



District Department of Transportation

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

5200 Block 14th Street NW

Study Area and Location

| District | PSA | Ward | ANC | Phase | Description |
|----------|-----|------|-----|----------|---|
| 4 | 403 | 4 | 4C | Existing | 5200 Block 14 th Street Northwest Southbound |



The existing speed camera is located in Ward 4 at the 5200 Block of 14th Street Northwest in the southbound direction. It is between the intersections of Ingraham Street Northwest and Hamilton Street. 14th Street runs from Eastern Avenue Northwest in the north to the 14th Street Bridge, where it becomes US 1 to the south. The posted speed limit is 25 MPH. This speed camera was installed on November 2008.

W4 - 49





District Department of Transportation

5200 Block 14th Street NW

Field Assessment Summary

Fourteenth Street NW is assumed to run in the North-South direction, and is classified as a minor arterial. Sixteenth Street NW is a bi-directional roadway with one through lanes in each direction with no center median. It intersects Hamilton Street NW and Ingraham Street NW which are both under two-way stop-control. The speed camera was not on site during the field investigation. This site has the following characteristics:

- Residential area with houses and driveways on both sides of the street.
- There are three schools in the area: The Kingsbury Center, Parkmont School, and West Education Campus.
- There is on-street parking on both sides of the street.
- There are bicycle lanes in each direction on 14th Street.
- There are bus stops at the end of each block, one in each direction, and multiple bus stops in the area.
- There is moderate traffic flow in both directions on 14th Street.
- The pavement conditions are fair and the drainage type is curb and gutter.
- There are concrete sidewalks on both sides of the street.



Looking Southbound



District Department of Transportation

5200 Block 14th Street NW



Looking Northbound

Speed Data Analysis

| | |
|-----------------------------|-----------|
| Posted Speed Limit (MPH) | 25 |
| Mean Speed (MPH) | 22 |
| 85th Percentile Speed (MPH) | 28 |
| 10 MPH Pace Speed | 20-29 MPH |
| Sample Size | 5,273 |
| ADT | 5,273 |

The mean speed is 3 MPH lower than the posted speed limit, and the 85th percentile speed is 3 MPH higher 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 six crashes at this location. A breakdown of collision type can be found in the chart on the next page.

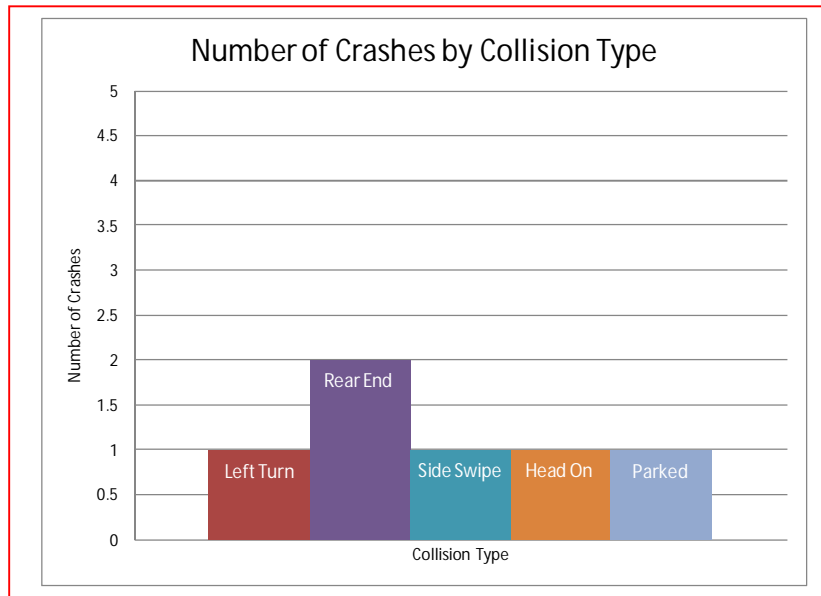


District Department of Transportation

5200 Block 14th Street NW

The most common type of crash at this location was Rear End with two crashes. Each of the other collision types Left Turn, Side Swiped, Head On, and Parked had only one crash each. Two crashes involved a contributing factor of the “driver speeding”.

| Severity | | | Weather | | | Surface condition | | | Light Condition | | |
|----------|---|-------|---------|---|--------|-------------------|---|-------|-----------------|---|-------|
| Total | 6 | | | | | | | | | | |
| Fatal | 0 | 0.0% | Clear | 6 | 100.0% | Dry | 5 | 83.3% | Day | 5 | 83.3% |
| Injury | 1 | 16.7% | Rain | 0 | 0.0% | Wet | 0 | 0.0% | Night | 0 | 0.0% |
| Bus | 1 | 16.7% | Snow | 0 | 0.0% | Snow/Ice | 0 | 0.0% | | | |
| Truck | 0 | 0.0% | | | | | | | | | |

