



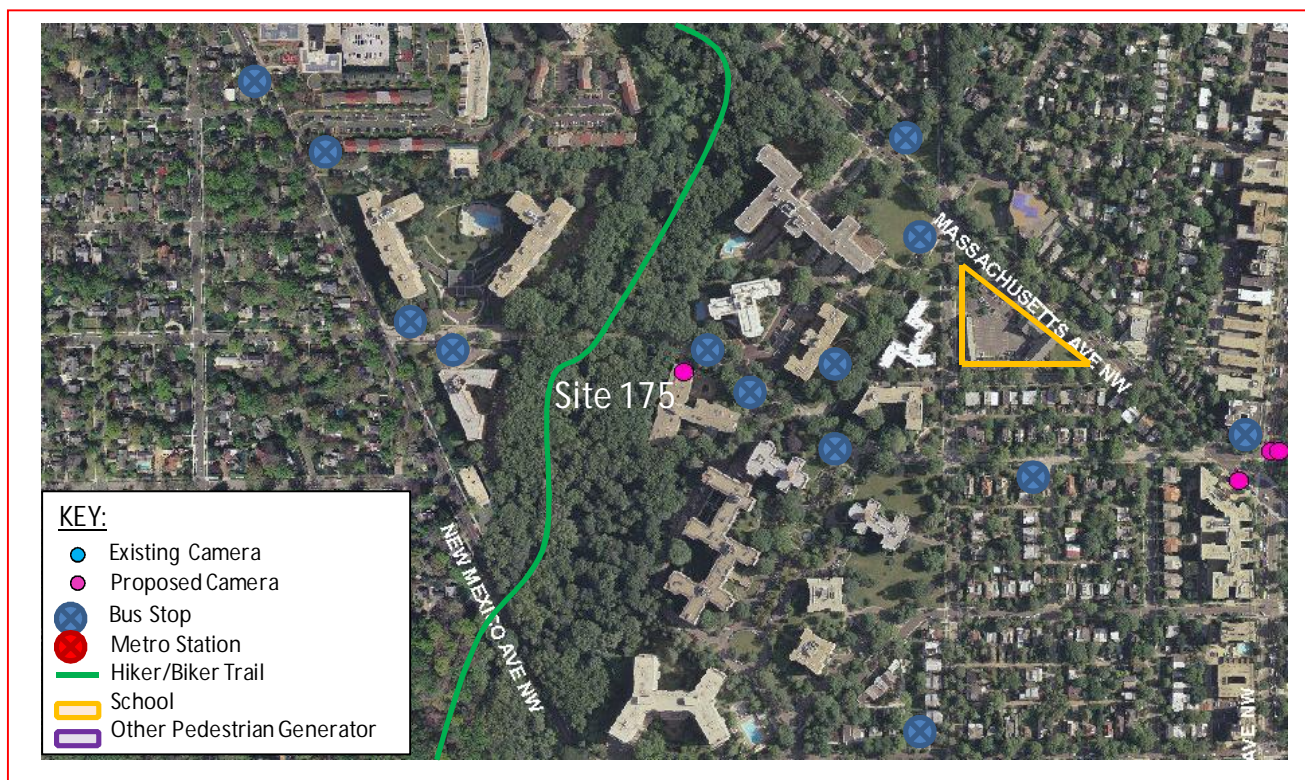
District Department of Transportation

Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia

4100 Block Cathedral Avenue NW

Study Area and Location

| District | PSA | Ward | ANC | Phase | Description |
|----------|-----|------|-----|----------|---------------------------------------|
| 2 | 204 | 3 | 3B | Proposed | 4100 Block Cathedral Avenue Northwest |



This *proposed* speed camera will be located in Ward 3 at the 4100 block of Cathedral Avenue Northwest. Cathedral Avenue runs from Foxhall Road Northwest in the west to Wisconsin Avenue Northwest in the east. The posted speed limit is 25 MPH.

