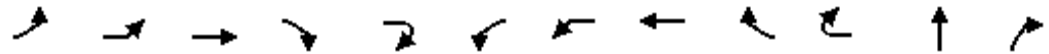


**Appendix A1 16<sup>th</sup> Street/U Street/New  
Hampshire Avenue:  
Intersection LOS Reports**

# HCM Signalized Intersection Capacity Analysis

## 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR2
Lane Configurations			EBT					EBT			EBT	
Volume (vph)	14	1	324	36	2	42	43	635	58	2	313	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0					3.0			3.0	
Lane Util. Factor			0.95					0.95			0.95	
Frbp, ped/bikes			0.94					0.97			0.99	
Flpb, ped/bikes			1.00					0.98			1.00	
Frt			0.98					0.99			0.99	
Flt Protected			1.00					0.99			1.00	
Satd. Flow (prot)			2943					2970			3111	
Flt Permitted			0.90					0.81			1.00	
Satd. Flow (perm)			2664					2407			3111	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	1	360	40	2	47	48	706	64	2	348	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	419	0	0	0	0	867	0	0	375	0
Confl. Peds. (#/hr)	150	139		211	247	211	247		150	139		167
Confl. Bikes (#/hr)									24			
Turn Type	Perm	Perm				pm+pt	pm+pt					
Protected Phases			2			1	1	6			8	
Permitted Phases	2	2				6	6					
Actuated Green, G (s)			30.0					41.0			48.0	
Effective Green, g (s)			33.0					44.0			50.0	
Actuated g/C Ratio			0.33					0.44			0.50	
Clearance Time (s)			6.0					6.0			5.0	
Lane Grp Cap (vph)			879					1115			1556	
v/s Ratio Prot								c0.08			0.12	
v/s Ratio Perm			0.16					0.26				
v/c Ratio			0.48					0.78			0.24	
Uniform Delay, d1			26.6					23.8			14.2	
Progression Factor			1.00					1.00			1.00	
Incremental Delay, d2			1.9					5.4			0.4	
Delay (s)			28.5					29.2			14.6	
Level of Service			C					C			B	
Approach Delay (s)			28.5					29.2			14.6	
Approach LOS			C					C			B	

### Intersection Summary

HCM Average Control Delay	56.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

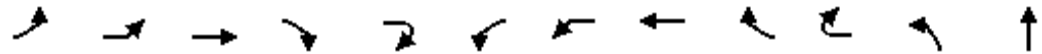
3/2/2012



Movement	SBL	SBT	SBR	SBR2
Lane Configurations		↕↕		
Volume (vph)	1	1170	213	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0		
Lane Util. Factor		0.95		
Frbp, ped/bikes		0.94		
Flpb, ped/bikes		1.00		
Frt		0.97		
Flt Protected		1.00		
Satd. Flow (prot)		2928		
Flt Permitted		0.95		
Satd. Flow (perm)		2796		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	1300	237	28
RTOR Reduction (vph)	0	2	0	0
Lane Group Flow (vph)	0	1565	0	0
Confl. Peds. (#/hr)	167		247	322
Confl. Bikes (#/hr)				89
Turn Type	Perm			
Protected Phases		4		
Permitted Phases	4			
Actuated Green, G (s)		48.0		
Effective Green, g (s)		50.0		
Actuated g/C Ratio		0.50		
Clearance Time (s)		5.0		
Lane Grp Cap (vph)		1398		
v/s Ratio Prot				
v/s Ratio Perm		c0.56		
v/c Ratio		1.12		
Uniform Delay, d1		25.0		
Progression Factor		1.00		
Incremental Delay, d2		63.8		
Delay (s)		88.8		
Level of Service		F		
Approach Delay (s)		88.8		
Approach LOS		F		
<b>Intersection Summary</b>				

HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations			↔					↔				↔
Volume (vph)	23	16	447	32	6	22	54	618	82	1	1	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0					3.0				3.0
Lane Util. Factor			0.95					0.95				0.95
Frbp, ped/bikes			0.96					0.97				0.99
Flpb, ped/bikes			0.99					0.99				1.00
Frt			0.99					0.98				0.99
Flt Protected			1.00					1.00				1.00
Satd. Flow (prot)			2986					2973				3136
Flt Permitted			0.83					0.76				0.95
Satd. Flow (perm)			2486					2260				2993
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	18	497	36	7	24	60	687	91	1	1	952
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	0	583	0	0	0	0	863	0	0	0	1008
Confl. Peds. (#/hr)	138	83		290	231	290	231		138	83	127	
Confl. Bikes (#/hr)									34			
Turn Type	Perm	Perm				pm+pt	pm+pt				Perm	
Protected Phases			2			1	1	6				8
Permitted Phases	2	2				6	6				8	
Actuated Green, G (s)			30.0					41.0				48.0
Effective Green, g (s)			33.0					44.0				50.0
Actuated g/C Ratio			0.33					0.44				0.50
Clearance Time (s)			6.0					6.0				5.0
Lane Grp Cap (vph)			820					1066				1497
v/s Ratio Prot								c0.08				
v/s Ratio Perm			c0.23					0.28				c0.34
v/c Ratio			0.71					0.81				0.67
Uniform Delay, d1			29.3					24.4				18.8
Progression Factor			1.00					1.00				1.00
Incremental Delay, d2			5.2					6.7				2.4
Delay (s)			34.5					31.0				21.3
Level of Service			C					C				C
Approach Delay (s)			34.5					31.0				21.3
Approach LOS			C					C				C

**Intersection Summary**

HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	109.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012

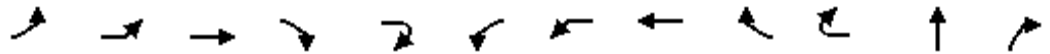


Movement	NBR2	SBL	SBT	SBR	SBR2
Lane Configurations			←T→		
Volume (vph)	53	4	686	24	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)			3.0		
Lane Util. Factor			0.95		
Frbp, ped/bikes			0.95		
Flpb, ped/bikes			1.00		
Frt			0.97		
Flt Protected			1.00		
Satd. Flow (prot)			2954		
Flt Permitted			0.95		
Satd. Flow (perm)			2812		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	4	762	27	149
RTOR Reduction (vph)	0	0	16	0	0
Lane Group Flow (vph)	0	0	927	0	0
Confl. Peds. (#/hr)	171	171		231	127
Confl. Bikes (#/hr)					46
Turn Type		Perm			
Protected Phases			4		
Permitted Phases		4			
Actuated Green, G (s)			48.0		
Effective Green, g (s)			50.0		
Actuated g/C Ratio			0.50		
Clearance Time (s)			5.0		
Lane Grp Cap (vph)			1406		
v/s Ratio Prot					
v/s Ratio Perm			0.33		
v/c Ratio			0.66		
Uniform Delay, d1			18.6		
Progression Factor			1.00		
Incremental Delay, d2			2.4		
Delay (s)			21.1		
Level of Service			C		
Approach Delay (s)			21.1		
Approach LOS			C		
<b>Intersection Summary</b>					

# HCM Signalized Intersection Capacity Analysis

## 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR2
Lane Configurations			EBT					EBT			EBT	
Volume (vph)	14	1	324	36	2	42	43	635	58	2	313	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0					3.0			3.0	
Lane Util. Factor			0.95					0.95			0.95	
Frbp, ped/bikes			0.94					0.97			0.99	
Flpb, ped/bikes			1.00					0.98			1.00	
Frt			0.98					0.99			0.99	
Flt Protected			1.00					0.99			1.00	
Satd. Flow (prot)			2943					2977			3111	
Flt Permitted			0.90					0.74			1.00	
Satd. Flow (perm)			2648					2207			3111	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	1	360	40	2	47	48	706	64	2	348	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	419	0	0	0	0	867	0	0	375	0
Confl. Peds. (#/hr)	150	139		211	247	211	247		150	139		167
Confl. Bikes (#/hr)									24			
Turn Type	Perm	Perm				pm+pt	pm+pt					
Protected Phases			2			1	1	6			8	
Permitted Phases	2	2				6	6					
Actuated Green, G (s)			20.0					31.0			47.0	
Effective Green, g (s)			23.0					34.0			49.0	
Actuated g/C Ratio			0.23					0.34			0.49	
Clearance Time (s)			6.0					6.0			5.0	
Lane Grp Cap (vph)			609					827			1524	
v/s Ratio Prot								c0.10			0.12	
v/s Ratio Perm			0.16					0.25				
v/c Ratio			0.69					1.05			0.25	
Uniform Delay, d1			35.2					33.0			14.8	
Progression Factor			1.00					1.00			1.00	
Incremental Delay, d2			6.2					44.7			0.4	
Delay (s)			41.5					77.7			15.2	
Level of Service			D					E			B	
Approach Delay (s)			41.5					77.7			15.2	
Approach LOS			D					E			B	

### Intersection Summary

HCM Average Control Delay	75.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

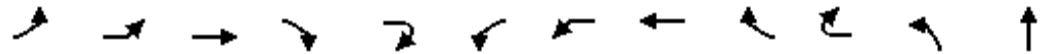
3/2/2012



Movement	SBL	SBT	SBR	SBR2
Lane Configurations		↕↕		
Volume (vph)	1	1170	213	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0		
Lane Util. Factor		0.95		
Frbp, ped/bikes		0.94		
Flpb, ped/bikes		1.00		
Frt		0.97		
Flt Protected		1.00		
Satd. Flow (prot)		2928		
Flt Permitted		0.95		
Satd. Flow (perm)		2796		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	1300	237	28
RTOR Reduction (vph)	0	1	0	0
Lane Group Flow (vph)	0	1565	0	0
Confl. Peds. (#/hr)	167		247	322
Confl. Bikes (#/hr)				89
Turn Type	Perm			
Protected Phases		4		
Permitted Phases	4			
Actuated Green, G (s)		47.0		
Effective Green, g (s)		49.0		
Actuated g/C Ratio		0.49		
Clearance Time (s)		5.0		
Lane Grp Cap (vph)		1370		
v/s Ratio Prot				
v/s Ratio Perm		c0.56		
v/c Ratio		1.14		
Uniform Delay, d1		25.5		
Progression Factor		1.00		
Incremental Delay, d2		73.3		
Delay (s)		98.8		
Level of Service		F		
Approach Delay (s)		98.8		
Approach LOS		F		
<b>Intersection Summary</b>				

HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations			↔					↔				↔
Volume (vph)	23	16	447	32	6	22	54	618	82	1	1	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0					3.0				3.0
Lane Util. Factor			0.95					0.95				0.95
Frbp, ped/bikes			0.96					0.97				0.99
Flpb, ped/bikes			0.99					0.99				1.00
Frt			0.99					0.98				0.99
Flt Protected			1.00					1.00				1.00
Satd. Flow (prot)			2987					2974				3136
Flt Permitted			0.83					0.75				0.95
Satd. Flow (perm)			2485					2230				2993
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	18	497	36	7	24	60	687	91	1	1	952
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	0	583	0	0	0	0	863	0	0	0	1007
Confl. Peds. (#/hr)	138	83		290	231	290	231		138	83	127	
Confl. Bikes (#/hr)									34			
Turn Type	Perm	Perm				pm+pt	pm+pt				Perm	
Protected Phases			2			1	1	6				8
Permitted Phases	2	2				6	6				8	
Actuated Green, G (s)			29.0					39.0				39.0
Effective Green, g (s)			32.0					42.0				41.0
Actuated g/C Ratio			0.32					0.42				0.41
Clearance Time (s)			6.0					6.0				5.0
Lane Grp Cap (vph)			795					1004				1227
v/s Ratio Prot								c0.08				
v/s Ratio Perm			c0.23					0.28				c0.34
v/c Ratio			0.73					0.86				0.82
Uniform Delay, d1			30.2					26.3				26.2
Progression Factor			1.00					1.00				1.00
Incremental Delay, d2			5.9					9.5				6.2
Delay (s)			36.2					35.9				32.5
Level of Service			D					D				C
Approach Delay (s)			36.2					35.9				32.5
Approach LOS			D					D				C

