



District Department of Transportation

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

### 1300 Block Quincy Street NW

### Study Area and Location

| District | PSA | Ward | ANC | Phase    | Description                        |
|----------|-----|------|-----|----------|------------------------------------|
| 4        | 404 | 4    | 4C  | Proposed | 1300 Block Quincy Street Northwest |



The *proposed* speed camera will be located in Ward 4 at the 1300 block of Quincy Street Northwest. Quincy Street Northwest runs between 14<sup>th</sup> Street Northwest to the west and Rock Creek Church Road Northwest to the east. The posted speed limit is 25 MPH.

W4 - 240





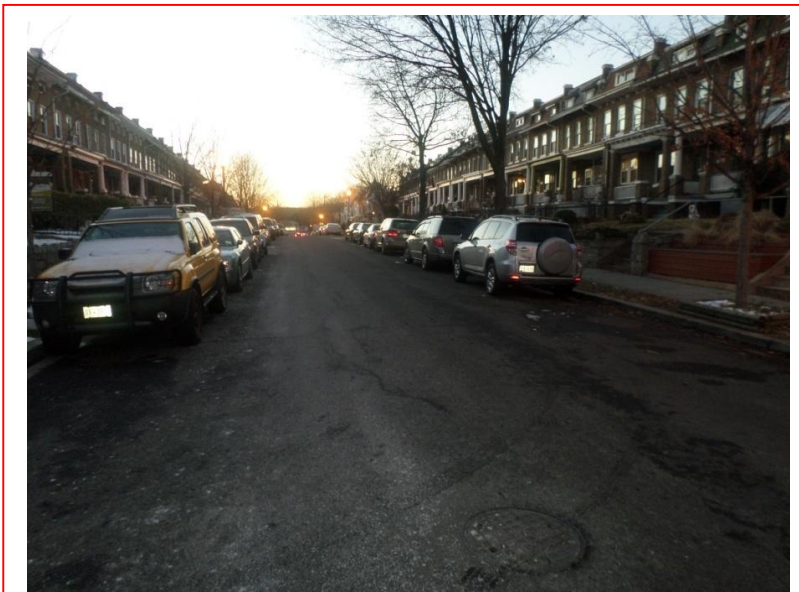
District Department of Transportation

1300 Block Quincy Street NW

## Field Assessment Summary

Quincy Street Northwest is assumed to run in an east-west direction, and is classified as a local road. Quincy Street Northwest has one travel lanes in each direction. This site has the following characteristics:

- This is a residential area with houses. Retail stores are located to the west.
- There is one school in the area: Raymond Elementary School. The Raymond Recreation Center is located in the surrounding area.
- There are sidewalks on both sides of the street and crosswalks at 14<sup>th</sup> Street NW and 13<sup>th</sup> Street NW.
- The pavement is in good condition and there is curb and gutter with drainage inlets.
- There is on-street parking in each direction.



Looking West

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District Department of Transportation

1300 Block Quincy Street NW



Looking East

## Speed Data Analysis

|                             | Westbound | Eastbound |
|-----------------------------|-----------|-----------|
| Posted Speed Limit (MPH)    | 25        | 25        |
| Mean Speed (MPH)            | 17        | 17        |
| 85th Percentile Speed (MPH) | 27        | 26        |
| 10 MPH Pace Speed           | 5-14      | 6-15      |
| Sample Size                 | 507       | 402       |
| ADT                         | 909       |           |

The mean speed is lower than the posted speed limit in both directions and the 85th percentile speed is higher by 2 MPH in the westbound direction and 1 MPH in the eastbound direction than the posted speed limit at this location.