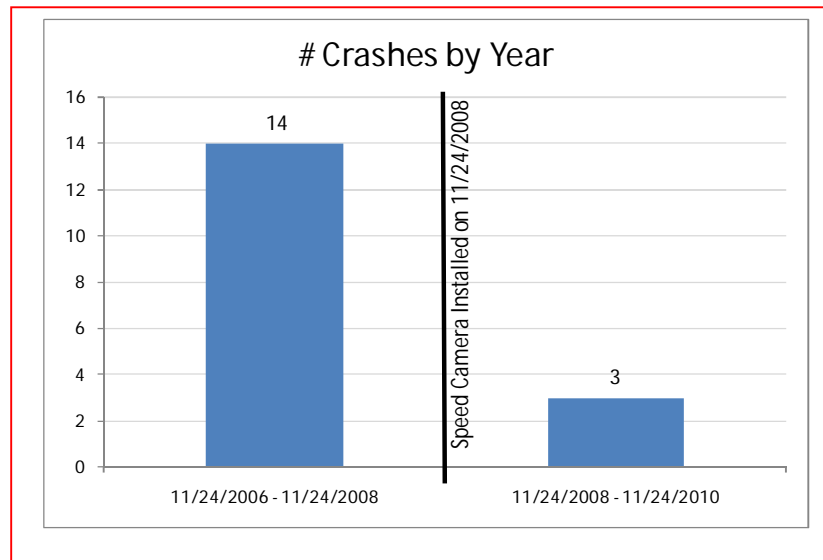


The speed camera was installed 11/24/08. The graph on the next page shows the number of crashes in the two years prior to the speed camera’s installation (14 crashes) and the two years after the speed camera’s installation (3 crashes). There was a notable decrease in the number of accidents since the installation of the speed camera. There were four injuries in the two years prior to installing the camera and three injuries after installing the speed camera.



District Department of Transportation

5200 Block 14th Street NW



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 85th percentile speed is higher than the posted speed limit.
2. Crash Data – The number of crashes significantly reduced since installation of the speed camera.
3. Field Assessment – The following site characteristics suggest a need for a safer travel environment:
 - a. This site is located in a residential area with driveway on both sides of the street.
 - b. There are three schools in the area: The Kingsbury Center, Parkmont School, and West Education Campus.
 - c. There are multiple bus stops in the area which generate pedestrian activity.

Due to the speed data analysis, the crash data analysis, and the residential neighborhood and the nearby school zones, 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

5200 block of 14th St NW SB Speed

SB

| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|-------------|-----|-----|------|------|-----|----|----|----|----|----|----|----|----|-----|-------|
| 11/15/13 | 1 | 7 | 14 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 01:00 | 0 | 2 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 0 | 3 | 13 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 03:00 | 2 | 4 | 18 | 18 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 04:00 | 2 | 8 | 49 | 47 | 25 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 05:00 | 6 | 13 | 92 | 127 | 30 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 06:00 | 34 | 63 | 194 | 134 | 29 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 461 |
| 07:00 | 54 | 125 | 255 | 114 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| 08:00 | 23 | 47 | 166 | 76 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 09:00 | 3 | 24 | 100 | 83 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 10:00 | 9 | 23 | 87 | 65 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 11:00 | 6 | 22 | 110 | 76 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 12 PM | 12 | 22 | 78 | 78 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 13:00 | 9 | 18 | 91 | 77 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 14:00 | 7 | 58 | 138 | 79 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| 15:00 | 41 | 73 | 111 | 63 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 16:00 | 9 | 87 | 170 | 71 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| 17:00 | 24 | 101 | 166 | 71 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 18:00 | 3 | 51 | 138 | 71 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| 19:00 | 3 | 31 | 82 | 39 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 20:00 | 8 | 24 | 62 | 44 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 21:00 | 4 | 19 | 65 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 22:00 | 2 | 35 | 67 | 22 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 23:00 | 6 | 14 | 36 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Total | 268 | 874 | 2310 | 1438 | 314 | 55 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5273 |
| Grand Total | 268 | 874 | 2310 | 1438 | 314 | 55 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5273 |

15th Percentile : 14 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 31 MPH