W3 - 423





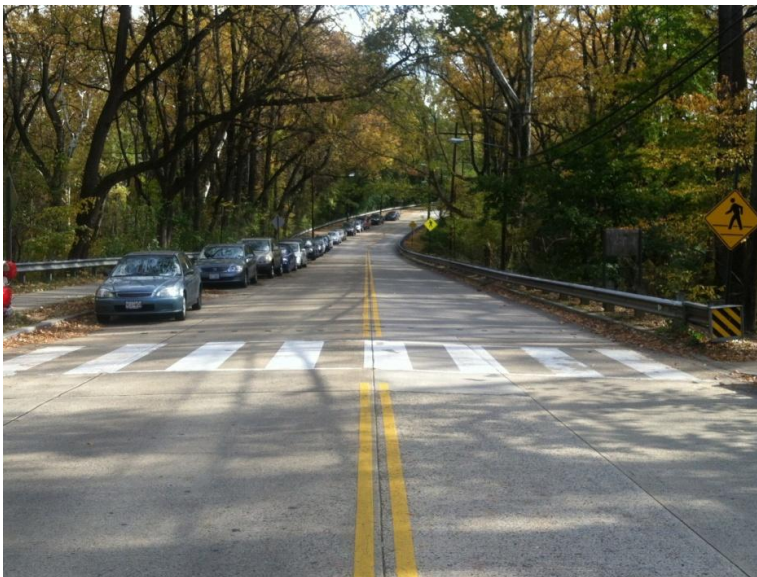
District Department of Transportation

4100 Block Cathedral Avenue NW

Field Assessment Summary

Cathedral Avenue is assumed to run in an East-West direction and is classified as a collector. Cathedral Avenue has one travel lane in each direction. This site has the following characteristics:

- This site is located in a residential area with houses in the surrounding area.
- There are guardrails on both sides of the street.
- There are on-street parking and a sidewalk with curb and gutter on the north side of the street.
- The existing pavement is in good condition and there is a downhill slope in the westbound direction.
- There is one school nearby: Annunciation Catholic School.



Eastbound

W3 - 424



District Department of Transportation

4100 Block Cathedral Avenue NW



Westbound

Speed Data Analysis

| Direction | Eastbound | Westbound |
|-----------------------------|-----------|-----------|
| Posted Speed Limit (MPH) | 25 | 25 |
| Mean Speed (MPH) | 26 | 20 |
| 85th Percentile Speed (MPH) | 39 | 24 |
| 10 MPH Pace Speed (MPH) | 29-38 | 18-27 |
| Sample Size | 2,521 | 2,231 |
| ADT | 4,752 | |

The mean speed in the eastbound direction is 1 MPH higher than the posted speed limit and the mean speed in the westbound direction is 5 MPH lower than the posted speed limit. The 85th percentile speed in the eastbound direction is 14 MPH higher than the posted speed limit, and the 85th percentile speed in the westbound direction is 1 MPH lower than 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 13 crashes at this location. A breakdown of number of crashes by collision type can be found in the chart below. The most common type of collision at this location was Side Swipe with five crashes.

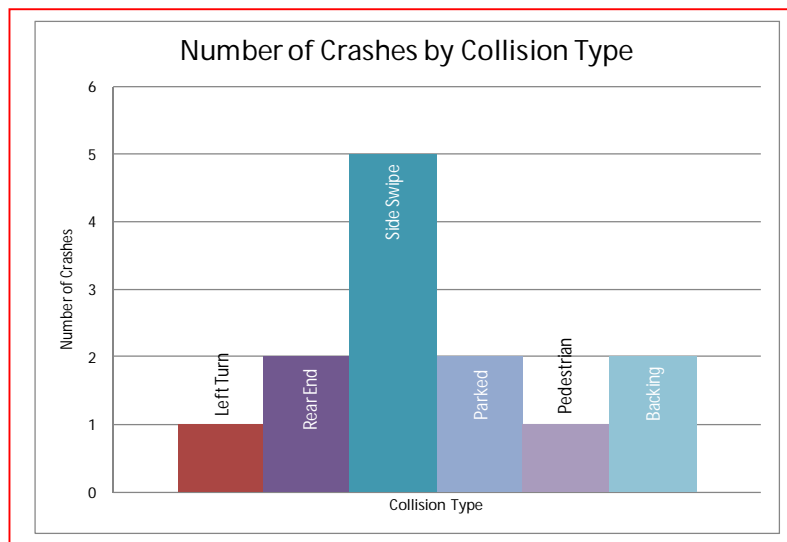
W3 - 425



District Department of Transportation

4100 Block Cathedral Avenue NW

| Severity | | | Weather | | | Surface condition | | | Light Condition | | |
|----------|----|-------|---------|----|--------|-------------------|----|--------|-----------------|----|-------|
| Total | 13 | | | | | | | | | | |
| Fatal | 0 | 0.0% | Clear | 13 | 100.0% | Dry | 13 | 100.0% | Day | 11 | 84.6% |
| Injury | 2 | 15.4% | Rain | 0 | 0.0% | Wet | 0 | 0.0% | Night | 2 | 15.4% |
| Truck | 3 | 23.1% | Snow | 0 | 0.0% | Snow/Ice | 0 | 0.0% | | | |
| Bus | 2 | 15.4% | | | | | | | | | |



