

South Dakota Avenue Transportation and Streetscape Study

FINAL REPORT



d.

DISTRICT DEPARTMENT OF TRANSPORTATION

Prepared for:
District of Columbia Department of Transportation

Prepared by:
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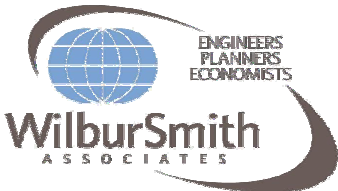
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1.0 Introduction

South Dakota Avenue is primarily a residential corridor located in Ward 5 of Washington, D.C. It is a principal arterial roadway in this section of the District of Columbia, providing access to such areas as: Riggs Park, Providence Hospital, Michigan Park, the Hospital for Sick Children, Howard University, Taft School, Friendship Edison Woodridge, Langdon, Fort Lincoln New Town, Gateway, and the U.S. National Arboretum.

The average daily traffic flow along South Dakota Avenue is approximately 48,000 vehicles. This roadway serves the major cross-town east/west traffic movements to/from the northeast side of the District of Columbia to the Maryland State line. The roadway is also a truck route for large tonnage trucks that traverse through this area to access U.S. Route 50 and Interstate 295.

This roadway corridor, like many other principal arteries within the District of Columbia, abuts residential and commercial properties. The facility is highly signalized with four legged, T, and multi-approached intersections, and sign controlled interchanges. The residents of the area are primarily concerned about pedestrian and vehicular safety with a primary emphasis on the excessive traffic speeds along the corridor. As part of the study's data collection effort, samplings of free flow traffic speeds at various locations along the corridor have been included in the document, and show speeds consistently higher than the posted 25 mph speed limit. A number of the intersections along South Dakota Avenue have also experienced a high number of vehicular crashes. This document summarizes incident data for the corridor from 2002 through 2004, showing the number of incidents at a given intersection ranging from 1 to 65 over the 3-year time period.

Throughout the corridor, complex multi-approach intersections, faded and inconsistent pavement markings, and inconsistent signal timings contribute to a degradation of safety for pedestrians, bicyclists and vehicles. Additionally, the complex intersections, often with tight turning radii and STOP bars placed too close to the travel way, in conjunction with inadequate signal timing or turn lanes, lead to inefficient vehicular travel, contributing to congestion along the corridor.

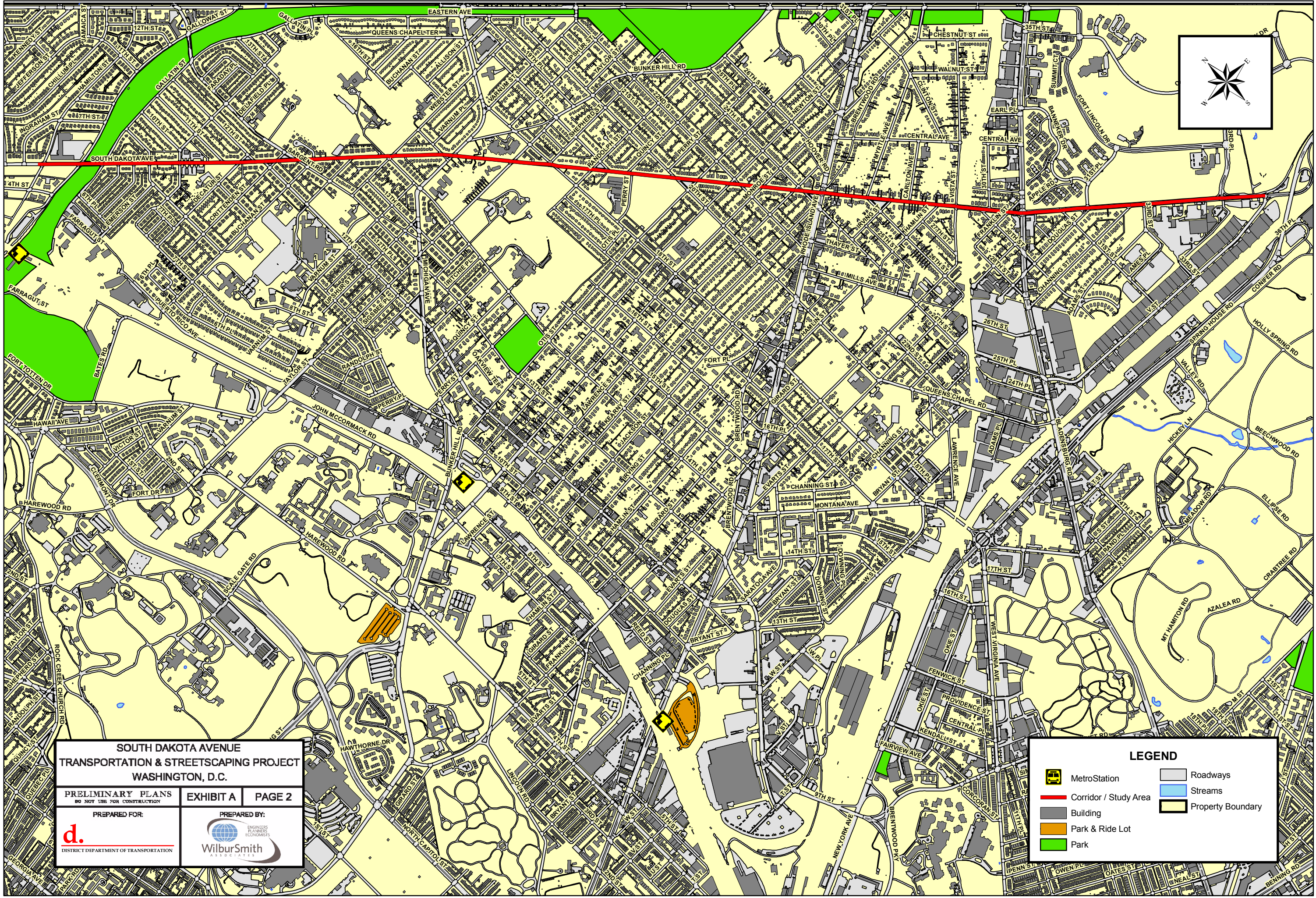
Based on extensive data analysis and public involvement, this report recommends improvements along the study corridor that will improve the transportation system for all modes of travel, increasing safety, reducing congestion, and improving the look and feel of the area.

This report is subdivided into four sections. Section One introduces the project and the study area. Section Two discusses the existing conditions in the area based on data collected along the corridor and from various DDOT agencies, and from time spent observing traffic operations in the area. Section Three discusses the public outreach performed as part of this study. Finally, Section Four discusses both the corridor-wide and intersection-specific recommendations of this study. This section is supported by figures representing the proposed improvements.

1.1 Study Area

The study area for this project includes South Dakota Avenue, from Hamilton Street N.E. to approximately 200 feet south of the intersection with V Street N.E., and approximately 100 feet to either side of all major side street intersection approaches to South Dakota Avenue. The study also includes

non-motorized access needs from South Dakota Avenue to/from the Fort Totten Metro Station. Exhibit A provides an illustration of the project study area.



SOUTH DAKOTA AVENUE

TRANSPORTATION & STREETSCAPING PROJECT

WASHINGTON, D.C.

PRELIMINARY PLANS

DO NOT USE FOR CONSTRUCTION

PREPARED FOR:



DISTRICT DEPARTMENT OF TRANSPORTATION

EXHIBIT A


PREPARED BY:





WILBURSMITH ASSOCIATES


PAGE 2


LEGEND


 Metro Station


 Corridor / Study Area


 Building

 Park & Ride Lot

 Park

 Roadways

 Streams

 Property Boundary

2.0 Existing Conditions

As part of the South Dakota Avenue Transportation and Streetscape Study, the consultant team conducted a thorough field review of the study area including a detailed intersection inventory of all 20 signalized intersections, AM and PM peak hour travel time runs, turning movement counts, pedestrian counts, spot vehicle speed surveys, accident reports, aerial photography, a corridor parking inventory, signage inventory (speed limit and wayfinding), pedestrian signal head inventory, and a general review of the access and parking for the Fort Totten Metro Station. The information gathered from this effort was used in both the Short Term and Long Term Options presented in this report. The findings were also used to develop the recommended conceptual designs to improve mobility and traffic safety, including specific measures to address non-motorized needs along the corridor. The following is an evaluation of the existing conditions with respect to general traffic, pedestrian facilities, bicyclist facilities, and streetscape.

2.1 Traffic Analysis

As part of the traffic analysis portion of the study, traffic counts were collected from a number of sources for each signalized intersection within the study area. These include:

- Traffic counts commissioned by this study:
 - Galloway Street
 - Sargent Road
 - Taylor Street
 - Newton Street
 - 22nd Street
 - Quincy Street and Perry Street
 - Rhode Island Avenue
 - Carlton Avenue
 - Vista Street
 - 30th Street
- District of Columbia Department of Transportation Traffic Counts
 - Allison Street¹
- Other District of Columbia Transportation Studies
 - Michigan Avenue (Brookland Transportation and Streetscape Study)
 - Monroe Street (Brookland Transportation and Streetscape Study)
 - Hamilton Street (South Dakota Avenue, NE Traffic Calming Study – Draft Report, Version 2)
- Wells & Associates, LLC²
 - Bladensburg Road
 - Douglas Street/31st Place
 - 33rd Place/Goodwill Entrance
 - V Street

¹ Non-signalized intersection

² Counts collected by Wells & Associates, LLC as part of a separate study – Washington Gateway

The remaining intersection traffic volumes were estimated by counting traffic for 15 minutes during peak hour and applying a peak hour factor for the intersection. Peak hour factors generated from 3 hour counts at the nearest adjacent intersections were used to determine the peak hour volumes. To reduce volume discrepancies between adjacent intersections the traffic counts were balanced along the corridor.

Travel time runs were also performed along the study corridor in the AM and PM peak hours to aid in the creation of a traffic simulation model and to test the coordination of traffic signals in the area. The Average Vehicle Method was used with 6 runs performed in the AM and PM time periods, with 3 runs in each direction. The AM peak hour runs began at 6:51 AM and ended at 9:16 AM. The PM peak hour runs began at 3:41 PM and ended at 6:10 PM. Table 1 illustrates the travel time run results and the associated average speed.

Table 1 Travel Time Run Comparison			
Direction	Time Period	Field Travel Time Run Results ³	Average Travel Speed
NB	AM	11 min 3 sec	18.0 mph
SB		11 min 17 sec	17.6 mph
NB	PM	10 min 05 sec	19.7 mph
SB		16 min 30 sec	12.0 mph

From field reviews, including the travel time runs conducted along South Dakota Avenue, it is apparent traffic progression along the corridor is fairly good when not impacted by peak hour congestion or incidents. Field observations and traffic counts suggest that, with the exception of a few major arterial intersections along South Dakota Avenue, most cross streets serviced considerably less traffic compared to South Dakota Avenue. Due to this imbalance in vehicle demand at most of the signalized intersections along the corridor, the side streets appear to be given only the necessary portion of the signal’s cycle length to service either the minimum walk time or the traffic demand. The remainder of the green time available in the cycle is given to the northbound and southbound South Dakota movements. This coupled with the limited number of protected left turn movements in the north and southbound directions produces long green bands for vehicles traveling along South Dakota Avenue.

From a service perspective, this signal timing approach services the maximum throughput and reduces delay for vehicles on South Dakota Avenue. Consequently, this signal timing strategy is one of the biggest contributors to excessive speed along the corridor.

In general, traffic along the South Dakota Avenue corridor typically moves well without significant recurring delays during most of the day. In the AM peak period, the predominant direction of traffic flow is northbound, while in the PM peak period, the predominant direction of traffic flow is southbound. The following is a brief evaluation of the existing traffic conditions along the study corridor.

³ Field Travel Time Run Results provided in this table is an average of 6 travel time runs conducted in the field.

- AM Peak Period – northbound at both Bladensburg Road and Vista Street. Observations suggested the recurring congested beginning at Vista Street is primarily the result of left turning vehicles from South Dakota Avenue onto Vista Street spilling back past the existing left turn bay, at times nearly reaching Bladensburg Road. The back ups originating at Bladensburg Road are frequently a combination of vehicle spillback from Vista Street and a high arrival rate of vehicles from New York Avenue to the south.
- PM Peak Period – southbound along South Dakota Avenue at New York Avenue. On multiple observations, recurring congestion was observed southbound along South Dakota Avenue originating at the southern limit of the study area. Southbound South Dakota Avenue connects to the ramp for eastbound New York Avenue. Heavy congestion on New York Avenue combined with merging traffic from South Dakota Avenue results in vehicle backups nearly reaching Bladensburg Road.

Incidents of non-recurring congestion generated by disabled vehicles, work zones, parked vehicles and minor accidents observed during the field review and data collection portion of this study, revealed only minor delays. It should be noted that while only minor delays were observed, the potential exists for more significant delays along the corridor depending on factors such as, direction of travel coupled with time of day, the severity of an incident, presences of public safety equipment – i.e. Metropolitan Police vehicles, District of Columbia Fire and Rescue vehicles, etc.

2.2 Vehicle Speeds

A common complaint of local residents and users of South Dakota Avenue is the perceived excessive speed of vehicles along the corridor. Travel time runs indicate that average vehicle speeds are between 12 and 20 mph across the entire corridor, however while driving the corridor during the field data collection and inventory task of the project, it was noted that vehicles routinely drove at speeds well in excess of the 25 mph speed limit along South Dakota Avenue. It was commonly observed that many vehicles were traveling in excess of 35 mph.

As part of the traffic count program for this study, a spot speed survey was performed at various intersections in the study area. Tables 2 and 3 illustrate the results of the spot speed surveys for the AM period and the PM period, respectively.

Table 2 South Dakota Avenue Speed Data (AM)					
	Intersection (With South Dakota Ave.)	Average Speed	Maximum Speed	Minimum Speed	85 th Percentile Speed
Southbound	Sargent Road	38.5	47.7	29.4	43.3
	Taylor Street	46.8	66.3	40.6	51
	Newton Street	52.4	63.3	45.7	58.3
	22 nd Street	36.8	50.9	27.7	43.7
	Quincy Street & Perry Street	37.9	48.7	31	42.6
	Rhode Island Avenue	29.4	37.1	25.8	32.8
	Carlton Avenue	38.7	54.1	25.3	46.7
	30 th Street	43.7	61.4	36.2	48.5
Northbound					
	30 th Street	39.4	56.1	32.2	44.7
	Vista Street	46.2	63.3	38.1	50.6
	Carlton Avenue	41.4	58.7	26.5	48.3
	Rhode Island Avenue	29.9	33.7	27.4	31.4
	Quincy Street & Perry Street	52.2	76.1	42.5	59.8
	22 nd Street	34.8	43.2	27	38.5
	Newton Street	46.2	53.2	43.2	50.5
	Taylor Street	48.5	70.2	41.6	54.1
	Sargent Road	39.1	48.8	29.6	42.5

Table 3 South Dakota Avenue Speed Data (PM)					
Southbound	Intersection (With South Dakota Ave.)	Average Speed	Maximum Speed	Minimum Speed	85 th Percentile Speed
	Sargent Road	40.1	50.6	31.9	45.9
	Taylor Street	48.4	70.1	42	53.9
	Newton Street	37.1	47.1	30.2	41.8
	22 nd Street	35.7	49.2	28.2	40.6
	Quincy Street & Perry Street	37.3	48.7	27.5	42.6
	Rhode Island Avenue	27.3	35.5	24	30.3
	30 th Street	45.6	55.8	38.9	50.2
Northbound	30 th Street	36.8	44.5	31.5	40.6
	Vista Street	36	44.3	30.3	40.8
	Rhode Island Avenue	30.8	38.4	27.7	33.8
	Quincy Street & Perry Street	49.1	76.1	42.5	54.2
	22 nd Street	36.1	46.8	27.8	40.3
	Newton Street	36	38.8	32.1	38.4
	Taylor Street	45	61.9	39.2	50.6
	Sargent Road	40.2	56.6	33.9	44.9

These tables indicate that in both the AM and PM peak hour, average speeds at all study locations were higher than the posted 25 mph speed limit. At several locations the maximum speed observed was over 70 mph. This indicates, along with comments from the public, that speeding is perhaps the biggest issue along the corridor.



Long Straight Sections of
Roadway Encourage
Speeding

2.3 Crash History

Crash data was obtained from the DDOT Traffic Services Administration for 2002-2004 and is summarized in Table 4 below by accident type. Due to space constraints, this table does not show the 27 intersections that had less than 5 accidents in a 3 year period and no pedestrian accidents or fatalities. The full list of intersections can be found in the Appendix.

Table 4 Accident Data from 2002-2004 by Accident Type					
Intersection (With South Dakota Ave.)	Property Damage Only	Injuries	Pedestrian Accidents	Fatalities	Hit and Run
Bladensburg Road	30	27	1	0	7
Rhode Island Avenue	21	10	1	0	2
Michigan Avenue	17	13	0	0	3
Taylor Street	16	11	0	0	0
33 rd Street	6	13	0	0	2
Vista Street	7	8	2	0	2
Monroe	9	0	0	0	7
Sargent Road	6	11	0	0	0
V Street	6	8	0	0	1
Galloway Street	5	9	0	0	0
30 th Street	4	5	1	0	0
Hamilton Street	2	2	0	1	2
Delafield Street	1	3	1	0	2
Franklin Street	3	3	1	0	0
Gallatin Street	2	5	0	0	0
Perry Street	3	4	0	0	0
Lawrence Street	1	5	0	0	0

The major intersections at Bladensburg Road, Rhode Island Avenue, and Michigan Avenue have the highest number of crashes, primarily because these intersections carry the highest amount of traffic volumes. Throughout the corridor during this time period there were 7 reported accidents involving a pedestrian and one fatality. The majority of the accidents along the corridor were rear end, left turn, or side swipe collisions.

2.4 Pedestrian and Bicycle Conditions

South Dakota Avenue has 60 pedestrian/bicyclist crossing points, 20 are controlled by traffic signals, 2 have median refuges, with the rest at unsignalized locations. With vehicle speeds between 30 – 50 mph and grades reaching 30 percent, some uncontrolled crossings are unsafe. Due to the vertical alignment of the corridor there are locations where pedestrian visibility is obscured. This situation is further complicated by vehicles traveling at or above the speed limit resulting in inadequate stopping distances. Examples of such locations include Randolph Street and Perry Street intersections.

Sidewalks generally exist on both sides of South Dakota Avenue and are in fair condition; i.e.: they do not need immediate repairs. A few segments exist where the sidewalks are discontinuous or narrow due to lack of maintenance. There are many locations where tree roots have raised portions of the sidewalk rendering it unacceptable in meeting ADA requirements. Most crosswalks have curb ramps. Many signalized intersections do not have pedestrian signals as shown in Table 5.

The access to the METRO stop via Galloway Street is poor due to the lack of sidewalks. A sidewalk path should be provided between South Dakota Avenue and the METRO station.

The only off-road bike facilities exist on the east side of South Dakota Avenue between New York Avenue and Bladensburg Road. This is an asphalt path located parallel to the sidewalk on the east side. The path has many problems including long grades and overhanging vegetation. Generally, bicycle level of service along this route appears to be fair to poor. South of Bladensburg the bicycle LOS is generally C, while northwards the LOS varies from D to E.

Table 5 Pedestrian Signal Head Deficiencies	
Intersection	Description
Hamilton Street	No Pedestrian Heads for Northbound or Southbound Pedestrians crossing Hamilton Street
Delafield Street	No Pedestrian Heads for Northbound or Southbound Pedestrians crossing Hamilton Street
12 th Street	No Pedestrian Signal Heads on any Crosswalk, Traffic Signal Head used as Pedestrian Signal Head for Westbound Pedestrians
Webster Street	No Pedestrian Head for Eastbound and Westbound Pedestrians on the Northern Leg of the Intersection
Shepherd Street	No Pedestrian Signal Head for Northbound and Southbound Pedestrians
Carlton Street	No Pedestrian Signal Head for Northbound and Southbound Pedestrians
33 rd Place	No Pedestrian Signal Head for Northbound and Southbound Pedestrians on the East leg of the intersection



Vertical Alignment
Creates Sight Distance
Problems



Tree Roots and Lack of
Maintenance Block
Sidewalks

2.5 Streetscape, Pedestrian Amenities, Maintenance, and Signage

The consultant team also spent a large amount of time in the corridor examining the streetscape, pedestrian amenities, and signage. In general the corridor could benefit from significant improvements. One area of great concern is the roadway striping. There are many locations where the striping is not visible on the roadway and pedestrian crossings are faded and inconsistent. In the northern section of the corridor the condition of the roadway striping is improved where the roadway has been recently paved, but crosswalk striping is inconsistent.

The residents of the area have repeatedly commented on the need for additional maintenance, particularly tree trimming. Based on comments from the public, DDOT should be encouraged to perform more routine maintenance in the area while the residents should be encouraged to maintain the “pocket parks.”

Finally, a multitude of signage exists along the corridor, which can be confusing for drivers, particularly those not familiar with the area. There are many non-essential signs in the area where the community and DDOT should work together to remove any signs not necessary for safe and efficient vehicular movement.



Grades in the Area Can Hide Pedestrian Crosswalks



Faded/Missing Pavement Markings along South Dakota Avenue



3.0 Public Outreach

Public outreach was an integral part of this study. To engage the residents of the area, DDOT and the consultant team hosted three public meetings. A summary of the meetings along with the actual comments provided by the public are included in Appendix A.

3.1 Public Meeting #1

Public meeting #1 was held on February 25, 2006 at the Taft School located centrally along the corridor. At this meeting, DDOT and the consultant team introduced the study to the public and identified traffic, pedestrian, bicyclist, and streetscape issues identified as part of the field review and data collection portion of the project. Following the presentation, the meeting divided into three breakout areas; transportation issues, pedestrian issues, and streetscape issues. Participants were asked to provide additional comments in each of the three areas in a less formal environment. Following this breakout session, the consultant team summarized the issues identified by the participants at the meeting, reminding everyone to visit the website and complete the on-line survey. The Public was asked to comment on the issues identified and suggest additional issues or concerns related to the topic of the study, if any. These issues and concerns were captured at this meeting and posted on the study's public website.

In addition to intersection-specific issues, additional considerations identified in this meeting included:

- Speeding along South Dakota Avenue
- Safety of pedestrian crossings
- Missing pedestrian and bicycle connections
- Under-reporting of traffic accidents
- Enforcement of weight restrictions
- Non-standard pedestrian crossing times
- Lack of wayfinding signage
- Lack of tree maintenance



3.2 Public Meeting #2

On January 31, 2007, DDOT hosted a public meeting at Taft school to review the South Dakota Avenue Transportation and Streetscape Study preliminary recommendations, and solicit public comment. Doors opened at 6 p.m. and attendees were able to preview the corridor recommendations presented on wall size maps with members of the consultant team until 6:30 p.m. when the formal presentation began. The formal presentation gave an overview of the history and purpose of the study, the type of problems addressed, and the form of the recommendations. After the presentation attendees were asked to break into three groups and go to one of the three stations to discuss the recommendations in greater detail for a period of 10-15 minutes. After each session the groups rotated to one of the other stations. This group rotation allowed everyone to hear the details of the corridor recommendations during this 45-minute discussion period. There was an easel pad at each station to capture comments. After the detailed review, the entire group re-convened for a question and answer period.



3.3 Public Meeting #3

On March 3, 2007, the District of Columbia Department of Transportation (DDOT) hosted a public meeting at the District 5 Police Headquarters to review the South Dakota Avenue Transportation and Streetscape Study preliminary recommendations, and solicit public comment. Doors opened at 9:30 a.m. and attendees were directed to the maps detailing their area of interest. Representatives from DDOT and the consultant team then led focused discussions of each area with the public discussing each recommendation in detail. The public was also asked to offer any additional recommendations for review.



Specific concerns voiced by the local residents include:

- Speeding
 - Police monitoring has had no impact on speed, more obstructions needed
 - Busses are the worst offenders
 - Electronic monitoring needed
- Maintenance of area streets
- Maintenance of pocket parks
- Street lighting improvements are needed
- Street cleaning is inconsistent
- Truck weight limits are not enforced
- Not enough pedestrian walk time across South Dakota Avenue
- Reductions in sign clutter are needed
- Lane markings are faded and inconsistent
- Protected left turn signals are desired where possible
- Directional signs needed for Metro stop at Galloway Street
- Neighborhood signs are needed to reinforce that this is a residential area

4.0 Recommendations

This section discusses the various recommendations for the corridor. These recommendations are broken down into corridor-wide improvements, which generally apply to the whole corridor; and intersection specific improvements, which are limited to the subject intersection. These improvements are further broken down into short term projects; those that can be completed in less than one year, and long-term recommendations; those that will take longer than one year to implement.

4.1 Corridor-wide Improvements

The consultant team identified several recommendations intended to address safety and mobility concerns along the entire study corridor. These improvements are identified as either short term or long term implementations. Some of these recommendations may be subject to modification during detailed design.

Retime Traffic Signals – *Short Term*

The single most important issue leading to safety concerns along South Dakota Avenue today is excessive vehicle speed. Spot Speed surveys conducted as part of this study confirm that many vehicles using South Dakota Avenue routinely travel well in excess of the posted speed limit. The excessive speeds along South Dakota Avenue led to many of the issues identified in this report.

The existence of more than 20 signalized intersections along the corridor provides an opportunity to use existing equipment to slow traffic along the corridor. These strategies include timing signal progression for the posted speed limit of 25 miles per hour, posting signs notifying drivers that the signals are timed for 25 m.p.h., reallocating green time from South Dakota Avenue to the side streets to reduce wide green bands, and adjusting traffic signal offsets to create more natural stopping points for traffic along the corridor.

Several complaints have been received from the public regarding inconsistent and insufficient pedestrian walk times at signalized intersections in the corridor. To remedy this issue all minor signals should be retimed with pedestrian phasing calculated using a 3.5 feet per second walk speed and using the length of the pedestrian crossing, not the road width.

Install Additional Speed Limit Signs - *Short Term*

Currently only five southbound and six northbound speed limit signs exist along the corridor including some locations which provide limited visibility for drivers to see the sign. Adding additional signs to the South Dakota Avenue study corridor will reinforce and serve additional reminders to drivers that the posted speed limit along South Dakota Avenue is 25 miles per hour. The additional speed limit signs should be posted in locations to the north and south of major cross streets such as Michigan Avenue, Rhode Island Avenue, and Bladensburg Road. It is also recommended that a sign should be posted southbound at the northern end of the study corridor.

Install Automated Speed Enforcement Devices - *Short Term*

As stated repeatedly in both this and previous study documents, excessive vehicle speed along the corridor is a major issue, and was mentioned by the public at

several public meetings as their primary concern. Numerous observations along the corridor revealed much of the traffic travels at speeds in excess of the 25 mph speed limit. Frequent and visible speed enforcement program by the Metropolitan Police Department (MPD) is important throughout the corridor.

A common issue among public safety agencies is the limited availability of resources. To aid in controlling speeds, the District Department of Transportation should also consider deploying automated speed enforcement devices. These devices can include speed limit signs which actively capture a vehicle's current speed and post it on a Variable Speed Sign, automated speed enforcement cameras, or speed sensing devices that cause traffic control signals to turn red if drivers are speeding. Potential locations for this type of equipment include, South Dakota Avenue northbound between V Street and 33rd Place, northbound between Monroe Street and Newton Street, southbound at Hamilton Street and southbound between 18th Street and Randolph Street. Additional study should be given potential locations should DDOT decide to move forward with this recommendation.

Install Additional School Zone Warning Signs and Roadway Markings – *Short Term*

The South Dakota Avenue study area includes five school zones. This recommendation is intended to provide drivers additional warning of an upcoming school zone. Additional School Speed Limit Warning signs should be installed prior to entering school zones and as well as school zone pavement markings where a school zone begins.

Restripe all Crosswalks – *Short Term*

Most crosswalks markings along the study corridor are faded or do not meet the current crosswalk marking standards used by the District. All crosswalks should be restriped with high-visibility striping consistent with the MUTCD and current DDOT practices.

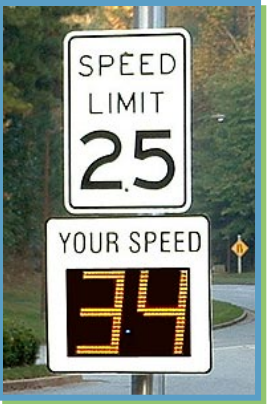
At locations where crosswalks are being removed, install temporary signage, remove wheelchair ramps and install curbs to discourage pedestrian crossings at these locations.

Sign Inner Lanes for Truck Traffic – *Short Term*

A major concern of many local residents is that faster moving heavy vehicles, which are abundant along the corridor, are creating increased vibrations which many believe is causing damage to their homes. To help reduce the vibrations the inner lanes of South Dakota Avenue should be signed for truck traffic to keep trucks further away from the curblines and homes.

Vibration Study – *Long Term*

A review of the District of Columbia's Motor Carrier Management and Threat Assessment Study demonstrates that vibration from large trucks is an issue throughout the D.C. area. This report cites three causes of noise and vibration; 1) contact between tire and pavement, 2) the engine and exhaust systems, and 3) ground-borne tremors caused by the weight of the truck. Several residents of the area have indicated that the vibration from large trucks and the weight of these trucks is an issue. While a detailed vibration study is outside of the scope of this project, if complaints from the local residents persist after the implementation of the above Short Term recommendation, WSA recommends that an additional vibration study be conducted to determine if vibrations caused by heavy vehicle traffic at a level that could damage private property.



