST AND K ST	1	43	129
15TH ST AND PENNSYLVANIA AVE	1	43	129
17TH ST AND BENNING RD	2	42	136
NORTH CAPITOL ST AND R ST	5	42	136
25TH ST AND GOOD HOPE RD	3	42	136
6TH ST AND H ST	1	42	136
14TH ST AND L ST	1	42	136
HAREWOOD RD AND MICHIGAN AVE	2	42	136
7TH ST AND CONSTITUTION AVE	1	42	136
2ND ST AND MASSACHUSETTS AVE	1	42	136
21ST ST AND K ST	1	41	144
VAN NESS ST AND WISCONSIN AVE	1	41	144
18TH ST AND KALORAMA RD	1	41	144
GEORGIA AVE AND PEABODY ST	1	41	144
3RD ST AND FLORIDA AVE	2	41	144
16TH ST AND L ST	1	41	144
18TH ST AND K ST	1	41	144
9TH ST AND E ST	1	40	151
HAREWOOD RD AND NORTH CAPITOL ST	5	40	151
PENNSYLVANIA AVE AND POTOMAC AVE	3	40	151
14TH ST AND RHODE ISLAND AVE	2	40	151
FIRTH STERLING AVE AND SUMNER RD	3	40	151
ANACOSTIA AVE AND BENNING RD	2	40	151

Intersection Name	Quadrant	Total Crash	Rank
NORTH CAPITOL ST AND P ST	5	40	151
15TH ST AND I ST	1	40	151
EASTERN AVE AND MINNESOTA AVE	2	39	159
ALABAMA AVE AND SUITLAND PKWY	3	39	159
ATLANTIC ST AND S CAPITOL ST	5	39	159
12TH ST AND INDEPENDENCE AVE	4	39	159
8TH ST AND H ST	2	39	159
CONNECTICUT AVE AND N ST	1	39	159
42ND ST AND BENNING RD	2	39	159
CONNECTICUT AVE AND DEVONSHIRE PL	1	39	159
24TH ST AND M ST	1	39	159
ALABAMA AVE AND NAYLOR RD	3	38	168
ASPEN ST AND GEORGIA AVE	1	38	168
14TH ST AND H ST	1	38	168
16TH ST AND EUCLID ST	1	38	168
33RD ST AND M ST	1	38	168
19TH ST AND E ST	1	38	168
14TH ST AND MILITARY RD	1	38	168
12TH ST AND RHODE ISLAND AVE	2	38	168
30TH ST AND PENNSYLVANIA AVE	3	38	168
FIRTH STERLING AVE AND HOWARD RD	3	38	168
MACOMB ST AND WISCONSIN AVE	1	38	168
N ST AND WISCONSIN AVE	1	38	168
HALL PL AND WISCONSIN AVE	1	38	168
11TH ST AND H ST	1	37	181
WISCONSIN AVE AND WOODLEY RD	1	37	181
15TH ST AND CONSTITUTION AVE	1	37	181
5TH ST AND H ST	1	37	181
BRENTWOOD RD AND SARATOGA AVE	2	37	181
28TH ST AND PENNSYLVANIA AVE	3	37	181
18TH ST AND L ST	1	37	181
5TH ST AND MASSACHUSETTS AVE	1	36	188
GEORGIA AVE AND SHEPHERD ST	1	36	188
16TH ST AND BENNING RD	2	36	188
16TH ST AND MILITARY RD	1	36	188
MARTIN LUTHER KING AVE AND W ST	3	36	188
19TH ST AND BENNING RD	2	36	188
3RD ST AND MASSACHUSETTS AVE	1	36	188
GEORGIA AVE AND PINEY BRANCH RD	1	36	188
14TH ST AND I ST	1	36	188



Intersection Name	Quadrant	Total Crash	Rank
FRANKLIN ST AND MICHIGAN AVE	2	36	188
15TH ST AND U ST	1	36	188
BRYANT ST AND GEORGIA AVE	1	36	188
13TH ST AND H ST	1	35	200
3RD ST AND D ST	1	35	200
FLORIDA AVE AND P ST	2	35	200
ARIZONA AVE AND CANAL RD	1	35	200
9TH ST AND MASSACHUSETTS AVE	1	35	200
14TH ST AND COLUMBIA RD	1	35	200
9TH ST AND RHODE ISLAND AVE	1	35	200
12TH ST AND H ST	2	35	200
4TH ST AND MICHIGAN AVE	2	35	200
BARNEY CIR AND PENNSYLVANIA AVE	3	35	200
14TH ST AND FLORIDA AVE	1	35	200
FRANCIS SCOTT KEY BRIDGE AND M ST	1	35	200
14TH ST AND C ST	3	35	200
14TH ST AND G ST	1	35	200
COLUMBIA RD AND ONTARIO RD	1	35	200
WARREN ST AND WISCONSIN AVE	1	35	200
M ST AND POTOMAC ST	1	35	200



**Figure 5-135 Map of Crash Number Rank (2005-2007)**

**Table 5-77 Rank Based on Composite Index (2005-2007)**

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
		Rank			Value	Rank
BLADENSBURG RD AND NEW YORK AVE	2	1	1	4	1.75	1
FIRTH STERLING AVE AND SUITLAND PKWY	3	5	3	3	3.5	2
NEW JERSEY AVE AND NEW YORK AVE	1	4	2	20	7	3
BENNING RD AND MINNESOTA AVE	2	9	11	6	9.25	4
STANTON RD AND SUITLAND PKWY	3	13	7	10	9.25	4
MINNESOTA AVE AND PENNSYLVANIA AVE	3	14	8	37	16.75	6
MONTANA AVE AND NEW YORK AVE	2	7	20	24	17.75	7
FLORIDA AVE AND NEW YORK AVE	2	10	10	45	18.75	8
BRANCH AVE AND PENNSYLVANIA AVE	3	19	26	11	20.5	9
BENNING RD AND SOUTHERN AVE	3	40	21	1	20.75	10
GEORGIA AVE AND MISSOURI AVE	1	19	26	17	22	11
M ST AND WISCONSIN AVE	1	6	41	2	22.5	12
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	36	18	38	27.5	13
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	40	34	5	28.25	14
BENNING RD AND KENILWORTH AVE	2	3	5	101	28.5	15
FLORIDA AVE AND N. CAPITOL ST	5	19	13	71	29	16
CONNECTICUT AVE AND NEBRASKA AVE	1	36	24	42	31.5	17
BENNING RD AND EAST CAPITOL ST	5	31	30	43	33.5	18
EASTERN AVE AND KENILWORTH AVE	2	23	35	67	40	19
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	24	17	118	44	20
NEW YORK AVE AND SOUTH DAKOTA AVE	2	18	16	132	45.5	21
BENNING RD AND G ST	3	84	47	15	48.25	22
ALABAMA AVE AND BRANCH AVE	3	73	41	40	48.75	23
BLADENSBURG RD AND MOUNT OLIVET RD	2	68	46	60	55	24
GEORGIA AVE AND KALMIA RD	1	73	48	53	55.5	25
12TH ST AND CONSTITUTION AVE	1	47	51	81	57.5	26
7TH ST AND INDEPENDENCE AVE	4	51	67	47	58	27
14TH ST AND PENNSYLVANIA AVE	1	36	76	50	59.5	28
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	27	29	156	60.25	29
19TH ST AND INDEPENDENCE AVE	3	73	81	7	60.5	30
GOOD HOPE RD AND NAYLOR RD	3	65	102	12	70.25	31

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
		Rank			Value	Rank
HOWARD RD AND MARTIN LUTHER KING AVE	3	81	94	13	70.5	32
27TH ST AND PENNSYLVANIA AVE	3	60	81	83	76.25	33
BENNING RD AND OKLAHOMA AVE	2	78	62	104	76.5	34
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	49	69	123	77.5	35
ALABAMA AVE AND PENNSYLVANIA AVE	3	100	77	64	79.5	36
CALVERT ST AND CONNECTICUT AVE	1	78	87	75	81.75	37
CONNECTICUT AVE AND PORTER ST	1	54	109	59	82.75	38
16TH ST AND IRVING ST	1	114	63	91	82.75	38
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	100	91	68	87.5	40
19TH ST AND K ST	1	84	95	96	92.5	41
BLAIR RD AND KANSAS AVE	1	255	31	62	94.75	42
EASTERN AVE AND MINNESOTA AVE	2	159	104	18	96.25	43
GEORGIA AVE AND PARK RD	1	100	133	19	96.25	43
20TH ST AND K ST	1	94	132	28	96.5	45
SOUTHERN AVE AND SUITLAND RD	3	255	54	29	98	46
GEORGIA AVE AND KENNEDY ST	1	228	58	65	102.25	47
17TH ST AND BENNING RD	2	136	77	138	107	48
NORTH CAPITOL ST AND R ST	5	136	91	124	110.5	49
GEORGIA AVE AND IRVING ST	1	114	147	39	111.75	50
FLORIDA AVE AND GEORGIA AVE	1	122	130	65	111.75	50
FLORIDA AVE AND RHODE ISLAND AVE	1	94	122	115	113.25	52
NORTH CAPITOL ST AND RIGGS RD	5	122	96	143	114.25	53
EASTERN AVE AND NEW HAMPSHIRE AVE	2	217	83	79	115.5	54
CENTRAL AVE AND SOUTHERN AVE	3	228	114	16	118	55
NEW JERSEY AVE AND RHODE ISLAND AVE	1	111	145	93	123.5	56
SOUTH DAKOTA AVE AND TAYLOR ST	2	217	113	52	123.75	57
MONROE ST AND SOUTH DAKOTA AVE	2	242	107	55	127.75	58
14TH ST AND F ST	1	111	178	54	130.25	59
ALABAMA AVE AND NAYLOR RD	3	168	162	30	130.5	60
NEBRASKA AVE AND WARD CIR	1	65	197	77	134	61
9TH ST AND E ST	1	151	182	33	137	62
IRVING ST AND PARK PL	1	255	118	61	138	63
25TH ST AND GOOD HOPE RD	3	136	194	36	140	64
21ST ST AND K ST	1	144	165	95	142.25	65
5TH ST AND MASSACHUSETTS AVE	1	188	136	111	142.75	66

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
					Value	Rank
CONNECTICUT AVE AND K ST	1	100	176	129	145.25	67
15TH ST AND K ST	1	114	182	106	146	68
ASPEN ST AND GEORGIA AVE	1	168	191	70	155	69
16TH ST AND K ST	1	114	199	112	156	70
CALVERT ST AND WISCONSIN AVE	1	78	266	27	159.25	71
MISSISSIPPI AVE AND WHEELER RD	3	242	194	21	162.75	72
4TH ST AND RHODE ISLAND AVE	2	91	256	49	163	73
CONNECTICUT AVE AND TILDEN ST	1	271	129	141	167.5	74
17TH ST AND K ST	2	313	122	125	170.5	75
RIGGS RD AND SOUTH DAKOTA AVE	2	122	236	92	171.5	76
13TH ST AND H ST	1	200	199	90	172	77
DUPONT CIR AND MASSACHUSETTS AVE	1	51	266	119	175.5	78
CONNECTICUT AVE AND VAN NESS ST	1	122	256	87	180.25	79
3RD ST AND D ST	1	200	250	22	180.5	80
FRANKLIN ST AND RHODE ISLAND AVE	2	271	167	126	182.75	81
RIVER RD AND WESTERN AVE	1	313	171	78	183.25	82
VAN NESS ST AND WISCONSIN AVE	1	144	247	114	188	83
14TH ST AND INDEPENDENCE AVE	4	129	240	146	188.75	84
FLORIDA AVE AND P ST	2	200	230	97	189.25	85
EASTERN AVE AND RHODE ISLAND AVE	2	313	171	105	190	86
11TH ST AND MASSACHUSETTS AVE	1	242	211	117	195.25	87
ARIZONA AVE AND CANAL RD	1	200	230	121	195.25	87
1ST ST AND RHODE ISLAND AVE	1	441	97	151	196.5	89
DAHLIA ST AND GEORGIA AVE	1	271	214	102	200.25	90
MINNESOTA AVE AND RANDLE CIR	3	313	191	107	200.5	91
FESSENDEN ST AND WISCONSIN AVE	1	242	242	113	209.75	92
NEW YORK AVE AND WEST VIRGINIA AVE	2	255	212	163	210.5	93
13TH ST AND MISSOURI AVE	1	296	203	149	212.75	94
23RD ST AND WASHINGTON CIR	1	84	327	139	219.25	95
17TH ST AND M ST	2	337	242	58	219.75	96
14TH ST AND H ST	1	168	338	46	222.5	97
14TH ST AND UPSHUR ST	1	405	236	32	227.25	98
CONNECTICUT AVE AND YUMA ST	1	122	357	74	227.5	99
11TH ST AND H ST	1	181	342	51	229	100
CONNECTICUT AVE AND L ST	1	242	266	142	229	100
14TH ST AND MADISON DR	1	458	152	158	230	102
16TH ST AND EUCLID ST	1	168	338	80	231	103
14TH ST AND W ST	1	217	357	8	234.75	104
14TH ST AND H ST	2	255	275	134	234.75	104

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
					Value	Rank
EASTERN AVE AND SHERIFF RD	2	313	288	56	236.25	106
WISCONSIN AVE AND WOODLEY RD	1	181	342	84	237.25	107
10TH ST AND MASSACHUSETTS AVE	1	242	342	26	238	108
4TH ST AND ATLANTIC ST	3	296	333	14	244	109
7TH ST AND P ST	1	482	226	44	244.5	110
18TH ST AND KALORAMA RD	1	144	418	9	247.25	111
14TH ST AND MONROE ST	1	271	350	25	249	112
9TH ST AND MASSACHUSETTS AVE	1	200	350	110	252.5	113
14TH ST AND COLUMBIA RD	1	200	382	57	255.25	114
ALBEMARLE ST AND CONNECTICUT AVE	1	405	236	147	256	115
H ST AND NEW JERSEY AVE	1	357	300	98	263.75	116
CONNECTICUT AVE AND MILITARY RD	1	313	313	153	273	117
9TH ST AND F ST	1	242	411	34	274.5	118
17TH ST AND MASSACHUSETTS AVE	1	337	319	137	278	119
33RD ST AND M ST	1	168	436	82	280.5	120
12TH ST AND MONROE ST	2	271	396	63	281.5	121
13TH ST AND TAYLOR ST	1	357	323	133	284	122
GEORGIA AVE AND MORTON ST	1	242	438	48	291.5	123
EASTERN AVE AND MICHIGAN AVE	2	357	379	69	296	124
13TH ST AND H ST	2	382	350	109	297.75	125
14TH ST AND THOMAS CIR	1	228	405	160	299.5	126
6TH ST AND K ST	1	458	319	116	303	127
CANAL RD AND CHAIN BRIDGE	1	405	333	148	304.75	128
1ST ST AND K ST	1	337	411	73	308	129
MONTELLO AVE AND MOUNT OLIVET RD	2	500	327	93	311.75	130
7TH ST AND I ST	1	271	476	31	313.5	131
GEORGIA AVE AND KENYON ST	1	271	450	99	317.5	132
8TH ST AND I ST	3	458	394	35	320.25	133
11TH ST AND E ST	1	357	445	41	322	134
ECKINGTON PL AND FLORIDA AVE	2	271	450	119	322.5	135
8TH ST AND PENNSYLVANIA AVE	3	337	411	140	324.75	136
22ND ST AND P ST	1	337	438	102	328.75	137
COLUMBIA RD AND SHERMAN AVE	1	441	393	89	329	138
BARRY PL AND SHERMAN AVE	1	382	425	85	329.25	139
MASSACHUSETTS AVE AND SCOTT CIR	1	217	483	155	334.5	140
14TH ST AND HARVARD ST	1	357	445	100	336.75	141
CONNECTICUT AVE AND RHODE ISLAND AVE	1	357	418	157	337.5	142
1ST ST AND P ST	1	382	476	23	339.25	143
BENNING RD AND E ST	3	405	401	161	342	144