Safety Nexus

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

1. Speed Data – The speed data analysis shows travel speeds being lower than the posted speed limit in the westbound direction. The 85th percentile speed is much higher than the posted speed limit at this location in the eastbound direction.
2. Crash Data – The crash data analysis shows a low number of crashes at this location.
3. Field Assessment – The following site characteristics suggest a need for a safer travel environment:
 - a. Located in a residential area with houses in the surrounding area.
 - b. There is one school in the area: Annunciation Catholic School.
 - c. There are multiple bus stops in the area which generate pedestrian activity.

W3 - 426



District Department of Transportation

4100 Block Cathedral Avenue NW

Although the crash data analysis showed a low number of crashes at this location, due to the speed data analysis, the specific site characteristics, the pedestrian generators, and the pedestrian environment present, there is a nexus between traffic safety and the speed camera at this location.

W3 - 427

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

4100 block of Cathedral Ave NW Speed

| WB | | | | | | | | | | | | | | | |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
| 11/08/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 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 | 12 | 13 | 28 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Total | 12 | 13 | 28 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

4100 block of Cathedral Ave NW Speed

WB

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
|-------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 11/09/13 | 3 | 6 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 01:00 | 4 | 3 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 02:00 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:00 | 1 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 2 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 06:00 | 2 | 8 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 07:00 | 2 | 11 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 08:00 | 8 | 22 | 56 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 09:00 | 10 | 30 | 76 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 10:00 | 8 | 30 | 93 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 11:00 | 5 | 22 | 85 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 12 PM | 10 | 36 | 124 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 13:00 | 10 | 35 | 90 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 14:00 | 11 | 21 | 102 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 15:00 | 7 | 33 | 94 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 16:00 | 22 | 38 | 96 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 17:00 | 12 | 49 | 70 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 18:00 | 7 | 37 | 86 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 19:00 | 5 | 30 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 20:00 | 3 | 20 | 51 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 21:00 | 7 | 26 | 56 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 22:00 | 2 | 14 | 38 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 143 | 479 | 1304 | 232 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2167 |
| Grand Total | 155 | 492 | 1332 | 243 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2231 |

15th Percentile : 12 MPH
50th Percentile : 20 MPH
85th Percentile : 24 MPH
95th Percentile : 27 MPH

Stats
Mean Speed(Average) : 20 MPH
10 MPH Pace Speed : 18-27 MPH
Number in Pace : 1479
Percent in Pace : 66.3%
Number of Vehicles > 25 MPH : 328
Percent of Vehicles > 25 MPH : 14.7%

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4100 block of Cathedral Ave NW Speed

EB

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
|---------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 11/08/13 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 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 | 15 | 2 | 10 | 11 | 12 | 6 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 65 |
| Total | 15 | 2 | 10 | 11 | 12 | 6 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 65 |

SAMMAT ENGINEERING SERVICES, LLC

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4100 block of Cathedral Ave NW Speed

EB

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
|-------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 11/09/13 | 5 | 0 | 5 | 7 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 01:00 | 8 | 1 | 4 | 5 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 02:00 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 4 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:00 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 05:00 | 4 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:00 | 4 | 1 | 1 | 3 | 3 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 8 | 2 | 5 | 9 | 14 | 12 | 10 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 67 |
| 08:00 | 14 | 4 | 4 | 14 | 16 | 17 | 13 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 87 |
| 09:00 | 26 | 4 | 11 | 25 | 27 | 24 | 21 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 151 |
| 10:00 | 28 | 3 | 20 | 21 | 32 | 23 | 14 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 155 |
| 11:00 | 31 | 6 | 11 | 28 | 46 | 27 | 19 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 185 |
| 12 PM | 43 | 4 | 16 | 31 | 32 | 33 | 16 | 5 | 7 | 1 | 1 | 2 | 0 | 0 | 191 |
| 13:00 | 46 | 6 | 20 | 22 | 40 | 34 | 21 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 202 |
| 14:00 | 41 | 5 | 14 | 24 | 49 | 43 | 13 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 200 |
| 15:00 | 30 | 12 | 14 | 33 | 40 | 30 | 13 | 8 | 3 | 0 | 1 | 0 | 0 | 1 | 185 |
| 16:00 | 32 | 3 | 20 | 31 | 37 | 28 | 11 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 173 |
| 17:00 | 25 | 6 | 16 | 30 | 49 | 33 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 187 |
| 18:00 | 35 | 5 | 15 | 22 | 31 | 27 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 153 |
| 19:00 | 12 | 4 | 9 | 17 | 28 | 27 | 11 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 118 |
| 20:00 | 20 | 1 | 5 | 23 | 18 | 17 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 103 |
| 21:00 | 17 | 2 | 4 | 21 | 20 | 12 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 22:00 | 18 | 1 | 12 | 18 | 15 | 12 | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 90 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 453 | 71 | 211 | 392 | 515 | 418 | 225 | 110 | 39 | 13 | 3 | 3 | 1 | 2 | 2456 |
| Grand Total | 468 | 73 | 221 | 403 | 527 | 424 | 229 | 113 | 39 | 15 | 3 | 3 | 1 | 2 | 2521 |