Example of Variable
Speed Sign

Set back Stopbars a Minimum of 4 feet Behind Crosswalks – Short Term

To aid in safer and more efficient turning movements along the corridor, set back stopbars along South Dakota Avenue a minimum of 4 feet per the MUTCD. If possible set the stopbars 8 ft behind crosswalks to allow for greater sight distances and turning radii for large vehicles.

Improve Curb Radii to a Minimum of 15 feet – Short Term

Where practical intersection radii should be improved to a minimum of 15 ft where they are currently less than 15 ft to aid in safer and more efficient turning movement along the corridor.

Install Missing Sidewalks and Replace Sidewalks that are Deteriorated – Short Term

There are several locations in the study area with missing sidewalks or sidewalks seriously deteriorated from vehicular traffic, seasonal changes, and weed growth. These locations should be repaired and any missing sidewalk links completed with new sidewalks.

Install Handicapped-Accessible Ramps at All Crosswalks – Short Term

All crosswalks should have handicapped accessible crosswalks.

Install Yield to Pedestrians Signs at all Uncontrolled Crosswalks – Short Term

While efforts have been made to eliminate most uncontrolled crosswalks in the study area, a few uncontrolled crosswalks are necessary to provide adequate levels of pedestrian mobility. At these crosswalks, *Yield to Pedestrians* signs should be installed and advanced warning signs should be strongly considered. If possible, in-pavement flashing warning lights should be considered for enhanced visibility.

Install Temporary Signage when Crosswalks are Removed – Short Term

At locations where crosswalks are being removed, install temporary signage and remove wheelchair ramps and install curbs.

Enhance the Streetscape Through Better Plantings – Long Term

To enhance the streetscape, additional benches, plants, and flowers should be added to park areas. Trees should also be planted in empty tree boxes. Routine maintenance of park areas should be encouraged.

Reduce Sign Clutter – Short Term

To increase safety, improve the aesthetics of the area, and to improve the driving experience, any non-essential signs should be removed from the corridor.

Enhance Lighting in Dark Areas – Short Term

Many residents have complained about the lack of lighting in some areas of South Dakota Avenue. Lighting in the area should be enhanced to eliminate dark locations. Additionally, sodium based street lamps which emit a much whiter light should be considered when replacing the existing mercury based lighting.

Table 6 illustrates the type of Corridor-wide recommendations with the time period and DDOT administration responsible for the recommendation.

Table 6 Corridor-wide Recommendations		
Improvement Type	Period	Administration
Intersection Improvements		
Re-time signals to 25 mph progression maintaining 100 second cycle lengths. Also, make no timing adjustments to major crossing arterials (Bladensburg Road, Rhode Island Avenue, Michigan Avenue, and Sargent Road).	Short Term	TSA
Add additional <i>Speed Limit</i> Signs along the corridor. <i>Speed Limit</i> Signs should be posted along South Dakota Avenue at locations north and south of major cross streets, and at both ends of the study corridor.	Short Term	TSA
Add additional <i>School Speed Limit Warning</i> Signs prior to entering school zones.	Short Term	TSA
Install two-lane pavement marking of “SCHOOL” where school zone begins.	Short Term	TSA
Increase speed enforcement using control measures which trip traffic signals when speeding.	Short Term	TSA
Install driver feedback signs along the corridor warning motorist of automated speed enforcement. Signs should be placed back to back using poles and mast arms. If not applicable, signs can be placed on the side of the road.	Short Term	TSA
Recommend South Dakota Avenue be considered for additional vibration analysis, perhaps as part of a larger ongoing District wide vibration study.	Long Term	TPPA
Sign the inner lanes for truck traffic to keep trucks further away from curblines and homes.	Short Term	TSA
Improve intersection radii to a minimum of 15 ft where they are currently less than 15 ft.	Short Term	IPMA
Set back stopbars along South Dakota Avenue a minimum of 4 ft behind crosswalks, with a desirable distance of 8 feet.	Short Term	TSA
Pedestrian Improvements		
Retime all pedestrian phasing to 3.5 feet / second using the length of pedestrian crossing and not road width to assess times.	Short Term	TSA
Re-stripe all crosswalks along the corridor consistent with DDOT standards and/or the MUTCD.	Short Term	TSA
Install missing sidewalks and replace sidewalks that are deteriorated.	Short Term	IPMA
Install ADA ramps at all crosswalks	Short Term	IPMA
At uncontrolled crosswalks, install <i>Yield to Pedestrian</i> signs (including advanced signs) and in-ground lighting.	Short Term	IPMA
At locations where crosswalks are being removed, install temporary signage and remove wheelchair ramps and install curbs.	Short Term	IPMA
Streetscape Improvements		
Add additional benches, plants, and flowers to the park areas as well as provide new gateway signs and routine maintenance on the space.	Long Term	
Reduce sign clutter.	Short Term	TSA
Plant trees in empty tree boxes.	Short Term	TSA
Enhance lighting in dark areas.	Short Term	TSA

4.2 Intersection Specific Improvements

This section highlights recommended improvements for the South Dakota Avenue corridor. These recommendations are intersection specific and intended to address existing traffic related safety and mobility concerns identified during field investigations, input from DDOT staff or citizen’s concerns and comments during the Public Outreach Meetings.

The intersection specific recommendations are categorized by intersections and include:

- Intersection specific improvements
- Pedestrian Improvements
- Streetscape Improvements

A proposed time period has been included for each individual recommendation provided in this section of the report. The proposed time periods are as follows:

- Short Term – Recommendation which can be implemented within 12 months
- Long Term – Recommendation which typically would take longer then 12 months to implement

Individual administration within the District of Columbia’s government was identified with responsibilities governing each recommendation. The administrations include:

- TPPA – Transportation Policy and Planning Administration
- TSA – Traffic Services Administration
- UFA – Urban Forestry Administration
- PSMA – Public Space Maintenance Administration
- IPMA – Infrastructure Project Management Administration

Cost estimates for each recommended improvement was also calculated. Unit costs used in this cost analysis are shown in Table 7.

Table 7 Unit Costs		
Improvement	Unit Type	Cost / Unit
Adjust Signal Phasing / Timing	Intersection	\$4,500
Traffic Sign (Ground Mounting)	Each	\$500
Traffic Sign (Overhead)	Each	\$1,000
Relocate Traffic Sign	Each	\$155
Remove Sign	Each	\$100
School Zone Sign (with flashing beacons)	Each	\$300
School Zone Sign Installation (include electrification)	Each	\$450
Stop Bar	Each	\$140
5’ Monolithic Island	Linear Foot	\$250
Bike Lane	Linear Foot	\$1.80
Pavement Marking Lines	Linear Foot	\$1.54
Pavement Marking - Character	Each	\$90
Pavement Marking - Direction Arrow	Each	\$150
Eradication of Old Marking	Linear Foot	\$0.99
Speed Bump	Each	\$6,500
Bulb-Out	Each	\$3,000
New Location Roadway	Linear Foot	\$320
New Sidewalk	Linear Foot	\$80
Create Wheelchair Ramp	Each	\$920
Remove Sidewalk	Linear Foot	\$2.75
Paint Crosswalk	Each	\$200
Paint Ladder-style Crosswalk	Each	\$500
Install Pedestrian Crossing Signal	Each	\$10,000



Table 8 lists the intersection specific recommendations with the type of improvement, time period, DDOT administration responsible for the improvement, and the estimated cost associated with each improvement.

Table 8 Intersection Specific Recommendations					
V STREET / NEW YORK AVENUE RAMPS	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit B	Restrict V Street to a right-in/right-out and restrict entrance to V Street from New York Avenue Ramps by installing a concrete median on South Dakota Avenue.	Long Term	IPMA	\$20,000.00
	Exhibit B	Install signage on exit ramps to alert drivers that they are entering a residential area. Example could be <i>Entering Neighborhood Zone</i> .	Short Term	TSA	\$500.00
33RD PLACE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Split side street movements because of opposing left turn movements and restrict pedestrian crossing during the Goodwill entrance phase.	Short Term	TSA	\$4,500.00
		Install signal actuation for Goodwill entrance in order to bring this phase up only when vehicles are present.	Long Term	TSA	\$4,500.00
		Install crosswalk warning signs on both the NB and SB approaches.	Short Term	IPMA	\$1,000.00
	Exhibit C	Realign Goodwill driveway to the north to eliminate side street left turn movement conflict and extend the driveway to V Street.	Long Term	IPMA	\$982,400.00
	Exhibit C	Paint stopbars a minimum of 4 feet behind newly painted, high visibility ladder-style crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
	Exhibit C	Remove pedestrian walk phase crossing South Dakota Avenue during Goodwill Entrance green phase.	Short Term	TSA	\$4,500.00
		Following reconstruction of entrance to Goodwill, add a pedestrian signal head for crosswalk on Goodwill entrance.	Long Term	TSA	\$10,000.00
		Following splitting the side street movements, eliminate the South Dakota Avenue crosswalk on the southern side of the intersection.	Short Term	IPMA	\$120.00
	Exhibit C	Install sidewalk along the westside of South Dakota Avenue from 33rd Street to 33rd Place.	Short Term	IPMA	\$129,600.00
	Exhibit C	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,500.00
		Streetscape Improvements			
		Between 33rd Place and 31st Place, plant additional trees in the median similar to existing trees or other suitable types of vegetation.	Long Term	UFA	N/A

33RD STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit E	Push back medians on South Dakota Avenue for enhanced left turning movements.	Short Term	IPMA	\$6,000.00
		Pedestrian Improvements			
	Exhibit E	Eliminate crosswalk on South Dakota Avenue on the northside of the intersection.	Short Term	TSA	\$120.00
CHANNING STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit E	Push back radius in the northwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	3,000.00
		Install crosswalk warning signs on both the NB and SB approaches.	Short Term	TSA	\$1,000.00
		Install driver feedback sign warning motorists of automated speed enforcement in the SB approach north of crosswalk and in the NB approach south of the crosswalk.	Short Term	TSA	\$2,000.00
	Exhibit E	Paint stopbars a minimum of 4 feet behind newly painted crosswalk.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
		Install <i>YIELD to Pedestrian</i> signs and also advanced signing with yield road markings at Channing Street.	Short Term	TSA	\$1,000.00
		Paint crosswalk with highly visible ladder-style pattern.	Short Term	TSA	\$500.00
DOUGLAS STREET / 31ST PLACE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit F	Push back medians on South Dakota Avenue for enhanced left turning movements.	Short Term	IPMA	\$6,000.00
		Add a <i>No Left Turn</i> sign on South Dakota Avenue restricting NB vehicles from turning left onto 31 st Street. Also include time of day and day of week restrictions currently posted at this intersection (7-9:30 AM, Monday – Friday, except holidays).	Short Term	TSA	\$500.00
	Exhibit F	Paint stopbars a minimum of 4 feet behind newly painted, high visibility ladder-style crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
		Install <i>YIELD to Pedestrian</i> signs and also advanced signing with yield road markings at Douglas Street.	Short Term	TSA	\$1,900.00
	Exhibit F	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00



31ST STREET / AMES STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit F	Push back radius in the southwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	3,000.00
		Eliminate sign pollution at entrance to 31 st Street. Suggest removing <i>Do Not Block Intersection</i> sign.	Short Term	TSA	\$100.00
	Exhibit F	Paint stopbars a minimum of 4 feet behind newly painted crosswalk.	Short Term	TSA	\$560.00
BLADENSBURG ROAD TO VISTA STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit G	Reduce to two-lane SB, construct a center median approximately 10 to 12 feet wide, and create dual left turn lanes for SB lefts on to Bladensburg Road. Resurface	Long Term	IPMA	\$45,500.00
BLADENSBURG ROAD	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		On NB South Dakota Avenue approach, install sign with left turn restrictions similar to existing sign on northeast corner of the intersection. (Left turns restricted to buses only from 7 – 9:30 AM, and 4 – 6:30 PM, Monday to Friday).	Short Term	TSA	\$500.00
		Along South Dakota Avenue, prior to Bladensburg Road, install signage to provide unfamiliar drivers to the corridor a safe distance to make appropriate lane changes. For example, sign could read <i>Bladensburg Road Next Intersection</i> .	Short Term	TSA	\$1,000.00
	Exhibit G	Paint stopbars a minimum of 4 feet behind newly painted, high visibility ladder-style crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit G	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
		Streetscape Improvements			
		Add additional park benches, plants and flowers to the park area as well as providing a new gateway sign and routine maintenance on the space.	Long Term		N/A



FRANKLIN STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		View of existing stop signs for WB vehicles approaching South Dakota Avenue are often obstructed by vehicles, signs and foliage. This leads to vehicles not stopping at this approach. Clear foliage and add chokers or bulb-outs.	Long Term	IPMA	\$6,000.00
	Exhibit G	Restrict Franklin Street west of South Dakota Avenue to right-out only and use a bulb-out to restrict vehicles from entering Franklin Street from South Dakota Avenue.	Long Term	IPMA	\$3,000.00
	Exhibit G	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Long Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit G	Eliminate crosswalks on South Dakota Avenue just north of Franklin Street.	Short Term	TSA	\$130.00
30TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit G	Restrict 30 th Street west of South Dakota Avenue to a right-in only and construct a bulb-out.	Long Term	IPMA	\$3,000.00
	Exhibit G	Restrict 30 th Street east of South Dakota Avenue to a right-in/right-out with the placement of a concrete median on South Dakota Avenue.	Long Term	IPMA	\$12,500.00
		Install driver feedback sign warning motorists of automated speed enforcement in SB approach north of crosswalk and in the NB approach south of the crosswalk.	Short Term	TSA	\$2,000.00
	Exhibit G	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Long Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit G	Eliminate crosswalks on South Dakota Avenue north and south of 30 th Street and install one crosswalk between 30th Street (north) and 30 th Street (south) with a pedestrian refuge in the concrete median.	Short Term	IPMA	\$760.00
	Exhibit G	Install missing sidewalks along 30th Street, east of South Dakota Avenue.	Short Term	IPMA	\$132,800.00
		Install speed humps on 30th street west of South Dakota Avenue.	Long Term	IPMA	\$6,500.00
VISTA STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Add additional time for NB left protected phase in the AM timing plan.	Short Term	TSA	\$4,500.00
	Exhibit H	Add the northbound and southbound intersection lane markings (guide tracks) through the intersection to guide unfamiliar drivers through the intersection.	Short Term	TSA	\$160.00
	Exhibit H	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00

		Install fencing along Vista Street adjacent to railroad track to discourage dumping of trash.	Short Term	IPMA	\$10,000.00
		Place a <i>No Turn on Red</i> sign for northbound Vista Street.	Short Term	TSA	\$500.00
		Pedestrian Improvements			
	Exhibit H	Eliminate crosswalk on South Dakota Avenue on the southside of the intersection.	Short Term	TSA	\$140.00
		Add sidewalk and/or concrete pad for MetroBus riders waiting to board or departing MetroBus on EB Vista Street. Currently the MetroBus stop is located over 100 feet west of the intersection.	Long Term	IPMA	\$8,000.00
	Exhibit H	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,500.00
HAMLIN STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit H	Push back radius in the northwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$3,000.00
	Exhibit H	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit H	Eliminate crosswalk on South Dakota Avenue on the southside of the intersection.	Short Term	TSA	\$90.00
CARLTON AVENUE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Restrict parking on Carlton Avenue within 75 feet of the intersection due to the narrow width of the street.	Short Term	TSA	\$1,000.00
	Exhibit I	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
		Install pedestrian signal for Carlton Avenue crosswalks on the eastern leg of the intersection. Install driver feedback 15 mph sign for the school and connect to the signal.	Short Term	TSA	\$20,000.00
	Exhibit I	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,500.00
IRVING STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit I	Push back radius in the northwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$3,000.00



	Exhibit I	Paint stopbars 8 feet behind painted crosswalk for eastbound movement.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit I	Eliminate crosswalks on South Dakota Avenue north and south of the intersection.	Short Term	TSA	\$180.00
MYRTLE AVENUE / 26TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit I	Push back radius in the southwest and southeast quadrants of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$6,000.00
		Restrict parking on Myrtle Avenue within 75 feet of the intersection due to the narrow width of the street.	Short Term	TSA	\$1,000.00
		Install driver feedback sign warning motorists of automated speed enforcement just north of Myrtle Avenue / 26 th Street.	Short Term	TSA	\$2,000.00
	Exhibit I	Paint stopbars 8 feet behind painted crosswalk for eastbound movement.	Short Term	TSA	\$280.00
		Pedestrian Improvements			
	Exhibit I	Install crosswalk between the intersections of 26th Street and Irving Street with highly visible ladder-style pattern. Install pedestrian crossing signs and in-pavement flashing warning lights.	Short Term	TSA	\$1,500.00
	Exhibit I	Eliminate crosswalk on South Dakota Avenue north of the intersection.	Short Term	TSA	\$90.00
RHODE ISLAND AVENUE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit J	Repaint pavement markings on South Dakota Avenue.	Short Term	TSA	\$900.00
		Along South Dakota Avenue, prior to Rhode Island Avenue, install signage to provide unfamiliar drivers to the corridor a safe distance to make appropriate lane changes. For example, sign could read <i>Rhode Island Avenue Next Intersection.</i>	Short Term	TSA	\$1,000.00
	Exhibit J	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit J	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00



LAWRENCE STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Install driver feedback sign warning motorists of automated speed enforcement just north of Lawrence Street.	Short Term	TSA	\$2,000.00
	Exhibit K	Close off access to Lawrence Street on the east side.	Long Term	IPMA	\$3,000.00
		Pedestrian Improvements			
	Exhibit K	Eliminate crosswalks on South Dakota Avenue north and south of Lawrence Street.	Short Term	TSA	\$200.00
	Exhibit K	Install crosswalk perpendicular to South Dakota Avenue with highly visible ladder-style pattern. Install pedestrian crossing signs and in-pavement flashing warning lights.	Short Term	TSA	\$1,500.00
MONROE STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit K	Repaint pavement markings on South Dakota Avenue.	Short Term	TSA	\$900.00
		Relocate <i>National Shrine Immaculate Conception</i> sign to the south side of the tree which obstructs it view.	Short Term	TSA	\$155.00
	Exhibit K	Move stopbar for WB traffic on the eastern leg of the intersection to the east, away from the intersection. The existing location makes right turn for NB vehicle difficult and unsafe.	Short Term	TSA	\$140.00
		Overlap Monroe EB right on to SB South Dakota Avenue with NB South Dakota Avenue protected left turn phase. This would require a signal head change for EB Monroe Street. If this change is adopted, restripe western leg of Monroe Street to three 10 foot lanes.	Long Term	TSA	\$4,500.00
	Exhibit K	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
	Exhibit K	Install missing sidewalk on the west side of South Dakota Avenue.	Short Term	IPMA	\$16,000.00
	Exhibit K	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
22ND STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit L	Install monolithic island on east side of 22nd Street to restrict the northwest left turns from Newton Street.	Long Term	IPMA	\$25,000.00
	Exhibit L	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit L	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00



NEWTON STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit L	Close Newton Street between South Dakota Avenue and 22 nd Street to traffic.	Long Term	IPMA	\$3,000.00
		Pedestrian Improvements			
	Exhibit L	Relocate bike route to travel through the South Dakota Avenue/22 nd Street signalized intersection using signage.	Short Term	TSA	\$1,000.00
	Exhibit L	Install missing sidewalk on Newton Street.	Short Term	IPMA	\$11,200.00
	Exhibit L	Eliminate crosswalks on South Dakota Avenue.	Short Term	TSA	\$200.00
OTIS STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit L	Restrict western leg of Otis Street to a right-out only using a bulb out.	Long Term	IPMA	\$3,000.00
		Pedestrian Improvements			
	Exhibit L	Eliminate crosswalks on South Dakota Avenue.	Short Term	TSA	\$200.00
		Install signage directing the public to cross at the adjacent signalized intersection.	Short Term	TSA	\$1,000.00
	Exhibit L	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$280.00
20TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit M	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit M	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
QUINCY STREET / PERRY STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit N	Convert Quincy Street to a one-way WB. Modify signals accordingly.	Long Term	TSA	\$4,500.00



	Exhibit N	Construct a bulb out on the eastern leg of the intersection to allow for one way WB traffic.	Long Term	IPMA	\$3,000.00
	Exhibit N	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
	Exhibit N	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,500.00
19TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit N	Restrict 19th Street to a right-in only.	Long Term	IPMA	\$12,000.00
		Pedestrian Improvements			
	Exhibit N	Eliminate crosswalk on South Dakota Avenue.	Short Term	TSA	\$100.00
	Exhibit N	Construct sidewalk on east side of South Dakota Avenue between the intersections of 19th Street and Randolph Street.	Short Term	IPMA	\$16,000.00
RANDOLPH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit N	Restrict the eastern leg of Randolph Street to a right-out only.	Long Term	IPMA	\$10,400.00
	Exhibit N	Restrict western leg of Randolph Street to right turn in and right turn out only.	Long Term	IPMA	\$3,000.00
		Install driver feedback sign along South Dakota Avenue in the SB direction with school sign just north of Randolph Street.	Short Term	TSA	\$2,000.00
	Exhibit N	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$280.00
		Pedestrian Improvements			
	Exhibit N	Eliminate cross walks on South Dakota Avenue at Randolph Street.	Short Term	TSA	\$200.00
		Streetscape Improvements			
		Add park benches, new plants and flowers to the park area as well as providing a new gateway sign and routine maintenance on the space.	Long Term		N/A



SHEPHERD STREET / 18TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Due to the high speeds along this corridor, and the blind crest south of this intersection, install a <i>25MPH Speed Limit</i> sign to be located SB south of this intersection.	Short Term	TSA	\$1,000.00
	Exhibit O	Close off access to Shepherd Street.	Long Term	IPMA	\$10,000.00
	Exhibit O	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit O	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
TAYLOR STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		As volumes at this intersection continue to grow, provide a protected left turn phase NB from South Dakota Avenue to WB Taylor Street.	Long Term	IPMA	\$4,500.00
	Exhibit P	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit P	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
MICHIGAN AVENUE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Along South Dakota Avenue, prior to Michigan Avenue, install signage to provide unfamiliar drivers to the corridor a safe distance to make appropriate lane changes. For example, sign could read <i>Michigan Avenue Next Intersection</i> .	Short Term	IPMA	\$1,000.00
		Perform a red-light running analysis to determine if a red-light camera is needed.	Short Term	TPPA	\$4,500.00
	Exhibit Q	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit Q	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00



16TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Add <i>Do Not Block Intersection</i> signs on South Dakota Avenue SB.	Short Term	TSA	\$1,000.00
		Realign NB light to allow NB traffic to clearly see signal head once NB vehicles clear Michigan Avenue intersection.	Short Term	TSA	\$500.00
	Exhibit Q	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
	Exhibit Q	Paint SB crosswalk with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$500.00
WEBSTER STREET / 14TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Install speed humps or rumble strips along the alley parallel to 14 th Street to the east to minimize cut-through traffic.	Short Term	IPMA	\$13,000.00
	Exhibit R	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$700.00
		Pedestrian Improvements			
	Exhibit R	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,500.00
		Install pedestrian signal for South Dakota Avenue crosswalk on northern leg of the intersection. Repair sidewalk just north on South Dakota Avenue.	Short Term	IPMA	\$20,000.00
ALLISON STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit R	Paint WB stopbar 8 feet behind painted crosswalk.	Short Term	TSA	\$140.00
	Exhibit R	Push back radius in the northwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$3,000.00
		Install driver feedback sign warning motorists of automated speed enforcement midway between Allison Street and Buchanan Street / 13 th Place.	Short Term	TSA	\$2,000.00



BUCHANAN STREET / 13TH PLACE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit S	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$280.00
		Install <i>Do Not Block Intersection</i> signs for NB and SB approaches.	Short Term	TSA	\$1,000.00
	Exhibit S	Restrict Buchanan Street to a right-out only using a bulb out.	Long Term	IPMA	\$8,000.00
		Pedestrian Improvements			
	Exhibit S	Eliminate crosswalk on South Dakota Avenue.	Short Term	TSA	\$100.00
SARGENT ROAD	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		As volumes at this intersection continue to grow, provide a protected left turn phase WB from Sargent Road to SB South Dakota Avenue.	Long Term	TSA	\$4,500.00
		Install <i>Left-Turn Only</i> signage on WB Sargent Road for the left turn lane.	Short Term	TSA	\$500.00
	Exhibit S	Paint stopbars 8 feet behind newly painted, high visibility ladder-style crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit S	Repair sidewalk on South Dakota Avenue - east and west side.	Short Term	IPMA	\$26,800.00
	Exhibit S	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
		Streetscape Improvements			
		Trim the trees of over hanging branches on SB approach.	Short Term	PSMA	N/A
CRITTENDEN STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit T	Re-stripe EB and WB approaches.	Short Term	TSA	\$300.00
	Exhibit T	Restrict movements to a right-out only on Crittenden Street both east and west sides.	Long Term	IPMA	\$14,800.00
		Pedestrian Improvements			
	Exhibit T	Construct sidewalk on South Dakota Avenue - west side.	Short Term	IPMA	\$8,000.00
	Exhibit T	Eliminate crosswalks on South Dakota Avenue.	Short Term	TSA	\$200.00



12TH STREET (SOUTH)	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit T	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$420.00
		Pedestrian Improvements			
		Replace existing traffic signal head serving as a pedestrian signal (East/West crosswalk on NB approach of South Dakota Avenue) and replace it with a standard pedestrian signal.	Short Term	TSA	\$10,000.00
	Exhibit T	Add crosswalk and pedestrian signal on the north side of the intersection.	Short Term	TSA	\$10,000.00
	Exhibit T	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,500.00
		Streetscape Improvements			
		Trim the trees of over hanging branches on NB and SB approach.	Short Term	PSMA	N/A
12TH STREET (NORTH)	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit T	Restrict movement to a right-in only on the east side.	Short Term	IPMA	\$7,200.00
		Pedestrian Improvements			
	Exhibit T	Install missing sidewalk north of 12 th Street.	Short Term	IPMA	\$10,800.00
DECATUR STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit U	Push back radius in the northwest quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$3,000.00
	Exhibit U	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$280.00
		Pedestrian Improvements			
	Exhibit U	Install sidewalks on both sides of Decatur Street just west of South Dakota Avenue.	Short Term	IPMA	\$56,800.00
	Exhibit U	Eliminate crosswalks on South Dakota Avenue.	Short Term	TSA	\$200.00
	Exhibit U	Install crosswalk just north of Decatur Street intersection perpendicular to South Dakota Avenue with highly visible ladder-style pattern. Install pedestrian crossing signs at new crosswalk with in-pavement flashing warning lights.	Short Term	TSA	\$1,500.00



		Streetscape Improvements			
		Add additional park benches, plants, and flowers to the park area as well as a new gateway sign and routine maintenance on the space.	Long Term		N/A
11TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit U	Paint stopbar 8 feet behind painted crosswalk.	Short Term	TSA	\$140.00
	Exhibit U	Push back radius in the northeast quadrant of the intersection to 20' to allow a smoother turning radius for vehicles turning right.	Short Term	IPMA	\$3,000.00
		Install driver feedback sign warning motorists of automated speed enforcement just south of 11 th Street.	Short Term	TSA	\$2,000.00
		Pedestrian Improvements			
	Exhibit U	Connect sidewalk on east side of South Dakota Avenue, north of the 11th Street intersection.	Short Term	IPMA	\$11,600.00
		Streetscape Improvements			
		Trim the trees of over hanging branches on NB and SB approach.	Short Term	UFA	N/A
DELAFIELD STREET / 10TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Install <i>Do Not Enter</i> or <i>One-Way</i> signage on South Dakota Avenue to restrict turning onto Delafield Street.	Short Term	TSA	\$1,000.00
	Exhibit V	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
		Install pedestrian signal for Delafield and 10 th Streets crosswalks. Repair sidewalk at intersection.	Short Term	TSA	\$20,000.00
	Exhibit V	Install sidewalks on the east side of South Dakota Avenue.	Short Term	IPMA	\$10,400.00
		Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
8TH STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit V	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$280.00