## 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 14 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 (6

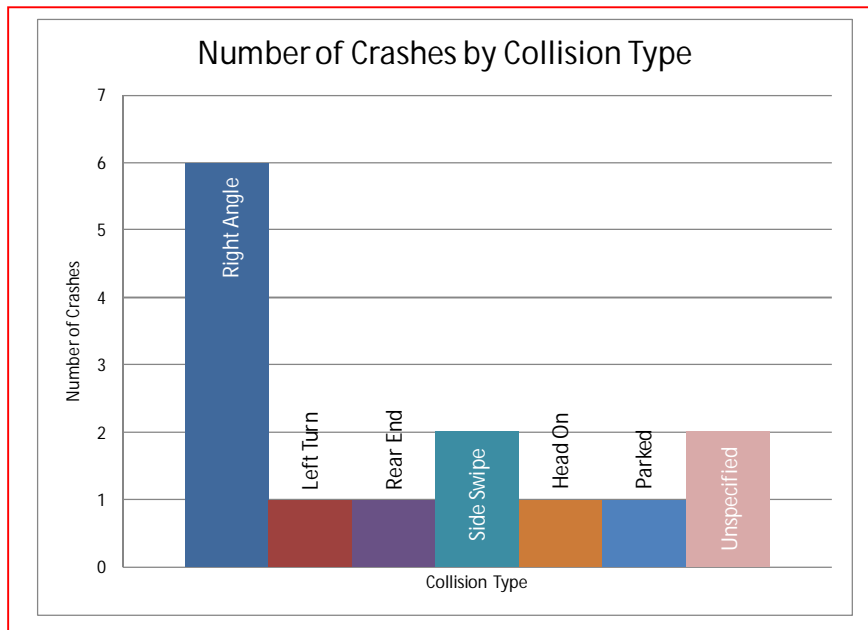


District Department of Transportation

1300 Block Quincy Street NW

crashes), both Side Swipe and Unspecified with two crashes. The other collision types had one crash or less each. Furthermore, this site experienced six injury-related crashes.

| Severity |    |       | Weather |    |       | Surface condition |    |       | Light Condition |   |       |
|----------|----|-------|---------|----|-------|-------------------|----|-------|-----------------|---|-------|
| Total    | 14 |       |         |    |       |                   |    |       |                 |   |       |
| Fatal    | 0  | 0.0%  | Clear   | 11 | 78.6% | Dry               | 11 | 78.6% | Day             | 9 | 64.3% |
| Injury   | 6  | 42.9% | Rain    | 2  | 14.3% | Wet               | 2  | 14.3% | Night           | 3 | 21.4% |
| Taxi     | 2  | 14.3% | Snow    | 0  | 0.0%  | Snow/Ice          | 0  | 0.0%  |                 |   |       |
| Bus      | 1  | 7.1%  |         |    |       |                   |    |       |                 |   |       |



## 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 85th percentile speed is higher than the posted speed limit at this location.
2. Crash Data – This site experienced six injury-related crashes.
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 houses. Retail stores are located in the surrounding area.
  - b. There is one school in this area: Raymond Elementary School.

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District Department of Transportation

1300 Block Quincy Street NW

- c. The Raymond Recreation Center is located in the surrounding area which generates pedestrian activity.

Due to the speed data analysis, the number of injury-related crashes, the specific site characteristics of a residential and retail area, and the nearby 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](http://www.sammateng.com)

## 1300 block of Quincy St NW Speed

WB

| Start Time  | 15  | 20 | 25  | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|-------------|-----|----|-----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 11/11/13    | 1   | 0  | 1   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 01:00       | 1   | 0  | 2   | 3  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9     |
| 02:00       | 1   | 0  | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 03:00       | 0   | 0  | 0   | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 04:00       | 0   | 1  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 05:00       | 2   | 0  | 0   | 1  | 3  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |
| 06:00       | 4   | 0  | 1   | 3  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 07:00       | 17  | 3  | 1   | 4  | 1  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |
| 08:00       | 7   | 4  | 8   | 4  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 26    |
| 09:00       | 3   | 2  | 8   | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 18    |
| 10:00       | 20  | 1  | 3   | 3  | 3  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 31    |
| 11:00       | 14  | 3  | 7   | 6  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 31    |
| 12 PM       | 7   | 6  | 5   | 6  | 4  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 13:00       | 5   | 10 | 6   | 5  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 14:00       | 10  | 3  | 9   | 4  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 29    |
| 15:00       | 10  | 7  | 10  | 9  | 2  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 40    |
| 16:00       | 13  | 4  | 6   | 3  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 17:00       | 9   | 3  | 11  | 6  | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 34    |
| 18:00       | 12  | 6  | 4   | 8  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 34    |
| 19:00       | 8   | 5  | 6   | 5  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 26    |
| 20:00       | 16  | 3  | 7   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |
| 21:00       | 4   | 5  | 2   | 7  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 21    |
| 22:00       | 7   | 2  | 5   | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 20    |
| 23:00       | 1   | 1  | 2   | 3  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 11    |
| Total       | 172 | 69 | 109 | 91 | 46 | 14 | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0   | 507   |
| Grand Total | 172 | 69 | 109 | 91 | 46 | 14 | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0   | 507   |

