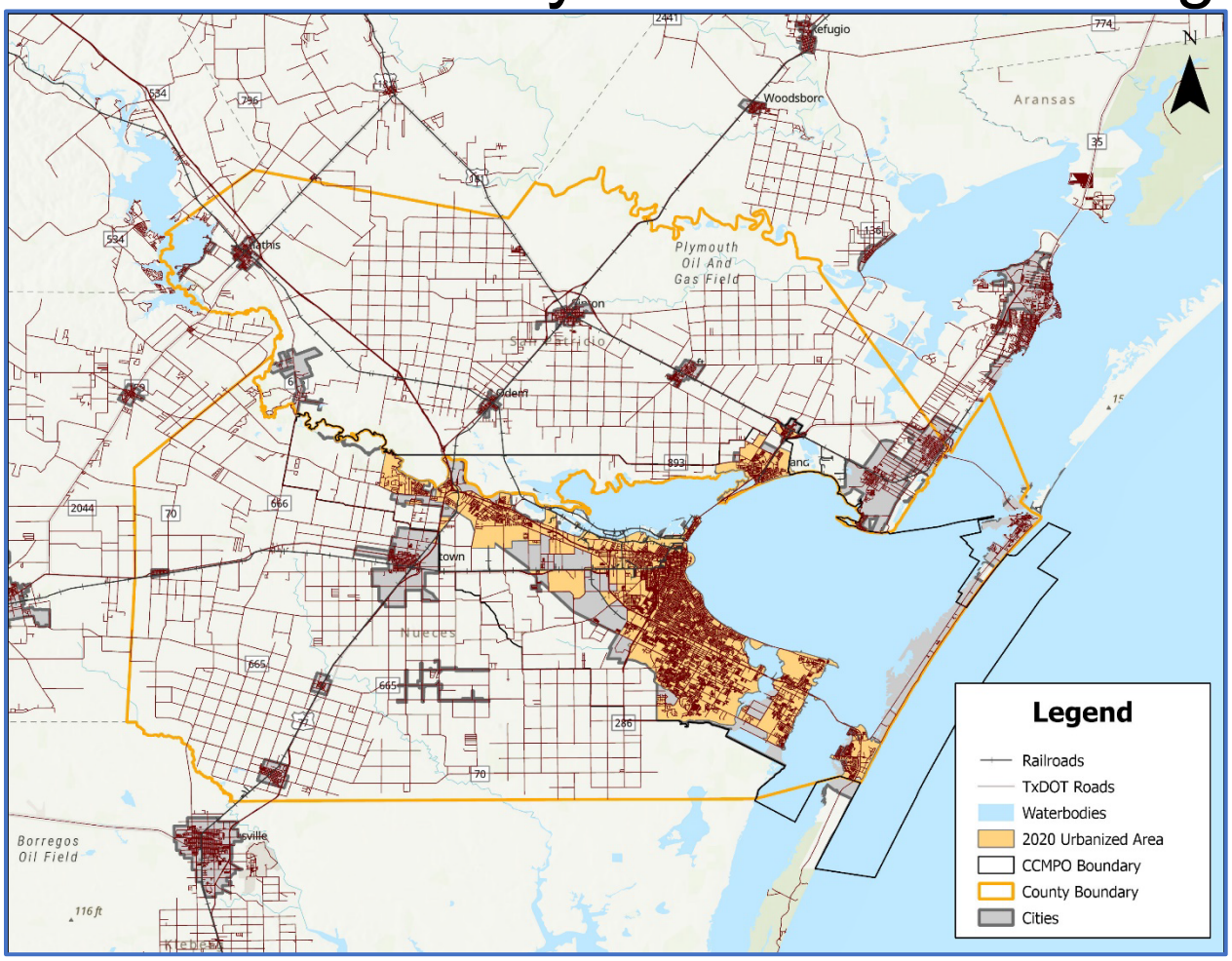
CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

MPO-wide Safety Network Screening



October 2023

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DiExSys
Road Safety Analytics

APPENDIX A

EXECUTIVE SUMMARY

Network Screening for opportunities to improve safety in the Corpus Christi MPO has been conducted in the framework of the Safety Analysis component of a Safe Streets and Roads for All (SS4A) Action Plan. Its focus is to assist the MPO staff with data driven decision support analysis for planning and prioritization of safety improvement projects on Corpus Christi MPO's public roads. It accomplishes this by identifying opportunities for cost-effective road safety improvements. Its emphasis is on injury and fatal crashes at intersections and on segments within the MPO boundary, which are susceptible to cost-effective countermeasures.

The guiding principle behind an effective road safety program is that the resources should go to where they achieve the greatest safety effect. The cost-effectiveness is measured by the Benefit-Cost (B/C) ratio which represents the ratio of the benefits derived from crash reduction expressed in dollars to the cost of construction and maintenance over the life cycle of the project. The primary goal for the program/project selection criteria is to select projects in such a way that, following implementation, they will maximize crash reduction in the Corpus Christi MPO area within constraints of the available budgets.

The outcomes of this project will support and extend the goals of the *Vision Zero Texas* policy within the framework of the US Department of Transportation (DOT) SS4A grant program. The goal of the latter is to channel federal funds towards infrastructure, behavioral or operational activities which support the development of a comprehensive safety action plan to address roadway safety issues. One of the key components of a safety action plan is safety analysis which examines conditions and patterns of severe crashes across a jurisdiction. This report meets those objectives by providing a safety network screening across the Corpus Christi MPO area. This report identifies risks across the network and offers low-cost safety treatment options which support the *Vision Zero Texas* policy of movement towards zero deaths on Texas' roads through comprehensive safety measures and policies.

The screening study uses the Countermeasure with Promise (CWIP) approach to identify locations with potential for crash reduction. CWIP approach begins by choosing an effective countermeasure first and then looks for sites where it can be applied cost-effectively. The study focuses on the following emphasis areas from the Texas Strategic Highway Safety Plan:

- Speed Related Crashes
- Intersection Safety
- Vulnerable Users: Pedestrians
- Vulnerable Users: Bicyclists

Problems susceptible to correction which were identified as part of screening were:

- Approach turn (left turn opposite) crashes at intersections

- Broadside crashes at intersections
- Pedestrian and bicycle crashes at intersections and mid-block
- High-severity, high-speed rear-end collisions.

In our approach to identifying strategic emphasis areas and developing safety countermeasure strategies, we relate crash types that resulted in injuries and fatalities in the Corpus Christi MPO area to proven solutions with known and reliable crash reduction factors (CRFs). This included FHWA Proven Safety Countermeasures and the Crash Modification Factors (CMF) Clearinghouse CRFs. The former is a list of strongly encouraged countermeasures for implementation by transportation agencies to accelerate the achievement of Local, State, and National safety goals.

To better understand opportunities for effective safety improvements we examine injury and fatal crashes at intersections separately from those on segments. Distribution of injury and fatal crashes by type at intersections and segments in the area inform identification of emphasis areas and development of countermeasure strategies. The Safe System Approach recognizes that humans will inevitably make mistakes and we used safe speeds and safe road elements to inform project selection.

Network screening analysis and diagnostic examination have initially identified 20 potential safety projects/locations. Each location was analyzed to assess the nature and magnitude of the safety problem using Texas-specific predictive and diagnostic tools, followed by the development of countermeasures and benefit/cost analysis of proposed improvements encoded in the Vision Zero Suite software. These projects were initially rank ordered by their benefit/cost ratio to be later informed by additional criteria such as equity and public preference. *The ranked ordered list of proposed projects, established on the bases of composite criteria (Benefit/Cost, Equity and Public Preference) will be included in the final version of the SS4A Action Plan.* In the course of performing the analysis, in several instances we discovered that a countermeasure we would have proposed had already been implemented or was in the process of being implemented. In these instances, additional recommendations are included.

We have formulated data-driven recommendations based on our analysis and experience. Every recommendation comes with its Benefit/Cost (B/C) ratio quantifying the expected cost effectiveness of a proposed improvement at a specific location. These recommendations are intended to support decision making by the Corpus Christi MPO and its member governments' staff, who are much more familiar with the specific locations and environmental and political circumstances surrounding potential impacts to the site during and after construction. Therefore, the final decisions about how to best prioritize expenditure of limited funds to improve roadway safety in the Corpus Christi MPO area is up to local officials.

An interactive GIS map with locations and proposed scope of all projects has also been published and will be made available.

Major Street	Minor Street	Improvement
Cimarron Blvd	Saratoga Blvd	Operational Signal Timing and Phasing
Weber Rd	Holly Rd	Operational Signal Timing and Phasing
Weber Rd	Yorktown Blvd	Operational Signal Modification, Timing and Phasing, Lighting, Centerline Runble Strips
Callicoatte Rd	Leopard St	Operational Signal Modification, Timing and Phasing
Staples St	Yorktown Blvd	Operational Signal Modification, Timing and Phasing, Backplates, Coordination, Lighting
Staples St	McArdle Rd	Operational Signing and Striping
Staples St	Curtis Clark Dr	Operational Movement Restrictions
McKinzie Rd	Up River Rd	Operational, Signalize Intersection or Restrict Movements
Kostoryz Rd	Hwy 358 (S Padre Isl Dr) Eastbound Frontage Rd	Operational, Signal Modification, Timing and Phasing, Striping
Rodd Field Rd	Hwy 358 (S Padre Isl Dr) Eastbound Frontage Rd	Operational, Signal Modification, Timing and Phasing, Striping
Staples St	Hwy 358 (S Padre Isl Dr) Eastbound Frontage Rd	Operational, Signal Timing, Signing and Striping
Waldron Rd	Knickerbocker St	Vulnerable-Users Focused Signal Timing and Lighting
Leopard St	Staples St	Vulnerable-Users Focused Signal Modification, Timing and Phaisng,
Systemic		Deploy Mid-Block Cross Walks with Beacons Where Indicated by Crash History
Systemic		Deploy Bicycle Related Improvements on Segments Where Indicated by Crash History
Staples St	Saratoga to McArdle	Operational - Access Control
Hwy 358 (S Padre Isl Dr)	MP 4.5 - 11.0	Variable Speed Limit System
Ayers St	Hwy 358 (S Padre Isl Dr) Eastbound Frontage Rd	Operational, Signal Modification, Timing and Phasing, Striping
Baldwin Blvd	Greenwood Dr	Operational Signal Timing
Everhart Rd	Holly Rd	Operational, Signal Timing and Phasing

Preliminary Unranked Project Location List (20 Locations)

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The focus of the Safety Analysis component is to provide data-driven assistance to the MPO with planning and prioritization of safety improvement projects on roadways. It accomplishes this by identifying opportunities for cost-effective road safety improvements. Its emphasis is primarily, but not exclusively, on intersections with some consideration of segments because, in the urban environment such as most of the Corpus Christi MPO, most of the opportunities to improve safety cost-effectively are found at intersections.

The guiding principle behind an effective highway safety program is that the resources should go to where they achieve the greatest safety effect. The cost-effectiveness is measured by the Benefit-Cost (B/C) ratio which represents the ratio of the benefits derived from crash reduction expressed in dollars to the cost of construction and maintenance over the life cycle of the project. The primary goal for the program/project selection criteria is to select projects in such a way that following construction they will maximize crash reduction in the Corpus Christi MPO within constraints of the available budgets. The study was conducted using six years of crash data from 1/1/2016 to 12/31/2021 focused on Nueces and San Patricio counties only.

Corpus Christi is the sixth largest port in the nation and the eighth most-populous city in Texas[2]. The 2022 population was 317,773, increasing by a little over 4% from 2010[3].

Over the 6-year study period, there were 64,292 crashes recorded in Nueces and San Patricio counties. **Figure 1** shows that 74.61% of those crashes resulted in property

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB
[2] https://www.texas-demographics.com/cities_by_population
[3] https://datacommons.org/place/geoId/4817000?category=Demographics#Population

damage only (PDO), 25.90% were injury (INJ) with 24,431 people injured, and 0.49% were fatal (FAT), with 350 people killed.

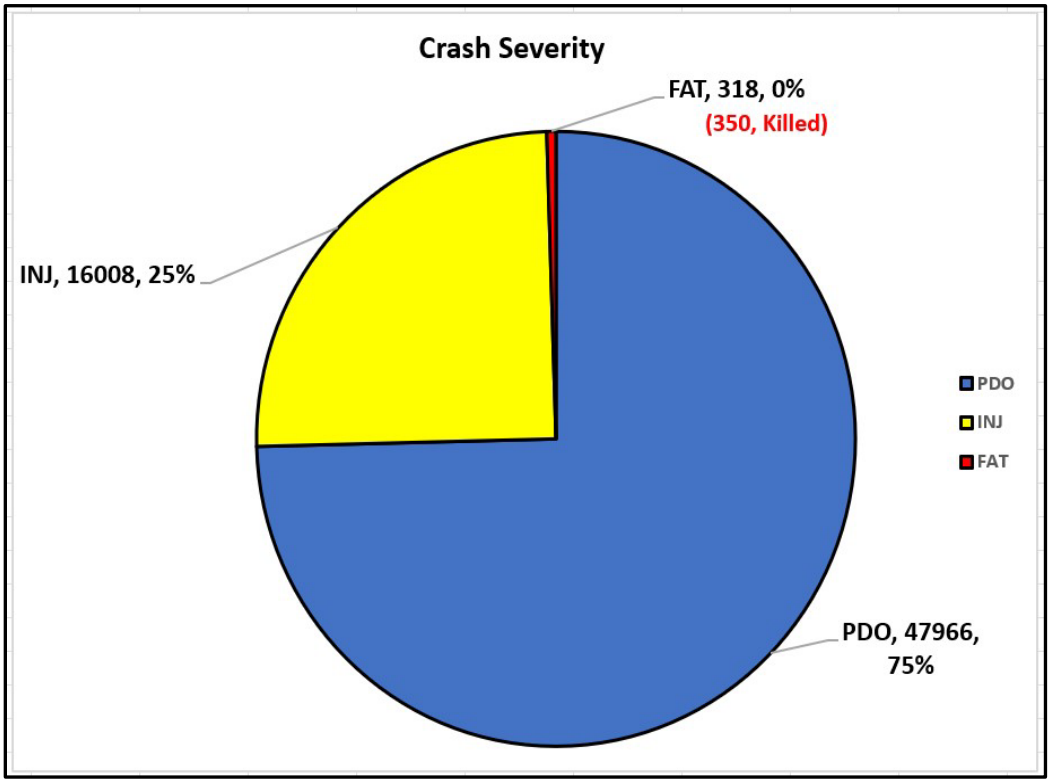


Figure 1: Crash Severity Distribution, Nueces & San Patricio Co., 1/1/16-12/31/21

Figure 2 shows the distribution of all 64,292 crashes by type.

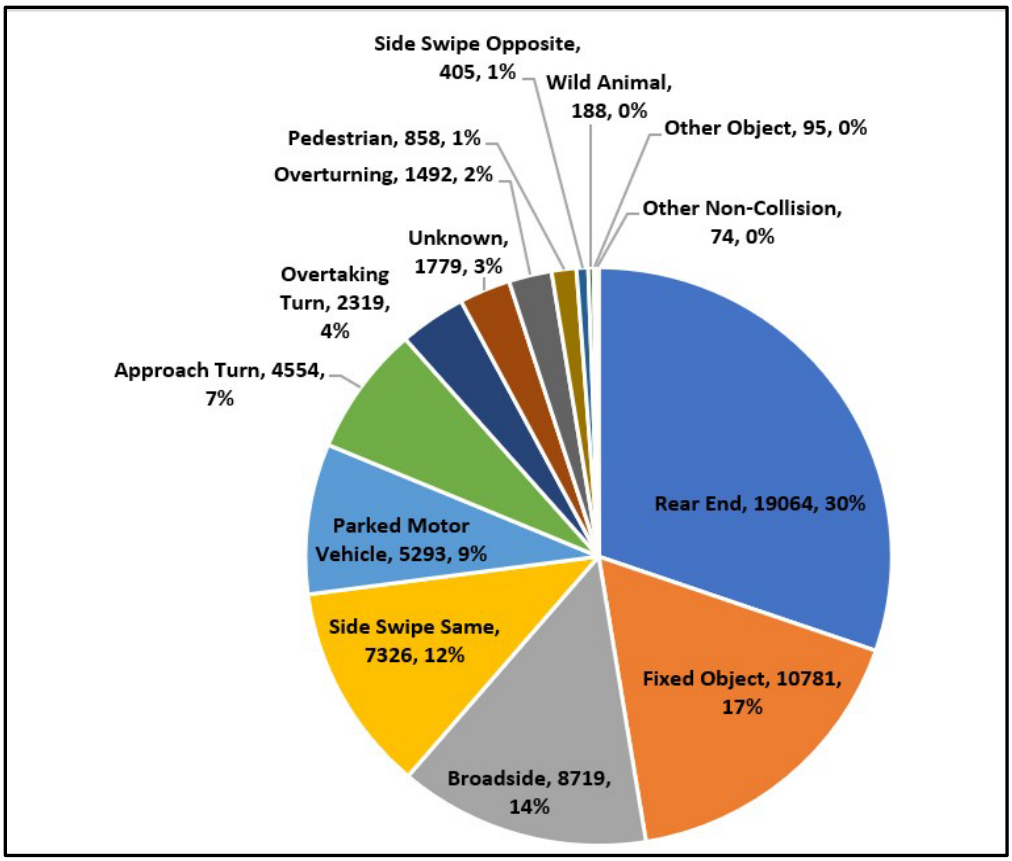


Figure 2: Distribution by Crash Type, All Crashes, Nueces & San Patricio Co.

The study focused on the following infrastructure related emphasis areas from the Texas Strategic Highway Safety Plan:

- Speed Related Crashes
- Intersection Safety
- VulnerableUsers: Pedestrians
- Vulnerable Users: Bicyclists

An overview of all injury and fatal crashes, which are our primary focus for screening, by location type shows that in general there is an even split between the proportion of crashes occurring on segments (non-intersection) and those occurring at intersections, or which are intersection related. **Figure 3** shows that approximately 45% of all injury and fatal crashes were on segments, while approximately 46% were at intersections or intersection related.

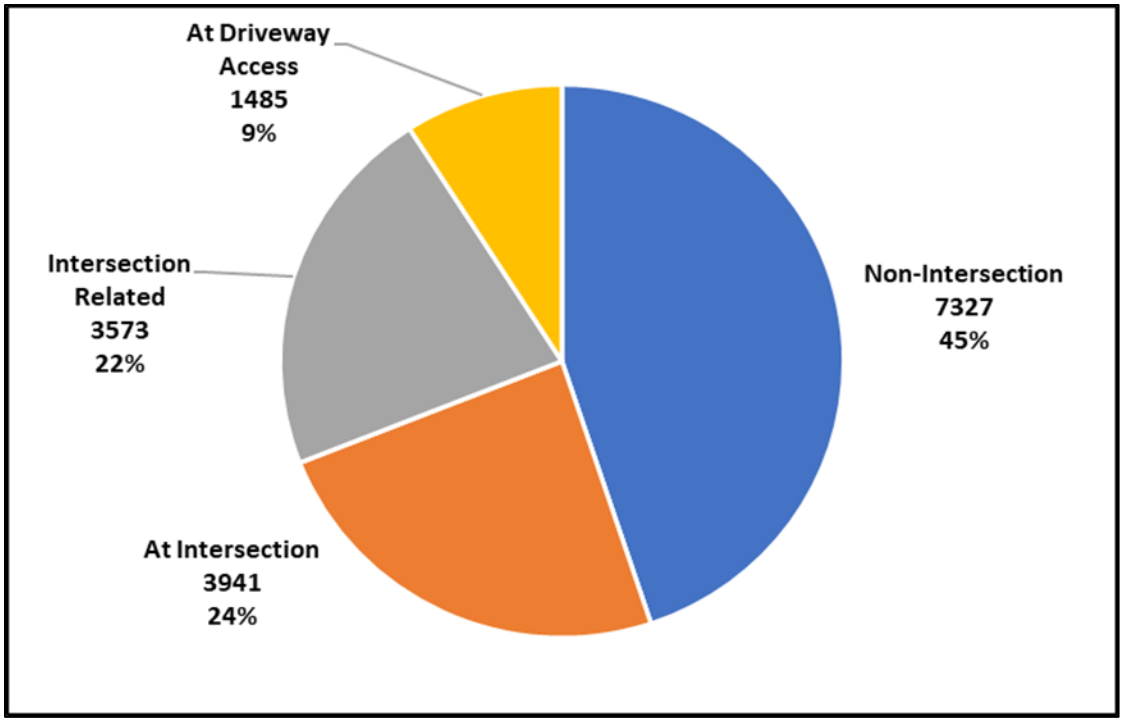


Figure 3: INJ+FAT Crashes by Road Description

Looking only at injury and fatal level crashes, the breakdown of crashes by crash type shows that Rear-End, Fixed Object, Broadside and Approach Turn crashes were the most common crash types (**Figure 4**).

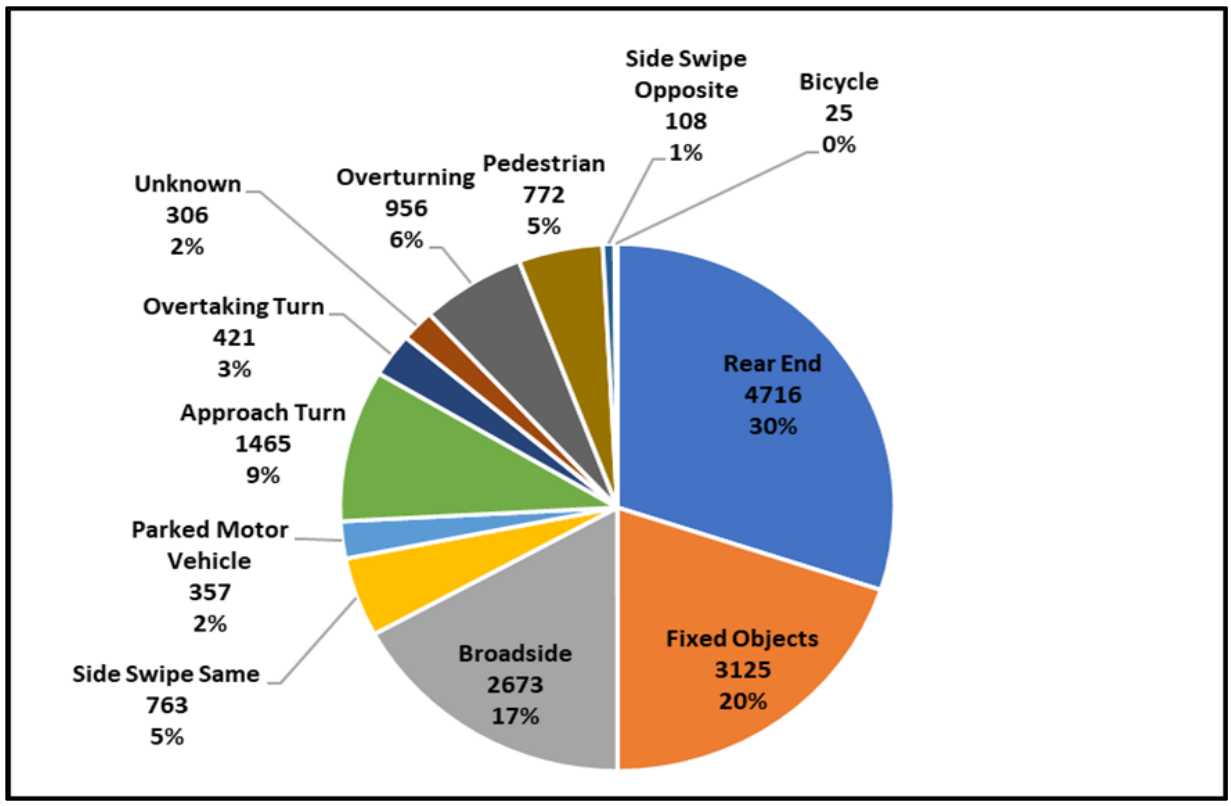


Figure 4: INJ+FAT Crashes by Crash Type, Nueces & San Patricio Co.

Injury and fatal crashes at or related to intersections as distributed by crash type are shown in **Figure 5**. It shows that Rear End, Broadside and Approach Turn crashes were the most common severe crash types at intersections.

Together Broadside and Approach Turns account for around 42% of severe crashes at intersections. These crash patterns have been given particular emphasis with regard to network wide screening of intersections, with locations which exhibit patterns of either crash type susceptible to cost-effective crash mitigation measures prioritized.

Rear end crashes at and approaching intersections can be somewhat intractable and are harder to correct in a cost-effective manner, but Broadside and Approach Turn crashes especially are susceptible to correction through highly cost-effective countermeasures.

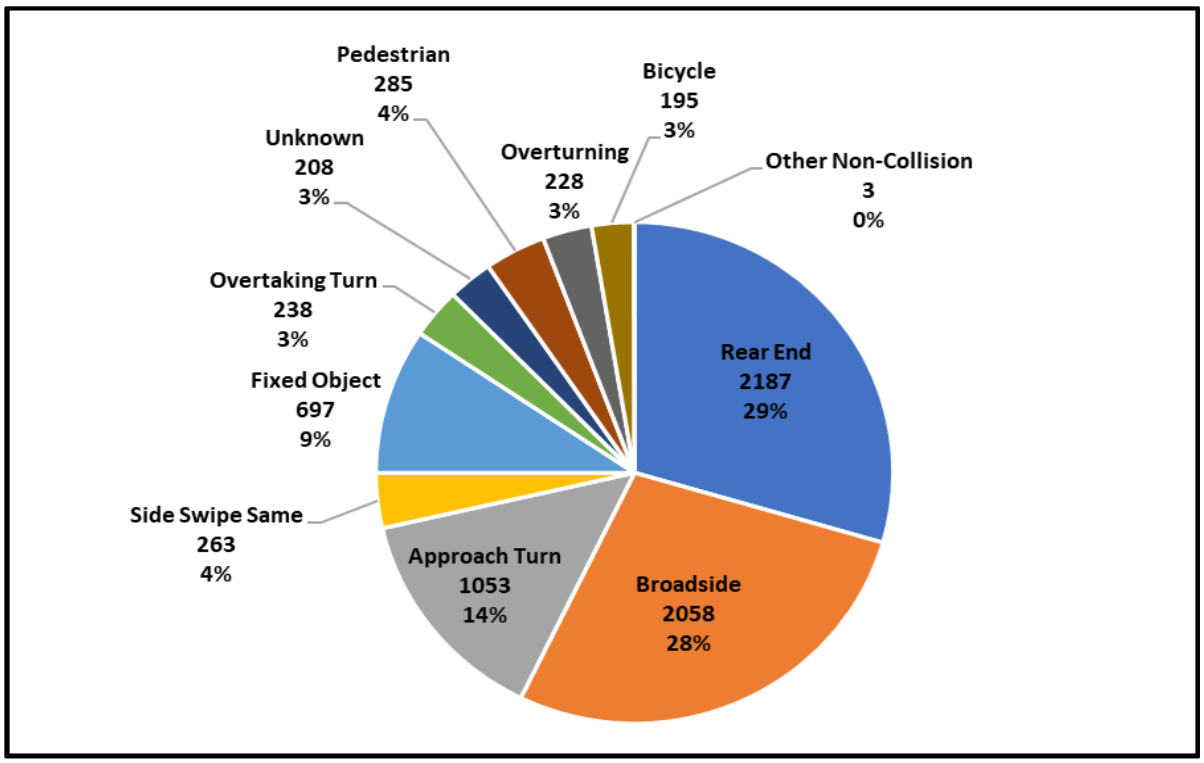


Figure 5: INJ+FAT Crashes by Type at Intersections

Comparatively, injury and fatal crashes recorded on segments, as distributed by crash type are shown in **Figure 6**. It shows that the most prominent severe crash types on segments are Rear-End and Fixed Object.

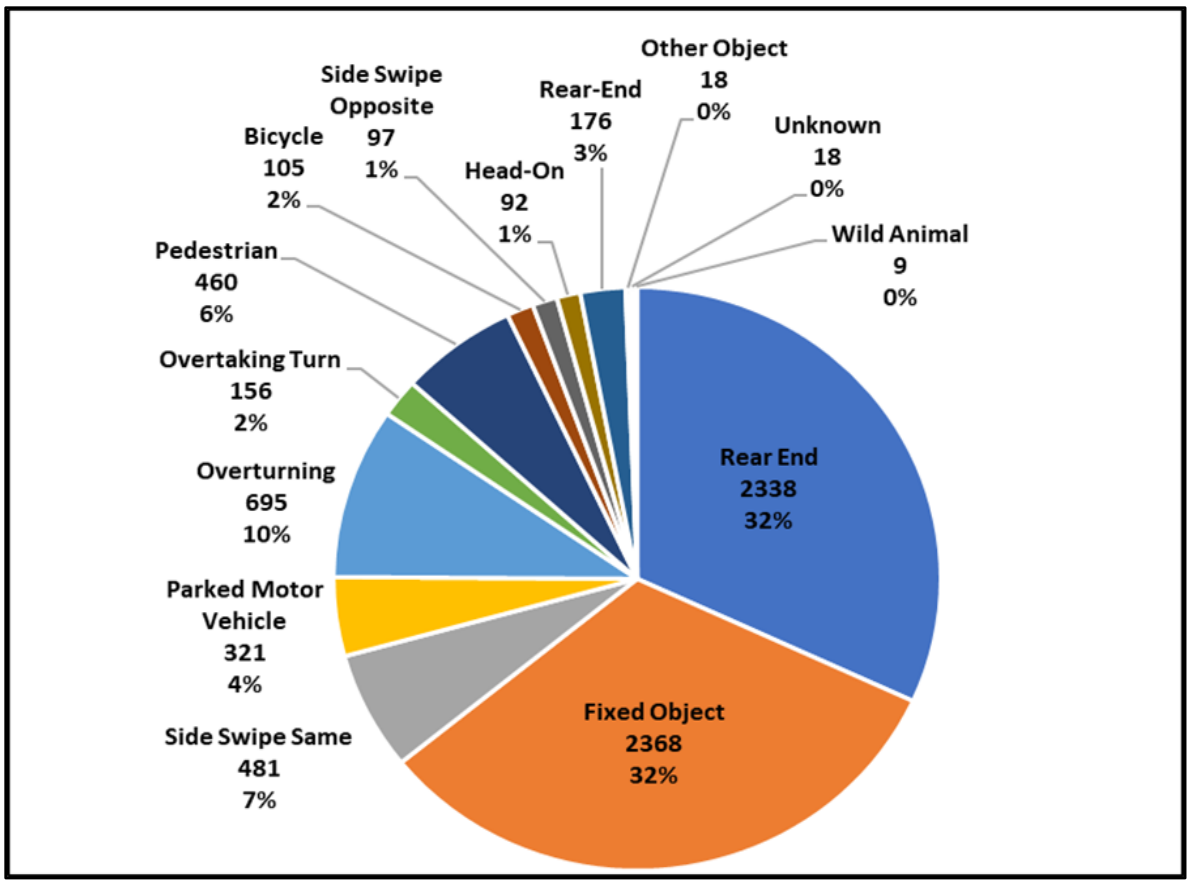


Figure 6: INJ+FAT Crashes by Type on Segments

In our experience, rear-end, sideswipe-same-direction and fixed-object collisions on freeways can be related to high-speed, high-density conditions characterized by evasive maneuvers. As will be seen in the case of SH-358 (South Padre Island Drive), real-time speed management can be an effective countermeasure to these crash patterns.

Although fatal crashes made up less than 1% of all crashes recorded over the study period across both counties, as the most severe crash type they always deserve closer examination. **Figure 7** shows the distribution of fatal crashes by crash type. It demonstrates that the most common fatal crash type was Fixed Object, which is not unexpected as run-off-the-road crashes tend to have severe outcomes. However, notably Pedestrian crashes account for 26% of all fatal crashes. When bicycles are also considered, the proportion of fatal crashes involving vulnerable road users increases to about 30%.

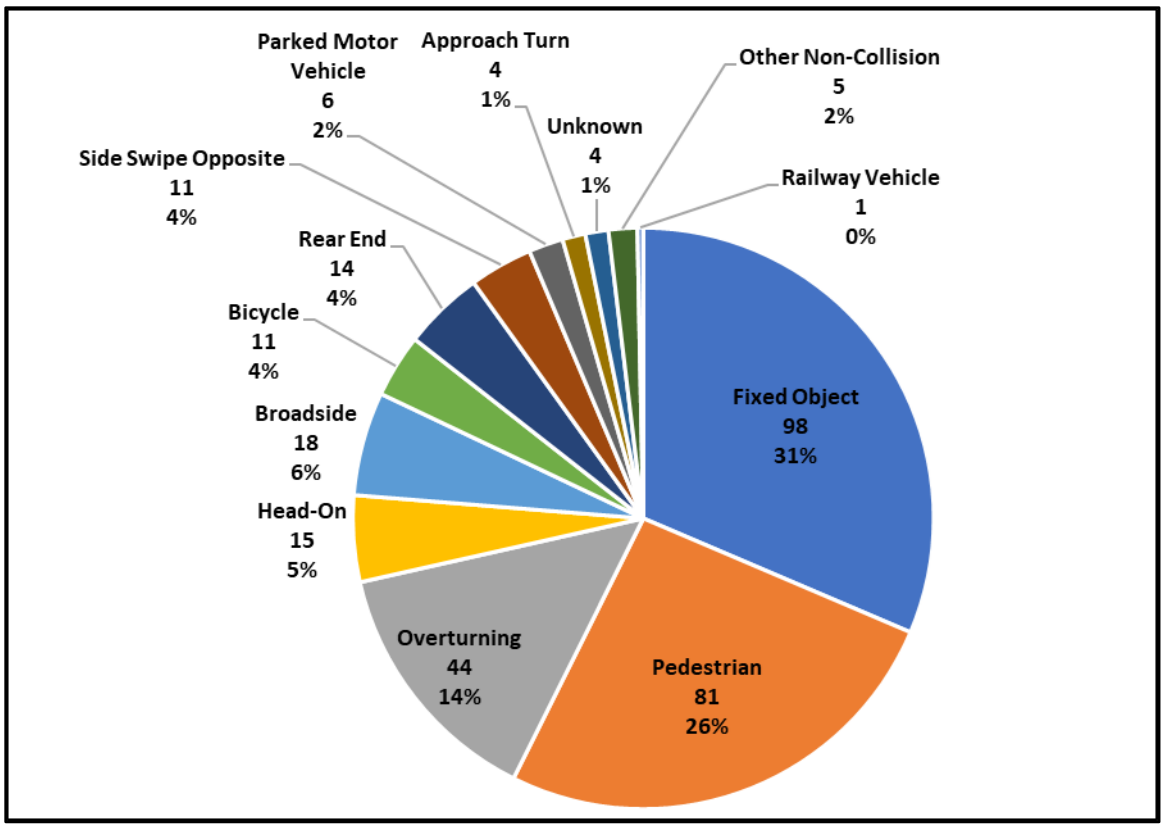


Figure 7: All Fatal Crashes by Crash Type, Nueces & San Patricio Co.

When the road description for fatal pedestrian crashes is examined, it becomes clear that most (72%) occurred on segments i.e. non-intersection (**Figure 8**). Excluding interstates, this points to pedestrian fatalities due to random or mid-block crossings. A map of where pedestrian fatalities on segments have occurred (**Figure 9**) indicates that the problem is not concentrated but rather appears to be systemic, requiring a systemic approach to mitigation. Opportunities to reduce pedestrian (and bicyclist) injuries and fatalities are covered in more detail in the Vulnerable Road Users section of this report.

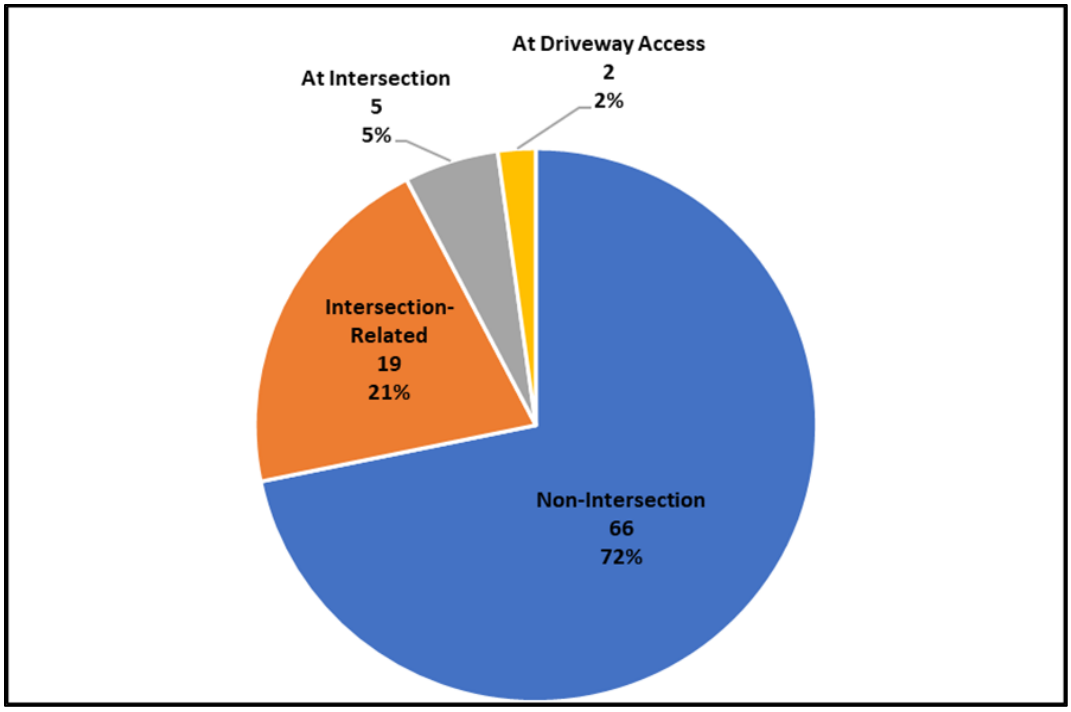


Figure 8: Vulnerable Road User Fatal Crashes by Road Description

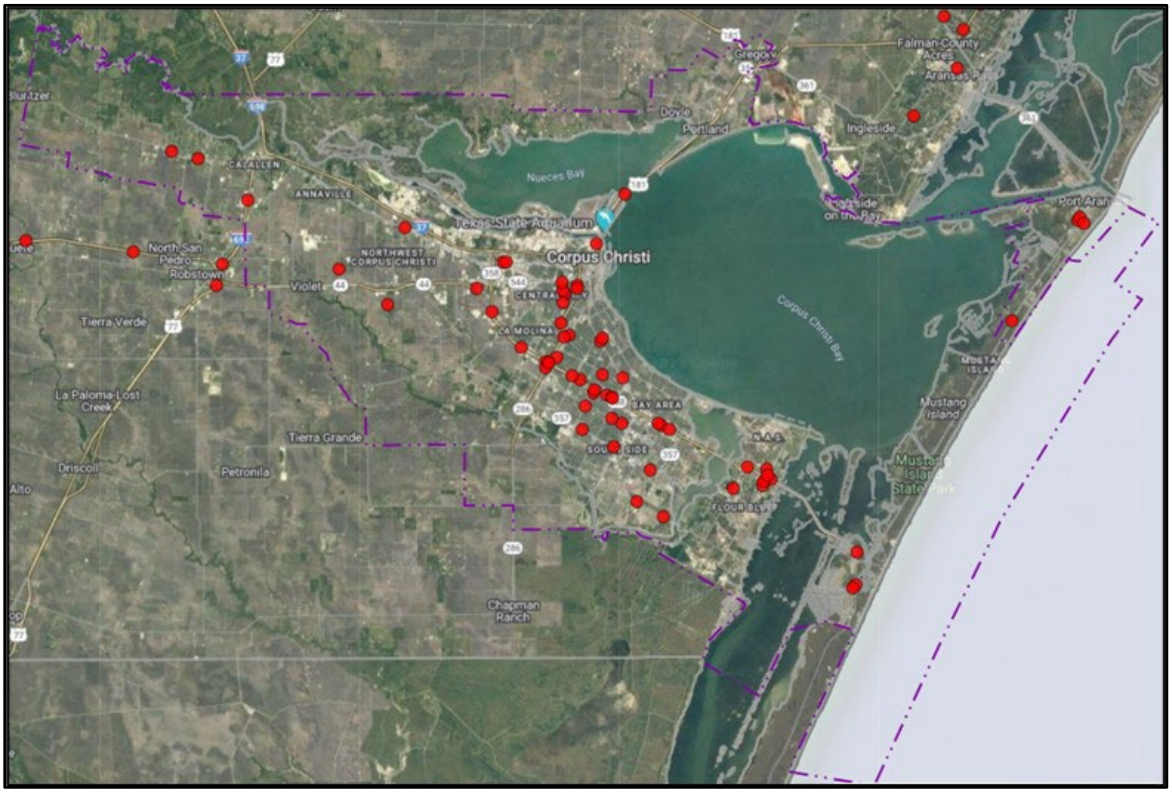


Figure 9: Pedestrian Fatalities on Segments within MPO, 1/1/16-12/31/21

When injury level crashes are included in the dataset for vulnerable road user crashes (pedestrian and bicycle) and road description is re-examined, **Figure 10** shows that while most crashes still appear to have occurred on segments (51%), the degree of bias is not as acute, with 43% occurring at or related to intersections.

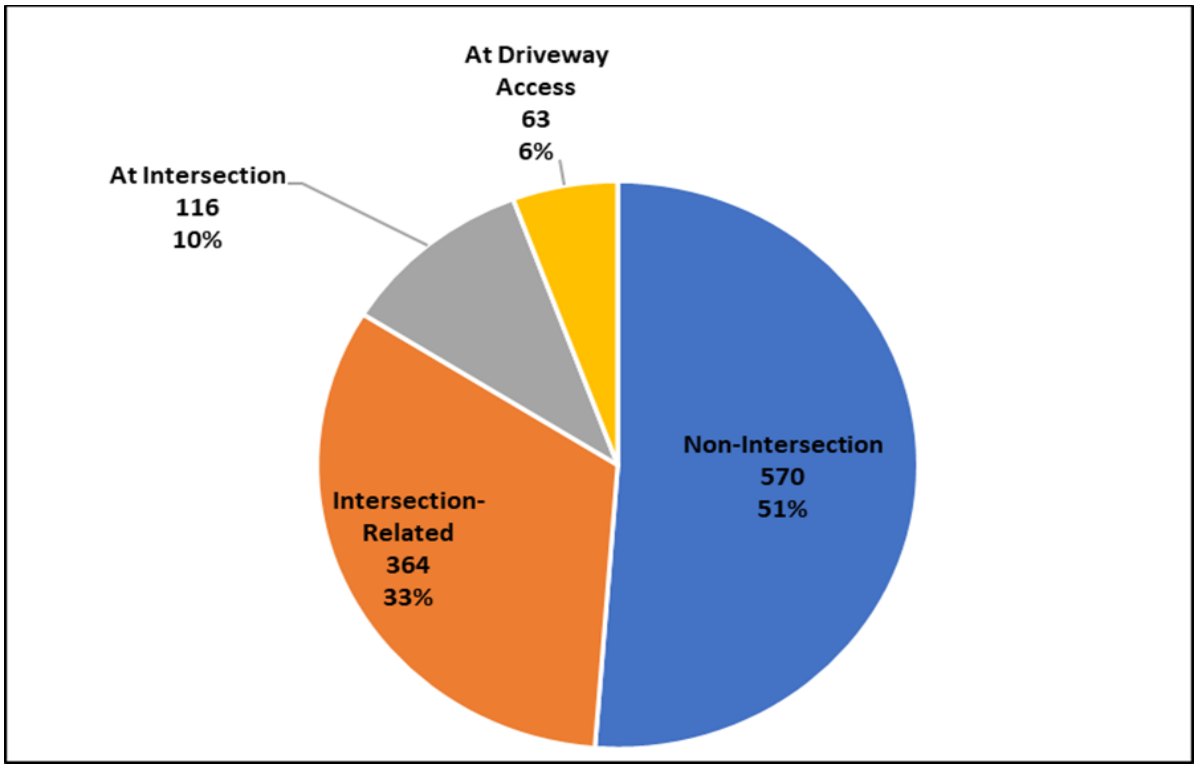


Figure 10: Vulnerable Road Users INJ+FAT Crashes by Road Description

OVERALL SCREENING APPROACH

As outlined previously, our screening process is focused on treating the most serious crash types (injury and fatal level crashes), with cost-effective countermeasures which provide the maximum benefit-cost return in order to ensure money is spent where it has the greatest benefit to safety. As such, our screening was primarily conducted through the lens of injury and fatal crash history, patterns and trends.

The term Countermeasures with Promise (CWIP) was introduced by Dr. Ezra Hauer (the founder of the modern science of road safety) in his published research[4] and working papers[5]. The Countermeasure with Promise (CWIP) approach begins by choosing an effective countermeasure first and then looks for sites where it can be applied cost-effectively. For example, we may screen the entire network for high severity broadside

4 Hauer, E., Kononov, J., Allery, B., and Griffith, M. Screening the Road Network for Sites with Promise. In Transportation Research Record 1784, TRB, National Research Council, Washington, D.C., 2002 pp 27-42.

5 Hauer, E., Countermeasures with promise (CWIP)-Left-turn protection. Colorado Department of Transportation, Report No. CDOT-2006-19, June 2006.

crashes at intersections, with a goal of making minor signal modifications, minor geometric modifications or signal timing changes. Alternatively, we may look for locations with Approach Turn collisions where minor signal modifications could support revised left turn phasing.

HOW TO MEASURE SAFETY

In order quantitatively assess and qualitatively describe the magnitude of the safety problem at selected sites in Corpus Christi we made use of the Texas-specific Safety Performance Functions (SPF) recently developed by the Texas Transportation Institute (TTI)[6], representing intersections and segments. The SPF reflects the relationship between traffic exposure measured in Annualized Average Daily Traffic (AADT), and crash count for a unit of road section, measured in crashes per mile per year for segments, and crashes per year for intersections.

The SPF models provide an estimate of the normal or expected crash frequency and severity for a range of AADT among similar facilities. Two kinds of Safety Performance Functions were developed. The first one addresses the total number of crashes and the second one looks only at crashes involving an injury or fatality. Together they allow us to assess the magnitude of the safety problem from the frequency and severity standpoints. **Figure 11** provides a conceptual illustration of the frequency and severity SPFs representing an intersection. The cross-section taken at a side road AADT can be depicted by two dimensional graphs.

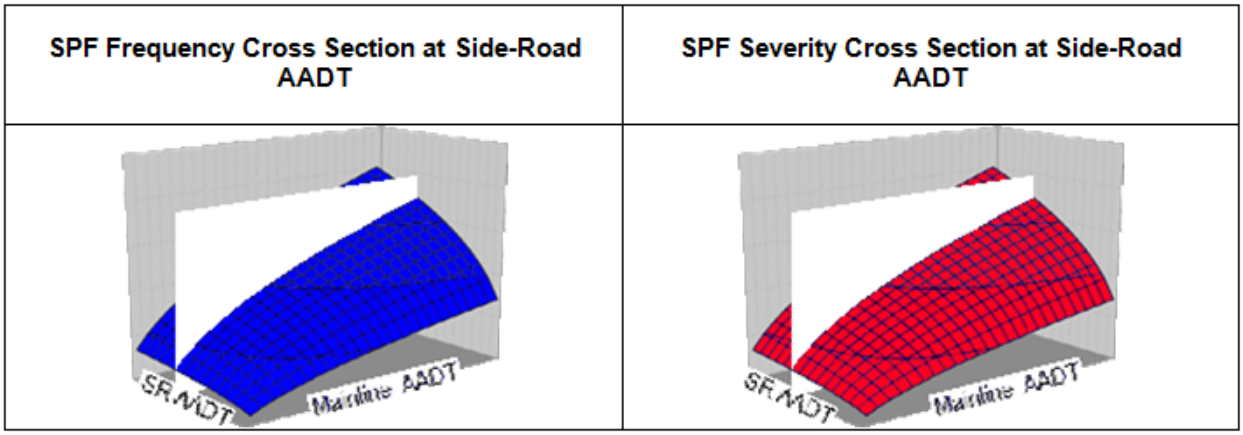


Figure 11: Intersection SPF Frequency and Severity Response Surfaces

LEVEL OF SERVICE OF SAFETY

Development of the SPF lends itself well to the conceptual formulation of the Level of Service of Safety (LOSS). The concept of level of service uses quantitative measures and qualitative description that characterize safety of a roadway segment or an intersection in reference to its expected frequency and severity. The mean predicted by the SPF represents a normal or expected number of crashes at a specific level of AADT, and the

[6] 0-7083: Calibrating the Highway Safety Manual Predictive Methods for Texas Highways, TTI 8/31/2022

degree of deviation from the norm is stratified to represent specific levels of safety.

LOSS I - Indicates low potential for crash reduction
LOSS II - Indicates low to moderate potential for crash reduction
LOSS III - Indicates moderate to high potential for crash reduction
LOSS IV - Indicates high potential for crash reduction

LOSS boundaries are calibrated by computing the 20th and the 80th percentiles using the Gamma Distribution Probability Density Function[7]. Gradual change in the degree of deviation of the LOSS boundary line from the fitted model mean reflects the observed increase of variability in crashes/mile as AADT increases. LOSS analysis reflects how the roadway segment is performing in regard to its expected crash frequency and severity at a specific level of AADT. If the safety problem is present, LOSS will only describe its magnitude from the frequency and severity standpoint. The nature of the problem is determined through diagnostic analysis using direct diagnostics and pattern recognition techniques. **Figure 12** and **Figure 13** depict Frequency and Severity SPFs with LOSS boundaries for a 4-Lane, 4-Leg, divided, signalized intersection in Corpus Christi exhibiting high potential for crash reduction from both the frequency and severity standpoints (LOSS-IV).

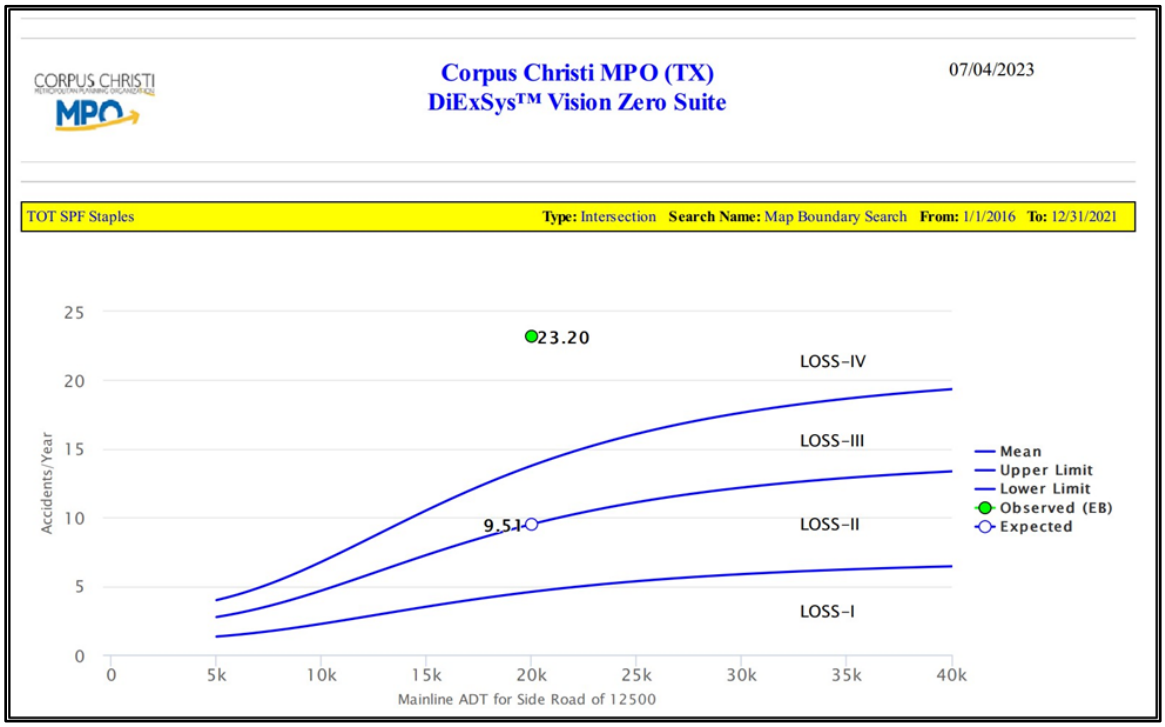


Figure 12: Crash Frequency Intersection SPF with LOSS Boundaries (Location exhibiting LOSS-IV)

7 Kononov, J., Durso, K, Lyon, C and Allery, B. Level of Service of Safety Revisited. , in *Transportation Research Record No 2514,* TRB, National Research Council, Washington, DC 2015, pp 10-21

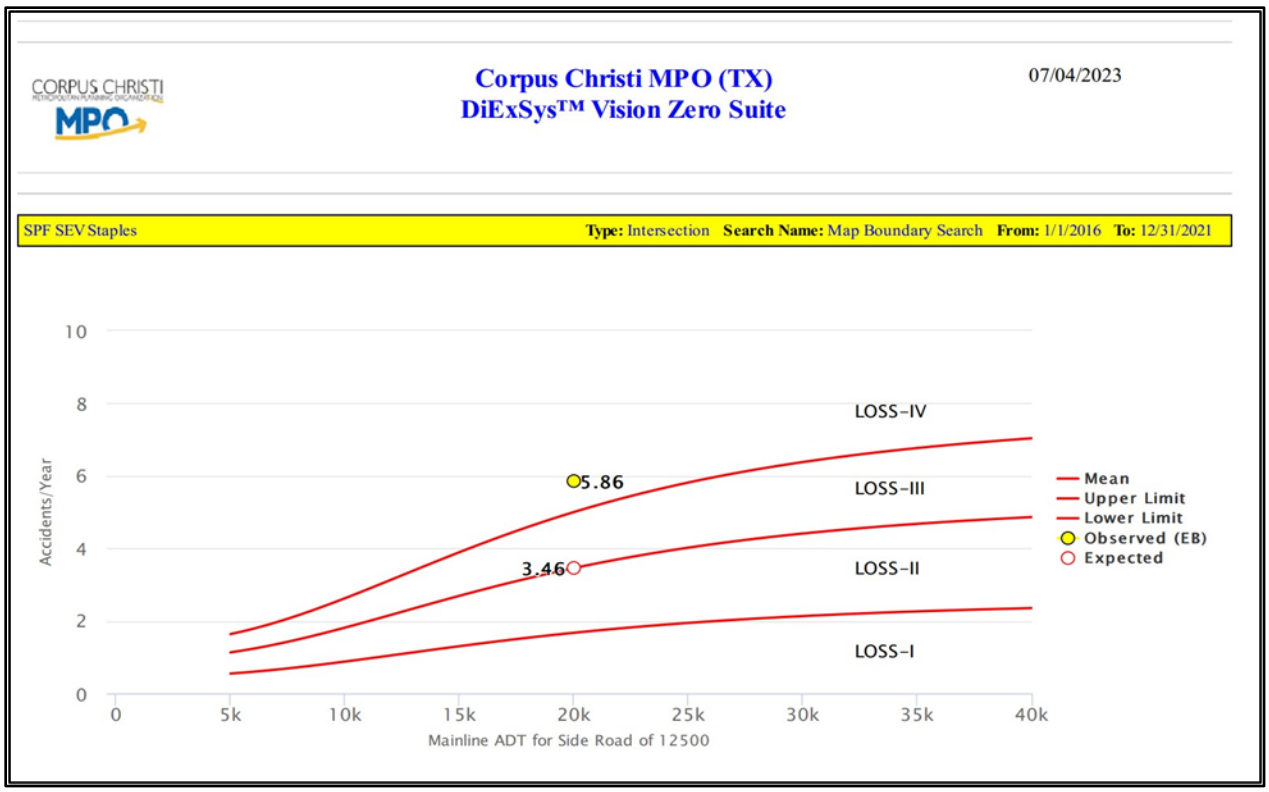


Figure 13: Crash Severity Intersection SPF with LOSS Boundaries (Location exhibiting LOSS-IV)

CORRECTING FOR REGRESSION TO THE MEAN (RTM) BIAS

In road safety, the average of several years of crash history of a highway segment or of an intersection provides us with an estimate of what is likely to be observed in the future. The precision of this estimate, however, can be improved upon by correcting it for the Regression to the Mean (RTM) bias. RTM phenomenon reflects the tendency for random events, such as vehicle crashes to move toward the average over time. For instance, if a segment or an intersection exhibits unusually high or unusually low crash frequency in a particular year, because of RTM we need to be aware that over the long run its true average is closer to the mean representing safety performance of similar facilities. The existence of the RTM bias has been long recognized and is now effectively addressed by using the Empirical Bayes (EB) method[8]. The use of EB method is particularly appropriate when it takes a long time for a few crashes to occur, as is often the case on rural roads.

The Empirical Bayes (EB) method for the estimation of safety increases the precision of estimation and corrects for the regression to the mean bias. It is based on combining the information contained in crash history with the information contained in knowing the safety of similar entities. The information about safety of similar entities is brought into the EB

8 Hauer et al. Estimating Safety by the Empirical Bayes Method. In *Transportation Research Record 1174,* TRB, National Research Council, Washington, D.C., 2002, pp 126-131.

procedure by the Safety Performance Function (SPF) through use of expected mean value and over-dispersion parameter associated with specific SPF. EB corrected values of frequency and severity of crashes were used in the SPF analysis to assess the magnitude of the safety problem. Correcting for the RTM bias is presently a required step in crash analysis by the Federal Highway Administration (FHWA) and American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM)[9].

DIAGNOSTIC EXAMINATION

Detection of a crash pattern suggests the presence of an element, or elements, in the roadway environment, which triggered a deviation from a random statistical process in the direction of reduced safety. Identification of such an element provides a critical clue to crash causality. Existence of crash patterns susceptible to correction may, or may not, be accompanied by the overrepresentation in crash frequency reflected by the SPFs. In fact, it can be said that the detection of crash patterns provides a more direct link to the development of the countermeasure strategy than a mere increase in crash frequency or severity. While LOSS provides a means of assessing the magnitude of the safety problem, diagnostic examination aids in assessing its nature. During in-depth safety studies of Texas segments and intersections, a comprehensive methodology was developed to conduct diagnostic analysis of safety problems for different classes of roads and intersections in various Texas environments.

A limited extract from a table with diagnostic norms for an example Texas 4-lane, 4-leg urban, signalized, divided intersection with AADT under 30,000 is provided in **Table 1**. If crash patterns are present, they may be detected by comparing observed crash history characteristics with a set of norms using statistical tests for cumulative binomial probability. For example, if 143 total crashes are observed at this 4-leg, 4-lane, divided, signalized urban intersection with AADT on the major street about 20,000, and 43 (30.07%) of them are approach turn, when 20.93% is the expected norm, we would consider this to be an approach turn crash pattern. The computation using cumulative binomial probability is provided below:

$$P(X \leq x) = B(x, n, p) = \sum_{i=0}^{x} \frac{n!}{(n-i)!i!} p^i (1-p)^{n-i}$$

$$P(X \leq 43, n = 143, p = 20.93\%) \approx 99.63\%$$

Where:

n – Total number of crashes (143)

x – Number of observed approach turn crashes (43)

9 American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM), Washington DC, 2010

p – Expected % approach turn crashes based on statewide statistics (20.93%) from **Table 1**.

P – Cumulative probability of observing x, here 43, approach turn crashes or fewer

Cumulative probability of observing 43 or fewer approach turn crashes, out of 143 total, is about 99.63%, which suggests that approach turns are significantly over-represented, and that this location will need to be examined further for a possible explanation. An approach turn pattern at a signal can often be addressed by improved signal control and or timing. **Table 1** shows an excerpt from a Direct Diagnostic Analysis example location showing Approach Turn as an identified pattern under the same facility type conditions.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

06/21/2023

FM2444_Staples St — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	138	96.5%	100%
Crash Type				
Rear End	37.58%	64	44.76%	96.73%
Approach Turn	20.93%	43	30.07%	99.63%
Lighting Conditions				
Dark - Lighted	23.34%	43	30.07%	97.48%

Table 1: Extract from Direct Diagnostics Report Example for a Texas Urban, 4-Lane, Divided, Signalized, 4-Leg Intersection for AADTs < 30,000

BENEFIT/COST ANALYSIS

Once a specific problem has been identified, an appropriate countermeasure to address it (or sometimes more than one possible countermeasure) is identified. The expected benefit is established by determining how many property damage only (PDO) collisions, injured people at each injury level and fatalities are expected to be prevented over the service life of the countermeasure. Crash reduction factors are determined by consulting the Federal Highway Administration Crash Modification Factors Clearinghouse at http://www.cmfclearinghouse.org/ or the Highway Safety Manual. If no factors exist for a proposed countermeasure in those sources, then professional judgement is employed and a conservative (minimum expected improvement) value, or a range of values are used to determine the expected benefit. The dollar value of the expected benefit is calculated by multiplying the number of PDO crashes, injury crashes of each severity

level, and fatal crashes to be prevented by the standard cost to society of a crash. The crash costs employed in Texas currently are outlined in **Table 2** below.

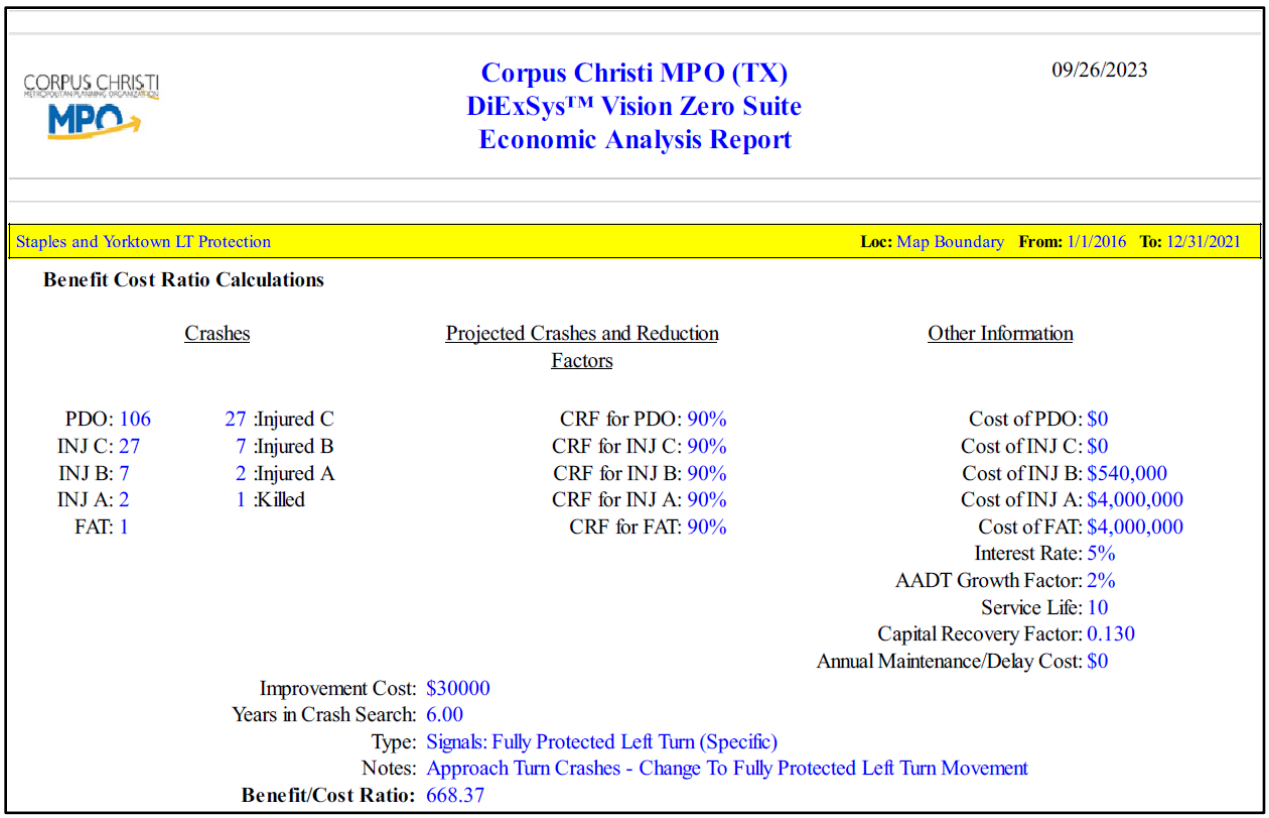
Crash Level	Cost per Crash
PDO	$0
C - injury	$0
B - injury	$540,000
A - injury	$4,000,000
K - fatal	$4,000,000

Table 2: 2022 Texas Crash Costs by Degree of Severity[10]

The benefit amount is adjusted for the time -value of money (future savings are worth less than present savings). Cost is a planning level estimated cost of implementing a countermeasure, adjusted for any reoccurring maintenance or ongoing delay costs (which are also adjusted for time-value of money). The net benefit is divided by the net cost to find the Benefit/Cost, which is used for preliminary ranking (or, if B/C is less than 1.00, for excluding a countermeasure from that ranking). If there is considerable uncertainty about how much a countermeasure would cost to implement, the break-even cost might be calculated instead, showing the maximum amount that could be spent to implement a countermeasure while still expecting to achieve a B/C of 1.00.

For example, modifying the signals at S. Staples Street (FM2444) and Yorktown Boulevard to provide fully protected left turns on all approaches, and adding backplates to northbound and southbound signals, to address an identified pattern of Approach Turn crashes is expected to cost $30,000. The expected service life of this mid-life upgrade to an existing signal is estimated to be 10 years, and it is expected to reduce Approach Turn crashes by 90%. The expected B/C is 668.37, as shown in **Table 3**.

[10] Texas Department of Transportation *2022 SII Calculator*, https://www.txdot.gov/about/programs/highway-safety-engineering.html, accessed 9/26/2023



Corpus Christi MPO (TX)
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Staples and Yorktown LT Protection — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 106	27 :Injured C	CRF for PDO: 90%	Cost of PDO: $0
INJ C: 27	7 :Injured B	CRF for INJ C: 90%	Cost of INJ C: $0
INJ B: 7	2 :Injured A	CRF for INJ B: 90%	Cost of INJ B: $540,000
INJ A: 2	1 :Killed	CRF for INJ A: 90%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 90%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $30000
Years in Crash Search: 6.00
Type: Signals: Fully Protected Left Turn (Specific)
Notes: Approach Turn Crashes - Change To Fully Protected Left Turn Movement
Benefit/Cost Ratio: 668.37

Table 3: B/C Analysis for Signal Modifications Including Fully Protected Left Turns, S. Staples St. (FM2444) & Yorktown Blvd.

Once a location is selected using the CWIP Approach, described earlier in the General Screening Approach section of this report, it will be examined using analytical tools described above.

- Texas SPF – to assess the magnitude of the safety problem.
- Diagnostic Norms – to understand the problem's nature.
- B/C Analysis to evaluate the expected cost-effectiveness of selected countermeasures.

A BEFORE AND AFTER EXAMPLE USING THESE TOOLS

To demonstrate the effectiveness of this approach and the benefits of using predictive and diagnostic tools we included an observational before and after study of a recent safety improvement project effectively implemented by TxDOT and the City of Corpus Christi in the Corpus Christi MPO area. The intersection of Kostoryz Road and Saratoga Boulevard is a 3-leg, urban, signalized intersection, **Figure 14**.

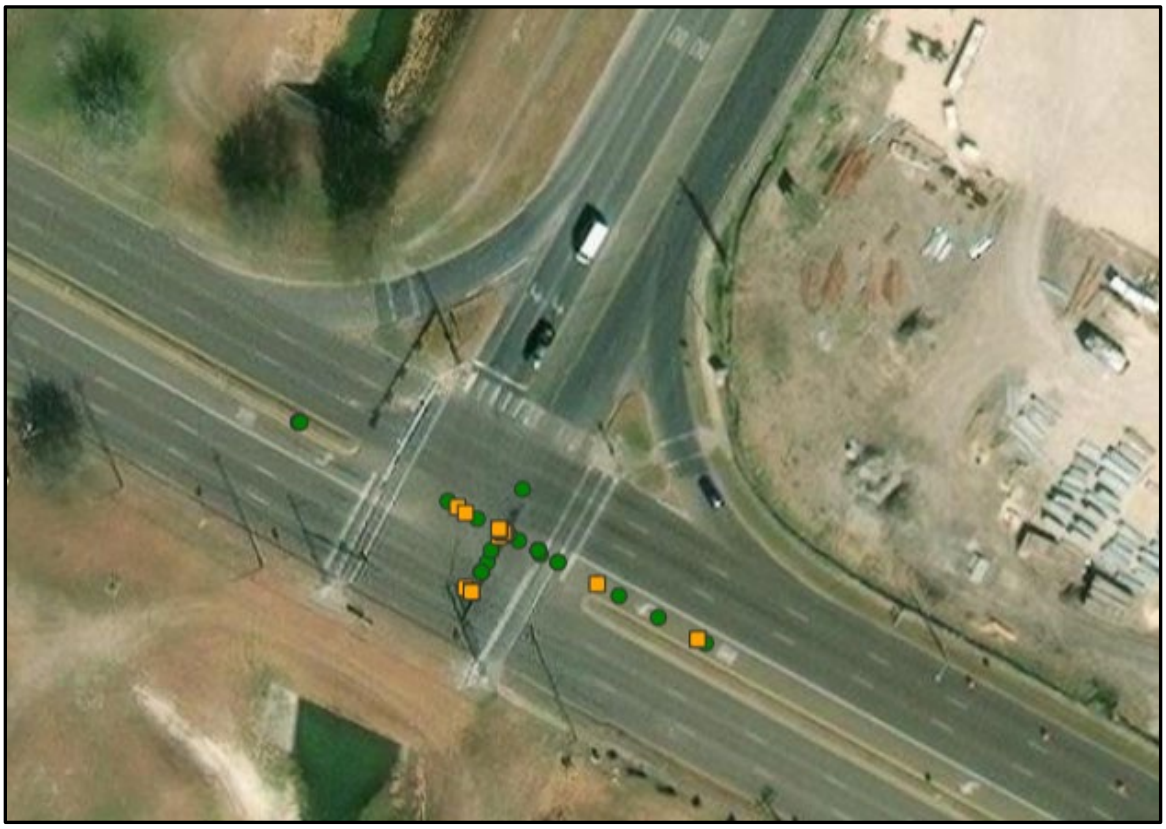


Figure 14: Kostoryz Road and Saratoga Boulevard

Prior to the implementation of a recent safety improvement project, it operated with a permitted-protected left turn phasing for left turns from Saratoga (SH-357), **Figure 15.** Its safety performance was in the LOSS-IV category from the frequency and severity standpoints reflecting high potential for crash reduction.



Figure 15: Saratoga at Kostoryz Looking East (Before Period)

Prior to improvements it exhibited a strong pattern of approach turn (left turn opposite) crashes, **Table 4**.

CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	Off Road	3.34%	6	8.22%	98.89%	True
Crash Location	Off Road Left	1.27%	5	6.85%	99.97%	True
Crash Severity	Injury (INJ)	23.96%	33	45.21%	100%	True
Crash Type	Sideswipe	10.6%	14	19.18%	99.11%	True
Crash Type	Approach Turn	13.94%	27	36.99%	100%	True

Table 4: List of Patterns, Kostoryz and Saratoga (Before Period)

Following the conversion to a fully protected left turn phasing (**Figure 16**) and installing backplates, the safety performance of this intersection has improved significantly (**Figure 17** and **Figure 18**). After correction for the regression to the mean, 65% reduction in frequency and 72% reduction in severity were observed.



Figure 16: Saratoga at Kostoryz Looking East (After Period)

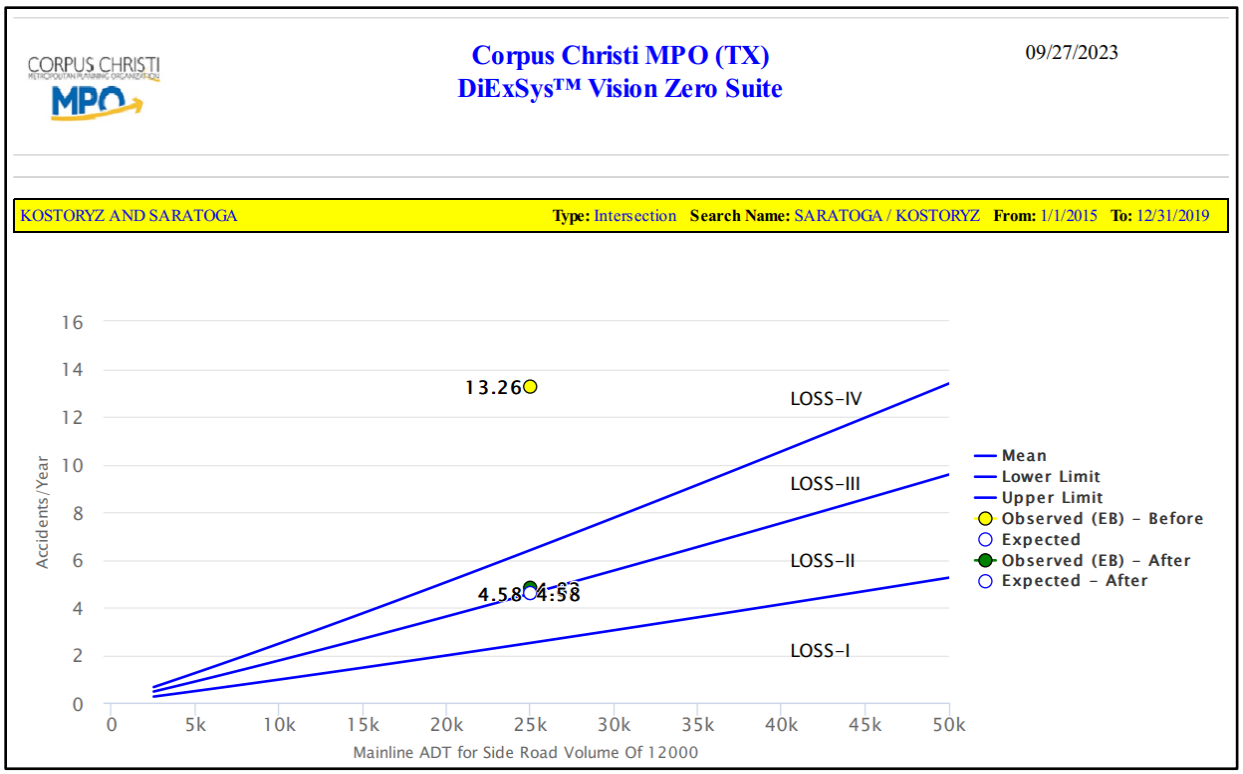


Figure 17: Before and After Total Crash Frequency

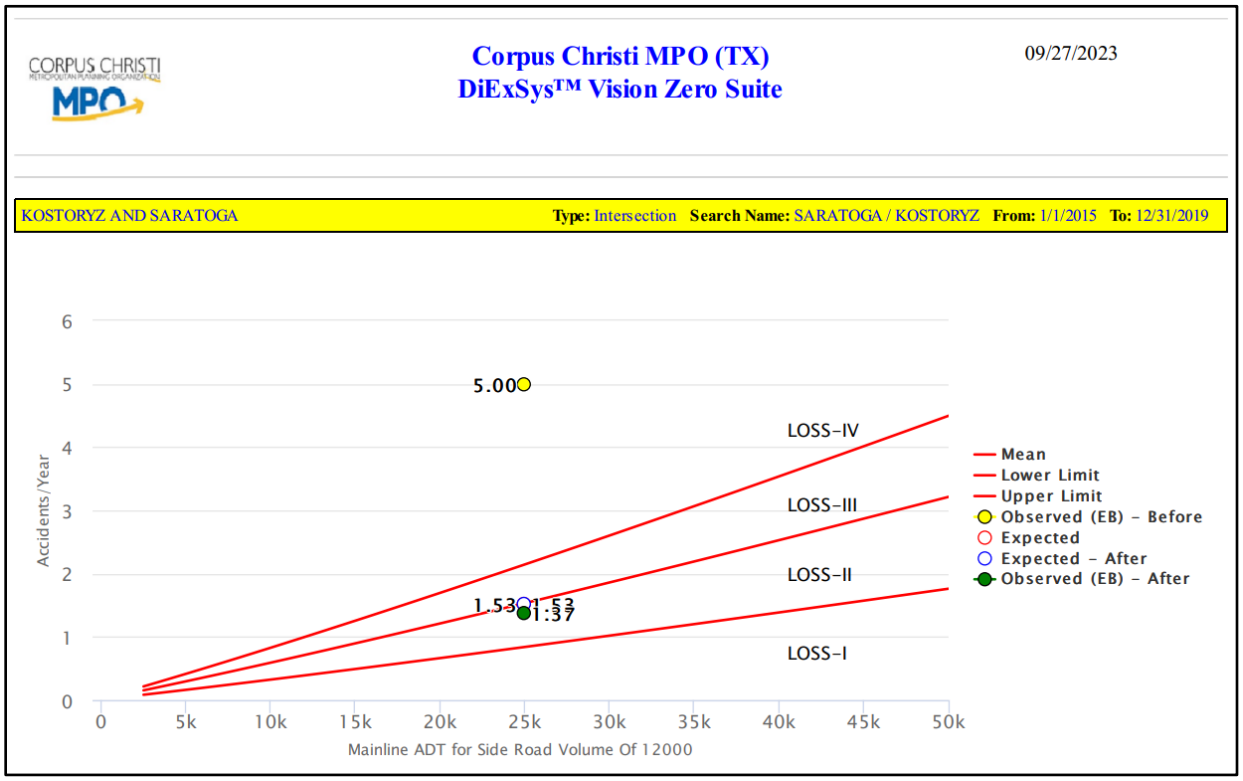


Figure 18: Before and After Crash Severity

NON-INTERSECTION (SEGMENT) CRASHES

As previously outlined, rear-end collisions at intersections tend to be intractable, while they are more susceptible to cost-effective countermeasures on segments. From a geographical point of view, **Figure 19** following, shows where all recorded injury (yellow dots) and fatal (red dots) level rear-end collisions on segments have occurred in Nueces and San Patricio counties. Upon first glance, it can appear that rear-end collisions are widespread. However, when we look within the MPO boundary more closely, we can observe that Hwy 358 (SPID) corridor exhibits a pronounced pattern of injury rear-end collisions that are densely and continuously recorded (**Figure 20**, and **Figure 21**).

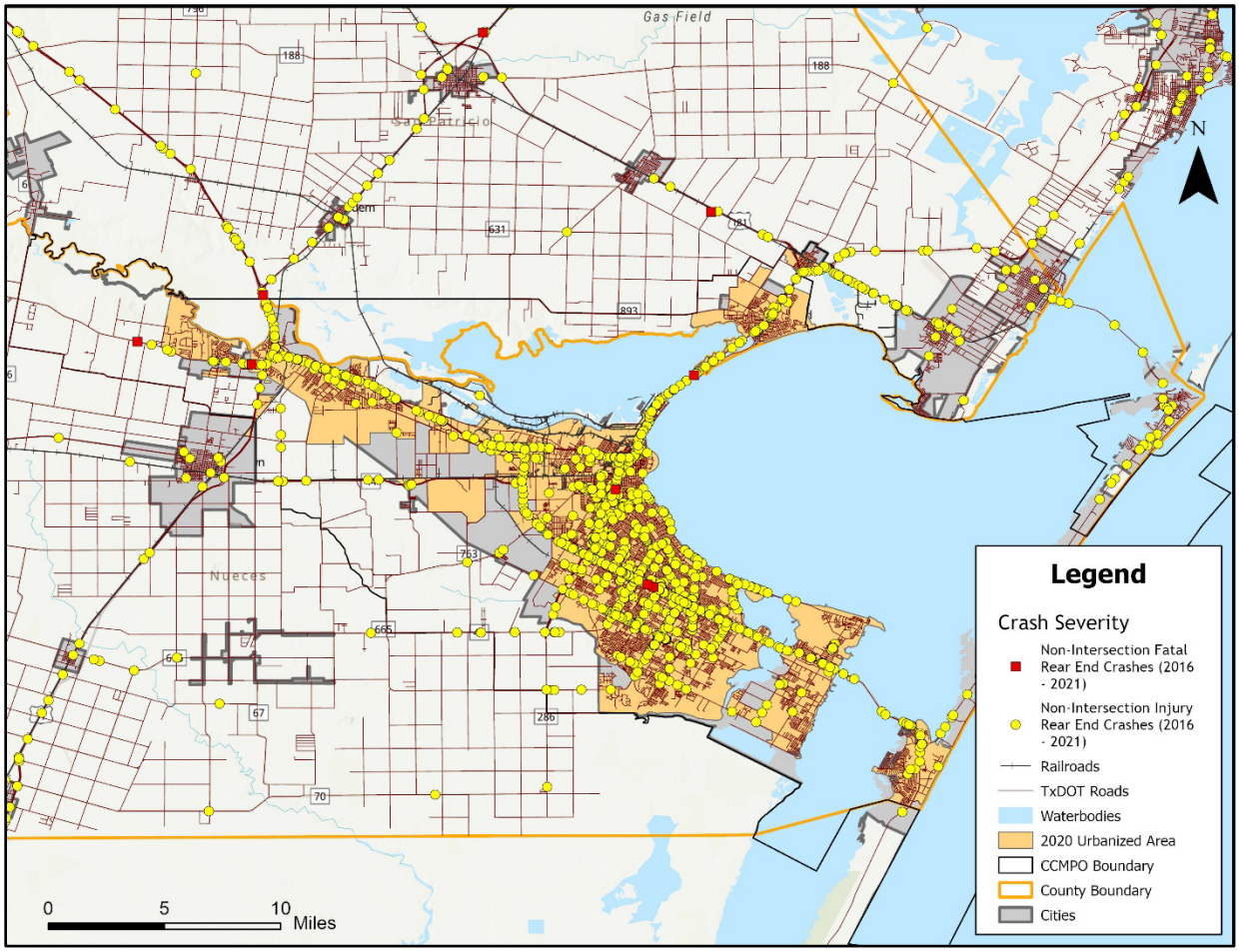


Figure 19: INJ+FAT Rear-End Crashes (Segments) in Nueces & San Patricio Co., 1/1/16-12/31/21



Figure 20: INJ+FAT Rear-End Crashes (Segments), within CCMPO, 1/1/16-12/31/21



Figure 21: INJ+FAT Rear-End Crashes, SH-358, 1/1/16-12/31/21

Rear-end collisions occurring on urban freeway segments such as SH-358 can be due to high-speed, high-density operations and are susceptible to cost-effective crash reduction through the implementation of real-time variable speed limits. As the detailed analysis which follows later in this report for SH-358 shows, a pattern of rear-end collisions was identified as well as a Level of Service of Safety IV, suggesting high potential for crash reduction on the segment. As such, this location was selected as a priority for addressing speed-related rear-end collisions occurring on segments within the study area.

INTERSECTION & INTERSECTION RELATED CRASHES

As discussed above, at-intersection and intersection-related severe crashes comprise a significant proportion of all of the severe crashes recorded within the study area over the 6-year study period. As **Figure 5** shows, the most common injury and fatal crash type at intersections was rear-end collisions. However, rear-end collisions in urban areas such as this tend to be somewhat intractable and not susceptible to cost-effective crash reduction countermeasures. **Figure 5** also shows that broadside and approach turn crashes were the next most common injury and fatal crash types recorded at intersections. Broadside and approach turn crashes tend to result in more severe crashes at intersections and are more susceptible to cost-effective crash reduction countermeasures, such as signal re-timing and signal control modifications. As such, the primary focus of network screening has been on identification of intersections within the study area that displayed patterns of broadside and approach turn crashes. Locations were initially selected based on the degree of severity of crash history at these locations, i.e., locations displaying broadside patterns were ranked according to the number of injury and fatal crashes exhibited over the study period, as were locations displaying approach turn patterns.

In general, top-ranking locations according to severity of crash history were selected for detailed analysis and countermeasure selection. The selected locations for broadside and approach turn crashes, along with crash history numbers are shown in **Table 5**. These locations were determined from larger lists, which were rank ordered based on descending number of severe crashes; however, locations were not selected in exact order in all cases. In some cases, regarding approach turn and vulnerable road user crash types, available street imagery sometimes showed that recent improvements have been made to signals. For example, as discussed earlier, in the case of approach turn crashes, the intersection of Kostoryz Road and SH-357/Saratoga Boulevard is listed as the 7th most severe location for approach turn crashes; however, recent changes have been made which converted signals to provide fully protected left turn movements, to very good effect, removing that particular intersection from further consideration within this effort.

Figure 22 shows the intersections which were selected based on severe broadside crashes and **Figure 23** shows the intersections which were selected based on severe approach turn crashes.

Broadsides					
Location 1	**Location 2**	**Total Crashes**	**PDO**	**INJ**	**FAT**
Curtis Clark Dr.	S. Staples Street	38	19	18	1
SH-358 Right Frontage Rd. / S. Padre Island Dr.	S. Staples Street	38	22	15	1
SH-357/Rodd Field Rd.	SH-358 Right Frontage Rd. / S. Padre Island Dr.	28	13	15	0
Kostoryz Rd.	SH-358 Right Frontage Rd. / S. Padre Island Dr.	33	20	13	0
FM-3386/Mc Kinzie Rd.	Up River Rd.	34	22	12	0
BS0286A/Ayers St.	SH-358 Right Frontage Rd. / S. Padre Island Dr.	21	10	11	0
Baldwin Blvd.	Greenwood Dr.	18	7	11	0
Approach Turns					
Location 1	**Location 2**	**Total Crashes**	**PDO**	**INJ**	**FAT**
Cimarron Boulevard	SH-357/Saratoga Boulevard	56	34	22	0
FM-43/Weber Rd.	Holly Rd.	32	15	17	0
FM-2444/ S. Staples Street	Yorktown Boulevard	43	27	16	0
Mc Ardle Rd.	S. Staples Street	27	13	14	0
FM-1694/Callicoatte Rd.	SS-407/Leopard Street	28	18	10	0
FM-43/Weber Rd.	Yorktown Boulevard	14	6	8	0

Table 5: Selected Intersections with Broadside/Approach Turn Crashes, by Severity

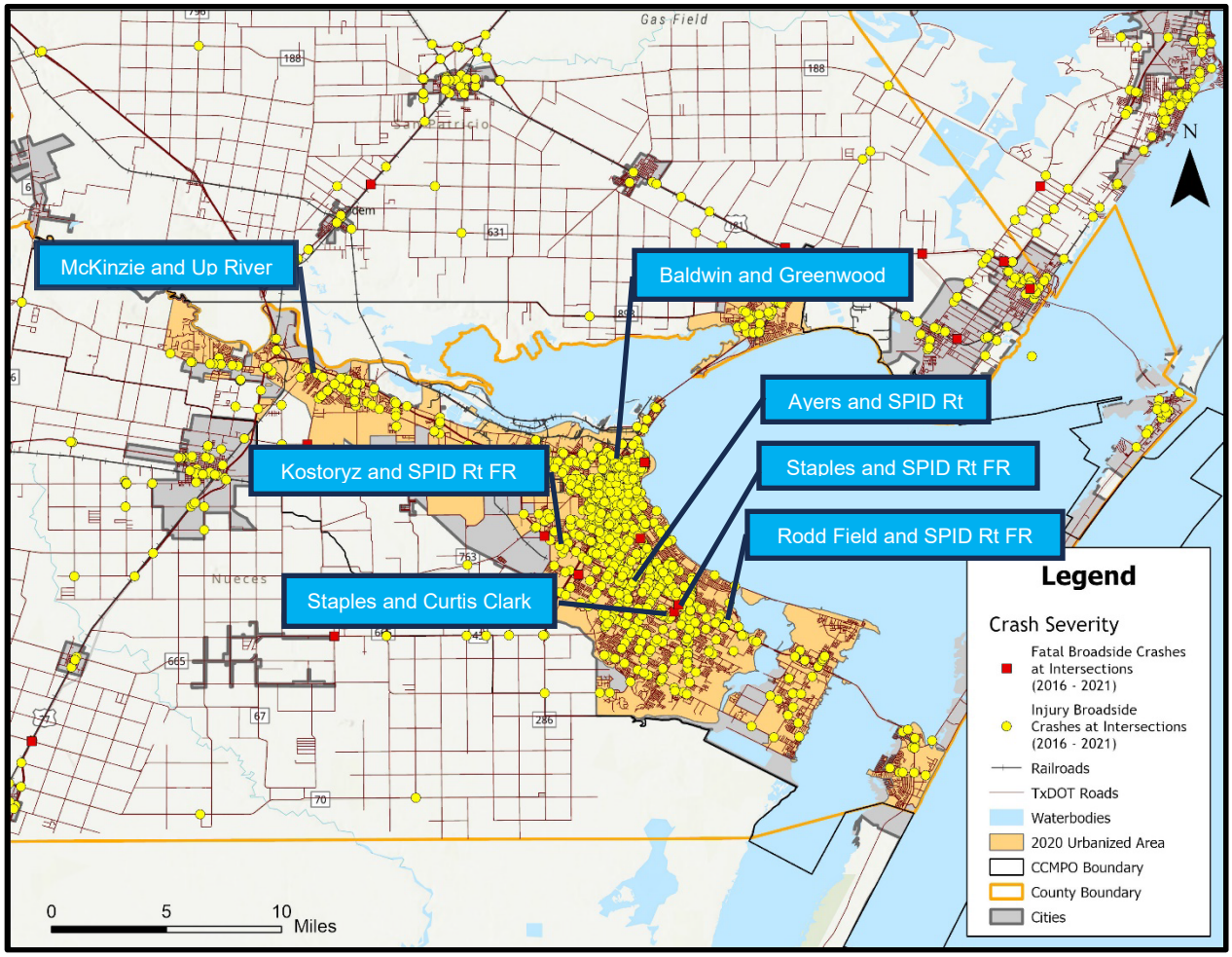


Figure 22: Intersections with Severe Broadside Crashes Selected for Analysis

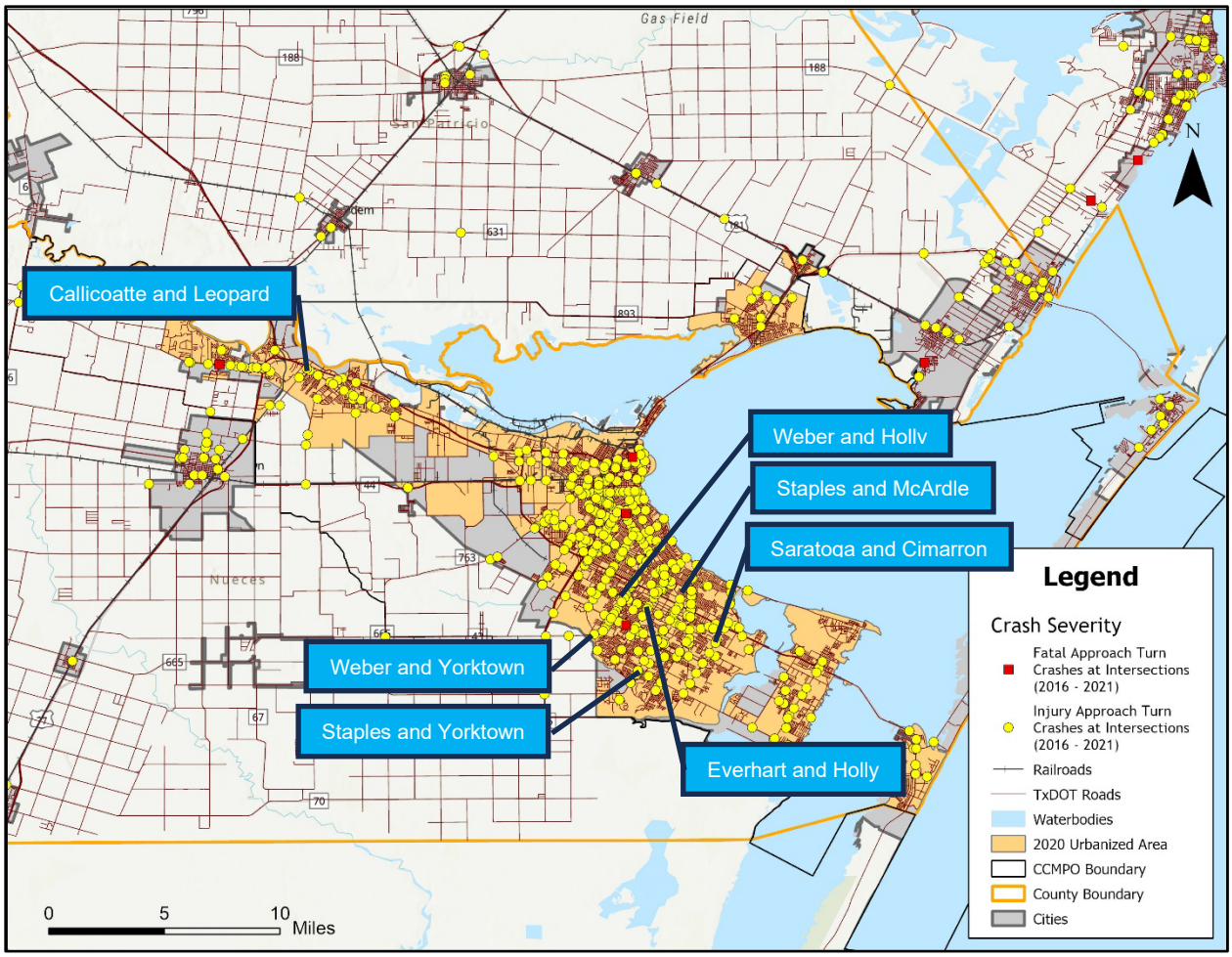


Figure 23: Intersections with Severe Approach Turn Crashes Selected for Analysis

Detailed analysis of each of the 7 locations identified for broadside crashes and the 6 locations identified for approach turn crashes will be included in the Project Profiles section of this report.

*Note: When we identify a pattern of **Broadside** crashes in particular at a signal, we always recommend a comprehensive review of yellow (Change) and all-red (Clearance) duration. We also, in most cases, performed preliminary analysis of the existing yellow change and all-red intervals based on rough measurements from aerial photography, and estimate values that should conform to NCHRP Report 731[11] recommendations. However, this is a preliminary analysis. We did not have access to signal timing plans, did not conduct a*

[11] National Academies of Sciences, Engineering, and Medicine. 2012. Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections. Washington, DC: The National Academies Press. https://doi.org/10.17226/22700.

physical survey of the geometry of the intersections, and did not collect video from every approach or under differing traffic conditions. Corpus Christi MPO or member governments' staff should independently measure existing durations and calculate the required yellow change and all-red intervals.

VULNERABLE ROAD USER CRASHES

The screening process continued with a more detailed analysis of the information regarding fatal and injury vulnerable road user crashes at the preliminary stages. **Figure 24** shows the locations of all non-intersection injury (yellow dots) and fatal (red dots) pedestrian and bicycle collisions. The two subgroups of vulnerable users are considered separately.

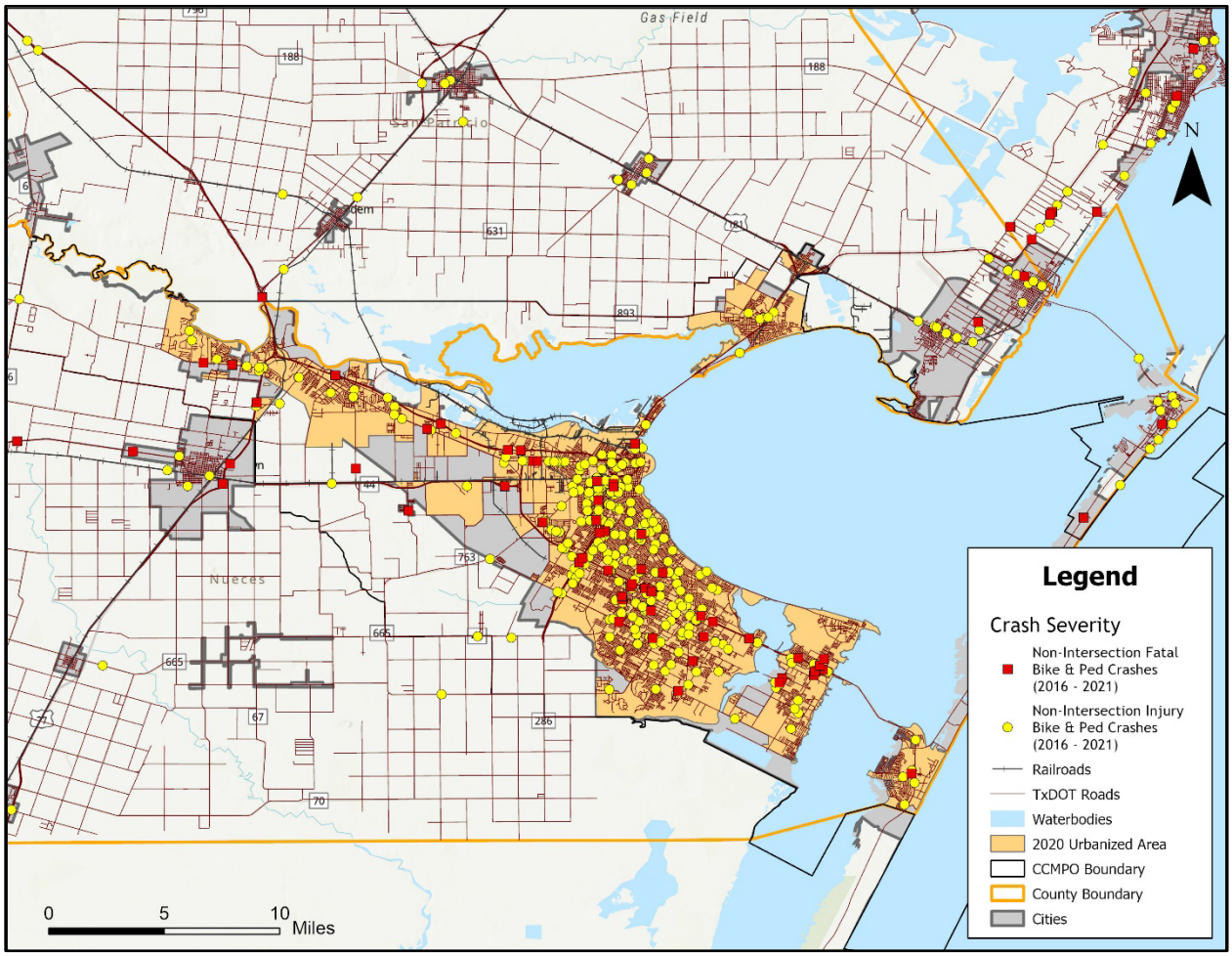


Figure 24: Injury and Fatal Pedestrian and Bicycle Crashes on Segment, 2016-2021

PEDESTRIAN CRASHES ON SEGMENTS

As seen in **Figure 7** when only fatal crashes are considered over the study period, Pedestrian crashes are the second most common crash type representing a substantial

26% of fatal crashes. Pedestrian crashes are typically more common at intersections; however, in this instance, **Figure 8** indicates that most crashes involving pedestrians within the study area occurred at non-intersections i.e. segments. This pattern is suggestive of crashes involving pedestrians crossing at mid-block locations. **Figure 9** shows a map which includes locations of where fatal pedestrian crashes on segments were recorded. The information suggests that the pattern of fatal pedestrian mid-block crossings is systemic across the study area rather than displaying a concentrated pattern. As such, a systemic countermeasure, such as deployment of Rectangular Rapid Flashing Beacons (RRFBs), which is an FHWA Proven Safety Countermeasure, on appropriate mid-block locations might be a suitable countermeasure.

Figure 25, **Figure 26,** and **Figure 27** show locations where pedestrian fatal mid-block crashes may be recurrent. On facilities such as SH-358 and SH-286 these fatalities are more intractable. However, locations such as Weber Road, Waldron Road and Port Avenue, might be more susceptible locations for application of low-cost systemic countermeasures such as RRFBs to be applied.



Figure 25: Mid-Block PED FAT Crashes, SH-358 & Weber Rd.

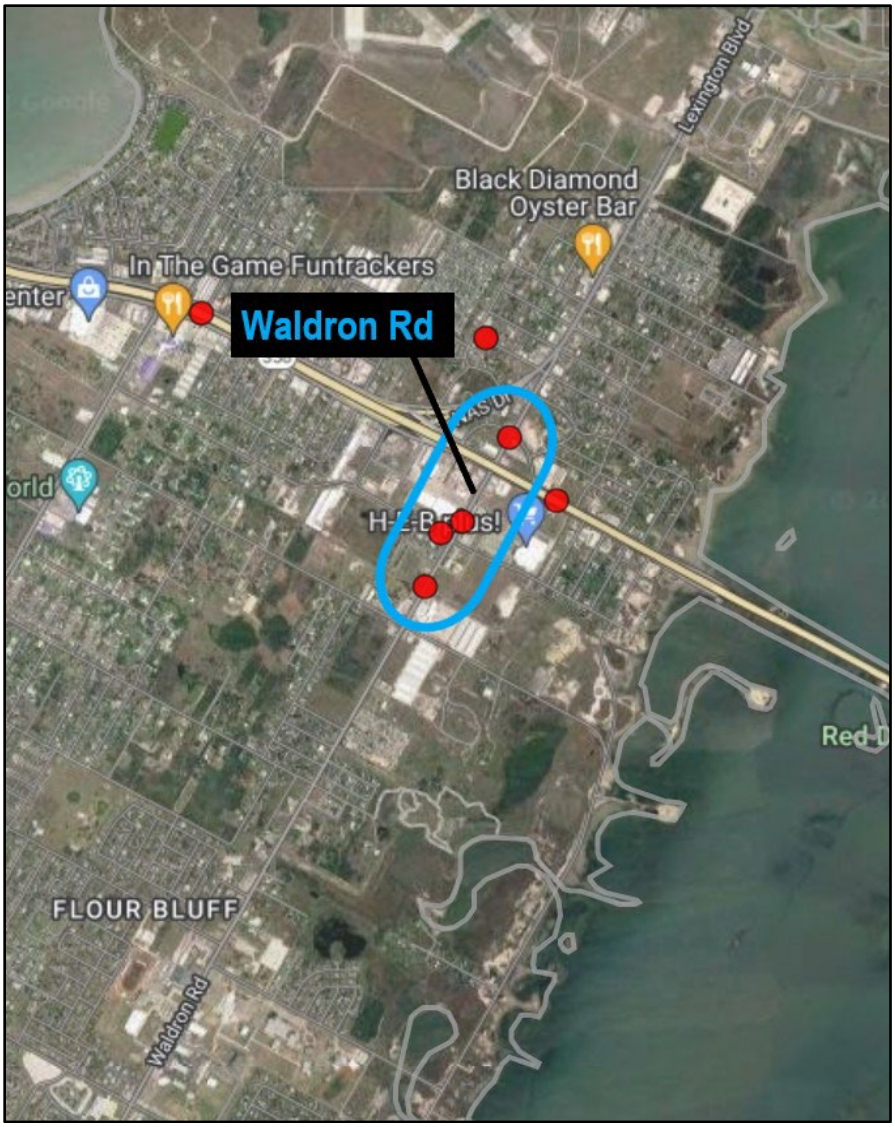


Figure 26: Mid-Block PED FAT Crashes, Waldron Rd.

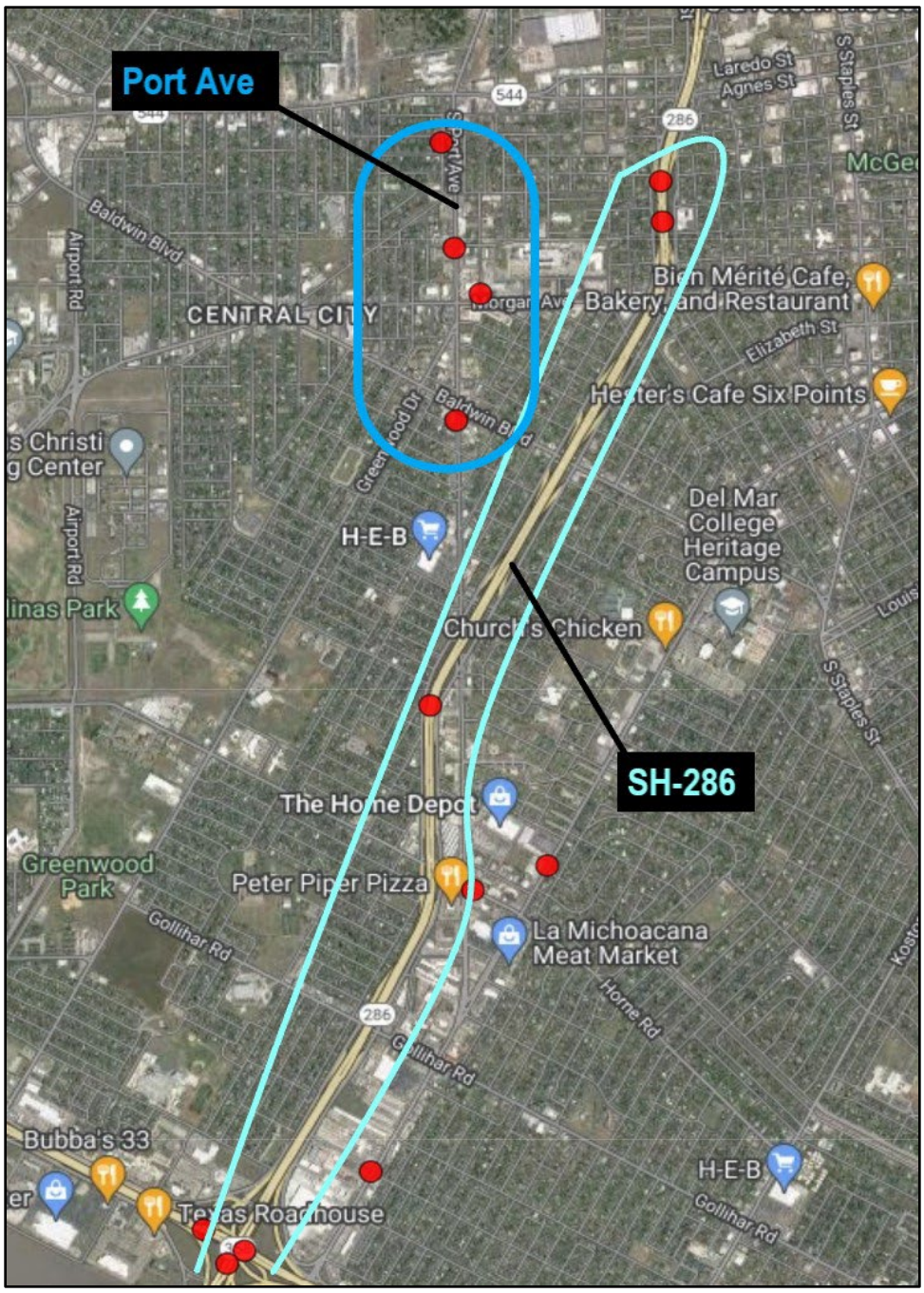


Figure 27: Mid-Block PED FAT Crashes, SH-286 & Port Ave.

BICYCLE-INVOLVED CRASHES ON SEGMENTS

Figure 28 is a map which shows the locations where fatal (red dots) and injury (yellow dots) bicycle-involved crashes on segments were recorded. When a closer examination of the information was made, there were two segments which displayed a history of 5 severe bicycle-involved crashes over the 6-year study period:

- Holly Road between Carroll Lane and Ennis Joslin Road (**Figure 29**)
- Santa Fe Street between Oleander Avenue and Santa Monica Place (**Figure 30**)

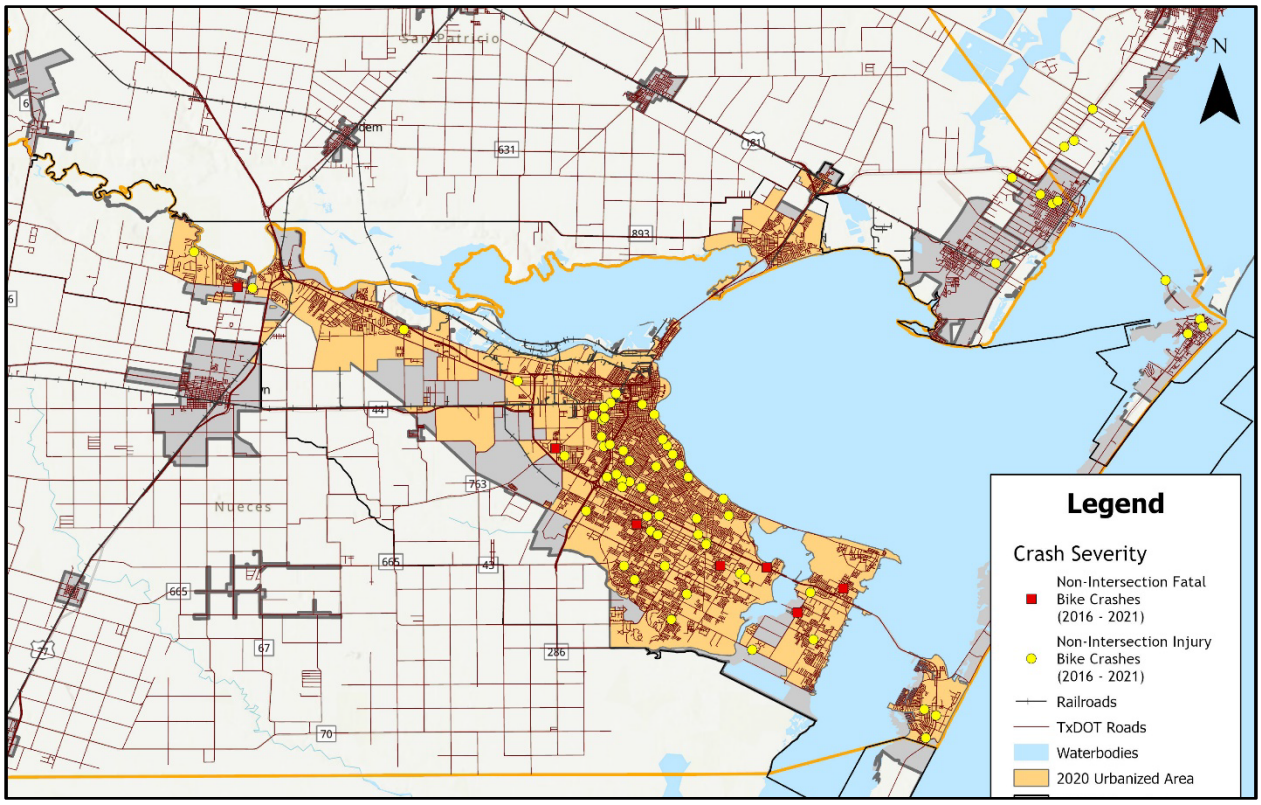


Figure 28: Injury and Fatal Bicycle Crashes on Segments, 2016-2021

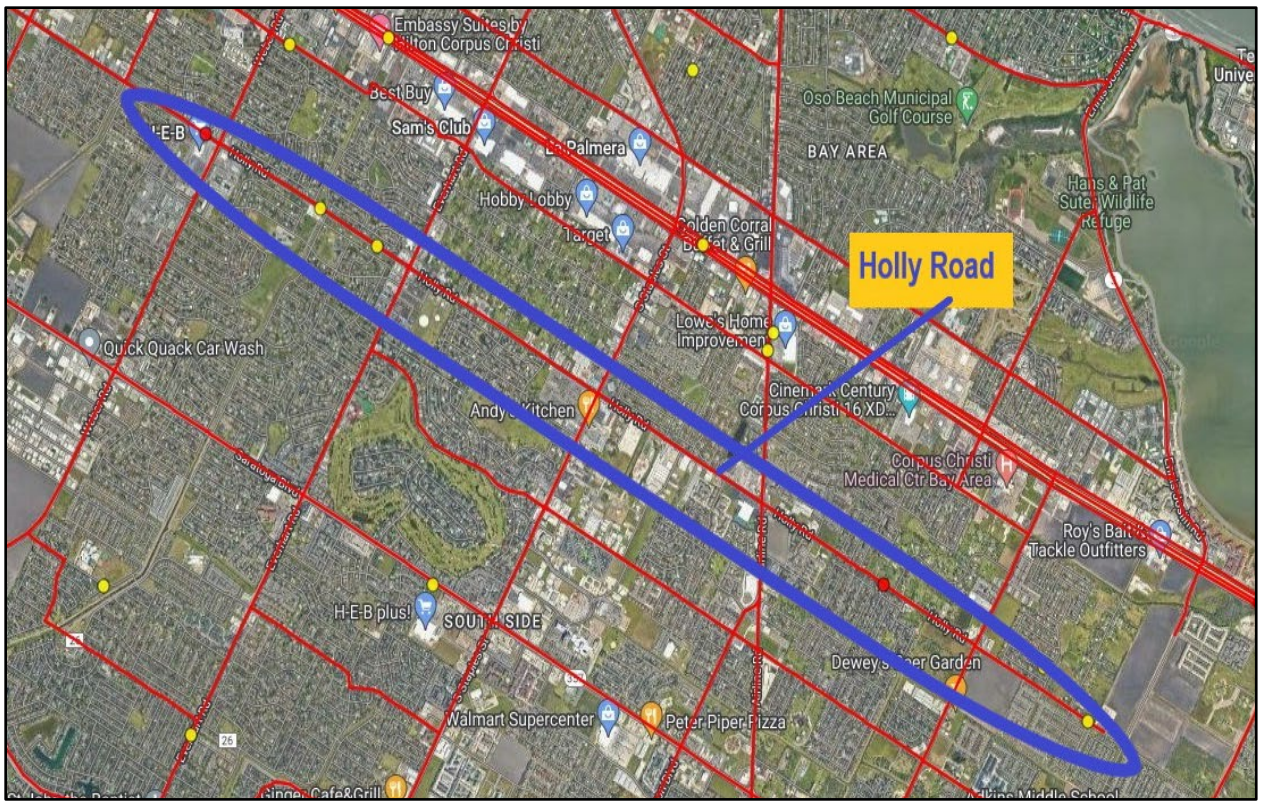


Figure 29: Holly Road, Severe Mid-Block Bicycle Crashes, 2016-2021



Figure 30: Santa Fe Street, Severe Mid-Block Bicycle Crashes, 2016-2021

The sections of Holly Road and Santa Fe Street highlighted above demonstrate instances of non-intersection severe bicycle-involved crashes which may be susceptible to low-cost countermeasures. A detailed analysis of each of these locations will follow as part of the Project Profiles section of this report.

VULNERABLE ROAD USER CRASHES AT INTERSECTIONS

In general, vulnerable road user crashes (pedestrian and bicycle) tend to be more susceptible to treatment with low-cost safety countermeasures at intersection locations. As such, an analysis of severe crashes involving vulnerable road users at intersections was made. The screening process followed the same approach as that for broadside and approach turn crashes: locations were selected from a list of intersections where pedestrian and bicycle-involved crashes had occurred which were ranked according to the number of injury and fatal crashes which were recorded. As was the case with locations for approach turn crashes, in some instances modifications had already been made recently to signals and pedestrian controls at the intersection, in which case another location further down the list was selected to maximize benefit-cost return. The two locations which were selected from the larger list for detailed analysis were as seen in **Table 6**.

Pedestrian & Bicycle Severe Intersection Crashes					
Location 1	Location 2	Total Crashes	PDO	INJ	FAT
Knickerbocker Street	Waldron Road	31	16	14	1
SS0407/Leopard Street	Staples Street	23	13	10	0

Table 6: Intersection Locations selected for PED/BIKE Crash Analysis

A detailed analysis of the intersections which were selected based on pedestrian/bicycle crash history will follow in the Project Profiles section of this report.

A RURAL EXAMPLE

Prior to being informed of the scope of the project being restricted to the MPO boundary within Nueces and San Patricio counties, we had performed an analysis of a rural intersection which shows potential for cost effective crash reduction using proven safety countermeasures. As this work has already been completed it is included as part of our 20 short-listed locations and can be beneficial as serving as an example to interested stakeholders outside of the MPO, such as rural local authorities, town and councils, as an indicator to the potential benefit-cost return, crash reduction and improved safety by targeted application of proven safety countermeasures based on informed data analytics.

The location in question is the intersection of US-BUS-77 and FM-70. The intersection is a 4-leg 4-lane undivided unsignalized intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 3,226 on US-BUS 77 and 980 on FM-70. Streetview imagery indicates that the intersection is currently one-way stop controlled, with STOP control on FM-70 for eastbound and westbound vehicles. There are also overhead flashing safety beacons present facing all directions at the intersection. It appears that recently “CROSS TRAFFIC DOES NOT STOP” warning plaques were installed on the minor approaches.



Figure 31: US-BUS-77 & FM-70 (facing West), May 2023

For the study period of 01/01/2016 to 12/31/2021 there were 22 crashes recorded at the intersection, including 8 PDO, 14 Injury (with 20 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 32**.