**Intersection Summary**

HCM Average Control Delay	33.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	109.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1100: U ST & NEW HAMPSHIRE AVE

3/2/2012



Movement	NBR2	SBL	SBT	SBR	SBR2
Lane Configurations			←T→		
Volume (vph)	53	4	686	24	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)			3.0		
Lane Util. Factor			0.95		
Frpb, ped/bikes			0.95		
Flpb, ped/bikes			1.00		
Frt			0.97		
Flt Protected			1.00		
Satd. Flow (prot)			2952		
Flt Permitted			0.95		
Satd. Flow (perm)			2809		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	4	762	27	149
RTOR Reduction (vph)	0	0	15	0	0
Lane Group Flow (vph)	0	0	927	0	0
Confl. Peds. (#/hr)	171	171		231	127
Confl. Bikes (#/hr)					46
Turn Type		Perm			
Protected Phases			4		
Permitted Phases		4			
Actuated Green, G (s)			39.0		
Effective Green, g (s)			41.0		
Actuated g/C Ratio			0.41		
Clearance Time (s)			5.0		
Lane Grp Cap (vph)			1152		
v/s Ratio Prot					
v/s Ratio Perm			0.33		
v/c Ratio			0.80		
Uniform Delay, d1			26.0		
Progression Factor			1.00		
Incremental Delay, d2			6.0		
Delay (s)			32.0		
Level of Service			C		
Approach Delay (s)			32.0		
Approach LOS			C		
<b>Intersection Summary</b>					

**Appendix A2 16<sup>th</sup> Street/U Street/New  
Hampshire Avenue: Bicycle  
Count Data**



NORTH

# Count Summary

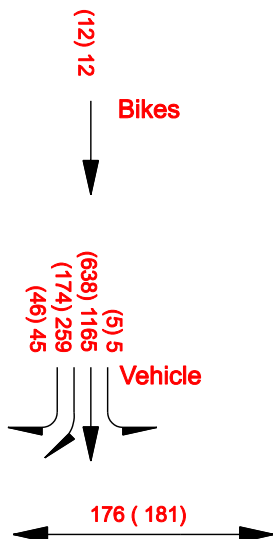
Time: 8 to 9 AM and 5 to 6 PM

PM

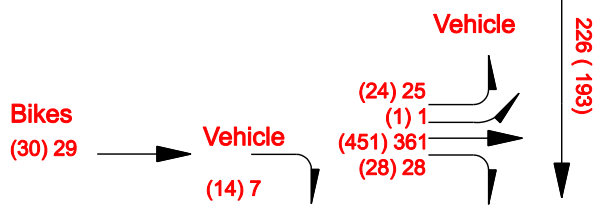
Date: May 14, 2009

Weather: Sunny

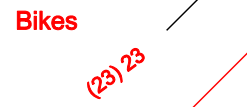
Counter: Marshall and LaMona



New Hampshire Avenue



U Street

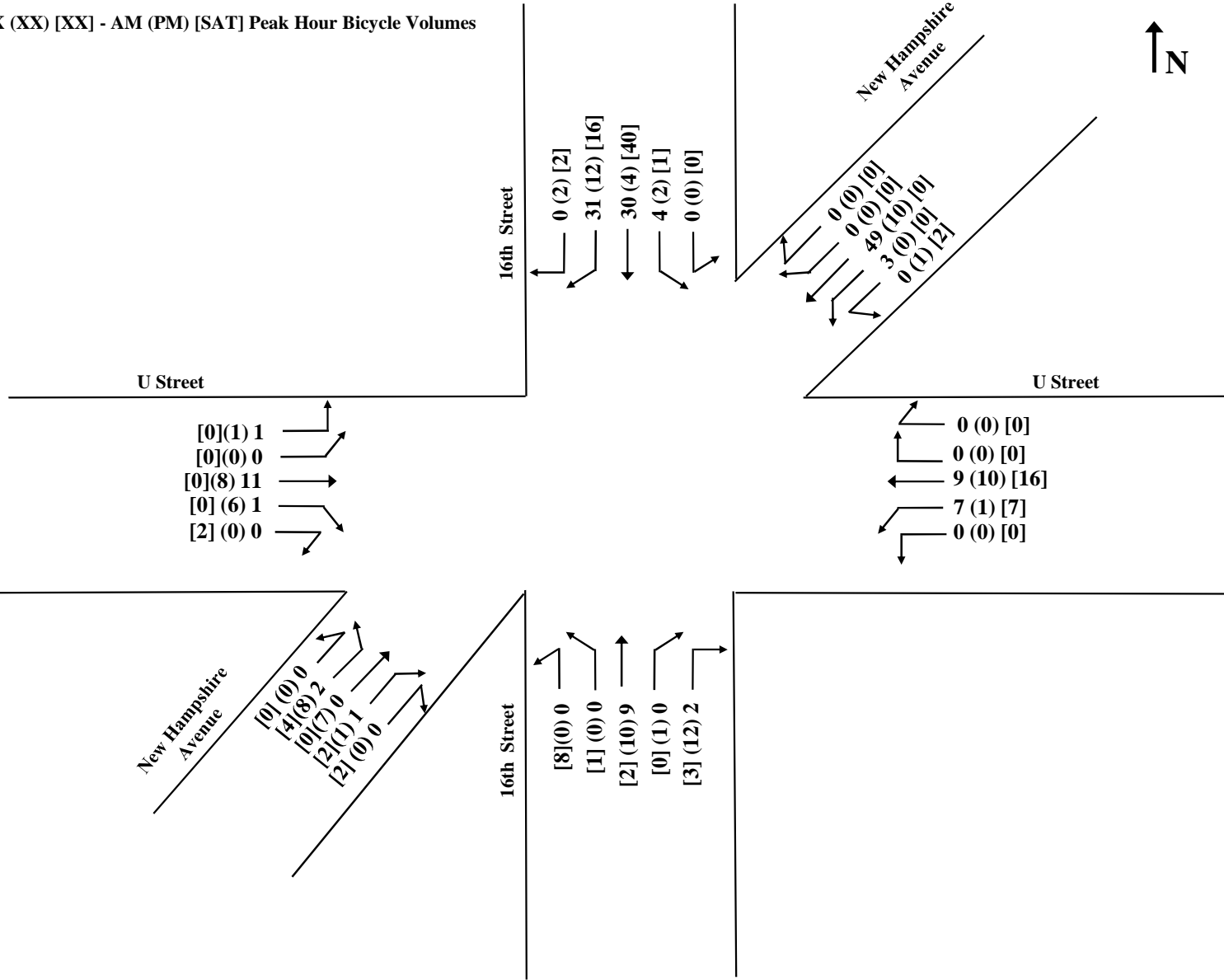


16th Street

## Intersection Count Summary

Bikes: 115 (116)  
 Vehicles: 3072 (2824)  
 Pedestrians: 773 (790)

XX (XX) [XX] - AM (PM) [SAT] Peak Hour Bicycle Volumes



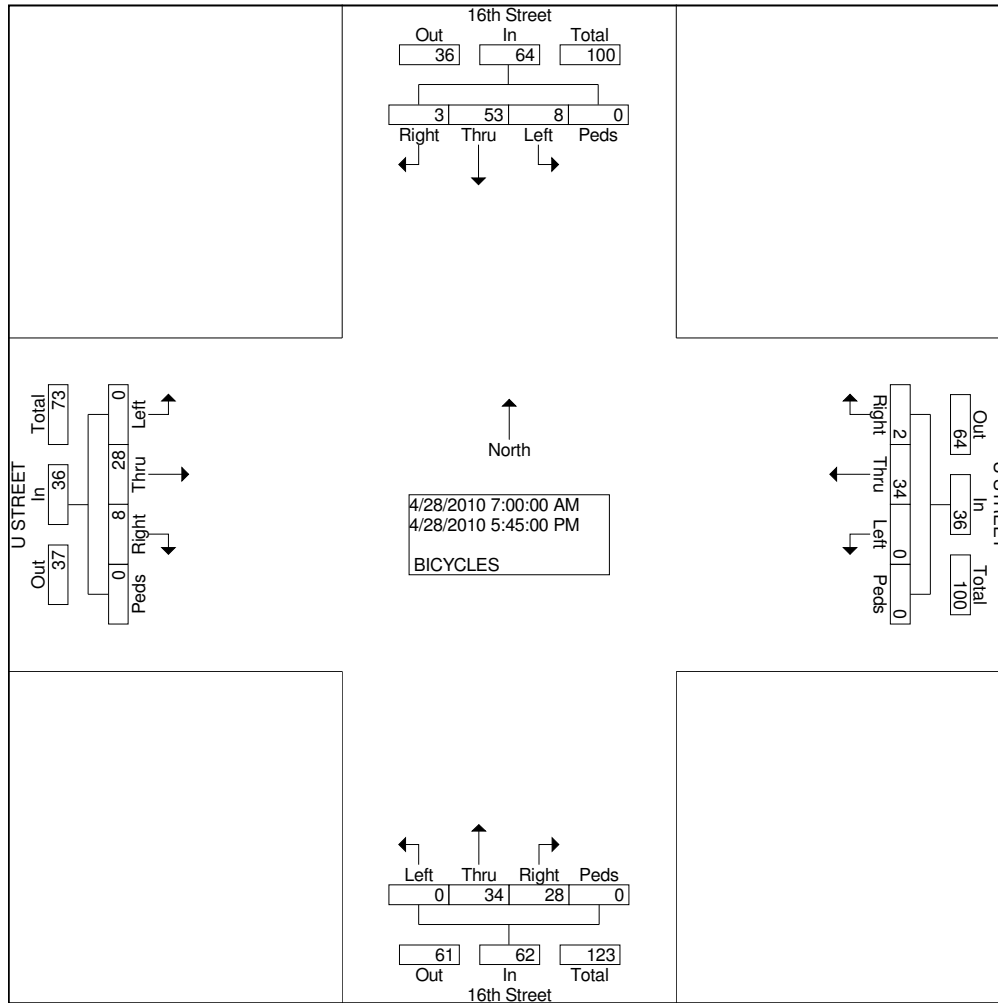
Sabra-Wang & Associates, Inc.  
 1504 Joh Avenue, Suite 160  
 Baltimore, Maryland 21227  
 (410)-737-6564

Weather: SUNNY  
 Counted By: MO, DEB, SN, HO  
 Town: WASHINGTON D.C.  
 County:

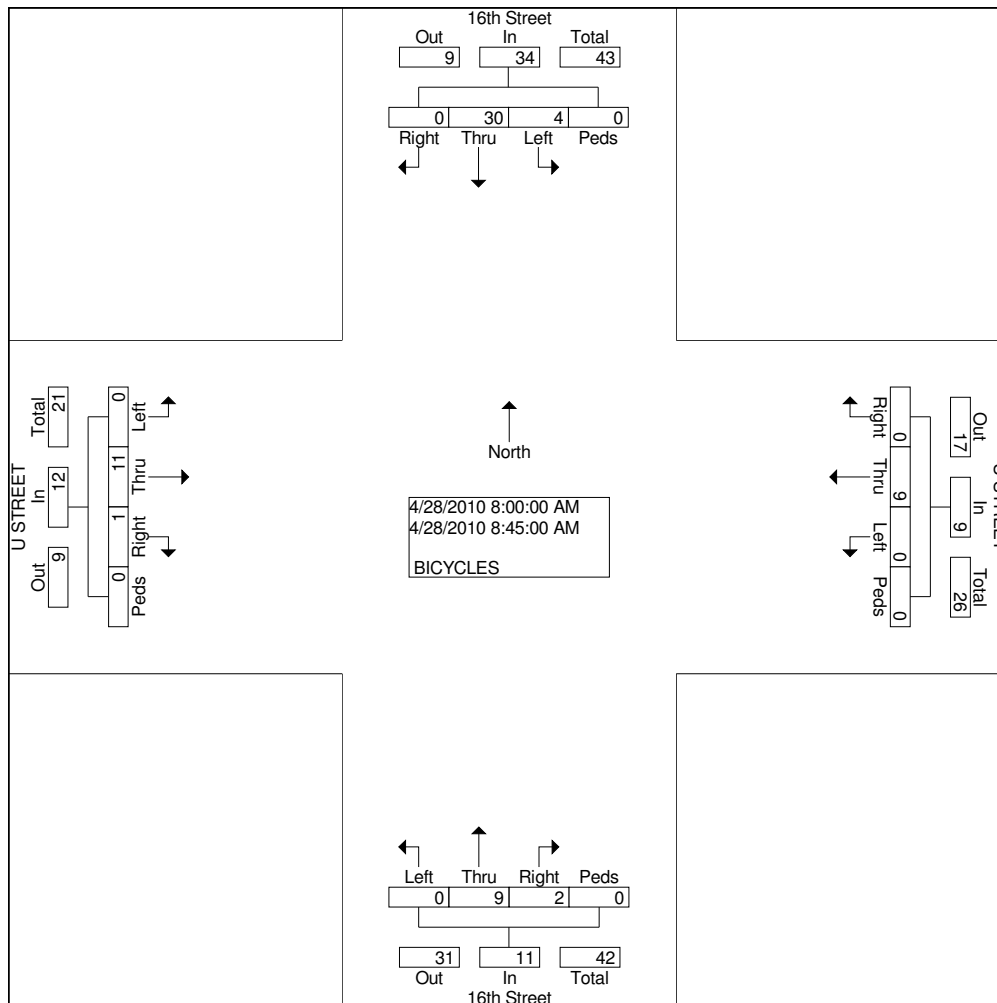
File Name : BICYCLES  
 Site Code : 00000000  
 Start Date : 04/28/2010  
 Page No : 1