Intersection Name	Quadrant	# of Crash	Cost	Crash Rate	Composite	
					Value	Rank
COLUMBIA RD AND GEORGIA AVE	1	405	431	108	343.75	145
CONNECTICUT AVE AND FLORIDA AVE	1	255	495	135	345	146
BLADENSBURG RD AND V ST	2	357	471	86	346.25	147
1ST ST AND INDEPENDENCE AVE	4	296	483	136	349.5	148
6TH ST AND PENNSYLVANIA AVE	3	271	504	130	352.25	149
K ST AND NEW JERSEY AVE	1	405	483	76	361.75	150
4TH ST AND FLORIDA AVE	1	382	476	127	365.25	151
CONNECTICUT AVE AND MCKINLEY ST	1	405	458	152	368.25	152
CATHEDRAL AVE AND CONNECTICUT AVE	1	357	495	131	369.5	153
CONNECTICUT AVE AND DUPONT CIR	1	271	533	166	375.75	154
DUPONT CIR AND NEW HAMPSHIRE AVE	1	255	555	165	382.5	155
1ST ST AND K ST	2	441	545	72	400.75	156
BLADENSBURG RD AND MONTANA AVE	2	441	517	128	400.75	156
MILITARY RD AND NEBRASKA AVE	1	534	463	154	403.5	158
MICHIGAN AVE AND MONROE ST	2	500	476	164	404	159
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	441	517	150	406.25	160
18TH ST AND E ST	1	500	504	144	413	161
13TH ST AND F ST	1	500	557	88	425.5	162
49TH ST AND EAST CAPITOL ST	5	592	495	169	437.75	163
CONSTITUTION AVE AND PENNSYLVANIA AVE	1	441	577	168	440.75	164
25TH ST AND ALABAMA AVE	3	534	577	122	452.5	165
11TH ST AND NEW YORK AVE	1	521	589	145	461	166
CONNECTICUT AVE AND KALORAMA RD	1	572	560	162	463.5	167
7TH ST AND MAINE AV	4	585	599	167	487.5	168
42ND ST AND WISCONSIN AVE	1	566	618	159	490.25	169

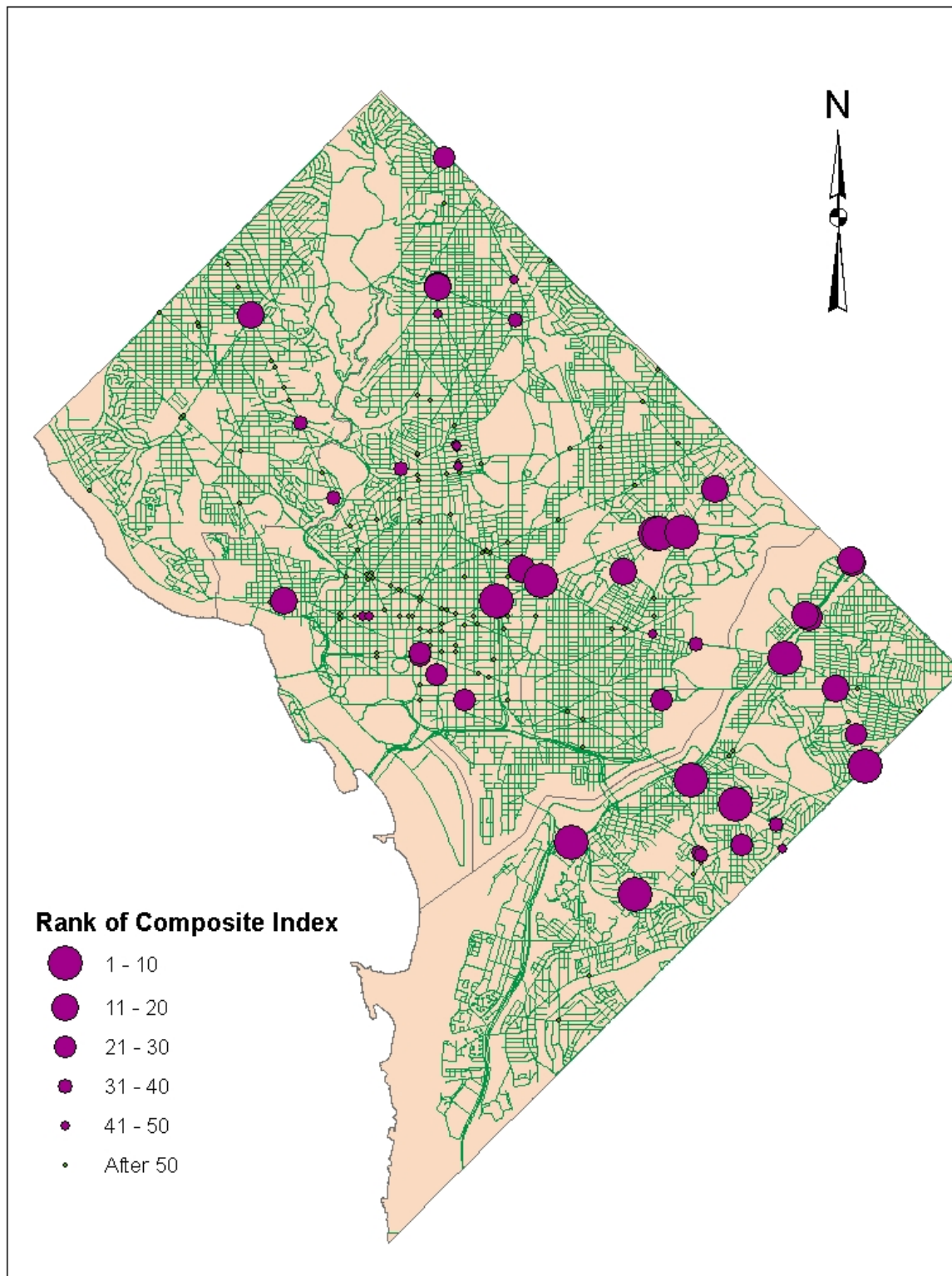


Figure 5-136 Map of Composite Index Rank (2005-2007)



**Table 5-78 Rank Based on Delta Change (2005-2007)**

Intersection Name	Quadrant	Delta Change	Rank
FRANCIS SCOTT KEY BRIDGE AND M ST	1	9	1
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	8.5	2
M ST AND WISCONSIN AVE	1	7.5	3
31ST ST AND M ST	1	7	4
BARNEY CIR AND PENNSYLVANIA AVE	3	6.5	5
POTOMAC AVE AND S CAPITOL ST	5	6.5	6
7TH ST AND H ST	1	6	7
GOOD HOPE RD AND MARTIN LUTHER KING AVE	3	6	8
CONNECTICUT AVE AND PORTER ST	1	5.5	9
49TH ST AND EAST CAPITOL ST	5	5.5	9
3RD ST AND NEW YORK AVE	1	5.5	9
PENNSYLVANIA AVE AND POTOMAC AVE	3	5.5	9
CONNECTICUT AVE AND DEVONSHIRE PL	1	5.5	9
MARTIN LUTHER KING AVE AND MILWAUKEE PL	3	5	14
11TH ST AND M ST	3	5	14
ALTAMONT PL AND NAYLOR RD	3	5	14
HALF ST AND M ST	4	5	14
NAYLOR RD AND SOUTHERN AVE	5	5	14
4TH ST AND NEW YORK AVE	2	5	14
EASTERN AVE AND KENILWORTH AVE	2	4.5	20
NEW HAMPSHIRE AVE AND NORTH CAPITOL ST	5	4.5	20
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	4.5	20
5TH ST AND H ST	2	4.5	20
23RD ST AND CONSTITUTION AVE	1	4.5	20
AINGER PL AND ALABAMA AVE	3	4.5	20
KENYON ST AND PARK PL	1	4.5	20
CHEVY CHASE CIR AND CONNECTICUT AVE	1	4.5	20
17TH ST AND NEW YORK AVE	1	4.5	20
LIVINGSTON RD AND S CAPITOL ST	5	4	29
HAMILTON ST AND NORTH CAPITOL ST	5	4	29
CONNECTICUT AVE AND NEWARK ST	1	4	29
PENNSYLVANIA AVE AND WASHINGTON CIR	1	4	29
7TH ST AND G ST	1	4	29
19TH ST AND EAST CAPITOL ST	5	4	29
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	3.5	35
BENNING RD AND EAST CAPITOL ST	5	3.5	35
DUPONT CIR AND MASSACHUSETTS AVE	1	3.5	35
WISCONSIN AVE AND WOODLEY RD	1	3.5	35
14TH ST AND MILITARY RD	1	3.5	35
FIRTH STERLING AVE AND HOWARD RD	3	3.5	35
23RD ST AND ALABAMA AVE	3	3.5	35
18TH ST AND K ST	1	3.5	35
18TH ST AND RHODE ISLAND AVE	2	3.5	35
3RD ST AND H ST	2	3.5	35

Intersection Name	Quadrant	Delta Change	Rank
RESERVOIR RD AND WISCONSIN AVE	1	3.5	35
23RD ST AND I ST	1	3.5	35
17TH ST AND MARYLAND AVE	2	3.5	35
MINNESOTA AVE AND PENNSYLVANIA AVE	3	3	48
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	3	48
16TH ST AND MILITARY RD	1	3	48
4TH ST AND H ST	1	3	48
KENILWORTH AVE AND POLK ST	2	3	48
GALLATIN ST AND SOUTH DAKOTA AVE	2	3	48
10TH ST AND FRANKLIN ST	2	3	48
HALL PL AND WISCONSIN AVE	1	3	48
Q ST AND WISCONSIN AVE	1	3	48
28TH ST AND PENNSYLVANIA AVE	1	3	48
10TH ST AND CONSTITUTION AVE	1	3	48
SOUTHERN AVE AND SUITLAND RD	3	2.5	59
NORTH CAPITOL ST AND R ST	5	2.5	59
NEBRASKA AVE AND WARD CIR	1	2.5	59
3RD ST AND D ST	1	2.5	59
9TH ST AND F ST	1	2.5	59
CONNECTICUT AVE AND MCKINLEY ST	1	2.5	59
2ND ST AND H ST	1	2.5	59
PENNSYLVANIA AVE AND TEXAS AVE	3	2.5	59
ALABAMA AVE AND STANTON RD	3	2.5	59
ELDER ST AND GEORGIA AVE	1	2.5	59
FIRTH STERLING AVE AND SUMNER RD	3	2.5	59
MACOMB ST AND WISCONSIN AVE	1	2.5	59
NORTH CAPITOL ST AND RANDOLPH PL	5	2.5	59
15TH ST AND CONSTITUTION AVE	1	2.5	59
17TH ST AND PENNSYLVANIA AVE	1	2.5	59
CANAL RD AND FOXHALL RD	1	2.5	59
GEORGIA AVE AND MADISON ST	1	2.5	59
PENNSYLVANIA AVE AND PROUT ST	3	2.5	59
15TH ST AND G ST	1	2.5	59
GEORGIA AVE AND LONGFELLOW ST	1	2.5	59
BRYANT ST AND GEORGIA AVE	1	2.5	59
EMERSON ST AND SARGENT RD	2	2.5	59
MARTIN LUTHER KING AVE AND TALBERT ST	3	2.5	59
O ST AND WISCONSIN AVE	1	2.5	59
7TH ST AND INDEPENDENCE AVE	4	2	83
GEORGIA AVE AND PARK RD	1	2	83
17TH ST AND BENNING RD	2	2	83
FLORIDA AVE AND GEORGIA AVE	1	2	83
4TH ST AND ATLANTIC ST	3	2	83
14TH ST AND THOMAS CIR	1	2	83
CONNECTICUT AVE AND DUPONT CIR	1	2	83
MICHIGAN AVE AND MONROE ST	2	2	83

Intersection Name	Quadrant	Delta Change	Rank
H ST AND NORTH CAPITOL ST	5	2	83
ALABAMA AVE AND SUITLAND PKWY	3	2	83
13TH ST AND U ST	1	2	83
4TH ST AND MICHIGAN AVE	2	2	83
14TH ST AND RHODE ISLAND AVE	1	2	83
5TH ST AND FLORIDA AVE	2	2	83
14TH ST AND EUCLID ST	1	2	83
ALTAMONT PL AND GOOD HOPE RD	3	2	83
NEW HAMPSHIRE AVE AND QUINCY ST	1	2	83
16TH ST AND SPRING PL	1	2	83
38TH ST AND ALABAMA AVE	3	2	83
42ND ST AND BENNING RD	2	2	83
HUNT PL AND MINNESOTA AVE	2	2	83
17TH ST AND L ST	1	2	83
GEORGIA AVE AND RITTENHOUSE ST	1	2	83
M ST AND POTOMAC ST	1	2	83
KENILWORTH AVE AND QUARLES ST	2	2	83
4TH ST AND INDEPENDENCE AVE	4	2	83
8TH ST AND H ST	1	2	83
CONNECTICUT AVE AND FESSENDEN ST	1	2	83
14TH ST AND SARATOGA AVE	2	2	83
W PL AND WISCONSIN AVE	1	2	83
12TH ST AND PENNSYLVANIA AVE	1	2	83
19TH ST AND INDEPENDENCE AVE	3	1.5	114
GEORGIA AVE AND KENNEDY ST	1	1.5	114
NEW YORK AVE AND WEST VIRGINIA AVE	2	1.5	114
H ST AND NEW JERSEY AVE	1	1.5	114
FENWICK ST AND NEW YORK AVE	2	1.5	114
IRVING ST AND MICHIGAN AVE	2	1.5	114
9TH ST AND RHODE ISLAND AVE	1	1.5	114
14TH ST AND I ST	1	1.5	114
KENDALL ST AND NEW YORK AVE	2	1.5	114
1ST ST AND FLORIDA AVE	1	1.5	114
36TH ST AND BENNING RD	2	1.5	114
49TH ST AND NANNIE HELEN BURROUGHS AVE	2	1.5	114
17TH ST AND H ST	1	1.5	114
16TH ST AND PARK RD	1	1.5	114
CRITTENDEN ST AND NORTH CAPITOL ST	5	1.5	114
16TH ST AND H ST	1	1.5	114
36TH PL AND NEW YORK AVE	2	1.5	114
23RD ST AND M ST	1	1.5	114
BENNING RD AND SOUTHERN AVE	3	1	132
ALABAMA AVE AND PENNSYLVANIA AVE	3	1	132
11TH ST AND H ST	1	1	132
GEORGIA AVE AND MORTON ST	1	1	132
ECKINGTON PL AND FLORIDA AVE	2	1	132

Intersection Name	Quadrant	Delta Change	Rank
6TH ST AND NEW YORK AVE	1	1	132
16TH ST AND NEW YORK AVE	2	1	132
4TH ST AND NEW YORK AVE	1	1	132
6TH ST AND H ST	1	1	132
12TH ST AND RHODE ISLAND AVE	2	1	132
BRENTWOOD RD AND W ST	2	1	132
14TH ST AND FLORIDA AVE	1	1	132
17TH ST AND K ST	1	1	132
7TH ST AND MASSACHUSETTS AVE	1	1	132
15TH ST AND I ST	1	1	132
13TH ST AND M ST	1	1	132
24TH ST AND M ST	1	1	132
WARREN ST AND WISCONSIN AVE	1	1	132
NEW HAMPSHIRE AVE AND UPSHUR ST	1	1	132
E ST AND VIRGINIA AVE	1	1	132
H ST AND VERMONT AVE	1	1	132
CONNECTICUT AVE AND ELLICOTT ST	1	1	132
3RD ST AND LIVINGSTON RD	3	1	132
CONNECTICUT AVE AND LEGATION ST	1	1	132
24TH ST AND PENNSYLVANIA AVE	1	1	132
NORTON PL AND WISCONSIN AVE	1	1	132
35TH ST AND EAST CAPITOL ST	5	1	132
13TH ST AND FLORIDA AVE	2	1	132
4TH ST AND W ST	1	1	132
55TH ST AND EAST CAPITOL ST	5	1	132
29TH ST AND M ST	1	1	132
25TH ST AND WAGNER ST	3	1	132
FORT DR AND NORTH CAPITOL ST	5	1	132
BLADENSBURG RD AND MEIGS PL	2	1	132
9TH ST AND D ST	4	1	132
9TH ST AND E ST	1	0.5	167
5TH ST AND MASSACHUSETTS AVE	1	0.5	167
15TH ST AND K ST	1	0.5	167
4TH ST AND RHODE ISLAND AVE	2	0.5	167
13TH ST AND H ST	1	0.5	167
EASTERN AVE AND RHODE ISLAND AVE	2	0.5	167
CONNECTICUT AVE AND MILITARY RD	1	0.5	167
CANAL RD AND CHAIN BRIDGE	1	0.5	167
GEORGIA AVE AND KENYON ST	1	0.5	167
8TH ST AND PENNSYLVANIA AVE	3	0.5	167
22ND ST AND P ST	1	0.5	167
CONSTITUTION AVE AND PENNSYLVANIA AVE	1	0.5	167
1ST ST AND NEW YORK AVE	2	0.5	167
EAST CAPITOL ST AND KENILWORTH AVE	2	0.5	167
14TH ST AND U ST	1	0.5	167
EAST CAPITOL ST AND SOUTHERN AVE	5	0.5	167

