



Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia 14th Street at Farragut Street NW

Stud	y Area	and Lo	cation		
District	PSA	Ward	ANC	Phase	Description
4	404	4	4C	Proposed	14 th Street Northbound at Farragut Street
					Northwest
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The *proposed* speed camera will be located in Ward 4 at the intersection of 14th Street at Farragut Street Northwest in the northbound direction. 14th Street runs from Eastern Avenue Northwest in the north to the 14th Street Bridge to the south, where it becomes US 1. The posted speed limit is 25 MPH.





District Department of Transportation 14th Street at Farragut Street NW

Field Assessment Summary

14th Street is assumed to run in a north-south direction, and is classified as a minor arterial. 14th Street has one travel lane and a bike lane in each direction. Farragut Street Northwest is assumed to run in an east-west direction, and is classified as a local road. Farragut Street Northwest has one lane in each direction. This site has the following characteristics:

- This is a residential area with houses on both sides of the street.
- There are three schools in the area: West Education Campus, the Kingsbury Center and Parkmont School. Kinsbury Center and West Education Campus are located at this intersection.
- There are sidewalks and crosswalks across all legs.
- There is a bicycle lane on 14th Street in both directions.
- The pavement is in fair condition and there is curb and gutter with drainage inlets
- There is on-street parking on both sides of 14th Street. Parking is permitted several hundred feet from the intersection along eastbound Farragut Street Northwest. There is a "no parking zone" at the intersection on the westbound approach of Farragut Street Northwest.
- There is one bus stop northbound and one bust stop southbound on 14th Street









Speed Data Analysis

Posted Speed Limit (MPH)	25
Mean Speed (MPH)	31
85th Percentile Speed (MPH)	35
10 MPH Pace Speed	27-36
ADT	4,414

The mean speed is 6 MPH higher than the posted speed limit and the 85th percentile speed is 10 MPH higher than the posted speed limit.

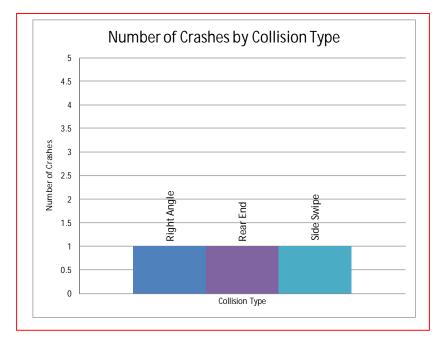
Crash Data Analysis

From the Accident Summary Report provided for the dates between January 1, 2010 and December 31, 2012, there were a total of three 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 Rear End, Side Swipe and Right Angle with one crash. The other collision types had no reported crashes.



d.
District Department of Transportation
14th Street at Farragut Street NW

 Severity			Weather			Surface	condit	ion	Light Condition		
Total	3										
Fatal	0	0.0%	Clear	3	100.0%	Dry	3	100.0%	Day	2	66.7%
Injury	2	66.7%	Rain	0	0.0%	Wet	0	0.0%	Night	1	33.3%
Taxi	0	0.0%	Snow	0	0.0%	Snow/Ice	0	0.0%			
Bus	0	0.0%									



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 much higher than the posted speed limit at this location.
- 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. This site is located in a residential area with houses on both sides of the street and in the surrounding area.
 - b. This site is located near three schools: West Education Campus, the Kingsbury Center and Parkmont School. Kinsbury Center and West Education Campus are located at this intersection.
 - c. There are several bus stops in the area which generate pedestrian activity.
 - d. There are bicycle lanes along 14th Street in both directions.





Although the crash data analysis showed a low number of crashes at this location, the speed data analysis and the presence of bicycle lanes reveals safety factors. Thus, due to the speed data analysis, the specific site characteristics of a residential area, the proximity of schools to the site, the existence of bicycle activity, 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