**Groups Printed- BICYCLES**

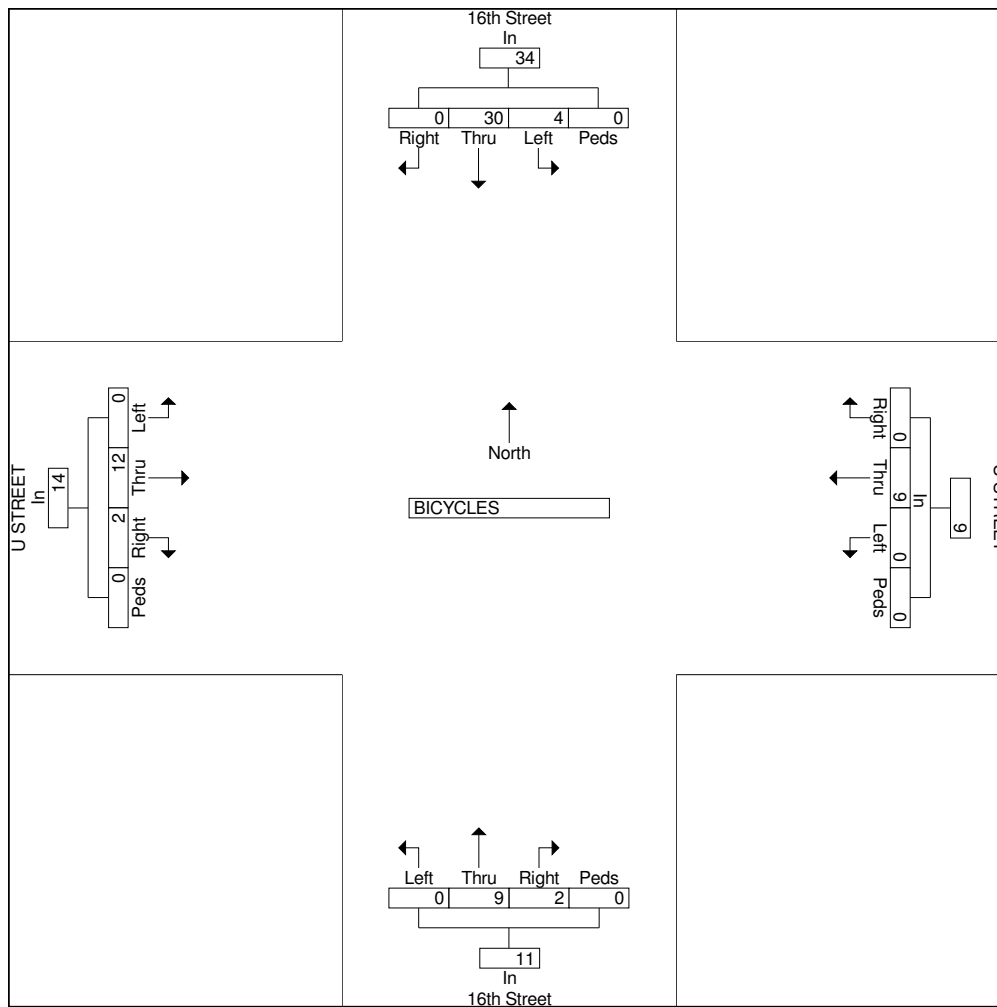
Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
07:15	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	4
07:30	0	6	0	0	6	0	1	0	0	1	0	1	2	0	3	0	2	1	0	3	13
07:45	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	10
Total	0	14	1	0	15	0	2	0	0	2	0	2	4	0	6	0	7	1	0	8	31
08:00	0	3	0	0	3	0	4	0	0	4	0	4	1	0	5	0	4	1	0	5	17
08:15	1	8	0	0	9	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	15
08:30	1	8	0	0	9	0	2	0	0	2	0	2	1	0	3	0	2	0	0	2	16
08:45	2	11	0	0	13	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	18
Total	4	30	0	0	34	0	9	0	0	9	0	9	2	0	11	0	11	1	0	12	66
*** BREAK ***																					
16:00	0	1	0	0	1	0	3	0	0	3	0	3	7	0	10	0	2	0	0	2	16
16:15	1	2	1	0	4	0	4	0	0	4	0	4	2	0	6	0	0	0	0	0	14
16:30	0	0	0	0	0	0	3	1	0	4	0	3	2	0	5	0	2	6	0	8	17
16:45	1	1	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Total	2	4	2	0	8	0	10	1	0	11	0	10	12	0	22	0	4	6	0	10	51
17:00	1	1	0	0	2	0	2	0	0	2	0	2	3	0	5	0	4	0	0	4	13
17:15	1	1	0	0	2	0	3	0	0	3	0	3	3	0	6	0	0	0	0	0	11
17:30	0	1	0	0	1	0	5	0	0	5	0	5	2	0	7	0	1	0	0	1	14
17:45	0	2	0	0	2	0	3	1	0	4	0	3	2	0	5	0	1	0	0	1	12
Total	2	5	0	0	7	0	13	1	0	14	0	13	10	0	23	0	6	0	0	6	50
Grand Total	8	53	3	0	64	0	34	2	0	36	0	34	28	0	62	0	28	8	0	36	198
Apprch %	12.5	82.8	4.7	0.0		0.0	94.4	5.6	0.0		0.0	54.8	45.2	0.0		0.0	77.8	22.2	0.0		
Total %	4.0	26.8	1.5	0.0	32.3	0.0	17.2	1.0	0.0	18.2	0.0	17.2	14.1	0.0	31.3	0.0	14.1	4.0	0.0	18.2	



Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	08:00																				
Volume	4	30	0	0	34	0	9	0	0	9	0	9	2	0	11	0	11	1	0	12	66
Percent	11.8	88.2	0.0	0.0		0.0	100.0	0.0	0.0		0.0	81.8	18.2	0.0		0.0	91.7	8.3	0.0		
Volume	4	30	0	0	34	0	9	0	0	9	0	9	2	0	11	0	11	1	0	12	66
Volume	2	11	0	0	13	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	18
Peak Factor	0.917																				
High Int.	08:45																				
Volume	2	11	0	0	13	0	4	0	0	4	0	4	1	0	5	0	4	1	0	5	
Peak Factor	0.654					0.563					0.550					0.600					

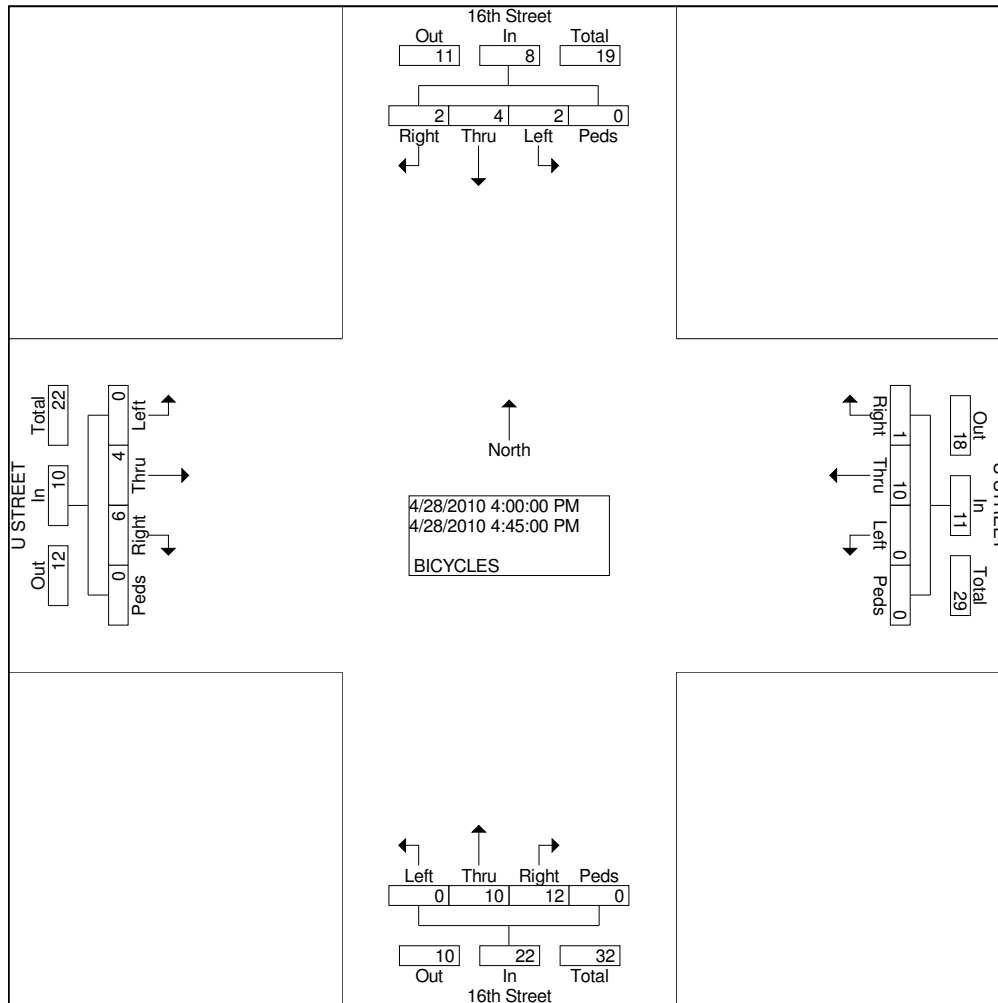


Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
By Approach	08:00					08:00					08:00					07:30					
Volume	4	30	0	0	34	0	9	0	0	9	0	9	2	0	11	0	12	2	0	14	
Percent	11.8	88.2	0.0	0.0		0.0	100.0	0.0	0.0		0.0	81.8	18.2	0.0		0.0	85.7	14.3	0.0		
High Int.	08:45					08:00					08:00					08:00					
Volume	2	11	0	0	13	0	4	0	0	4	0	4	1	0	5	0	4	1	0	5	
Peak Factor	0.654					0.563					0.550					0.700					





