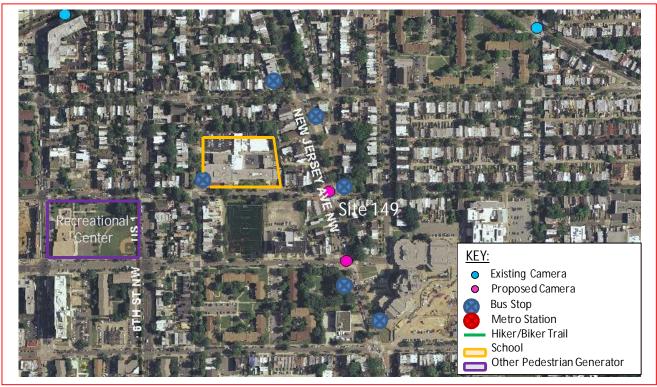




Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia 1500 Block New Jersey Avenue NW

Study	Area	and Loo	cation		
District	PSA	Ward	ANC	Phase	Description
3	308	2	2C	Proposed	1500 Block New Jersey Avenue Northwest Southbound



This *proposed* speed camera will be located in Ward 2 at the 1500 block of New Jersey Avenue Northwest in the southbound direction. New Jersey Avenue runs from Florida Avenue Northwest in the north to Tingey Street Northwest in the south. The posted speed limit is 25 MPH.



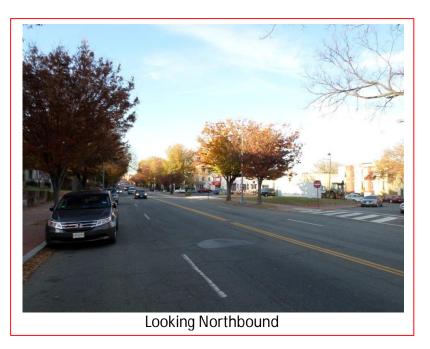


District Department of Transportation 1500 Block New Jersey Avenue NW

Field Assessment Summary

New Jersey Avenue is assumed to run in the North-South direction and is classified as a minor arterial. New Jersey Avenue has two travel lanes in each direction. The site has the following characteristics:

- This site is located in a residential area with driveways, and on-street parking on both sides of the street.
- Sidewalks with curb and gutter exist on both sides of the street. The existing pavement is in good • condition.
- There are two schools in the area: Montgomery Elementary School and Dunbar High School. There is a school crossing guard here before and after school hours.
- There is a bus stop on the east side, and several others in the surrounding area.



W2 - 158







Speed Data Analysis

Posted Speed Limit (MPH)	25
Mean Speed (MPH)	19
85th Percentile Speed (MPH)	25
10 MPH Pace Speed (MPH)	17-26
ADT	8,720

The mean speed is 6 MPH lower than the posted speed limit, and the 85th percentile speed is the same as the posted speed limit.

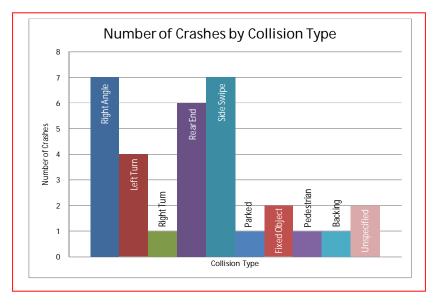
Crash Data Analysis

From the Accident Summary Report provided for the dates between January 1, 2010 and December 31, 2012, there were a total of 32 crashes at this location. A breakdown of number of crashes by collision type can be found in the chart on the next page. The most common types of collision at this location were Right Angle (7 crashes), Side Swipe (7 crashes), and Rear End (6 crashes). The other collision types had less than 4 crashes or less. Furthermore, this site experienced a high frequency (17 crashes) of injury related crashes.



d.
District Department of Transportation
1500 Block New Jersey Avenue NW

Severity			Weather			Surface	conditi	ion	Light Condition			
Total	32											
Fatal	0	0.0%	Clear	30	93.8%	Dry	29	90.6%	Day	22	68.8%	
Injury	17	53.1%	Rain	1	3.1%	Wet	2	6.3%	Night	10	31.3%	
Bicycle	4	12.5%	Snow	1	3.1%	Snow/Ice	0	0.0%				
Truck	2	6.3%										



The New Jersey Avenue Corridor is listed as one of the top ten high frequency crash corridors from 2009 to 2011, according to the report *TRAFFIC SAFETY STATISTICS REPORT FOR THE DISTRICT OF COLUMBIA (2009-2011)*¹.