14th St NB at Farragut St NW Speed

Time 15 20 25 30 35 40 45 50 55 60 65 70 75 999 Tota 11/1/13 1 0 4 19 41 14 0 <t< th=""><th>Start</th><th>1</th><th>16</th><th>21</th><th>26</th><th>31</th><th>36</th><th>41</th><th>46</th><th>51</th><th>56</th><th>61</th><th>66</th><th>71</th><th>76</th><th></th></t<>	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
11/1/13 1 0 4 19 41 14 0 0 0 0 0 0 0 0 79 0100 1 0 1 15 23 8 5 0 2 0		15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
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05:00 1 0 4 19 30 10 2 0<	03:00	2	0	1	7	13	4	5	0	0	0	0	0	0	0	32
06:00 0 <td>04:00</td> <td>0</td> <td>0</td> <td>6</td> <td>24</td> <td>11</td> <td>9</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>52</td>	04:00	0	0	6	24	11	9	2	0	0	0	0	0	0	0	52
07:00 0 2 7 48 82 25 3 1 0<	05:00	1	0	4	19	30	10	2	0	0	0	0	0	0	0	66
08:00 3 4 14 43 64 21 4 0	06:00	0	0	6	28	39	13	1	0	0	0	0	0	0	0	87
09:00 0 1 12 52 68 32 2 1 0	07:00	0	2	7	48	82	25	3	1	0	0	0	0	0	0	168
10:00 3 3 11 79 81 27 2 1 0	08:00	3	4	14	43	64	21	4	0	0	0	0	0	0	0	153
11:00 0 1 20 76 87 27 2 0 0 0 0 0 0 21 12 PM 3 0 19 91 95 24 2 0	09:00	0	1	12	52	68	32	2	1	0	0	0	0	0	0	168
12 PM 3 0 19 91 95 24 2 0 0 0 0 0 0 0 0 234 13:00 1 3 19 90 92 32 4 0 0 0 0 0 0 0 0 0 0 0 0 24 14:00 0 0 17 82 132 36 4 0 0 0 0 0 0 0 0 24 15:00 5 53 127 134 44 7 1 1 0 0 0 0 3 16:00 1 9 46 154 138 26 1 0 0 0 0 0 0 0 0 0 3 3 3 0 0 0 0 0 0 0 0 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 </td <td>10:00</td> <td>3</td> <td>3</td> <td>11</td> <td>79</td> <td>81</td> <td>27</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>207</td>	10:00	3	3	11	79	81	27	2	1	0	0	0	0	0	0	207
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16:00 1 9 46 154 138 26 1 0 0 0 0 0 0 0 0 0 375 17:00 1 5 42 164 145 28 3 0 0 0 0 0 0 0 0 0 0 38 18:00 1 4 19 88 148 51 3 2 0 0 0 0 0 375 19:00 0 0 13 67 77 27 1 0 0 0 0 0 0 36 20:00 0 0 13 67 77 27 0 0 0 0 0 0 0 0 0 0 0 184 21:00 2 5 5 43 86 27 2 0 0 0 0 0 0 177 22:00 0 0 0 0 0 0 <td< td=""><td>14:00</td><td>0</td><td>0</td><td>17</td><td>82</td><td>132</td><td>36</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>271</td></td<>	14:00	0	0	17	82	132	36	4	0	0	0	0	0	0	0	271
16:00 1 9 46 154 138 26 1 0 38 188 188 51 3 2 0 0 0 0 0 0 316 17:00 0 0 0 0 0 13 67 77 27 0 0 0 0 0 0 0 184 21:00 2 5 5 43 86 27 2 0 0 0 0 0 0 17 22:00 0 0 0 0 0 17 22:00 0 0 0 0 0 0 15	15:00	5	5	23	127	134	44	7	1	1	0	0	0	0	0	347
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20:00 0 0 13 67 77 27 0 0 0 0 0 0 0 0 184 21:00 2 5 5 43 86 27 2 0 0 0 0 0 0 0 0 0 17 22:00 0 0 8 52 68 24 6 0 0 0 0 0 0 158 23:00 2 1 4 35 78 28 10 0 0 1 0 0 0 158 23:00 2 1 4 35 78 28 10 0 0 1 0 0 0 141 Total 28 44 321 1497 1857 583 72 7 4 1 0 0 0 0 441	18:00	1	4	19	88	148	51	3	2	0	0	0	0	0	0	316
21:00 2 5 5 43 86 27 2 0 0 0 0 0 0 17 22:00 0 0 8 52 68 24 6 0 0 0 0 0 0 17 23:00 2 1 4 35 78 28 10 0 0 1 0 0 0 158 Total 28 44 321 1497 1857 583 72 7 4 1 0 0 0 441	19:00	0	0	17	82	103	27	1	0	0	0	0	0	0	0	230
22:00 0 0 8 52 68 24 6 0 0 0 0 0 0 158 23:00 2 1 4 35 78 28 10 0 0 1 0 0 0 155 Total 28 44 321 1497 1857 583 72 7 4 1 0 0 0 441	20:00	0	0	13	67	77	27	0	0	0	0	0	0	0	0	184
23:00 2 1 4 35 78 28 10 0 0 1 0 0 0 15 Total 28 44 321 1497 1857 583 72 7 4 1 0 0 0 441 Grand 28 44 321 1497 1857 583 72 7 4 1 0 0 0 441	21:00	2	5	5	43	86	27	2	0	0	0	0	0	0	0	170
Total 28 44 321 1497 1857 583 72 7 4 1 0 0 0 0 441 Grand 28 44 321 1497 1857 583 72 7 4 1 0 0 0 441	22:00	0	0	8	52	68	24	6	0	0	0	0	0	0	0	158
Grand 28 44 221 1407 1957 582 72 7 4 1 0 0 0 0 441	23:00	2	1	4	35	78	28	10	0	0	1	0	0	0	0	159
	Total	28	44	321	1497	1857	583	72	7	4	1	0	0	0	0	4414
Total 20 44 521 1457 1657 365 72 7 4 1 0 0 0 0 441	Grand	20	44	201	1407	1057	502	72	7	4	1	0	0	0	0	4414
	Total	20	44	321	1497	1657	363	12	/	4	1	0	0	0	0	4414
15th Percentile : 25 MPH																
15th Percentile : 25 MPH 50th Percentile : 30 MPH 85th Percentile : 35 MPH					ercentile :		35 MPH									

