1ST STORY of Level 1 printed in FULL format.

Copyright 2000 The Washington Post
The Washington Post

January 2, 2000, Sunday, Final Edition

SECTION: A SECTION; Pg. A01

LENGTH: 1403 words

HEADLINE: '00 Worries; Emergency Crews Sent Home After New Year's Fears Fizzle

BYLINE: Peter Slevin, Washington Post Staff Writer

BODY:

All appeared quiet on the millennial front yesterday, as a new year and a new epoch creaked into glitch-free gear. Water flowed, e-mail scrolled and ATMs did their crisp duty in defiance of the double-zero plague.

Y2K, the morning after, was more sigh than shout. When dawn broke peaceably, authorities across the region began paring their around-the-clock emergency crews, sending weary officials home if their duties did not involve public safety.

Fireworks company inspectors checked the Washington Monument for burns from yesterday morning's big show, and pronounced the obelisk fit. Workers bagged champagne corks and beer bottles on the grounds of the Lincoln Memorial. Visitors ambled in thin streams through the day's more mellow millennial events.

Though the future may beckon--in years that now begin with a "2"--the day seemed most notable for everything that didn't happen the night before: the electrical grids that didn't short-circuit, the sewage that didn't cascade into the streets, the terrorists who stayed home.

"The transition was smooth, operations were very successful," said Erik Christian, the District's deputy mayor for public safety. As of midnight, he said, "all systems were go, and nothing has changed since. We're just remaining vigilant. Upbeat and vigilant."

In Maryland and Virginia, officialdom similarly pronounced the new year gremlin-free. Spokesman David Weaver said of Montgomery County's $ 50 million effort to banish computer bugs, "An anticlimactic end to this whole affair is exactly what we hoped for."

Fairfax computer programmers arrived at the county's government center at 10 a.m. to begin two days of testing before the workweek begins. And no problems were reported in Manassas Park, the town of fewer than 10,000 residents that spent $ 77,000 on an emergency shelter, including $ 11,000 for rations.

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.442A2

D.C. Mayor Anthony A. Williams (D) called the trouble-free celebration "another milestone" for a city struggling to repair its government and its image alike. He called the District a "city now resurgent."

The mayor went on to say that the District's computers are functioning properly and will be ready for business tomorrow, despite the city's late start in battling the Y2K computer bug. This weekend's events show, Williams said, that "now we have a government that's able to do more than one thing at a time."

All the talk of bugs and glitches and things that go WARNING: RESUME FAILURE in the night caused Walter and Judie Rupinski to buy water--with ample wine as a backup. The Great Falls residents watched the millennial celebrations from home Friday night, but emerged yesterday to survey the scene.

"Once it passed Moscow," Walter Rupinski said of the arrival of Y2K, "I felt pretty safe."

Sarah Meyers said she bought water and batteries, only to conclude that the reality "didn't live up to the hype." Remembering a power outage a year ago, her husband, Matt Meyers, added, "We had more problems last year in Fairfax."

On the sunny day-after, cleanup workers stripped the Mall of millennial trash--cigarette butts, champagne bottles, lone mittens. A few groups of people walked with their eyes to the ground, scavenging for souvenirs from the previous night's revelry.

This day felt different from the one before, said 27-year-old Ansu John of Herndon, wearing a New Year's Eve 2000 party hat. "All my reference points are in the 20th century," she mourned.

At the District's Main Street Millennium festivities on Constitution Avenue, Pookie Hudson and the Spaniels were doo-wopping their way through a 1960s medley by 11 a.m. The mayor estimated that 100,000 people attended the event on New Year's Eve.

"People talk about the diversity of Washington. Last night, the diversity of Washington danced," Sandy McCall, the festival's executive director, said yesterday. "It's too bad that it was overshadowed by what was going on at the Lincoln Memorial. As impressive as that was, that was People magazine. This was really truthful."

Many partygoers who made their way to the Reflecting Pool on Friday night said they felt shortchanged by the two minutes of midnight fireworks and the way the Lincoln Memorial event was staged for television and an elite audience chosen by the White House, not for the tens of thousands on hand. There were long silences during commercial breaks, while the largest fireworks didn't erupt until nearly 1 a.m., after thousands had departed.

The pyrotechnics appeared to leave the Washington Monument unscathed, despite National Park Service worries that threatened to cancel the sizzling display at the last minute. Workers draped a $ 60,000, 500-foot sheet of fireproof material across the monument to protect it from more than 700 cigar-sized fireworks lashed to its scaffolding.

"There's no discoloration on the material at all," Scott Raso, a Fireworks by Grucci technician, said as workers began the three-day task of dismantling the display. The event was designed to the second, but a nude reveler in the Reflecting Pool almost busted the timing.

As the final 10 minutes to midnight ticked by, fireworks technicians realized that a naked man was splashing back and forth in the cold, thigh-deep water. Miles of control cables that technicians had worked for two weeks to install were in danger.

"My heart stopped," said Grucci's Jeff Engel, as he watched the man near a string of fireworks designed to race like a fuse from the Lincoln Memorial to the Washington Monument. "He was in the middle and was . . . touching wires and jumping over wires."

Engel ran from a command trailer and got ready to jump in. But the man climbed back out and lost himself in the crowd. The cables were intact.

"When that monument was lit," Engel said, "my heart was in my throat."

Although authorities reported no computer-inspired Y2K dramas, the area's roadways claimed casualties of a more human sort. A driver died in a one-car crash on Foxhall Road in Northwest Washington, and a 16-year-old high school junior was killed in a two-vehicle accident in Fairfax County. Another crash took two lives in the Jamestown area of Virginia on Friday night.

Two accidents led to five deaths in Maryland. Ed and Olivia Thomas, a father and daughter returning home from a New Year's Eve church service in Baltimore, died in Howard County early yesterday when their disabled car was struck from behind. Police charged the driver of the offending car with manslaughter and drunken driving.

The Howard County Courthouse was busy on New Year's Eve, not with oaths, but vows. A dozen couples were married at 12:05 a.m. by Circuit Court Clerk Margaret D. Rappaport.

Exactly when the clock struck was a relative matter. At the U.S. Naval Observatory, Gaithersburg sisters Gracie Cohen, 9, and Erica Cohen, 11, counted down to midnight with the U.S. armed forces' most accurate clock.

Three. . . two . . . one!

Silence.

The gold ball stuttered and finally dropped, about two seconds into the year 2000.

It was the second glitch of the day for the country's official timekeeper. The observatory arranged an Internet posting that tracked the time, second by second. But as the new year swept into the United States, viewers of the observatory's site saw the date as Jan. 1, 19100.

Better luck in the year 20100.

Staff writers Petula Dvorak, David Fallis, Sylvia Moreno, Fern Shen, Martin Weil and Jamie Stockwell contributed to this report.

Workers dismantle one of the towers that held the lighted numbers "1999" and then, after midnight, "2000," at the east end of the Reflecting Pool. Photos on Page C9. Around the Reflecting Pool, empty champagne bottles and other trash await collection by cleanup crews. Sheridan Lea, 4, lies across the lap of her father, Watson Jennison, as they take a break from the activities at the District's Main Street Millennium festivities on Constitution Avenue. The two were in town from Charlottesville to experience some of the New Year's festivities. Alison Whaley, 9, of North Potomac, leans on her father, Joseph, during a prayer service at a church in Northeast Washington. Steve Palmer, an employee of Fireworks by Grucci, removes spent fuses from the Reflecting Pool as fog shrouds the Washington Monument. Shirley Troxell and grandson Jack Troxell, 1 1/2, encounter a surprise at the Main Street Millennium festival.

LANGUAGE: ENGLISH

LOAD-DATE: January 02, 2000

M.A. BOAXTON 2503

PD 10 Rev. 7/86 Prescribing Directive G.O. 401.3

TRAFFIC ACCIDENT REPORT

Metropolitan Police Department, Washington, D. C.