Intersection Name	Quadrant	Delta Change	Rank
14TH ST AND P ST	1	0.5	167
7TH ST AND CONSTITUTION AVE	1	0.5	167
3RD ST AND FLORIDA AVE	2	0.5	167
19TH ST AND BENNING RD	2	0.5	167
8TH ST AND H ST	2	0.5	167
10TH ST AND RHODE ISLAND AVE	2	0.5	167
BLAIR RD AND PINEY BRANCH RD	1	0.5	167
MASSACHUSETTS AVE AND WISCONSIN AVE	1	0.5	167
14TH ST AND G ST	1	0.5	167
16TH ST AND M ST	1	0.5	167
14TH ST AND GOOD HOPE RD	3	0.5	167
17TH ST AND BLADENSBURG RD	2	0.5	167
23RD ST AND L ST	1	0.5	167
NEW JERSEY AVE AND P ST	1	0.5	167
16TH ST AND HARVARD ST	1	0.5	167
FARRAGUT ST AND NEW HAMPSHIRE AVE	1	0.5	167
CHESAPEAKE ST AND S CAPITOL ST	5	0.5	167
11TH ST AND K ST	1	0.5	167
ALBEMARLE ST AND WISCONSIN AVE	1	0.5	167
3RD ST AND INDEPENDENCE AVE	4	0.5	167
45TH ST AND BENNING RD	2	0.5	167
13TH ST AND N ST	1	0.5	167
14TH ST AND MONROE ST	2	0.5	167
PROSPECT ST AND WISCONSIN AVE	1	0.5	167
50TH ST AND BLAINE ST	2	0.5	167
MASSACHUSETTS AVE AND SHERIDAN CIR	1	0.5	167
HAYES ST AND NANNIE HELEN BURROUGHS AVE	2	0.5	167
5TH ST AND M ST	2	0.5	167

**Table 5-79 Rank Based on Crash Rate (2007)**

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
BENNING RD AND SOUTHERN AVE	3	19.35	30	4.248	1
M ST AND WISCONSIN AVE	1	37.3	50	3.673	2
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	25.35	31	3.350	3
BENNING RD AND MINNESOTA AVE	2	43.3	47	2.974	4
19TH ST AND INDEPENDENCE AVE	3	19.2	18	2.568	5
FIRTH STERLING AVE AND SUITLAND PKWY	3	48.2	45	2.558	6
BLADENSBURG RD AND NEW YORK AVE	2	92.6	84	2.485	7
GEORGIA AVE AND PARK RD	1	21.1	19	2.467	8
3RD ST AND D ST	1	18.4	15	2.233	9
HOWARD RD AND MARTIN LUTHER KING AVE	3	21.05	17	2.213	10
BRANCH AVE AND PENNSYLVANIA AVE	3	42.5	33	2.127	11
STANTON RD AND SUITLAND PKWY	3	45.7	35	2.098	12
SOUTHERN AVE AND SUITLAND RD	3	17.2	13	2.071	13
GOOD HOPE RD AND NAYLOR RD	3	23.05	16	1.902	14
MINNESOTA AVE AND PENNSYLVANIA AVE	3	69.3	48	1.898	15
8TH ST AND I ST	3	13	9	1.897	16
BENNING RD AND G ST	3	21.45	14	1.788	17
4TH ST AND ATLANTIC ST	3	12.35	8	1.775	18
GEORGIA AVE AND MISSOURI AVE	1	46.35	30	1.773	19
14TH ST AND W ST	1	12.5	8	1.753	20
9TH ST AND E ST	1	23.45	15	1.752	21
9TH ST AND F ST	1	18.8	12	1.749	22
MONTANA AVE AND NEW YORK AVE	2	70.45	44	1.711	23
1ST ST AND P ST	1	13.25	8	1.654	24
7TH ST AND I ST	1	16.75	10	1.636	25
CONNECTICUT AVE AND PORTER ST	1	46.05	27	1.606	26
EASTERN AVE AND MINNESOTA AVE	2	17.25	10	1.588	27
11TH ST AND H ST	1	25.9	15	1.587	28
NEW JERSEY AVE AND NEW YORK AVE	1	67.6	39	1.581	29
ALABAMA AVE AND NAYLOR RD	3	21.1	12	1.558	30

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	48.2	27	1.535	31
FLORIDA AVE AND GEORGIA AVE	1	34.2	19	1.522	32
BENNING RD AND EAST CAPITOL ST	5	54.2	30	1.516	33
14TH ST AND F ST	1	33.8	18	1.459	34
11TH ST AND E ST	1	16.9	9	1.459	34
25TH ST AND GOOD HOPE RD	3	24.9	13	1.430	36
WISCONSIN AVE AND WOODLEY RD	1	33.35	17	1.397	37
14TH ST AND UPSHUR ST	1	13.75	7	1.395	38
GEORGIA AVE AND KENNEDY ST	1	25.65	13	1.389	39
NEBRASKA AVE AND WARD CIR	1	48.6	23	1.297	40
4TH ST AND RHODE ISLAND AVE	2	33.9	16	1.293	41
7TH ST AND INDEPENDENCE AVE	4	42.45	20	1.291	42
14TH ST AND H ST	1	25.9	12	1.269	43
17TH ST AND M ST	2	20.35	9	1.212	44
EASTERN AVE AND KENILWORTH AVE	2	72.5	32	1.209	45
H ST AND NEW JERSEY AVE	1	25.4	11	1.186	46
MONROE ST AND SOUTH DAKOTA AVE	2	23.85	10	1.149	47
SOUTH DAKOTA AVE AND TAYLOR ST	2	23.9	10	1.146	48
CONNECTICUT AVE AND NEBRASKA AVE	1	51.3	21	1.122	49
GEORGIA AVE AND MORTON ST	1	22.1	9	1.116	50
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	36.95	15	1.112	51
10TH ST AND MASSACHUSETTS AVE	1	17.5	7	1.096	52
GEORGIA AVE AND KALMIA RD	1	37.7	15	1.090	53
18TH ST AND KALORAMA RD	1	15.25	6	1.078	54
13TH ST AND H ST	1	33.05	13	1.078	54
12TH ST AND MONROE ST	2	23	9	1.072	56
CONNECTICUT AVE AND VAN NESS ST	1	40.9	16	1.072	56
ALABAMA AVE AND PENNSYLVANIA AVE	3	36.2	14	1.060	58
K ST AND NEW JERSEY AVE	1	20.8	8	1.054	59
33RD ST AND M ST	1	33.9	13	1.051	60
ALABAMA AVE AND BRANCH AVE	3	34.4	13	1.035	61

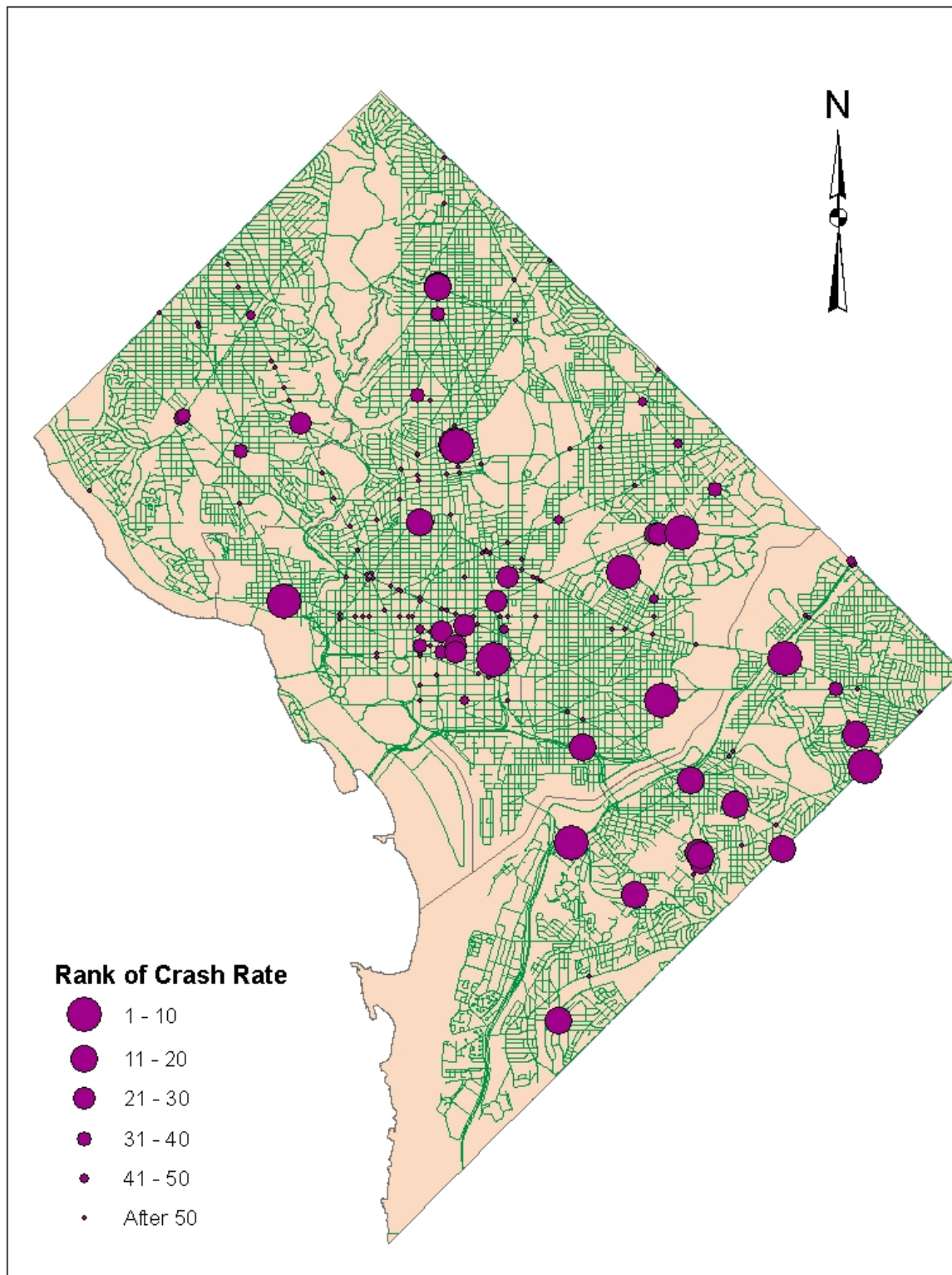
Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
20TH ST AND K ST	1	26.5	10	1.034	62
EASTERN AVE AND MICHIGAN AVE	2	21.25	8	1.031	63
GEORGIA AVE AND KENYON ST	1	29.45	11	1.023	64
EASTERN AVE AND NEW HAMPSHIRE AVE	2	29.85	11	1.010	65
NORTH CAPITOL ST AND R ST	5	52.4	19	0.993	66
BLADENSBURG RD AND MOUNT OLIVET RD	2	41.6	15	0.988	67
7TH ST AND P ST	1	14	5	0.978	68
1ST ST AND K ST	1	22.75	8	0.963	69
EASTERN AVE AND RHODE ISLAND AVE	2	28.9	10	0.948	70
12TH ST AND CONSTITUTION AVE	1	56.9	19	0.915	71
DUPONT CIR AND MASSACHUSETTS AVE	1	74.9	25	0.914	72
5TH ST AND MASSACHUSETTS AVE	1	38.95	13	0.914	72
22ND ST AND P ST	1	27.1	9	0.910	74
ECKINGTON PL AND FLORIDA AVE	2	36.25	12	0.907	75
RIVER RD AND WESTERN AVE	1	24.35	8	0.900	76
FLORIDA AVE AND NEW YORK AVE	2	86.8	28	0.884	77
NEW JERSEY AVE AND RHODE ISLAND AVE	1	44.05	14	0.871	78
CALVERT ST AND WISCONSIN AVE	1	28.45	9	0.867	79
MONTELLO AVE AND MOUNT OLIVET RD	2	19.15	6	0.858	80
RIGGS RD AND SOUTH DAKOTA AVE	2	41.95	13	0.849	81
14TH ST AND MONROE ST	1	16.15	5	0.848	82
FLORIDA AVE AND RHODE ISLAND AVE	1	55.2	17	0.844	83
BARRY PL AND SHERMAN AVE	1	22.8	7	0.841	84
49TH ST AND EAST CAPITOL ST	5	36.2	11	0.833	85
DAHLIA ST AND GEORGIA AVE	1	30.1	9	0.819	86
16TH ST AND EUCLID ST	1	33.6	10	0.815	87
BLAIR RD AND KANSAS AVE	1	23.65	7	0.811	88
14TH ST AND PENNSYLVANIA AVE	1	54.1	16	0.810	89
FLORIDA AVE AND P ST	2	34.05	10	0.805	90
9TH ST AND MASSACHUSETTS AVE	1	37.55	11	0.803	91
FLORIDA AVE AND NORTH CAPITOL ST	5	86	25	0.796	92
27TH ST AND PENNSYLVANIA AVE	3	52.1	15	0.789	93



Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
16TH ST AND K ST	1	48.85	14	0.785	94
GEORGIA AVE AND IRVING ST	1	28.7	8	0.764	95
17TH ST AND BENNING RD	2	61.1	17	0.762	96
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	39.6	11	0.761	97
COLUMBIA RD AND GEORGIA AVE	1	25.3	7	0.758	98
15TH ST AND K ST	1	47.15	13	0.755	99
11TH ST AND MASSACHUSETTS AVE	1	37.55	10	0.730	100
13TH ST AND H ST	2	26.55	7	0.722	101
FESSENDEN ST AND WISCONSIN AVE	1	34.85	9	0.708	102
ASPEN ST AND GEORGIA AVE	1	31.1	8	0.705	103
IRVING ST AND PARK PL	1	23.6	6	0.697	104
17TH ST AND K ST	2	36	9	0.685	105
6TH ST AND PENNSYLVANIA AVE	3	40.15	10	0.682	106
19TH ST AND K ST	1	48.6	12	0.676	107
BENNING RD AND OKLAHOMA AVE	2	52.8	13	0.675	108
CALVERT ST AND CONNECTICUT AVE	1	44.95	11	0.670	109
VAN NESS ST AND WISCONSIN AVE	1	45.1	11	0.668	110
CONNECTICUT AVE AND YUMA ST	1	37.45	9	0.658	111
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	108.35	26	0.657	112
MISSISSIPPI AVE AND WHEELER RD	3	16.7	4	0.656	113
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	175.85	42	0.654	114
17TH ST AND MASSACHUSETTS AVE	1	38.4	9	0.642	115
ARIZONA AVE AND CANAL RD	1	42.75	10	0.641	116
16TH ST AND IRVING ST	1	42.8	10	0.640	117
6TH ST AND K ST	1	25.75	6	0.638	118
COLUMBIA RD AND SHERMAN AVE	1	21.7	5	0.631	119
14TH ST AND COLUMBIA RD	1	26.25	6	0.626	120
8TH ST AND PENNSYLVANIA AVE	3	41.1	9	0.600	121
CONNECTICUT AVE AND MCKINLEY ST	1	42.05	9	0.586	122
MICHIGAN AVE AND MONROE ST	2	46.75	10	0.586	122
4TH ST AND FLORIDA AVE	1	32.9	7	0.583	124
CENTRAL AVE AND SOUTHERN AVE	3	14.3	3	0.575	125