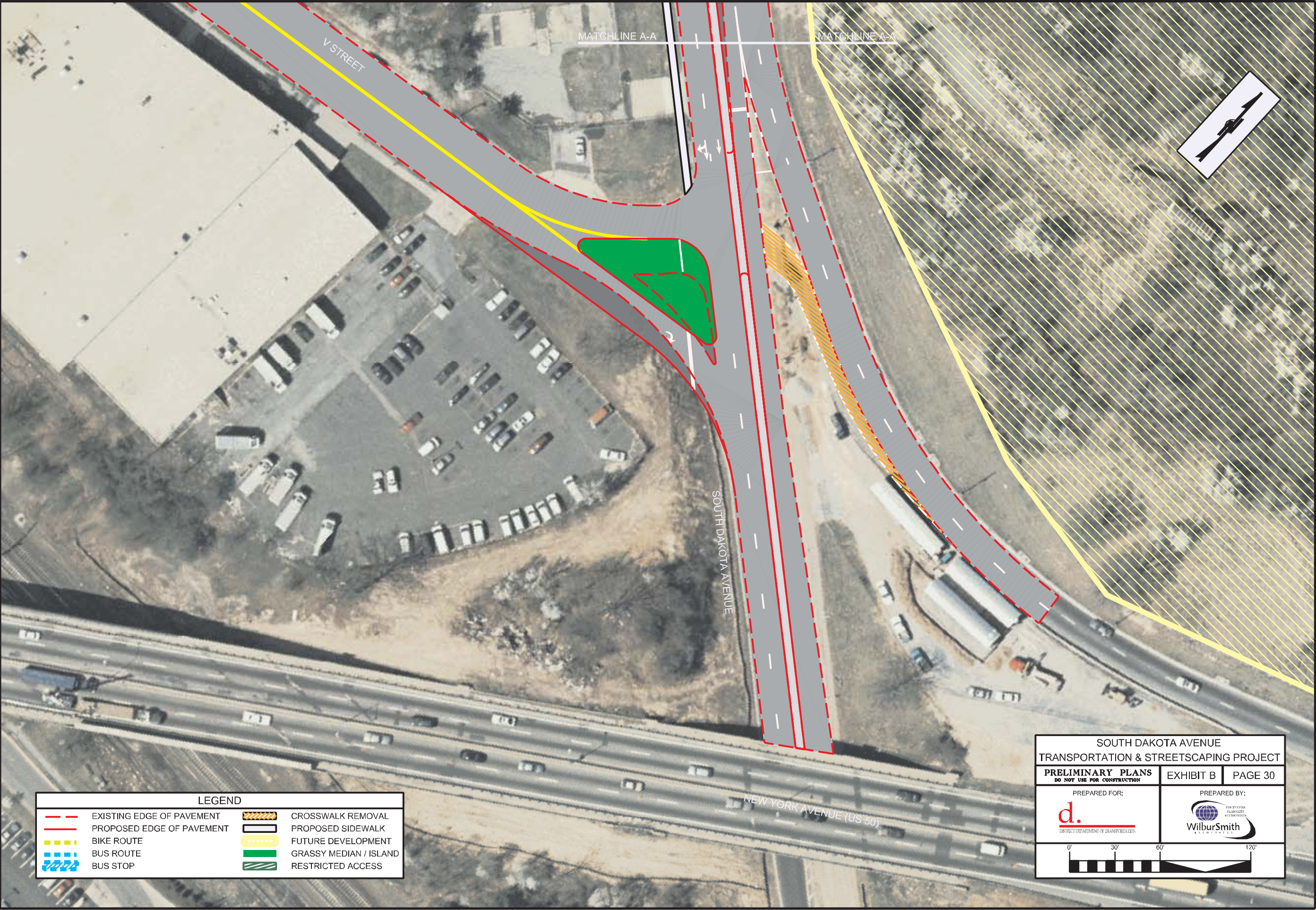
		Pedestrian Improvements			
	Exhibit V	Eliminate crosswalk on South Dakota Avenue.	Short Term	TSA	\$200.00
		Streetscape Improvements			
		Trim bushes in the NW corner to increase site distance.	Short Term	UFA	N/A
FARADAY PLACE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Install driver feedback sign warning motorists of automated speed enforcement just south of Faraday Place.	Short Term	TSA	
	Exhibit V	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit V	Install crosswalk on the northside of the intersection with highly visible ladder-style pattern for the northern leg of the intersection. Install pedestrian crossing signs and in-pavement flashing warning lights.	Short Term	TSA	\$1,500.00
FARRAGUT PLACE	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit W	Paint stopbars 8 feet behind painted crosswalks.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit W	Eliminate crosswalk on South Dakota Avenue.	Short Term	TSA	\$100.00
	Exhibit W	Repair sidewalk at intersection.	Short Term	IPMA	\$3,000.00
GALLATIN STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit W	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit W	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00



GALLOWAY STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit W / Exhibit X	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Install signs to help guide the public to the Metro Station on Galloway Street.	Short Term	TSA	\$1,000.00
		Pedestrian Improvements			
	Exhibit W / Exhibit X	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$2,000.00
	Exhibit W / Exhibit X	Extend sidewalk from Metro location to South Dakota Avenue on the southside of the western leg.	Short Term	IPMA	\$48,000.00
		Streetscape Improvements			
		Between Gallatin and Galloway, plant bushes/shrubs along eastern side of the block to visually separate South Dakota Avenue from athletic field.	Short Term	UFA	N/A
HAMILTON STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit X	Paint stopbars a minimum of 4 feet behind newly painted crosswalks.	Short Term	TSA	\$560.00
		Pedestrian Improvements			
	Exhibit X	Paint all crosswalks with highly visible ladder-style pattern as appropriate.	Short Term	TSA	\$1,000.00
		Install pedestrian signal for Hamilton Street crosswalks on the eastern and western legs of the intersection.	Short Term	TSA	\$20,000.00
INGRAHAM STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
	Exhibit Y	Paint stopbar 8 feet behind painted crosswalk.	Short Term	TSA	\$140.00
		Pedestrian Improvements			
	Exhibit Y	Eliminate crosswalks on South Dakota Avenue.	Short Term	TSA	\$200.00

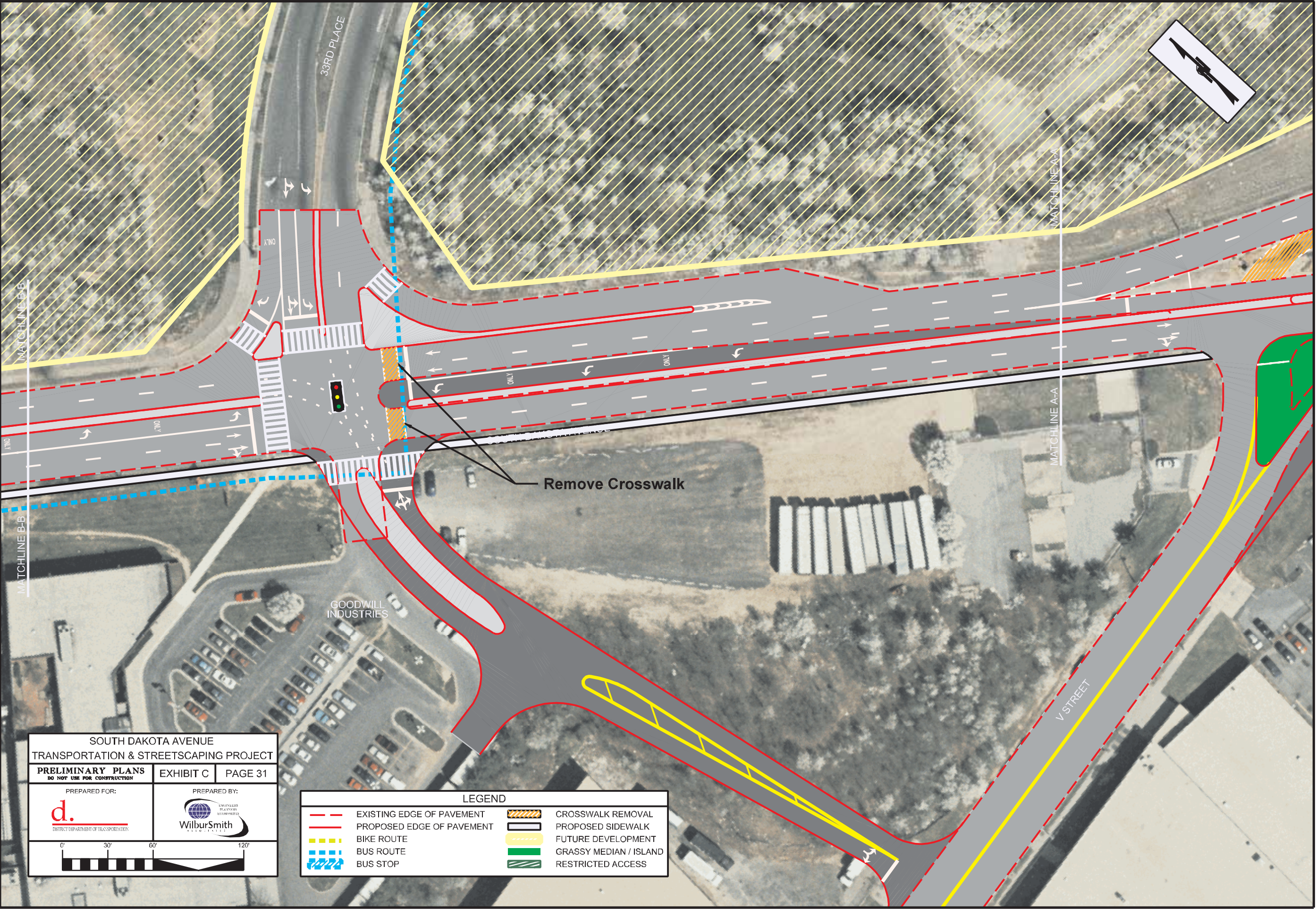
JEFFERSON STREET	Exhibit Location	Improvement Type	Period	Administration	Estimated Cost
		Intersection Improvements			
		Install driver feedback sign warning motorists of automated speed enforcement midway between Jefferson and Ingraham Streets.		TSA	\$2,000.00
	Exhibit Y	Paint stopbar 8 feet behind painted crosswalk.		TSA	\$140.00
		Pedestrian Improvements			
	Exhibit Y	Eliminate crosswalks on South Dakota Avenue.		TSA	\$200.00

The following pages (Exhibit B – Exhibit Y) illustrate some of the recommended improvements throughout the South Dakota Avenue study corridor.




LEGEND			
	EXISTING EDGE OF PAVEMENT		CROSSWALK REMOVAL
	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS


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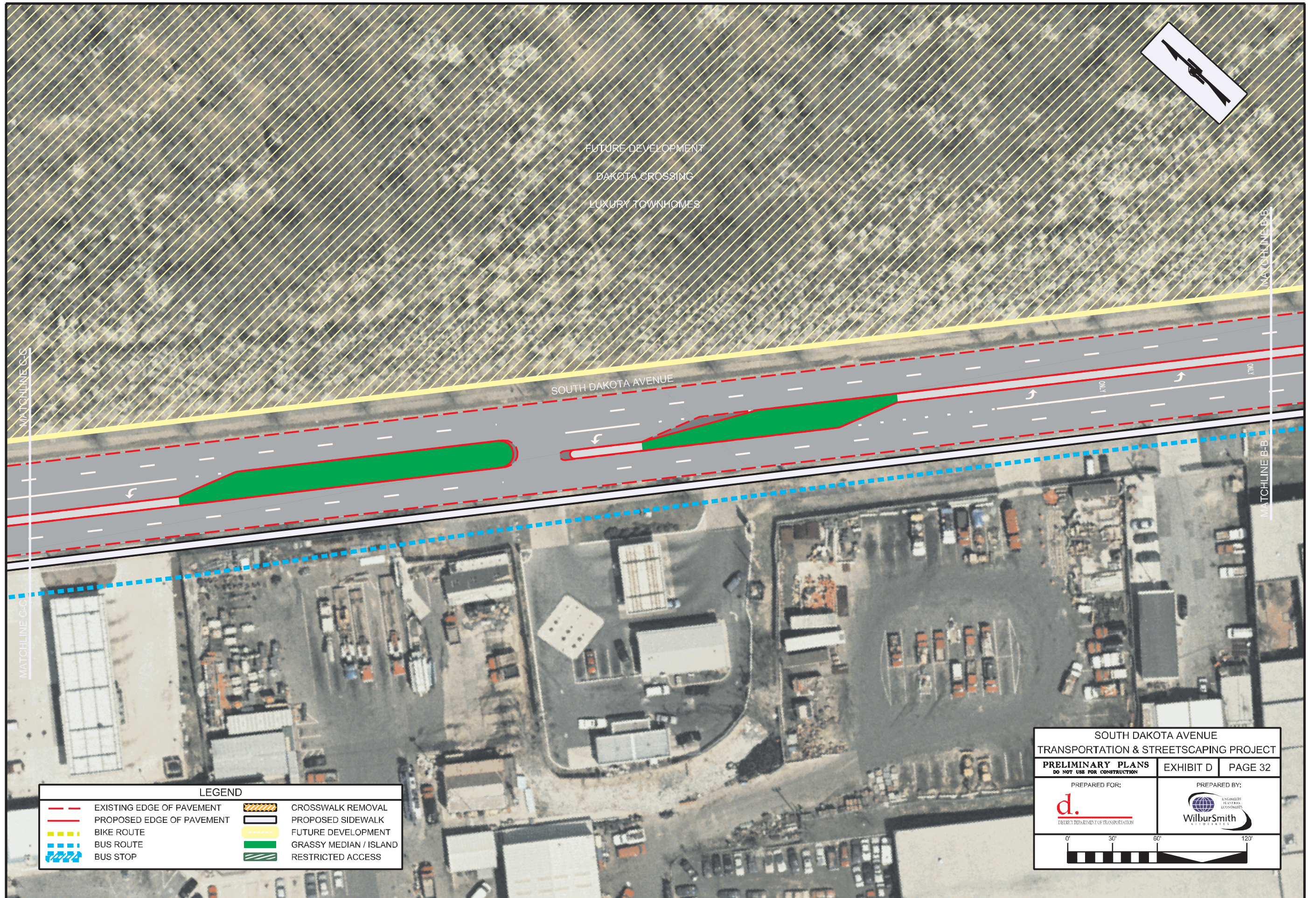
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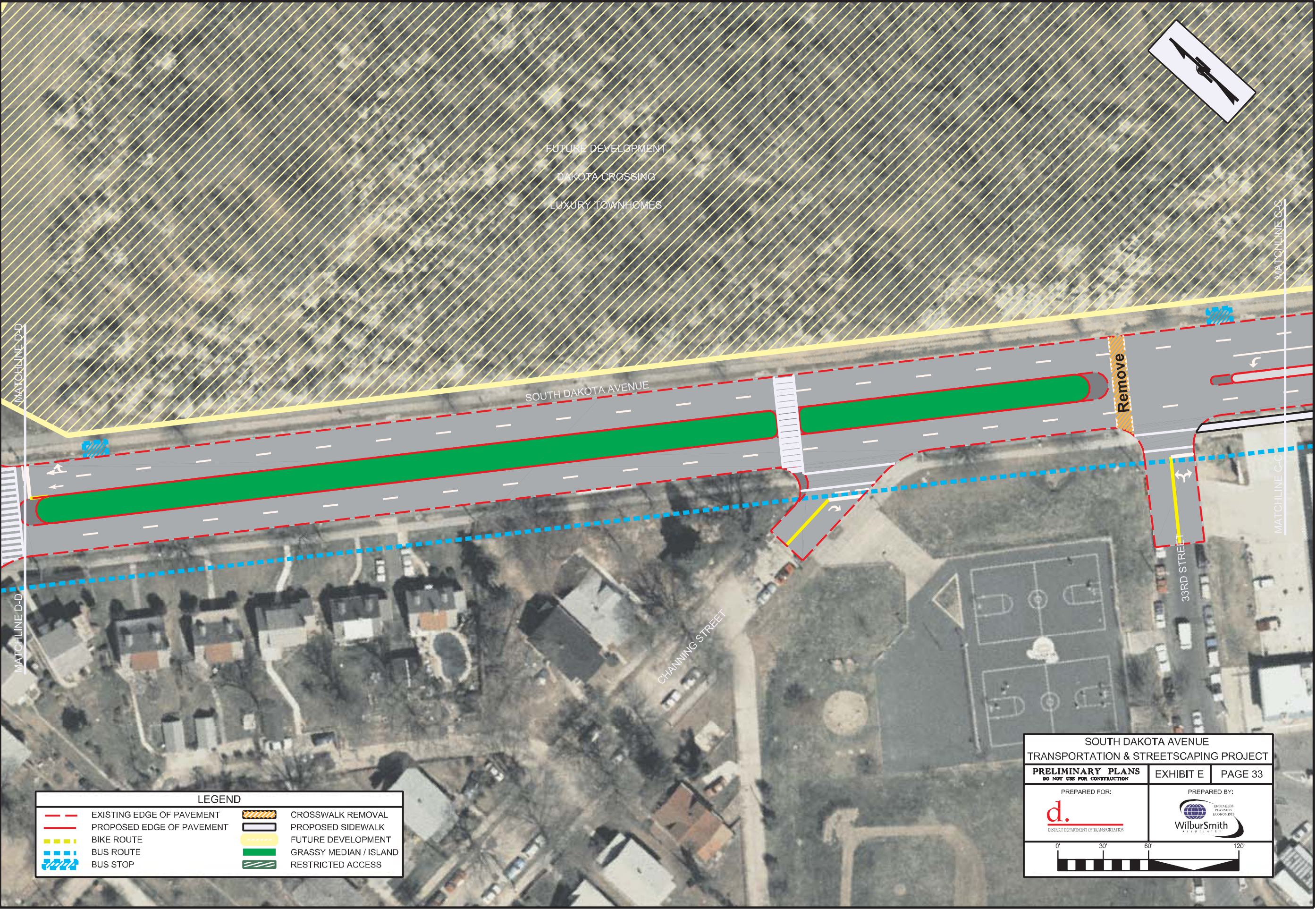
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PREPARED BY:

WILBURSMITH ASSOCIATES

0' 30' 60' 120'

LEGEND			
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	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS





LEGEND			
	EXISTING EDGE OF PAVEMENT		CROSSWALK REMOVAL
	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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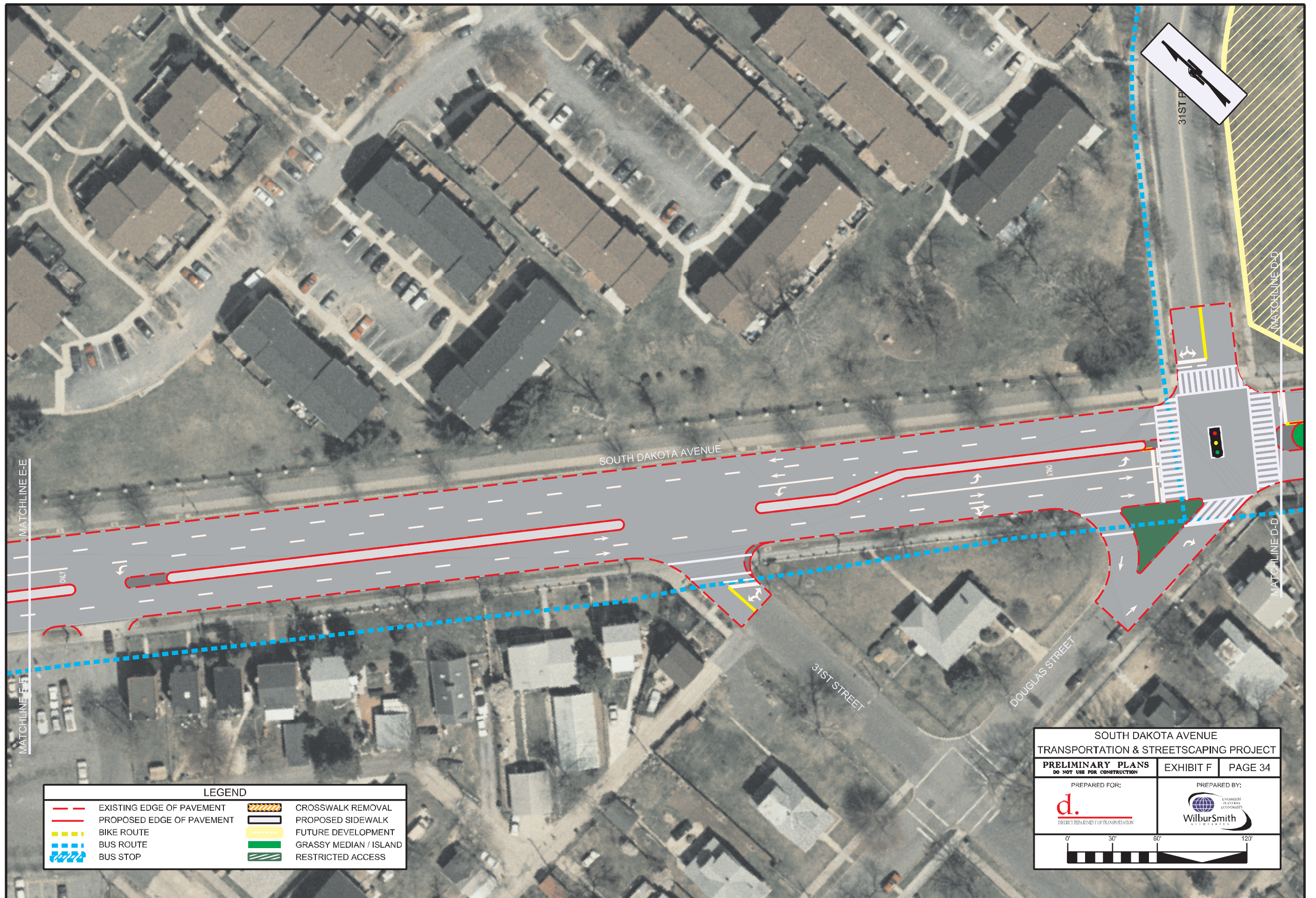
EXHIBIT E

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LEGEND			
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	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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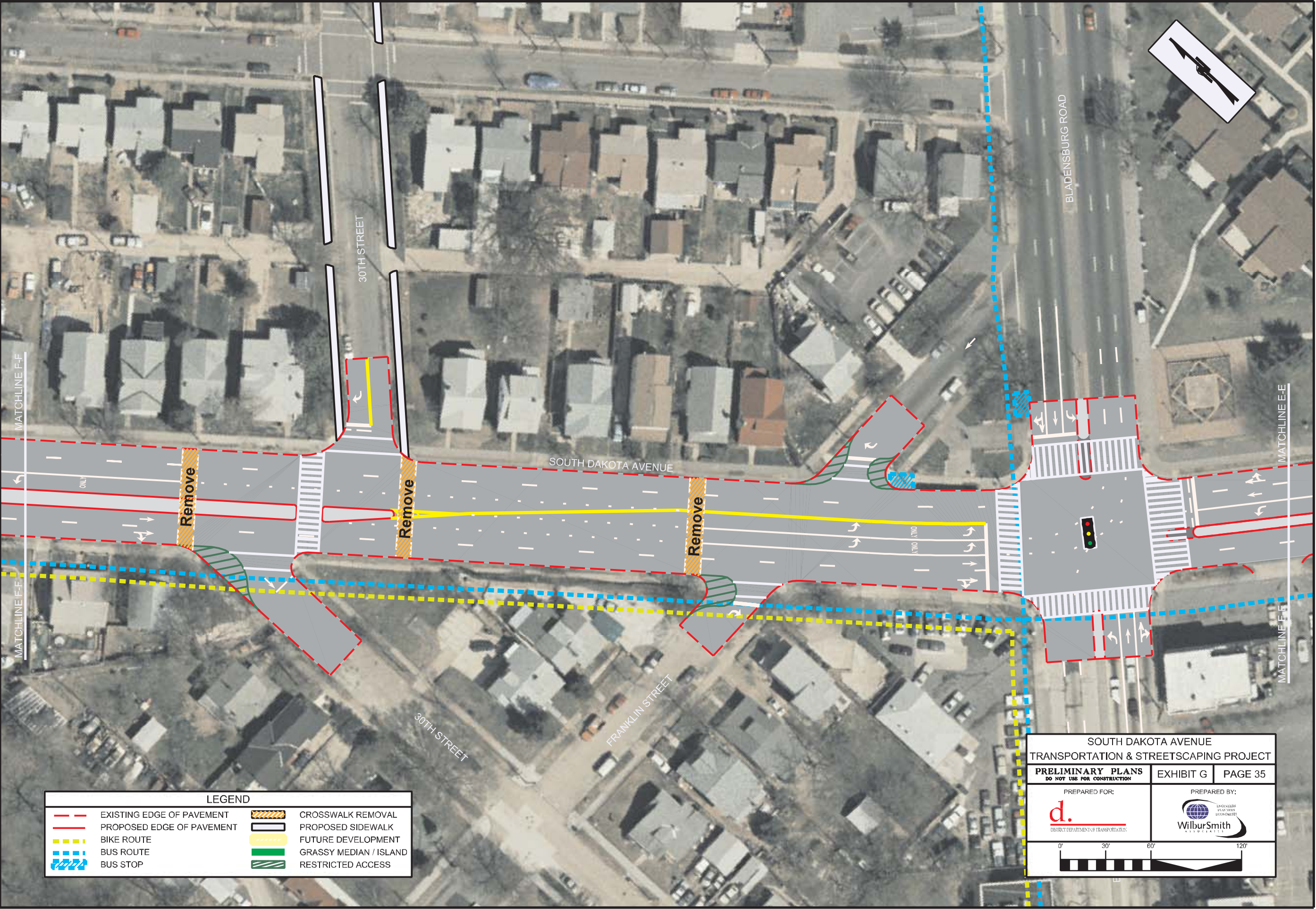
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PLANNERS
ECONOMISTS

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LEGEND			
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	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