1. DATE OF ACCIDENT	2. TIME (USE MILITARY)	3. DAY OF WEEK	4. DATE OF THIS REPORT	5. TYPE OF ACCIDENT (CHECK ALL THAT APPLY, EXCEPT FOR PROPERTY DAMAGE)	6. COMPLAINT NUMBER
3/13/00	0720	MON	3/13/00	01 ☐ FATALITY 02 ☒ INJURY 03 ☐ PROP. DAMAGE ONLY 04 ☐ HIT AND RUN 05 ☐ PEDESTRIAN 06 ☐ D.C. PROPERTY 07 ☐ NON-COLLISION	031-734

7. ACCIDENT OCCURRED ON (STREET, DIRECTION, DISTANCE FROM MILE POST, RAMP)	8. DISTRICT	9. R A	10. NO. VEHICLES INVOL.	11. NO. INJURED PERSONS	12. NO. OF OCCUPANTS (INCLUDING DRIVER)
NORTHBOUND FOXHALL & WHITEHAVEN ST.	2D		2	1	Veh. 1 1 2 1 3 ___ 4 ___

13. ENTER THE NO. OF FEET IN WHATEVER DIRECTION, FROM THE NEAREST INTER. OR BLOCK, ON FREEWAYS ENTER THE NO. OF FEET FROM THE NEAREST MILE-POST OR PEPCO POLE NO., INDICATE IF ACCIDENT OCCURRED ON EXIT RAMP, ACCESS RAMP OR BRIDGE. CIRCLE THE CITY QUADRANT.	14. IS THIS A CONSTRUCTION ZONE	15. ON STREET	16. OFF STREET	17. REPORT TAKEN ON SCENE?	18. PHOTOS TAKEN?
0 FEET N S E W FOXHALL & W ST. (NW NE SW SE)	☐ YES ☒ NO	01 ☒ AT INTERSECTION 02 ☐ WITHIN 100' OF INTER. 03 ☐ NOT AT INTERSECTION	01 ☐ PUBLIC SPACE 02 ☐ PRIVATE PROPERTY	☒ YES ☐ NO	☐ YES ☒ NO IF YES, NUMBER

STRIKING OBJECT

1. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
BOWERS, DAVID WAYNE	☒ 01 M ☐ 02 F	2/23/73

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 627 RIDGLEY AVE. #3 ANNAPOLIS MD 21401

23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE
NO PHONE	8620135 866141 MD	867 0669 410

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)
UNK	INTL	90	DT	GRN	032ED36 MD 00	63T7LT379108

33. NAME OF OWNER (VEH./PROP.) (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": JAS TRUCKING INC — 34. PHONE NO.: 867-0669 410

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 5262 SOLOMON ISLAND RD. LOTHIAN MD. 20711 — 36. OWNER NOTIFIED? ☒ YES ☐ NO

2. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
JIMENEZ, ELBA E.	☐ 01 M ☒ 02 F	11/26/49

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 6048 ALEXANDER AVE. ALEXANDRIA, VA. 22310

23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE
703 922-4370	231-17-7927 VA	202 244-0144

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)
CAMRY	TOYO	94	4D	GRN	ZCF580 VA 00	4T1SK12E7RV470805

33. NAME OF OWNER (VEH./PROP.) (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": D→ — 34. PHONE NO.:

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): — 36. OWNER NOTIFIED? ☐ YES ☐ NO

3. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
	☐ 01 M ☐ 02 F	

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): N

23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)

33. NAME OF OWNER (VEH./PROP.) (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": — 34. PHONE NO.:

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): — 36. OWNER NOTIFIED? ☐ YES ☐ NO

4. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
	☐ 01 M ☐ 02 F	

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): N

23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)

33. NAME OF OWNER (VEH./PROP.) (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": — 34. PHONE NO.:

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): — 36. OWNER NOTIFIED? ☐ YES ☐ NO

Non-Involved Witnesses

37. NAME	ADDRESS	PHONE NUMBER
N		
O		
N		
E		

CODES

36. SEAT LOCATION CODE (01 02 03 / 04 05 06)
07 STATION WAGON REAR
08 MOTORCYCLE/MOPED PASS.
09 OCCUPANT - BUS
10 PEDESTRIAN
11 BICYCLE RIDER
12 OTHER: SKATEBOARD, TRICYCLE, ETC.

39. INJURY CODE
00 UNKNOWN
01 FATAL
02 DISABLING
03 NON-DISABLING
04 NONE
05 COMPLAINT OF PAIN BUT NO VISIBLE INJURY

40. SEAT BELT/BAG CODE
00 USE UNKNOWN
01 NOT INSTALLED
02 NOT FASTENED
03 FASTENED
04 AIR BAG INSTALL.
05 BELT/BAG FAILED
06 AIR BAG DEPLOYED
07 CHILD RESTRAINT

41. EJECTION CODE (THROWN FROM VEH.)
00 UNKNOWN
01 NO
02 PARTIAL
03 TOTAL

PERSONS INVOLVED

42. NAME/ADDRESS/PHONE NO. (INCLUDE ALL OPERATORS, PASSENGERS AND PEDESTRIANS INVOLVED EVEN IF NOT INJURED)	AGE	SEX	PASS. IN VEH. NO.	CODE 38.	CODE 39.	BELT 40.	BAG 40.	CODE 41.	EMPLOYED BY D.C. GOVT.?	TRANSPORTED TO HOSPITAL?
D-1	27	M	1	01	04	03	01	01	☐ YES ☒ NO	☐ YES ☒ NO
D-2	50	F	2	01	05	00	04	01	☐ YES ☒ NO	☒ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO

Street / Vol Number | Charge (Report must support the charge) | BAT/SUPERIOR COURT HEARING DATE | DPW 40-1 Issued? | What Traffic Signs Present?

No. D1 95777033 | CHANGING LANES W/O CAUTION | | NO | YES

P.D. Acc. No. ____ | NO VIOLATION | | NO | YES

Darken the appropriate block in each category.

51. TYPE OF COLLISION
00 UNKNOWN; 01 RIGHT ANGLE; 02 LEFT TURN HIT VEH.; 03 RIGHT TURN HIT VEH.; 04 REAR END; 05 SIDE SWIPED; 06 HEAD ON; 07 PARKED VEHICLE; 08 FIXED OBJECT; 09 RAN OFF ROADWAY; 10 LEFT TURN HIT PED.; 11 RIGHT TURN HIT PED.; 12 STRAIGHT HIT PED.; 13 BACKING HIT MOVING VEH.; 14 BACKING HIT PARKED VEH.; 15 BACKING HIT STOPPED VEH.; 16 BACKING HIT PEDESTRIAN; 17 NON-COLLISION ACCIDENT; 99 OTHER

52. ROAD SURFACE
01 CONCRETE; 02 ASPHALT; 03 BRICK; 04 GRAVEL; 05 DIRT; 99 OTHER

53. ROAD TYPE
01 STRAIGHT; 02 CURVE; 03 LEVEL; 04 GRADE; 05 CREST; 06 UNDERPASS; 07 RAMP; 08 BRIDGE; 99 OTHER

54. PEDESTRIAN ACTION
00 UNKNOWN; 01 WITH SIGNAL IN CROSSWALK; 02 AGAINST SIGNAL IN CROSSWALK; 03 IN CROSSWALK - NO SIGNAL; 04 FROM BETWEEN PARKED CARS; 05 NOT IN CROSSWALK; 06 IN UNMARKED CROSSWALK; 99 OTHER

55. TRAFFIC CONTROLS
00 UNKNOWN; 01 FLASHING; 02 YIELD; 03 STOP SIGN; 04 SIGNAL; 05 NONE; 06 OFFICER; 07 TURN RESTRICTED; 99 OTHER

56. ROAD CONDITION
00 UNKNOWN; 01 REPAIRING; 02 DRY; 03 WET; 04 ICE/SNOW

57. STREET LIGHTING
00 UNKNOWN; 01 DEFECTIVE; 02 NONE; 03 STREET LIGHTS ON; 04 STREET LIGHTS OFF

58. LIGHT CONDITION
00 UNKNOWN; 01 DAWN/DUSK; 02 DARK; 03 DAYLIGHT

59. TRAFFIC CONDITION
00 UNKNOWN; 01 HEAVY; 02 MEDIUM; 03 LIGHT; 99 OTHER

60. WEATHER
00 UNKNOWN; 01 FOG/MIST; 02 CLEAR; 03 RAIN; 04 SNOW; 05 SLEET

61. PEDESTRIAN CLOTHING
01 UNKNOWN N/A; 02 WEARING DARK CLOTHING; 03 WEARING LIGHT CLOTHING

62. DRIVER/PEDESTRIAN CONDITION
00 UNKNOWN; 01 FATIGUED; 02 ILL; 03 PHYSICAL DEFECT; 04 APPARENTLY ASLEEP; 05 APPARENTLY NORMAL; 99 OTHER

63. CONTRIBUTING CIRCUMSTANCES (TRAILER, PRIMARY FACTOR PCF ALL VEHICLES AND "A" ALL SECONDARY FACTORS)
01 SPEED; 02 DEFECTIVE BRAKES; 03 FOLLOWING TOO CLOSE; 04 AUTO RIGHT-OF-WAY; 05 PED. RIGHT-OF-WAY; 06 IMPROPER TURN; 07 YIELD SIGN; 08 STOP/GO LIGHT; 09 FLASHING LIGHT; 10 DIRECTIONAL LIGHT; 11 STOP SIGN; 12 ALCOHOL INFLUENCE; 13 IMPROPER PASSING; 14 WRONG WAY-ONE WAY ST; 15 WRONG SIDE OF STREET; 16 IMPROPER STARTING; 17 OTHER DEFECTS; 18 PEDESTRIAN VIOLATION; 19 NO VIOLATION; 20 DRIVER INATTENTION; 21 CHANGING LANES W/O CAUT.; 22 FAIL TO SET PARKING BRAKE; 23 OPEN DOOR TO TRAFFIC; 24 DRUG INFLUENCE; 25 IMPROPER BACKING; 26 DEFECTIVE LIGHTS; 27 PEDESTRIAN DRUNK; 28 ROAD DEFECTS; 29 DRIVER VISION OBSTRUCTED; 30 RIGHT TURN ON RED; 99 OTHER