15th Percentile : 6 MPH  
 50th Percentile : 15 MPH  
 85th Percentile : 27 MPH  
 95th Percentile : 33 MPH

Stats  
 Mean Speed(Average) : 17 MPH  
 10 MPH Pace Speed : 5-14 MPH  
 Number in Pace : 205  
 Percent in Pace : 40.4%  
 Number of Vehicles > 25 MPH : 119  
 Percent of Vehicles > 25 MPH : 23.4%

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1515 RISING RIDGE ROAD  
MOUNT AIRY, MD 21771

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## 1300 block of Quincy St NW Speed

EB

| Start Time         | 15         | 20        | 25        | 30        | 35        | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 999      | Total      |
|--------------------|------------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
| 11/11/13           | 2          | 0         | 0         | 2         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6          |
| 01:00              | 0          | 1         | 3         | 0         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4          |
| 02:00              | 2          | 1         | 3         | 1         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 9          |
| 03:00              | 1          | 0         | 2         | 0         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3          |
| 04:00              | 0          | 1         | 0         | 0         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 05:00              | 1          | 0         | 0         | 1         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2          |
| 06:00              | 3          | 1         | 3         | 1         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 8          |
| 07:00              | 13         | 3         | 2         | 3         | 1         | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 24         |
| 08:00              | 5          | 5         | 3         | 7         | 4         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 25         |
| 09:00              | 3          | 0         | 5         | 4         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 15         |
| 10:00              | 9          | 3         | 4         | 2         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 18         |
| 11:00              | 9          | 4         | 3         | 4         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 22         |
| 12 PM              | 4          | 2         | 8         | 4         | 2         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 21         |
| 13:00              | 10         | 5         | 8         | 4         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 28         |
| 14:00              | 6          | 6         | 3         | 2         | 0         | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 19         |
| 15:00              | 7          | 5         | 2         | 4         | 2         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 21         |
| 16:00              | 12         | 13        | 8         | 3         | 0         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 37         |
| 17:00              | 10         | 5         | 4         | 6         | 1         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 27         |
| 18:00              | 8          | 1         | 6         | 9         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 26         |
| 19:00              | 7          | 3         | 7         | 3         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 21         |
| 20:00              | 12         | 7         | 4         | 3         | 1         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 28         |
| 21:00              | 4          | 4         | 3         | 1         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 13         |
| 22:00              | 6          | 2         | 3         | 3         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 15         |
| 23:00              | 1          | 3         | 2         | 1         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 9          |
| <b>Total</b>       | <b>135</b> | <b>75</b> | <b>86</b> | <b>68</b> | <b>28</b> | <b>8</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>402</b> |
| <b>Grand Total</b> | <b>135</b> | <b>75</b> | <b>86</b> | <b>68</b> | <b>28</b> | <b>8</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>402</b> |

15th Percentile : 6 MPH  
 50th Percentile : 14 MPH  
 85th Percentile : 26 MPH  
 95th Percentile : 31 MPH

Stats  
 Mean Speed(Average) : 17 MPH  
 10 MPH Pace Speed : 6-15 MPH  
 Number in Pace : 166  
 Percent in Pace : 41.3%  
 Number of Vehicles > 25 MPH : 79  
 Percent of Vehicles > 25 MPH : 19.8%

# SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD  
MOUNT AIRY, MD 21771

[www.sammateng.com](http://www.sammateng.com)