Stats	Mean Speed(Average) :	31 MPH
	10 MPH Pace Speed :	27-36 MPH
	Number in Pace :	3043
	Percent in Pace :	68.9%
	Number of Vehicles > 25 MPH :	3841
	Percent of Vehicles > 25 MPH :	87.0%

95th Percentile :

38 MPH

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD MOUNT AIRY, MD 21771

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14th St NB at Farragut St NW Volume

Start	Mon	11-Nov-13	Tue	12-Nov-13	Wed	13-Nov-13	Daily Av	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	20	56	*	*	*	*	20	56
12:15	25	54	*	*	*	*	25	54
12:30 12:45	18	63	*	*	*	*	18	63
12:45	16	61	*	*	*	*	16	61
01:00	16	50	*	*	*	*	16	50
01:15	18	66	*	*	*	*	18	66
01:30	12	71	*	*	*	*	12	71
01:45	9	54	*	*	*	*	9	54
02:00	14	68	*	*	*	*	14	68
02:15	18	58	*	*	*	*	18	58
02:30	19	81	*	*	*	*	19	81
02:45	10	64	*	*	*	*	10	64
03:00	13	85	*	*	*	*	13	85
03:15	3	87	*	*	*	*	3	87
03:30	5	90	*	*	*	*	5	90
03:45	11	85	*	*	*	*	11	85
03.45	16	95	*	*	*	*	16	95
04:00	12	85	*	*	*	*	12	85
	12	92	*	*	*	*	12	92
04:30	12		*	*	*	*	12	
04:45	12	103	*		*		12	103
05:00	13	96	*	*		*	13	96
05:15	13	101	*	*	*	*	13	101
05:30	15	85	*	*	*	*	15	85
05:45	25	106	*	*	*	*	25	106
06:00	14	88	*	*	*	*	14	88
06:15	21	88	*	*	*	*	21	88
06:30	24	77	*	*	*	*	24	77
06:45	28	63	*	*	*	*	28	63
07:00	42	62	*	*	*	*	42	62
07:15	34	53	*	*	*	*	34	53
07:30	47	56	*	*	*	*	47	56
07:45	45	59	*	*	*	*	45	59
08:00	43	54	*	*	*	*	43	54
08:15	35	44	*	*	*	*	35	44
08:30	45	41	*	*	*	*	45	41
08:45	30	45	*	*	*	*	30	45
09:00	39	57	*	*	*	*	39	57
09:15	45	40	*	*	*	*	45	40
09:30	37	46	*	*	*	*	37	46
09:45	47	27	*	*	*	*	47	27
10:00	47		*	*	*	*		
10:00	50	39	*	*	*	*	50	39
10:15	61	40		*	*	*	61	40
10:30	47	42	^ 	*	^ 	*	47	42
10:45	49	37	*		*		49	37
11:00	46	45	*	*	*	*	46	45
11:15	52	46	*	*	*	*	52	46
11:30	59	27	*	*	*	*	59	27
11:45	56	41	*	*	*	*	56	41
Total	1341	3073	0	0	0	0	1341	3073
Combined		4.4	0		0			
Total	44		0		0		4414	
Peak	11:00	04:30					11:00	04:30
Vol.	213	392					213	392
P.H.F.	0.873	0.951					0.873	0.951

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-8)