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
BLADENSBURG RD AND V ST	2	24	5	0.571	126
1ST ST AND K ST	2	19.2	4	0.571	126
NEW YORK AVE AND SOUTH DAKOTA AVE	2	144.4	30	0.569	128
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	77.1	16	0.569	128
FRANKLIN ST AND RHODE ISLAND AVE	2	39.2	8	0.559	130
21ST ST AND K ST	1	39.6	8	0.553	131
CONNECTICUT AVE AND MILITARY RD	1	49.9	10	0.549	132
13TH ST AND TAYLOR ST	1	35.6	7	0.539	133
CONNECTICUT AVE AND TILDEN ST	1	46.1	9	0.535	134
14TH ST AND HARVARD ST	1	25.75	5	0.532	135
14TH ST AND THOMAS CIR	1	72.65	14	0.528	136
EASTERN AVE AND SHERIFF RD	2	20.9	4	0.524	137
MASSACHUSETTS AVE AND SCOTT CIR	1	66.85	12	0.492	138
BENNING RD AND KENILWORTH AVE	2	153.05	27	0.483	139
CONNECTICUT AVE AND K ST	1	62.6	11	0.481	140
23RD ST AND WASHINGTON CIR	1	75.7	13	0.470	141
CANAL RD AND CHAIN BRIDGE	1	40.85	7	0.469	142
MINNESOTA AVE AND RANDLE CIR	3	29.4	5	0.466	143
CATHEDRAL AVE AND CONNECTICUT AVE	1	35.3	6	0.466	143
14TH ST AND H ST	2	42.8	7	0.448	145
CONNECTICUT AVE AND DUPONT CIR	1	74.9	12	0.439	146
13TH ST AND F ST	1	18.75	3	0.438	147
NORTH CAPITOL ST AND RIGGS RD	5	68.95	11	0.437	148
CONSTITUTION AVE AND PENNSYLVANIA AVE	1	62.7	10	0.437	148
ALBEMARLE ST AND CONNECTICUT AVE	1	39.9	6	0.412	150
1ST ST AND RHODE ISLAND AVE	1	40.2	6	0.409	151
14TH ST AND MADISON DR	1	47.05	7	0.408	152
1ST ST AND INDEPENDENCE AVE	4	40.5	6	0.406	153
13TH ST AND MISSOURI AVE	1	49.6	7	0.387	154
CONNECTICUT AVE AND FLORIDA AVE	1	43	6	0.382	155

Intersection Name	Quadrant	Total Crash	ADT Volume (Thousand)	Rate	Rank
25TH ST AND ALABAMA AVE	3	22	3	0.374	156
DUPONT CIR AND NEW HAMPSHIRE AVE	1	74.9	10	0.366	157
BLADENSBURG RD AND MONTANA AVE	2	30.4	4	0.360	158
11TH ST AND NEW YORK AVE	1	30.5	4	0.359	159
14TH ST AND INDEPENDENCE AVE	4	69.85	9	0.353	160
NEW YORK AVE AND WEST VIRGINIA AVE	2	70.45	9	0.350	161
CONNECTICUT AVE AND L ST	1	49.85	6	0.330	162
18TH ST AND E ST	1	32.05	3	0.256	163
BENNING RD AND E ST	3	53.8	5	0.255	164
MILITARY RD AND NEBRASKA AVE	1	35.2	3	0.233	165
CONNECTICUT AVE AND RHODE ISLAND AVE	1	55.4	3	0.148	166
CONNECTICUT AVE AND KALORAMA RD	1	31.65	1	0.087	167
42ND ST AND WISCONSIN AVE	1	32.6	1	0.084	168



**Figure 5-137 Map of Crash Rate Rank (2007)**

**Table 5-80 Rank Based on Crash Cost (2007)**

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
BLADENSBURG RD AND NEW YORK AVE	2	84	34		9258.308	1
FIRTH STERLING AVE AND SUITLAND PKWY	3	45	36		8201.257	2
NEW YORK AVE AND NORTH CAPITOL ST	5	56	27	1	7326.457	3
H ST AND NORTH CAPITOL ST	5	46	30		7144.206	4
2ND ST AND H ST	1	32	30		6633.906	5
NEW JERSEY AVE AND NEW YORK AVE	1	39	28		6524.556	6
I ST AND S CAPITOL ST	5	37	28		6451.656	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	48	24		6123.606	8
BENNING RD AND MINNESOTA AVE	2	47	22		5722.655	9
EAST CAPITOL ST AND KENILWORTH AVE	2	36	23		5503.955	10
1ST ST AND NEW YORK AVE	1	31	24		5503.955	10
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	42	21		5358.155	12
PENNSYLVANIA AVE AND POTOMAC AVE	3	18	25		5212.355	13
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	27	23		5175.905	14
NEW YORK AVE AND SOUTH DAKOTA AVE	2	30	22		5103.005	15
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	2	26	22		4957.205	16
BENNING RD AND SOUTHERN AVE	3	30	19		4556.254	17
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	31	18		4410.454	18
FLORIDA AVE AND	5	25	19		4374.004	19

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
NORTH CAPITOL ST						
MONTANA AVE AND NEW YORK AVE	2	44	15		4337.554	20
1ST ST AND NEW YORK AVE	2	37	16		4264.654	21
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	26	18		4228.204	22
NEW HAMPSHIRE AVE AND NORTH CAPITOL ST	5	26	17		4045.954	23
GEORGIA AVE AND MISSOURI AVE	1	30	14	1	4009.504	24
PENNSYLVANIA AVE AND TEXAS AVE	3	10	12	4	4009.504	24
BENNING RD AND G ST	3	14	19		3973.054	26
FLORIDA AVE AND NEW YORK AVE	2	28	16		3936.604	27
SOUTHERN AVE AND SUITLAND RD	3	13	15	2	3936.604	27
BENNING RD AND KENILWORTH AVE	2	27	14	1	3900.154	29
7TH ST AND H ST	1	46	12		3863.704	30
EAST CAPITOL ST AND SOUTHERN AVE	5	16	18		3863.704	30
STANTON RD AND SUITLAND PKWY	3	35	14		3827.253	32
6TH ST AND NEW YORK AVE	1	20	17		3827.253	32
3RD ST AND NEW YORK AVE	1	38	11	1	3754.353	34
BRANCH AVE AND PENNSYLVANIA AVE	3	33	14		3754.353	34
EASTERN AVE AND KENILWORTH AVE	2	32	14		3717.903	36
M ST AND WISCONSIN AVE	1	50	10		3645.003	37
IRVING ST AND	2	18	12	2	3572.103	38

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
MICHIGAN AVE						
FENWICK ST AND NEW YORK AVE	2	17	16		3535.653	39
FAIRLAWN AVE AND PENNSYLVANIA AVE	3	15	12	2	3462.753	40
BONINI RD AND SOUTHERN AVE	3	10	15	1	3462.753	40
ALABAMA AVE AND PENNSYLVANIA AVE	3	14	16		3426.303	42
GEORGIA AVE AND KENNEDY ST	1	13	16		3389.853	43
10TH ST AND CONSTITUTION AVE	2	13	16		3389.853	43
34TH ST AND BENNING RD	2	16	15		3316.953	45
BENNING RD AND EAST CAPITOL ST	5	30	12		3280.503	46
NORTH CAPITOL ST AND R ST	5	19	14		3244.053	47
S CAPITOL ST AND SOUTHERN AVE	5	20	13		3098.253	48
12TH ST AND CONSTITUTION AVE	1	19	13		3061.803	49
13TH ST AND MICHIGAN AVE	2	11	14		2952.453	50
14TH ST AND U ST	1	30	10		2916.003	51
LENFANT SQ AND PENNSYLVANIA AVE	3	20	12		2916.003	51
REED ST AND RHODE ISLAND AVE	2	15	13		2916.003	51
M ST AND S CAPITOL ST	5	24	11		2879.553	54
M ST AND NORTH CAPITOL ST	5	23	9	1	2843.103	55
ALABAMA AVE AND BRANCH AVE	3	13	13		2843.103	55
MARTIN LUTHER KING AVE AND MILWAUKEE	3	12	13		2806.653	57

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
PL						
ALABAMA AVE AND STANTON RD	3	21	11		2770.203	58
MICHIGAN AVE AND NORTH CAPITOL ST	5	21	11		2770.203	58
EASTERN AVE AND NEW HAMPSHIRE AVE	2	11	13		2770.203	58
GEORGIA AVE AND KALMIA RD	1	15	12		2733.752	61
14TH ST AND SPRING RD	1	9	13		2697.302	62
CONNECTICUT AVE AND PORTER ST	1	27	9		2624.402	63
HOWARD RD AND MARTIN LUTHER KING AVE	3	17	11		2624.402	63
17TH ST AND BENNING RD	2	17	11		2624.402	63
14TH ST AND K ST	1	26	7	1	2587.952	66
9TH ST AND CONSTITUTION AVE	1	21	8	1	2587.952	66
14TH ST AND I ST	1	16	11		2587.952	66
FAIRVIEW AVE AND NEW YORK AVE	2	14	9	1	2515.052	69
16TH ST AND SPRING PL	1	13	11		2478.602	70
KENILWORTH AVE AND POLK ST	2	17	10		2442.152	71
FIRTH STERLING AVE AND S CAPITOL ST	5	17	10		2442.152	71
NORTH CAPITOL ST AND RANDOLPH PL	5	12	11		2442.152	71
14TH ST AND MADISON DR	1	7	12		2442.152	71
14TH ST AND CONSTITUTION AVE	1	36	6		2405.702	75
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	21	9		2405.702	75



Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
LIVINGSTON RD AND S CAPITOL ST	5	21	9		2405.702	75
4TH ST AND NEW YORK AVE	1	16	10		2405.702	75
NEW HAMPSHIRE AVE AND QUINCY ST	1	11	11		2405.702	75
MICHIGAN AVE AND SOUTH DAKOTA AVE	2	15	10		2369.252	80
5TH ST AND FLORIDA AVE	2	10	11		2369.252	80
10TH ST AND RHODE ISLAND AVE	2	10	11		2369.252	80
22ND ST AND EAST CAPITOL ST	5	14	10		2332.802	83
13TH ST AND SOUTHERN AVE	3	14	10		2332.802	83
17TH ST AND K ST	2	9	9	1	2332.802	83
23RD ST AND ALABAMA AVE	3	13	10		2296.352	86
53RD ST AND EAST CAPITOL ST	5	8	5	3	2296.352	86
BARNEY CIR AND PENNSYLVANIA AVE	3	17	9		2259.902	88
PENNSYLVANIA AVE AND SOUTHERN AVE	3	12	10		2259.902	88
CONNECTICUT AVE AND NEBRASKA AVE	1	21	8		2223.452	90
16TH ST AND NEW YORK AVE	2	21	8		2223.452	90
FIRTH STERLING AVE AND HOWARD RD	3	16	9		2223.452	90
7TH ST AND CONSTITUTION AVE	1	16	9		2223.452	90
GEORGIA AVE AND GERANIUM ST	1	16	9		2223.452	90
7TH ST AND INDEPENDENCE AVE	4	20	8		2187.002	95

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
14TH ST AND P ST	1	19	8		2150.552	96
POTOMAC AVE AND S CAPITOL ST	5	14	9		2150.552	96
13TH ST AND K ST	1	14	9		2150.552	96
GEORGIA AVE AND RANDOLPH ST	1	14	9		2150.552	96
1ST ST AND MICHIGAN AVE	1	14	9		2150.552	96
19TH ST AND E ST	1	9	10		2150.552	96
19TH ST AND INDEPENDENCE AVE	3	18	8		2114.102	102
4TH ST AND MICHIGAN AVE	2	13	9		2114.102	102
GEORGIA AVE AND SHEPHERD ST	1	13	9		2114.102	102
FIRTH STERLING AVE AND SUMNER RD	3	17	8		2077.652	105
5TH ST AND H ST	2	12	9		2077.652	106
GOOD HOPE RD AND NAYLOR RD	3	16	8		2041.202	107
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	16	8		2041.202	107
49TH ST AND EAST CAPITOL ST	5	11	9		2041.202	107
GALLATIN ST AND SOUTH DAKOTA AVE	2	11	9		2041.202	107
KENDALL ST AND NEW YORK AVE	2	20	7		2004.752	111
9TH ST AND E ST	1	15	8		2004.752	111
15TH ST AND CONSTITUTION AVE	1	15	8		2004.752	111
MARTIN LUTHER KING AVE AND S CAPITOL ST	5	15	6	1	2004.752	111
FLORIDA AVE AND GEORGIA AVE	1	19	7		1968.302	115
K ST AND NORTH	5	19	7		1968.302	115

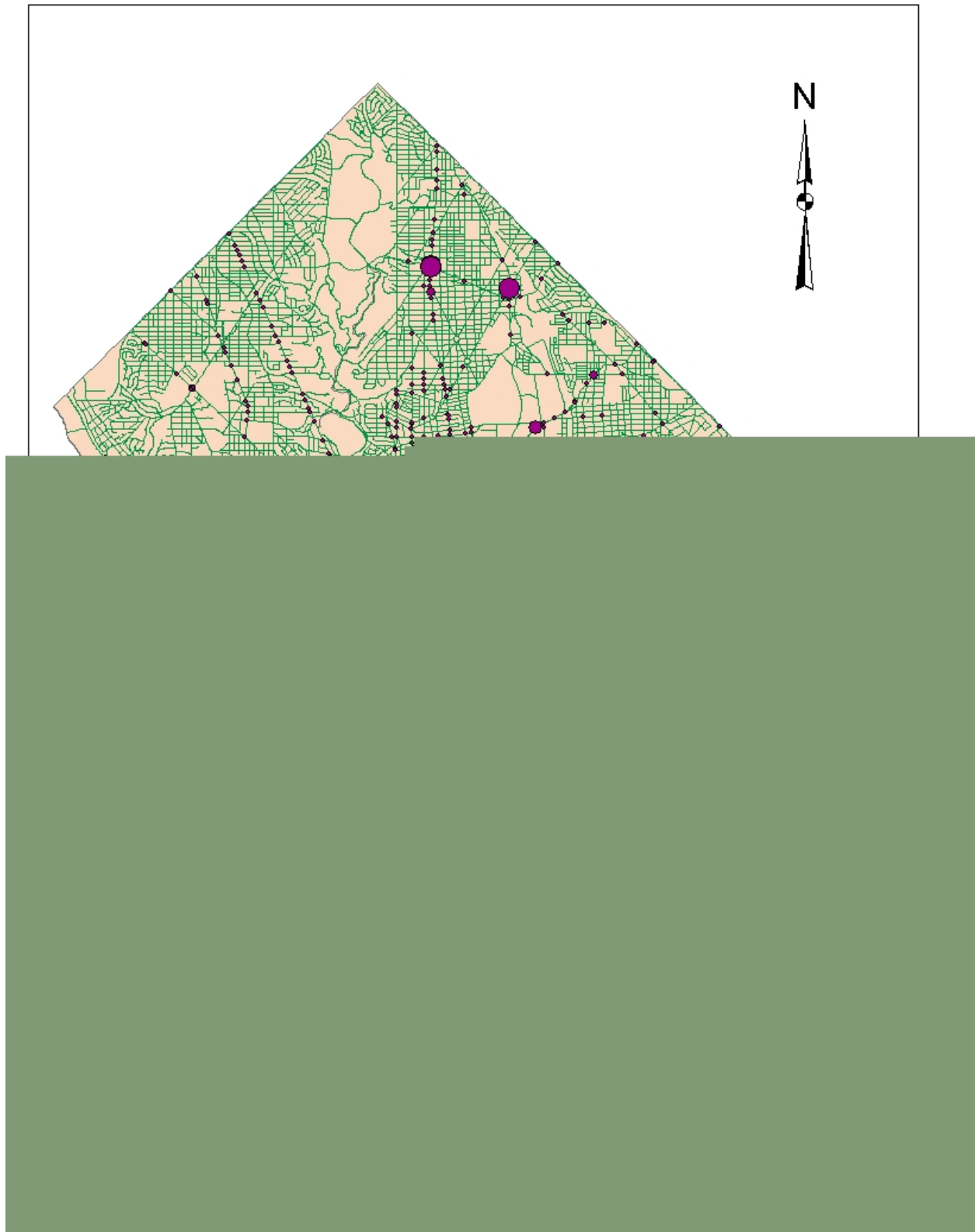
Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
CAPITOL ST						
HAMILTON ST AND NORTH CAPITOL ST	5	14	8		1968.302	115
MACOMB ST AND WISCONSIN AVE	1	14	6	1	1968.302	115
7TH ST AND PENNSYLVANIA AVE	1	9	5	2	1968.302	115
13TH ST AND H ST	1	13	8		1931.852	120
BENNING RD AND OKLAHOMA AVE	2	13	6	1	1931.852	120
AINGER PL AND ALABAMA AVE	3	13	8		1931.852	120
13TH ST AND M ST	1	13	8		1931.852	120
14TH ST AND RHODE ISLAND AVE	2	8	9		1931.852	120
FLORIDA AVE AND RHODE ISLAND AVE	1	17	7		1895.402	125
12TH ST AND K ST	1	12	8		1895.402	125
18TH ST AND RHODE ISLAND AVE	2	12	8		1895.402	125
4TH ST AND RHODE ISLAND AVE	2	16	7		1858.952	128
14TH ST AND PENNSYLVANIA AVE	1	16	7		1858.952	128
ALTAMONT PL AND NAYLOR RD	3	16	7		1858.952	128
6TH ST AND H ST	1	16	7		1858.952	128
3RD ST AND H ST	2	11	8		1858.952	128
DUPONT CIR AND MASSACHUSETTS AVE	1	25	5		1822.502	133
FRANCIS SCOTT KEY BRIDGE AND M ST	1	20	6		1822.502	133
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	15	7		1822.502	133
BLADENSBURG RD AND MOUNT OLIVET RD	2	15	7		1822.502	133