64. SOBRIETY
01 HAD NOT BEEN DRINKING; HAD BEEN DRINKING AND: 02 OBVIOUSLY DRUNK; 03 ABILITY IMPAIRED; 04 NOT IMPAIRED; 05 IMPAIRMENT UNKN; 95 OTHER

65. VEHICLE TYPE
00 UNKNOWN; 01 PASSENGER AUTO; 02 TAXI CAB; 03 BUS; 04 MOTORCYCLE; 05 TRUCK/TRACTOR; NO. OF TRAILERS; NO. OF WHEELS; 06 BICYCLE; 07 POLICE PATROL WAGON; 08 POLICE MOTORCYCLE; 09 POLICE SCOOTER; 10 POLICE SCOUT CAR - ONE MAN; 11 POLICE SCOUT CAR - TWO MAN; 12 POLICE CRUISER - MARKED; 13 POLICE CRUISER - UNMARKED; 14 POLICE-OTHER; 15 FIRE ENGINE; 16 AMBULANCE; 17 PEDESTRIAN - ON FOOT; 18 FIXED OBJECT; 19 NON-COLLISION; 20 MOPED; 99 OTHER (EXPLAIN IN NARRATIVE. INCLUDES SKATEBOARDS, TRICYCLES, PLAY VEHICLES, ETC.)

66. BLOOD ALCOHOL CONTENT
Dr./Ped. 1 N/A; Dr./Ped. 2 N/A; Dr./Ped. 3 ____; Dr./Ped. 4 ____

67. DRIVER ACTIONS
00 UNKNOWN; 01 BACKING; 02 TURNING RIGHT; 03 TURNING LEFT; 04 STOPPED/STANDING-TRAFFIC LANE; 05 PARKED; 06 ENTERING/LEAVING PARKED POSIT'ON; 07 MAKING "U" TURN; 08 MERGING; 09 RAN OFF ROAD; 10 CHANGING LANES; 11 GOING STRAIGHT; 12 OVERTAKING; 13 SLOWING/STOPPING; 14 AVOIDING; 99 OTHER

68. NARRATIVE - Give a concise statement, in your own words, of the facts that are not covered in this report, or to clarify any items that are not satisfactorily explained. Use Continuation Sheet of report for additional space. If statements are taken, use PD 118 (Def./Suspect Statement), or PD 119 (Compl./Witness Statement). If accident occurred in a construction zone, describe type of construction.

D-2 STATES ON 3/13/00 AT APPROXIMATELY 0715 HRS. SHE WAS DRIVING NORTHBOUND IN THE 1900 BLK OF FOXHALL RD. NW., (...) WHEN D-1 CHANGED LANES WITHOUT CAUTION STRIKING HER VEHICLE. D-1 STATES THAT D-2 WAS IN HIS BLIND SPOT AND THAT HE DID NOT SEE HER VEHICLE. D-1 FURTHER STATED THAT HE WAS ALREADY IN THE RIGHT LANE AND D-2 JUST TRIED TO SPEED PASS HIM. HOWEVER, THE LEFT-HAND LANE NORTHBOUND IN THE 1900 BLK OF FOXHALL RD. NW. IS CLEARLY MARKED LEFT TURN ONLY. D-1 WAS CHARGED WITH THE ABOVE LISTED NOTICE OF INFRACTION. D-2 WAS TRANSPORTED TO GEORGETOWN HOSPITAL VIA DC-AMB. "IS WHERE SHE WAS TREATED AND RELEASED BY DR. GLASSER OF THE GEORGETOWN EMERGENCY ROOM STAFF.

69. SIGNATURE OF REPORTING OFFICER M.A. Brafus | BADGE NO. 2593 | UNIT 2D

70. SIGNATURE OF REVIEWING OFFICIAL [signature] | BADGE NO. S198 | UNIT 2-D

71. REVIEWER

72. DISTRIBUTION

INJURED TO HOSPITAL

43. Name of Injured Person	Where Taken (Hospital)	By Whom	Status	TEB Notified (Name)	Teletype Notified (Name)	Relative Notified (Name)
JIMENEZ, ELBA E. (D-2)	GEORGETOWN HOSP.	DCAMB "15	01 ☐ Admitted 02 ☒ Released	DR. GLASSER		
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			

VEHICLE NO. 1

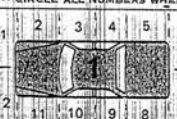
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): N/B 1900 FOXHALL RD. NW

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☒ DRIVEN AWAY BY

NAME: D-1

47. LOCATION TOWED TO

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT Ø AFTER IMPACT Ø

VEHICLE NO. 2

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): N/B 1900 FOXHALL RD. NW

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☒ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME: ACE TOWING

47. LOCATION TOWED TO: 8913 BRADDOCK RD. SILVER SPR. MD

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT Ø AFTER IMPACT Ø

VEHICLE NO. 3

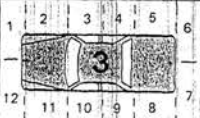
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT ____ AFTER IMPACT ____

VEHICLE NO. 4

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO

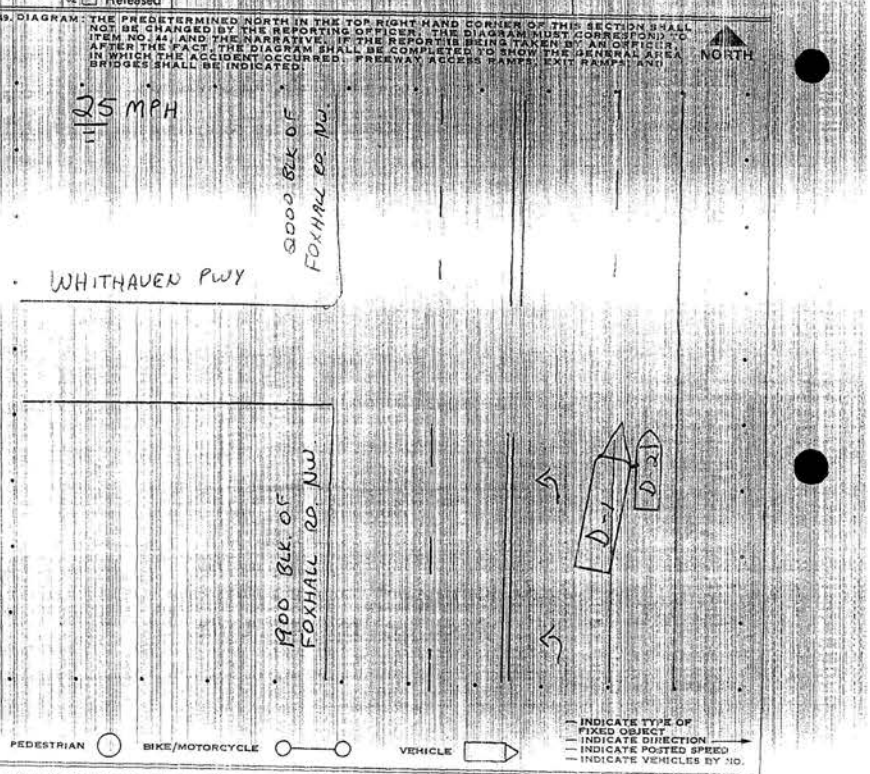
45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT ____ AFTER IMPACT ____

49. DIAGRAM: THE PREDETERMINED NORTH IN THE TOP RIGHT HAND CORNER OF THIS SECTION SHALL NOT BE CHANGED BY THE REPORTING OFFICER. THE DIAGRAM MUST CORRESPOND TO ITEM NO. 44 AND THE NARRATIVE. IF THE REPORT IS BEING TAKEN BY AN OFFICER AFTER THE FACT, THE DIAGRAM SHALL BE COMPLETED TO SHOW THE GENERAL AREA IN WHICH THE ACCIDENT OCCURRED. FREEWAY ACCESS RAMPS, EXIT RAMPS, AND BRIDGES SHALL BE INDICATED.



NOTE: This report is used for statistical analysis of vehicular accidents and the prevention thereof. The data given represents the opinion and conclusions of the reporting officer based on his/her judgement after considering all of the facts disclosed through his/her investigation of this accident.

Complaint No. 031-734

Log # 2448

PD 10 Rev. 7/88 Prescribing Directive G.O 401.3

TRAFFIC ACCIDENT REPORT

Metropolitan Police Department, Washington, D. C.