Stats
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 20-29 MPH
 Number in Pace : 3144
 Percent in Pace : 59.6%
 Number of Vehicles > 25 MPH : 1714
 Percent of Vehicles > 25 MPH : 32.5%

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

5200 block of 14th St NW SB Volume

| Start Time | 15-Nov-13 | | 16-Nov-13 | | 17-Nov-13 | | Daily Average | |
|----------------|-----------|-------|------------|------|-----------|------|---------------|-------|
| | Fri A.M. | P.M. | Sat A.M. | P.M. | Sun A.M. | P.M. | A.M. | P.M. |
| 12:00 | 13 | 56 | * | * | * | * | 13 | 56 |
| 12:15 | 10 | 54 | * | * | * | * | 10 | 54 |
| 12:30 | 14 | 35 | * | * | * | * | 14 | 35 |
| 12:45 | 5 | 63 | * | * | * | * | 5 | 63 |
| 01:00 | 5 | 58 | * | * | * | * | 5 | 58 |
| 01:15 | 2 | 51 | * | * | * | * | 2 | 51 |
| 01:30 | 6 | 52 | * | * | * | * | 6 | 52 |
| 01:45 | 6 | 57 | * | * | * | * | 6 | 57 |
| 02:00 | 7 | 77 | * | * | * | * | 7 | 77 |
| 02:15 | 11 | 81 | * | * | * | * | 11 | 81 |
| 02:30 | 11 | 69 | * | * | * | * | 11 | 69 |
| 02:45 | 6 | 69 | * | * | * | * | 6 | 69 |
| 03:00 | 8 | 68 | * | * | * | * | 8 | 68 |
| 03:15 | 10 | 78 | * | * | * | * | 10 | 78 |
| 03:30 | 17 | 82 | * | * | * | * | 17 | 82 |
| 03:45 | 15 | 80 | * | * | * | * | 15 | 80 |
| 04:00 | 16 | 84 | * | * | * | * | 16 | 84 |
| 04:15 | 29 | 67 | * | * | * | * | 29 | 67 |
| 04:30 | 39 | 104 | * | * | * | * | 39 | 104 |
| 04:45 | 56 | 93 | * | * | * | * | 56 | 93 |
| 05:00 | 49 | 99 | * | * | * | * | 49 | 99 |
| 05:15 | 64 | 93 | * | * | * | * | 64 | 93 |
| 05:30 | 69 | 93 | * | * | * | * | 69 | 93 |
| 05:45 | 91 | 89 | * | * | * | * | 91 | 89 |
| 06:00 | 92 | 76 | * | * | * | * | 92 | 76 |
| 06:15 | 100 | 73 | * | * | * | * | 100 | 73 |
| 06:30 | 118 | 65 | * | * | * | * | 118 | 65 |
| 06:45 | 151 | 60 | * | * | * | * | 151 | 60 |
| 07:00 | 152 | 43 | * | * | * | * | 152 | 43 |
| 07:15 | 144 | 41 | * | * | * | * | 144 | 41 |
| 07:30 | 136 | 41 | * | * | * | * | 136 | 41 |
| 07:45 | 128 | 41 | * | * | * | * | 128 | 41 |
| 08:00 | 95 | 42 | * | * | * | * | 95 | 42 |
| 08:15 | 99 | 40 | * | * | * | * | 99 | 40 |
| 08:30 | 77 | 38 | * | * | * | * | 77 | 38 |
| 08:45 | 59 | 32 | * | * | * | * | 59 | 32 |
| 09:00 | 56 | 28 | * | * | * | * | 56 | 28 |
| 09:15 | 53 | 38 | * | * | * | * | 53 | 38 |
| 09:30 | 59 | 31 | * | * | * | * | 59 | 31 |
| 09:45 | 59 | 30 | * | * | * | * | 59 | 30 |
| 10:00 | 46 | 36 | * | * | * | * | 46 | 36 |
| 10:15 | 51 | 31 | * | * | * | * | 51 | 31 |
| 10:30 | 46 | 40 | * | * | * | * | 46 | 40 |
| 10:45 | 64 | 32 | * | * | * | * | 64 | 32 |
| 11:00 | 64 | 22 | * | * | * | * | 64 | 22 |
| 11:15 | 50 | 19 | * | * | * | * | 50 | 19 |
| 11:30 | 64 | 24 | * | * | * | * | 64 | 24 |
| 11:45 | 57 | 19 | * | * | * | * | 57 | 19 |
| Total | 2579 | 2694 | 0 | 0 | 0 | 0 | 2579 | 2694 |
| Combined Total | 5273 | | 0 | | 0 | | 5273 | |
| Peak | 06:45 | 04:30 | | | | | 06:45 | 04:30 |
| Vol. | 583 | 389 | | | | | 583 | 389 |
| P.H.F. | 0.959 | 0.935 | | | | | 0.959 | 0.935 |
| ADT | ADT 5,273 | | AADT 5,273 | | | | | |