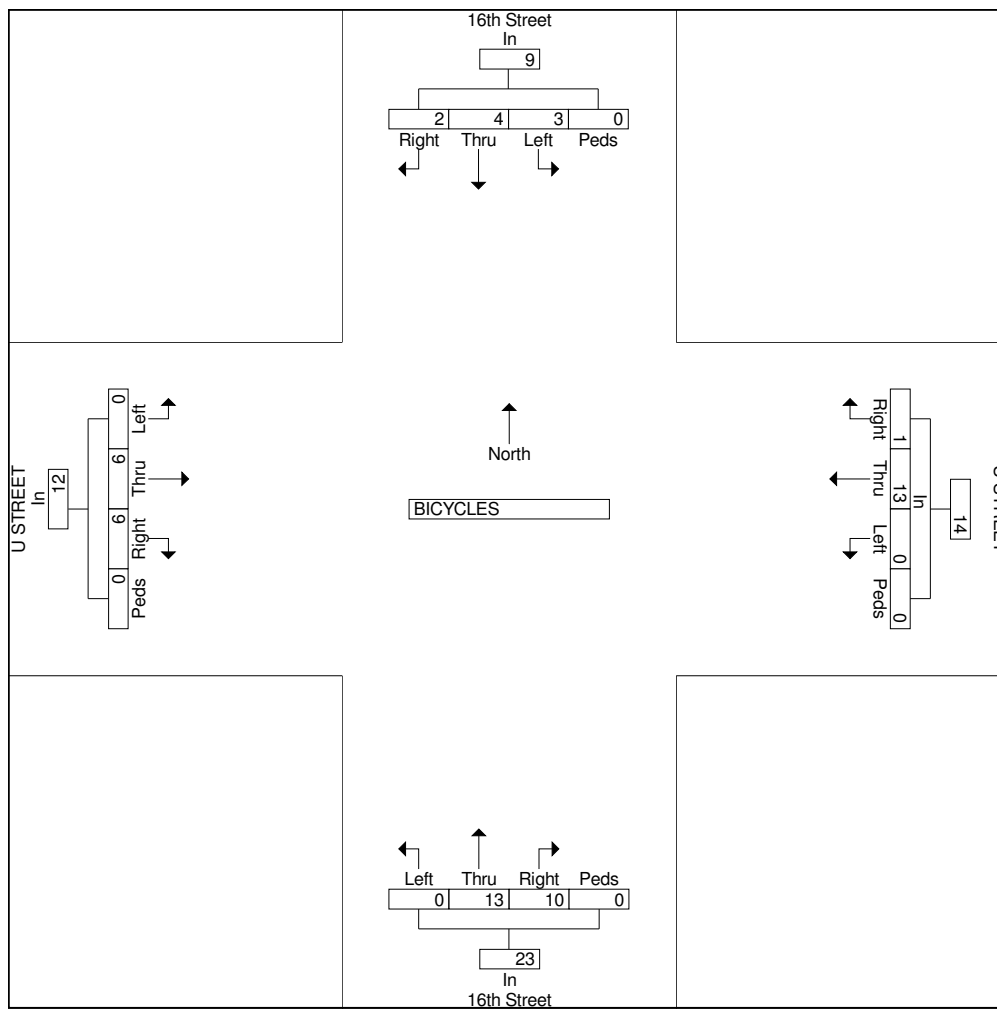
Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Intersection	16:00																				
Volume	2	4	2	0	8	0	10	1	0	11	0	10	12	0	22	0	4	6	0	10	51
Percent	25.0	50.0	25.0	0.0		0.0	90.9	9.1	0.0		0.0	45.5	54.5	0.0		0.0	40.0	60.0	0.0		
Volume	2	4	2	0	8	0	10	1	0	11	0	10	12	0	22	0	4	6	0	10	51
Volume	0	0	0	0	0	0	3	1	0	4	0	3	2	0	5	0	2	6	0	8	17
Peak Factor	0.750																				
High Int.	16:15																				
Volume	1	2	1	0	4	0	4	0	0	4	0	3	7	0	10	0	2	6	0	8	
Peak Factor	0.500					0.688					0.550					0.313					



Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour From 12:00 to 17:45 - Peak 1 of 1

By Approach	16:15					17:00					17:00					16:15					
Volume	3	4	2	0	9	0	13	1	0	14	0	13	10	0	23	0	6	6	0	12	
Percent	33.3	44.4	22.2	0.0		0.0	92.9	7.1	0.0		0.0	56.5	43.5	0.0		0.0	50.0	50.0	0.0		
High Int.	16:15					17:30					17:30					16:30					
Volume	1	2	1	0	4	0	5	0	0	5	0	5	2	0	7	0	2	6	0	8	
Peak Factor	0.563					0.700					0.821					0.375					



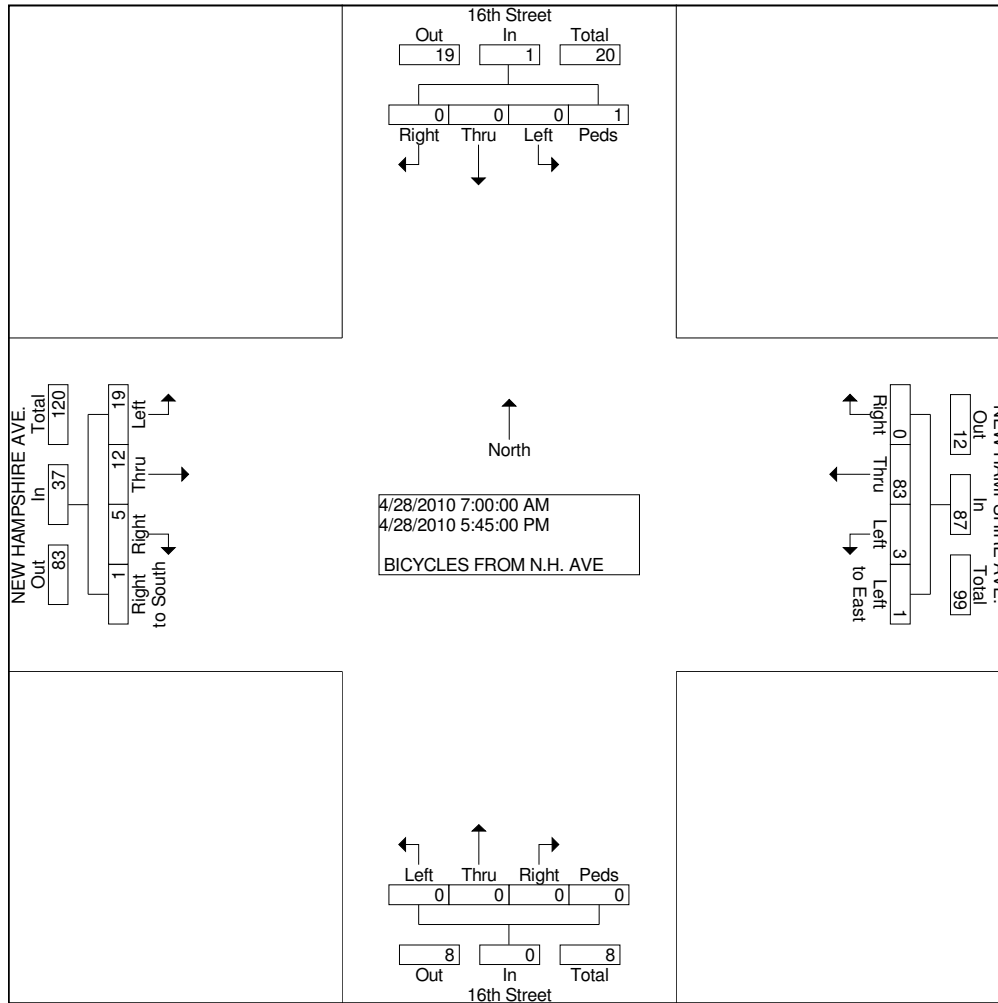
Sabra-Wang & Associates, Inc.  
 1504 Joh Avenue, Suite 160  
 Baltimore, Maryland 21227  
 (410)-737-6564

Weather: SUNNY  
 Counted By: MO, DEB, SN, HO  
 Town: WASHINGTON D.C.  
 County:

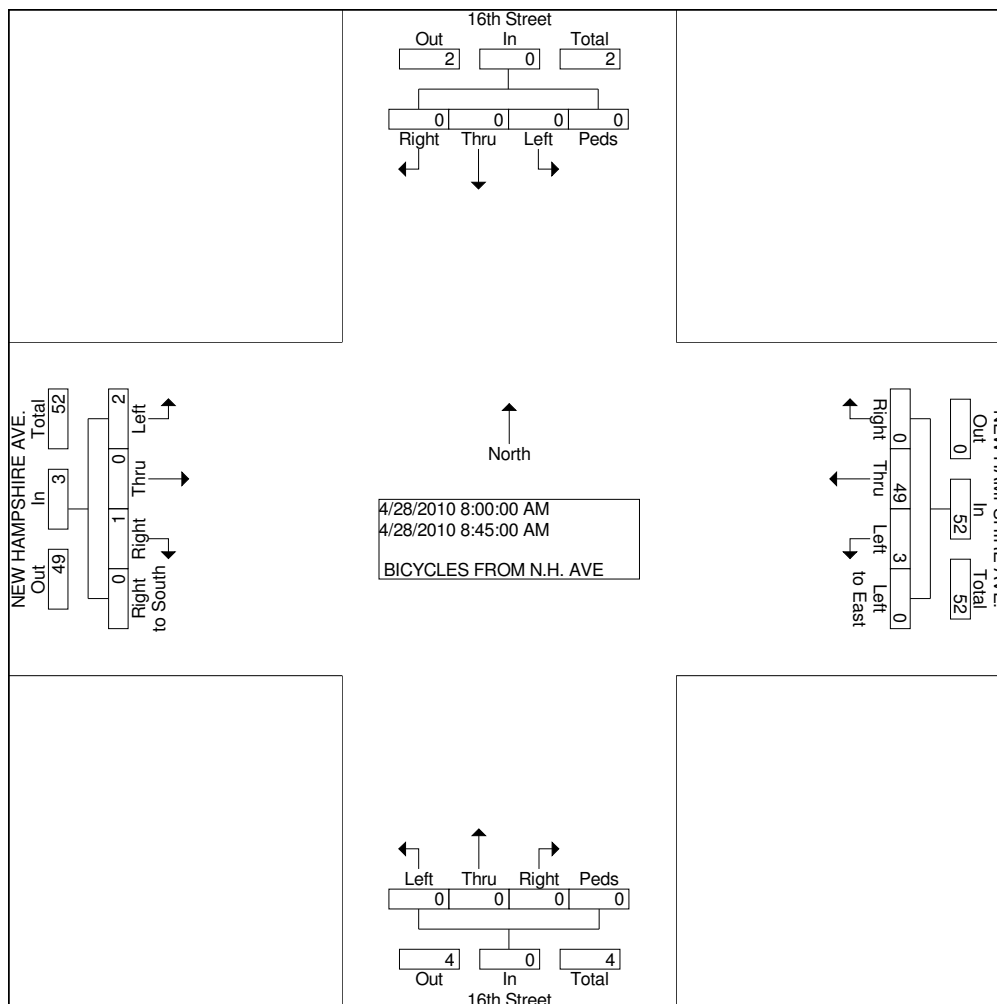
File Name : BICYCLES FROM N.H.AVE.  
 Site Code : 00000000  
 Start Date : 04/28/2010  
 Page No : 1

**Groups Printed- BICYCLES FROM N.H. AVE**

Start Time	16th Street From North					NEW HAMPSHIRE AVE. From East					16th Street From South					NEW HAMPSHIRE AVE. From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Left to East	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Right to South	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
*** BREAK ***																					
07:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	8
07:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	1	1	9
Total	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	0	1	1	3	21
08:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	10
08:15	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	1	0	0	0	1	12
08:30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	0	1	0	2	19
08:45	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	0	0	0	3	49	0	0	52	0	0	0	0	0	2	0	1	0	3	55
*** BREAK ***																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
16:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	0	1	0	3	8
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	5	1	0	14	20
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	1	0	4	6
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	3	0	0	6	7
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	0	3	5
17:45	0	0	0	1	1	0	5	0	1	6	0	0	0	0	0	1	2	1	0	4	11
Total	0	0	0	1	1	0	10	0	1	11	0	0	0	0	0	8	7	2	0	17	29
Grand Total	0	0	0	1	1	3	83	0	1	87	0	0	0	0	0	19	12	5	1	37	125
Apprch %	0.0	0.0	0.0	100.0		3.4	95.4	0.0	1.1		0.0	0.0	0.0	0.0		51.4	32.4	13.5	2.7		
Total %	0.0	0.0	0.0	0.8	0.8	2.4	66.4	0.0	0.8	69.6	0.0	0.0	0.0	0.0	0.0	15.2	9.6	4.0	0.8	29.6	