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
3RD ST AND FLORIDA AVE	2	15	7		1822.502	133
MONROE ST AND SOUTH DAKOTA AVE	2	10	8		1822.502	133
1ST ST AND FLORIDA AVE	1	10	8		1822.502	133
GEORGIA AVE AND PARK RD	1	19	6		1786.052	140
CONNECTICUT AVE AND NEWARK ST	1	14	7		1786.052	140
14TH ST AND EUCLID ST	1	9	6	1	1786.052	140
BRENTWOOD RD AND SARATOGA AVE	2	9	8		1786.052	140
NEBRASKA AVE AND WARD CIR	1	23	5		1749.602	144
14TH ST AND F ST	1	18	6		1749.602	144
18TH ST AND K ST	1	18	6		1749.602	144
9TH ST AND PENNSYLVANIA AVE	1	18	6		1749.602	144
HALF ST AND M ST	4	13	7		1749.602	144
4TH ST AND H ST	1	13	7		1749.602	144
11TH ST AND M ST	3	17	6		1713.152	150
10TH ST AND FRANKLIN ST	2	12	7		1713.152	150
14TH ST AND L ST	1	12	7		1713.152	150
31ST ST AND M ST	1	31	3		1676.702	153
13TH ST AND U ST	1	21	5		1676.702	153
GOOD HOPE RD AND MARTIN LUTHER KING AVE	3	16	6		1676.702	153
14TH ST AND MILITARY RD	1	16	6		1676.702	153
NAYLOR RD AND SOUTHERN AVE	5	11	7		1676.702	153
7TH ST AND	1	11	7		1676.702	153

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
MASSACHUSETTS AVE						
19TH ST AND BENNING RD	2	11	5	1	1676.702	153
EMERSON ST AND SARGENT RD	2	6	6	1	1676.702	153
13TH ST AND PENNSYLVANIA AVE	3	6	6	1	1676.702	153
BENNING RD AND MARYLAND AVE	2	6	6	1	1676.702	153
27TH ST AND PENNSYLVANIA AVE	3	15	6		1640.251	163
CRITTENDEN ST AND NORTH CAPITOL ST	5	10	7		1640.251	163
BRENTWOOD RD AND W ST	2	10	7		1640.251	163
15TH ST AND G ST	1	14	6		1603.801	166
14TH ST AND G ST	1	14	6		1603.801	166
16TH ST AND MILITARY RD	1	14	6		1603.801	166
ALABAMA AVE AND SUITLAND PKWY	3	14	6		1603.801	166
FESSENDEN ST AND WISCONSIN AVE	1	9	7		1603.801	166
CONNECTICUT AVE AND TILDEN ST	1	9	7		1603.801	166
26TH ST AND BENNING RD	2	9	7		1603.801	166
5TH ST AND MASSACHUSETTS AVE	1	13	6		1567.351	173
RIGGS RD AND SOUTH DAKOTA AVE	2	13	6		1567.351	173
36TH ST AND BENNING RD	2	13	6		1567.351	173
EASTERN AVE AND MICHIGAN AVE	2	8	7		1567.351	173
ASPEN ST AND GEORGIA AVE	1	8	7		1567.351	173

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
FRANKLIN ST AND RHODE ISLAND AVE	2	8	7		1567.351	173
BRYANT ST AND NORTH CAPITOL ST	5	8	7		1567.351	173
CHANNING ST AND NORTH CAPITOL ST	5	8	7		1567.351	173
KENYON ST AND PARK PL	1	12	6		1530.901	181
16TH ST AND U ST	1	12	6		1530.901	181
BLAIR RD AND PINEY BRANCH RD	1	7	7		1530.901	181
12TH ST AND INDEPENDENCE AVE	4	7	7		1530.901	181
19TH ST AND M ST	1	21	4		1494.451	185
H ST AND NEW JERSEY AVE	1	11	6		1494.451	185
ALTAMONT PL AND GOOD HOPE RD	3	11	6		1494.451	185
7TH ST AND E ST	1	11	6		1494.451	185
24TH ST AND M ST	1	15	5		1458.001	189
14TH ST AND RHODE ISLAND AVE	1	15	5		1458.001	189
JENIFER ST AND WISCONSIN AVE	1	15	5		1458.001	189
16TH ST AND IRVING ST	1	10	4	1	1458.001	189
7TH ST AND FLORIDA AVE	1	10	6		1458.001	189
5TH ST AND H ST	1	10	6		1458.001	189
GEORGIA AVE AND PEABODY ST	1	10	6		1458.001	189
1ST ST AND MASSACHUSETTS AVE	2	10	6		1458.001	189
GEORGIA AVE AND HOWARD PL	1	5	7		1458.001	189
CONNECTICUT AVE AND DEVONSHIRE PL	1	19	4		1421.551	198

Intersection Name	Quadrant	# of Crashes	# of Injuries	# of Death	Cost (Thousand \$)	Rank
12TH ST AND RHODE ISLAND AVE	2	14	5		1421.551	198
4TH ST AND M ST	4	9	6		1421.551	198
GALLATIN ST AND GEORGIA AVE	1	9	6		1421.551	198
16TH ST AND SPRING RD	1	9	6		1421.551	198



**Figure 5-138 Map of Crash Cost Rank (2007)**



**Table 5-81 Rank Based on Total Crashes (2007)**

Intersection Name	Quadrant	# of Crashes	Rank
BLADENSBURG RD AND NEW YORK AVE	2	84	1
NEW YORK AVE AND NORTH CAPITOL ST	5	56	2
M ST AND WISCONSIN AVE	1	50	3
MINNESOTA AVE AND PENNSYLVANIA AVE	3	48	4
BENNING RD AND MINNESOTA AVE	2	47	5
7TH ST AND H ST	1	46	6
H ST AND NORTH CAPITOL ST	5	46	6
FIRTH STERLING AVE AND SUITLAND PKWY	3	45	8
MONTANA AVE AND NEW YORK AVE	2	44	9
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	42	10
NEW JERSEY AVE AND NEW YORK AVE	1	39	11
3RD ST AND NEW YORK AVE	1	38	12
1ST ST AND NEW YORK AVE	2	37	13
I ST AND S CAPITOL ST	5	37	13
EAST CAPITOL ST AND KENILWORTH AVE	2	36	15
14TH ST AND CONSTITUTION AVE	1	36	15
STANTON RD AND SUITLAND PKWY	3	35	17
BRANCH AVE AND PENNSYLVANIA AVE	3	33	18
EASTERN AVE AND KENILWORTH AVE	2	32	19
2ND ST AND H ST	1	32	19
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	31	21
31ST ST AND M ST	1	31	21
1ST ST AND NEW YORK AVE	1	31	21
BENNING RD AND SOUTHERN AVE	3	30	24
GEORGIA AVE AND MISSOURI AVE	1	30	24
BENNING RD AND EAST CAPITOL ST	5	30	24
NEW YORK AVE AND SOUTH DAKOTA AVE	2	30	24
14TH ST AND U ST	1	30	24
FLORIDA AVE AND NEW YORK AVE	2	28	29
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	27	30
CONNECTICUT AVE AND PORTER ST	1	27	30
BENNING RD AND KENILWORTH AVE	2	27	30
NEW HAMPSHIRE AVE AND NORTH CAPITOL ST	5	26	33
MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	2	26	34
14TH ST AND K ST	1	26	34
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	26	36

Intersection Name	Quadrant	# of Crashes	Rank
FLORIDA AVE AND NORTH CAPITOL ST	5	25	37
DUPONT CIR AND MASSACHUSETTS AVE	1	25	37
M ST AND S CAPITOL ST	5	24	39
NEBRASKA AVE AND WARD CIR	1	23	40
M ST AND NORTH CAPITOL ST	5	23	40
CONNECTICUT AVE AND NEBRASKA AVE	1	21	42
ALABAMA AVE AND STANTON RD	3	21	42
17TH ST AND PENNSYLVANIA AVE	1	21	42
RHODE ISLAND AVE AND SOUTH DAKOTA AVE	2	21	42
LIVINGSTON RD AND S CAPITOL ST	5	21	42
9TH ST AND CONSTITUTION AVE	1	21	42
19TH ST AND M ST	1	21	42
16TH ST AND NEW YORK AVE	2	21	42
13TH ST AND U ST	1	21	42
MICHIGAN AVE AND NORTH CAPITOL ST	5	21	42
7TH ST AND INDEPENDENCE AVE	4	20	52
FRANCIS SCOTT KEY BRIDGE AND M ST	1	20	52
KENDALL ST AND NEW YORK AVE	2	20	52
6TH ST AND NEW YORK AVE	1	20	52
S CAPITOL ST AND SOUTHERN AVE	5	20	52
LENFANT SQ AND PENNSYLVANIA AVE	3	20	52
NORTH CAPITOL ST AND R ST	5	19	58
12TH ST AND CONSTITUTION AVE	1	19	58
FLORIDA AVE AND GEORGIA AVE	1	19	58
GEORGIA AVE AND PARK RD	1	19	58
CONNECTICUT AVE AND DEVONSHIRE PL	1	19	58
14TH ST AND P ST	1	19	58
K ST AND NORTH CAPITOL ST	5	19	58
19TH ST AND INDEPENDENCE AVE	3	18	65
14TH ST AND F ST	1	18	65
HALL PL AND WISCONSIN AVE	1	18	65
PENNSYLVANIA AVE AND POTOMAC AVE	3	18	65
18TH ST AND K ST	1	18	65
IRVING ST AND MICHIGAN AVE	2	18	65
9TH ST AND PENNSYLVANIA AVE	1	18	65
MASSACHUSETTS AVE AND NORTH CAPITOL ST	5	18	65
HOWARD RD AND MARTIN LUTHER KING AVE	3	17	73
17TH ST AND BENNING RD	2	17	73
FLORIDA AVE AND RHODE ISLAND AVE	1	17	73

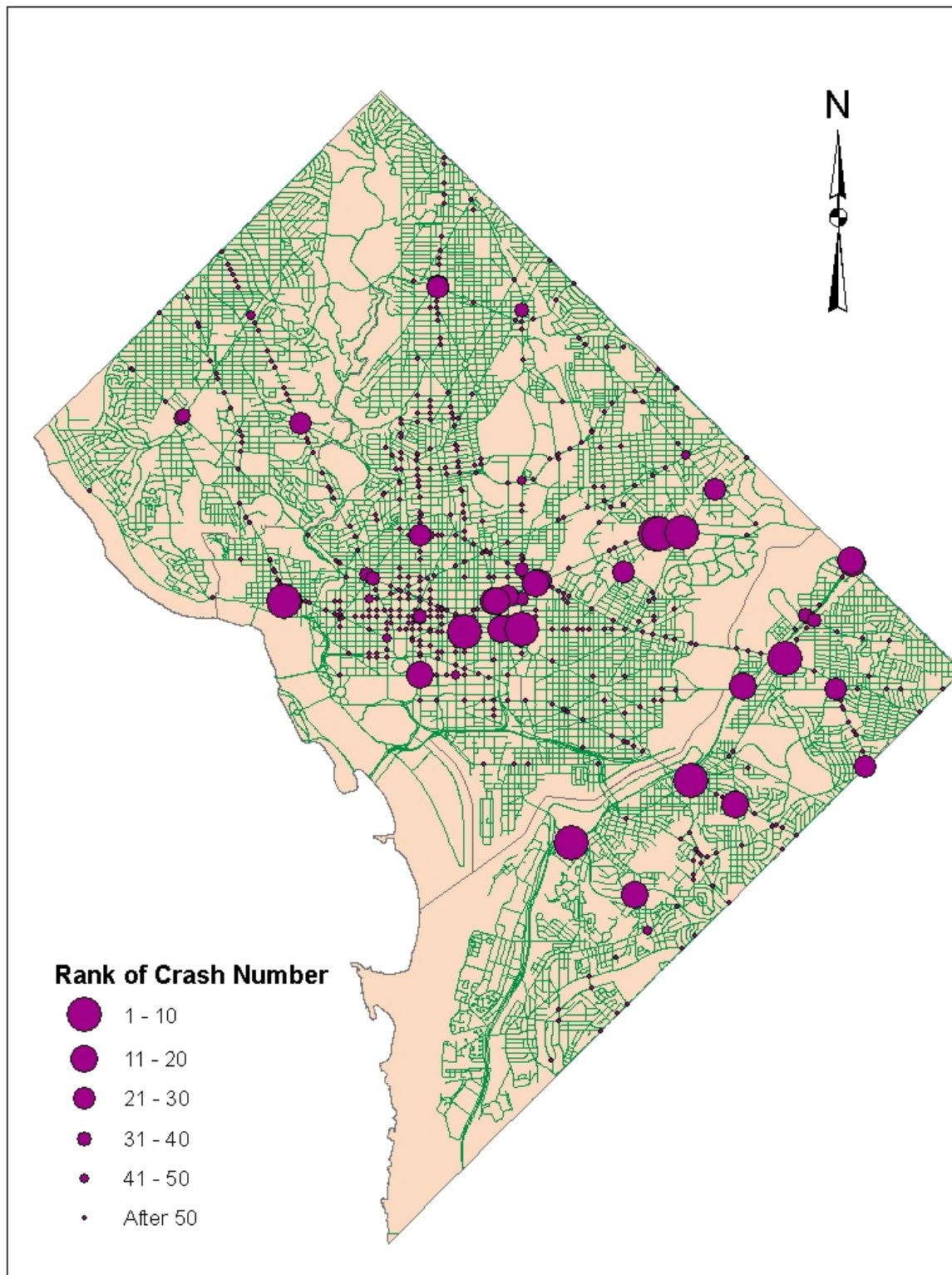
Intersection Name	Quadrant	# of Crashes	Rank
WISCONSIN AVE AND WOODLEY RD	1	17	73
11TH ST AND M ST	3	17	73
KENILWORTH AVE AND POLK ST	2	17	73
BARNEY CIR AND PENNSYLVANIA AVE	3	17	73
FIRTH STERLING AVE AND SUMNER RD	3	17	73
FIRTH STERLING AVE AND S CAPITOL ST	5	17	73
FENWICK ST AND NEW YORK AVE	2	17	73
18TH ST AND COLUMBIA RD	1	17	73
GOOD HOPE RD AND NAYLOR RD	3	16	84
4TH ST AND RHODE ISLAND AVE	2	16	84
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	16	84
14TH ST AND PENNSYLVANIA AVE	1	16	84
CONNECTICUT AVE AND VAN NESS ST	1	16	84
GOOD HOPE RD AND MARTIN LUTHER KING AVE	3	16	84
ALTAMONT PL AND NAYLOR RD	3	16	84
14TH ST AND I ST	1	16	84
FIRTH STERLING AVE AND HOWARD RD	3	16	84
14TH ST AND MILITARY RD	1	16	84
42ND ST AND BENNING RD	2	16	84
7TH ST AND CONSTITUTION AVE	1	16	84
6TH ST AND H ST	1	16	84
GEORGIA AVE AND GERANIUM ST	1	16	84
4TH ST AND NEW YORK AVE	1	16	84
EAST CAPITOL ST AND SOUTHERN AVE	5	16	84
34TH ST AND BENNING RD	2	16	84
GEORGIA AVE AND KALMIA RD	1	15	101
9TH ST AND E ST	1	15	101
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	15	101
BLADENSBURG RD AND MOUNT OLIVET RD	2	15	101
27TH ST AND PENNSYLVANIA AVE	3	15	101
11TH ST AND H ST	1	15	101
3RD ST AND D ST	1	15	101
15TH ST AND CONSTITUTION AVE	1	15	101
24TH ST AND M ST	1	15	101
3RD ST AND FLORIDA AVE	2	15	101
MICHIGAN AVE AND SOUTH DAKOTA AVE	2	15	101
14TH ST AND RHODE ISLAND AVE	1	15	101
JENIFER ST AND WISCONSIN AVE	1	15	101