Accident Summary Report (R-8)**Corridor:** 14TH ST,NW,SW From INGRAHAM ST,NW TO GALLATIN ST,NW**Time Period Covered:** From 01/01/2010 To 12/31/2012**Prepared By:** Rahul Jain**Prepared Date:** 9/15/2013

| | | Collision Type | #ACC | % | Collision Type | #ACC | % |
|--|---|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident: | 6 | Right Angle: | 0 | 0.0% | Fixed Object: | 0 | 0.0% |
| Total Number of Fatalities: | 0 | Left Turn: | 1 | 16.7% | Ran Off Road: | 0 | 0.0% |
| Total Number of Injuries: | 2 | Right Turn: | 0 | 0.0% | Ped. Involved: | 0 | 0.0% |
| Total Number of Disabling Injuries: | 0 | Rear End: | 2 | 33.3% | Backing: | 0 | 0.0% |
| Total Number of NonDisabling Injuries: | 1 | Side Swiped: | 1 | 16.7% | Non Collision: | 0 | 0.0% |
| Total Number of Pedestrians Involved: | 0 | Head On: | 1 | 16.7% | Under/Over Ride: | 0 | 0.0% |
| Total Number of Bicycles Involved: | 0 | Parked: | 1 | 16.7% | Unspecified: | 0 | 0.0% |
| Total Number of Motorcycles Involved: | 0 | | | | | | |

| Time of Day | #ACC | % | Day o fweek | #ACC | % |
|--------------------|-------------|----------|--------------------|-------------|----------|
| 07:30 ~ 09:30: | 1 | 16.7% | Sunday: | 2 | 33.3% |
| 09:30 ~ 11:30: | 1 | 16.7% | Monday: | 0 | 0.0% |
| 11:30 ~ 13:30: | 0 | 0.0% | Tuesday: | 0 | 0.0% |
| 13:30 ~ 16:00: | 2 | 33.3% | Wednesday: | 1 | 16.7% |
| 16:00 ~18:30: | 0 | 0.0% | Thursday: | 0 | 0.0% |
| 18:30 ~ 07:30: | 2 | 33.3% | Friday: | 0 | 0.0% |
| Unspecified: | 0 | 0.0% | Saturday: | 3 | 50.0% |

| Weather Condition | #ACC | % | Surface Condition | #ACC | % |
|--------------------------|-------------|----------|--------------------------|-------------|----------|
| Clear: | 6 | 100.0% | Dry: | 5 | 83.3% |
| 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: | 1 | 16.7% |

| Type of Vehicle | #VEH | % | Accident Severity Type | #ACC | % |
|---------------------------|-------------|----------|-------------------------------|-------------|----------|
| Passenger Car: | 12 | 85.7% | Fatal Collision: | 0 | 0.0% |
| Bus: | 1 | 7.1% | Injury Collision: | 1 | 16.7% |
| Truck: | 0 | 0.0% | PDO Collision: | 5 | 83.3% |
| Taxi: | 0 | 0.0% | | | |
| Minivan: | 0 | 0.0% | Light Condition | #ACC | % |
| Police/Emergency Vehicle: | 0 | 0.0% | Daylight: | 5 | 83.3% |
| Motorcycle/Moped: | 0 | 0.0% | Dawn/Dusk: | 0 | 0.0% |
| Bicycle: | 0 | 0.0% | Dark(Lighted): | 0 | 0.0% |
| Fixed Object: | 0 | 0.0% | Dark(Not Lighted): | 0 | 0.0% |
| Unspecified: | 1 | 7.1% | Dark(Unknown Lighting): | 0 | 0.0% |
| | | | Unspecified: | 1 | 16.7% |

| Contributing Factor | #VEH | % | Pedestrian Actions | #ACC | % |
|----------------------------|-------------|----------|------------------------------|-------------|----------|
| Driver: Speed: | 2 | 14.3% | 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: | 0 | 0.0% |
| Driver: Others: | 4 | 28.6% | 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: | 8 | 57.1% | Unspecified: | 0 | 0.0% |