1. DATE OF ACCIDENT	2. TIME (USE MILITARY)	3. DAY OF WEEK	4. DATE OF THIS REPORT	5. TYPE OF ACCIDENT (CHECK ALL THAT APPLY, EXCEPT FOR PROPERTY DAMAGE)	6. COMPLAINT NUMBER
3/12/2000	0805	MON	3/13/00	01 ☐ FATALITY 02 ☐ INJURY 03 ■ PROP. DAMAGE ONLY 04 ☐ HIT AND RUN 05 ☐ PEDESTRIAN 06 ☐ D.C. PROPERTY 07 ☐ NON-COLLISION	031743

7. ACCIDENT OCCURRED ON (STREET, DIRECTION, DISTANCE FROM MILE POST, RAMP)	8. DISTRICT	9. R A	10. NO. VEHICLES INVOL.	11. NO. INJURED PERSONS	12. NO. OF OCCUPANTS (INCLUDING DRIVER)
2100 BLK FOXHALL RD NW	2D		2	0	Veh. 1 2 2 1 3 ___ 4 ___

13. ENTER THE NO. OF FEET, IN WHATEVER DIRECTION, FROM THE NEAREST INTER. OR BLOCK. ON FREEWAYS ENTER THE NO. OF FEET FROM THE NEAREST MILE-POST OR PEPCO POLE NO., INDICATE IF ACCIDENT OCCURRED ON EXIT RAMP, ACCESS RAMP OR BRIDGE. CIRCLE THE CITY QUADRANT.	14. IS THIS A CONSTRUCTION ZONE	15. ON STREET	16. OFF STREET	17. REPORT TAKEN ON SCENE?	18. PHOTOS TAKEN?
100 FEET (N) E S W. W ST (NW SW NE SE)	☐ YES ■ NO	01 ☐ AT INTERSECTION 02 ■ WITHIN 100' OF INTER. 03 ☐ NOT AT INTERSECTION	01 ☐ PUBLIC SPACE 02 ☐ PRIVATE PROPERTY	■ YES ☐ NO	☐ YES ■ NO IF YES, NUMBER

STRIKING OBJECT

1. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
TOGA, AWELACHEW	■ 01 M ☐ 02 F	2-01-49

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)		
P O BOX 6825 ARLINGTON VA 22206		
23. HOME PHONE 703 862-5222	24. PERMIT NUMBER AND STATE T69-63-6146	25. BUS. PHONE 703 522-3333

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)
CV	FORD	97	4D	RED	H62544 VA 01	2FN P72WOVX20808

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER"	34. PHONE NO.	
TRANSPORTATION INC	703 522-333	
35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)	36. OWNER NOTIFIED?	
1200 N HUDSON ST ARL VA	☐ YES ☐ NO	

2. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
GIBSON, INDIA PATRICIA	☐ 01 M ■ 02 F	1/26/71

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)		
2323 GREEN ST SE # 003		
23. HOME PHONE 202 589-1951	24. PERMIT NUMBER AND STATE 577-96-4416 DC	25. BUS. PHONE 703 478-0500

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)
	FORD	98	BUS	WHT	Z2843B MD	1FDXE4056WHB28

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER"	34. PHONE NO.	
OBRIEN LEASING CO	703 478-0500	
35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.) 3764 C/O RESTON LIMOSINE BELPRE RD	36. OWNER NOTIFIED? ☐ YES ☐ NO	

3. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
	☐ 01 M ☐ 02 F	

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)		
23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER"	34. PHONE NO.	
35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)	36. OWNER NOTIFIED?	
	☐ YES ☐ NO	

4. Driver / Pedestrian / Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE	20. SEX	21. BIRTHDATE
	☐ 01 M ☐ 02 F	

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)		
23. HOME PHONE	24. PERMIT NUMBER AND STATE	25. BUS. PHONE

OWNER

26. MODEL	27. MAKE	28. YEAR	29. BODY	30. COLOR	31. TAG NO., STATE/YEAR	32. VEH. ID NO. (VIN)

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER"	34. PHONE NO.	
35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.)	36. OWNER NOTIFIED?	
	☐ YES ☐ NO	

Non-Involved Witnesses

37. NAME	ADDRESS	PHONE NUMBER

CODES

38. SEAT LOCATION CODE (01 02 03 / 04 05 06)

07 STATION WAGON REAR
08 MOTORCYCLE/MOPED PASS.
09 OCCUPANT - BUS
10 PEDESTRIAN
11 BICYCLE RIDER
12 OTHER: SKATEBOARD, TRICYCLE, ETC.

39. INJURY CODE
00 UNKNOWN
01 FATAL
02 DISABLING
03 NON-DISABLING
04 NONE
05 COMPLAINT OF PAIN BUT NO VISIBLE INJURY

40. SEAT BELT/BAG CODE
00 USE UNKNOWN
01 NOT INSTALLED
02 NOT FASTENED
03 FASTENED
04 AIR BAG INSTALL.
05 BELT/BAG FAILED
06 AIR BAG DEPLOYED
07 CHILD RESTRAINT

41. EJECTION CODE (THROWN FROM VEH.)
00 UNKNOWN
01 NO
02 PARTIAL
03 TOTAL

PERSONS INVOLVED

42. NAME/ADDRESS/PHONE NO. (INCLUDE ALL OPERATORS, PASSENGERS AND PEDESTRIANS INVOLVED EVEN IF NOT INJURED)	AGE	SEX	PASS. IN VEH. NO.	CODE 38.	CODE 39.	BELT 40.	BAG 40.	CODE 41.	EMPLOYED BY D.C. GOVT.?	TRANSPORTED TO HOSPITAL?
D-1	51	M	01	01	04	03	04	01	☐ YES ■ NO	☐ YES ■ NO
D-2	33	F	02	01	04	03	01	01	☐ YES ■ NO	☐ YES ■ NO
DOROTHY JONES 2121 COLUMBIA PK, VA 5214603	ADULT	F	01	06	04	02	01	01	☐ YES ■ NO	☐ YES ■ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO

Page ____ of ____ Pages

Complaint No. ____

Police Action	50. Dr./Ped.	Arrest/NOI Number	Charge (Report must support the charge.)	BA/SUPERIOR COURT - HEARING DATE	DPW 40-1 Issued?	What Traffic Signs Present?
	No. ___					
	No. ___					

Darken the appropriate block in each category.

51. TYPE OF COLLISION
00 ☐ UNKNOWN
01 ☐ RIGHT ANGLE
02 ☐ LEFT TURN HIT VEH.
03 ☐ RIGHT TURN HIT VEH.
04 ☐ REAR END
05 ■ SIDE SWIPED
06 ☐ HEAD ON
07 ☐ PARKED VEHICLE
08 ☐ FIXED OBJECT
09 ☐ RAN OFF ROADWAY
10 ☐ LEFT TURN HIT PED.
11 ☐ RIGHT TURN HIT PED.
12 ☐ STRAIGHT HIT PED.
13 ☐ BACKING HIT MOVING VEH.
14 ☐ BACKING HIT PARKED VEH.
15 ☐ BACKING HIT STOPPED VEH.
16 ☐ BACKING HIT PEDESTRIAN
17 ☐ NON-COLLISION ACCIDENT
99 ☐ OTHER

52. ROAD SURFACE
01 ☐ CONCRETE
02 ■ ASPHALT
03 ☐ BRICK
04 ☐ GRAVEL
05 ☐ DIRT
99 ☐ OTHER

53. ROAD TYPE
01 ☐ STRAIGHT
02 ☐ CURVE
03 ☐ LEVEL
04 ■ GRADE
05 ☐ CREST
06 ☐ UNDERPASS
07 ☐ RAMP
08 ☐ BRIDGE
99 ☐ OTHER

54. PEDESTRIAN ACTION
00 ☐ UNKNOWN
01 ☐ WITH SIGNAL IN CROSSWALK
02 ☐ AGAINST SIGNAL IN CROSSWALK
03 ☐ IN CROSSWALK - NO SIGNAL
04 ☐ FROM BETWEEN PARKED CARS
05 ☐ NOT IN CROSSWALK
06 ☐ IN UNMARKED CROSSWALK
99 ☐ OTHER

55. TRAFFIC CONTROLS
00 ☐ UNKNOWN
01 ☐ FLASHING
02 ☐ YIELD
03 ☐ STOP SIGN
04 ☐ SIGNAL
05 ■ NONE
06 ☐ OFFICER
07 ☐ TURN RESTRICTED
99 ☐ OTHER

56. ROAD CONDITION
00 ☐ UNKNOWN
01 ☐ REPAIRING
02 ■ DRY
03 ☐ WET
04 ☐ ICE/SNOW

57. STREET LIGHTING
00 ☐ UNKNOWN
01 ☐ DEFECTIVE
02 ☐ NONE
03 ☐ STREET LIGHTS ON
04 ■ STREET LIGHTS OFF

58. LIGHT CONDITION
00 ☐ UNKNOWN
01 ☐ DAWN/DUSK
02 ☐ DARK
03 ■ DAYLIGHT

59. TRAFFIC CONDITION
00 ☐ UNKNOWN
01 ■ HEAVY
02 ☐ MEDIUM
03 ☐ LIGHT
99 ☐ OTHER

60. WEATHER
00 ☐ UNKNOWN
01 ☐ FOG/MIST
02 ■ CLEAR
03 ☐ RAIN
04 ☐ SNOW
05 ☐ SLEET

61. PEDESTRIAN CLOTHING
01 ☐ UNKNOWN
02 ☐ WEARING DARK CLOTHING
03 ☐ WEARING LIGHT CLOTHING

62. DRIVER/PEDESTRIAN CONDITION
00 ☐ UNKNOWN
01 ☐ FATIGUED
02 ☐ ILL
03 ☐ PHYSICAL DEFECT
04 ☐ APPARENTLY ASLEEP
05 ■ APPARENTLY NORMAL
99 ☐ OTHER