Safety Nexus

This site presents the following safety considerations which may establish a nexus between the speed camera and traffic safety:

- 1. Speed Data The speed data analysis shows travel speeds being lower or the same as the posted speed limit.
- 2. Crash Data There was an elevated number of speed related crashes at this location, including right angle, side swiped and rear end collisions, as well as a high frequency (17 crashes) of injury-related crashes.
- 3. Field Assessment The following site characteristics suggest a need for a safer travel environment:

¹ DDOT, TRAFFIC SAFETY STATISTICS REPORT FOR THE DISTRICT OF COLUMBIA (2009-2011), pg.80.





- a. Located in a residential area with houses and driveways on both sides of the street.
- b. There are two schools in the area: Dunbar High School and Montgomery Elementary School.
- c. There is a school crossing at this location before and after school hours.
- d. There is a recreational center in the area which generates pedestrian activity.
- e. There are multiple bus stops in the area which generate pedestrian activity.

Although the speed data analysis showed 85th percentile speed same as the posted speed limit, due to the elevated number of speed-related crashes and injury-related crashes, the specific site characteristics, the proximity of schools to the site, and other pedestrian generators, there is a nexus between traffic safety and the speed camera at this location.

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD MOUNT AIRY, MD 21771

www.sammateng.com

1500 block New Jersey Ave NW SB Speed

SB															
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
11/05/13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	1	0	5	4	0	0	0	0	0	0	0	0	0	0	10
03:00	0	3	12	13	0	0	0	0	0	0	0	0	0	0	28
04:00	0	2	14	23	2	0	0	0	0	0	0	0	0	0	41
05:00	5	12	73	65	8	1	0	0	0	0	0	0	0	0	164
06:00	13	34	181	127	15	1	0	0	0	0	0	0	0	0	371
07:00	141	243	193	41	1	0	0	0	0	0	0	0	0	0	619
08:00	115	253	200	29	1	0	0	0	0	0	0	0	0	0	598
09:00	55	125	292	75	6	0	0	0	0	0	0	0	0	0	553
10:00	45	87	218	67	2	0	0	0	0	0	0	0	0	0	419
11:00	27	62	199	92	10	0	0	0	0	0	0	0	0	0	390
12 PM	42	123	235	50	3	1	0	0	0	0	0	0	0	0	454
13:00	27	92	252	86	10	1	0	0	0	0	0	0	0	0	468
14:00	40	131	288	65	13	1	0	0	0	0	0	0	0	0	538
15:00	43	145	335	50	1	0	0	0	0	0	0	0	0	0	574
16:00	34	254	298	28	0	0	0	0	0	0	0	0	0	0	614
17:00	138	170	210	14	0	0	0	0	0	0	0	0	0	0	532
18:00	98	212	206	6	0	0	0	0	0	0	0	0	0	0	522
19:00	18	68	284	61	1	0	0	0	0	0	0	0	0	0	432
20:00	6	39	240	76	2	0	0	0	0	0	0	0	0	0	363
21:00	9	37	218	64	6	0	0	0	0	0	0	0	0	0	334
22:00	16	32	143	59	4	0	0	0	0	0	0	0	0	0	254
23:00	2	11	149	36	2	0	0	0	0	0	0	0	0	0	200
Total	875	2135	4245	1131	87	5	0	0	0	0	0	0	0	0	8478

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD MOUNT AIRY, MD 21771

www.sammateng.com

1500 block New Jersey Ave NW SB Speed

SB Start															
	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
11/06/13	2	10	69	48	1	0	0	0	0	0	0	0	0	0	130
01:00	5	7	38	22	2	0	0	0	0	0	0	0	0	0	74
02:00	3	2	21	10	2	0	0	0	0	0	0	0	0	0	38
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	19	128	80	5	0	0	0	0	0	0	0	0	0	242
Grand	885	2154	4373	1211	92	5	0	0	0	0	0	0	0	0	8720
Total	005	2154	4373	1211	92		0	0	0	0	0	0	0	0	0720
			15th F	Percentile :		11 MPH									
			50th F	Percentile :	:	20 MPH									
			85th F	Percentile :		25 MPH									
			95th F	Percentile :	:	28 MPH									
Stats		Me	ean Speed(Average):		19 MPH									
			0 MPH Pa		17-2	6 MPH									
			Numbe	r in Pace :		5135									
			Percer	nt in Pace :		58.9%									
		Number of	Vehicles >	25 MPH :		1401									
		Percent of	Vehicles >	25 MPH :		16.1%									