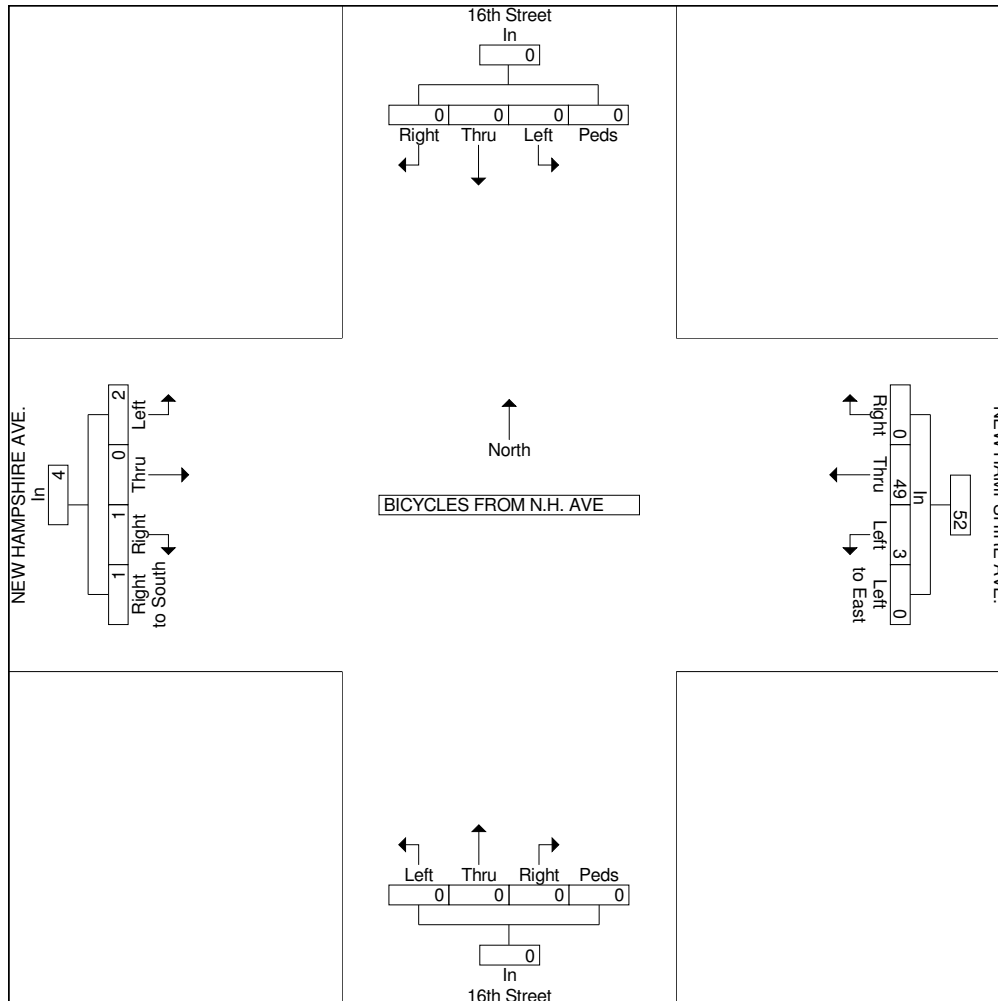
Start Time	16th Street From North					NEW HAMPSHIRE AVE. From East					16th Street From South					NEW HAMPSHIRE AVE. From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Left to East	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Right to South	App. Total	
Intersection	08:00																				
Volume	0	0	0	0	0	3	49	0	0	52	0	0	0	0	0	2	0	1	0	3	55
Percent	0.0	0.0	0.0	0.0		5.8	94.2	0.0	0.0		0.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0		
Volume	0	0	0	0	0	3	49	0	0	52	0	0	0	0	0	2	0	1	0	3	55
Volume	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	0	1	0	2	19
Peak Factor	0.724																				
High Int.	6:45:00 AM					08:30					6:45:00 AM					08:30					
Volume	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	0	1	0	2	
Peak Factor	0.765										0.375										



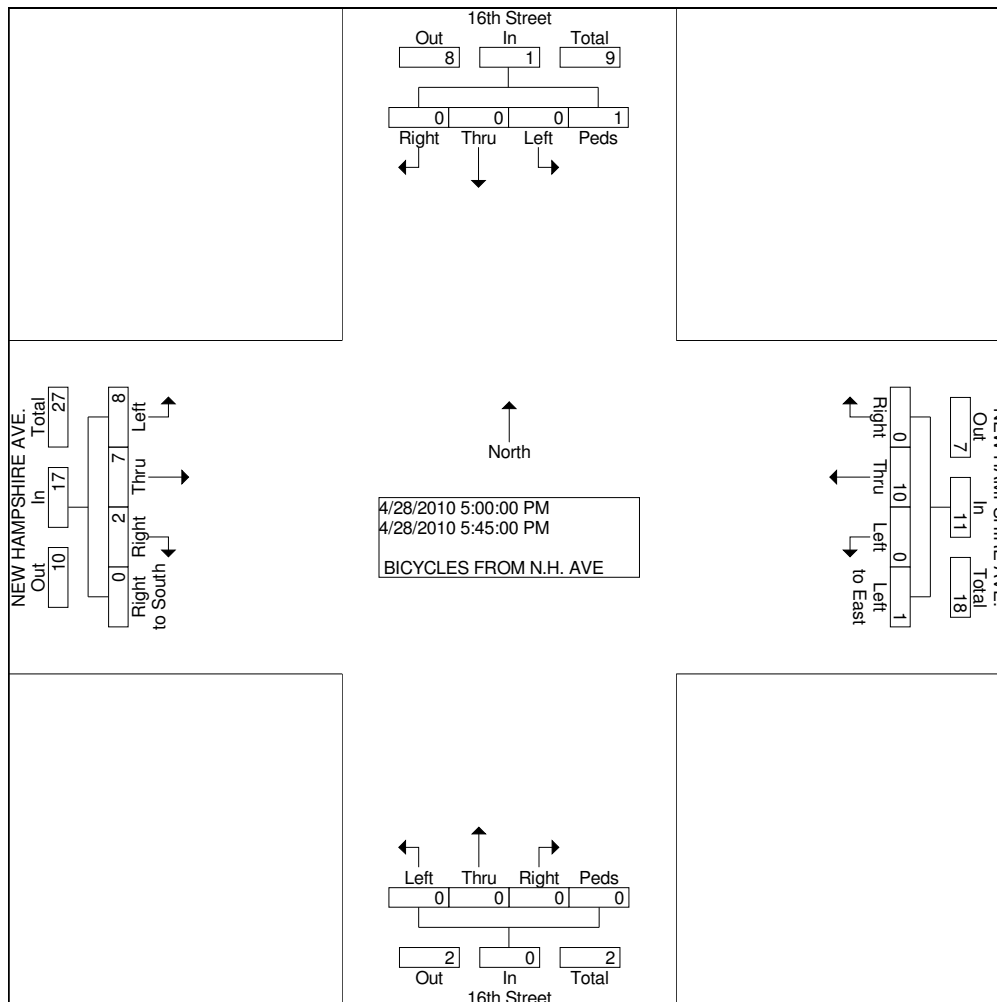
Start Time	16th Street From North					NEW HAMPSHIRE AVE. From East					16th Street From South					NEW HAMPSHIRE AVE. From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Left to East	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Rig ht to South	App. Total	

Peak Hour From 07:00 to 11:45 - Peak 1 of 1

By Approach	07:00	08:00	07:00	07:45
Volume	0	3	0	2
Percent	-	5.8	-	50.0
High Int.	-	94.2	-	0.0
Volume	-	0	-	1
Peak Factor	-	0.765	-	0.500



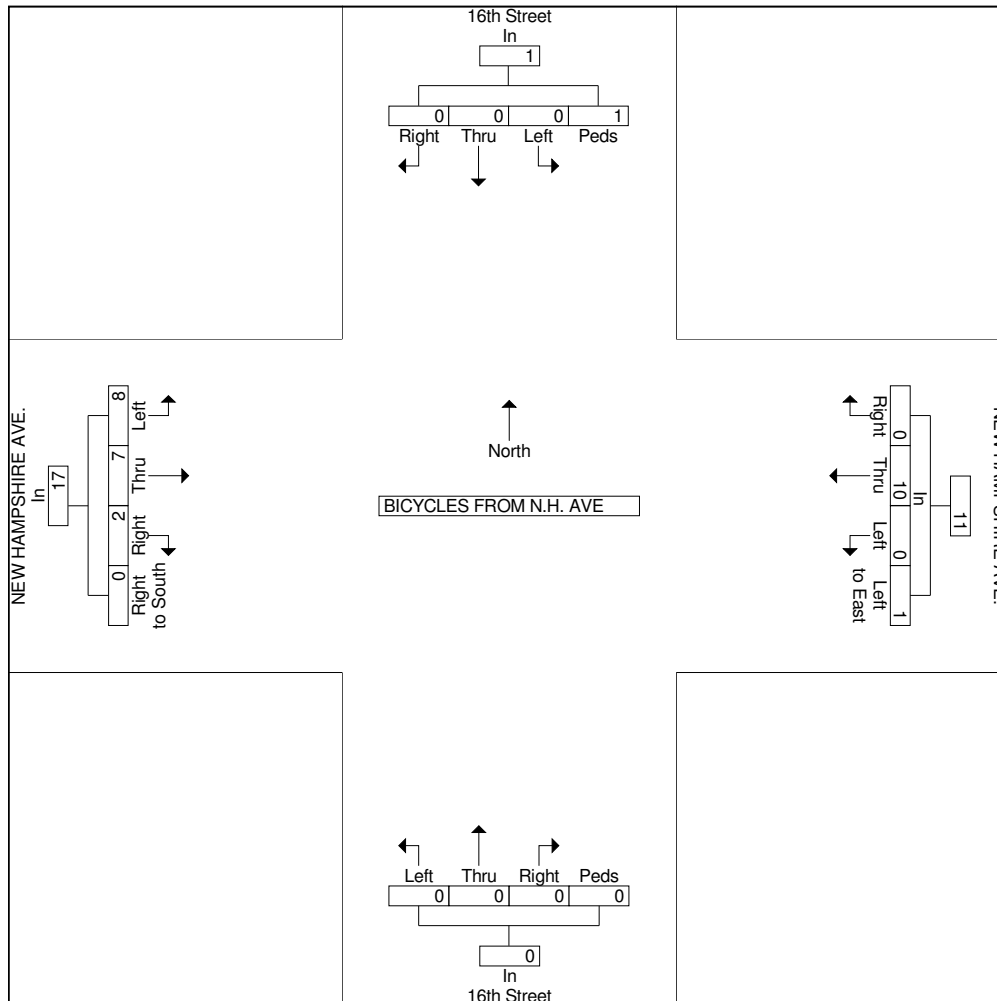
Start Time	16th Street From North					NEW HAMPSHIRE AVE. From East					16th Street From South					NEW HAMPSHIRE AVE. From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Left to East	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Rig ht to South	App. Total	
Peak Hour From 12:00 to 17:45 - Peak 1 of 1																					
Intersection																					
17:00																					
Volume	0	0	0	1	1	0	10	0	1	11	0	0	0	0	0	8	7	2	0	17	29
Percent	0.0	0.0	0.0	100.0		0.0	90.9	0.0	9.1		0.0	0.0	0.0	0.0		47.1	41.2	11.8	0.0		
Volume	0	0	0	1	1	0	10	0	1	11	0	0	0	0	0	8	7	2	0	17	29
Volume	0	0	0	1	1	0	5	0	1	6	0	0	0	0	0	1	2	1	0	4	11
Peak Factor																					
High Int.																					
17:45																					
Volume	0	0	0	1	1	0	5	0	1	6	0	0	0	0	0	3	3	0	0	6	6
Peak Factor	0.250					0.458					0.708										