63. CONTRIBUTING CIRCUMSTANCES - DARKEN THE PRIMARY FACTOR FOR ALL VEHICLES AND "X" ALL SECONDARY FACTORS
01 ☐ SPEED
02 ☐ DEFECTIVE BRAKES
03 ☐ FOLLOWING TOO CLOSE
04 ☐ AUTO RIGHT-OF-WAY
05 ☐ PED. RIGHT-OF-WAY
06 ☐ IMPROPER TURN
07 ☐ YIELD SIGN
08 ☐ STOP/GO LIGHT
09 ☐ FLASHING LIGHT
10 ☐ DIRECTIONAL LIGHT
11 ☐ STOP SIGN
12 ☐ ALCOHOL INFLUENCE
13 ☒ IMPROPER PASSING
14 ☐ WRONG WAY-ONE WAY ST.
15 ☐ WRONG SIDE OF STREET
16 ☐ IMPROPER STARTING
17 ☐ OTHER DEFECTS
18 ☐ PEDESTRIAN VIOLATION
19 ☐ NO VIOLATION
20 ☐ DRIVER INATTENTION
21 ☐ CHANGING LANES W/O CAUT.
22 ☐ FAIL TO SET PARKING BRAKE
23 ☐ OPEN DOOR TO TRAFFIC
24 ☐ DRUG INFLUENCE
25 ☐ IMPROPER BACKING
26 ☐ DEFECTIVE LIGHTS
27 ☐ PEDESTRIAN DRUNK
28 ☐ ROAD DEFECTS
29 ☐ DRIVER VISION OBSTRUCTED
30 ☐ RIGHT TURN ON RED
99 ■ OTHER

64. VEHICLE TYPE
00 ☐ UNKNOWN
01 ☐ PASSENGER AUTO
02 ■ TAXI CAB
03 ☐ BUS
04 ☐ MOTORCYCLE
05 ☐ TRUCK/TRACTOR
NO. OF TRAILERS
NO. OF WHEELS
06 ☐ BICYCLE
07 ☐ POLICE PATROL WAGON
08 ☐ POLICE MOTORCYCLE
09 ☐ POLICE SCOOTER
10 ☐ POLICE SCOUT CAR - ONE MAN
11 ☐ POLICE SCOUT CAR - TWO MAN
12 ☐ POLICE CRUISER - MARKED
13 ☐ POLICE CRUISER - UNMARKED
14 ☐ POLICE-OTHER
15 ☐ FIRE ENGINE
16 ☐ AMBULANCE
17 ☐ PEDESTRIAN - ON FOOT
18 ☐ FIXED OBJECT
19 ☐ NON-COLLISION
20 ☐ MOPED
99 ☐ OTHER (EXPLAIN IN NARRATIVE. INCLUDES SKATEBOARDS, TRICYCLES, PLAY VEHICLES, ETC.)

65. SOBRIETY
01 ■■ HAD NOT BEEN DRINKING
HAD BEEN DRINKING AND
02 ☐ OBVIOUSLY DRUNK
03 ☐ ABILITY IMPAIRED
04 ☐ NOT IMPAIRED
05 ☐ IMPAIRMENT UNKN.
99 ☐ OTHER

66. BLOOD ALCOHOL CONTENT
Dr./Ped. 1 _____ Dr./Ped. 3 _____
Dr./Ped. 2 _____ Dr./Ped. 4 _____

67. DRIVER ACTIONS
00 ☐ UNKNOWN
01 ☐ BACKING
02 ☐ TURNING RIGHT
03 ☐ TURNING LEFT
04 ☐ STOPPED/STANDING-TRAFFIC LANE
05 ☐ PARKED
06 ☐ ENTERING/LEAVING PARKED POSITION
07 ☐ MAKING "U" TURN
08 ☐ MERGING
09 ☐ RAN OFF ROAD
10 ☐ CHANGING LANES
11 ■■ GOING STRAIGHT
12 ☐ OVERTAKING
13 ☐ SLOWING/STOPPING
14 ☐ AVOIDING
99 ☐ OTHER

68. NARRATIVE: Give a concise statement, in your own words, of the facts that are not covered in this report, or to clarify any items that are not satisfactorily explained. Use Continuation Sheet of report for additional space. If statements are taken, use PD 118 (Def./Suspect Statement), or PD 119 (Compl./Witness Statement). If accident occurred in a construction zone, describe type of construction.

D-1 STATES WHILE TRAVELING NORTHBOUND ON FOXHALL RD NW MANUVERING AROUND A DISABLE VEHICLE, V-2 STRUCK HIS VEHICLE WHILE TRAVELING SOUTHBOUND ON FOXHALL RD NW. D-2 STATES WHILE TRAVELING SOUTHBOUND ON FOXHALL RD NW V-1 ATTEMPTED TO PASS A DISABLE VEHICLE NORTHBOUND ON FOXHALL RD AND STRUCK V-2. DUE TO CONFLICTING STATEMENTS NO NOI WAS ISSUED. NO INJURIES WERE REPORTED.

69. SIGNATURE OF REPORTING OFFICER	BADGE NO.	UNIT	70. SIGNATURE OF REVIEWING OFFICIAL	BADGE NO.	UNIT	71. REVIEWER	72. DISTRIBUTION
[signature]	646	2D	[signature]	S198	2-D		

INJURED TO HOSPITAL

23. Name of Injured Person	Where Taken (Hospital)	By Whom	Status	TEB Notified (Name)	Teletype Notified (Name)	Relative Notified (Name)
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			

VEHICLE NO. 1

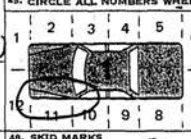
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): EAST ON CALVERT ST NW

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☒ DRIVEN AWAY BY

NAME: Driver 1

47. LOCATION TOWED TO: N/A

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other *(Explain in Narrative)*

48. SKID MARKS: TO IMPACT 0 AFTER IMPACT 0

VEHICLE NO. 2

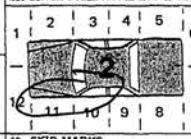
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): WEST ON CALVERT ST NW

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☒ DRIVEN AWAY BY

NAME: Driver 2

47. LOCATION TOWED TO:

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other *(Explain in Narrative)*

48. SKID MARKS: TO IMPACT 0 AFTER IMPACT 0

VEHICLE NO. 3

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO:

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other *(Explain in Narrative)*

48. SKID MARKS: TO IMPACT _____ AFTER IMPACT _____

VEHICLE NO. 4

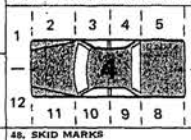
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO:

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE

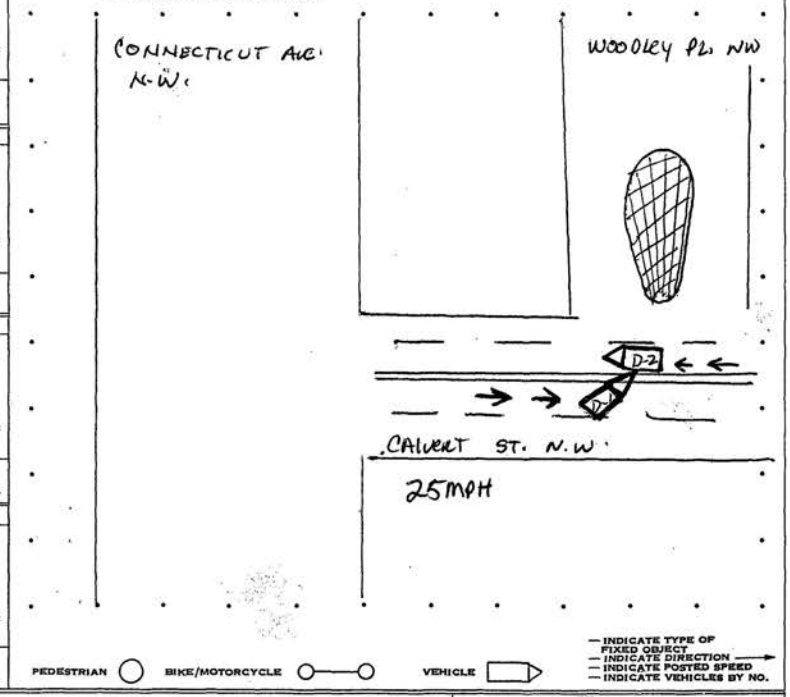


13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other *(Explain in Narrative)*

48. SKID MARKS: TO IMPACT _____ AFTER IMPACT _____

49. DIAGRAM: THE PREDETERMINED NORTH IN THE TOP RIGHT HAND CORNER OF THIS SECTION SHALL NOT BE CHANGED BY THE REPORTING OFFICER. THE DIAGRAM MUST CORRESPOND TO ITEM NO. 44, AND THE NARRATIVE. IF THE REPORT IS BEING TAKEN BY AN OFFICER, AFTER THE FACT, THE DIAGRAM SHALL BE COMPLETED TO SHOW THE GENERAL AREA IN WHICH THE ACCIDENT OCCURRED. FREEWAY ACCESS RAMPS, EXIT RAMPS, AND BRIDGES SHALL BE INDICATED.