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD MOUNT AIRY, MD 21771

www.sammateng.com

1500 block New Jersey Ave NW SB Volume

Time AM P.M. AM P.M. <th>Start</th> <th>Tue</th> <th>05-Nov-13</th> <th>Wed</th> <th>06-Nov-13</th> <th>Thu</th> <th>07-Nov-13</th> <th>Daily Av</th> <th>verage</th>	Start	Tue	05-Nov-13	Wed	06-Nov-13	Thu	07-Nov-13	Daily Av	verage
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03:45 3 164 • • • • • • • 6 04:15 11 154 • • • 11 04:30 15 140 • • • 11 04:30 15 140 • • • 9 05:00 28 108 • • • 28 05:15 30 140 • • • 28 05:30 46 133 • • • 46 05:45 60 151 • • 66 66 06:15 85 101 138 • • 110 65 06:45 111 133 • • 111 110 166 07:15 129 102 • • 111 156 07:30 179 107 • • 147 155 08:00 147 95 • • 140 08:30	03:30	10	142	*	*	*	*	10	142
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08:00 147 95 * * * * * 147 08:15 160 82 * * * * 160 08:30 151 95 * * * 110 08:30 151 95 * * * 140 08:45 140 91 * * * 140 09:00 125 76 * * * 125 09:15 163 112 * * * 163 09:30 130 73 * * * 135 09:45 135 73 * * * 130 09:45 103 73 * * * 109 10:00 119 57 * * * 109 10:45 109 73 * * * 109 10:45 101 55 * * * 101 11:15 106 56	07:30	179		*				179	107
08:15 160 82 * * * * * 160 08:30 151 95 * * * * 151 08:45 140 91 * * * * 140 09:00 125 76 * * * * 125 09:15 163 112 * * * * 163 09:30 130 73 * * * * 130 09:45 135 73 * * * * 135 10:00 119 57 * * * 109 10:15 109 73 * * * 109 10:30 90 69 * * * 101 11:45 101 55 * * * 101 11:15 106 56 * * * 106 11:15 107 42 * * * 107 <td>07:45</td> <td></td> <td></td> <td>*</td> <td></td> <td></td> <td></td> <td></td> <td>111</td>	07:45			*					111
08:30 151 95 * * * * * 140 08:45 140 91 * * * * 140 09:00 125 76 * * * 125 09:15 163 112 * * * 163 09:30 130 73 * * * 163 09:45 135 73 * * * 130 09:45 135 73 * * * 135 10:00 119 57 * * * 109 10:15 109 73 * * * 109 10:30 90 69 * * * 109 11:30 99 52 * * * 106 11:30 99 52 * * * 107 Total 3193 5285 242 0 0 0 3435 Combined Total 84	08:00	147	95					147	95
08:45 140 91 * * * * * 140 09:00 125 76 * * * * 125 09:15 163 112 * * * * 163 09:30 130 73 * * * * 130 09:45 135 73 * * * 130 09:45 135 73 * * * 135 10:00 119 57 * * * 119 10:15 109 73 * * * 109 10:30 90 69 * * * 90 10:45 101 55 * * * 101 11:00 78 50 * * * 106 11:15 106 56 * * * 107 11:30 99 52 * * * 107 Combined <t< td=""><td>08:15</td><td></td><td>82</td><td>*</td><td>*</td><td>*</td><td>*</td><td></td><td>82</td></t<>	08:15		82	*	*	*	*		82
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09:45 135 73 * * * * * 135 10:00 119 57 * * * * 119 10:15 109 73 * * * * 109 10:30 90 69 * * * * 90 10:30 90 69 * * * * 90 10:45 101 55 * * * * 101 11:00 78 50 * * * * 101 11:10 78 50 * * * * 106 11:130 99 52 * * * * 106 11:30 99 5285 242 0 0 0 3435 Combined Total 8478 242 0 0 0 3435 Peak 07:30 03:30 12:00 641 641 <td>09:30</td> <td>130</td> <td></td> <td>*</td> <td>*</td> <td>*</td> <td>*</td> <td>130</td> <td>73</td>	09:30	130		*	*	*	*	130	73
10:00 119 57 * * * * 119 10:15 109 73 * * * * 109 10:30 90 69 * * * * 90 10:45 101 55 * * * * 90 10:45 101 55 * * * * 101 11:00 78 50 * * * * 78 11:10 78 50 * * * * 101 11:00 78 50 * * * * 106 11:15 106 56 * * * * 106 11:30 99 52 * * * * 107 Total 3193 5285 242 0 0 0 3435 Combined Total 8478 242 0 0 0 8720 Peak 07:30 03:30	09.45	135	73	*	*	*	*	135	73
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10:30 90 69 * * * * * 90 10:45 101 55 * * * * * 101 11:00 78 50 * * * * * 78 11:15 106 56 * * * * 106 11:30 99 52 * * * * 99 11:30 99 52 * * * * 99 11:45 107 42 * * * 107 107 Total 3193 5285 242 0 0 0 3435 Combined Total 8478 242 0 0 0 8720 Peak 07:30 03:30 12:00 07:30 07:30 07:30 Vol. 641 626 130 641 641 641	10:15	109	73	*	*	*	*	109	73
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Total 3107 42 107 Total 3193 5285 242 0 0 3435 Combined Total 8478 242 0 8720 Peak 07:30 03:30 12:00 07:30 Vol. 641 626 130 641					*				52
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Peak 07:30 03:30 12:00 07:30 Vol. 641 626 130 641		84	78	24	2	C)	8720	
Vol. 641 626 130 641		07:30	03:30	12:00				07:30	03:30
									626
F.I.I. U.090 U.840 U.000 U.890	P.H.F.	0.895	0.943	0.663				0.895	0.943
ADT ADT 8,720 AADT 8,720		0.000			_			2.000	5.570