SOUTH DAKOTA AVENUE
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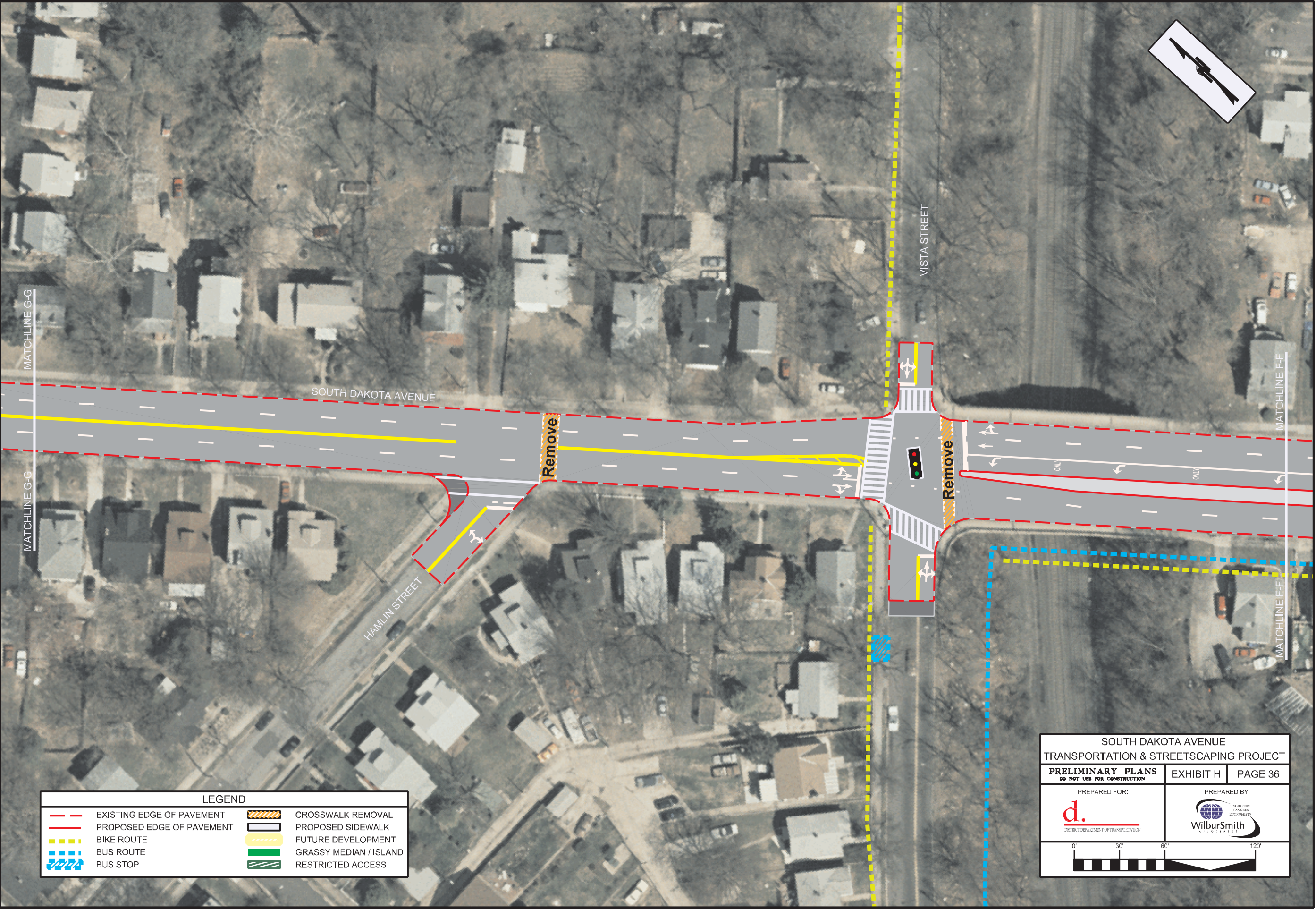
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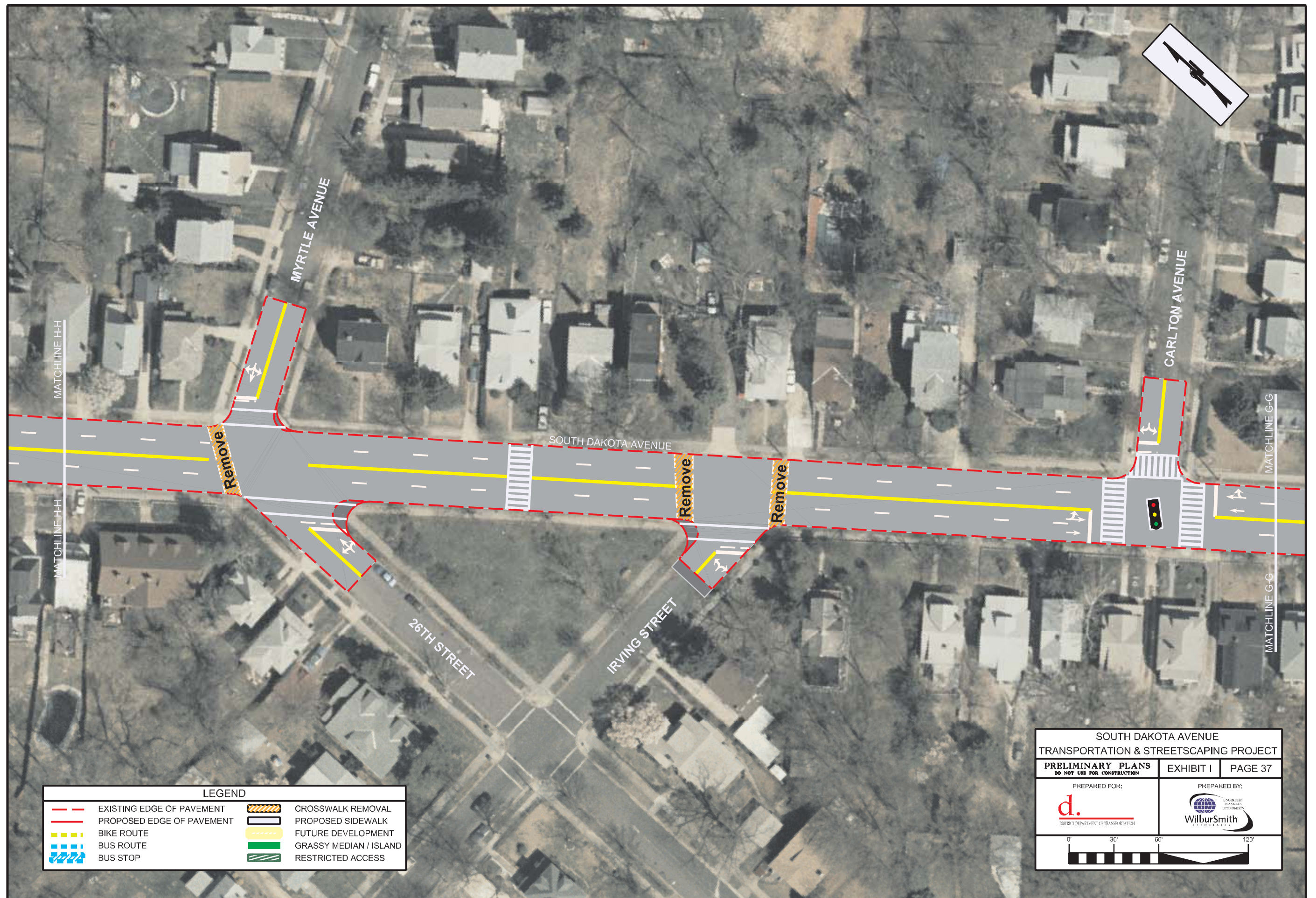
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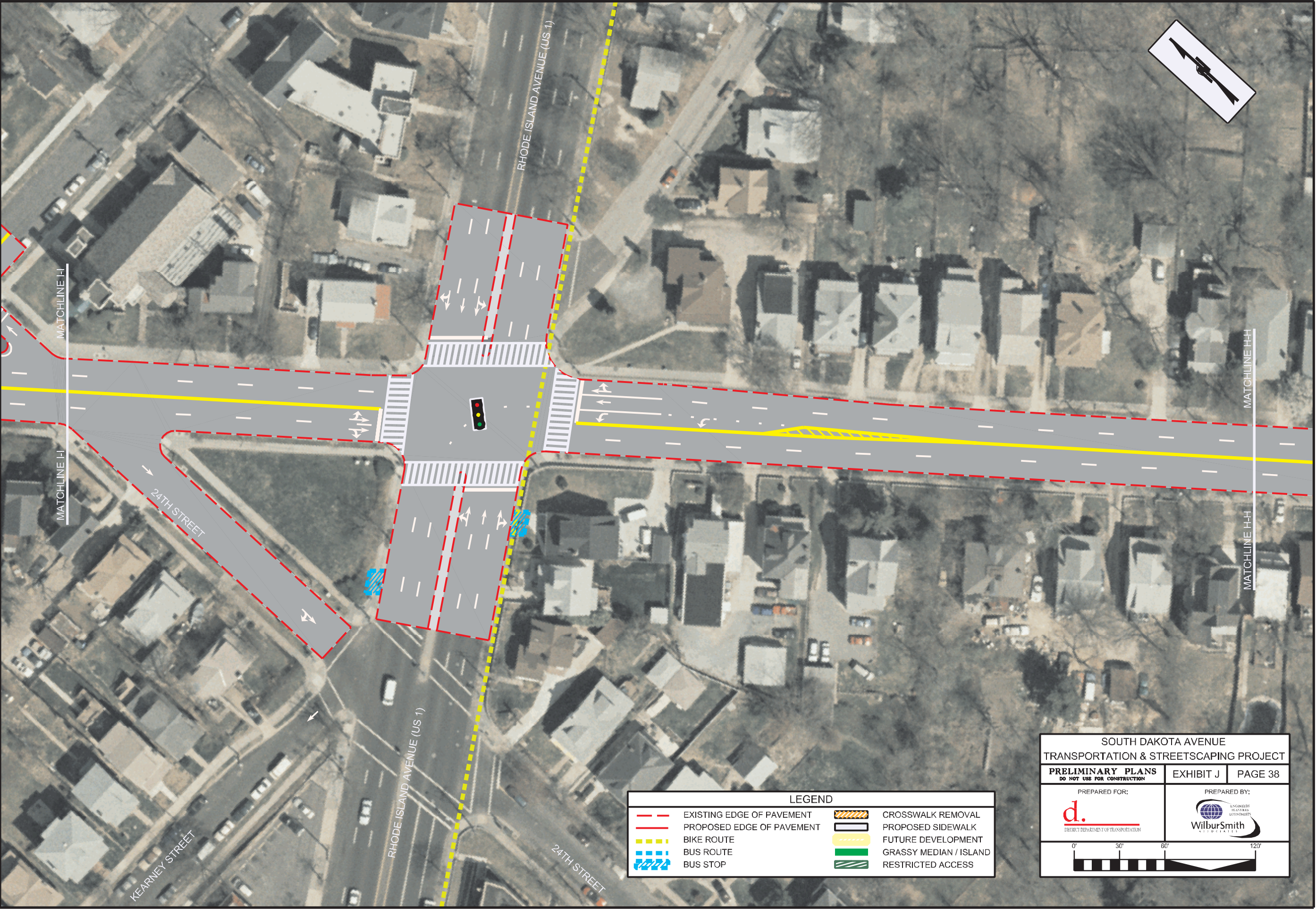
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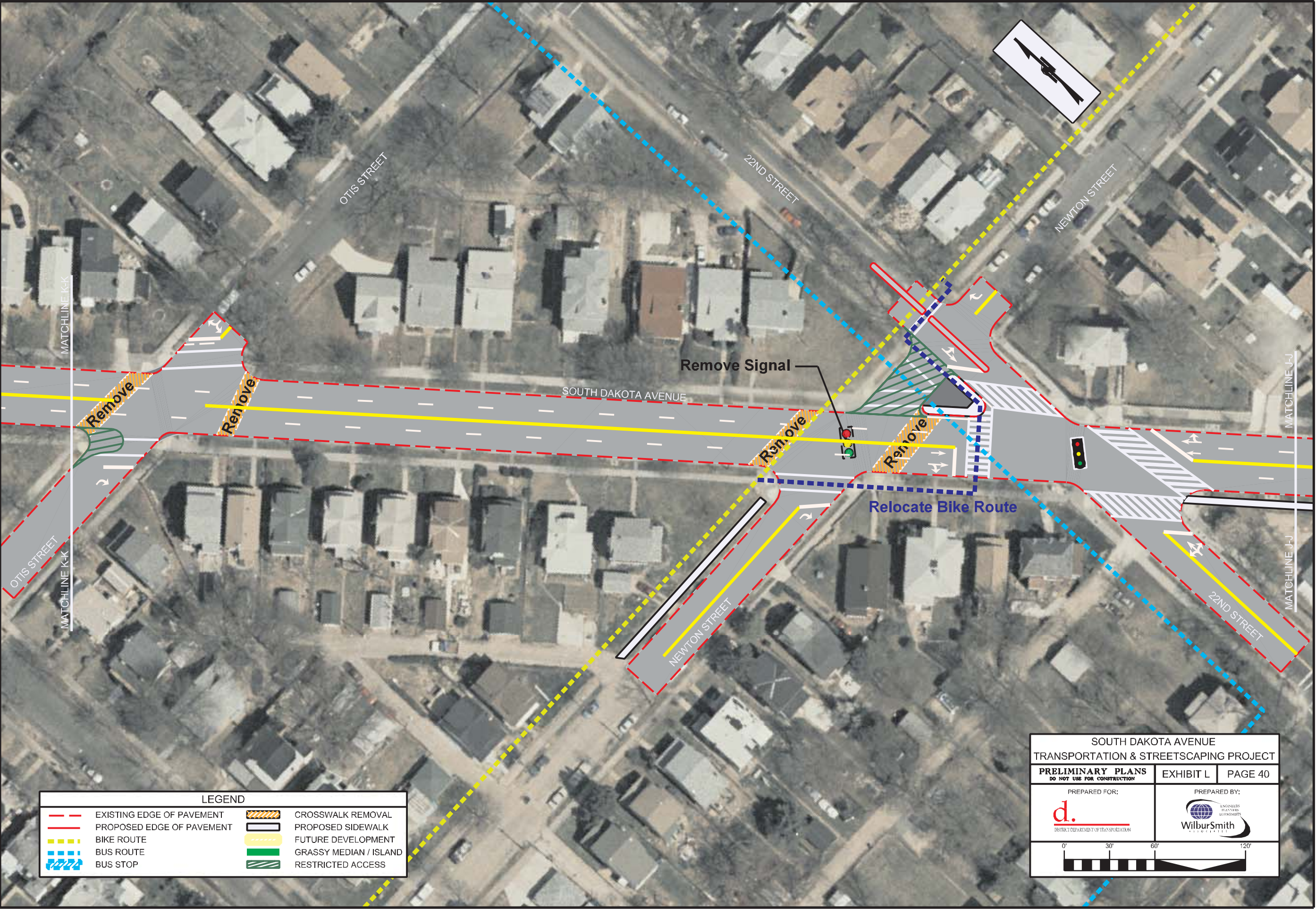


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	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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LEGEND			
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	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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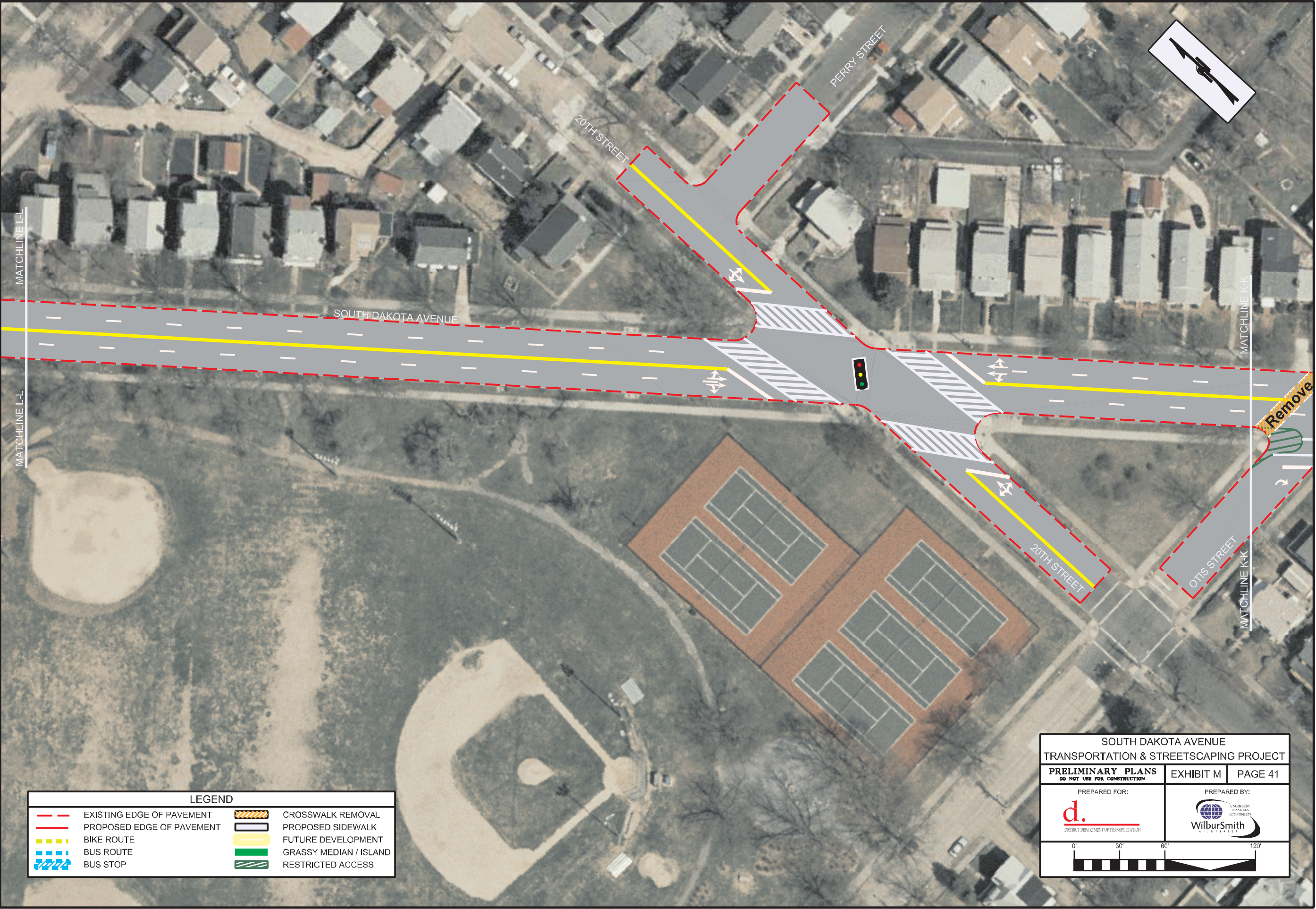
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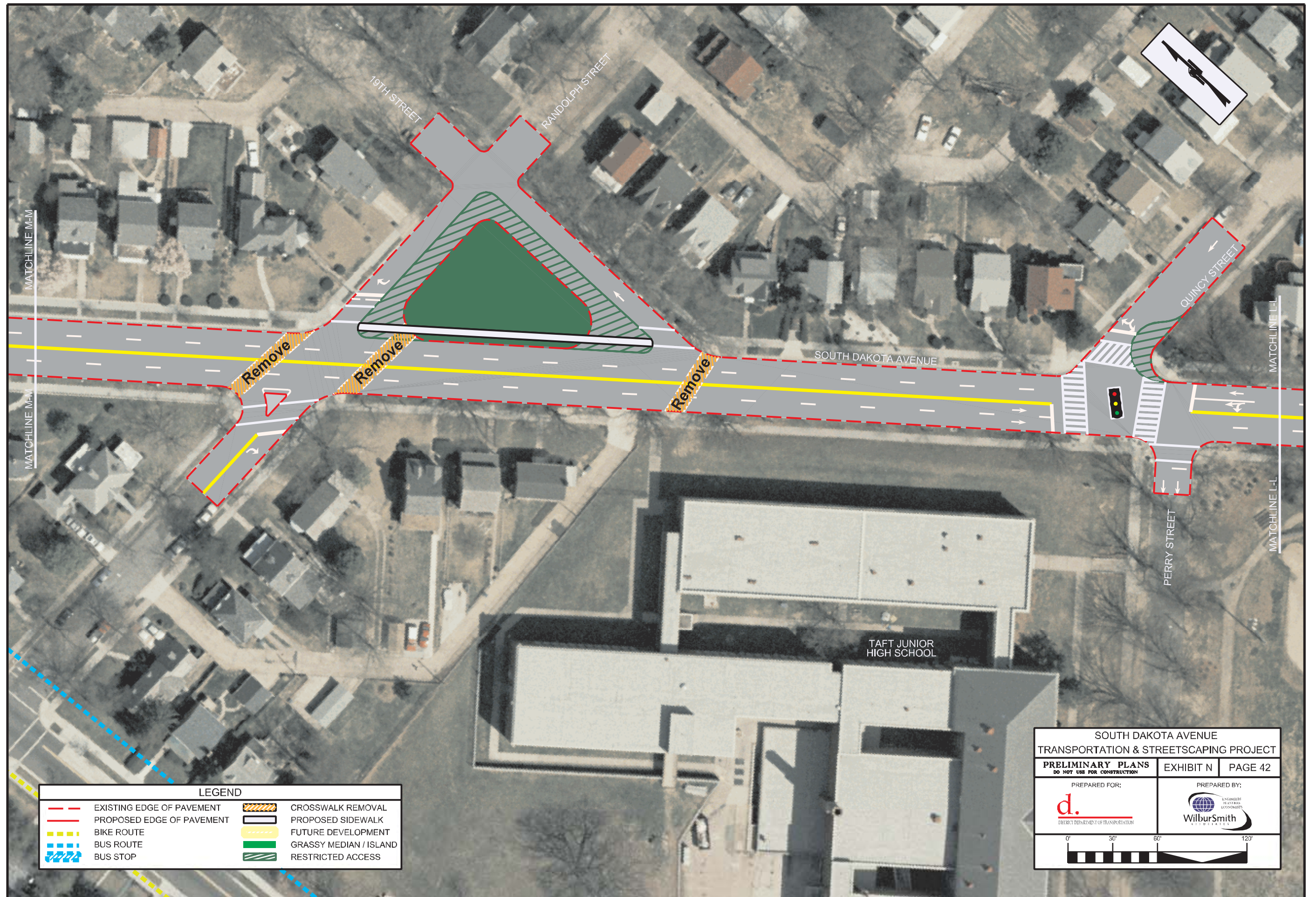
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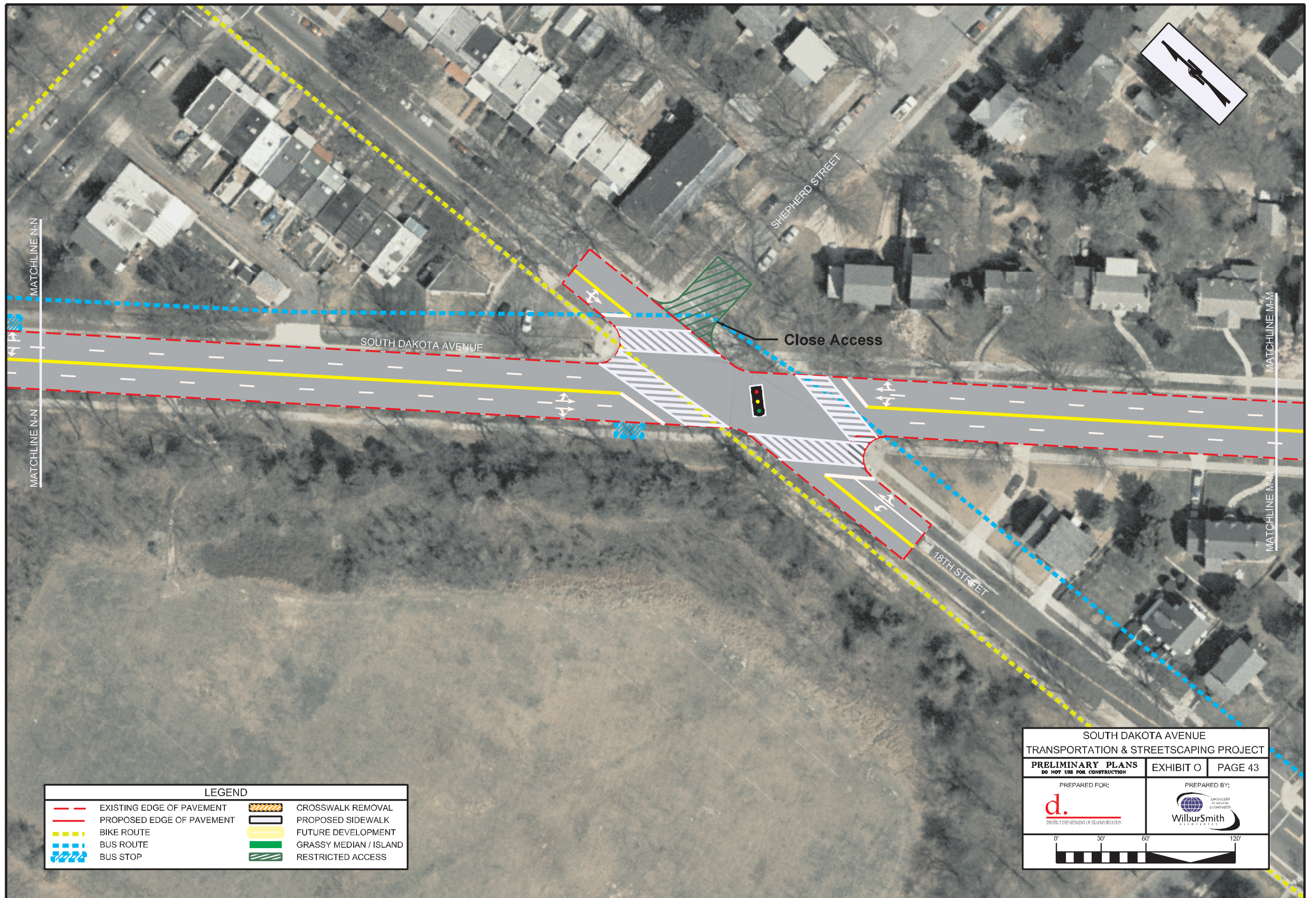
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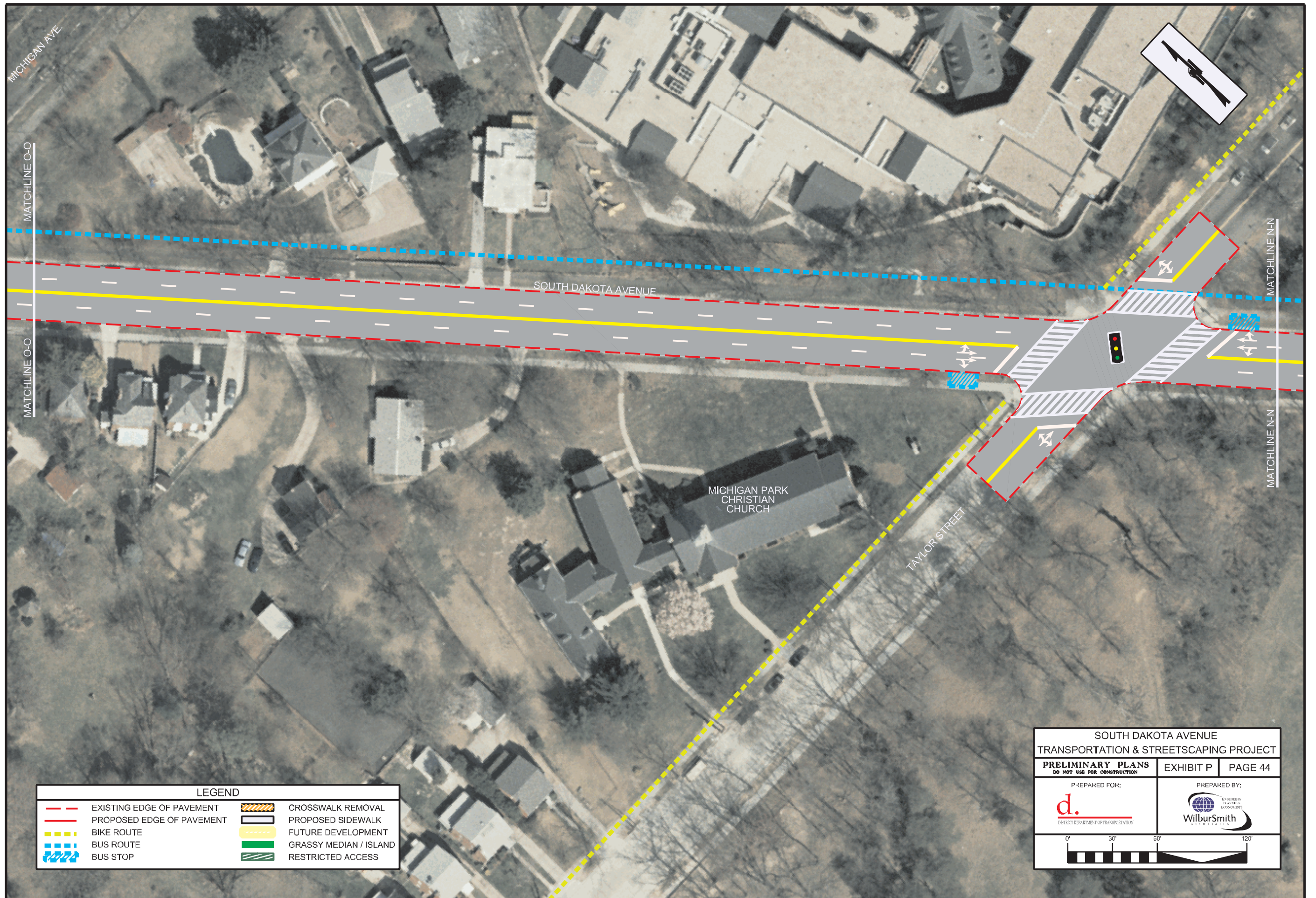