## 1300 block of Quincy St NW Volume

| Start Time | 11-Nov-13 Mon |           | WB   |      | EB       |           | Combined  |           | 12-Nov-Tue | 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. | A.M.     | P.M. |
| 12:00      | 0             | 5         |      |      | 2        | 6         | 2         | 11        | *          | *    | *    | *    | *    | *        |      |
| 12:15      | 1             | 14        |      |      | 4        | 5         | 5         | 19        | *          | *    | *    | *    | *    | *        |      |
| 12:30      | 2             | 7         |      |      | 0        | 6         | 2         | 13        | *          | *    | *    | *    | *    | *        |      |
| 12:45      | 1             | 4         |      |      | 0        | 4         | 1         | 8         | *          | *    | *    | *    | *    | *        |      |
| 01:00      | 1             | 4         |      |      | 0        | 10        | 1         | 14        | *          | *    | *    | *    | *    | *        |      |
| 01:15      | 3             | 11        |      |      | 1        | 13        | 4         | 24        | *          | *    | *    | *    | *    | *        |      |
| 01:30      | 3             | 10        |      |      | 0        | 2         | 3         | 12        | *          | *    | *    | *    | *    | *        |      |
| 01:45      | 2             | 5         |      |      | 3        | 3         | 5         | 8         | *          | *    | *    | *    | *    | *        |      |
| 02:00      | 2             | 6         |      |      | 2        | 4         | 4         | 10        | *          | *    | *    | *    | *    | *        |      |
| 02:15      | 0             | 8         |      |      | 2        | 5         | 2         | 13        | *          | *    | *    | *    | *    | *        |      |
| 02:30      | 2             | 6         |      |      | 4        | 7         | 6         | 13        | *          | *    | *    | *    | *    | *        |      |
| 02:45      | 0             | 9         |      |      | 1        | 3         | 1         | 12        | *          | *    | *    | *    | *    | *        |      |
| 03:00      | 0             | <b>8</b>  |      |      | 0        | 6         | 0         | 14        | *          | *    | *    | *    | *    | *        |      |
| 03:15      | 0             | <b>9</b>  |      |      | 0        | 7         | 0         | 16        | *          | *    | *    | *    | *    | *        |      |
| 03:30      | 1             | <b>11</b> |      |      | 2        | 4         | 3         | 15        | *          | *    | *    | *    | *    | *        |      |
| 03:45      | 0             | <b>12</b> |      |      | 1        | 4         | 1         | <b>16</b> | *          | *    | *    | *    | *    | *        |      |
| 04:00      | 0             | 4         |      |      | 0        | <b>11</b> | 0         | <b>15</b> | *          | *    | *    | *    | *    | *        |      |
| 04:15      | 1             | 10        |      |      | 1        | <b>9</b>  | 2         | <b>19</b> | *          | *    | *    | *    | *    | *        |      |
| 04:30      | 0             | 9         |      |      | 0        | <b>12</b> | 0         | <b>21</b> | *          | *    | *    | *    | *    | *        |      |
| 04:45      | 3             | 7         |      |      | 0        | <b>5</b>  | 3         | 12        | *          | *    | *    | *    | *    | *        |      |
| 05:00      | 3             | 5         |      |      | 0        | 4         | 3         | 9         | *          | *    | *    | *    | *    | *        |      |
| 05:15      | 1             | 11        |      |      | 1        | 9         | 2         | 20        | *          | *    | *    | *    | *    | *        |      |
| 05:30      | 2             | 4         |      |      | 0        | 7         | 2         | 11        | *          | *    | *    | *    | *    | *        |      |
