

This is an edited copy of emails exchanged with Stephen Schwartz, on May 17, 2024. It has been edited by Commissioner Nash, who asked the questions, for brevity and clarity.

Q: What time period did you study?

A: The data goes from 2019 to the present.

Q: Can you summarize your findings?

A: There are summary tables on the first tab, with all the raw data on the 2<sup>nd</sup> one. Here is a summary:

- Total of 942 crashes between 1/1/2019 and yesterday (May 16, 2024);
- These resulted in a total of 393 injuries, including 4 deaths;
- 227 injuries were to motor vehicle drivers, 80 to their passengers; 64 were pedestrians; 22 were cyclists.

The time data seem screwy. The vast majority of cases are recorded as occurring at 4 or 5 am, but I think this may be some type of placeholder. Aside from this, there is no pattern to the crashes.

Q: How did you obtain the crash data?

A: I pull it from Crashes in DC (web app by DDOT, [here](#)). The descriptive info about the data is [here](#). There are a couple date times in the base file, one is for Reported Date/Time and the other is for the estimated Crash Date/Time. Since I was involved in a crash that is in this data, I am able to use my personal experience to interpret it. The estimated Crash Date/Time was what I wrote down to the officer as far as when the crash occurred. The Reported Date/Time was a day after the crash when I went to MPD in in our District office and reported the crash. So, what I summarized in the file for the time table was the first one (estimated Crash Date/Time).

There do seem to be prevailing values that are odd - the 4 am and 5 am ones. I'm guessing that those might be due to the habit of officers to put a time in when the time is missing/blank from the crash report. I can't imagine that it's really THAT dangerous at 4 am or 5 am!

As far as differences to the Vision Zero dashboard, I can reach out to that department responsible for that for clarification. My understanding is that they use the same data, but perhaps they time shifted the missing ones to midnight or something like that as a data cleaning effort.

Regardless, although DDOT is concerned about protecting pedestrians during rush hour, the data indicate there are pedestrian incidents spread out across the hours of the day, definitely not concentrated in rush hour times. The most prevalent time is actually like 10pm on Wednesdays or Fridays for pedestrian-involved crashes.

### **Stephen Schwartz's COMPARISON AND CONCLUSION:**

Stephen Schwartz wrote: The main thing that gets me is that this stretch of road is 3.5 miles long. There are quite literally over 200 miles of roads in Ward 3. Some of which include Canal Road and Mass/Wisconsin Aves, among others that are big roads that move a fair amount of

traffic. And yet, this tiny stretch of road has nearly 40% of all pedestrian-involved crashes in Ward 3 and about 20% of all cyclist-involved crashes in Ward 3 since 12/15/2021 when Mayor Bowser approved Concept C publicly. Also, 80% of Ward 3 traffic-related fatalities.