Start Time	16th Street From North					NEW HAMPSHIRE AVE. From East					16th Street From South					NEW HAMPSHIRE AVE. From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Left to East	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Rig ht to South	App. Total	

Peak Hour From 12:00 to 17:45 - Peak 1 of 1

By Approach	17:00					17:00					12:00					17:00					
Volume	0	0	0	1	1	0	10	0	1	11	0	0	0	0	0	8	7	2	0	17	
Percent	0.0	0.0	0.0	100.0		0.0	90.9	0.0	9.1		-	-	-	-		47.1	41.2	11.8	0.0		
High Int. Volume	17:45					17:45					-					17:15					
Peak Factor	0	0	0	1	1	0	5	0	1	6	-	-	-	-	-	3	3	0	0	6	
	0.250					0.458					-					0.708					





Sabra-Wang & Associates, Inc.  
 1504 Joh Avenue, Suite 160  
 Baltimore, Maryland 21227  
 (410)-737-6564

Weather: SUNNY  
 Counted By: MO, DEB, SN, HO  
 Town: WASHINGTON D.C.  
 County:

File Name : BICYCLES TON.H. AVE.  
 Site Code : 00000000  
 Start Date : 04/28/2010  
 Page No : 1

**Groups Printed- BICYCLES TO N.H. AVE**

Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht to N.H.	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	14
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
08:30	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31

\*\*\* BREAK \*\*\*

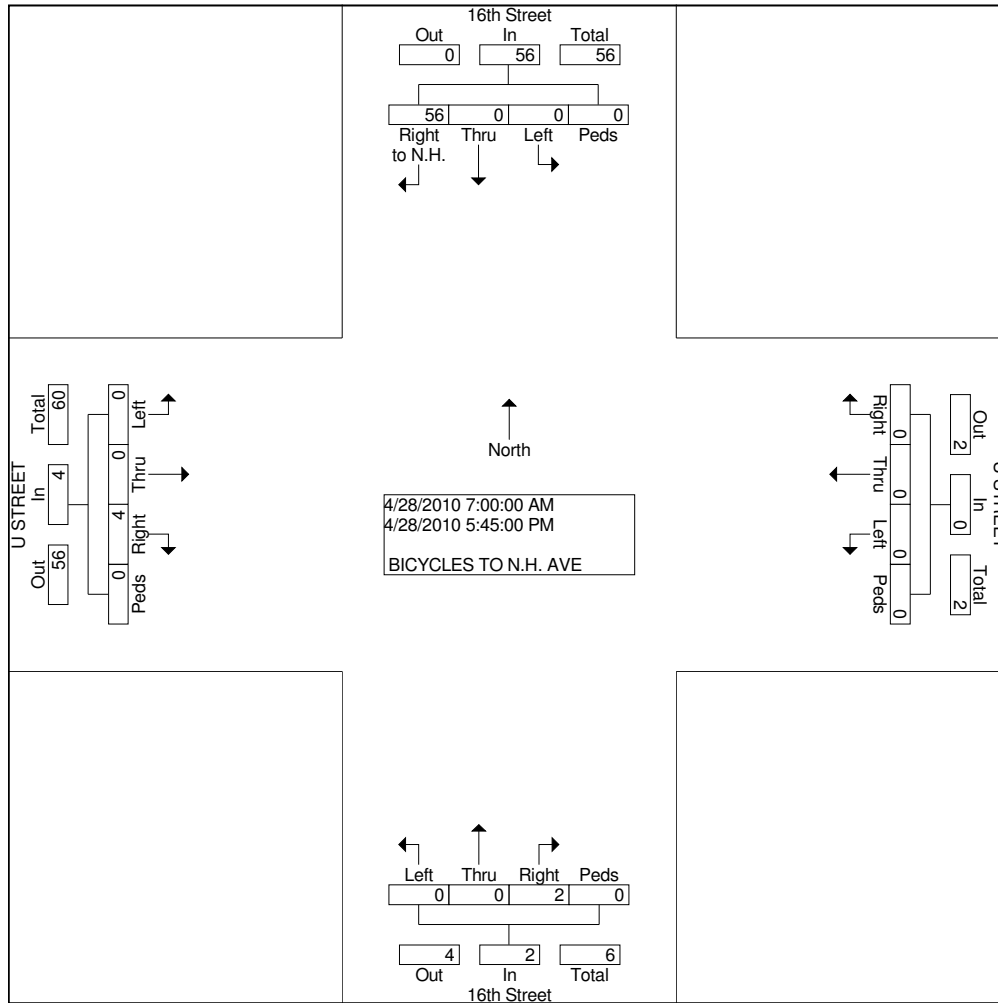
16:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	5	0	5	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	7
16:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	9	0	9	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	11

17:00	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

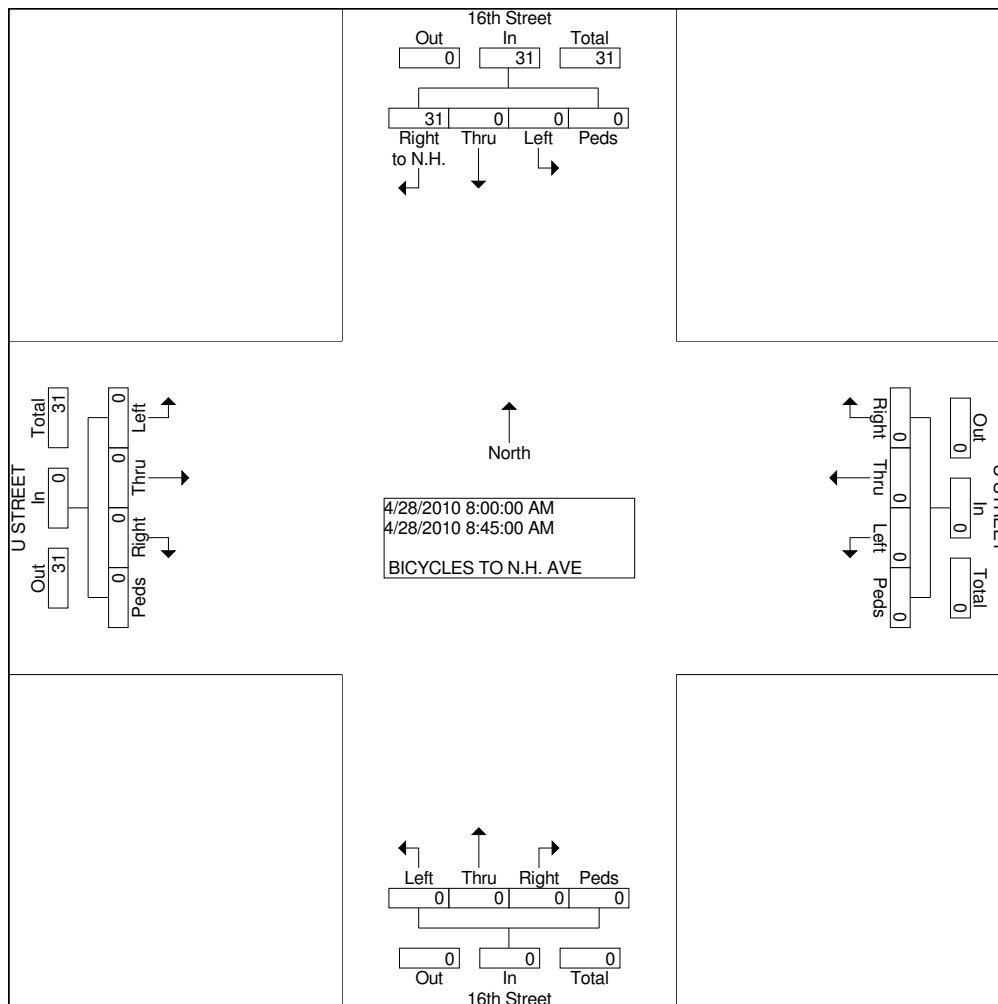
\*\*\* BREAK \*\*\*

17:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	6

Grand Total	0	0	56	0	56	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	62
Apprch %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	90.3	0.0	90.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	3.2	0.0	0.0	6.5	0.0	6.5	



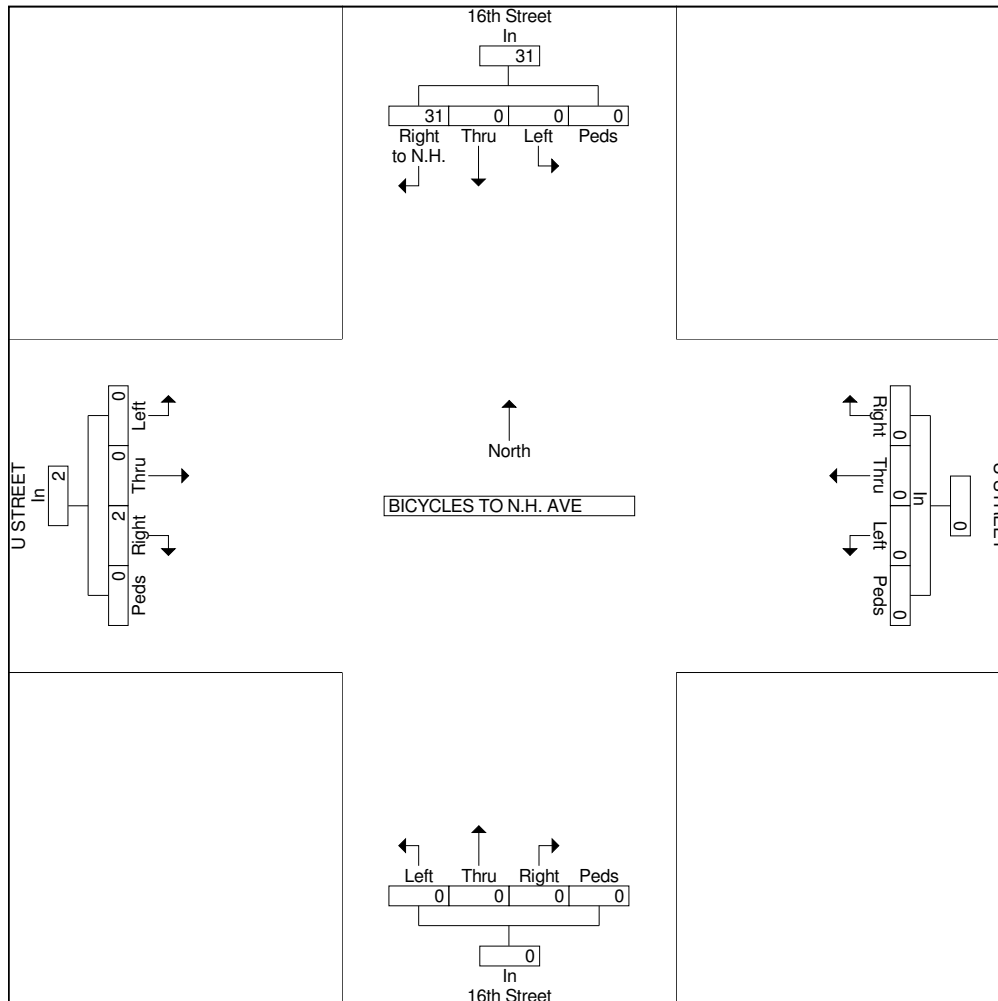
Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Right to N.H.	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Intersection	08:00																				
Volume	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Volume	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Volume	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Peak Factor	0.646																				
High Int. Peak	08:45					6:45:00 AM					6:45:00 AM					6:45:00 AM					
Volume	0	0	12	0	12																
Peak Factor	0.646																				