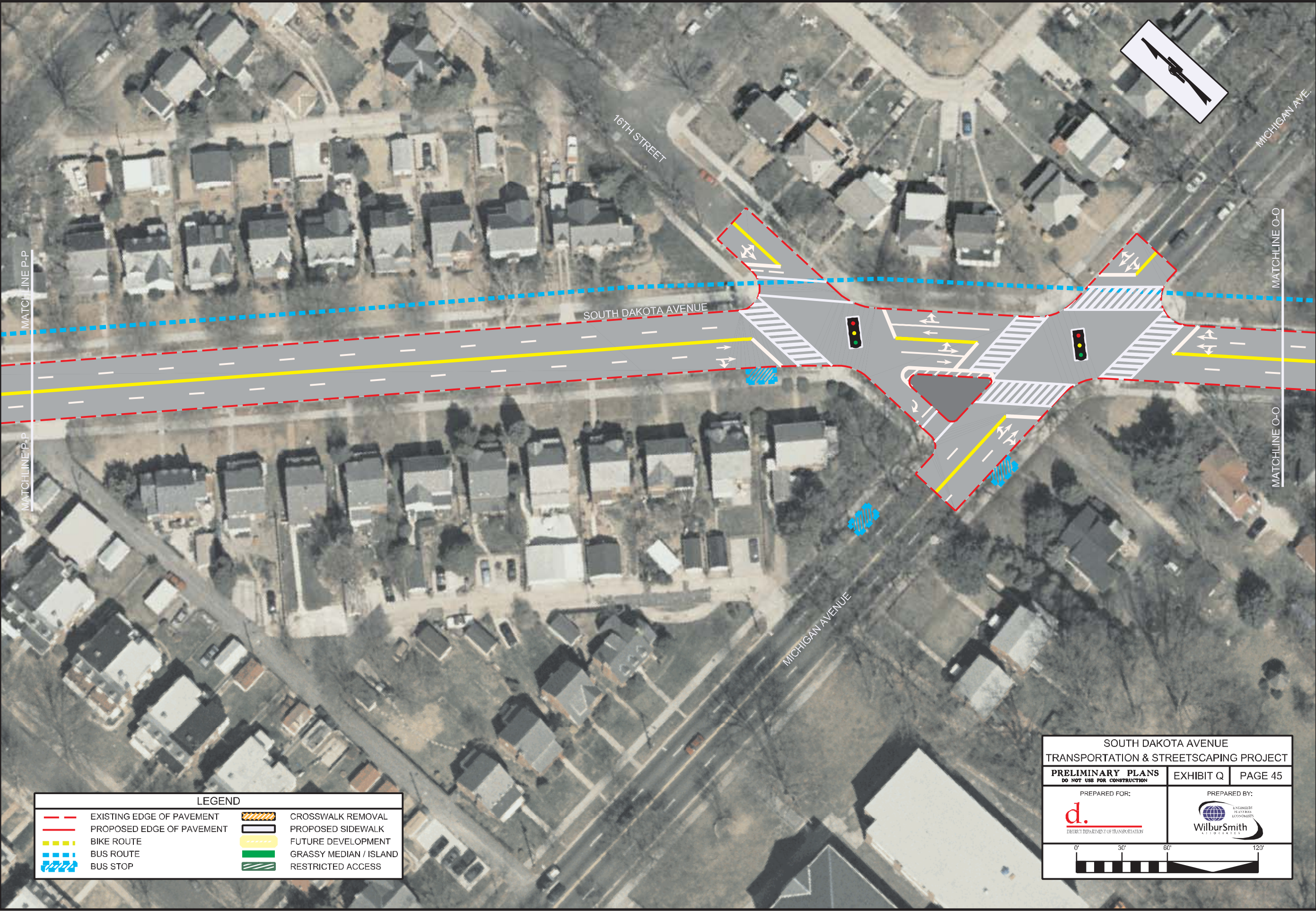




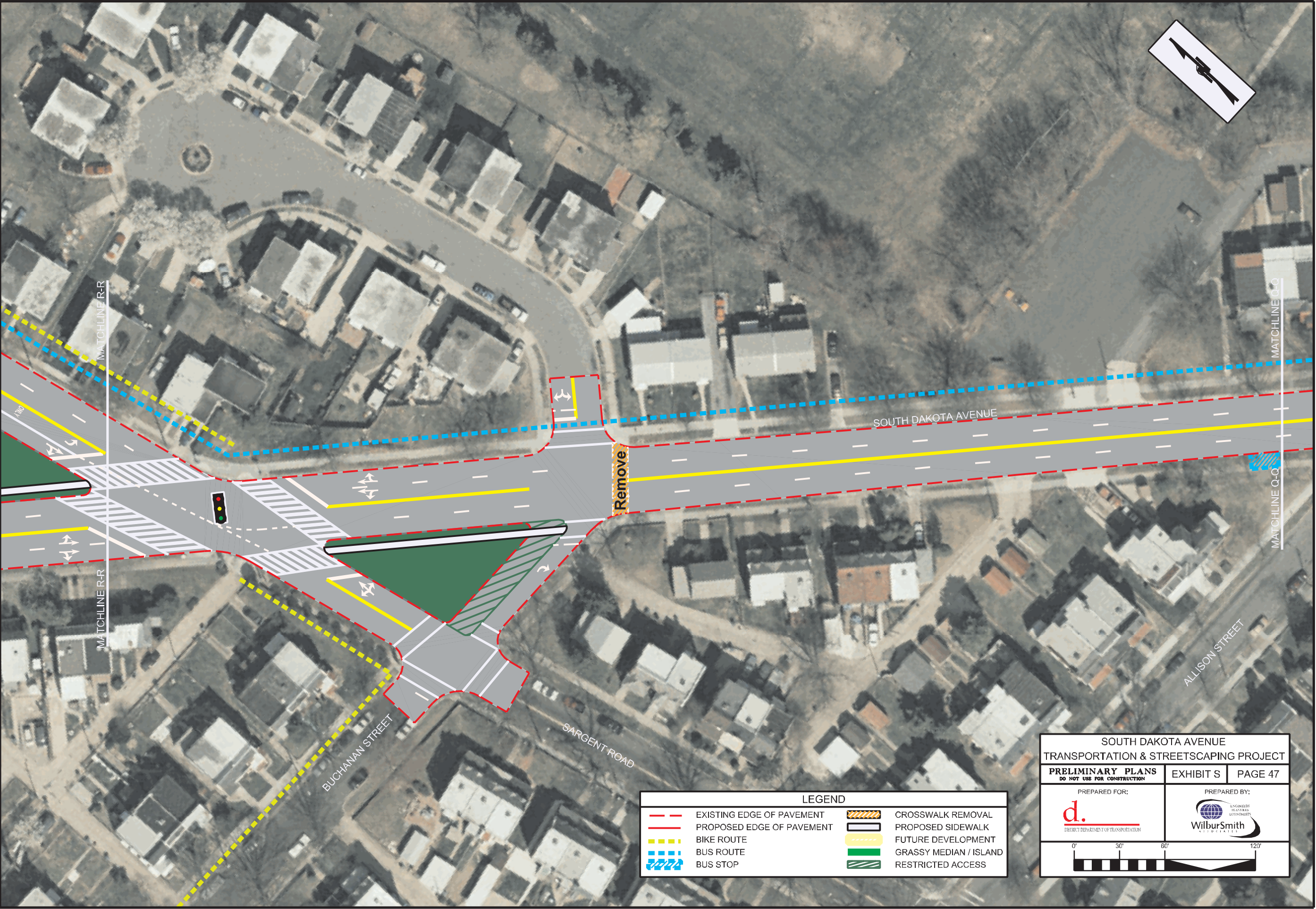
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	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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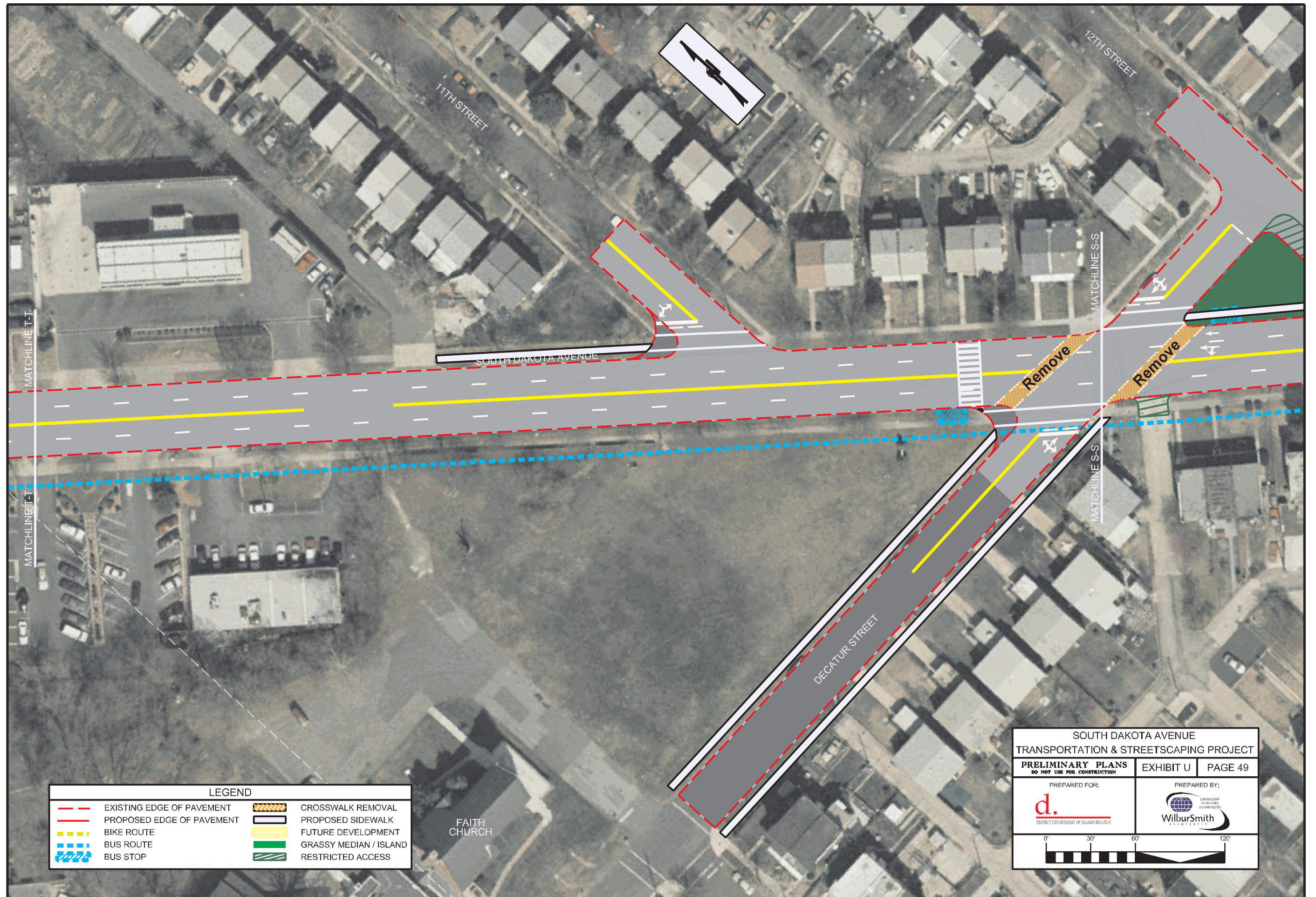


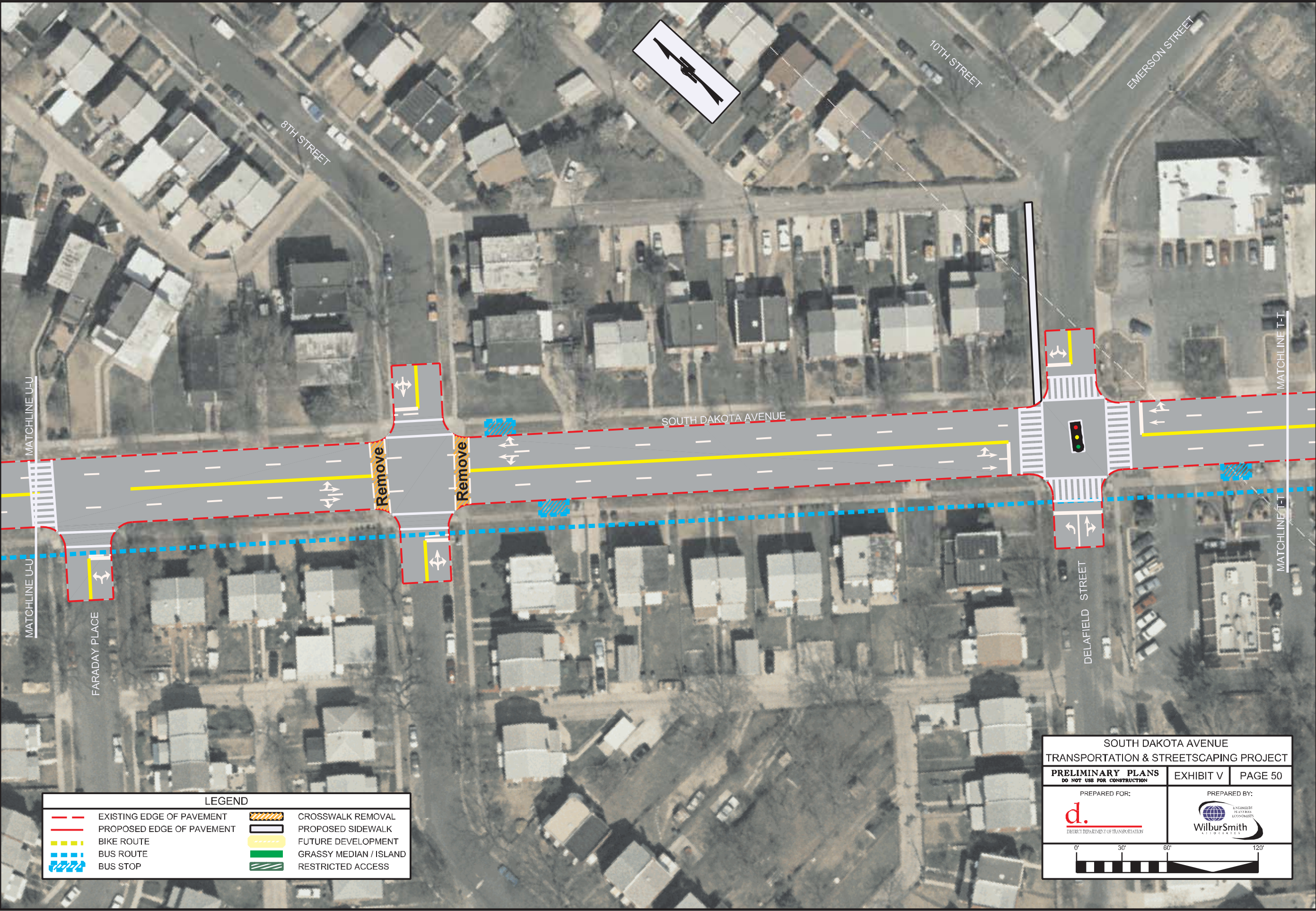


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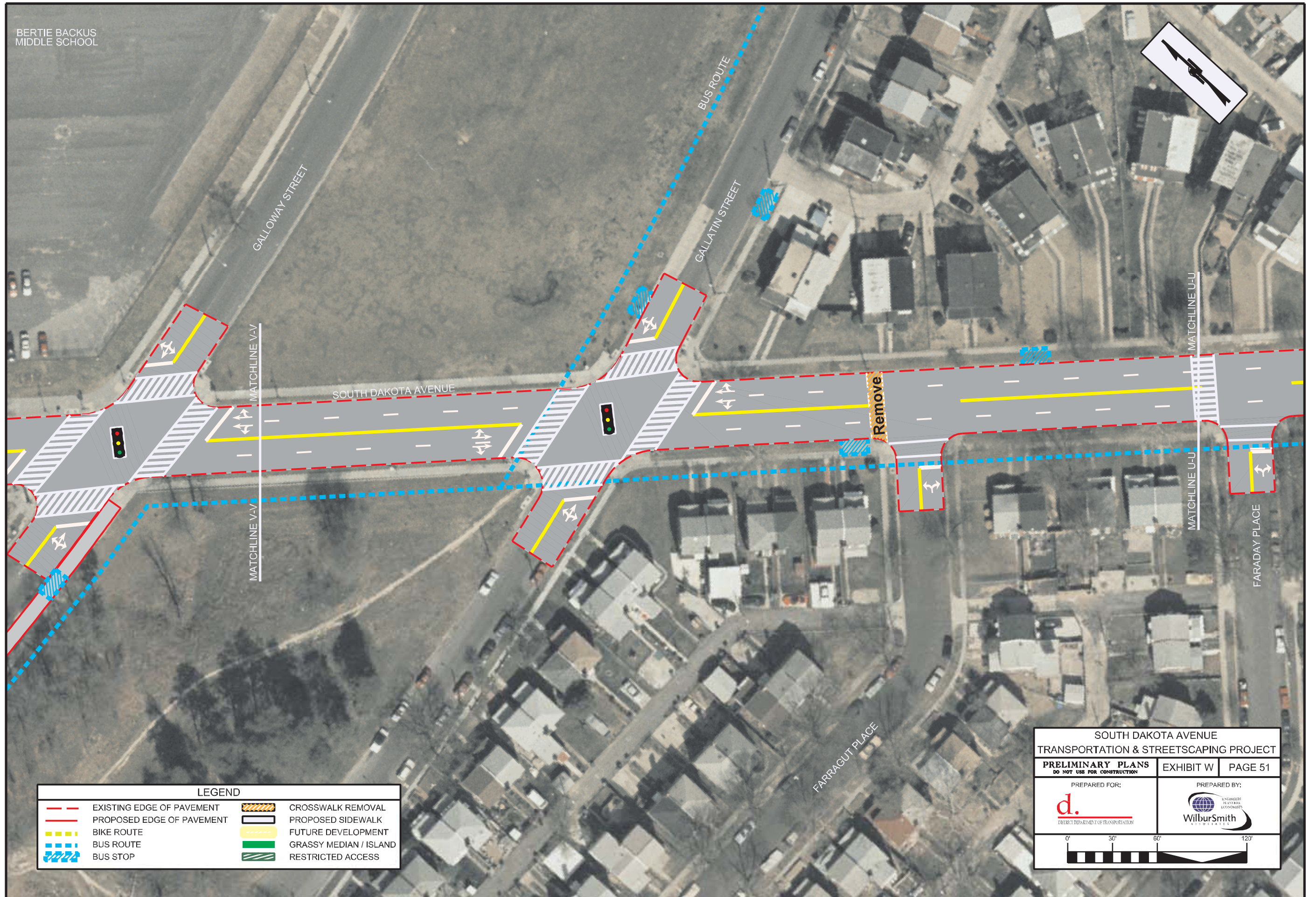
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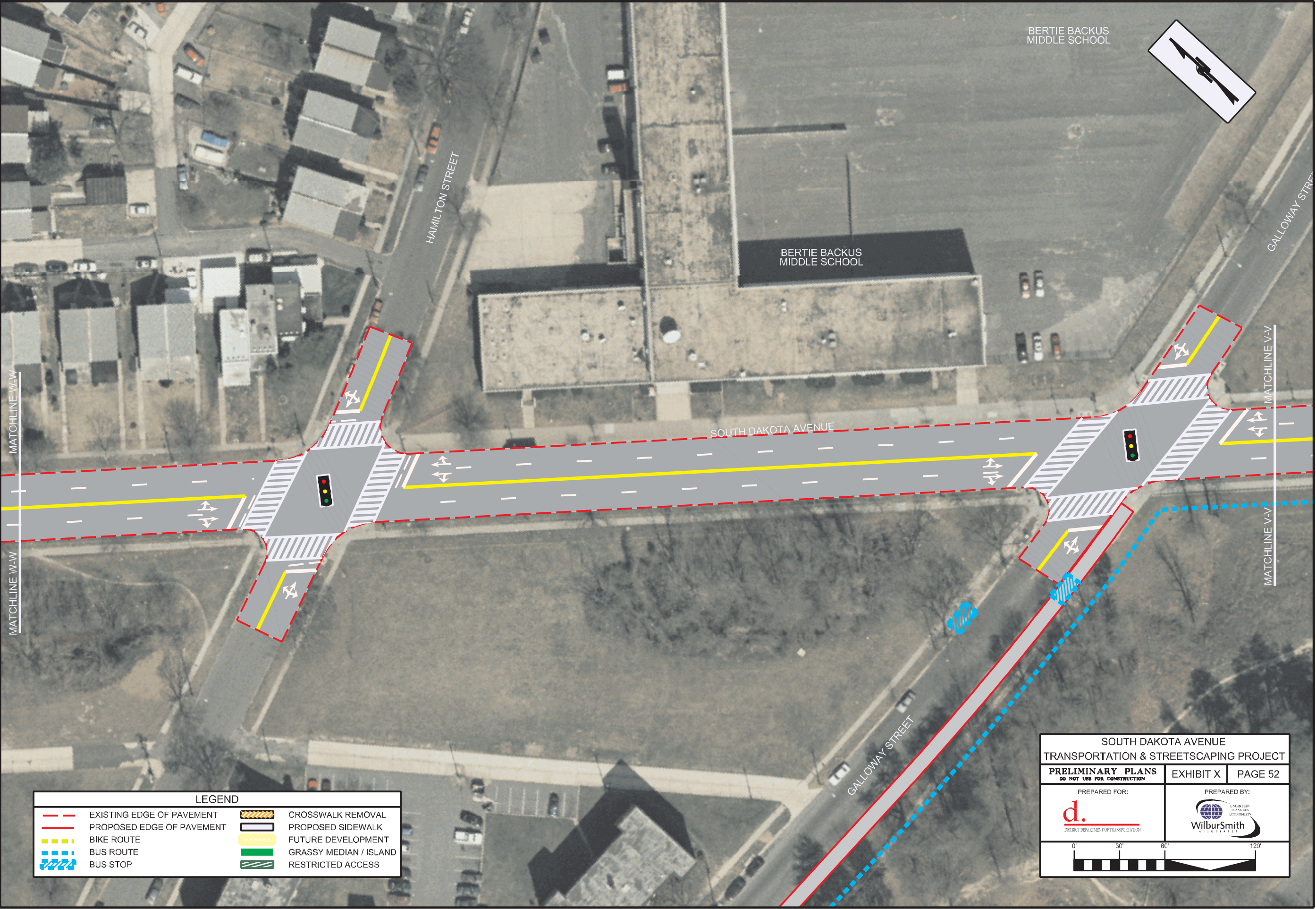
BERTIE BACKUS
MIDDLE SCHOOL



LEGEND

	EXISTING EDGE OF PAVEMENT		CROSSWALK REMOVAL
	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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LEGEND			
	EXISTING EDGE OF PAVEMENT		CROSSWALK REMOVAL
	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

SOUTH DAKOTA AVENUE
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PRELIMINARY PLANS

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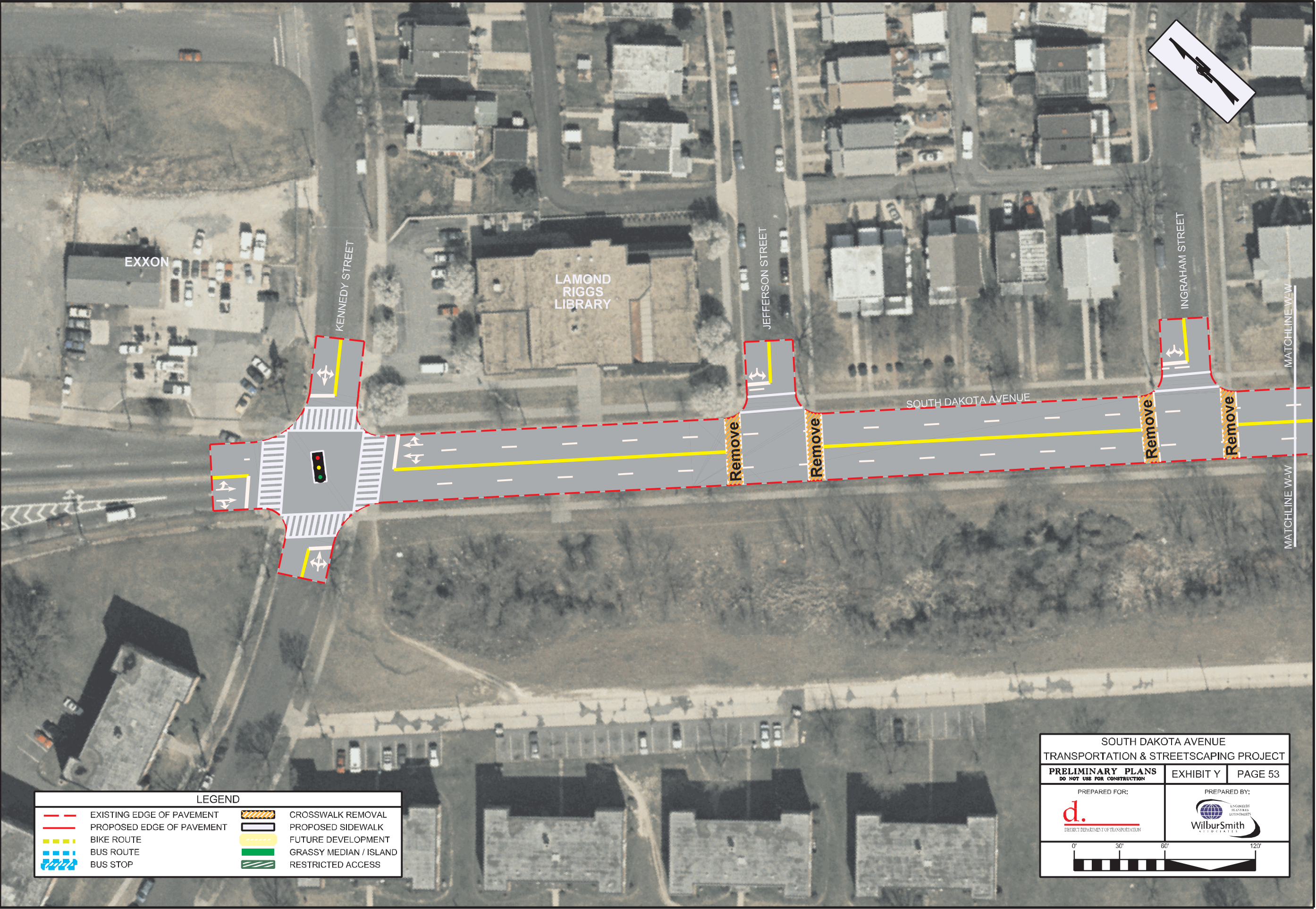
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ECONOMISTS

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LEGEND			
	EXISTING EDGE OF PAVEMENT		CROSSWALK REMOVAL
	PROPOSED EDGE OF PAVEMENT		PROPOSED SIDEWALK
	BIKE ROUTE		FUTURE DEVELOPMENT
	BUS ROUTE		GRASSY MEDIAN / ISLAND
	BUS STOP		RESTRICTED ACCESS

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Appendix A

Public Meeting Summaries

South Dakota Avenue Transportation and Streetscape Study **Public Meeting #1** **February 25, 2006**

On February 25th, 2006, the District of Columbia Department of Transportation (DDOT) hosted a public meeting at the Taft School to introduce the South Dakota Avenue Transportation and Streetscape Study, and solicit public input related to transportation, pedestrian, and streetscape issues for the corridor. Sharlene Reed, Ward 5 Transportation Planner for DDOT introduced the project and the consultant team, Darrin McKenna – Wilbur Smith Associates, and Leverson Boodlal – KLS Engineering. Mr. McKenna and Mr. Boodlal gave a presentation outlining the data collection efforts to date and identified a number of existing transportation and streetscape issues along the South Dakota Avenue corridor. Local residents had an opportunity to make comments and ask questions. Following the presentation, the meeting divided into three breakout areas; transportation issues, pedestrian issues, and streetscape issues. Participants were asked to provide additional comments in each of three areas in a less formal environment. Following this breakout session, Sharlene Reed summarized the issues identified by the participants at the meeting, reminding everyone to visit the website and complete the on-line survey.

The following is a list of the issues identified by the participants at the South Dakota Avenue Transportation and Streetscape Study public meeting.

General Transportation and Pedestrian Issues	
	Issues
1.	Bladensburg Road @ Eastern Avenue – Left Turn Phase
2.	Where does the Metropolitan Police Department (MPD) stand with the transportation issues discussed as part of this project?
3.	MPD not taking accident reports for all accidents
4.	Appears to be a disconnect between the DDOT’s Transportation Planning Group and MPD
5.	MPD accident reports appear to be under reported because not all individuals involved in an accident report the accident
6.	Residents noted an apparent disconnect between efforts of DDOT and those of MPD.
7.	Bicycle Lanes on South Dakota
8.	A need for Wayfinding Signs
9.	Sign Pollution
10.	New Development traffic issue – Dakota Crossing
11.	Truck traffic – Safety and vibrations damage caused by trucks on South Dakota Avenue
12.	Truck traffic – lack of enforcement of overweight vehicles
13.	Residents requested a copy of the Public Meeting presentation beforehand and use more of the public meeting time to discuss issues
14.	Safety at pedestrian crossings along South Dakota Avenue
15.	Excessive vehicle speeds along the corridor
16.	Demand Management and use of other roads

17.	DDOT to meet with local schools (Thurgood Marshall, Langdon, etc.) to discuss the upcoming South Dakota Avenue bridge detour plans.
18.	Northbound South Dakota Avenue at Newton Street and 22 nd Street, vehicles make right turn onto 22 nd Street at a high rate of speed. Need to find a way to reduce the speed of this movement
19.	Express bus from Fort Lincoln to Fort Totten
20.	Insufficient Transit (Metro Bus) service along portions of the corridor
21.	Concern over the impact of reconstruction of the South Dakota Avenue bridge (at Vista Street) on local traffic and increased congestions. Residents are concerned also with the detour plans during construction.
22.	Standardize pedestrian crossing times at all signalized intersections equipped with pedestrian countdowns.
23.	Give special consideration to children and seniors when determining pedestrian crossing times.
24.	Evaluated existing left turn lanes along the corridor to see if existing volumes warrant the lane, and investigate additional intersections along the corridor to determine if other left turn lanes are needed.
25.	A resident of Randolph Street noted safety concerns with turning into and out of Randolph Street due to site line and excessive speed issues of southbound traffic along South Dakota Avenue.
26.	Pedestrian crossing at 30 th Street N.E. seems to be the problem – investigate need for a signal.
27.	Consider “Do NOT Block Intersection” signs at 30 th Street N.E. and Yost Place
28.	Consider extending the bike lane further north towards Riggs Roads
29.	Consider connecting the existing bike lane at south end to the Anacostia Bike trail
30.	Investigate the need for median refuges at crosswalks along the corridor
31.	Evaluate pedestrian crossings at Otis and Newton Streets
32.	Consider driver visibility problems traveling west on Otis/Newton/Monroe Streets, etc. Difficult – visibility looking south on South Dakota Avenue tree obstruction. Have to “nose” out in South Dakota Avenue to see oncoming traffic
33.	Consider adding left turn signal onto Perry Street
34.	Evaluate pedestrian walk time crossing South Dakota Avenue at Quincy Street
35.	Signal needed at 22 nd Street
36.	School bus tend to stack up on South Dakota Avenue just north of Perry on the west side – dangerous situation
37.	Traffic proceeding northwest from Franklin Street into South Dakota Avenue northbound often do not stop in making this right turn putting pedestrians at risk.

Streetscape Issues	
	Issues
1.	Median Streets along South Dakota Avenue (similar to South Central)
2.	Trash receptacles along South Dakota Avenue
3.	Work with Clean City coordinator
4.	Tree trimming along South Dakota Avenue
5.	Divide sidewalk for pedestrian and bicyclist use
6.	Police Patrols in alleys
7.	Alleys are dark – better lighting needed
8.	Include a median along South Dakota Avenue and if possible have trees in the median
9.	Use white (instead of mercury) street lamps and make them decorative similar to those in DuPont Circle
10.	Use streetscape to affect behavioral modification – noise atonement, speed reduction, and increase pedestrian traffic.
11.	Driveway curb cuts are issues – difficulty turning off of South Dakota Avenue into driveway
12.	Additional street lighting
13.	Place trash cans near playground along the South Dakota Avenue corridor
14.	Install wayfinding signage for both Fort Totten and Brookland Metro stations
15.	Add bus shelters along the South Dakota Avenue corridor

Anyone wishing to make additional comments or identify transportation, pedestrian, or streetscape issues not noted above, should visit the study website by at <http://ddot.dc.gov/ddot/site/default.asp>, click on Studies, and then on South Dakota Avenue. Residents are encouraged to review study documents, and participate in the on-line survey to better help DDOT understand the concerns of the community.

South Dakota Avenue Transportation and Streetscape Study
Public Meeting #2
January 31, 2007

On January 31, 2007, the District of Columbia Department of Transportation (DDOT) hosted a public meeting at Taft school to review the South Dakota Avenue Transportation and Streetscape Study preliminary recommendations, and solicit public comment. Doors opened at 6 p.m. and attendees were able to preview the corridor recommendations presented on wall size maps with members of the Wilbur Smith Associates consultant team until 6:30 p.m. when the formal presentation began. A total of 27 citizens attended as reflected in the sign-in sheet in Table 1.

Sharlene Reed, Ward 5 Transportation Planner for DDOT, introduced the purpose of the meeting and then introduced Ken Keitt of WSA. Mr. Keitt reviewed the history and purpose of the study and turned the presentation over to Will Letchworth of WSA to provide an overview of the type of problems addressed and the form of the recommendations. He then introduced Linda Carpenter of WSA who described what would happen over the next 45 minutes.

Ms. Carpenter indicated that the corridor was divided into three sections represented by wall maps in three corners of the room. A detailed list of recommendations and a comment form were provided at the sign-in desk when people entered. Attendees were asked to break into three groups and go to one of the three stations and listen to the consultant team presenters (Deniece Swinton, Anthony Isley and Will Letchworth) describe the recommendations for a period of 10-15 minutes. Then the groups would rotate to one of the other stations. In this way during a 45-minute period everyone would be able to hear the details of the corridor recommendations. There was an easel pad at each station to capture comments. The group would convene at the end of the review period for questions and answers. The comments recorded by attendees during the review period are summarized in Table 2.