NORTH



PEDESTRIAN ○ BIKE/MOTORCYCLE ○—○ VEHICLE ▭▷

— INDICATE TYPE OF FIXED OBJECT
— INDICATE DIRECTION →
— INDICATE POSTED SPEED
— INDICATE VEHICLES BY NO.

NOTE: This report is used for statistical analysis of vehicular accidents and the prevention thereof. The data given represents the opinion and conclusions of the reporting officer based on his/her judgement after considering all of the facts disclosed through his/her investigation of this accident.

Complaint No. 031-732

96-0047

Log # 23494

203 McMurray R.

PD 10 Rev. 7/86 Prescribing Directive G.O 401.3

TRAFFIC ACCIDENT REPORT

Metropolitan Police Department, Washington, D. C.

1. DATE OF ACCIDENT	2. TIME (USE MILITARY)	3. DAY OF WEEK	4. DATE OF THIS REPORT	5. TYPE OF ACCIDENT (CHECK ALL THAT APPLY, EXCEPT FOR PROPERTY DAMAGE)	6. COMPLAINT NUMBER
02-10-00	1645	FRIDAY	02-10-00	01 ☐ FATALITY 02 ☐ INJURY 03 ☒ PROP. DAMAGE ONLY 04 ☐ HIT AND RUN 05 ☐ PEDESTRIAN 06 ☐ D.C. PROPERTY 07 ☐ NON-COLLISION	00-728

7. ACCIDENT OCCURRED ON (STREET, DIRECTION, DISTANCE FROM MILE POST, RAMP): E/b 2300 Foxhall Road, N.W.

8. DISTRICT	9. R A	10. NO. VEHICLES INVOL.	11. NO. INJURED PERSONS	12. NO. OF OCCUPANTS (INCLUDING DRIVER)
2	203	02	0	Veh 1 02 2 01 3 ___ 4 ___

13. STATE THE NO. OF FEET, IN WHATEVER DIRECTION, FROM THE NEAREST INTER. OR BLOCK, ON FREEWAYS STATE THE NO. OF FEET FROM THE NEAREST MILE POST OR PEPCO POLE NO., INDICATE IF ACCIDENT OCCURRED ON EXIT RAMP, ACCESS RAMP OR BRIDGE. CIRCLE THE CITY QUADRANT.

800 FEET (N) S E W. W Street (NW) SW NE SE

14. IS THIS A CONSTRUCTION ZONE ☐ YES ☒ NO

15. ON STREET 01 ☐ AT INTERSECTION 02 ☐ WITHIN 100' OF INTER. 03 ☒ NOT AT INTERSECTION

16. OFF STREET 01 ☐ PUBLIC SPACE 02 ☐ PRIVATE PROPERTY

17. REPORT TAKEN ON SCENE? ☒ YES ☐ NO

18. PHOTOS TAKEN? ☐ YES ☒ NO IF YES, NUMBER

STRIKING OBJECT

1. ☒ Driver ☐ Pedestrian ☐ Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE: Pinillo Claudio | 20. SEX ☒ 01 M ☐ 02 F | 21. BIRTHDATE: 06-20-74

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 2244 S St NW.

23. HOME PHONE: 202/462-2762 | 24. PERMIT NUMBER AND STATE: 9-59-002411DC | 25. BUS. PHONE: 202/462-2762

OWNER

26. MODEL: Jetta GLS | 27. MAKE: VW | 28. YEAR: 95 | 29. BODY: 4 DR | 30. COLOR: green | 31. TAG NO., STATE/YEAR: AB1781/DC/00 | 32. VEH. ID NO. (VIN): 1J4AY19P5SD310786

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": Vandachy Earl Maurits | 34. PHONE NO.: 202/234-8167

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 2534 Belmont Rd NW | 36. OWNER NOTIFIED? ☐ YES ☒ NO

2. ☒ Driver ☐ Pedestrian ☐ Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE: Lustig, Raymond J. | 20. SEX ☒ 01 M ☐ 02 F | 21. BIRTHDATE: 06-01-38

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): 4509 Clark Place N.W.

23. HOME PHONE: 202/337-4185 | 24. PERMIT NUMBER AND STATE: 475-36-2777 DC | 25. BUS. PHONE: 202/334-4837

OWNER

26. MODEL: Cavalier | 27. MAKE: CHEV | 28. YEAR: 97 | 29. BODY: 4DR | 30. COLOR: GRN | 31. TAG NO., STATE/YEAR: AB0631/DC/00 | 32. VEH. ID NO. (VIN): 1G1JF5242V7315101

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": D-1 | 34. PHONE NO.: 202/337-4185

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): | 36. OWNER NOTIFIED? ☒ YES ☐ NO

3. ☐ Driver ☐ Pedestrian ☐ Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE: | 20. SEX ☐ 01 M ☐ 02 F | 21. BIRTHDATE:

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.):

23. HOME PHONE: | 24. PERMIT NUMBER AND STATE: | 25. BUS. PHONE:

OWNER

26. MODEL: | 27. MAKE: | 28. YEAR: | 29. BODY: | 30. COLOR: | 31. TAG NO., STATE/YEAR: | 32. VEH. ID NO. (VIN):

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": | 34. PHONE NO.:

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): | 36. OWNER NOTIFIED? ☐ YES ☐ NO

4. ☐ Driver ☐ Pedestrian ☐ Fixed Object

19. NAME OF DRIVER/PEDESTRIAN (LAST, FIRST, MIDDLE) 19A. TYPE OF PROP. (FIXED OBJECT) AND DESCRIBE DAMAGE IN NARRATIVE: | 20. SEX ☐ 01 M ☐ 02 F | 21. BIRTHDATE:

22. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.):

23. HOME PHONE: | 24. PERMIT NUMBER AND STATE: | 25. BUS. PHONE:

OWNER

26. MODEL: | 27. MAKE: | 28. YEAR: | 29. BODY: | 30. COLOR: | 31. TAG NO., STATE/YEAR: | 32. VEH. ID NO. (VIN):

33. NAME OF OWNER (VEH./PROP.), (LAST, FIRST, MIDDLE), IF DRIVER ENTER "DRIVER": | 34. PHONE NO.:

35. ADDRESS (STREET, ROOM, APT. NO., CITY AND STATE IF OUTSIDE D.C.): | 36. OWNER NOTIFIED? ☐ YES ☐ NO

Non-Involved Witnesses

37. NAME / ADDRESS / PHONE NUMBER: Spagnoli, Hi Robert J. 555 4th St NW 202/393-7559 (put on second card given to me by D-2)

Home 202/722-7367

CODES

38. SEAT LOCATION CODE: 01 02 03 / 04 05 06

07 STATION WAGON REAR
08 MOTORCYCLE / MOPED PASS.
09 OCCUPANT + BUS
10 PEDESTRIAN
11 BICYCLE RIDER
12 OTHER: SKATEBOARD, TRICYCLE, ETC.

39. INJURY CODE
00 UNKNOWN
01 FATAL
02 DISABLING
03 NON-DISABLING
04 NONE
05 COMPLAINT OF PAIN BUT NO VISIBLE INJURY

40. SEAT BELT/BAG CODE
00 USE UNKNOWN
01 NOT INSTALLED
02 NOT FASTENED
03 FASTENED
04 AIR BAG INSTALL.
05 BELT/BAG FAILED
06 AIR BAG DEPLOYED
07 CHILD RESTRAINT

41. EJECTION CODE (THROWN FROM VEH.)
00 UNKNOWN
01 NO
02 PARTIAL
03 TOTAL

PERSONS INVOLVED

42. NAME/ADDRESS/PHONE NO. (INCLUDE ALL OPERATORS, PASSENGERS AND PEDESTRIANS INVOLVED EVEN IF NOT INJURED)	AGE	SEX	PASS. IN VEH. NO.	CODE 38.	CODE 39.	BELT 40.	BAG 40.	CODE 41.	EMPLOYED BY D.C. GOVT.?	TRANSPORTED TO HOSPITAL?
D-1	25	M	01	01	04	03	01	01	☐ YES ☒ NO	☐ YES ☒ NO
D-2	61	M	02	01	04	03	06	01	☐ YES ☒ NO	☐ YES ☒ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO
									☐ YES ☐ NO	☐ YES ☐ NO