| 05:45      | 2             | 14        |      |      | 1        | 7         | 3         | 21        | *          | *    | *    | *    | *    | *        |      |
| 06:00      | 3             | 6         |      |      | 0        | 3         | 3         | 9         | *          | *    | *    | *    | *    | *        |      |
| 06:15      | 1             | 11        |      |      | 2        | 10        | 3         | 21        | *          | *    | *    | *    | *    | *        |      |
| 06:30      | 4             | 8         |      |      | 1        | 7         | 5         | 15        | *          | *    | *    | *    | *    | *        |      |
| 06:45      | 2             | 9         |      |      | 5        | 6         | 7         | 15        | *          | *    | *    | *    | *    | *        |      |
| 07:00      | 4             | 4         |      |      | 2        | 12        | 6         | 16        | *          | *    | *    | *    | *    | *        |      |
| 07:15      | 8             | 2         |      |      | <b>6</b> | 4         | 14        | 6         | *          | *    | *    | *    | *    | *        |      |
| 07:30      | 9             | 12        |      |      | <b>8</b> | 2         | 17        | 14        | *          | *    | *    | *    | *    | *        |      |
| 07:45      | 7             | 8         |      |      | <b>8</b> | 3         | 15        | 11        | *          | *    | *    | *    | *    | *        |      |
| 08:00      | 4             | 8         |      |      | <b>6</b> | 9         | 10        | 17        | *          | *    | *    | *    | *    | *        |      |
| 08:15      | 9             | 9         |      |      | 4        | 5         | 13        | 14        | *          | *    | *    | *    | *    | *        |      |
| 08:30      | 6             | 1         |      |      | 10       | 4         | 16        | 5         | *          | *    | *    | *    | *    | *        |      |
| 08:45      | 7             | 10        |      |      | 5        | 10        | 12        | 20        | *          | *    | *    | *    | *    | *        |      |
| 09:00      | 4             | 5         |      |      | 7        | 3         | 11        | 8         | *          | *    | *    | *    | *    | *        |      |
| 09:15      | 7             | 7         |      |      | 2        | 5         | 9         | 12        | *          | *    | *    | *    | *    | *        |      |
| 09:30      | 4             | 7         |      |      | 4        | 3         | 8         | 10        | *          | *    | *    | *    | *    | *        |      |
| 09:45      | 3             | 2         |      |      | 2        | 2         | 5         | 4         | *          | *    | *    | *    | *    | *        |      |
| 10:00      | 3             | 6         |      |      | 3        | 6         | 6         | 12        | *          | *    | *    | *    | *    | *        |      |
| 10:15      | <b>9</b>      | 8         |      |      | 4        | 6         | 13        | 14        | *          | *    | *    | *    | *    | *        |      |
| 10:30      | <b>9</b>      | 3         |      |      | 6        | 0         | 15        | 3         | *          | *    | *    | *    | *    | *        |      |
| 10:45      | <b>10</b>     | 3         |      |      | 5        | 3         | <b>15</b> | 6         | *          | *    | *    | *    | *    | *        |      |
| 11:00      | <b>8</b>      | 3         |      |      | 6        | 1         | <b>14</b> | 4         | *          | *    | *    | *    | *    | *        |      |
| 11:15      | 5             | 4         |      |      | 4        | 2         | <b>9</b>  | 6         | *          | *    | *    | *    | *    | *        |      |
| 11:30      | 13            | 1         |      |      | 9        | 3         | <b>22</b> | 4         | *          | *    | *    | *    | *    | *        |      |
| 11:45      | 5             | 3         |      |      | 3        | 3         | 8         | 6         | *          | *    | *    | *    | *    | *        |      |