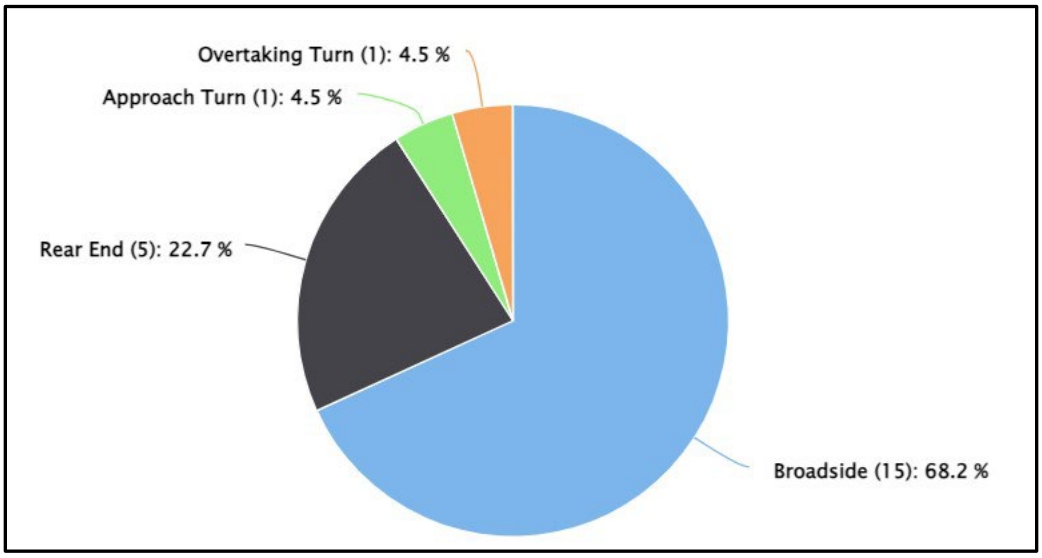


Figure 32: Crash Distribution by Type, US-BUS 77 & FM-70

Injury crashes accounted for 63.6% of all crashes during the study period. Furthermore, Broadside crashes make up over 71% of all Injury level crashes and 80% of all injuries. Broadside crashes are contributing significantly to both the total crash numbers and the crash severity at this intersection. Crash data shows that predominantly, the problem lies with eastbound and westbound at-fault vehicles failing to yield right of way to through traffic on mainline US-BUS 77.

Safety Performance analysis (SPF) shows that the intersection performs at Level of Service of Safety (LOSS) IV for both total crash frequency and crash severity (**Figure 33** and **Figure 34**), indicating high potential for crash reduction at this location.

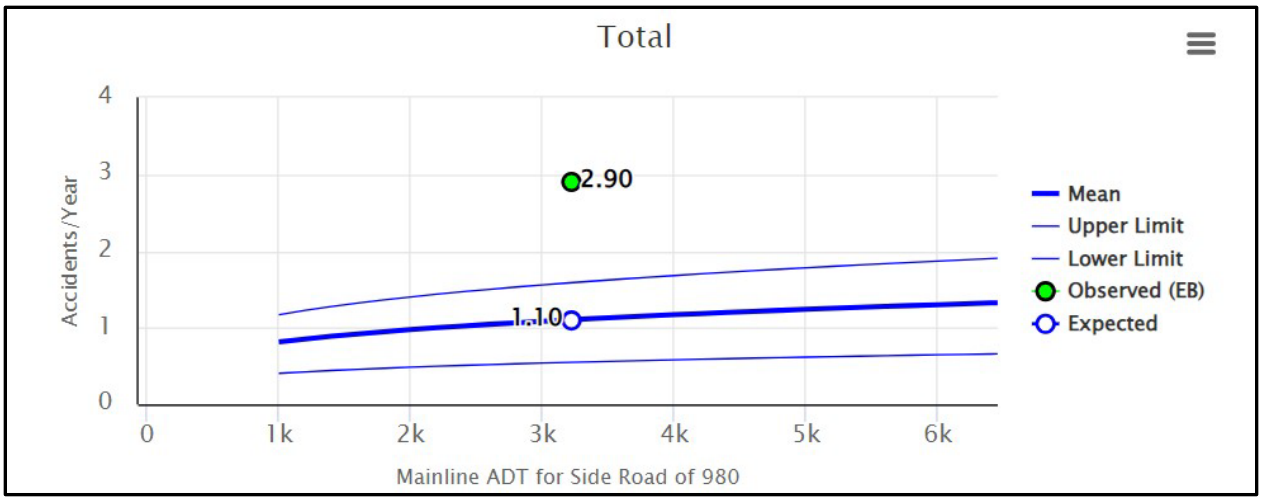


Figure 33: SPF Total Crash Frequency, US-BUS 77 & FM-70

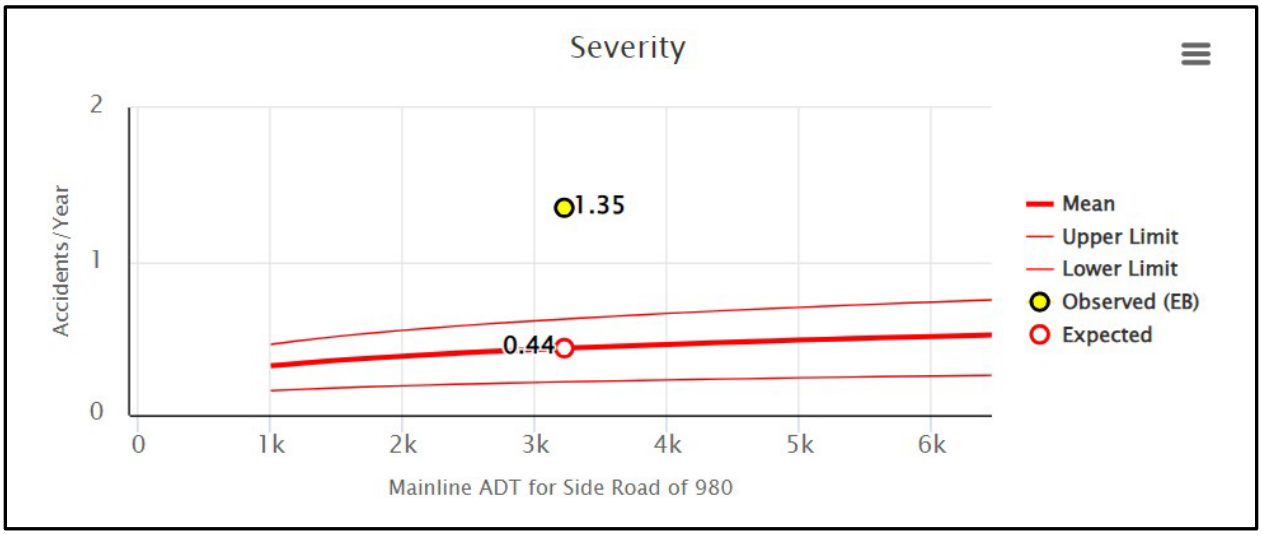


Figure 34: SPF Injury+Fatal Crashes, US-BUS 77 & FM-70

Streetview imagery indicates there are intersection warning signs present northbound and southbound on US-BUS 77, as well as STOP AHEAD warning signs on FM-70 and a grade crossing warning sign on eastbound FM-70. Sight distance does not appear to be an issue at this intersection. Also, as outlined above, recent measures have been implemented to improve safety by way of supplementary warning plaques on STOP signs.

To effectively address the strong pattern of broadside crashes at the intersection, (and indeed the high severity of those crashes), while at the same time recognizing the

difference between mainline and minor road AADT, implementation of an Intersection Conflict Warning System (ICWS) should be considered. This would involve the installation of vehicle detection devices on the major and/or minor approaches with accompanying activated warning signs to alert motorists of the presence of conflicting vehicles on the adjacent approach. The system could be powered by solar panels, or the system could be connected to the existing power supply in the area. **Figure 35** shows "TRAFFIC APPROACHING WHEN FLASHING" warning display used by the Minnesota Department of Transportation, and **Figure 36** shows a typical ICWS layout with detection and warning on the side-road and the main line.



Figure 35: ICWS used by Minnesota DOT

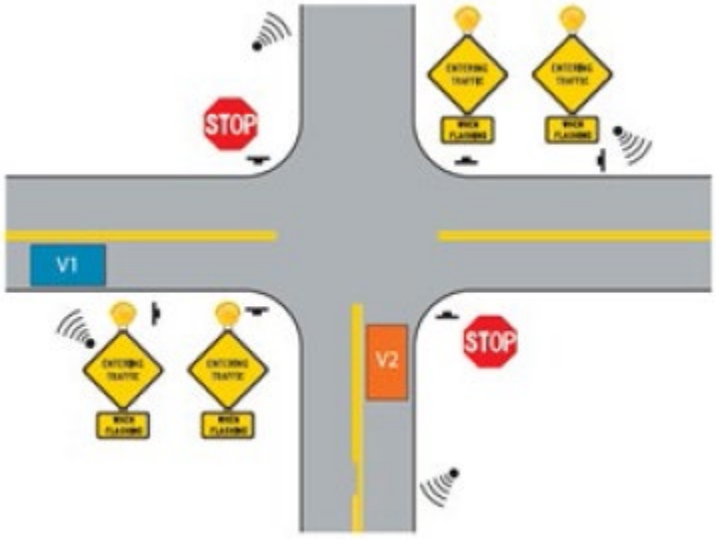


Figure 36: ICWS (FHWA Low-Cost ITS Applications)[12]

[12] FHWA Local and Rural Road Safety Briefing Sheets

An alternative solution would be to implement all-way STOP control at this intersection, with a road-diet or left turn channelization on US-BUS 77 to accommodate the measure. This alternative would require re-striping, as well as the erection of oversized 48-inch gated STOP signs in both directions on US-BUS 77 and gated STOP AHEAD warning signs on US-BUS 77 in advance of the intersection. As per Simpson and Hummer[13], and contrary to prevailing belief, "There is no evidence to suggest that approach volumes have to be nearly equal for the countermeasure (conversion to all-way stop control) to be effective.".

Benefit-Cost Analysis

A preliminary benefit-cost analysis was performed for implementation of an ICWS at the intersection using Vision Zero Suite software. The cost of the system at an intersection with 4 lanes on the major road was estimated to be approximately $100,000 in 2023, including installation[14]. The estimated annual maintenance cost is $4,500. The system has an estimated service life of 10 years. The Benefit-Cost-Ratio (BCR) is expected to be **11.78**. The results show that the measure is expected to be very cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
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Economic Analysis Report

09/26/2023

ICWS Bus 77 and FM 70 — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 8	14 :Injured C	CRF for PDO: 17%	Cost of PDO: $0
INJ C: 10	5 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 3	1 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $4500

Improvement Cost: $100000
Years in Crash Search: 6.00
Type: Intersection: Intersection Conflict Warning System (4-lane @ 2-lane, 2 way stop controlled)
Notes: Intersection Related Crashes
Benefit/Cost Ratio: 11.78

Table 7: BCA for ICWS at US-BUS 77 & FM-70

A preliminary benefit-cost analysis was performed for implementation of all-way STOP control at the intersection using Vision Zero Suite software. The cost of the measure was estimated to be approximately $31,500. The estimated annual maintenance cost is

[13] Simpson, C.L. and Hummer, J.E., *Evaluation of the Conversion from Two-Way Stop Sign Control at 53 Location in North Carolina,* Journal of Transportation Safety and Security, Vol 2, No 3 (2010) pp 239-260
[14] https://www.itskrs.its.dot.gov/its/benecost.nsf/ID/8bf13d916a5a205d8525822500536cae

$1,000. The system has an estimated service life of 20 years. The Benefit-Cost-Ratio (BCR) is expected to be **228.21**. The results show that the measure is expected to be extremely cost-effective.

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09/26/2023

All Way Stop Bus 77 and FM 70 — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

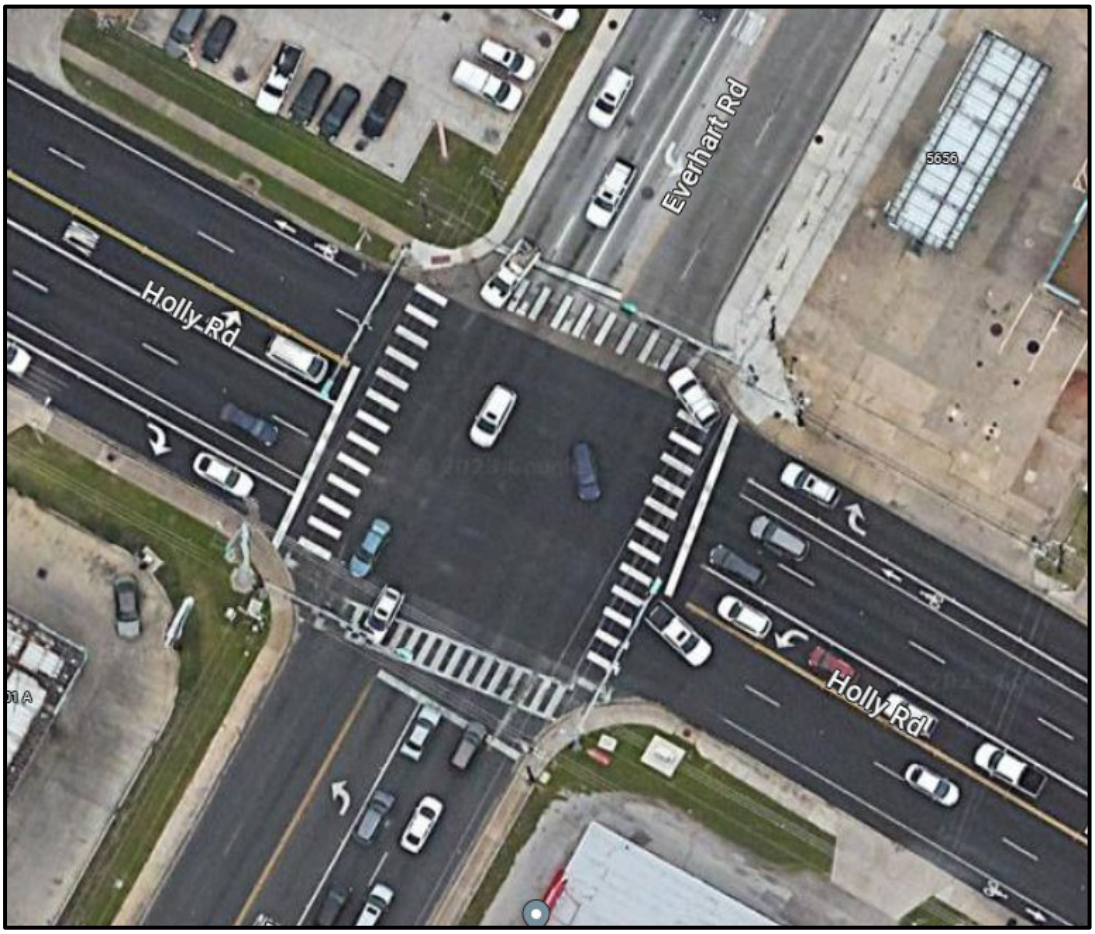
Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 8	14 :Injured C	CRF for PDO: 70%	Cost of PDO: $0
INJ C: 10	5 :Injured B	CRF for INJ C: 70%	Cost of INJ C: $0
INJ B: 3	1 :Injured A	CRF for INJ B: 70%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 70%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 70%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $1000

Improvement Cost: $31500
Years in Crash Search: 6.00
Type: Intersection: Conversion to All-Way Stop
Notes: Intersection Related Crashes
Benefit/Cost Ratio: 228.21

Table 8:BCA for All-Way Stop at US-BUS 77 & FM-70

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT
Everhart Road & Holly Road
Corpus Christi, TX



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Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.

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The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

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The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Everhart Road and Holly Road is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 25,436 on Everhart Road. and 18,430 on Holly Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. In all directions there are 2 heads for 2 through movement lanes which are centered over the lanes. All directions have a single dedicated left turn lane and a dedicated right turn lane, but there are no receiving right turn acceleration lanes. There is also a marked bicycle lane in each direction on Holly Road, which has existed for the entire study period, as have crosswalks across all four legs of the intersection.

Streetview imagery also revealed that until sometime between late 2019 and early 2021 all directions were operating 5-section Protected/Permitted left turns. At this time, signal reconfiguration appears to have taken place such that all left turn movements at the intersection change from “LEFT TURN YIELD ON GREEN” (Figure 1) to “LEFT TURN YIELD ON FLAHING YELLOW ARROW,” (**Figure 2**) indicating left turn movements on Saratoga moved from Protected/Permitted phasing in this time to fully protected left turns.

Furthermore, backplates are now included on all signal heads, where before there were only backplates for traffic on Saratoga Boulevard.



Figure 1: *SB Everhart Road, Sept.* 2019



Figure 2: *SB Everhart Road*, Apr. 2021

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 164 crashes recorded at the intersection, including 121 PDO, 42 Injury (with 68 people injured) and one Fatal (with 1 person killed) crashes. The crash distribution by type is shown in **Figure 3**. This included 77 rear-end crashes, and 26 approach turn crashes, accounting for about 16% of all crashes. Together approach turn and broadside crashes accounted for 52% of all injury level crashes at the intersection (22 of 42), the one fatal crash and 54% of all persons injured (37 of 68).

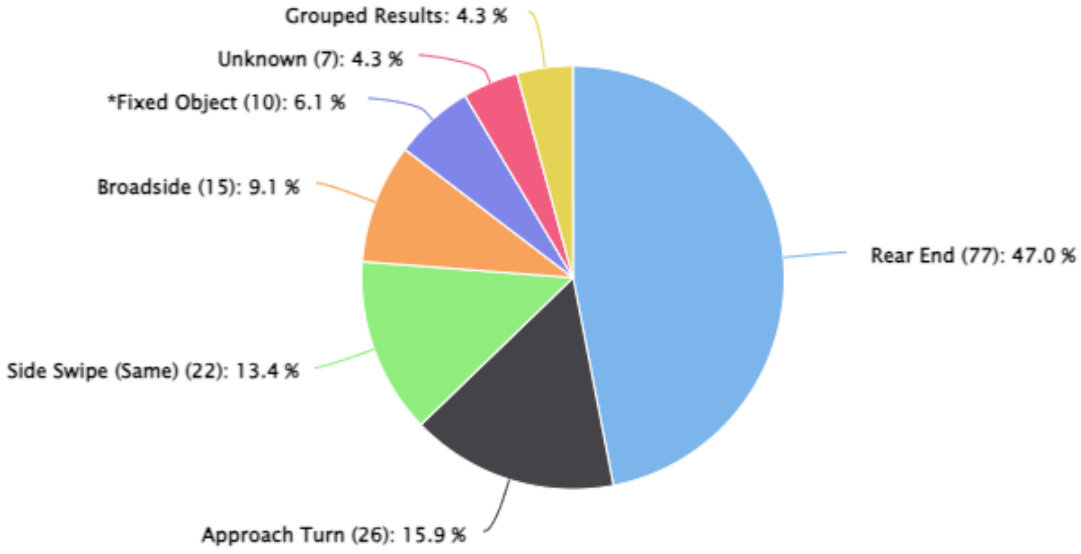


Figure 3: Crash Distribution by Type, *Everhart Road and Holly Road*

Safety Performance Functions (SPFs) show that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 4**), indicating high potential for crash reduction.

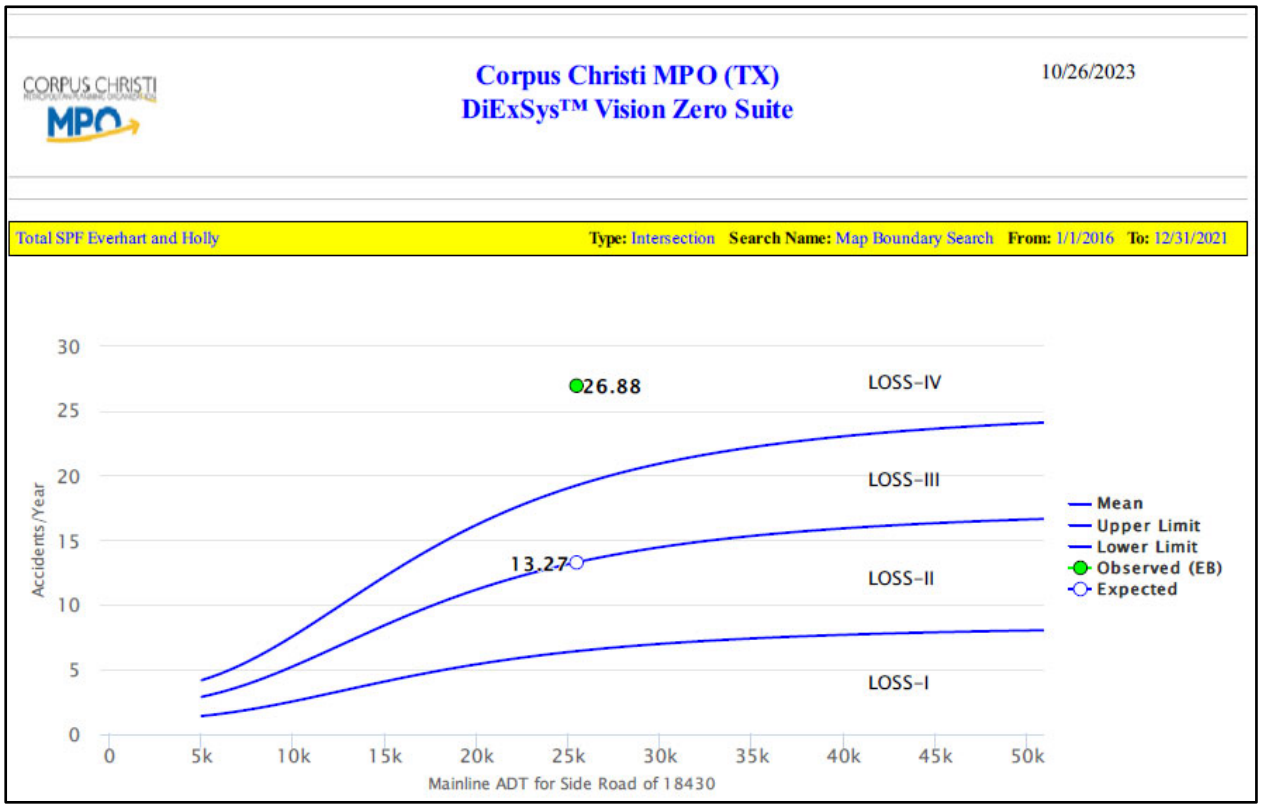


Figure 4: SPF Total Crash Frequency, *Everhart Rd and Holly Rd*

From the severity standpoint, the intersection performs at the LOSS-III, LOSS-IV boundary level, indicating moderate to high or high potential for crash reduction (**Figure 5**).

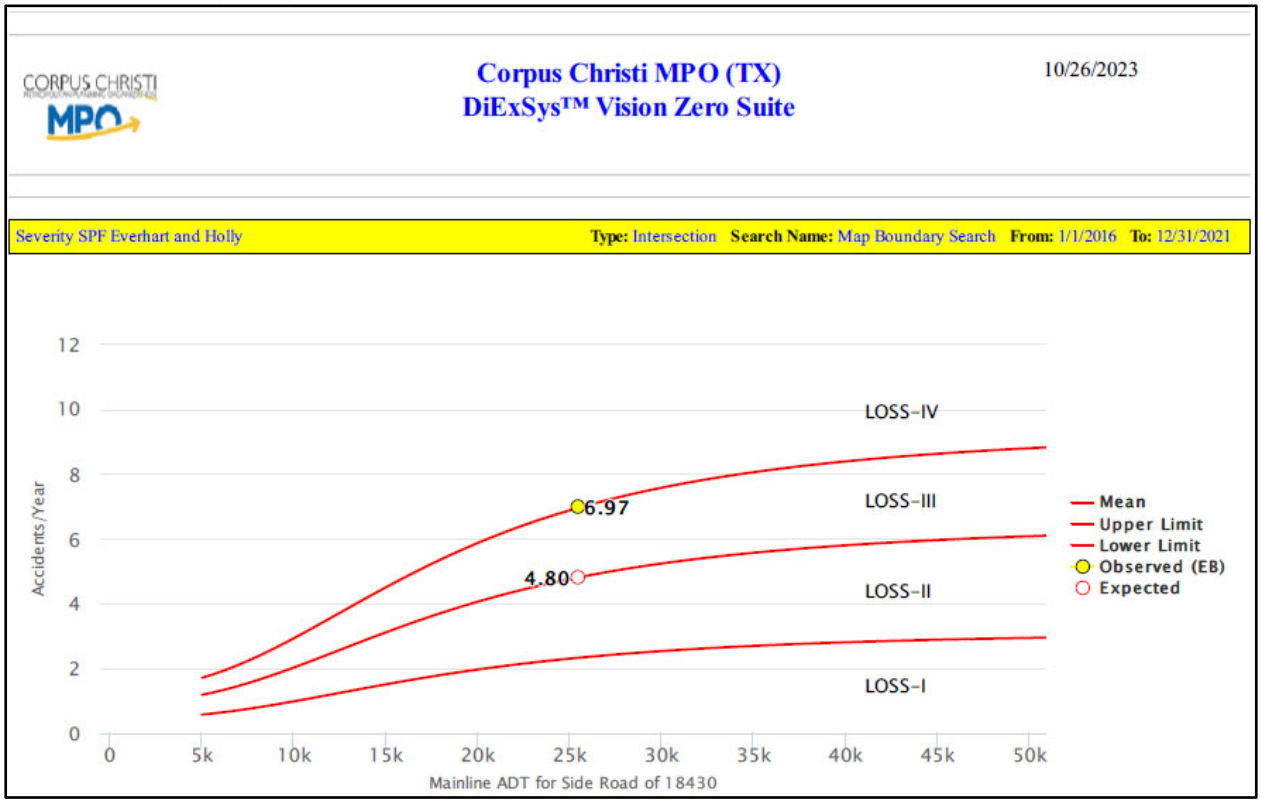


Figure 5: SPF INJ+FAT Crashes, *Everhart Rd and Holly Rd*

Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Rear End, Sideswipe Same Direction and Fixed Object collisions, as well as a pattern of collisions in the dark.

Even though approach turns and broadsides were not identified as patterns, they are readily susceptible to correction through straightforward and low cost countermeasures. Since they have a history of high severity, we recommend that both crash types are addressed.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

10/26/2023

Diagnostics Everhart and Holly — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	159	96.95%	100%
Crash Type				
Rear End	37.58%	77	46.95%	99.43%
Sideswipe	6.69%	22	13.41%	99.94%
Other Fixed Object	2%	6	3.66%	95.25%
Lighting Conditions				
Dark - Lighted	23.34%	56	34.15%	99.94%

Table 1: Direct Diagnostics for Saratoga Blvd & Cimarron Blvd

Recommended Improvements

APPROACH TURNS

Crash data indicates that approach turn crashes involved drivers turning left from all 4 directions.

We recommend that Fully Protected Left Turns should be implemented for both Everhart and Holly. Because the signals in place at the intersection already have red arrows, thus allowing for implementation of fully protected left turns (on green arrows only), only a change in signal timing would be required.

Figure 6 shows the hour-of-the-day distribution of Approach Turn crashes. Only 4:00 AM – 7:00 AM, 2:00 PM – 3:00 PM, 6:00 PM – 8:00 PM and 11:00 PM to 1:00 AM had no approach turn crashes. If desired, the left turns could be operated protected/permitted with flashing yellow arrows during those hours, but at least the rest of the time they should be operated fully protected (flashing yellow arrow does not come on, only red, yellow and green arrows are used).

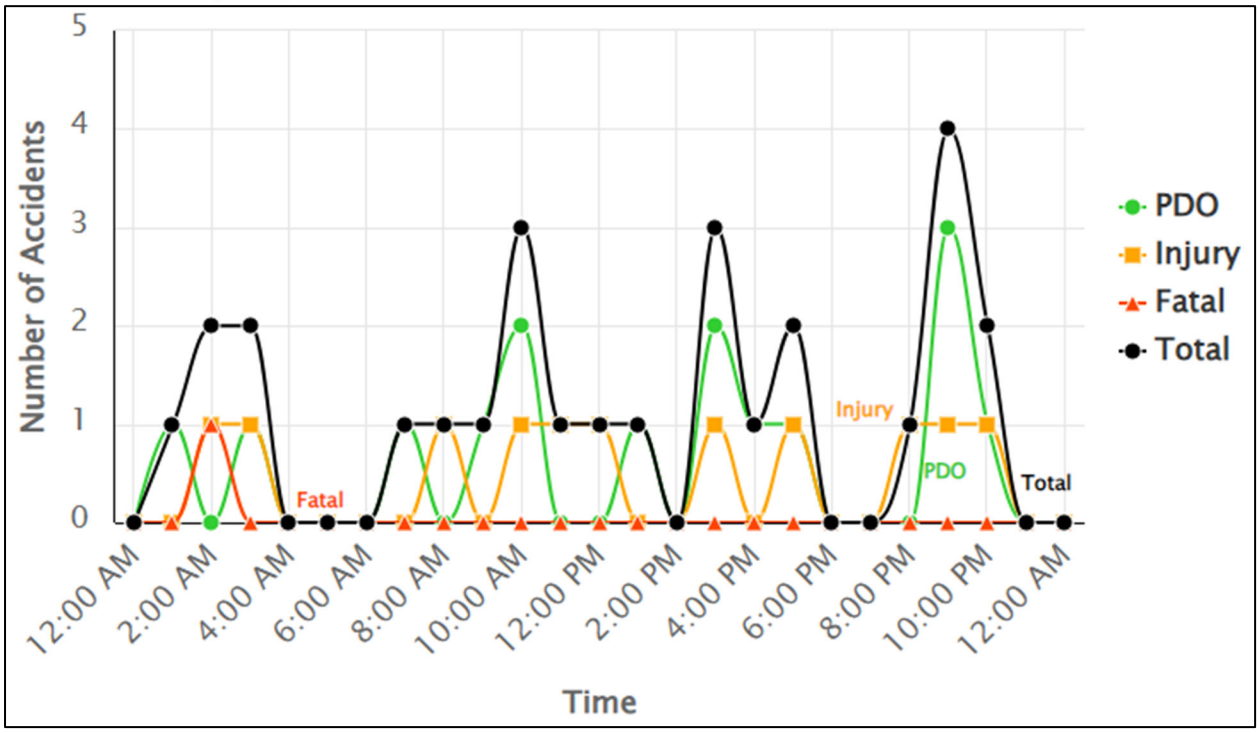
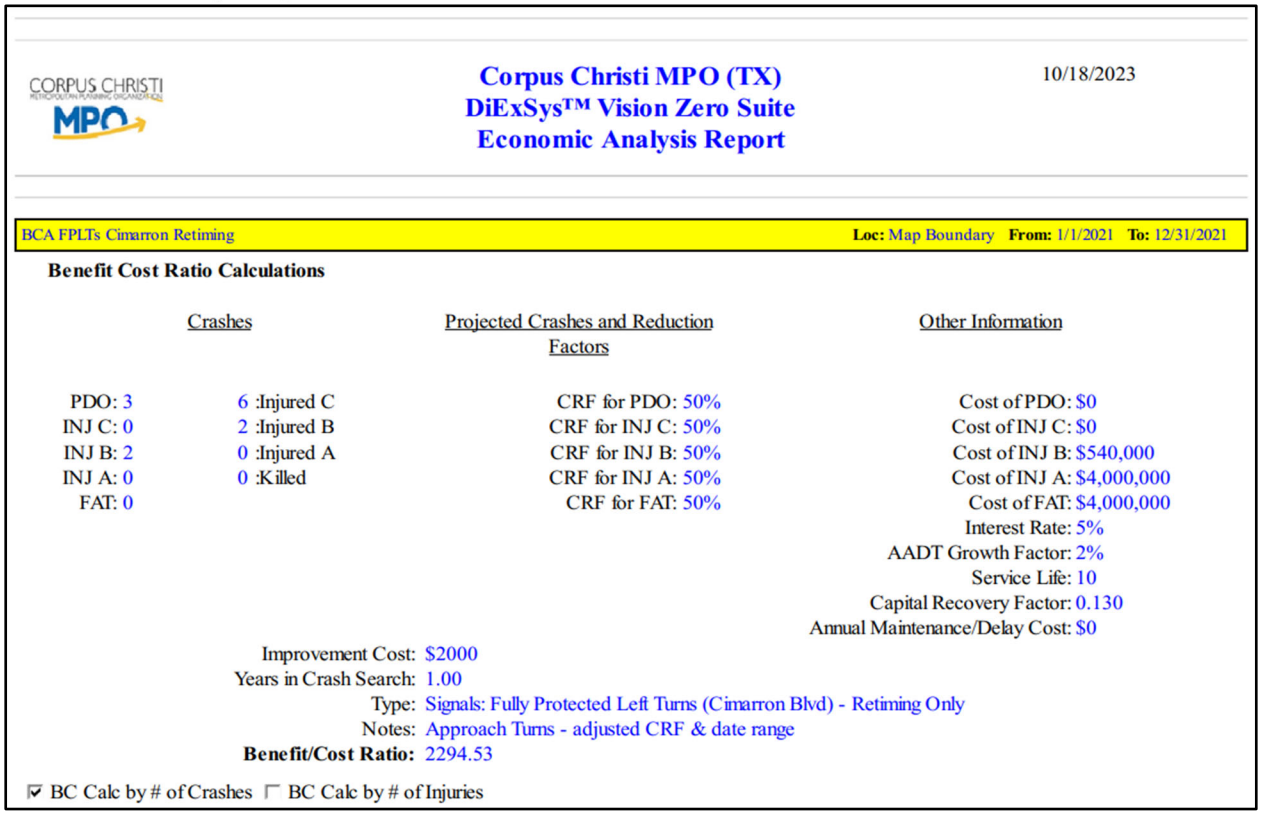


Figure 6: Hour of the Day Distribution of Approach Turn Crashes at Everhart Rd and Holly Rd

Table 2 shows the Benefit-Cost analysis (BCA) for implementation of fully protected left turns on both Everhart Rd and Holly Rd., using an estimated cost of $2,000 for signal retiming and a crash reduction of 90% of Approach Turn crashes.

Table 2 shows a B/C ratio of **2,294**, which indicates the measure is expected to be highly cost effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/18/2023

BCA FPLTs Cimarron Retiming — Loc: Map Boundary From: 1/1/2021 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 3	6 :Injured C	CRF for PDO: 50%	Cost of PDO: $0
INJ C: 0	2 :Injured B	CRF for INJ C: 50%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 50%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 50%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 50%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 1.00
Type: Signals: Fully Protected Left Turns (Cimarron Blvd) - Retiming Only
Notes: Approach Turns - adjusted CRF & date range
Benefit/Cost Ratio: 2294.53

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Retiming for Fully Protected Lefts, Cimarron Blvd

BROADSIDES

Crash records show at-fault drivers in broadsides from all 4 directions, with westbound most common. In consideration of the incidence of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012). Shorter than recommended intervals are strongly correlated with broadside crashes.

The speed limit = 35 mph on Everhart and 40 mph on Holly. Given that all lefts operate protected/permitted (with flashing yellow arrows) vehicles can be turning left at the end of the thru green indications. Under protective/permitted lefts, the lower speeds of left turning vehicles result in shorter intervals, and the higher speeds of thru vehicles result in longer yellow intervals, which control.

For NB and SB thru movements, limit = 35 mph gives Y = 4.5 seconds on Everhart.

For EB and WB thru movements, limit = 40 mph gives Y = 4.5 seconds on Holly

Yellow times on both Everhart and Holly should be 4.5 seconds minimum (Assumes negligible grades).

If left turns are operated fully protected, they will terminate separately from thru greens and can use shorter yellow intervals.

For left turns from NB and SB Everhart, limit = 35 mph gives Y = 3.5 seconds

For left turns from EB and WB Holly, limit = 40 mph gives Y = 4.0 = seconds.

For All-Red (Clearance) intervals with protected/permissive left turns, the slower moving left-turning vehicles, which are allowed to enter the intersection during the yellow, take longer to clear the intersection, resulting in longer All-Red intervals, so the thru intervals are not calculated here.

For Lefts from NB Everhart, W = 86 ft, V = 20 mph gives All-Red = 3.0 seconds

For Lefts from SB Everhart, W = 81 ft, V = 20 mph gives All-Red = 2.5 seconds

The Minimum All-Red time on Everhart Rd is controlled by the NB Left and should be 3.0 seconds.

For Lefts from EB Holly, W = 75 ft, V = 20 mph gives All-Red = 2.5 seconds

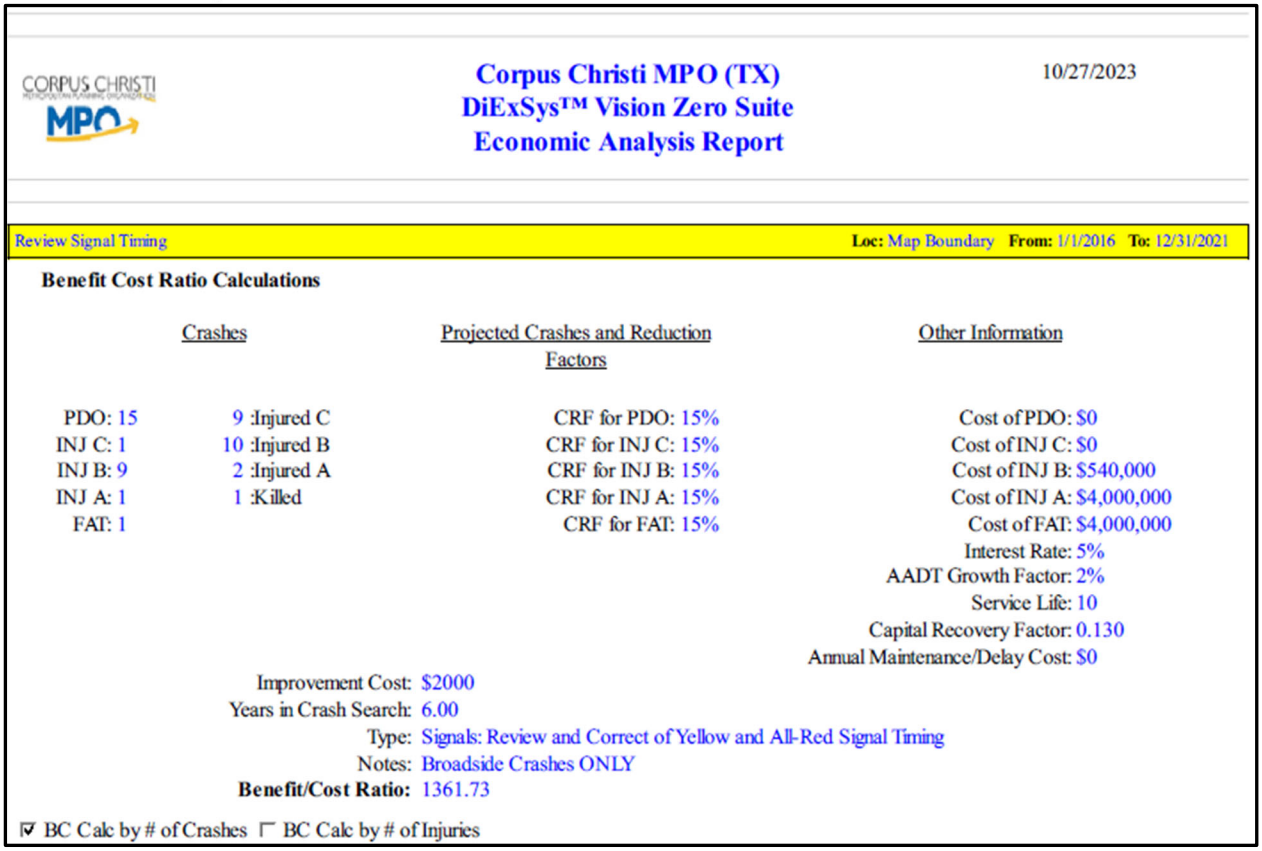
For Lefts from WB Holly, W = 78 ft, V = 20 mph gives All-Red = 2.5 seconds

The Minimum All-Red time on Holly Rd is equal for both left turns and should be 2.5 seconds.

Minimum Y+AR on Everhart = (4.5 + 3.0) = 7.5 seconds

Minimum Y+AR on Holly = (4.5 + 2.5) = 7.0 seconds.

If a field visit confirms that yellow and all-red times are not necessarily consistent with NCHRP 731 guidance, then correcting the intervals is recommended. **Table 3** shows the Benefit-Cost Analysis for signal timing correction and indicates a B/C ratio of **1,361.73**, which shows the measure is expected to be extremely cost effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/27/2023

Review Signal Timing — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 15	9 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 1	10 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 9	2 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 1	1 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Signals: Review and Correct of Yellow and All-Red Signal Timing
Notes: Broadside Crashes ONLY
Benefit/Cost Ratio: 1361.73

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Review & Correct Y+AR Timing at Everhart Rd and Holly Rd

SAFETY ASSESSMENT

S. Staples Street &

SH-358 Eastbound Frontage Road/S. Padre Island Drive

Corpus Christi, TX



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1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of S. Staples Street and SH-358 Eastbound Frontage Road/S. Padre Island Drive is a 4-leg 4-lane divided signalized urban intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound Staples Street are not possible, while available imagery also indicates that right turns on red are permitted from Eastbound SH-358 Right Frontage Road/S. Padre Island Drive.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 37,306 on Staples St. and 8,541 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane centered over the lane. On northbound Staples there is a dedicated right turn lane as well as a dedicated left turn lane for traffic accessing the Westbound SH-358 Frontage Road after proceeding through the intersection to the opposite side of SH-358/S. Padre Island Dr. There is a single dedicated left turn lane on southbound Staples St. with one of the through lanes acting as a through-left lane in addition. There is a dedicated left turn lane on the Eastbound SH-358 Frontage Road, while one of the through lanes also acts as a through-left lane. Additionally, the SH-358 Eastbound Frontage Road has a dedicated right turn lane as well as a dedicated U-turn lane which is channelized.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on northbound Staples St. (**Figure 1**) and on the Eastbound SH-358 Frontage Road/S. Padre Island Dr. (**Figure 2**).



Figure 1: NB Staples St., Signals, Mar. 2023



Figure 2: SH-358 Eastbound Frontage Rd/S. Padre Is. Dr., Signals, Mar. 2023

Imagery also indicates that left turns from southbound Staples St. are Protected/Permitted with “LEFT TURN YIELD ON GREEN” regulatory signs having been recently added some time between March 2022 and March 2023 (**Figure 3** and **Figure 4**). It also appears that in this timeframe all signals were replaced at the intersection with backplates included on the new heads (**Figure 5** and **Figure 6**).



Figure 3: SB Staples St., Signal Replacement, Mar. 2022



Figure 4: SB Staples St., Signals, Mar. 2023



Figure 5: NB Staples St. Signal Replacement, Mar. 2022



Figure 6: NB Staples St. Signals, Mar. 2023

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 384 crashes recorded at the intersection, including 317 PDO, 66 Injury (with 92 people injured) and 1 Fatal crash (with 2 people killed). The crash distribution is shown in **Figure 7**. The most common crash type was rear-end crashes, followed by Sideswipe Same Direction crashes.

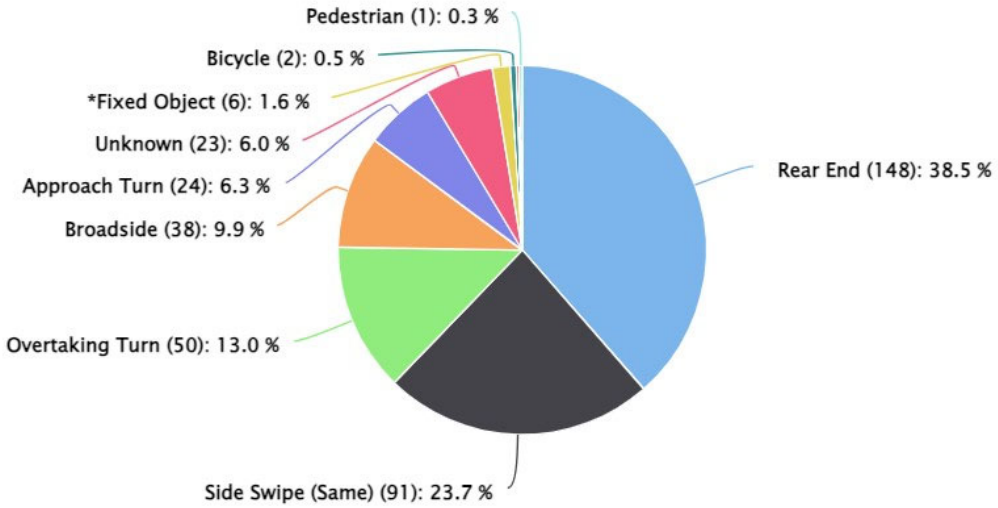


Figure 7: Crash Distribution by Type, S. Padre Island Dr. & S. Staples St.

Safety Performance Function (SPF) models have not yet been developed for Texas Urban 4-lane Divided Signalized 4-leg Ramp (or Frontage Road) intersections, so the Texas Urban 4-lane Divided Signalized 4-leg intersection model was used as the best-fit proxy model. The SPFs show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 8** and **Figure 9**).

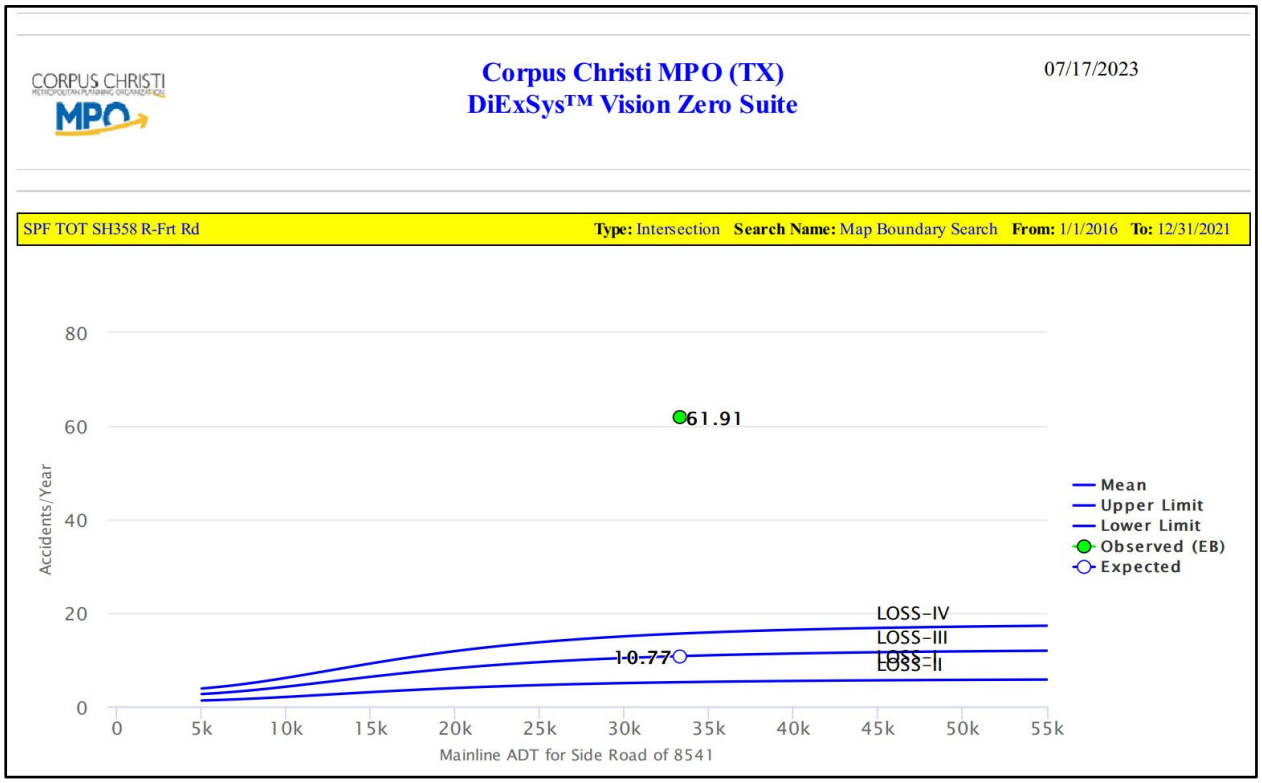


Figure 8: SPF Total Crash Frequency
SH358 Eastbound Frontage Rd. & Staples St.

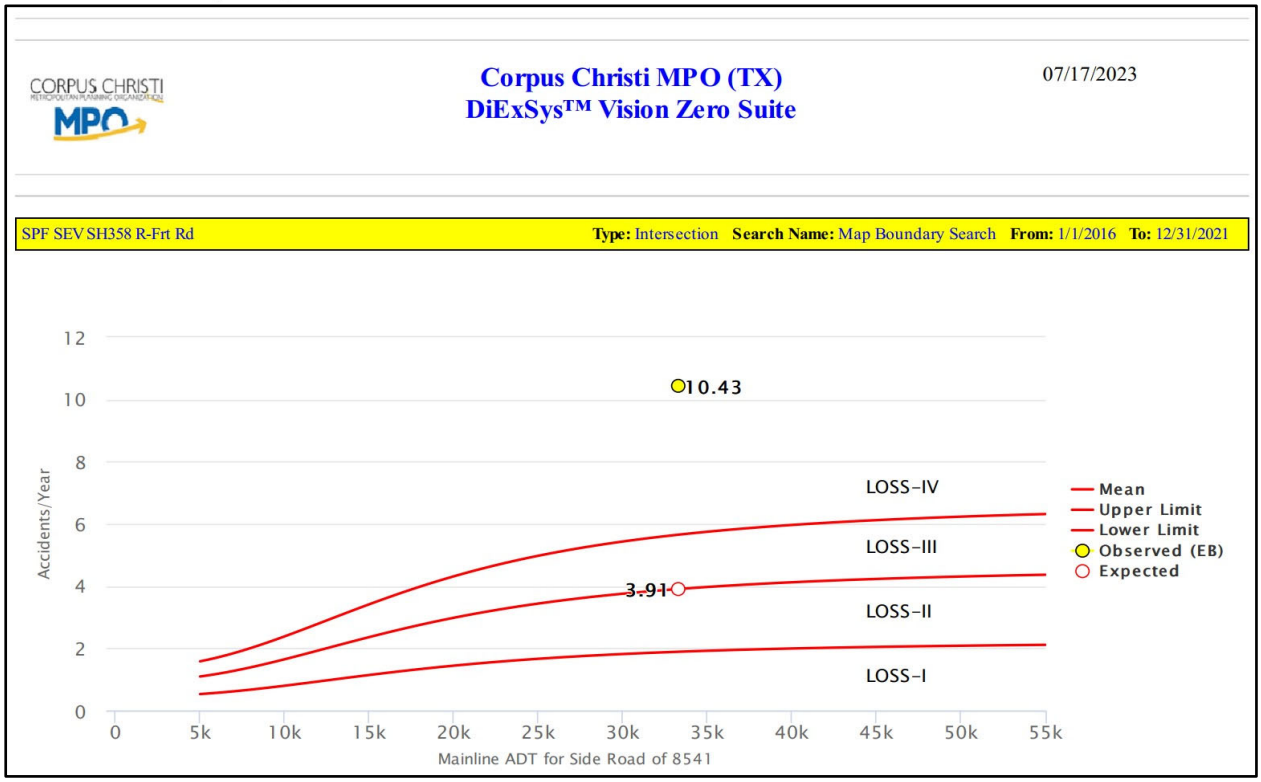


Figure 9: SPF INJ+FAT Crashes, SH358 Eastbound Frontage Rd. & Staples St.

Similarly diagnostic models have not yet been developed for the Texas Urban 4-lane Divided Signalized 4-leg ramp (or frontage road) intersection facility and the best-fit proxy model was implemented instead. Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Sideswipe Same Direction and Overtaking Turn crashes. Although Broadside crashes were not an identified pattern, they represent about 23% of all injury level crashes (15 of 66), accounting for about 27% of all injuries (25 of 92), while they also include the only fatal crash recorded at the intersection, in which 2 fatalities occurred. Considering the overall severity of broadside crashes, over 40% resulted in injuries or a fatality (**Figure 10**). This indicates that broadside crashes can be high severity when they occur at the intersection. Broadsides at a signalized intersection can be easily susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns.

DiExSys
Road Safety Analytics

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/17/2023

Diagnostics SH358 R-Frt Rd — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	77.35%	346	90.1%	100%
Crash Location				
On Road	60.56%	380	98.96%	100%
Crash Type				
Sideswipe	7.1%	91	23.7%	100%
Overtaking Turn	1.98%	50	13.02%	100%

Table 1: Direct Diagnostics for SH358 Eastbound Frontage Rd. & Staples St.

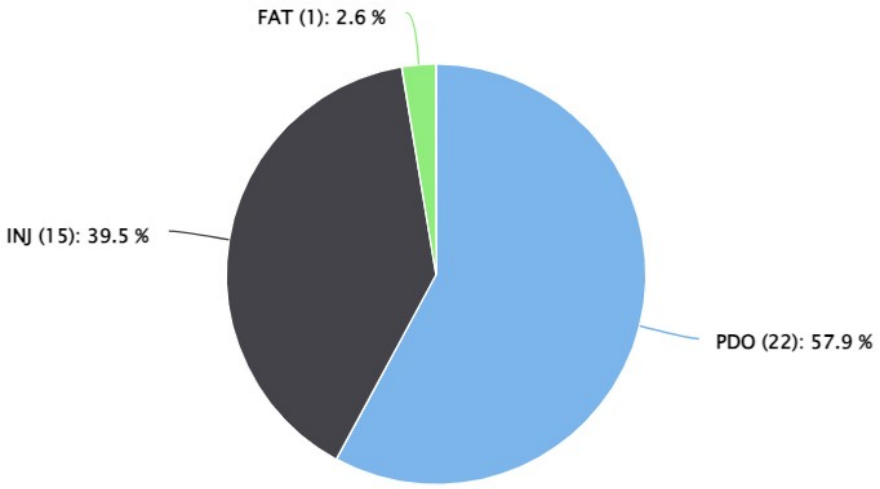


Figure 10: Severity Distribution, Broadside Crashes, SH358 Eastbound Frontage Rd. & Staples St.

Recommended Improvements

BROADSIDES

In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012). Shorter than recommended intervals are strongly correlated with broadside crashes.

The speed limit = 35 mph on Staples Street and 45 mph on the SH-358 Eastbound Frontage Road/S. Padre Island Drive. As left turns are not permitted northbound, the thru movements control the yellow times. Southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Eastbound, the thru movements control the yellow times as they have the higher speeds and longer intervals, as such eastbound Left Turn Yellow times from the Eastbound Frontage Road are not calculated here.

For all NB thru movements, limit = 35 mph, gives Y = 4.5 seconds.

For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.

For SB left-turns, limit = 35 mph, gives Y = 3.5 seconds.

N-S thru Yellows on Staples Street should be 4.5 seconds minimum, the SB left turn terminates separately, and can be 3.5 seconds minimum. (Assumes negligible grades).

For EB thru movements, limit = 45 mph, gives Y = 5.0 seconds.

All EB Yellows on SH-358 Eastbound Frontage Road/S. Padre Island Drive should be 5.0 seconds minimum.

At intersections where a one-way system is involved, we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement as they would at an intersection without a 1-way movement).

For NB thru movements, W = 85 ft, V = 35 mph, gives All-Red = (1.5 + 2.0) = 3.5 seconds.

For NB Staples St., because there are no left turns permitted, the thru times control the All-Red times.

For SB Staples Street the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for SB Staples.

For SB left turns, W = 93 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.

The Minimum All-Red time on Staples Street is controlled by the SB left turns which have the longest intervals. Minimum All-Red time on Staples should be = 5.0 seconds.

For EB SH-358 Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the EB SH-358 Frontage Road/S. Padre Island Drive.

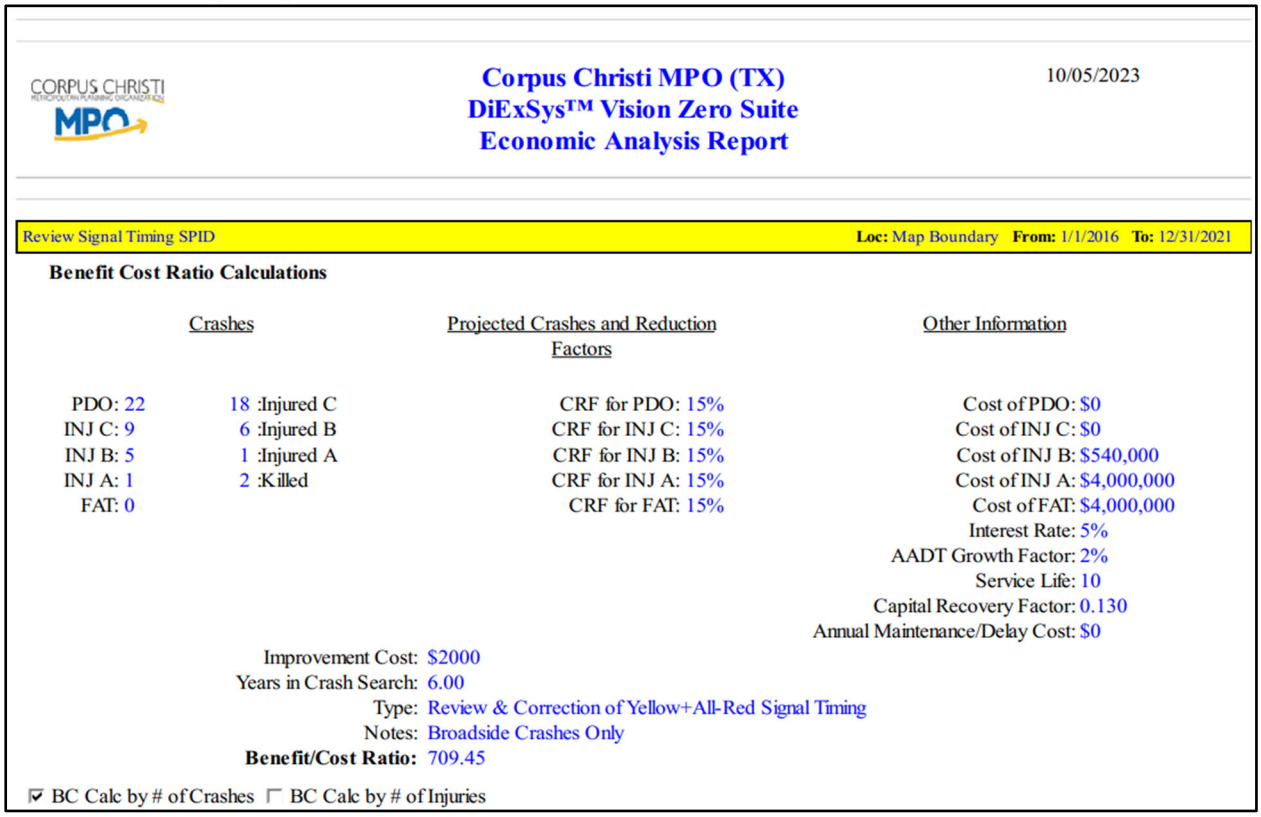
For EB left turns, W = 105 ft, V = 20 mph, gives All-Red = (3.5 + 2.0) = 5.5 seconds.

Minimum All-Red time on EB SH-358 Frontage Road/S. Padre Island Drive = 5.5 seconds.

Minimum Y+AR on Staples = (4.5 + 5.0) = 9.5 seconds.

Minimum Y+AR on SH-358 Eastbound Frontage Road/S. Padre Island Drive = (5.0 + 5.5) = 10.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended. **Table 2** shows that the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **709.45**, which shows the measure is expected to be extremely cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Review Signal Timing SPID — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 22	18 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 9	6 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 5	1 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 1	2 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Review & Correction of Yellow+All-Red Signal Timing
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 709.45

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Review & Correct Y+AR Timing, SH358 Eastbound Frontage Rd. & Staples St.

SIDESWIPE SAME DIRECTION & OVERTAKING-TURNS

Sideswipe same direction and overtaking turn crashes are considered together here as both crash types are likely to be occurring due to turning movements at this intersection. **Figure 11** shows the distribution of movements associated with these crashes. While just over a third were associated with straight movements, there is a significant portion with "unknown" movements, and the lane configuration of this intersection makes it more likely that crashes were related to turning movements. **Figure 12** shows that there are double left turn movements permissible from the SH358 Eastbound Frontage Road in addition to double right turn movements. While **Figure 13** indicates that double left turn movements are permissible from southbound Staples St.

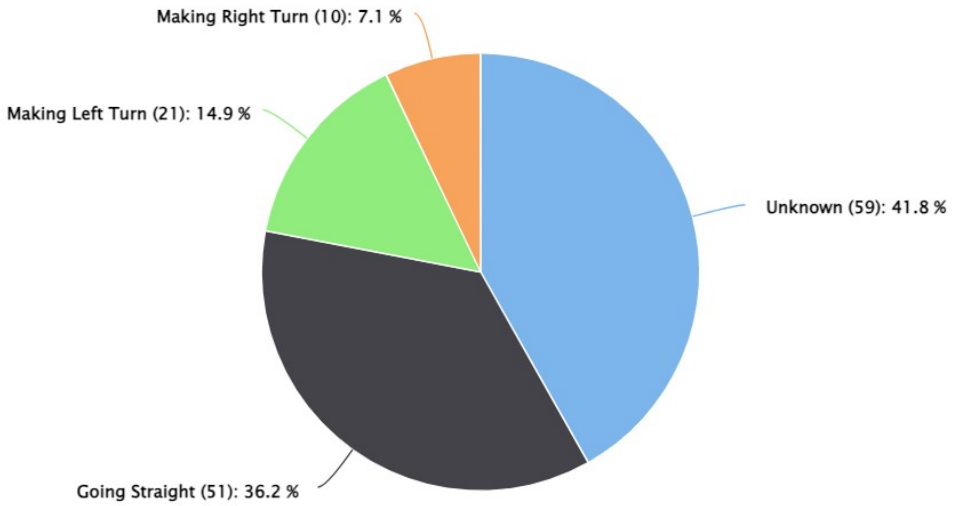


Figure 11: Sideswipe Same Direction & Overtaking Turn Crashes, Vehicle Movements

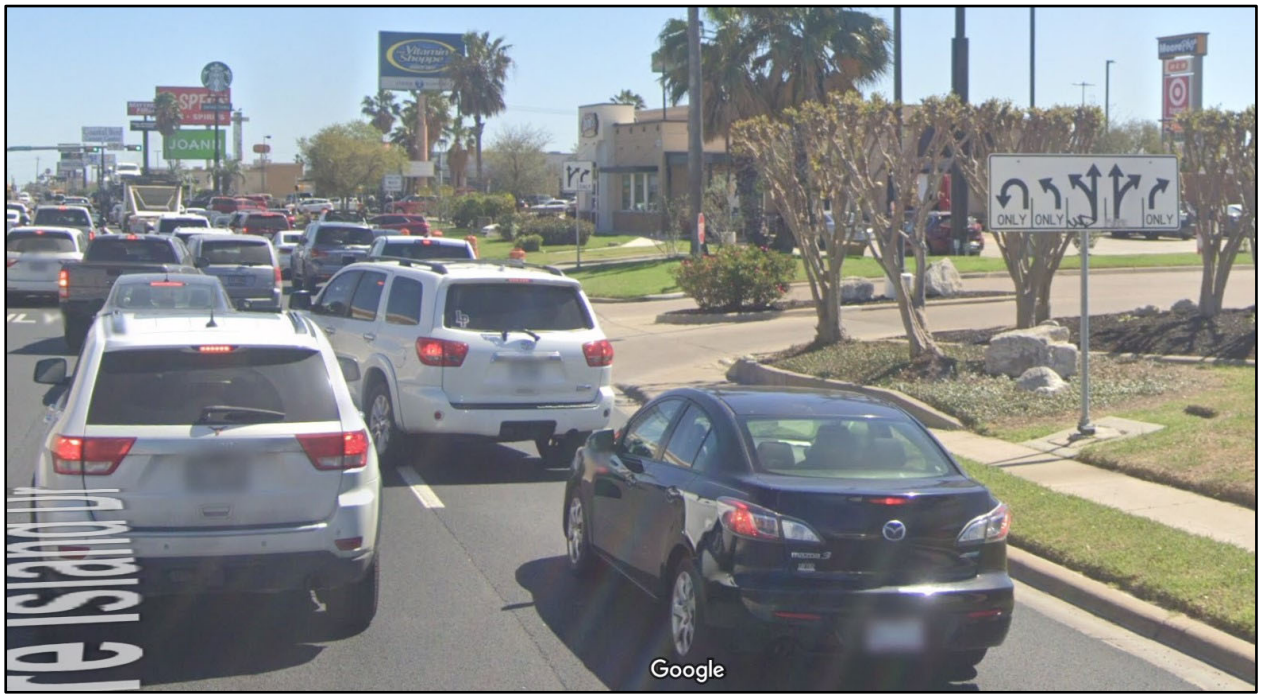


Figure 12: Advance Lane Selection Signs, SH358 Eastbound Frontage Rd/S. Padre Is. Dr., Mar. 2023



Figure 13: Lane Selection Sign, SB Staples St., Jun. 2023

Figure 14 shows the crash distribution by at-fault direction for sideswipe same direction and overtaking turn crashes at the intersection.

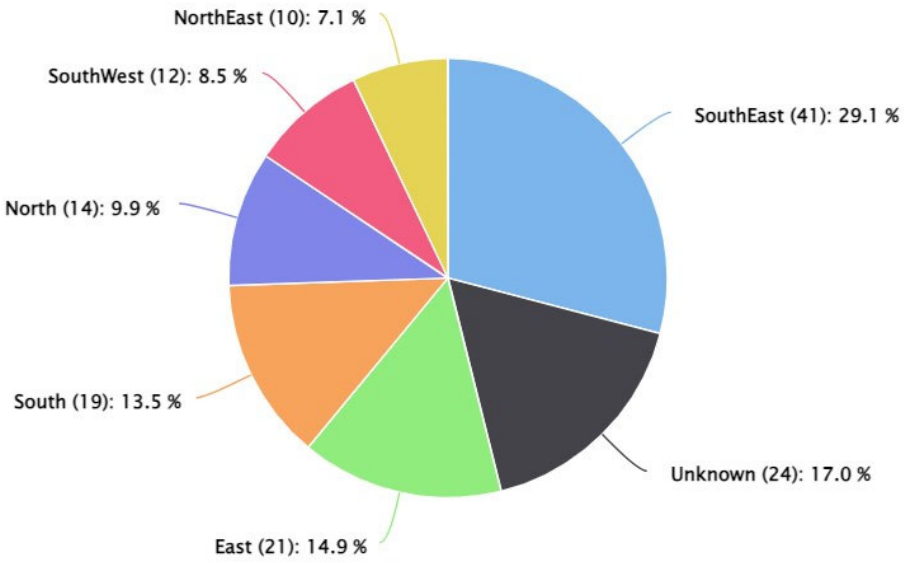


Figure 14: Sideswipe Same Direction & Overtaking Turn, At-Fault Vehicle Direction

Taking “southeast” and “east,” southwest” and “south,” and “northeast” and “north” to be synonymous, respectively, the data indicates that the majority of crashes occurred due to at-fault eastbound vehicles on the SH358 Eastbound Frontage Road, followed by southbound Staples Street. This is not surprising when it is considered that the Eastbound Frontage Road allows both double left and double right turns.

Crash record narratives for sideswipe same direction and overtaking turn crashes show that there are frequent references to:

- improper turns
- failure to drive in a single lane and
- wide right turns

Records also show that there are references made to disregarding turn markings. Google Streetview imagery shows that prior to June 2023 there were lane line extensions in place for left turn movements from the SH358 Eastbound Frontage Road and from southbound Staples Street (**Figure 15**, **Figure 16** and **Figure 17**). However as seen from **Figure 16**, the striping became faded.



Figure 15: Lane Line Extensions, (facing West), SH358 Eastbound Frontage Rd & Staples St, Jan. 2018



Figure 16: Faded Lane Line Extensions, (facing West)
SH358 Eastbound Frontage Rd & Staples St, Feb. 2022



Figure 17: No Lane Line Extensions, (facing West), SH358 Eastbound Frontage Rd & Staples St., Jun. 2023

As seen in **Figure 12** there are advance lane selection signs on SH358 Eastbound Frontage Road, but there are not similar signs on the southbound Staples Street approach to the intersection. Crash data did not reveal any trends related to lighting

conditions or weather regarding sideswipe same direction and overtaking turn crash patterns.

In addition to the aforementioned factors, the westbound SH-358 U-turn Lane on the south side of the intersection, where it intersects the SH-358 Eastbound Frontage Road, presents another opportunity for the occurrence of sideswipe same direction crashes. There is potential for conflicting movements here when U-turn traffic wishing to access the amenities on the southeastern side of the intersection, maneuver from the U-turn Lane to the outer lanes, while eastbound thru traffic wishing to access the westbound freeway downstream maneuver from the thru lanes to the innermost lane. This conflict could result in sideswipe same direction crashes. A similar conflict could arise between U-turning traffic and southbound left turning traffic which turns into the innermost lane, or U-turning traffic maneuvering to the outside lanes from the inside lanes across traffic which just made the southbound left turn.

Figure 17 shows that there are currently two Yield signs (MUTCD R1-2) regulating the east side U-turn Lane.



Figure 18: WB SH-358 U-Turn Lane (east side of intersection) YIELD Signs, Mar. 2022



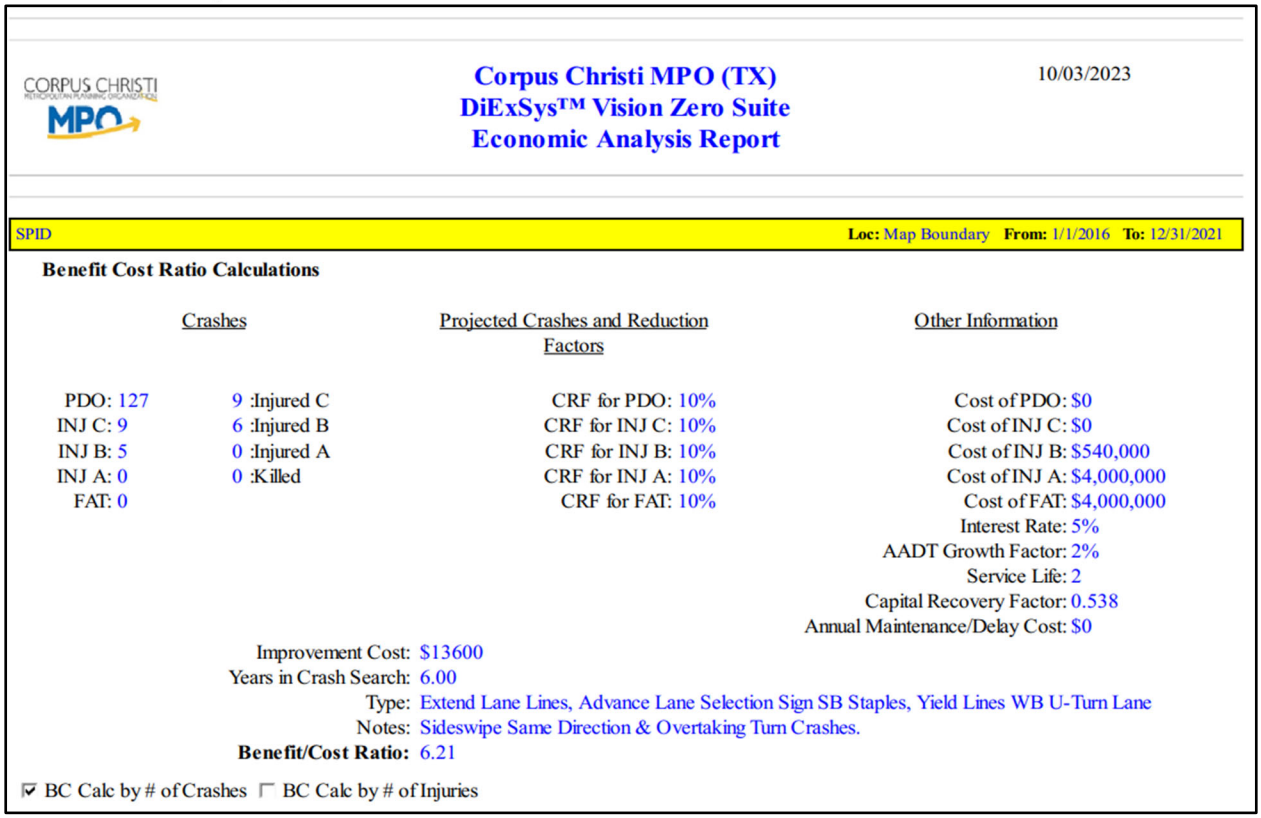
Figure 19: SH-358 Eastbound Frontage Rd. Lane Configuration for EB Traffic

To address the pattern of sideswipe same direction and overtaking turn crashes at the intersection, it is recommended that turn lane line extensions through the intersection be reinstated for each of the left turn lanes, on both the SH-358 Eastbound Frontage Road/S. Padre Island Dr. and on southbound Staples St. Additionally, it is recommended that turn lane lines be extended through the intersection for the right turn lanes from the SH-358 Eastbound Frontage Road. It is recommended that lines are at least 6" wide and more durable than those previously in place at the intersection.

In conjunction with this, it is recommended that an advance lane selection sign be installed in advance of the intersection on southbound Staples Street.

Finally, to address potential conflicts between westbound U-turning traffic and Eastbound Frontage Road thru traffic, it is recommended that dotted extensions of both eastbound thru lane edge lines should be added, along with a Yield line in between both YIELD signs on the U-turn lane.

Table 3 shows the Benefit-Cost Analysis for lane line extensions, an advance street name sign and yield lines at the intersection. Even using a conservative Crash Reduction Factor (CRF) of 10%, the **B/C** ratio of **6.21** shows the measures are expected to be cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/03/2023

SPID — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 127	9 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 9	6 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 5	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 2
			Capital Recovery Factor: 0.538
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $13600
Years in Crash Search: 6.00
Type: Extend Lane Lines, Advance Lane Selection Sign SB Staples, Yield Lines WB U-Turn Lane
Notes: Sideswipe Same Direction & Overtaking Turn Crashes.
Benefit/Cost Ratio: 6.21

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Lane Line Extensions, Advance Lane Selection Sign, & Yield Lines, SH358 Eastbound Frontage Rd & Staples St

SAFETY ASSESSMENT
Kostoryz Road
& SH-358 Eastbound Frontage Road/S. Padre Island Drive
Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Kostoryz Road and SH-358 Eastbound Frontage Road/S. Padre Island Drive is a 4-leg 4-lane divided signalized urban frontage road intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound Kostoryz Road are not possible, while available imagery also indicates that right turns on red are permitted from eastbound SH-358 Eastbound Frontage Road/S. Padre Island Drive.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 20,229 on Kostoryz Road and 7,659 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. On northbound Kostoryz there is a dedicated right turn lane, there are also 3 through lanes, with the left most being a dedicated left turn lane for left turns at the following intersection onto westbound SH-358. However, there are only 2 heads with one centered over the left turn lane and one centered over the through-left lane (**Figure 1**). Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements.



Figure 1: NB Kostoryz Rd. Signal Alignment, Feb. 2023

Southbound Kostoryz has a dedicated left turn lane and 2 through lanes with the left most through lane acting as a through-left lane. There is a head for each lane, but heads are

not centered over the lanes (**Figure 2**), with imagery indicating that left turns are Protected/Permitted with a “LEFT TURN YIELD ON GREEN” regulatory sign (**Figure 3**).



Figure 2: SB Signal Alignment, (facing North), Apr. 2021



Figure 3: SB Kostoryz Rd., Signal Alignment, Feb. 2023

The Eastbound SH-358 Frontage Road has a dedicated left turn lane, 2 through lanes and a dedicated right turn lane, with the left most through lane acting as a through-left lane and the right most through lane acting as a through-right lane. There are 2 heads for 2 through lanes but the heads are centered over the lane lines (**Figure 4**). Additionally, the SH-358 Eastbound Frontage Road has a dedicated U-turn lane which is channelized. Because of the one-way nature of SH-358 Eastbound Frontage Road, signals effectively provide protected only movements.



Figure 4: EB SH358 Frontage Rd/S. Padre Is. Dr., Signal Alignment, Feb. 2023

Imagery also indicates that sometime between 2019 and 2021 backplates were added to all signals as part of what appears to have been a signal assembly replacement (example **Figure 5** and **Figure 6**).



Figure 5: EB SH358 Frontage Rd., Signals, May 2019

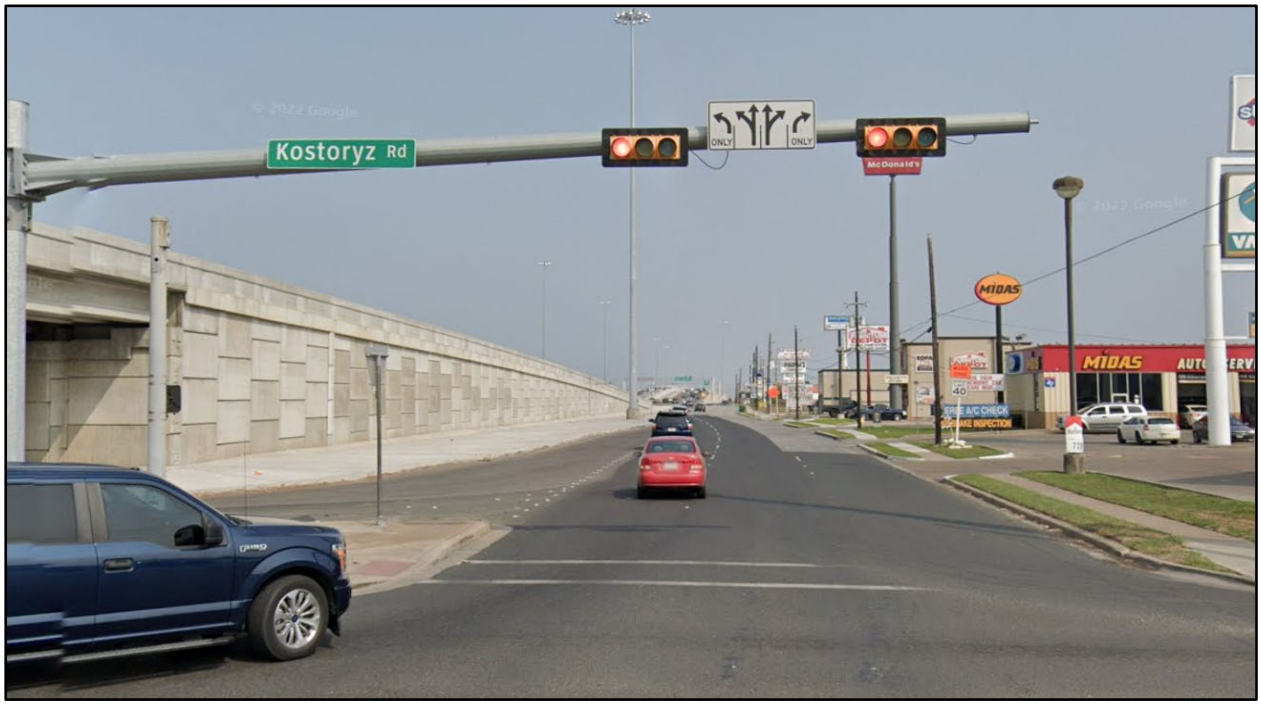


Figure 6: EB SH358 Frontage Rd., Signals, Apr. 2021

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 228 crashes recorded at the intersection, including 179 PDO, 48 Injury (with 61 people injured) and 1 Fatal crash (with 3 people killed). The crash distribution is shown in **Figure 7**. The most common crash type was rear-end crashes, followed by Sideswipe Same Direction crashes and Broadside crashes.

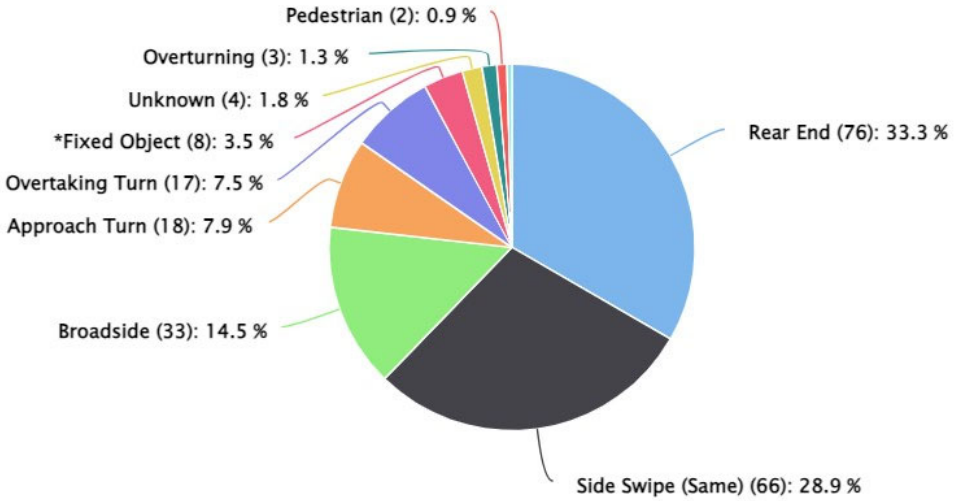


Figure 7: Crash Distribution by Type, Kostoryz Rd. & S. Padre Island Dr.

Safety Performance Functions (SPFs) shows that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 8** and **Figure 9**).

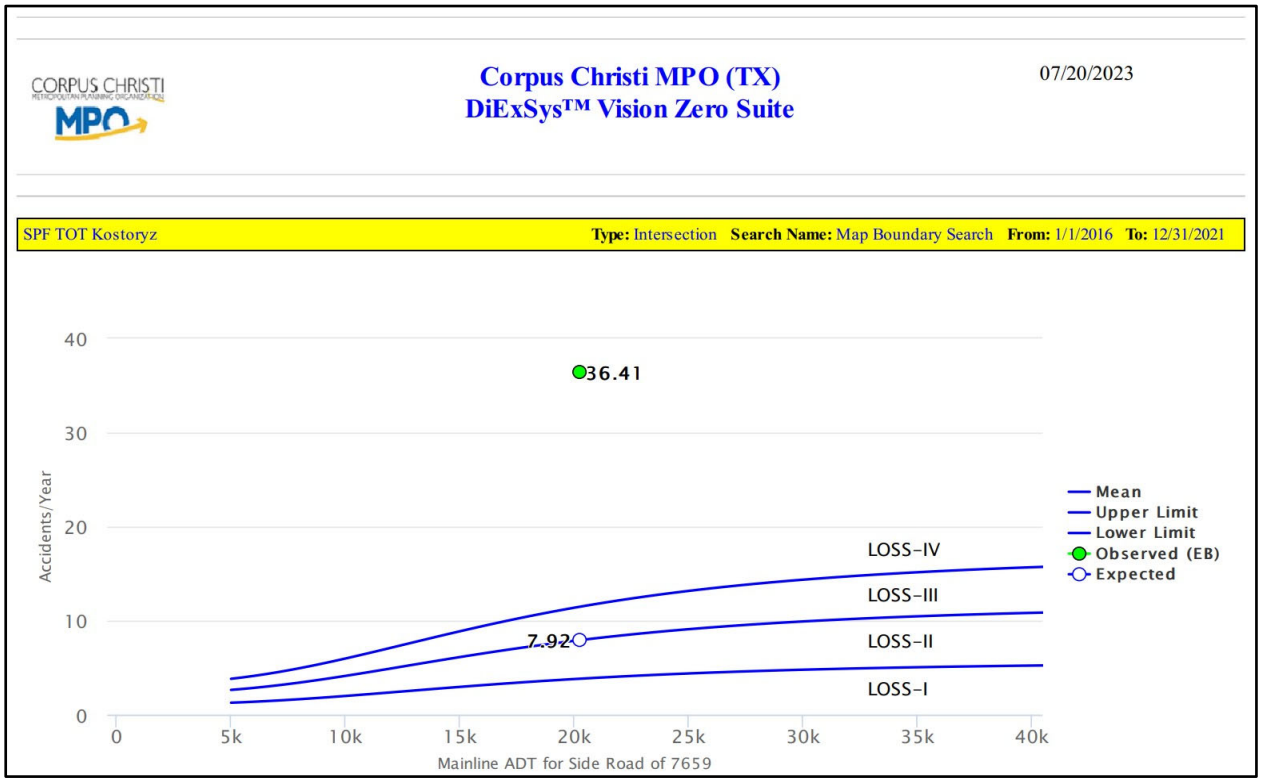


Figure 8: SPF Total Crash Frequency
SH358 Eastbound Frontage Rd. & Kostoryz Rd.

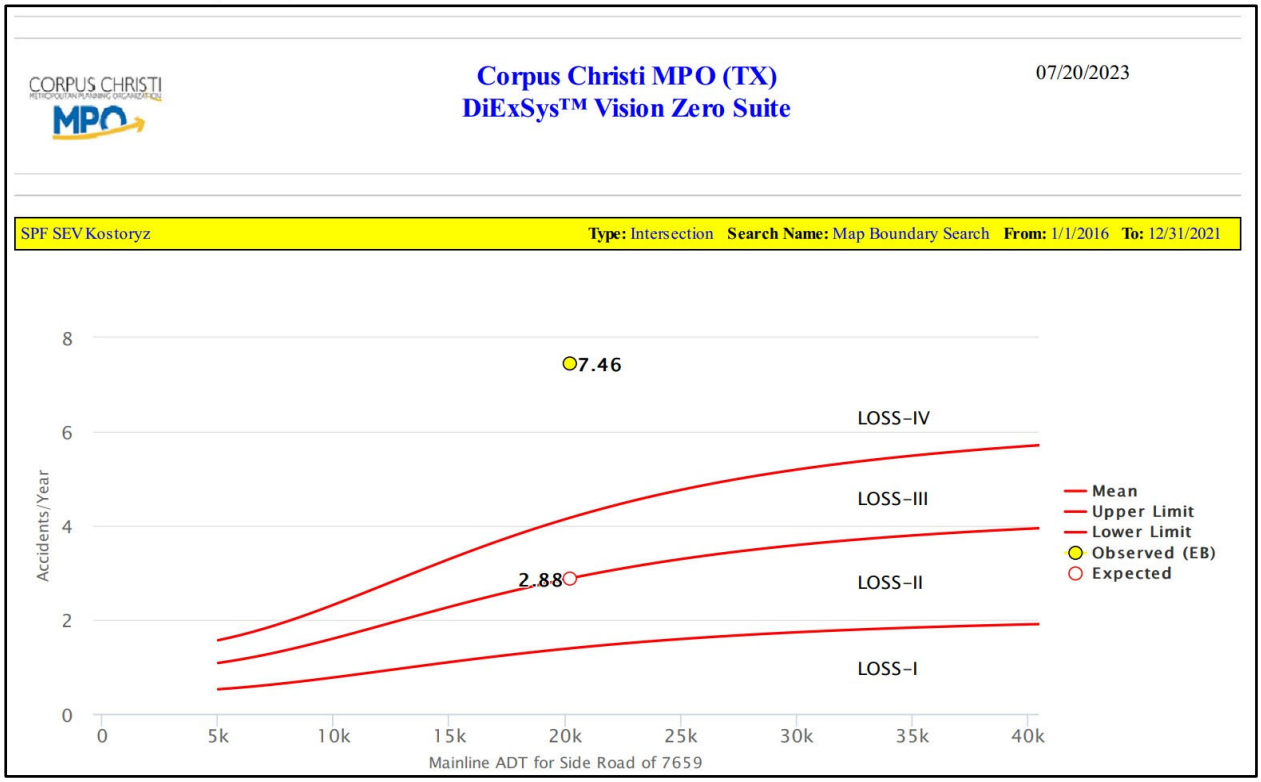


Figure 9: SPF INJ+FAT Crashes
SH358 Eastbound Frontage Rd. & Kostoryz Rd.

Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Sideswipe Same Direction and Overtaking Turn crashes, as well as crashes with Traffic Signal Poles. Although Broadside crashes were not an identified pattern, they represent about 27% of all injury level crashes (13 of 48), accounting for about 29.5% of all injuries (18 of 61). Considering the overall severity of broadside crashes, almost 40% resulted in injuries (**Figure 10**). This indicates that broadside crashes can be high severity when they occur at the intersection. Broadsides at a signalized intersection can be easily susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/20/2023

Diagnostics Kostoryz — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	79.12%	196	85.96%	99.69%
Crash Location				
On Road	59.66%	225	98.68%	100%
Crash Type				
Sideswipe	6.69%	66	28.95%	100%
Overtaking Turn	1.73%	17	7.46%	100%
Traffic Signal Pole	1.01%	5	2.19%	97.09%

Table 1: Direct Diagnostics for Kostoryz Rd. & SH358 Eastbound Frontage Rd.

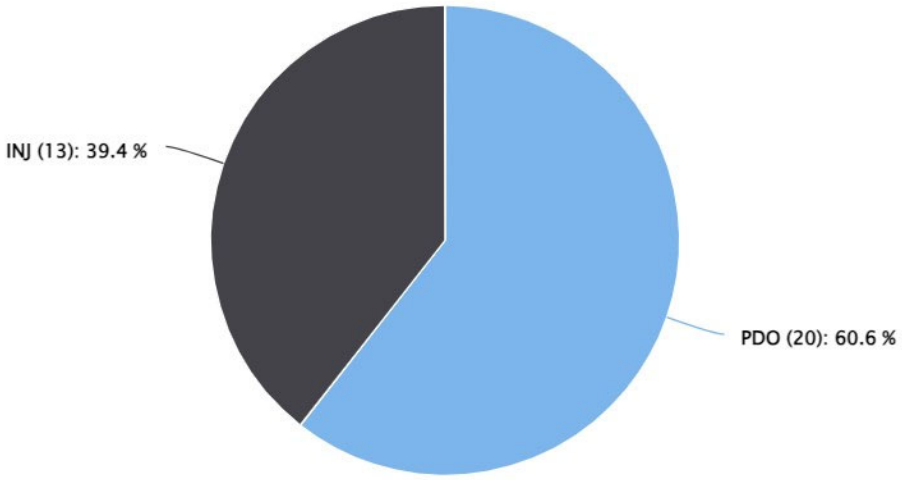


Figure 10: Severity Distribution, Broadside Crashes, Kostoryz Rd. & SH358 Eastbound Frontage Rd.

Recommended Improvements

BROADSIDES

Figure 11 shows the direction of at-fault vehicles for broadside crashes at the intersection. Given the orientation of the intersection, “south” and “southwest” could be considered synonymous, as could “east” and southeast.” This indicates that the predominant directions for at-fault vehicles in broadside crashes are southbound on Kostoryz Road (around 36.3%) and eastbound on the SH-358 Eastbound Frontage Road (around 33.3%).

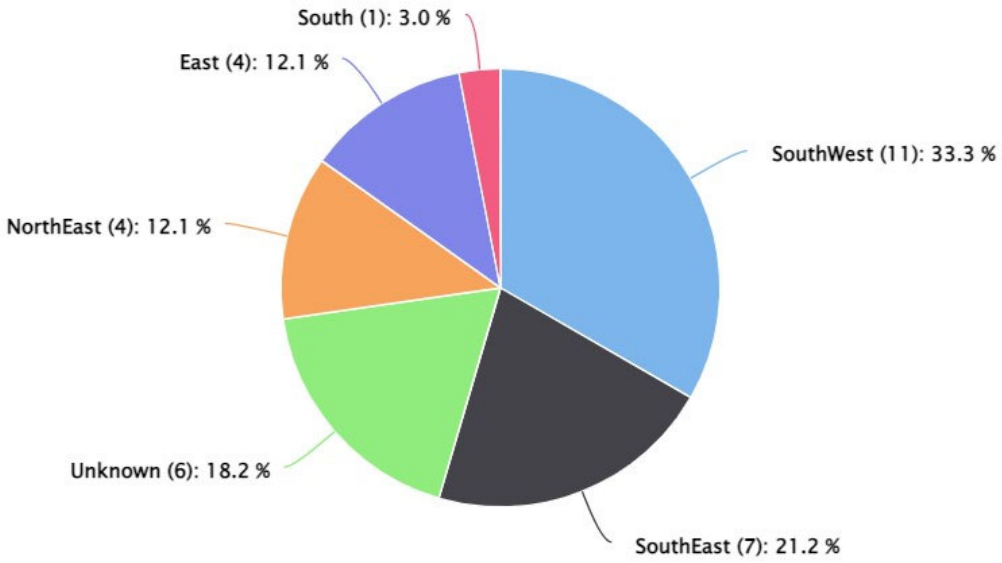


Figure 11: At-Fault Vehicle Direction, Broadsides
Kostoryz Rd. & SH358 Eastbound Frontage Rd.

Figure 12 shows the time-of-day pattern for broadside crashes at the intersection. It demonstrates that there is a large spike in crash frequency in the 3 P.M. hour. Closer inspection of the area surrounding the intersection shows that there are two middle schools, Cunningham Middle School and Southpark Middle School, to the immediate northwest of the intersection (**Figure 13**). The highest period of broadside crashes at the intersection is more aligned with a school bell schedule rather than typical evening commuter rush hours.

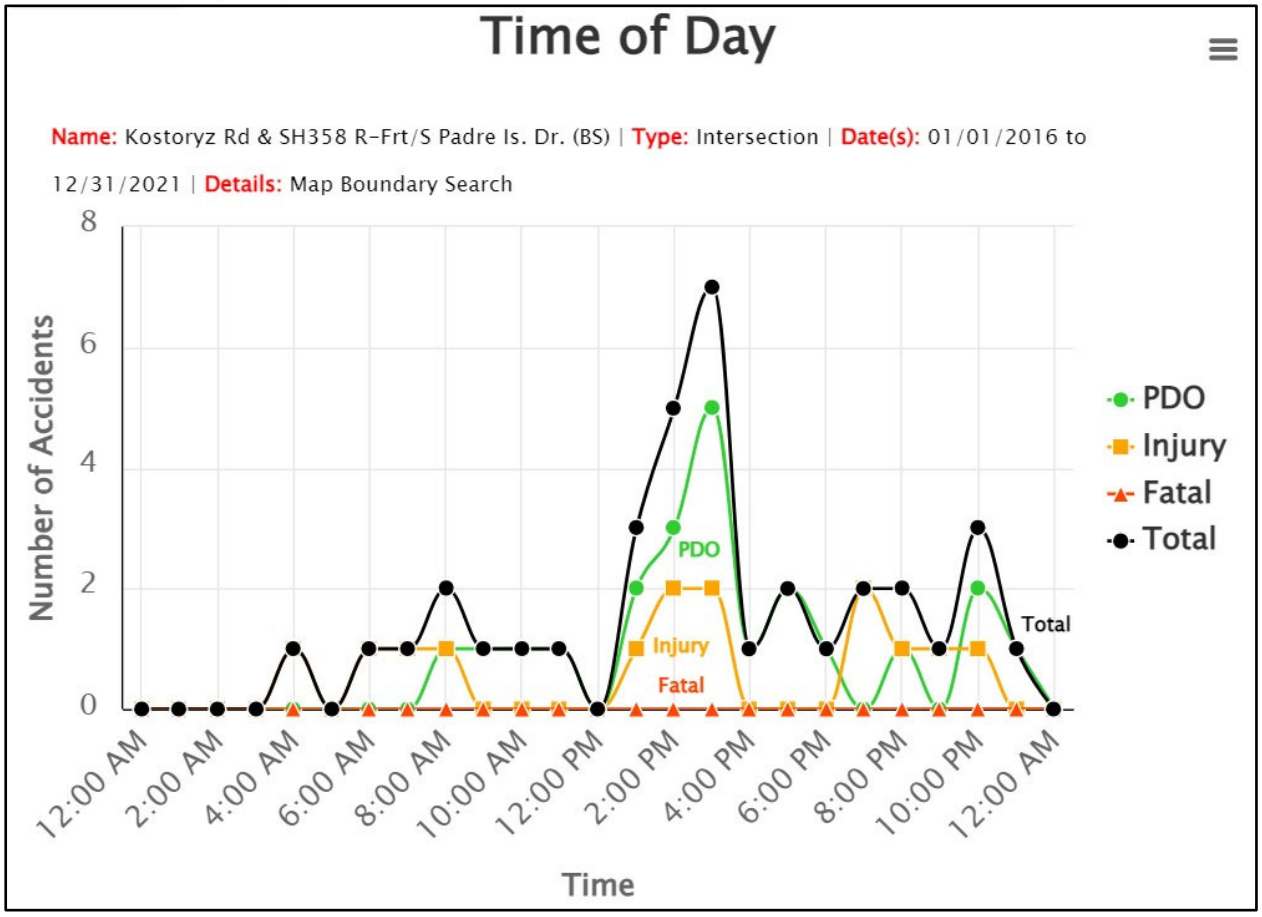


Figure 12: Broadsides, Time of Day, Kostoryz Rd. & SH358 Eastbound Frontage Rd.

Furthermore, crash data indicates that the most common conflicts are seen between eastbound and southbound vehicles. Given the presence of a one-way road without the additional distance provided by adjacent lanes traveling in the opposite direction, or left turns between phasing on the one-way approach, this allows quicker entry to the intersection for eastbound traffic and decreases the distance between eastbound vehicles and conflicting southbound vehicles between phases.



Figure 13: Middle Schools in Vicinity of Kostoryz Rd. & SH358 EB Frontage Rd.

In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the *NCHRP Report 731 Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections (2012)*. Shorter than recommended intervals are strongly correlated with broadside crashes.

The speed limit = 35 mph on Kostoryz Road and 45 mph on the SH-358 Eastbound Frontage Road/S. Padre Island Drive. As left turns are not permitted northbound, the thru

movements control the yellow times. Southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Eastbound, the thru movements control the yellow times as they have the higher speeds and longer intervals, as such eastbound Left Turn Yellow times from the Eastbound Frontage Road are not calculated here.

For all NB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For SB left-turns, limit = 35 mph, gives Y = 3.5 seconds.
The longer intervals control, all N-S Yellows on Kostoryz Road should be 4.5 seconds minimum (Assumes negligible grades).

For EB thru movements, limit = 45 mph, gives Y = 5.0 seconds.
All EB Yellows on SH-358 Eastbound Frontage Road/S. Padre Island Drive should be 5.0 seconds minimum.

At intersections where a one-way system is involved, we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement as they would at an intersection without a 1-way movement).

For NB thru movements, W = 72 ft, V = 35 mph, gives All-Red = (1.0 + 2.0) = 3.0 seconds.
For NB Kostoryz Road, because there are no left turns permitted, the thru times control the All-Red times.

For SB Kostoryz Road the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for SB Kostoryz Rd.

For SB left turns, W = 95 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.
The Minimum All-Red time on Kostoryz Road is controlled by the SB left turns which have the longest intervals. Minimum All-Red time on Kostoryz Road should be = 5.0 seconds.

For EB SH-358 Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the EB SH-358 Frontage Road/S. Padre Island Drive.

For EB left turns, W = 97 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.
Minimum All-Red time on EB SH-358 Frontage Road/S. Padre Island Drive = 5.0 seconds.

Minimum Y+AR on Kostoryz Road = (4.5 + 5.0) = 9.5 seconds.
Minimum Y+AR on SH-358 Eastbound Frontage Road/S. Padre Island Drive = (5.0 + 5.0) = 10.0 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended. **Table 2** shows the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **652.27**, which shows the measure is expected to be extremely cost-effective.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/04/2023

Signal Retiming Kostoryz — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 20	9 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 8	8 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 4	1 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Review & Correction of Yellow+All-Red Timing at Signals
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 652.27

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Review & Correct Y+AR Timing
SH358 Eastbound Frontage Rd. & Kostoryz Rd.

TRAFFIC SIGNAL POLE

Figure 14 shows the distribution of the 5 crashes with a traffic signal pole which occurred at the intersection. These crashes are high severity crashes and include the only fatal crash which was recorded at the intersection.

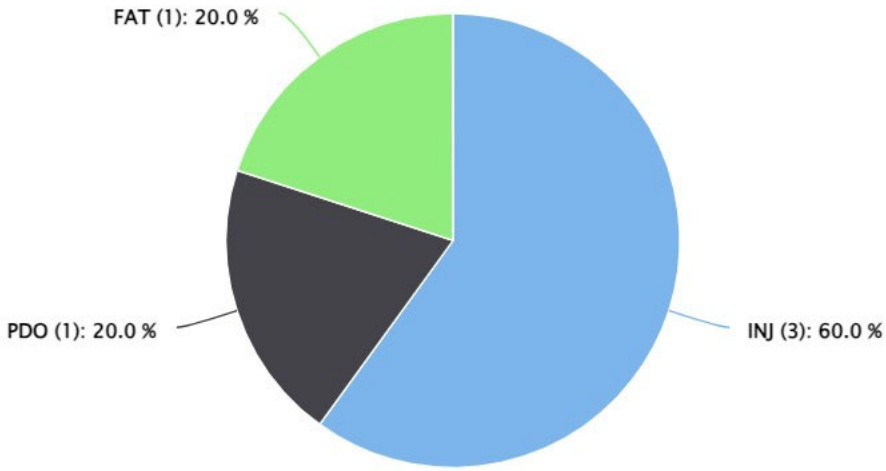


Figure 14: Crash Severity, Traffic Signal Pole, Kostoryz Rd. & SH358 Eastbound Frontage Rd.

Crash records and available imagery show several different factors could be contributing to the pattern of crashes with a traffic signal pole at the intersection. Firstly, the crash records indicate that all crashes were located on the SH358 Eastbound Frontage Road. In one instance alcohol was involved. One crash involved a left turn movement, but all other crashes show a pattern of straight through vehicles which swerved/veered due to surface or visibility factors.

The fatal crash and one of the injury level crashes occurred in dark conditions in the 11 P.M. hour, while the remaining 3 crashes occurred in daylight. Available Streetview imagery indicates that there is currently no lighting at the intersection.

As outlined at the beginning, the signal heads for Eastbound SH358 Frontage Road are not centered over the lanes but rather over the lane lines (**Figure 15**). Additionally, there are 2 through lanes for SH358 Eastbound Frontage Road on the west side of the intersection, which opens out to 3 lanes on the east side of the intersection (**Figure 16**). This could create additional conflict points for vehicles.



Figure 15: EB SH358 Frontage Rd., Signal Alignment, Feb. 2023



Figure 16: Aerial, Kostoryz Rd. & SH358 EB Frontage Rd., Aug. 2017

Furthermore, imagery indicates that during a period of construction around 2019 temporary through lane line extensions were operational for eastbound vehicles (**Figure 17** and **Figure 18**). However, they appear to have been removed following the construction period (**Figure 19**). In conjunction with this, the crash history for collisions with traffic signal poles at the intersection shows that in this 2019/2020 period no crashes with traffic signal poles were recorded. Concrete barricades were observed via available imagery on the northeast corner of the intersection during the construction period, which likely prevented collisions with the northeast corner signal poles during construction. Crashes with signal poles appear again in late 2021 (**Figure 20**).



Figure 17: No EB Thru Lane Line Extensions, (Facing West), Jun. 2018



Figure 18: EB Thru Lane Line Extensions, (facing West), Apr. 2019



Figure 19: EB No Thru Lane Line Extension, (facing West), Feb. 2022

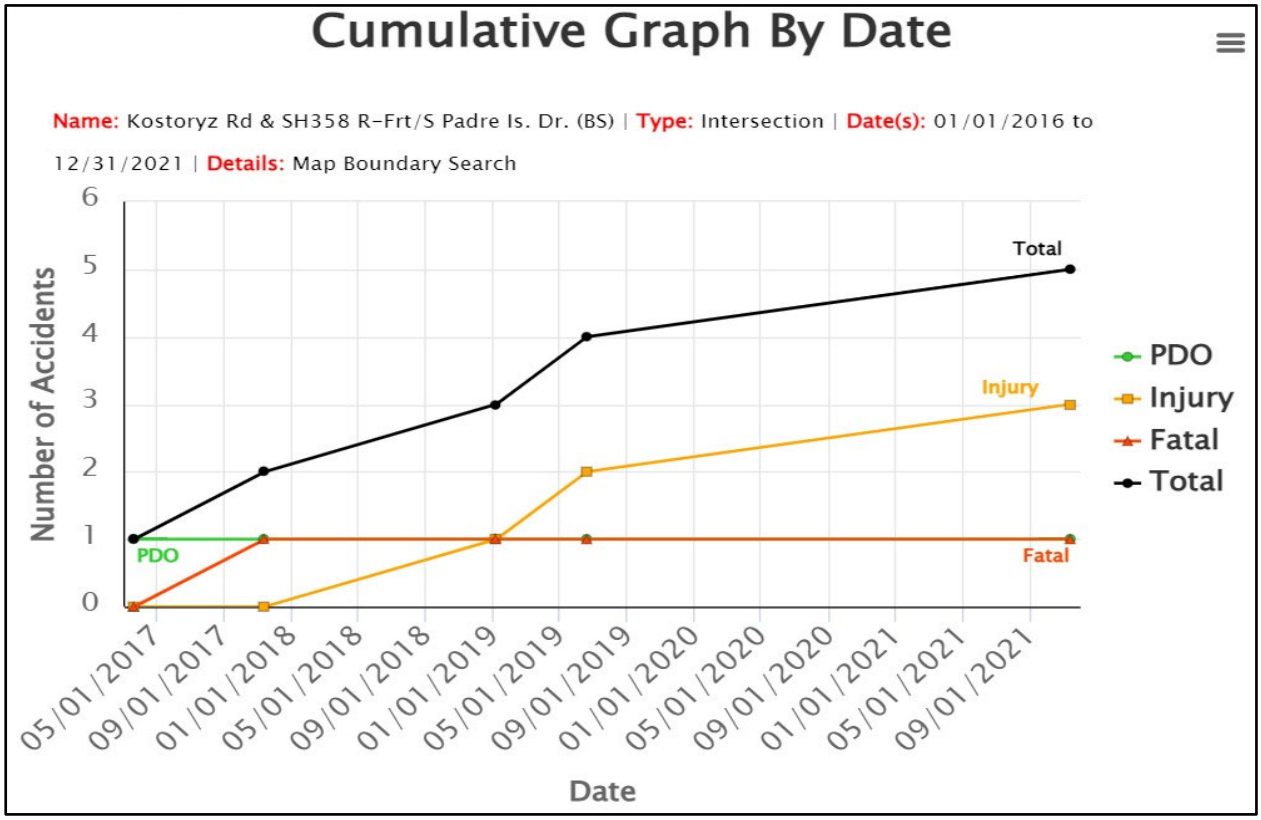


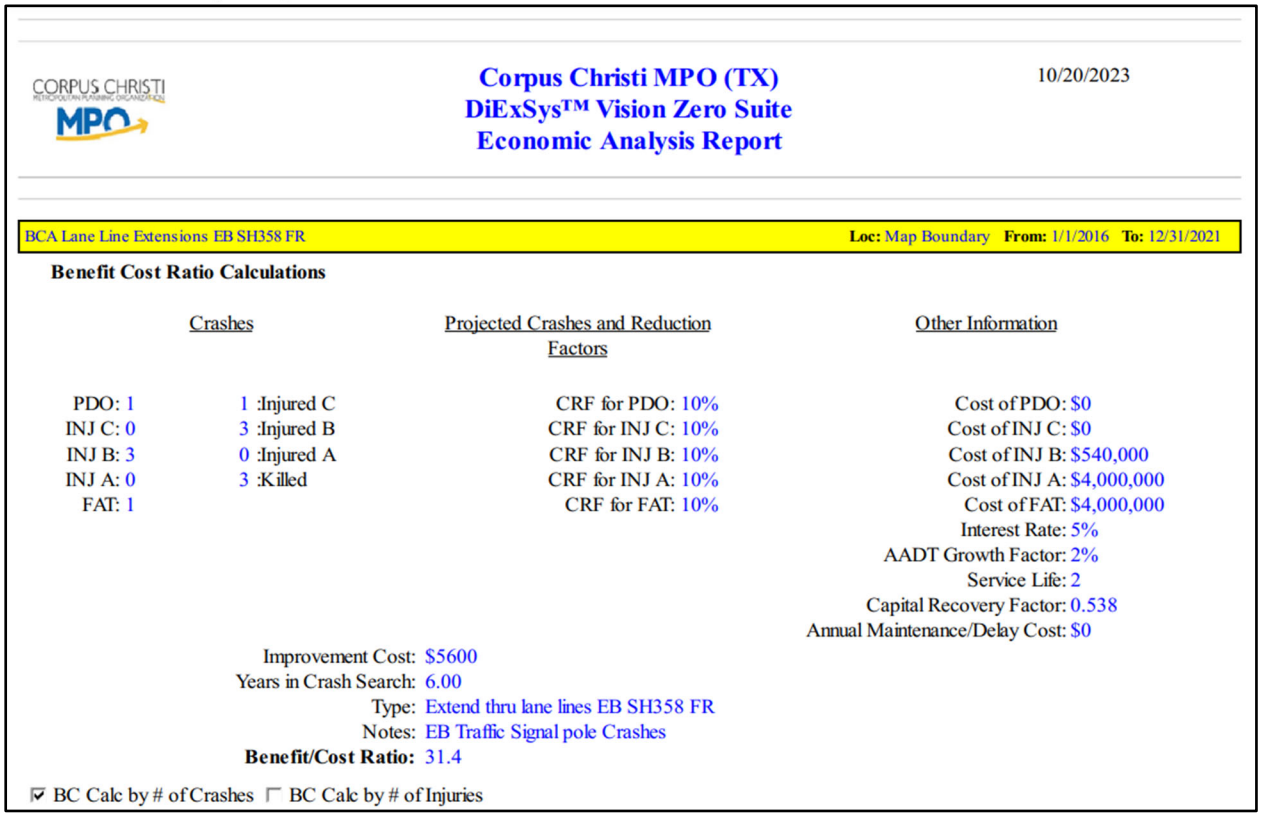
Figure 20: Collisions with Traffic Signal Pole Over Time, Kostoryz Rd & SH358 Eastbound Frontage Rd.

To address the pattern of high severity collisions with traffic signal poles at the intersection we recommend that through lane line extensions for the Eastbound SH-358 Frontage Road lanes be painted on the pavement. This would also mitigate any eastbound sideswipe same direction crashes in addition.

In conjunction with this, it is recommended that the signal heads for the Eastbound SH-358 Frontage Road be re-aligned so that they are centered over the lanes. It is also recommended that a third head be added for the northbound approach centered over the innermost through lane, as well as a third head for the eastbound left turn lane in alignment with the left turn lane. These measures would help mitigate all crashes in general and promote the overall safety of the intersection.

Finally, we recommend that intersection lighting be erected at the intersection, this would mitigate all crashes under dark conditions in addition to those seen with traffic signal poles.

Table 3 shows that extension of through lane lines for Eastbound SH-358 Frontage Road, even when only considering collisions with traffic signal poles and applying a conservative 10% CRF, is expected to be cost-effective, with a **B/C** ratio of **31.40**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/20/2023

BCA Lane Line Extensions EB SH358 FR — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

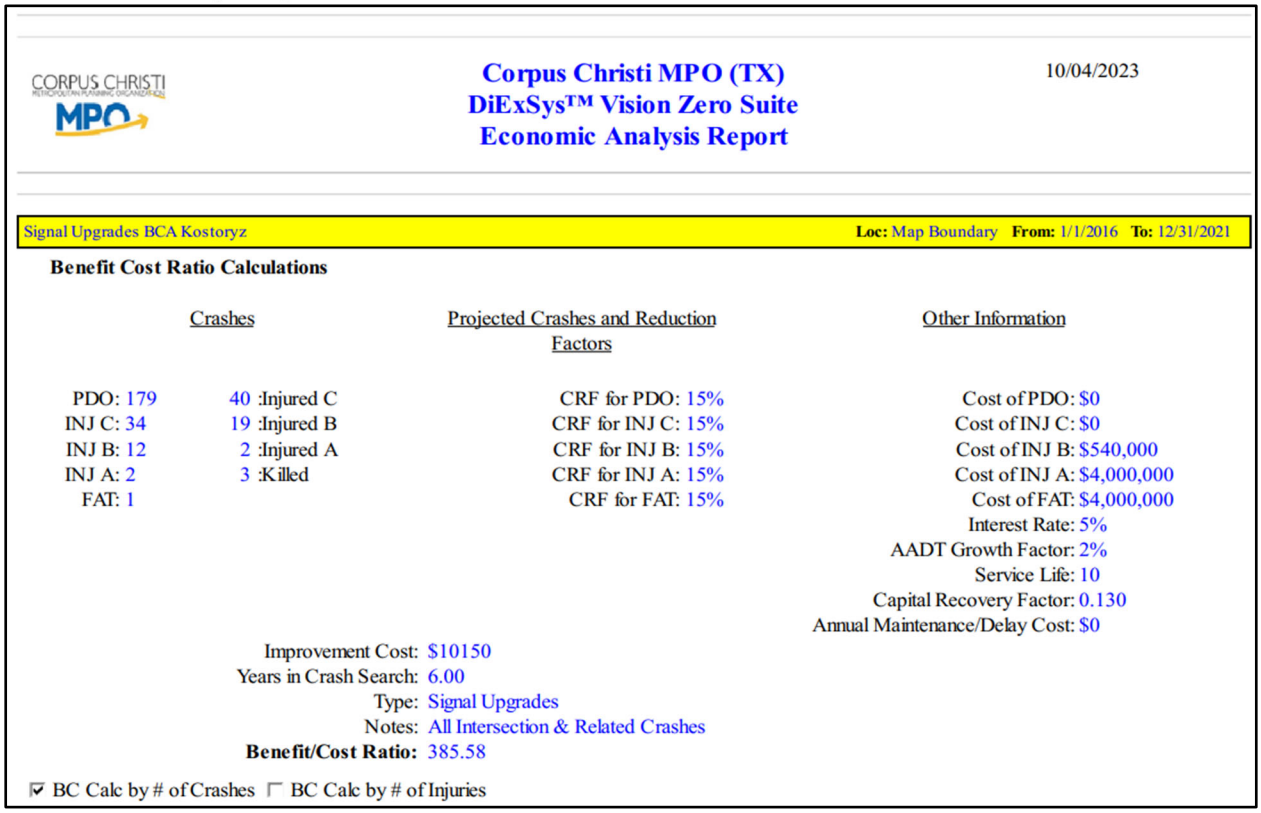
Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	1 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 0	3 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 3	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	3 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 2
			Capital Recovery Factor: 0.538
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $5600
Years in Crash Search: 6.00
Type: Extend thru lane lines EB SH358 FR
Notes: EB Traffic Signal pole Crashes
Benefit/Cost Ratio: 31.4

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Thru Lane Line Extension, EB SH358 Frontage Rd.

Table 4 shows the Benefit-Cost analysis for repositioning of eastbound signal heads, and inclusion of a third signal head eastbound and northbound, as well as the repositioning of street name signs. It shows the measures are expected to be cost-effective, with a **B/C** ratio of **385.58**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/04/2023

Signal Upgrades BCA Kostoryz — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

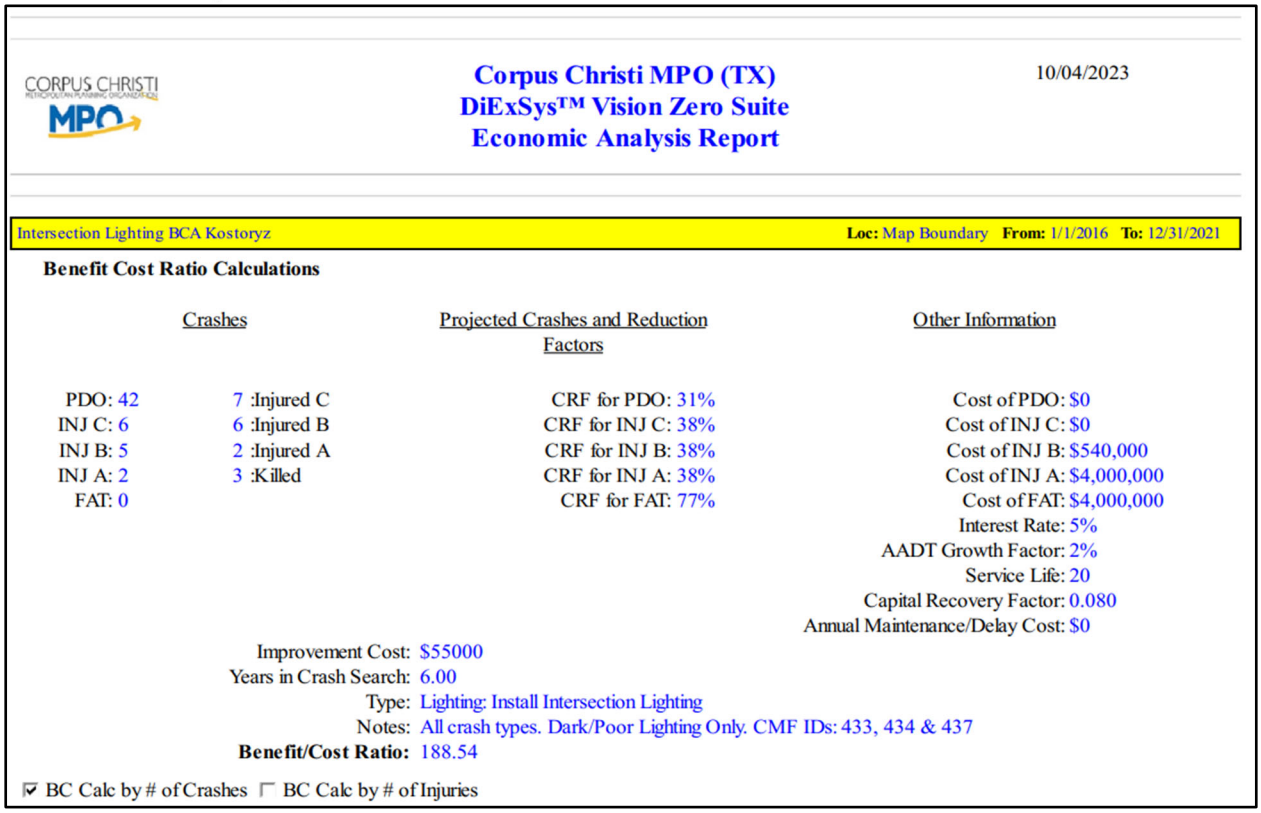
Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 179	40 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 34	19 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 12	2 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 2	3 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $10150
Years in Crash Search: 6.00
Type: Signal Upgrades
Notes: All Intersection & Related Crashes
Benefit/Cost Ratio: 385.58

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 4: BCA Signal Upgrades, Kostoryz Rd. & SH358 EB Frontage Rd.