15th Percentile : 8 MPH
50th Percentile : 28 MPH
85th Percentile : 39 MPH
95th Percentile : 46 MPH

Stats
Mean Speed(Average) : 26 MPH
10 MPH Pace Speed : 29-38 MPH
Number in Pace : 811
Percent in Pace : 32.2%
Number of Vehicles > 25 MPH : 1492
Percent of Vehicles > 25 MPH : 59.2%

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

4100 block of Cathedral Ave NW Volume

| Start Time | 08-Nov-13 Fri | WB | | EB | | Combined | | 09-Nov- Sat | WB | | EB | | Combined | |
|------------|------------------|------|-------|------|-------|----------|-------|----------------|-------|-------|-------|-------|----------|-------|
| | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| 12:00 | | * | * | * | * | * | * | | 15 | 55 | 8 | 50 | 23 | 105 |
| 12:15 | | * | * | * | * | * | * | | 7 | 45 | 7 | 57 | 14 | 102 |
| 12:30 | | * | * | * | * | * | * | | 13 | 41 | 6 | 35 | 19 | 76 |
| 12:45 | | * | * | * | * | * | * | | 9 | 51 | 9 | 49 | 18 | 100 |
| 01:00 | | * | * | * | * | * | * | | 13 | 37 | 13 | 55 | 26 | 92 |
| 01:15 | | * | * | * | * | * | * | | 4 | 39 | 3 | 47 | 7 | 86 |
| 01:30 | | * | * | * | * | * | * | | 6 | 34 | 9 | 51 | 15 | 85 |
| 01:45 | | * | * | * | * | * | * | | 4 | 37 | 6 | 49 | 10 | 86 |
| 02:00 | | * | * | * | * | * | * | | 1 | 52 | 0 | 59 | 1 | 111 |
| 02:15 | | * | * | * | * | * | * | | 3 | 35 | 3 | 53 | 6 | 88 |
| 02:30 | | * | * | * | * | * | * | | 2 | 34 | 2 | 43 | 4 | 77 |
| 02:45 | | * | * | * | * | * | * | | 3 | 32 | 4 | 45 | 7 | 77 |
| 03:00 | | * | * | * | * | * | * | | 4 | 42 | 6 | 45 | 10 | 87 |
| 03:15 | | * | * | * | * | * | * | | 2 | 50 | 1 | 45 | 3 | 95 |
| 03:30 | | * | * | * | * | * | * | | 2 | 30 | 2 | 42 | 4 | 72 |
| 03:45 | | * | * | * | * | * | * | | 4 | 35 | 1 | 53 | 5 | 88 |
| 04:00 | | * | * | * | * | * | * | | 3 | 49 | 3 | 51 | 6 | 100 |
| 04:15 | | * | * | * | * | * | * | | 2 | 46 | 2 | 27 | 4 | 73 |
| 04:30 | | * | * | * | * | * | * | | 4 | 30 | 1 | 52 | 5 | 82 |
| 04:45 | | * | * | * | * | * | * | | 1 | 46 | 2 | 43 | 3 | 89 |
| 05:00 | | * | * | * | * | * | * | | 2 | 46 | 3 | 42 | 5 | 88 |
| 05:15 | | * | * | * | * | * | * | | 3 | 31 | 5 | 53 | 8 | 84 |
| 05:30 | | * | * | * | * | * | * | | 8 | 31 | 4 | 56 | 12 | 87 |
| 05:45 | | * | * | * | * | * | * | | 5 | 32 | 2 | 36 | 7 | 68 |
| 06:00 | | * | * | * | * | * | * | | 1 | 31 | 1 | 37 | 2 | 68 |
| 06:15 | | * | * | * | * | * | * | | 8 | 37 | 4 | 47 | 12 | 84 |
| 06:30 | | * | * | * | * | * | * | | 10 | 38 | 8 | 39 | 18 | 77 |
| 06:45 | | * | * | * | * | * | * | | 12 | 37 | 8 | 30 | 20 | 67 |
| 07:00 | | * | * | * | * | * | * | | 10 | 25 | 10 | 38 | 20 | 63 |
| 07:15 | | * | * | * | * | * | * | | 10 | 36 | 9 | 28 | 19 | 64 |
| 07:30 | | * | * | * | * | * | * | | 14 | 33 | 20 | 24 | 34 | 57 |