|           |       |       |       |       |     |     |      |      |      |      |      |      |      |
|-----------|-------|-------|-------|-------|-----|-----|------|------|------|------|------|------|------|
| Total     | 174   | 333   | 137   | 265   | 311 | 598 | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Day Total | 507   |       | 402   |       | 909 |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| % Total   | 19.1% | 36.6% | 15.1% | 29.2% |     |     | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

|           |       |       |       |       |       |       |
|-----------|-------|-------|-------|-------|-------|-------|
| Peak Vol. | 10:15 | 03:00 | 07:15 | 04:00 | 10:45 | 03:45 |
| P.H.F.    | 36    | 40    | 28    | 37    | 60    | 71    |
|           | 0.900 | 0.833 | 0.875 | 0.771 | 0.682 | 0.845 |

|     |         |          |
|-----|---------|----------|
| ADT | ADT 909 | AADT 909 |
|-----|---------|----------|



DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-8)

**Corridor:** QUINCY ST,NW From KANSAS AVE,NW TO THIRTEENTH ST,NW

**Time Period Covered:** From 01/01/2010 To 12/31/2012 **Prepared By:** Rahul Jain

**Prepared Date:** 9/16/2013

|  |    |                       |             |             |                       |                               |          |
|--|----|-----------------------|-------------|-------------|-----------------------|-------------------------------|----------|
| Total Number of Accident:              | 14 | <b>Collision Type</b> | <b>#ACC</b> | <b>%</b>    | <b>Collision Type</b> | <b>#ACC</b>                   | <b>%</b> |
| Total Number of Fatalities:            | 0  | Right Angle:          | 6           | 42.9%       | Fixed Object:         | 0                             | 0.0%     |
| Total Number of Injuries:              | 10 | Left Turn:            | 1           | 7.1%        | Ran Off Road:         | 0                             | 0.0%     |
| Total Number of Disabling Injuries:    | 0  | Right Turn:           | 0           | 0.0%        | Ped. Involved:        | 0                             | 0.0%     |
| Total Number of NonDisabling Injuries: | 1  | Rear End:             | 1           | 7.1%        | Backing:              | 0                             | 0.0%     |
| Total Number of Pedestrians Involved:  | 0  | Side Swiped:          | 2           | 14.3%       | Non Collision:        | 0                             | 0.0%     |
| Total Number of Bicycles Involved:     | 0  | Head On:              | 1           | 7.1%        | Under/Over Ride:      | 0                             | 0.0%     |
| Total Number of Motorcycles Involved:  | 0  | Parked:               | 1           | 7.1%        | Unspecified:          | 2                             | 14.3%    |
| <b>Time of Day</b>                     |    |                       |             | <b>#ACC</b> | <b>%</b>              | <b>Day o fweek</b>            |          |
| 07:30 ~ 09:30:                         |    |                       |             | 2           | 14.3%                 | Sunday:                       |          |
| 09:30 ~ 11:30:                         |    |                       |             | 1           | 7.1%                  | Monday:                       |          |
| 11:30 ~ 13:30:                         |    |                       |             | 2           | 14.3%                 | Tuesday:                      |          |
| 13:30 ~ 16:00:                         |    |                       |             | 4           | 28.6%                 | Wednesday:                    |          |
| 16:00 ~18:30:                          |    |                       |             | 2           | 14.3%                 | Thursday:                     |          |
| 18:30 ~ 07:30:                         |    |                       |             | 3           | 21.4%                 | Friday:                       |          |
| Unspecified:                           |    |                       |             | 0           | 0.0%                  | Saturday:                     |          |
| <b>Weather Condition</b>               |    |                       |             | <b>#ACC</b> | <b>%</b>              | <b>Surface Condition</b>      |          |
| Clear:                                 |    |                       |             | 11          | 78.6%                 | Dry:                          |          |
| Rain:                                  |    |                       |             | 2           | 14.3%                 | Wet:                          |          |
| Snow:                                  |    |                       |             | 0           | 0.0%                  | Snow/Ice:                     |          |
| Sleet/Hail:                            |    |                       |             | 0           | 0.0%                  | Slush:                        |          |
| Fog/Mist:                              |    |                       |             | 0           | 0.0%                  | Water/Sand:                   |          |
| Crosswind/Blowing Sand:                |    |                       |             | 0           | 0.0%                  | Repairing:                    |          |
| Unspecified:                           |    |                       |             | 1           | 7.1%                  | Unspecified:                  |          |
| <b>Type of Vehicle</b>                 |    |                       |             | <b>#VEH</b> | <b>%</b>              | <b>Accident Severity Type</b> |          |
| Passenger Car:                         |    |                       |             | 22          | 75.9%                 | Fatal Collision:              |          |
| Bus:                                   |    |                       |             | 1           | 3.4%                  | Injury Collision:             |          |
| Truck:                                 |    |                       |             | 2           | 6.9%                  | PDO Collision:                |          |
| Taxi:                                  |    |                       |             | 2           | 6.9%                  | <b>Light Condition</b>        |          |
| Minivan:                               |    |                       |             | 0           | 0.0%                  | Daylight:                     |          |
| Police/Emergency Vehicle:              |    |                       |             | 1           | 3.4%                  | Dawn/Dusk:                    |          |
| Motorcycle/Moped:                      |    |                       |             | 0           | 0.0%                  | Dark(Lighted):                |          |
| Bicycle:                               |    |                       |             | 0           | 0.0%                  | Dark(Not Lighted):            |          |
| Fixed Object:                          |    |                       |             | 0           | 0.0%                  | Dark(Unknown Lighting):       |          |
| Unspecified:                           |    |                       |             | 1           | 3.4%                  | Unspecified:                  |          |
| <b>Contributing Factor</b>             |    |                       |             | <b>#VEH</b> | <b>%</b>              | <b>Pedestrian Actions</b>     |          |
| Driver: Speed:                         |    |                       |             | 0           | 0.0%                  | In Crosswalk with Signal:     |          |
| Driver: Alcohol/Drug:                  |    |                       |             | 0           | 0.0%                  | In Crosswalk against Signal:  |          |
| Driver: Electronic Device:             |    |                       |             | 0           | 0.0%                  | In Crosswalk no Signal:       |          |
| Driver: Others:                        |    |                       |             | 7           | 24.1%                 | In Unmarked Crosswalk:        |          |
| Vehicle:                               |    |                       |             | 0           | 0.0%                  | Not in Crosswalk:             |          |
| Roadway:                               |    |                       |             | 4           | 13.8%                 | From Between Parked Cars:     |          |
| Unspecified:                           |    |                       |             | 18          | 62.1%                 | Unspecified:                  |          |

8 Records are not approved as of 9/16/2013 7:45:20 AM