Intersection Name	Quadrant	# of Crashes	Rank
9TH ST AND H ST	1	15	101
REED ST AND RHODE ISLAND AVE	2	15	101
FAIRLAWN AVE AND PENNSYLVANIA AVE	3	15	101
MARTIN LUTHER KING AVE AND S CAPITOL ST	5	15	101
BENNING RD AND G ST	3	14	118
ALABAMA AVE AND PENNSYLVANIA AVE	3	14	118
NEW JERSEY AVE AND RHODE ISLAND AVE	1	14	118
14TH ST AND THOMAS CIR	1	14	118
16TH ST AND K ST	1	14	118
POTOMAC AVE AND S CAPITOL ST	5	14	118
CONNECTICUT AVE AND NEWARK ST	1	14	118
15TH ST AND G ST	1	14	118
HAMILTON ST AND NORTH CAPITOL ST	5	14	118
PENNSYLVANIA AVE AND WASHINGTON CIR	1	14	118
9TH ST AND RHODE ISLAND AVE	1	14	118
14TH ST AND G ST	1	14	118
BRYANT ST AND GEORGIA AVE	1	14	118
16TH ST AND MILITARY RD	1	14	118
MACOMB ST AND WISCONSIN AVE	1	14	118
12TH ST AND RHODE ISLAND AVE	2	14	118
ALABAMA AVE AND SUITLAND PKWY	3	14	118
22ND ST AND EAST CAPITOL ST	5	14	118
13TH ST AND K ST	1	14	118
GEORGIA AVE AND RANDOLPH ST	1	14	118
13TH ST AND SOUTHERN AVE	3	14	118
1ST ST AND MICHIGAN AVE	1	14	118
FAIRVIEW AVE AND NEW YORK AVE	2	14	118
SOUTHERN AVE AND SUITLAND RD	3	13	141
GEORGIA AVE AND KENNEDY ST	1	13	141
ALABAMA AVE AND BRANCH AVE	3	13	141
13TH ST AND H ST	1	13	141
BENNING RD AND OKLAHOMA AVE	2	13	141
5TH ST AND MASSACHUSETTS AVE	1	13	141
RIGGS RD AND SOUTH DAKOTA AVE	2	13	141
25TH ST AND GOOD HOPE RD	3	13	141
15TH ST AND K ST	1	13	141
23RD ST AND WASHINGTON CIR	1	13	141
33RD ST AND M ST	1	13	141
4TH ST AND NEW YORK AVE	2	13	141

Intersection Name	Quadrant	# of Crashes	Rank
HALF ST AND M ST	4	13	141
AINGER PL AND ALABAMA AVE	3	13	141
23RD ST AND CONSTITUTION AVE	1	13	141
CHEVY CHASE CIR AND CONNECTICUT AVE	1	13	141
36TH ST AND BENNING RD	2	13	141
23RD ST AND ALABAMA AVE	3	13	141
17TH ST AND MARYLAND AVE	2	13	141
GEORGIA AVE AND RITTENHOUSE ST	1	13	141
4TH ST AND H ST	1	13	141
16TH ST AND SPRING PL	1	13	141
7TH ST AND G ST	1	13	141
13TH ST AND M ST	1	13	141
N ST AND S CAPITOL ST	5	13	141
10TH ST AND CONSTITUTION AVE	2	13	141
M ST AND POTOMAC ST	1	13	141
4TH ST AND MICHIGAN AVE	2	13	141
14TH ST AND FLORIDA AVE	1	13	141
12TH ST AND H ST	2	13	141
GEORGIA AVE AND SHEPHERD ST	1	13	141
15TH ST AND I ST	1	13	141
15TH ST AND PENNSYLVANIA AVE	1	13	141
12TH ST AND U ST	1	13	141
ALABAMA AVE AND NAYLOR RD	3	12	175
14TH ST AND H ST	1	12	175
ECKINGTON PL AND FLORIDA AVE	2	12	175
19TH ST AND K ST	1	12	175
9TH ST AND F ST	1	12	175
MASSACHUSETTS AVE AND SCOTT CIR	1	12	175
CONNECTICUT AVE AND DUPONT CIR	1	12	175
5TH ST AND H ST	2	12	175
RESERVOIR RD AND WISCONSIN AVE	1	12	175
KENYON ST AND PARK PL	1	12	175
MARTIN LUTHER KING AVE AND MILWAUKEE PL	3	12	175
19TH ST AND EAST CAPITOL ST	5	12	175
10TH ST AND FRANKLIN ST	2	12	175
NORTH CAPITOL ST AND RANDOLPH PL	5	12	175
12TH ST AND K ST	1	12	175
18TH ST AND RHODE ISLAND AVE	2	12	175

Intersection Name	Quadrant	# of Crashes	Rank
Q ST AND WISCONSIN AVE	1	12	175
16TH ST AND M ST	1	12	175
14TH ST AND L ST	1	12	175
17TH ST AND K ST	1	12	175
PENNSYLVANIA AVE AND SOUTHERN AVE	3	12	175
14TH ST AND IRVING ST	1	12	175
16TH ST AND U ST	1	12	175
M ST AND WHITEHURST FRWY	1	12	175
EASTERN AVE AND NEW HAMPSHIRE AVE	2	11	199
49TH ST AND EAST CAPITOL ST	5	11	199
H ST AND NEW JERSEY AVE	1	11	199
CALVERT ST AND CONNECTICUT AVE	1	11	199
VAN NESS ST AND WISCONSIN AVE	1	11	199
NORTH CAPITOL ST AND RIGGS RD	5	11	199
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	11	199
CONNECTICUT AVE AND K ST	1	11	199
GEORGIA AVE AND KENYON ST	1	11	199
9TH ST AND MASSACHUSETTS AVE	1	11	199
NAYLOR RD AND SOUTHERN AVE	5	11	199
GALLATIN ST AND SOUTH DAKOTA AVE	2	11	199
MARTIN LUTHER KING AVE AND TALBERT ST	3	11	199
KENILWORTH AVE AND QUARLES ST	2	11	199
GEORGIA AVE AND MADISON ST	1	11	199
3RD ST AND H ST	2	11	199
GEORGIA AVE AND LONGFELLOW ST	1	11	199
NEW HAMPSHIRE AVE AND QUINCY ST	1	11	199
23RD ST AND I ST	1	11	199
PENNSYLVANIA AVE AND PROUT ST	3	11	199
ALTAMONT PL AND GOOD HOPE RD	3	11	199
29TH ST AND M ST	1	11	199
17TH ST AND L ST	1	11	199
12TH ST AND PENNSYLVANIA AVE	1	11	199
O ST AND WISCONSIN AVE	1	11	199
7TH ST AND MASSACHUSETTS AVE	1	11	199
7TH ST AND E ST	1	11	199
17TH ST AND H ST	1	11	199
6TH ST AND H ST	2	11	199
15TH ST AND M ST	1	11	199
15TH ST AND H ST	1	11	199

Intersection Name	Quadrant	# of Crashes	Rank
16TH ST AND V ST	1	11	199
GEORGIA AVE AND PINEY BRANCH RD	1	11	199
FRANKLIN ST AND MICHIGAN AVE	2	11	199
3RD ST AND MASSACHUSETTS AVE	1	11	199
19TH ST AND BENNING RD	2	11	199
18TH ST AND L ST	1	11	199
30TH ST AND PENNSYLVANIA AVE	3	11	199
8TH ST AND H ST	2	11	199
ANACOSTIA AVE AND BENNING RD	2	11	199
CHESAPEAKE ST AND SOUTHERN AVE	3	11	199
13TH ST AND MICHIGAN AVE	2	11	199
CONNECTICUT AVE AND ORDWAY ST	1	11	199



**Figure 5-139 Map of Crash Number Rank (2007)**



**Table 5-82 Rank Based on Composite Index (2007)**

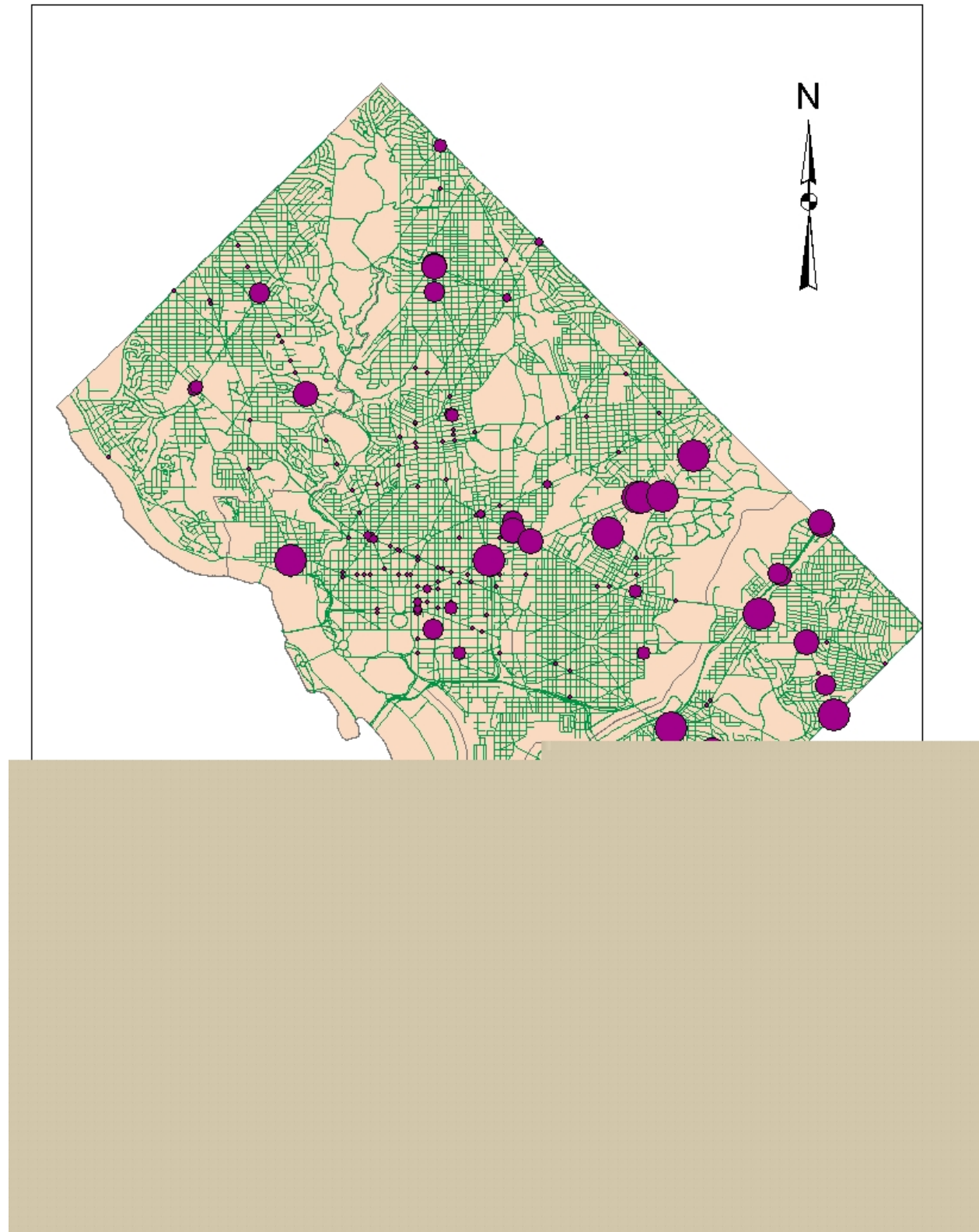
Intersection Name	Quadrant	# of Crashes	Cost	Rate	Composite	
		Rank			Value	Rank
BLADENSBURG RD AND NEW YORK AVE	2	1	1	7	2.5	1
FIRTH STERLING AVE AND SUITLAND PKWY	3	8	2	6	4.5	2
BENNING RD AND MINNESOTA AVE	2	5	9	4	6.75	3
MINNESOTA AVE AND PENNSYLVANIA AVE	3	4	8	15	8.75	4
NEW JERSEY AVE AND NEW YORK AVE	1	11	6	29	13	5
BENNING RD AND SOUTHERN AVE	3	24	17	1	14.75	6
MOUNT OLIVET RD AND WEST VIRGINIA AVE	2	21	18	3	15	7
MONTANA AVE AND NEW YORK AVE	2	9	20	23	18	8
M ST AND WISCONSIN AVE	1	3	37	2	19.75	9
BLADENSBURG RD AND SOUTH DAKOTA AVE	2	30	14	31	22.25	10
GEORGIA AVE AND MISSOURI AVE	1	24	24	19	22.75	11
STANTON RD AND SUITLAND PKWY	3	17	32	12	23.25	12
BRANCH AVE AND PENNSYLVANIA AVE	3	18	34	11	24.25	13
EASTERN AVE AND KENILWORTH AVE	2	19	36	45	34	14
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	10	12	114	37	15
BENNING RD AND EAST CAPITOL ST	5	24	46	33	37.25	16
FLORIDA AVE AND NEW YORK AVE	2	29	27	77	40	17
FLORIDA AVE AND NORTH CAPITOL ST	5	37	19	92	41.75	18
CONNECTICUT AVE AND PORTER ST	1	30	63	26	45.5	19
NEW YORK AVE AND SOUTH DAKOTA AVE	2	24	15	128	45.5	19
BENNING RD AND G ST	3	118	26	17	46.75	21
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2	36	22	112	48	22
SOUTHERN AVE AND SUITLAND RD	3	141	27	13	52	23
HOWARD RD AND MARTIN LUTHER KING AVE	3	73	63	10	52.25	24
NORTH CAPITOL ST AND R ST	5	58	47	66	54.5	25
12TH ST AND CONSTITUTION AVE	1	58	49	71	56.75	26
BENNING RD AND KENILWORTH AVE	2	30	29	139	56.75	26
ALABAMA AVE AND PENNSYLVANIA AVE	3	118	42	58	65	28
GEORGIA AVE AND KENNEDY ST	1	141	43	39	66.5	29
CONNECTICUT AVE AND NEBRASKA AVE	1	42	90	49	67.75	30