Table 5 shows the Benefit-Cost Analysis for providing intersection illumination. It shows that the **B/C** ratio is **188.54**, indicating the measure is expected to be very cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/04/2023

Intersection Lighting BCA Kostoryz — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 42	7 :Injured C	CRF for PDO: 31%	Cost of PDO: $0
INJ C: 6	6 :Injured B	CRF for INJ C: 38%	Cost of INJ C: $0
INJ B: 5	2 :Injured A	CRF for INJ B: 38%	Cost of INJ B: $540,000
INJ A: 2	3 :Killed	CRF for INJ A: 38%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 77%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $55000
Years in Crash Search: 6.00
Type: Lighting: Install Intersection Lighting
Notes: All crash types. Dark/Poor Lighting Only. CMF IDs: 433, 434 & 437
Benefit/Cost Ratio: 188.54

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 5: BCA Intersection Lighting, Kostoryz Rd. & SH358 EB Frontage Rd.

SIDESWIPE SAME DIRECTION & OVERTAKING-TURNS

Sideswipe same direction and overtaking turn crashes are considered together here as both crash types are likely to be occurring due to turning movements and lane changes at this intersection. **Figure 21** shows the distribution of at-fault vehicle direction for sideswipe same direction and overtaking turn crashes. Due to the orientation of the intersection, if “south” and “southwest” are considered synonymous, “east” and southeast” are synonymous and “north” and “northeast” are synonymous, the crash records indicate that the majority of crashes are due to at-fault southbound vehicles (approximately 48.2%). As outlined previously, southbound provides for a double left turn, while eastbound provides for a double left and double right turn, if the thru/turn lanes are utilized for turning.

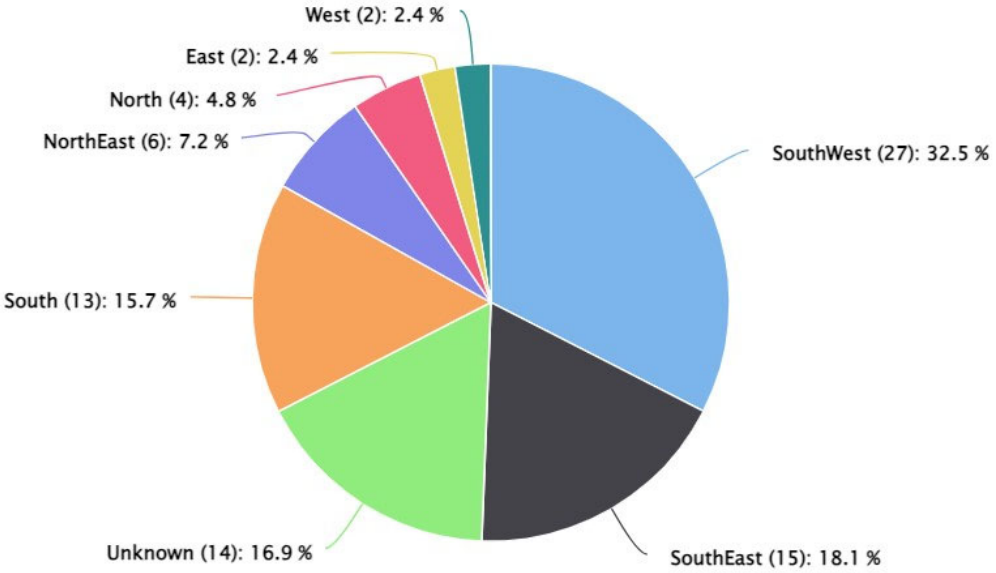


Figure 21: Sideswipe Same Direction & Overtaking Turn, At-fault Vehicle Direction

Crash record narratives indicate that the majority of sideswipe same direction and overtaking turn crashes were attributed to failing to follow lane markings, improper turns or failing to stay in lane. The remaining crashes are generally due to unsafe lane changes. Furthermore, **Figure 22** shows that these crashes tend to occur Monday through Friday in the afternoon hours when traffic volumes are likely to be heaviest.

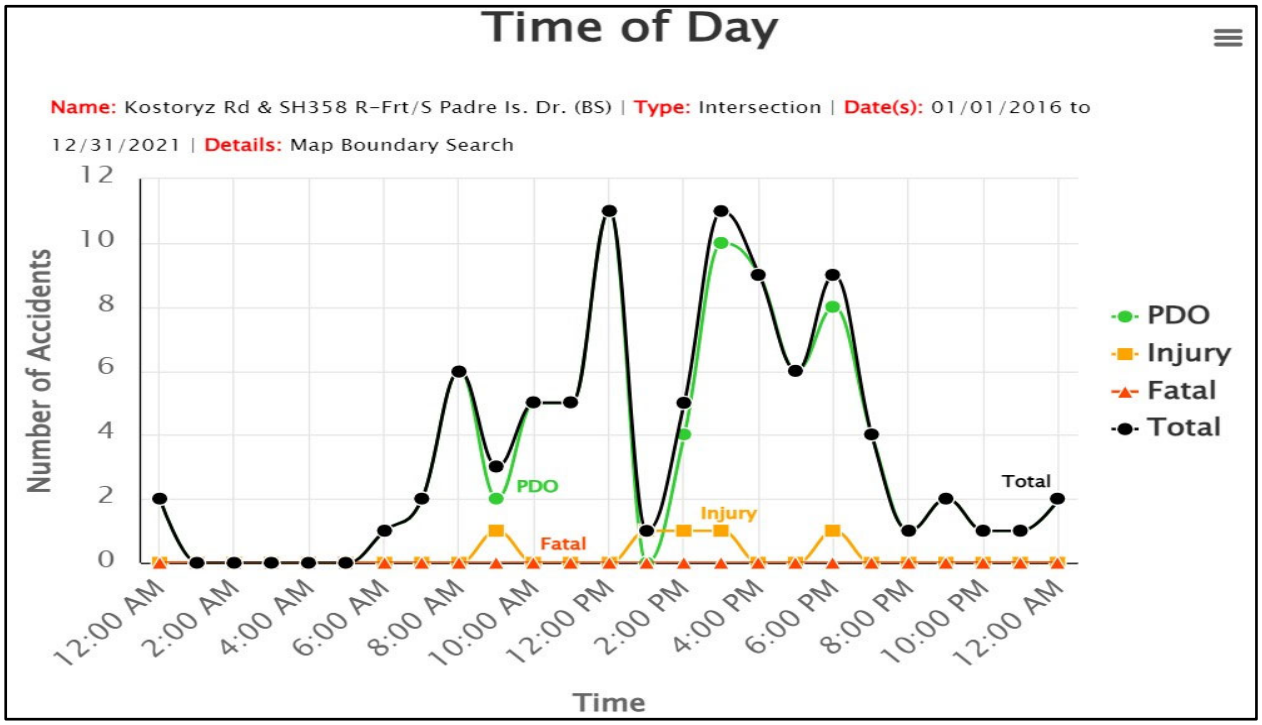


Figure 22: Sideswipe Same Direction & Overtaking Turns, Time of Day

Google Streetview imagery indicates that there is no advance lane selection guidance southbound. Additionally, the route guidance signage which is present in the southbound direction does not appear until drivers are already at the intersection (**Figure 23**).

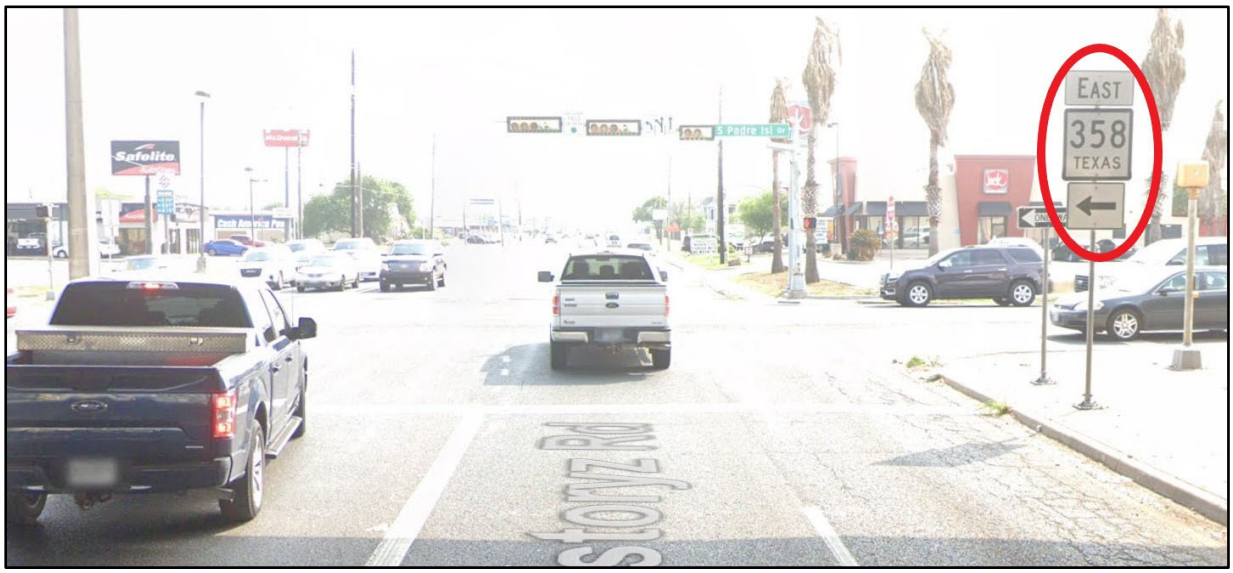


Figure 23: Route Guidance on SB Kostoryz, Apr. 2021

Furthermore, in the eastbound direction, there are no advance route guidance signs, also the advance lane selection signage which is present occurs at the point of the lane separation which may not give drivers sufficient advance notice in order to perform lane change maneuvers (**Figure 24**).



Figure 24: Lane Selection Signs, EB SH-358 Frontage Rd., Feb. 2023

Available imagery also suggests that while there were lane line extensions in place for both southbound left turns and eastbound left turns previously, they were dotted and not solid lines in the case of southbound (**Figure 25**) and have since faded in both directions (**Figure 26**).



Figure 25: Turn Lane Line Extensions, (facing NW), Apr. 2019



Figure 26: Faded Turn Lane Line Extensions, (facing NW), Feb. 2022

Imagery also indicates that there are currently no turn lane line extensions for right turns from Eastbound SH-358 Frontage Road/S. Padre Island Drive.

Aerial imagery indicates that the reconfiguration of the westbound U-Turn Lane which took place around 2020, has resulted in striping changes which may have addressed

some of the sideswipe same direction crashes being experienced at the intersection (Figure 27).

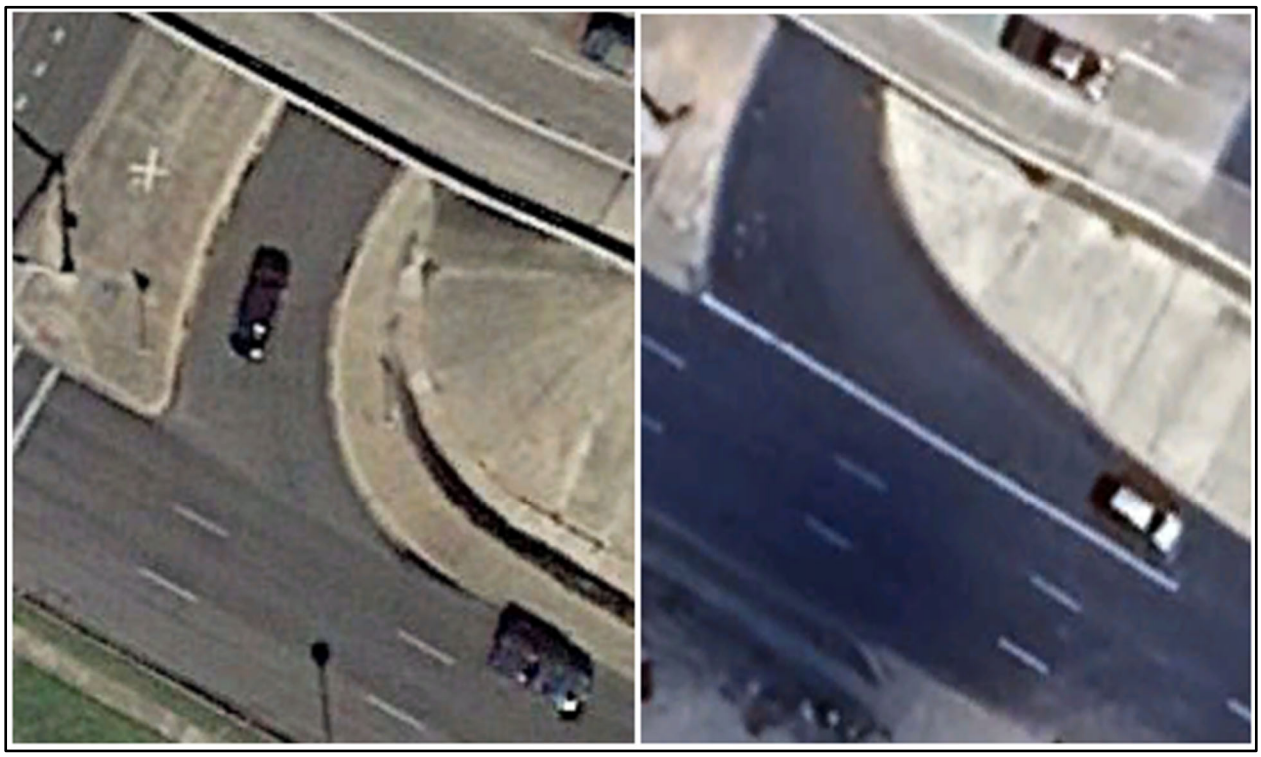


Figure 27: Changes to WB U-Turn Lane, Jan. 2019 (left) & Jul. 2020 (right)

To further address the pattern of sideswipe same direction and overtaking turn crashes at the intersection, it would be recommended that turn lane line extensions be installed for eastbound right turns from SH-358 Eastbound Frontage Road/S. Padre Island Drive. In conjunction with this it would be recommended that left turn lane line extensions be repainted for both eastbound left turns and for southbound left turns from Kostoryz Road.

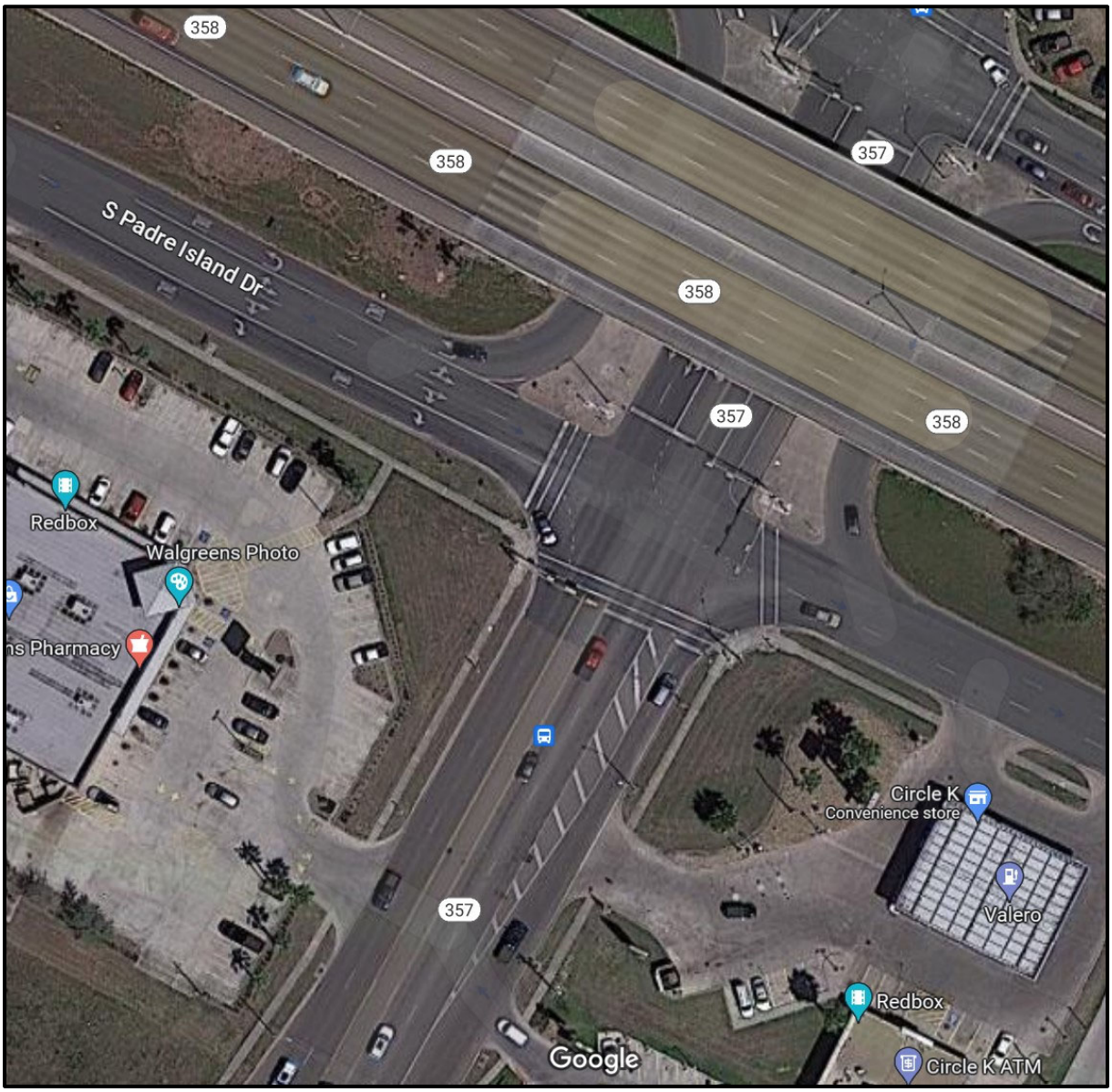
Concurrent with these measures, it would also be recommended that an advance route guidance sign be installed on southbound Kostoryz Road along with advance lane selection signage prior to the intersection. It would also be recommended that supplementary advance lane selection signage be installed further in advance of the lane separation on Eastbound SH-358 Frontage Road.

However, under current TxDOT Highway Safety Improvement Program Safety Index guidelines, no benefit is calculated for prevention of Property Damage Only or Injury Level C (complaint of injury) crashes. Since all 83 sideswipe and overtaking turn crashes at the intersection were reported as PDO or Injury Level C, no benefit can be assigned to their prevention under the guidance, so the above discussed countermeasures are not recommended because they would not be cost effective.

SAFETY ASSESSMENT

SH-357 Rodd Field Road & SH-358 Eastbound Frontage Road/S. Padre Island Drive

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of SH-357 (Rodd Field Road) and SH-358 Eastbound Frontage Road (S. Padre Island Drive) is a 4-leg 4-lane divided signalized urban frontage road intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound SH-357/Rodd Field Rd. are not possible, while available imagery also indicates that right turns on red are permitted from the SH-358 Eastbound Frontage Road/S. Padre Island Drive.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 32,205 on SH-357/Rodd Field Road and 5,122 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane centered over the lane. On northbound SH-357 there is a dedicated channelized right turn lane, while the left most thru lane becomes a left turn only lane on the opposite side of the intersection in order to access westbound SH-358. There is a single dedicated left turn lane on southbound SH-357/Rodd Field Rd. with the left most thru lane also acting as a through-left lane. There is not a dedicated left turn lane on the eastbound SH-358 frontage road, instead one of the through lanes also acts as a through-left lane. Additionally, the SH-358 frontage road has a dedicated right turn lane as well as a dedicated U-turn lane which is channelized.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on northbound SH-357/Rodd Field Rd. (**Figure 1**) and on SH-358 Eastbound Frontage Road/S. Padre Island Dr. (**Figure 2**).

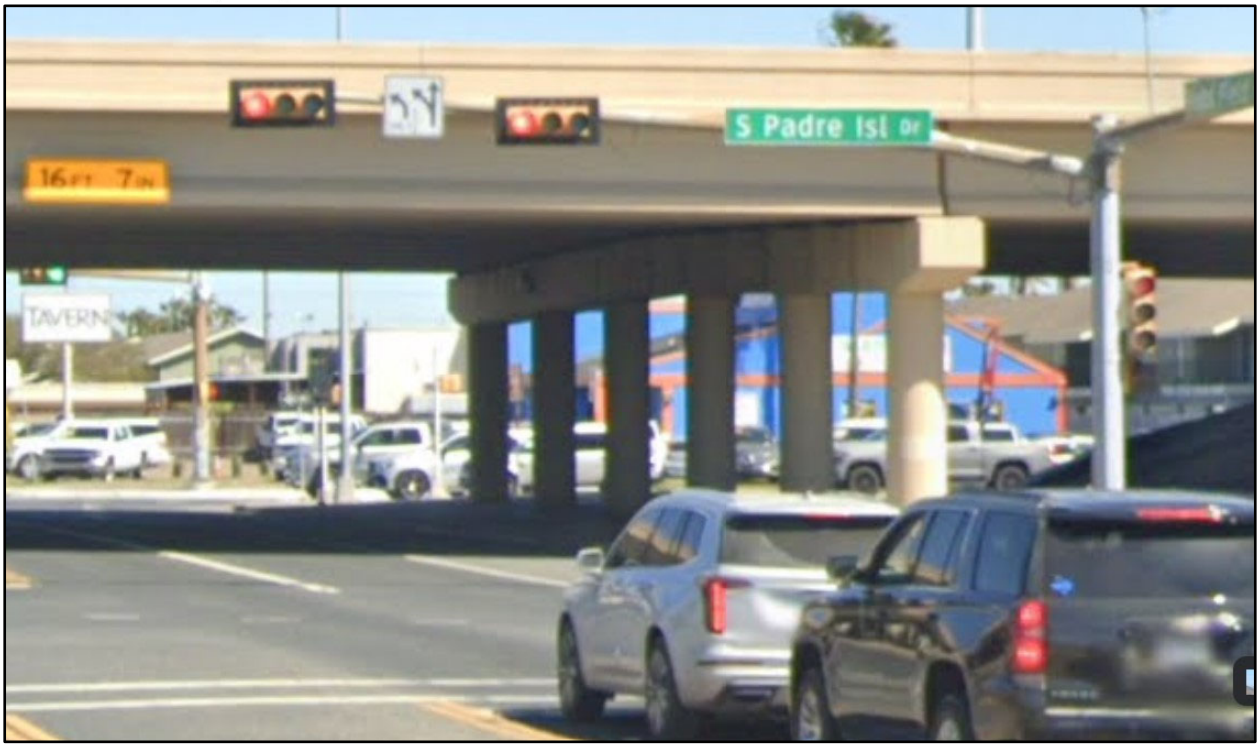


Figure 1: NB SH357/Rodd Field Rd., Signals, Mar. 2023

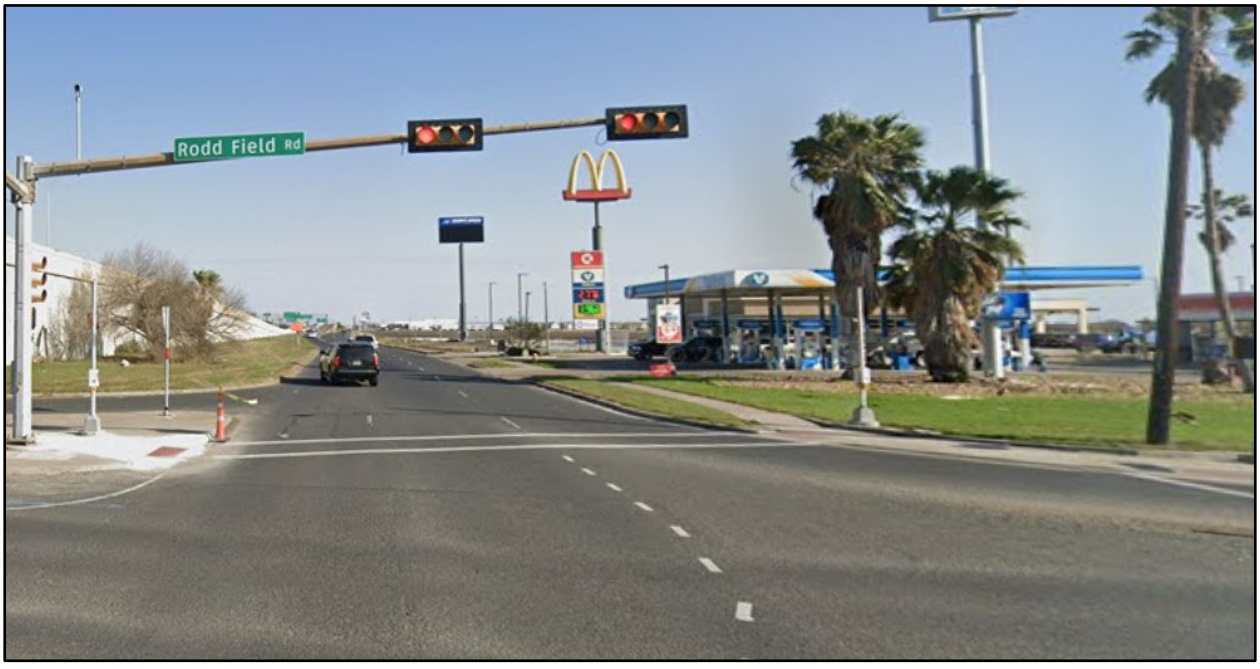


Figure 2: SH358 Eastbound Frontage Rd/S. Padre Is. Dr., Signals, Feb. 2023

Imagery also indicates that left turns from southbound SH-357/Rodd Field Rd. are Protected/Permitted with “LEFT TURN YIELD ON GREEN” regulatory signs, however the regulatory sign appears to be faded (**Figure 3**). It also appears that between early 2019

and early 2021 backplates were added to all signal heads at the intersection (example Figure 4 and Figure 5).

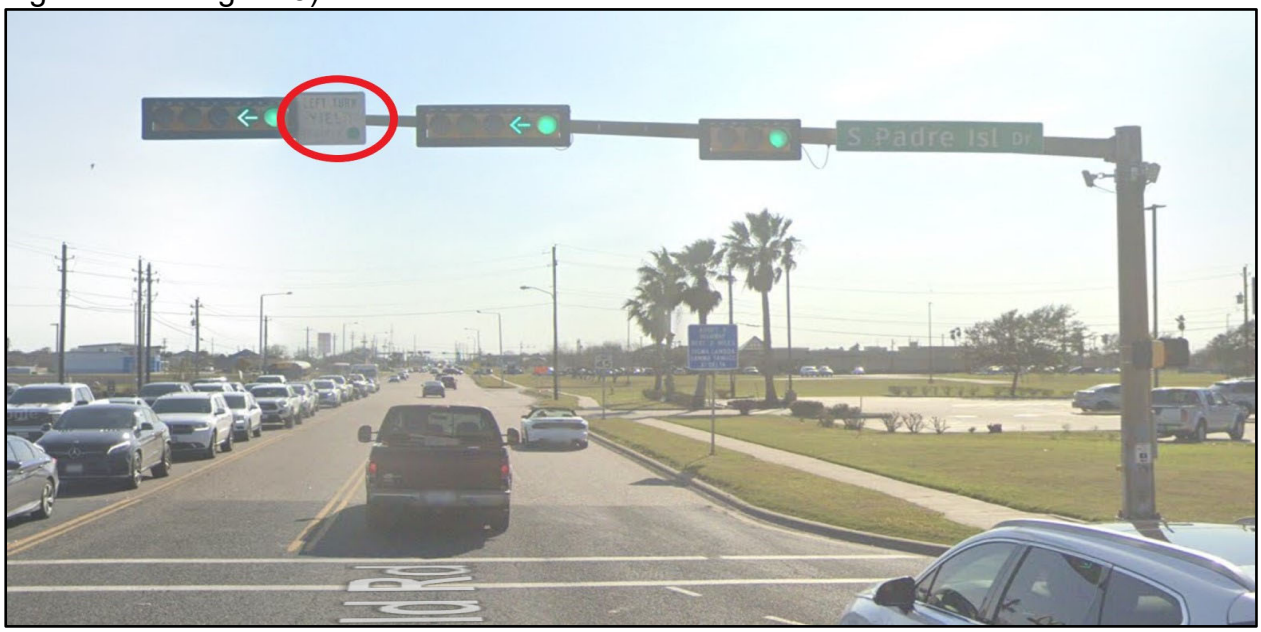


Figure 3: SB SH357/Rodd Field Rd. Signals, Feb. 2023



Figure 4: SB SH357/Rodd Field Rd., No Backplates, Mar. 2019



Figure 5: SB SH357/Rodd Field Rd., Backplates, Apr. 2021

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 189 crashes recorded at the intersection, including 150 PDO, 39 Injury (with 55 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 6**. The most common crash type was rear-end crashes, followed by Overtaking Turn crashes and Sideswipe Same Direction crashes.

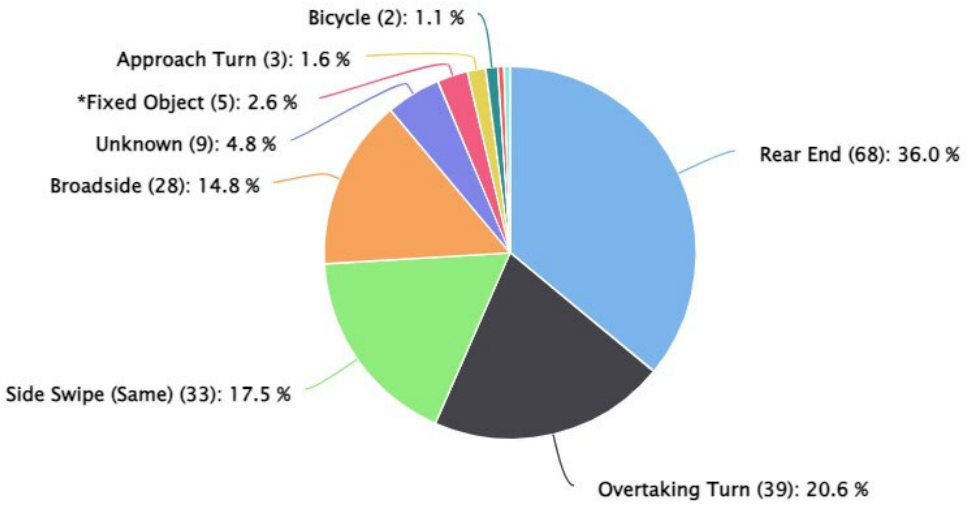


Figure 6: Crash Distribution by Type, SH357 & S. Padre Island Dr.

Safety Performance Functions (SPFs) have not yet been developed for a Texas Urban 4-lane Divided Signalized 4-leg ramp/frontage road intersection facility, so the Texas Urban 4-lane Divided Signalized 4-leg intersection SPF model was used here to serve as the best-fit proxy model. The models show that the intersection performs at Level of Service

of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 7** and **Figure 8**).

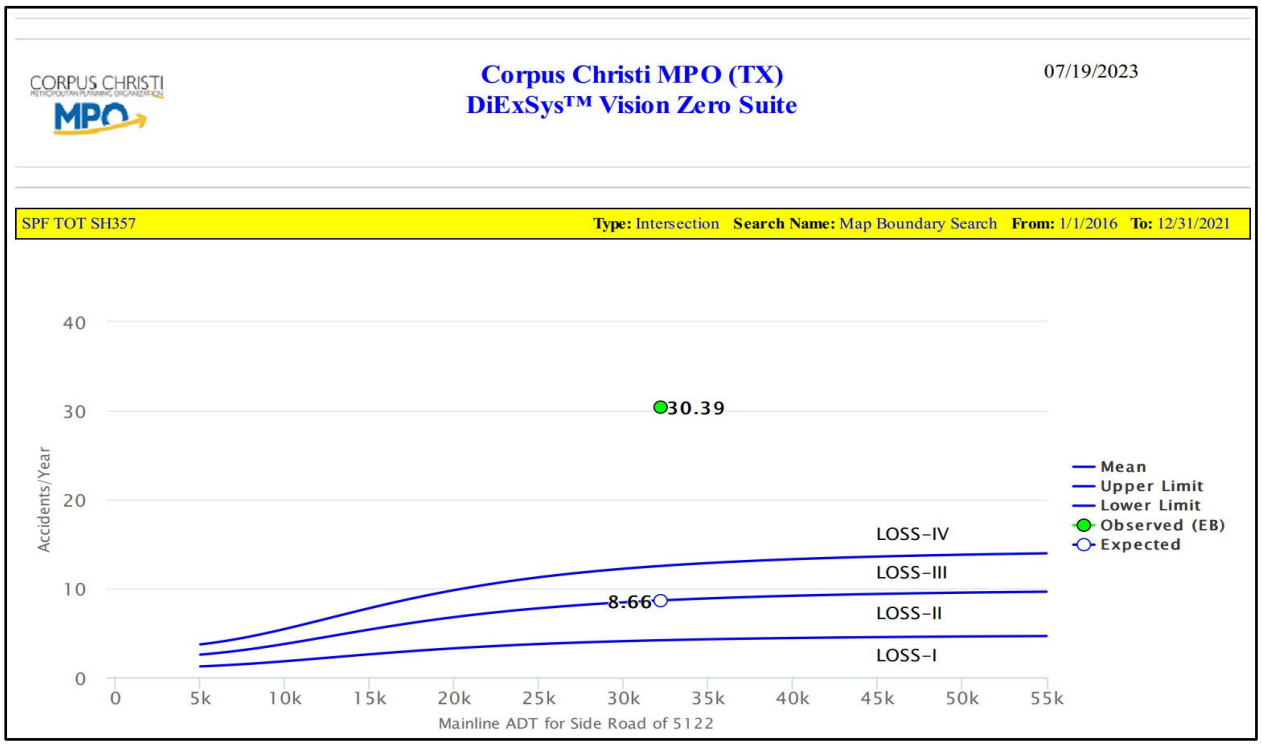


Figure 7: SPF Total Crash Frequency, SH357 & S. Padre Is. Dr.

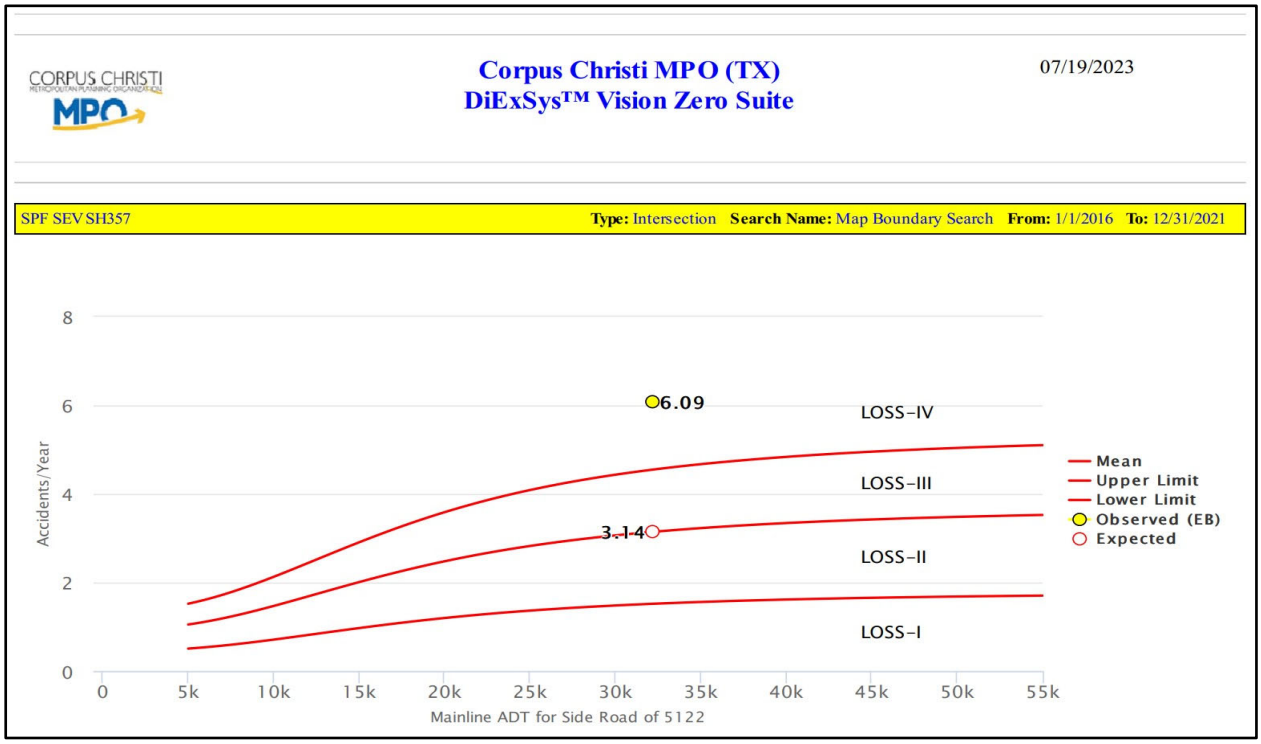


Figure 8: SPF INJ+FAT Crashes, SH357 & S. Padre Is. Dr.

Similarly, diagnostic models have not yet been developed for Texas ramp/frontage road intersection facilities, however the best fit proxy model for direct diagnostics (**Table 1**) showed that the intersection displays patterns of Sideswipe Same Direction and Overtaking Turn crashes. Although Broadside crashes were not an identified pattern, they represent about 38.5% of all injury level crashes (15 of 39), accounting for about 36.4% of all injuries (20 of 55). Considering the overall severity of broadside crashes, over 53% resulted in injuries or a fatality (**Figure 9**). This indicates that broadside crashes are likely to be high severity when they occur at the intersection. Broadside crashes at a signalized intersection can be easily susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/19/2023

Diagnostics SH357 — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	77.35%	157	83.07%	97.82%
Crash Location				
On Road	60.56%	186	98.41%	100%
Crash Type				
Sideswipe	7.1%	33	17.46%	100%
Overtaking Turn	1.98%	39	20.63%	100%

Table 1: Direct Diagnostics for SH357 & S. Padre Is. Dr.

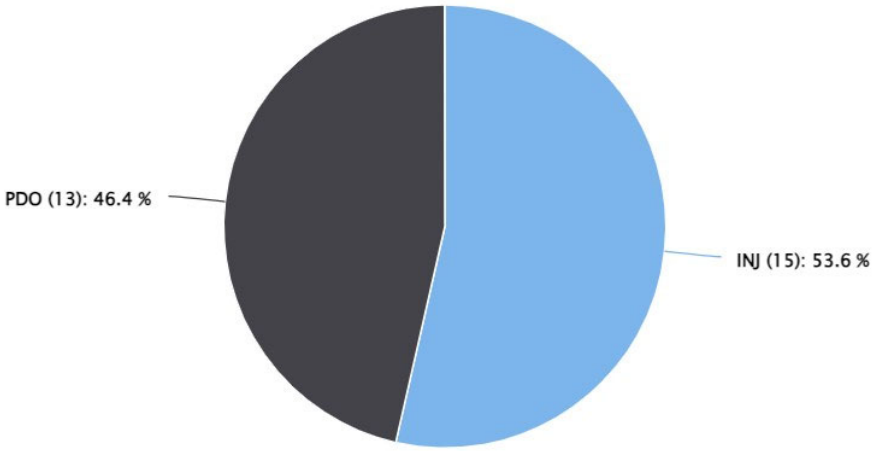


Figure 9: Severity Distribution, Broadside Crashes, SH357 & S. Padre Is. Dr.

Recommended Improvements

BROADSIDES

Figure 10 shows the direction of at-fault vehicles for broadside crashes at the intersection. Given the orientation of the intersection, “northeast” and “north” could be considered synonymous, as could “southeast” and “east.” Considering this, the data strongly indicates that most at-fault vehicles are on northbound SH-357/Rodd Field Road, followed by eastbound vehicles on SH-358 frontage road/S. Padre Island Drive. Further to this, the crash data records indicate that the predominant broadside conflict is between northbound at-fault vehicles striking eastbound through vehicles, followed by eastbound vehicles striking southbound through vehicles.

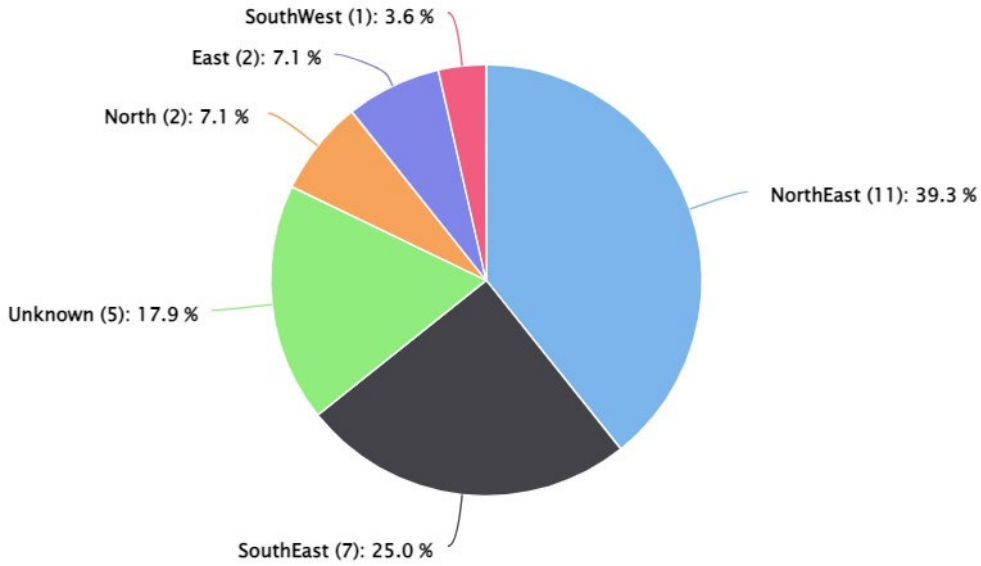


Figure 10: At-Fault Vehicle Direction, Broadsides, SH357 & S. Padre Is. Dr.

Crash data does not show a broadside crash pattern related to lighting or weather conditions, and crashes are seen to be occurring generally between the busier afternoon and evening hours from 2 P.M. to 8 P.M.

Shorter than recommended intervals are strongly correlated with broadside crashes. In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012).

The speed limit = 45 mph on SH-357/Rodd Field Road and 50 mph on the SH-358 Eastbound Frontage Road/S. Padre Island Drive. As left turns are not permitted northbound, the thru movements control the yellow times. Southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Eastbound, the thru movements control the yellow times as they have the higher speeds

and longer intervals, as such eastbound Left Turn Yellow times from the eastbound frontage road are not calculated here.

For all NB thru movements, limit = 45 mph, gives Y = 5.0 seconds.
For SB thru movements, limit = 45 mph, gives Y = 5.0 seconds.
For SB left-turns, limit = 45 mph, gives Y = 4.0 seconds.
The longer intervals control, all N-S Yellows on SH-357/Rodd Field Rd. should be 5.0 seconds minimum (Assumes negligible grades).

For EB thru movements, limit = 50 mph, gives Y = 5.5 seconds.
All EB Yellows on SH-358 Eastbound Frontage Road/S. Padre Island Drive should be 5.5 seconds.

At intersections where a one-way system is involved, as seen here on S. Padre Island Drive (SH-358 Eastbound Frontage Road), we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement as they would at an intersection without a 1-way movement).

For NB thru movements, W = 87 ft, V = 45 mph, gives All-Red = (1.0 + 2.0) = 3.0 seconds.
For NB SH-357, because there are no left turns permitted, the thru times control the minimum All-Red times.

For SB SH-357/Rodd Field Rd. the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for SB SH-357.

For SB left turns, W = 87 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.
The longer intervals control, such that the southbound left turns control the All-Red time on SH-357. Minimum All-Red time on SH-357/Rodd Field Rd. should be = 5.0 seconds.

For EB SH-358 Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the EB SH-358 Frontage Road/S. Padre Island Drive.

For EB left turns, W = 87 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.
Minimum All-Red time on Eastbound SH-358 Frontage Road/S. Padre Island Drive = 5.0 seconds.

Minimum Y+AR on SH-357/Rodd Field Rd. = (5.0 + 5.0) = 10.0 seconds.

Minimum Y+AR on SH-358 Eastbound Frontage Road/S. Padre Island Drive = (5.5 + 5.0) = 10.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended. **Table 2** shows the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **228.72**, which shows the measure is expected to be extremely cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Review Signal Timing Rodd Field — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 13	16 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 11	4 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 4	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Review & Correction of Yellow & All-Red Signal Timing
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 228.72

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Review & Correct Y+AR Timing, SH357 & EB S. Padre Is. Dr.

As outlined above, the most predominant broadside crash type involved at-fault northbound vehicles conflicting with eastbound vehicles. In fact over 46% (13 of 28) of broadsides at the intersection involved a northbound vehicle at-fault conflicting with an eastbound vehicle – which is unusual because the northbound is the second half of the intersection crossed by the one-way eastbound traffic (so collisions in the northbound lane would occur several seconds after the beginning of the eastbound green at the earliest, or very soon after the beginning of the northbound green (but we would expect the eastbound vehicle to be at fault if the northbound signal was green).

Further to this, crash data and narratives show that at least 12 of the 13 instances in which a northbound vehicle was at fault involved at-fault drivers disregarding a traffic control device/signal or running a red light. The existing northbound mast arm has heads aligned over each thru lane (there are two, including the lane that is a northbound thru

lane here, but becomes a left turn lane at the following intersection for westbound SH-358) and backplates. The signal also has a right-side secondary pole-mounted head for northbound traffic. However, as Google Street View imagery shows, there is no secondary head on the left side, and there is potential for the existing right side secondary heads to be obscured from vision for through traffic due to large vehicles/trucks in the channelized dedicated right turn lane (**Error! Reference source not found.**).

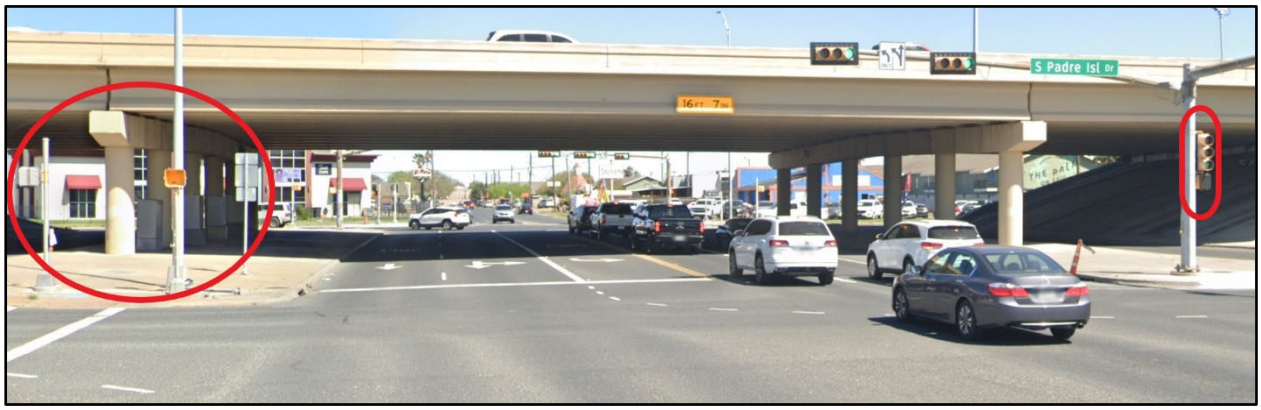
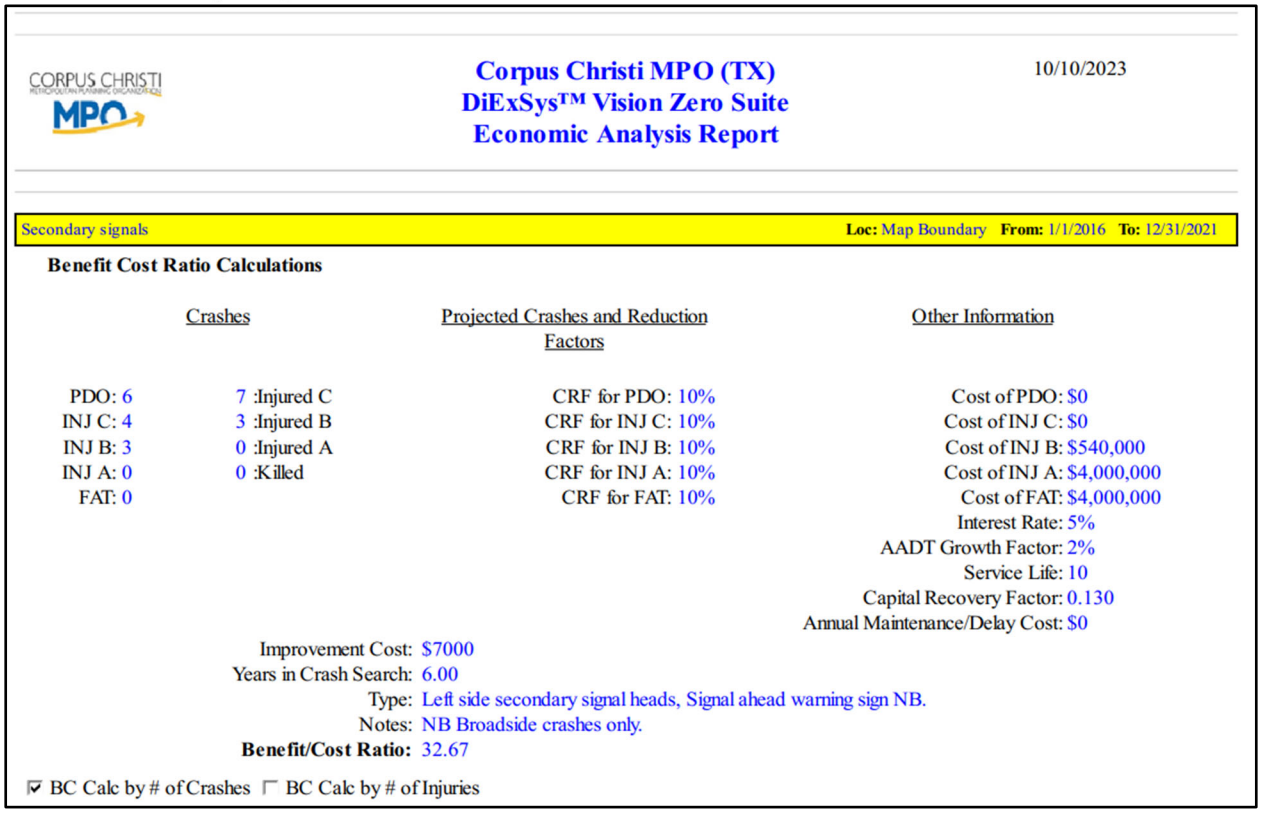


Figure 11: NB SH357 Secondary Signal Head Configuration, Mar. 2023

In consideration of the pattern of Broadside crashes, especially northbound broadside crashes, we recommend signal modifications including the installation of secondary left side signals on northbound SH-357. Concurrent with this, we also recommend that an advance signal ahead warning sign (MUTCD W3-3) should be erected on the northbound approach in advance of the intersection.

Table 3 shows that the proposals to address the pattern of northbound Broadside crashes at the intersection, are expected to be cost-effective even assuming a conservative 10% CRF, with a **B/C** ratio of **32.67**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/10/2023

Secondary signals — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 6	7 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 4	3 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 3	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $7000
Years in Crash Search: 6.00
Type: Left side secondary signal heads, Signal ahead warning sign NB.
Notes: NB Broadside crashes only.
Benefit/Cost Ratio: 32.67

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Secondary Signal & Advance Signage, NB SH357

SIDESWIPE SAME DIRECTION & OVERTAKING-TURNS

Sideswipe same direction and overtaking turn crashes are considered together here as both crash types tend to be related to turning movements, lane changes or alignment. **Figure 12** shows the distribution of movements associated with these crashes. While there is a significant portion with “unknown” movements, over 58%, the next most predominant movement recorded was due to right turns.

Furthermore, **Figure 13** shows the distribution of at-fault vehicles for sideswipe same direction and overtaking turn crashes. Taking “east” and “southeast” to be synonymous given the orientation of the intersection, the data indicates that the majority of crashes are due to what could be: at-fault eastbound vehicles on the SH358 frontage road; or south or northbound vehicles turning to the east; or vehicles entering from the westbound U-turn lane on the east side of the intersection.

For crash records referencing both vehicles turning right, dual right turn movements are permitted from eastbound SH-358 frontage road, with the right most lane being a dedicated right turn lane and the right through lane also serving as a thru-right lane. Google Streetview imagery shows that there are advance lane selection signs in place on the eastbound SH358 frontage road (**Figure 14**). Imagery also indicates there are right turn lane line extensions in place (**Figure 15**).

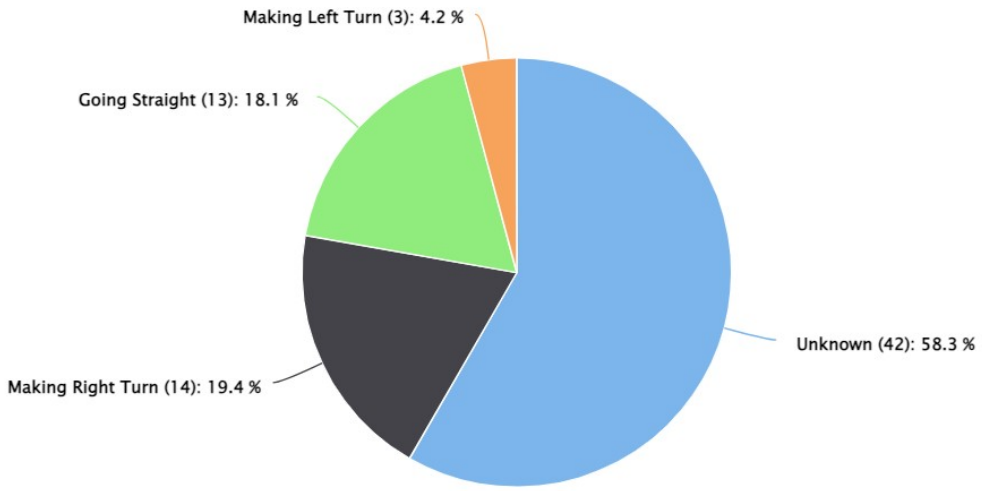


Figure 12: Sideswipe Same Direction & Overtaking Turn Crashes Vehicle Movements

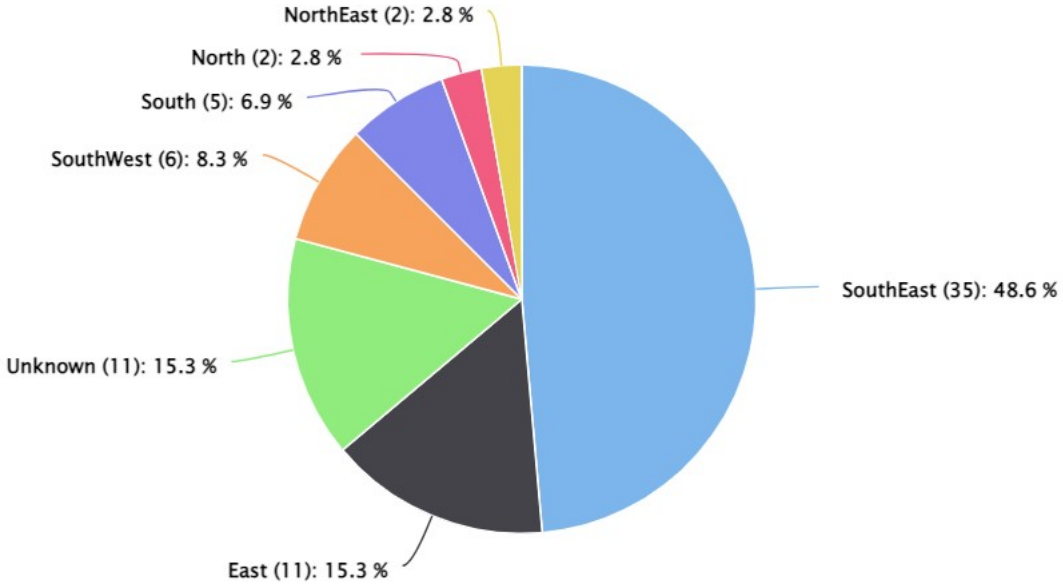


Figure 13: Sideswipe Same Direction & Overtaking Turn Crashes At-fault Vehicle Directions



Figure 14: Advance Lane Selection Signs, SH358 EB Frontage Rd/S. Padre Is. Dr., Mar. 2023



Figure 15: Right Turn Lane Line Extensions, EB SH358 Frontage Rd., 2023

In addition, crash record narratives for eastbound at-fault sideswipe same direction and overtaking turn crashes show that in at least 36 out of the 46 cases reference to right turns are made which frequently cite disregarding turn markings and making wide right turns. A closer look at the vicinity of the intersection shows that there is both a gas station and a McDonald's restaurant on the southeast corner. If out of town drivers leaving SH-358 are seeking to access either of these from the dedicated right turn lane on the eastbound frontage road, they may prematurely drift wide in anticipation of making a left

turn following in order to access these facilities (**Figure 16**). Additionally, a northbound vehicle which turns right to travel eastbound could swing wide if they wish to exit the frontage road to access the freeway approximately 600 feet further east, this could also result in a sideswipe crash.

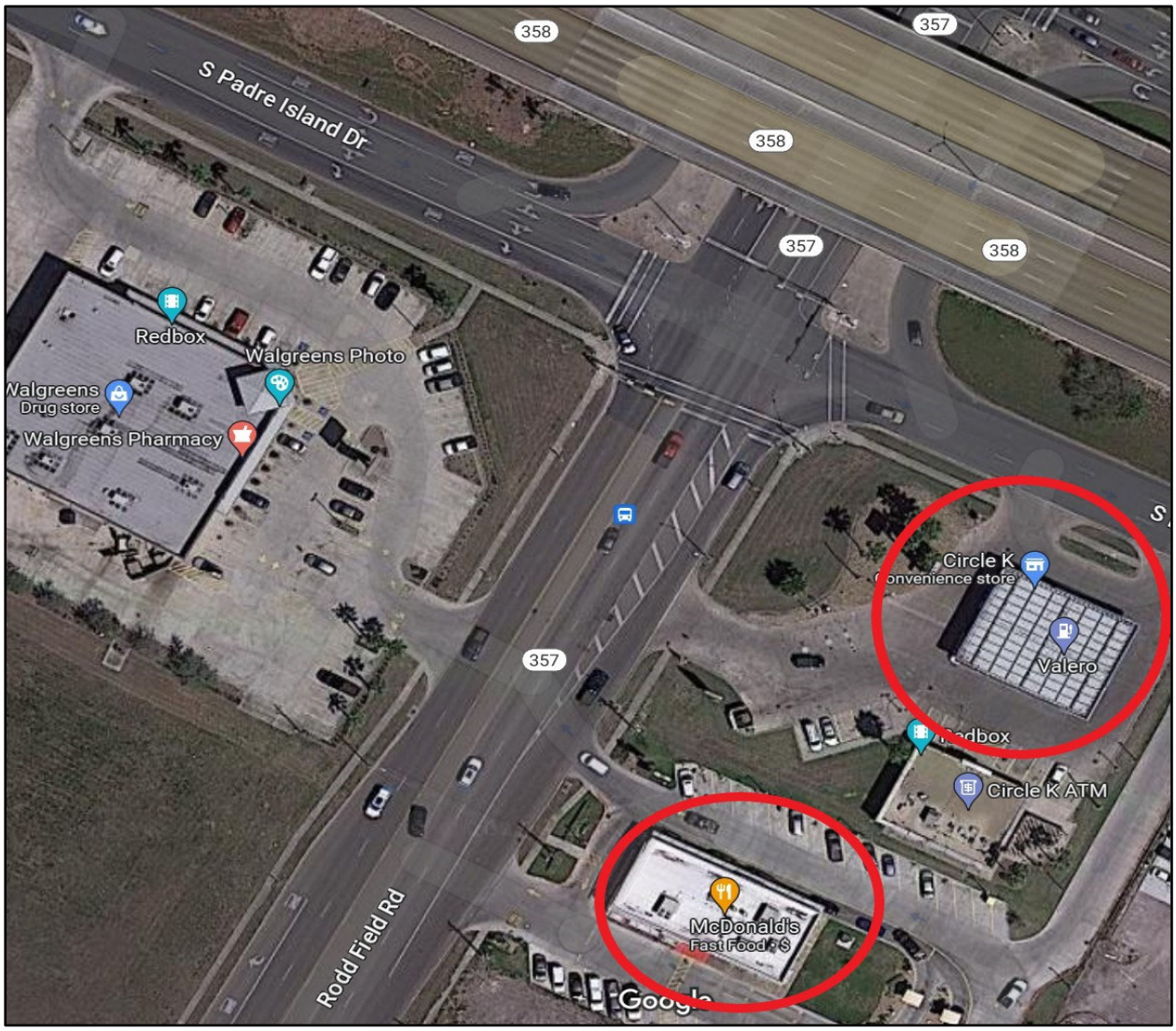


Figure 16: Facilities on SE corner of SH-358 EB Frontage Rd. & Rodd Field Rd.

There is also another compounding factor due to the specific geometric configuration of the intersection. While there are two through lanes on the west side there are three on the east side of the intersection, with the outside left turn lane from southbound Rodd Field Rd. turning into the third outside eastbound through lane (**Figure 17**). This configuration has the effect of presenting a continuing eastbound through lane straight across from the dedicated right-lane-must-turn-right lane on the west side of the intersection. This could give drivers the illusion that the lane continues across the intersection. Additionally, this set ups a northbound right-on-red conflict with southbound left turn to the third eastbound outside lane.

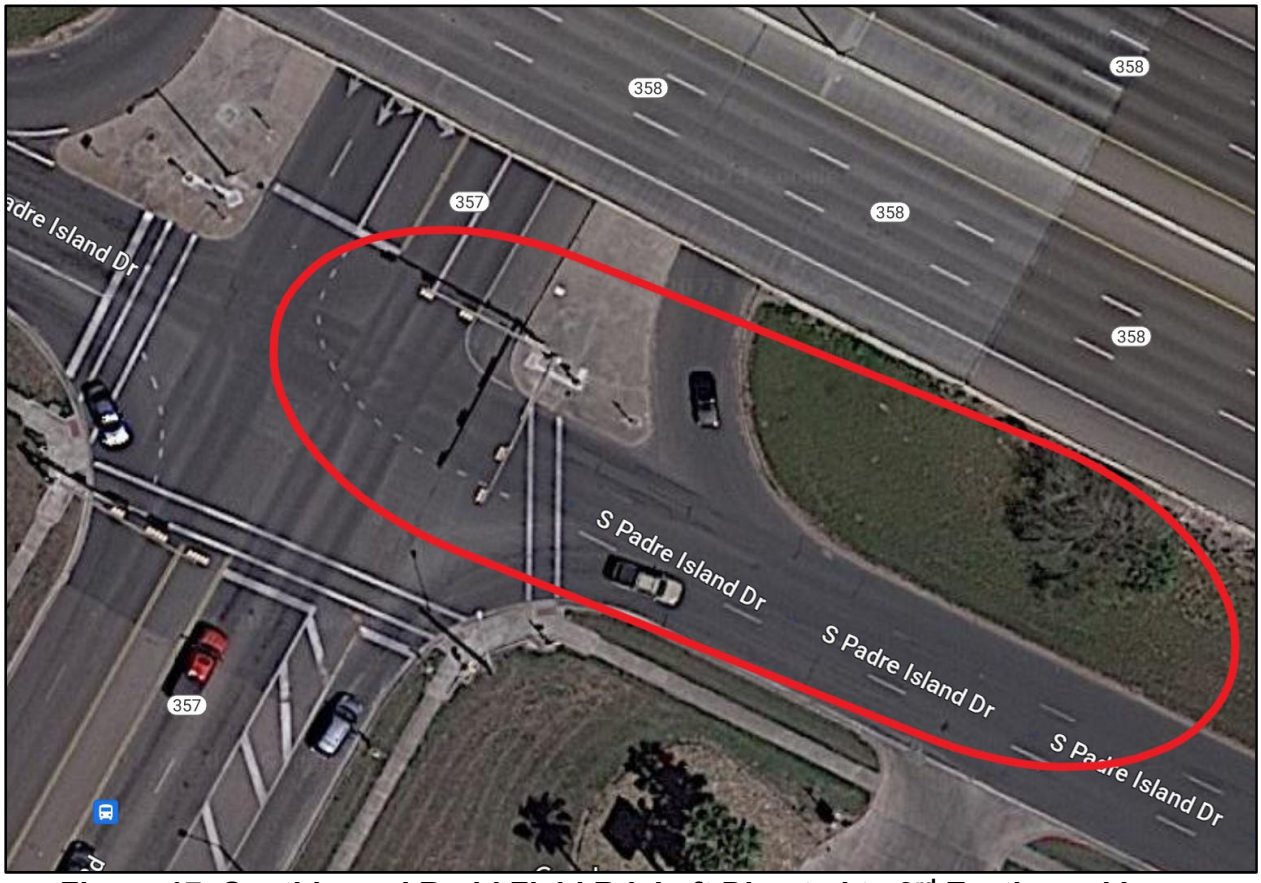


Figure 17: Southbound Rodd Field Rd. Left Directed to 3rd Eastbound Lane

To address the problem of dual right turn collisions eastbound, we recommend that a "hook" extension of the channelizing turn lane line be installed for the dedicated right turn lane on SH-358 Eastbound Frontage Road/S. Padre Island Dr. (see **Figure 18**). The "hook" extension should extend no further than the near edge of the right-most southbound thru-lane, lest the "hook" be misjudged as leading to a dedicated acceleration lane. This would remove the illusion of the lane continuing through the intersection and deter wide right turns, reducing right-on-right and right-through collisions.

A longer-term solution would be the elimination of right turns from what is currently the eastbound thru-right lane, and eastbound right turns restricted only to the dedicated right-turn lane eastbound. If the turning volume can be accommodated comfortably by this approach, it should be implemented. This alteration would also reduce the potential for conflict between northbound right turns and eastbound thru movements, because every vehicle in what would now be an eastbound-thru only lane, would continue straight through, thereby reducing the potential for a northbound right turning driver to pull out on the assumption that the eastbound driver is turning right to travel south at the intersection.

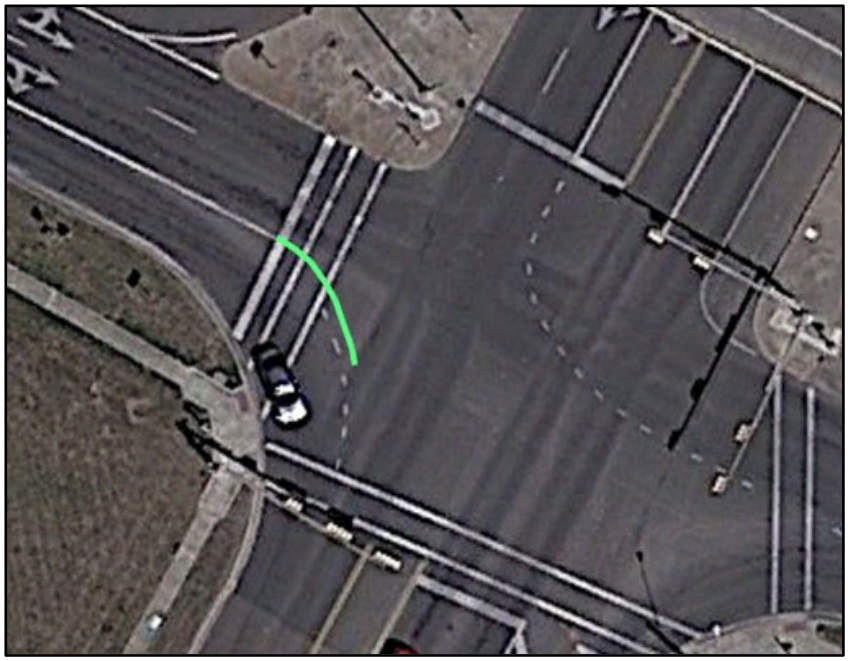


Figure 18: "Hook" Right Turn Lane Line Extension Example
SH-358 EB Frontage Rd.

As outlined above, the northbound right turn movement has a dedicated receiving lane during the eastbound thru movement, but not during the southbound left turning protected phase. To address this potentially problematic configuration it is recommended that northbound signals be adjusted to accommodate an red arrow for right turns, or alternatively, that right turn BLANK OUTS (MUTCD R3-1) be erected, so that northbound right turns are prohibited during southbound left turn protected phases.



R3-1 Blank Out

Crash records for Sideswipe Same Direction and Overtaking Turn crashes also show conflicts between left turns and straight through movements. A potential source of conflict for this at the intersection would be between southbound left turning movements and vehicles exiting from the U-Turn lane on the east side of the intersection. The current striping configuration directs left turns from the left turn only lane on southbound Rodd Field Rd. into the inner two eastbound through lanes on the east side of the intersection (see **Figure 17**). The traffic exiting the U-Turn lane is currently YIELD controlled (**Figure 19**). If a southbound left turning vehicle chooses to enter the inner most eastbound through lane, which it would be entitled to do, it could conflict with turning traffic from the U-Turn lane. Similarly, U-Turning traffic, (which is making a left to enter) could conceivably also be conflicting with eastbound thru traffic in the left lane which is going straight.

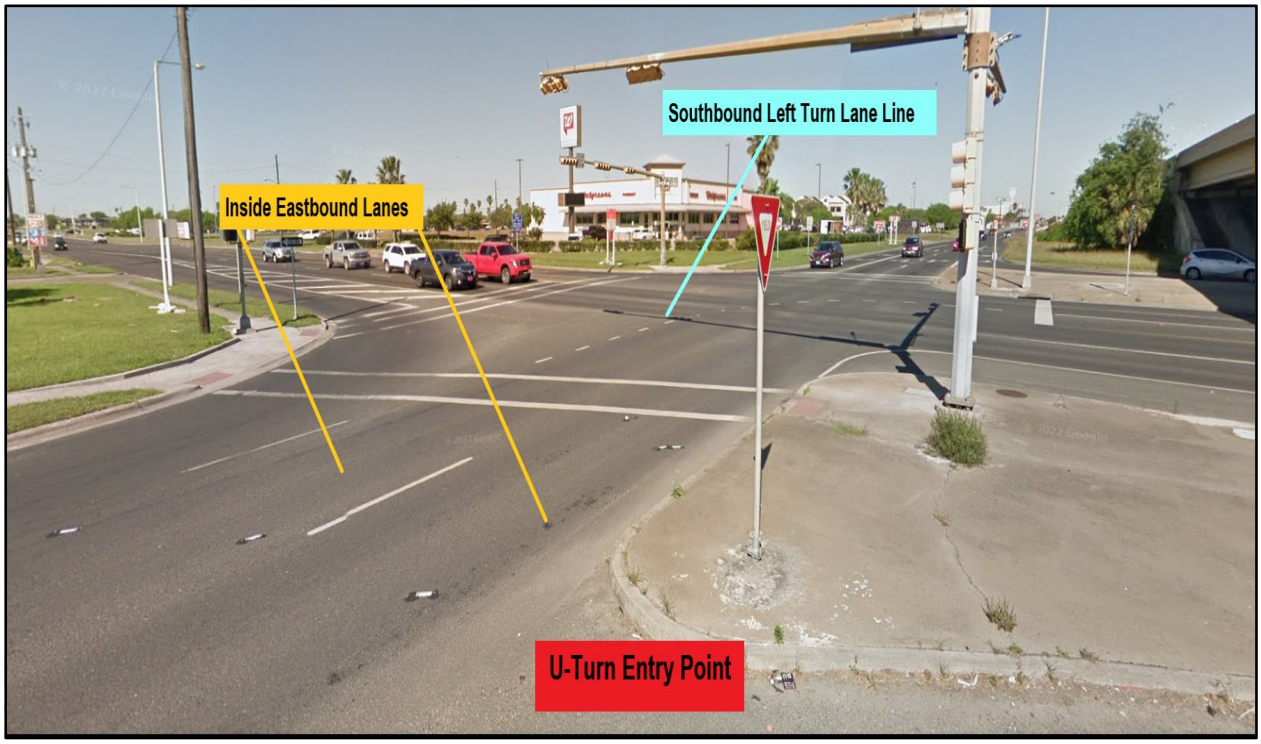


Figure 19: View Southwest from East-Side U-Turn Lane Entry Point, Apr. 2019

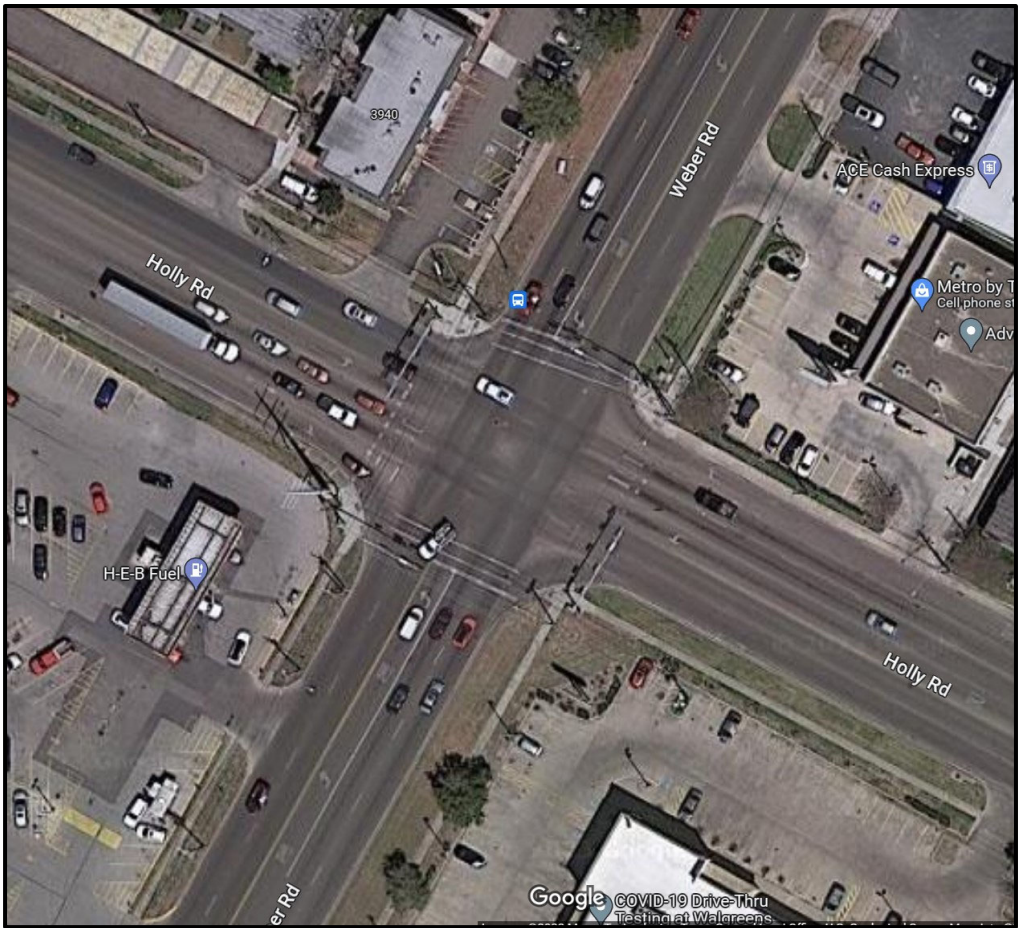
To address potential conflicts between left turns and U-Turning vehicles due to this configuration, we would in this instance recommended that traffic from the eastside U-Turn lane be regulated by way of a fully protected signal, and that southbound left turns also be reconfigured to be fully protected. If the southbound left turn is protected, this allows the U-Turn entry to be protected (green) when North-South through movements are green and southbound left turns have a red arrow.

However, since all of the Sideswipe Same and Overtaking Turn crashes at this intersection were Property Damage Only or Injury Level C (possible complaint of injury), under TXDOT Highway Safety Improvement Program Safety Index calculations the calculated benefit of reducing these crashes is estimated to be zero. In this regard the measures discussed above including a “hook” extension for the eastbound right turn lane, removal and repainting of eastbound arrows, replacement of advance lane selection signs eastbound, reconfiguration of northbound signals, and installation of a signal at the east side U-Turn lane., are not expected to be cost effective and so they are not recommended.

SAFETY ASSESSMENT

FM 43/Weber Road & Holly Road

Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Weber Road (FM 43) and Holly Road is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 32,555 on Weber Road and 19,274 on Holly Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. In all directions there are 2 heads for 2 through movement lanes which are centered over the lanes. All directions have a single dedicated left turn lane and Holly Road also has a dedicated right turn lane in both directions.

Streetview imagery also revealed that until sometime between late 2019 and early 2021 all directions were operating 5-section Protected/Permitted left turns. In this time, signal reconfiguration appears to have taken place such that all directions moved from “LEFT TURN YIELD ON GREEN” (**Figure** 1 and **Figure** 2) to “LEFT TURN YIELD ON FLASHING YELLOW ARROW” (**Figure** 3). Additionally, as part of this change, signal heads for right turn lanes on Holly Road were included (**Figure** 4).

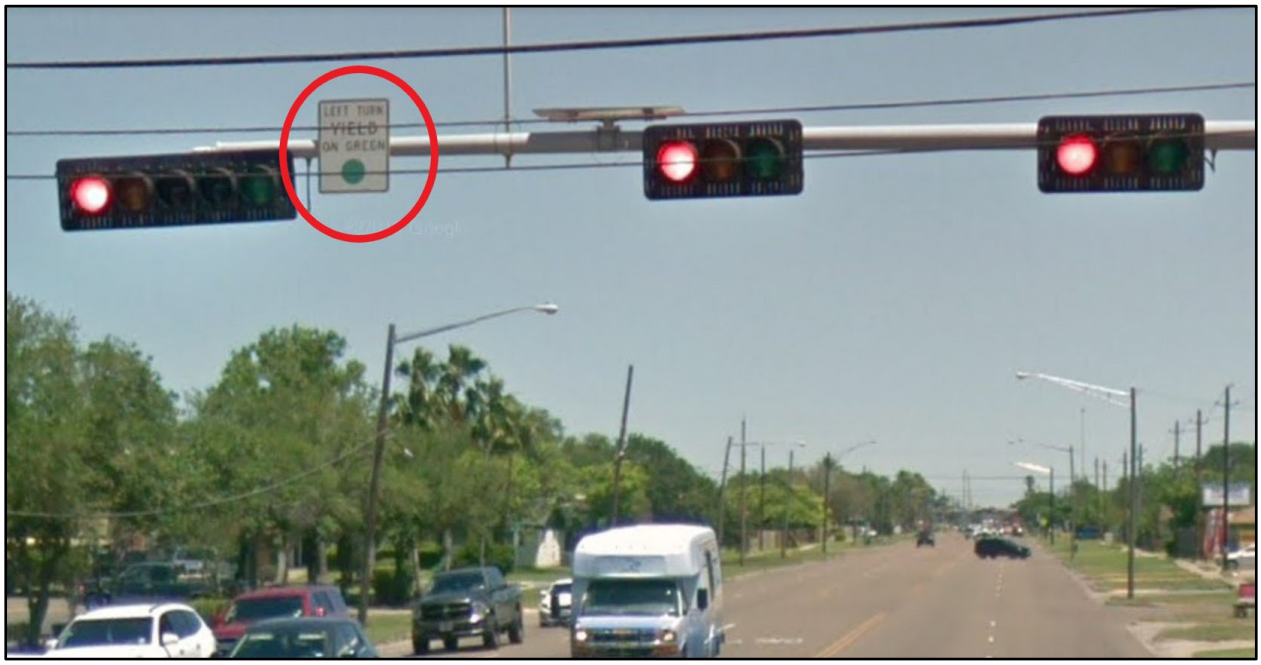


Figure 1: NB Weber Rd., Apr. 2019



Figure 2: EB Holly Rd., Apr. 2019

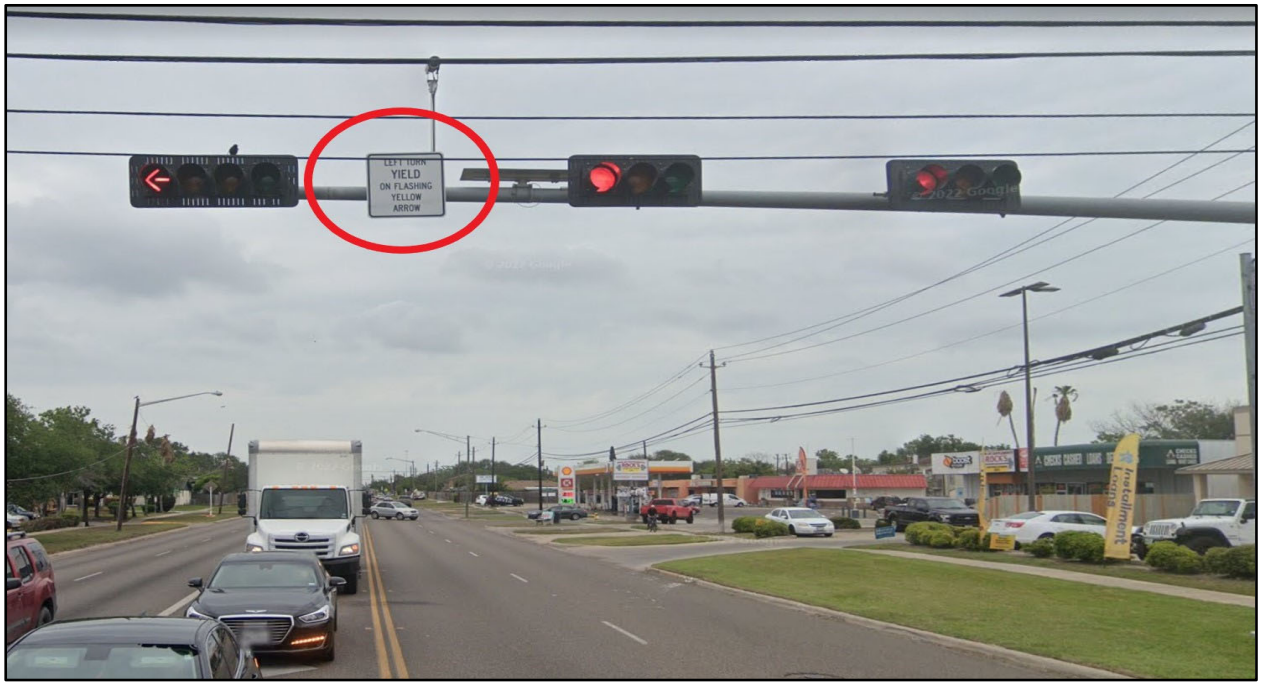


Figure 3: NB Weber Rd., Apr. 2021



Figure 4: EB Holly Rd., Apr. 2021

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 196 crashes recorded at the intersection, including 147 PDO, 49 Injury (with 73 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 5**. This included 103 rear-end crashes, and 32 approach turn crashes, accounting for about 16% of all crashes. Moreover, approach turn crashes accounted for approximately 35% of all injury level crashes at the intersection (17 of 49) and approximately 45% of all persons injured (33 of 73).

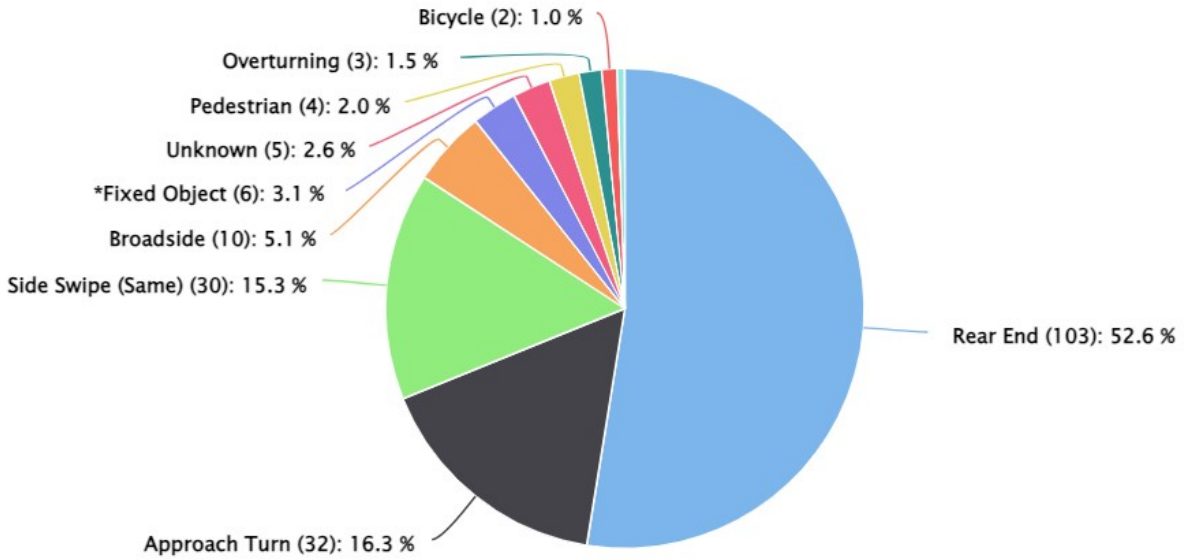


Figure 5: Crash Distribution by Type, Weber Rd & Holly Rd.

Safety Performance Functions (SPFs) show that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 6**), indicating high potential for crash reduction.

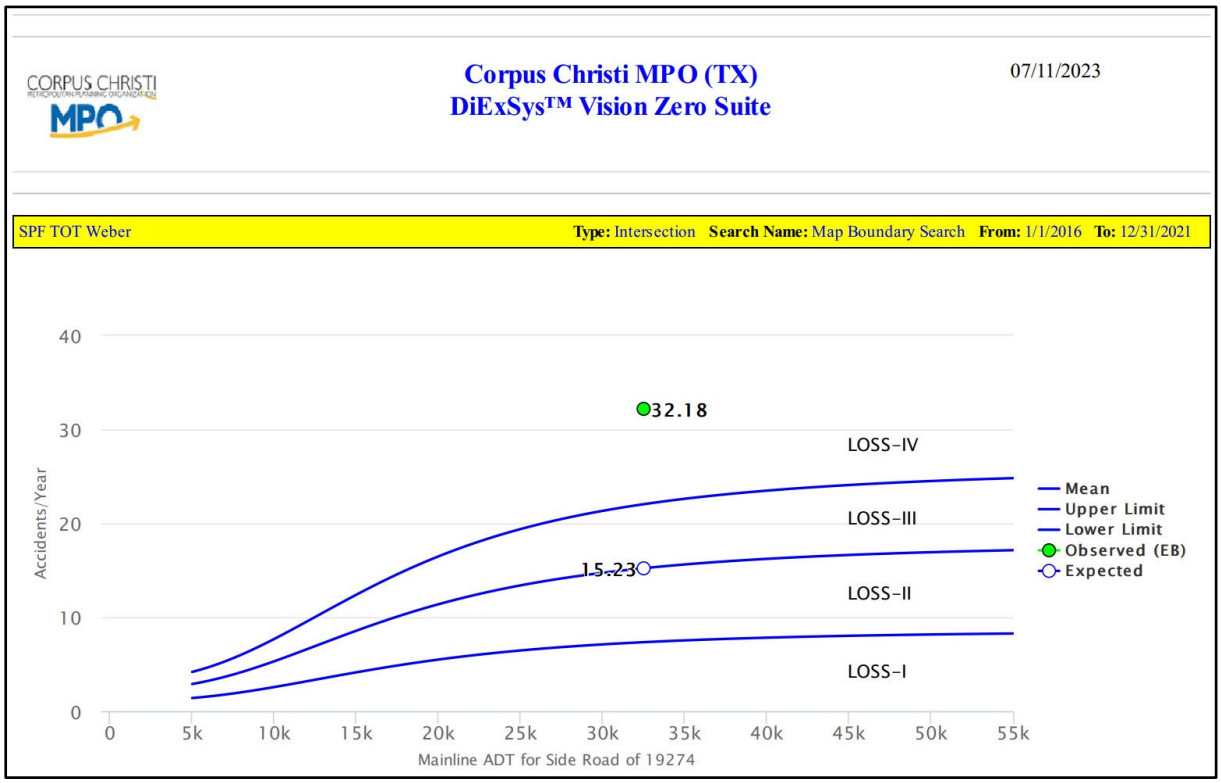


Figure 6: SPF Total Crash Frequency, Weber Rd. & Holly Rd.

From the severity standpoint, the intersection performs at the border of the LOSS-III and LOSS-IV levels, indicating moderate to high potential for crash reduction (**Figure 7**).

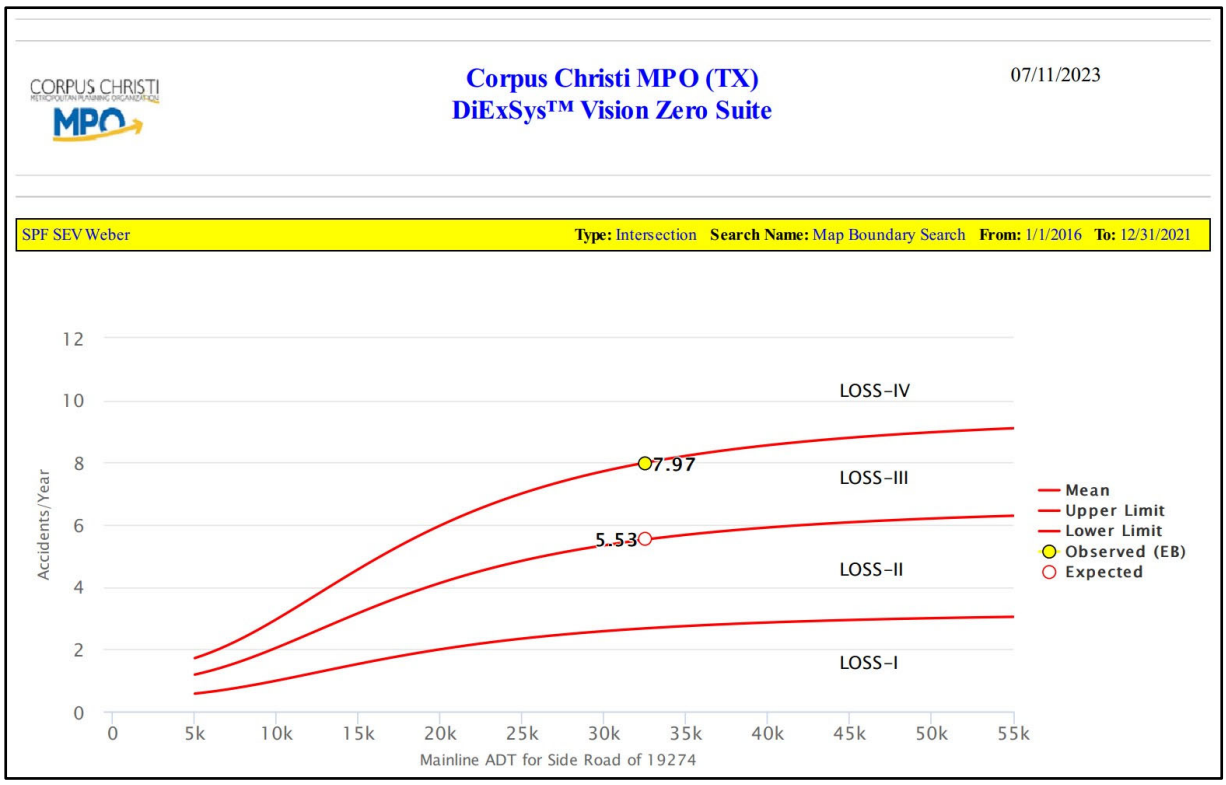


Figure 7: SPF INJ+FAT Crashes, Weber Rd. & Holly Rd.

Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Rear-End and Sideswipe Same Direction crashes. Although Approach Turns were not identified as a pattern by diagnostics, crash history indicates that approach turns at this location have been high severity crashes and lend themselves to be susceptible to correction, as such the opportunity to address them should not be ignored.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/11/2023

Diagnostics Weber — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	60.56%	190	96.94%	100%
Crash Type				
Rear End	45.52%	103	52.55%	97.95%
Sideswipe	7.1%	30	15.31%	100%

Table 1: Direct Diagnostics for Weber Rd. & Holly Rd.

Recommended Improvements

REAR-ENDS AND SIDESWIPE SAME DIRECTION

Figure 8 shows the direction of at-fault vehicles for rear-end and sideswipe same direction crashes. It appears that the problem may lie primarily with north-south traffic on Weber Rd. (FM-43).

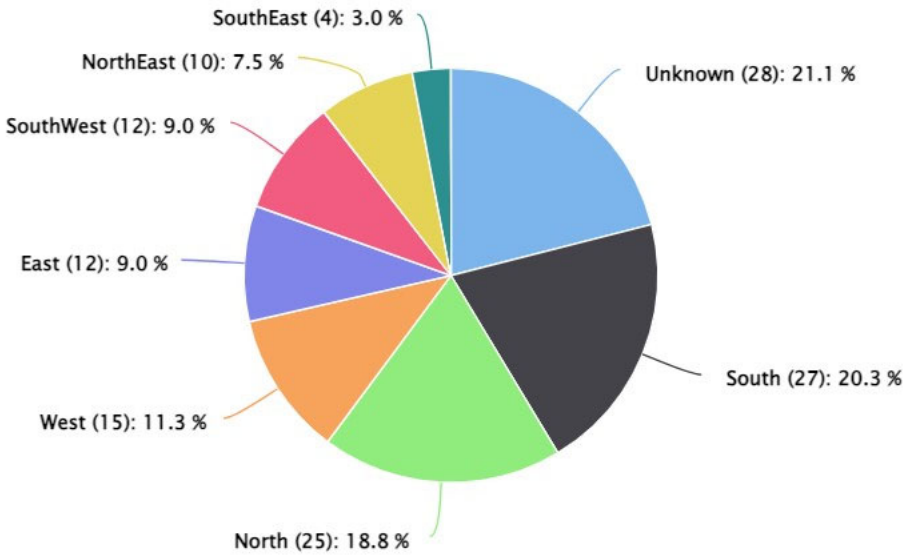


Figure 8: Rear-End & Sideswipe Same Direction, At-Fault Vehicle Directions, Weber Rd & Holly Rd

Co-occurring rear-end and sideswipe same direction crash patterns in the absence of double left-turn lanes, tend to indicate an environment of congested traffic conditions and opportunity for improved progression through signal retiming. This is supported at this location by several factors. Firstly, the at-fault vehicle movements for rear-end and sideswipe same direction crashes are almost exclusively “going straight,” with only 3 “making left turns” (**Figure 9**). Furthermore, when the crash reports are examined, the vast majority of rear-end crashes cite unsafe lane changes, following too closely or failure to control speed. Almost half of all records for sideswipe same direction crashes cite unsafe lane changes. All of these conditions point to a congested traffic environment where drivers can become frustrated and attempt evasive maneuvers, and to signal timing which could be improved upon, such that drivers are less prone to tailgate.

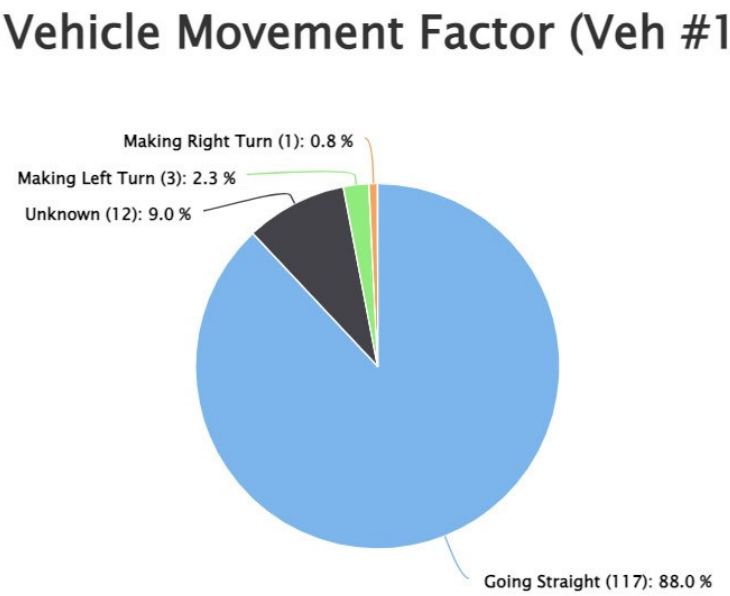


Figure 9: Rear-End & Sideswipe Same Direction, At-Fault Vehicle Movements

Finally, **Figure 10** indicates that rear-end and sideswipe same direction crashes tend to spike in the morning 8 A.M. hour and in the afternoon hours from 1 P.M to 7 P.M., which supports congested traffic conditions.

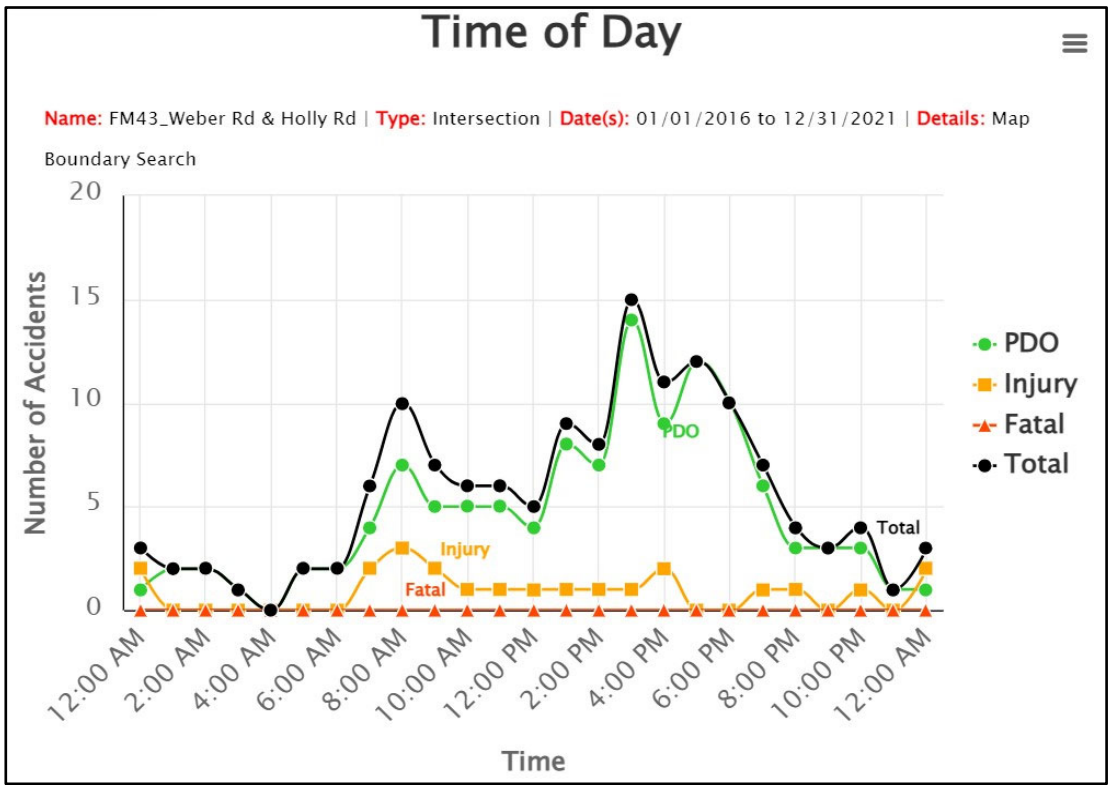


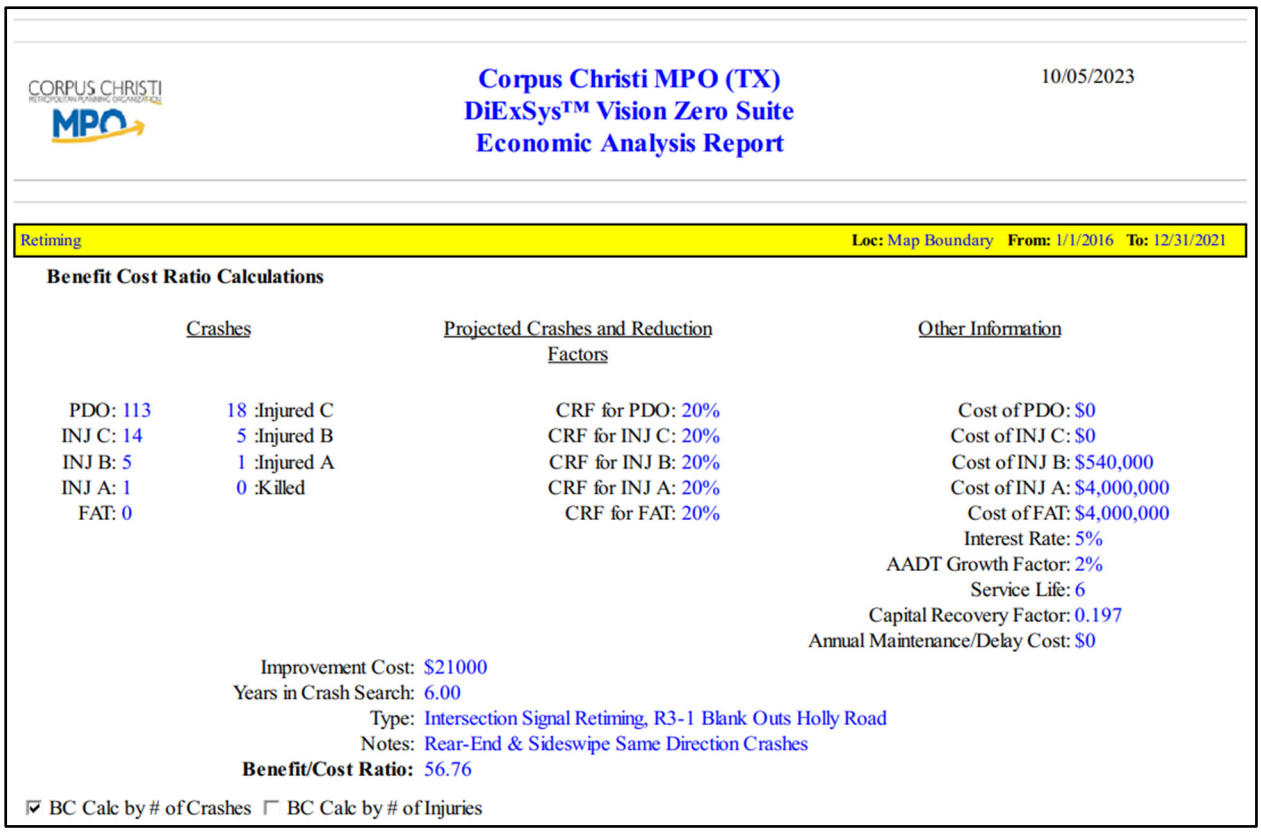
Figure 10: Rear-End & Sideswipe Same Direction, Time of Day, Weber Rd & Holly Rd

In addition to the above, in the case of sideswipe same direction crashes specifically, about 20% (6 of 30) involved the at-fault driver making a right turn on red and conflicting with an opposing left turning vehicle. Provision of dedicated right turn lanes on Weber Road (FM-43) similar to that on Holly Road would be likely to exacerbate the problem, and with only 6 such crashes occurring over 6-years and all at the Property Damage Only level, the measure would not be economically justified. Furthermore, as the configuration is shared through-right lanes on Weber Road, this does not provide as many opportunities for right turn on red conflicts (as witnessed by the crash history), as would occur with a dedicated right turn lane, and as such prohibiting all right on red movements from Weber Road would not have a substantial effect on safety or operations. Conversely, prohibition of right turns on red from Holly Road during conflicting green left turns would provide a safety benefit. As such, we make the following recommendations.

To address both the rear-end and sideswipe same direction crash patterns at the intersection, we recommend that signal retiming be undertaken in order to improve traffic progression, this may include re-timing of surrounding signals upstream and/or downstream of the intersection, as such a higher cost estimate than usual has been included in the benefit-cost analysis. In tandem with this measure, we recommend that R3-1 NO RIGHT TURN Blank Out signs be installed in both directions on Holly Road in order to prevent right turns during protected left turn phasing from Holly Road.


R3-1 Blank Out

Table 2 shows the Benefit-Cost Analysis for signal retiming and installation of NO RIGHT TURN blank out signs. It shows a **B/C** ratio of **56.76**, indicating the measures are expected to be cost-effective even with a conservative estimate of a 20% crash reduction factor.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Retiming — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 113	18 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 14	5 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 5	1 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 6
			Capital Recovery Factor: 0.197
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $21000
Years in Crash Search: 6.00
Type: Intersection Signal Retiming, R3-1 Blank Outs Holly Road
Notes: Rear-End & Sideswipe Same Direction Crashes
Benefit/Cost Ratio: 56.76

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Signal Retiming & Right Turn Blank Outs, Weber Rd & Holly Rd

APPROACH TURNS

Figure 11 shows the direction of at-fault vehicles for approach turn crashes at the intersection between 1/1/16 and 12/31/21.

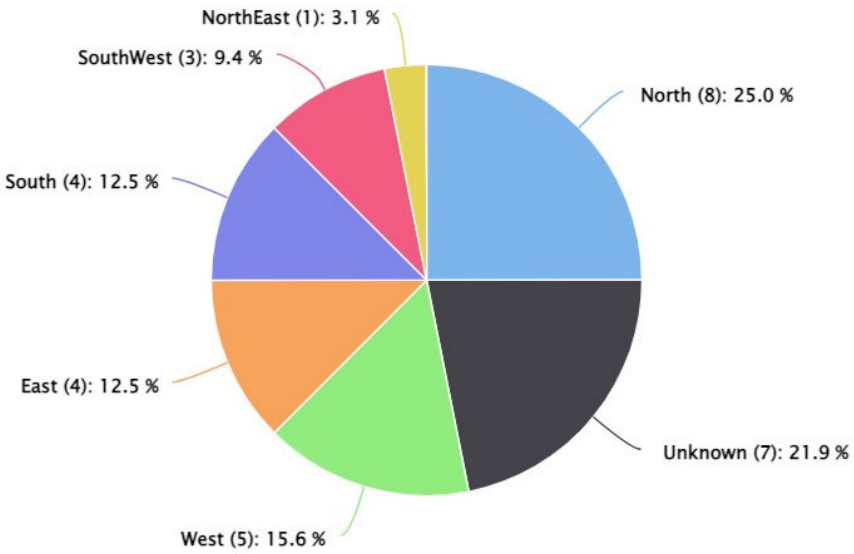


Figure 11: At-Fault Vehicle Direction, Approach Turns, Weber Rd & Holly Rd, 1/1/16-12/31/21

Furthermore, as outlined above, the signal configuration for left turns on all approaches changed from 5-section Protected/Permitted “LEFT TURN YIELD ON GREEN” to 4-section with arrows and the potential for Fully Protected left turns with “LEFT TURNS YEILD ON FLASHING YELLOW ARROW” sometime between 2019 and 2021. **Figure 12** suggests that this change occurred in early 2020, as we can see the trend line of growth for total approach turn crashes appears to have gotten worse during the construction period and continued on as before following construction.

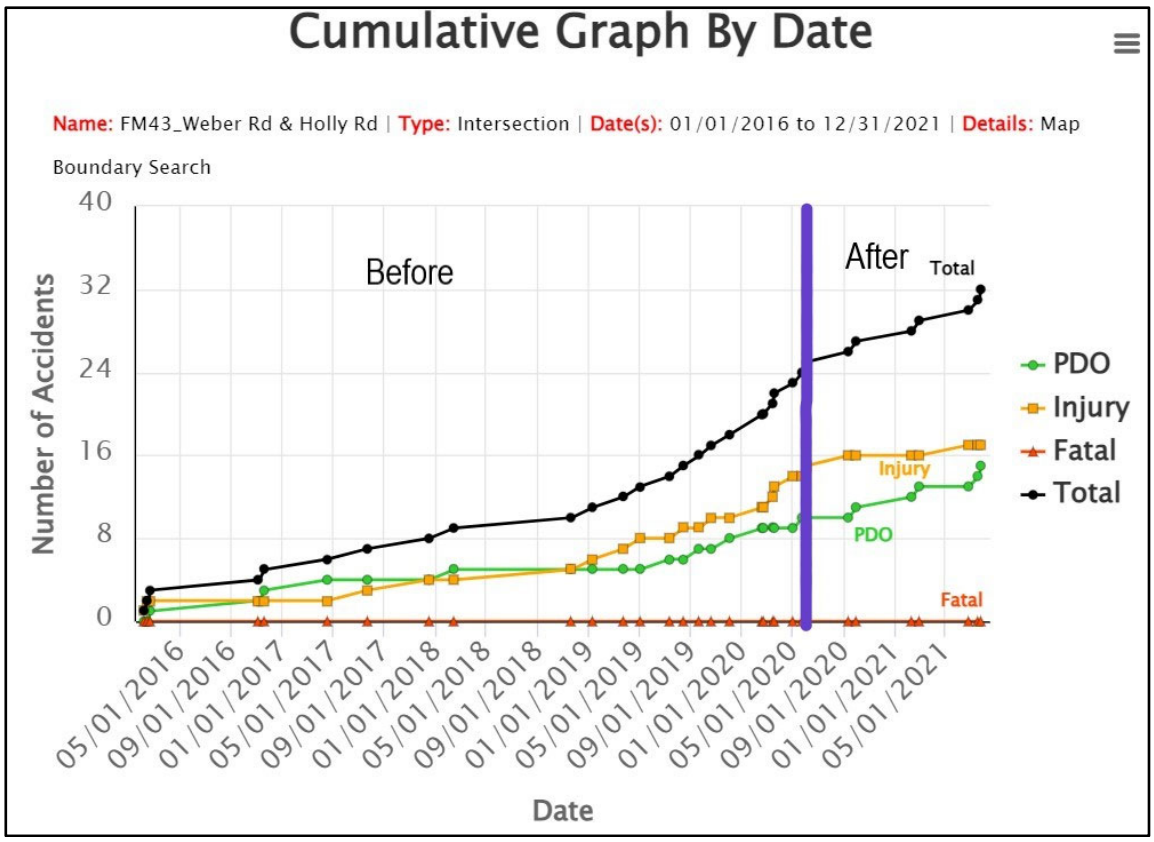


Figure 12: Approach Turns Over Time, Weber Rd & Holly Rd, 1/1/16-12/31/21

This indicates that the change in signal configuration to include flashing yellow arrow permissive left turns on all approaches has positively impacted the rate of approach turn crashes occurring at the intersection. However, crashes were still recorded in the second half of 2020 and throughout 2021, and available imagery suggests that fully protected left turns have not been implemented or perhaps just not at appropriate times of the day. **Figure 13** shows the time of day of approach turn crashes in all directions.

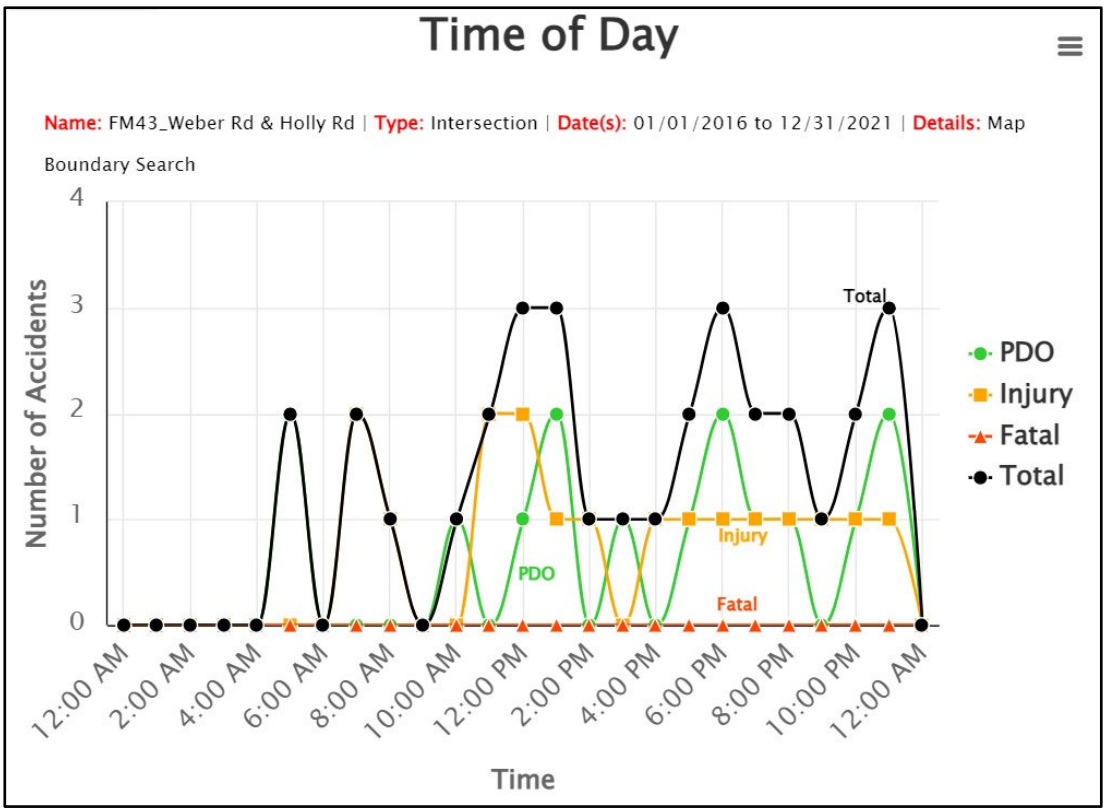
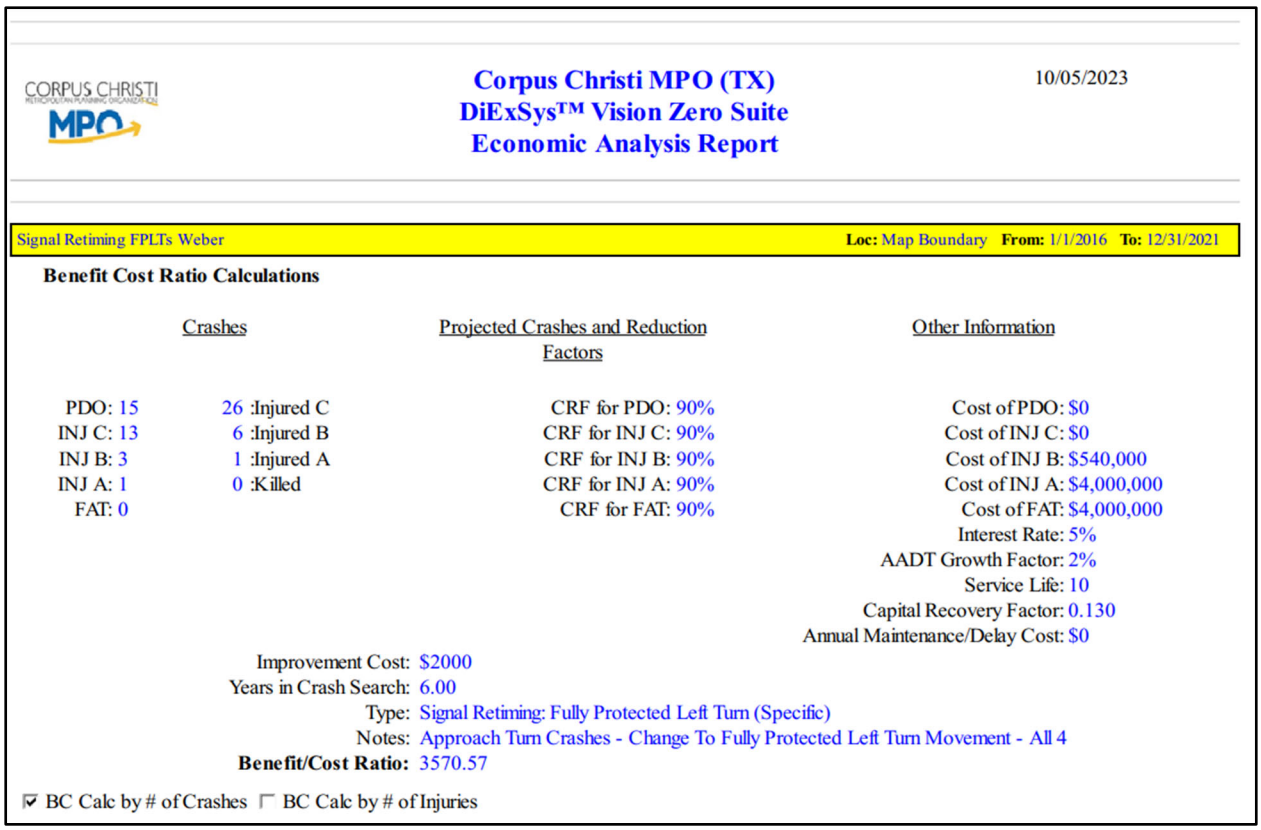


Figure 13: Approach Turn Crashes, Time of Day, Weber Rd & Holly Rd

Taking the above factors into consideration along with the severity of approach turn crashes which have been recorded at the intersection, it is recommended that fully protected left turns be implemented on all approaches. In order to be conservative, given that we cannot say for certain which is the at-fault direction for every crash, left turns should be fully protected between 5 A.M. and Midnight. Because the signals in place currently allow for implementation of left turn on green arrows only, only a change in signal timing would be required.