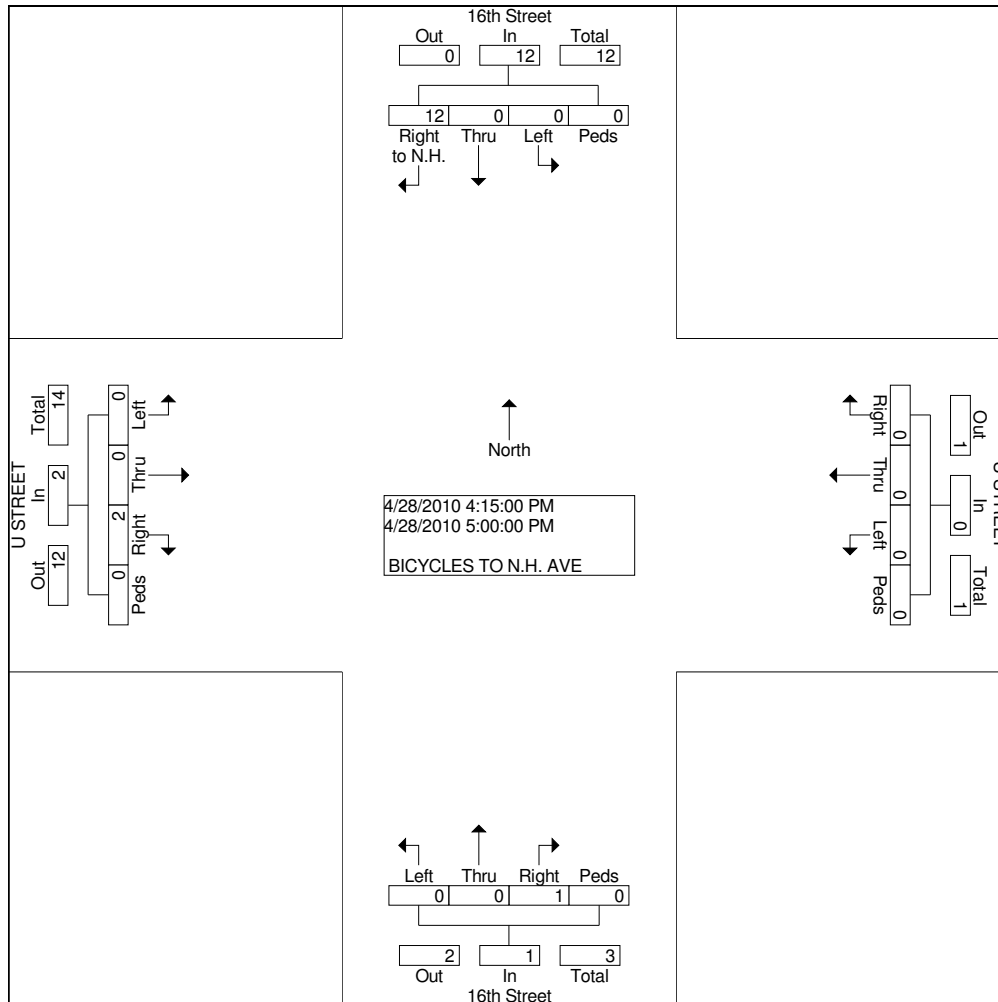
Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht to N.H	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	

Peak Hour From 07:00 to 11:45 - Peak 1 of 1

By Approach	08:00					07:00					07:00					07:00				
Volume	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Percent	0.0	0.0	100.0	0.0		-	-	-	-		-	-	-	-		0.0	0.0	100.0	0.0	
High Int. Volume	0	0	12	0	12	-	-	-	-	-	-	-	-	-	-	0	0	1	0	1
Peak Factor	0.646															0.500				



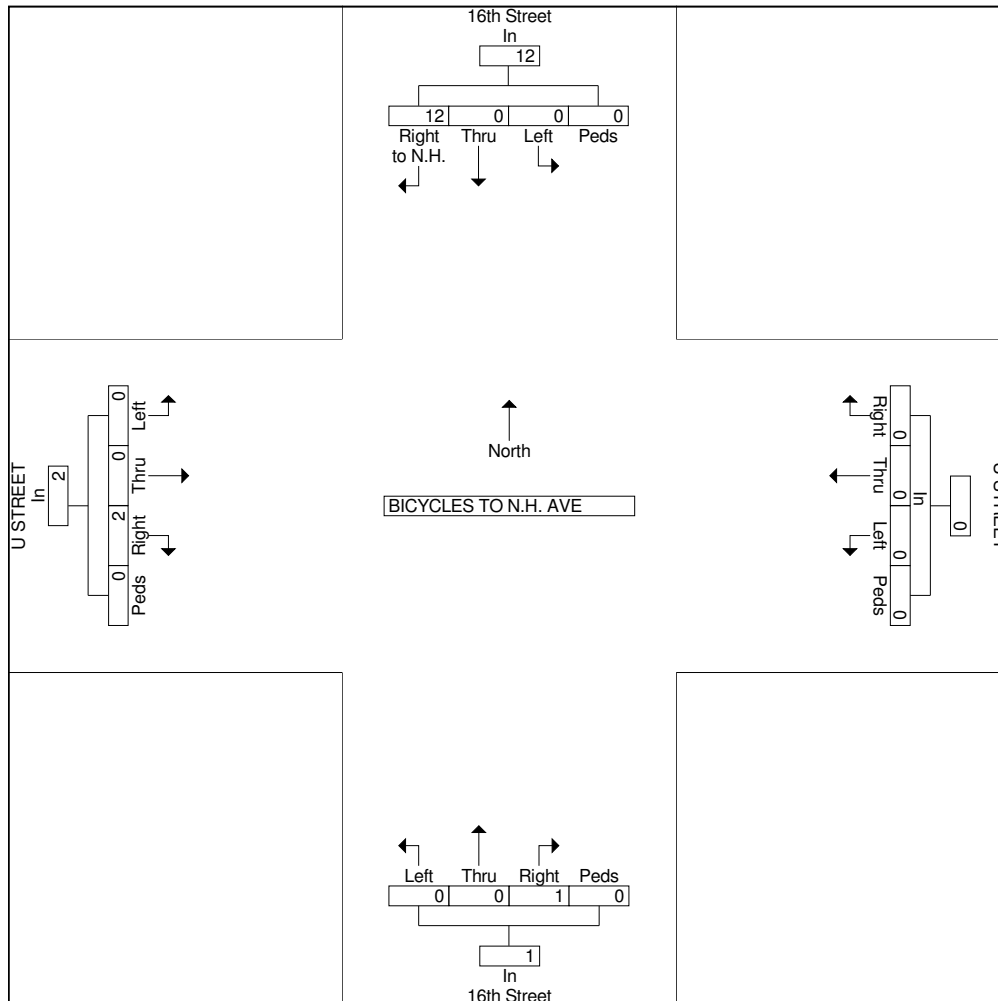
Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht to N.H.	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Peak Hour From 12:00 to 17:45 - Peak 1 of 1																					
Intersection 16:15																					
Volume	0	0	12	0	12	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	15
Percent	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
Volume	0	0	12	0	12	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	15
Volume	0	0	5	0	5	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	7
Peak Factor																					
High Int.																					
Volume	0	0	5	0	5	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1
Peak Factor	0.600										0.250					0.500					



Start Time	16th Street From North					U STREET From East					16th Street From South					U STREET From West					Int. Total
	Left	Thru	Rig ht to N.H	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	

Peak Hour From 12:00 to 17:45 - Peak 1 of 1

By Approach	16:15					12:00					15:45					16:15					
Volume	0	0	12	0	12	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	
Percent	0.0	0.0	100.0	0.0		-	-	-	-		0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		
High Int. Volume	16:30					-					16:30					16:30					
Peak Factor	0.600					-					0.250					0.500					



**Appendix A3 16<sup>th</sup> Street/U Street/New  
Hampshire Avenue: Crash Data**

DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-7)

**Intersection:** NEW HAMPSHIRE AVE and T ST, NW

**Time Period Covered:** From 08/01/2006 To 07/31/2010

**Prepared By:** admin TARAS

**Prepared Date:** 12/15/2011

		<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>	<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>
Total Number of Accident:	8	Right Angle:	0	0.0%	Fixed Object:	0	0.0%
Total Number of Fatalities:	0	Left Turn:	0	0.0%	Ran Off Road:	0	0.0%
Total Number of Injuries:	0	Right Turn:	0	0.0%	Ped. Involved:	0	0.0%
Total Number of Disabling Injuries:	0	Rear End:	2	25.0%	Backing:	0	0.0%
Total Number of NonDisabling Injuries:	0	Side Swiped:	4	50.0%	Non Collision:	0	0.0%
Total Number of Pedestrians Involved:	0	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Bicycles Involved:	0	Parked:	1	12.5%	Unspecified:	1	12.5%
Total Number of Motorcycles Involved:	0						

<b>Time of Day</b>	<b>#ACC</b>	<b>%</b>
07:30 ~ 09:30:	0	0.0%
09:30 ~ 11:30:	0	0.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	1	12.5%
16:00 ~18:30:	2	25.0%
18:30 ~ 07:30:	5	62.5%
Unspecified:	0	0.0%

<b>Day of Week</b>	<b>#ACC</b>	<b>%</b>
Sunday:	2	25.0%
Monday:	1	12.5%
Tuesday:	0	0.0%
Wednesday:	0	0.0%
Thursday:	2	25.0%
Friday:	1	12.5%
Saturday:	2	25.0%

<b>Weather Condition</b>	<b>#ACC</b>	<b>%</b>
Clear:	6	75.0%
Rain:	1	12.5%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	12.5%

<b>Surface Condition</b>	<b>#ACC</b>	<b>%</b>
Dry:	6	75.0%
Wet:	1	12.5%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	12.5%

<b>Type of Vehicle</b>	<b>#VEH</b>	<b>%</b>
Passenger Car:	13	76.5%
Bus:	0	0.0%
Truck:	1	5.9%
Taxi:	1	5.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	2	11.8%

<b>Accident Severity Type</b>	<b>#ACC</b>	<b>%</b>
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	8	100.0%

<b>Light Condition</b>	<b>#ACC</b>	<b>%</b>
Daylight:	3	37.5%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	4	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	12.5%

<b>Contributing Factor</b>	<b>#VEH</b>	<b>%</b>
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	5.9%
Driver: Electronic Device:	0	0.0%
Driver: Others:	2	11.8%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	14	82.4%

<b>Pedestrian Action</b>	<b>#ACC</b>	<b>%</b>
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%



DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-7)

**Intersection:** 16TH ST and NEW HAMPSHIRE AVE, NW

**Time Period Covered:** From 08/01/2006 To 07/31/2010

**Prepared By:** admin TARAS

**Prepared Date:** 12/15/2011

		<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>	<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>
Total Number of Accident:	73	Right Angle:	3	4.1%	Fixed Object:	3	4.1%
Total Number of Fatalities:	0	Left Turn:	15	20.5%	Ran Off Road:	0	0.0%
Total Number of Injuries:	25	Right Turn:	5	6.8%	Ped. Involved:	5	6.8%
Total Number of Disabling Injuries:	4	Rear End:	13	17.8%	Backing:	1	1.4%
Total Number of NonDisabling Injuries:	6	Side Swiped:	21	28.8%	Non Collision:	0	0.0%
Total Number of Pedestrians Involved:	5	Head On:	1	1.4%	Under/Over Ride:	0	0.0%
Total Number of Bicycles Involved:	4	Parked:	1	1.4%	Unspecified:	5	6.8%
Total Number of Motorcycles Involved:	0						

<b>Time of Day</b>	<b>#ACC</b>	<b>%</b>
07:30 ~ 09:30:	4	5.5%
09:30 ~ 11:30:	7	9.6%
11:30 ~ 13:30:	3	4.1%
13:30 ~ 16:00:	7	9.6%
16:00 ~ 18:30:	12	16.4%
18:30 ~ 07:30:	40	54.8%
Unspecified:	0	0.0%

<b>Day of Week</b>	<b>#ACC</b>	<b>%</b>
Sunday:	18	24.7%
Monday:	7	9.6%
Tuesday:	4	5.5%
Wednesday:	12	16.4%
Thursday:	8	11.0%
Friday:	11	15.1%
Saturday:	13	17.8%