5 Records are not approved as of 9/15/2013 12:36:19 PM

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-8)

Corridor: 14TH ST,NW,SW From INGRAHAM ST,NW TO GALLATIN ST,NW

Time Period Covered: From 11/23/2006 To 11/23/2008

Prepared By: Rahul Jain

Prepared Date: 11/19/2013

| | | Collision Type | #ACC | % | Collision Type | #ACC | % |
|--|----|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident: | 14 | Right Angle: | 3 | 21.4% | Fixed Object: | 2 | 14.3% |
| Total Number of Fatalities: | 0 | Left Turn: | 0 | 0.0% | Ran Off Road: | 0 | 0.0% |
| Total Number of Injuries: | 4 | Right Turn: | 0 | 0.0% | Ped. Involved: | 0 | 0.0% |
| Total Number of Disabling Injuries: | 1 | Rear End: | 5 | 35.7% | Backing: | 0 | 0.0% |
| Total Number of NonDisabling Injuries: | 2 | Side Swiped: | 2 | 14.3% | Non Collision: | 0 | 0.0% |
| Total Number of Pedestrians Involved: | 0 | Head On: | 0 | 0.0% | Under/Over Ride: | 0 | 0.0% |
| Total Number of Bicycles Involved: | 0 | Parked: | 1 | 7.1% | Unspecified: | 1 | 7.1% |
| Total Number of Motorcycles Involved: | 1 | | | | | | |

| Time of Day | #ACC | % | Day of week | #ACC | % |
|--------------------|-------------|----------|--------------------|-------------|----------|
| 07:30 ~ 09:30: | 2 | 14.3% | Sunday: | 2 | 14.3% |
| 09:30 ~ 11:30: | 3 | 21.4% | Monday: | 3 | 21.4% |
| 11:30 ~ 13:30: | 1 | 7.1% | Tuesday: | 2 | 14.3% |
| 13:30 ~ 16:00: | 4 | 28.6% | Wednesday: | 4 | 28.6% |
| 16:00 ~ 18:30: | 1 | 7.1% | Thursday: | 0 | 0.0% |
| 18:30 ~ 07:30: | 3 | 21.4% | Friday: | 2 | 14.3% |
| Unspecified: | 0 | 0.0% | Saturday: | 1 | 7.1% |

| Weather Condition | #ACC | % | Surface Condition | #ACC | % |
|--------------------------|-------------|----------|--------------------------|-------------|----------|
| Clear: | 9 | 64.3% | Dry: | 10 | 71.4% |
| Rain: | 2 | 14.3% | Wet: | 4 | 28.6% |
| Snow: | 1 | 7.1% | Snow/Ice: | 0 | 0.0% |
| Sleet/Hail: | 0 | 0.0% | Slush: | 0 | 0.0% |
| Fog/Mist: | 1 | 7.1% | Water/Sand: | 0 | 0.0% |
| Crosswind/Blowing Sand: | 0 | 0.0% | Repairing: | 0 | 0.0% |
| Unspecified: | 1 | 7.1% | Unspecified: | 0 | 0.0% |

| Type of Vehicle | #VEH | % | Accident Severity Type | #ACC | % |
|---------------------------|-------------|----------|-------------------------------|-------------|----------|
| Passenger Car: | 24 | 77.4% | Fatal Collision: | 0 | 0.0% |
| Bus: | 2 | 6.5% | Injury Collision: | 3 | 21.4% |
| Truck: | 2 | 6.5% | PDO Collision: | 11 | 78.6% |
| Taxi: | 1 | 3.2% | | | |
| Minivan: | 0 | 0.0% | Light Condition | #ACC | % |
| Police/Emergency Vehicle: | 0 | 0.0% | Daylight: | 10 | 71.4% |
| Motorcycle/Moped: | 1 | 3.2% | Dawn/Dusk: | 0 | 0.0% |
| Bicycle: | 0 | 0.0% | Dark(Lighted): | 1 | 7.1% |
| Fixed Object: | 1 | 3.2% | Dark(Not Lighted): | 0 | 0.0% |
| Unspecified: | 0 | 0.0% | Dark(Unknown Lighting): | 3 | 21.4% |
| | | | Unspecified: | 0 | 0.0% |

| Contributing Factor | #VEH | % | Pedestrian Actions | #ACC | % |
|----------------------------|-------------|----------|------------------------------|-------------|----------|
| Driver: Speed: | 4 | 12.9% | In Crosswalk with Signal: | 0 | 0.0% |
| Driver: Alcohol/Drug: | 1 | 3.2% | In Crosswalk against Signal: | 0 | 0.0% |
| Driver: Electronic Device: | 0 | 0.0% | In Crosswalk no Signal: | 0 | 0.0% |
| Driver: Others: | 3 | 9.7% | In Unmarked Crosswalk: | 0 | 0.0% |
| Vehicle: | 1 | 3.2% | Not in Crosswalk: | 0 | 0.0% |
| Roadway: | 1 | 3.2% | From Between Parked Cars: | 0 | 0.0% |
| Unspecified: | 21 | 67.7% | Unspecified: | 0 | 0.0% |