Table 3 shows the Benefit-Cost analysis for implementation of fully protected left turns at Weber Road and Holly Road, at least between 5:00 AM and Midnight, using an estimated cost of $2,000 for signal retiming. It shows a **B/C** ratio of **3570.57**, which indicates the measure is expected to be extremely cost effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Signal Retiming FPLTs Weber — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 15	26 :Injured C	CRF for PDO: 90%	Cost of PDO: $0
INJ C: 13	6 :Injured B	CRF for INJ C: 90%	Cost of INJ C: $0
INJ B: 3	1 :Injured A	CRF for INJ B: 90%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 90%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 90%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Signal Retiming: Fully Protected Left Turn (Specific)
Notes: Approach Turn Crashes - Change To Fully Protected Left Turn Movement - All 4
Benefit/Cost Ratio: 3570.57

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Retiming for Fully Protected Lefts by Time of Day
Weber Rd & Holly Rd

SAFETY ASSESSMENT

Cimarron Blvd. & SH-357/Saratoga Blvd.

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Cimarron Boulevard and Saratoga Boulevard (SH357) is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 27,760 on Saratoga Blvd. and 21,367 on Cimarron Blvd.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. In all directions there are 2 heads for 2 through movement lanes which are centered over the lanes. All directions have a single dedicated left turn lane and a dedicated right turn lane.

Streetview imagery also revealed that until sometime between late 2019 and early 2021 all directions were operating 5-section Protected/Permitted left turns. In this time, signal reconfiguration appears to have taken place such that east and westbound traffic on Saratoga Blvd. moved from "LEFT TURN YIELD ON GREEN" (Figure 1) to "LEFT ON GREEN ARROW ONLY," (**Figure** 2) indicating left turn movements on Saratoga moved from Protected/Permitted phasing in this time to fully protected left turns. Additionally, at this time left turns for northbound and southbound traffic on Cimarron moved from "LEFT TURN YIELD ON GREEN" (**Figure 3**) to "LEFT TURN YIELD ON FLASHING YELLOW ARROW" (**Figure 4**), indicating that they are still protected/permitted.

Furthermore, backplates are now included on all signal heads, where before there were only backplates for traffic on Saratoga Boulevard.



Figure 1: EB Saratoga Blvd, Apr. 2019



Figure 2: EB Saratoga Blvd, Apr. 2021

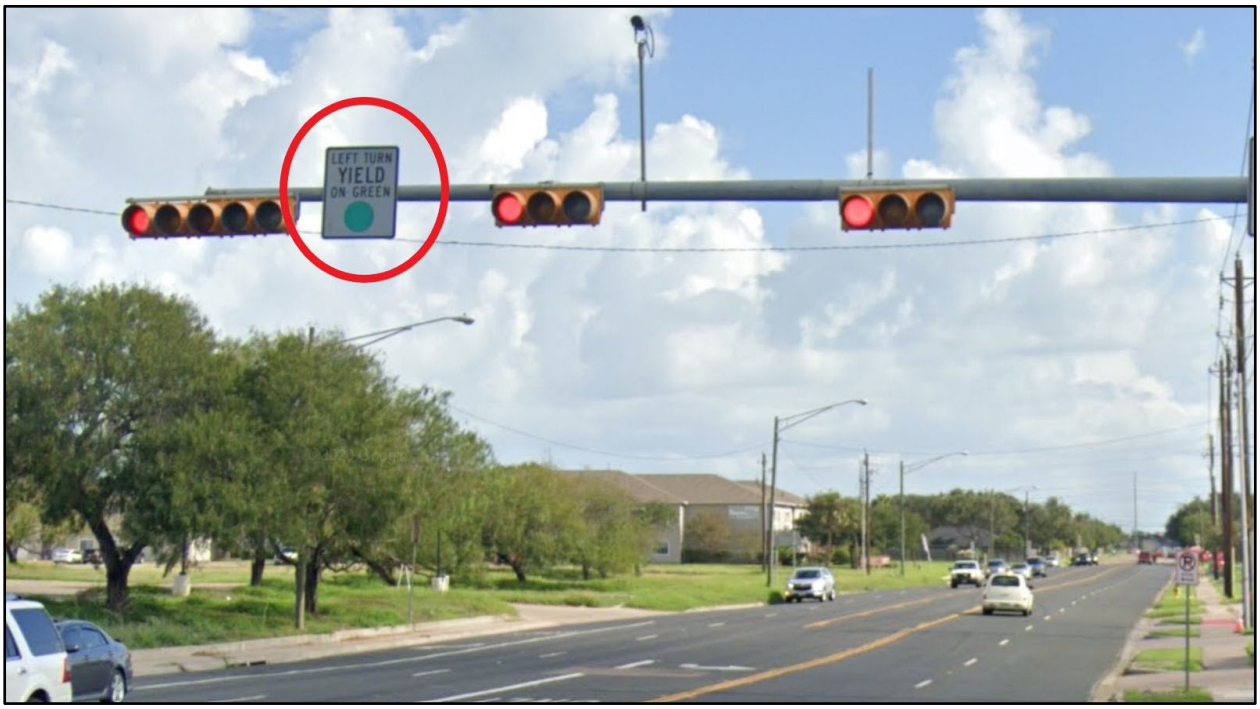


Figure 3: NB Cimarron Blvd, Sept. 2019



Figure 4: NB Cimarron Blvd, Apr. 2021

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 195 crashes recorded at the intersection, including 151 PDO, 44 Injury (with 73 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 5**. This included 82 rear-end crashes, and 56 approach turn crashes, accounting for about 29% of all crashes. Moreover, approach turn crashes accounted for 50% of all injury level crashes at the intersection (22 of 44) and almost 59% of all persons injured (43 of 73).

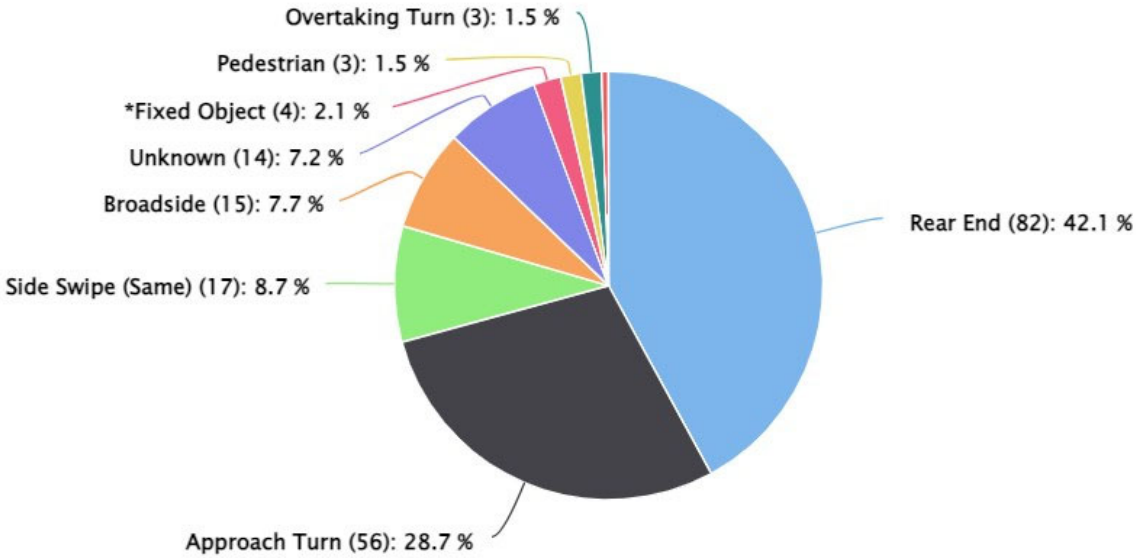


Figure 5: Crash Distribution by Type, Saratoga Blvd & Cimarron Blvd.

Safety Performance Functions (SPFs) show that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 6**), indicating high potential for crash reduction.

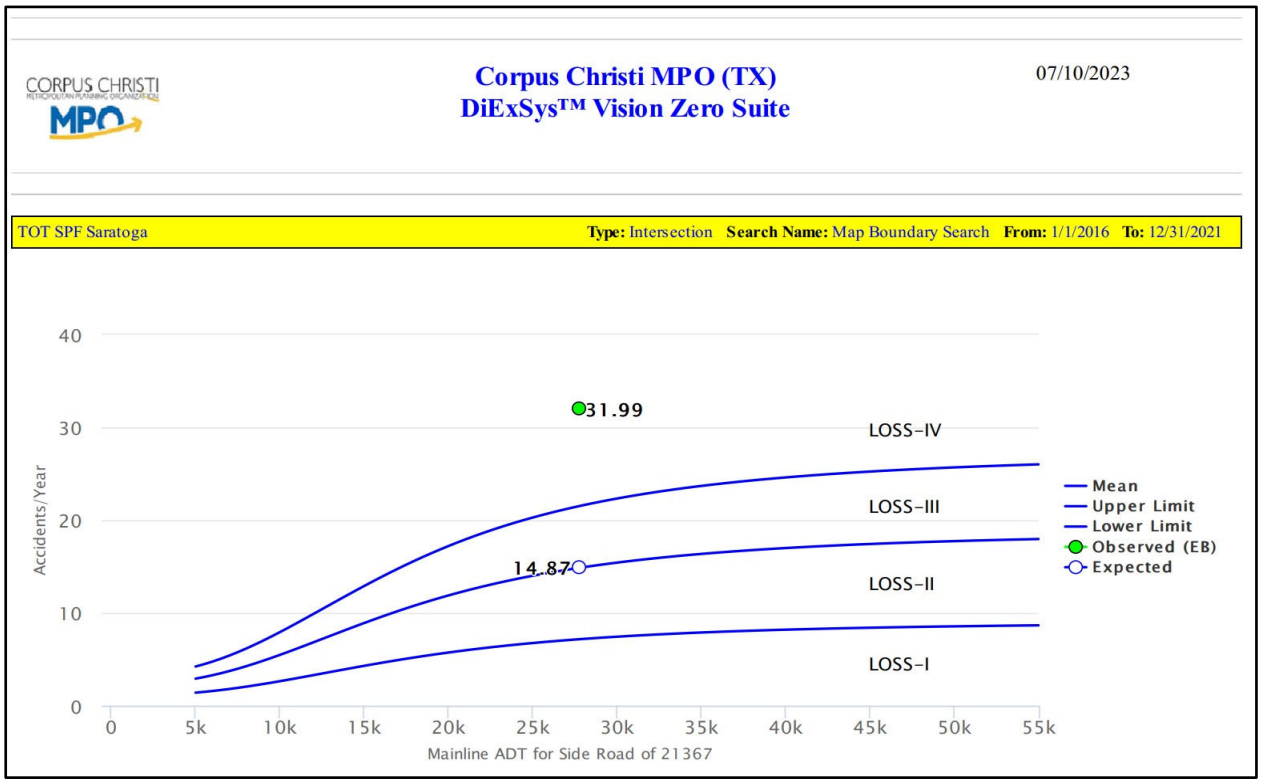


Figure 6: SPF Total Crash Frequency, Saratoga Blvd & Cimarron Blvd

From the severity standpoint, the intersection performs at the high LOSS-III level, indicating moderate to high potential for crash reduction (**Figure 7**).

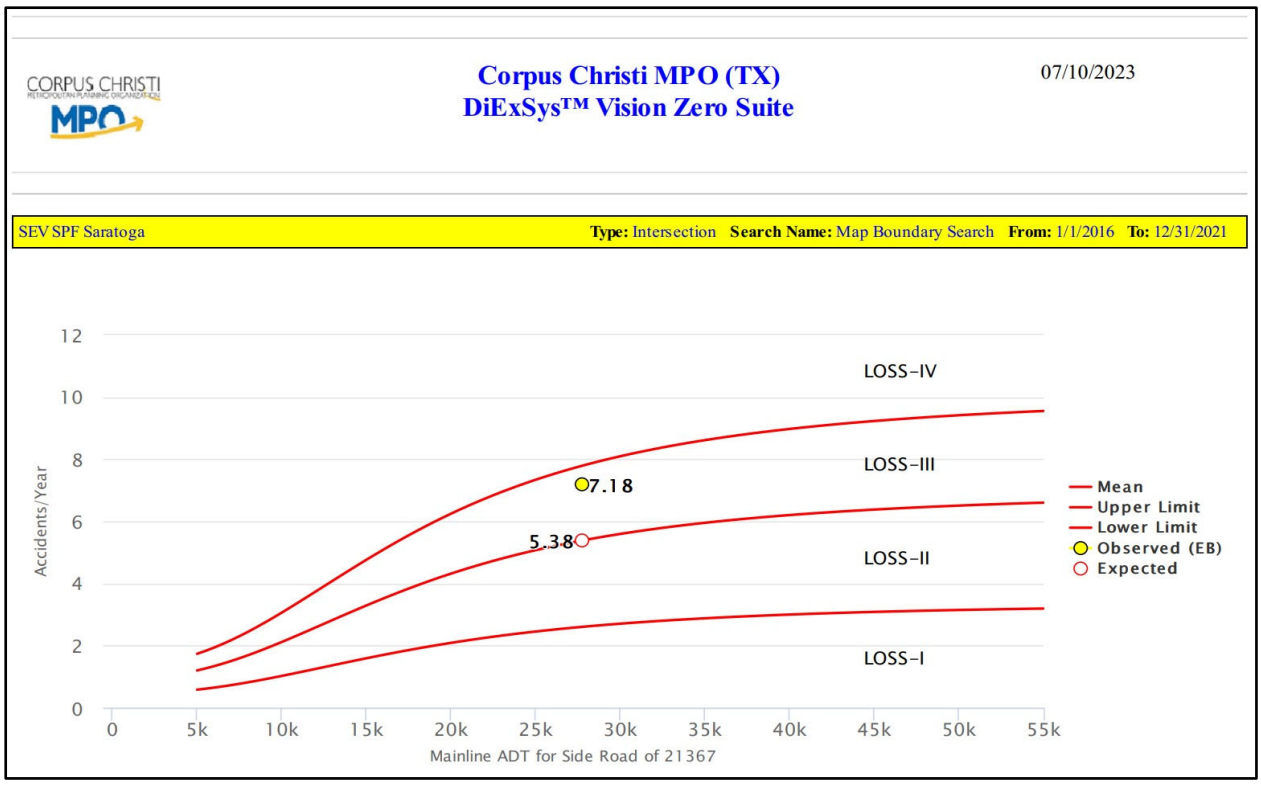


Figure 7: SPF INJ+FAT Crashes, Saratoga Blvd & Cimarron Blvd

Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Approach Turn crashes, as well as crashes occurring under dark conditions.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report
07/10/2023

Diagnostics Saratoga — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	79.12%	166	85.13%	98.7%
Crash Location				
On Road	59.66%	192	98.46%	100%
Crash Type				
Approach Turn	20.93%	56	28.72%	99.62%
Lighting Conditions				
Dark - Lighted	23.34%	58	29.74%	98.42%

Table 1: Direct Diagnostics for Saratoga Blvd & Cimarron Blvd

Recommended Improvements

APPROACH TURNS

Crash data indicates that approach turn crashes predominantly seem to have been caused by drivers in the southeast direction (eastbound Saratoga Blvd.).

Furthermore, as outlined above, the signal configuration for left turns on Saratoga Blvd changed from Protected/Permitted to Fully Protected sometime between 2019 and 2021. **Figure 8** suggests that this change occurred either at the very end of 2020 or the very beginning of 2021, as we can see the trend line of approach turn crashes flattened out somewhat after that time.

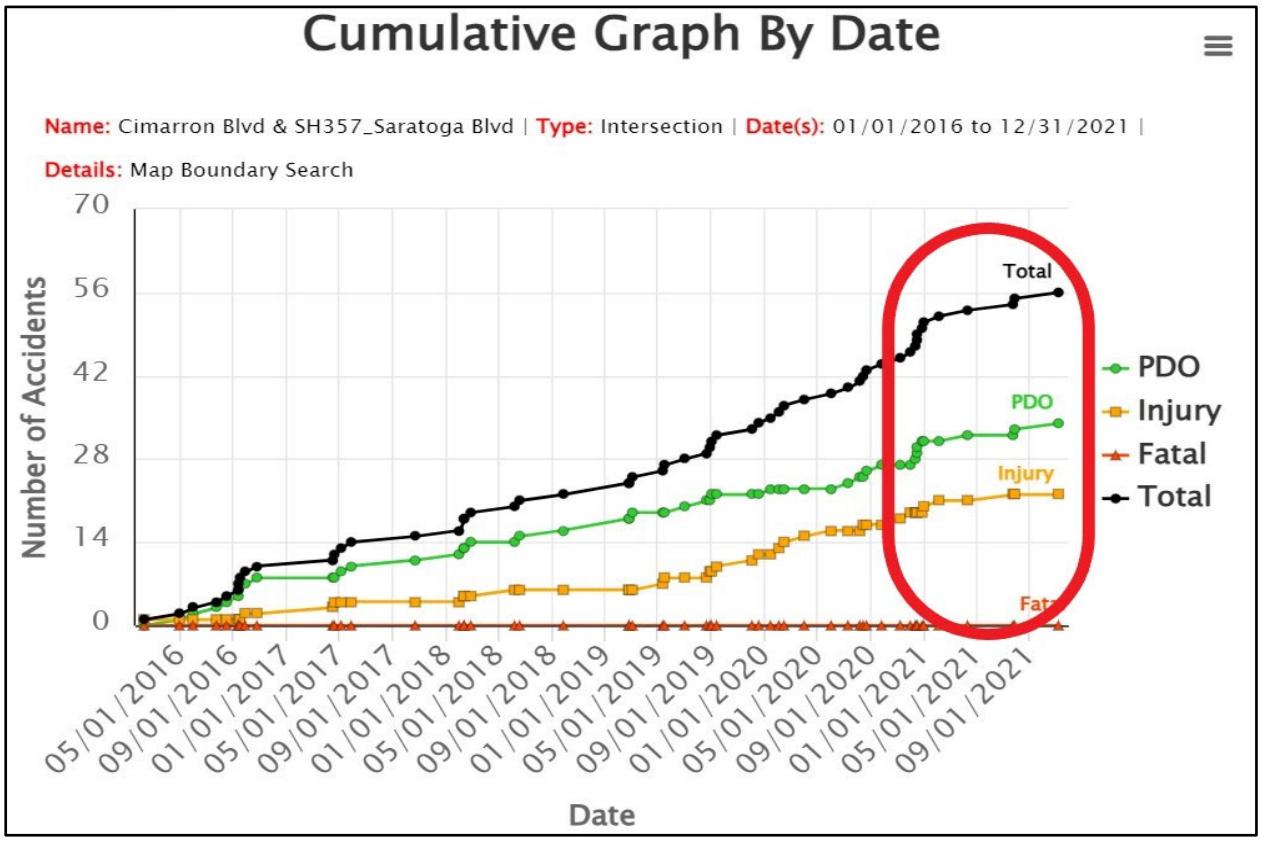


Figure 8: Approach Turns Over Time
Saratoga Blvd & Cimarron Blvd, 1/1/16-12/31/21

This indicates that the change in signal configuration to fully protected left turns from Saratoga Blvd has positively impacted the rate of approach turn crashes occurring at the intersection, i.e. led to a reduction in approach turns and therefore an improvement in safety. Available imagery suggests that for some reason the same change in configuration was not put into effect for traffic on Cimarron Blvd.

Due to the strong pattern of high-severity approach turn crashes recorded at the intersection, and the reduction in approach turn crashes already seen by implementation of fully protected left turns on Saratoga Blvd, we recommend that Fully Protected Left Turns also be implemented on Cimarron Blvd. Because the signals in place on Cimarron already allow for implementation of left turn on green arrows only, only a change in signal timing would be required.

Table 2 shows the Benefit-Cost analysis (BCA) for implementation of fully protected left turns on Cimarron Blvd, using an estimated cost of $2,000 for signal retiming. The analysis assumes that any remaining approach turn crashes at the intersection which occurred after the move to Fully Protected Left Turns on Saratoga Blvd. are due to left turn crashes on Cimarron Blvd. As such, the BCA uses a shorter analysis period for the 2021 year only. A shorter analysis period results in increased uncertainty. Under typical circumstances a Crash Reduction Factor (CRF) of 90% would be applied to all approach turn crashes in the study period, however because the shortened analysis period has increased uncertainty about the true long-term performance of the intersection, we adjusted the CRF to 50% to be very conservative in our assumptions about the crash reducing benefit, so that we are comfortable that the benefit is not overstated.

Table 2 shows, even using a conservative CRF of 50%, a B/C ratio of **2294.53**, which indicates the measure is expected to be very cost effective.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/18/2023

BCA FPLTs Cimarron Retiming — **Loc:** Map Boundary **From:** 1/1/2021 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 3	6 :Injured C	CRF for PDO: 50%	Cost of PDO: $0
INJ C: 0	2 :Injured B	CRF for INJ C: 50%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 50%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 50%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 50%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 1.00
Type: Signals: Fully Protected Left Turns (Cimarron Blvd) - Retiming Only
Notes: Approach Turns - adjusted CRF & date range
Benefit/Cost Ratio: 2294.53

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Retiming for Fully Protected Lefts, Cimarron Blvd

DARK-LIGHTED

While crashes under dark-lighted conditions were an identified pattern in diagnostics, intersection illumination is already present at the intersection. Additionally, of the 60 total crashes which were recorded as occurring under dark or poorly lit conditions in the study period, 26 of these were approach turn crashes. Therefore, approach turn crashes made up over 43% of all crashes occurring under dark or poorly lit conditions. As such, the identified pattern of crashes occurring under dark or poorly lit conditions is more likely due to the significantly elevated number of approach turn crashes which were recorded, rather than a pattern in and of itself.

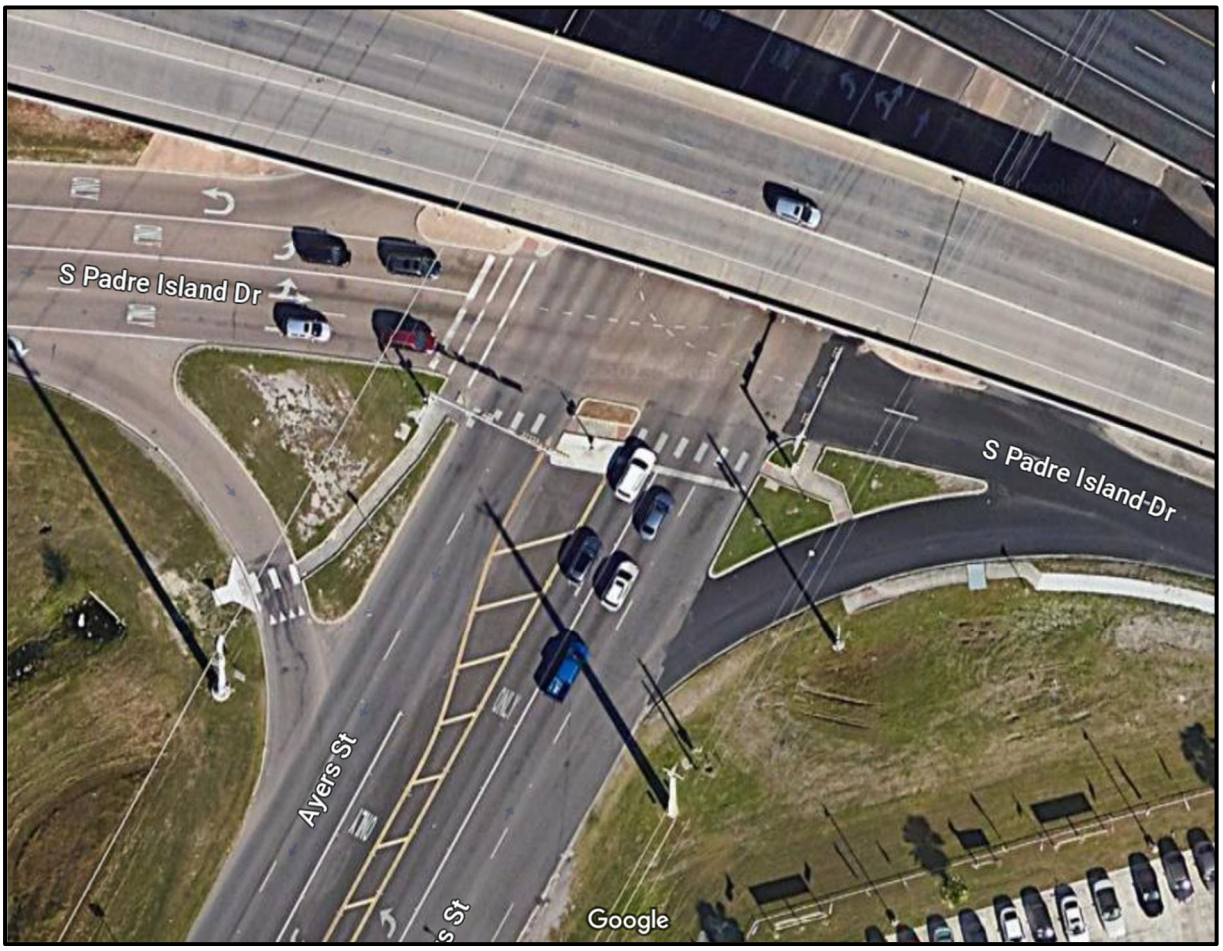
In this regard, there are no material recommendations at this time, however CCMPO should inspect and test the current intersection illumination to ensure sufficient luminosity is being provided.

SAFETY ASSESSMENT

BS0286A/Ayers Street

& SH-358 Eastbound Frontage Road/S. Padre Island Drive

Corpus Christi, TX



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1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of BS0286A/Ayers Street and SH-358 Eastbound Frontage Road (S. Padre Island Drive) is a 4-leg 4-lane divided signalized urban frontage road intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound Ayers St. are not possible.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 10,575 on Ayers Street and 2,117 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type, except for in the case of northbound Ayers Street where signals are accommodated on the SH-5358 overpass structure (**Figure 1**). Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane, with heads centered over the lanes, except in the case of SH-358 Eastbound Frontage Road/S. Padre Island Dr. (**Figure 2**). This is likely due to the physical limitations placed on the mast arm length due to the proximity of the interstate overpass.

On both northbound Ayers St. and the SH-358 Eastbound Frontage Rd. there is a dedicated channelized right turn lane with YIELD control. Eastbound SH-358 Frontage Road has a dedicated U-Turn lane and a dedicated left turn lane, with one of the two thru lanes also acting as a thru/left lane. Southbound Ayers St. has a dedicated left turn lane and one of the two thru lanes also serves as a thru/left lane. The left most lane on Northbound Ayers St. is a dedicated left turn lane for traffic which wishes to access westbound SH-358 on the opposite side of the intersection after proceeding through.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on northbound Ayers St. (**Figure 1**) and on SH-358 Eastbound Frontage Road/S. Padre Island Dr. (**Figure 3**).



Figure 1: NB Ayers St. Signals, May 2023



Figure 2: EB SH358 Frontage Rd. Signals (facing west), Feb. 2023



Figure 3: SH358 Eastbound Frontage Rd/S. Padre Is. Dr., Signals, Feb. 2022

Imagery also indicates that left turns from southbound Ayers St. are Protected/Permitted with a “LEFT TURN YIELD ON GREEN” regulatory sign (**Figure 4**). It also appears that between early 2019 and early 2022 backplates were added to all signal heads at the intersection (example compare **Figure 4** and **Figure 5**).



Figure 4: SB Ayers St. Signals, Feb. 2022



Figure 5: SB Ayers St., No Backplates, Apr. 2019

Additionally, imagery also indicates that sometime between early 2017 and early 2018 restriping took place which resulted in the lane lines and stop bars on southbound Ayers St. being extended and moved closer to the intersection (**Figure 6** through **Figure 9**).



Figure 6: SB Ayers St. Striping (facing north), Feb. 2017



Figure 7: SB Ayers St. Striping (facing north), Jan. 2018



Figure 8: SB Ayers St. Striping, (facing south), Jun. 2016



Figure 9: SB Ayers St. Striping (facing south), Jan. 2018

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 95 crashes recorded at the intersection, including 67 PDO, 28 Injury (with 41 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 10**. The most common crash type was rear-end crashes, followed by Broadside crashes and Sideswipe Same Direction crashes.

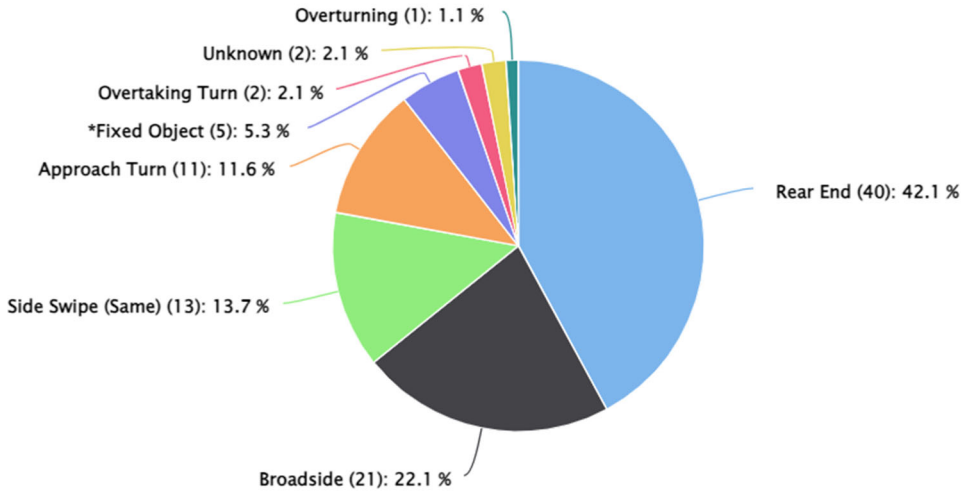


Figure 10: Crash Distribution by Type, Ayers St. & SH358 EB Frontage Rd.

Safety Performance Functions (SPFs) have not yet been developed for a Texas Urban 4-lane Divided Signalized 4-leg ramp/frontage road intersection facility, so the Texas Urban 4-lane Divided Signalized 4-leg intersection SPF model was used here to serve as the best-fit proxy model. The models show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 11** and **Figure 12**).

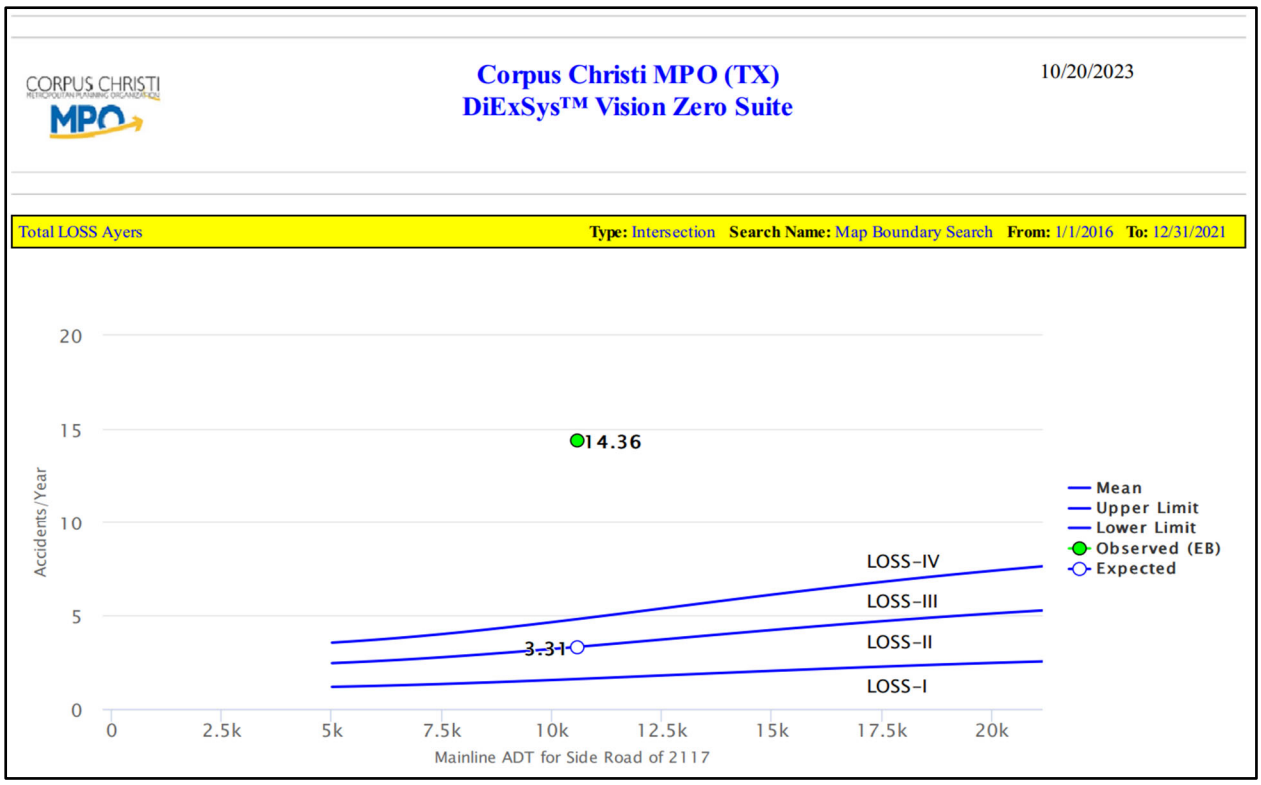


Figure 11: SPF Total Crash Frequency, Ayers St. & SH358 EB Frontage Rd.

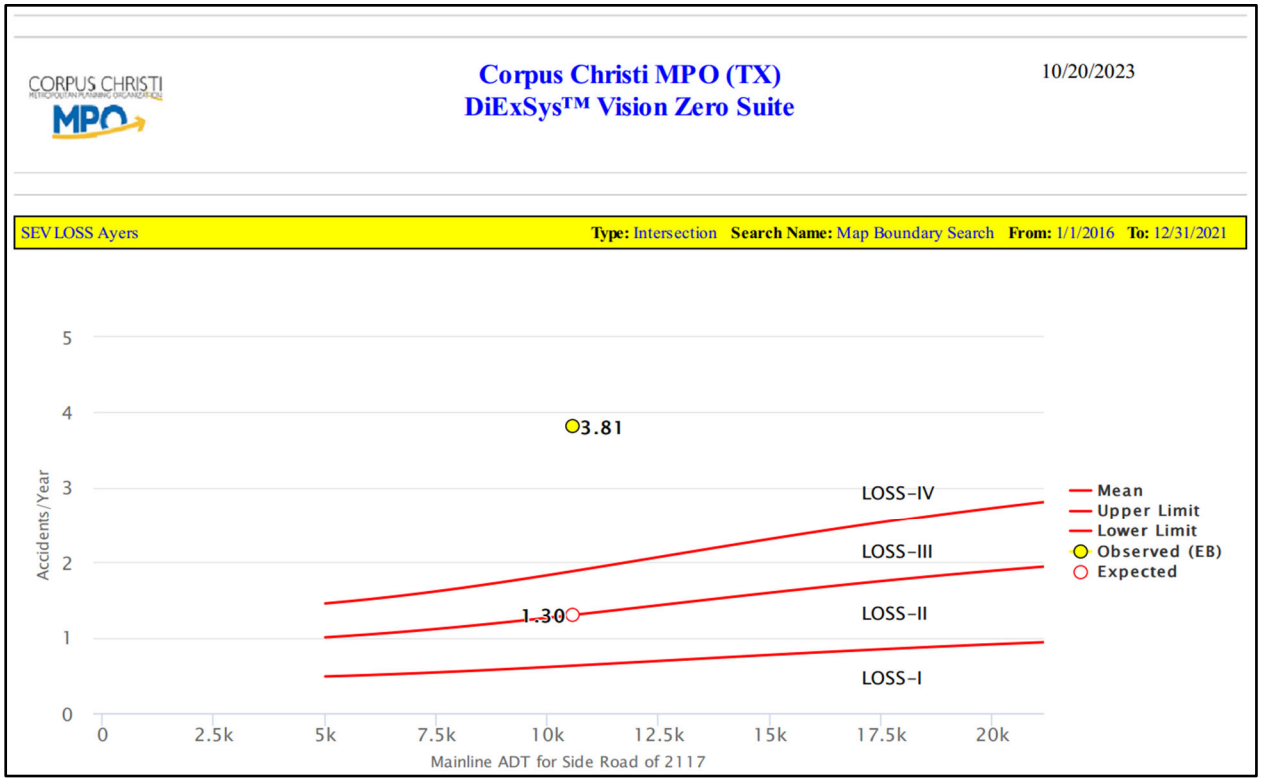


Figure 12: SPF INJ+FAT Crashes, Ayers St. & SH358 EB Frontage Rd.

Similarly, diagnostic models have not yet been developed for Texas ramp/frontage road intersection facilities, however the best fit proxy model for direct diagnostics (**Table 1**) showed that the intersection displays a pattern of Sideswipe Same Direction crashes. Although Broadside crashes were not an identified pattern, they represent about 39.3% of all injury level crashes (11 of 28), accounting for about 43.9% of all injuries (18 of 41). Considering the overall severity of broadside crashes, over 52% resulted in injuries (**Figure 13**). This indicates that broadside crashes are likely to be high severity when they occur at the intersection. Broadside crashes at a signalized intersection can be easily susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

10/20/2023

Ayers — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	93	97.89%	100%
Crash Type				
Sideswipe	6.69%	13	13.68%	99.57%

Table 1: Direct Diagnostics for Ayers St. & SH358 EB Frontage Rd.

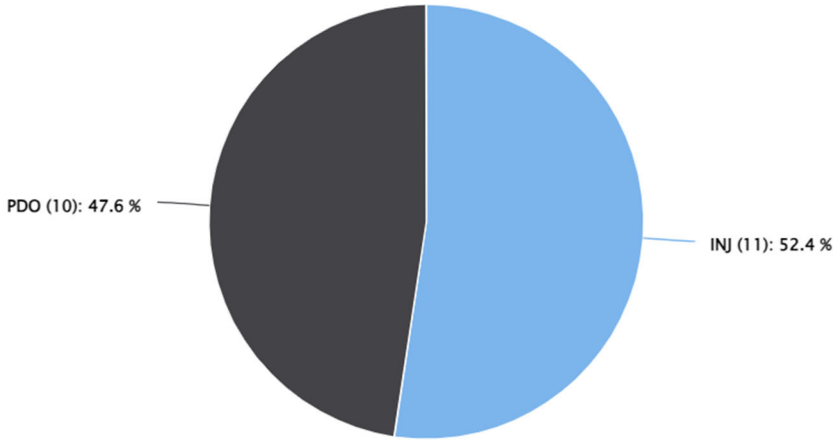


Figure 13: Severity Distribution, Broadside Crashes, Ayers St. & SH358 EB Frontage Rd.

Recommended Improvements

BROADSIDES

Figure 14 shows the direction of at-fault vehicles for broadside crashes at the intersection. The majority of crashes appear to involve an at-fault vehicle in an easterly direction. Further to this, the crash data records indicate that in 10 out of 21 cases the at-fault vehicle disregarded a traffic control device, this might be indicative of red light running.

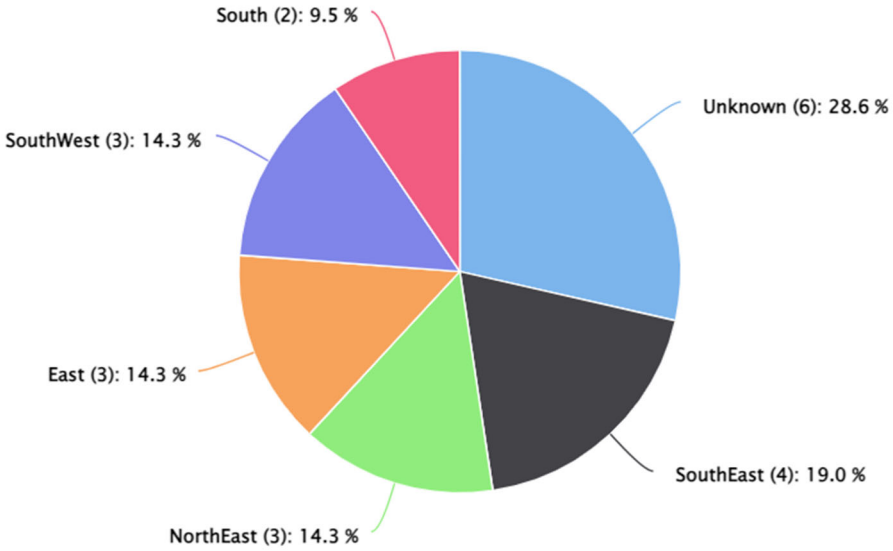


Figure 14: At-Fault Vehicle Direction, Broadsides
Ayers St. & SH-358 EB Frontage Rd.

Crash data does not show a broadside crash pattern related to lighting or weather conditions. Crashes are seen to be spiking in the lunch time hours between 11 A.M. and 1 P.M. and in the busier afternoon and evening hours from 3:30 P.M. to 7 P.M. (**Figure 15**).

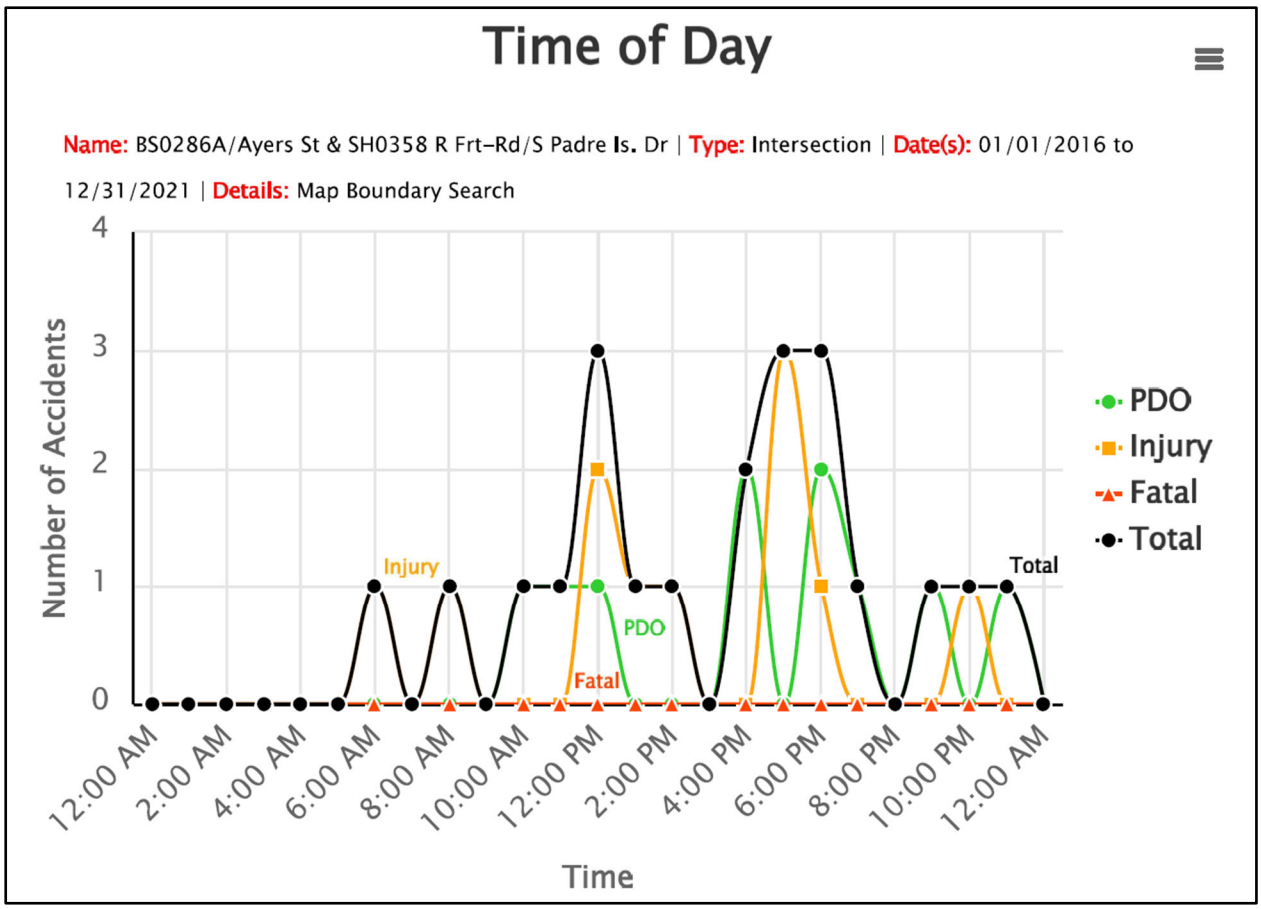


Figure 15: Time of Day, Broadsides, Ayers St. & SH-358 EB Frontage Rd.

Shorter than recommended intervals are strongly correlated with broadside crashes. In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012).

The speed limit = 35 mph on Ayers St. but is unobservable via available imagery for the study period but assumed to be 45 mph on the SH-358 Eastbound Frontage Road/S. Padre Island Drive, as witnessed at other study locations along the frontage road. As left turns are not permitted northbound, the thru movements control the yellow times. Southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Eastbound, the thru movements control the yellow times as they have the higher speeds and longer intervals, as such eastbound Left Turn Yellow times from the eastbound frontage road are not calculated here.

For all NB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For SB left-turns, limit = 35 mph, gives Y = 3.5 seconds.
The longer intervals control, all N-S Yellows on Ayers Street should be 4.5 seconds minimum (Assumes negligible grades).

For EB thru movements, assumed limit = 45 mph, gives Y = 5.0 seconds.
All EB Yellows on SH-358 Eastbound Frontage Road/S. Padre Island Drive should be 5.0 seconds.

At intersections where a one-way system is involved, as seen here on S. Padre Island Drive (SH-358 Eastbound Frontage Road), we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement as they would at an intersection without a 1-way movement).

For NB thru movements, W = 59 ft, V = 35 mph, gives All-Red = (1.0 + 2.0) = 3.0 seconds.
For NB Ayers Street, because there are no left turns permitted, the thru times control the minimum All-Red times.

For SB Ayers St. the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for SB Ayers St.

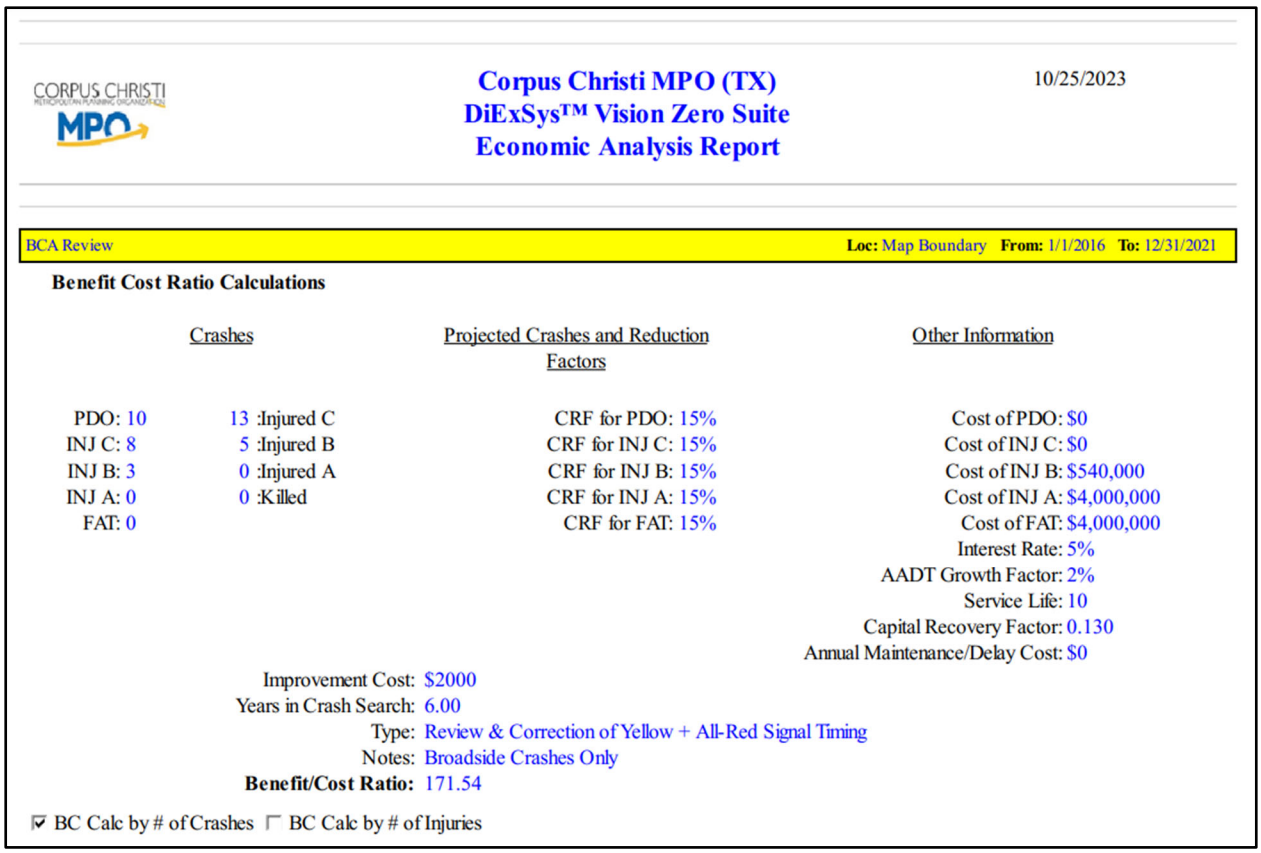
For SB left turns, W = 92 ft, V = 20 mph, gives All-Red = (3.0 + 2.0) = 5.0 seconds.
The longer intervals control, such that the southbound left turns control the All-Red time on Ayers St. Minimum All-Red time on Ayers St. should be = 5.0 seconds.

For SH-358 Eastbound Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the EB SH-358 Frontage Road/S. Padre Island Drive.

For EB left turns, W = 110 ft, V = 20 mph, gives All-Red = (3.5 + 2.0) = 5.5 seconds.
Minimum All-Red time on Eastbound SH-358 Frontage Road/S. Padre Island Drive = 5.5 seconds.

Minimum Y+AR on BS0286A/Ayers St. = (4.5 + 5.0) = 9.5 seconds.
Minimum Y+AR on SH-358 Eastbound Frontage Road/S. Padre Island Drive = (5.0 + 5.5) = 10.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended. **Table 2** shows the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **171.54**, which shows the measure is expected to be extremely cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/25/2023

BCA Review — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 10	13 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 8	5 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 3	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Review & Correction of Yellow + All-Red Signal Timing
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 171.54

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Review & Correct Y+AR Timing, Ayers St. & SH358 EB Frontage Rd.

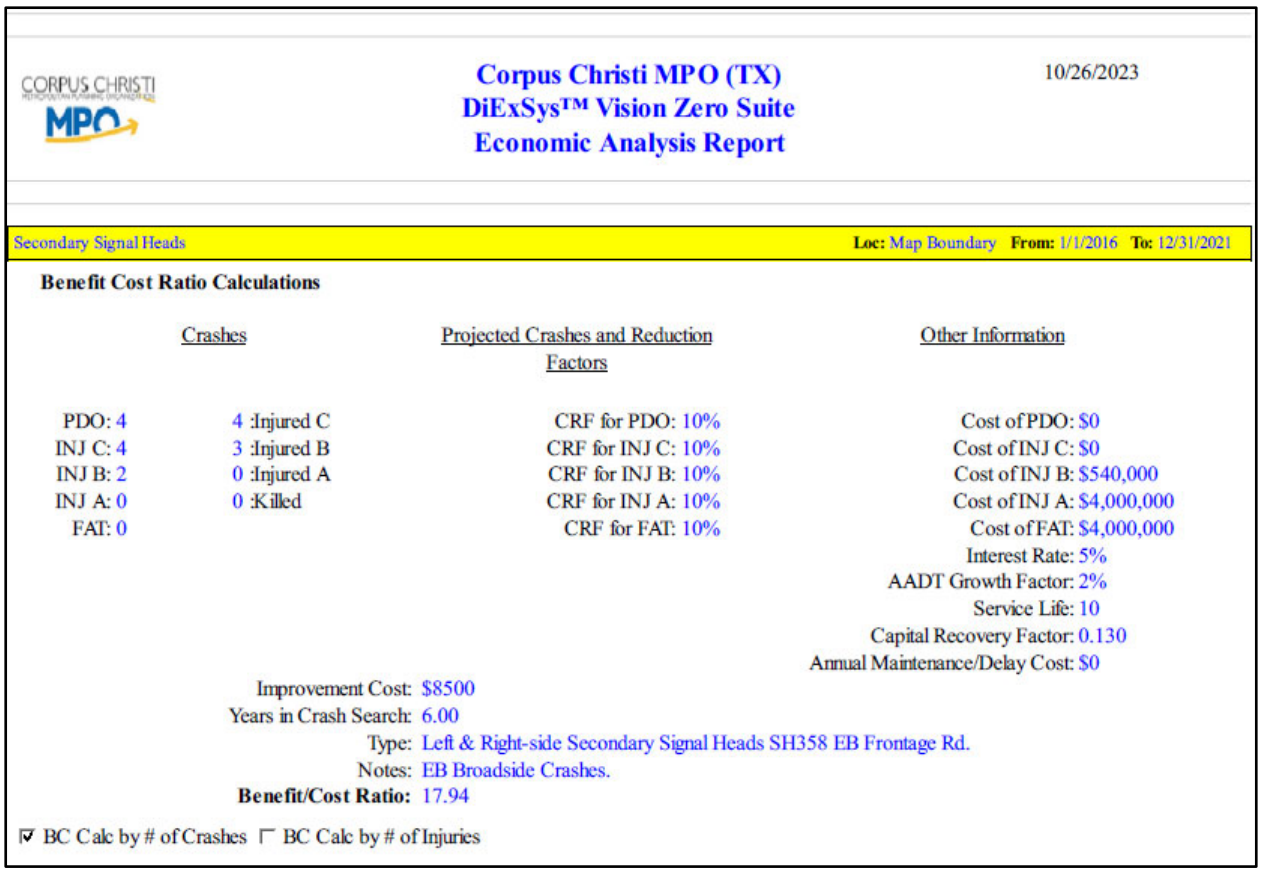
As outlined above, the crash data suggests that predominantly eastbound vehicles are at-fault in Broadside crashes at the intersection. Furthermore, a large portion of broadside crashes involved drivers disregarding traffic controls. The distance between the northbound and southbound stop bars on Ayers Street to the signals was measured in Google Earth to be approximately 58 feet, in comparison the distance from the eastbound stop bars on Ayers Street to the eastbound signals was measured to be approximately 110 feet. The SH-358 Eastbound Frontage Road may benefit from the addition of secondary left side and right-side pole-mounted signals located on the west side of the intersection. This may require repositioning of the current WRONG WAY regulatory signs (**Figure 16**).



Figure 16: SH358 EB Frontage Rd. Approach, Feb. 2022

In further consideration of the pattern of Broadside crashes, we recommend the installation of secondary left and right-side pole-mounted signals on the eastbound SH-358 Frontage Road.

Table 3 shows that the addition of secondary signals heads for the SH-358 Eastbound Frontage Rd. is expected to be cost-effective even assuming a conservative 10% CRF, with a **B/C** ratio of **17.94**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/26/2023

Secondary Signal Heads — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 4	4 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 4	3 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $8500
Years in Crash Search: 6.00
Type: Left & Right-side Secondary Signal Heads SH358 EB Frontage Rd.
Notes: EB Broadside Crashes.
Benefit/Cost Ratio: 17.94

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Secondary Signals, EB SH358 Frontage Rd.

SIDESWIPE SAME DIRECTION

Sideswipe same direction crashes tend to be related to turning movements, lane changes or alignment. Furthermore, at locations where double left turns are possible, as is the case with eastbound and southbound left turns here, the potential for sideswipe same direction crashes is increased. **Error! Reference source not found.** shows the distribution of movements associated with these crashes. The most predominant movement recorded was due to straight movements. In cases with double left turns and a high proportion of sideswipe same direction crashes related to turning movements, we would typically recommend that turn lane line extensions be painted on the pavement. However, in this case extension lines are already present for southbound and eastbound left turn lanes where double left turns are possible. In this regard, the only recommendation at this time would be to ensure that the striping is well maintained.

Further to this however, when the crash data is examined and vehicle movements are considered, it suggests that the majority of sideswipe same direction crashes occur involving both vehicles traveling straight in the north or southbound directions. A review of available Streetview imagery indicates that presently there is not a lane selection guidance sign in advance of the intersection for northbound or southbound Ayers Street. In the case of southbound, there is a lane selection guidance sign at the intersection mounted overhead adjacent to signals, however this is too late to provide drivers with

sufficient time to make necessary adjustments (**Figure 17**). In conjunction with this, the crash data indicates that in the majority of cases drivers were cited for changing lanes when unsafe. It would be recommended that advance lane selection signs be installed on both northbound and southbound Ayers Street in advance of the intersection.



Figure 17: Lane Selection Signs, SB Ayers St., Feb. 2023

The other potential conflict which might create sideswipe same direction crashes is on the east side of the intersection where both the Westbound SH-358 U-turn lane and the northbound right turn lane from Ayers Street join the Eastbound SH-358 Frontage Road. Right turning traffic and u-turning traffic could conflict with each other and also with eastbound through traffic.

Imagery also shows that while the northbound right turn lane from Ayers St. has YIELD control on it, the yield lines were recently paved over due to what appears to be recent resurfacing (**Figure 18** and **Figure 19**). It would be recommended that yield lines be re-instated for the northbound right turn lane from Ayers Street.



Figure 18: NB Ayers St. Right Turn Lane, (facing northeast), Feb. 2022



Figure 19: NB Ayers St. Right Turn Lane, (facing southwest), Jun. 2023

Further to this, Yield control appears to have been only recently implemented on the westbound SH-358 U-Turn lane (see **Figure 20** and **Figure 21**). It would be recommended that yield lines also be painted on the pavement adjacent to the YIELD sign for the east side U-turn lane.



Figure 20: East Side U-Turn Lane, (facing northwest), Feb. 2022



Figure 21: East Side U-Turn Lane, (facing northwest), Jun. 2023

The final source of conflict for sideswipe same direction crashes might be for vehicles both traveling straight ahead from the SH-358 Eastbound Frontage Road. As the aerial image following shows (**Figure 22**), the eastbound frontage road proceeds through the intersection on a curve. As seen in **Figure 2** this causes a misalignment between the

through lanes on the west side of the intersection and the east side of the intersection, rather the eastbound left turn lane on the west side of the intersection is aligned with the eastbound left through lane on the east side of the intersection.

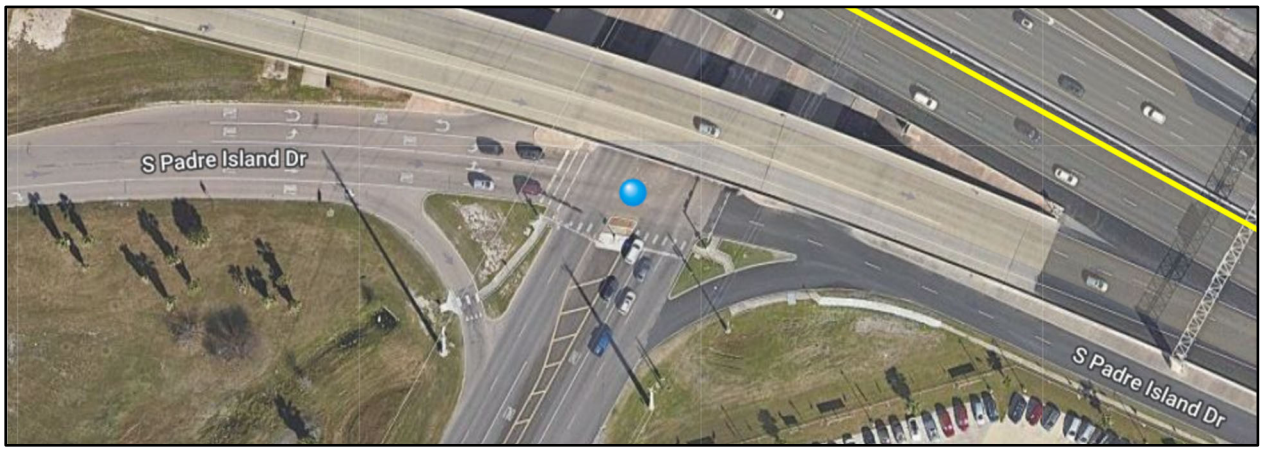


Figure 22: Aerial View of Curvilinear EB SH-358 Frontage Rd.

It would be recommended in this case the extension of the eastbound thru lane lines through the intersection.

However, regarding all of the above recommendations related to sideswipe same direction crashes, since all of the Sideswipe Same crashes at this intersection were Property Damage Only, under TXDOT Highway Safety Improvement Program Safety Index calculations the calculated benefit of reducing these crashes is estimated to be zero. In this regard the measures discussed above including lane line extensions, yield line implementation and advance lane selection signs, are not expected to be cost effective and so they are not recommended.

SAFETY ASSESSMENT

FM2444/S. Staples Street and Yorktown Blvd.

Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of S. Staples Street (FM2444) and Yorktown Boulevard is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 19,934 on Staples St. and 12,537 on Yorktown Blvd.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. In all directions there are 2 heads for 2 through movement lanes which are centered over the lanes. All directions have a single dedicated left turn lane and a dedicated right turn lane, except for southbound Staples St. which has only a single dedicated left turn lane. Google Streetview imagery indicates that all directions are operating 5-section Protected/Permitted left turns. Signals for eastbound and westbound traffic on Yorktown Blvd. have backplates (**Figure 1**), while signals for northbound and southbound traffic on Staples St. do not (**Figure 2**).

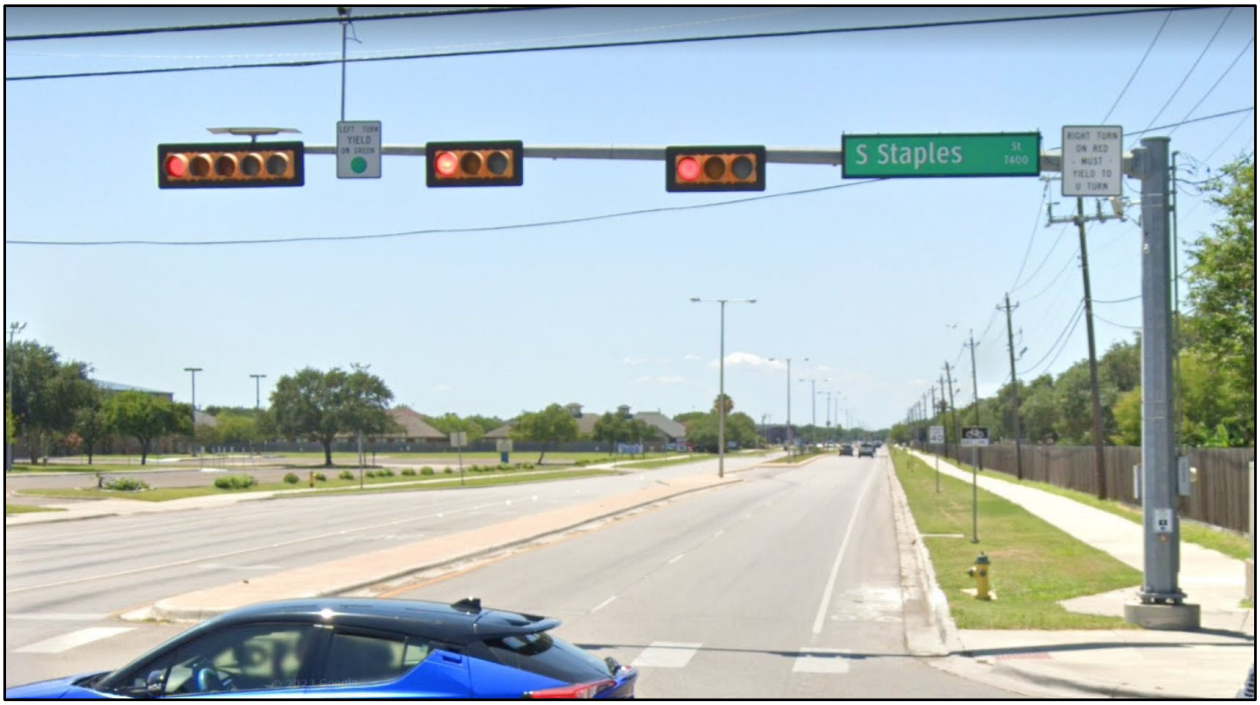


Figure 1: WB Yorktown Blvd, Backplates, June 2023



Figure 2: NB Staples St, No Backplates, June 2023

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 143 crashes recorded at the intersection, including 106 PDO, 36 Injury (with 65 people injured) and 1 Fatal crash (with 1 person killed). The crash distribution is shown in **Figure 3**. This included 64 rear-end crashes, accounting for almost 45% of all crashes and 43 approach turn crashes, accounting for about 30% of all crashes.

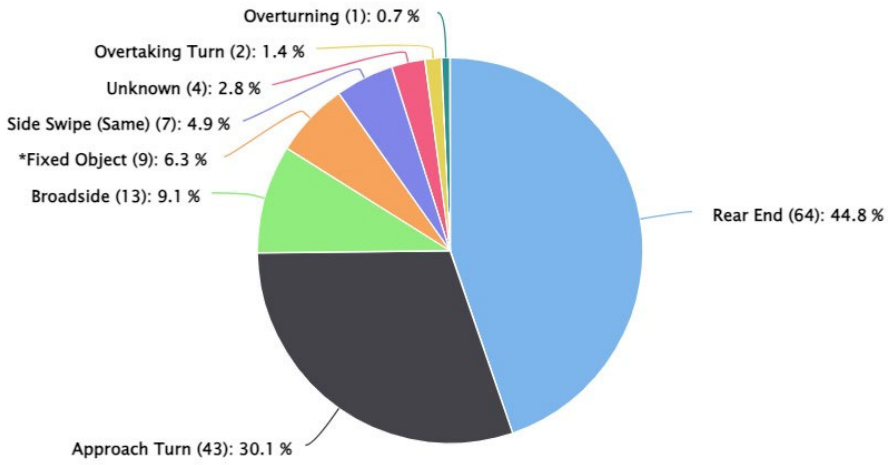


Figure 3: Crash Distribution by Type, Staples St. & Yorktown Blvd.

Safety Performance Functions (SPF) show that the intersection performs at Level of Service of Safety (LOSS) IV for both total crash frequency and crash severity (**Figure 4** and **Figure 5**), indicating high potential for crash reduction at this location.

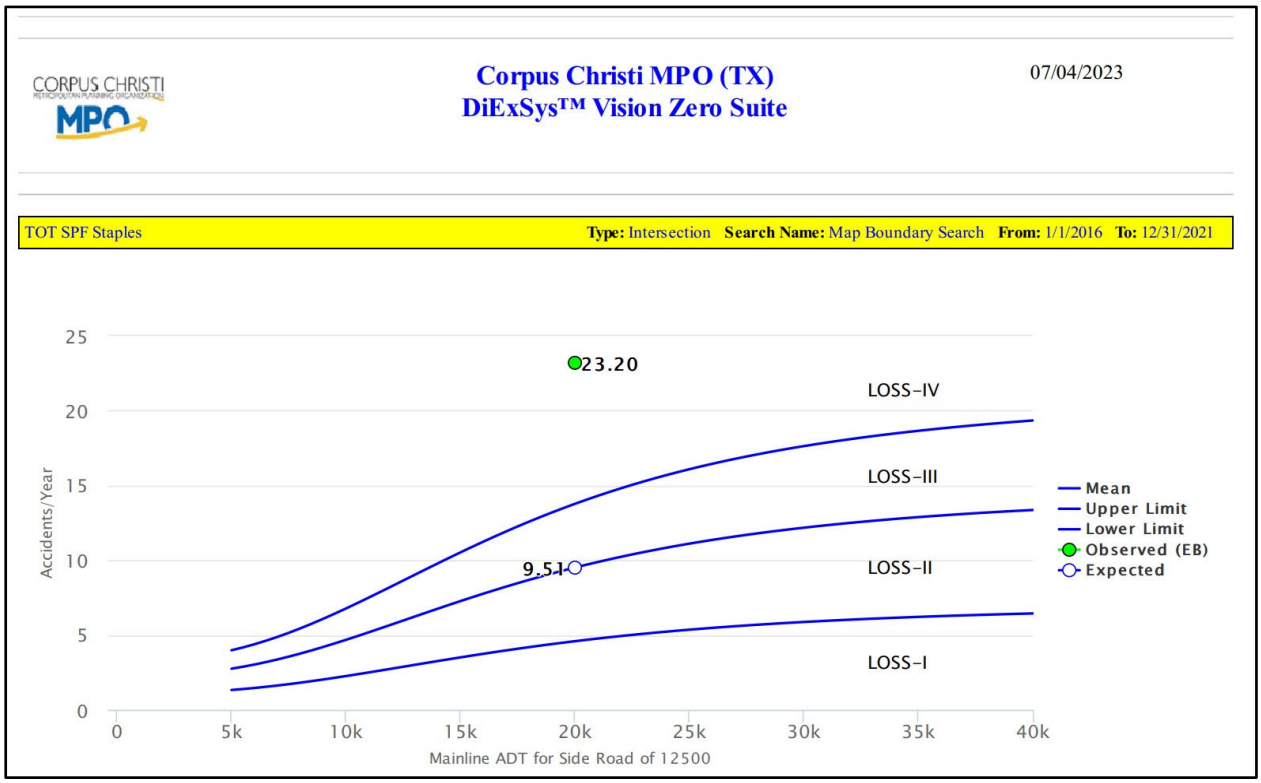


Figure 4: SPF Total Crash Frequency, Staples St & Yorktown Blvd

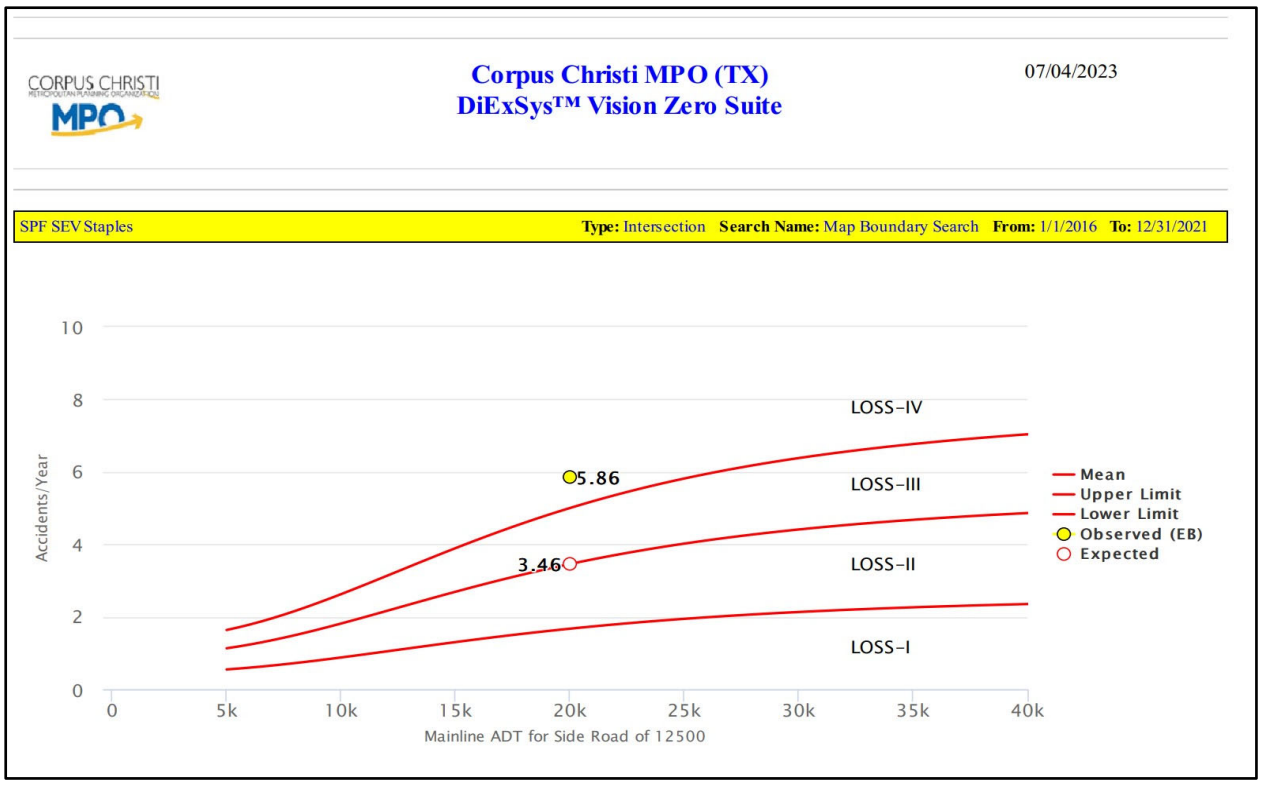
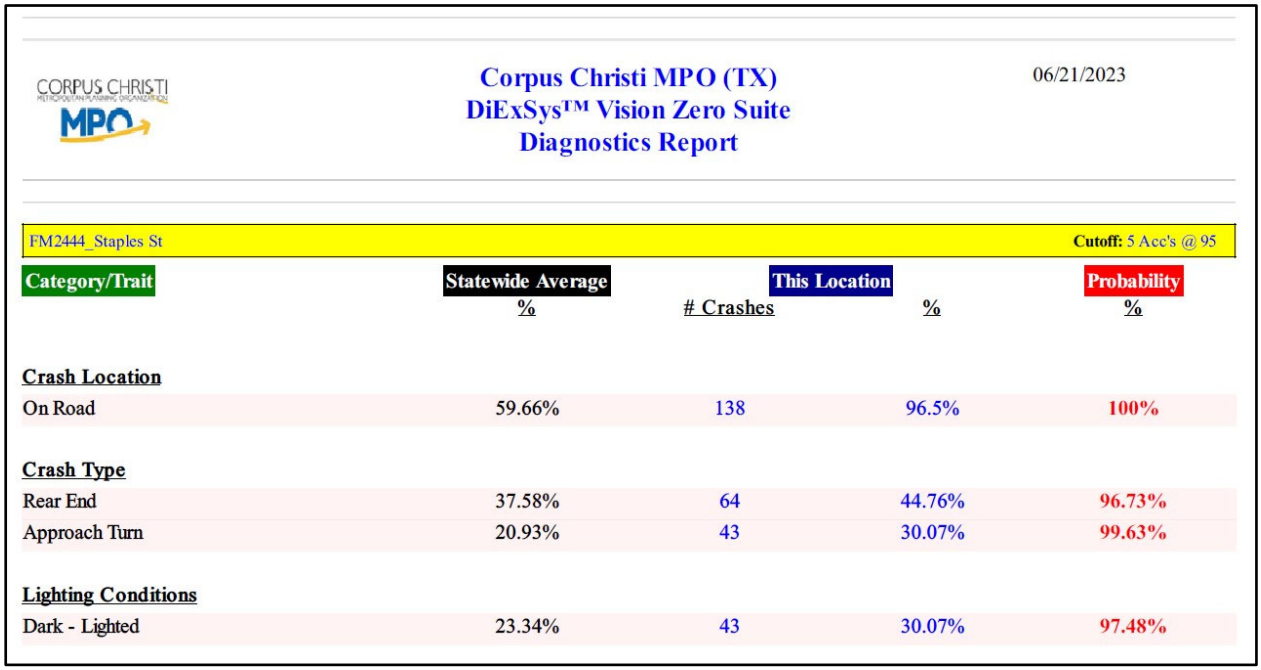


Figure 5: SPF INJ+FAT Crashes, Staples St & Yorktown Blvd

Direct diagnostics (**Table 1**) unsurprisingly showed that the intersection displays patterns of Rear-End and Approach Turn crashes, as well as crashes occurring under dark conditions. There is currently no intersection lighting visible at the intersection.



Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	138	96.5%	100%
Crash Type				
Rear End	37.58%	64	44.76%	96.73%
Approach Turn	20.93%	43	30.07%	99.63%
Lighting Conditions				
Dark - Lighted	23.34%	43	30.07%	97.48%

Table 1: Direct Diagnostics for Staples St & Yorktown Blvd

Recommended Improvements

APPROACH TURNS

Figure 6 shows the direction of at-fault vehicles for approach turn crashes at the intersection. It is assumed that crashes are occurring relatively equally in all directions, particularly given that the signal configuration is the same for all approaches.

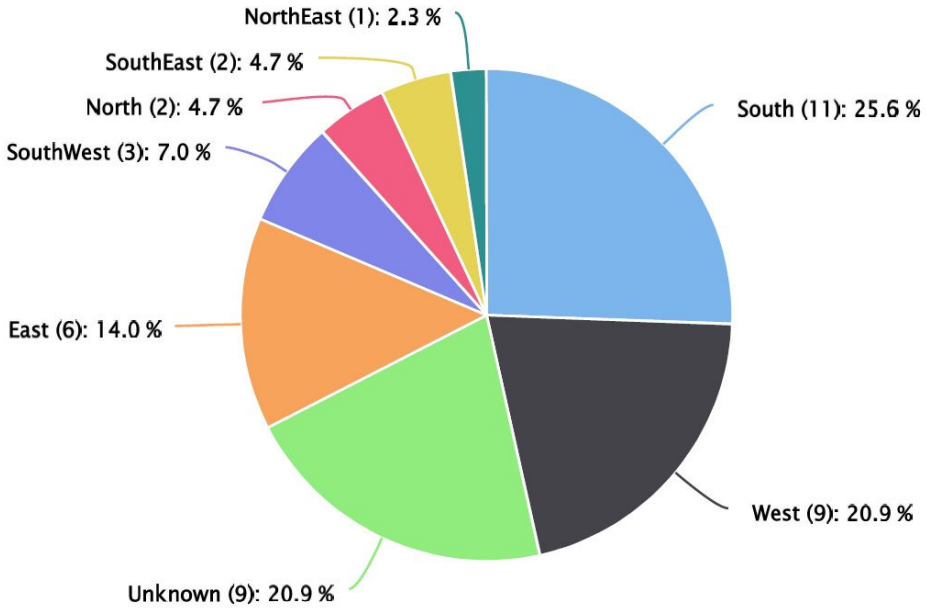


Figure 6: At-Fault Vehicle Direction, Approach Turns, Staples St & Yorktown Blvd

There was a high level of injury associated with approach turn crashes (32 people injured). The time-of-day data for approach turn crashes was analyzed for all directions together, as seen in **Figure 7**. This data shows that approach turns have been recorded in almost every hour of the 24-hr period, with the most crashes seen in the evening hours between 5 P.M. and 10 P.M. This may be somewhat indicative of the pattern of crashes seen under dark conditions.

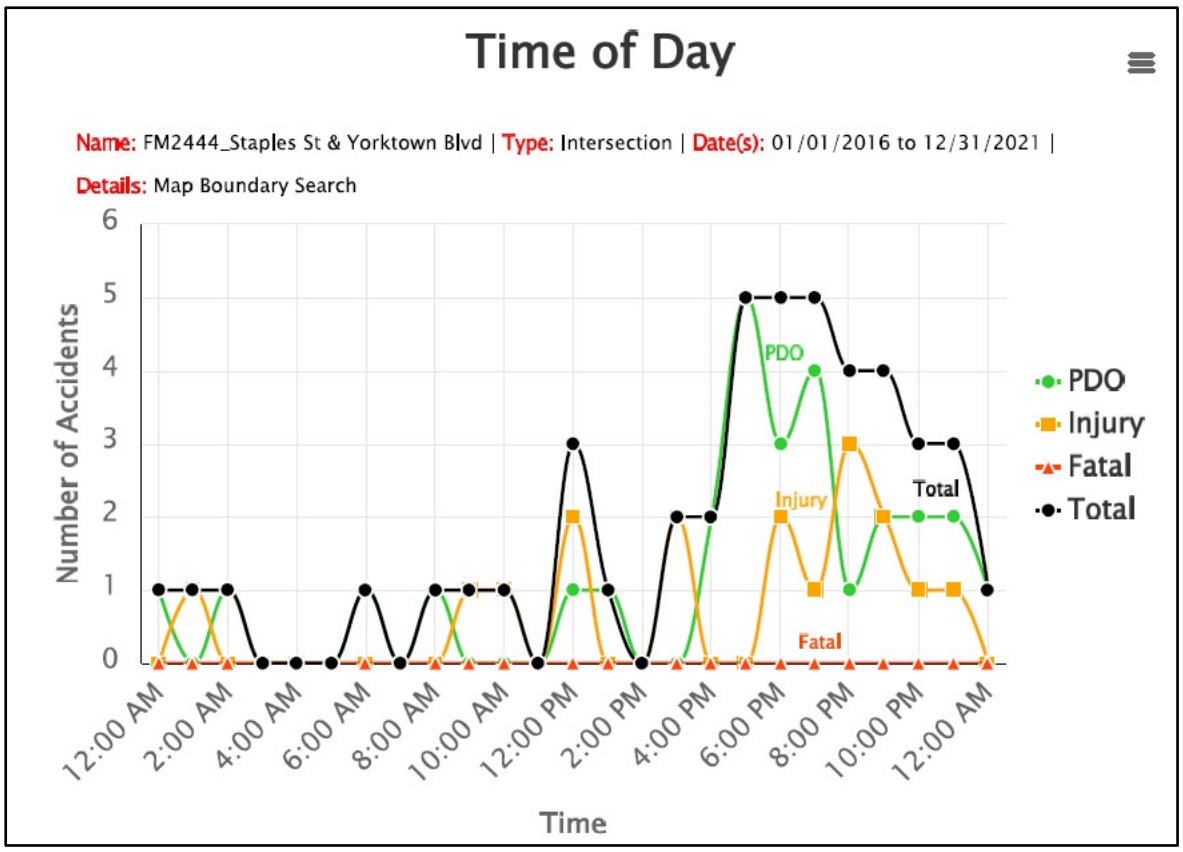
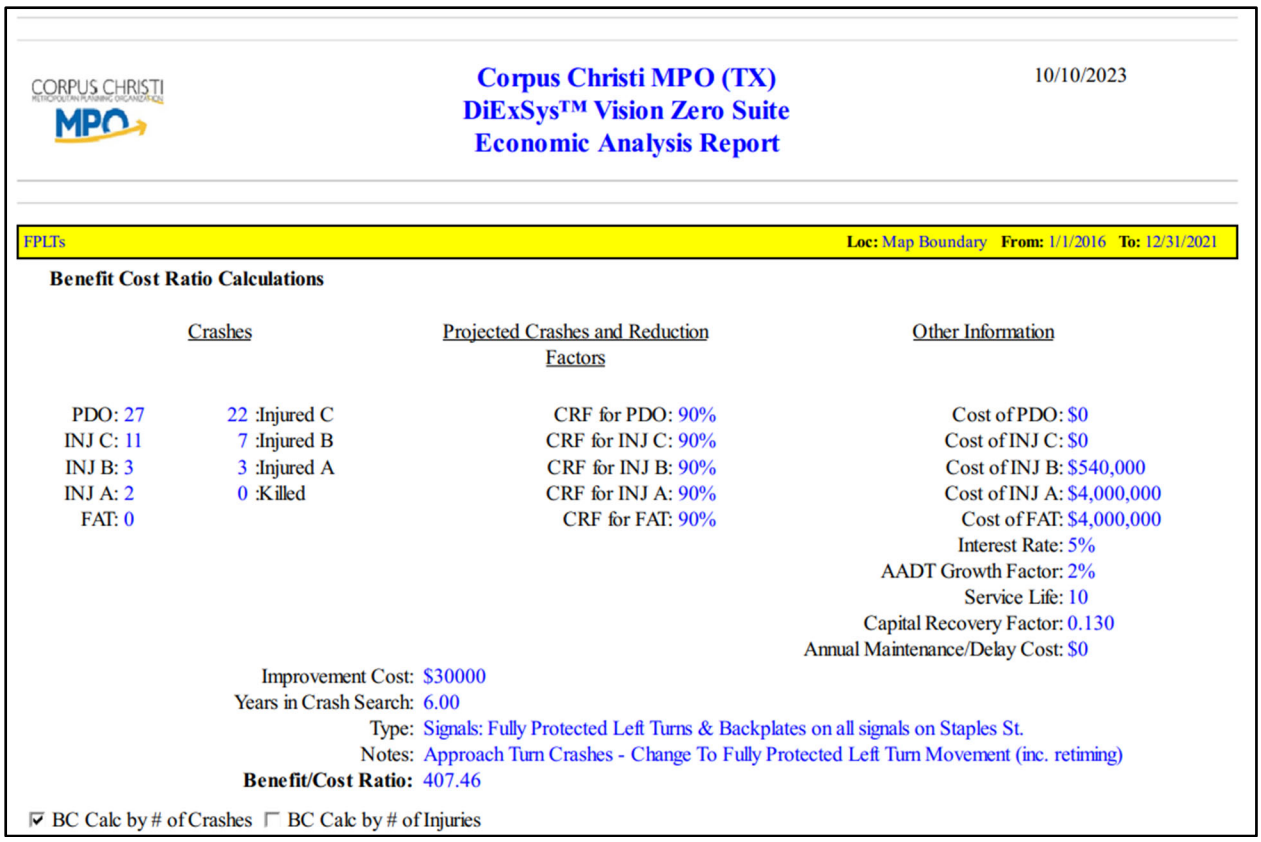


Figure 7: Time of Day, Approach Turns, Staples St & Yorktown Blvd

As outlined previously, all approaches currently operate 5-section Protected/Permitted left turns. In consideration of the pattern of approach turn crashes at the intersection, we recommend that signals on all approaches be modified to provide fully protected left turn movements. Additionally, existing signals for northbound and southbound traffic on Staples Street do not have reflective backplates, we recommend that new signal heads have reflective backplates.

Table 2 shows that the proposal to provide fully protected left turns on all approaches, along with backplates on Staples Street, is expected to be extremely cost-effective, with a B/C ratio of **407.46**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/10/2023

FPLTs — Loc: Map Boundary From: 1/1/2016 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 27	22 :Injured C	CRF for PDO: 90%	Cost of PDO: $0
INJ C: 11	7 :Injured B	CRF for INJ C: 90%	Cost of INJ C: $0
INJ B: 3	3 :Injured A	CRF for INJ B: 90%	Cost of INJ B: $540,000
INJ A: 2	0 :Killed	CRF for INJ A: 90%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 90%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $30000
Years in Crash Search: 6.00
Type: Signals: Fully Protected Left Turns & Backplates on all signals on Staples St.
Notes: Approach Turn Crashes - Change To Fully Protected Left Turn Movement (inc. retiming)
Benefit/Cost Ratio: 407.46

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Fully Protected Left Turns (4-way) & Backplates (Staples) Staples St & Yorktown Blvd

REAR ENDS

The distribution of at-fault vehicles in the 64 rear-end crashes at the intersection is shown in **Figure 8**.Given the angular alignment of the intersection, it is interpreted that south is synonymous with southwest, north with northeast and east with southeast. This would indicate that while rear ends occur on all approaches, they appear to be most common southbound where there is no dedicated right turn lane.

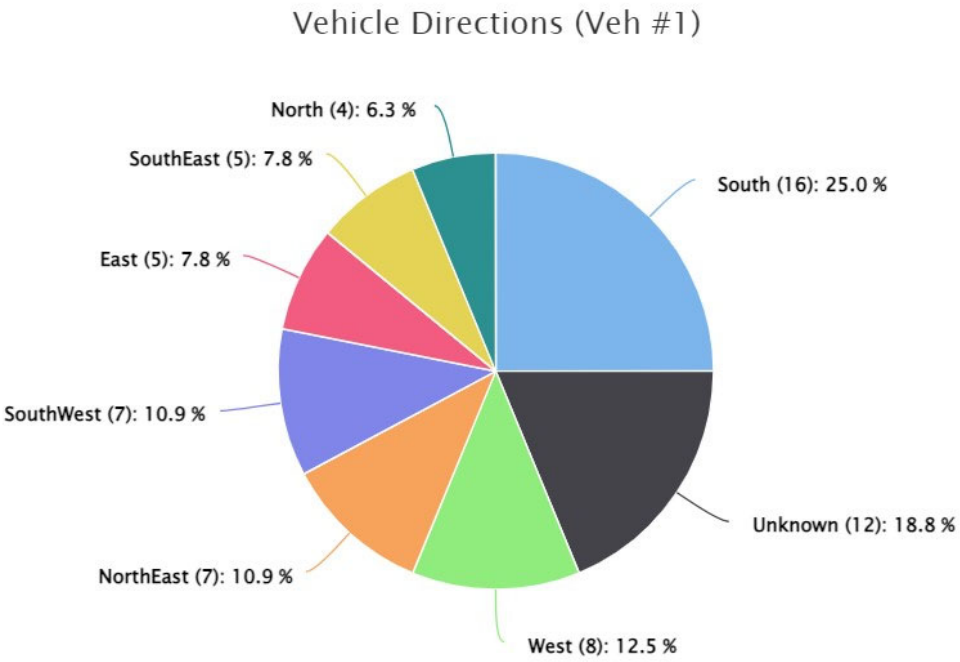


Figure 8: At-Fault Vehicle Direction, Rear-Ends, Staples St & Yorktown Blvd

When the time of day of rear-end collisions (**Figure** 9) is considered in tandem with the majority of crash record narratives referring to “stopped” vehicles, this strongly indicates that crashes are occurring in heavy traffic volumes and congested conditions. **Figure 10** also shows that there is a tendency for rear end collisions to occur more frequently towards the beginning of the week. Of the 64 rear-ends which were recorded 14 resulted in injury (about 21%) with 20 people injured. There appears to be a tendency for high-severity rear ends.

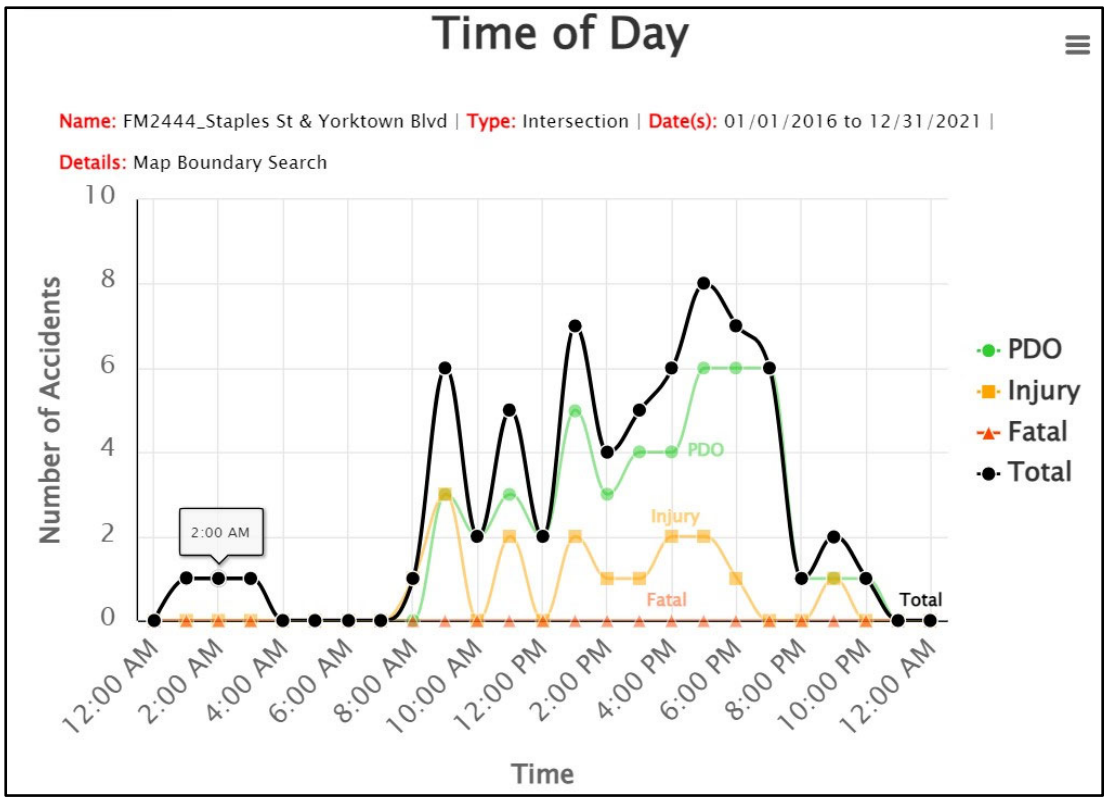


Figure 9: Rear-Ends, Time of Day, Staples St & Yorktown Blvd

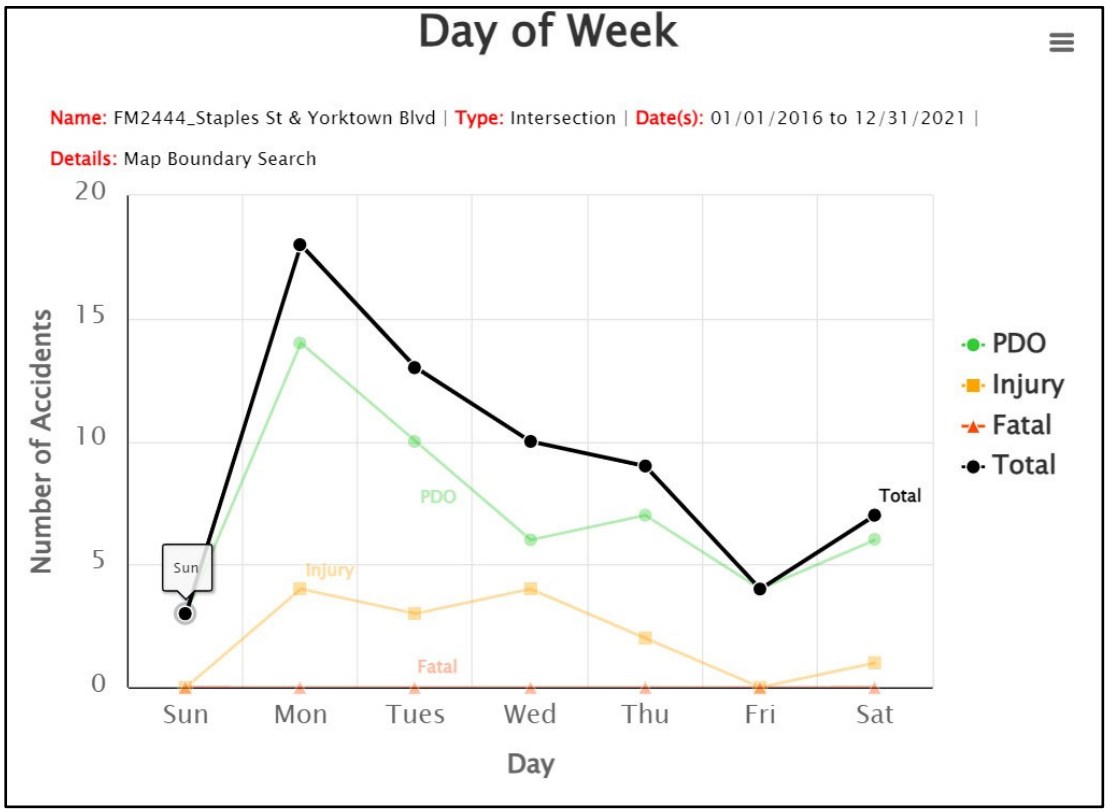


Figure 10: Rear-Ends, Day of Week, Staples St & Yorktown Blvd

The factors associated with the rear-end collisions which are occurring at this intersection suggest that the intersection may benefit from improved signal timing in order to provide better progression for vehicles on both the Staples Street and Yorktown Boulevard corridors.

Table 3 shows that the proposal to improve progression through signal retiming on all approaches is expected to be very cost-effective, with a B/C ratio of **21.66**. The cost of the measure includes an estimate for re-timing and coordination of additional signals in the vicinity, which may be required.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/10/2023

Signal Coordination (Re-timing) Staples — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 50	18 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 12	2 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 15
			Capital Recovery Factor: 0.096
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $10000
Years in Crash Search: 6.00
Type: Signals: Signal Coordination (Existing)
Notes: Re-timing/Coordinate Existing Signals
Benefit/Cost Ratio: 21.66

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Signal Re-Timing, Staples St & Yorktown Blvd

CRASHES IN DARK CONDITIONS

Figure 11 shows the proportion of overall crashes which occurred in dark or poorly lit conditions, approximately 35% of all crashes at the intersection.

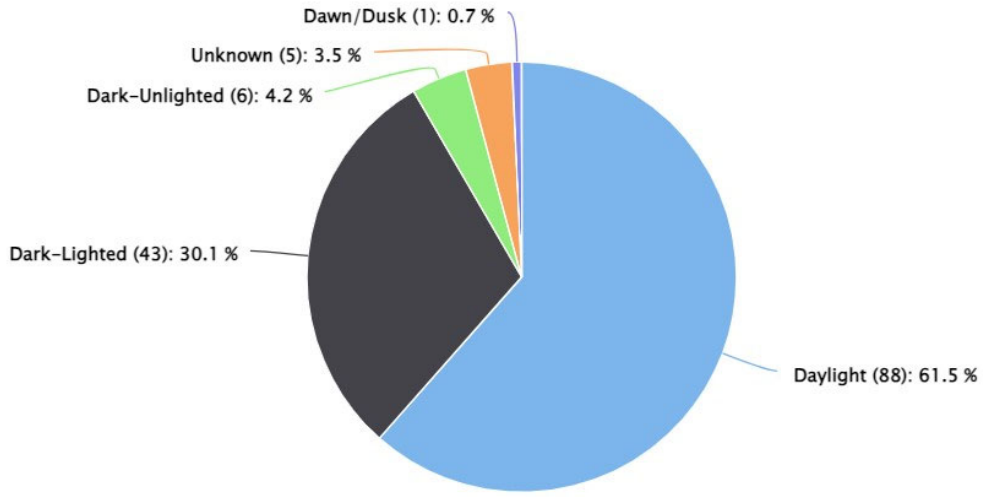


Figure 11: Crash Distribution by Lighting Conditions, Staples St & Yorktown Blvd

Furthermore, the distribution of crashes occurring under dark or poorly lit conditions, as shown in **Figure 12**, indicates that approach turn crashes are most effected.

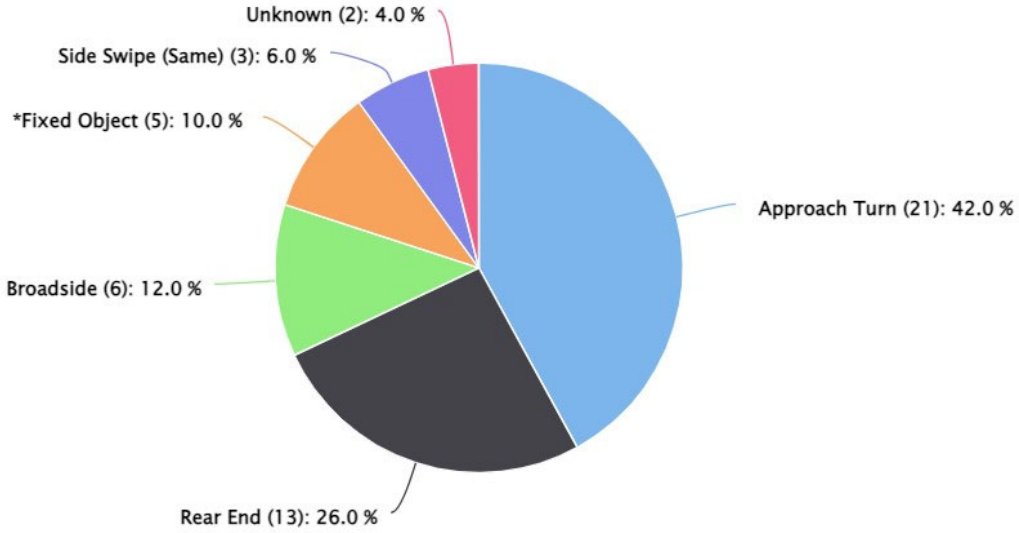


Figure 12: Crash Distribution of Crashes in Dark/Poorly Lit Conditions Staples St & Yorktown Blvd

Although there is a presence of overhead power lines at the intersection, to address the pattern of crashes occurring under dark and poorly lit conditions at the intersection, it is recommended that intersection luminaires be provided. The presence of overhead power lines on all four approaches may require a solution with custom street lighting design and/or right-of-way acquisition.

Table 4 shows that provision of intersection lighting at an estimated cost of installation and design of $71,000, and an annual electricity cost of $600, results in an estimated **B/C** ratio of **56.06**, indicating the measure is expected to be very cost-effective.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/17/2023

BCA IX Illumination Staples — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 39	15 :Injured C	CRF for PDO: 31%	Cost of PDO: $0
INJ C: 8	5 :Injured B	CRF for INJ C: 38%	Cost of INJ C: $0
INJ B: 1	2 :Injured A	CRF for INJ B: 38%	Cost of INJ B: $540,000
INJ A: 1	1 :Killed	CRF for INJ A: 38%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 77%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $600

Improvement Cost: $71000
Years in Crash Search: 6.00
Type: Intersection illumination.
Notes: Crashes in Dark/Poorly Lit Conditions. CMF ID's 433, 434 & 437
Benefit/Cost Ratio: 56.06

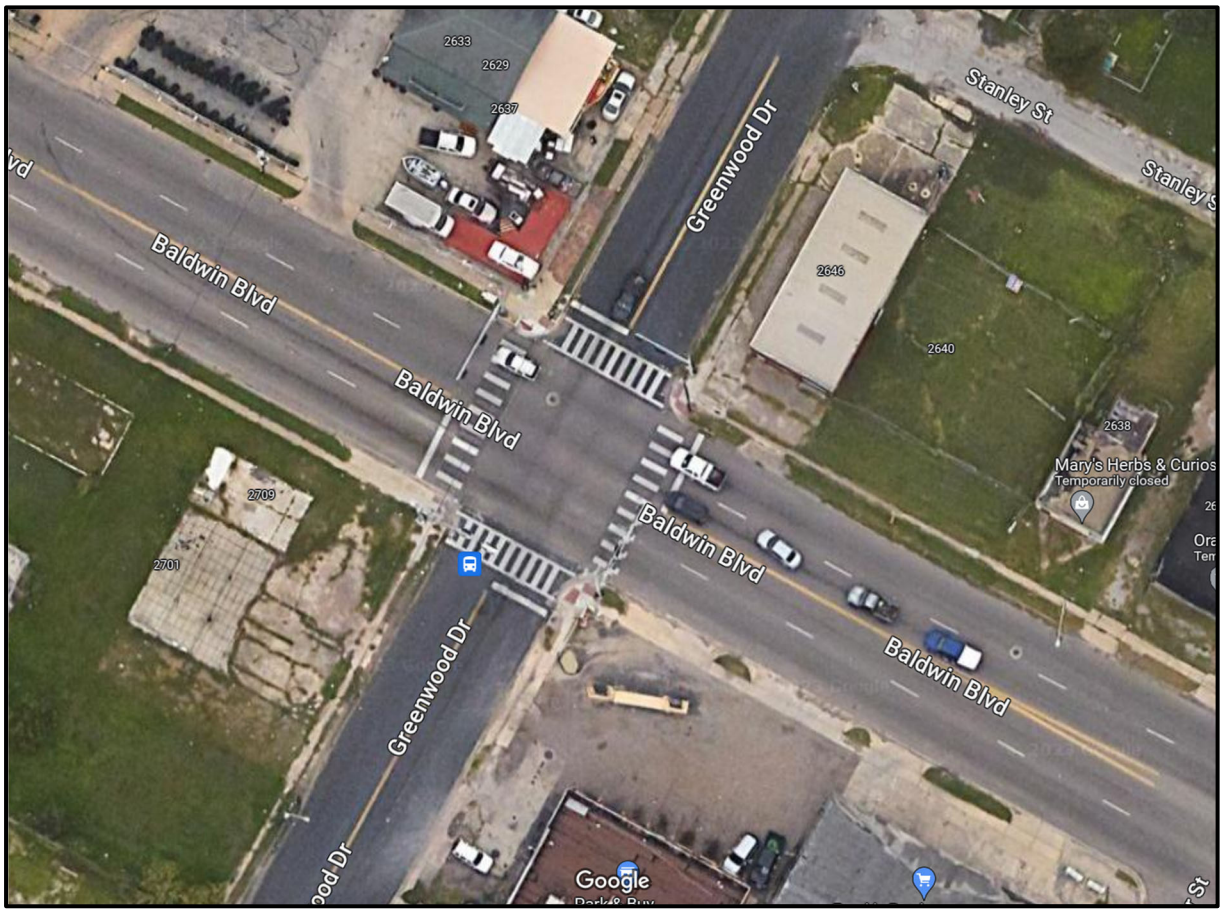
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 4: BCA for Intersection Lighting, Staples St & Yorktown Blvd

SAFETY ASSESSMENT

Baldwin Boulevard & Greenwood Drive

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Baldwin Boulevard and Greenwood Drive is a 4-leg 4-lane undivided signalized urban intersection. There are 2 thru lanes in each direction on the major street, Baldwin Blvd., and 1 thru lane in each direction on the minor street, Greenwood Dr. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 15,404 on Baldwin Blvd. and 6,177 on Greenwood Dr.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are two heads, one for each through-lane with heads centered over the lanes in the case of Baldwin Blvd. and two for the single thru lane in the case of Greenwood Dr. (**Figure 1**).



Figure 1: SB Greenwood Dr. Signals, Jan. 2023

The intersection is undivided without dedicated left turn lanes. There are overhead power lines running along the west side of the intersection (as seen above in **Figure 1**).
Streetview imagery also indicates that sometime between May 2019 and April 2021 several changes were made at the intersection. Firstly, it appears that backplates were added to signals in all directions (see example **Figure 2** and **Figure 3**).



Figure 2: EB Baldwin Signals, no Backplates, May 2019



Figure 3: EB Baldwin Signals, Backplates, Apr. 2021

Secondly, imagery indicates that in this time pedestrian countdown timers were added at the intersection (see example **Figure 4** and **Figure 5**).



Figure 4: Pedestrian Control, SW Corner of Intersection, May 2019



Figure 5: Pedestrian Control, SW Corner of Intersection, Apr. 2021

Imagery indicates that in all directions left turns are Permissive only, controlled by 3-section heads.

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 66 crashes recorded at the intersection, including 39 PDO, 27 Injury (with 38 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 6**. The most common crash type was rear-end crashes, followed by Broadside crashes and Approach Turn crashes.

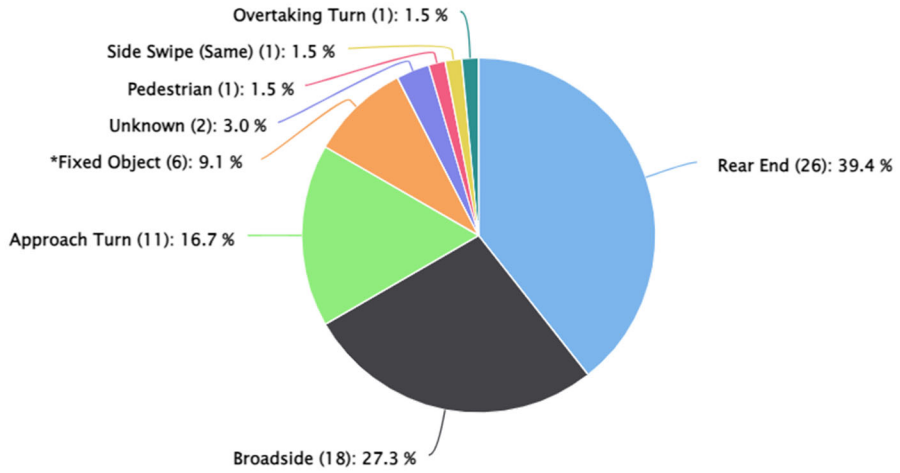


Figure 6: Crash Distribution by Type, Baldwin Blvd. & Greenwood Dr.

Safety Performance Functions (SPFs) show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 7** and **Figure 8**).

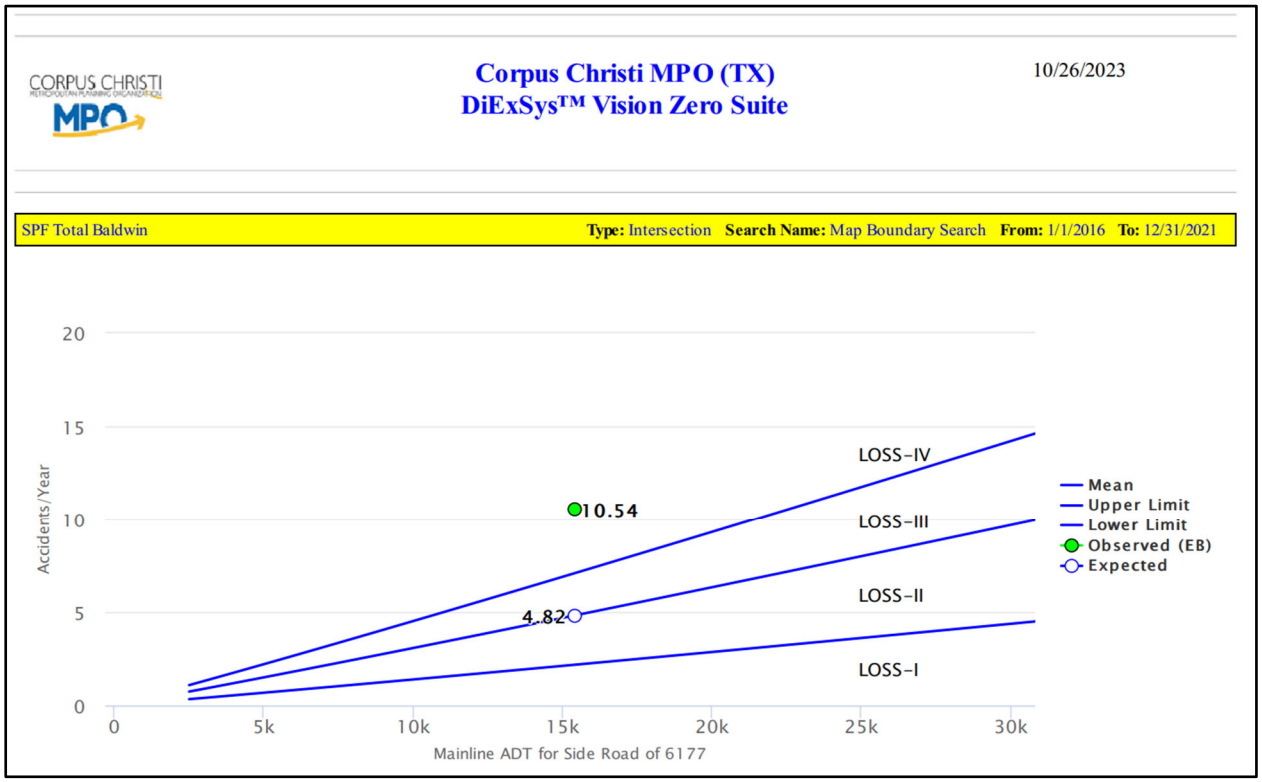


Figure 7: SPF Total Crash Frequency, Baldwin Blvd. & Greenwood Dr.

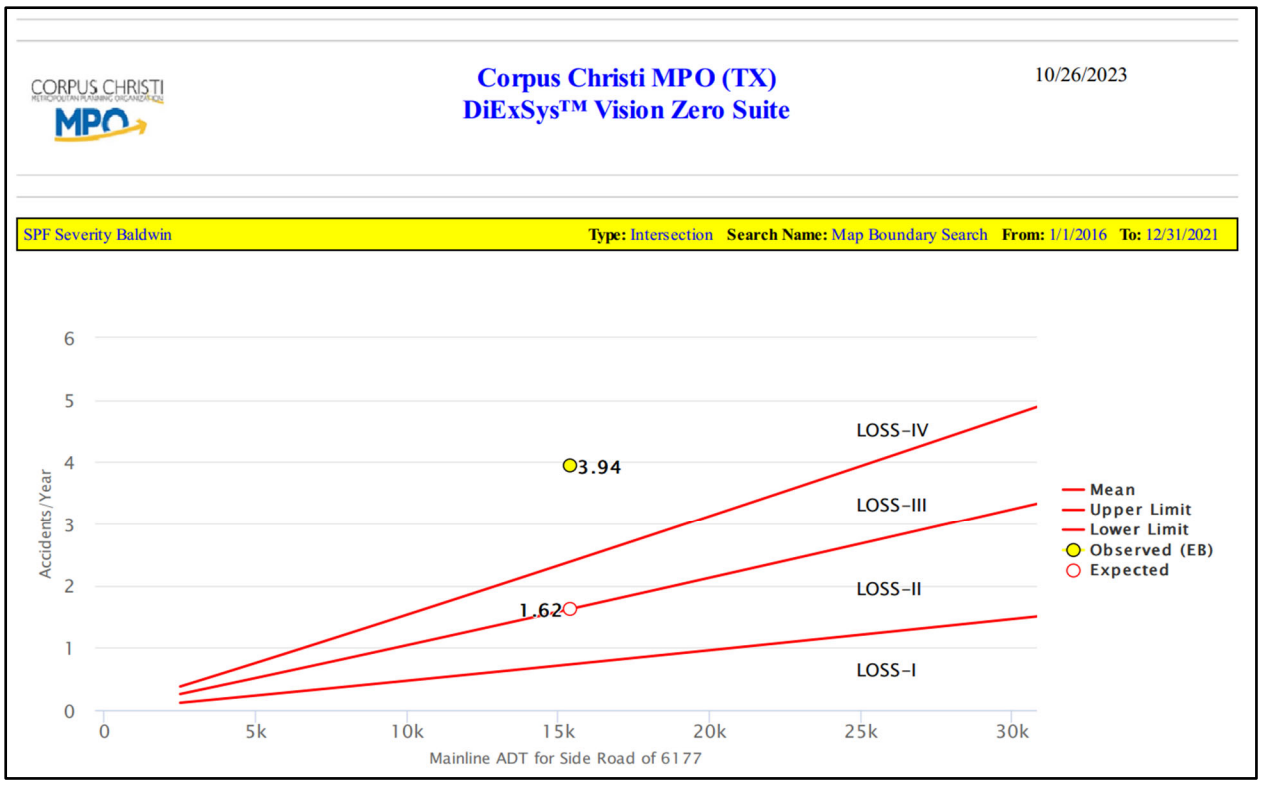


Figure 8: SPF INJ+FAT Crashes, Baldwin Blvd. & Greenwood Dr.

Diagnostic models have not been developed for Texas urban 4-lane Un-Divided Signalized 4-leg intersections, however the best fit proxy model for direct diagnostics, the Texas Urban 4-lane Divided Signalized 4-leg Intersection model, was utilized (**Table 1**). The diagnostics showed that the intersection displays a pattern of Broadside crashes.

Furthermore, Broadside crashes represent 40.7% of all injury level crashes (11 of 27), accounting for 34.2% of all injuries (13 of 38). Considering the overall severity of broadside crashes, over 61% resulted in injuries (**Figure 9**). This indicates that broadside crashes are likely to be high severity when they occur at the intersection. Broadside crashes at a signalized intersection can be easily susceptible to cost-effective correction.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

10/26/2023

Diagnostics Baldwin — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	62	93.94%	100%
Crash Type				
Broadside	18.74%	18	27.27%	96.87%

Table 1: Direct Diagnostics for Baldwin Blvd. & Greenwood Dr.