1 of 01 Pages

Complaint No. 030-728

50. Dr./Ped.	Arrest/NOI Number	Charge (Report must support the charge.)	BA/SUPERIOR COURT - HEARING DATE	DPW 40-1 Issued?	What Traffic Signs Present?
Police Action No: 01	9576922 2 3	Fail to Yield ROW when Emerging From Driveway		YES.	NONE.
No: 02	NO VIOLATION				

51. TYPE OF COLLISION: 00 UNKNOWN; 01 RIGHT ANGLE; 02 [X] LEFT TURN HIT VEH.; 03 RIGHT TURN HIT VEH.; 04 REAR END; 05 SIDE SWIPED; 06 HEAD ON; 07 PARKED VEHICLE; 08 FIXED OBJECT; 09 RAN OFF ROADWAY; 10 LEFT TURN HIT PED.; 11 RIGHT TURN HIT PED.; 12 STRAIGHT HIT PED.; 13 BACKING HIT MOVING VEH.; 14 BACKING HIT PARKED VEH.; 15 BACKING HIT STOPPED VEH.; 16 BACKING HIT PEDESTRIAN; 17 NON-COLLISION ACCIDENT; 99 OTHER

52. ROAD SURFACE: 01 CONCRETE; 02 [X] ASPHALT; 03 BRICK; 04 GRAVEL; 05 DIRT; 99 OTHER

53. ROAD TYPE: 01 STRAIGHT; 02 CURVE; 03 LEVEL; 04 [X] GRADE; 05 CREST; 06 UNDERPASS; 07 RAMP; 08 BRIDGE; 99 OTHER

54. PEDESTRIAN ACTION: 00 UNKNOWN N/A; 01 WITH SIGNAL IN CROSSWALK; 02 AGAINST SIGNAL IN CROSSWALK; 03 IN CROSSWALK - NO SIGNAL; 04 FROM BETWEEN PARKED CARS; 05 NOT IN CROSSWALK; 06 IN UNMARKED CROSSWALK; 99 OTHER

55. TRAFFIC CONTROLS: 00 UNKNOWN; 01 FLASHING; 02 YIELD; 03 STOP SIGN; 04 SIGNAL; 05 [X] NONE; 06 OFFICER; 07 TURN RESTRICTED; 99 OTHER

56. ROAD CONDITION: 00 UNKNOWN; 01 REPAIRING; 02 [X] DRY; 03 WET; 04 ICE/SNOW

57. STREET LIGHTING: 00 UNKNOWN; 01 DEFECTIVE; 02 NONE; 03 STREET LIGHTS ON; 04 [X] STREET LIGHTS OFF

58. LIGHT CONDITION: 00 UNKNOWN; 01 DAWN/DUSK; 02 DARK; 03 [X] DAYLIGHT

59. TRAFFIC CONDITION: 00 UNKNOWN; 01 HEAVY; 02 [X] MEDIUM; 03 LIGHT; 99 OTHER

60. WEATHER: 00 UNKNOWN; 01 FOG/MIST; 02 [X] CLEAR; 03 RAIN; 04 SNOW; 05 SLEET

61. PEDESTRIAN CLOTHING: 01 UNKNOWN N/A; 02 WEARING DARK CLOTHING; 03 WEARING LIGHT CLOTHING

62. DRIVER/PEDESTRIAN CONDITION (1 2 3 4): 00 UNKNOWN; 01 FATIGUED; 02 ILL; 03 PHYSICAL DEFECT; 04 APPARENTLY ASLEEP; 05 [X] [X] APPARENTLY NORMAL; 99 OTHER

65. SOBRIETY (1 2 3 4): 01 [X] [X] HAD NOT BEEN DRINKING; HAD BEEN DRINKING AND: 02 OBVIOUSLY DRUNK; 03 ABILITY IMPAIRED; 04 NOT IMPAIRED; 05 IMPAIRMENT UNKN.; 99 OTHER

63. CONTRIBUTING CIRCUMSTANCES - RATHER THAN PRIMARY FACTOR FOR ALL VEHICLES AND * ALL SECONDARY FACTORS (1 2 3 4): 01 SPEED; 02 DEFECTIVE BRAKES; 03 FOLLOWING TOO CLOSE; 04 [X] AUTO RIGHT-OF-WAY; 05 PED. RIGHT-OF-WAY; 06 IMPROPER TURN; 07 YIELD SIGN; 08 STOP/GO LIGHT; 09 FLASHING LIGHT; 10 DIRECTIONAL LIGHT; 11 STOP SIGN; 12 ALCOHOL INFLUENCE; 13 IMPROPER PASSING; 14 WRONG WAY-ONE WAY ST.; 15 WRONG SIDE OF STREET; 16 IMPROPER STARTING; 17 OTHER DEFECTS; 18 PEDESTRIAN VIOLATION; 19 [X] NO VIOLATION; 20 DRIVER INATTENTION; 21 CHANGING LANES W/O CAUT.; 22 FAIL TO SET PARKING BRAKE; 23 OPEN DOOR TO TRAFFIC; 24 DRUG INFLUENCE; 25 IMPROPER BACKING; 26 DEFECTIVE LIGHTS; 27 PEDESTRIAN DRUNK; 28 ROAD DEFECTS; 29 DRIVER VISION OBSTRUCTED; 30 RIGHT TURN ON RED; 99 OTHER

64. VEHICLE TYPE (1 2 3 4): 00 UNKNOWN; 01 [X] PASSENGER AUTO; 02 TAXI CAB; 03 BUS; 04 MOTORCYCLE; 05 TRUCK/TRACTOR; NO. OF TRAILERS; NO. OF WHEELS; 06 BICYCLE; 07 POLICE PATROL WAGON; 08 POLICE MOTORCYCLE; 09 POLICE SCOOTER; 10 POLICE SCOUT CAR - ONE MAN; 11 POLICE SCOUT CAR - TWO MAN; 12 POLICE CRUISER MARKED; 13 POLICE CRUISER UNMARKED; 14 POLICE-OTHER; 15 FIRE ENGINE; 16 AMBULANCE; 17 PEDESTRIAN - ON FOOT; 18 FIXED OBJECT; 19 NON-COLLISION; 20 MOPED; 99 OTHER (EXPLAIN IN NARRATIVE. INCLUDES SKATEBOARDS, TRICYCLES, PLAY VEHICLES, ETC.)

66. BLOOD/ALCOHOL CONTENT: Dr./Ped. 1 ____ Dr./Ped. 3 N/A; Dr./Ped. 2 ____ Dr./Ped. 4 ____

67. DRIVER ACTIONS (1 2 3 4): 00 UNKNOWN; 01 BACKING; 02 TURNING RIGHT; 03 [X] TURNING LEFT; 04 STOPPED/STANDING-TRAFFIC LANE; 05 PARKED; 06 ENTERING/LEAVING PARKED POSITION; 07 MAKING "U" TURN; 08 MERGING; 09 RAN OFF ROAD; 10 CHANGING LANES; 11 [X] GOING STRAIGHT; 12 OVERTAKING; 13 SLOWING/STOPPING; 14 AVOIDING; 99 OTHER

68. NARRATIVE: Give a concise statement, in your own words, of the facts that are not covered in this report, or to clarify any items that are not satisfactorily explained. Use Continuation Sheet of report for additional space. If statements are taken, use PD 118 (Def./Suspect Statement), or PD 119 (Compl./Witness Statement). If accident occurred in a construction zone, describe type of construction.

Investigation of accident reveals that D-2 was traveling southbound on Foxhall Road, N.W., approaching the driveway in front of 2300 Foxhall Road, N.W., when D-1, who was sitting in the driveway at that location, attempted to make a left turn to go northbound, striking D-2. On the scene, physical evidence and green paint transfer on D-2's car supported this version of events. Both D-1 and D-2 described the same direction of travel, but each placed the other at fault. W-1 was not on the scene when undersigned arrived, but left his business card with D-2. D-1 was issued one NOI for failure to yield ROW when emerging from a driveway.