<b>Weather Condition</b>	<b>#ACC</b>	<b>%</b>
Clear:	61	83.6%
Rain:	8	11.0%
Snow:	1	1.4%
Sleet/Hail:	0	0.0%
Fog/Mist:	1	1.4%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	2	2.7%

<b>Surface Condition</b>	<b>#ACC</b>	<b>%</b>
Dry:	61	83.6%
Wet:	11	15.1%
Snow/Ice:	1	1.4%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

<b>Type of Vehicle</b>	<b>#VEH</b>	<b>%</b>
Passenger Car:	87	63.0%
Bus:	10	7.2%
Truck:	2	1.4%
Taxi:	21	15.2%
Minivan:	0	0.0%
Police/Emergency Vehicle:	4	2.9%
Motorcycle/Moped:	1	0.7%
Bicycle:	4	2.9%
Fixed Object:	1	0.7%
Unspecified:	8	5.8%

<b>Accident Severity Type</b>	<b>#ACC</b>	<b>%</b>
Fatal Collision:	0	0.0%
Injury Collision:	18	24.7%
PDO Collision:	55	75.3%

<b>Light Condition</b>	<b>#ACC</b>	<b>%</b>
Daylight:	33	45.2%
Dawn/Dusk:	5	6.8%
Dark(Lighted):	21	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	14	19.2%
Unspecified:	0	0.0%

<b>Contributing Factor</b>	<b>#VEH</b>	<b>%</b>
Driver: Speed:	2	1.4%
Driver: Alcohol/Drug:	2	1.4%
Driver: Electronic Device:	0	0.0%
Driver: Others:	37	26.8%
Vehicle:	0	0.0%
Roadway:	1	0.7%
Unspecified:	96	69.6%

<b>Pedestrian Action</b>	<b>#ACC</b>	<b>%</b>
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	1	25.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	2	50.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	25.0%

DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-7)

**Intersection:** NEW HAMPSHIRE AVE and V ST, NW

**Time Period Covered:** From 08/01/2006 To 07/31/2010

**Prepared By:** admin TARAS

**Prepared Date:** 12/15/2011

		<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>	<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>
Total Number of Accident:	4	Right Angle:	2	50.0%	Fixed Object:	0	0.0%
Total Number of Fatalities:	0	Left Turn:	0	0.0%	Ran Off Road:	0	0.0%
Total Number of Injuries:	2	Right Turn:	0	0.0%	Ped. Involved:	0	0.0%
Total Number of Disabling Injuries:	0	Rear End:	0	0.0%	Backing:	0	0.0%
Total Number of NonDisabling Injuries:	1	Side Swiped:	1	25.0%	Non Collision:	0	0.0%
Total Number of Pedestrians Involved:	0	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Bicycles Involved:	1	Parked:	1	25.0%	Unspecified:	0	0.0%
Total Number of Motorcycles Involved:	0						

<b>Time of Day</b>	<b>#ACC</b>	<b>%</b>	<b>Day of Week</b>	<b>#ACC</b>	<b>%</b>
07:30 ~ 09:30:	0	0.0%	Sunday:	1	25.0%
09:30 ~ 11:30:	0	0.0%	Monday:	0	0.0%
11:30 ~ 13:30:	0	0.0%	Tuesday:	1	25.0%
13:30 ~ 16:00:	0	0.0%	Wednesday:	1	25.0%
16:00 ~18:30:	2	50.0%	Thursday:	0	0.0%
18:30 ~ 07:30:	2	50.0%	Friday:	0	0.0%
Unspecified:	0	0.0%	Saturday:	1	25.0%

<b>Weather Condition</b>	<b>#ACC</b>	<b>%</b>	<b>Surface Condition</b>	<b>#ACC</b>	<b>%</b>
Clear:	3	75.0%	Dry:	3	75.0%
Rain:	1	25.0%	Wet:	1	25.0%
Snow:	0	0.0%	Snow/Ice:	0	0.0%
Sleet/Hail:	0	0.0%	Slush:	0	0.0%
Fog/Mist:	0	0.0%	Water/Sand:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%	Repairing:	0	0.0%
Unspecified:	0	0.0%	Unspecified:	0	0.0%

<b>Type of Vehicle</b>	<b>#VEH</b>	<b>%</b>	<b>Accident Severity Type</b>	<b>#ACC</b>	<b>%</b>
Passenger Car:	7	87.5%	Fatal Collision:	0	0.0%
Bus:	0	0.0%	Injury Collision:	1	25.0%
Truck:	0	0.0%	PDO Collision:	3	75.0%
Taxi:	0	0.0%			
Minivan:	0	0.0%	<b>Light Condition</b>	<b>#ACC</b>	<b>%</b>
Police/Emergency Vehicle:	0	0.0%	Daylight:	1	25.0%
Motorcycle/Moped:	0	0.0%	Dawn/Dusk:	0	0.0%
Bicycle:	1	12.5%	Dark(Lighted):	1	0.0%
Fixed Object:	0	0.0%	Dark(Not Lighted):	0	0.0%
Unspecified:	0	0.0%	Dark(Unknown Lighting):	2	50.0%
			Unspecified:	0	0.0%

<b>Contributing Factor</b>	<b>#VEH</b>	<b>%</b>	<b>Pedestrian Action</b>	<b>#ACC</b>	<b>%</b>
Driver: Speed:	0	0.0%	In Crosswalk with Signal:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%	In Crosswalk against Signal:	0	0.0%
Driver: Electronic Device:	0	0.0%	In Crosswalk no Signal:	0	0.0%
Driver: Others:	1	12.5%	In Unmarked Crosswalk:	0	0.0%
Vehicle:	0	0.0%	Not in Crosswalk:	0	0.0%
Roadway:	1	12.5%	From Between Parked Cars:	0	0.0%
Unspecified:	6	75.0%	Unspecified:	0	0.0%

DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-7)

**Intersection:** 16TH ST and NEW HAMPSHIRE AVE, NW

**Time Period Covered:** From 08/01/2010 To 09/30/2011

**Prepared By:** admin TARAS

**Prepared Date:** 12/15/2011

		<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>	<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>
Total Number of Accident:	24	Right Angle:	4	16.7%	Fixed Object:	0	0.0%
Total Number of Fatalities:	0	Left Turn:	1	4.2%	Ran Off Road:	0	0.0%
Total Number of Injuries:	7	Right Turn:	0	0.0%	Ped. Involved:	1	4.2%
Total Number of Disabling Injuries:	0	Rear End:	2	8.3%	Backing:	1	4.2%
Total Number of NonDisabling Injuries:	4	Side Swiped:	9	37.5%	Non Collision:	1	4.2%
Total Number of Pedestrians Involved:	0	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Bicycles Involved:	5	Parked:	3	12.5%	Unspecified:	2	8.3%
Total Number of Motorcycles Involved:	2						

<b>Time of Day</b>	<b>#ACC</b>	<b>%</b>
07:30 ~ 09:30:	3	12.5%
09:30 ~ 11:30:	4	16.7%
11:30 ~ 13:30:	2	8.3%
13:30 ~ 16:00:	0	0.0%
16:00 ~18:30:	2	8.3%
18:30 ~ 07:30:	13	54.2%
Unspecified:	0	0.0%

<b>Day of Week</b>	<b>#ACC</b>	<b>%</b>
Sunday:	5	20.8%
Monday:	4	16.7%
Tuesday:	1	4.2%
Wednesday:	1	4.2%
Thursday:	6	25.0%
Friday:	2	8.3%
Saturday:	5	20.8%

<b>Weather Condition</b>	<b>#ACC</b>	<b>%</b>
Clear:	24	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

<b>Surface Condition</b>	<b>#ACC</b>	<b>%</b>
Dry:	21	87.5%
Wet:	1	4.2%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	1	4.2%
Repairing:	0	0.0%
Unspecified:	1	4.2%

<b>Type of Vehicle</b>	<b>#VEH</b>	<b>%</b>
Passenger Car:	25	58.1%
Bus:	2	4.7%
Truck:	0	0.0%
Taxi:	5	11.6%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	2.3%
Motorcycle/Moped:	2	4.7%
Bicycle:	5	11.6%
Fixed Object:	0	0.0%
Unspecified:	3	7.0%

<b>Accident Severity Type</b>	<b>#ACC</b>	<b>%</b>
Fatal Collision:	0	0.0%
Injury Collision:	7	29.2%
PDO Collision:	17	70.8%

<b>Light Condition</b>	<b>#ACC</b>	<b>%</b>
Daylight:	13	54.2%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	11	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

<b>Contributing Factor</b>	<b>#VEH</b>	<b>%</b>
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	2.3%
Driver: Electronic Device:	0	0.0%
Driver: Others:	9	20.9%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	33	76.7%

<b>Pedestrian Action</b>	<b>#ACC</b>	<b>%</b>
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-7)

**Intersection:** NEW HAMPSHIRE AVE and V ST, NW

**Time Period Covered:** From 08/01/2010 To 09/30/2011

**Prepared By:** admin TARAS

**Prepared Date:** 12/15/2011

		<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>	<b>Collision Type</b>	<b>#ACC</b>	<b>%</b>
Total Number of Accident:	2	Right Angle:	0	0.0%	Fixed Object:	0	0.0%
Total Number of Fatalities:	0	Left Turn:	0	0.0%	Ran Off Road:	0	0.0%
Total Number of Injuries:	0	Right Turn:	1	50.0%	Ped. Involved:	0	0.0%
Total Number of Disabling Injuries:	0	Rear End:	0	0.0%	Backing:	0	0.0%
Total Number of NonDisabling Injuries:	0	Side Swiped:	1	50.0%	Non Collision:	0	0.0%
Total Number of Pedestrians Involved:	0	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Bicycles Involved:	0	Parked:	0	0.0%	Unspecified:	0	0.0%
Total Number of Motorcycles Involved:	0						

<b>Time of Day</b>	<b>#ACC</b>	<b>%</b>
07:30 ~ 09:30:	1	50.0%
09:30 ~ 11:30:	1	50.0%
11:30 ~ 13:30:	0	0.0%
13:30 ~ 16:00:	0	0.0%
16:00 ~ 18:30:	0	0.0%
18:30 ~ 07:30:	0	0.0%
Unspecified:	0	0.0%

<b>Day of Week</b>	<b>#ACC</b>	<b>%</b>
Sunday:	0	0.0%
Monday:	1	50.0%
Tuesday:	0	0.0%
Wednesday:	1	50.0%
Thursday:	0	0.0%
Friday:	0	0.0%
Saturday:	0	0.0%

<b>Weather Condition</b>	<b>#ACC</b>	<b>%</b>
Clear:	2	100.0%
Rain:	0	0.0%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	0	0.0%

<b>Surface Condition</b>	<b>#ACC</b>	<b>%</b>
Dry:	2	100.0%
Wet:	0	0.0%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	0	0.0%

<b>Type of Vehicle</b>	<b>#VEH</b>	<b>%</b>
Passenger Car:	2	50.0%
Bus:	1	25.0%
Truck:	1	25.0%
Taxi:	0	0.0%
Minivan:	0	0.0%
Police/Emergency Vehicle:	0	0.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	0	0.0%
Fixed Object:	0	0.0%
Unspecified:	0	0.0%

<b>Accident Severity Type</b>	<b>#ACC</b>	<b>%</b>
Fatal Collision:	0	0.0%
Injury Collision:	0	0.0%
PDO Collision:	2	100.0%

<b>Light Condition</b>	<b>#ACC</b>	<b>%</b>
Daylight:	2	100.0%
Dawn/Dusk:	0	0.0%
Dark(Lighted):	0	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	0	0.0%

<b>Contributing Factor</b>	<b>#VEH</b>	<b>%</b>
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	25.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	1	25.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	2	50.0%

<b>Pedestrian Action</b>	<b>#ACC</b>	<b>%</b>
In Crosswalk with Signal:	0	0.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

**Appendix A4 16<sup>th</sup> Street/U Street/New  
Hampshire Avenue: Field of  
View Snapshots**

# Intersection of 16<sup>th</sup> Street, U Street, and New Hampshire Avenue Video Stills

Facing Southwest



Facing Northeast