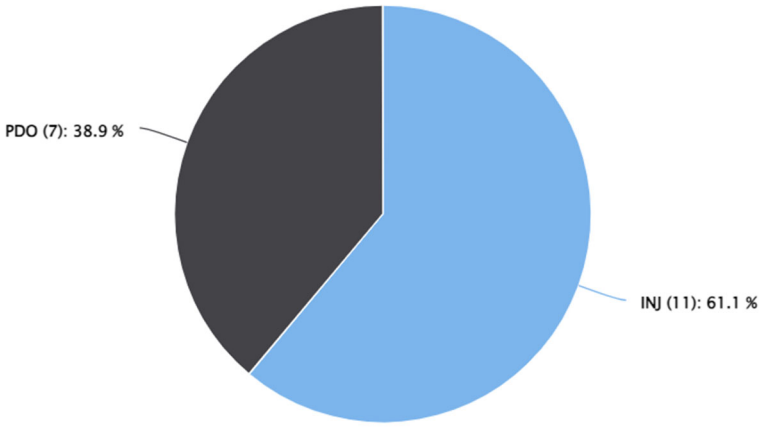


Figure 9: Severity Distribution, Broadside Crashes Baldwin Blvd. & Greenwood Dr.

Recommended Improvements

BROADSIDES

Figure 10 shows the direction of at-fault vehicles for broadside crashes at the intersection. Given the orientation of the intersection, “southeast” and “east” could be synonymous, as could “southwest” and “south.” While crashes appear to be generally evenly distributed in all directions, slightly more occurred in the easterly direction. Further to this, the crash data records indicate that in 14 out of 18 cases the at-fault vehicle disregarded a traffic control device, and 4 of those cases overtly state red light running. Crash data does not show that broadside crash patterns are related to lighting or weather conditions, nor a time-of-day pattern.

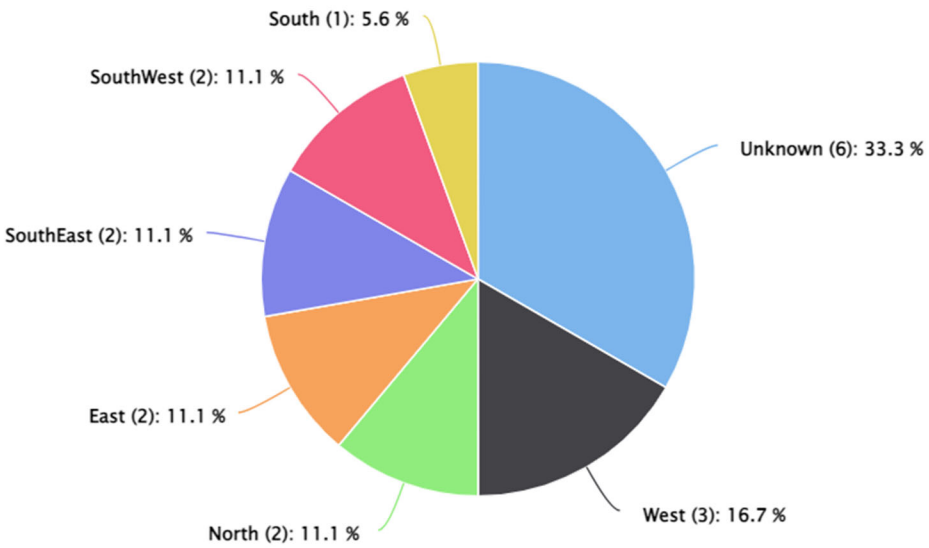


Figure 10: At-Fault Vehicle Direction, Broadsides, Baldwin Blvd. & Greenwood Dr.

Shorter than recommended intervals are strongly correlated with broadside crashes. In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012).

The speed limit = 35 mph on Baldwin Blvd. and 30 mph on Greenwood Dr. In all directions the left turns are Permissive only, as such in all directions the thru movements control the yellow times as they have the higher speeds and longer intervals. In this regard Left Turn Yellow times from all directions are not calculated here.

For all NB and SB thru movements, limit = 30 mph, gives Y = 4.0 seconds.
All N-S Yellows on Greenwood Blvd. should be 4.0 seconds minimum (Assumes negligible grades).

For all EB and WB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
All E-W Yellows on Baldwin Blvd. should be 4.5 seconds, minimum.

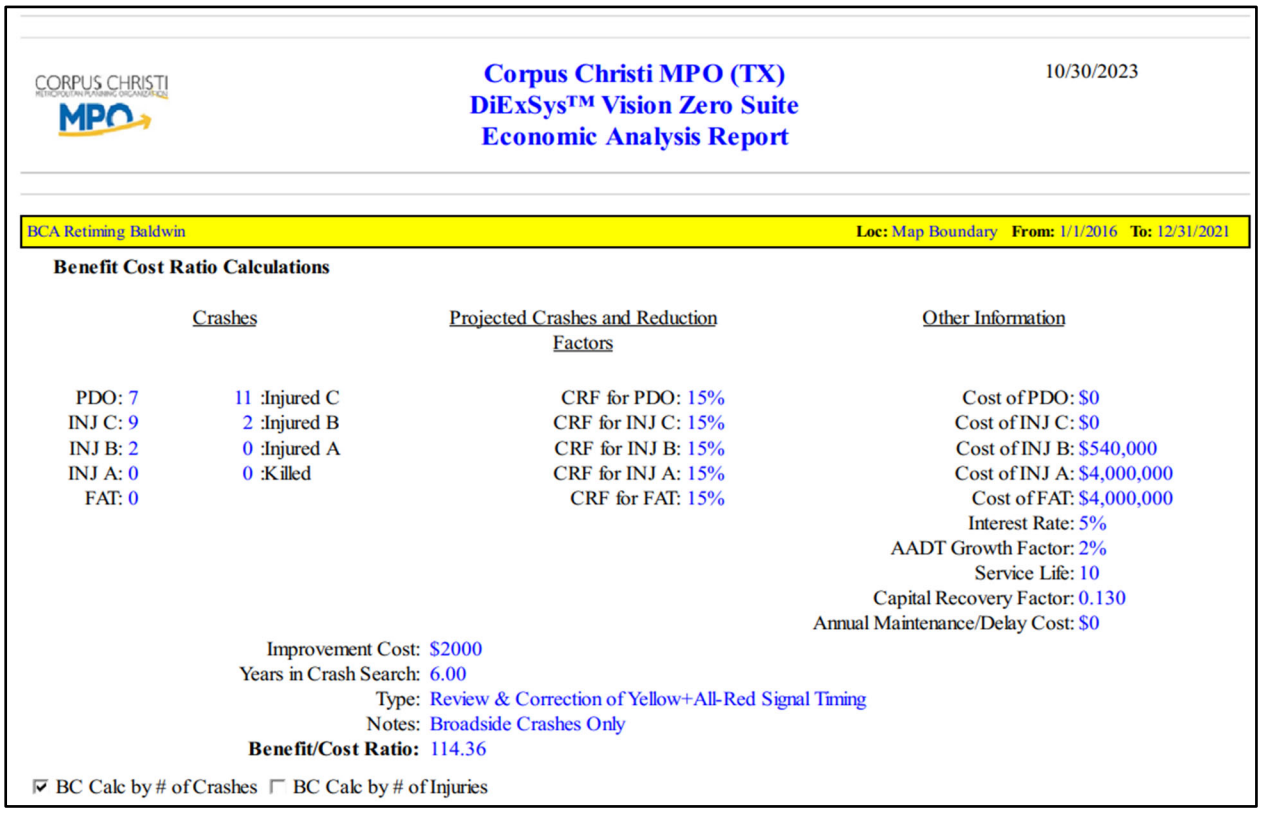
For all directions, with Permissive only left turns, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer.

For NBLT movements, W = 87 ft, V = 20 mph, gives All-Red = 3.0 seconds.
For SBLT movements, W = 92 ft, V = 20 mph, gives All-Red = 3.0 seconds.
Minimum All-Red time on Greenwood Dr. should be 3.0 seconds.

For EBLT and WBLT movements, W = 77 ft, V = 20 mph, gives All-Red = 2.5 seconds.
Minimum All-Red time on Baldwin Blvd. should be 2.5 seconds.

Minimum Y+AR on Baldwin Blvd. = (4.5 + 2.5) = 7.0 seconds.
Minimum Y+AR on Greenwood Dr. = (4.0 + 3.0) = 7.0 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, correcting the intervals is recommended. **Table 2** shows the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **114.36**, which shows the measure is expected to be extremely cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/30/2023

BCA Retiming Baldwin — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 7	11 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 9	2 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

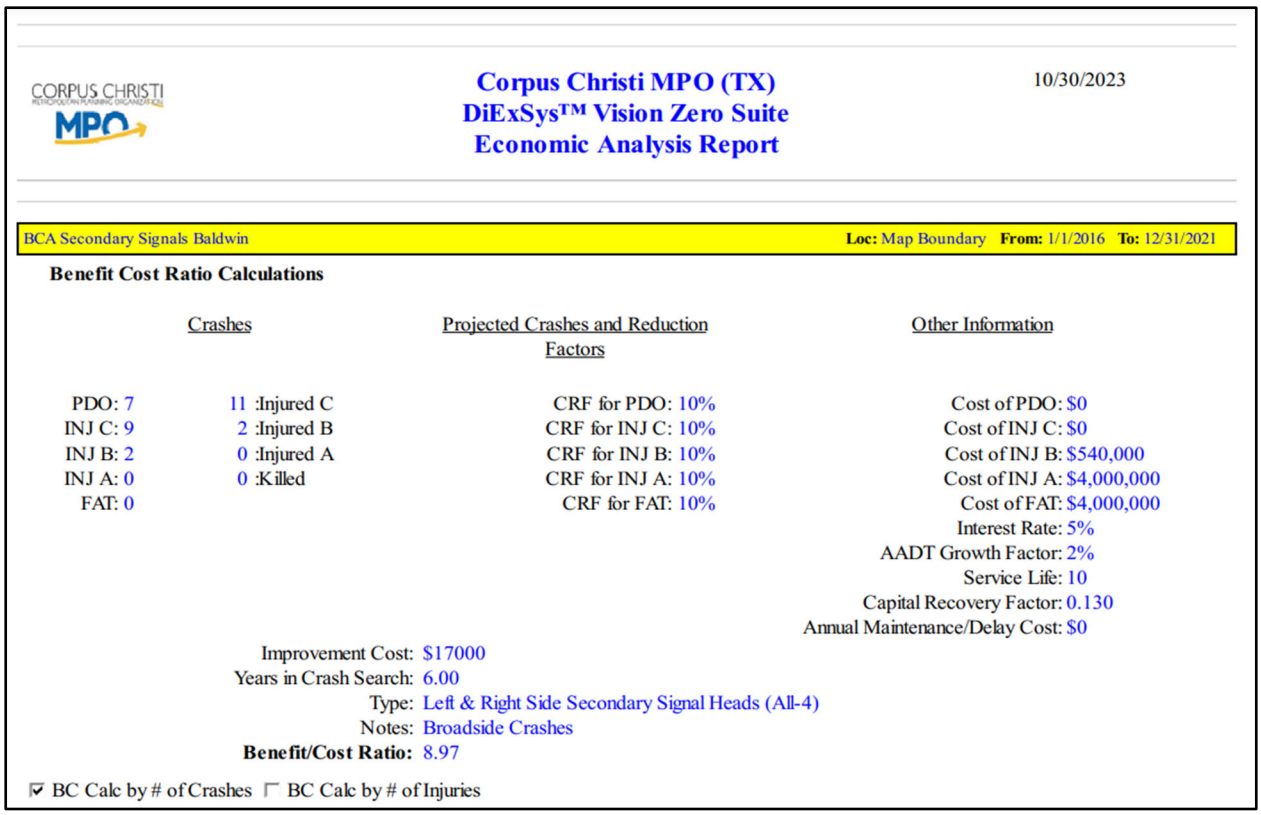
Improvement Cost: $2000
Years in Crash Search: 6.00
Type: Review & Correction of Yellow+All-Red Signal Timing
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 114.36

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Review & Correct Y+AR Timing, Baldwin Blvd. & Greenwood Dr.

As outlined above, the crash data suggests that there is a tendency for vehicles involved in Broadside crashes at the intersection to disregard the traffic signals. While backplates have been added in recent years, we recommend that additionally secondary pole mounted signal heads be installed in all directions to further increase the conspicuity of signals.

Table 3 shows that the addition of secondary signals heads at the intersection is expected to be cost-effective even assuming a conservative 10% CRF, with a **B/C** ratio of **8.97**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/30/2023

BCA Secondary Signals Baldwin — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 7	11 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 9	2 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $17000
Years in Crash Search: 6.00
Type: Left & Right Side Secondary Signal Heads (All-4)
Notes: Broadside Crashes
Benefit/Cost Ratio: 8.97

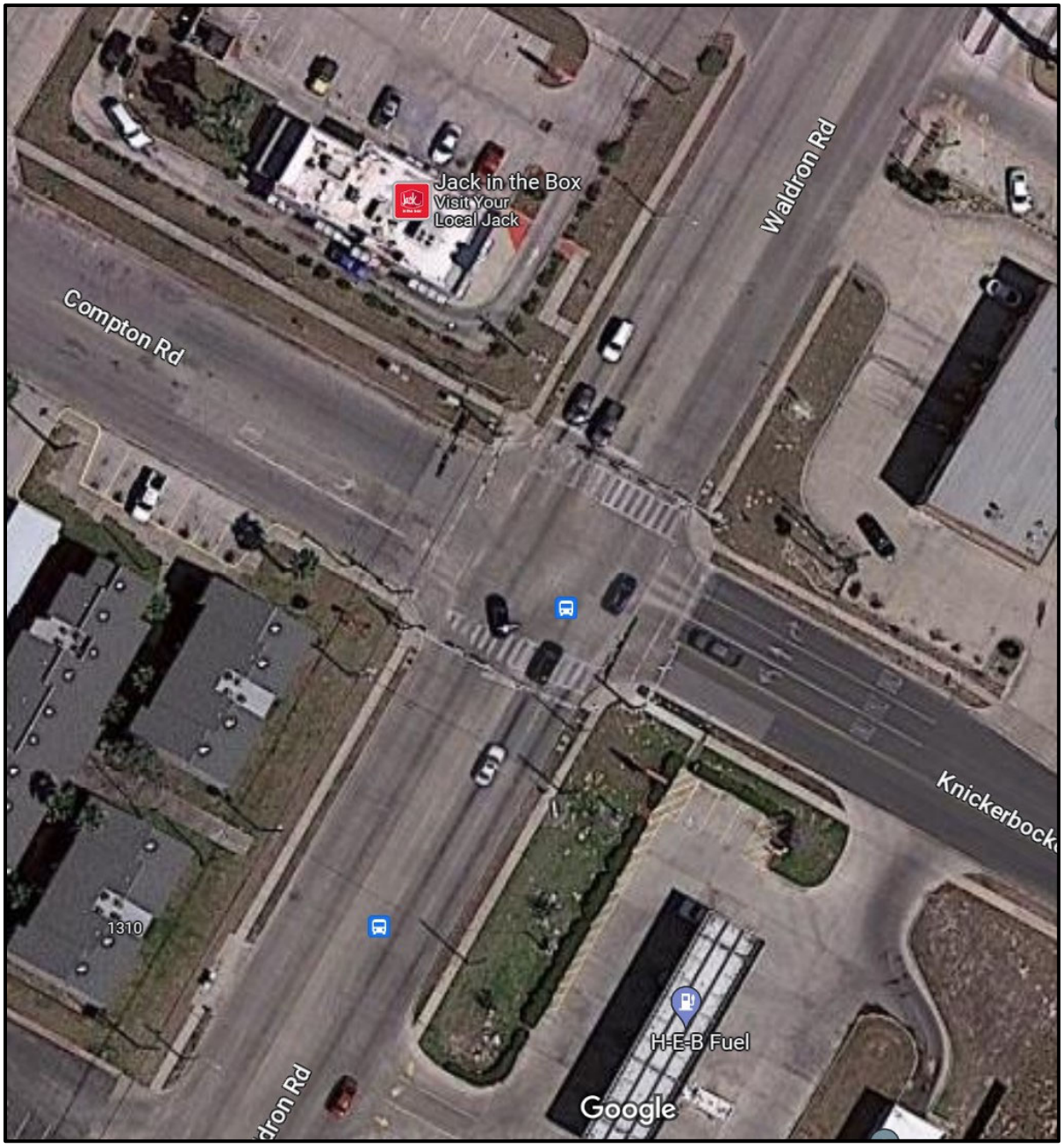
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Secondary Signals, Baldwin Blvd & Greenwood Dr.

SAFETY ASSESSMENT

Waldron Road & Knickerbocker Street

Corpus Christi, TX



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This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Waldron Road and Knickerbocker Street is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 16,618 on Waldron Road and 3,013 on Knickerbocker Street.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Northbound and southbound each have two through lanes, with heads for each through lane centered over the lanes. There is a single dedicated left turn lane northbound and southbound. Imagery indicates that sometime between February 2023 and June 2023 left turn control switched from Protected/Permitted LEFT TURN YIELD ON GREEN to Protected/Permitted LEFT TURN YIELD ON FLASHING YELLOW ARROW (**Figure 1** and **Figure 2**) northbound and southbound. It also indicates that backplates were added to all signal heads.

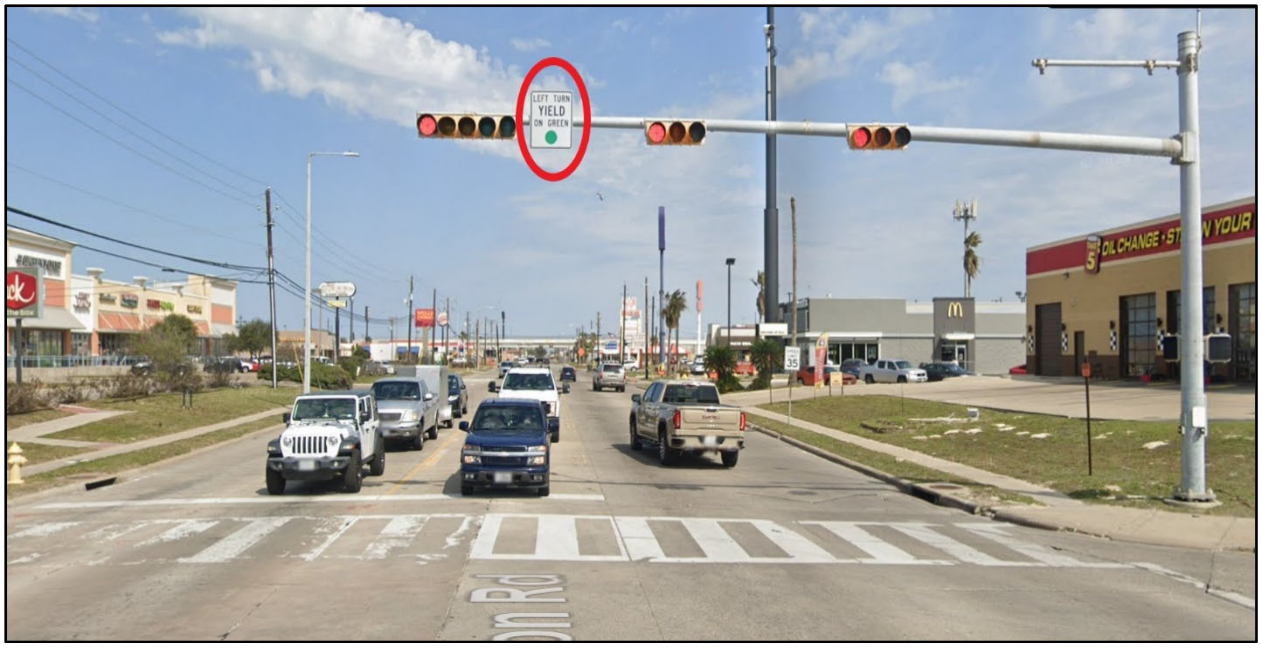


Figure 1: NB Signals, Waldron Rd. & Knickerbocker St., Feb. 2023

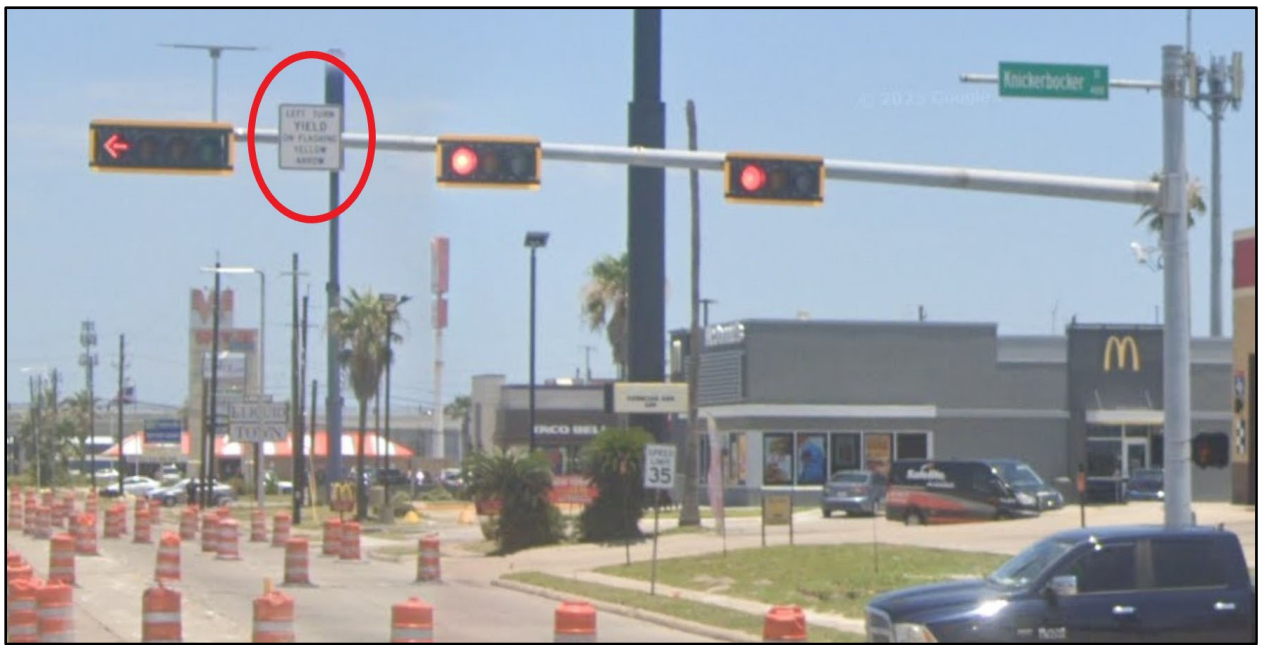


Figure 2: NB Signals, Waldron Rd. & Knickerbocker St., Jun. 2023

Westbound has one through lane, a dedicated right turn lane and a left turn lane. Streetview imagery indicates that up until approximately February 2023 there was 1 head for the single through lane and 1 head for the left turn lane with Protected/Permitted LEFT TURN YIELD ON GREEN. The most recent imagery from June 2023 indicates that there is now a head for each of the 3 lanes and all heads now have backplates. Furthermore, left turn regulation has changed to LEFT TURN YIELD ON FLASHING YELLOW ARROW (**Figure 3** and **Figure 4**).



Figure 3: WB Signals, Waldron Rd. & Knickerbocker St., Feb. 2023



Figure 4: WB Signals, Waldron Rd. & Knickerbocker St., Jun. 2023

Eastbound there is one through lane and a left turn lane, with 1 head centered over each lane. As with the other directions, between February and June 2023 backplates were added to all signal heads and the left turn configuration changed from LEFT TURN YIELD ON GREEN to LEFT TURN YIELD ON FLASHING YELLOW ARROW.

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 31 crashes recorded at the intersection, including 16 PDO, 14 Injury (with 19 people injured) and 1 Fatal crash (with 1 person killed). The crash distribution is shown in **Figure 5**. The most common crash type was rear-end crashes, followed by Approach Turn crashes. Notably over 16% of crashes were of an “Unknown” crash type. It is also notable that almost 20% of crashes were Pedestrian and Bicycle-involved crashes.

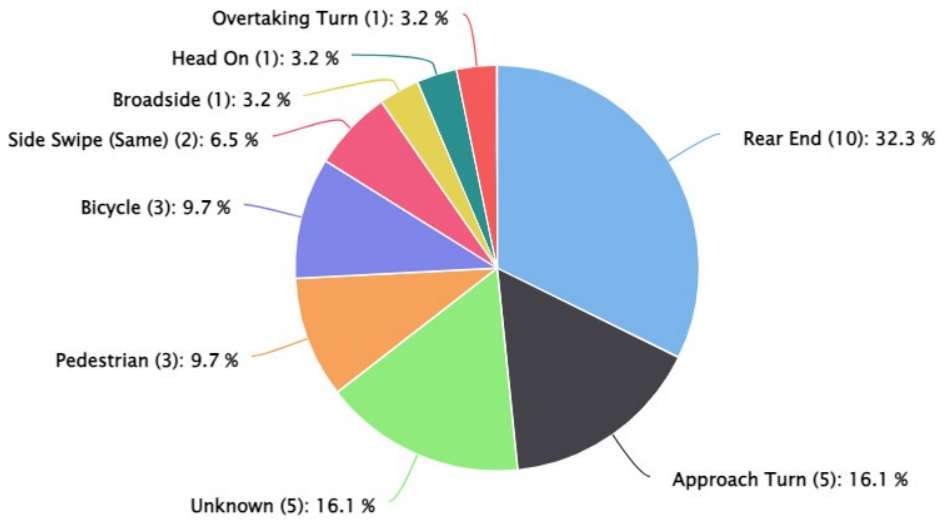


Figure 5: Crash Distribution by Type, Waldron Rd. & Knickerbocker St.

Safety Performance Functions (SPF) show that the intersection performs at about the average, Level of Service of Safety (LOSS) II/III boundary, from the total crash frequency standpoint (**Figure 6**), indicating moderate potential for crash reduction. They also show that it performs in the LOSS-III category from the crash severity standpoint (**Figure 7**). This indicates moderate to high potential for crash reduction.

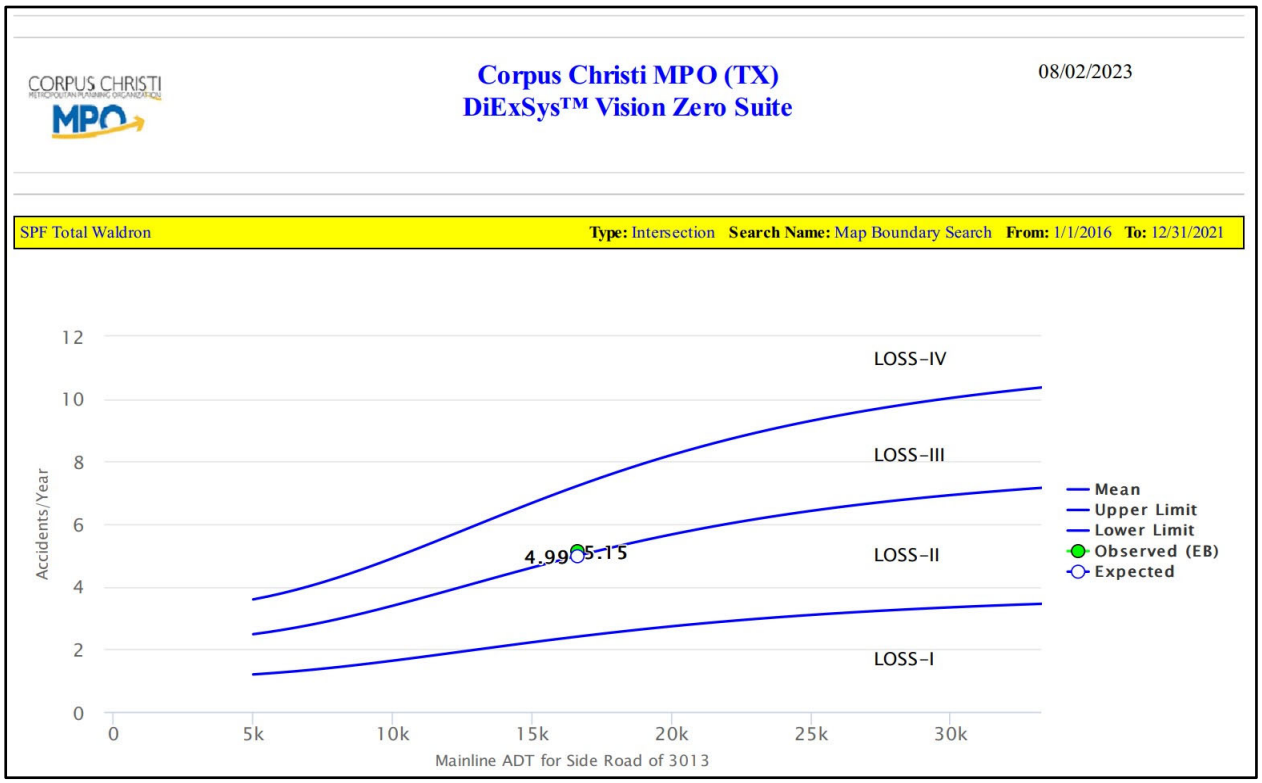


Figure 6: SPF Total Crash Frequency, Waldron Rd. & Knickerbocker St.

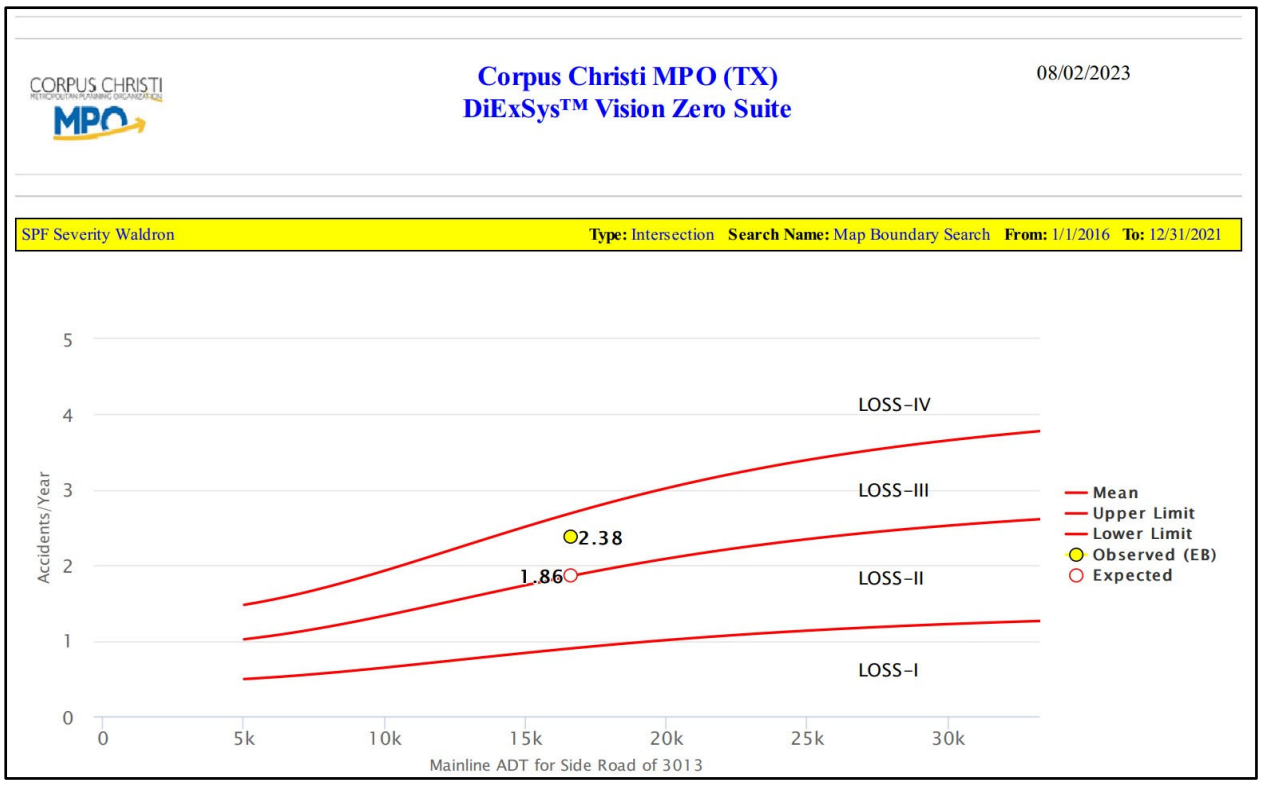


Figure 7: SPF INJ+FAT Crashes, Waldron Rd. & Knickerbocker St.

Direct diagnostics did not display any pattern of crashes; however, we always assess crashes involving vulnerable road users, (pedestrians and cyclists), and typically 3 or more injury crashes involving vulnerable road users over a 5-year period is considered a pattern. At this location 6 pedestrian and bicycle-involved crashes at the injury and fatal level over a 6-year period is indicative of a pattern of Pedestrian and Bicycle-involved crashes. Moreover, the only fatal crash which was recorded at the intersection involved a pedestrian crash, while pedestrian and bicycle-involved crashes accounted for approximately 36% of all injury level crashes at the intersection.

No directional, or weather-related patterns were detected in relation to the pedestrian and bicycle-involved crashes. The breakdown of pedestrian and bicycle-involved crashes over the 6-year study period according to crash history records was as follows:

- Westbound left turning vehicle conflicted with a left turning bicycle. Cyclist disregarded signal.
- Southbound through vehicle conflicted with a pedestrian. Vehicle did not use headlights. Pedestrian did not yield right of way to vehicle.
- Northbound through vehicle conflicted with a pedestrian. Pedestrian failed to yield right of way to vehicle.
- Westbound through vehicle conflicted with a bicycle. Cyclist disregarded signal.
- Northbound through vehicle conflicted with a pedestrian. Driver was suspected of being under the influence of alcohol. Pedestrian failed to yield right of way to vehicle.

- Eastbound left turning vehicle conflicted with a left turning bicycle. Unknown contributing factors.

As the records show only a northbound through vehicle conflicting with a pedestrian was seen more than once in terms of direction, while two instances involved both left turning vehicles and left turning bicycles.

It should be noted that in one case alcohol was a contributing factor. It is clear that in at least 5 of the 6 cases the pedestrian/cyclist failed to yield right of way or obey traffic signals, indicating they made a crossing movement when it was not permitted to do so.

Figure 8 shows the time of day of pedestrian and bicycle-involved crashes at the intersection. It shows that most crashes occurred between the hours of 7 P.M. and 10 P.M. Crash records also indicate that 80% of crashes occurred in dark conditions. This suggests that dark lighting conditions could be contributing to pedestrian and bicycle-involved crashes at the intersection.

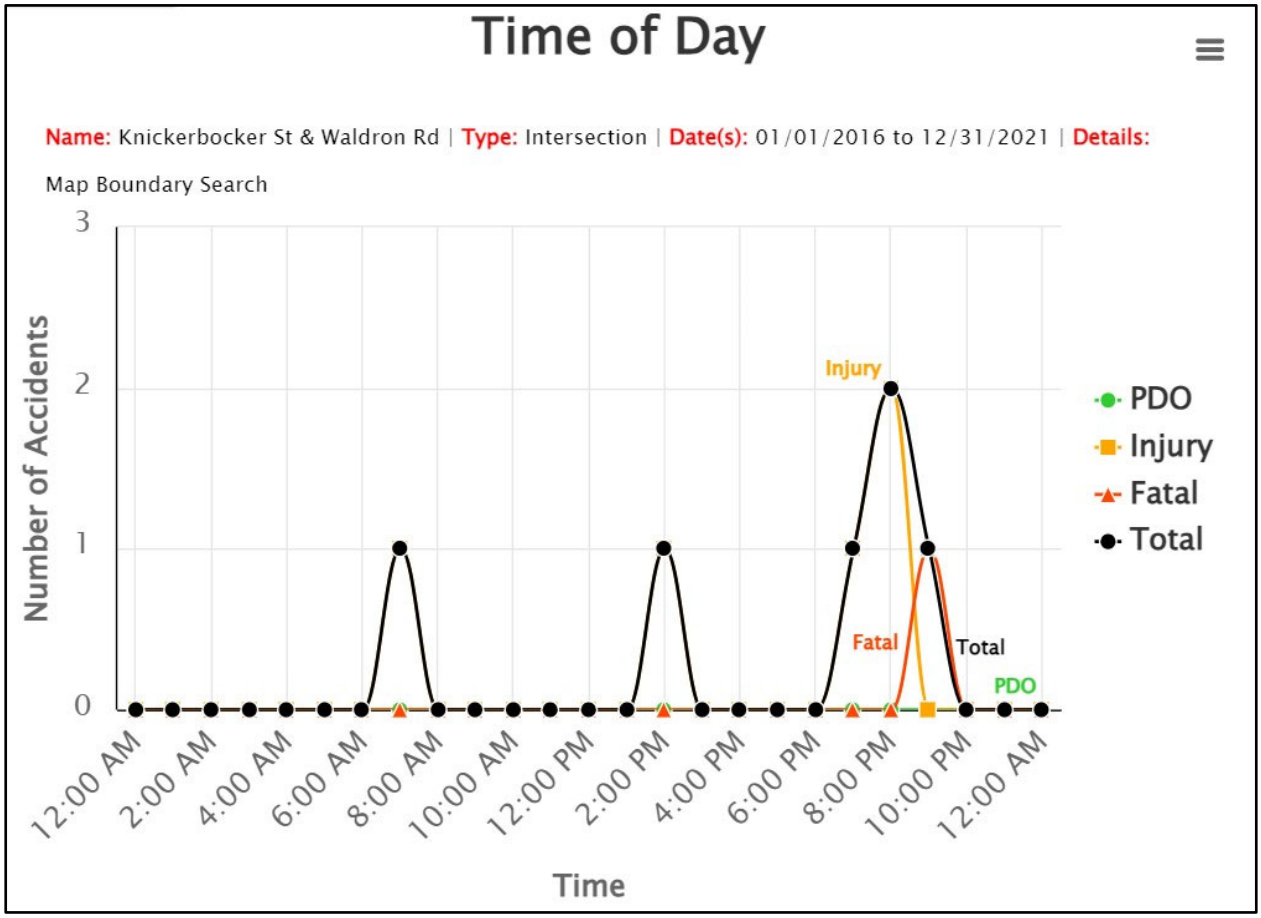


Figure 8: Time of Day, Pedestrian & Bicycle Crashes, Waldron Rd. & Knickerbocker St.

Recommended Improvements

PEDESTRIAN & BICYCLE CRASHES

As outlined previously, 2 of the 6 crashes involved left turns and cyclists. Also outlined above, were recent changes to signal configuration at the intersection from LEFT TURN YIELD ON GREEN to LEFT TURN YIELD ON FLASHING YELLOW ARROW for all directions. If not currently in place, it is recommended that fully protected left turns be implemented between the hours of 7 P.M. and 10 P.M. in order to avoid conflicts between turning vehicles and vulnerable road users.

Additionally, it was observed that the majority of crashes involved vulnerable road users crossing without a signal or disregarding signals. Streetview imagery indicates that along with the recent signal changes, changes to the pedestrian push buttons were also made at the intersection. Pedestrian controls appear to have changed from the basic push button (see example of westbound crosswalk on south side of intersection facing west, **Figure 9**) to activated countdown timers in all directions accompanied by R10-3 series signs on all poles (see example of westbound crosswalk on south side of intersection facing west, **Figure 10**).



Figure 9: Pedestrian Push Buttons, SW Signal Pole, (facing west), Feb. 2023



Figure 10: Pedestrian Countdown Timer Activation, SW Signal Pole, (facing west), Jun. 2023

In conjunction with these measures, we recommend that timing be adjusted in order to ensure that pedestrian push buttons are more responsive to calls in the hours between 7 P.M. and 10 P.M. – perhaps including leading pedestrian intervals.

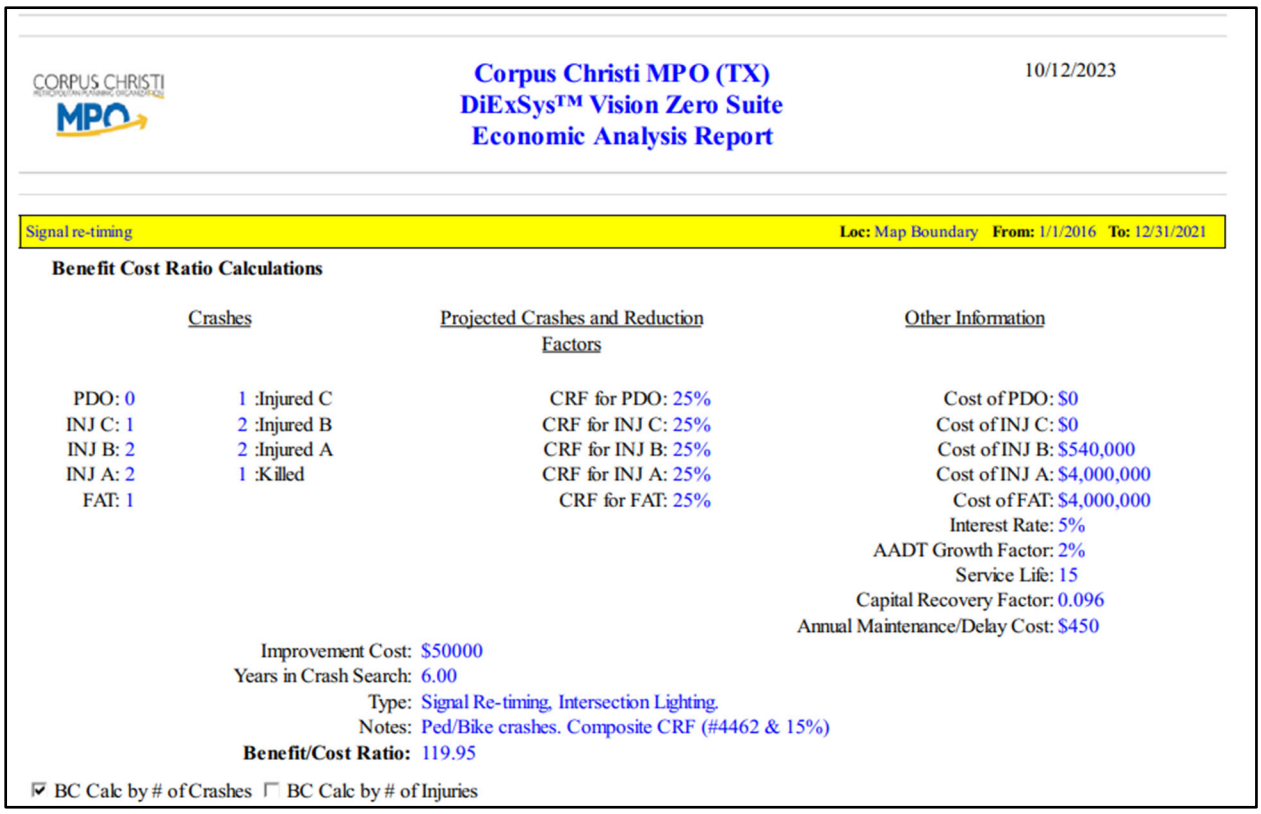
As noted, pedestrian and bicycle-involved crashes appear to have a tendency to occur at this intersection under dark conditions. **Figure 11** shows that there is currently one luminaire on the northeast corner. To address the pattern of vulnerable road user crashes occurring under dark conditions, we recommend that intersection lighting be expanded to all corners of the intersection. Lighting can also be installed on the bottom of the signal mast arms (as has been done at 1000 east and 3300 south in Salt Lake City) to illuminate the crosswalks – the under mast-arm lighting can also be tied into the pedestrian walk

signals, so that the crosswalks are well illuminated during Walk and Flashing Don't Walk indications.



Figure 11: Luminaire on Northeast Corner, (facing NE), Jun. 2023

Table 1 shows the Benefit-Cost Analysis for re-timing of signals to provide fully protected left turns, more responsive pedestrian calls between the hours of 7 P.M. and 10 P.M. and leading pedestrian intervals, as well as the installation of intersection and under mast-arm lighting at the intersection. In the case of under mast-arm lighting, the cost of the measure has been accounted for, however no additional benefit has been included as the measure has not been studied to determine a CRF. The estimated **B/C** ratio of **119.95**, indicates that the measures are expected to be very cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/12/2023

Signal re-timing — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	1 :Injured C	CRF for PDO: 25%	Cost of PDO: $0
INJ C: 1	2 :Injured B	CRF for INJ C: 25%	Cost of INJ C: $0
INJ B: 2	2 :Injured A	CRF for INJ B: 25%	Cost of INJ B: $540,000
INJ A: 2	1 :Killed	CRF for INJ A: 25%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 25%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 15
			Capital Recovery Factor: 0.096
			Annual Maintenance/Delay Cost: $450

Improvement Cost: $50000
Years in Crash Search: 6.00
Type: Signal Re-timing, Intersection Lighting.
Notes: Ped/Bike crashes. Composite CRF (#4462 & 15%)
Benefit/Cost Ratio: 119.95

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Signal Re-Timing & Intersection Lighting, Knickerbocker St. & Waldron Rd.

SAFETY ASSESSMENT

FM1694/Callicoatte Road and SS-407/Leopard Street

Corpus Christi, TX



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INTRODUCTION

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The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of FM1694/Callicoatte Road and SS0407/Leopard Street is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 14,420 on Leopard Street and 6,284 on Callicoatte Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the span wire type. For east and westbound traffic on Leopard Street there is one head for each through lane, with heads centered over the lanes. Imagery also indicates left turns on Leopard Street are operating 5-section Protected/Permissive (**Figure** 1) with "LEFT TURN YIELD ON GREEN" signs, with a single dedicated left turn lane in each direction. For northbound and southbound traffic on Callicoatte Road, there are 2 heads for 1 through movement lane in each direction, with left turns operating Permissive Only (**Figure** 2). There are no backplates on any of the signals at present according to available imagery.



Figure 1: WB Leopard St., June 2023

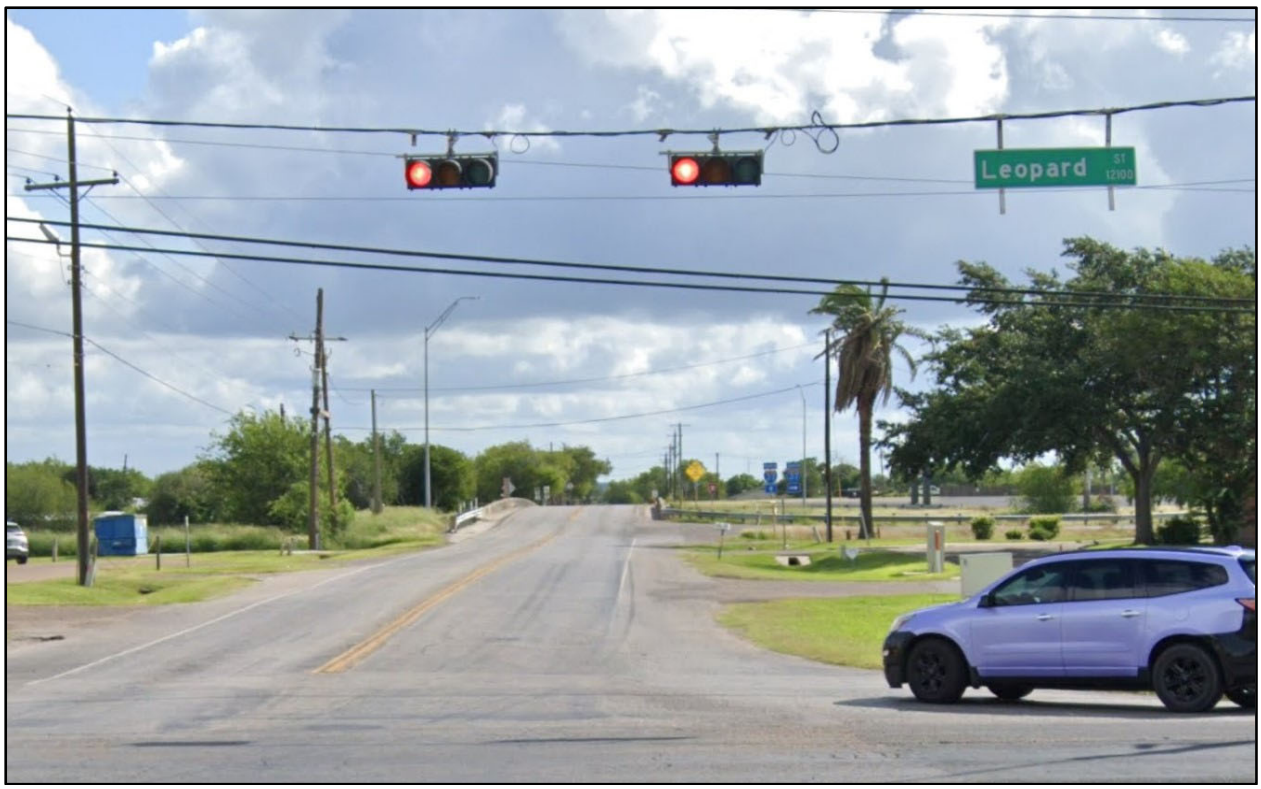


Figure 2: NB Callicoatte Rd., June 2023

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 53 crashes recorded at the intersection, including 36 PDO, 17 Injury (with 33 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 3**. This included 28 approach turn crashes, accounting for almost 53% of all crashes.

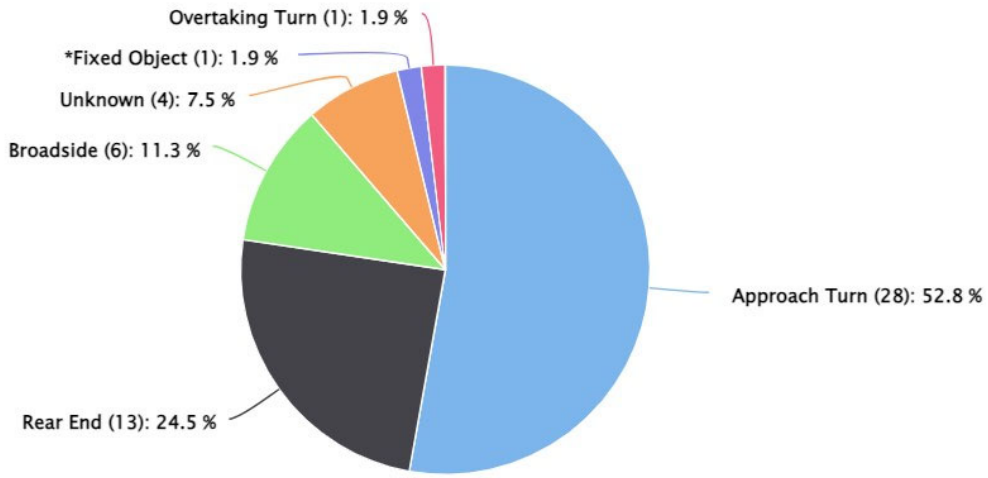


Figure 3: Crash Distribution by Type, Callicoatte Rd & Leopard St.

Safety Performance analysis (SPF) shows that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 4**),

indicating high potential for crash reduction. **Figure** 5 shows that the intersection performs at the LOSS-III level from the crash severity standpoint, indicating moderate to high potential for crash reduction.

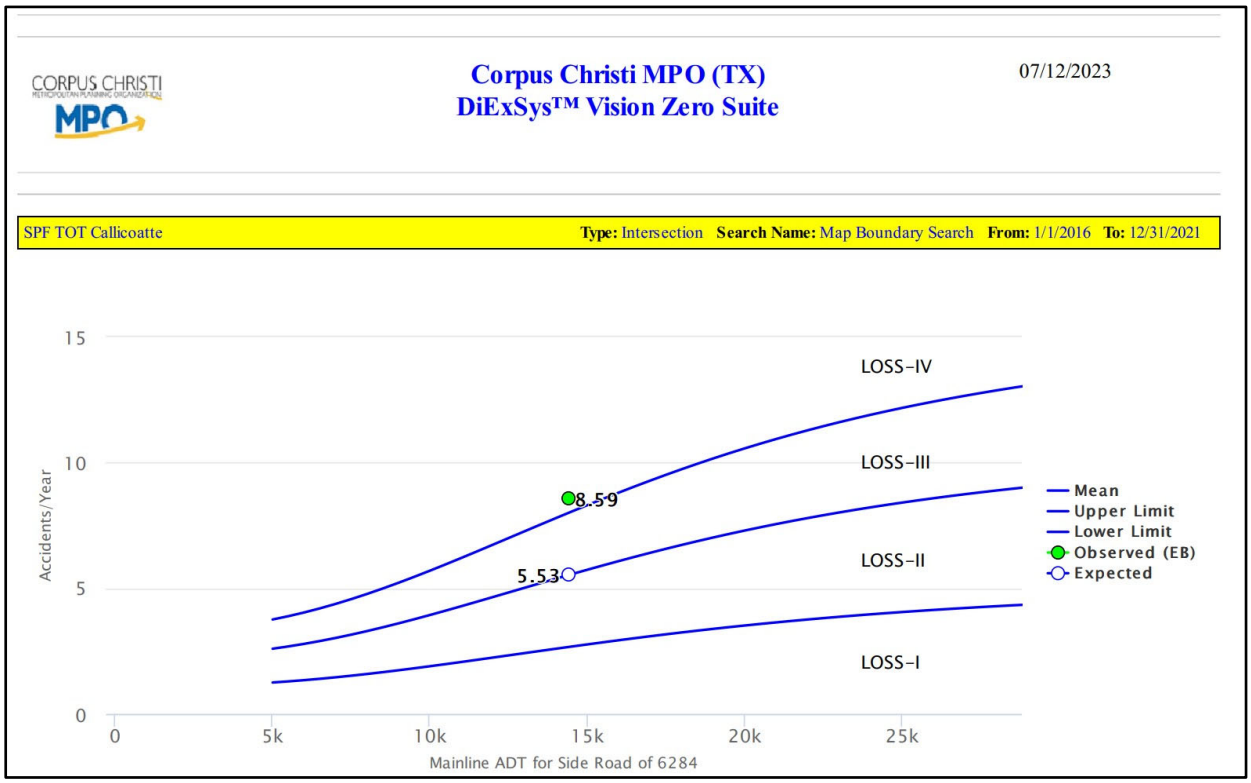


Figure 4: SPF Total Crash Frequency, Callicoatte Rd. & Leopard St.

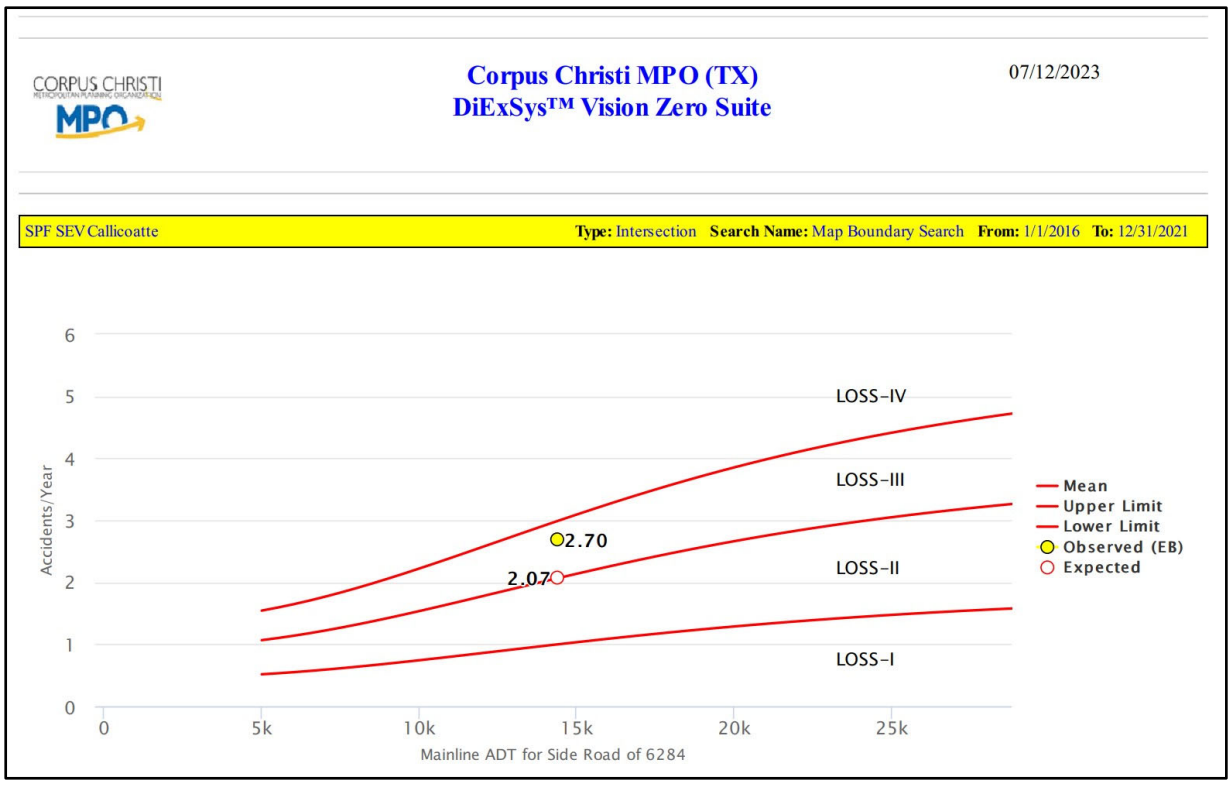


Figure 5: SPF INJ+FAT Crashes, Callicoatte Rd. & Leopard St.

Direct diagnostics (**Table 1**) showed that the intersection displays a pattern of Approach Turn crashes.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/13/2023

Diagnostics Callicoatte — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	79.12%	47	88.68%	97.71%
Crash Location				
On Road	59.66%	53	100%	100%
Crash Type				
Approach Turn	20.93%	28	52.83%	100%

Table 1: Direct Diagnostics for Callicoatte Rd. & Leopard St.

Recommended Improvements

APPROACH TURNS

Figure 6 shows the direction of at-fault vehicles for approach turn crashes at the intersection. Given both the orientation of the intersection and the current signal configuration it appears the majority of approach turn crashes involved at-fault vehicles in the eastbound and westbound directions on Leopard Street. Moreover, crashes appear to be more predominant in the eastbound direction on Leopard Street.

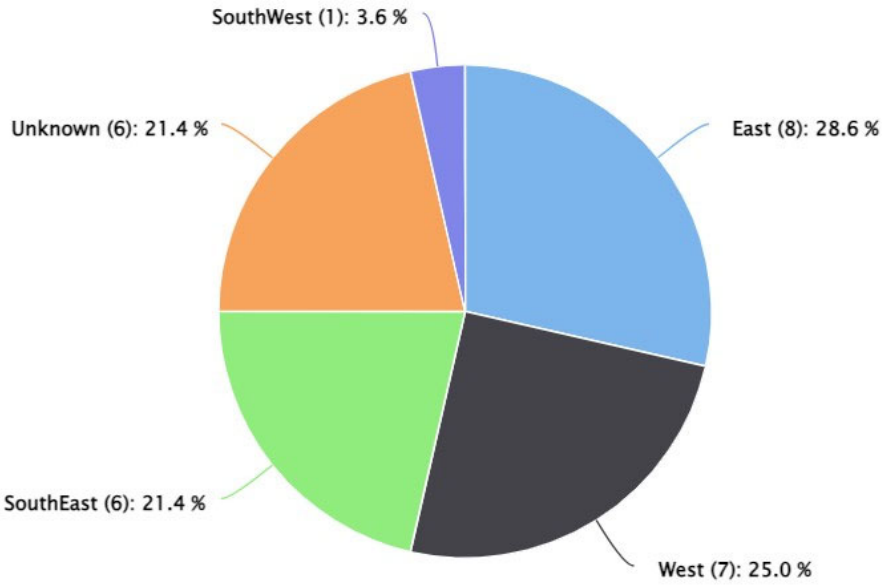


Figure 6: At-Fault Vehicle Direction, Approach Turns, Callicoatte Rd & Leopard St

One possible explanation for eastbound predominance is that left turning traffic on eastbound Leopard St. faces opposing traffic which approaches over a slight hill and therefore potentially diminishes sight distance (**Figure 7**). This is compared with westbound traffic on Leopard St. which faces opposing traffic on a relatively flatter approach (**Figure 8**).



Figure 7: EB Leopard St., View from Left Turn Lane, June 2023



Figure 8: WB Leopard St., View from Left Turn Lane, Apr. 2021

There was a high level of injury associated with approach turn crashes. Of the 17 injury level crashes which occurred at the intersection, 10 were approach turn crashes (about

59%). This involved 33 people injured, of which 17 (about 52%) were related to approach turn crashes.

As outlined previously, the predominant at-fault directions for approach turn crashes involved east and westbound traffic on Leopard Street which currently operates 5-section protected/permitted left turns. Furthermore, 9 out of the 10 injury level approach turn crashes occurred in the east-west direction on Leopard Street, accounting for 16 of the 17 injuries. **Figure 9** shows the time of day of approach turn crashes on Leopard Street.

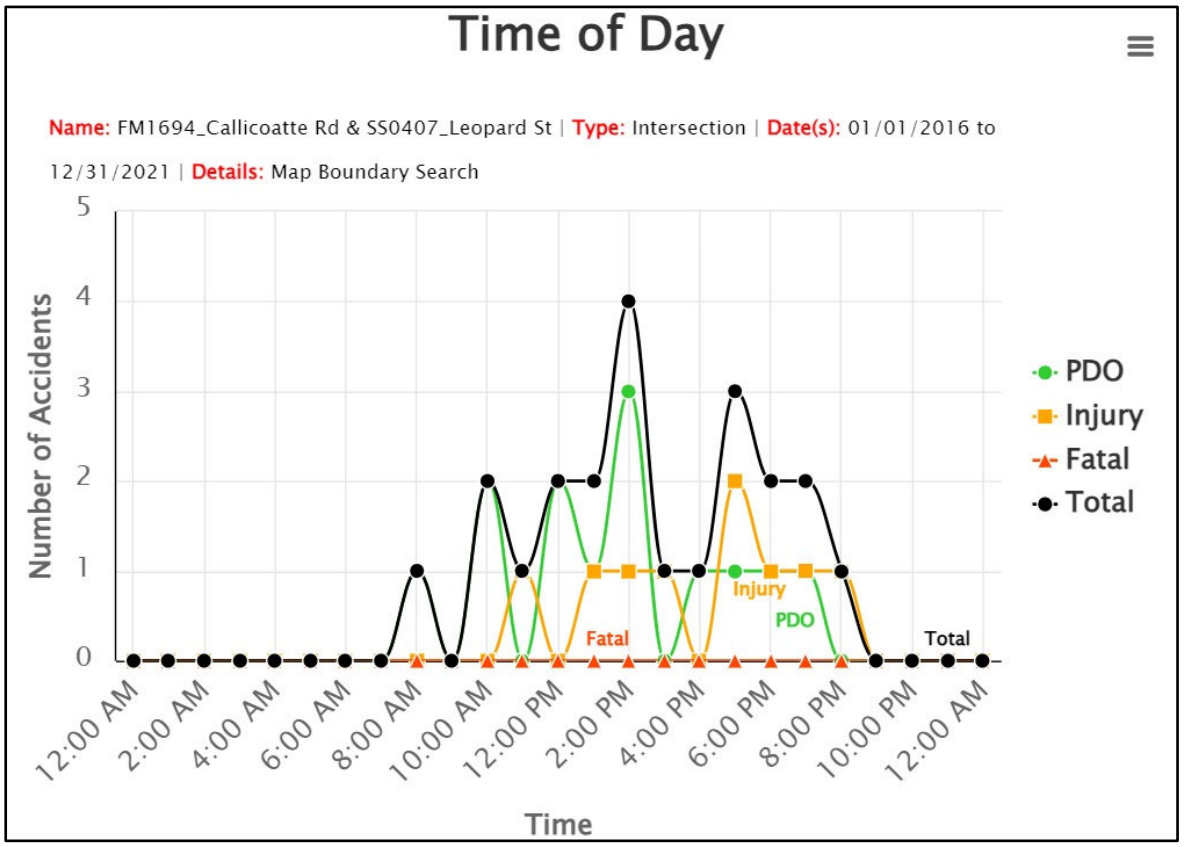
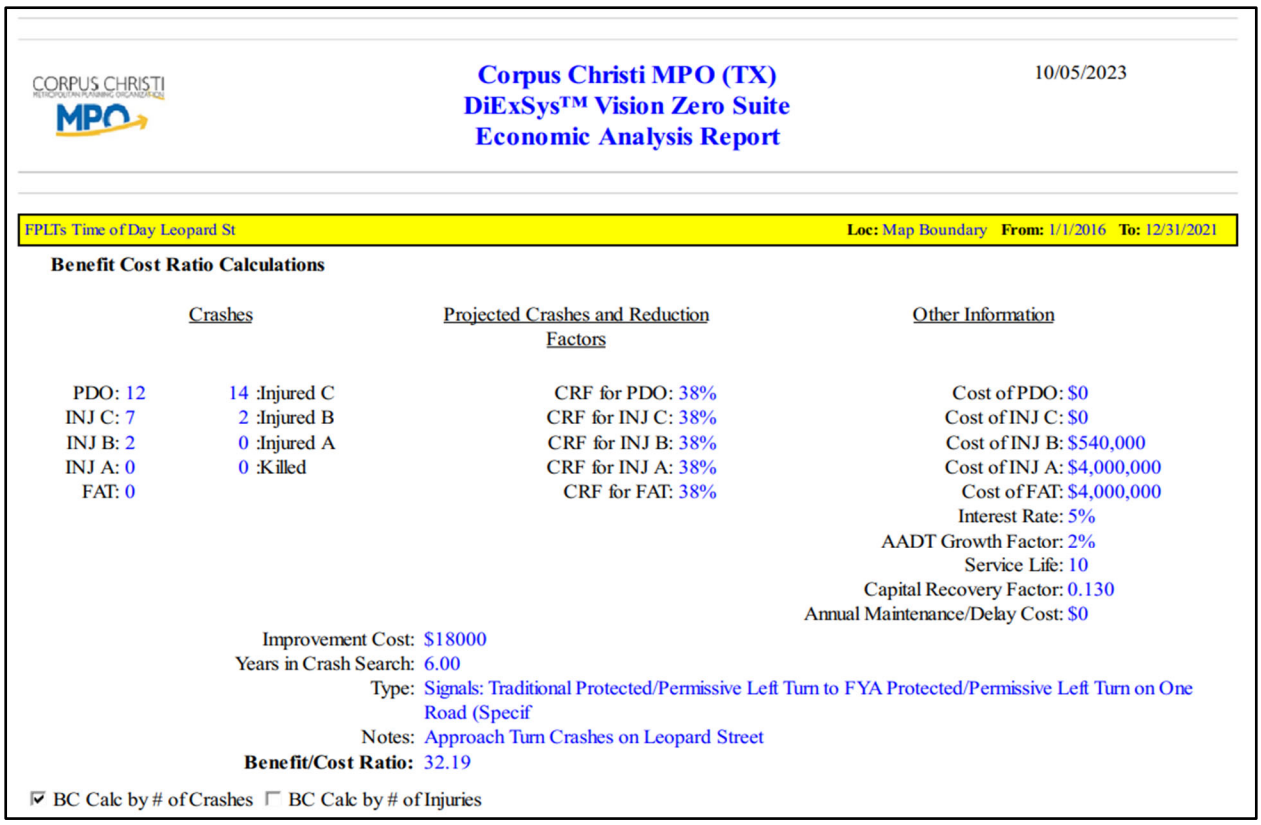


Figure 9: Time of Day, Approach Turn Crashes, Leopard St, 1/1/16-12/31/21

To address the pattern of high severity approach turn crashes at the intersection, we recommend that signals be reconfigured for traffic on Leopard Street to provide Fully-Protected left turn between 8 A.M. and 9 P.M.

Table 2 shows that the proposal to provide fully protected left turns by time of day on Leopard Street is expected to be extremely cost-effective, with a B/C ratio of **32.19**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

FPLTs Time of Day Leopard St — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

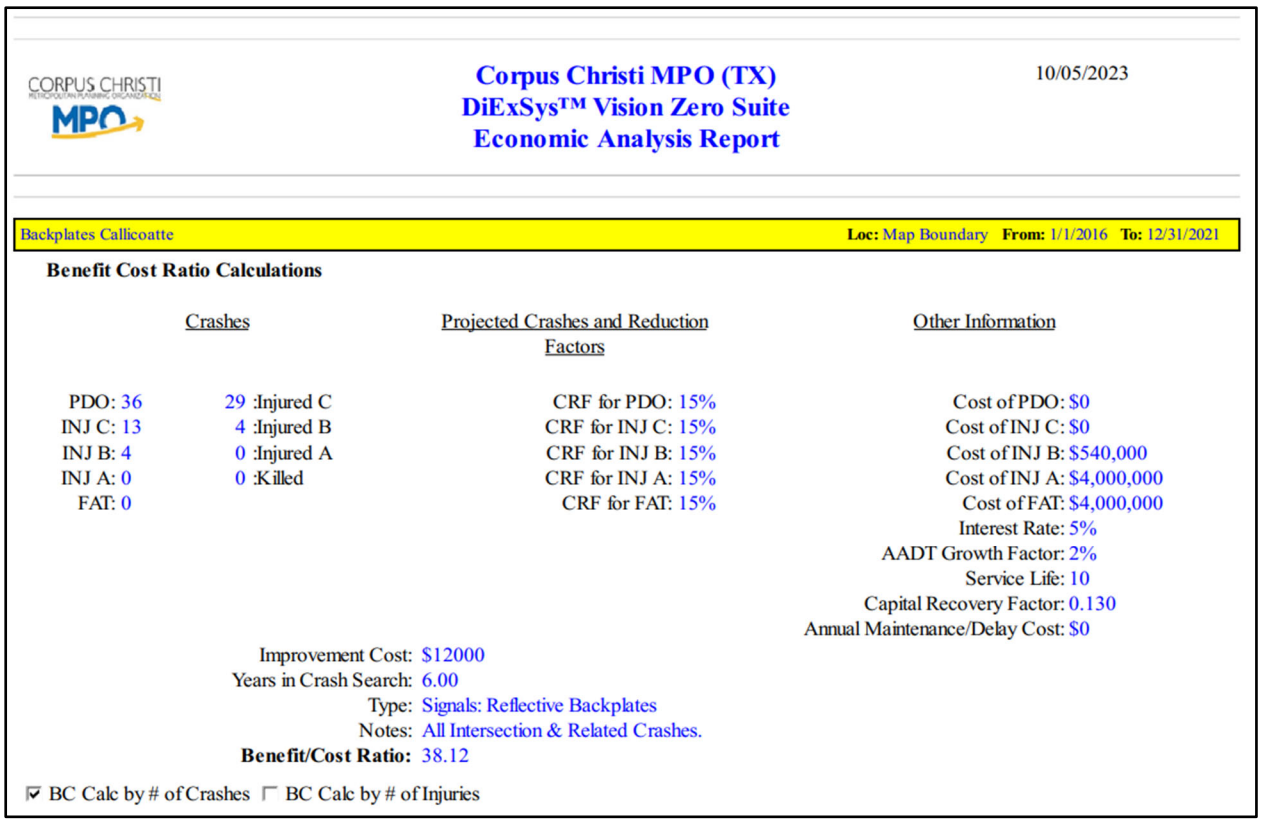
Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 12	14 :Injured C	CRF for PDO: 38%	Cost of PDO: $0
INJ C: 7	2 :Injured B	CRF for INJ C: 38%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 38%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 38%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 38%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $18000
Years in Crash Search: 6.00
Type: Signals: Traditional Protected/Permissive Left Turn to FYA Protected/Permissive Left Turn on One Road (Specif
Notes: Approach Turn Crashes on Leopard Street
Benefit/Cost Ratio: 32.19

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Fully Protected Left Turns by Time of Day, Leopard Street

It is also recommended that backplates be installed on all signal heads at the intersection for the overall safety of the intersection. **Table** 3 shows the Benefit-Cost analysis for installation of backplates at the intersection. It shows the measure is expected to be cost-effective, with a B/C ratio of **38.12**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Backplates Callicoatte — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 36	29 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 13	4 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 4	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $12000
Years in Crash Search: 6.00
Type: Signals: Reflective Backplates
Notes: All Intersection & Related Crashes.
Benefit/Cost Ratio: 38.12

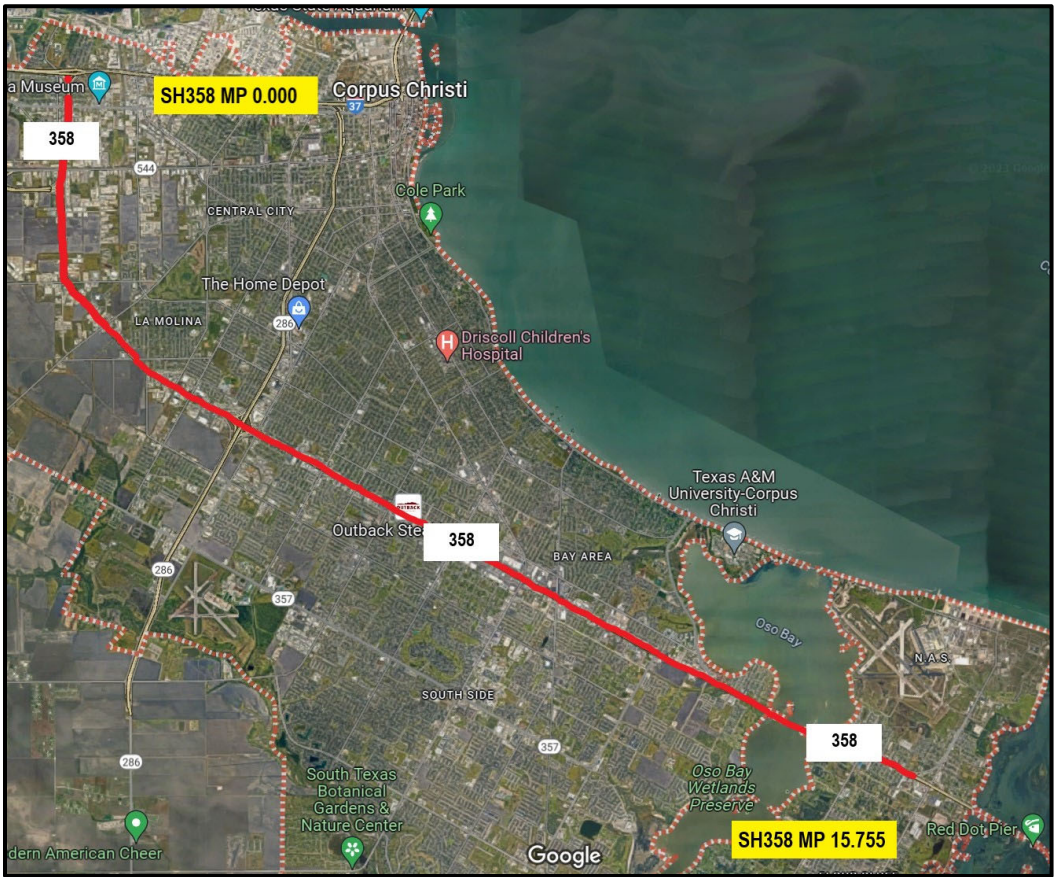
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 3: BCA Backplates, Callicoatte Rd & Leopard St.

CASE STUDY: CORRIDOR STUDY FOR VARIABLE SPEED LIMITS

SH-358/S. Padre Island Drive MP 0.000-15.755

Corpus Christi, TX



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BACKGROUND AND SITE CONDITIONS

The SH-358/S. Padre Island Drive corridor between MP 0.000 (I-37 interchange) and MP 15.755 (NAS Drive) is classified as an urban 6-lane divided freeway facility on flat or rolling terrain, with 12' lanes. This facility has an average Annual Daily Traffic (ADT) count of 91,168. The included distance is approximately 15.75 miles. The corridor has a continuous median concrete barrier separating eastbound and westbound traffic. Inside and outside shoulders are present and are approximately 6 to 10 feet wide. The speed limit is 65 mph westbound, and 65 mph eastbound, except for a section between MP 4.75 and MP 11.20, approximately, where it is 60 mph eastbound. **Figure 1** shows a typical cross section of the corridor.

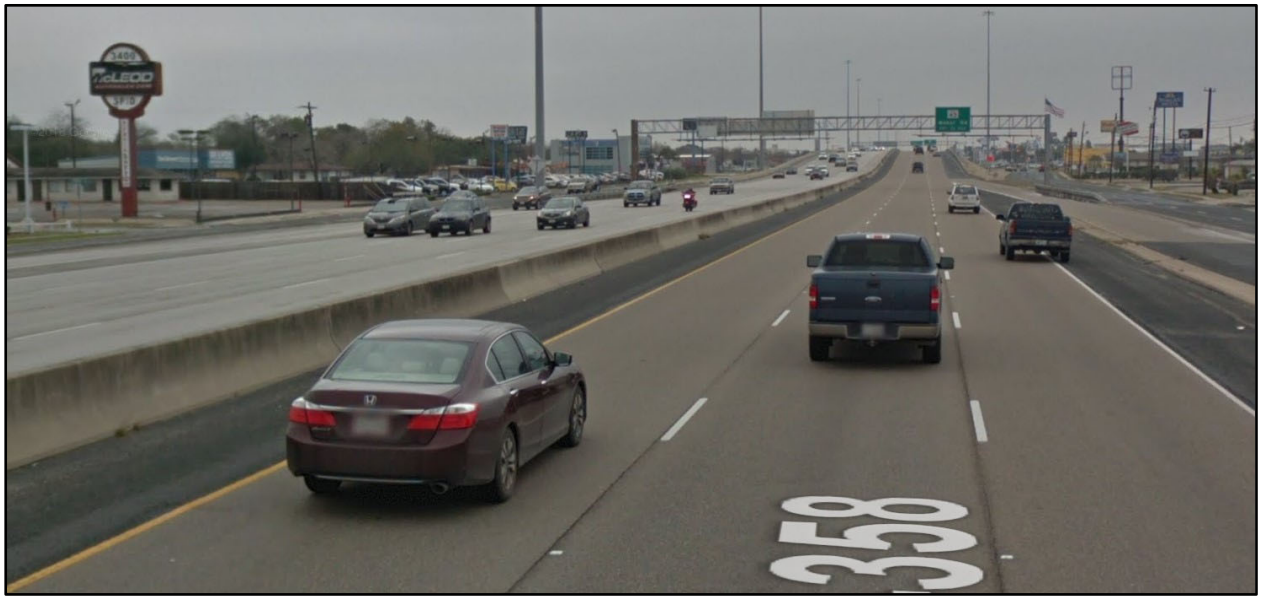


Figure 1: Typical Section, EB SH358, Jan. 2018

CRASH HISTORY AND PROBLEM ANALYSIS

The mainline, non-intersection crash history for the period of 01/01/2016 through 12/31/2021 was examined between MP 0.000 and MP 15.755 to locate crash clusters and identify crash causes. Four-thousand two-hundred and eight (4,208) crashes were reported in the 6-year period with 3,144 Property Damage Only (PDO), and 1,036 Injury crashes with 1,577 people injured, and there were 28 Fatal crashes with 28 fatalities which occurred.

Table 1 summarizes the crash history for SH-358 over the 6-year period from 01/01/2016 to 12/31/2021, with the number of people injured or killed in parentheses.

Year	AADT	PDO	Injury	Fatal	Total
2016	92,005	216	137 (222)	4 (4)	584
2017	93,130	465	137 (210)	1 (1)	603
2018	90,469	378	135 (204)	3 (3)	516
2019	90,469	729	231 (358)	6 (6)	966
2020	90,469	536	176 (270)	4 (4)	716
2021	90,469	593	220 (313)	10 (10)	823
Average	91,168	524	172.66 (262.83)	4.66 (4.66)	701.33

Table 1: Summary of Crash History, SH-358 MP 0.000 – 15.755

Figure 2 shows the distribution of crash types for the corridor over the 6-year study period. Rear End and Sideswipe (Same Direction) crashes were the most common crash types observed (combined 76.2%), followed by Fixed Object crashes and Overturning crashes, which combined indicate that Run Off the Road (ROTR) crashes accounted for 20% of all crashes.

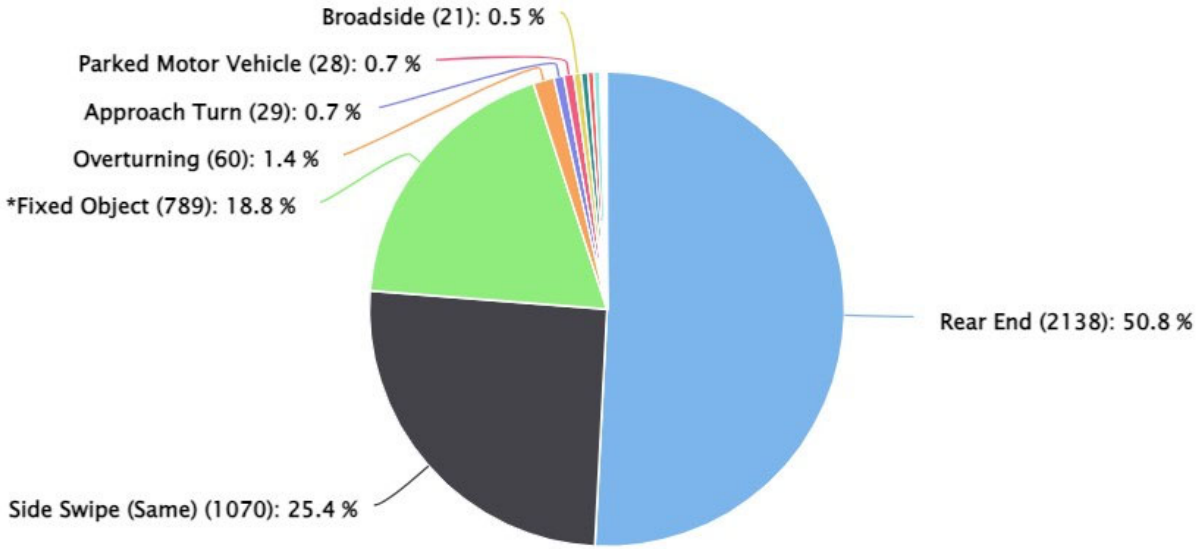


Figure 2: Mainline Crash Distribution by Type, SH-358 MP 0.000-15.755, 1/1/16-12/31/21

This crash distribution on an urban congested 6-lane divided freeway is indicative of high-speed, high-density operations throughout a significant portion of the day, where drivers do not have enough time or space to react appropriately to events. Furthermore, if only Rear End and Sideswipe (Same Direction) crashes are considered, together they account for approximately 66% of all injury crashes (684 of 1,036) and approximately 70% of all injuries (1,102 of 1,577) which were recorded. This indicates that these crashes, in addition to representing high-speed high-density operations, are also indicative of high severity crashes. Crash data shows that most rear end and sideswipe (same direction) crashes occurred in daylight conditions and on dry roads, indicating that lighting and weather are not significant factors.

Figure 3 shows the distribution of rear end and sideswipe (same direction) crashes by at-fault vehicle direction. It shows that there may be a tendency for crashes to occur more frequently in the eastbound direction, however it also indicates there are inconsistencies in the recording of vehicle direction and more so that there is a large proportion of instances in which the at-fault direction was recorded as “Unknown.”

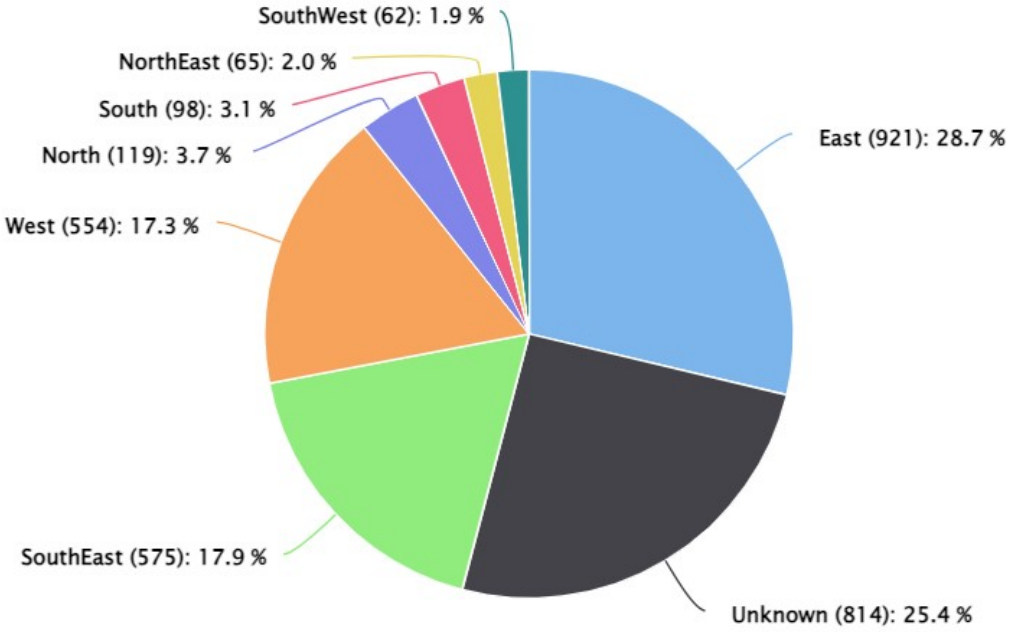


Figure 3: At-Fault Vehicle Direction, Rear End & Sideswipe Crashes

SAFETY PERFORMANCE ANALYSIS

Figure 4 shows continuous corridor Safety Performance Functions (SPF) analysis of the safety performance of SH-358, MP 0.000 – 15.755. From both the frequency and severity standpoint the corridor performs in the LOSS-I and II categories for approximately just under 50% of its limits, reflecting low to moderate potential for crash reduction. However, between MP 4.5 and MP 10.9 both the frequency and severity of crashes jump into the LOSS-IV category, representing high potential for crash reduction. There is also a localized departure into LOSS-IV from both the frequency and severity standpoint between MP 11.6 and MP 13.2, and again between MP 14.6 and 15.2.

Therefore, the highest LOSS in terms of both total crash frequency and crash severity is seen between the western side of the interchange with SH-286 and the eastern side of the interchange with Airline Road. The analysis which follows will therefore focus on the segment from MP 4.5 to MP 11.0.

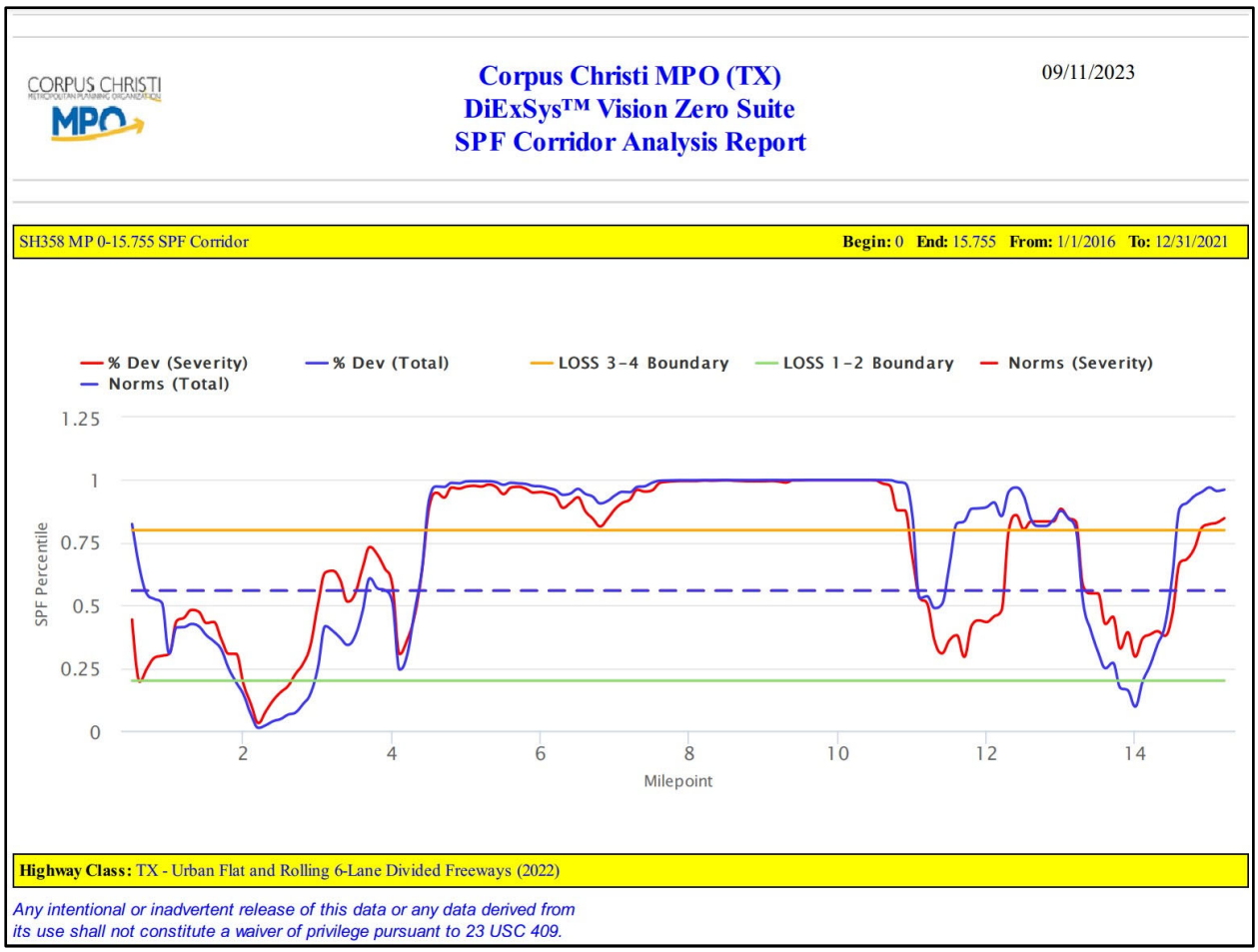


Figure 4: Continuous Corridor SPF SH358 MP 0.000-15.755

MP 4.5 TO MP 11.0 CORRIDOR ANALYSIS

Figure 5 shows the safety performance from the total crash frequency standpoint. The segment performs in the LOSS-IV category, with observed crash frequency approximately 3 times higher than expected. This reflects high-potential for crash reduction.

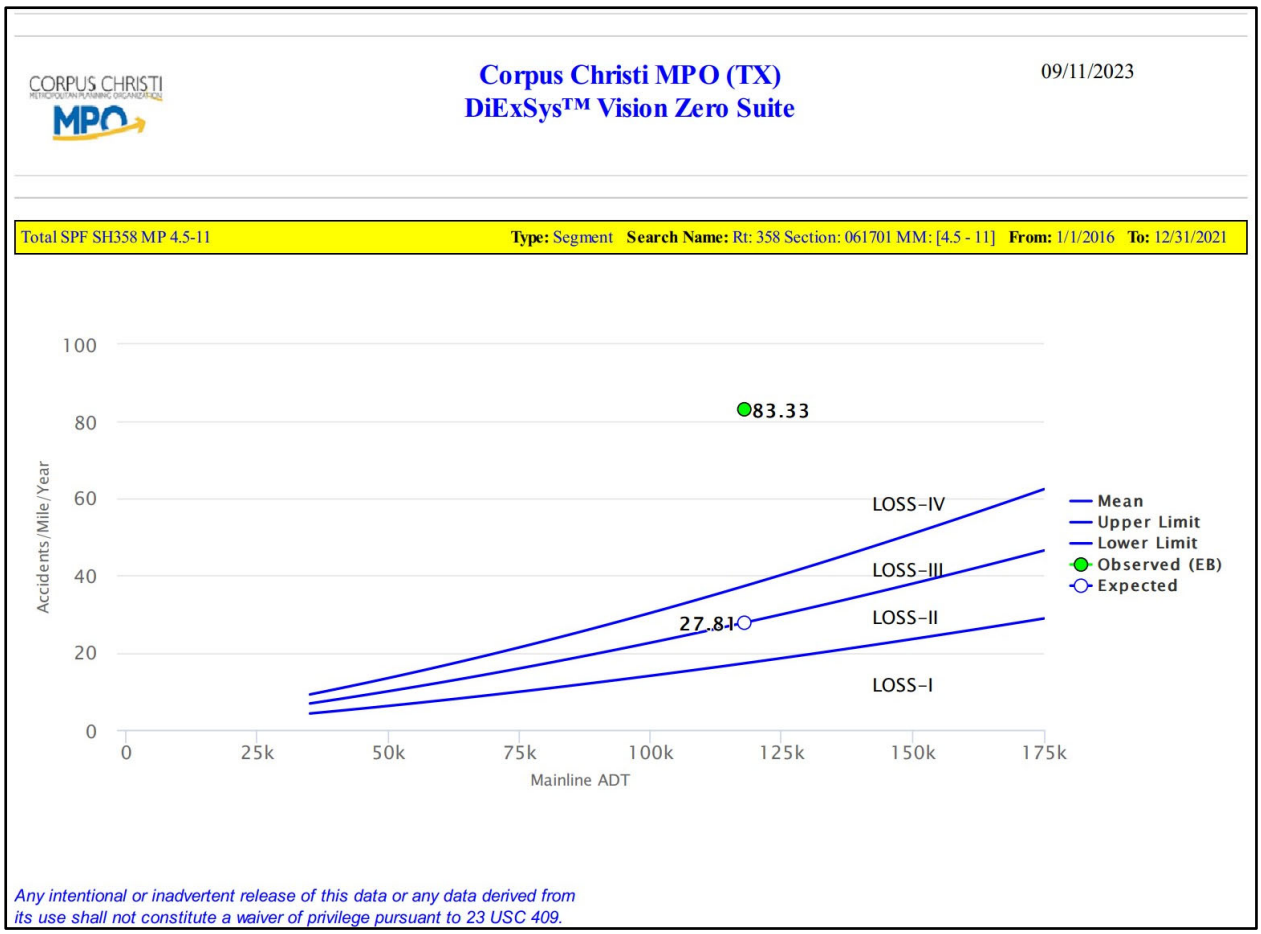


Figure 5: SH358 MP 4.5-11.0 SPF, Total Crashes, 1/1/16-12/31/21

Figure 6 shows the safety performance from the standpoint of severity and considers injury and fatal crashes only. The segment performs in the LOSS-IV category, with observed crash frequency approximately 2.3 times higher than expected. This reflects high-potential for crash reduction.

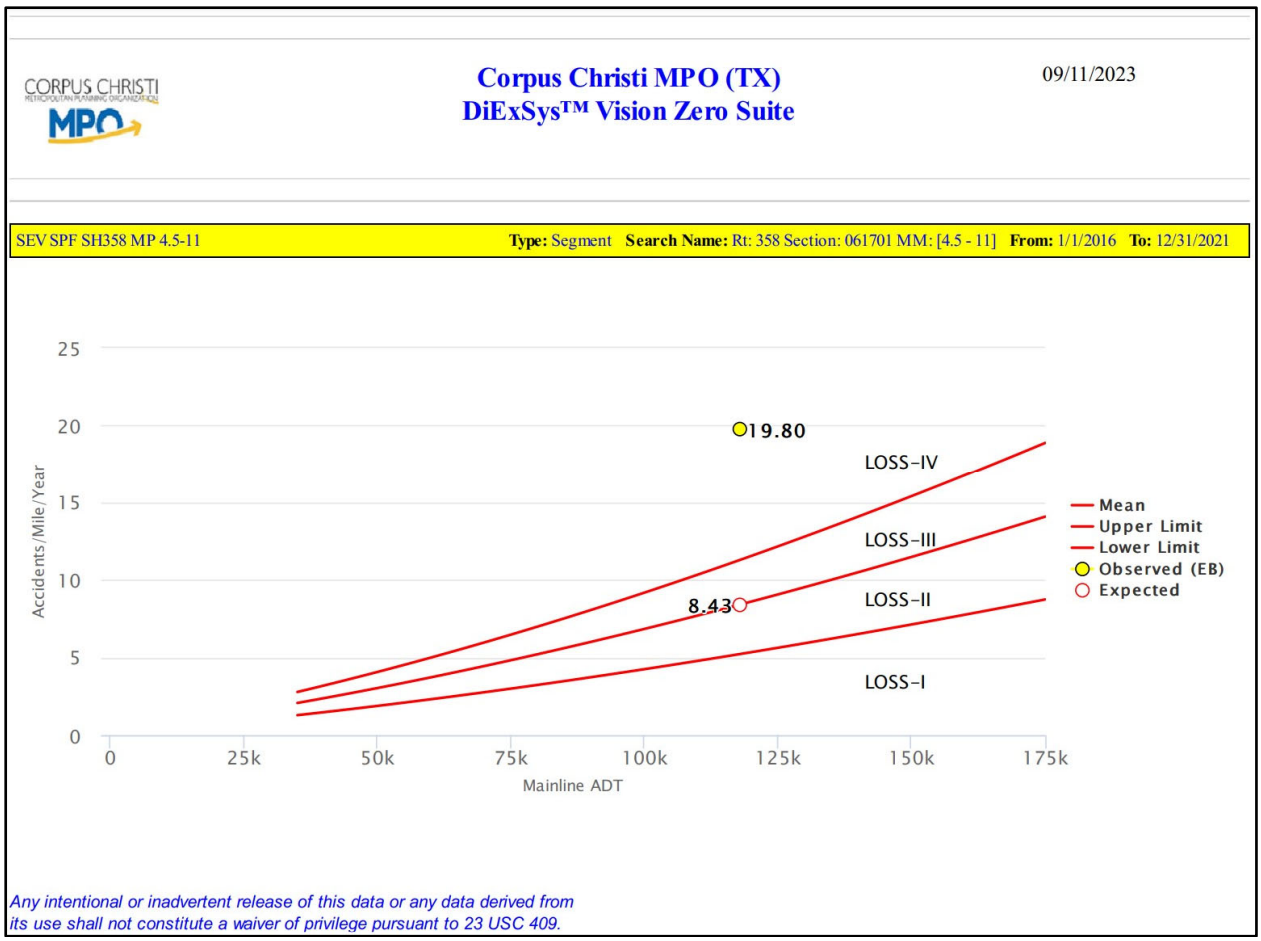


Figure 6: SH358 MP 4.5-11.0 SPF, INJ+FAT Crashes, 1/1/16-12/31/21

In summary, SH358 MP 4.5-11.0 performs worse than expected when compared to similar facilities, from both the total crash frequency and the crash severity standpoint. The overall distribution of crash types from MP 4.5-11.0 is typical of the entire SH358 corridor from MP 0.000-15.755, as seen in **Figure 7** following. That is, that rear-end and sideswipe same direction crashes are the most common, reflecting high-speed high-density operations, followed by run off the road crashes.

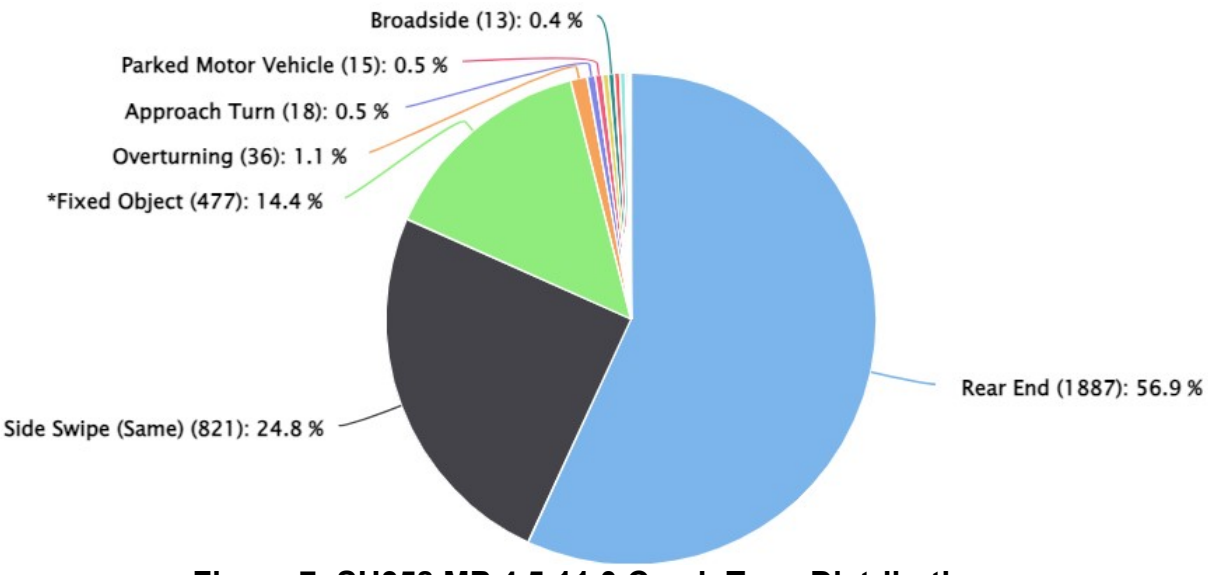


Figure 7: SH358 MP 4.5-11.0 Crash Type Distribution

Table 2 shows the results of direct diagnostics analysis of SH358 MP 4.5-11.0.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

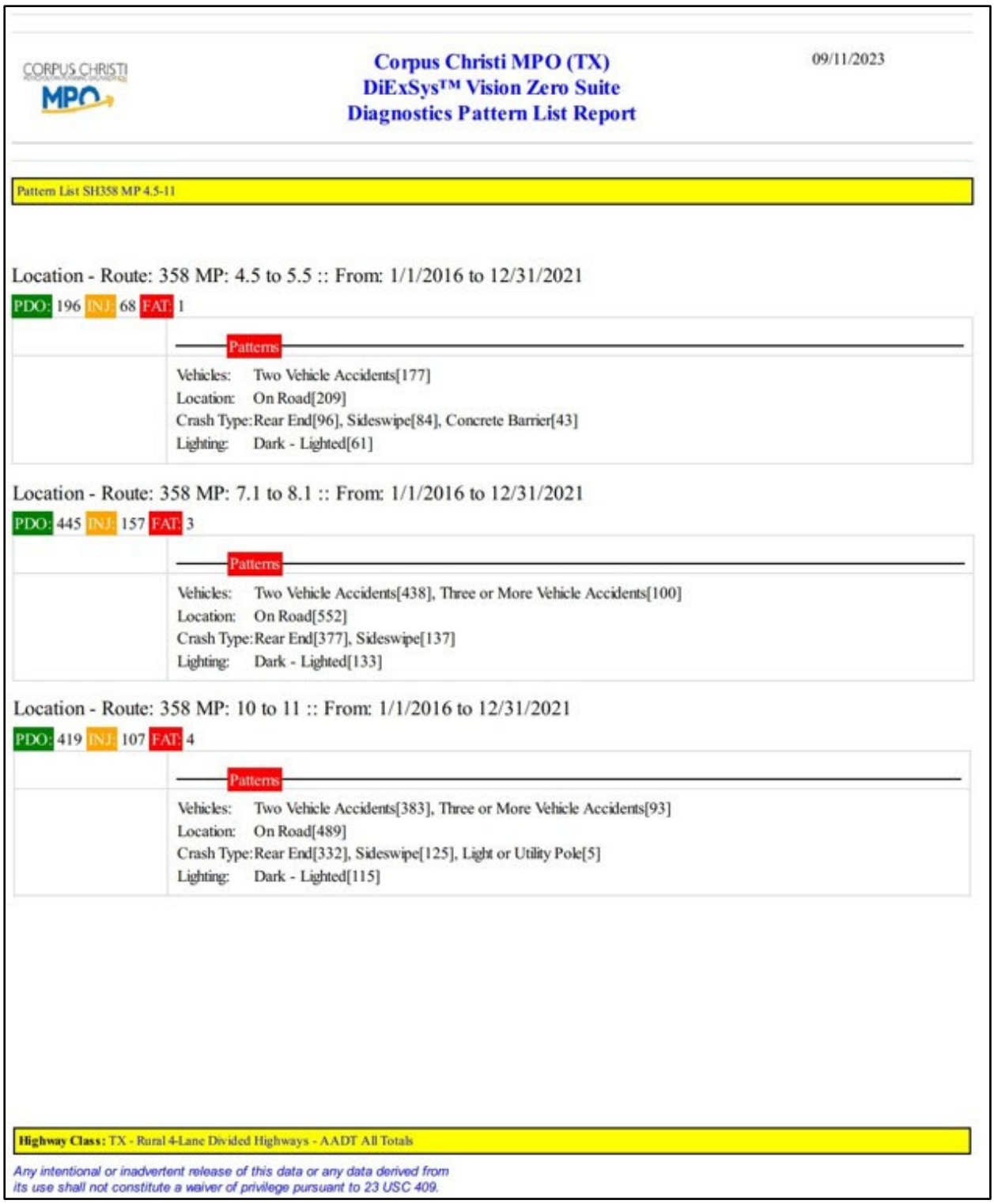
09/11/2023

Diagnostics MP 4.5-11 — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	36.34%	2348	70.81%	100%
Three or More Vehicle Accidents	13.8%	540	16.28%	100%
Crash Location				
On Road	52.78%	2908	87.7%	100%
Crash Type				
Rear End	13.4%	1887	56.91%	100%
Sideswipe	7.97%	821	24.76%	100%
Curb	0.09%	24	0.72%	100%
Wall or Building	0.19%	19	0.57%	100%
Crash Cushion	0.07%	16	0.48%	100%
Lighting Conditions				
Dark - Lighted	2.42%	726	21.89%	100%
Human Contributing Factor				
Asleep at the Wheel	0.01%	5	0.15%	100%
Illness	0.03%	10	0.3%	100%

Table 2: Direct Diagnostics for SH358 MP 4.5-11.0

Pattern recognition also showed identified patterns of rear-end, multi-vehicle crashes, sideswipe same direction crashes and crashes which are indicative of a run-ff-the-road pattern (see **Table 3** for sample).



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

09/11/2023

Pattern List SH358 MP 4.5-11

Location - Route: 358 MP: 4.5 to 5.5 :: From: 1/1/2016 to 12/31/2021

PDO: 196 INJ: 68 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[177]
Location: On Road[209]
Crash Type: Rear End[96], Sideswipe[84], Concrete Barrier[43]
Lighting: Dark - Lighted[61]

Location - Route: 358 MP: 7.1 to 8.1 :: From: 1/1/2016 to 12/31/2021

PDO: 445 INJ: 157 FAT: 3

Patterns

Vehicles: Two Vehicle Accidents[438], Three or More Vehicle Accidents[100]
Location: On Road[552]
Crash Type: Rear End[377], Sideswipe[137]
Lighting: Dark - Lighted[133]

Location - Route: 358 MP: 10 to 11 :: From: 1/1/2016 to 12/31/2021

PDO: 419 INJ: 107 FAT: 4

Patterns

Vehicles: Two Vehicle Accidents[383], Three or More Vehicle Accidents[93]
Location: On Road[489]
Crash Type: Rear End[332], Sideswipe[125], Light or Utility Pole[5]
Lighting: Dark - Lighted[115]

Highway Class: TX - Rural 4-Lane Divided Highways - AADT All Totals

Any intentional or inadvertent release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

Table 3: Pattern Recognition Sample, SH358 MP 4.5-11.0

Rear-end and sideswipe same direction crashes are by nature two or more vehicle collisions. **Figure 8** shows that rear-end and sideswipe same direction crashes tend to cluster around entrance and exit ramps, with MP 8.0 (Weber Road), MP 9.0 (Everhart Road) and MP 10.0 (Staples Street) showing the highest concentration of these crashes.

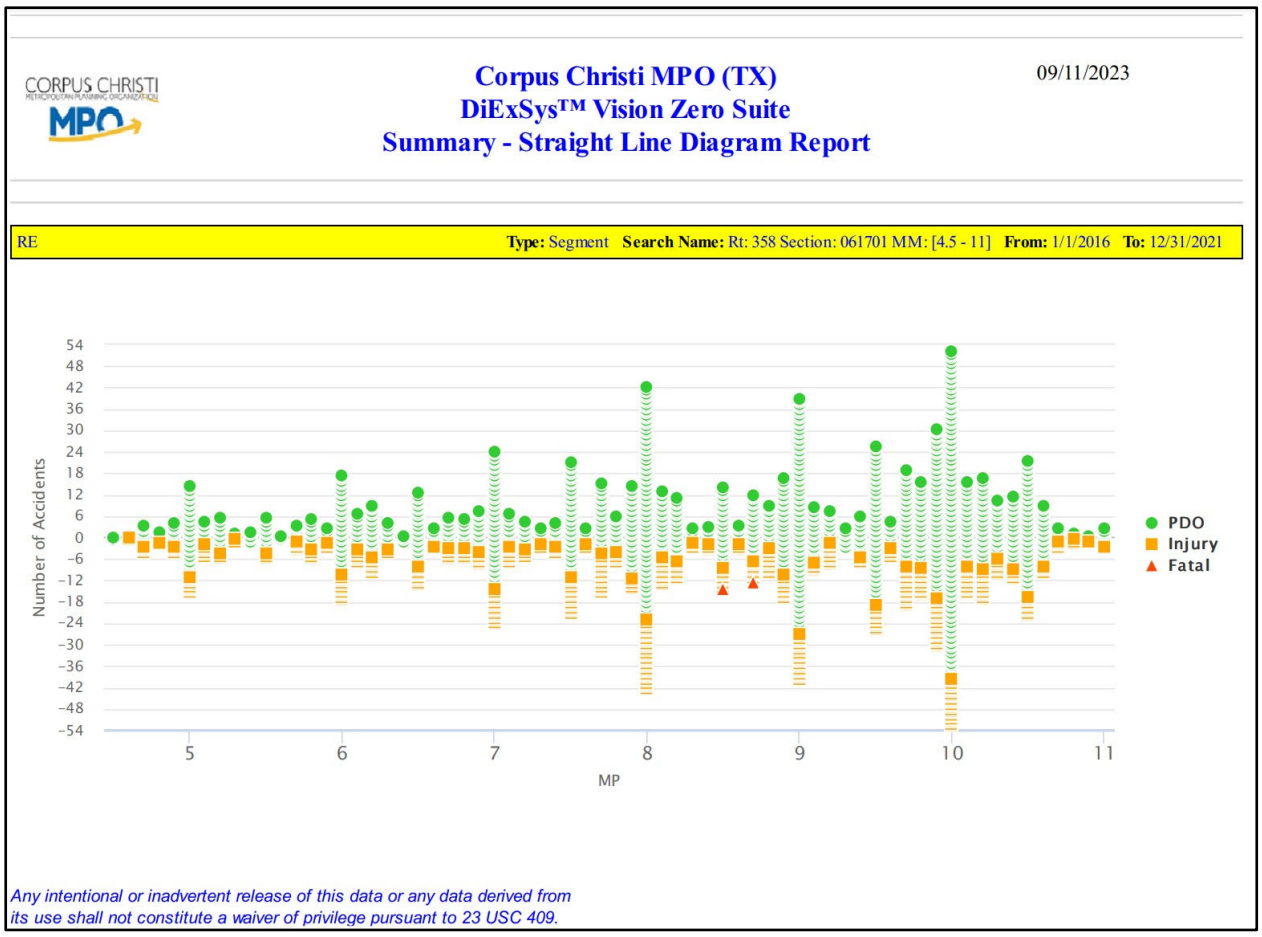


Figure 8: Straight Line Diagram, Rear-End & Sideswipe Crashes, SH358 M 4.5-11.0

Figure 9 indicates that outside of a spike in the morning hour of 7 AM, rear-end and sideswipe same direction crashes are elevated through the afternoon and evening hours.

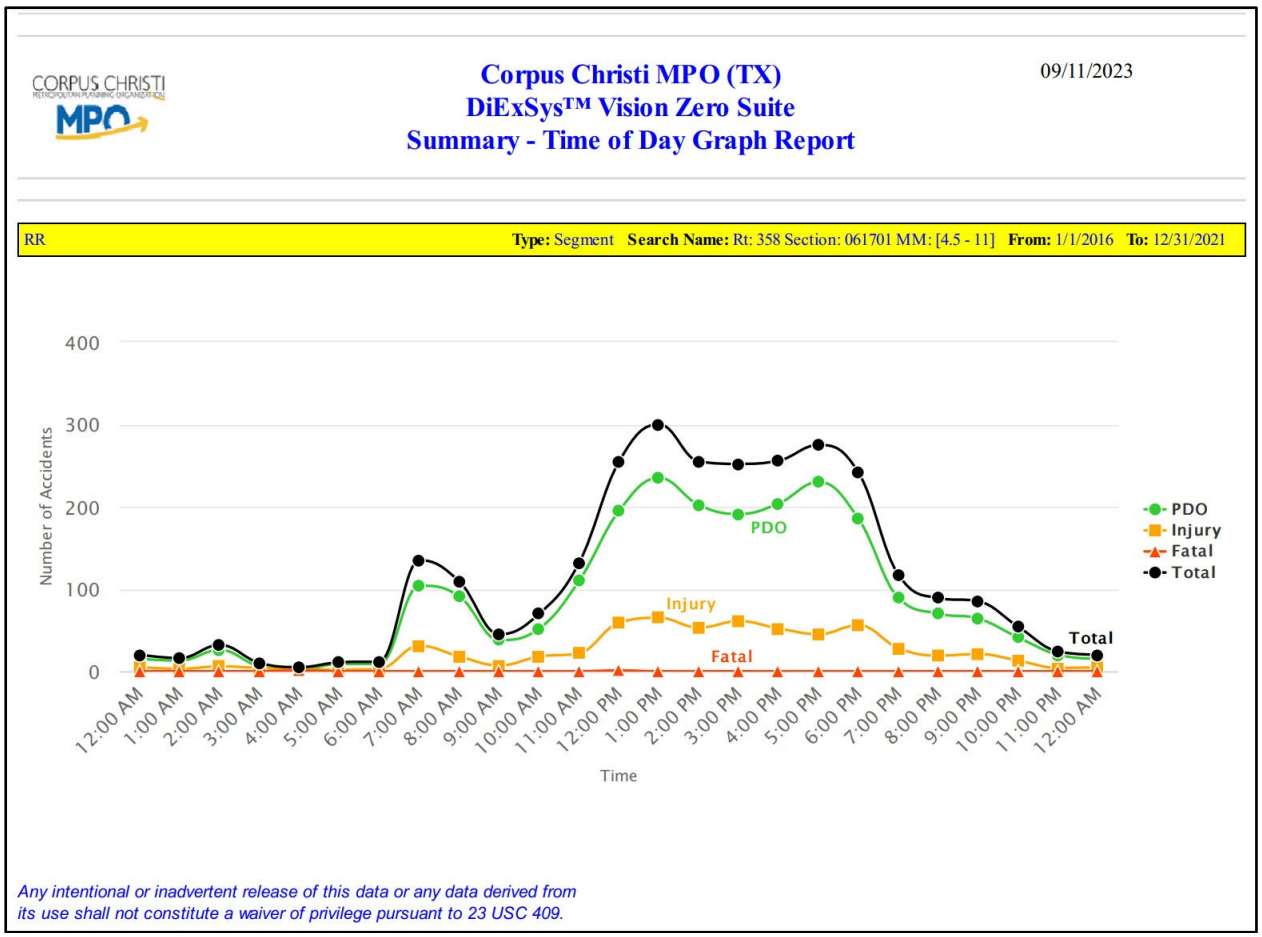


Figure 9: SH358 MP 4.5-11.0, Rear-end & Sideswipe Crashes, Time of Day

Furthermore, crash records suggest that the most common contributory factors to rear-end and sideswipe same direction collisions are failure to control speed, following too closely and changing lanes when unsafe, which points further in the direction of high-speed, high-density operations. The segment is also characterized by rolling alignment, (see example **Figure 10**), which results in partially obstructed views for uphill traffic which may result in drivers encountering unexpected, slowing or stopped vehicles ahead.

High-speed, high-density operations can result in less time for drivers to correct for errors or changes in traffic conditions, resulting in rear-ends, it can also result in more frequent lane changes resulting in sideswipe same direction crashes and evasive maneuvers resulting in run off the road collisions. The day of the week crash data (**Figure 11**) indicates that this is a persistent problem throughout most of the week, with most crashes seen on Fridays and the least on Sundays.