The question and answer period started with an introduction of Councilman Harry Thomas, Junior, newly elected Ward 5 representative. He indicated how important the study was and his commitment to improvement. During the question and answer session several general topics were discussed. These are also summarized in Table 2.

Table 1
South Dakota Transportation and Streetscape Study
January 31, 2007 Public Meeting Sign-In Information

<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Phone</u>	<u>Email</u>
Margaret Thompson	2443 Monroe St., NE	Washington, DC 20018-2901	202.529.2354	marglot@netzero.net
Diane Thomas	2413 17th Street, NE	Washington, DC 20018	202.526.2390	d.thomas @cnmc.org
Janae Grant	2811 Newton Street NE	Washington, DC 20018	202.832.0926	gelysia@yahoo.com
Said Cherifi	64 New York Ave. NE	Washington, DC 20018-3326	202.671.4611	said.cherifi@dc.gov
Martha Ward	2711 S. Dakota Ave., NE	Washington, DC 20018-1639	526-4508	Fax 526-4511
Clyde Ward	2711 S. Dakota Ave., NE	Washington, DC 20018-1639	526-4508	
Barbara T. Jones	2924 Yost Pl., NE	Washington, DC 20018-1642	635-7559	
Sandra Wojahn	2918 26th Street NE	Washington, DC 20018	202.269.4935	wojahamp@verizon.net
Christopher Budd	4235 So Dakota Ave	Washington, DC 20017-3030	202-636-4002	budd@studiosarch.com
Alice Thompson	2316 First St., NW	Washington, DC 20018-1018	253-3106	Aliceat238@aol.com
Michael Durso	Ft. Lincoln Senior Village	Washington, DC 20018	202.269.3400	mdurso@fortlincolnnewton.com
Pamela Gordon	818 Delafield St. NE	Washington, DC 20017	202-529-2602	coachpmdg@msn.com
Carol Fleming	1813 Otis St., NE	Washington, DC 20018-2713	269-9257	Carol.fleming@verizon.net
Rev. David Turner	4889 Queens Chapel Terr. NE	Washington, DC 20017		
Patricia E. Brown	2803 Channing St.NE	Washington, DC 20018	202.526.6648	pbrown @.edu
George S. Davis, IV	818 Delafield Street	Washington, DC 20017	220.529.2602	
Regina James	1363 Adams Street, NE	Washington, DC 20018	2/526/1681	
Leslie Bournes	3012 Adams St. NE	Washington, DC 20018	2/529/5911	leslie.C.Bournes@usdot.gov
Monique Smith	1714 Montana Avenue	Washington, DC 20018	2/526/5103	msmith@dccouncil.gov
Eddie Harrison	3630 South Dakato Ave., NE	Washington, DC 20018	2/526/2824	harrison_eddie@hotmail.com
A. Chase	1350 Pennsylvannia Avenue	Washington, DC 20004	2/724/8028	achase@dccouncil.us
Ewan Plant	2727 28th Street, NE	Washington, DC 20018	202-486-0784	ewanplant@hotmail.com
Jeffrey Vaz	5515 S. Dakota Avenue, NE	Washington, DC 20011	202-832-6220	
Sarah Fraser	2727 28th Street, NE	Washington, DC 20018	202-486-0784	evelynsfraser@hotmail.com
Frances Penn	2805 Franklin St., N020018 -	Washington, DC 20018-1434	202-832-7672	fspenn@yahoo.com
Terry Martin	2200 S. Dakota Avenue NE	Washington, DC 20018	202-297-0847	
Ed Wolterbeck	3139 Cherry Road NE	Washington, DC 20018	202.577.3050	

Table 2
South Dakota Transportation and Streetscape Study
Comments Received at January 31, 2007 Public Meeting

COMMENTS BY SECTION

North Section: Webster to Kennedy

1. Ensure that Handicap Ramps are included at every intersection with Crosswalks. **(WSA Recommends that all intersections conform to ADA standards)**
2. Add “one-way” or “do not enter” signage on South Dakota to keep people from turning down Delafield Street (one-way street) **(WSA concurs)**
3. Add signage on Galloway Street to notify the public of how to get to the Fort Totten Metro Station. (There is currently no existing signage) **(WSA concurs)**
4. Consider better signage at Riggs Rd. (to prevent people from running lights). Possibly install traffic cameras at that intersection. **(WSA recommends that until the intersection is reconstructed, left turns be prohibited for traffic exiting northbound Riggs Road and the right turns be prohibited for traffic traveling southbound on 3rd Street.)**
5. Consistent speed enforcement is needed for the entire corridor. **(WSA concurs)**

Middle Section: Rhode Island to 16th

1. Carlton – not enough pedestrian walk time across South Dakota **(WSA recommends looking at pedestrian walk times through corridor)**
2. Consider adding lights on crosswalks to flash red when pedestrians have walk **(WSA recommends that additional signing and possibly lighting be added to unsignalized intersections)**
3. This map is hard to follow
4. On street parking slows traffic **(Additional discussion with DDOT is needed regarding on-street parking in the corridor)**
5. Monroe – want protected southbound left turn phase **(WSA will examine the Synchro files to determine if this is possible)**
6. 24th – keep right turn lane onto northbound South Dakota **(Based on the skew of this intersection traffic will flow more efficiently if right turns are moved to the adjacent signalized intersections)**
7. Reduce sign clutter **(WSA concurs)**
8. Tree plantings in empty boxes **(WSA concurs)**
9. Replace sidewalks that are deteriorated **(WSA concurs)**
10. Have spot checks in AM for Jake-Breakers
11. Has anyone addressed noise issues and creating buffers?
12. Are there weight checks for transport vehicles? **(WSA recommends that motor carrier enforcement increase in the corridor to deal with issues 10, 11, and 12)**
13. Pedestrian crossings – lane markings (WSA recommends that all crossings be restriped as high visibility crosswalks)

14. Speed enforcement **(WSA concurs that additional enforcement is needed, including mechanical enforcement)**
 - Police monitoring has had no impact on speed more obstruction to the ability to speed is needed. Motorists ignore signs because there is no consequence for their actions.
 - Limit bus speeds: They are among the worst offenders
 - Truck speeders should have double fines
 - Trip signals red if speed is over 25 mph
 - Install stationary speed camera at Taylor and Newton and Perry

Southern Section: New York to Myrtle

1. Steep grade north of N.Y. Ave – feasible? (Use a “switchback” alignment to maximize length. Existing 2 lanes against 1 left concurrent.) **(Split phasing is recommended at this intersection to increase safety and decrease driver confusion)**
2. 33rd Place – Provide split phase operation of signal.
 - widen receiving lanes on west side.
3. V Street traffic needs to go to Bladensburg Rd. too far
4. Prefer crosswalk at Myrtle or other location between signals and with best sight distribution. **(WSA concurs that a crosswalk is needed in this area)**
5. Consider lighted crosswalks with lighting along the pavement stripes. **(This should be considered for unsignalized crosswalks)**
6. Prefer not to bring traffic to 33rd Street from north bound South Dakota. Gateway Comm. Association – open 33rd Street barricade back to V Street is OK. **(WSA recommends that DDOT work with the neighborhood south of South Dakota between Bladensburg and Vista to address their transportation issues, any changes in this area should have a minimal impact on South Dakota Boulevard)**
7. Need better lighting. **(WSA recommends that lighting through the area be examined to identify any dark locations)**
8. Franklin Street from Bladensburg to South Dakota provide a “Do Not Enter”, 6:30-9:00 am. **(This intersection is recommended for conversion to a right out only)**
9. Add sidewalk to south side of Vista Street west of South Dakota. People walk on street to get to bus stop. **(This is being improved as part of the bridge replacement)**

COMMENTS DURING QUESTION AND ANSWER SESSION

1. There was a question about where in the overall process is this study and Sharlene responded that it always takes time to implement. As the study is completed in the next few months then it will go into implementation and some of the improvements could be done within a year but many will take much longer to implement.
2. Someone asked about the proposed Transportation Advisory Committee. Sharlene indicated that this is an additional meeting she wanted to have with a number of corridor residents to ensure that all thoughts have been heard. She indicated that those interested

in participating in a Saturday meeting should give their contact information to Linda Carpenter or Emanuel Briggs at the end of the meeting.

3. Since speeding is a major concern, there was a question whether speed enforcement was a short term or long term improvement and whether money was available to implement improvements. Sharlene indicated it was short term and that the emphasis is not on just more manpower but using technology to control speeds. She indicated money was available.
4. Someone suggested that MTD be represented on the TAC and that Vista would be a good candidate for red light running cameras. There was also the statement that right turn on red is not permitted at Vista but motorists are ignoring this prohibition.
5. There was a concern about the maintenance of improvements, both streets and pocket parks.
6. Street cleaning on South Dakota is extremely inconsistent
7. The need for improved street lighting was raised.
8. From BW Parkway better signage of speed limits is needed.
9. There is a bad blind spot at South Dakota and Randolph
10. Concern was expressed over the weight of trucks on South Dakota and the need for enforcement.
11. Someone asked what improvements give a sense of place to the area. Will Letchworth replied that the pocket parks are the visible improvements, but recommendations that improve safety and reduce speeds allow the corridor to become more pedestrian friendly that then adds to the sense of place.
12. There were general comments made about concern for safety in parks, trash in parks and clean up during construction.

South Dakota Avenue Transportation and Streetscape Study
Public Meeting #3
March 3, 2007

On March 3, 2007, the District of Columbia Department of Transportation (DDOT) hosted a public meeting at the District 5 Police Headquarters to review the South Dakota Avenue Transportation and Streetscape Study preliminary recommendations, and solicit public comment. Doors opened at 9:30 a.m. and attendees were directed to the maps detailing their area of interest. Representatives from WSA and DDOT then led focused discussion of each area with the public discussing each recommendation in detail. The public was also asked to offer any additional recommendations for review. In addition to the DDOT and WSA representatives, a total of 15 citizens attended as shown on the attached sign-in sheet and reflected Table 1 for clarification.

Table 1
South Dakota Transportation and Streetscape Study
March 3, 2007 Public Meeting Sign-In Information

Name	Contact Info
Martha Ward	526-4508
Clyde Ward	526-4508
Sandra Wojahan	269-4935
W. Thomas Lavash	636-4002 wthomas.lavash@econres.com
Christopher Budd	636-4002
Joe Johnson	536-7143 djoejohnson@yahoo.com
Edolie Harrison	526-2824
Cynthia Reid	529-0022 cynthia.reid@coenet.us
Frances Penn	832-7672 fspenn@yahoo.com
Carol E Fleming	269-9257 carol.fleming4@verizon.net
Sharlene Reed	267-0493
Leslie Bourne	616-1867 leslie.c.bournes@usdoj.gov
EilWo Herbeeli	577-3050 edwardwolterbeek@gmail.com
Bominique West	898-5063
Kathryn Pearson-West	898-5063
Janae Grant	832-0926 gelysia@yahoo.com

Table 2
South Dakota Transportation and Streetscape Study
Comments Received at January 31, 2007 Public Meeting

COMMENTS BY SECTION

North Section: Webster Street to Kennedy Street

1. Provide as many left turn protected lanes as possible. **(WSA will investigate opportunities for protected left turn phases at the intersections along South Dakota Avenue)**
2. South of 14th Street – alley is used as a cut-through since 14th Street is only way out, need rumble strips. **(WSA concurs that speed bumps or rumble strips are needed to minimize cut-through traffic)**
3. Poor signal timing at this location; if more desirable timing was provided more people would use Webster Street as opposed to Sargent Road. **(WSA will check Synchro)**
4. Need a sign at Sargent Road and Crittenden Street saying “left turn only”. **(WSA concurs)**
5. Consider no left turns from Sargent Road onto South Dakota Avenue. **(Minimal left turns were counted at this intersection as most drivers are using 12th street to turn left onto South Dakota Avenue. To minimize additional increases in traffic on local residential streets, WSA recommends that left turns continue to still be allowed from Sargent Road onto South Dakota Avenue.)**
6. “Do not block intersection” signs are needed at Buchanan Street. **(WSA concurs)**
7. Keep crosswalks at Crittenden Street. **(Crosswalks at 12th and Sargent should be sufficient and are located at signal controlled intersections)**
8. Keep crosswalks at Decatur Street and provide caution lights. **(WSA concurs that the crosswalk at Decatur Street should remain to provide crossing between 12th and Delafield Street. Since this crosswalk is at an unsignalized intersection, additional signage should be provided. This crosswalk is also a good candidate for overhead or in-ground lighting)**
9. 10th Street does not exist. **(WSA will correct mapping)**
10. Need sidewalks at Delafield Street. **(WSA concurs)**
11. Consider the addition of a left turn green arrow at the intersection of South Dakota Avenue and Delafield Street. **(WSA will investigate the possibility of a protected left turn phase at this intersection)**

12. Consider the addition of a left turn green arrow at the intersection of South Dakota Avenue and Emerson Street. **(WSA will investigate the possibility of a protected left turn phase at this intersection)**

13. Keep southern crossing at 8th Street; consider flashing yellow to slow down traffic. Keep crossings at Faraday and Farragut Streets. **(WSA recommends that one unsignalized crossing be provided at Faraday Street. Since crosswalk is at an unsignalized intersection, additional signage should be provided. This crosswalk is also a good candidate for overhead or in-ground lighting)**

14. A bush blocks the sight distance at 8th Street. **(WSA recommends that the bush be trimmed to increase sight distance)**

15. Signs needed to point people to the Metro stop at Galloway Street. **(WSA concurs)**

16. Sidewalks at Galloway Street are a great addition. **(WSA concurs)**

17. Crossings are necessary at Hamilton Street and Kennedy Street if area is redeveloping. **(WSA recommends the removal of crosswalks in this area until redevelopment occurs)**

18. Left turn onto Kennedy Street southbound is a dangerous movement. **(WSA recommends that until the intersection is reconstructed, left turns be prohibited for traffic exiting northbound Riggs Road and right turns be prohibited for traffic traveling southbound on 3rd Street.)**

19. Signage needed to direct people to Metro. **(WSA concurs)**

Middle Section: Rhode Island to 16th

1. Residents are concerned about a traffic increase on Otis Street. **(By limiting northbound Otis Street to a right out only, this should decrease the traffic on Otis Street)**

2. 20th Street is not wide, check the dimensions. **(20th Street appears to be of an appropriate width)**

3. Keep one crosswalk at Lawrence Street (due to church north of South Dakota Avenue). **(WSA concurs that a crosswalk is needed at this intersection, but should be placed perpendicular to South Dakota Avenue)**

4. Check progression at Monroe Street to reduce green band during off-peak times in order to help side street movements. **(WSA will examine the Synchro files to determine if this is feasible)**

5. Consider the addition of a left turn signal for south-eastbound South Dakota Avenue at Monroe Street. **(WSA will examine the Synchro files to determine if this is feasible)**

6. Pedestrian crossings at Otis Street need to be examined to see if they can remain and be striped (as kids cross at this location). **(The crossings at Perry and 22nd should be sufficient; however signs should be installed at Otis Street instructing the public to cross at the adjacent signalized intersection)**

7. Examine accident statistics to see if a signal is possibly warranted at 20th Street and Otis Street. **(The proximity of this intersection to South Dakota Avenue would interfere with operations on South Dakota Avenue. Additionally, the traffic volumes do not appear to warrant a signal)**

8. Consider closing Otis Street between 20th and South Dakota Avenue. **(This intersection should function acceptably as a right-out only and alleviate congestion at the South Dakota Avenue / 20th Street intersection)**

9. Increase pedestrian walk time at 20th Street because of the high number of seniors crossing at this location. **(WSA recommends that all pedestrian phases in corridor be retimed using 3.5 feet per second walking speed over the length of the crosswalk, not the road width)**

10. Flashing yellow light at 22nd and Newton Street is not shown. **(This light is recommended to be eliminated; this will be highlighted on the plans)**

11. Consider pedestrian illumination and additional walk time at Quincy Street /Perry Street intersection. **(WSA concurs that additional crossing time is needed)**

12. Additional speed enforcement needed between Perry Street and Michigan Avenue; possible location for speed cameras or trip light. **(WSA concurs)**

13. New school flasher needed at Randolph Street. **(WSA concurs)**

14. Red light camera needed at Michigan Avenue. **(WSA recommends that DDOT perform a red-light running analysis at this intersection to determine if a camera is needed)**

15. On-street parking elimination should be reconsidered (residents do not support). **(Additional discussion is needed with DDOT regarding this recommendation)**

Southern Section: New York to Myrtle

1. Is there a new road planned from New York Avenue at Costco? **(We accounted for any changes in traffic based on TIA for adjacent development)**

2. Getting people off of South Dakota Avenue at New York Avenue is a major problem, signage on New York Avenue not currently adequate. **(WSA recommends that DDOT study the existing New York Avenue / South Dakota Avenue interchange to improve efficiency for people exiting off of South Dakota Avenue)**

3. Provide “Entering Neighborhood Zone” signs on ramp exiting New York Avenue. **(WSA recommends that transitional signing be provided along the New York Avenue exit ramp to South Dakota Avenue to alert drivers that they are entering a residential area)**

4. The proposed new V Street connector road is preferable to moving to 33rd.

5. Determine if 33rd Street is legally closed. Inquire about limiting parking to 2 hours on 33rd Street and possibly installing meters. Work with neighborhood south of South Dakota between Bladensburg Road and Vista Street to reduce cut-through traffic. **(WSA recommends that DDOT work with the neighborhood south of South Dakota between Bladensburg Road and Vista Street to address their transportation issues, any changes in this area should have a minimal impact on South Dakota Avenue)**

6. Check to see if bike paths are shown correctly on the maps. **(Bike routes will be corrected as necessary)**

7. Look at providing a bus pullout on South Dakota Avenue at Bladensburg Road. **(WSA will investigate the opportunity for a bus pull out)**

8. Lane markings on Bladensburg Road are incorrect; there is a dedicated left turn lane at South Dakota Avenue. **(WSA will correct as necessary)**

9. Ask DDOT representative Sharlene Reed to speak with the 7-11 about their truck traffic and impacts to the neighborhood. **(WSA is recommending an increase in motor carrier enforcement which should include this area)**

10. Fill in the gaps in the sidewalk on 30th Street. **(WSA recommends that all sidewalk gaps along 30th Street be constructed)**

11. Reconnect water supply at Bladensburg Road in the park area. There was previously a fountain in the area, now residents have to carry water by hand to the area to water plants. **(WSA concurs that water service should be restored, if possible, to aid residents in upkeep of area)**

12. Is it possible to widen Vista Street at the bus stop? (**The bus stop is being improved at Vista as part of the bridge widening**)

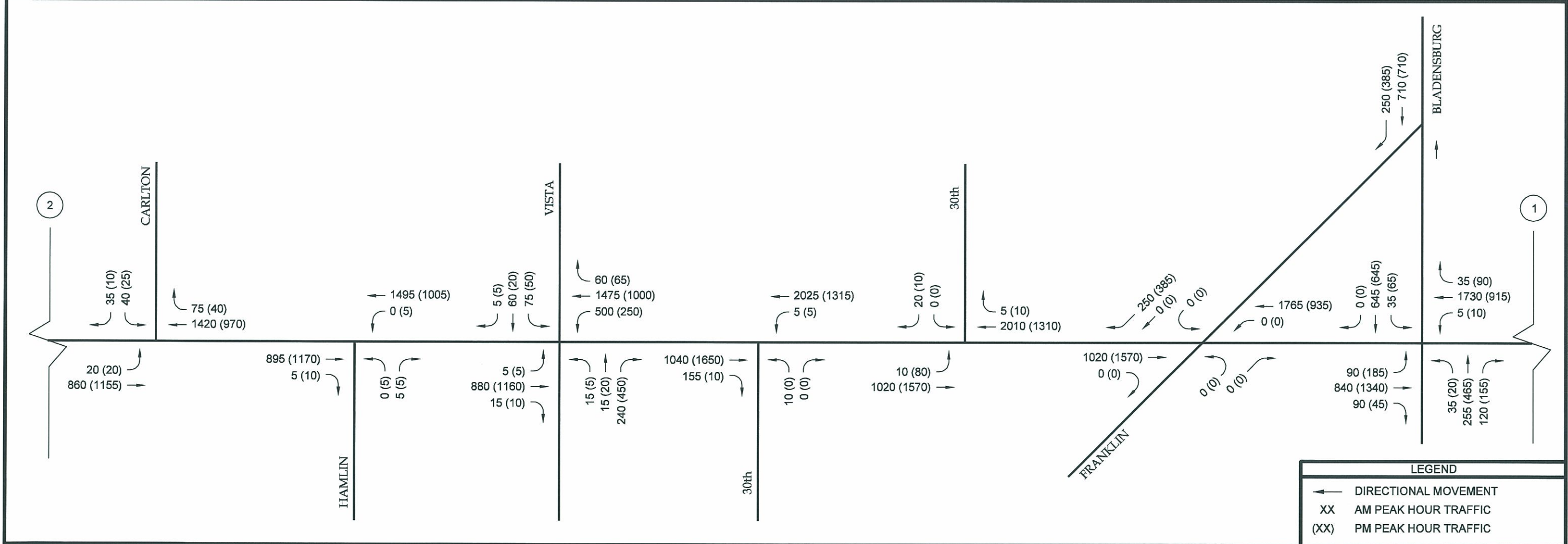
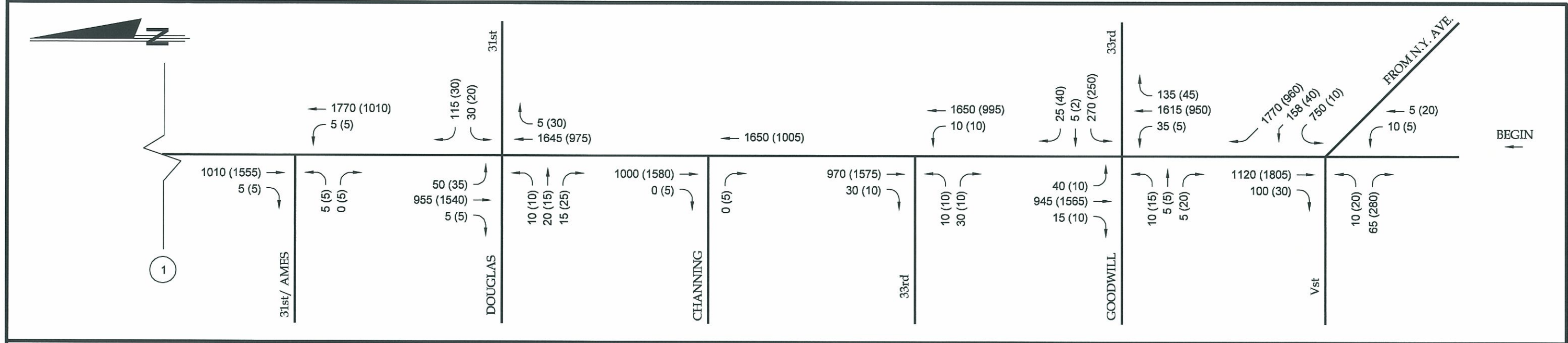
13. Consider trees that can accommodate tree boxes. (**WSA concurs**)

14. Is it possible to construct a fence along the roadway at Vista? (**WSA recommends that fencing be placed along Vista Street adjacent to railroad tracks to discourage dumping**)

15. Place “No Turn on Red” sign for northbound Vista Street. (**WSA concurs**)

16. Provide crosswalk between 26th Street and Irving Street. (**WSA concurs that a crosswalk is needed in this area**)

Appendix B
Traffic Data



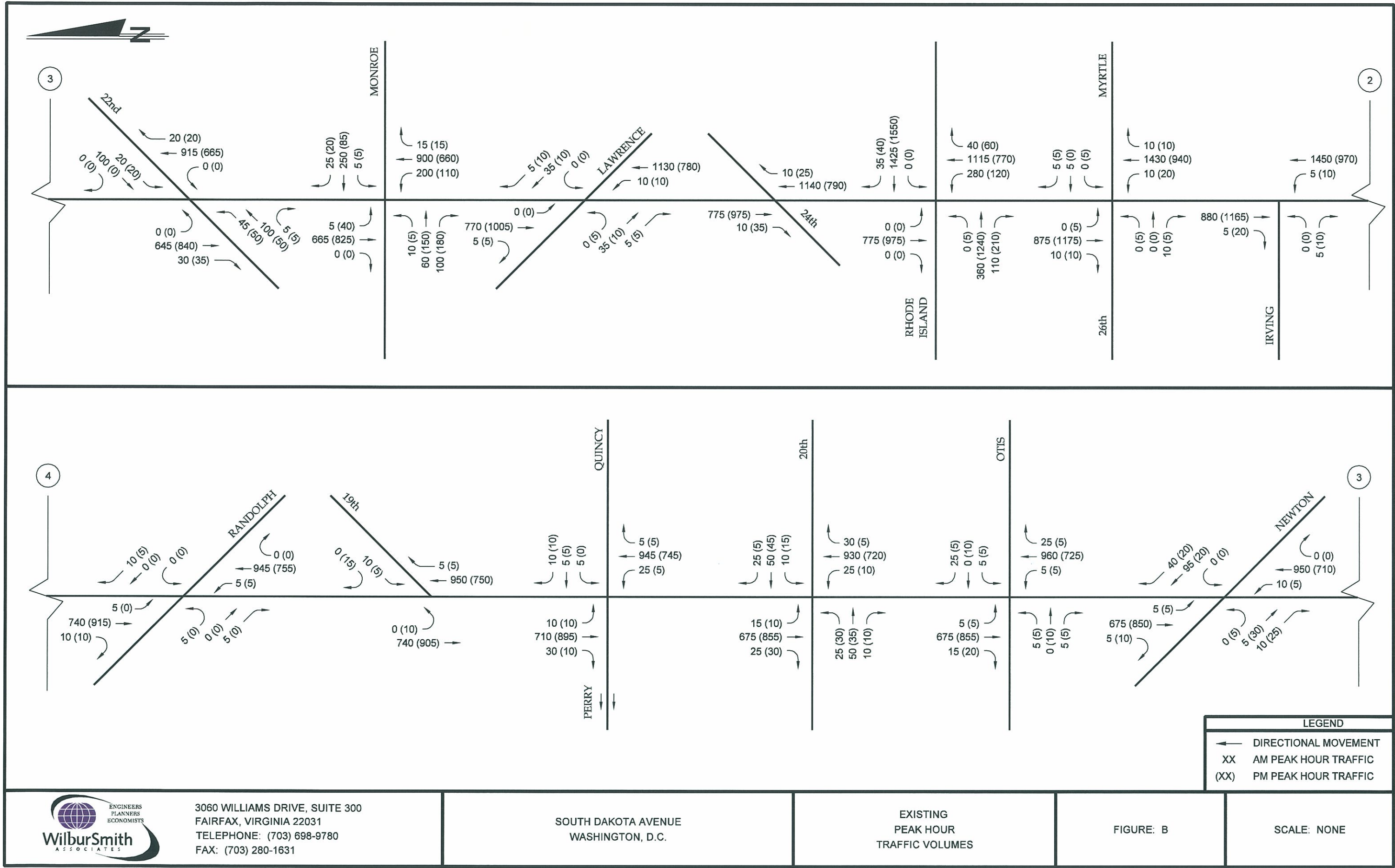
3060 WILLIAMS DRIVE, SUITE 300
 FAIRFAX, VIRGINIA 22031
 TELEPHONE: (703) 698-9780
 FAX: (703) 280-1631

SOUTH DAKOTA AVENUE
 WASHINGTON, D.C.