Total Number of Accident: 3 Collision Type #ACC % Collision Type #ACC Total Number of Fatalities: 0 Right Angle: 1 33.3% Fixed Object: 0 Total Number of Injuries: 2 Left Turn: 0 0.0% Ran Off Road: 0 Total Number of NonDisabiling Injuries: 2 Rapt Turn: 0 0.0% Ran Off Road: 0 Total Number of NonDisabiling Injuries: 2 Rapt Turn: 0 0.0% Ran Off Road: 0 Total Number of Bocycles Involved: 1 Head On: 0 0.0% Under/Over Ride: 0 Total Number of Bocycles Involved: 1 Head On: 0 0.0% Under/Over Ride: 0 Total Number of Bocycles Involved: 1 Side Swiped: 1 33.3% Non Collision: 0 Total Number of Motorcycles Involved: 1 33.3% Tuesday: 0 0 Titial Number of Motorcycles Involved: 1 33.3% Tuesday: 0 0		From 01/01/201		ST,NW TO FARRA		Rahul Jain	Prepared Da	te:	9/16/2013
Total Number of Fatalities: 0 Right Angle: 1 33.3% Fixed Object: 0 Total Number of Injuries: 2 Left Turn: 0 0.0% Ra Off Radd: 0 Total Number of NonDisabling Injuries: 2 Rear End: 1 33.3% Backing: 0 Total Number of NonDisabling Injuries: 2 Rear End: 1 33.3% Backing: 0 Total Number of Bicycles Involved: 1 Head On: 0 0.0% Unspecified: 0 Total Number of Bicycles Involved: 0 0.0% Unspecified: 0 0.0% Unspecified: 0 Tital on the of Bicycles Involved: 1 33.3% Tucsday: 0 0 0 Tital on the of Bicycles Involved: 1 33.3% Tucsday: 0 <th></th> <th></th> <th></th> <th></th> <th>-</th> <th></th> <th>•</th> <th></th> <th></th>					-		•		
Total Number of Injuries: 2 Left Turn: 0 0.0% Ran Off Road: 0 Total Number of Disabiling Injuries: 0 Rear End: 1 33.3% Backing: 0 Total Number of NonDisabiling Injuries: 2 Rear End: 1 33.3% Non Collision: 0 Total Number of Nohorszbiling Injuries: 2 Rear End: 1 33.3% Non Collision: 0 Total Number of Nohorszbiling Injuries: 0 0.0% Under/Over Ride: 0 Total Number of Nohorszbiling Injuries: 0 0.0% Under/Over Ride: 0 Total Number of Nohorszbiling Injuries: 0 0.0% Under/Over Ride: 0 Total Number of Nohorszbiling Injuries: 0 0.0% Sunday: 0 0 Total Number of Nohorszbiling Injuries: 1 33.3% Wednesday: 0 0 Time of Day #ACC % Sunday: 0 0 0 13:30 - 11:30: 1 33.3% Friday: 2 6 Show: 0 0.0% Sutrface Condition #ACC							•••		C % 0.0%
Total Number of Disabiling Injuries: 0 Right Turn: 0 0.0% Ped. Involved: 0 Total Number of NonDisabiling Injuries: 2 Rear End: 1 33.3% Backing: 0 Total Number of Pedestrians Involved: 1 Head On: 0 0.0% Under/Over Ride: 0 Total Number of MonDroycles Involved: 1 Head On: 0 0.0% Under/Over Ride: 0 Time of Day #ACC % Day of week #ACC 0 0.0% Unspecified: 0			-	0 0					0.0%
Total Number of NonDisabling Injuries: 2 Rear End: 1 33.3% Backing: 0 Total Number of Pedestrians Involved: 1 Side Swiped: 1 33.3% Non Collision: 0 Total Number of Bicycles Involved: 0 0.4% Unspecified: 0 Total Number of Motorcycles Involved: 0 Parked: 0 0.0% Unspecified: 0 Time of Day #ACC % Day o fweek #ACC % 09:30 - 01:30: 0 0.0% Monday: 1 33.3% 11:30 - 13:30: 1 33.3% Wednesday: 0 6 16:00 - 18:30: 0 0.0% Saturday: 0 6 Weather Condition #ACC % Surface Condition #ACC Rain: 0 0.0% Saturday: 0 0 Show: 0 0.0% Sush: 0 0 0 Clear: 3 100.0% Sush: 0 0 0 <td></td> <td>Injurios</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.0%</td>		Injurios							0.0%
Total Number of Pedestrians involved: 1 Side Swiped: 1 33.3% Non Collision: 0 Total Number of Bicycles Involved: 1 Head On: 0 0.0% Under/Over Ride: 0 Time of Day #ACC % Day of tweek #ACC 70:30 - 09:30: 0 0.0% Monday: 1 0 07:30 - 09:30: 0 0.0% Monday: 1 0 11:30 - 18:00: 1 33.3% Wednesday: 0 0 15:00 - 18:30: 0 0.0% Thursday: 0 0 13:30 - 16:00: 1 33.3% Friday: 2 6 10:specified: 0 0.0% Saturday: 0 0 Vesther Condition #ACC % Surface Condition #ACC Rain: 0 0.0% Surface Condition #ACC Vesther Condition #ACC % Surface Condition #ACC Inspecified: 0 0.0% Sur	•			0					0.0%
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2 Records are not approved as of 9/16/2013 7:51:34 AM