Figure 10: Eastbound SH358 near Weber Road, Rolling Grades

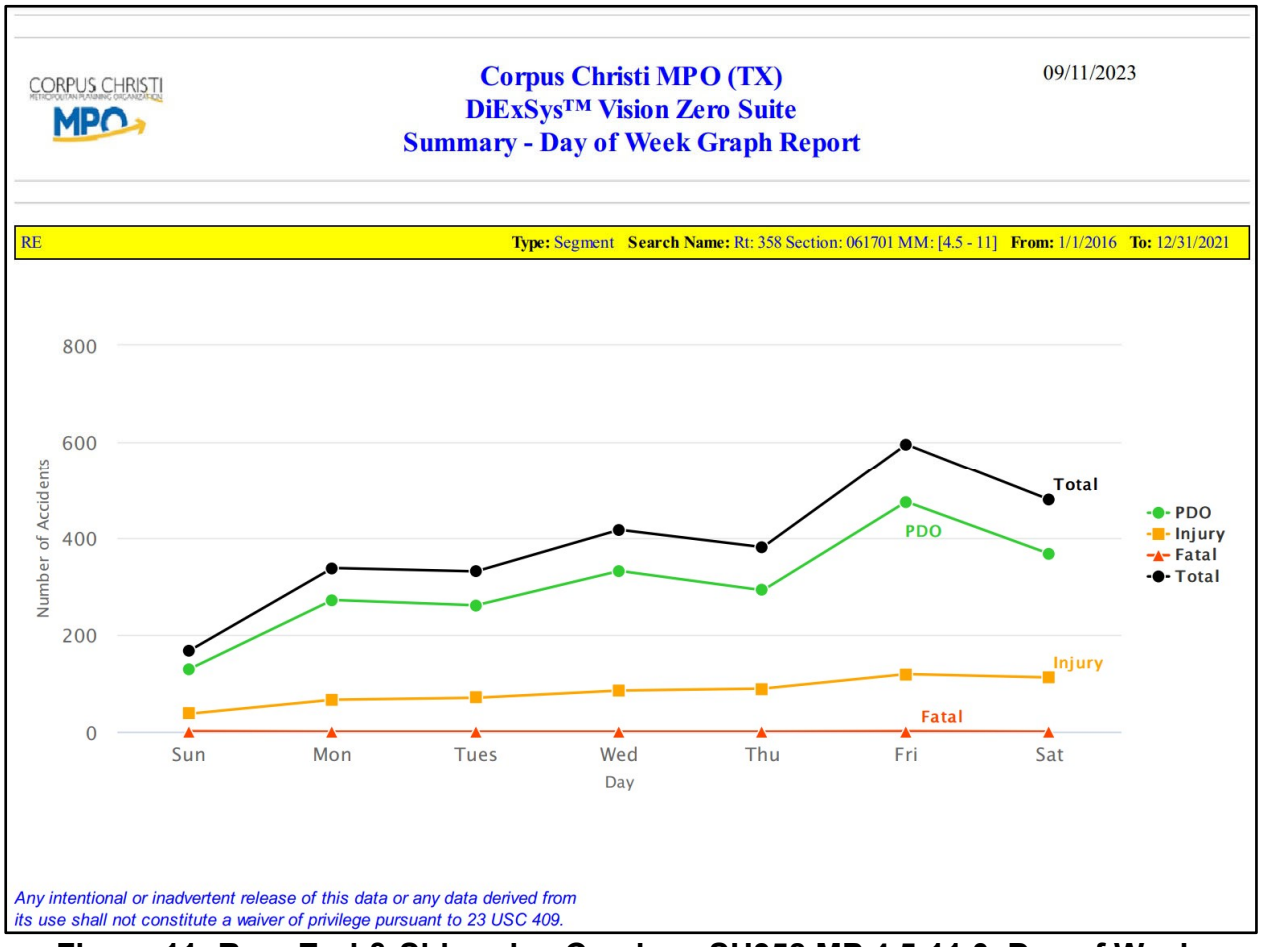


Figure 11: Rear End & Sideswipe Crashes, SH358 MP 4.5-11.0, Day of Week

Recommended Improvements

Crash patterns which can be related to congestion, high-density and high-speed operations were identified along the entire segment of SH358 MP 0.000-15.755, however the highest potential for crash reduction was seen generally between MP 4.5 and MP 11.0. As discussed above, rear-end and sideswipe same direction collisions are characteristic of these conditions, representing approximately 81.7% of all crashes between MP 4.5 and MP 11.0.

In general, addressing high-speed, high-density operations by deploying a Variable Speed Limit (VSL) system along the corridor could ameliorate the patterns of rear-end, multi-vehicle, sideswipe same direction crashes, as well as fixed object crashes due to run-off-the-road incidents. Each corridor where a VSL system is deployed has a unique set of characteristics that influence how the VSL algorithm is configured and designed. In designing a flow-based VSL algorithm component, we calibrate the relationship between crash rate, volume per lane, and speed on a corridor. When high traffic flows are moving at high speed, a flow-based VSL algorithm intervenes by lowering the speed limit before crashes can occur. A weather-based component determines what the speed should be during adverse road and weather conditions (low friction and/or low visibility), a queue component is designed to respond to moving or standing queues, and a transition component ensures smooth speed transitions between speed zones. Together, these component algorithms contribute to an overall algorithm, which determines what posted speed limit is appropriate for the conditions. A flow-based VSL system includes all of these components.

VSL System Background

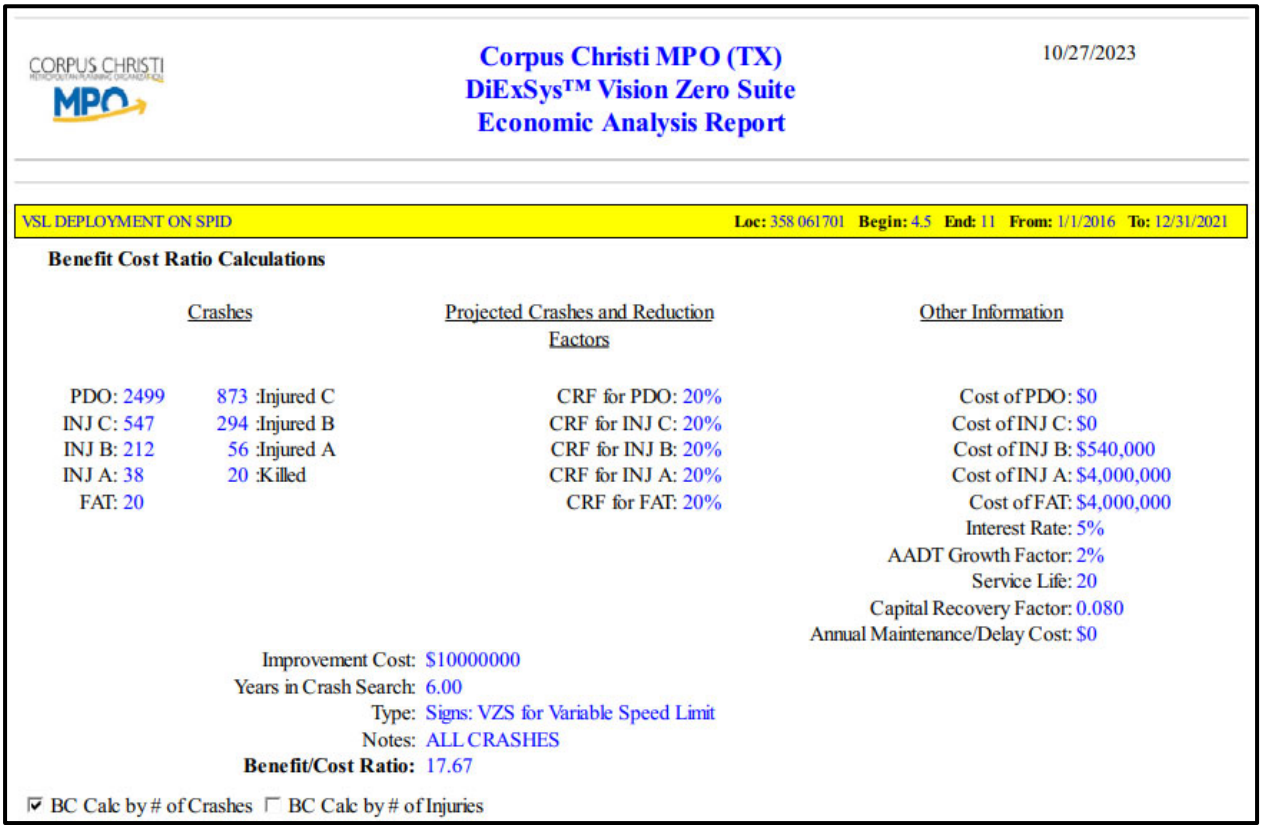
Drivers in the static posted speed limit environment will adapt their speed to changing conditions (traffic density, queueing, weather, etc.) in real time based on their individual experiences, perception of risk, and comfort level. It can be observed, however, that when left to their own devices, drivers' speed reductions tend to be too little, too late to be effective in preserving safe operations. Tracking of crash rates, traffic flow and speed shows that both speed and crash rate remain relatively constant up to a certain threshold flow rate (typically around 900 – 1,200 vehicles per hour per lane (vphpl) on a freeway), and when this threshold is exceeded, the crash rate rapidly rises as flow continues to increase, before a notable reduction in speed occurs. Similarly, crashes increase with the onset of reduced friction due to rain, or reduced visibility. Variable Speed Limits (VSL) have potential to mitigate these situations by posting lower speed limits based on real time observations of traffic flow and road and weather conditions before crash frequencies increase.

Benefit-Cost Analysis

A preliminary benefit-cost analysis was performed for implementation of a VSL system on SH-358 MP 4.5 to MP 11.0 using Vision Zero Suite software. The cost of the system was conservatively estimated at $1.5M per mile on this divided facility, to include any fiber

connectivity, radar sensors and/or weather detection equipment that might be required and rounded upwards. The estimated service life of the system is 20 years and a conservative 20 percent reduction of all crashes in the study corridor was assumed. The cost of operations and maintenance is estimated at $150,000 annually.

The Benefit-Cost-Ratio (**BCR**) is expected to be **36.76**. The results show that the measure is expected to be highly cost-effective. The CCMPO is advised to develop a more detailed estimate reflecting current trends in the cost of materials and labor.



CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/27/2023

VSL DEPLOYMENT ON SPID — **Loc:** 358 061701 **Begin:** 4.5 **End:** 11 **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 2499	873 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 547	294 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 212	56 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 38	20 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 20		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $10000000
Years in Crash Search: 6.00
Type: Signs: VZS for Variable Speed Limit
Notes: ALL CRASHES
Benefit/Cost Ratio: 17.67

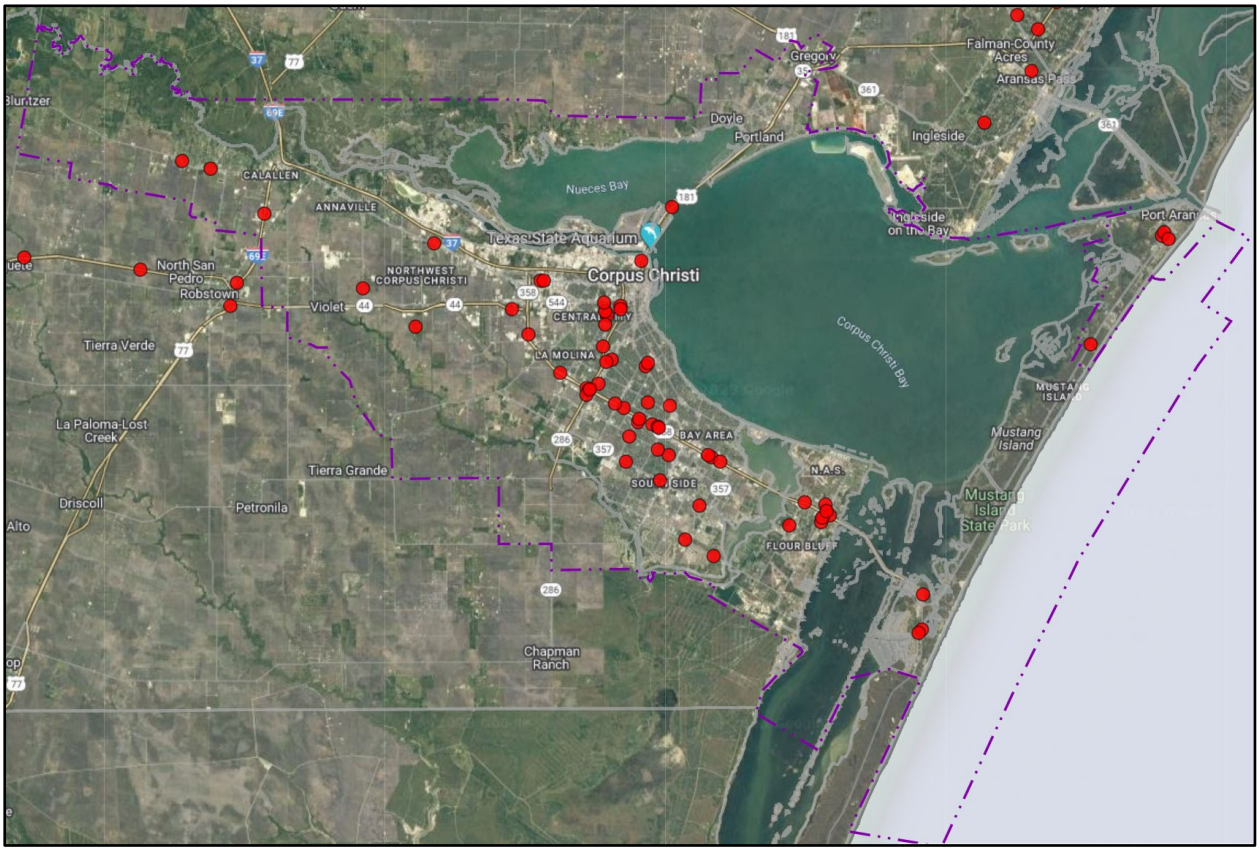
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Figure 12: Benefit-Cost for VSL SH-358 MP 4.5-11.0

SAFETY ASSESSMENT

Fatal Pedestrian Crashes – A Systemic Approach

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

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STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical assistance in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The network screening process for the Corpus Christi metropolitan area revealed that when Fatal crashes only are considered across the network, Pedestrian involved crashes were the second most common crash type, representing a substantial 26% of fatal crashes (**Figure 1**).

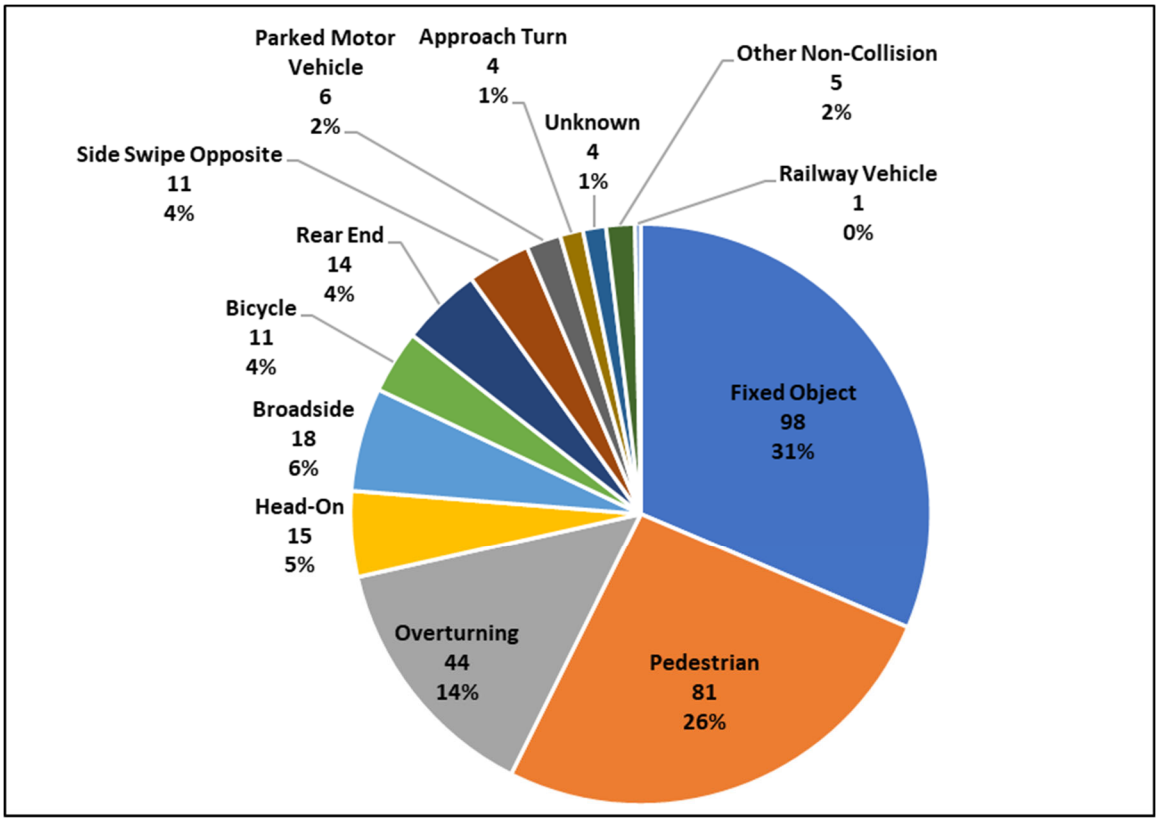


Figure 1: All Fatal Crashes by Crash Type, Nueces & San Patricio Co.

Typically, pedestrian (vulnerable road user) crashes are more common at intersections, however, in this instance, **Figure 2** indicates that most crashes involving vulnerable road users within the study area occurred at non-intersection locations i.e. segments.

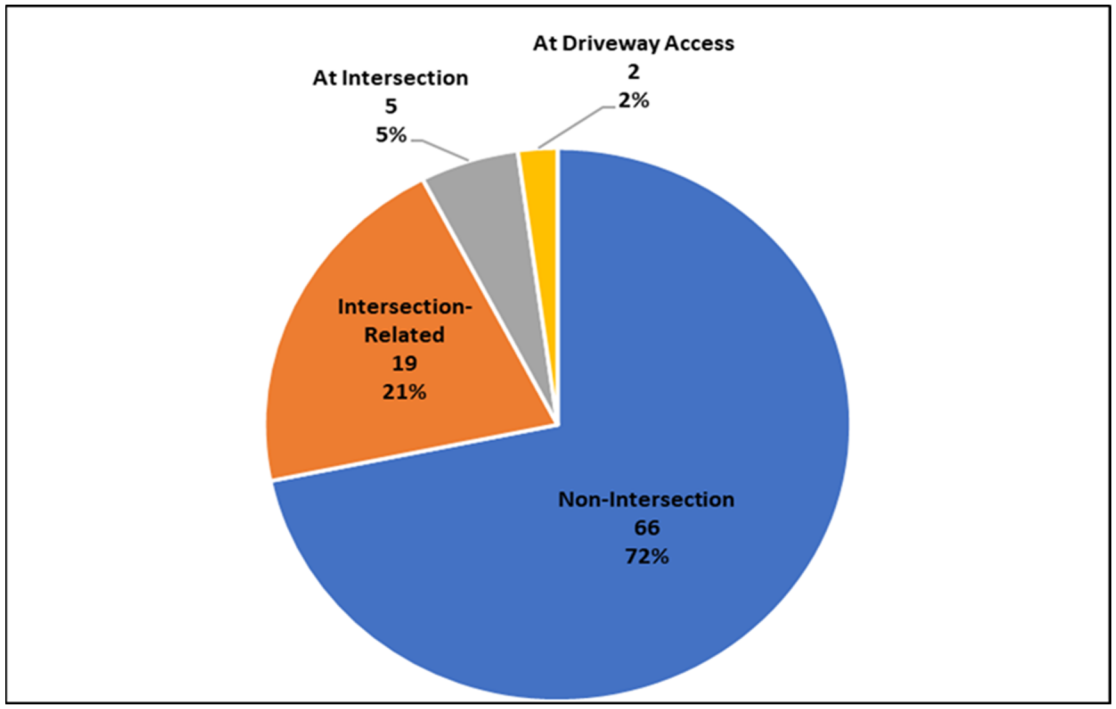


Figure 2: Vulnerable Road User Fatal Crashes by Road Description

This pattern is suggestive of pedestrian crashes involving mid-block crossings by pedestrians. **Figure 3** shows a map which indicates where fatal pedestrian crashes on segments were recorded. The information suggests that the pattern of fatal pedestrian mid-block crossings is systemic across the study area, rather than displaying a concentrated pattern. As such, a systemic countermeasure, such as deployment of Rectangular Rapid Flashing Beacons (RRFBs), which is a FHWA Proven Safety Countermeasure, at appropriate mid-block locations, might be a suitable countermeasure to address this problem.

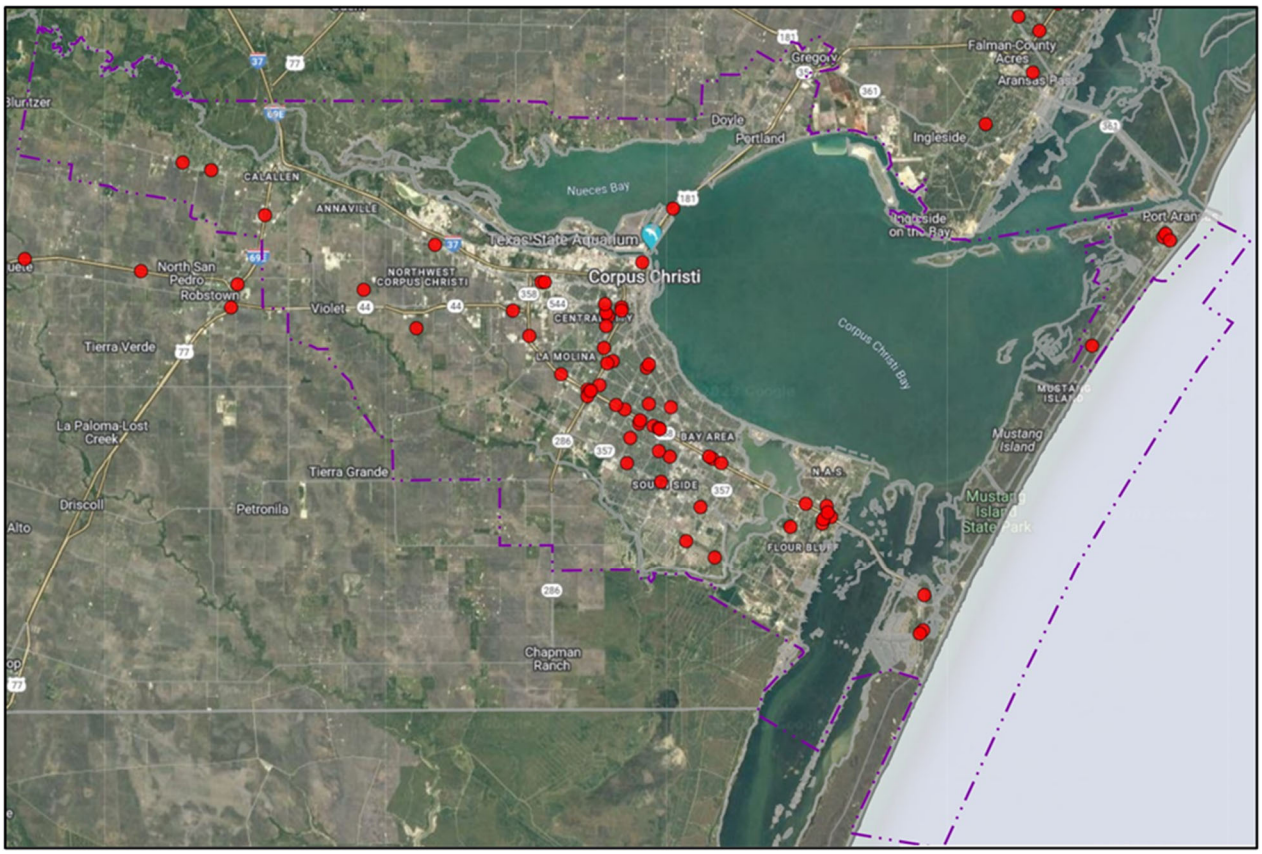


Figure 3: Pedestrian Fatalities on Segments within CCMPO, 1/1/16-12/31/21

Figure 4 through **Figure 7**, show locations where crashes involving fatal pedestrian mid-block crossings may be patterns. On facilities such as SH-358 and SH-286 these fatalities are more intractable and RRFBs would be less suitable on these facility types. However, locations such as Weber Road, Waldron Road and Leopard Street might be more appropriate locations for application of a low-cost systemic safety countermeasure such as RRFBs to be applied.



Figure 4: FAT PED Crashes Mid-Block on SH-358 & Weber Road.



Figure 5: FAT PED Crashes Mid-Block on Waldron Road

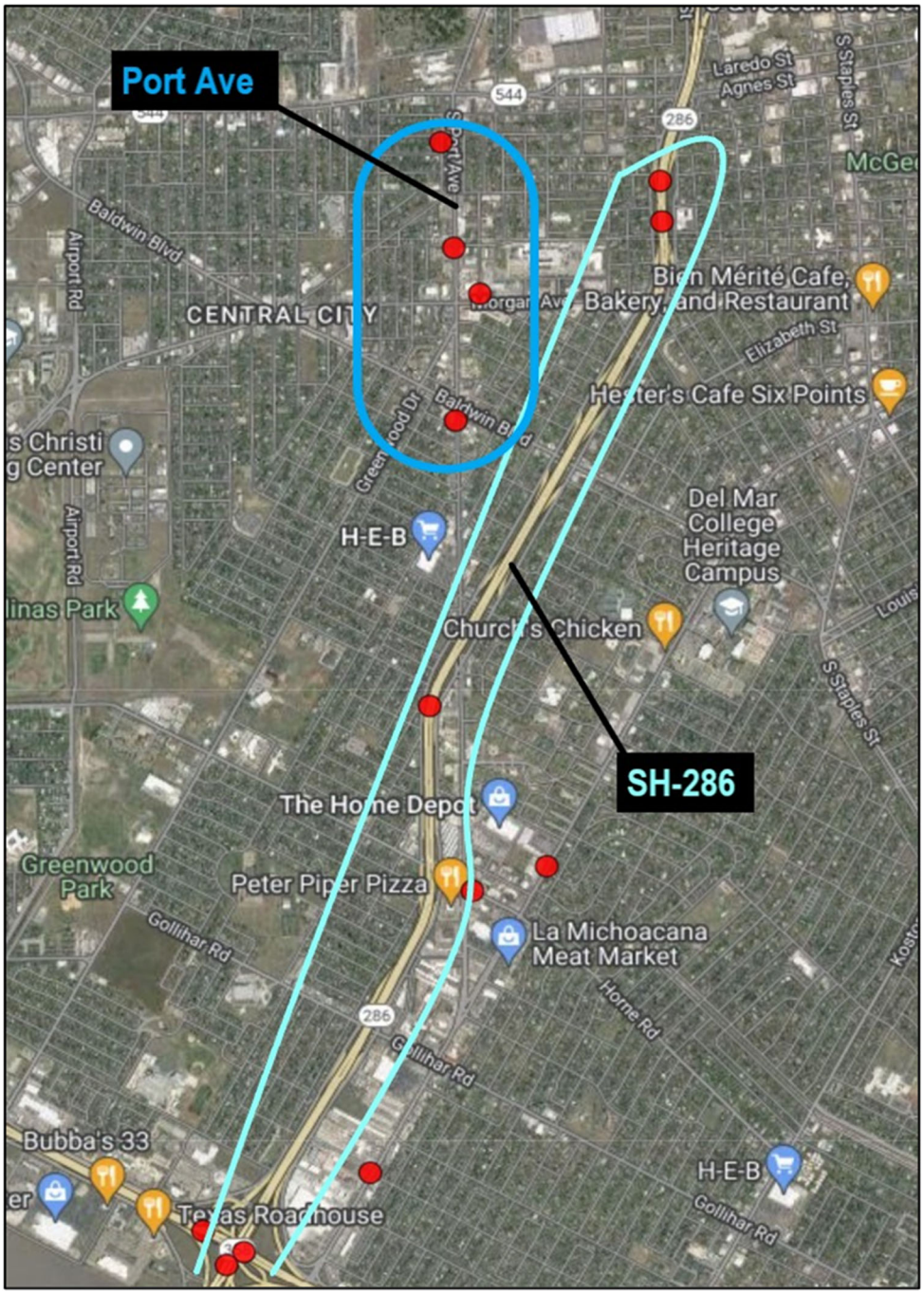


Figure 6: FAT PED Crashes Mid-Block on SH-286

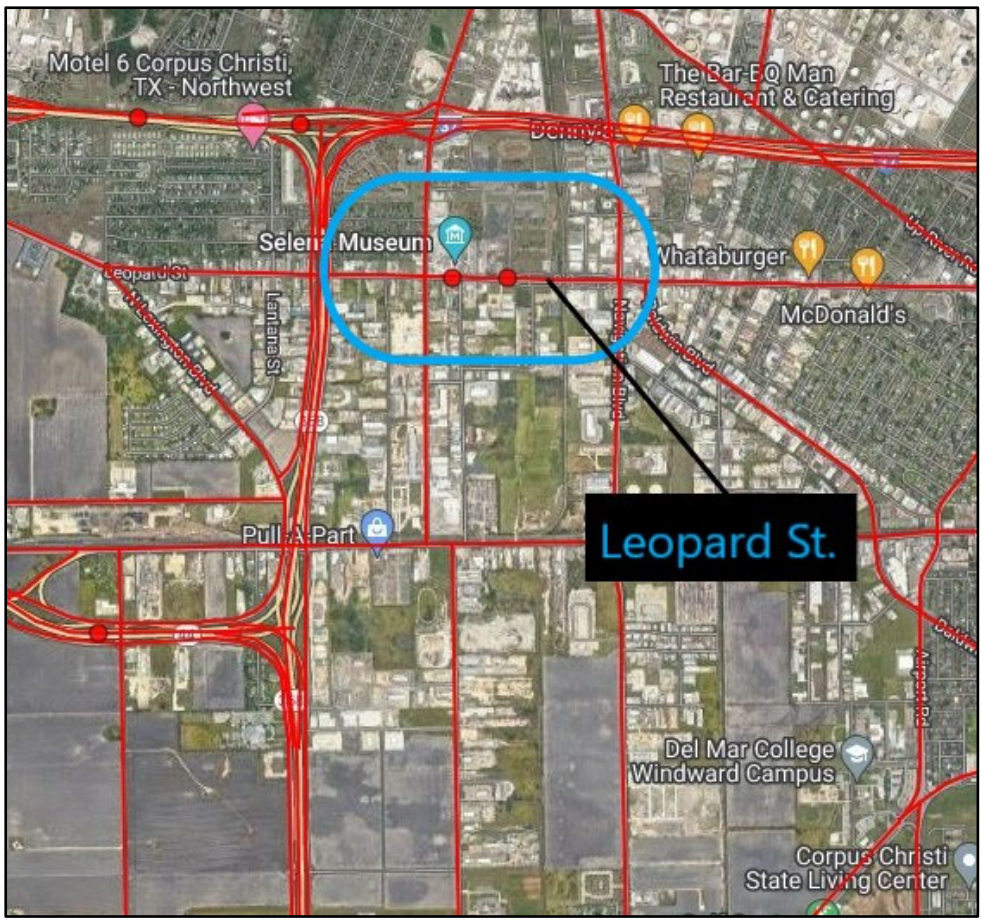


Figure 7: FAT PED Crashes Mid-Block on Leopard St.

Identified Safety Problems

As outlined previously, fatal pedestrian crashes at mid-block locations appear to occur on a systemic level within the MPO, however certain facility types, such as state highways, are not as appropriate as other locations for the application of a low-cost safety countermeasure such as Rectangular Rapid Flashing Beacons. In this regard, this brief illustrative analysis will look at a sample of three locations, (Waldron Road, Weber Road and Leopard Street), where rollout of RRFBs would be more appropriate.

For the study period of 01/01/2016 to 12/31/2021 there were a total of 10 Fatal crashes recorded at these locations, including 4 on Weber Road (1 fatal also included 1 level-B injury), 4 on Waldron Road, and 2 on Leopard Street (**Figure 8**, **Figure 9** and **Figure 10**).

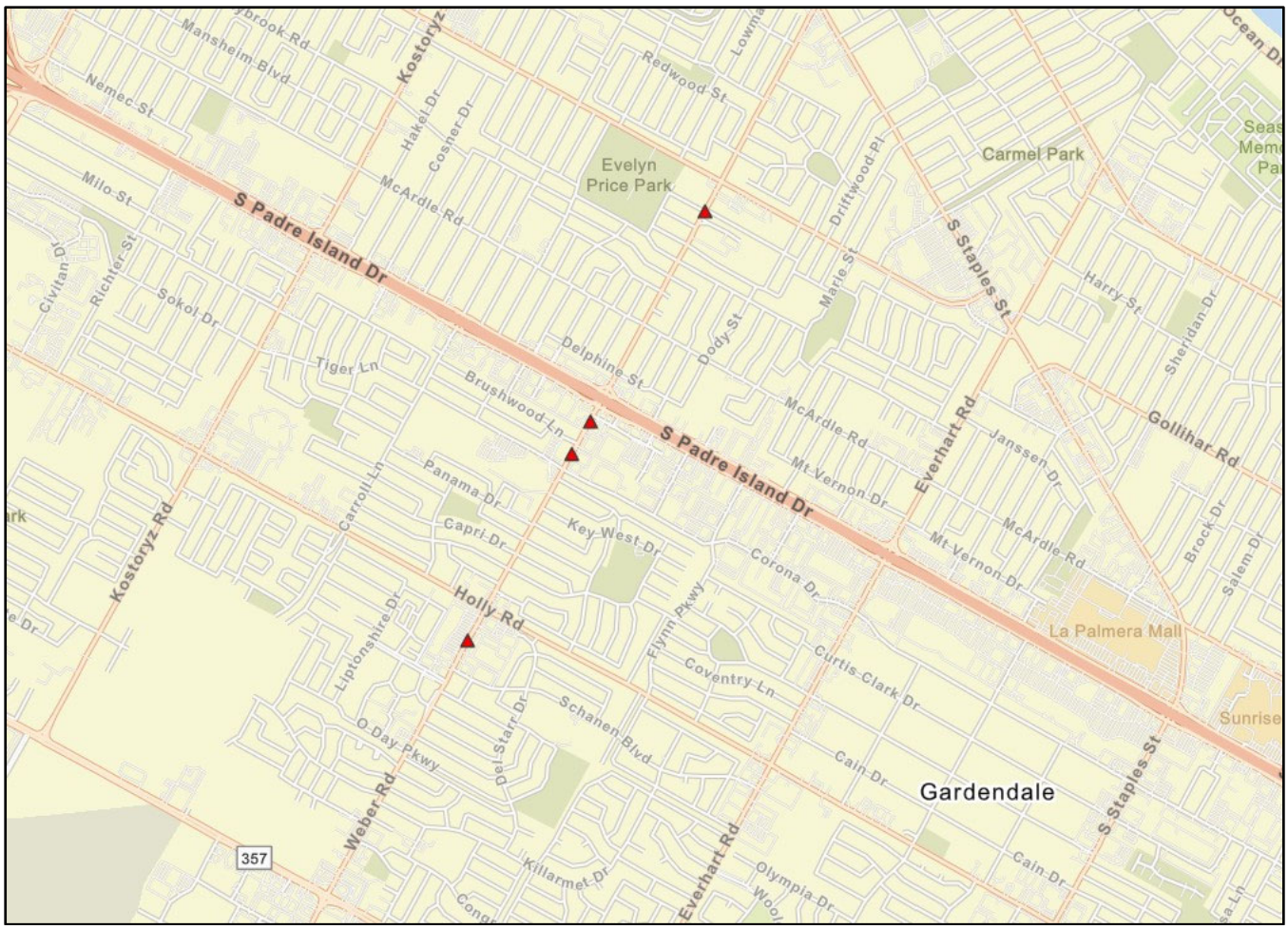


Figure 8: FAT PED Mid-Block Crashes, Weber Rd., 1/1/16-12/31/21

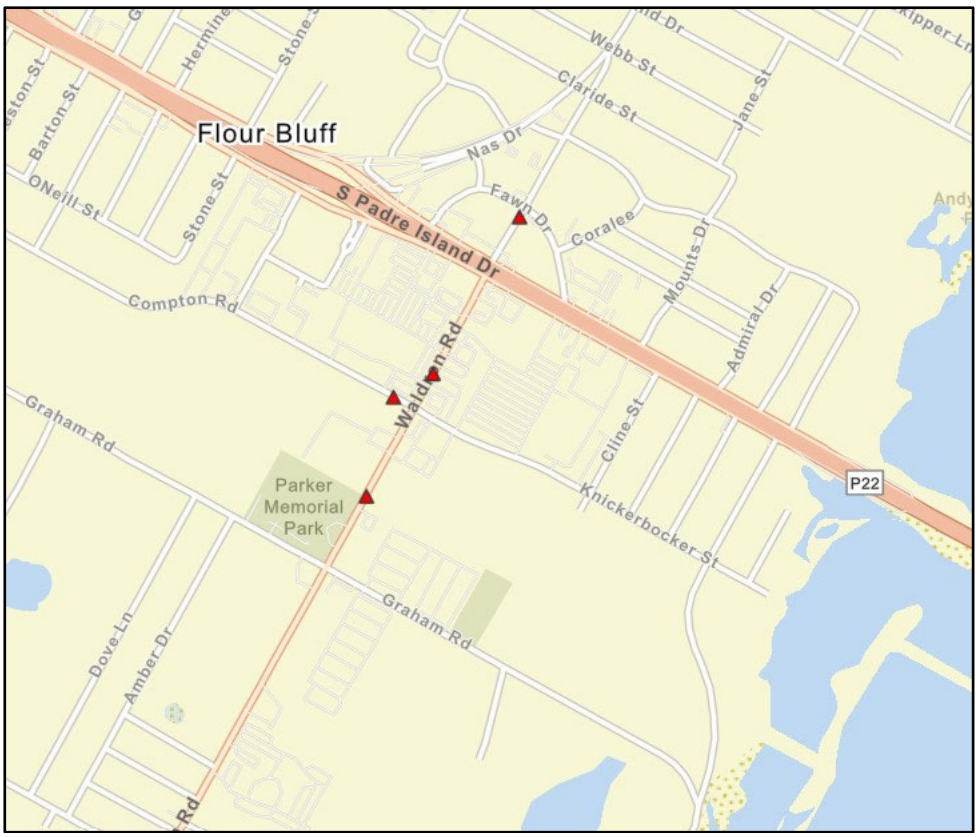


Figure 9: FAT PED Mid-Block Crashes, Waldron Rd., 1/1/16-12/31/21

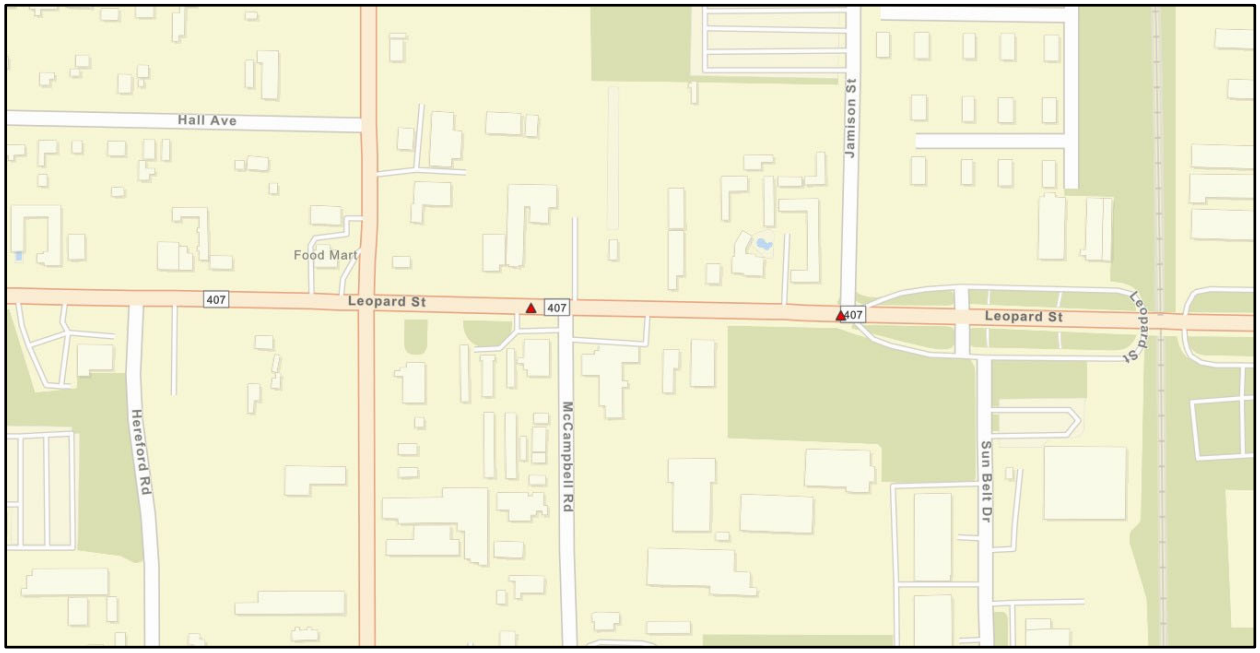


Figure 10: FAT PED Mid-Block Crashes, Leopard St., 1/1/16-12/31/21

It is noteworthy that in all but one case for this sample of crashes, all crashes occurred under dark conditions. Flashing beacons and the accompanying retroreflective warning

signage would in this regard increase the conspicuity of pedestrians at nighttime. One incident involved a hit and run, while in another alcohol involvement was suspected.

Recommended Improvements

FATAL PEDESTRIAN MID-BLOCK CRASHES

In order to address what appears to be a systemic pattern of fatal crashes involving mid-block crossings by pedestrians, the systemic deployment of pedestrian Rectangular Rapid Flashing Beacons (RRFBs) is recommended as a countermeasure.

RRFBs are a FHWA Proven Safety Countermeasure which "enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks."[2] RRFBs can be solar powered or powered by available sources in the area. These devices consist of rectangular panels containing flashing LED lights, as well as yellow warning signage.



Figure 11: Example of Rectangular Rapid Flashing Beacons[3]

[2] U.S. DOT FHWA, Proven Safety Countermeasures, https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb

[3] https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm?_gl=1*b5k975*_ga*MTE2MDI5MDc4LjE2MzE4MDMyNzU.*_ga_VW1SFWJKBB*MTY5NDc5Mzc2Ny40LjAuMTY5NDc5Mzc2Ny4wLjAuMA..



Figure 12: Example of a RRFB at a Crosswalk[4]

The FHWA Proven Safety Countermeasures page cites a Crash Reduction Factor (CRF) of 47% and refers to Crash Modification Factor (CMF) I.D. #9024[5] from the CMF Clearinghouse website. This CRF was obtained from a 2017 NCHRP report (*NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*). The report indicates that this CRF is appropriate for urban or suburban settings with traffic volumes between 533 to 49,402 AADT.

A review of non-interstate or state highway street locations within CCMPO where at least 2 fatal pedestrian mid-block crashes were recorded was performed using the ArcGIS enabled web map. This produced a total of 7 street locations, with an estimated 16 potential locations for implementation of RRFBs based on the number and proximity to each other of fatal pedestrian mid-block crashes on these streets. The 7 identified street locations are as outlined in Table 1.

Street	# of FAT PED Crashes	Potential # RRFB Crossings
Leopard Street	2	1-2
S. Port Avenue	2	2
Ayers Street	2	2
Weber Road	4	3
Holly Road	2	2
Waldron Road	3	3
Park Road 22	2	2

Table 1: Potential Locations for RRFBs

A Benefit-Cost Analysis was performed on the systemic rollout of RRFBs at the identified locations. The analysis includes consideration for the installation of crosswalk markings, as well as the provision of ADA compliant curb ramps at each location. Due to the apparent trend for these crashes to occur during dark or poorly lit conditions, we

[4] https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb
[5] https://www.cmfclearinghouse.org/detail.php?facid=9024

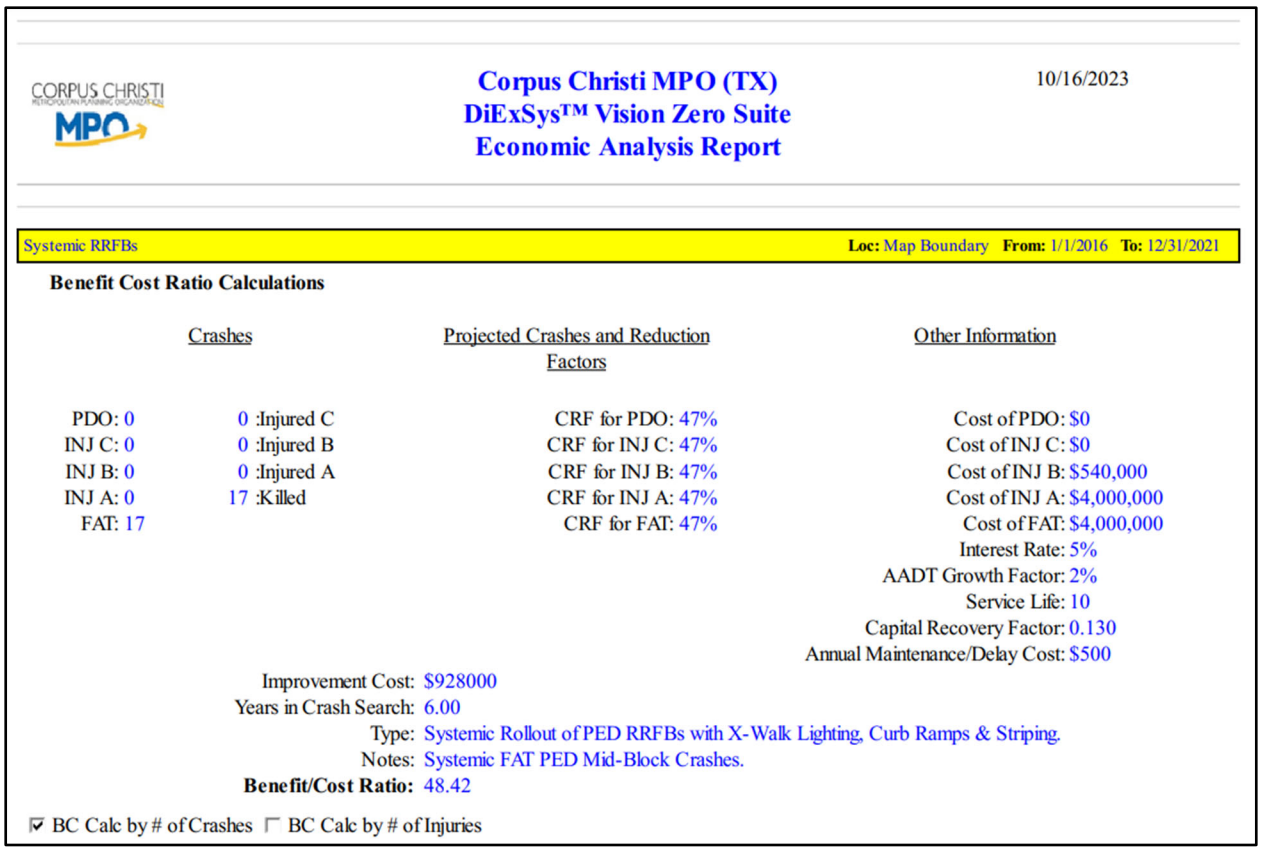
recommend that crosswalk illumination be included as part of any RRFB installations, for example, such as the “Safewalk Crosswalk Illuminator” as available from TAPCO (Figure 13).



Figure 13: Example of RRFBs with Crosswalk Illumination[6]

The Benefit-Cost Analysis for systemic provision of RRFBs with crosswalk illumination, pavement markings and curb ramps, is shown in **Table 2**. Using the FHWA CRF of 47%, the estimated B/C ratio is **48.42**, which indicates the measure is expected to be cost-effective.

[6] TAPCO, *Pedestrian Crosswalk Solutions*: Pedestrian-Solutions-Brochure.pdf (rackcdn.com), accessed 10/12/23.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/16/2023

Systemic RRFBs — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 0	0 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 0	0 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 0	17 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 17		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $500

Improvement Cost: $928000
Years in Crash Search: 6.00
Type: Systemic Rollout of PED RRFBs with X-Walk Lighting, Curb Ramps & Striping.
Notes: Systemic FAT PED Mid-Block Crashes.
Benefit/Cost Ratio: 48.42

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

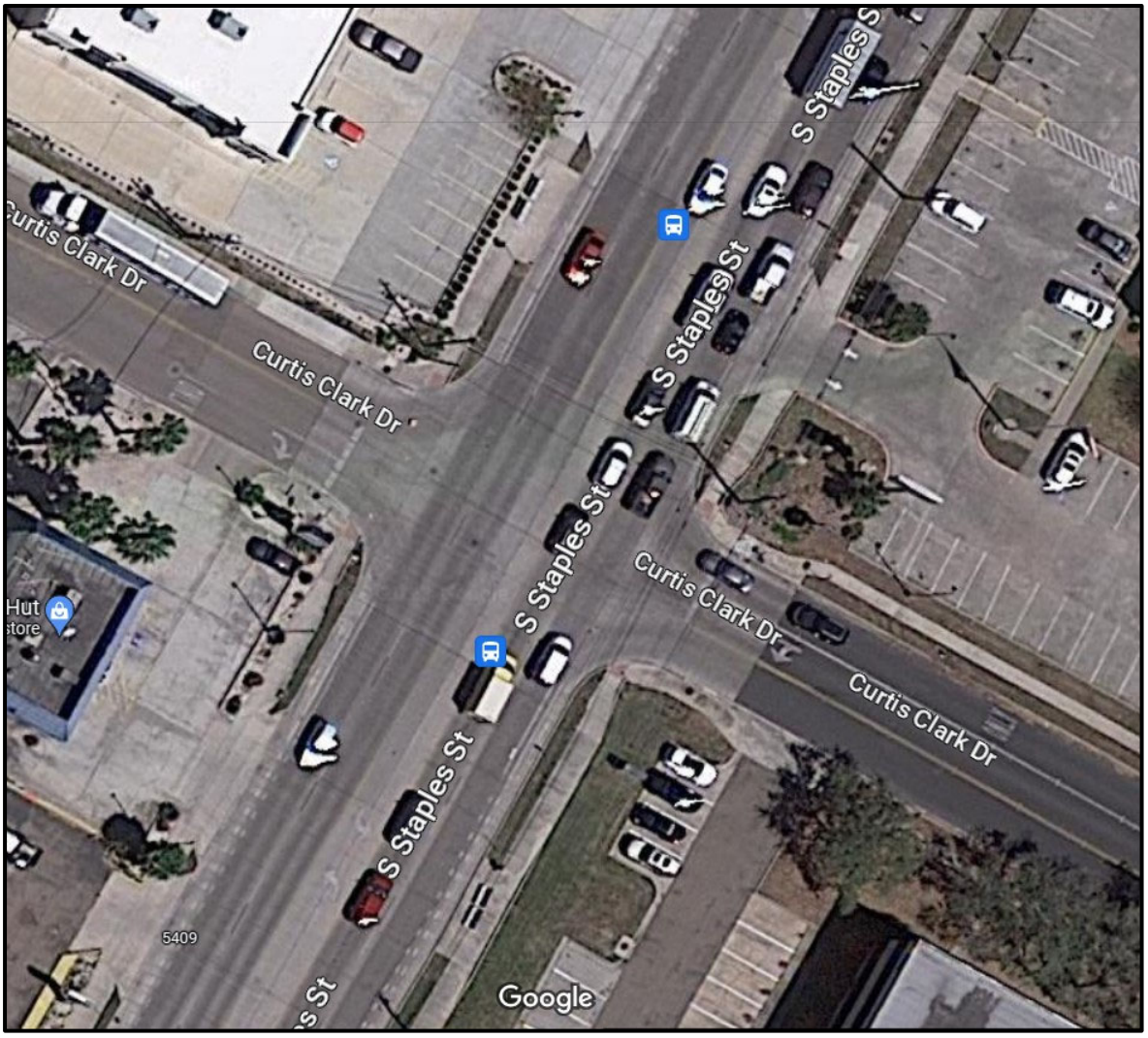
Table 2: Benefit Cost Analysis for Systemic Rectangular Rapid Flashing Beacons

This brief analysis shows that a systemic countermeasure such as RRFBs has the potential to be both extremely cost effective and effective at improving safety. We have not recommended this countermeasure for state highways or major arterials, but application on a systemic level across targeted mid-block locations on city streets within CCMPO has the potential to provide a cost-effective crash reduction and safety improvement for vulnerable road users.

SAFETY ASSESSMENT

Staples St & Curtis Clark Drive

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

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STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Curtis Clark Drive and S. Staples Street is a 4-leg 4-lane divided unsignalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 37,306 on Staples Street, while counts are not available for Curtis Clark Drive, they are estimated to be 500.

Google Streetview imagery indicates that the intersection is unsignalized, with a Two-Way-Left-Turn (TWLT) lane on Staples Street and STOP control for traffic on Curtis Clark Drive (**Figure 1** and **Figure 2**). Both east and westbound Curtis Clark Dr. have a dedicated right turn lane.

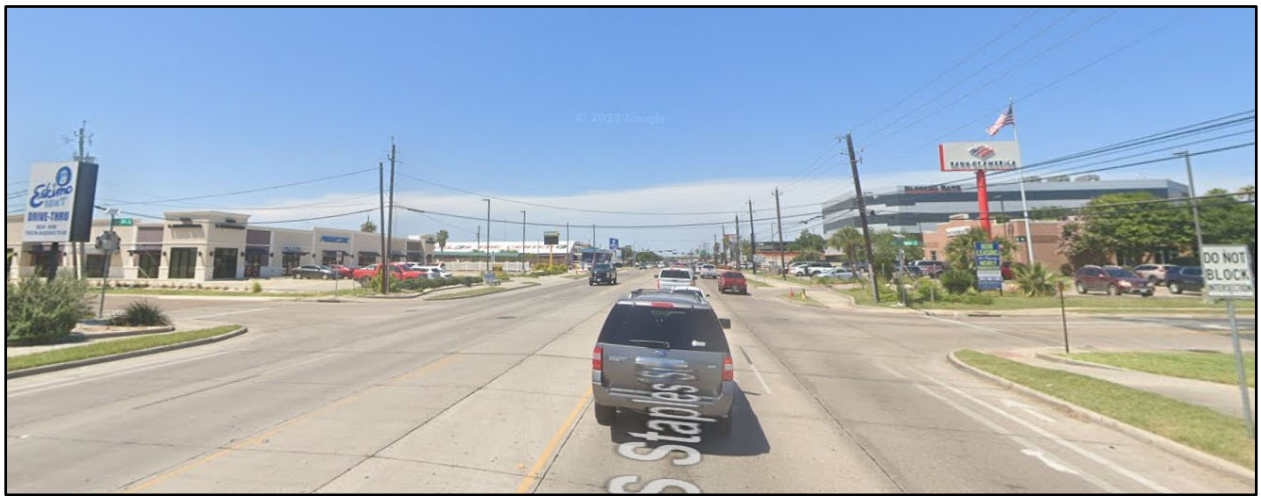


Figure 1: NB Staples Street, June 2023



Figure 2: EB Curtis Clark Dr., Feb. 2022

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 78 crashes recorded at the intersection, including 50 PDO, 27 Injury (with 36 people injured) and 1 Fatal crash (with 1 fatality). The crash distribution is shown in **Figure 3**. This included 38 broadside crashes, accounting for almost 39% of all crashes. Broadside crashes accounted for approximately 67% of all injury level crashes at the intersection (18 of 27) and 75% of all persons injured (27 of 36).

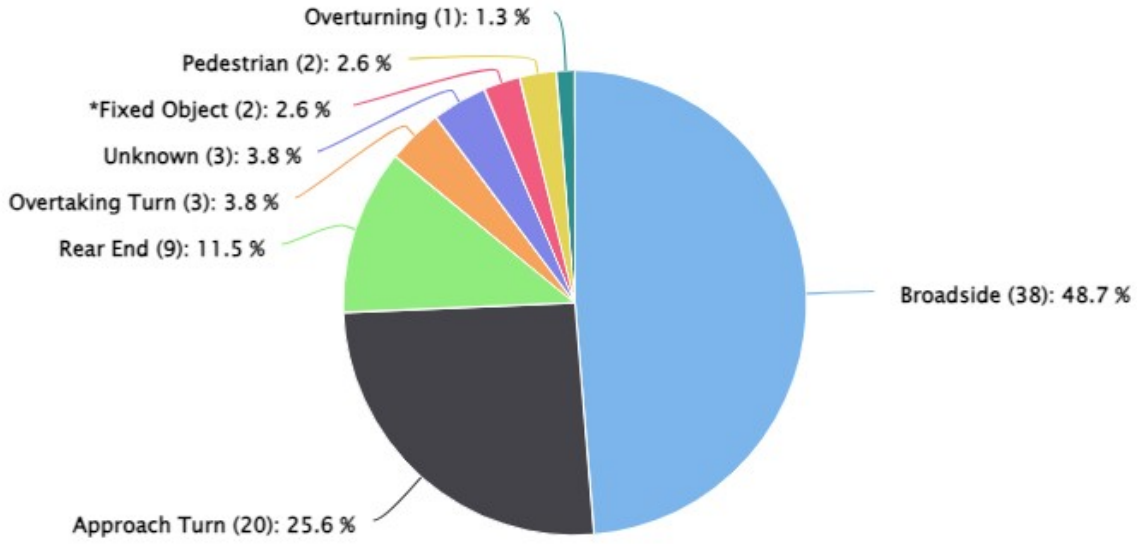


Figure 3: Crash Distribution by Type, Curtis Clark Dr. & Staples St.

Safety Performance Functions (SPFs) show that the intersection performs at Level of Service of Safety (LOSS) IIV from both the total crash frequency standpoint (**Figure 4**), and the crash severity standpoint (**Figure 5**), indicating high potential for crash reduction.

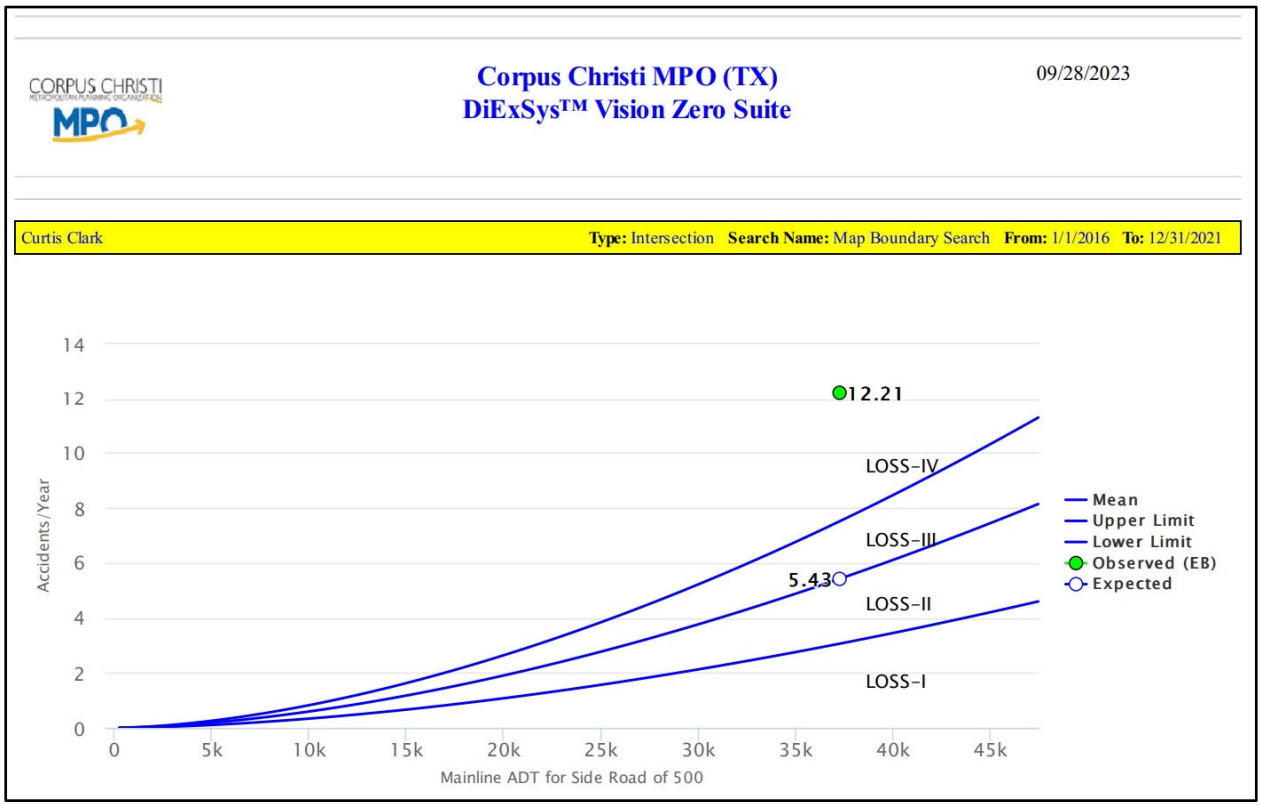


Figure 4: SPF Total Crash Frequency, Curtis Clark Dr. & Staples St.

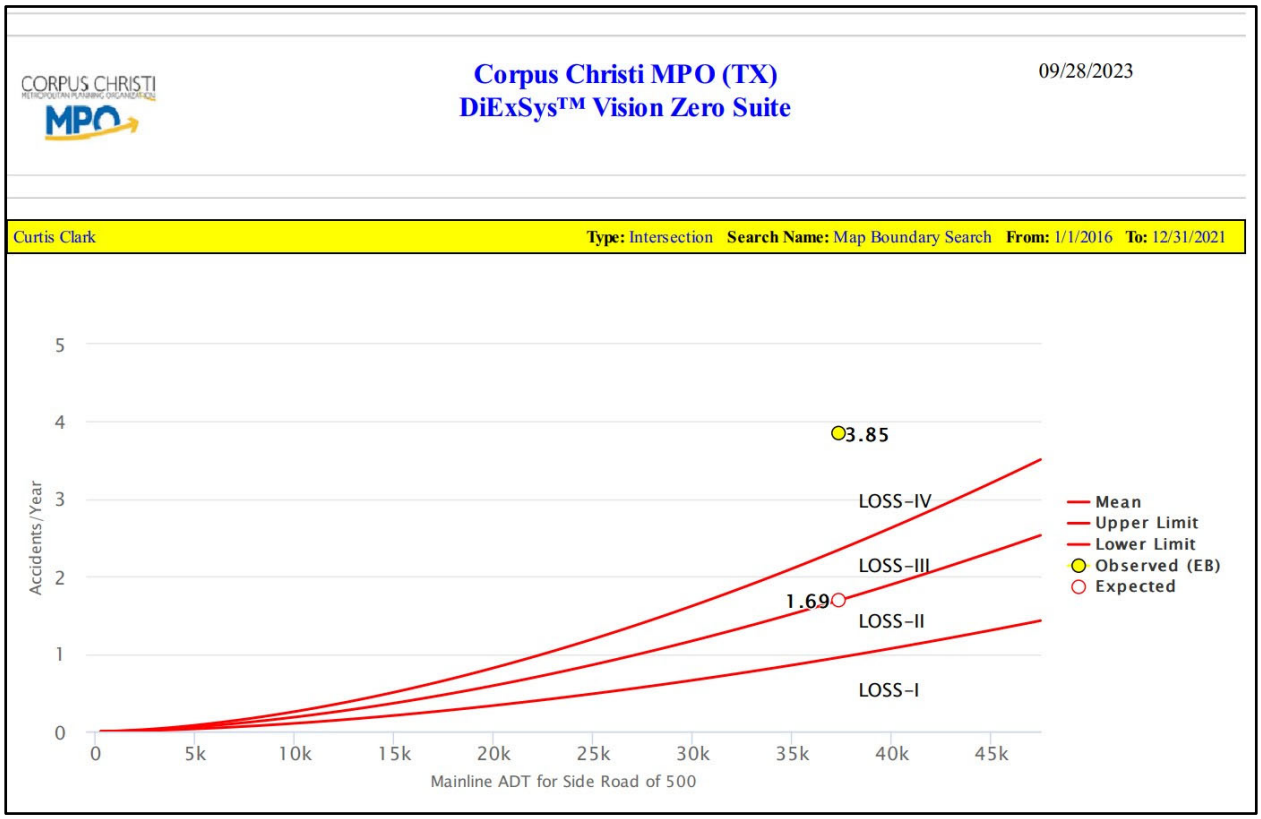


Figure 5: SPF INJ+FAT Crashes, Curtis Clark Dr. & Staples St.

A direct diagnostic model is not available currently for a 4-lane unsignalized divided 4-leg intersection, however, with broadside crashes accounting for close to 50% of all crashes, and with such an elevation of high severity broadsides, this strongly suggests broadside crashes are a pattern at this location.

Recommended Improvements

BROADSIDES

Figure 6 shows the at-fault vehicle directions for broadside crashes. Crash history records point to westbound traffic from the minor street, Curtis Clark Drive, being at-fault. Curtis Clark Drive is currently STOP controlled and left turning vehicles must judge gaps in at least two lanes of traffic on Staples Street, with through vehicles having to judge gaps across 4-lanes of traffic.

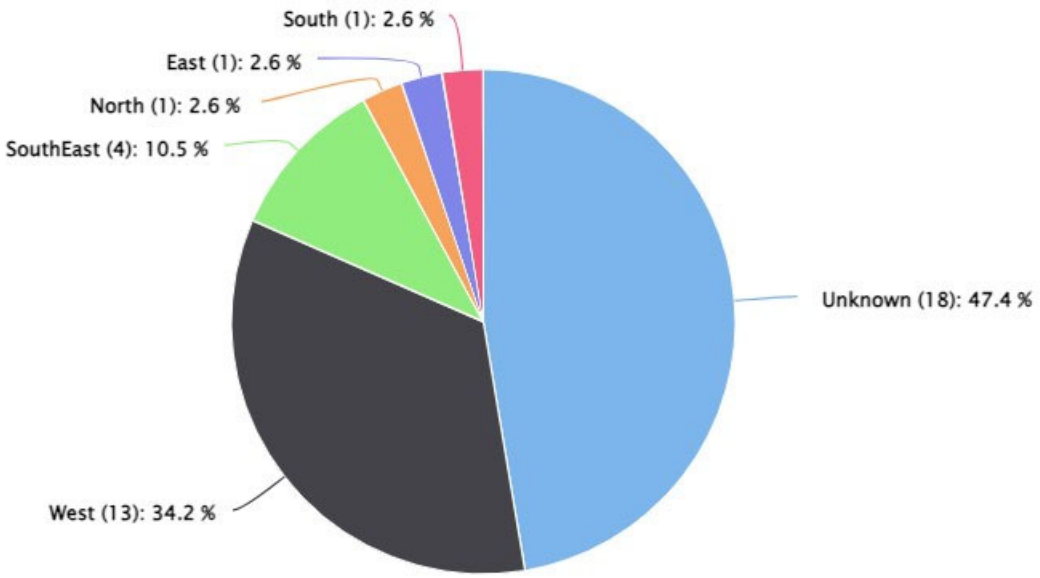


Figure 6: Broadsides, At-Fault Vehicle Directions, Curtis Clark Dr. & Staples St.

Additionally, broadside crashes appear to occur with at least twice the frequency on Fridays and Saturdays, compared to the rest of the week (**Figure 7**).

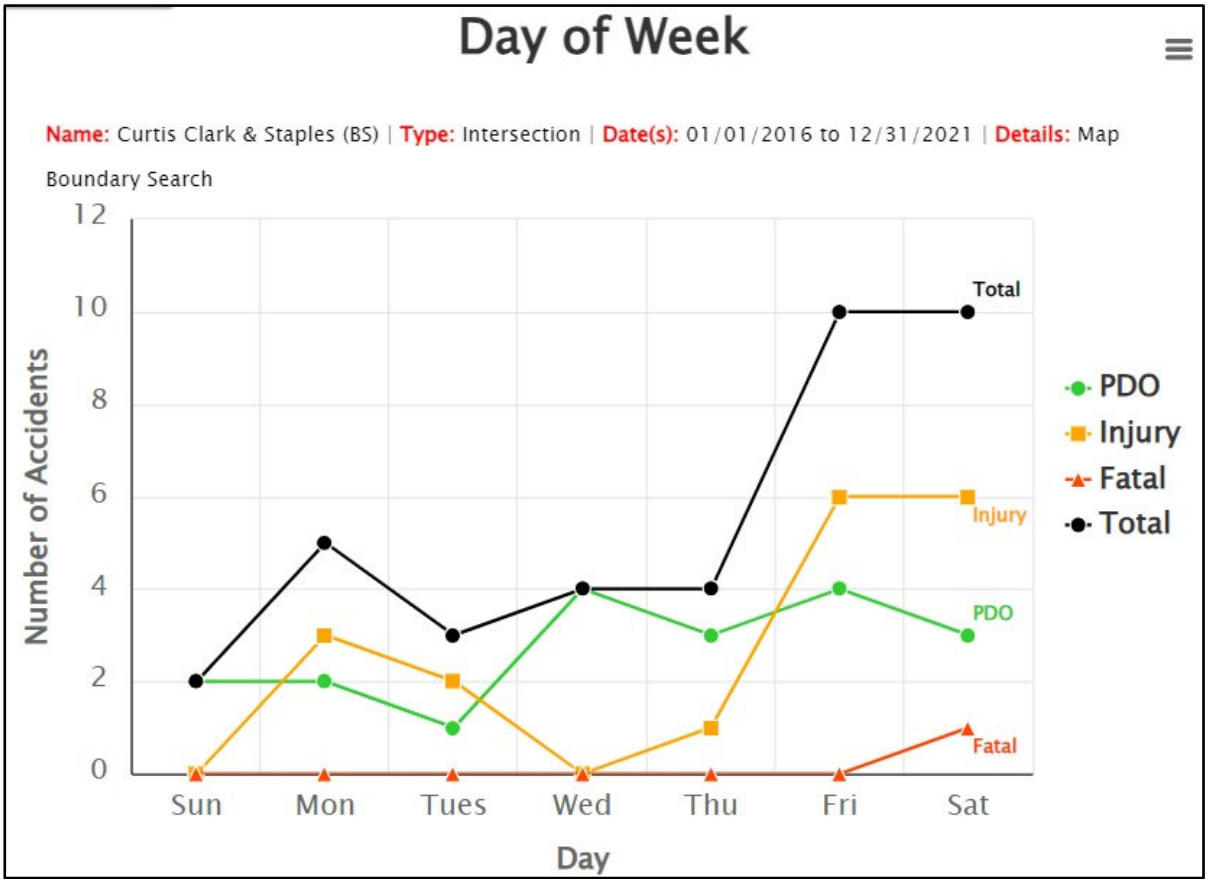


Figure 7: Broadsides, Day of the Week, Curtis Clark Dr. & Staples St.

Figure 8 indicates that broadside crashes occur throughout the day but appear to occur most commonly in the busy afternoon hours between 1 P.M. and 5 P.M. when traffic volumes are likely at their highest, and gaps in traffic on the major route (Staples Street), are less frequent.

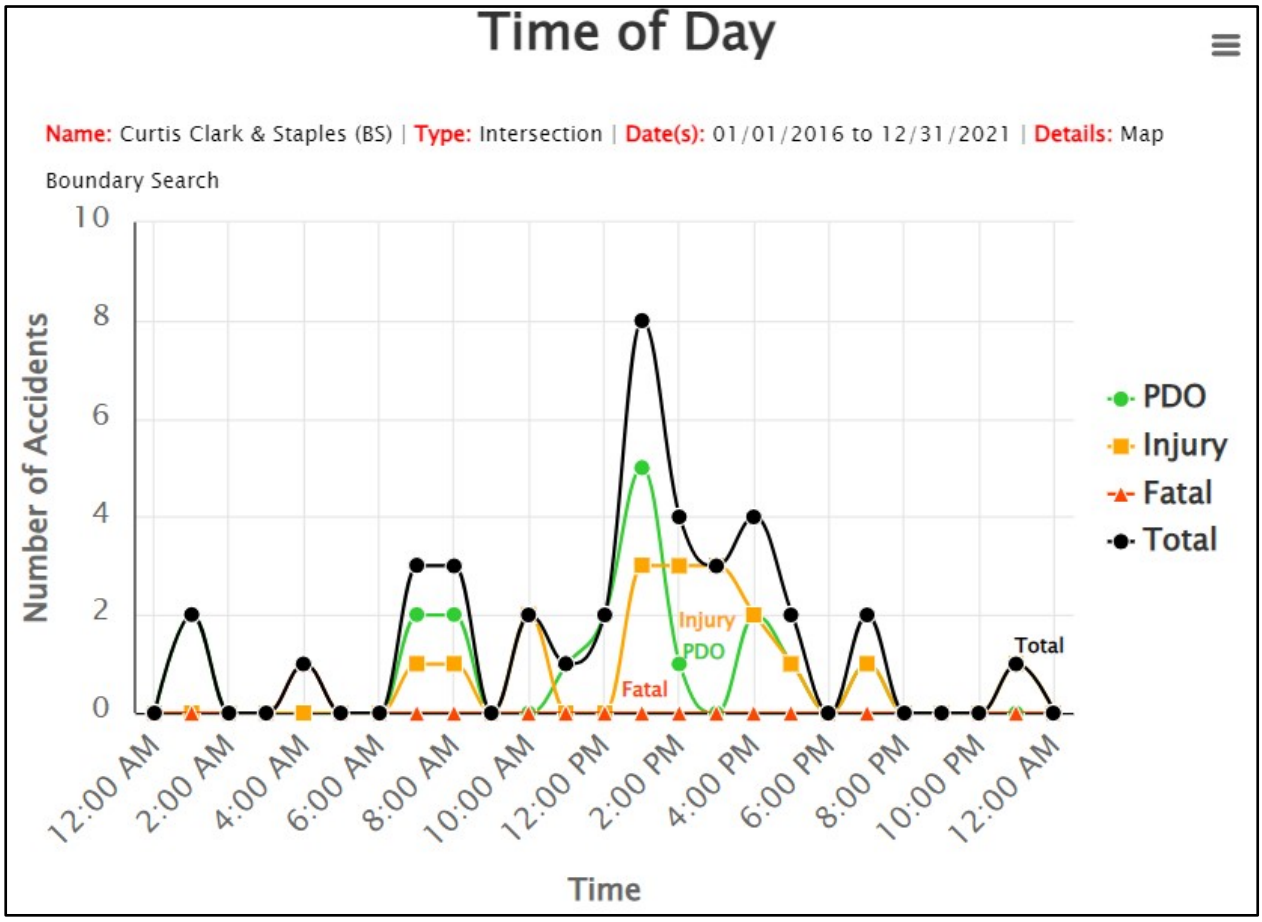


Figure 8: Broadsides, Time of Day, Curtis Clark Dr. & Staples St.

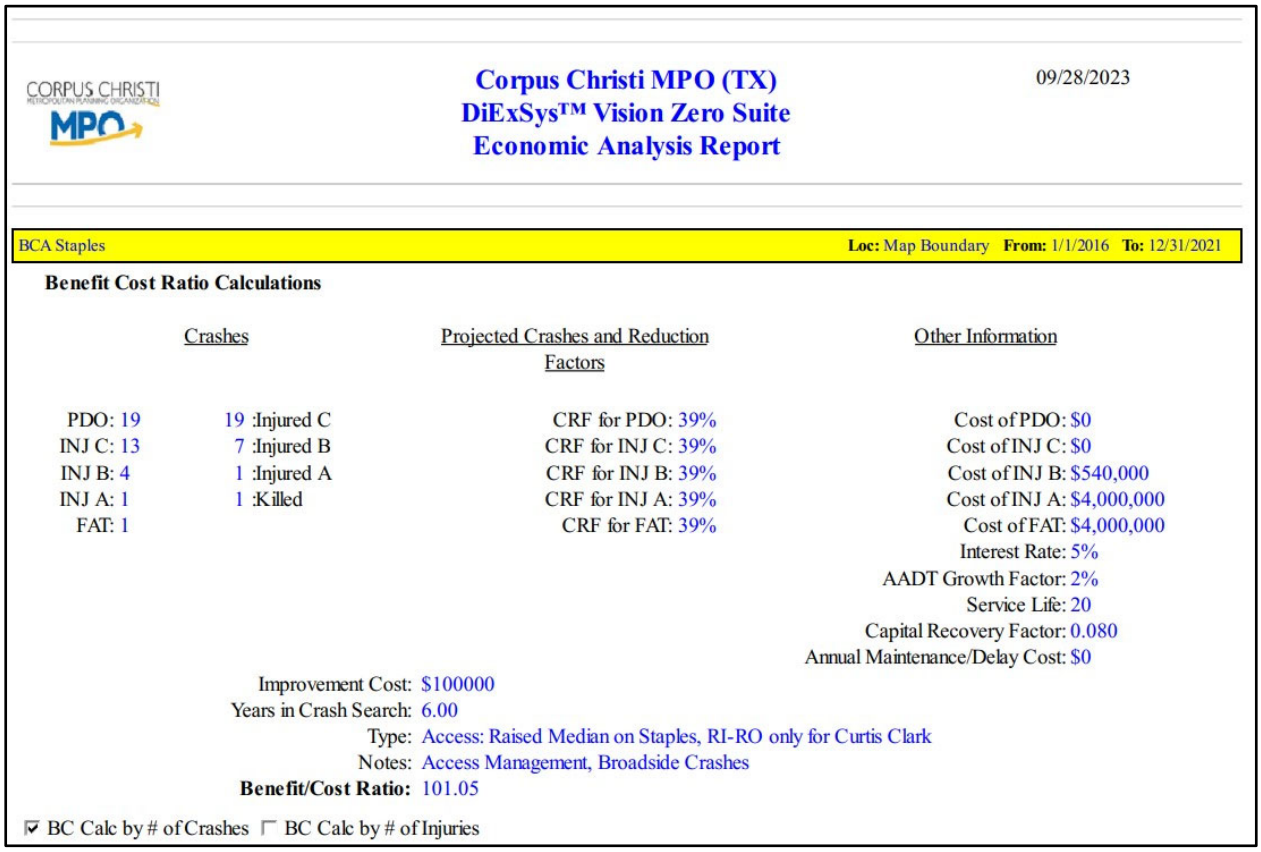
To address recurrent high-severity broadside crashes at the intersection, one solution in these circumstances would be to signalize the intersection, however, given the AADT volumes at this intersection, MUTCD traffic signal warrants are unlikely to be met.

Another solution would be the installation of a raised median on Staples Street which would impose access restrictions preventing through and left turn movements from Curtis Clark Drive, as well as left turn movements from Staples Street. Movements would essentially be restricted to Right-In-Right-Out (RIRO) for both streets.

Providing a raised median to implement access control along Staples Street would provide a more robust and appropriate mitigation measure.

Table 1 shows the Benefit-Cost Analysis (BCA) for implementation of a raised median on Staples Street to imposed RI-RO only movements for Curtis Clark Drive. The analysis

shows an estimated **B/C** ratio of **101.5**, which indicates the measure is expected to be cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

09/28/2023

BCA Staples — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 19	19 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 13	7 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 4	1 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 1	1 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $100000
Years in Crash Search: 6.00
Type: Access: Raised Median on Staples, RI-RO only for Curtis Clark
Notes: Access Management, Broadside Crashes
Benefit/Cost Ratio: 101.05

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Analysis for Raised Median at Staples St. & Curtis Clark Dr.

SAFETY ASSESSMENT

FM0043 (Weber Road) & Yorktown Blvd.

Corpus Christi, TX



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- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of FM0043/Weber Road and Yorktown Boulevard is a 3-leg 4-lane divided signalized rural intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 15,076 on Yorktown Blvd. and 14,015 on FM0043/Weber Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Northbound has 3 signal heads, 1 each for 2 left turn lanes, and 1 for a dedicated right turn lane which is channelized. Eastbound has 2 through lanes with a head for each lane centered over the lanes. Eastbound also has a dedicated right turn lane separated by a dedicated bicycle lane. Westbound has 2 through lanes with a head for each lane centered over the lanes. There is also a dedicated left turn lane westbound with Protected/Permissive control and a 'LEFT TURN MUST YIELD ON GREEN' regulatory plaque (**Figure** 1).

Imagery also indicates that there are backplates on all heads, and intersection lighting on the north side, with street lighting on the south side.



Figure 1: WB Weber Rd., Feb. 2022

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 47 crashes recorded at the intersection, including 33 PDO, 14 Injury (with 19 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 2**. This included 19 rear-end crashes, and 14 approach turn crashes, accounting for almost 30% of all crashes. Moreover, approach

turn crashes accounted for over 57% of all injury level crashes at the intersection (8 of 14) and almost 58% of all persons injured (11 of 19).

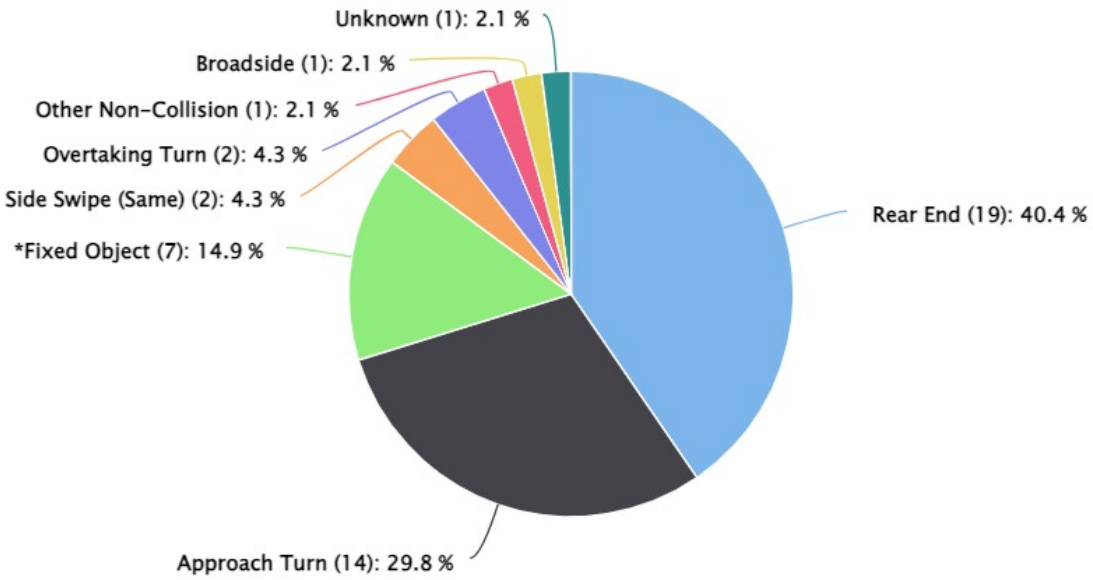


Figure 2: Crash Distribution by Type, Weber Rd. & Yorktown Blvd.

Safety Performance Functions (SPFs) have not been developed at this time for Texas Rural Multilane Signalized 3-leg Intersections, as such a proxy model using the equivalent Texas Urban model was used to estimate the safety performance of the intersection. The SPFs demonstrate the models to be a good fit and to show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint (**Figure 3**), and the crash severity standpoint (**Figure 4**), indicating high potential for crash reduction. Even though the intersection is surrounded by fields in the most recent arial imagery, it is within about ¼ mile of residential development to the southeast, and industrial development to the north, so its charter is neither purely rural nor purely urban.

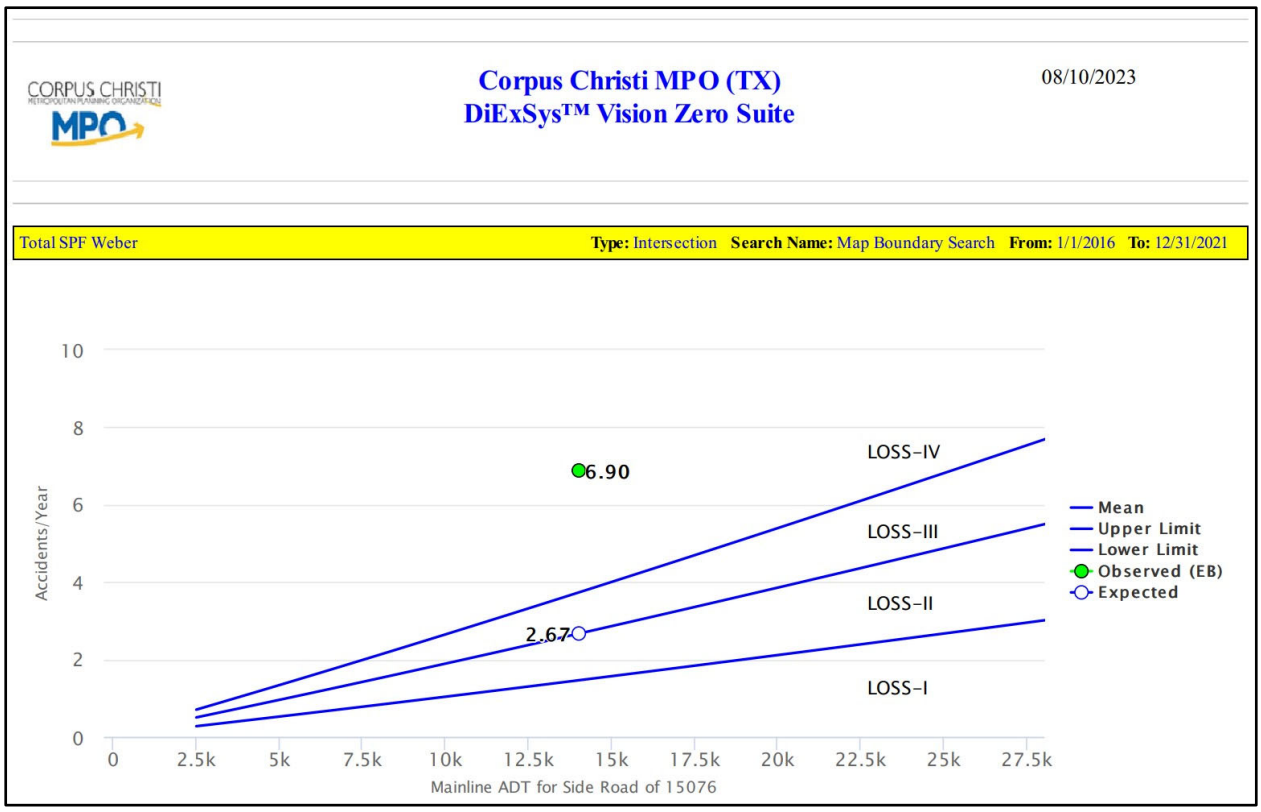


Figure 3: SPF Total Crash Frequency, Weber Rd. & Yorktown Blvd.

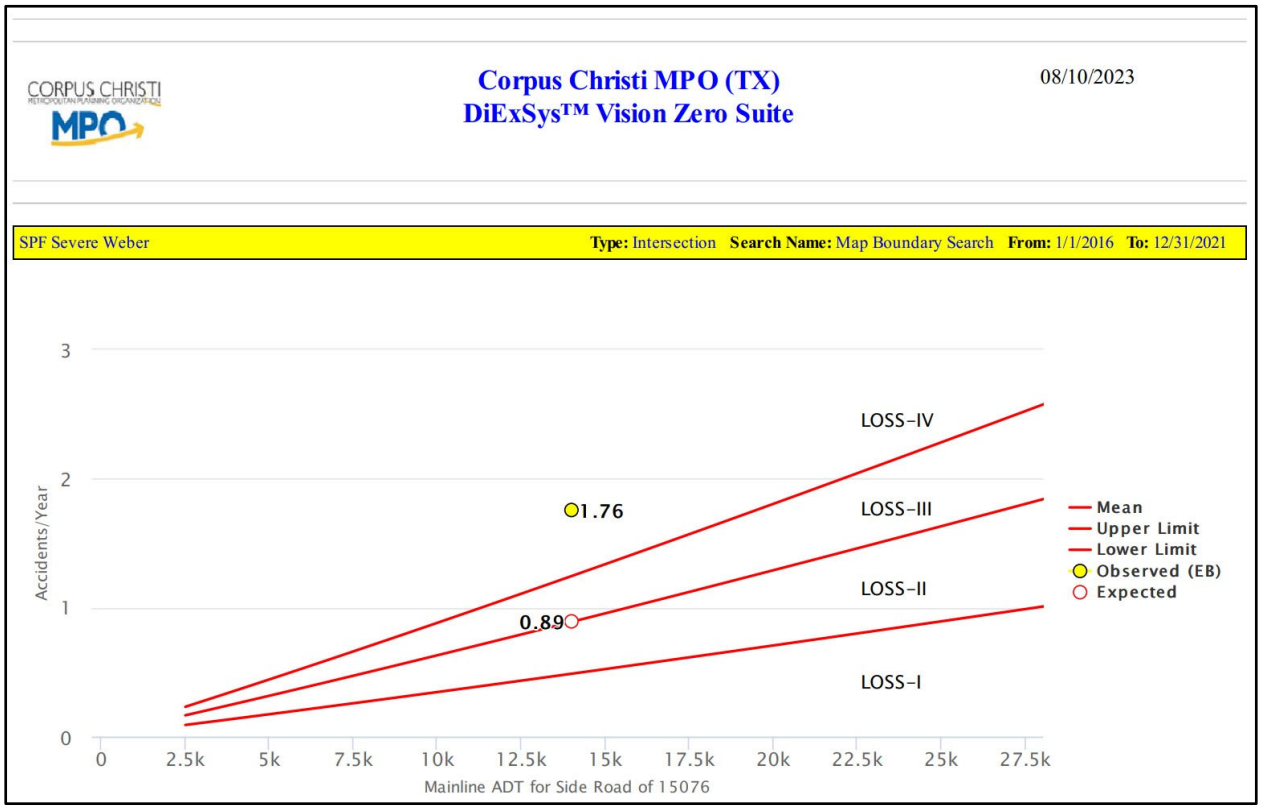


Figure 4: SPF INJ+FAT Crashes, Weber Rd. & Yorktown Blvd

As was the case for safety performance functions, direct diagnostics have not at this time been developed for Texas Rural 4-lane Divided Signalized 3-leg Intersections, however a proxy model using the equivalent Texas Urban model was used to identify potential patterns. **Table 1** shows that the intersection displays a pattern of approach turn crashes, as well as fixed objects crashes, crashes occurring under dark-lighted conditions and crashes which resulted in off-left lane departures.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

08/10/2023

Weber — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
Off Road Left	2.81%	6	12.77%	99.97%
Crash Type				
Approach Turn	16%	14	29.79%	99.48%
Total Fixed Objects	8.44%	7	14.89%	95.85%
Lighting Conditions				
Dark - Lighted	17.17%	17	36.17%	99.95%

Table 1: Direct Diagnostics for Weber Rd. & Yorktown Blvd.

Recommended Improvements

APPROACH TURNS

There is only one available approach turn crash configuration at the intersection – a collision between a vehicle turning left from westbound Weber Road and a vehicle proceeding straight through east on Weber Road.

Furthermore, as outlined previously, the signal configuration for left turns from Weber Rd. is currently Protected/Permitted with “LEFT TURN YIELD ON GREEN” regulation. All but 3 of the 14 approach turn crashes cited “failure to yield right of way” at a traffic signal, which further points to westbound left turning vehicles being at-fault.

A closer look at approach turn crash records shows that approximately 80% occurred under dark conditions (**Figure 5**). Additionally, **Figure 6** shows that most crashes occurred in the month of December when daylight hours are shortest. In combination with this **Figure 7** shows that most approach turn crashes occurred between the hours of 4 P.M. and 11 P.M.

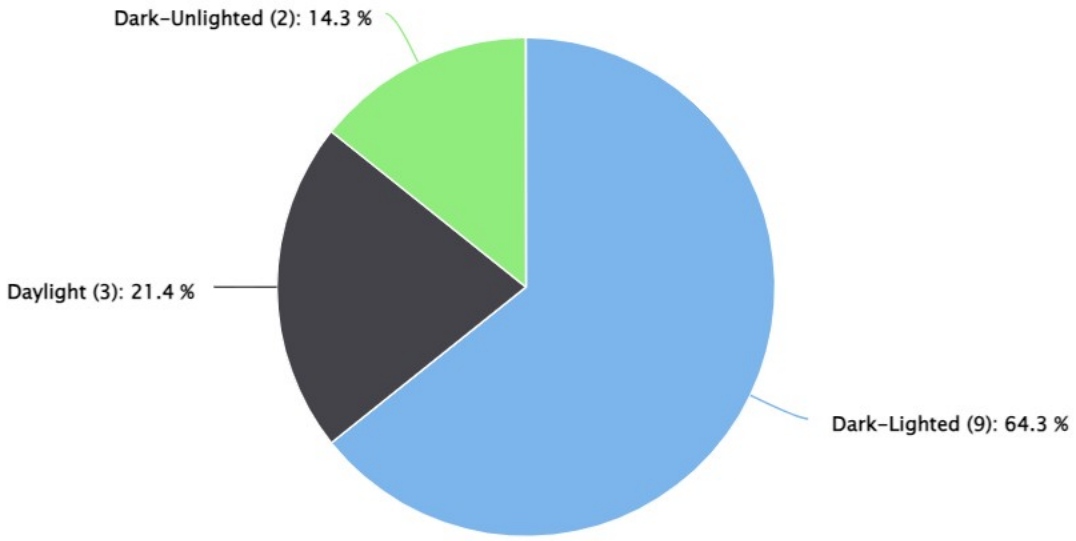


Figure 5: Approach Turns, Lighting Conditions, Weber Rd. & Yorktown Blvd.

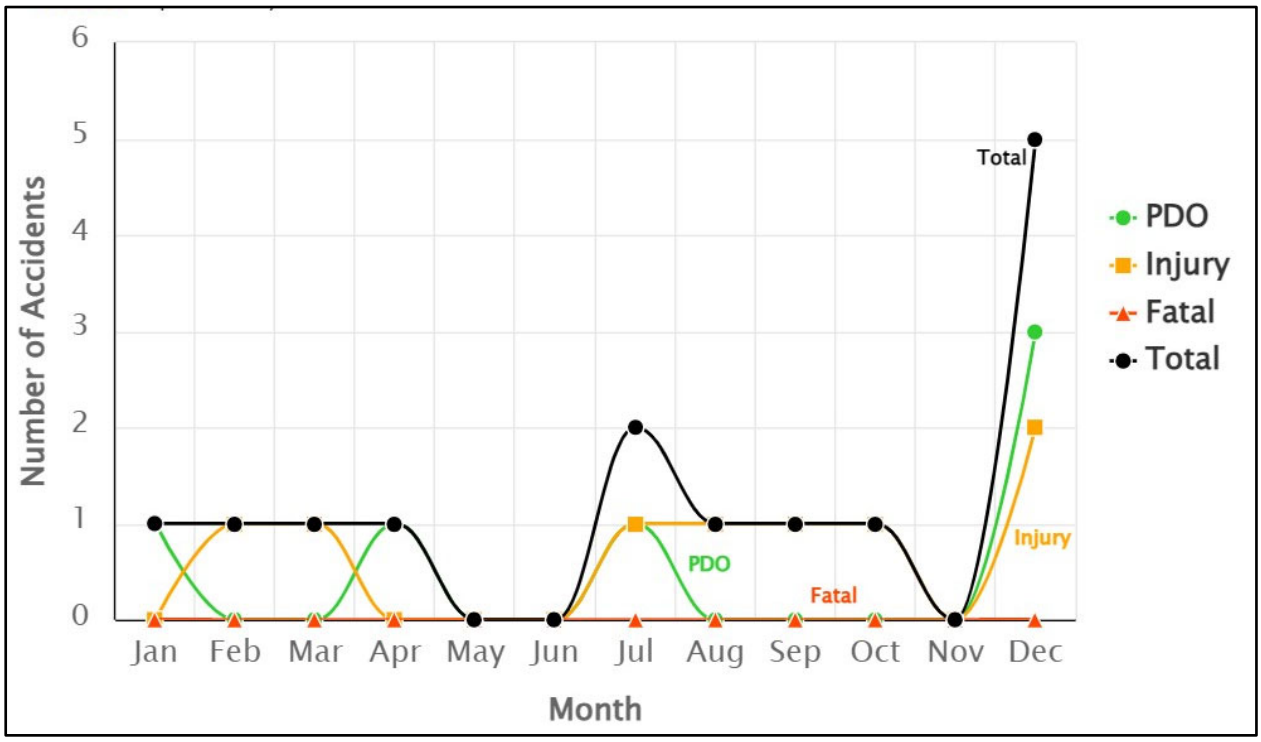


Figure 6: Approach Turns, Month of Year, Weber Rd. & Yorktown Blvd.

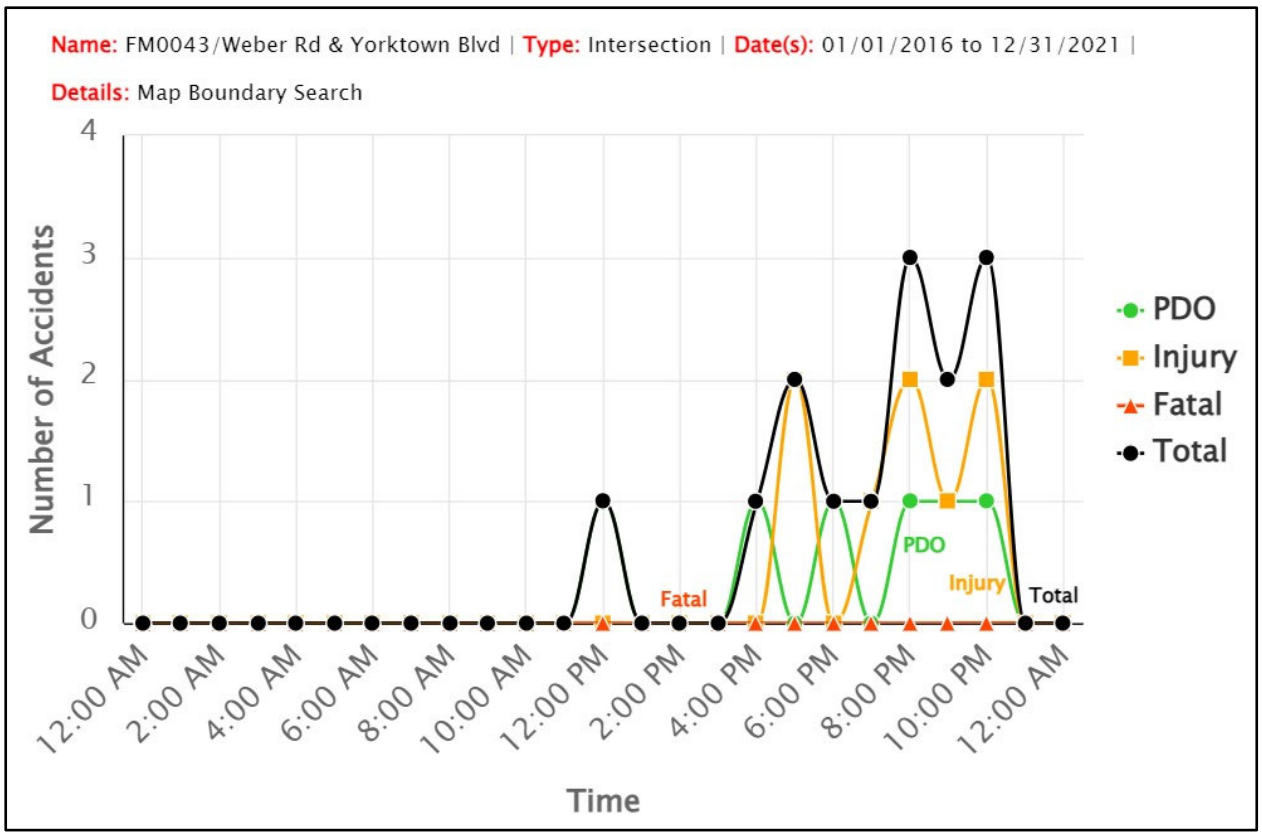


Figure 7: Approach Turns, Time of Day, Weber Rd. & Yorktown Blvd.

This indicates that there is an overlap between approach turn crashes and the pattern of crashes seen occurring in dark conditions.

Due to the strong pattern of high-severity approach turn crashes recorded at the intersection, which appear to be occurring predominantly in dark conditions, we recommend that Fully Protected Left Turns be implemented on FM0043/Weber Road at least between the hours of 4 P.M. and 11 PM. Because the signals in place on FM0043/Weber Road already allow for implementation of a protected left turn on green arrow only, only a change in signal timing and replacement of the circular red with a red left arrow for the left turn lane on westbound Weber Road would be required. The resulting configuration would be capable of fully protected by time of day operation, and could be fully protected between 4 PM and 11PM, and protected/permitted the rest of the time.

Table 2 shows the Benefit-Cost analysis for implementation of fully protected left turns on FM0043/Weber Road by time of day (4 P.M. to 11 PM.), using an estimated cost of $7,000 for signal retiming and signal head replacement.

Table 2 shows a B/C ratio of **98.02**, which indicates the measure is expected to be very cost effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

FPLTs Time of Day Weber — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 6	10 :Injured C	CRF for PDO: 90%	Cost of PDO: $0
INJ C: 7	1 :Injured B	CRF for INJ C: 90%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 90%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 90%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 90%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $7000
Years in Crash Search: 6.00
Type: Signals: Fully Protected Left Turn (Weber) 4 PM - 11 PM
Notes: Approach Turn Crashes Only
Benefit/Cost Ratio: 98.02

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Fully Protected Lefts 4PM-11PM, Weber Rd.

DARK-LIGHTED/FIXED OBJECT/OFF-LEFT

The previous sections outlined how there is an overlap between approach turn crashes and crashes under dark conditions. Patterns of fixed object crashes, off-left crashes and crashes under dak conditions also show an overlap. There were 7 fixed object crashes over the study period, 5 of which were off-road left crashes, and 5 of which occurred under dark conditions (**Figure 8**).

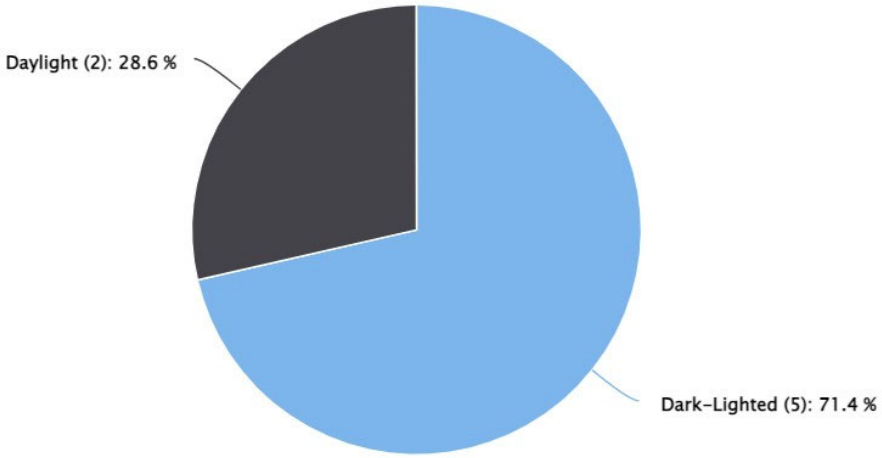


Figure 8: Fixed-Object Crashes, Lighting Conditions, Weber Rd. & Yorktown Blvd.

Of the 6 off-left crashes which were recorded, 5 were those fixed-object crashes named above, additionally 80 % of off-left crashes (4 out of 5) occurred under dark conditions. In conjunction with this, the overlap is further emphasized when we look at all 19 crashes which occurred under dark conditions by crash type distribution. **Figure 9** shows that those crashes were predominantly approach turns and fixed object crashes.

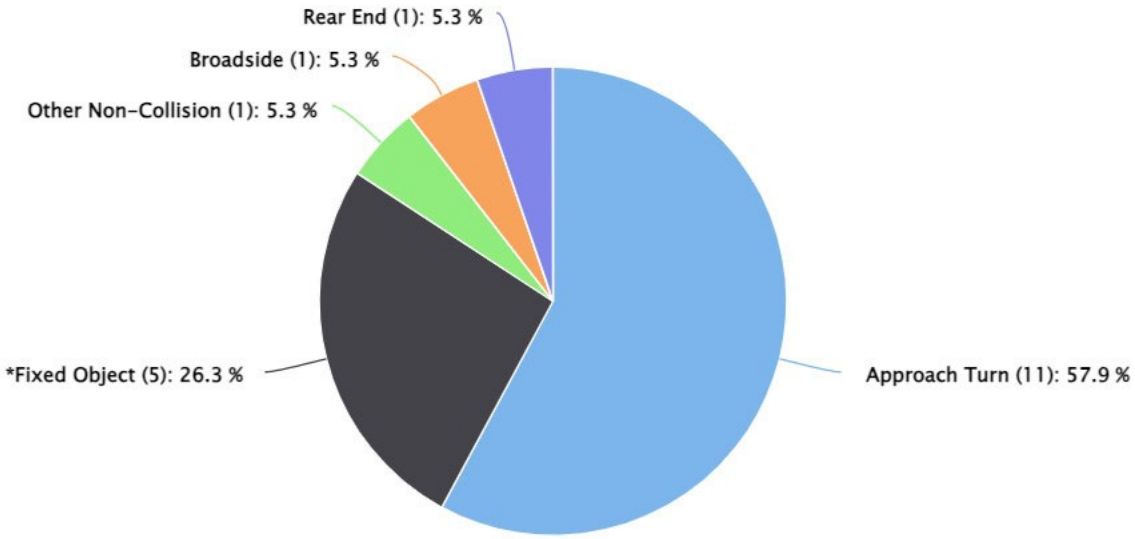


Figure 9: Crash Type Distribution (Dark Conditions), Weber Rd & Yorktown Blvd

As outlined in the introduction, Google Streetview imagery indicates that there is currently intersection lighting on the northeast and northwest corners of the intersection, with street lighting on the northbound approach (**Figure 10** and **Figure 11**). Imagery also suggests that there are currently no rumble strips present on the approaches to the intersection.



Figure 10: Intersection Lighting, Weber Rd (facing North), Feb. 2022



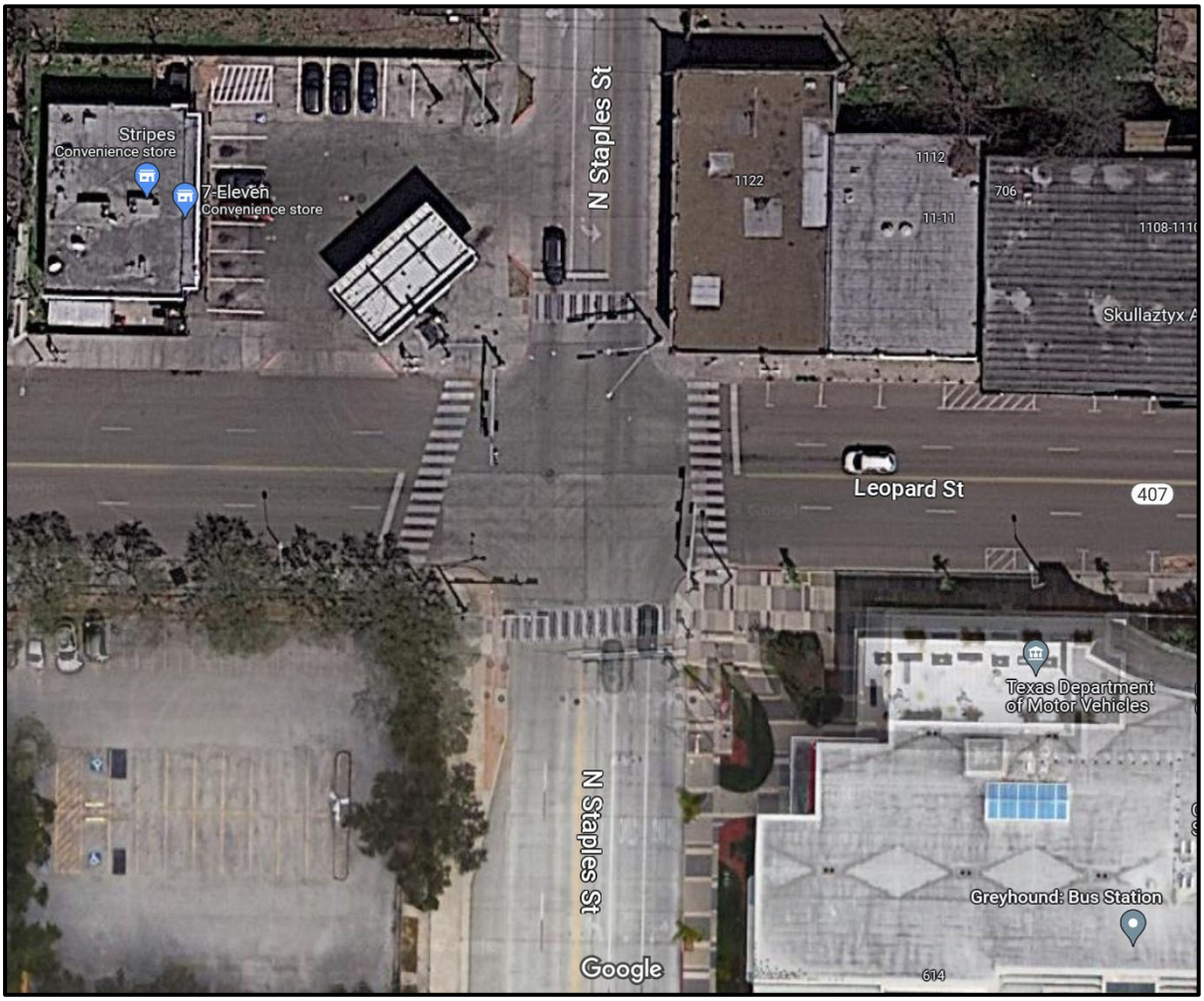
Figure 11: Street Lighting, Yorktown Blvd, (facing South), Feb. 2022

To address the pattern of fixed-object and off road left crashes occurring under dark conditions at the intersection, typically we would initially recommend that the present lighting be checked in the field for adequate luminosity, and any deficiencies be rectified as a first measure. In this case we would also recommend that street lighting be installed on Weber Road to enhance visibility of approaching eastbound traffic for westbound left turning vehicles in dark conditions, that centerline rumble strips be installed on the Weber Road approaches and that reflective yellow paint be placed at least on the pedestrian portion of the curb of the central median at the intersection on Yorktown Blvd. However, because all crashes which occurred under dark/poorly lit conditions were at the PDO and Level-C injury level, none of these crashes were severe enough to be considered under TxDOT HSIP SI calculation rules, which would result in a B/C ratio of zero. As such, a benefit-cost analysis has not been made.

SAFETY ASSESSMENT

SS0407 (Leopard Street) & Staples Street

Corpus Christi, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

STATEMENT OF PHILOSOPHY

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

INTRODUCTION

The primary intent of this project is to provide technical assistance in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of SS0407/Leopard Street and Staples Street is a 4-leg 4-lane undivided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 8,476 on SS0407/Leopard St. and 6,049 on Staples St.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Eastbound Leopard St. has two through lanes, with heads for each through lane centered over the lanes, left turns are Permissive Only. Westbound Leopard St. has a through lane and a shared through-left lane, with a head for each lane centered over the lanes. The signal control for the through-left lane is 5-section Protected/Permitted with a LEFT TURN YIELD ON GREEN regulatory sign (Figure 1). Northbound Staples St. has a single through lane, a dedicated right turn lane and a dedicated left turn lane with 5-section Protected/Permitted signal control with a LEFT TURN YIELD ON GREEN regulatory sign, with heads centered over the lanes. Southbound Staples St. has a shared through-right lane and a dedicated left turn lane, left turns have Permissive Only control (**Figure** 2). Currently available Streetview imagery indicates that there are no backplates on the signals.



Figure 1: WB Signals, Leopard St. & Staples St., Dec. 2021



Figure 2: SB Signals, Leopard St. & Staples St., May 2023

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 23 crashes recorded at the intersection, including 13 PDO, 10 Injury (with 12 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 3**. The most common crash type was rear-end crashes, followed notably by Pedestrian crashes and Overtaking Turn crashes. Notably all vulnerable road user crashes (pedestrian and bicycle-involved crashes), accounted for almost 22% of crashes (5 of 23), while also accounting for 50% of Injury level crashes (5 of 10) and approximately 42% of all injuries (5 of 12).

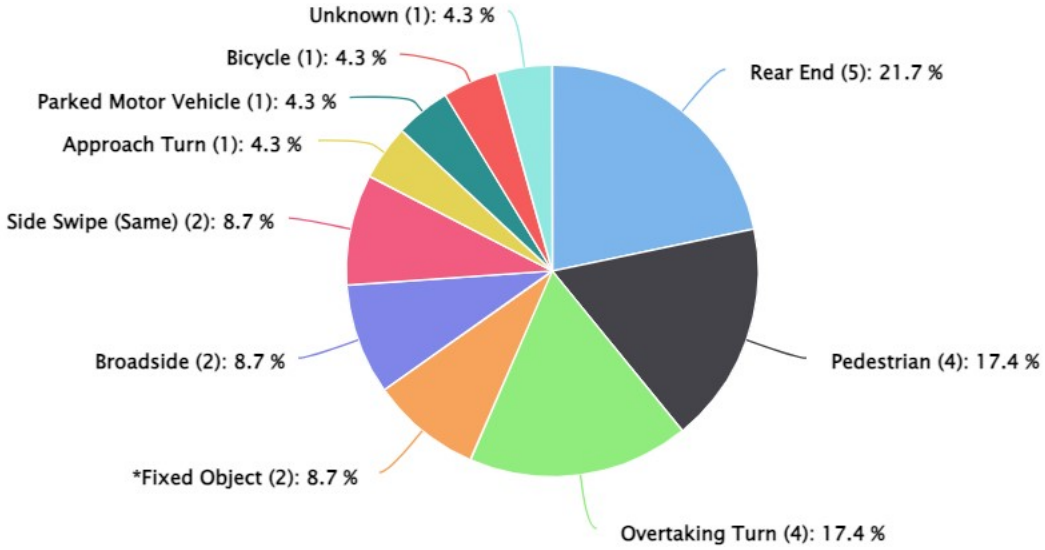


Figure 3: Crash Distribution by Type, Leopard St. & Staples St.

Safety Performance Functions (SPF) show that the intersection performs at the boundary of Level of Service of Safety (LOSS) III and LOSS IV, from the total crash frequency

standpoint (**Figure 4**), indicating moderate to high potential for crash reduction. SPF functions also show that it performs in the LOSS-IV category from the crash severity standpoint (**Figure 5**), indicating high potential for crash reduction.

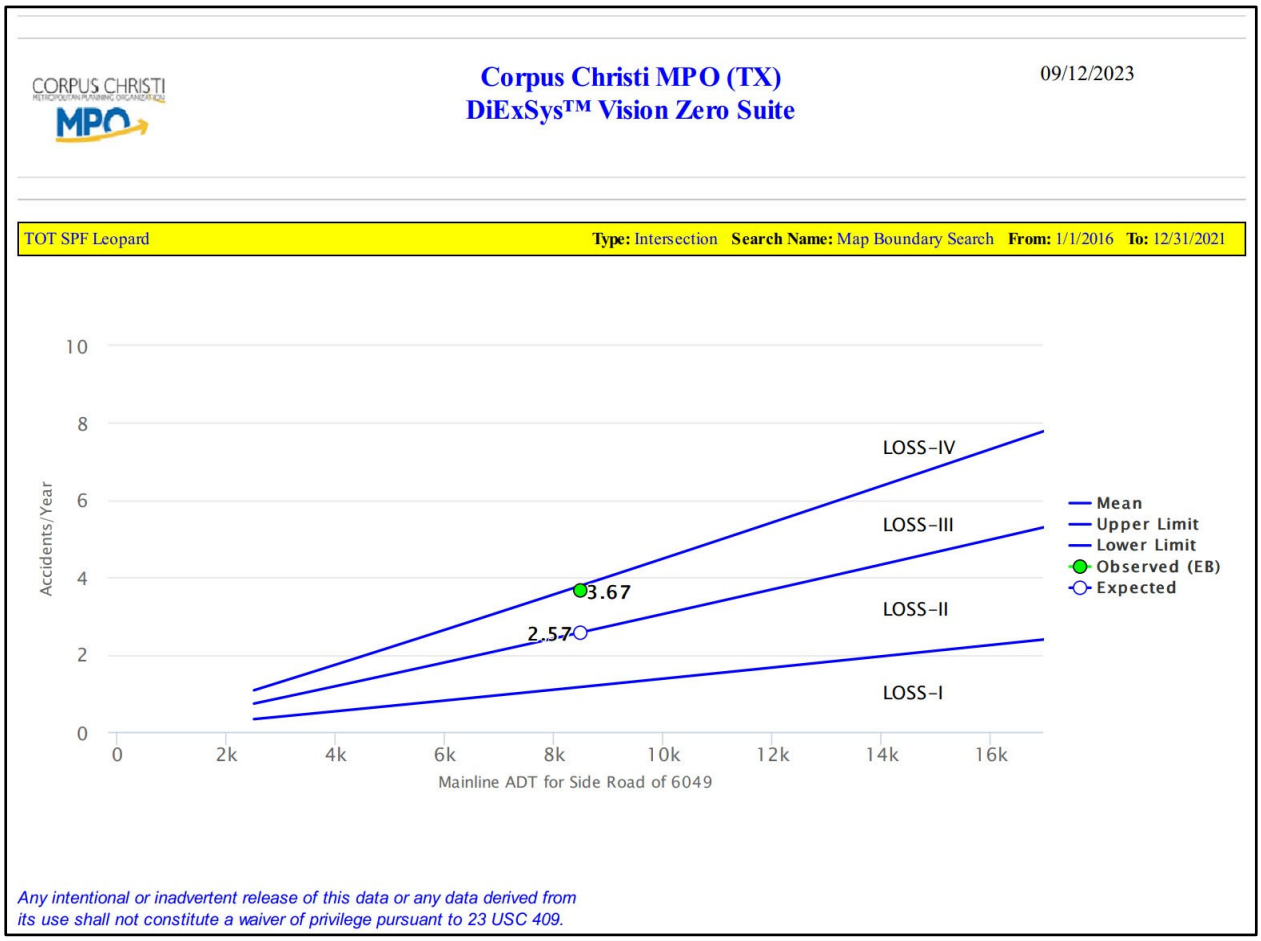


Figure 4: SPF Total Crash Frequency, Leopard St. & Staples St.