| 07:45 | | * | * | * | * | * | * | | 16 | 18 | 28 | 28 | 44 | 46 |
| 08:00 | | * | * | * | * | * | * | | 15 | 22 | 14 | 33 | 29 | 55 |
| 08:15 | | * | * | * | * | * | * | | 20 | 23 | 15 | 23 | 35 | 46 |
| 08:30 | | * | * | * | * | * | * | | 30 | 19 | 29 | 25 | 59 | 44 |
| 08:45 | | * | * | * | * | * | * | | 29 | 21 | 29 | 22 | 58 | 43 |
| 09:00 | | * | * | * | * | * | * | | 29 | 26 | 23 | 22 | 52 | 48 |
| 09:15 | | * | * | * | * | * | * | | 26 | 20 | 36 | 17 | 62 | 37 |
| 09:30 | | * | * | * | * | * | * | | 36 | 22 | 50 | 25 | 86 | 47 |
| 09:45 | | * | * | * | * | * | * | | 37 | 35 | 42 | 22 | 79 | 57 |
| 10:00 | | * | * | * | * | * | * | | 39 | 17 | 39 | 26 | 78 | 43 |
| 10:15 | | * | * | * | * | * | * | | 34 | 17 | 35 | 23 | 69 | 40 |
| 10:30 | | * | * | * | * | * | * | | 39 | 15 | 37 | 20 | 76 | 35 |
| 10:45 | | * | * | * | * | * | * | | 39 | 13 | 44 | 19 | 83 | 32 |
| 11:00 | | * | 15 | * | 13 | * | 28 | | 25 | * | 43 | * | 68 | * |
| 11:15 | | * | 24 | * | 24 | * | 48 | | 35 | * | 33 | * | 68 | * |
| 11:30 | | * | 15 | * | 19 | * | 34 | | 32 | * | 51 | * | 83 | * |
| 11:45 | | * | 10 | * | 9 | * | 19 | | 33 | * | 58 | * | 91 | * |
| Total | | 0 | 64 | 0 | 65 | 0 | 129 | | 699 | 1465 | 768 | 1686 | 1467 | 3151 |
| Day Total | | | 64 | | 65 | | 129 | | 2164 | | 2454 | | 4618 | |
| % Total | | 0.0% | 49.6% | 0.0% | 50.4% | | | 15.1% | 31.7% | 16.6% | 36.5% | | | |
| Peak | | | 11:00 | | 11:00 | | 11:00 | | 10:00 | 12:00 | 11:00 | 01:30 | 09:30 | 12:00 |
| Vol. | | | 64 | | 65 | | 129 | | 151 | 192 | 185 | 212 | 312 | 383 |
| P.H.F. | | | 0.667 | | 0.677 | | 0.672 | | 0.968 | 0.873 | 0.797 | 0.898 | 0.907 | 0.912 |

ADT ADT 4,747 AADT 4,747

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-8)

Corridor: CATHEDRAL AVE,NW From NEW MEXICO AVE,NW TO IDAHO AVE,NW

Time Period Covered: From 01/01/2010 To 12/31/2012

Prepared By: Rahul Jain

Prepared Date: 9/15/2013

| | | | | | | | |
|--|----|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident: | 13 | Collision Type | #ACC | % | Collision Type | #ACC | % |
| Total Number of Fatalities: | 0 | Right Angle: | 0 | 0.0% | Fixed Object: | 0 | 0.0% |
| Total Number of Injuries: | 3 | Left Turn: | 1 | 7.7% | Ran Off Road: | 0 | 0.0% |
| Total Number of Disabling Injuries: | 1 | Right Turn: | 0 | 0.0% | Ped. Involved: | 1 | 7.7% |
| Total Number of NonDisabling Injuries: | 0 | Rear End: | 2 | 15.4% | Backing: | 2 | 15.4% |
| Total Number of Pedestrians Involved: | 1 | Side Swiped: | 5 | 38.5% | Non Collision: | 0 | 0.0% |
| Total Number of Bicycles Involved: | 0 | Head On: | 0 | 0.0% | Under/Over Ride: | 0 | 0.0% |
| Total Number of Motorcycles Involved: | 0 | Parked: | 2 | 15.4% | Unspecified: | 0 | 0.0% |