		# of Crashes	Cost	Rate	Composite	
19TH ST AND INDEPENDENCE AVE	3	65	102	5	68.5	31
GEORGIA AVE AND KALMIA RD	1	101	61	53	69	32
7TH ST AND INDEPENDENCE AVE	4	52	95	42	71	33
17TH ST AND BENNING RD	2	73	63	96	73.75	34
GOOD HOPE RD AND NAYLOR RD	3	84	107	14	78	35
ALABAMA AVE AND BRANCH AVE	3	141	55	61	78	35
FLORIDA AVE AND GEORGIA AVE	1	58	115	32	80	37
9TH ST AND E ST	1	101	111	21	86	38
GEORGIA AVE AND PARK RD	1	58	140	8	86.5	39
NEBRASKA AVE AND WARD CIR	1	40	144	40	92	40
DUPONT CIR AND MASSACHUSETTS AVE	1	37	133	72	93.75	41
EASTERN AVE AND NEW HAMPSHIRE AVE	2	199	58	65	95	42
4TH ST AND RHODE ISLAND AVE	2	84	128	41	95.25	43
14TH ST AND F ST	1	65	144	34	96.75	44
FLORIDA AVE AND RHODE ISLAND AVE	1	73	125	83	101.5	45
MISSOURI AVE AND NEW HAMPSHIRE AVE	1	101	133	51	104.5	46
NORTH CAPITOL ST AND RHODE ISLAND AVE	5	84	107	128	106.5	47
14TH ST AND PENNSYLVANIA AVE	1	84	128	89	107.25	48
BLADENSBURG RD AND MOUNT OLIVET RD	2	101	133	67	108.5	49
13TH ST AND H ST	1	141	120	54	108.75	50
BENNING RD AND OKLAHOMA AVE	2	141	120	108	122.25	51
49TH ST AND EAST CAPITOL ST	5	199	107	85	124.5	52
27TH ST AND PENNSYLVANIA AVE	3	101	163	93	130	53
WISCONSIN AVE AND WOODLEY RD	1	73	210	37	132.5	54
MONROE ST AND SOUTH DAKOTA AVE	2	242	133	47	138.75	55
5TH ST AND MASSACHUSETTS AVE	1	141	173	72	139.75	56
RIGGS RD AND SOUTH DAKOTA AVE	2	141	173	81	142	57
11TH ST AND H ST	1	101	220	28	142.25	58
17TH ST AND K ST	2	298	83	105	142.25	58
H ST AND NEW JERSEY AVE	1	199	185	46	153.75	60
ALABAMA AVE AND NAYLOR RD	3	175	210	30	156.25	61
CONNECTICUT AVE AND VAN NESS ST	1	84	252	56	161	62
25TH ST AND GOOD HOPE RD	3	141	234	36	161.25	63
15TH ST AND K ST	1	141	203	99	161.5	64
NEW JERSEY AVE AND RHODE ISLAND AVE	1	118	230	78	164	65

		# of Crashes	Cost	Rate	Composite	
14TH ST AND MADISON DR	1	386	71	152	170	66
FESSENDEN ST AND WISCONSIN AVE	1	298	166	102	183	67
16TH ST AND IRVING ST	1	242	189	117	184.25	68
CALVERT ST AND CONNECTICUT AVE	1	199	216	109	185	69
EASTERN AVE AND MICHIGAN AVE	2	343	173	63	188	70
3RD ST AND D ST	1	101	323	9	189	71
CONNECTICUT AVE AND TILDEN ST	1	298	166	134	191	72
8TH ST AND I ST	3	298	230	16	193.5	73
11TH ST AND MASSACHUSETTS AVE	1	242	220	100	195.5	74
ASPEN ST AND GEORGIA AVE	1	343	173	103	198	75
VAN NESS ST AND WISCONSIN AVE	1	199	252	110	203.25	76
14TH ST AND THOMAS CIR	1	118	280	136	203.5	77
FRANKLIN ST AND RHODE ISLAND AVE	2	343	173	130	204.75	78
14TH ST AND H ST	1	175	301	43	205	79
1ST ST AND P ST	1	343	234	24	208.75	80
14TH ST AND UPSHUR ST	1	386	210	38	211	81
ECKINGTON PL AND FLORIDA AVE	2	175	301	75	213	82
23RD ST AND WASHINGTON CIR	1	141	292	141	216.5	83
19TH ST AND K ST	1	175	301	107	221	84
16TH ST AND K ST	1	118	340	94	223	85
33RD ST AND M ST	1	141	350	60	225.25	86
CONNECTICUT AVE AND MILITARY RD	1	242	266	132	226.5	87
9TH ST AND F ST	1	175	361	22	229.75	88
CALVERT ST AND WISCONSIN AVE	1	298	280	79	234.25	89
DAHLIA ST AND GEORGIA AVE	1	298	280	86	236	90
14TH ST AND W ST	1	343	292	20	236.75	91
20TH ST AND K ST	1	242	323	62	237.5	92
EASTERN AVE AND RHODE ISLAND AVE	2	242	323	70	239.5	93
NORTH CAPITOL ST AND RIGGS RD	5	199	309	148	241.25	94
17TH ST AND MASSACHUSETTS AVE	1	298	280	115	243.25	95
1ST ST AND K ST	1	343	292	69	249	96
RIVER RD AND WESTERN AVE	1	343	292	76	250.75	97
ARIZONA AVE AND CANAL RD	1	242	323	116	251	98
MONTELLO AVE AND MOUNT OLIVET RD	2	421	252	80	251.25	99
11TH ST AND E ST	1	298	340	34	253	100
14TH ST AND INDEPENDENCE AVE	4	298	280	160	254.5	101
COLUMBIA RD AND SHERMAN AVE	1	467	220	119	256.5	102

		# of Crashes	Cost	Rate	Composite	
GEORGIA AVE AND NEW HAMPSHIRE AVE	1	199	368	97	258	103
EASTERN AVE AND MINNESOTA AVE	2	242	383	27	258.75	104
MASSACHUSETTS AVE AND SCOTT CIR	1	175	361	138	258.75	104
22ND ST AND P ST	1	298	340	74	263	106
SOUTH DAKOTA AVE AND TAYLOR ST	2	242	383	48	264	107
CONNECTICUT AVE AND K ST	1	199	368	140	268.75	108
16TH ST AND EUCLID ST	1	242	383	87	273.75	109
FLORIDA AVE AND P ST	2	242	383	90	274.5	110
CONNECTICUT AVE AND MCKINLEY ST	1	298	340	122	275	111
4TH ST AND FLORIDA AVE	1	386	301	124	278	112
17TH ST AND M ST	2	298	396	44	283.5	113
12TH ST AND MONROE ST	2	298	396	56	286.5	114
GEORGIA AVE AND KENYON ST	1	199	448	64	289.75	115
4TH ST AND ATLANTIC ST	3	343	414	18	297.25	116
7TH ST AND I ST	1	242	462	25	297.75	117
14TH ST AND MONROE ST	1	467	323	82	298.75	118
BLAIR RD AND KANSAS AVE	1	386	361	88	299	119
CONNECTICUT AVE AND YUMA ST	1	298	396	111	300.25	120
8TH ST AND PENNSYLVANIA AVE	3	298	396	121	302.75	121
K ST AND NEW JERSEY AVE	1	343	414	59	307.5	122
6TH ST AND PENNSYLVANIA AVE	3	242	462	106	318	123
6TH ST AND K ST	1	421	368	118	318.75	124
14TH ST AND COLUMBIA RD	1	421	368	120	319.25	125
MICHIGAN AVE AND MONROE ST	2	242	462	122	322	126
21ST ST AND K ST	1	343	414	131	325.5	127
10TH ST AND MASSACHUSETTS AVE	1	386	434	52	326.5	128
9TH ST AND MASSACHUSETTS AVE	1	199	508	91	326.5	128
ALBEMARLE ST AND CONNECTICUT AVE	1	421	368	150	326.75	130
CONNECTICUT AVE AND FLORIDA AVE	1	421	368	155	328	131
CONNECTICUT AVE AND DUPONT CIR	1	175	496	146	328.25	132
CONSTITUTION AVE AND PENNSYLVANIA AVE	1	242	462	148	328.5	133
CONNECTICUT AVE AND L ST	1	421	368	162	329.75	134
DUPONT CIR AND NEW HAMPSHIRE AVE	1	242	462	157	330.75	135
BARRY PL AND SHERMAN AVE	1	386	434	84	334.5	136
COLUMBIA RD AND GEORGIA AVE	1	386	434	98	338	137
MINNESOTA AVE AND RANDLE CIR	3	467	383	143	344	138
13TH ST AND TAYLOR ST	1	386	434	133	346.75	139

		# of Crashes	Cost	Rate	Composite	
BENNING RD AND E ST	3	467	383	164	349.25	140
14TH ST AND H ST	2	386	434	145	349.75	141
GEORGIA AVE AND MORTON ST	1	298	530	50	352	142
13TH ST AND MISSOURI AVE	1	386	434	154	352	142
MISSISSIPPI AVE AND WHEELER RD	3	509	396	113	353.5	144
NEW YORK AVE AND WEST VIRGINIA AVE	2	298	482	161	355.75	145
7TH ST AND P ST	1	467	462	68	364.75	146
1ST ST AND RHODE ISLAND AVE	1	421	448	151	367	147
13TH ST AND H ST	2	386	496	101	369.75	148
CENTRAL AVE AND SOUTHERN AVE	3	544	414	125	374.25	149
CANAL RD AND CHAIN BRIDGE	1	386	496	142	380	150
GEORGIA AVE AND IRVING ST	1	343	542	95	380.5	151
14TH ST AND HARVARD ST	1	467	462	135	381.5	152
CONNECTICUT AVE AND RHODE ISLAND AVE	1	544	414	166	384.5	153
IRVING ST AND PARK PL	1	421	508	104	385.25	154
18TH ST AND KALORAMA RD	1	421	564	54	400.75	155
EASTERN AVE AND SHERIFF RD	2	509	482	137	402.5	156
BLADENSBURG RD AND V ST	2	467	520	126	408.25	157
CATHEDRAL AVE AND CONNECTICUT AVE	1	421	564	143	423	158
1ST ST AND K ST	2	509	530	126	423.75	159
1ST ST AND INDEPENDENCE AVE	4	421	564	153	425.5	160
13TH ST AND F ST	1	544	542	147	443.75	161
25TH ST AND ALABAMA AVE	3	544	542	156	446	162
18TH ST AND E ST	1	544	542	163	447.75	163
MILITARY RD AND NEBRASKA AVE	1	544	542	165	448.25	164
BLADENSBURG RD AND MONTANA AVE	2	509	579	158	456.25	165
11TH ST AND NEW YORK AVE	1	509	579	159	456.5	166
CONNECTICUT AVE AND KALORAMA RD	1	598	564	167	473.25	167
42ND ST AND WISCONSIN AVE	1	598	606	168	494.5	168



**Figure 5-140 Map of Composite Rank (2007)**

## 5.9 Appendix I: Intersection Analysis

**Table 5-83 High Crash Intersection Analysis by Collision Type (3-year Total)**

Intersection Name	Quadrant	Head On	Rear End	Side Swiped	Right Angle	Left Turn	Right Turn	Ran Off Road	Pedestrian Involved	Backing	Parked Vehicle	Fixed Object	Non-Collision	Other
BLADENSBURG RD AND NEW YORK AVE	2	4	91	74	35	18	9	3	3	7		13	3	19
NEW YORK AVE AND NORTH CAPITOL ST	5	2	38	38	31	30	7	1	5	5	1	4	1	9
BENNING RD AND KENILWORTH AVE	2	3	77	43	3		1	3	0	2	1	15	1	4
NEW JERSEY AVE AND NEW YORK AVE	1	1	26	17	66	10	3		2	1		2	1	19
FIRTH STERLING AVE AND SUTLAND PKWY	3	4	37	16	23	37	4	6	0	1		9		10
M ST AND WISCONSIN AVE	1	1	25	32	3	12	26		8	8	7			11
I ST AND S CAPITOL ST	5	1	40	21	30	8	7	1	2	3		6		13
MONTANA AVE AND NEW YORK AVE	2	1	52	33	13	7	3	1	0	3	1	5		13
BENNING RD AND MINNESOTA AVE	2	4	46	28	7	12	2		15	2		2		11
FLORIDA AVE AND NEW YORK AVE	2	1	57	30	9	7	2	2	2	3	1	2	1	11
H ST AND NORTH CAPITOL ST	5	3	39	36	17	11	4		4	2		2		6
14TH ST AND CONSTITUTION AVE	1	4	29	36	24	3	9		2	0	2		1	10
STANTON RD AND SUTLAND PKWY	3	3	54	20	6	3	2	10	0	2	3	5	2	7
MINNESOTA AVE AND PENNSYLVANIA AVE	3	3	24	26	27	10	6		4	1	1	2		11
7TH ST AND H ST	1		10	46	15	3	4		9	8	7	1		11
M ST AND S CAPITOL ST	5	4	21	34	16	17	3		2	1		4		6
1ST ST AND NEW YORK AVE	2	3	42	16	13	13	5		0	2	4	4	1	4
NEW YORK AVE AND SOUTH DAKOTA AVE	2	2	44	31	1			2	0	0		19		7
BRANCH AVE AND PENNSYLVANIA AVE	3	2	36	26	9	13	3	1	2	2	2	1		8
FLORIDA AVE AND NORTH CAPITOL ST	5	5	33	23	16	6	3		8	1	2	1	1	6
GEORGIA AVE AND MISSOURI AVE	1	4	31	35	8	5	8		1	0	4	3		6

Intersection Name	Quadrant	Head On	Rear End	Side Swiped	Right Angle	Left Turn	Right Turn	Ran Off Road	Pedestrian Involved	Backing	Parked Vehicle	Fixed Object	Non-Collision	Other
14TH ST AND U ST	1		30	22	11	6	2		11	7	5	4		5
KENILWORTH AVE AND NANNIE HELEN BURROUGHS AVE	2		46	19	11	7	1	2	0	1		3		2
MICHIGAN AVE AND NORTH CAPITOL ST	5	3	32	16	18	6	3	1	2	0	1		1	9
1ST ST AND NEW YORK AVE	1	2	38	22	10	3	1		3	1	3	2		5
ANACOSTIA FRWY AND PENNSYLVANIA AVE	3	3	41	23	7	2	1	2	2	0	1	5	1	1
14TH ST AND K ST	1	3	12	27	13	8	5		8	5	1			6