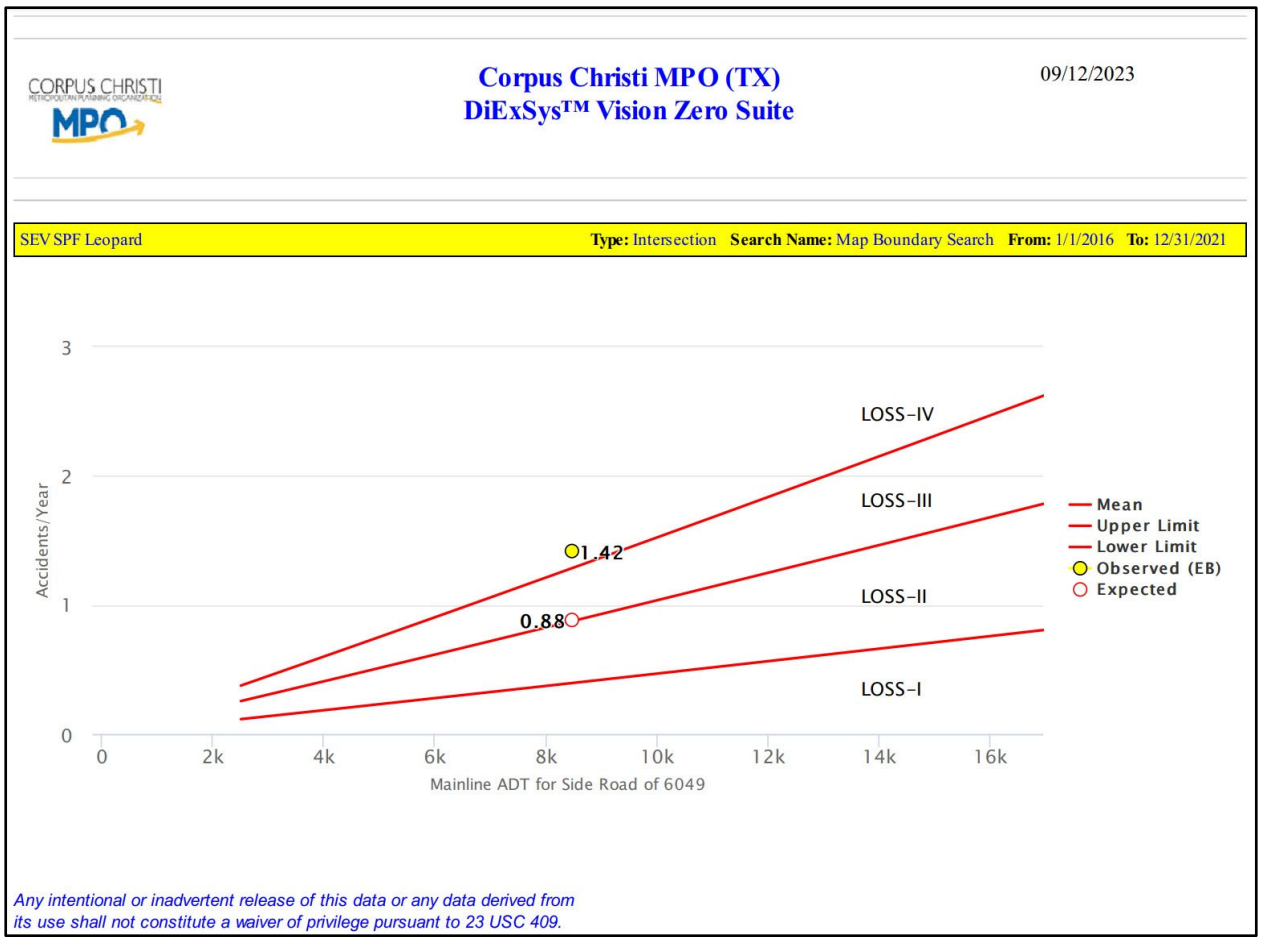


Figure 5: SPF INJ+FAT Crashes, Leopard St. & Staples St.

Direct diagnostics did not display any pattern of crashes; however, we always assess crashes involving vulnerable road users, (pedestrians and cyclists), and typically 3 or more injury crashes involving vulnerable road users over a 5-year period is considered a pattern (rate of 0.6 per year). At this location 5 pedestrian and bicycle-involved crashes at the injury level over a 6-year period (rate of 0.83) is indicative of a pattern of Pedestrian and Bicycle-involved crashes. As outlined previously, crashes involving vulnerable road users at the intersection account for 50% of all injury level crashes at the intersection, indicating they are high-severity crashes.

No weather or lighting-related patterns were detected in relation to the pedestrian and bicycle crashes. The breakdown of pedestrian and bicycle crashes over the 6-year study period according to crash history records was as follows:

- Westbound through truck conflicted with pedestrian. Pedestrian at-fault.
- Bicycle-involved crash involved a motorcycle and was a hit & run incident with no directions recorded.
- Eastbound through passenger car conflicted with a pedestrian. Pedestrian was at-fault failed to yield right of way to vehicle.

- Westbound through passenger car conflicted with a pedestrian. Pedestrian was at-fault failed to yield right of way to vehicle.
- Eastbound left-turning passenger car conflicted with a pedestrian. Vehicle failed to yield right of way to pedestrian.

As the crash history records show, the bicycle-involved crash was a hit and run incident. Of the 4 pedestrian crashes, 3 involved an at-fault pedestrian who crossed without an appropriate signal. The remaining pedestrian crash involved a left-turning vehicle, which due to inconsistencies in the techniques of recording vehicle directions which have been regularly witnessed in the crash data, may have involved an at-fault eastbound left turning vehicle from Leopard Street, or a Southbound left turning vehicle from Staples Street traveling towards the east. In either case, the signal control is Permissive Only for left turns.

Figure 6 shows the time of day of Pedestrian/Bicycle-involved crashes at the intersection. All recorded crashes occurred between 12 P.M. and 8 P.M., however all crashes were in Daylight conditions apart from one which was at Dusk.

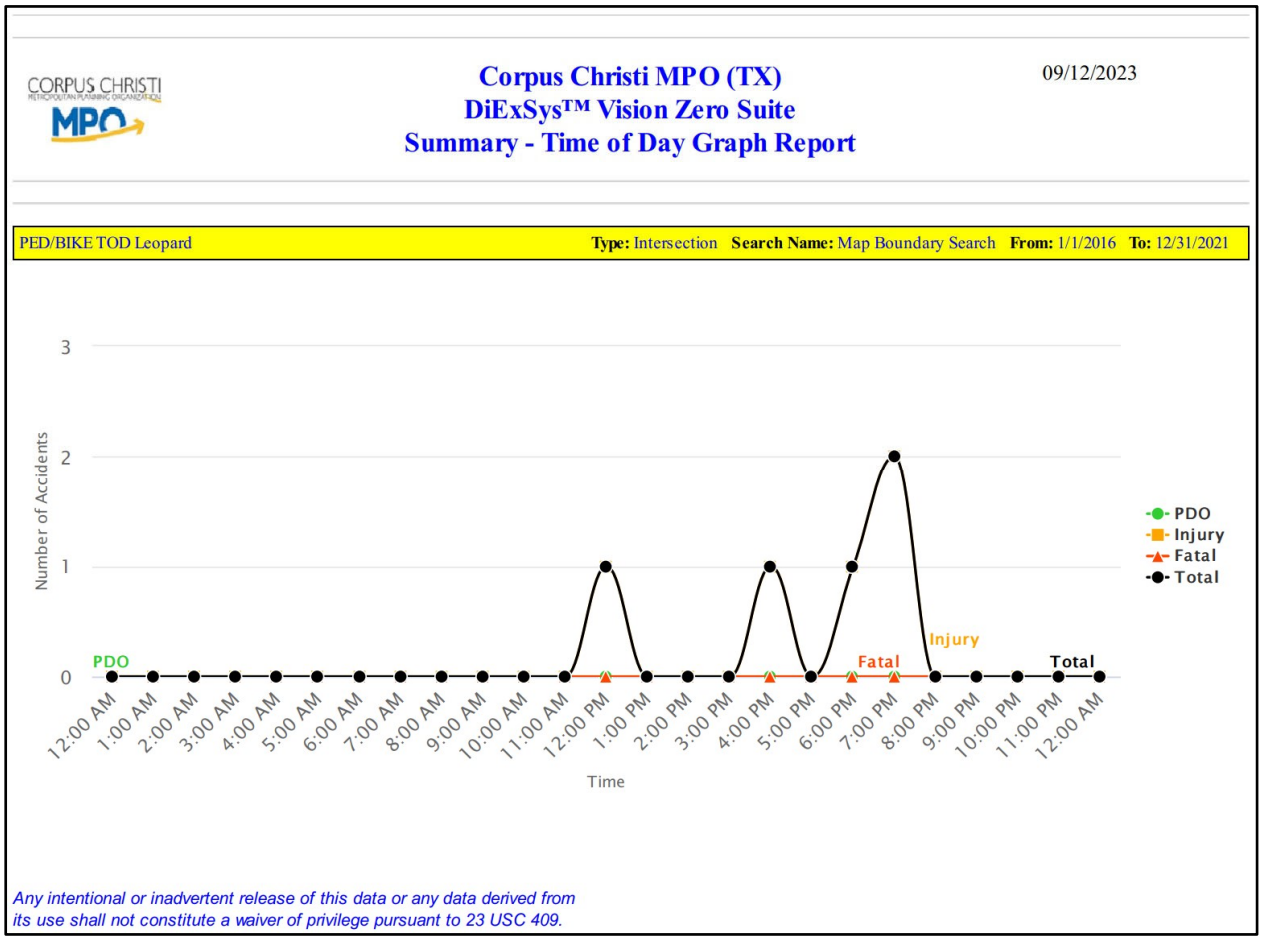


Figure 6: Pedestrian/Bike Crashes by Time of Day, Leopard St. & Staples St.

Available Streetview imagery indicates that when compared with available pedestrian signal controls visible in the MUTCD (**Figure 7**), it appears that pedestrian countdown timers are present on the northern, southern and eastern pedestrian crossings at the intersection, but not at the crossing on the western side.

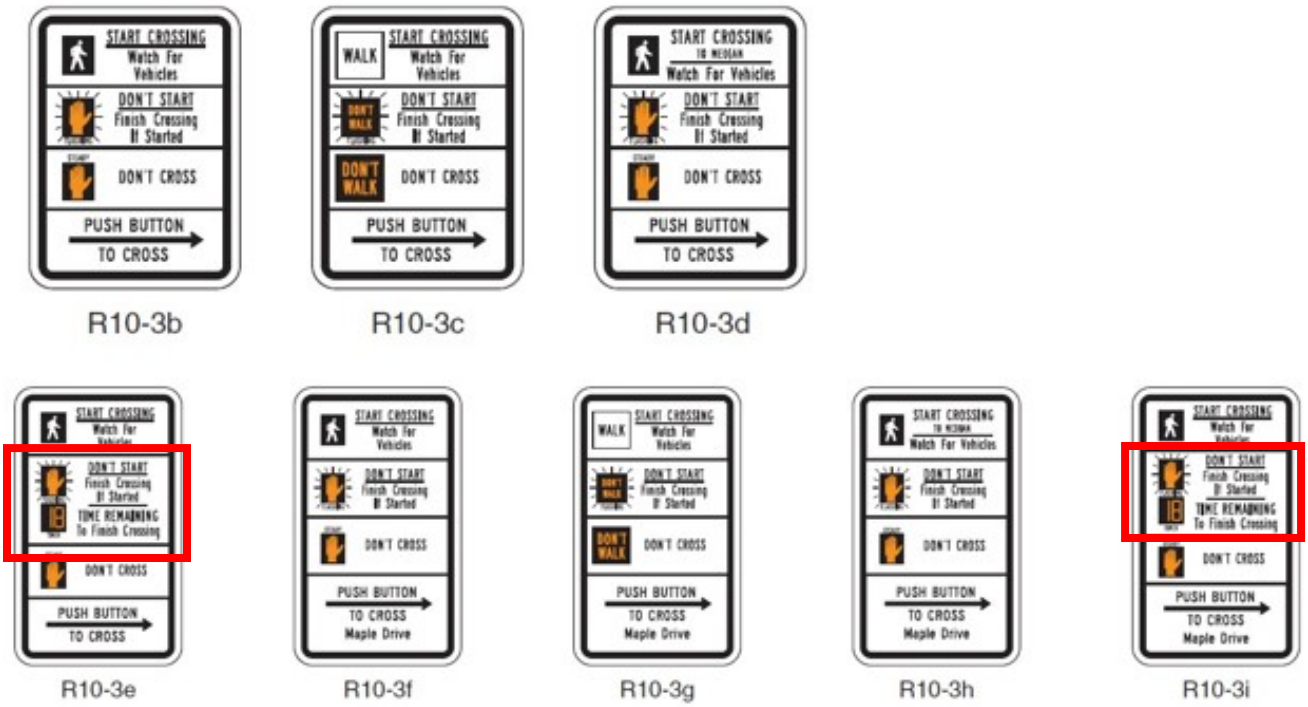


Figure 7: MUTCD Pedestrian Crossing Regulatory Signs

This conclusion is made based on available imagery of pedestrian signal signage at these crossings. As **Figure 7** shows, crossings with countdown timers (*MUTCD R10-3e* and *R10-3i*) have 4 panels with the second panel from the top being larger than the other 3. This sign type is seen on 3 of the 4 pedestrian crossings, for example in **Figure 8**.



Figure 8: Pedestrian Crossing Control Signage, Northern Side, Leopard St. & Staples St., May 2023

However, crossings without countdown timers (MUTCD R10-3b/c/d/f/g/h) have 4 equally sized panels on the signs, as seen on the western crossing (**Figure 9**).



Figure 9: Pedestrian Crossing Control Signage, Western Side, Leopard St. & Staples St., May 2023

Furthermore, Streetview imagery indicates that between 2022 and 2023 pedestrian control signage which had faded was replaced at the intersection, for example on the eastern side (**Figure 10** and **Figure 11**).



Figure 10: Faded Pedestrian Crossing Control Signage, Eastern Side, Leopard St. & Staples St., Mar. 2022



Figure 11: New Pedestrian Crossing Control Signage, Eastern Side, Leopard St. & Staples St., May 2023

Recommended Improvements

PEDESTRIAN & BICYCLE CRASHES

In order to address the pattern of crashes involving vulnerable road users (pedestrian/bicycle-involved crashes) at the intersection and to address the overall safety of the intersection, it is recommended that pedestrian countdown timers be installed as part of the pedestrian control on the western pedestrian crossing. In tandem with this it is recommended that re-timing take place so that pedestrian signal calls are more responsive between 12 P.M. and 8 P.M., including leading pedestrian intervals, so that pedestrians are more likely to wait for the crossing signal to illuminate rather than cross without an appropriate signal. Additionally, it is recommended that the westbound and southbound Permissive Only left turn signals be replaced with 5-section Protected/Permissive signals, this is recommended in conjunction with re-timing of all signals to provide Fully Protected Left Turns by time of day (12 P.M. to 8 P.M.). At the same time, it is recommended that backplates be included on all signal heads at the intersection.

Table 1 shows the Benefit-Cost Analysis for pedestrian countdown timers, Fully Protected Left Turns by time of day on all approaches to include re-timing of signals and leading pedestrian intervals, and provision of backplates at the intersection. Using a conservative Crash Reduction Factor (CRF) of 15%, the estimated **B/C** ratio of **50.93**, indicates that the measures are expected to be very cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/12/2023

VRUs Signal Upgrades Leopard — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 0	3 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 3	2 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 2	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $40000
Years in Crash Search: 6.00
Type: PED Countdown (West side), P/P LT Signals SB&WB, LPIs, Re-timing for FPLTs (all 4) 12-8PM, Backplates
Notes: Pedestrian & Bike-related crashes
Benefit/Cost Ratio: 50.93

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Signal Improvements, Leopard St. & Staples St.

SAFETY ASSESSMENT

FM-3386 (McKinzie Road) & Up River Road

Corpus Christi, TX



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1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of FM-3386 (McKinzie Road) and Up River Road is a 4-leg 4-lane divided un-signalized urban intersection. Streetview imagery indicates that traffic on Up River Road is currently STOP controlled, with westbound traffic having a dedicated channelized right turn lane. There are also pedestrian crosswalks northbound and southbound on Up River Road on both the west and east sides of the intersection. There are two through lanes northbound and southbound on McKinzie Road with a painted median on the southern approach and a dedicated left turn lane for southbound traffic on the northern approach.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 13,639 on FM-3386/McKinzie Rd. and 2,385 on Up River Road.



Figure 1: View South, McKinzie Rd. & Up River Rd., Sept. 2022

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 44 crashes recorded at the intersection, including 29 PDO, 15 Injury (with 29 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 2**. The most common crash type was Broadside crashes, at over 77%, followed by rear-end crashes at only 9.1% in comparison.

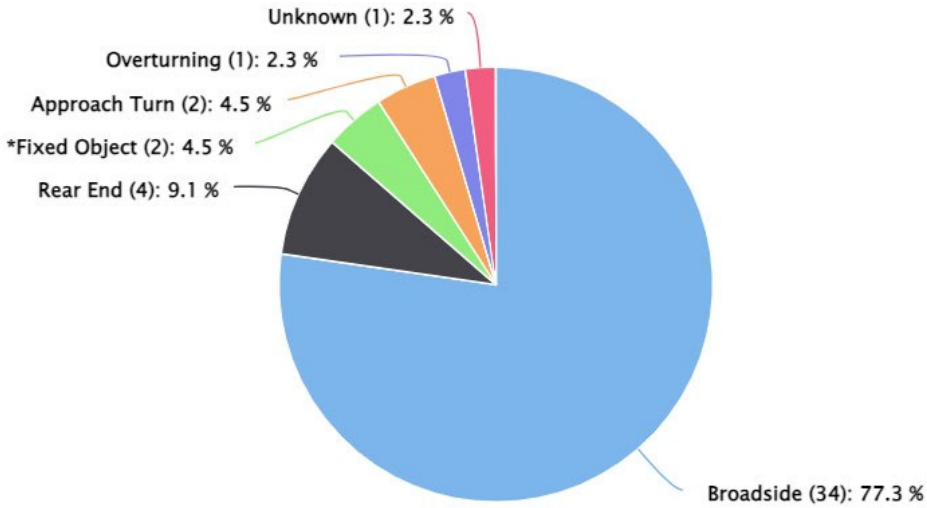


Figure 2: Crash Distribution by Type, McKinzie Rd. & Up River Rd.

Safety Performance Functions (SPF) show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 3** and **Figure 4**). Crash frequency at the intersection is almost 3.5 times the expected average, with crash severity at over 2.8 times the expected average.

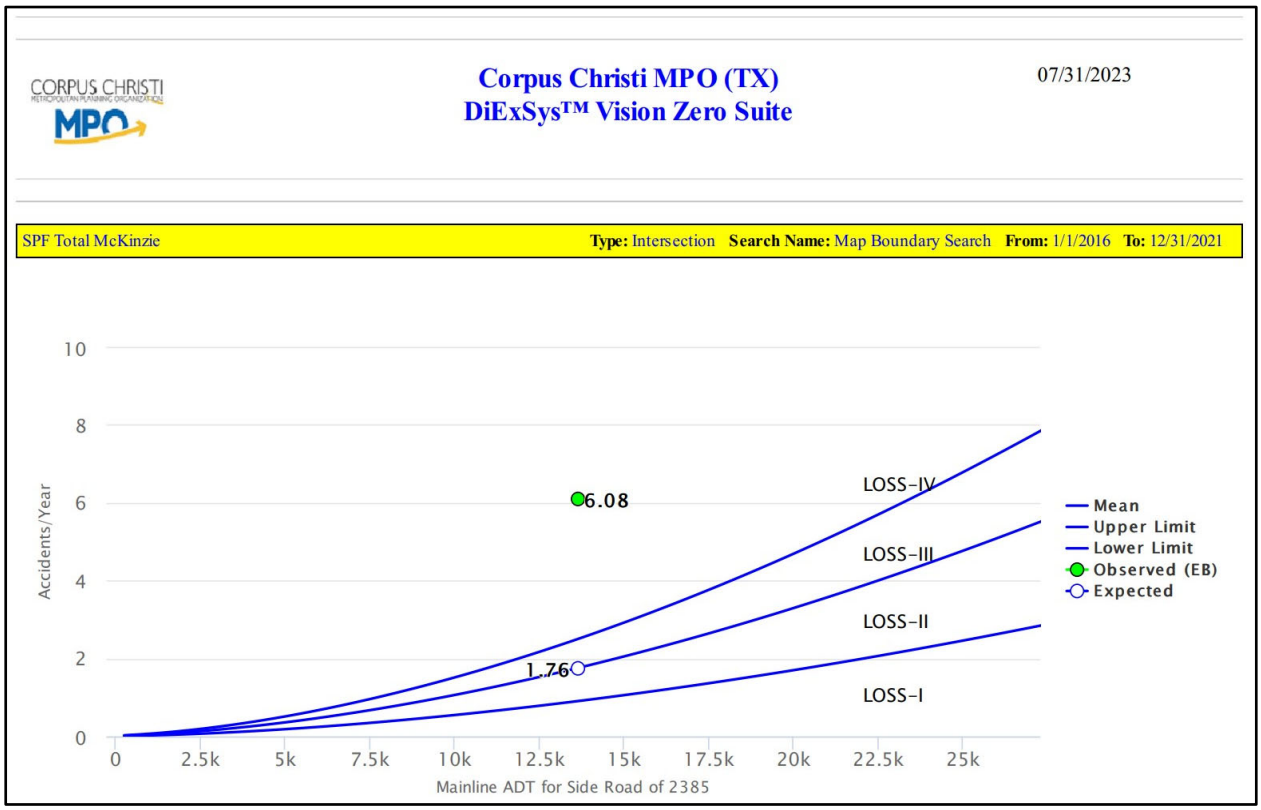


Figure 3: SPF Total Crash Frequency, McKinzie Rd. & Up River Rd.

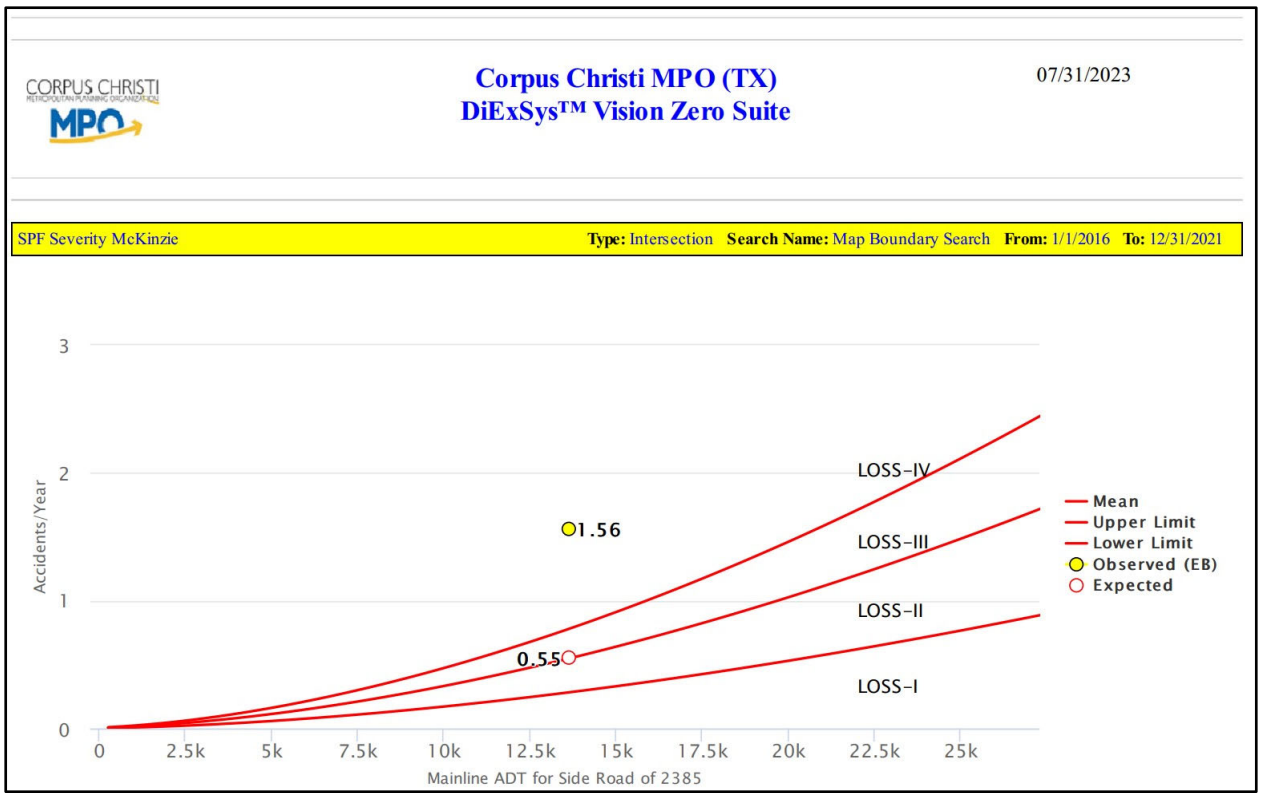


Figure 4: SPF INJ+FAT Crashes, McKinzie Rd. & Up River Rd.

Direct diagnostics have not been developed for a Texas urban 4-lane divided unsignalized 4-leg intersection. However, with broadside crashes representing over 77% of all crashes at the intersection, this is highly indicative of a strong broadside pattern at the intersection. Furthermore, broadside crashes represent 80% of all injury level crashes (12 of 15), accounting for about 76% of all injuries (22 of 29). This indicates that broadside crashes can be high severity when they occur at the intersection.

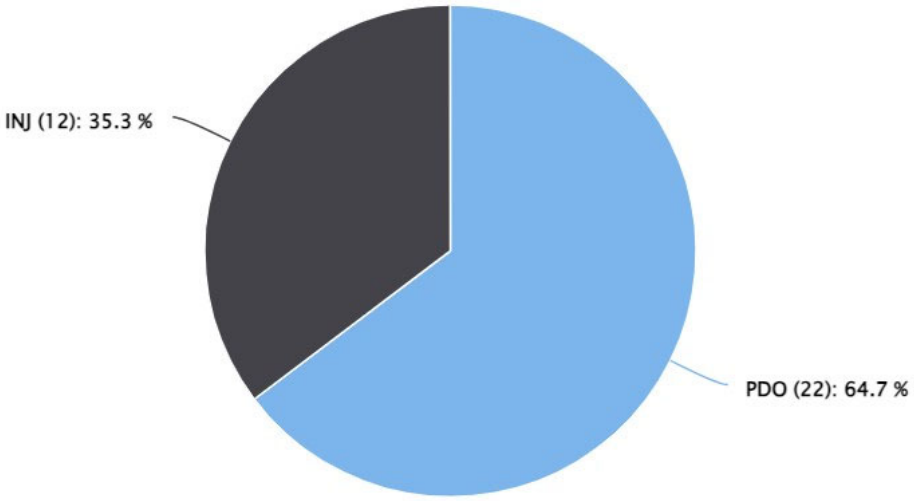


Figure 5: Severity Distribution, Broadside Crashes, FM3386 & Up River Rd.

Recommended Improvements

BROADSIDES

Figure 6 shows the time of day for broadside crashes at the intersection. It demonstrates that crashes are highest between the hours of 2 P.M. and 6 P.M. **Figure 7** shows that the intersection is immediately south of a signalized ramp intersection with I-37 and that Tuloso-Midway Primary School is located to the southeast of the intersection. The peak crash hours coincide with typical peak afternoon traffic hours and typical bell times.

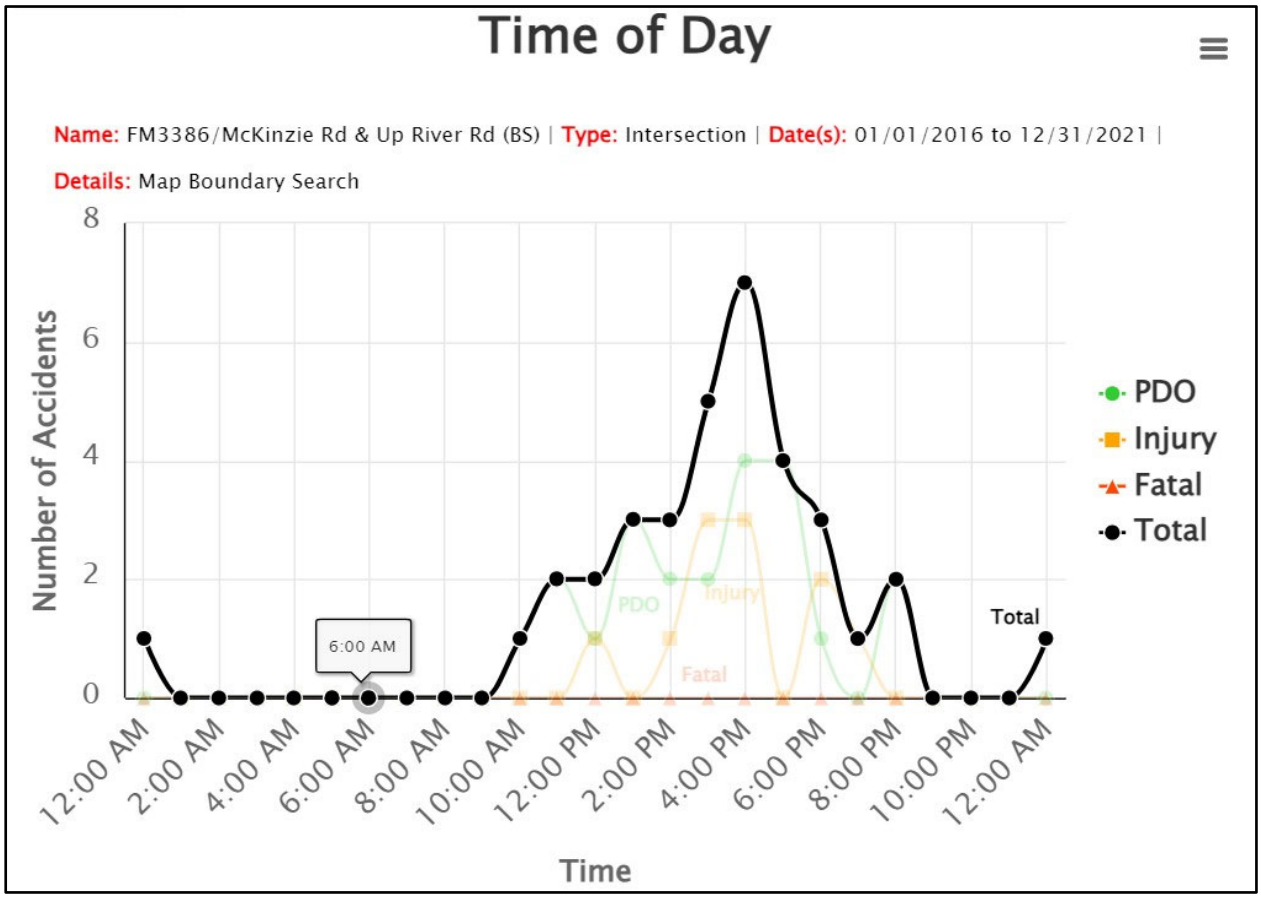


Figure 6: Broadside Crashes, Time of Day, McKinzie Rd. & Up River Rd.

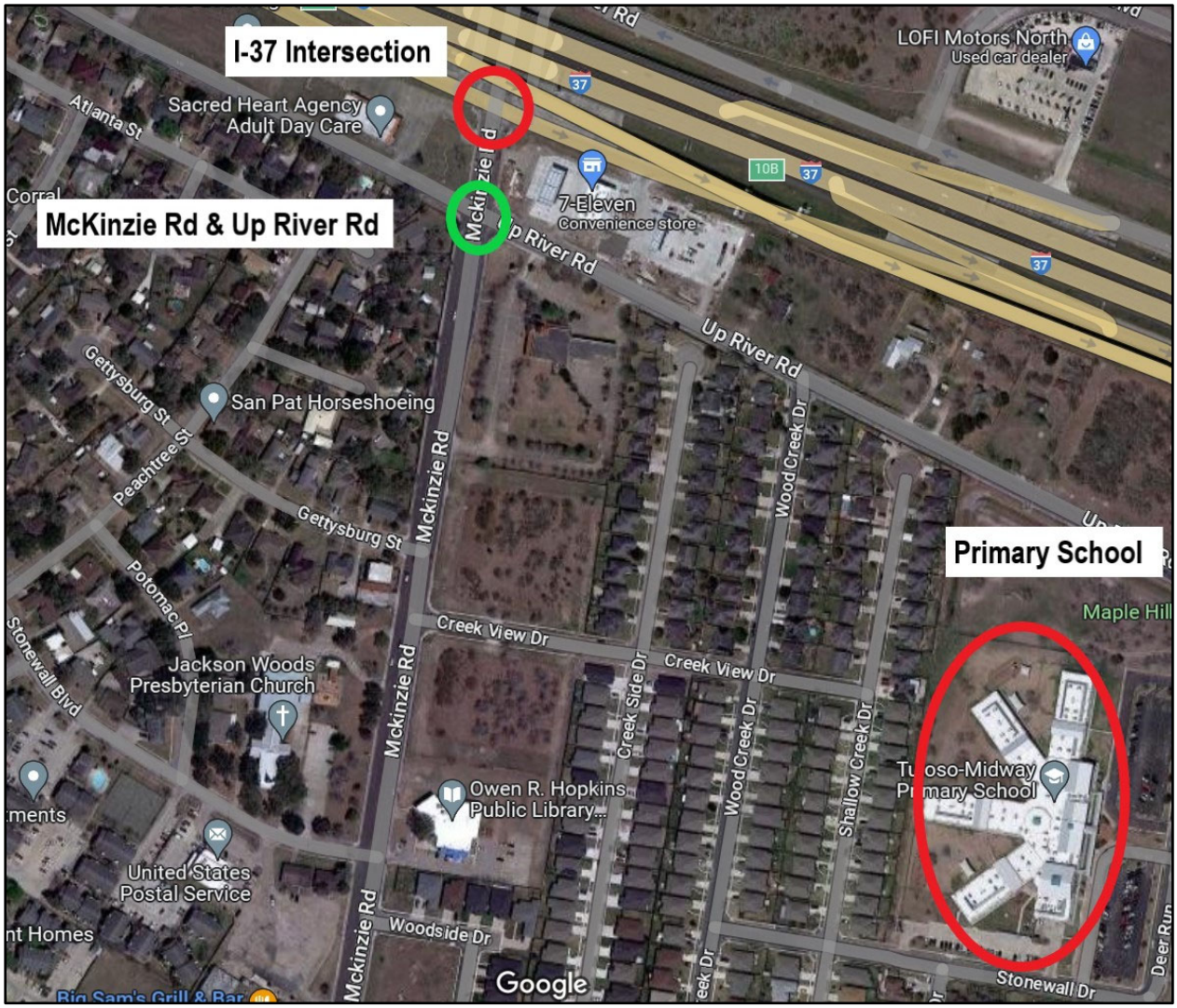


Figure 7: Surrounding Intersection & Primary School

Figure 8 shows the day of week of broadside crashes at the intersection, indicating a noticeable spike in crashes on Fridays, with rates more than double than other days of the week.

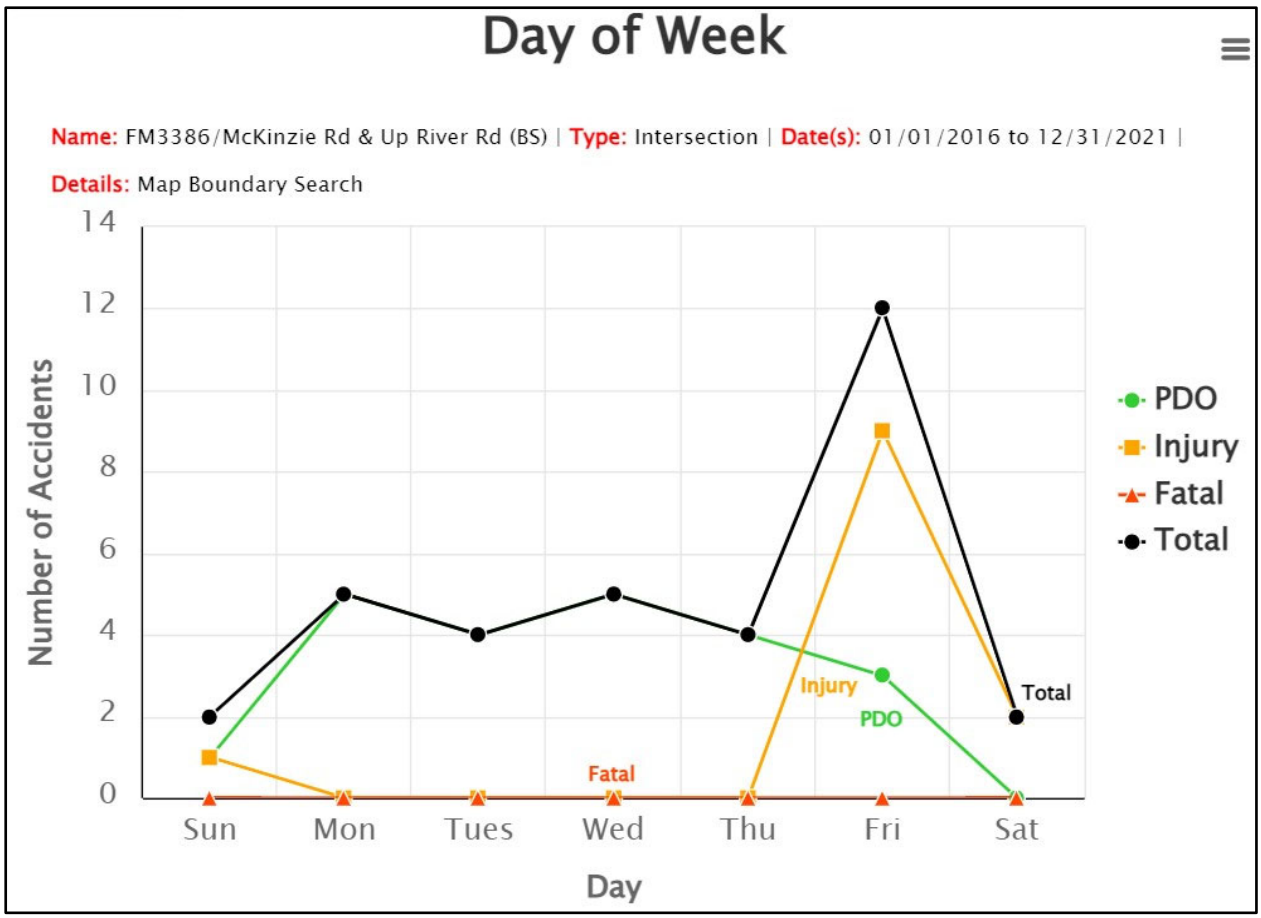


Figure 8: Broadsides, Time of Day, McKinzie Rd. & Up River Rd.

Figure 9 shows the direction of at-fault vehicles for broadside crashes at the intersection. The data seems to indicate that most at-fault vehicles are eastbound and westbound, i.e. vehicles from Up River Road. Further to this, the crash data records primarily cite “failure to yield right of way” at a STOP sign as a contributing factor. As outlined previously, traffic on Up River Road is STOP controlled, indicating that eastbound and westbound vehicles on Up River Road are failing to yield to through vehicles on McKinzie Road. Crash data does not show a broadside crash pattern related to lighting or weather conditions.

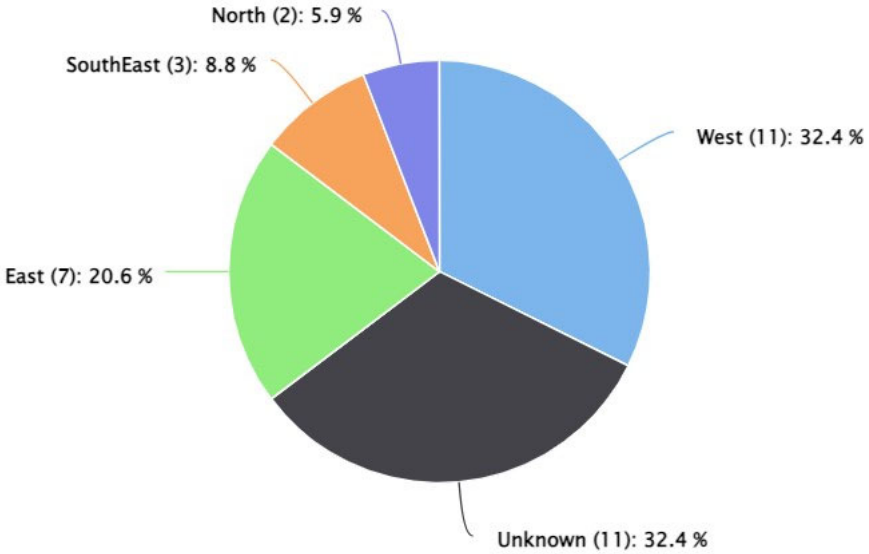


Figure 9: At-Fault Vehicle Direction, Broadsides, McKinzie Rd. & Up River Rd.

To address the recurrence of high severity broadside crashes at the intersection, one option would be to signalize the intersection if signal warrants are met. This option would require signal interconnection and coordination with the signalized ramp intersection at I-37 approximately 250 ft to the north. **Table 1** shows the Benefit-Cost Analysis for signalizing the intersection, should warrants be met. It shows an expected **B/C** ratio of **12.57** with spending up to $1,000,000 on signalization (higher than typical, to allow for interconnection and coordination with nearby signals), which indicates the measure is expected to be cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/05/2023

Signalize IX McKinzie — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 22	17 :Injured C	CRF for PDO: 80%	Cost of PDO: $0
INJ C: 7	4 :Injured B	CRF for INJ C: 80%	Cost of INJ C: $0
INJ B: 4	1 :Injured A	CRF for INJ B: 80%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 80%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 80%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

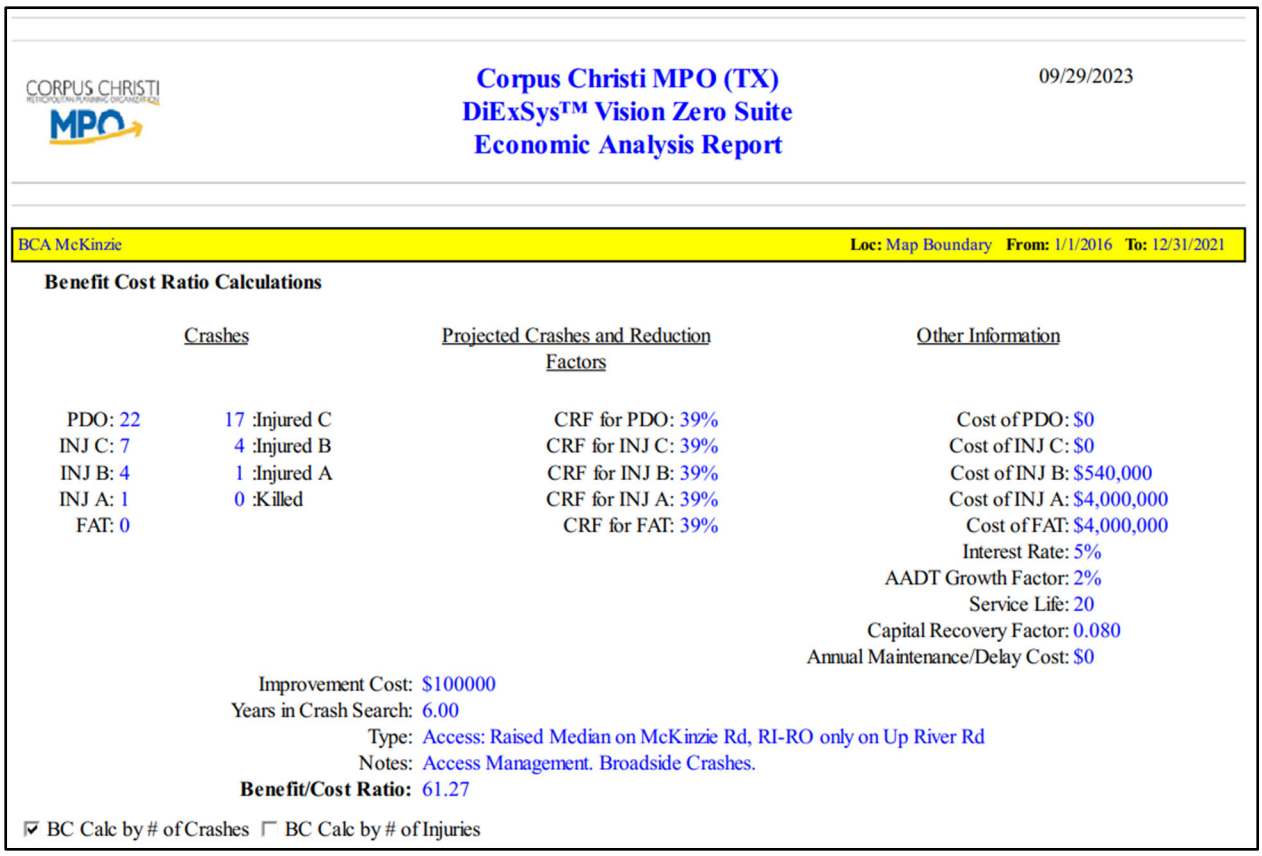
Improvement Cost: $1000000
Years in Crash Search: 6.00
Type: Signals: New Signals (Specific)
Notes: Broadside Crashes
Benefit/Cost Ratio: 12.57

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Signalize Intersection, McKinzie Rd. & Up River Rd.

As discussed above, most broadside crashes appear to involve at-fault vehicles from eastbound and westbound Up River Road. If signal warrants are not met, or if signalization is otherwise not desired, another solution to address the pattern is to implement access control by way of a raised concrete median on McKinzie Road which allows only Right-In Right-Out (RI-RO) movements from and to Up River Road. This would require the elimination of the southbound left turns from McKinzie Road, as well as the erection of ONE WAY (MUTCD R6-1) signs in the median facing Up River Road east and west, and the erection of NO LEFT TURN (MUTCD R3-2) signs below the current STOP signs in both directions on Up River Road.

Table 2 shows the Benefit-Cost analysis for implementation of access control at the intersection of McKinzie Rd. and Up River Rd. by way of a raised median on McKinzie Rd. It shows an estimated **B/C** of **61.27**, which indicates the countermeasure is expected to be very cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

09/29/2023

BCA McKinzie — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 22	17 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 7	4 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 4	1 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $100000
Years in Crash Search: 6.00
Type: Access: Raised Median on McKinzie Rd, RI-RO only on Up River Rd
Notes: Access Management. Broadside Crashes.
Benefit/Cost Ratio: 61.27

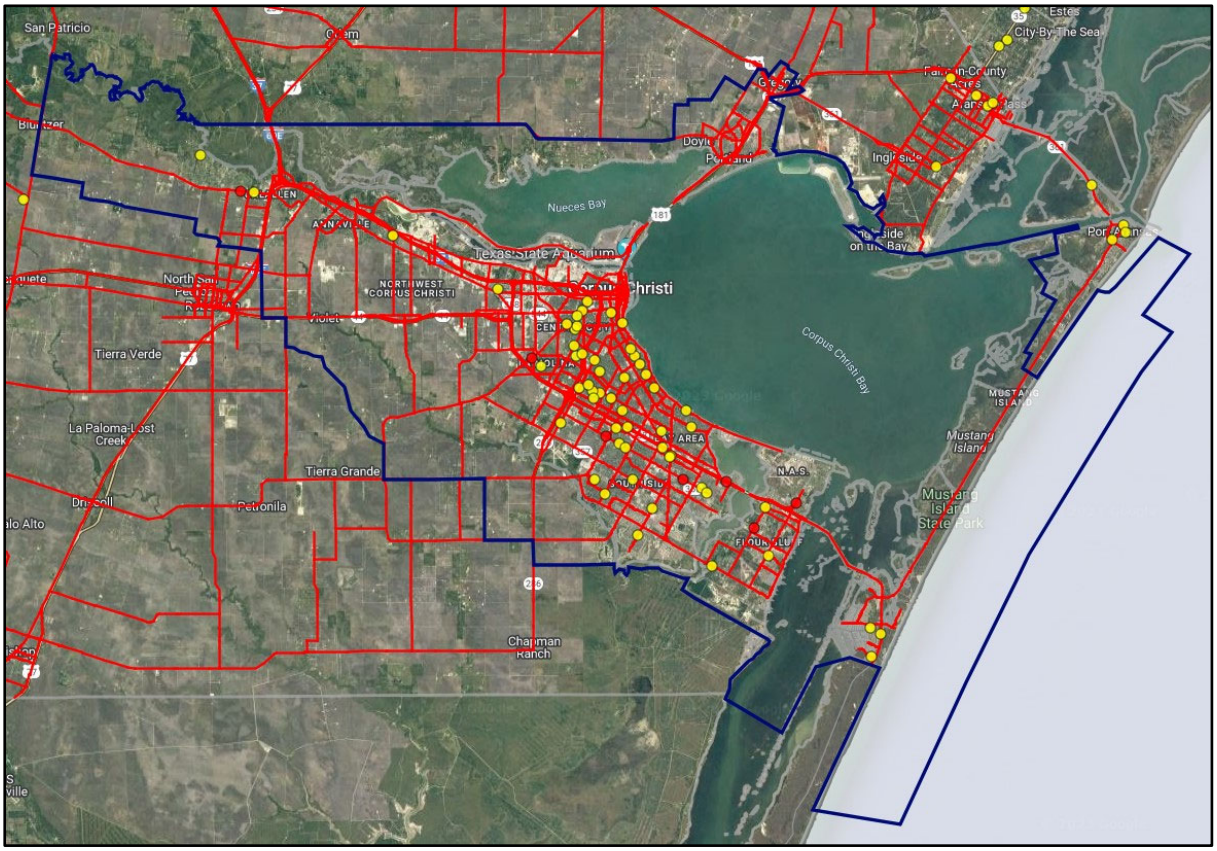
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA for Access Control at McKinzie Rd. & Up River Rd.

SAFETY ASSESSMENT

Severe Bicycle Crashes – Non-Intersection (Mid-Block)

Corpus Christi, TX



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INTRODUCTION

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The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

As part of any network screening and safety assessment process we always examine the history of crashes involving vulnerable road users to identify any correctable crash patterns. In the process of assessing the vulnerable road user crash history, we identified that outside of intersection locations showing patterns of crashes involving pedestrians and bicycles, there were some non-intersection (mid-block) locations where severe crashes (fatal and injury level) involving pedestrians and bicycles were noted. The case of fatal mid-block pedestrian involved crashes has been addressed as part of another safety assessment report. This assessment provides an analysis and proposes solutions to address severe non-intersection bicycle crashes.

The cover picture shows that severe bicycle crashes occurring mid-block appear to be concentrated in the urban metropolitan area. Closer inspection shows most of these mid-block crashes are disparate, however two locations were identified where more than 3 severe bicycle crashes were recorded on the segment over the 6-year period. These locations are Holly Road between Carroll Lane and Ennis Joslin Road, and Santa Fe Street between Santa Monica Place and Oleander Avenue (**Figure 1** and **Figure 2**). (Yellow dots = INJ level, red dots = FAT level).

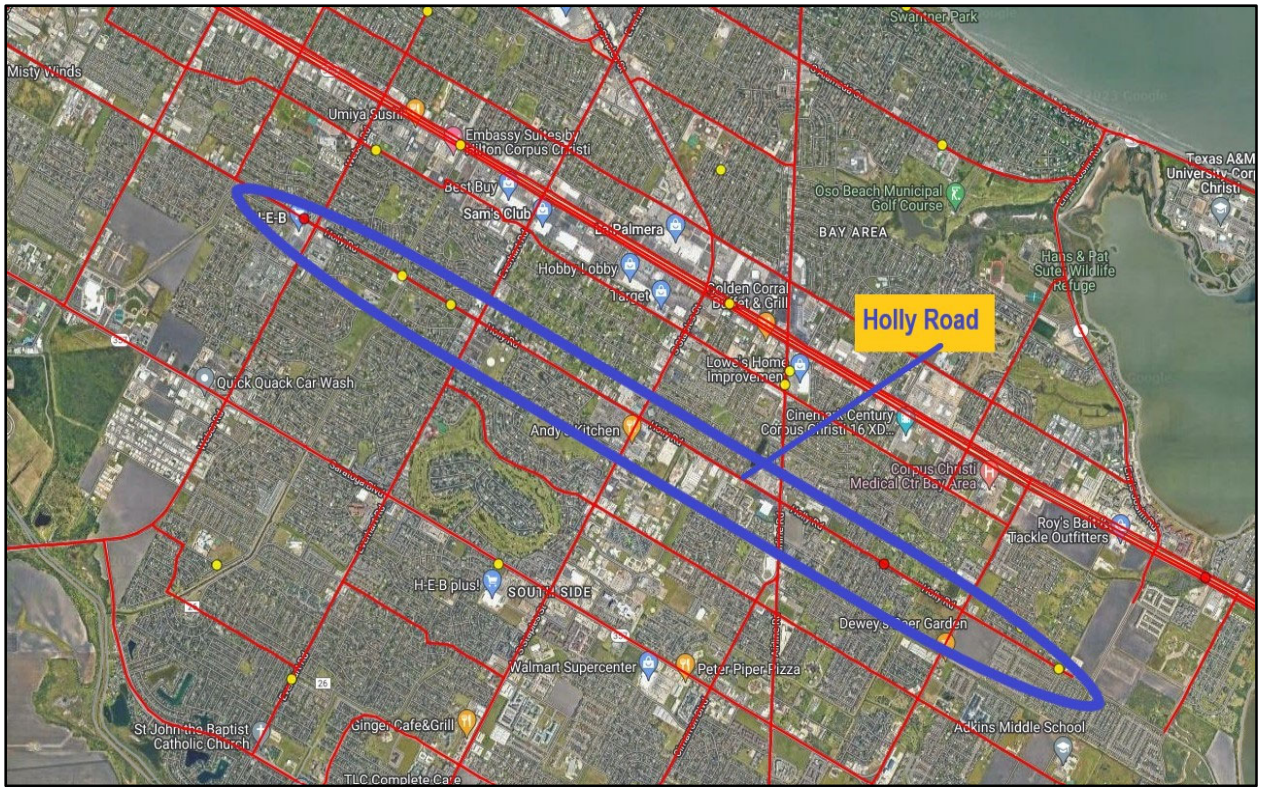


Figure 1: Non-Intersection INJ+FAT Bike Crashes, Holly Road



Figure 2: Non-Intersection INJ+FAT Bike Crashes, Santa Fe Street

HOLLY ROAD

Background & Identified Safety Issues

Over the 6-year study period there were 5 severe bicycle involved crashes along Holly Road between Carroll Lane and Ennis Joslin Road. This included 2 Fatal crashes and 3 Injury crashes.

Four out of the five crashes involved traffic traveling in the southeast direction on Holly Road, with the fifth crash having an unknown direction. Additionally, in 2 of the 5 incidents alcohol was a contributing factor. Crash records indicate that lighting conditions and weather may have been factors in these crashes:

- At least 3 crashes occurred in dark conditions, with 1 crash recorded as having "unknown" lighting conditions.
- 2 crashes occurred in wet road conditions.

Contributing factors to the crashes were recorded as: failure to control speed; changing lanes when unsafe, unsafe turning movement; driver inattention and being intoxicated.

Google Streetview imagery indicates that there are dedicated bike lanes in place on Holly Road between Ayers Street and Rodd Field Road in both directions (**Figure 3**). Between these streets Holly Road is a 4-lane facility with a central Two-Way-Left-Turn-lane

(TWLTL). East of Rodd Field Road however, it becomes a 2-lane facility with a central TWLTL.

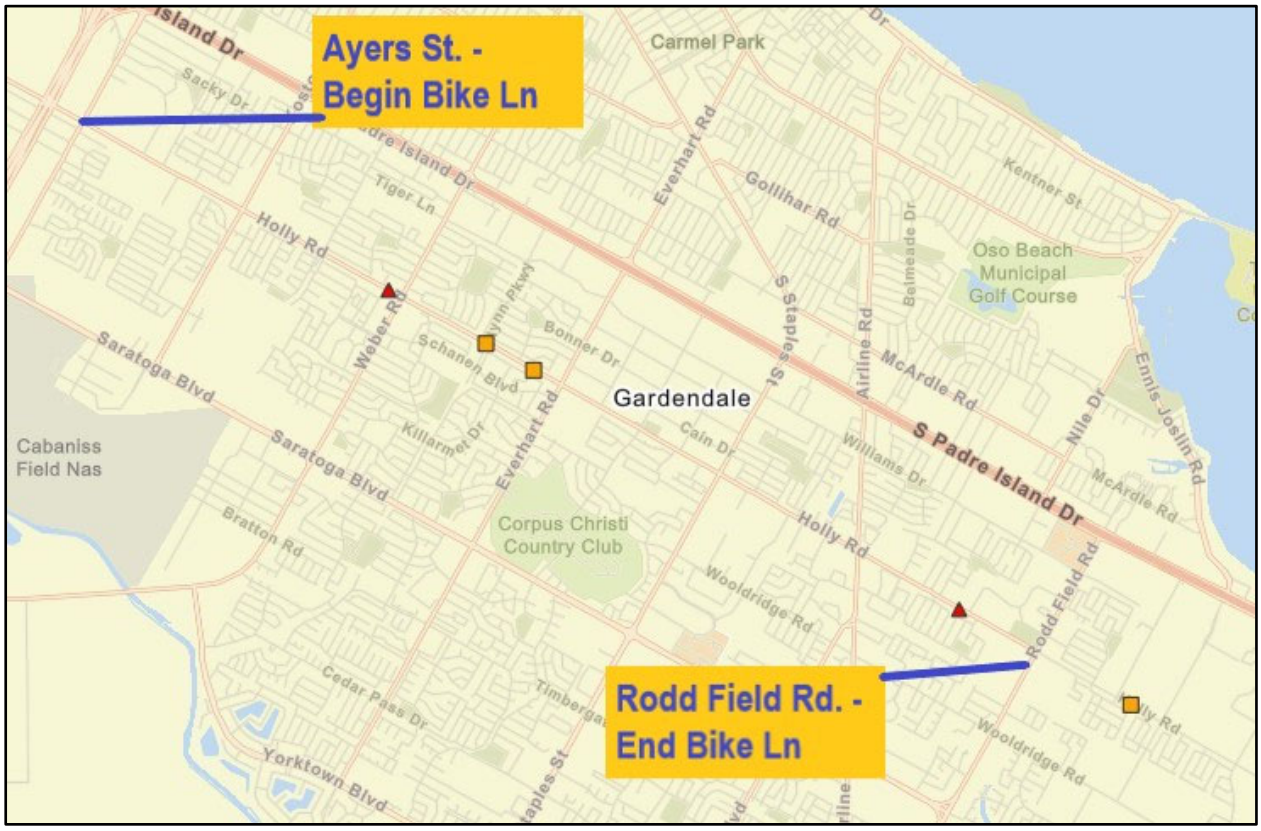


Figure 3: Extent of Bike Lanes on Holly Road

Available imagery also indicates that resurfacing and restriping took place in 2022 (see **Figure 4**, **Figure 5** and **Figure 6**).



Figure 4: Eastbound Holly Rd., Faded Striping, Feb. 2022



Figure 5: Fresh Striping, Holly Rd., (aerial view) Nov. 2022



Figure 6: Fresh Striping, Holly Rd., (street view) Jan. 2023

As seen in the above pictures, the existing bike lanes are narrow, particularly on the south side of Holly Rd. (eastbound). This combined with faded striping may have been a contributing factor to the crashes occurring in the study period.

Furthermore, as outlined previously, most of the crashes occurred under dark conditions. Streetview imagery indicates that there is street lighting present on Holly Road in both directions. However, due to the presence of high-tension power lines on the south side of

Holly Rd. (eastbound), street lighting is not as frequent as it is on the north side of Holly Rd. (**Figure 7**).



Figure 7: Holly Road Street Lighting, (facing eastbound), May 2023

Additionally, east of Airline Road, there is an increased presence of power lines on both sides of Holly Road which coincides with an increased scarcity of street lighting.

In tandem with this, review of available imagery along the route suggests that bicycle lane warning signs (example **Figure 8**) and bike lane symbol pavement markings are infrequent in the eastbound direction, and even less frequent in the westbound direction. In addition, it appears that there is no signage present at either end of the corridor to indicate that a bike lane begins or ends (example **Figure 9**).

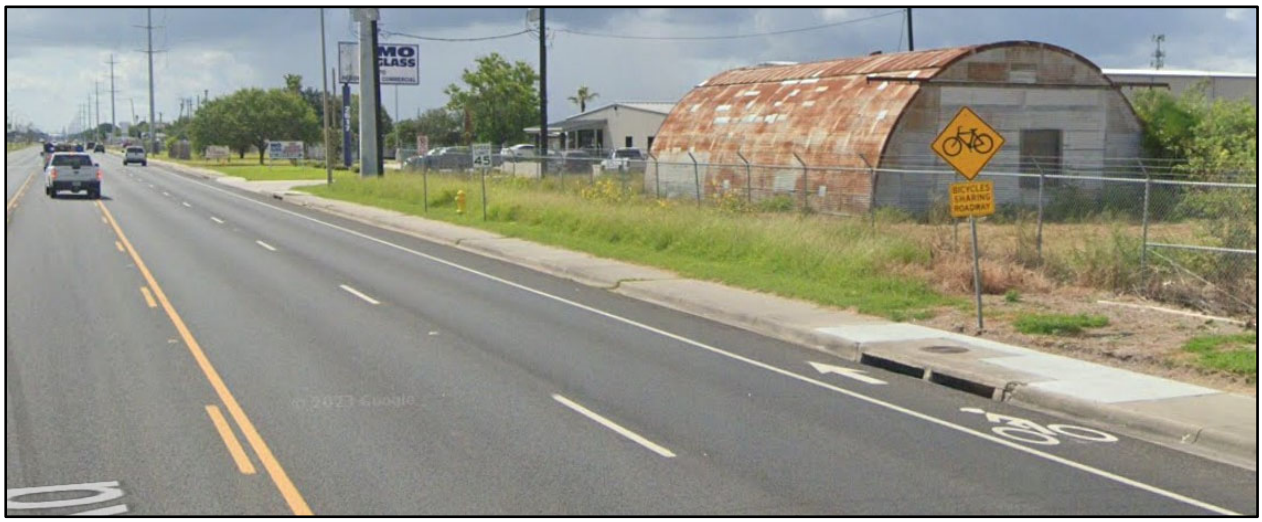


Figure 8: BICYCLES SHARING ROADWAY Warning Sign, Eastbound Holly Rd., May 2023

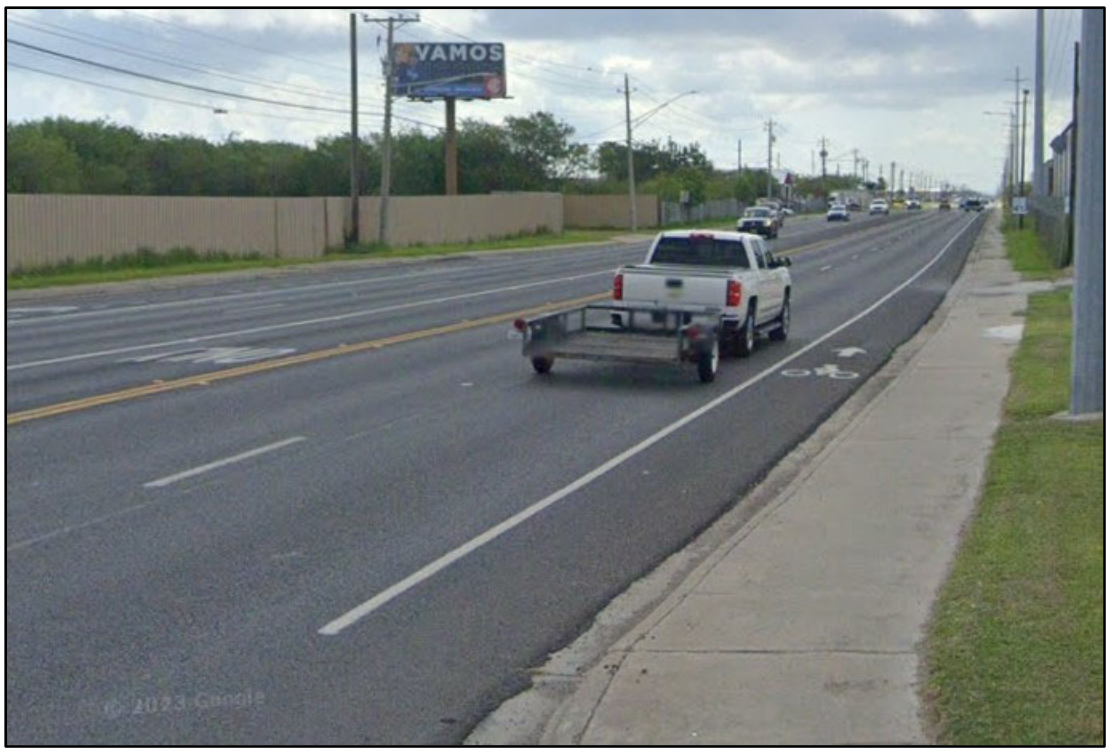


Figure 9: Beginning of Bike Lane Corridor, Ayers St. & Holly Rd. (eastbound), May 2023

Recommendations

To address what appears to be a pattern of mid-block severe crashes involving bicycles on Holly Road, a separated bike lane in each direction was considered. However, the FHWA *Separated Bike Lane Planning and Design Guide* (May 2015), stipulates a preferred bike lane width of 5ft, with a clear width from curb to vertical delineator of 7ft, and in the case of Holly Road the current cross-section is too narrow to make these accommodations unless the TWLT lane is replaced with a narrow raised median.

In lieu, we recommend several countermeasures. It is recommended that maintenance restriping of bike lane lines and markings be performed on a regular basis to maintain conspicuity. In addition to this we recommend that additional bike lane symbol pavement markings be painted in both directions on Holly Road to increase conspicuity and awareness of the presence of the bike lanes, as there are some locations along Holly Road where it may not be obvious as to whether the white lines delineate a shoulder or a bike lane (example **Figure 10**).

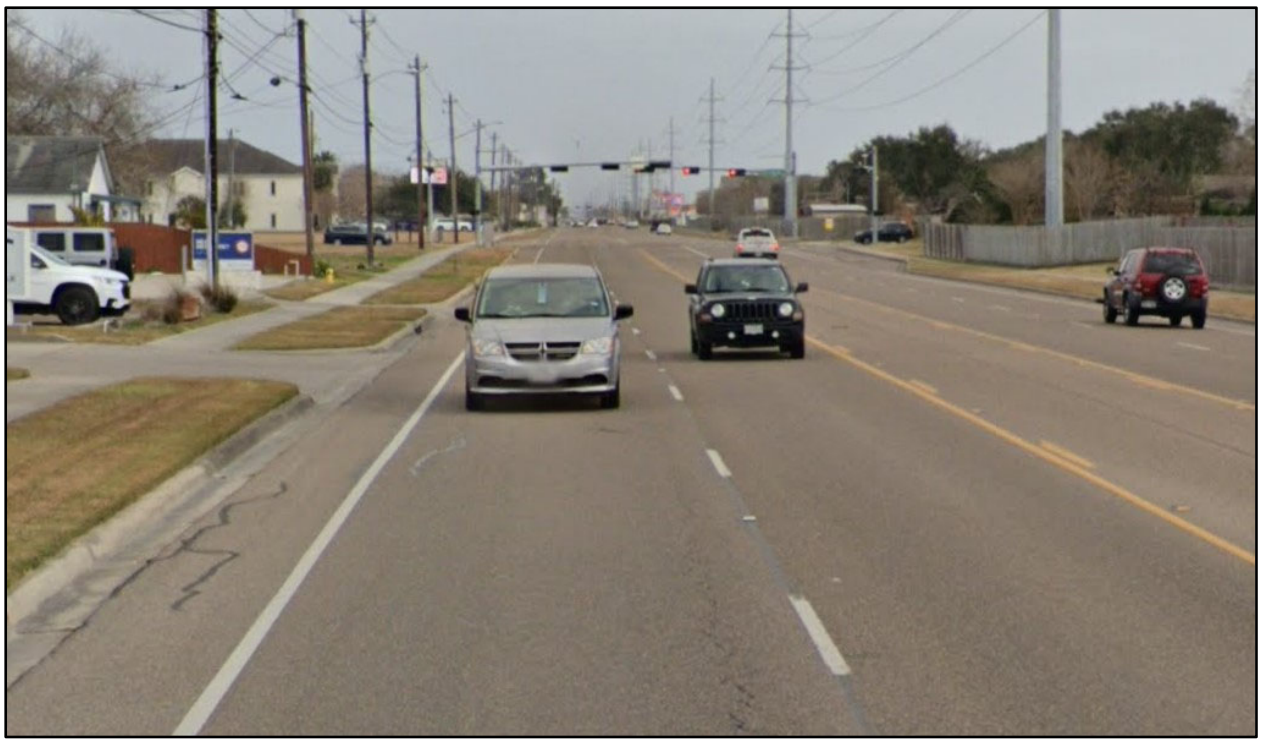


Figure 10: Westbound Holly Rd. (facing east)

In conjunction with this it is recommended that additional bike lane warning signs (MUTCD W11-1) be installed in both directions along Holly Road. Concurrently, it is recommended that signage (MUTCD R3-17, R3-17aP and R3-17bP) be installed at Ayers Street and Rodd Field Road to indicate the beginning and end of the bike lane corridor.

Further to the above recommendations it is recommended that CCMPO increase the frequency of street lighting on the south side of Holly Road between Ayers Street and Airline Road and on both sides of Holly Road east of Airline Road.

Table 1 shows the Benefit-Cost Analysis for increased street lighting on the south side of Holly Road between Ayers Street and Airline Road and provision of street lighting on Holly Road between Airline Road and Ennis Joslin Road. Also included in the analysis is the provision of increased frequency of bicycle warning signs and pavement bike lane symbols, as well as the installation of signage indicating the beginning and end of the bike lane corridor near Ayers Street and Rodd Field Road.

The analysis shows an estimated **B/C** ratio of **3.35** using a conservative 20% CRF applied to both bicycle-involved crashes and crashes occurring under dark conditions. This indicates the measures are expected to be cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/16/2023

BCA Lights, Signs — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	20 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 16	13 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 8	7 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 6	3 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 3		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $330334

Improvement Cost: $2024000
Years in Crash Search: 6.00
Type: Increase Street Lighting, Bike Lane Signage & Markings on Holly Rd.
Notes: Bike involved crashes & crashes in dark conditions
Benefit/Cost Ratio: 3.35

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Increased Street Lighting & Bike Lane Improvements on Holly Rd.

SANTA FE STREET

Background & Identified Safety Issues

Over the 6-year study period there were 5 severe bicycle crashes along Santa Fe Street between Oleander Avenue and Santa Monica Place. All recorded crashes were at the Injury level.

Two out of the five crashes involved hit and run incidents. Contributing factors to the crashes were recorded as: failure to control speed; changing lanes when unsafe; and swerving/veering.

Google Streetview imagery indicates that Santa Fe Street is a 4-lane undivided facility from Oleander Ave. to Doddridge Street, and a 2-lane facility with a central TWLT lane south of Doddridge St. (see **Figure 11** and **Figure 12**). There are no dedicated bike lanes in place on Santa Fe Street between Oleander Ave. and Santa Monica Pl.

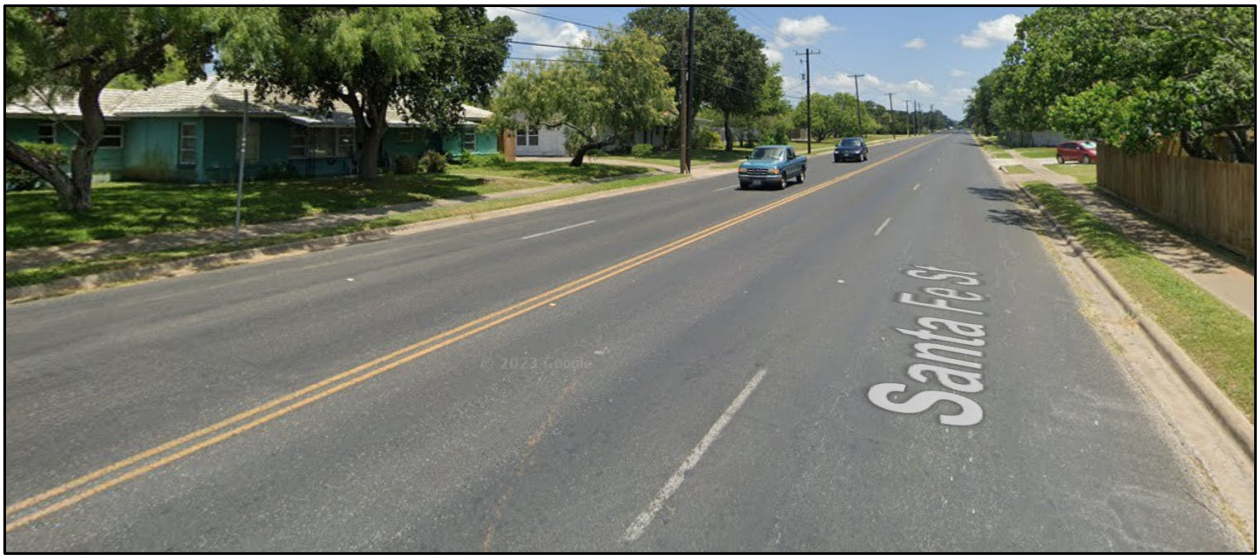


Figure 11: Typical 4-lane Section Santa Fe Street (southbound), June 2023



Figure 12: Typical 2-lane Section Santa Fe Street (northbound), Mar. 2022

Crash records show that 3 out 5 crashes occurred under dark conditions, with 1 in "unknown" lighting conditions. Crashes show a pattern of occurring in the late night/early morning hours, as all crashes were recorded between 10 P.M. and 9 A.M. With crashes recorded between 10 P.M. and 9 A.M. and at least 3 of 5 confirmed as in dark conditions, it appears that lighting and visibility are contributing factors to bicycle involved crashes along this segment. Weather and road conditions were not a factor in crashes.

As noted above, there are no dedicated bike lanes on Santa Fe St. Furthermore, as seen in **Figure 11** and **Figure 12** there are no shoulders on Santa Fe St., no street lighting, and there are powerlines along the northern side (northwest direction) of the street. It is possible that these combined factors are contributing to bicycle involved crashes on this segment of Santa Fe Street.

Cyclists are sometimes prone to use sidewalk facilities in lieu of the roadway. As **Figure 13** shows, the sidewalk on Santa Fe St. is deteriorated in sections.

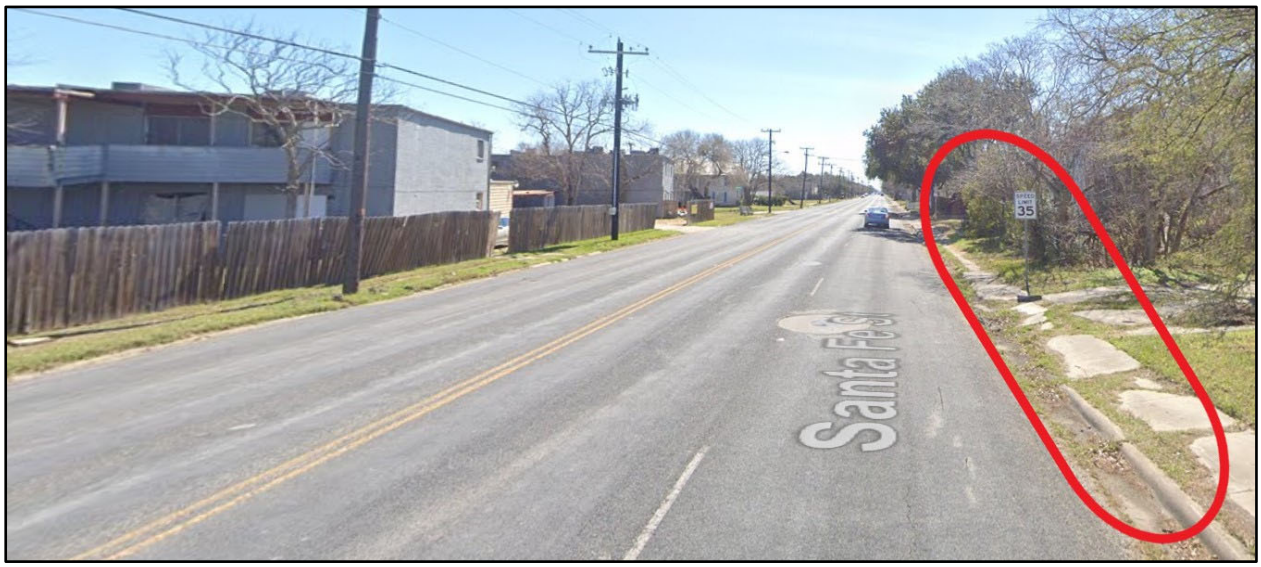


Figure 13: Deteriorated Sidewalk, Santa Fe St. (facing southbound), Feb. 2022

Additionally, imagery indicates that Santa Fe St. accommodates a bus route (**Figure 14**). It is possible that a stopped bus in dark conditions could conceal a nighttime cyclist on the roadway edge from motorists.



Figure 14: Bus Stop, Santa Fe St. (southbound) Feb. 2022

A review of available imagery along Santa Fe Street indicates that there is a single "BICYCLES SHARING ROADWAY" warning sign (MUTCD W11-1) in the northbound direction near Brawner Parkway (**Figure 15**), and none at all in southbound direction.

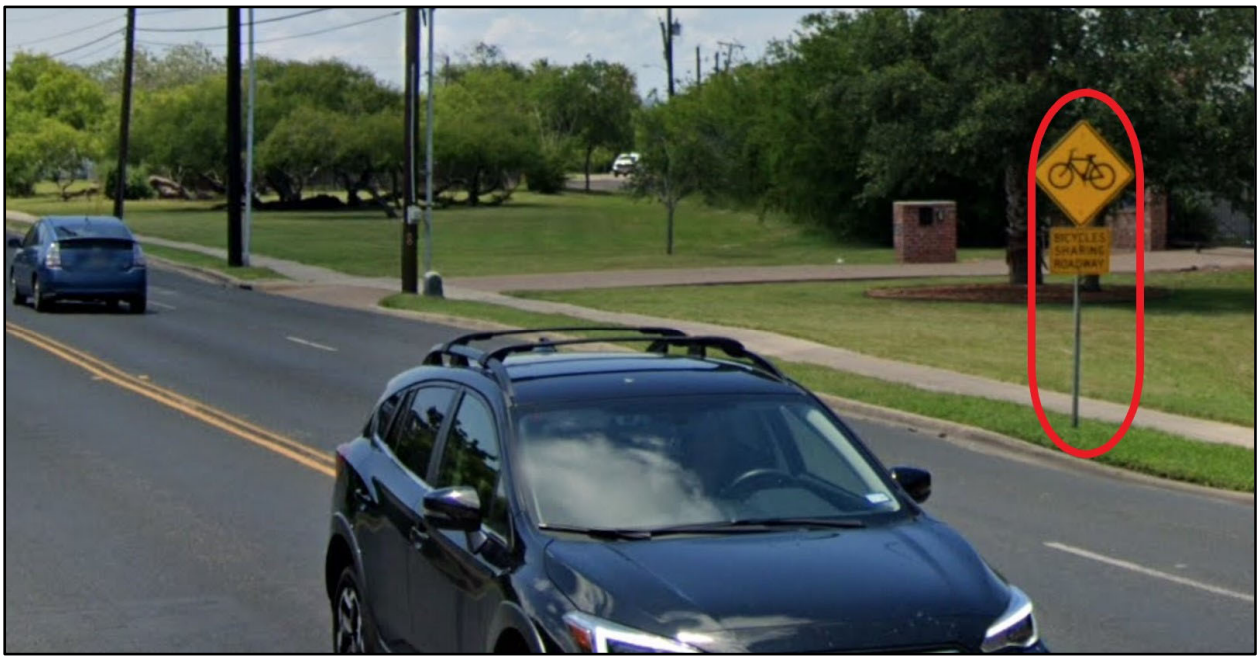


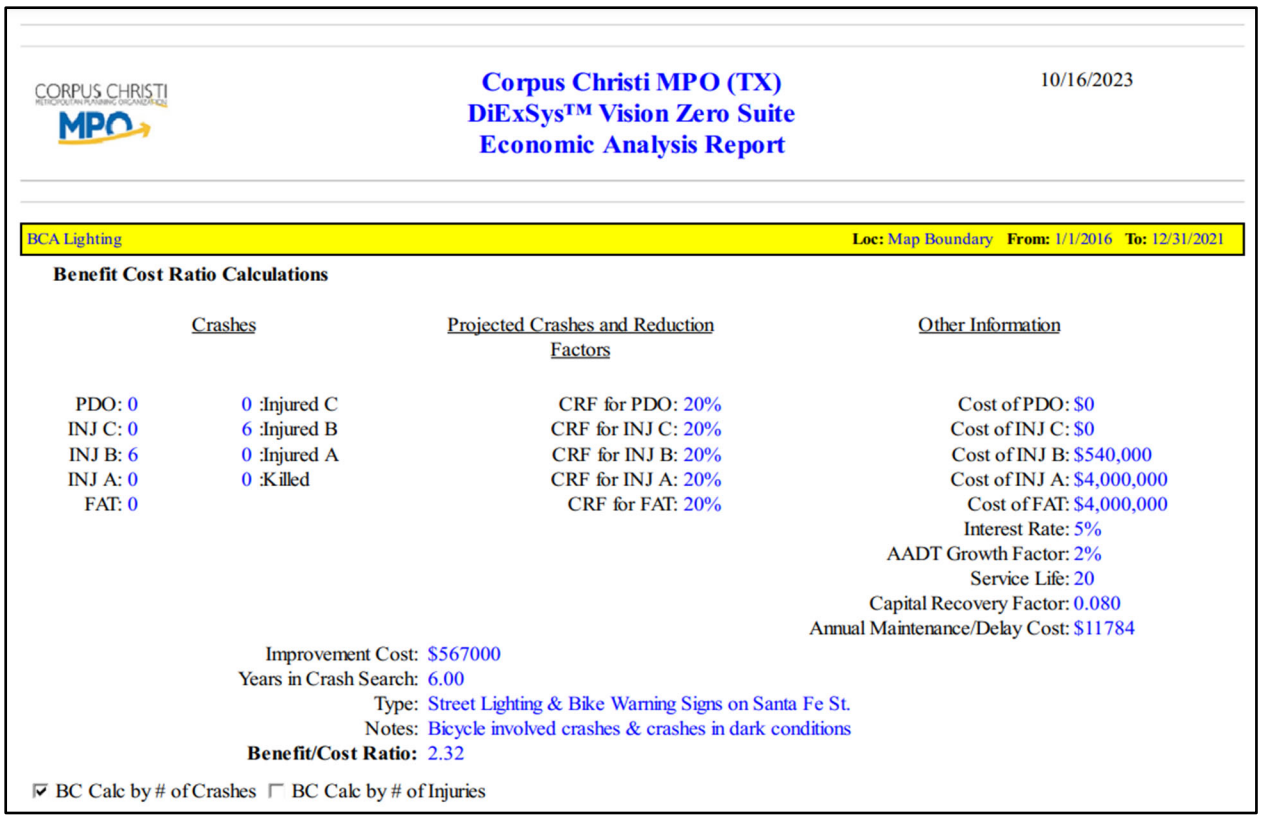
Figure 15: Bike Warning Sign, Santa Fe St. near Brawner Pkwy. (northbound), June 2023

Imagery also indicates that there is a single intersection luminaire present at each of the signalized intersections along the segment (Texan Trail and Doddridge Street), but no street lighting along the route, as outlined previously.

Recommendations

To address what appears to be a pattern of mid-block nighttime bicycle involved crashes on Santa Fe Street between Oleander Ave. and Santa Monica Pl., we recommend that additional "BICYCLES SHARING ROADWAY" warning signs be installed on Santa Fe St. in both directions approximately every half-mile. In conjunction with this, it is recommended that street lighting be installed on the southern side of Santa Fe St.

Table 2 shows the Benefit-Cost analysis for provision of additional warning signs and street lighting on Santa Fe St. Using a conservative combined CRF of 20% indicates an estimated **B/C** ratio of **2.32**. This suggests that the proposed countermeasures are expected to be cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/16/2023

BCA Lighting — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 0	6 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
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			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $11784

Improvement Cost: $567000
Years in Crash Search: 6.00
Type: Street Lighting & Bike Warning Signs on Santa Fe St.
Notes: Bicycle involved crashes & crashes in dark conditions
Benefit/Cost Ratio: 2.32

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

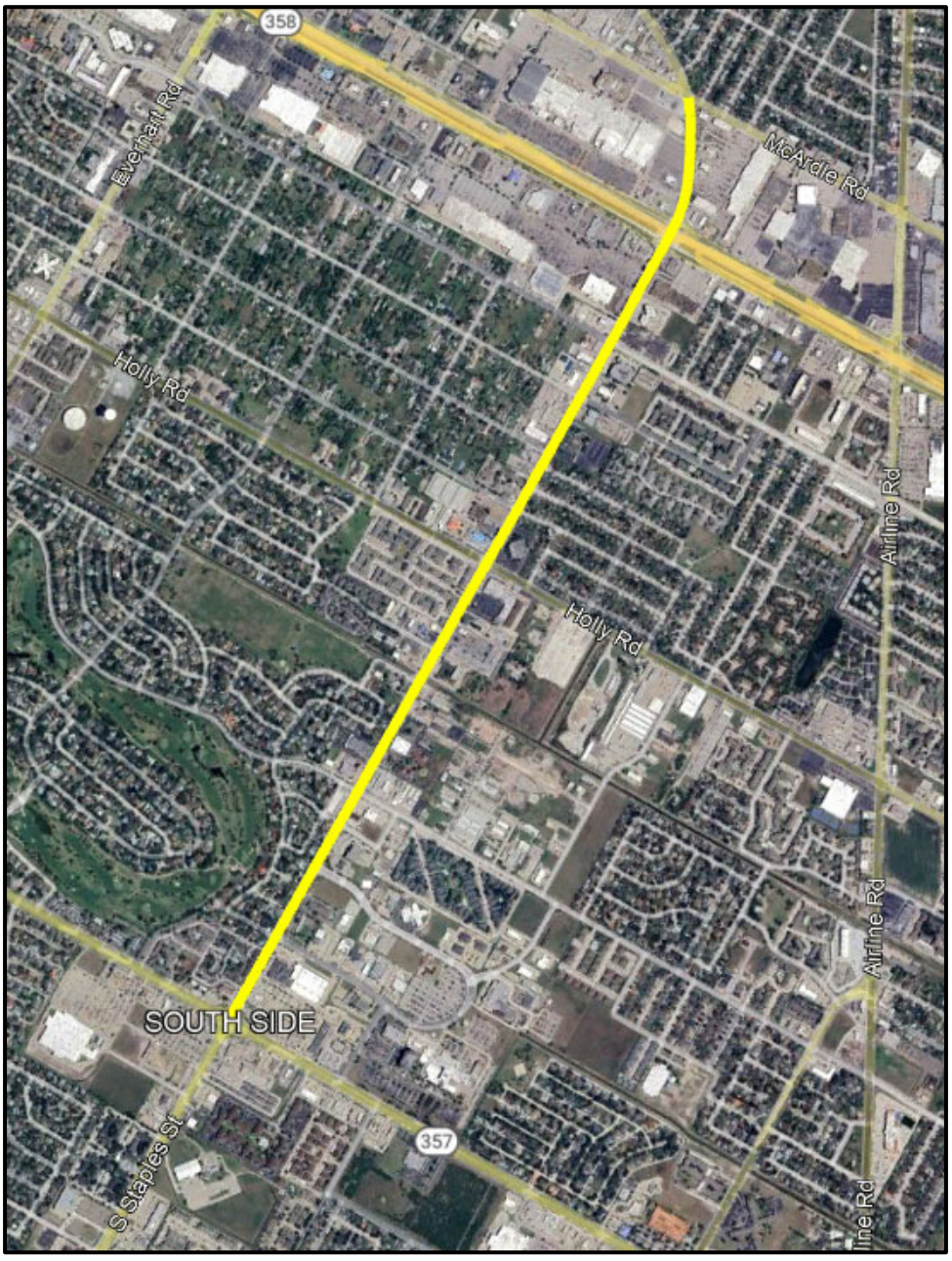
Table 2: BCA Street Lighting & Warning Signs, Santa Fe Street

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

Staples Street between Saratoga Blvd and McArdle Rd

Corpus Christi, TX



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Background

Staples Street from Saratoga to McArdle is an Urban, 4-Lane Divided Arterial carrying about 37,130 AADT over a distance of about 2 miles. Route 260668, section B01911, Mile Marker 5.88-7.875.

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 885 non-intersection and at driveway access crashes recorded along the corridor, including 692 PDO, 192 Injury (with 275 people injured) and one Fatal (with 1 person killed) crashes. The crash distribution is shown in **Figure 1**. This included 376 rear-end crashes, and 173 approach turn crashes, accounting for about 19.5% of all crashes as well as 155 broadsides accounting for 17.5% of all crashes.

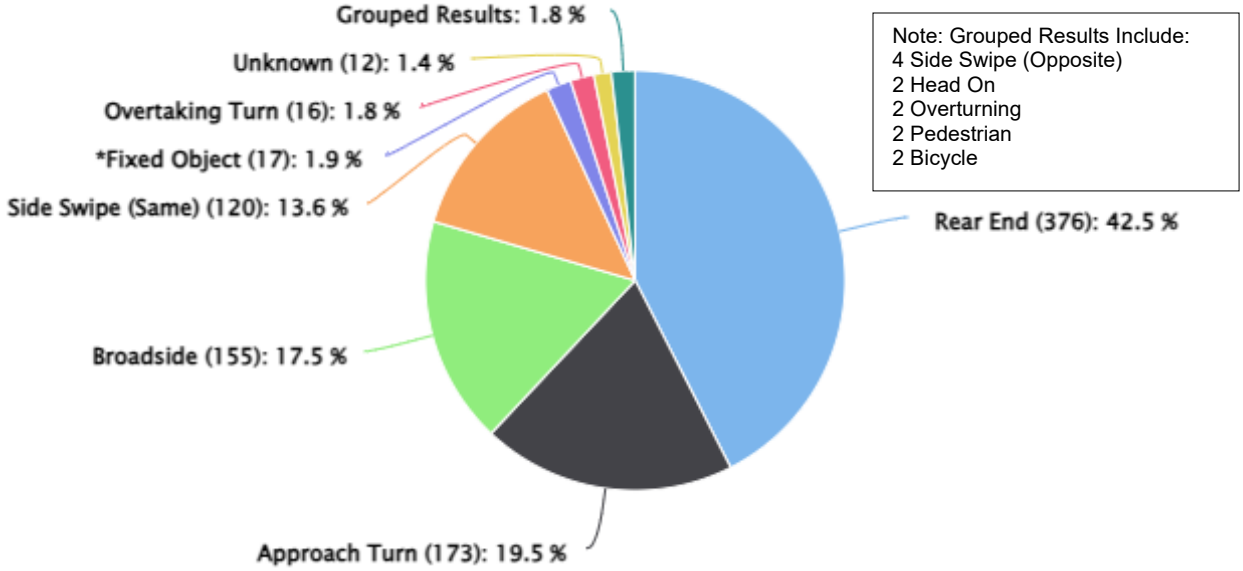


Figure 1: Crash Distribution by Type, Staples St, Saratoga-McArdle

Safety Performance Functions (SPFs) show that the corridor performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 2**), indicating high potential for crash reduction. In fact, the crash experience is 6.28 times the expected mean for the volume carried.

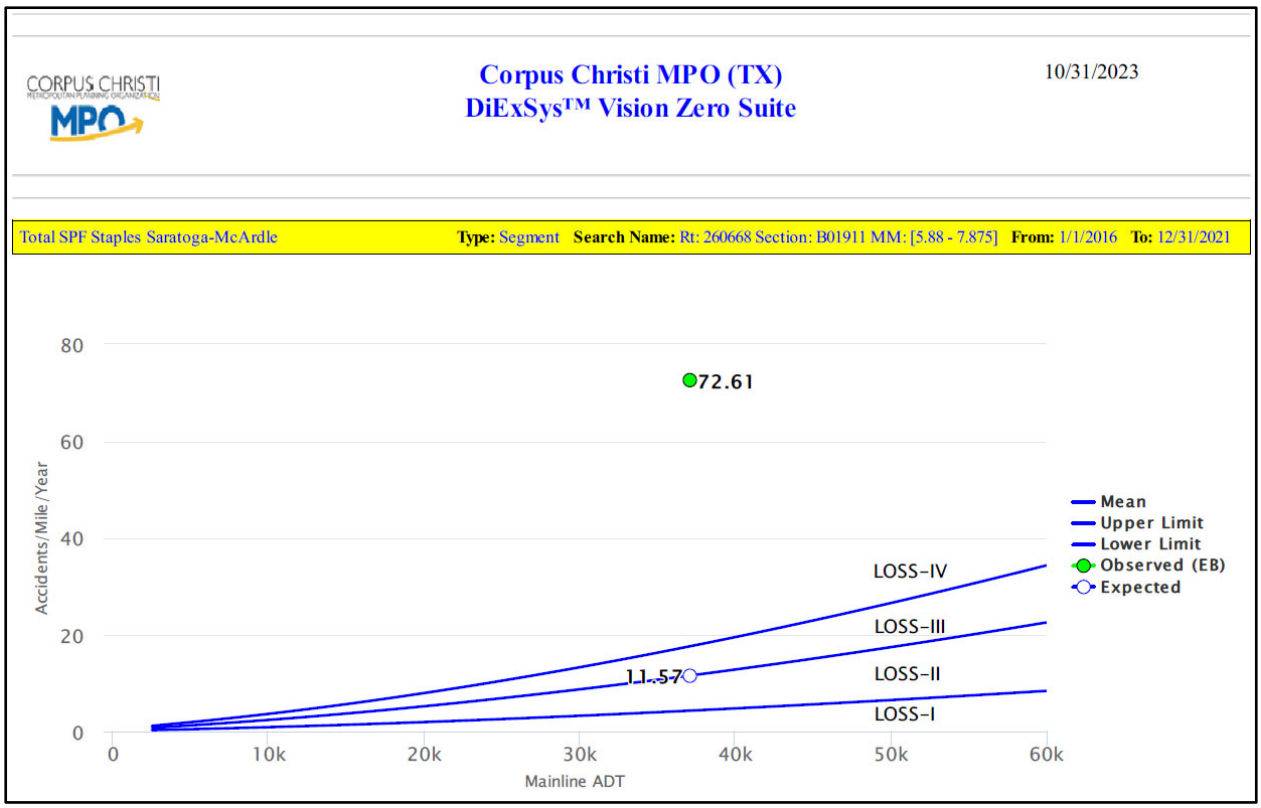


Figure 2: SPF Total Crash Frequency, *Staples St, Saratoga - McArdle*

From the severity standpoint, the intersection performs at the LOSS-IV level, indicating high potential for crash reduction (**Figure 3**), with observed performance of 4.76 times the mean or expected performance.

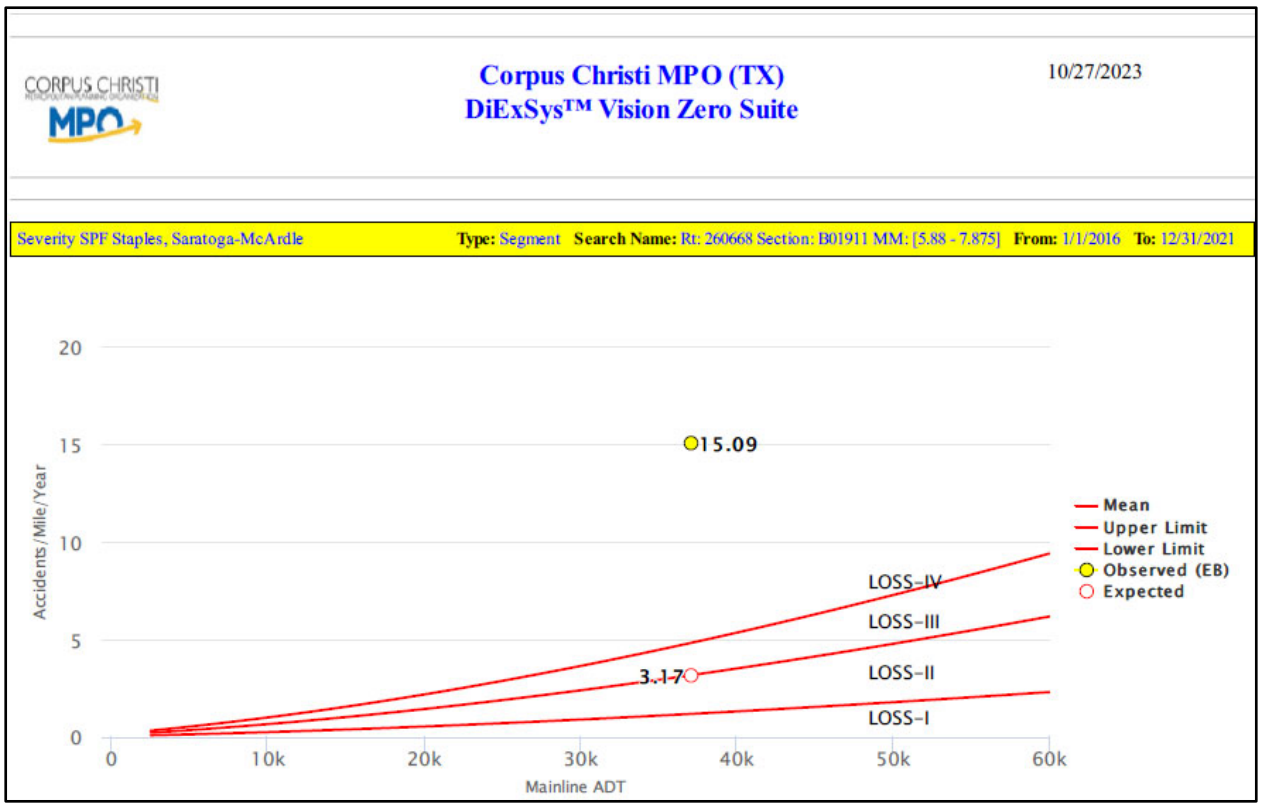
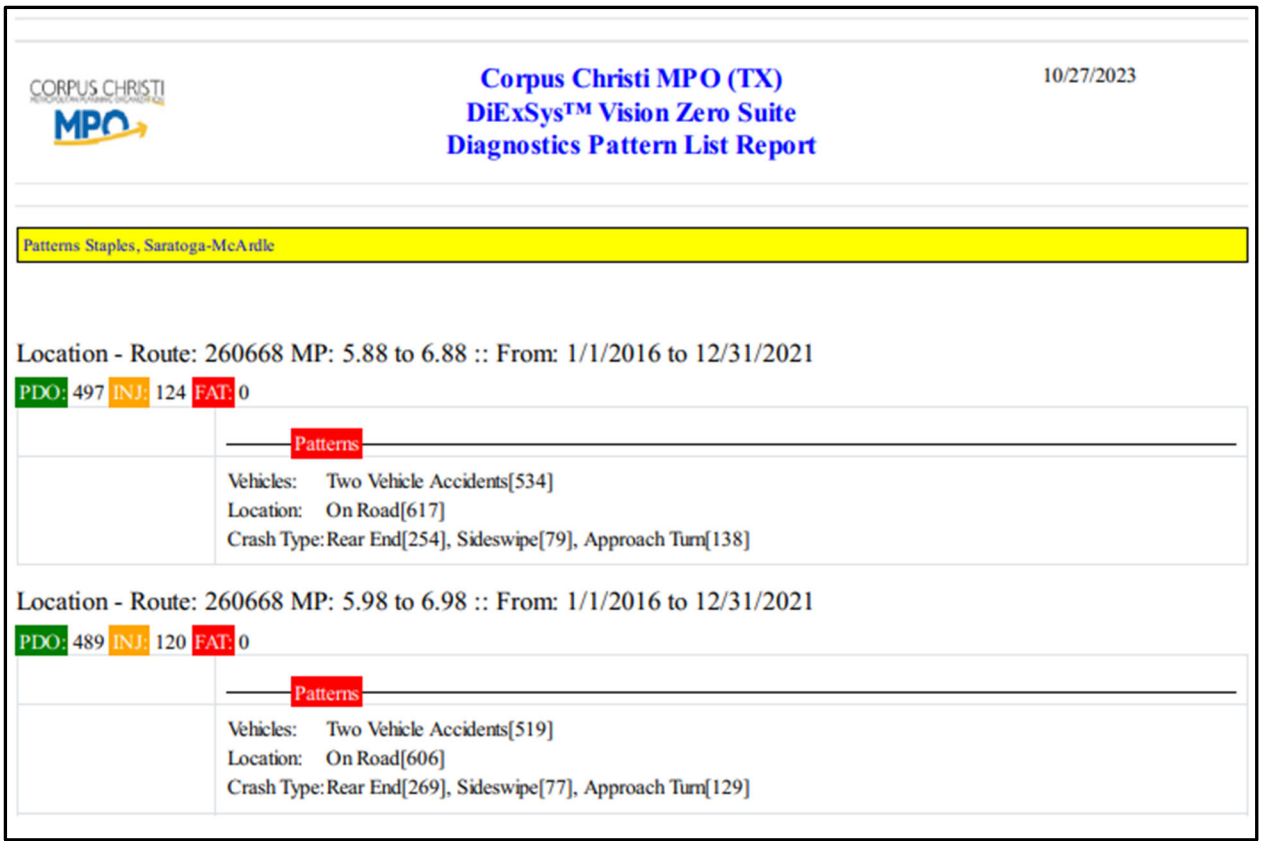


Figure 3: SPF INJ+FAT Crashes, *Staples St, Saratoga - McArdle*

Pattern Recognition (**Table 1**) showed that the corridor displays patterns of Rear End, Sideswipe Same Direction and Approach Turn collisions.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

10/27/2023

Patterns Staples, Saratoga-McArdle

Location - Route: 260668 MP: 5.88 to 6.88 :: From: 1/1/2016 to 12/31/2021

PDO: 497 INJ: 124 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[534]
Location: On Road[617]
Crash Type: Rear End[254], Sideswipe[79], Approach Turn[138]

Location - Route: 260668 MP: 5.98 to 6.98 :: From: 1/1/2016 to 12/31/2021

PDO: 489 INJ: 120 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[519]
Location: On Road[606]
Crash Type: Rear End[269], Sideswipe[77], Approach Turn[129]

Table 1: Sample of Patterns Identified on Staples St, Saratoga - McArdle

Recommended Improvements

In looking for a countermeasure to address this issue it is helpful to look at safety performance of Staples south of Saratoga. Staples St between Yorktown Blvd and Saratoga Blvd carries slightly less volume, at 29,912 AADT, but performs better from a Safety Performance perspective. **Figure 4** shows that the southern portion on Staples also performs at LOSS-IV in terms of total crash frequency, but at 2.27 times the mean rather than 6.28 times the mean north of Saratoga.

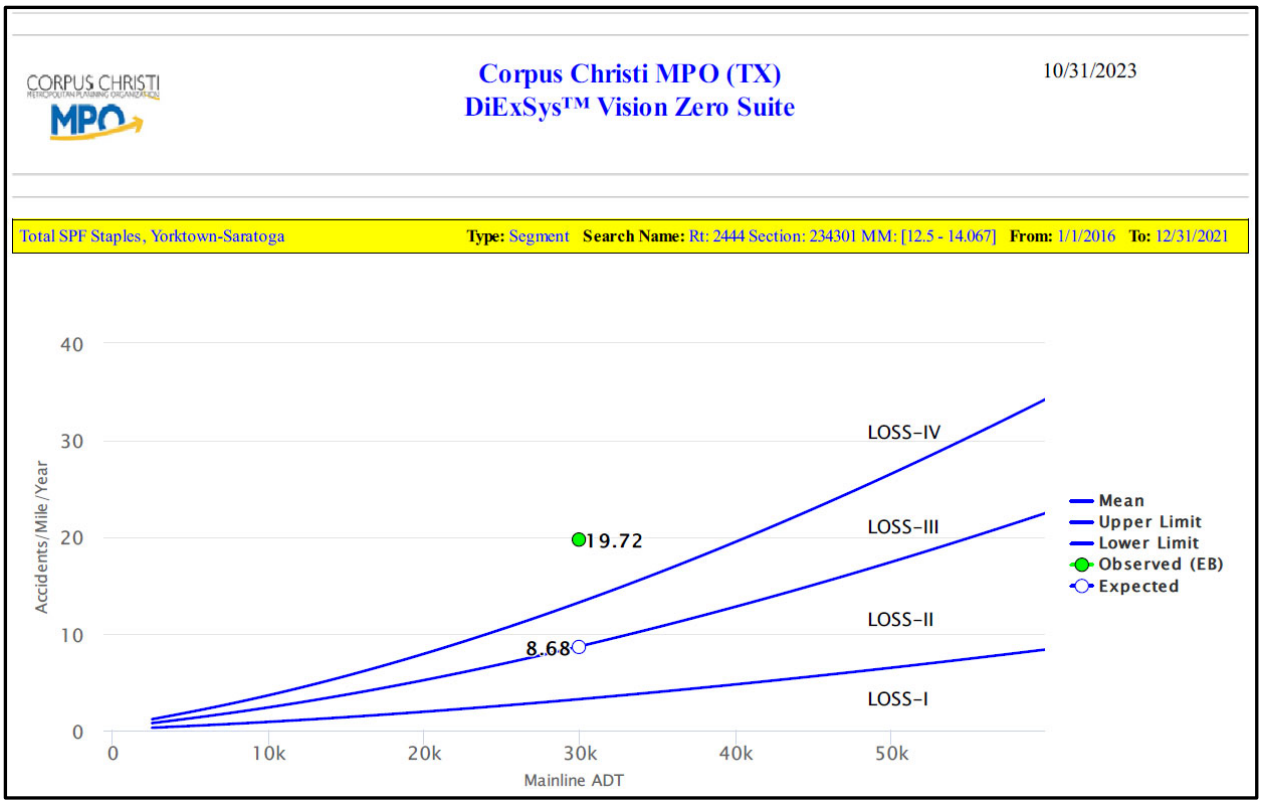


Figure 4: SPF Total Crash Frequency, *Staples St, Yorktown – Saratoga*

Similarly, **Figure 5** shows that in terms of severity, Staples south of Saratoga performs in low range of LOSS IV, representing high potential for safety improvement, with an observed performance of 1.83 times the expected mean, rather than the observed performance 4.76 times the expected mean for Staples north of Saratoga.

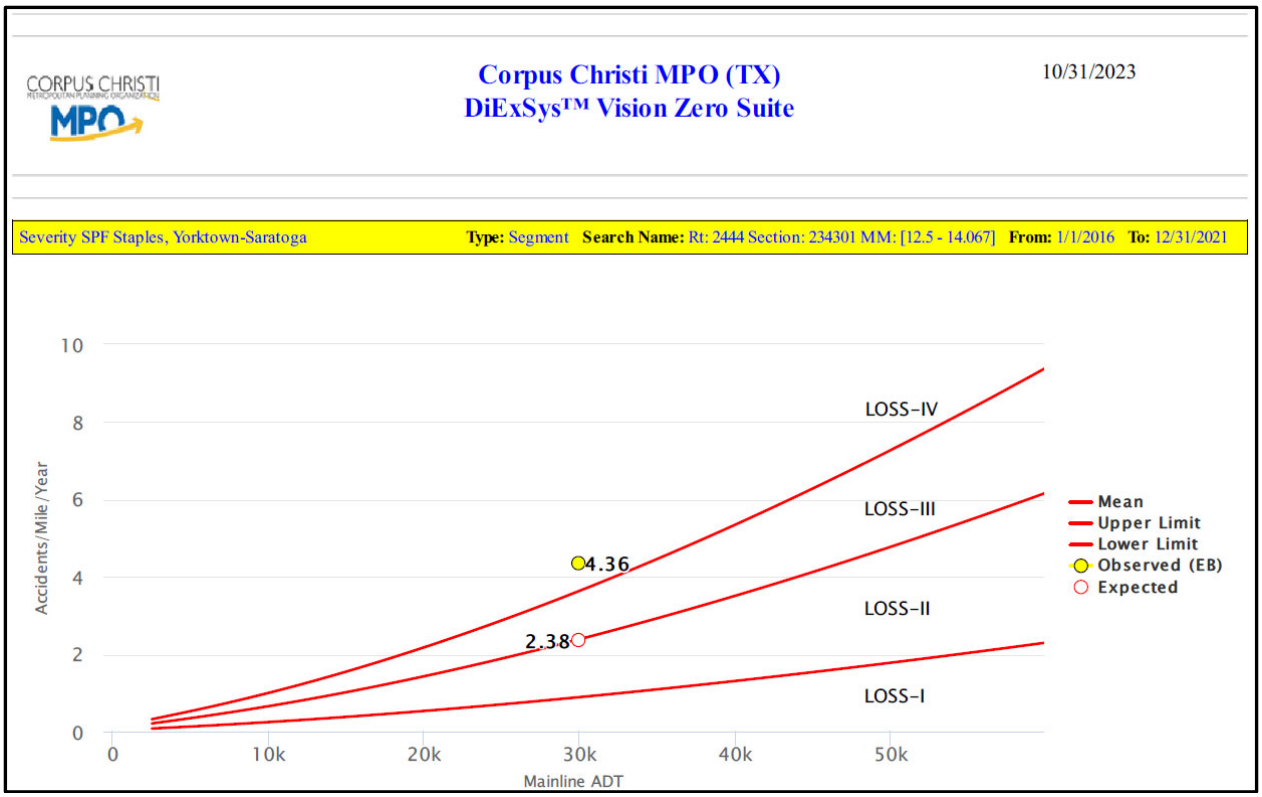


Figure 5: SPF INJ+FAT Crashes, *Staples, Yorktown - Saratoga*

Why is the safety performance so different north and south of Saratoga? In comparing **Figure 6** and **Figure 7** we see that North of Saratoga Staples has frequent direct accesses on both sides of the street, and a continuous Two-Way-Left-Turn-Lane (TWLTL) which allows for left turns into and out of every driveway access. In contrast, South of Saratoga we see less frequent consolidated driveway access points, and a raised median with dedicated left turn bays at specific locations (mostly cross streets, with a few major accesses). The result is doubtless not only reduced crashes due to a less difficult driving task with many less potential conflicts, but also improved capacity and flow on the arterial. The southern portion also had ¼ as many vulnerable user crashes, as the median as a refuge and less frequent accesses improve pedestrian and bicycle safety.

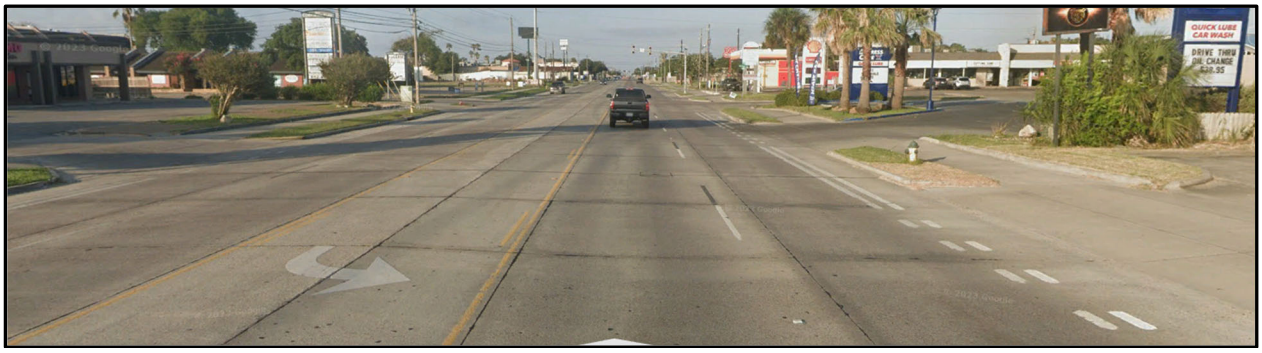


Figure 6: Staples North of Saratoga, Looking South, June 2023



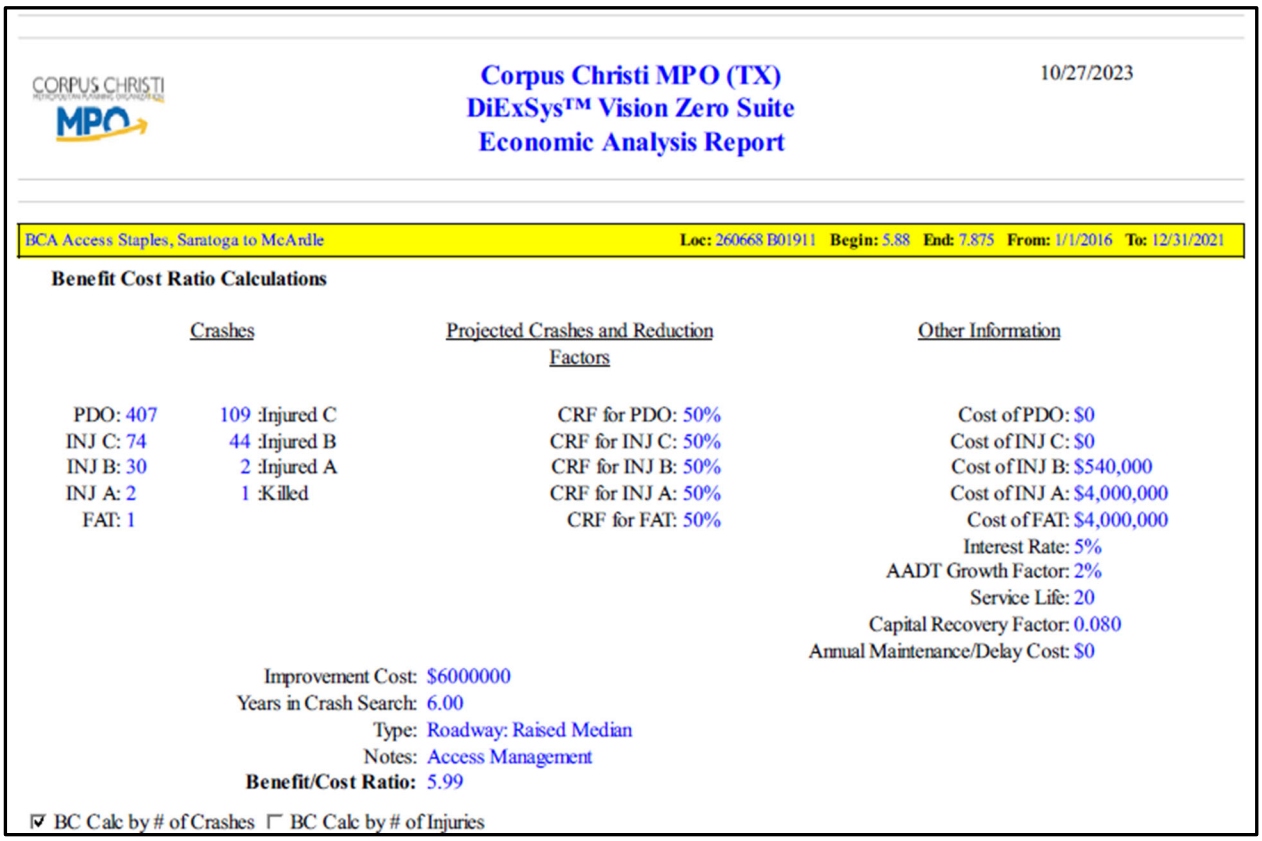
Figure 7: Staples South of Saratoga, Looking South, June 2023

If the total crashes safety performance of Staples North of Saratoga could be brought to the same multiple of the expected mean as Staples South of Saratoga, that would reflect a performance of (11.37 x 2.27) = 25.81accidents per mile per year in terms of total crashes. That would be a reduction of (72.61 – 25.81) = 46.88 accidents per mile per year, or crash reduction factor of 64.6% of total crashes.

In terms of severe crashes, bringing the performance North of Saratoga to the same multiple experienced South of Saratoga would reflect (3.17 x 1.83) = 5.80 accidents per mile per year. That would be a reduction of (15.09 – 5.80) = 9.29 severe accidents per mile per year, or a crash reduction factor of 61.6% of severe crashes.