EXISTING
 PEAK HOUR
 TRAFFIC VOLUMES

FIGURE: A

SCALE: NONE



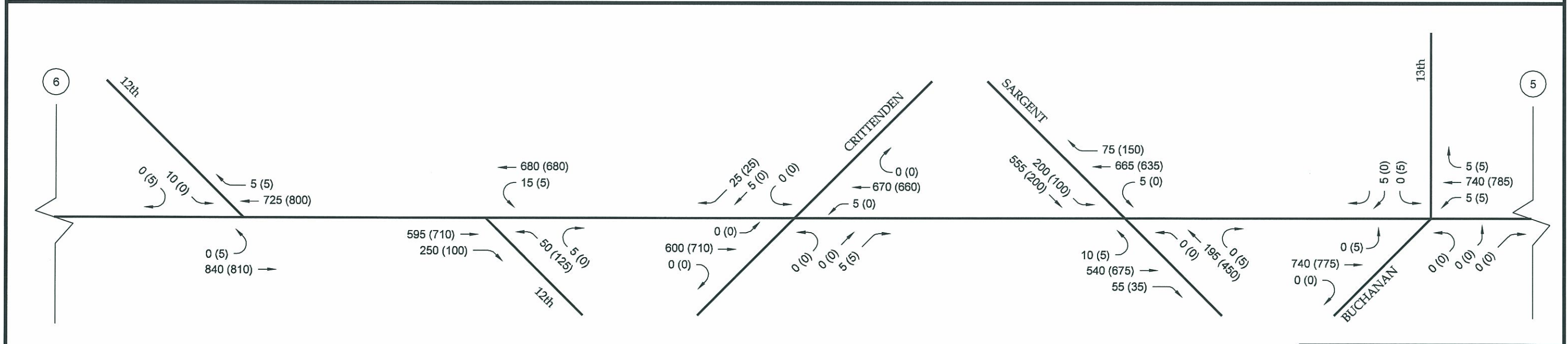
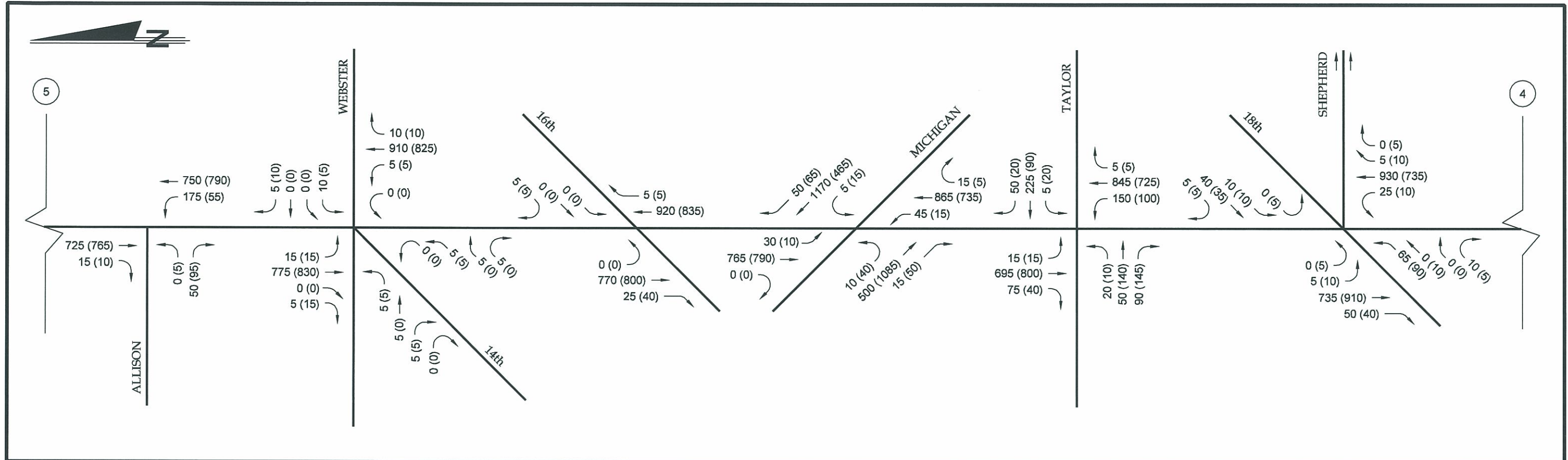
3060 WILLIAMS DRIVE, SUITE 300
FAIRFAX, VIRGINIA 22031
TELEPHONE: (703) 698-9780
FAX: (703) 280-1631

SOUTH DAKOTA AVENUE
WASHINGTON, D.C.

EXISTING
PEAK HOUR
TRAFFIC VOLUMES

FIGURE: B

SCALE: NONE



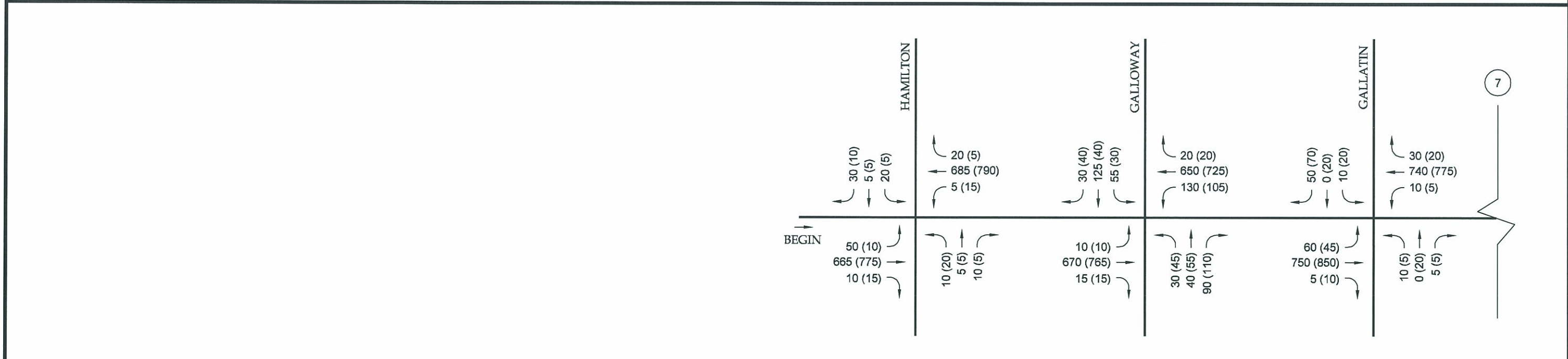
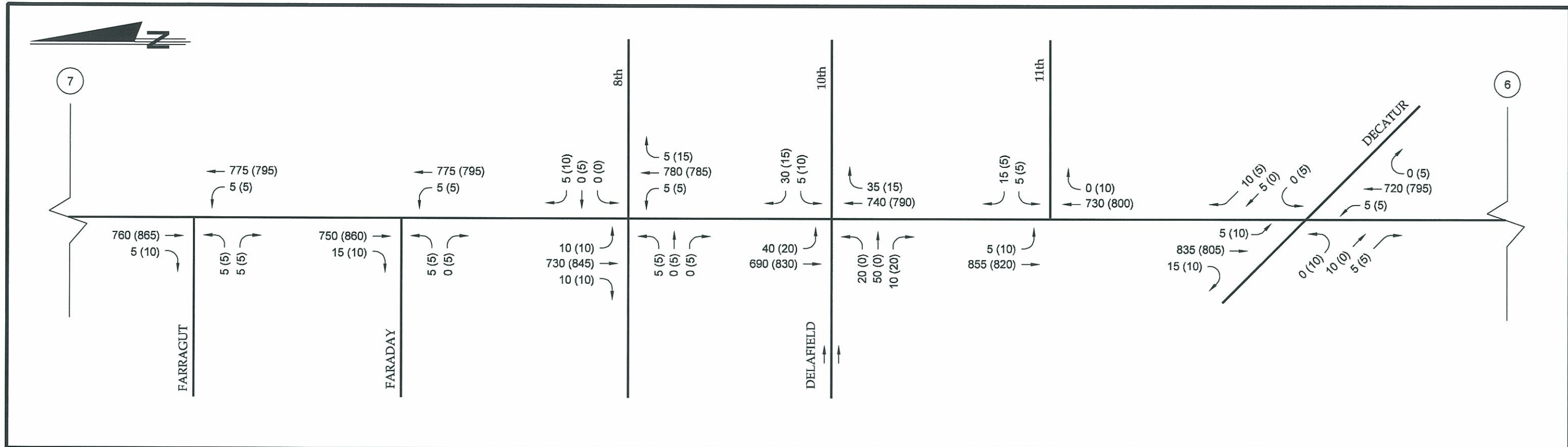
3060 WILLIAMS DRIVE, SUITE 300
FAIRFAX, VIRGINIA 22031
TELEPHONE: (703) 698-9780
FAX: (703) 280-1631

SOUTH DAKOTA AVENUE
WASHINGTON, D.C.

EXISTING
PEAK HOUR
TRAFFIC VOLUMES

FIGURE: C

SCALE: NONE



LEGEND	
←	DIRECTIONAL MOVEMENT
XX	AM PEAK HOUR TRAFFIC
(XX)	PM PEAK HOUR TRAFFIC



3060 WILLIAMS DRIVE, SUITE 300
 FAIRFAX, VIRGINIA 22031
 TELEPHONE: (703) 698-9780
 FAX: (703) 280-1631

SOUTH DAKOTA AVENUE
 WASHINGTON, D.C.

EXISTING
 PEAK HOUR
 TRAFFIC VOLUMES

FIGURE: D

SCALE: NONE

	South Dakota Ave Northbound AM						
Date:	11/17/2005						
	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	
	6:37	7:02	7:25	8:00	8:30	9:05	
Checkpoint	Run 1	Run 2	Run 3	Run 4	Run5	Run 6	Comments
V St.	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	
31st St.	01:48.0	01:18.0	01:28.0	02:52.0	01:33.0	01:27.0	
Bladensburg Rd	02:20.0	02:46.0	01:49.0	03:12.0	03:55.0	02:03.0	
Vista St	02:46.0	03:11.0	02:15.0	03:35.0	04:06.0	02:29.0	Left turn for Vista backs up to Bladensburg Rd
Carlton St	03:01.0	03:26.0	02:40.0	03:50.0	05:12.0	02:46.0	
Rhode Island Ave	04:24.0	03:51.0	03:53.0	05:25.0	07:40.0	05:37.0	
Monroe St.	04:45.0	04:09.0	04:13.0	05:46.0	08:03.0	05:56.0	a lot of cars making NB left onto Monroe street
Quincy St.	05:26.0	05:23.0	05:20.0	06:58.0	09:20.0	06:34.0	
Shepherd St.	05:48.0	05:50.0	05:55.0	07:29.0	09:45.0	06:57.0	
Taylor St.	06:00.0	06:02.0	06:12.0	07:48.0	09:59.0	07:10.0	
Michigan Ave	06:25.0	07:15.0	07:24.0	09:06.0	10:19.0	08:03.0	stop @ Michigan Ave evertime
Webster St.	07:16.0	07:36.0	07:44.0	09:28.0	11:28.0	08:24.0	
Sargent Rd	07:49.0	08:07.0	08:14.0	10:00.0	12:03.0	08:58.0	
Delafield St	08:50.0	08:49.0	09:10.0	10:37.0	12:50.0	09:36.0	
Gallatin St.	09:13.0	09:36.0	09:57.0	11:21.0	13:38.0	10:23.0	
Galloway St	09:21.0	09:46.0	10:08.0	11:31.0	13:48.0	10:32.0	
Hamilton St.	09:33.0	09:58.0	10:21.0	11:43.0	13:59.0	10:46.0	

	South Dakota Ave Southbound AM						
Date:	11/17/2005						
	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	
	6:51	7:13	7:46	8:13	8:48	9:16	
Checkpoint	Run 1	Run 2	Run 3	Run 4	Run 5	Run6	Comments
Hamilton St.	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	
Galloway St	01:02.0	00:11.0	00:18.0	00:16.0	00:15.0	00:13.0	
Gallatin St.	01:12.0	00:18.0	00:28.0	00:28.0	00:25.0	00:21.0	
Delafield St	01:54.0	00:44.0	01:11.0	01:11.0	01:04.0	00:55.0	a lot of right turns on 12th
Sargent Rd	02:48.0	01:30.0	01:57.0	01:52.0	01:58.0	01:38.0	
Webster St.	03:19.0	02:18.0	03:09.0	02:44.0	02:55.0	02:41.0	
Michigan Ave	03:54.0	02:38.0		03:59.0	04:18.0	03:58.0	
Taylor St.	04:14.0	02:56.0	04:44.0	04:19.0	04:41.0	04:20.0	
Shepherd St.	04:27.0	03:08.0	04:57.0	04:32.0	04:58.0	04:32.0	
Quincy St.	05:03.0	03:40.0	05:43.0	05:17.0	05:30.0	05:16.0	
Monroe St.	05:49.0	04:23.0	06:22.0	05:58.0	06:19.0	05:57.0	
Rhode Island Ave	06:34.0	05:16.0	07:15.0	08:30.0	07:13.0	06:54.0	
Carlton St	07:01.0	05:39.0	07:44.0	09:24.0	09:29.0	07:21.0	
Vista St	07:21.0	06:53.0	08:54.0	11:53.0	11:05.0	07:34.0	back up b/c of lane closure 4th run
Bladensburg Rd	07:43.0	07:42.0	09:46.0	12:44.0	11:37.0	08:02.0	
31st St.	08:41.0	08:00.0	10:07.0	13:02.0	12:33.0	08:50.0	
V St.	10:01.0	08:47.0	10:55.0	13:57.0	13:49.0	10:15.0	

	South Dakota Ave Northbound PM						
Date:	11/17/2005						
	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	
	3:30	3:55	4:22	4:53	5:19	6:00	
Checkpoint	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Comments
V St.	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	
31st St.	01:34.0	01:18.0	01:01.0	01:32.0	00:57.0	01:00.0	
Bladensburg Rd	01:59.0	01:38.0	01:21.0	01:58.0	02:20.0	02:21.0	
Vista St	02:34.0	02:02.0	01:51.0	02:28.0	02:52.0	02:56.0	
Carlton St	11:14.0	02:19.0	02:11.0	02:45.0	03:11.0		
Rhode Island Ave	03:29.0	02:53.0	02:40.0	03:26.0	03:50.0	03:54.0	
Monroe St.	04:27.0	03:14.0	03:39.0	04:23.0	04:13.0	04:14.0	
Quincy St.	05:09.0	04:24.0	04:23.0	05:08.0	05:33.0	05:29.0	
Shepherd St.	05:31.0	04:51.0	04:48.0	05:33.0	06:07.0	05:56.0	
Taylor St.	06:06.0	05:01.0	05:21.0	06:03.0	06:46.0	06:08.0	
Michigan Ave	07:28.0	05:40.0	06:39.0	07:20.0	08:02.0	06:36.0	16th street re-align light
Webster St.	07:51.0	06:02.0	07:02.0	07:43.0	08:26.0	06:58.0	
Sargent Rd	08:21.0	06:33.0	07:32.0	08:12.0	08:57.0	07:30.0	
Delafield St	09:27.0	07:37.0	08:37.0	09:18.0	10:02.0	08:34.0	
Gallatin St.	09:53.0	08:04.0	09:05.0	09:46.0	10:29.0	08:59.0	
Galloway St	10:02.0	08:37.0	09:13.0	09:53.0	10:37.0	09:35.0	
Hamilton St.	10:40.0	08:50.0	09:49.0	10:30.0	10:53.0	09:51.0	

	South Dakota Ave Southbound PM						
Date:	11/17/2005						
	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	Start Time:	
	3:41	4:05	4:34	5:04	5:30	6:10	
Checkpoint	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Comments
Hamilton St.	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	00:00.0	
Galloway St	00:10.0	00:13.0	00:12.0	00:15.0	00:38.0	00:34.0	
Gallatin St.	00:19.0	00:22.0	00:20.0	00:25.0	00:47.0	00:43.0	
Delafield St	00:45.0	00:48.0	00:45.0	00:54.0	01:18.0	01:12.0	
Sargent Rd	02:01.0	02:06.0	02:03.0	02:10.0	02:47.0	*00:04:25	
Webster St.	03:05.0	03:08.0	03:01.0	03:16.0	03:25.0	05:25.0	
Michigan Ave	03:27.0	03:29.0	03:24.0	03:38.0	03:54.0	05:44.0	
Taylor St.	03:46.0	03:47.0	03:46.0	03:58.0	04:16.0	06:04.0	
Shepherd St.	03:59.0	04:02.0	04:02.0	04:18.0	04:34.0	06:18.0	
Quincy St.	04:21.0	04:26.0	04:26.0	04:39.0	04:58.0	06:42.0	
Monroe St.	05:34.0	07:13.0	09:11.0	05:54.0	06:17.0	08:00.0	
Rhode Island Ave	07:12.0	12:15.0	12:10.0	07:17.0	06:40.0	09:28.0	truck blocking left lane
Carlton St	07:51.0	12:48.0	12:50.0	07:59.0	07:15.0	10:28.0	
Vista St	08:20.0	13:20.0	13:18.0	08:25.0	07:38.0	10:38.0	
Bladensburg Rd	09:03.0	14:07.0	13:52.0	09:11.0	08:19.0	11:14.0	
31st St.	09:26.0	14:31.0	14:13.0	09:34.0	08:49.0	11:38.0	
V St.	10:31.0	15:24.0	15:05.0	12:57.0	26:21.0	18:47.0	

Appendix C
2002-2004 Accident Data

District Department of Transportation
Traffic Services Administration
Traffic Safety Division

South Dakota Ave Corridor Crashes 2002-2004

#	Qdr	Intersection	CNN	Date	Time	Day	Type of Collision	Type of Accident	Vehicle Type	Vehicle Type	alpha2
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	23937	2/21/2003	1730	Friday	Side Swiped	DC Property	Passenger Auto	Bus	Road Defects
			5039	1/11/2003	300	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			5663	1/12/2003	1500	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Following to Close
			10651	1/23/2003	1330	Thursday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			35510	3/17/2003	1935	Monday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention
			98123	7/17/2003	733	Thursday	Right Turn Hit Veh.	Hit and Run	Passenger Auto	Passenger Auto	Improper Turn
			32164	3/11/2003	945	Tuesday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Lanes W/O Caution
			69409	5/24/2003	230	Saturday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention
			116082	8/4/2002	220	Sunday	Fixed Object	Injury	Passenger Auto	Other	Speed
			44336	4/2/2004	1525	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	60481	4/25/2002	1536	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			72112	5/14/2002	2245	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			105020	7/29/2004	1608	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			126414	9/9/2003	1008	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			135806	9/10/2002	640	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Other
			144528	9/26/2002	1205	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Other
			160662	11/22/2004	1625	Monday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			22817	2/19/2003	945	Wednesday	Other	Injury	Passenger Auto	Passenger Auto	No Violation
			19038	2/11/2004	2130	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
			39912	3/14/2003	1520	Friday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	35132	3/17/2003	735	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	No Violation
			46789	4/10/2003	810	Thursday	Rear End	Injury	Passenger Auto	Truck/Trailer	Following to Close
			71920	5/26/2004	1750	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
			83714	6/6/2002	1300	Thursday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
			116806	8/22/2004	1315	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
			145040	10/21/2004	50	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
			186805	12/19/2002	815	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
			48867	4/11/2004	1107	Sunday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
			58662	5/1/2004	1430	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
			152012	11/4/2004	30	Thursday	Right Angle	Injury	Passenger Auto	Truck/Trailer	Driver Inattention
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	174278	11/23/2002	230	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	Speed
			11140	1/24/2003	1330	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			94740	7/9/2004	1449	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	No Violation
			113076	8/4/2003	1330	Monday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			137396	9/19/2003	1300	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Other
			17899	2/6/2003	1255	Thursday	Left Turn Hit Ped.	Pedestrian	Passenger Auto	Pedestrian-On Foot	Ped. Right of Way
			32848	3/10/2004	1756	Wednesday	Fixed Object	Prop. Damage	Passenger Auto	Ambulance	Other
			61162	5/6/2004	1526	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Other
			135346	9/30/2004	249	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Speed
			144317	10/19/2004	1610	Tuesday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Other Defects
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	6705	1/14/2002	1130	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			11508	1/26/2004	1650	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			18018	2/8/2003	950	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			20803	2/9/2003	1335	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Directional Light
			45437	4/7/2003	930	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			51596	5/8/2003	2210	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Other
			105024	7/28/2004	1315	Wednesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			134910	9/8/2002	845	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			150057	10/6/2002	2230	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			152490	10/11/2002	1515	Friday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	156138	11/13/2004	445	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Police Cruiser - Unmarked	Auto Right of Way
			161627	11/20/2003	725	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			35241	3/15/2004	1516	Monday	Other	Prop. Damage	Passenger Auto	Passenger Auto	Other
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	23937	2/21/2003	1730	Friday	Side Swiped	DC Property	Passenger Auto	Bus	Road Defects
			5039	1/11/2003	300	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			5663	1/12/2003	1500	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Following to Close
			10651	1/23/2003	1330	Thursday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			35510	3/17/2003	1935	Monday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention
			98123	7/17/2003	733	Thursday	Right Turn Hit Veh.	Hit and Run	Passenger Auto	Passenger Auto	Improper Turn
			32164	3/11/2003	945	Tuesday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Lanes W/O Caution
			69409	5/24/2003	230	Saturday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention
			116082	8/4/2002	220	Sunday	Fixed Object	Injury	Passenger Auto	Other	Speed
			44336	4/2/2004	1525	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	60481	4/25/2002	1536	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			72112	5/14/2002	2245	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			105020	7/29/2004	1608	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			126414	9/9/2003	1008	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			135806	9/10/2002	640	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Other
			144528	9/26/2002	1205	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Other
			160662	11/22/2004	1625	Monday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
			22817	2/19/2003	945	Wednesday	Other	Injury	Passenger Auto	Passenger Auto	No Violation
			19038	2/11/2004	2130	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
			39912	3/14/2003	1520	Friday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	35132	3/17/2003	735	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	No Violation
			46789	4/10/2003	810	Thursday	Rear End	Injury	Passenger Auto	Truck/Trailer	Following to Close
			71920	5/26/2004	1750	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
			83714	6/6/2002	1300	Thursday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
			116806	8/22/2004	1315	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
			145040	10/21/2004	50	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
			186805	12/19/2002	815	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
			48867	4/11/2004	1107	Sunday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
			58662	5/1/2004	1430	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
			152012	11/4/2004	30	Thursday	Right Angle	Injury	Passenger Auto	Truck/Trailer	Driver Inattention
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	174278	11/23/2002	230	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	Speed
			11140	1/24/2003	1330	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			94740	7/9/2004	1449	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	No Violation
			113076	8/4/2003	1330	Monday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
			137396	9/19/2003	1300	Friday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Other
			17899	2/6/2003	1255	Thursday	Left Turn Hit Ped.	Pedestrian	Passenger Auto	Pedestrian-On Foot	Ped. Right of Way
			32848	3/10/2004	1756	Wednesday	Fixed Object	Prop. Damage	Passenger Auto	Ambulance	Other
			61162	5/6/2004	1526	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Other
			135346	9/30/2004	249	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Speed
			144317	10/19/2004	1610	Tuesday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Other Defects
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	6705	1/14/2002	1130	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			11508	1/26/2004	1650	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			18018	2/8/2003	950	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			20803	2/9/2003	1335	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Directional Light
			45437	4/7/2003	930	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
			51596	5/8/2003	2210	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Other
			105024	7/28/2004	1315	Wednesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			134910	9/8/2002	845	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			150057	10/6/2002	2230	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			152490	10/11/2002	1515	Friday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
61	NE	NEW YORK AVE AND SOUTH DAKOTA AVE	156138	11/13/2004	445	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Police Cruiser - Unmarked	Auto Right of Way
			161627	11/20/2003	725	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
			35241	3/15/2004	1516	Monday	Other	Prop. Damage	Passenger Auto	Passenger Auto	Other
65	NE	BLADENSBURG RD AND SOUTH DAKOTA AVE	23937	2/21/2003	1730	Friday	Side Swiped	DC Property	Passenger Auto	Bus	Road Defects
			5039	1/11/2003	300	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			5663	1/12/2003	1500	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Following to Close
			10651	1/23/2003	1330	Thursday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	
			35510	3/17/2003	1935	Monday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention

125148	9/9/2004	2400	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Other
130436	9/17/2003	530	Wednesday	Side Swiped	Prop. Damage	Truck/Trailer Passenger Auto	Passenger Auto	
132496	9/24/2004	102	Friday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Speed Chaning
133058	9/25/2004	400	Saturday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Lanes W/O Caution
133950	9/6/2002	800	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
135819	9/10/2002	740	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
142578	10/15/2004	0	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Chaning Lanes W/O Caution
143524	10/15/2004	2030	Friday	Side Swiped	Prop. Damage	Truck/Trailer Passenger Auto	Passenger Auto	Improper Passing
162628	10/31/2002	1910	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
162733	11/27/2004	1530	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Speed
165193	12/2/2004	2150	Thursday	Rear End	Injury	Passenger Auto	Truck/Trailer Passenger Auto	Speed
170194	12/9/2003	330	Tuesday	Fixed Object	Injury	Passenger Auto	Passenger Auto	Other Defects
173751	12/21/2004	1630	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
182556	12/10/2002	2235	Tuesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Chaning Lanes W/O Caution
4965	1/10/2003	2318	Friday	Rear End	Hit and Run	Passenger Auto	Ambulance	Following to Close
158186	11/13/2003	315	Thursday	Right Angle	Hit and Run	Passenger Auto	Passenger Auto	Auto Right of Way
48060	4/9/2004	1922	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
72058	5/29/2003	1145	Thursday	Rear End	Injury	Passenger Auto	Truck/Trailer Passenger Auto	Other Defective Brakes
75869	6/5/2003	950	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	
119678	8/27/2003	1627	Wednesday	Rear End	Injury	Passenger Auto	Truck/Trailer Passenger Auto	Way
16846	2/2/2002	340	Saturday	Right Angle	Injury	Truck/Trailer Passenger Auto	Ambulance	
101726	7/22/2004	2135	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
191417	12/29/2002	315	Sunday	Right Angle	Injury	Truck/Trailer Passenger Auto	Passenger Auto	stop/Go Light
41069	3/19/2002	1505	Tuesday	Right Turn Hit Veh.	Injury	Bus Passenger Auto	Truck/Trailer Pedestrian-On Foot	Other
73055	5/28/2004	1625	Friday	Straight Hit Ped.	Injury	Passenger Auto	Passenger Auto	No Violation
108166	8/4/2004	1949	Wednesday	Straight Hit Ped.	Injury	Passenger Auto	Bicycle	Driver Vision Obstructed
56197	4/26/2004	1710	Monday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Driver Inattention
103024	7/26/2003	410	Saturday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Speed
82296	6/16/2004	700	Wednesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
167104	12/7/2004	150	Tuesday	Left Turn Hit Veh.	Prop. Damage	Police Scout Car-One Man Passenger Auto	Passenger Auto	Auto Right of Way
179744	12/30/2003	2340	Tuesday	Other	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
186656	12/16/2002	0	Monday	Parked Vehicle	Prop. Damage	Unknown Passenger Auto	Auto	Driver Inattention
10503	1/23/2003	745	Thursday	Rear End	Prop. Damage	Passenger Auto	Truck/Trailer Passenger Auto	Following to Close
17063	2/2/2002	1505	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	
36496	3/11/2002	720	Monday	Rear End	Prop. Damage	Bus Passenger Auto	Taxi Cab	Other
56553	4/27/2004	1400	Tuesday	Rear End	Prop. Damage	Taxi Cab Passenger Auto	Passenger Auto	Driver Inattention
72075	5/29/2003	1145	Thursday	Rear End	Prop. Damage	Taxi Cab Passenger Auto	Passenger Auto	Other
104071	7/27/2004	1835	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
130138	9/19/2004	1145	Sunday	Rear End	Prop. Damage	Taxi Cab Passenger Auto	Passenger Auto	Other
165771	11/6/2002	1925	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Other
5275	1/11/2003	1557	Saturday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Improper Turn
22216	2/16/2003	400	Sunday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
64197	5/12/2004	1405	Wednesday	Side Swiped	Prop. Damage	Bus	Bus	Improper Passing
101901	7/23/2004	705	Friday	Side Swiped	Prop. Damage	Truck/Trailer Passenger Auto	Bus	
143213	10/13/2003	1125	Monday	Side Swiped	Prop. Damage	Passenger Auto	Bus Passenger Auto	
158657	10/24/2002	1230	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Other
165929	11/1/2002	1920	Friday	Side Swiped	Prop. Damage	Passenger Auto	Bus	
85201	6/22/2003	2030	Sunday		Prop. Damage			
163097	11/22/2003	2355	Saturday	Head On	Hit and Run	Passenger Auto	Passenger Auto	stop/Go Light
153592	11/23/2003	1200	Sunday	Parked Vehicle	Hit and Run	Unknown Passenger Auto	Passenger Auto	Other
41055	3/28/2003	2300	Friday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Speed
34609	3/14/2004	330	Sunday	Fixed Object	Injury	Passenger Auto	Passenger Auto	Speed
29625	2/26/2002	800	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
94856	7/9/2004	1845	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
104930	7/29/2004	1245	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
48215	4/13/2003	30	Sunday	Other	Injury	Passenger Auto	Truck/Trailer Passenger Auto	Other
115537	8/19/2003	850	Tuesday	Other	Injury	Passenger Auto	Passenger Auto	Auto Right of Way