| | | | | | |
|--------------------|-------------|----------|--------------------|-------------|----------|
| Time of Day | #ACC | % | Day o fweek | #ACC | % |
| 07:30 ~ 09:30: | 1 | 7.7% | Sunday: | 0 | 0.0% |
| 09:30 ~ 11:30: | 2 | 15.4% | Monday: | 1 | 7.7% |
| 11:30 ~ 13:30: | 4 | 30.8% | Tuesday: | 4 | 30.8% |
| 13:30 ~ 16:00: | 3 | 23.1% | Wednesday: | 0 | 0.0% |
| 16:00 ~18:30: | 2 | 15.4% | Thursday: | 4 | 30.8% |
| 18:30 ~ 07:30: | 1 | 7.7% | Friday: | 3 | 23.1% |
| Unspecified: | 0 | 0.0% | Saturday: | 1 | 7.7% |

| | | | | | |
|--------------------------|-------------|----------|--------------------------|-------------|----------|
| Weather Condition | #ACC | % | Surface Condition | #ACC | % |
| Clear: | 13 | 100.0% | Dry: | 13 | 100.0% |
| Rain: | 0 | 0.0% | Wet: | 0 | 0.0% |
| Snow: | 0 | 0.0% | Snow/Ice: | 0 | 0.0% |
| Sleet/Hail: | 0 | 0.0% | Slush: | 0 | 0.0% |
| Fog/Mist: | 0 | 0.0% | Water/Sand: | 0 | 0.0% |
| Crosswind/Blowing Sand: | 0 | 0.0% | Repairing: | 0 | 0.0% |
| Unspecified: | 0 | 0.0% | Unspecified: | 0 | 0.0% |

| | | | | | |
|---------------------------|-------------|----------|-------------------------------|-------------|----------|
| Type of Vehicle | #VEH | % | Accident Severity Type | #ACC | % |
| Passenger Car: | 16 | 61.5% | Fatal Collision: | 0 | 0.0% |
| Bus: | 2 | 7.7% | Injury Collision: | 2 | 15.4% |
| Truck: | 3 | 11.5% | PDO Collision: | 11 | 84.6% |
| Taxi: | 1 | 3.8% | Light Condition | #ACC | % |
| Minivan: | 0 | 0.0% | Daylight: | 11 | 84.6% |
| Police/Emergency Vehicle: | 2 | 7.7% | Dawn/Dusk: | 0 | 0.0% |
| Motorcycle/Moped: | 0 | 0.0% | Dark(Lighted): | 2 | 15.4% |
| Bicycle: | 0 | 0.0% | Dark(Not Lighted): | 0 | 0.0% |
| Fixed Object: | 0 | 0.0% | Dark(Unknown Lighting): | 0 | 0.0% |
| Unspecified: | 2 | 7.7% | Unspecified: | 0 | 0.0% |

| | | | | | |
|----------------------------|-------------|----------|------------------------------|-------------|----------|
| Contributing Factor | #VEH | % | Pedestrian Actions | #ACC | % |
| Driver: Speed: | 0 | 0.0% | In Crosswalk with Signal: | 0 | 0.0% |
| Driver: Alcohol/Drug: | 0 | 0.0% | In Crosswalk against Signal: | 0 | 0.0% |
| Driver: Electronic Device: | 0 | 0.0% | In Crosswalk no Signal: | 1 | 100.0% |
| Driver: Others: | 6 | 23.1% | In Unmarked Crosswalk: | 0 | 0.0% |
| Vehicle: | 0 | 0.0% | Not in Crosswalk: | 0 | 0.0% |
| Roadway: | 0 | 0.0% | From Between Parked Cars: | 0 | 0.0% |
| Unspecified: | 20 | 76.9% | Unspecified: | 0 | 0.0% |

6 Records are not approved as of 9/15/2013 9:35:03 PM