69. SIGNATURE OF REPORTING OFFICER	BADGE NO.	UNIT	70. SIGNATURE OF REVIEWING OFFICIAL	BADGE NO.	UNIT	71. REVIEWER	72. DISTRIBUTION
[signature]	1280	2-D.	Candace R. Neal	S-283	2D		

INJURED TO HOSPITAL

43. Name of Injured Person	Where Taken (Hospital)	By Whom	Status	TEB Notified (Name)	Teletype Notified (Name)	Relative Notified (Name)
N/A.			01 ☐ Admitted 02 ☐ Released	N/A.		
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			
			01 ☐ Admitted 02 ☐ Released			

VEHICLE NO. 1

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): E/W Turning N onto Foxhall

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☒ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME: DC Wrecker

47. LOCATION TOWED TO: 8475 Leesburg Pike Tysons Corner VA

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT Ø AFTER IMPACT Ø

VEHICLE NO. 2

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM): S on Foxhall Rd NW

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☒ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME: Ashton Towing

47. LOCATION TOWED TO: 4509 Clark Pl. S.W.

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT Ø AFTER IMPACT Ø

VEHICLE NO. 3

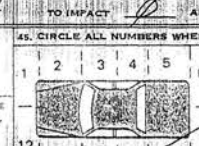
44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO:

45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT _____ AFTER IMPACT _____

VEHICLE NO. 4

44. DIRECTION OF TRAVEL AND STREET (MUST BE SAME AS IN NARRATIVE/DIAGRAM):

46. VEHICLE WAS: 01 ☐ LEFT ON SCENE 02 ☐ TOWED BY 03 ☐ DRIVEN AWAY BY

NAME:

47. LOCATION TOWED TO:

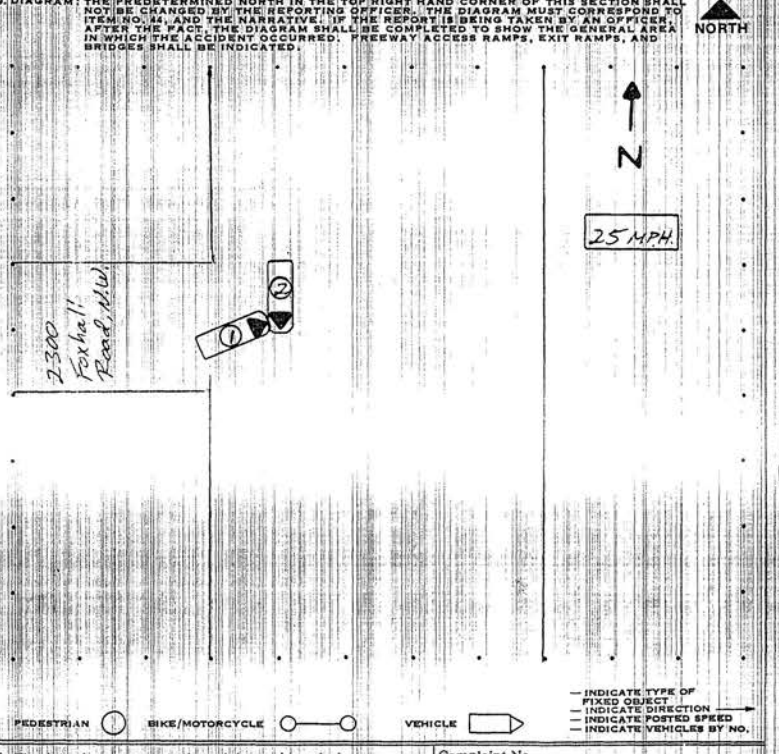
45. CIRCLE ALL NUMBERS WHERE THERE IS DAMAGE



13 Hood
14 Roof
15 Trunk
16 Undercarriage
17 Overturned
18 Other (Explain in Narrative)

48. SKID MARKS: TO IMPACT _____ AFTER IMPACT _____

49. DIAGRAM: THE PREDETERMINED NORTH IN THE TOP RIGHT HAND CORNER OF THIS SECTION SHALL NOT BE CHANGED BY THE REPORTING OFFICER. THE DIAGRAM MUST CORRESPOND TO ITEM NO. 44, AND THE NARRATIVE. IF THE REPORT IS BEING TAKEN BY AN OFFICER AFTER THE FACT, THE DIAGRAM SHALL BE COMPLETED TO SHOW THE GENERAL AREA IN WHICH THE ACCIDENT OCCURRED. FREEWAY ACCESS RAMPS, EXIT RAMPS, AND BRIDGES SHALL BE INDICATED.



PEDESTRIAN ○ BIKE/MOTORCYCLE ○—○ VEHICLE ▭

— INDICATE TYPE OF FIXED OBJECT
— INDICATE DIRECTION →
— INDICATE POSTED SPEED
— INDICATE VEHICLES BY NO.

NOTE: This report is used for statistical analysis of vehicular accidents and the prevention thereof. The data given represents the opinion and conclusions of the reporting officer based on his/her judgement after considering all of the facts disclosed through his/her investigation of this accident.

Complaint No. 030-728.

96-0047

Response of NAFG to Gorove/Slade
Traffic Impact Analysis (TIA)
and Technical Appendix (TA)
Prepared for the Field School, dated May 19, 2000

The TIA submitted by Gorove/Slade is no longer viable because it relies on the existing northern entrance to accommodate ingress and egress to the proposed school site, contrary to the DPW report which requires that the northern entrance be eliminated because of lack of adequate sight distance. DPW's recommendation to close the northern entrance is in sharp contrast to the Gorove/Slade TIA report (at 10) which states that the northern entrance is "the safest existing location for vehicles to turn left into and out of the site because the sight distance at this location is adequate."

The TIA concedes the problems at this location that NAFG has described to this Board from the outset:

- This site has limited existing public transportation opportunities with no Metrorail stations within a reasonable walking distance. (p. 2).
- The sight distances along Foxhall Road in the vicinity of the school relocation site are not favorable due to the existing vertical and horizontal curvatures of the roadway. (p. 9).
- Vehicular speeds along the Foxhall Road corridor exceed the posted speed limit of 25 m.p.h. in the vicinity of the relocation site. (p. 9).
- This commuter traffic contributes to the speeding and congestion experienced by motorists in the Foxhall Road corridor. (p. 9).

The TIA does clear up some (but not all) confusion resulting from its first two reports which are superseded by this report (p. 1); however, manifest errors are still present.

For example:

1. The TIA report (at 10) still relies on the installation of school warning signs for safety despite the fact that the research cited in support relates to crosswalks not in use in this case and refers to other articles that indicate such warning beacons don't work.

2. The new TIA indicates that 45% - 46% of the students, not 36%, will use the shuttle bus service and continues to state that each student driver (38 in all projected) will carry at least 2.5 students per car.

These assumptions are based on a biased parent survey and without reference to the District's new and restrictive teen driving laws (no teens under 17 can carry other teen passengers except siblings).

Our traffic expert (Joe Mehra) performed a survey of pedestrians and vehicles approaching the existing Field School that was conducted on May 3 and May 4 of this year. The results indicated that 64 and 65 persons walked to the school, presumably from public transit. This equates to 30% - 31% of the student population, not 36%. Accordingly, there must be a 150% increase in the number of students who would need to take two modes of transportation (Metro and shuttle bus, or car and shuttle bus), rather than the current one step (bus or Metro or car to school) to achieve the G/S 45 - 46% assumption.

The Mehra survey also indicated that on May 4, 2000 the average student auto occupancy was 1.3 persons per car. Thus, this number will have to almost double to meet the G/S assumption of 2.5 persons per car. Given that 55% of the current Field School students are D.C. residents,[1] and new restrictive teenage driving laws, this assumption is not well founded.

3. The Gorove/Slade report (p. 17) indicates that the maximum queuing at the school consisted of four vehicles at AM and PM rush hours. However, on May 4, 2000, the Mehra survey indicated six vehicles queued at 8:10 AM and again at 8:20 AM and seven vehicles at 8:24 AM. Given either survey, the proposed 66 foot - three car standing line is insufficient and will create a dangerous overflow to through traffic traveling south on Foxhall Road.

4. The TIA report at 14 indicates that future traffic capacity analysis (level of service) included a proposed signal at W Street and Foxhall. Report at 14. However, the school and DPW have consistently maintained that no light will be placed at this intersection because of neighborhood opposition, not to mention that it will be very close to the light proposed at the school's entrance by DPW.

---

[1] Testimony indicated the following student population:

43	VA
117	DC
52	MD
212	Students

5. The TA has been corrected to show that the PM rush hour is 2:00 to 3:00 PM. The prior report indicated 2:30 - 3:30 PM and 2:00 to 3:00 PM. Had Gorove/Slade followed the Institute of Transportation Engineers Recommended Practice for Traffic Access and Impact Studies for Site Development, the peak hour of 5:00 to 6:00 PM would have been chosen which would drop the level of service by at least one and probably two letters, e.g., A to B for north and southbound approaches to Foxhall at W Street and from C to D or E for the east and westbound approaches at this same point.

Given the school's desire to move to a location where a vast majority of its students would be able to participate in after school extracurricular athletic activities, the choice of a 2:00 to 3:00 PM rush hour and not 5:00 to 6:00 PM is not well founded.

6. The 174 total AM peak rush hour trip generations to the proposed school found by Gorove/Slade (Report at 12) was derived without sufficient factual basis. It is submitted that the original Gorove/Slade December 1999 report indicating 320 AM peak rush hour trip generations is more closely aligned to our expert (Mehra report at 6) calculation of 374. This drastic difference by Gorove/Slade in trip-generation estimation suggests that the reduction was made to reduce the size of the vehicle storage bay in response to our expert analysis regarding approach sight problems for southbound Foxhall residents.

The Gorove/Slade TIA report is unreliable and should be given no weight by the Board.

Respectfully submitted,

Hunton & Williams for NAFG

By: Richard L. Aguglia
Richard L. Aguglia

Date: 6/2/00