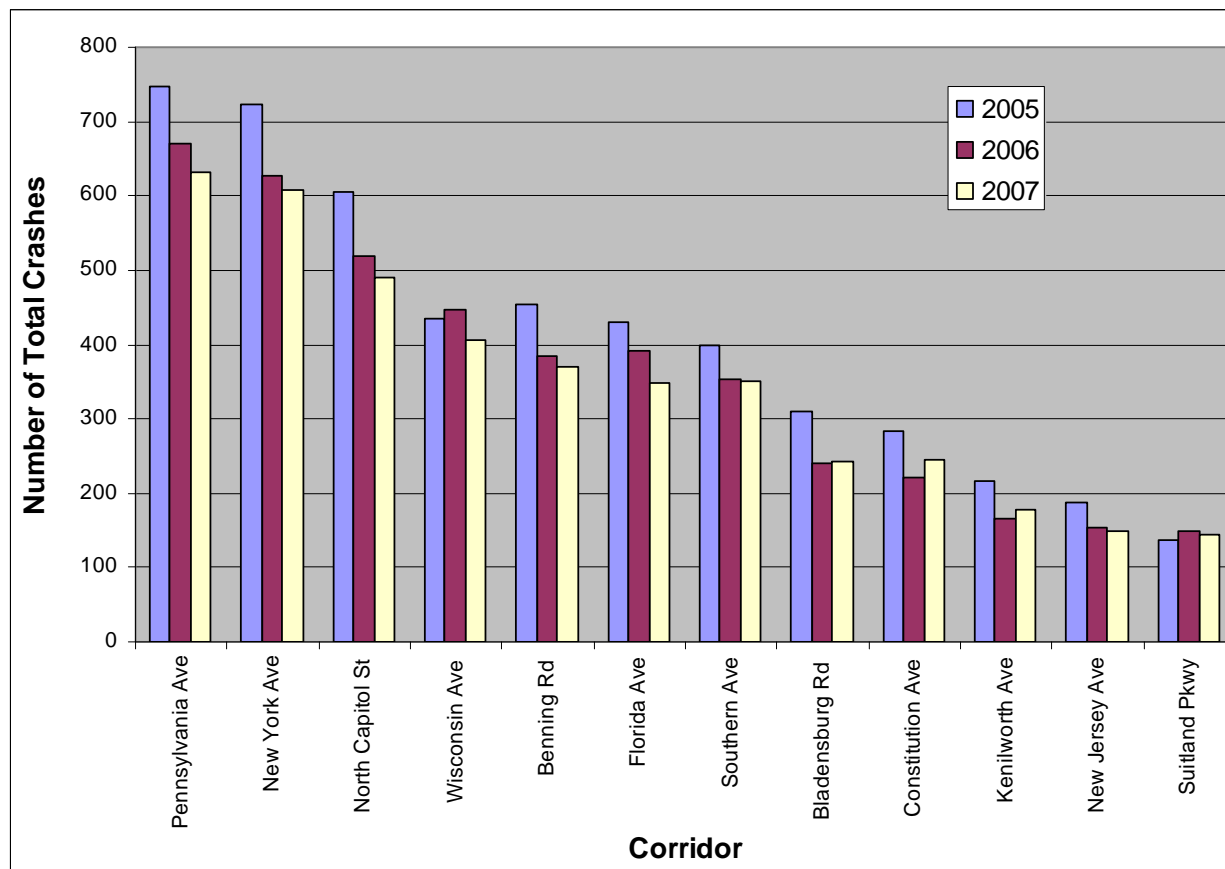
**5.10 Appendix J: High Crash Corridor Analysis****Table 5-84 Summary of Corridor Analysis for Three Years**

Corridor	Length (Miles)	# of Intersection	ADT	# of Crashes	Average Crashes per Mile	Average Crashes per Intersection	Average Crashes per ADT
Benning Rd	3.68	45	43.71	1208	328.26	26.84	27.64
Bladensburg Rd	2.59	45	36.05	792	305.79	17.60	21.97
Constitution Ave	4.57	52	59.80	752	164.55	14.46	12.58
Florida Ave	4.17	80	51.05	1171	280.82	14.64	22.94
Kenilworth Ave	7.32	23	105.30	559	76.37	24.30	5.31
New Jersey Ave	2.43	38	30.08	488	200.82	12.84	16.22
New York Ave	2.90	46	77.58	1955	674.14	42.50	25.20
North Capitol St	5.33	73	71.11	1614	302.81	22.11	22.70
Pennsylvania Ave	6.27	89	49.77	2049	326.79	23.02	41.17
Southern Ave	6.59	122	16.95	1104	167.53	9.05	65.13
Suitland Pkwy	2.61	8	46.95	430	164.75	53.75	9.16
Wisconsin Ave	4.36	65	33.31	1288	295.41	19.82	38.67

**Figure 5-141 Map of High Crash Corridors**

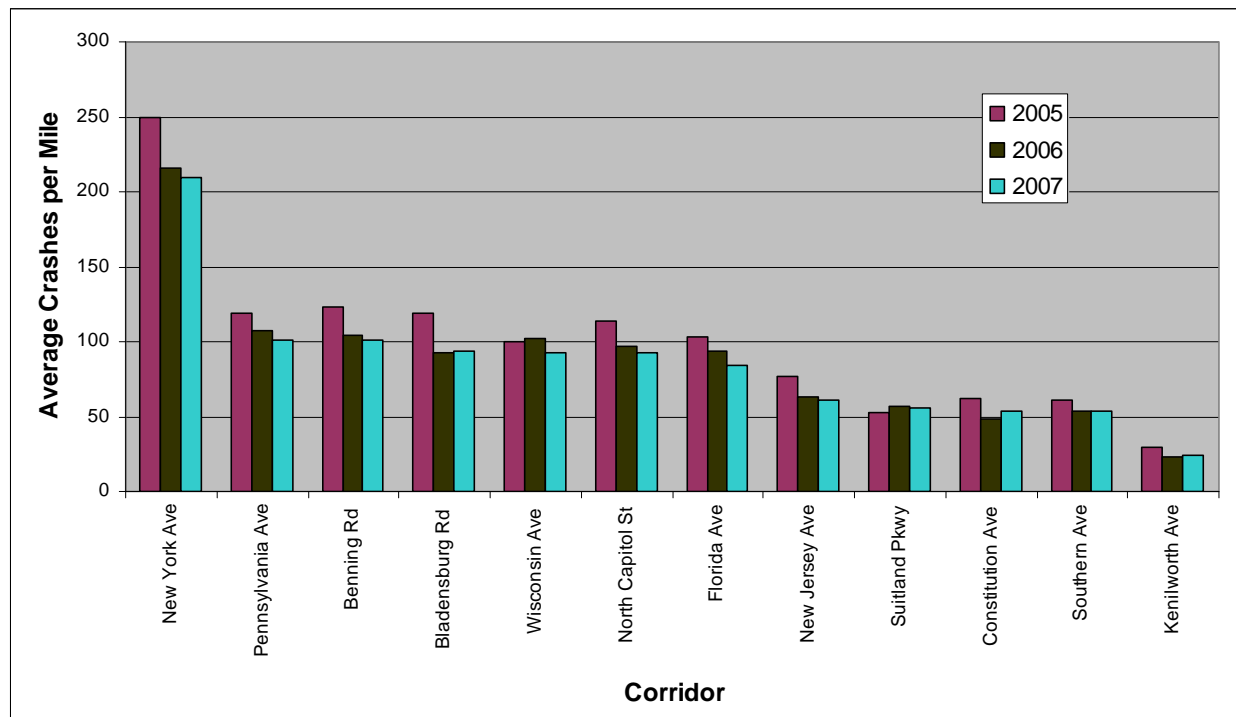
**Table 5-85 Three-year Trend of Crash Number for Corridors**

Corridors	2005	2006	2007
Pennsylvania Ave	747	670	632
New York Ave	722	626	607
North Capitol St	605	518	491
Wisconsin Ave	436	447	405
Benning Rd	454	384	370
Florida Ave	430	392	349
Southern Ave	400	353	351
Bladensburg Rd	309	241	242
Constitution Ave	284	222	246
Kenilworth Ave	216	166	177
New Jersey Ave	187	153	148
Suitland Pkwy	136	149	145

**Figure 5-142 Three-year Trend of Crash Number for Corridors**

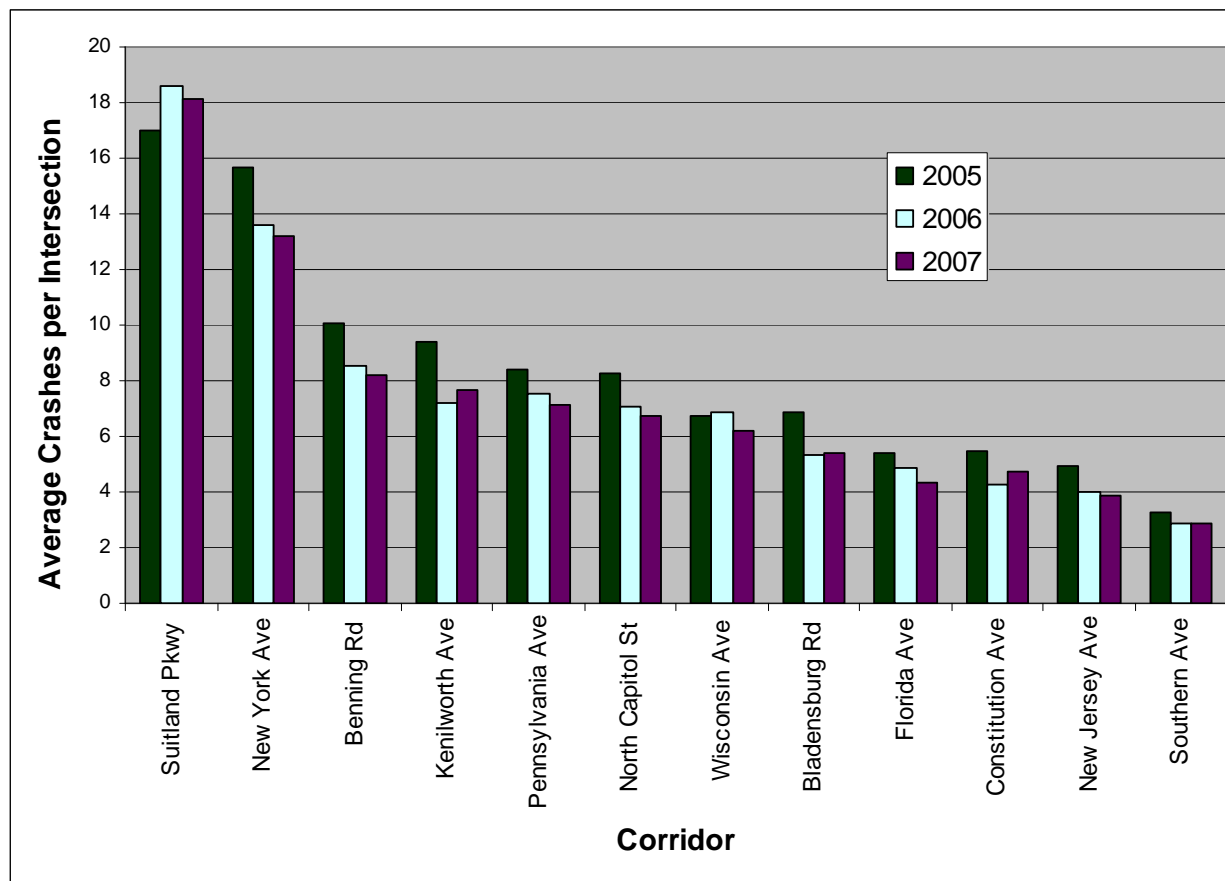
**Table 5-86 Three-year Trend of Average Crashes per Mile**

Corridor	Length	2005	2006	2007
New York Ave	2.90	248.97	215.86	209.31
Pennsylvania Ave	6.27	119.14	106.86	100.80
Benning Rd	3.68	123.37	104.35	100.54
Bladensburg Rd	2.59	119.31	93.05	93.44
Wisconsin Ave	4.36	100.00	102.52	92.89
North Capitol St	5.33	113.51	97.19	92.12
Florida Ave	4.17	103.12	94.00	83.69
New Jersey Ave	2.43	76.95	62.96	60.91
Suitland Pkwy	2.61	52.11	57.09	55.56
Constitution Ave	4.57	62.14	48.58	53.83
Southern Ave	6.59	60.70	53.57	53.26
Kenilworth Ave	7.32	29.51	22.68	24.18

**Figure 5-143 Three-year Trend of Average Crashes per Mile**

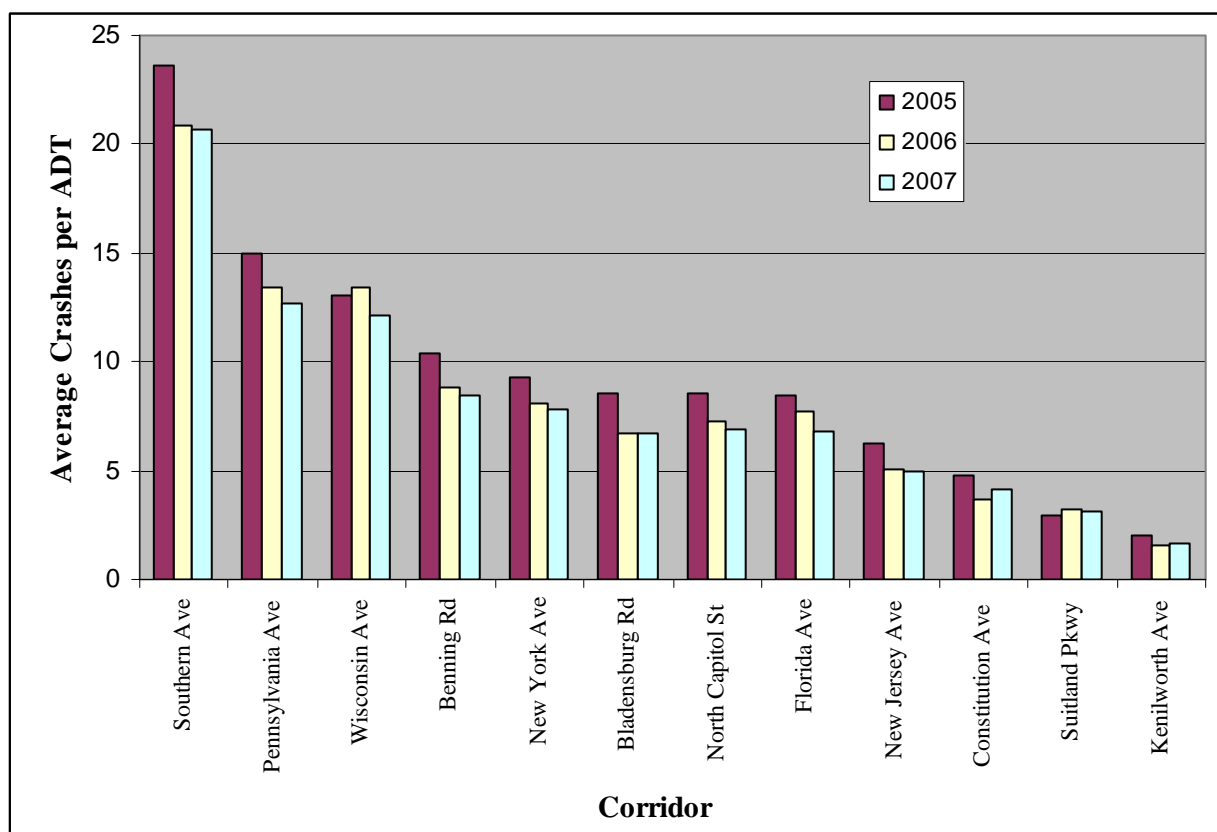
**Table 5-87 Three-Year Trend of Average Crashes per Intersection**

Corridors	2005	2006	2007
Suitland Pkwy	17.00	18.63	18.13
New York Ave	15.70	13.61	13.20
Benning Rd	10.09	8.53	8.22
Kenilworth Ave	9.39	7.22	7.70
Pennsylvania Ave	8.39	7.53	7.10
North Capitol St	8.29	7.10	6.73
Wisconsin Ave	6.71	6.88	6.23
Bladensburg Rd	6.87	5.36	5.38
Florida Ave	5.38	4.90	4.36
Constitution Ave	5.46	4.27	4.73
New Jersey Ave	4.92	4.03	3.89
Southern Ave	3.28	2.89	2.88

**Figure 5-144 Three-Year Trend of Average Crashes per Intersection**

**Table 5-88 Three-year Trend of Average Crashes per ADT**

Corridor	2005	2006	2007
Southern Ave	23.60	20.83	20.71
Pennsylvania Ave	15.01	13.46	12.70
Wisconsin Ave	13.09	13.42	12.16
Benning Rd	10.39	8.79	8.46
New York Ave	9.31	8.07	7.82
Florida Ave	8.42	7.68	6.84
North Capitol St	8.51	7.28	6.90
Bladensburg Rd	8.57	6.69	6.71
New Jersey Ave	6.22	5.09	4.92
Constitution Ave	4.75	3.71	4.11
Suitland Pkwy	2.90	3.17	3.09
Kenilworth Ave	2.05	1.58	1.68

**Figure 5-145 Three-year Trend of Average Crashes per ADT**