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-8)

	RSEY AVE,NW From 01/01/20		-		Rahul Jain	Prepared Da	te:	10/27/201
Total Number of Accident:		32	Collision Type	e #ACC	C % (Collision Type	#ACC	; %
Total Number of Fatalities:		0	Right Angle:	7		ixed Object:	2	6.3%
Total Number of Injuries:		26	Left Turn:	4		Ran Off Road:	0	0.0%
Total Number of Disabling	Injuries:	2	Right Turn:	1	3.1% F	Ped. Involved:	1	3.1%
Total Number of NonDisab		6	Rear End:	6	18.8% E	Backing:	1	3.1%
Total Number of Pedestria		1	Side Swiped:	7	21.9%	Non Collision:	0	0.0%
Total Number of Bicycles I	nvolved:	4	Head On:	0	0.0% l	Jnder/Over Ride:	0	0.0%
Total Number of Motorcycl	es Involved:	0	Parked:	1	3.1% l	Inspecified:	2	6.3%
Time of Day	#ACC	%			Day o fweek	#AC	C	%
07:30 ~ 09:30:	6	18.8%			Sunday:	3		9.4%
09:30 ~ 11:30:	0	0.0%			Monday:	5		15.6%
11:30 ~ 13:30:	3	9.4%			Tuesday:	5		15.6%
13:30 ~ 16:00:	6	18.8%			Wednesday:	5		15.6%
16:00 ~18:30:	7	21.9%			Thursday:	7		21.9%
18:30 ~ 07:30:	10	31.3%			Friday:	3		9.4%
Unspecified:	0	0.0%			Saturday:	4		12.5%
Weather Condition	#ACC	%			Surface Condition	#AC	c	%
Clear:	30	93.8%			Dry:	29		90.6%
Rain:	1	3.1%			Wet:	2		6.3%
Snow:	1	3.1%			Snow/Ice:	0		0.0%
Sleet/Hail:	0	0.0%			Slush:	0		0.0%
Fog/Mist:	0	0.0%			Water/Sand:	0		0.0%
Crosswind/Blowing Sand:	0	0.0%			Repairing:	0		0.0%
Unspecified:	0	0.0%			Unspecified:	1		3.1%
Type of Vehicle	#VEH	%	,		Accident Severity	Type #AC	c	%
Passenger Car:	49	76.6%			Fatal Collision:	0		0.0%
Bus:	1	1.6%			Injury Collision:	17		53.1%
Truck:	2	3.1%			PDO Collision:	15		46.9%
Taxi:	1	1.6%						
Minivan:	0	0.0%			Light Condition	#AC	C	%
Police/Emergency Vehicle	: 1	1.6%			Daylight:	22		68.8%
Motorcycle/Moped:	2	3.1%			Dawn/Dusk:	0		0.0%
Bicycle:	4	6.3%			Dark(Lighted):	10		31.3%
Fixed Object:	0	0.0%			Dark(Not Lighted):	0		0.0%
Unspecified:	4	6.3%			Dark(Unknown Ligh	ting): 0		0.0%
	-				Unspecified:	0		0.0%
Contributing Factor	#VEH	%			Pedestrian Actions	s #AC	C	%
Driver: Speed:	1	1.6%			In Crosswalk with S	ignal: 1		100.0%
Driver: Alcohol/Drug:	1	1.6%			In Crosswalk agains	t Signal: 0		0.0%
Driver: Electronic Device:	0	0.0%			In Crosswalk no Sig	nal: 0		0.0%
Driver: Others:	18	28.1%			In Unmarked Cross	walk: 0		0.0%
Vehicle:	0	0.0%			Not in Crosswalk:	0		0.0%
Roadway:	0	0.0%			From Between Park	ed Cars: 0		0.0%
Unspecified:	44	68.8%			Unspecified:	0		0.0%

14 Records are not approved as of 10/27/2013 3:47:46 PM