33 NE MICHIGAN AVE AND SOUTH DAKOTA AVE

2326	1/6/2004	755	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
3924	1/8/2002	2313	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
34407	3/13/2004	1830	Saturday	Rear End	Injury	Truck/Trailer Passenger Auto	Passenger Auto	Defective Brakes
79372	6/10/2004	1010	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
79589	6/10/2004	1800	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
71781	5/9/2002	1100	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
100103	7/19/2004	2100	Monday	Right Angle	Injury	Passenger Auto	Passenger Auto	Alcohol Influence
138689	9/15/2002	1225	Sunday	Backing Hit Stopped Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	
179164	12/3/2002	1630	Tuesday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	No Violation
122083	8/2/2004	1117	Tuesday	Left Turn Hit Veh.	Prop. Damage	Truck/Trailer Passenger Auto	Passenger Auto	No Violation
176457	11/27/2002	1435	Wednesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
10199	1/20/2002	1805	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
111555	8/11/2004	1721	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
151608	10/9/2002	2100	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
162287	10/31/2002	715	Thursday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Wrong Side of the Street
179218	12/3/2002	1800	Tuesday	Rear End	Prop. Damage	Passenger Auto	Police Cruiser - Unmarked Passenger Auto	No Violation
11971	1/24/2002	1150	Thursday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
162645	11/27/2004	1115	Saturday	Right Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
18277	2/10/2004	1440	Tuesday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
31264	3/7/2004	1600	Sunday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	
103090	7/25/2004	930	Sunday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
104091	7/13/2002	1545	Saturday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
128599	8/20/2002	920	Tuesday	Side Swiped	Prop. Damage	Bus	Passenger Auto	Other
129972	9/19/2004	110	Sunday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Alcohol Influence
62258	5/10/2003	330	Saturday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Following to Close
77185	6/7/2003	1730	Saturday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Other
725827	5/30/2003	1830	Friday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Speed
125349	9/7/2003	750	Sunday	Side Swiped	Hit and Run	Unknown Passenger Auto	Unknown Passenger Auto	Improper Passing
131860	9/20/2003	1310	Saturday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	
21163	2/13/2003	2230	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
160280	10/27/2002	137	Sunday	Ran Off Roadway	Injury	Passenger Auto		Speed
3011	1/7/2002	1000	Monday	Rear End	Injury	Police -Other Passenger Auto	Passenger Auto	Following to Close
154840	11/10/2004	645	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
28117	2/23/2002	200	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	Other
121209	8/31/2004	1505	Tuesday	Right Angle	Injury	Passenger Auto	Passenger Auto	Yield Sign
127133	9/10/2003	1715	Wednesday	Right Angle	Injury	Passenger Auto	Passenger Auto	Other
10838	1/22/2002	830	Tuesday	Side Swiped	Injury	Truck/Trailer Passenger Auto	Passenger Auto	Auto Right of Way
39161	3/23/2004	1530	Tuesday	Side Swiped	Injury	Truck/Trailer Passenger Auto	Truck/Trailer Passenger Auto	Yield Sign
128123	8/28/2002	745	Wednesday	Side Swiped	Injury	Truck/Trailer Passenger Auto	Passenger Auto	Auto Right of Way
83296	6/18/2003	800	Thursday	Fixed Object	Prop. Damage	Truck/Trailer Passenger Auto		Other
167616	12/9/2004	320	Wednesday	Fixed Object	Prop. Damage	Passenger Auto		Speed
37035	3/19/2004	641	Friday	Head On	Prop. Damage	Passenger Auto	Fixed Object	Other
170881	12/10/2003	1715	Wednesday	Head On	Prop. Damage	Passenger Auto		Speed
27314	2/21/2002	1725	Thursday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
28592	2/24/2002	135	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
88247	6/28/2003	1430	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
92211	7/4/2004	1800	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
93686	7/7/2004	1455	Wednesday	Rear End	Prop. Damage	Passenger Auto	Bus	Driver Vision Obstructed
107305	8/3/2004	710	Tuesday	Right Angle	Prop. Damage	Truck/Trailer Passenger Auto	Truck/Trailer Passenger Auto	Driver Inattention
112946	8/14/2004	1250	Saturday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
133339	9/25/2004	1813	Saturday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
138343	10/6/2004	1915	Wednesday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
172311	11/19/2002	1636	Tuesday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
51182	4/16/2004	730	Friday	Side Swiped	Prop. Damage	Bus Passenger Auto	Passenger Auto	Lanes W/O Caution
142531	9/22/2002	1130	Sunday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Other
154656	11/9/2004	1730	Tuesday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	
183181	12/12/2002	930	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Taxi Cab	Other

33 NE RIGGS RD AND SOUTH DAKOTA AVE

27 NE SOUTH DAKOTA AVE AND TAYLOR ST

6942	1/15/2003	708	Wednesday	Side Swiped	DC Property	Passenger Auto	Bus	No Violation
165767	12/4/2004	215	Saturday	Fixed Object	Injury	Passenger Auto	Fixed Object	Speed
25330	5/14/2004	1400	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
62077	5/8/2004	830	Saturday	Left Turn Hit Veh.	Injury	Truck/Trailer	Auto	No Violation
91518	6/20/2002	1730	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
97968	7/15/2004	1850	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
119358	8/27/2004	1900	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
121519	9/1/2004	736	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
122182	8/31/2003	2247	Sunday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
172294	12/19/2004	915	Saturday	Left Turn Hit Veh.	Injury	Truck/Trailer	Auto	No Violation
177776	12/31/2004	1415	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
23973	2/15/2002	1300	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
39714	3/24/2004	1654	Wednesday	Rear End	Injury	Truck/Trailer	Auto	Following to Close
60672	5/7/2003	110	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
82890	6/17/2004	1024	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
153635	11/7/2004	1310	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
17254	2/8/2004	810	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
151242	11/2/2004	1300	Tuesday	Parked Vehicle	Prop. Damage	Truck/Trailer	Truck/Trailer	Other
44517	4/5/2003	145	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
49166	4/3/2002	1940	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
58666	5/3/2003	140	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
129475	8/28/2002	1745	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
146099	9/24/2002	2225	Sunday	Rear End	Prop. Damage	Unknown	Passenger Auto	Other
2160	1/5/2004	1755	Monday	Right Turn Hit Veh.	Prop. Damage	Truck/Trailer	Passenger Auto	Improper Turn
101153	7/8/2002	1255	Monday	Right Turn Hit Veh.	Prop. Damage	Passenger Auto	Bus	No Violation
8318	1/17/2002	700	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Truck/Trailer	Other
63455	4/30/2002	1600	Tuesday	Side Swiped	Prop. Damage	Truck/Trailer	Bus	No Violation
15048	2/1/2003	115	Saturday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Driver Inattention
179237	12/29/2003	2235	Monday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Other
94420	7/8/2004	2144	Thursday	Fixed Object	Injury	Passenger Auto	Fixed Object	Other Defects
113609	8/15/2003	1210	Friday	Head On	Injury	Passenger Auto	Passenger Auto	No Violation
91885	7/3/2004	2235	Saturday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Speed
10806	1/22/2002	900	Tuesday	Rear End	Injury	Passenger Auto	Bus	Defective Brakes
51100	4/7/2002	1435	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
105222	7/29/2004	2227	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
108513	7/21/2002	1649	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
119846	8/27/2003	1515	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
134219	9/27/2004	1520	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
161617	11/24/2004	1530	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
21273	2/10/2002	1401	Tuesday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
1949	1/5/2004	1033	Monday	Right Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Speed
15702	1/31/2002	1014	Thursday	Side Swiped	Injury	Passenger Auto	Bus	Lanes W/O Caution
4491	1/10/2003	245	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
117784	8/24/2004	1600	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
56125	4/26/2004	1440	Monday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
57518	4/19/2002	223	Friday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
4314	1/4/2002	900	Friday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Other
178343	12/2/2002	38	Monday	Side Swiped	Prop. Damage	Passenger Auto	Truck/Trailer	Speed
36255	3/19/2003	945	Wednesday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Other
59884	5/5/2003	1540	Monday	Side Swiped	Hit and Run	Passenger Auto	Passenger Auto	Lanes W/O Caution
58754	5/3/2003	730	Saturday	Head On	Injury	Passenger Auto	Passenger Auto	Wrong Side of the Street
137794	10/5/2004	1550	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Police Scout	No Violation
153255	11/6/2004	1600	Saturday	Left Turn Hit Veh.	Injury	Passenger Auto	Car-One Man	No Violation
47795	3/12/2003	230	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
153940	11/8/2004	800	Monday	Rear End	Injury	Passenger Auto	Truck/Trailer	No Violation
164342	12/1/2004	1025	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
17490	2/5/2003	2215	Wednesday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	Driver Inattention

21 NE 33RD ST AND SOUTH DAKOTA AVE

19 NE SOUTH DAKOTA AVE AND VISTA ST

17 NE MONROE ST AND SOUTH DAKOTA AVE

17 NE SARGENT RD AND SOUTH DAKOTA AVE

15 NE SOUTH DAKOTA AVE AND V ST

175823	12/21/2003	1127	Sunday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	Improper Passing
6921	1/16/2004	850	Friday	Left Turn Hit Veh.	Prop. Damage	Bus	Taxi Cab	No Violation
39532	3/16/2002	1055	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
77671	6/5/2004	1750	Sunday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
148942	10/28/2004	2218	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
112417	7/27/2002	1336	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
155039	11/8/2003	1315	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
1899	1/5/2004	855	Monday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
60875	4/25/2002	1530	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
68899	5/10/2002	725	Friday	Side Swiped	Prop. Damage	Unknown	Passenger Auto	Lanes W/O Caution
21455	2/14/2003	1533	Friday	Head On	Injury	Passenger Auto	Passenger Auto	No Violation
147574	10/2/2002	1145	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
171703	12/17/2004	540	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
144221	10/19/2004	1215	Tuesday	Rear End	Injury	Passenger Auto	Truck/Trailer	Following to Close
14839	1/29/2002	1725	Tuesday	Right Angle	Injury	Passenger Auto	Passenger Auto	stop/Go Light
79198	5/29/2002	950	Wednesday	Right Angle	Injury	Fire Engine	Passenger Auto	No Violation
173285	12/20/2004	1701	Monday	Right Angle	Injury	Passenger Auto	Passenger Auto	stop/Go Light
10287	1/22/2003	1715	Wednesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	No Violation
148705	10/28/2004	1320	Thursday	Side Swiped	Injury	Passenger Auto	Truck/Trailer	No Violation
125036	9/6/2003	1730	Saturday	Head On	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
4798	1/10/2003	1650	Friday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
89129	6/28/2004	1545	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Speed
142330	10/11/2003	1445	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
142454	9/22/2002	445	Sunday	Parked Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
166785	11/8/2002	1540	Friday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
94800	7/9/2004	1345	Friday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Lanes W/O Caution
59367	5/3/2004	550	Monday	Fixed Object		Passenger Auto	Passenger Auto	Driver Inattention
92402	7/8/2003	1525	Sunday	Fixed Object	Injury	Passenger Auto	Passenger Auto	Other
64006	5/12/2004	840	Wednesday	Left Turn Hit Veh.	Injury	Other	Passenger Auto	Wrong Side of the Street
54230	4/13/2002	100	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
72402	5/27/2004	1350	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
99065	7/17/2004	1730	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
115293	8/2/2002	1500	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
164992	11/5/2002	1500	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
153616	10/13/2002	2200	Sunday	Right Angle	Injury	Passenger Auto	Passenger Auto	Speed
165906	11/7/2002	705	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	stop/Go Light
111696	7/27/2002	15	Saturday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Other Defects
54088	4/22/2004	900	Thursday	Unknown	Injury	Taxi Cab	Passenger Auto	Speed
99	1/1/2004	410	Thursday	Head On	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
100002	7/21/2004	1410	Wednesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
104087	7/13/2002	800	Saturday	Parked Vehicle	Prop. Damage	Unknown	Passenger Auto	Other
21540	2/11/2002	650	Monday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
63736	5/11/2004	1850	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
102471	7/24/2004	745	Saturday	Side Swiped	Prop. Damage	Truck/Trailer	Passenger Auto	Other
33178	3/13/2003	500	Thursday	Rear End	Hit and Run	Unknown	Passenger Auto	Other
95403	7/12/2003	22	Saturday	Head On	Injury	Motorcycle	Truck/Trailer	Speed
63464	5/11/2004	825	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
47532	3/31/2002	2210	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
62642	5/10/2003	2330	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
88770	6/15/2002	1830	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
129915	9/18/2004	2305	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
142760	10/16/2004	330	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Other
172552	12/18/2004	2000	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
165669	12/3/2004	0	Friday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
162880	11/27/2004	2120	Saturday	Other	Prop. Damage	Passenger Auto	Passenger Auto	Alcohol Influence
4960	1/9/2003	1200	Thursday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other

14 NE GALLOWAY ST AND SOUTH DAKOTA AVE

146140	10/23/2004	700	Saturday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
1195	1/3/2002	1520	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Driver Vision Obstructed
187090	12/19/2002	1805	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Improper Turn
31465	3/1/2002	1400	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
82660	6/17/2003	2330	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
93972	6/25/2002	1040	Tuesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
129508	8/28/2002	1910	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
33679	3/12/2004	1020	Friday	Other	Injury	Passenger Auto	Truck/Trailer	Other
24	1/1/2002	30	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Alcohol Influence
52770	4/10/2002	1630	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
171299	12/16/2004	900	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	Other
55524	4/27/2003	2220	Sunday	Right Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
158231	10/21/2002	1730	Monday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
102925	7/25/2004	930	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
120666	8/12/2002	2200	Monday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
34763	3/16/2003	1000	Sunday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
17094	2/5/2003	830	Wednesday	Side Swiped	Prop. Damage	Truck/Trailer	Passenger Auto	Lanes W/O Caution
45013	4/6/2003	336	Sunday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	No Violation
71806	5/28/2003	2150	Wednesday	Left Turn Hit Veh.	Injury	Passenger Auto	Motorcycle	No Violation
66820	5/17/2004	1200	Monday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
102023	7/9/2002	2200	Tuesday	Right Angle	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
15846	2/5/2004	1000	Thursday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Lanes W/O Caution
158411	11/13/2003	1550	Thursday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Lanes W/O Caution
175519	11/25/2002	1820	Monday	Backing Hit Moving Veh.	Prop. Damage	Passenger Auto	Truck/Trailer	No Violation
31813	3/8/2004	1928	Monday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Speed
158512	11/13/2003	1850	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
58664	5/1/2004	1245	Saturday	Right Angle	Prop. Damage			No Violation
93971	6/25/2002	1030	Tuesday	Right Turn Hit Ped.	Prop. Damage	Passenger Auto	Bicycle	Driver Inattention
47801	4/9/2004	945	Friday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Lanes W/O Caution
145431	10/21/2004	2000	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Improper Turn
103732	7/27/2004	522	Tuesday	Left Turn Hit Veh.	Injury	Truck/Trailer	Passenger Auto	Wrong Side of the Street
148059	10/23/2003	825	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
43011	3/23/2002	27	Saturday	Right Angle	Injury	Passenger Auto	Passenger Auto	Speed
100390	7/7/2002	15	Sunday	Right Angle	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
50569	4/14/2004	2231	Wednesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Wrong Side of the Street
54207	4/22/2004	1339	Thursday	Side Swiped	Injury	Taxi Cab	Bus	Other
143852	9/25/2002	10	Wednesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	No Violation
163586	11/27/2004	300	Saturday	Backing Hit Moving Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
99914	7/6/2002	150	Saturday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Other Defects
152048	11/3/2004	1130	Wednesday	Parked Vehicle	Prop. Damage	Unknown	Passenger Auto	Driver Inattention
122925	8/16/2002	1730	Friday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Changing Lanes W/O Caution
61363	4/26/2002	1258	Friday	Head On	Injury	Passenger Auto	Passenger Auto	Other
170262	12/8/2003	1845	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
192463	12/31/2002	1200	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
24118	2/22/2004	1410	Sunday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
71936	5/26/2004	1800	Wednesday	Right Angle	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
147799	10/26/2004	1830	Tuesday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	No Violation
20420	2/14/2004	1450	Saturday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
80000	5/30/2002	1740	Thursday	Fixed Object	Prop. Damage	Passenger Auto	Fixed Object	Defective Brakes
191529	12/28/2002	2215	Saturday	Parked Vehicle	Prop. Damage	Unknown	Passenger Auto	Other
172856	11/20/2002	1540	Wednesday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
51837	4/19/2003	2245	Saturday	Rear End	Injury	Truck/Trailer	Truck/Trailer	Speed
135885	9/10/2002	935	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Inattention
100147	7/19/2004	2210	Monday	Right Turn Hit Ped.	Injury	Other	Passenger Auto	No Violation
839	1/2/2002	1730	Thursday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Driver Vision Obstructed

8 NE 24TH ST AND SOUTH DAKOTA AVE

8 NE NEWTON ST AND SOUTH DAKOTA AVE

7 NE ALLISON ST AND SOUTH DAKOTA AVE

7 NE DELAFIELD ST AND SOUTH DAKOTA AVE

7 NE FRANKLIN ST AND SOUTH DAKOTA AVE

7 NE GALLATIN ST AND SOUTH DAKOTA AVE

7 NE HAMILTON ST AND SOUTH DAKOTA AVE

7 NE PERRY ST AND SOUTH DAKOTA AVE

87536	6/25/2004	2016	Friday	Parked Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	Speed
130883	8/31/2002	530	Saturday	Parked Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
127265	8/24/2002	1245	Saturday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Lanes W/O Caution
138163	10/6/2004	1115	Wednesday	Side Swiped	Prop. Damage			Changing Lanes W/O Caution
132281	9/23/2004	1725	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Improper Turn
177433	12/30/2004	1750	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	No Violation
139965	10/10/2004	410	Sunday	Fixed Object	Prop. Damage	Passenger Auto	Passenger Auto	Speed
5509	1/11/2002	2014	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
95056	7/10/2004	200	Saturday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
161991	11/20/2003	2010	Thursday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
164027	11/30/2004	1600	Tuesday	Right Angle	Prop. Damage	Passenger Auto	Truck/Trailer	Other
152063	11/4/2004	855	Thursday	Right Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
93638	7/7/2004	1330	Wednesday	Head On	Injury	Passenger Auto	Passenger Auto	Other
99579	7/5/2002	1300	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	Way
112035	8/12/2004	1630	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
14126	1/28/2002	1447	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
113803	9/6/2002	945	Friday	Right Angle	Injury	Truck/Trailer	Passenger Auto	Other
71660	5/26/2004	840	Wednesday	Fixed Object	Prop. Damage	Bus	Fixed Object	Other
169737	12/8/2003	620	Monday	Fixed Object	Prop. Damage	Passenger Auto		No Violation
75347	6/4/2003	800	Wednesday	Backing Hit Moving Veh.	Hit and Run	Passenger Auto	Passenger Auto	Other
12447	1/27/2003	1015	Monday	Left Turn Hit Veh.	Hit and Run	Passenger Auto	Passenger Auto	Other
8791	1/20/2004	1358	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
118574	8/26/2004	713	Thursday	Side Swiped	Injury	Truck/Trailer	Passenger Auto	Auto Right of Way
155916	11/8/2003	900	Saturday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Other
39045	3/15/2002	1615	Friday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	No Violation
14825	2/3/2004	1030	Tuesday	Right Turn Hit Veh.	Prop. Damage	Passenger Auto	Taxi Cab	Improper Turn
19389	2/10/2003	833	Monday	Side Swiped	DC Property	Passenger Auto	Bus	Changing Lanes W/O Caution
39821	3/17/2002	2347	Sunday	Rear End	Injury	Truck/Trailer	Bus	Alcohol Influence
57588	4/19/2002	835	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
23326	2/20/2004	2215	Friday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	No Violation
95250	7/11/2003	1815	Friday	Straight Hit Ped.	Pedestrian	Passenger Auto	Pedestrian-On Foot	Pedestrian Violation
47191	4/8/2004	700	Thursday	Rear End	Prop. Damage	Truck/Trailer	Passenger Auto	Following to Close
130406	8/30/2002	1245	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
147587	10/22/2003	845	Wednesday	Other	Injury	Passenger Auto	Passenger Auto	No Violation
167512	12/3/2003	505	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
720	1/2/2003	1415	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	Driver Inattention
122535	9/3/2004	920	Friday	Side Swiped	Injury	Passenger Auto	Truck/Trailer	Other
144796	10/20/2004	1600	Wednesday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	Auto Right of Way
9732	1/21/2003	1400	Tuesday	Other	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
170897	11/16/2002	100	Saturday	Parked Vehicle	Prop. Damage	Unknown	Passenger Auto	Other
9860	1/22/2004	1817	Thursday	Right Angle	Fatality	Passenger Auto	Passenger Auto	Speed
17124	2/5/2003	830	Wednesday	Rear End	Hit and Run	Unknown	Passenger Auto	Driver Inattention
155059	11/5/2003	2030	Wednesday	Side Swiped	Hit and Run	Unknown	Passenger Auto	Other
43779	3/24/2002	1905	Sunday	Left Turn Hit Veh.	Injury	Passenger Auto	Motorcycle	No Violation
146336	9/30/2002	1100	Monday	Right Angle	Injury	Truck/Trailer	Passenger Auto	stop/Go Light
80248	6/12/2004	530	Saturday	Parked Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
139374	10/8/2004	2215	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Other
90505	7/1/2004	1135	Thursday	Rear End	Injury	Truck/Trailer	Police Cruiser - Marked	Speed
109725	7/23/2002	1650	Tuesday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
78664	6/8/2004	1835	Tuesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Other
134218	9/27/2004	1612	Monday	Straight Hit Ped.	Injury	Passenger Auto	Pedestrian-On Foot	No Violation

6	NE LAWRENCE ST AND SOUTH DAKOTA AVE	80022	6/11/2004	1615	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
		121647	9/1/2004	1320	Wednesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
		97665	7/15/2004	810	Thursday	Side Swiped	Prop. Damage	Passenger Auto	Truck/Trailer	Lanes W/O Caution
5	NE 14TH ST AND SOUTH DAKOTA AVE	4772	1/10/2002	1500	Thursday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
		33734	3/12/2004	1353	Friday	Rear End	Injury	Truck/Trailer	Passenger Auto	Speed Following to Close
		81368	6/15/2003	1430	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
5	NE 16TH ST AND SOUTH DAKOTA AVE	160389	11/17/2003	1820	Monday	Right Angle	Injury	Passenger Auto	Passenger Auto	Other
		79327	6/10/2004	848	Thursday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Speed Auto Right of Way
		1912	1/5/2004	830	Monday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	
5	NE DOUGLAS ST AND SOUTH DAKOTA AVE	167518	12/3/2003	650	Wednesday	Head On	Injury	Passenger Auto	Passenger Auto	No Violation Auto Right of Way
		31071	2/28/2002	1905	Thursday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation Wrong Side of the Street
		40212	3/25/2004	1530	Thursday	Left Turn Hit Veh.	Injury	Truck/Trailer	Passenger Auto	Other
5	NE HAMLIN ST AND SOUTH DAKOTA AVE	86040	6/24/2003	1250	Tuesday	Left Turn Hit Veh.	Injury	Truck/Trailer	Passenger Auto	
		130592	9/17/2003	1300	Wednesday	Side Swiped	Injury	Passenger Auto	Truck/Trailer	
		795	1/2/2002	1730	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
5	NE OTIS ST AND SOUTH DAKOTA AVE	111287	8/11/2004	705	Wednesday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
		99671	7/5/2002	1645	Friday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
		130715	9/20/2004	1735	Monday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
4	NE 8TH ST AND SOUTH DAKOTA AVE	162646	11/22/2003	230	Saturday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
		21539	2/11/2002	650	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
		91854	7/3/2004	2105	Saturday	Rear End	Injury	Passenger Auto	Passenger Auto	No Violation
4	NE 31ST PL AND SOUTH DAKOTA AVE	43102	3/31/2004	735	Wednesday	Right Angle Non-Collision	Injury	Passenger Auto	Passenger Auto	Stop Sign
		63045	5/11/2003	1845	Sunday	Accident	Non-Collision	Passenger Auto	Passenger Auto	Other
		34986	3/8/2002	130	Friday	Parked Vehicle	Prop. Damage	Passenger Auto	Passenger Auto	Other
4	NE 33RD PL AND SOUTH DAKOTA AVE	15887	2/2/2003	1130	Sunday	Side Swiped	Hit and Run	Unknown	Passenger Auto	Driver Inattention
		984	1/2/2004	730	Saturday	Rear End	Injury	Passenger Auto	Police -Other	Following to Close
		5559	1/12/2003	1010	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
4	NE IRVING ST AND SOUTH DAKOTA AVE	52795	4/19/2004	1350	Monday	Rear End	Prop. Damage	Passenger Auto	Other	Driver Inattention
		46963	3/30/2002	1215	Saturday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Other
		154820	11/6/2003	805	Thursday	Other	Injury	Passenger Auto	Passenger Auto	Other
4	NE SOUTH DAKOTA AVE AND THIRTY THIRD ST	59377	5/3/2004	725	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
		60964	4/25/2002	1745	Thursday	Right Angle	Injury	Passenger Auto	Passenger Auto	Auto Right of Way
		5803	1/13/2004	1918	Tuesday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Other
4	NE SOUTH DAKOTA AVE AND THIRTY THIRD PL	20979	2/13/2003	1430	Thursday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
		113895	8/15/2003	2245	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
		122109	8/15/2002	1057	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
4	NE 33RD PL AND SOUTH DAKOTA AVE	52846	4/19/2004	1630	Monday	Other	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
		117613	8/24/2004	900	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Other
		50901	4/15/2004	1625	Thursday	Rear End	Injury	Motorcycle	Passenger Auto	Speed
4	NE QUINCY ST AND SOUTH DAKOTA AVE	69054	5/10/2002	1330	Friday	Rear End	Injury	Truck/Trailer	Passenger Auto	Driver Inattention
		166959	12/6/2004	1814	Monday	Rear End	Injury	Passenger Auto	Passenger Auto	Speed
		167563	12/3/2003	950	Wednesday	Rear End	Prop. Damage	Bus	Passenger Auto	Other
4	NE SOUTH DAKOTA AVE AND WEBSTER ST	175054	12/19/2003	1800	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
		139	1/1/2002	430	Tuesday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
		192545	12/31/2002	1030	Tuesday	Left Turn Hit Veh.	Prop. Damage	Truck/Trailer	Passenger Auto	Driver Inattention
4	NE 33RD PL AND SOUTH DAKOTA AVE	130057	9/19/2004	553	Sunday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Speed
		61570	5/7/2004	952	Friday	Other	Injury	Truck/Trailer	Passenger Auto	No Violation
		153111	11/6/2004	1035	Saturday	Rear End	Prop. Damage	Passenger Auto	Truck/Trailer	Following to Close
4	NE 33RD PL AND SOUTH DAKOTA AVE	170265	12/9/2003	940	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
		165957	11/7/2002	750	Thursday	Side Swiped	Prop. Damage	Truck/Trailer	Passenger Auto	Lanes W/O Caution
		173098	12/20/2004	850	Monday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation

3	NE 18TH ST AND SOUTH DAKOTA AVE	137068	10/4/2004	710	Monday	Side Swiped	Injury	Truck/Trailer	Passenger Auto	Changing Lanes W/O Caution
		131471	9/22/2004	735	Wednesday	Other	Prop. Damage	Passenger Auto	Truck/Trailer	Speed
		148115	10/23/2003	1010	Thursday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
3	NE CARLTON AVE AND SOUTH DAKOTA AVE	39274	3/23/2004	1858	Tuesday	Head On	Injury	Passenger Auto	Passenger Auto	Wrong Side of the Street
		72704	5/16/2002	2245	Thursday	Head On	Prop. Damage	Passenger Auto	Passenger Auto	Other Defects
		31320	3/7/2004	1815	Sunday	Right Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Improper Turn
3	NE CHANNING ST AND SOUTH DAKOTA AVE	76713	5/24/2002	840	Friday	Left Turn Hit Veh.	Injury	Passenger Auto	Passenger Auto	No Violation
		41313	3/29/2003	1201	Saturday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
		42863	3/30/2004	1610	Tuesday	Parked Vehicle	Prop. Damage	Truck/Trailer	Passenger Auto	Other
3	NE CRITTENDEN ST AND SOUTH DAKOTA AVE	80957	6/1/2002	1000	Saturday	Head On	Prop. Damage	Truck/Trailer	Passenger Auto	Fail to Set Parking Brake
		139905	10/6/2003	1620	Monday	Rear End	Prop. Damage	Passenger Auto	Bus	Following to Close
		71369	5/25/2004	1346	Tuesday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Lanes W/O Caution
3	NE INGRAHAM ST AND SOUTH DAKOTA AVE	141798	10/14/2004	910	Thursday	Right Angle Backing Hit Parked Veh.	Injury	Passenger Auto	Passenger Auto	Driver Inattention
		84493	6/19/2004	2100	Saturday		Prop. Damage	Passenger Auto	Passenger Auto	Other
		72512	5/27/2004	1730	Thursday	Left Turn Hit Veh.	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
3	NE RANDOLPH ST AND SOUTH DAKOTA AVE	115075	8/2/2002	807	Friday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
		59885	5/4/2004	830	Tuesday	Right Angle	Injury	Passenger Auto		No Violation
		149858	10/6/2002	1450	Sunday	Right Angle	Injury	Passenger Auto	Bicycle	No Violation
2	NE 11TH ST AND SOUTH DAKOTA AVE	87602	6/27/2003	930	Friday	Side Swiped	Hit and Run			Other
		137341	9/12/2002	1927	Thursday	Ran Off Roadway	Injury	Passenger Auto	Fixed Object	Speed Improper Passing
		170289	12/13/2004	2156	Monday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	
2	NE 26TH ST AND SOUTH DAKOTA AVE	12760	1/25/2002	1805	Friday	Right Angle	Injury	Bus	Passenger Auto	Auto Right of Way
		116963	8/21/2003	2115	Sunday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	No Violation
		161429	11/29/2004	3	Sunday	Rear End	Injury	Passenger Auto	Passenger Auto	Following to Close
2	NE NEW HAMPSHIRE AVE AND SOUTH DAKOTA AVE	12368	1/28/2004	2010	Wednesday	Right Angle	Prop. Damage	Passenger Auto	Passenger Auto	Auto Right of Way
		56169	4/16/2002	1840	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Following to Close
		176016	11/26/2002	1645	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Other
1	NE SOUTH DAKOTA AVE AND THIRTY THIRD ST	192545	12/31/2003	1030	Tuesday	Side Swiped	Hit and Run	Truck/Trailer	Passenger Auto	Driver Inattention
		122206	9/1/2003	15	Monday	Rear End	Hit and Run	Passenger Auto	Passenger Auto	Following to Close
		11274	1/23/2002	145	Wednesday	Side Swiped	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
1	NE DECATUR ST AND SOUTH DAKOTA AVE	139583	9/17/2002	715	Tuesday	Right Angle	Prop. Damage	Passenger Auto	Bus	No Violation
		38477	3/23/2003	2130	Sunday	Rear End		Passenger Auto	Passenger Auto	No Violation
		141137	10/12/2004	1908	Tuesday	Rear End	Prop. Damage	Passenger Auto	Passenger Auto	Driver Inattention
1	NE QUINCY ST AND SOUTH DAKOTA AVE	42778	4/1/2003	1650	Tuesday	Rear End	Injury	Passenger Auto	Passenger Auto	Driver Inattention
		140509	9/18/2002	1650	Wednesday	Side Swiped	Injury	Passenger Auto	Passenger Auto	Changing Lanes W/O Caution
		79163	6/11/2003	1219	Wednesday	Rear End	Injury			Defective Brakes