14 Records are not approved as of 11/19/2013 3:19:12 PM

Accident Summary Report (R-8)

Corridor: 14TH ST,NW,SW From INGRAHAM ST,NW TO GALLATIN ST,NW

Time Period Covered: From 11/24/2008 To 11/24/2010

Prepared By: Rahul Jain

Prepared Date: 11/19/2010

| | | Collision Type | #ACC | % | Collision Type | #ACC | % |
|--|---|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident: | 3 | Right Angle: | 0 | 0.0% | Fixed Object: | 0 | 0.0% |
| Total Number of Fatalities: | 0 | Left Turn: | 0 | 0.0% | Ran Off Road: | 0 | 0.0% |
| Total Number of Injuries: | 3 | Right Turn: | 0 | 0.0% | Ped. Involved: | 0 | 0.0% |
| Total Number of Disabling Injuries: | 0 | Rear End: | 2 | 66.7% | Backing: | 0 | 0.0% |
| Total Number of NonDisabling Injuries: | 1 | Side Swiped: | 1 | 33.3% | Non Collision: | 0 | 0.0% |
| Total Number of Pedestrians Involved: | 0 | Head On: | 0 | 0.0% | Under/Over Ride: | 0 | 0.0% |
| Total Number of Bicycles Involved: | 0 | Parked: | 0 | 0.0% | Unspecified: | 0 | 0.0% |
| Total Number of Motorcycles Involved: | 0 | | | | | | |

| Time of Day | #ACC | % | Day of week | #ACC | % |
|--------------------|-------------|----------|--------------------|-------------|----------|
| 07:30 ~ 09:30: | 1 | 33.3% | Sunday: | 1 | 33.3% |
| 09:30 ~ 11:30: | 1 | 33.3% | Monday: | 0 | 0.0% |
| 11:30 ~ 13:30: | 0 | 0.0% | Tuesday: | 0 | 0.0% |
| 13:30 ~ 16:00: | 1 | 33.3% | Wednesday: | 1 | 33.3% |
| 16:00 ~ 18:30: | 0 | 0.0% | Thursday: | 0 | 0.0% |
| 18:30 ~ 07:30: | 0 | 0.0% | Friday: | 1 | 33.3% |
| Unspecified: | 0 | 0.0% | Saturday: | 0 | 0.0% |

| Weather Condition | #ACC | % | Surface Condition | #ACC | % |
|--------------------------|-------------|----------|--------------------------|-------------|----------|
| Clear: | 3 | 100.0% | Dry: | 3 | 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: | 6 | 85.7% | Fatal Collision: | 0 | 0.0% |
| Bus: | 1 | 14.3% | Injury Collision: | 2 | 66.7% |
| Truck: | 0 | 0.0% | PDO Collision: | 1 | 33.3% |
| Taxi: | 0 | 0.0% | | | |
| Minivan: | 0 | 0.0% | Light Condition | #ACC | % |
| Police/Emergency Vehicle: | 0 | 0.0% | Daylight: | 3 | 100.0% |
| Motorcycle/Moped: | 0 | 0.0% | Dawn/Dusk: | 0 | 0.0% |
| Bicycle: | 0 | 0.0% | Dark(Lighted): | 0 | 0.0% |
| Fixed Object: | 0 | 0.0% | Dark(Not Lighted): | 0 | 0.0% |
| Unspecified: | 0 | 0.0% | Dark(Unknown Lighting): | 0 | 0.0% |
| | | | Unspecified: | 0 | 0.0% |

| Contributing Factor | #VEH | % | Pedestrian Actions | #ACC | % |
|----------------------------|-------------|----------|------------------------------|-------------|----------|
| Driver: Speed: | 1 | 14.3% | 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: | 0 | 0.0% |
| Driver: Others: | 2 | 28.6% | 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: | 4 | 57.1% | Unspecified: | 0 | 0.0% |

2 Records are not approved as of 11/19/2013 3:17:48 PM