Using a more conservative assumption of 50% crash reduction at all severity levels and a generous $6,000,000 estimated cost for 2 miles of access consolidation and raised center median construction, assuming that some right of way may need to be acquired,

Table 2 show a benefit/cost of **5.99**, indicating that the measure is expected to be cost-effective.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/27/2023

BCA Access Staples, Saratoga to McArdle — **Loc:** 260668 B01911 **Begin:** 5.88 **End:** 7.875 **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 407	109 :Injured C	CRF for PDO: 50%	Cost of PDO: $0
INJ C: 74	44 :Injured B	CRF for INJ C: 50%	Cost of INJ C: $0
INJ B: 30	2 :Injured A	CRF for INJ B: 50%	Cost of INJ B: $540,000
INJ A: 2	1 :Killed	CRF for INJ A: 50%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 50%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $6000000
Years in Crash Search: 6.00
Type: Roadway: Raised Median
Notes: Access Management
Benefit/Cost Ratio: 5.99

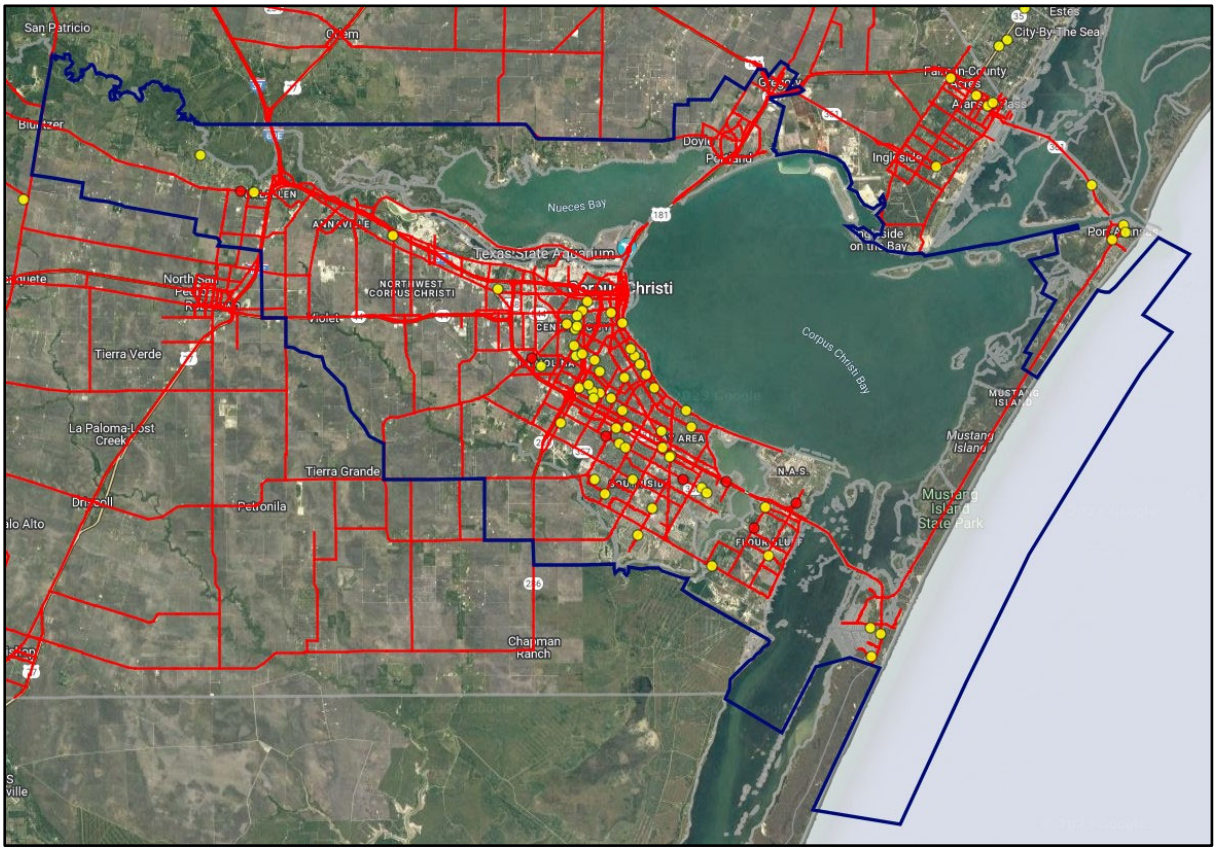
☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: B/C Analysis for Access Control Including Raised Center Medians on Staples Street from Saratoga Blvd to McArdle Blvd.

SAFETY ASSESSMENT

Severe Bicycle Crashes – Non-Intersection (Mid-Block)

Corpus Christi, TX



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INTRODUCTION

The primary intent of this project is to provide technical assistance in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 6 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

As part of any network screening and safety assessment process we always examine the history of crashes involving vulnerable road users to identify any correctable crash patterns. In the process of assessing the vulnerable road user crash history, we identified that outside of intersection locations showing patterns of crashes involving pedestrians and bicycles, there were some non-intersection (mid-block) locations where severe crashes (fatal and injury level) involving pedestrians and bicycles were noted. The case of fatal mid-block pedestrian involved crashes has been addressed as part of another safety assessment report. This assessment provides an analysis and proposes solutions to address severe non-intersection bicycle crashes.

The cover picture shows that severe bicycle crashes occurring mid-block appear to be concentrated in the urban metropolitan area. Closer inspection shows most of these mid-block crashes are disparate, however two locations were identified where more than 3 severe bicycle crashes were recorded on the segment over the 6-year period. These locations are Holly Road between Carroll Lane and Ennis Joslin Road, and Santa Fe Street between Santa Monica Place and Oleander Avenue (**Figure 1** and **Figure 2**). (Yellow dots = INJ level, red dots = FAT level).

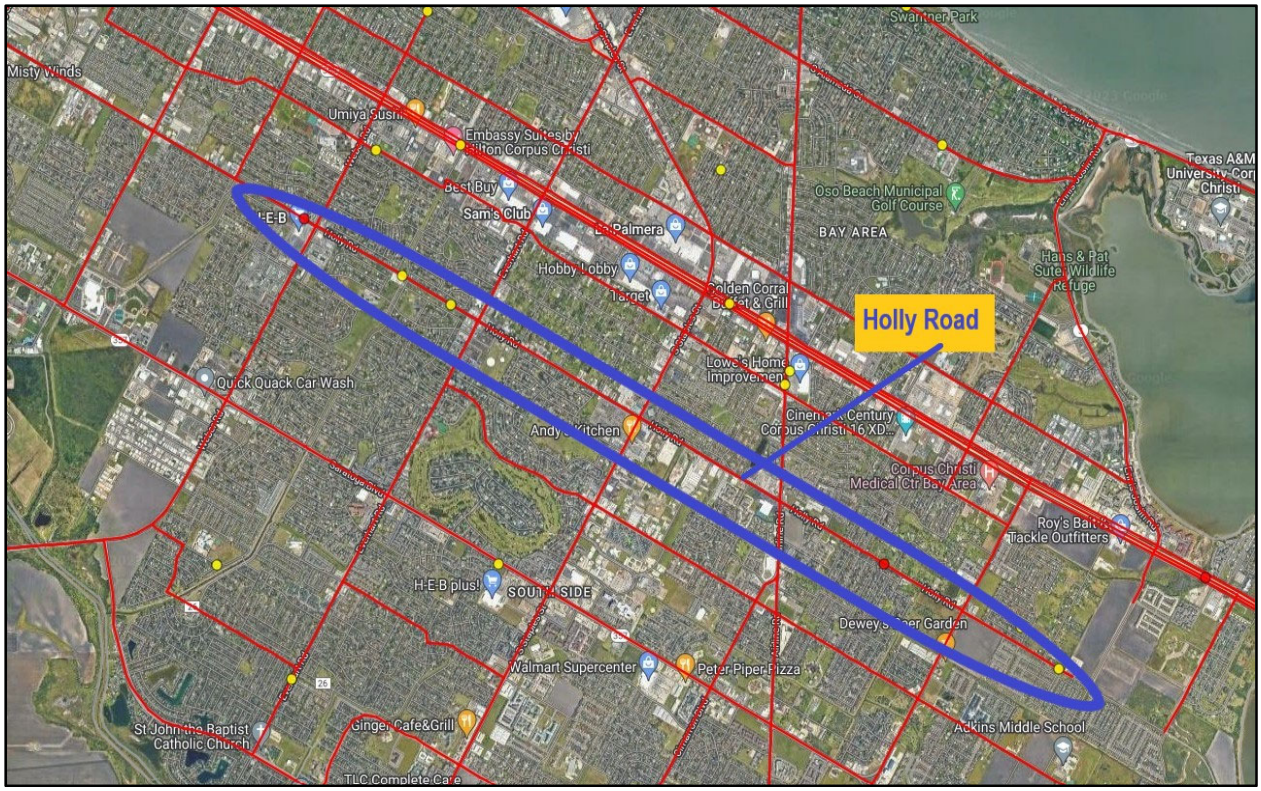


Figure 1: Non-Intersection INJ+FAT Bike Crashes, Holly Road



Figure 2: Non-Intersection INJ+FAT Bike Crashes, Santa Fe Street

HOLLY ROAD

Background & Identified Safety Issues

Over the 6-year study period there were 5 severe bicycle involved crashes along Holly Road between Carroll Lane and Ennis Joslin Road. This included 2 Fatal crashes and 3 Injury crashes.

Four out of the five crashes involved traffic traveling in the southeast direction on Holly Road, with the fifth crash having an unknown direction. Additionally, in 2 of the 5 incidents alcohol was a contributing factor. Crash records indicate that lighting conditions and weather may have been factors in these crashes:

- At least 3 crashes occurred in dark conditions, with 1 crash recorded as having "unknown" lighting conditions.
- 2 crashes occurred in wet road conditions.

Contributing factors to the crashes were recorded as: failure to control speed; changing lanes when unsafe, unsafe turning movement; driver inattention and being intoxicated.

Google Streetview imagery indicates that there are dedicated bike lanes in place on Holly Road between Ayers Street and Rodd Field Road in both directions (**Figure 3**). Between these streets Holly Road is a 4-lane facility with a central Two-Way-Left-Turn-lane

(TWLTL). East of Rodd Field Road however, it becomes a 2-lane facility with a central TWLTL.

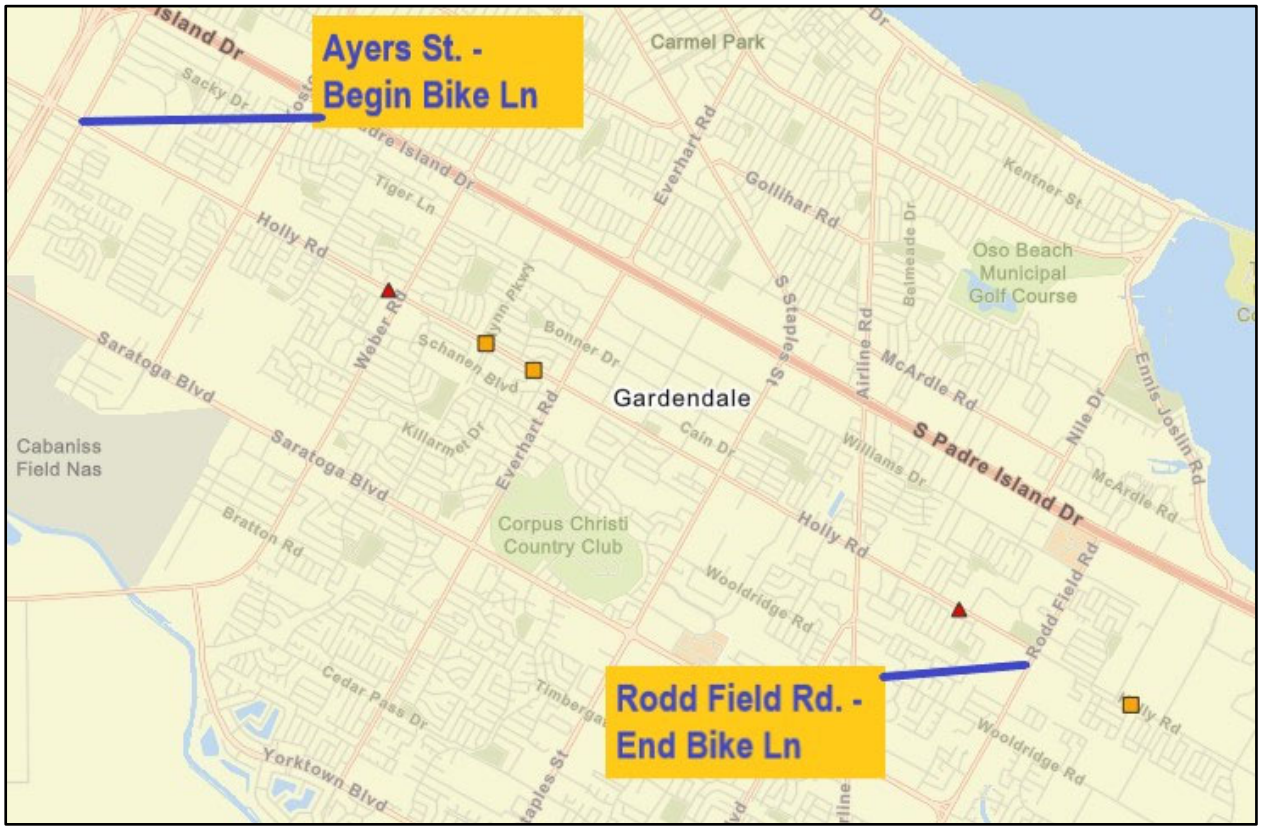


Figure 3: Extent of Bike Lanes on Holly Road

Available imagery also indicates that resurfacing and restriping took place in 2022 (see **Figure 4**, **Figure 5** and **Figure 6**).



Figure 4: Eastbound Holly Rd., Faded Striping, Feb. 2022



Figure 5: Fresh Striping, Holly Rd., (aerial view) Nov. 2022



Figure 6: Fresh Striping, Holly Rd., (street view) Jan. 2023

As seen in the above pictures, the existing bike lanes are narrow, particularly on the south side of Holly Rd. (eastbound). This combined with faded striping may have been a contributing factor to the crashes occurring in the study period.

Furthermore, as outlined previously, most of the crashes occurred under dark conditions. Streetview imagery indicates that there is street lighting present on Holly Road in both directions. However, due to the presence of high-tension power lines on the south side of

Holly Rd. (eastbound), street lighting is not as frequent as it is on the north side of Holly Rd. (**Figure 7**).



Figure 7: Holly Road Street Lighting, (facing eastbound), May 2023

Additionally, east of Airline Road, there is an increased presence of power lines on both sides of Holly Road which coincides with an increased scarcity of street lighting.

In tandem with this, review of available imagery along the route suggests that bicycle lane warning signs (example **Figure 8**) and bike lane symbol pavement markings are infrequent in the eastbound direction, and even less frequent in the westbound direction. In addition, it appears that there is no signage present at either end of the corridor to indicate that a bike lane begins or ends (example **Figure 9**).

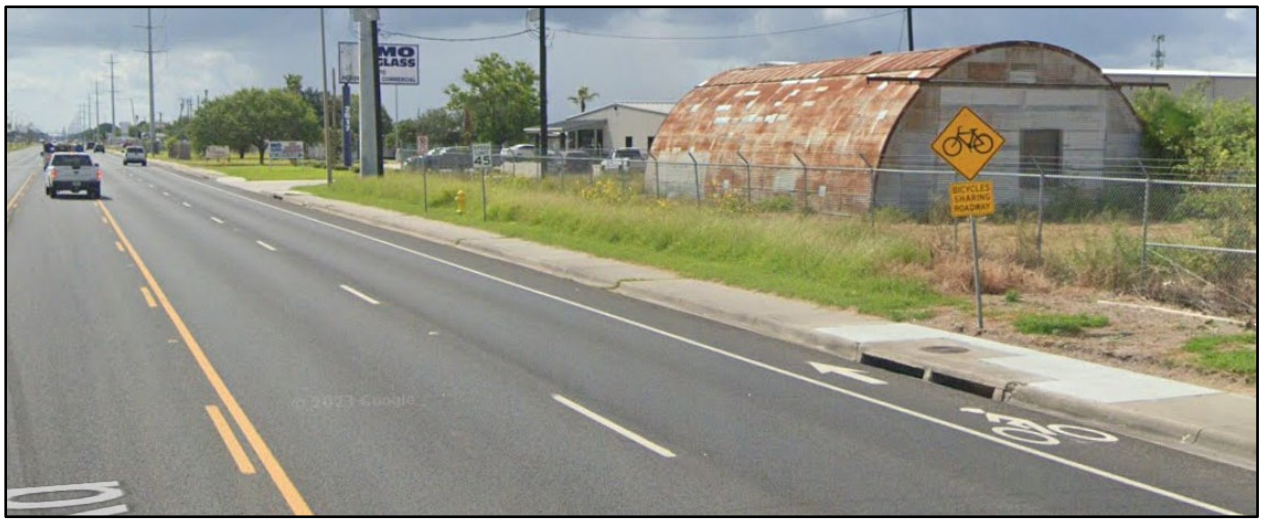


Figure 8: BICYCLES SHARING ROADWAY Warning Sign, Eastbound Holly Rd., May 2023

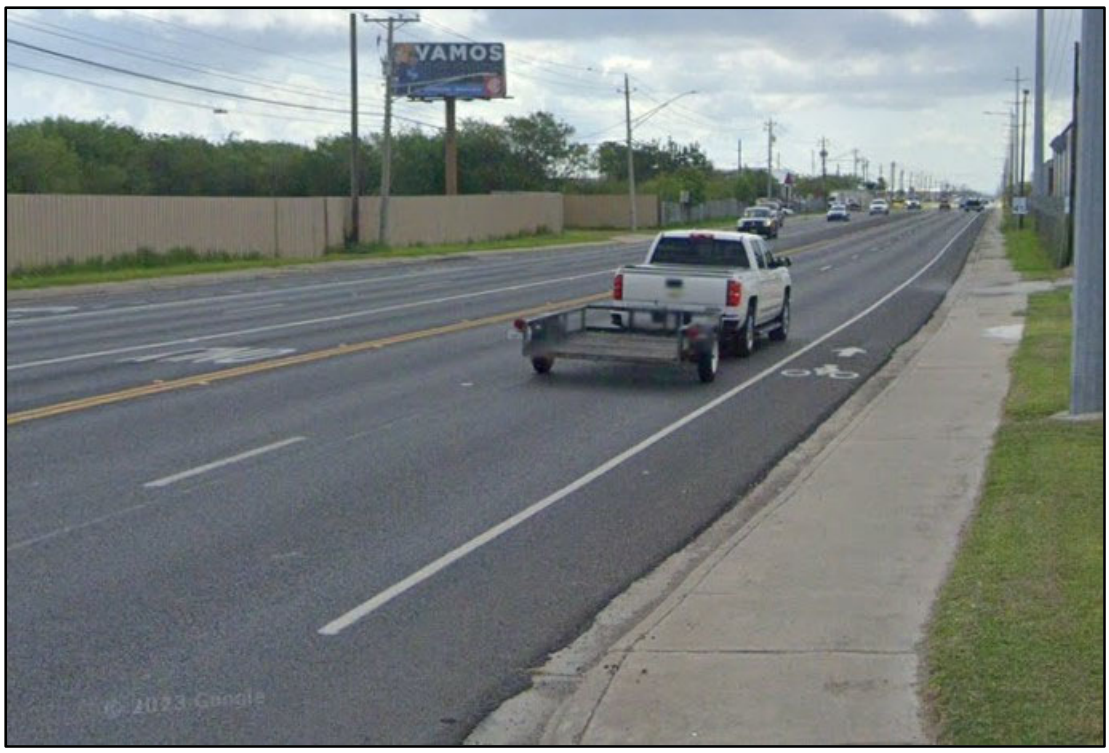


Figure 9: Beginning of Bike Lane Corridor, Ayers St. & Holly Rd. (eastbound), May 2023

Recommendations

To address what appears to be a pattern of mid-block severe crashes involving bicycles on Holly Road, a separated bike lane in each direction was considered. However, the FHWA *Separated Bike Lane Planning and Design Guide* (May 2015), stipulates a preferred bike lane width of 5ft, with a clear width from curb to vertical delineator of 7ft, and in the case of Holly Road the current cross-section is too narrow to make these accommodations unless the TWLT lane is replaced with a narrow raised median.

In lieu, we recommend several countermeasures. It is recommended that maintenance restriping of bike lane lines and markings be performed on a regular basis to maintain conspicuity. In addition to this we recommend that additional bike lane symbol pavement markings be painted in both directions on Holly Road to increase conspicuity and awareness of the presence of the bike lanes, as there are some locations along Holly Road where it may not be obvious as to whether the white lines delineate a shoulder or a bike lane (example **Figure 10**).

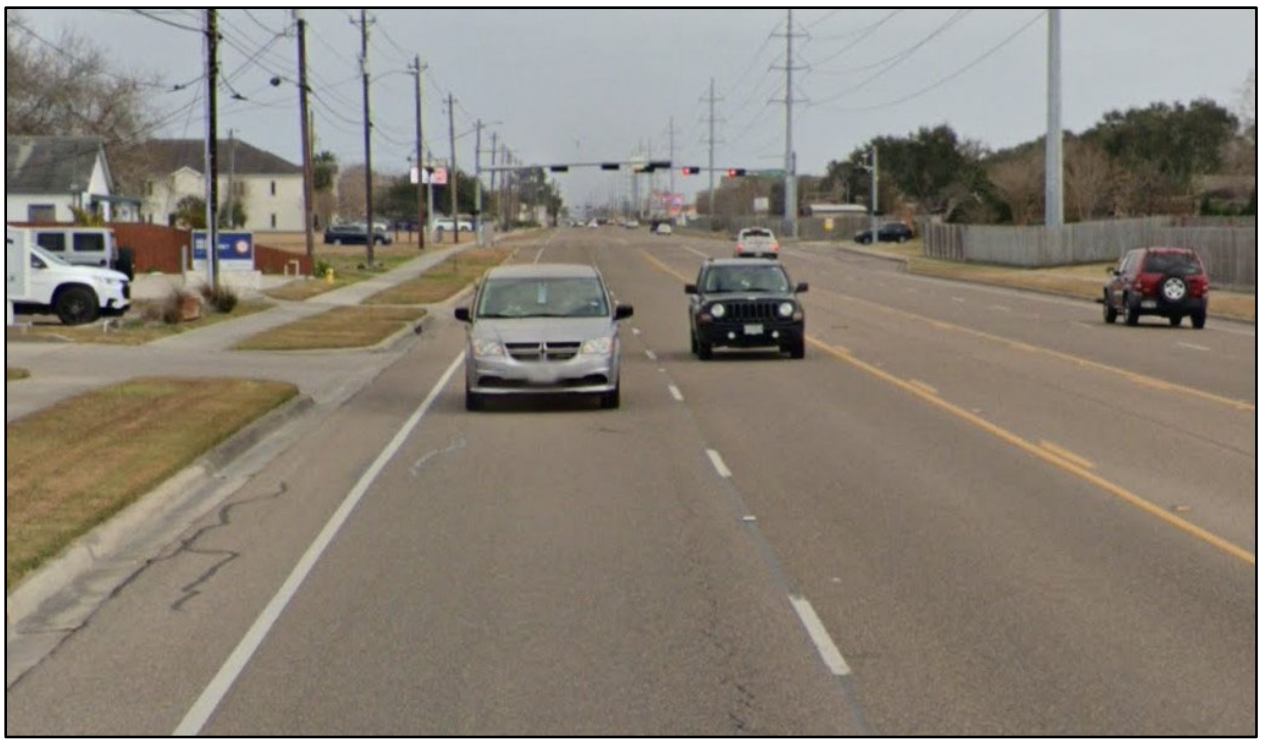


Figure 10: Westbound Holly Rd. (facing east)

In conjunction with this it is recommended that additional bike lane warning signs (MUTCD W11-1) be installed in both directions along Holly Road. Concurrently, it is recommended that signage (MUTCD R3-17, R3-17aP and R3-17bP) be installed at Ayers Street and Rodd Field Road to indicate the beginning and end of the bike lane corridor.

Further to the above recommendations it is recommended that CCMPO increase the frequency of street lighting on the south side of Holly Road between Ayers Street and Airline Road and on both sides of Holly Road east of Airline Road.

Table 1 shows the Benefit-Cost Analysis for increased street lighting on the south side of Holly Road between Ayers Street and Airline Road and provision of street lighting on Holly Road between Airline Road and Ennis Joslin Road. Also included in the analysis is the provision of increased frequency of bicycle warning signs and pavement bike lane symbols, as well as the installation of signage indicating the beginning and end of the bike lane corridor near Ayers Street and Rodd Field Road.

The analysis shows an estimated **B/C** ratio of **3.35** using a conservative 20% CRF applied to both bicycle-involved crashes and crashes occurring under dark conditions. This indicates the measures are expected to be cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/16/2023

BCA Lights, Signs — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	20 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 16	13 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 8	7 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 6	3 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 3		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $330334

Improvement Cost: $2024000
Years in Crash Search: 6.00
Type: Increase Street Lighting, Bike Lane Signage & Markings on Holly Rd.
Notes: Bike involved crashes & crashes in dark conditions
Benefit/Cost Ratio: 3.35

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 1: BCA Increased Street Lighting & Bike Lane Improvements on Holly Rd.

SANTA FE STREET

Background & Identified Safety Issues

Over the 6-year study period there were 5 severe bicycle crashes along Santa Fe Street between Oleander Avenue and Santa Monica Place. All recorded crashes were at the Injury level.

Two out of the five crashes involved hit and run incidents. Contributing factors to the crashes were recorded as: failure to control speed; changing lanes when unsafe; and swerving/veering.

Google Streetview imagery indicates that Santa Fe Street is a 4-lane undivided facility from Oleander Ave. to Doddridge Street, and a 2-lane facility with a central TWLT lane south of Doddridge St. (see **Figure 11** and **Figure 12**). There are no dedicated bike lanes in place on Santa Fe Street between Oleander Ave. and Santa Monica Pl.

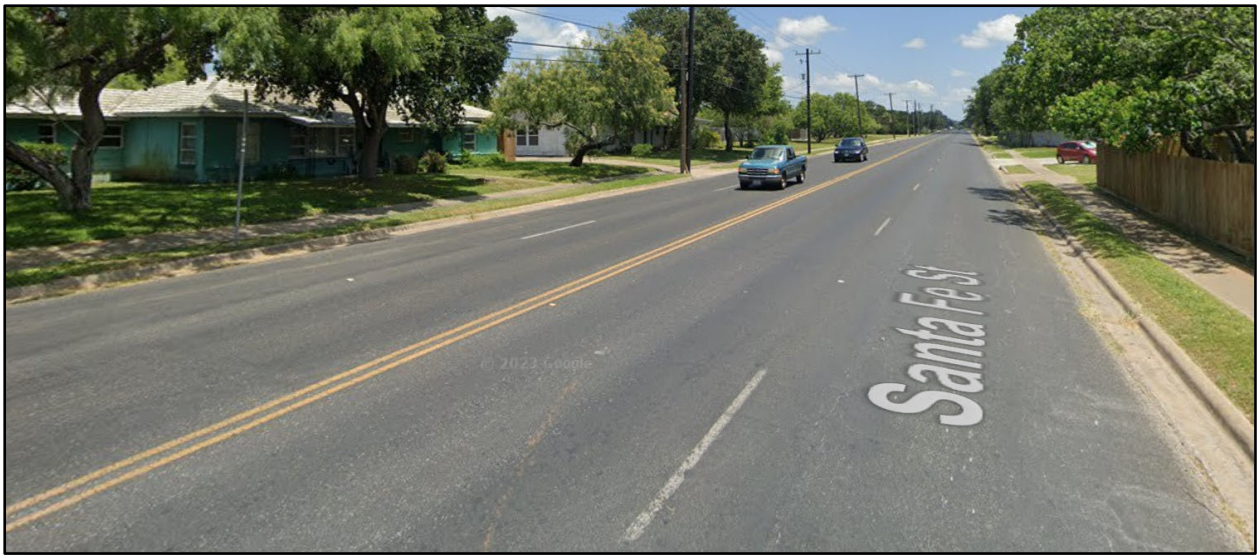


Figure 11: Typical 4-lane Section Santa Fe Street (southbound), June 2023



Figure 12: Typical 2-lane Section Santa Fe Street (northbound), Mar. 2022

Crash records show that 3 out 5 crashes occurred under dark conditions, with 1 in "unknown" lighting conditions. Crashes show a pattern of occurring in the late night/early morning hours, as all crashes were recorded between 10 P.M. and 9 A.M. With crashes recorded between 10 P.M. and 9 A.M. and at least 3 of 5 confirmed as in dark conditions, it appears that lighting and visibility are contributing factors to bicycle involved crashes along this segment. Weather and road conditions were not a factor in crashes.

As noted above, there are no dedicated bike lanes on Santa Fe St. Furthermore, as seen in **Figure 11** and **Figure 12** there are no shoulders on Santa Fe St., no street lighting, and there are powerlines along the northern side (northwest direction) of the street. It is possible that these combined factors are contributing to bicycle involved crashes on this segment of Santa Fe Street.

Cyclists are sometimes prone to use sidewalk facilities in lieu of the roadway. As **Figure 13** shows, the sidewalk on Santa Fe St. is deteriorated in sections.

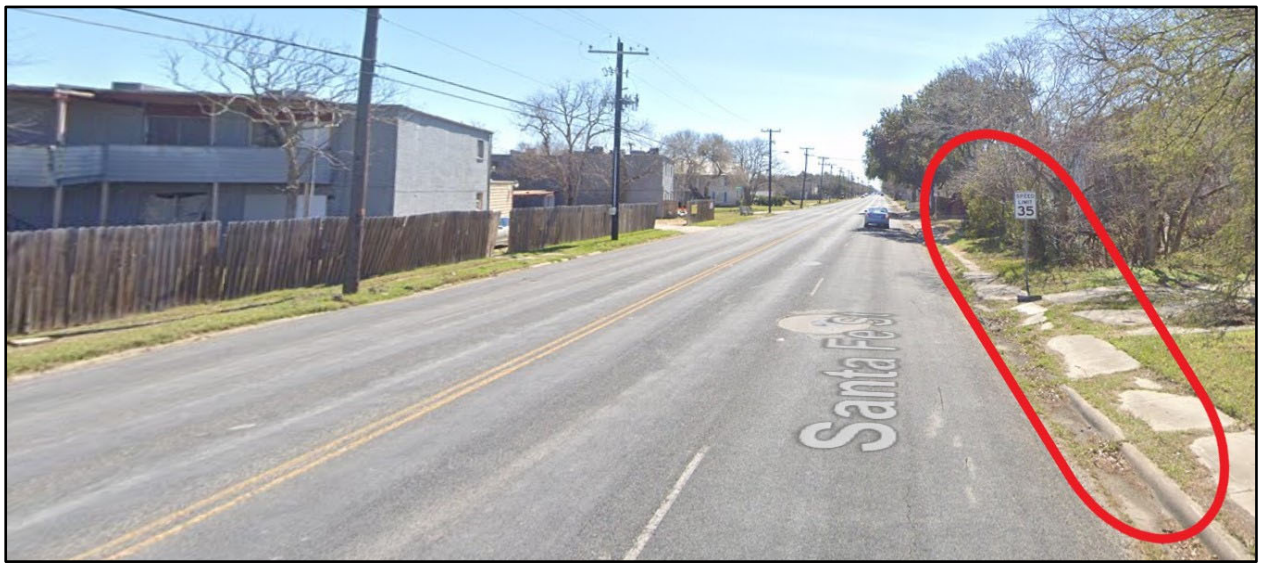


Figure 13: Deteriorated Sidewalk, Santa Fe St. (facing southbound), Feb. 2022

Additionally, imagery indicates that Santa Fe St. accommodates a bus route (**Figure 14**). It is possible that a stopped bus in dark conditions could conceal a nighttime cyclist on the roadway edge from motorists.



Figure 14: Bus Stop, Santa Fe St. (southbound) Feb. 2022

A review of available imagery along Santa Fe Street indicates that there is a single "BICYCLES SHARING ROADWAY" warning sign (MUTCD W11-1) in the northbound direction near Brawner Parkway (**Figure 15**), and none at all in southbound direction.

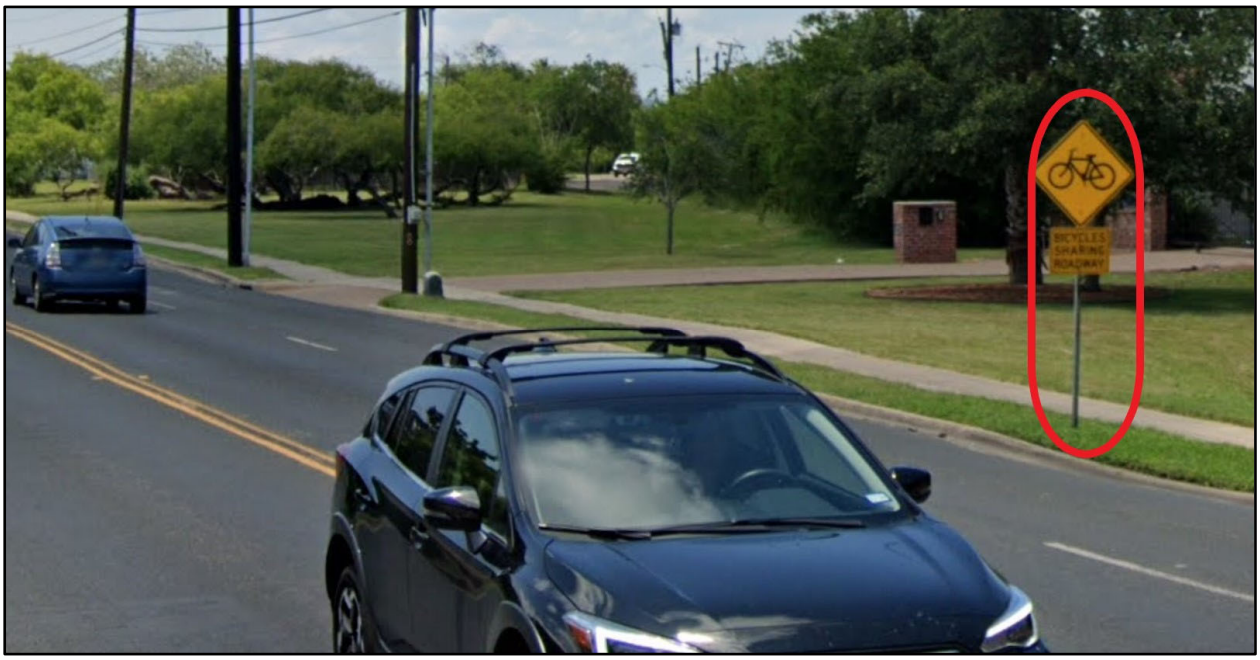


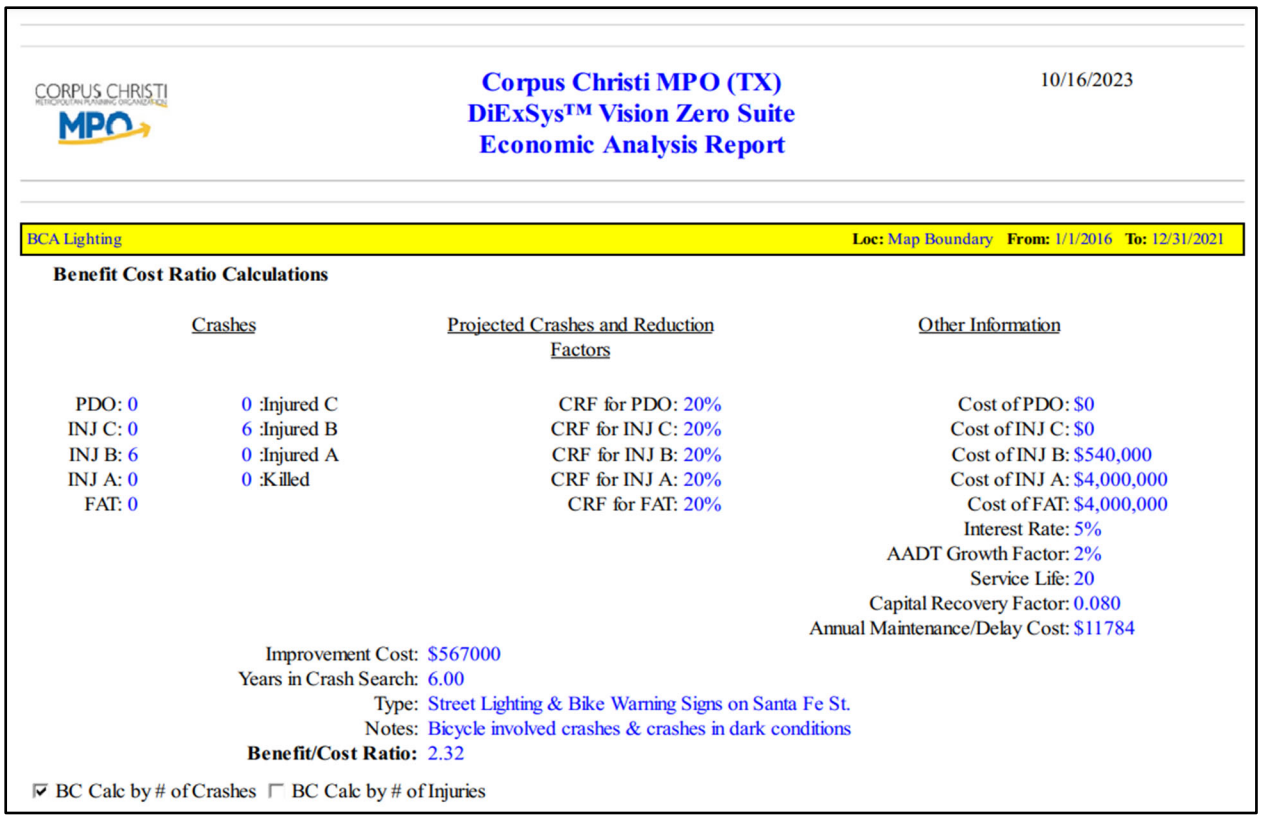
Figure 15: Bike Warning Sign, Santa Fe St. near Brawner Pkwy. (northbound), June 2023

Imagery also indicates that there is a single intersection luminaire present at each of the signalized intersections along the segment (Texan Trail and Doddridge Street), but no street lighting along the route, as outlined previously.

Recommendations

To address what appears to be a pattern of mid-block nighttime bicycle involved crashes on Santa Fe Street between Oleander Ave. and Santa Monica Pl., we recommend that additional "BICYCLES SHARING ROADWAY" warning signs be installed on Santa Fe St. in both directions approximately every half-mile. In conjunction with this, it is recommended that street lighting be installed on the southern side of Santa Fe St.

Table 2 shows the Benefit-Cost analysis for provision of additional warning signs and street lighting on Santa Fe St. Using a conservative combined CRF of 20% indicates an estimated **B/C** ratio of **2.32**. This suggests that the proposed countermeasures are expected to be cost-effective.



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DiExSys™ Vision Zero Suite
Economic Analysis Report

10/16/2023

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INJ C: 0	6 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
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			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $11784

Improvement Cost: $567000
Years in Crash Search: 6.00
Type: Street Lighting & Bike Warning Signs on Santa Fe St.
Notes: Bicycle involved crashes & crashes in dark conditions
Benefit/Cost Ratio: 2.32

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Street Lighting & Warning Signs, Santa Fe Street

SAFETY ASSESSMENT

S. Staples Street and Mc Ardle Road

Corpus Christi, TX



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Background

The intersection of S. Staples Street and Mc Ardle Road is a 4-leg 4-lane divided signalized urban intersection. This intersection has an Annual Daily Traffic (ADT) count from 2018 of 24,763 on Staples St. and 12,425 on Mc Ardle Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. In all directions there are 2 heads for 2 through movement lanes which are centered over the lanes and angled towards oncoming traffic as the intersection is skewed. All approaches have a single dedicated left turn lane, with Staples Street having in addition dedicated right turn lanes, with the right turn from southbound Staples being channelized.

Google Streetview imagery indicates that all directions are operating 5-section Protected/Permitted left turns with “LEFT TURN YIELD ON GREEN” signs (**Figure** 1). For north and southbound left turning traffic on Staples Street, the left turn signal heads are not arm mounted but are post mounted with the regulatory sign mounted below the signal housing (**Figure** 2). There are no backplates on any of the signals.



Figure 1: EB Mc Ardle Rd, June 2023

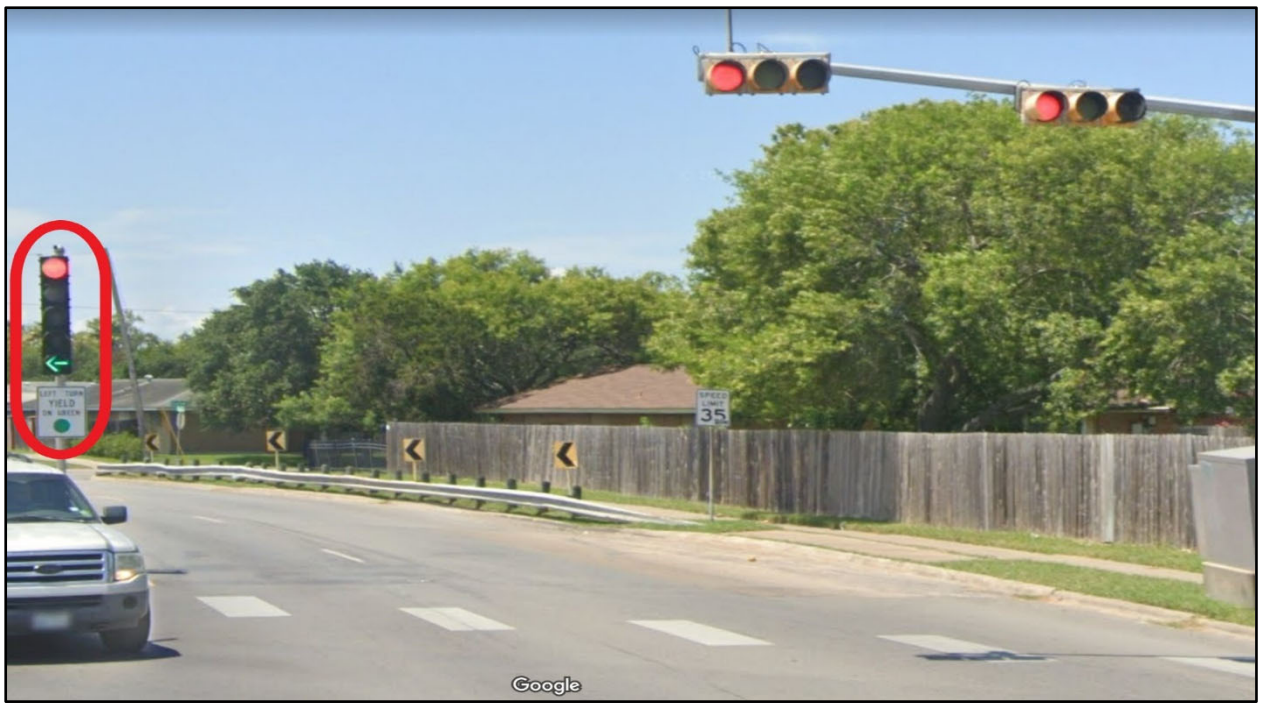


Figure 2: NB Staples St, June 2023

Identified Safety Problems

For the study period of 01/01/2016 to 12/31/2021 there were 125 crashes recorded at the intersection, including 94 PDO, 30 Injury (with 48 people injured) and 1 Fatal crash (with 1 person killed). The crash distribution is shown in **Figure 3**. This included 52 rear-end crashes, accounting for almost 42% of all crashes and 27 approach turn crashes, accounting for about 22% of all crashes.

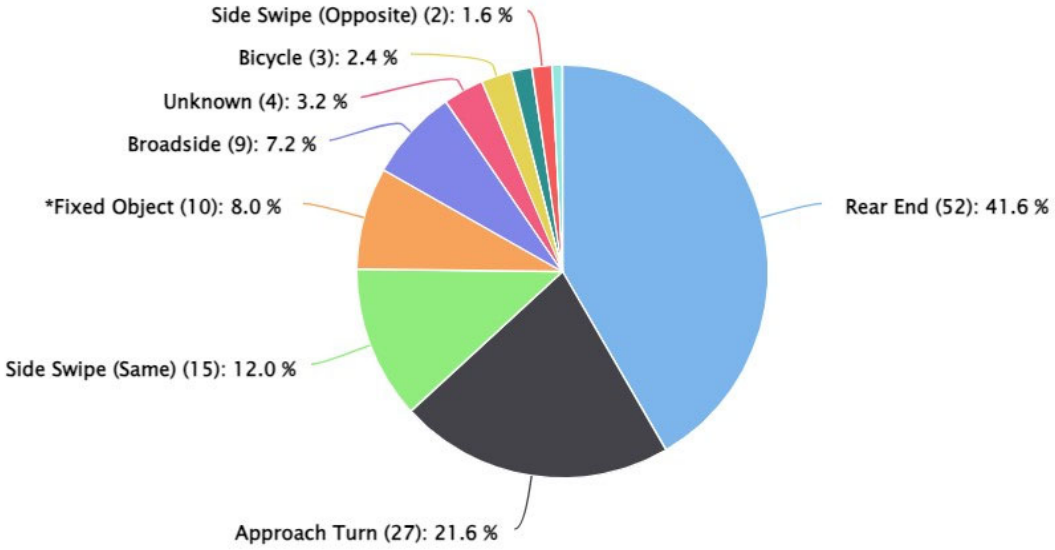


Figure 3: Crash Distribution by Type, S. Staples St. & Mc Ardle Rd.

Safety Performance analysis (SPF) shows that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint (**Figure 4**), indicating high potential for crash reduction. **Figure** 5 shows that the intersection performs at the LOSS-III level from the crash severity standpoint, indicating moderate to high potential for crash reduction.

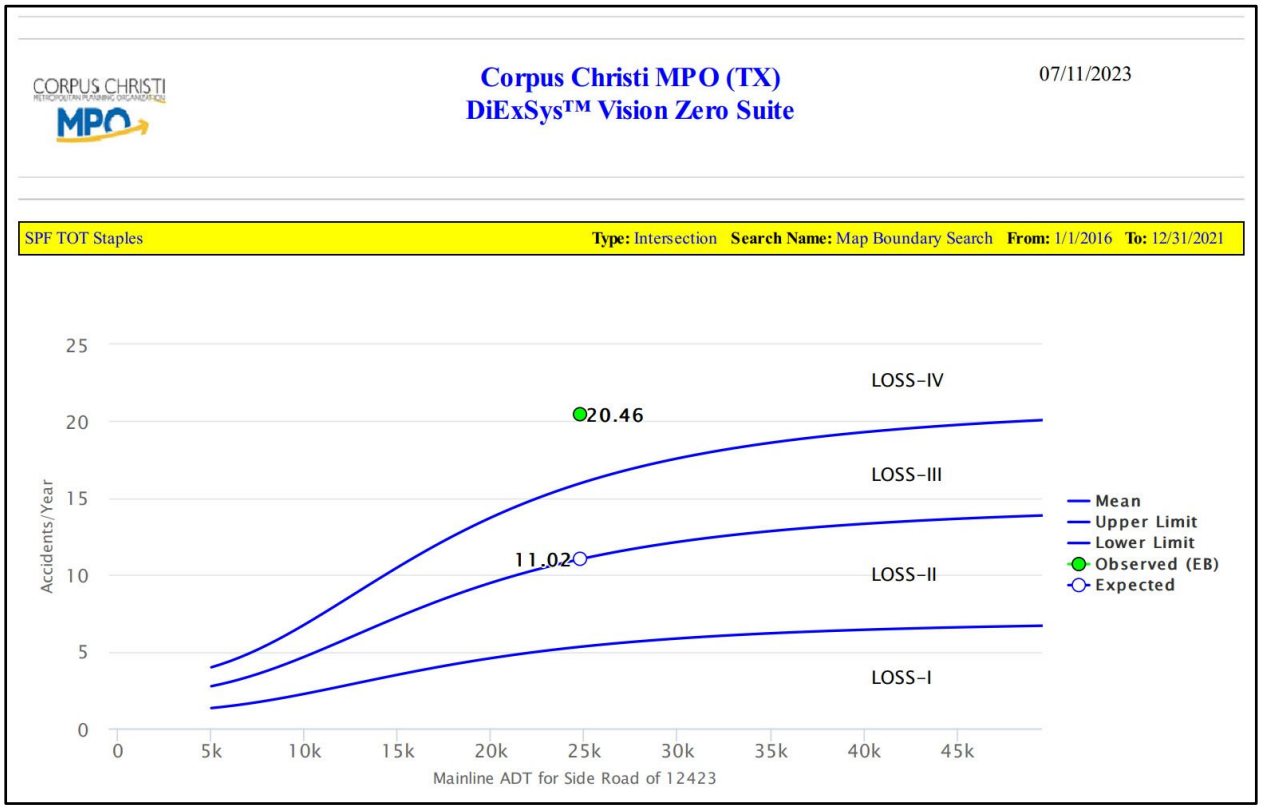


Figure 4: SPF Total Crash Frequency, Staples St & Mc Ardle Rd

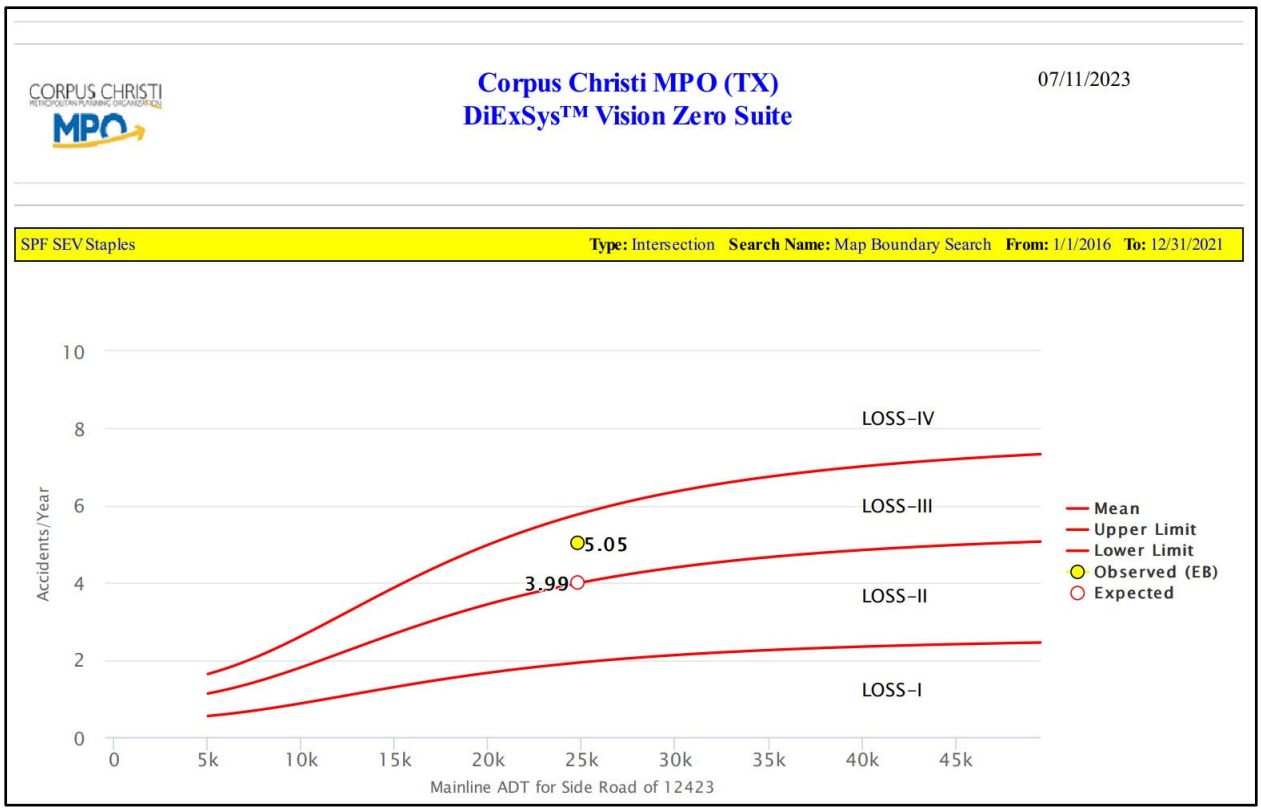


Figure 5: SPF INJ+FAT Crashes, Staples St & Mc Ardle Rd

Direct diagnostics (**Table 1**) showed that the intersection displays patterns of Sideswipe Same Direction, Off-in-Median crashes and crashes with Traffic Signal Poles. Although approach turns were not an identified pattern they represent a significant proportion of crashes and moreover they are high severity crashes accounting for half of all injuries at the intersection, and they are susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

07/11/2023

Diagnostics Staples — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	115	92%	100%
Off Road in Median	0.06%	9	7.2%	100%
Crash Type				
Sideswipe	6.69%	15	12%	99.06%
Traffic Signal Pole	1.01%	6	4.8%	99.97%

Table 1: Direct Diagnostics for Staples St & Mc Ardle Rd

Recommended Improvements

APPROACH TURNS

Figure 6 shows the direction of at-fault vehicles for approach turn crashes at the intersection. It is assumed that crashes are occurring relatively equally in all directions given that the signal configuration is the same for all approaches, although crashes may be more frequent on Staples Street due to higher traffic volumes in the north-south direction.

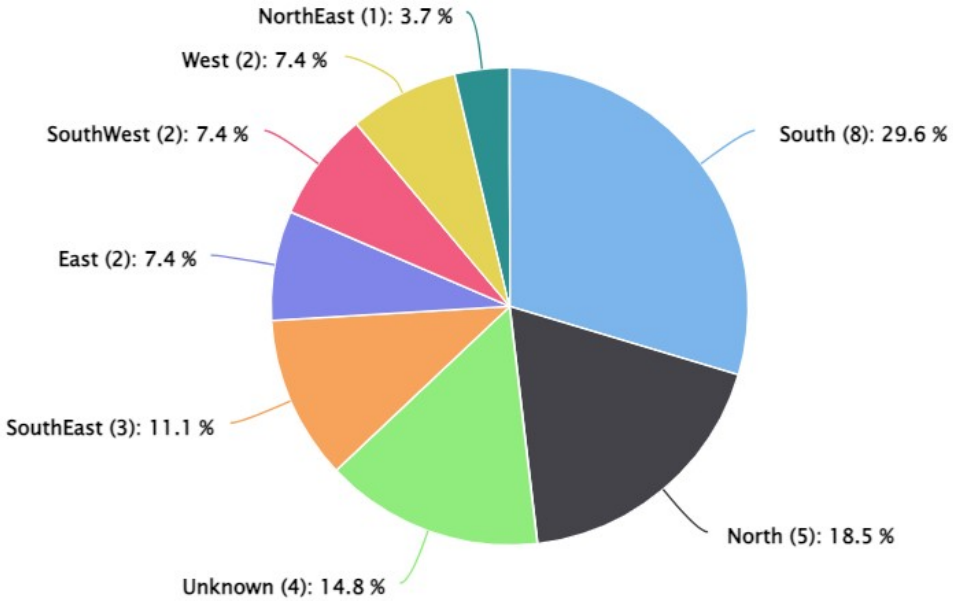


Figure 6: At-Fault Vehicle Direction, Approach Turns, Staples St & Mc Ardle Rd

There was a high level of injury associated with approach turn crashes (24 people injured). The time-of-day data for approach turn crashes was analyzed for all directions together, as seen in **Figure 7**. This data shows that approach turns have been recorded between 6 A.M. and 10 P.M.

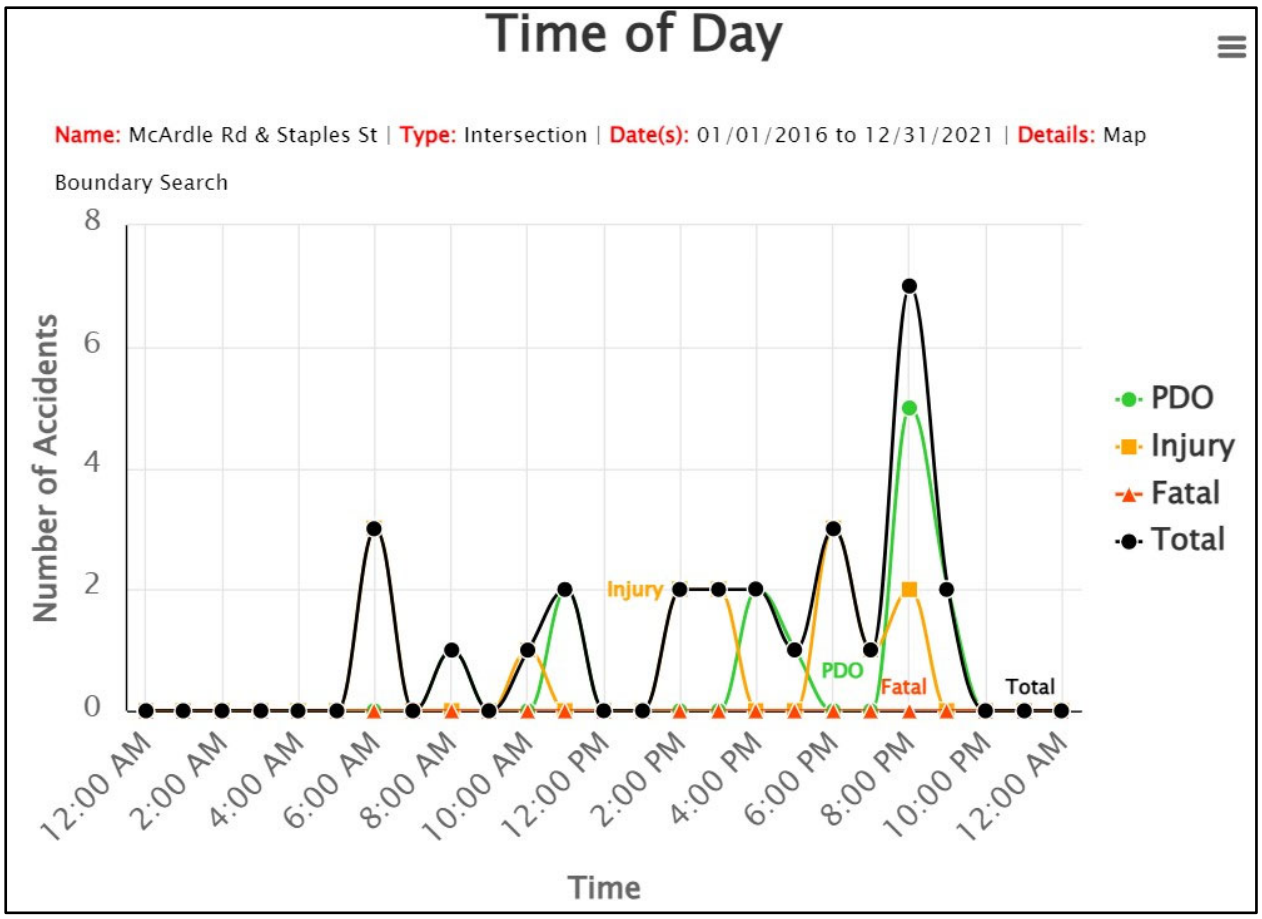
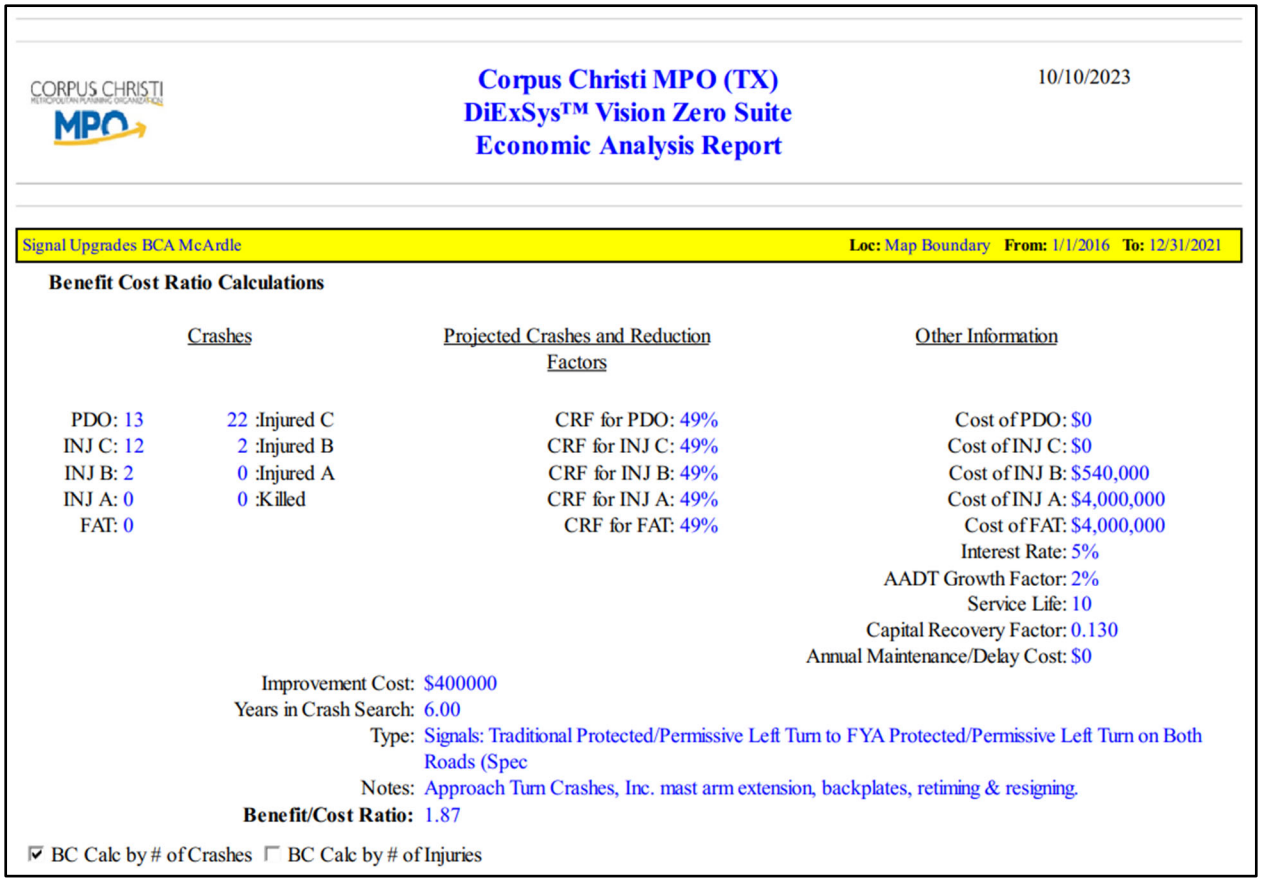


Figure 7: Time of Day, Approach Turns, Staples St & Mc Ardle Rd

As outlined previously, all approaches currently operate 5-section Protected/Permitted left turns with “LEFT TURN YIELD ON GREEN” signage. In consideration of the high severity approach turn crashes at the intersection, we recommend that signals on all approaches be modified to provide fully protected left turn movements between 6 A.M. and 10 P.M. Concurrent with this it is recommended that longer mast arms be installed for north and southbound traffic on Staples Street so that left turn signal heads can be accommodated overhead, better meeting driver expectancy for signal location in Corpus Christi and reducing the potential for vehicles to collide with the center median mounted signals.

In tandem with these measures, we recommend that backplates be installed on all signals. Regulatory signs should also be changed from the current “LEFT TURN YIELD ON GREEN” to “LEFT TURN YIELD ON FLASHING YELLOW ARROW.”

Table 2 shows that the proposal to provide fully protected left turns by time of day on all approaches, extension of mast arms for Staples Street, inclusion of backplates on signals and replacement of regulatory signs and necessary retiming of signals, is expected to be cost-effective, with a **B/C** ratio of **1.87**.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

10/10/2023

Signal Upgrades BCA McArdle — **Loc:** Map Boundary **From:** 1/1/2016 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 13	22 :Injured C	CRF for PDO: 49%	Cost of PDO: $0
INJ C: 12	2 :Injured B	CRF for INJ C: 49%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 49%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 49%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 49%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $400000
Years in Crash Search: 6.00
Type: Signals: Traditional Protected/Permissive Left Turn to FYA Protected/Permissive Left Turn on Both Roads (Spec
Notes: Approach Turn Crashes, Inc. mast arm extension, backplates, retiming & resigning.
Benefit/Cost Ratio: 1.87

☑ BC Calc by # of Crashes ☐ BC Calc by # of Injuries

Table 2: BCA Fully Protected Left Turns Time of Day (4-way), Staples St & Mc Ardle Rd

OFF-IN-MEDIAN/TRAFFIC SIGNAL POLE

There were nine crashes recorded as “off-in-median” over the 6-year study period, all of which were PDO. **Figure 8** shows that there is an overlap with this crash pattern and the pattern of crashes with “traffic signal pole,” as all off-in-median crashes resulted in a collision with a pole.

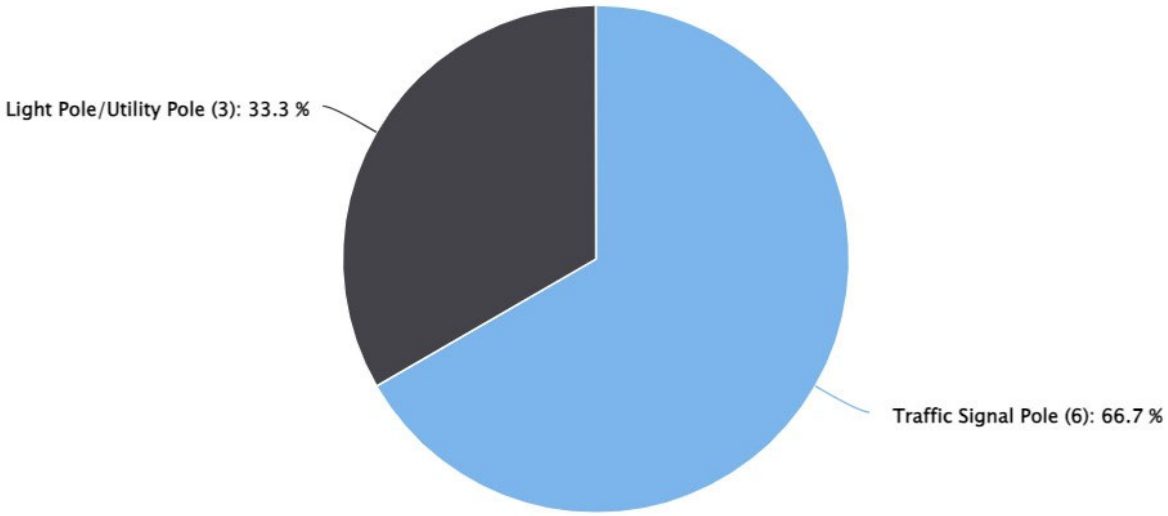


Figure 8: Off-in-Median Crashes, Type of Object, Staples St & Mc Ardle Rd

Furthermore, imagery indicates that only Staples Street has concrete medians which house traffic signal poles (**Figure 9** and **Figure 10**).



Figure 9: Median & Signal Pole, NB Staples St. Feb. 2022



Figure 10: Median & Signal Pole, SB Staples St. Jun. 2023

It is worth noting that of the 9 recorded crashes: 3 involved swerving to avoid an animal in the road, 1 involved a driver who was intoxicated and 1 involved a driver asleep at the wheel. According to crash records the remaining 4 crashes involved drivers either veering due to visibility or surface conditions, or drivers cutting the corner when making a left.

Replacement of the mast arms with new, longer armed assemblies allowing the left turn indications for Staples Street to be accommodated overhead, as recommended earlier, in the approach turn discussion, would be expected to effectively address this pattern.

SIDESWIPE SAME DIRECTION

There were 15 sideswipe same direction crashes in the study period, all at the PDO level. **Figure 11** shows that crashes generally occurred evenly in all directions. Crash records also show that all vehicle movements were straight ahead, not turning movements. Additionally, crash records most frequently cite unsafe lane changes.

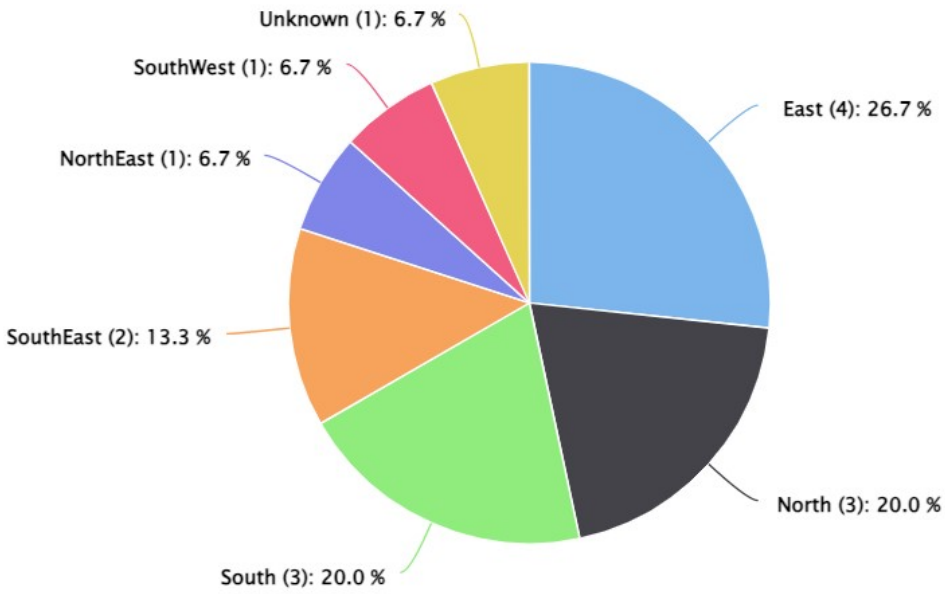


Figure 11: Sideswipe Same Direction, At-Fault Vehicle Directions
Staples St & Mc Ardle Rd

As seen in the cover photograph, the intersection is on a skew, such that drivers, particularly in the northbound and southbound directions on Staples Street, approach on a curve with a diminished view (example **Figure 12**).

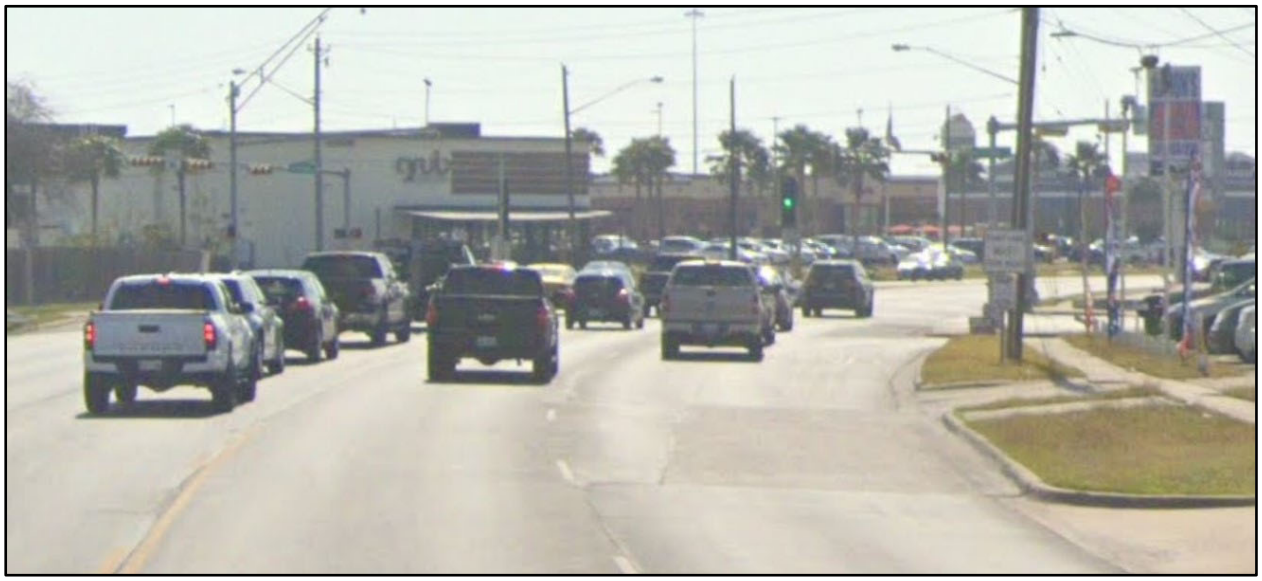


Figure 12: SB Staples St. Approaching intersection, Feb. 2022

With regard to the pattern of sideswipe same direction crashes we would typically recommend that advance street names signs (*MUTCD D3-2*) be installed on all approaches here, facilitating timely deceleration and lane changes for drivers in preparation for turns. However, because crashes at the PDO level are not considered as part of Benefit-Cost-Analysis (BCA) under TxDOT Highway Safety Improvement Program

SI calculation rules, a zero B/C ratio would result, as such the BCA was not performed for this measure and it is not recommended at this time..

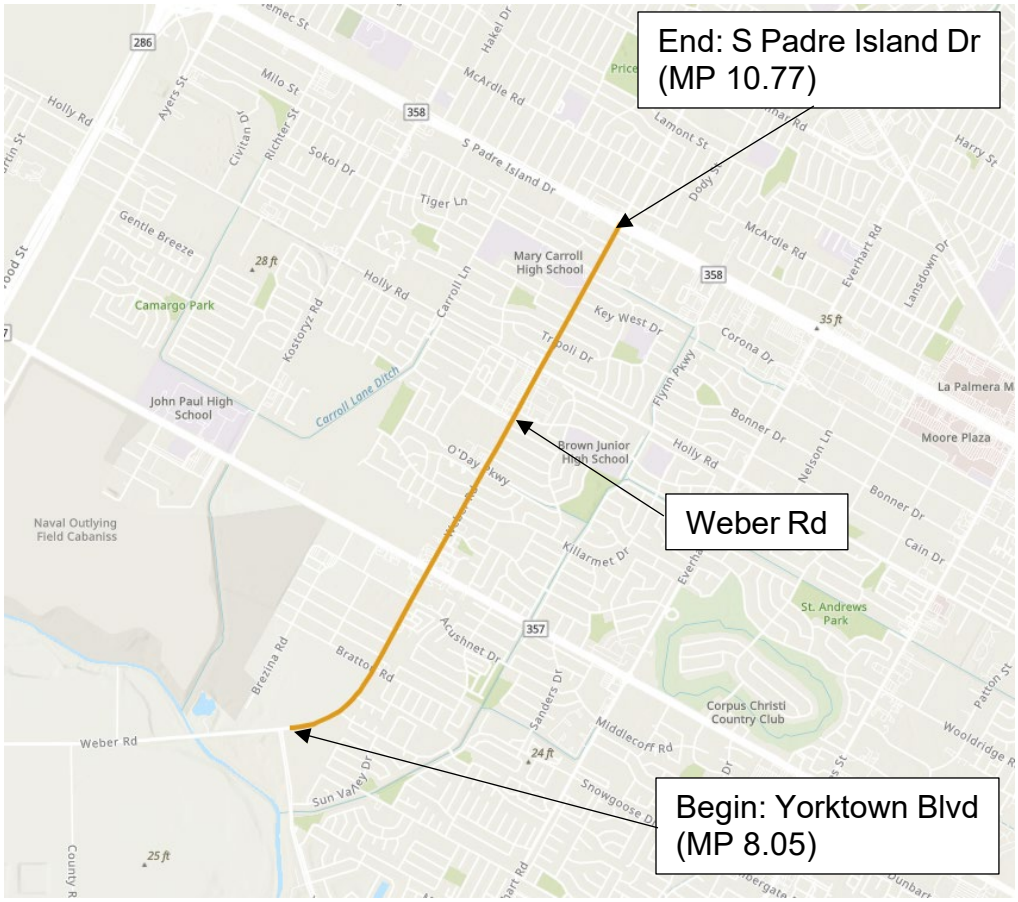
Similarly, to address the pattern of off-in-median crashes and crashes with traffic signal poles, as well as the pattern of sideswipe same direction crashes, we would typically recommend that all lane lines, including left turn lane lines, be extended through the intersection as dotted extensions. However, as outlined previously, because all crashes are at the PDO level a zero B/C ratio would result, and this treatment is not recommended at this time.

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

22. Weber Rd. (FM 43)
Yorktown Blvd. to S. Padre Island Dr.

Corpus Christi MPO, TX



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Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy



The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Weber Rd. between Yorktown Blvd. and South Padre Island Dr. (SPID) is a 2.71-mile urban arterial, Route 43, Section 155701, Mile-point 8.05-10.767. Mile-points are arranged from south to north. General traffic and access characteristics are summarized in **Table 22-1.**

Table 22-1: Weber Rd. (FM 43) Segment Characteristics

From MP	To MP	Length (mi)	Segment Description	AADT (2018)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
8.05	9.02	0.96	A. Yorktown Blvd to Saratoga Blvd	21,047	4	45	3.1	32.3
9.02	10.03	1.00	B. Saratoga Blvd to Holly Rd	26,811	4	35	3.0	46.0
10.03	10.77	0.73	C. Holly Rd to SPID	32,080	4	35	4.1	52.1

*Unsignalized category includes public streets and private driveway intersections.

Roadway Characteristics

Weber Rd. has largely consistent width and cross section features within the study corridor and is roughly 65 feet wide (between curb faces). The corridor has four through lanes with 12-foot left lanes, 14-foot right lanes (including a 2-foot gutter pan), and a 14-foot center two-way left turn lane (TWLTL). An additional northbound lane develops on the approach to S. Padre Island Dr. to serve a dedicated left turn lane at the interchange.

Multimodal Characteristics

Sidewalks 4-6 feet wide, which are separated from the roadway by a landscaped buffer strip varying between 10 and 20 feet wide are present on both sides of the street along the length of the corridor. Two uncontrolled crosswalks are present in the northern portion of the corridor at Killarmet Dr. (MP 9.36) and Bahama Dr. (MP 10.45). Both crosswalks were located within marked school zones with 20-mph school speed limits during the study period; the school zone surrounding the Bahama Dr. crosswalk was subsequently removed in conjunction with Mary Caroll High School's 2022 relocation.

Bike facilities are not present along the corridor.

Corpus Christi Regional Transportation Authority operates buses along most of the corridor in the form of Route 32 (daily on one-hour headways) and a portion of Route 15 (southbound between Saratoga and Holly on 45-minute weekday and 90-minute weekend headways).

Adjacent land uses are agricultural and light industrial south of Saratoga and low to moderate-density residential to the north with retail centers and other businesses fronting the roadway near the major intersections of Saratoga, Holly, and S. Padre Island Dr.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for an extended period spanning 9 years between 2014 and 2022. Where available, geocoded 2020 crash data have been included to assess for changing trends and conduct economic analyses.

For the study period of 01/01/2017 to 12/31/2021 there were 461 non-intersection and at-driveway access crashes recorded along the corridor, including 342 PDO, 117 Injury (with 153 people injured), and 2 Fatal crashes (with 2 people killed).The crash type distribution is shown in **Figure 22-1** and includes 128 rear end, 103 broadside, 65 sideswipe (same direction), 77 approach turn, 37 fixed object, 9 pedestrian, and 3 bicycle crashes.

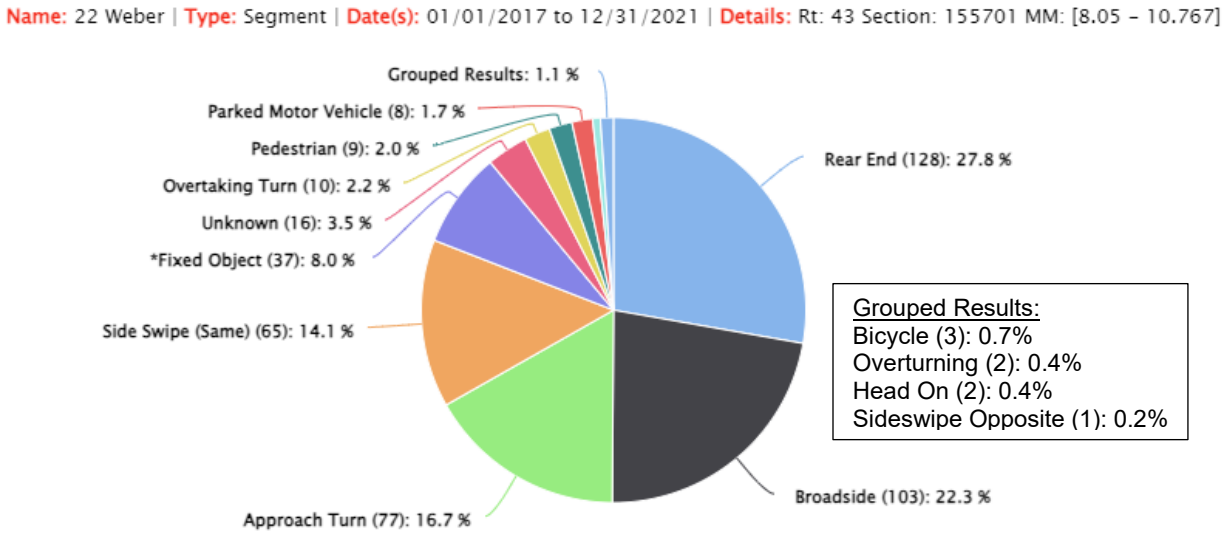


Figure 22-1: Weber Rd. (FM 43), Yorktown to SPID Crash Types.

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate that much of the corridor has high potential for crash correction (LOSS IV) for both severe and total crashes. SPFs for the three segments are shown in **Figure 22-2** (severe) and **Figure 22-3** (total). The corridor's SPF profile plot is shown in **Figure 22-4.**

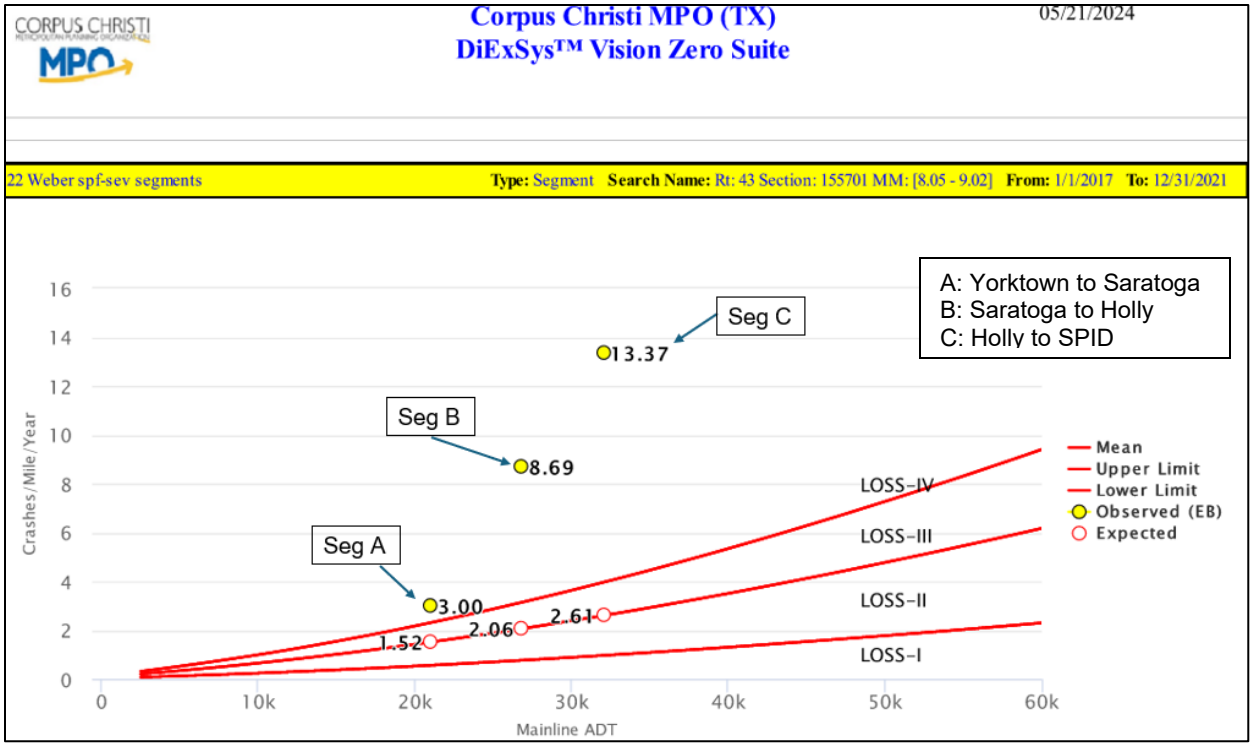


Figure 22-2: Weber Rd. (FM 43) SPF (Severe) by Segment.

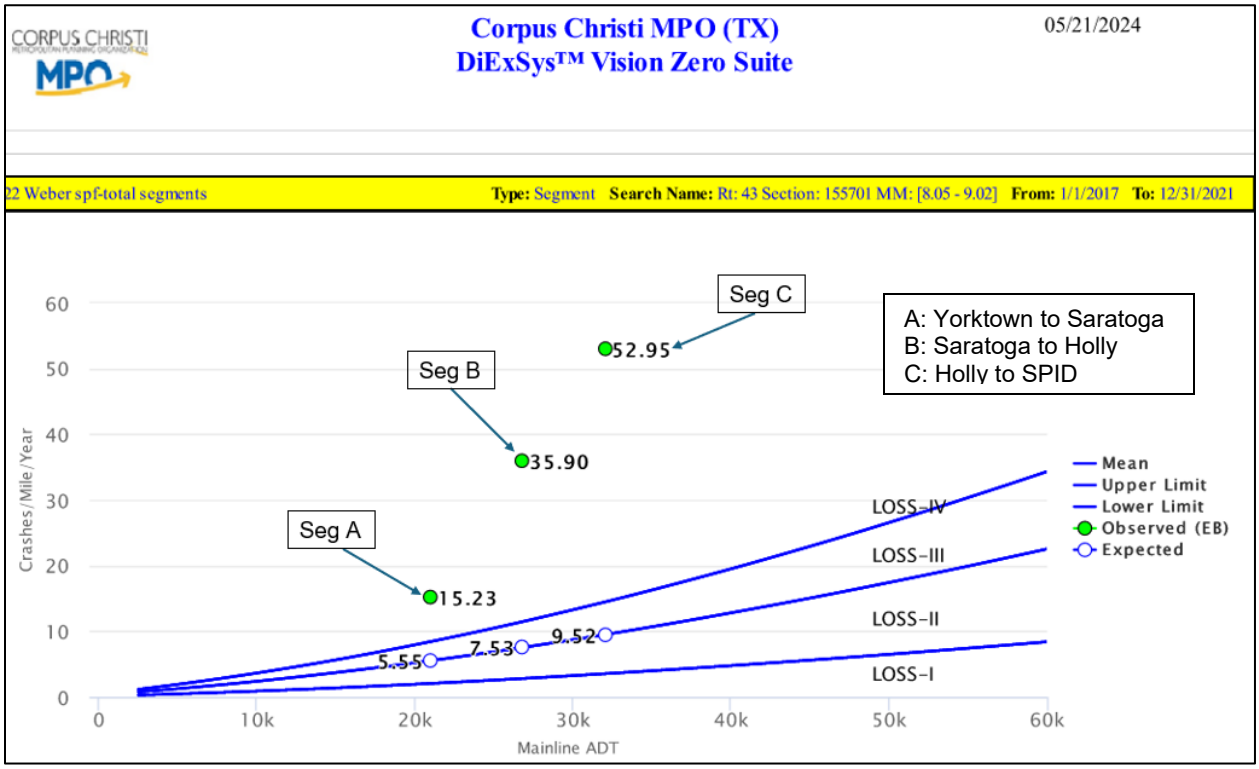


Figure 22-3: Weber Rd. (FM 43) SPF (Total) by Segment.

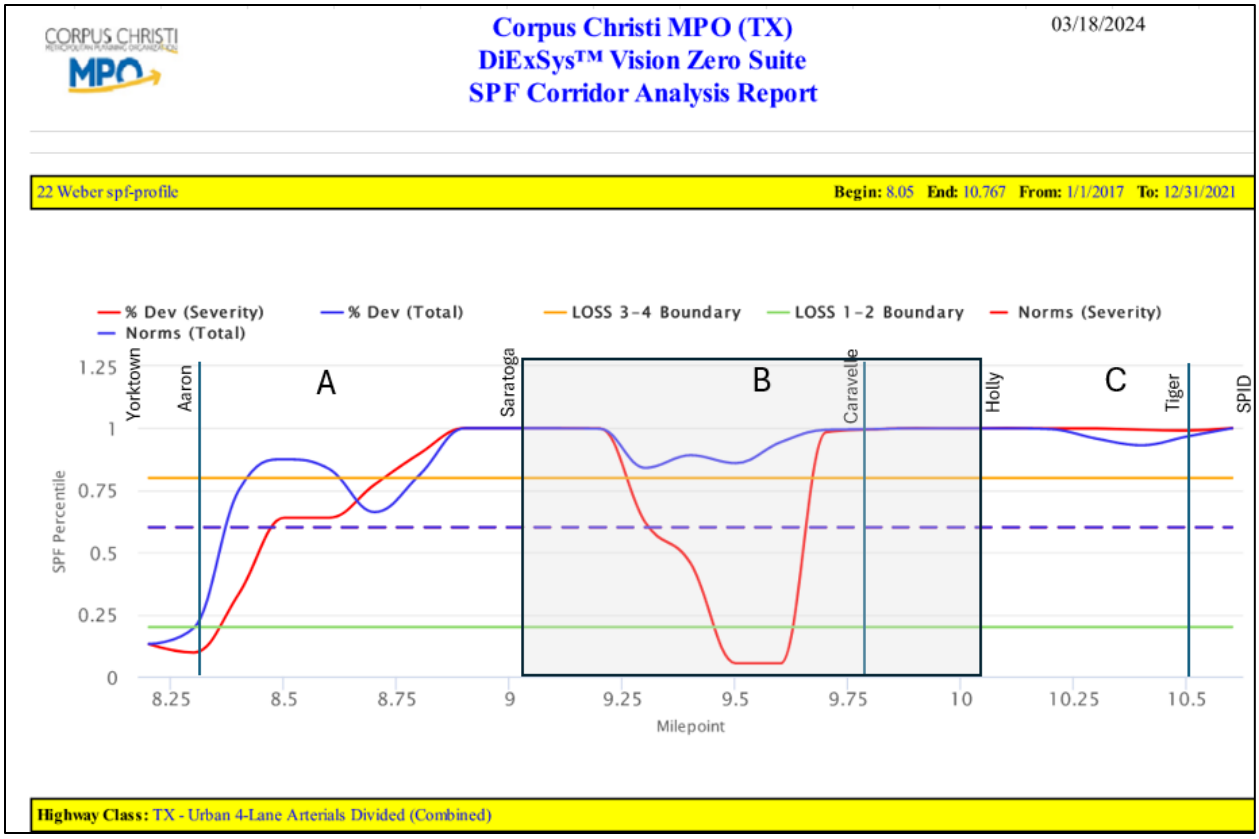


Figure 22-4: Weber Rd., Yorktown to SPID Corridor SPF Profile.

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows and summarized in **Table 22-2:**

- MP 8.4-8.6 (near Apollo): Off road, sideswipe, and dark conditions.
- MP 8.8-9.2 (Saratoga approaches): Injury, broadside, and approach turn.
- MP 9.4-9.7(O'Day to Caravelle): Off road, parked vehicle, and dark conditions.
- MP 9.8-10.2 (Holly approaches): Broadside, approach turn, and sideswipe.
- MP 10.1-10.3 (N of Holly): Injury.
- MP 10.4-10.77 (Tiger to SPID): Broadside, approach turn, sideswipe, and rear end.

Table 22-2: Weber Rd. (FM 43) Crash Pattern Locations.

Segment	A					B					C				
MP	8.0	8.2	8.4	8.6	8.8	9.0	9.2	9.4	9.6	9.8	10.0	10.2	10.4	10.6	10.8
Injury					■							■			
Broadside					■	■				■	■			■	■
Approach Turn					■	■				■	■			■	■
Rear End													■	■	■
Sideswipe (Same)			■								■				■
Parked Vehicle									■						
Off Road			■					■	■						
Dark-Lighted/Unlighted			■					■	■						

Pedestrian and Bicycle Crash Analysis

Due to the typical rarity of vulnerable road user crashes relative to vehicle-only crashes combined with their higher severity, additional available data spanning the 9 years between 2014 and 2022, including at intersections, were examined to better detect potential pattern locations and emerging trends. Within this period, there were 34 pedestrian and 7 bicycle crashes along the corridor.

Just under half of the corridor's pedestrian crashes (16 of 34) occurred at signalized intersections. Pedestrian crashes at unsignalized intersection and midblock locations had notably higher severity, including four fatal and three incapacitating injury crashes. Locations of pedestrian crashes at signalized intersections are summarized in **Table 22-3.** Locations of pedestrian crashes at stop-controlled intersections and midblock locations are summarized in **Table 22-4**.

Table 22-3: Weber Rd. Pedestrian Crashes, Signalized Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
9.03	Saratoga Blvd		1	2			3
10.03	Holly Rd			2	2	1	5
10.52	Tiger Ln			3			3
10.74	SPID EB		1	1		1	3
10.79	SPID WB			2			2
Total		0	2	10	2	2	16

Table 22-4: Weber Rd. Pedestrian Crashes, Unsignalized Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
8.667	Brewton Dr					1	1
8.588	Apollo Rd	1					1
8.927	S of Saratoga (midblock)				1		1
9.355	Killarmet Dr (crosswalk)				1		1
9.583	Kevin Dr					1	1
9.82	Schanen Blvd		1		1	1	3
9.92	Btw Schanen and Holly (midblock)	1		1			2
9.99	S of Holly (midblock)		1		1	1	3
10.438	Bahama Dr (crosswalk)			1			1
10.59	Brushwood Ln	1				1	2
10.69	S of Brett St (midblock)	1	1				2
Total		4	3	2	4	5	18

Bicycle crashes were more common at intersections than non-intersection locations, with 5 crashes at 5 intersections (4 signalized intersections) and 2 crashes at non-intersection locations. Insufficient information exists in the data to conclusively determine pairings of

vehicle and bicycle directions, though the limited information available indicates that these crashes at intersections more often involved turning vehicle conflicts or bicycles attempting to cross a roadway. Five of seven crashes involved a turning vehicle. Travel direction for both parties is not indicated in these crash records. Locations of bicycle crashes at intersections are summarized in **Table 22-5.** Locations of bicycle crashes at non-intersection locations are summarized in **Table 22-6**.

Table 22-5: Weber Rd. Bicycle Crashes at Intersection Locations.

MP	Street	Signal	Severity Level					Total
			K	A	B	C	O	
9.03	Saratoga Blvd	Yes				1		1
9.51	O'Day Pkwy	No				1		1
10.03	Holly Rd	Yes				1		1
10.52	Tiger Ln	Yes					1	1
10.74	SPID EB	Yes				1		1
Total			0	0	0	4	1	5

Table 22-6: Weber Rd. Bicycle Crashes at Non-Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
9.956	S of Holly				1		1
10.636	N of Brushwood			1			1
Total		0	0	1	1	0	2

Combined pedestrian and bicycle crash instances indicate likely areas of higher pedestrian and bicycle presence and/or higher crossing demand at and near the Saratoga, Holly, Tiger, and SPID intersections as well as in the areas south of Holly Rd. and within ½ mile of the SPID interchange. Locations of all pedestrian and bicycle crashes are depicted graphically in **Figure 22-5.** Locations of pedestrian and bicycle crashes with high severity (fatal, incapacitating, or evident injury / KAB) are shown in **Figure 22-6.**

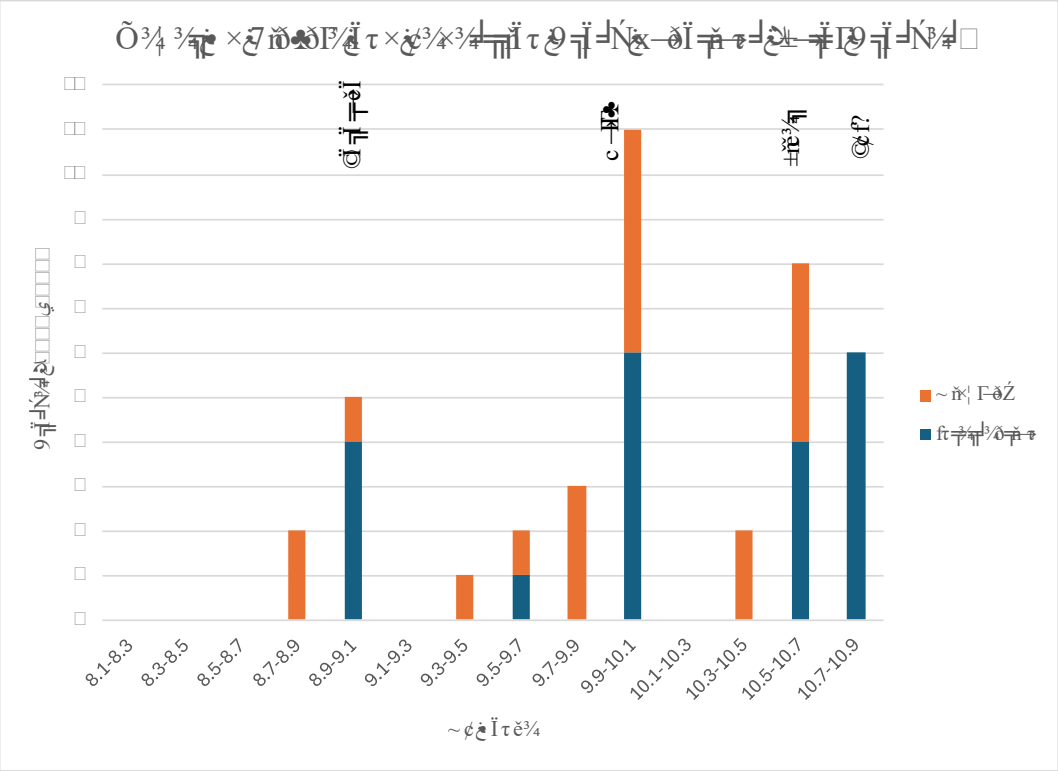


Figure 22-5: Weber Rd., All Pedestrian and Bicycle Crash Locations.

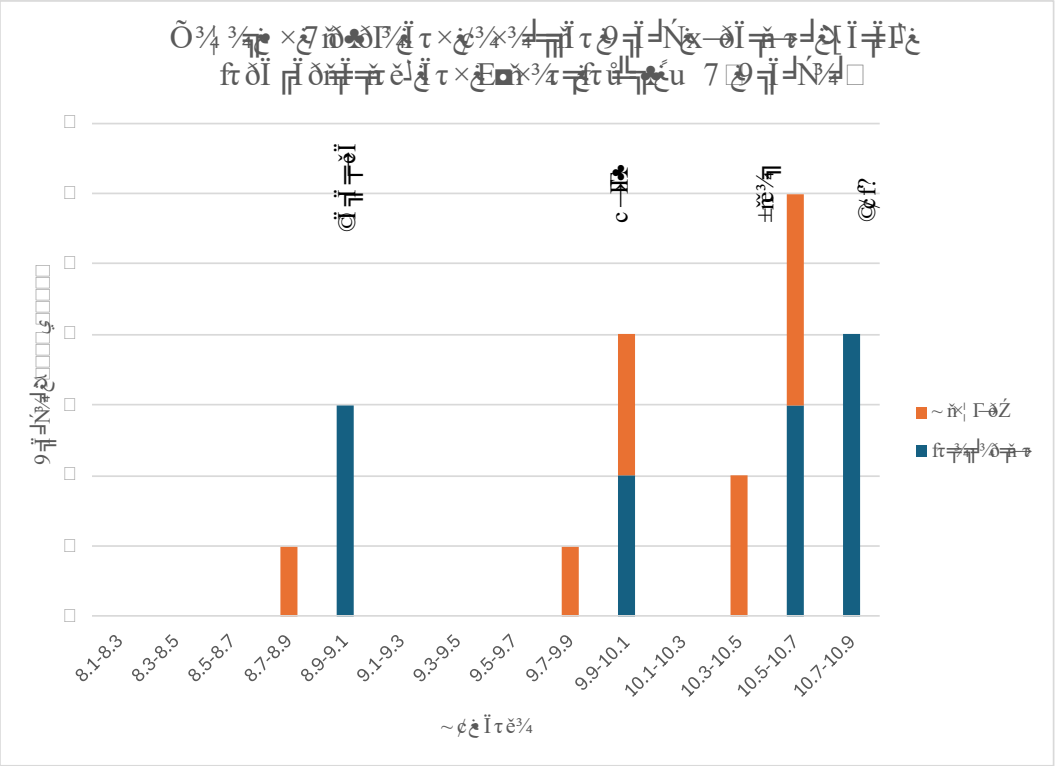


Figure 22-6: Weber Rd., Severe (KAB) Pedestrian and Bicycle Crash Locations.

Potentially Correctible Patterns

Pedestrian Crashes

As described in the previous section, incidence of pedestrian collisions along the corridor between 2014 and 2022 was roughly evenly split between five signalized intersections (Saratoga, Holly, Tiger, and the two SPID frontage roads) and unsignalized intersection or midblock locations near Holly, Tiger, and SPID. Because pedestrian crashes at unsignalized intersections along arterial roadways may be functionally similar to non-intersection pedestrian crashes, further analysis of all pedestrian crashes along the corridor including those at intersections and those assigned to crossing roadways was conducted. Significant concentrations of pedestrian crashes were identified as follows:

- Non-intersection and unsignalized intersection:
  - Between Caravelle Pkwy. and Holly Rd.: 8 pedestrian crashes (1 fatal)
  - Between Tiger Ln. and SPID: 4 pedestrian crashes (2 fatal)

- Signalized intersections:
  - Saratoga Blvd.: 3 pedestrian crashes
  - Holly Rd.: 5 pedestrian crashes
  - Tiger Ln.: 3 pedestrian crashes
  - SPID EB: 3 pedestrian crashes
  - SPID WB: 2 pedestrian crashes

These locations account for over 80 percent of the corridor's pedestrian crashes (28 of 34) while comprising about 25 percent of its length.

Saratoga Blvd (MP 9.03)

Three pedestrian crashes occurred related to the intersection of Weber and Saratoga. Two were reported to involve pedestrians crossing against a red or "don't walk" signal and one involved a vehicle turning right. One crash occurred in each year of 2019, 2020, and 2021.

Modifications to the signal between 2019 and 2021 included additional signal heads for the Saratoga approaches, addition of backplates, and conversion of the north and southbound left turn signal heads from 3-section protected-only to 4-section flashing yellow arrow type. Pedestrian signals are actuated and do not appear to have countdown displays based on available imagery. Lighting is provided at all corners of the intersection. Channelized right turn ramps are present on all corners with crosswalk and yield line markings. These right turn ramps lack approaching deceleration lanes and departing acceleration lanes. Pedestrians crossing the ramps may have more difficulty discerning the intent of approaching traffic in the through/right lane assignment configuration compared to similar treatments with a deceleration lane.

Caravelle Pkwy to Holly Rd (MP 9.77-10.03)

The segment of Weber Rd. between Caravelle and Holly has a large retail center with a supermarket lining much of the west side of the street while smaller businesses and apartment complexes are located on the east side. Signals at either end of the segment

are separated by ¼ mile. Three bus stops are located within this portion of Weber, two northbound (roughly 100 feet north of Cavelle and 400 feet south of Holly) and one southbound (400 feet south of Holly). Portions of the surrounding area are identified as disadvantaged population areas, and many nearby residents may be more reliant on transit and walking than in other portions of the corridor.

Pedestrian crashes within this segment (8 including one fatality) were relatively clustered in three areas: at or near the unsignalized Schanen Blvd. intersection (3 crashes), near the bus stop 400 feet from Holly Rd. (2 crashes including the fatality), and outside of the crosswalk on the southern approach to the Holly Rd. signalized intersection (3 crashes).

Available data do not provide sufficient detail to determine specific locations and travel direction for pedestrians. Crashes at or near the Schanen intersection likely involved vehicles turning to or from the side street or adjacent driveways, striking pedestrians crossing those facilities rather than crossing Weber itself based on vehicle movements described. Of the five other pedestrian crashes in the segment, four appear to have involved pedestrians attempting to cross Weber at a location without a marked crosswalk.

These data also indicate a possible trend of increasing pedestrian crash frequency in recent years with 6 of 8 crashes occurring in the latest four years as shown in **Figure 22-7.**

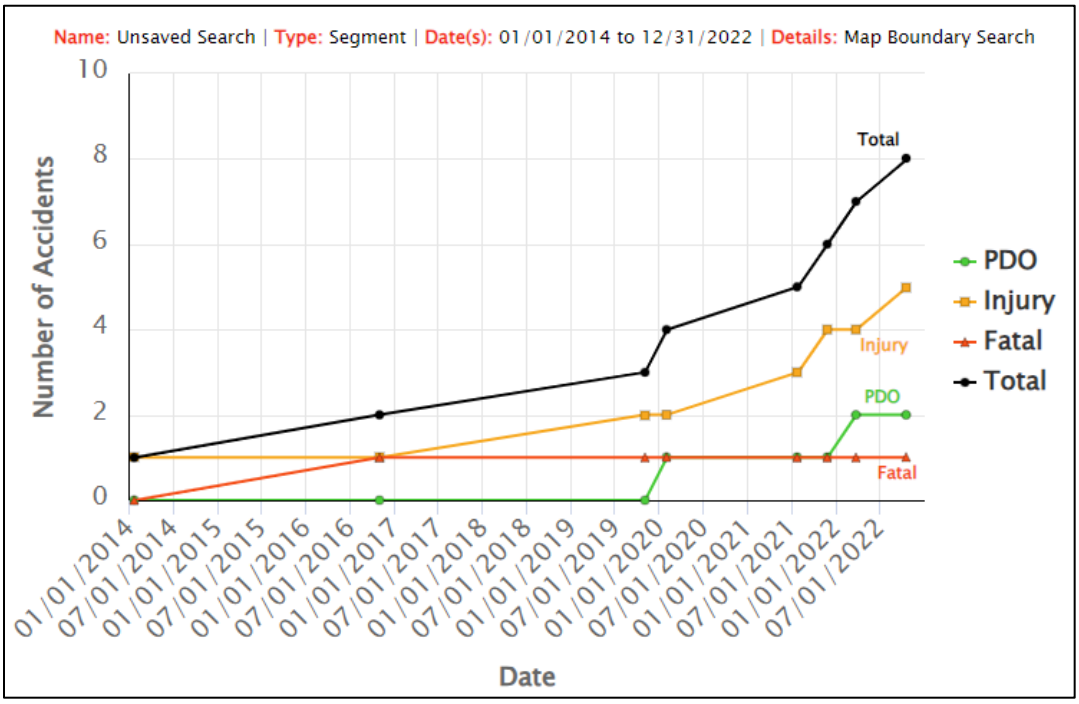


Figure 22-7: Weber Rd. between Caravelle and Holly, Pedestrian Crashes by Date.

Holly Rd (MP 10.03)

Of the five pedestrian crashes observed at the Holly signalized intersection, one was indicated to have involved a vehicle turning right and one involved a pedestrian crossing against a red or “don’t walk” signal.

Modifications to the signal between 2019 and 2021 included additional signal heads for the Holly approaches and conversion of all left turn signal heads from 5-section protected-permitted to 4-section flashing yellow arrow type. Pedestrian signals are actuated and do not appear to have countdown displays based on available imagery. Dense overhead utility lines at all corners of the intersection may limit lighting placement; only the western half of the intersection currently has lighting. All pedestrian crashes currently recorded at the intersection occurred prior to 2019.

Tiger Ln (MP 10.52)
Of the three pedestrian crashes associated with the intersection of Tiger Ln. and Weber Rd., one involved a vehicle turning right striking a pedestrian in a crosswalk and one involved a pedestrian crossing against a red or “don’t walk” signal. One crash occurred in each year 2015, 2017, and 2021.

The signal was modified between 2019 and 2021 consisting of an upgrade of the 5-section protected/permitted signal heads to 4-section flashing yellow arrow. Lighting is provided on the northwest and southeast corners of the intersection. It is not clear from available imagery whether the pedestrian signal heads contain countdown displays. The Weber Rd. crosswalks are further enhanced by W11-2 “pedestrian crossing” symbol signs.

Tiger Ln to SPID (MP 10.52-10.74)
All four pedestrian crashes in the ¼-mile segment of Weber Rd. between Tiger Ln. and South Padre Island Dr. appear to have involved pedestrians attempting to cross this six-lane portion of Weber. One crash occurred in each year 2016, 2019 (fatal), 2020, and 2021 (fatal). Three of these crashes occurred under dark-lighted or dark-unlighted conditions.

This segment is lined by a mix of restaurant, gas station, and other smaller retail and service establishments as well as apartment complexes. Bus stops are located between 300 and 500 feet from the SPID eastbound frontage road signal on either side of the street.

SPID EB (MP 10.74)
Of the three pedestrian crashes observed at the SPID eastbound frontage road signal, two were indicated to have involved a pedestrian crossing against a red or “don’t walk” signal while one involved a vehicle turning right.

This signal and the adjacent westbound frontage road signal have five-section protected/permitted left turns with a left-only / through-left lane assignment configuration, though the nature of the coordination between these signals may effectively mimic split phasing at certain times. This configuration is shared by many interchange ramp terminal intersections throughout the region. This treatment is likely used to accommodate heavy left turn movements from the arterial toward the freeway as well as heavy left turns off of the freeway / frontage road that would have little demand for turning left again at the

subsequent signal in the reverse direction. As a result, conflicts between permissive left turns and pedestrians observing a “walk” signal are likely rare.

It is not clear from available imagery whether the pedestrian signal indications contain countdown displays. Intersection-specific lighting is not present, though adjacent freeway high mast lighting may provide coverage of the intersection.

SPID WB (MP 10.76)

Two pedestrian crashes were reported at the SPID westbound frontage road signal, one in 2016 and one in 2017. One crash involved a red-light violation by a northbound driver while the other involved a vehicle turning right in an unreported direction at one of the yield-controlled channelized right turn ramps.

The westbound right turn ramp (**Figure 22-8**) has generally good geometry for this condition, though a large concrete column supporting the traffic signal may obscure sight distance at the marked yield location and cause drivers to pull into the crosswalk to see northbound traffic. The southbound right turn ramp (**Figure 22-9**) diverges from a through lane with the marked crosswalk located a short distance from the through lane. Pedestrians may have difficulty discerning the intentions of drivers in the right lane as they approach the location. Advertising signs periodically posted by adjacent businesses may also obscure the line of sight of the crosswalk for southbound drivers.

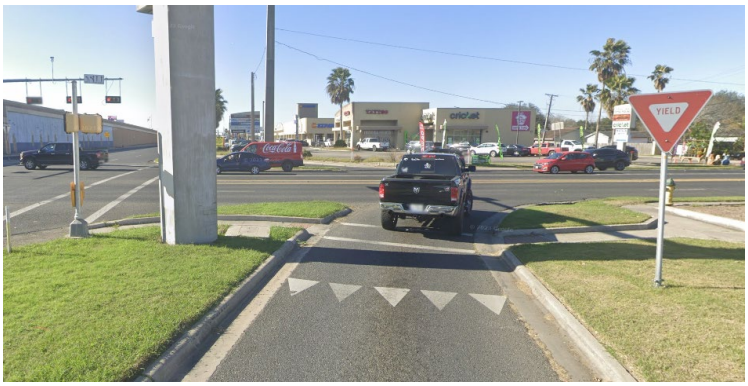


Figure 22-8: Facing west from WB SPID to NB Weber Right Turn Ramp.



Figure 22-9: Facing south from SB Weber at WB SPID Right Turn Ramp.

Driveway Crashes

Nearly half of the corridor's non-intersection crashes occurred at driveways (**Figure 22-10**). Large concentrations of broadside and approach turn crashes not indicated to be associated with public street intersections are present in areas where the functional and influence areas of the corridor's busiest intersections overlap with full movement driveways. As shown in **Figure 22-11**, significant clusters of driveway crashes occur in the intersection influence areas adjacent to Saratoga Blvd. (MP 9.03), at driveways for retail centers between Caravelle and Holly (MP 9.77-10.03), and in the area immediately south of SPID (MP 10.74). A large majority of these crashes were angle type (46 percent broadside and 33 percent approach turn) as shown in **Figure 22-12.**

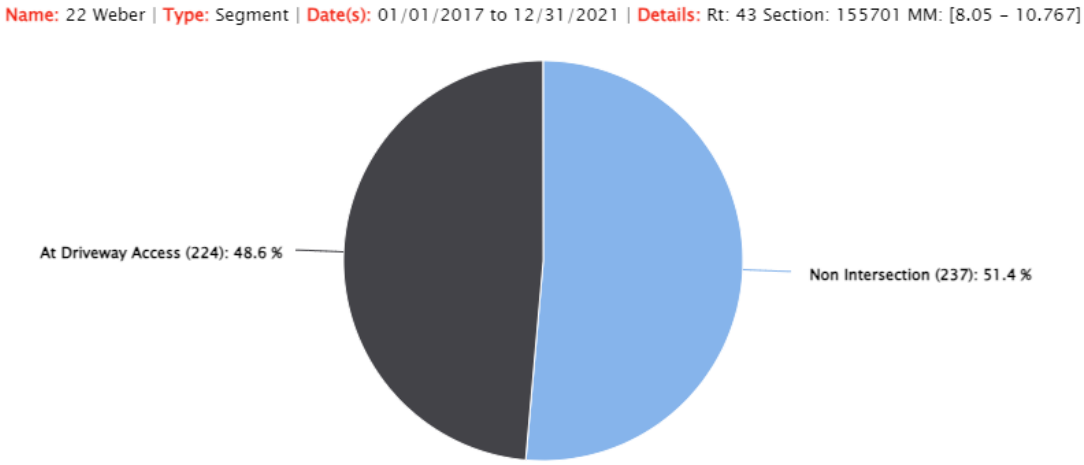


Figure 22-10: Weber Rd. (FM 43), Non-Intersection and Driveway Crash Proportions.

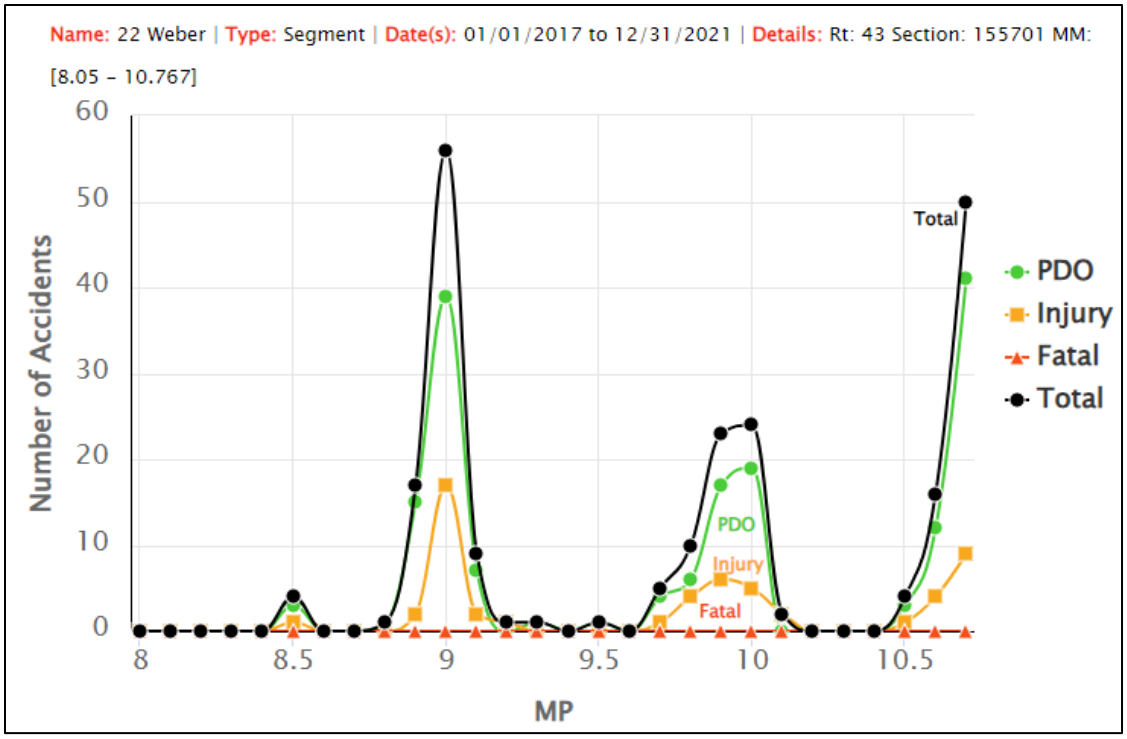


Figure 22-11: Weber Rd. (FM 43) Driveway Crashes by Mile-point.

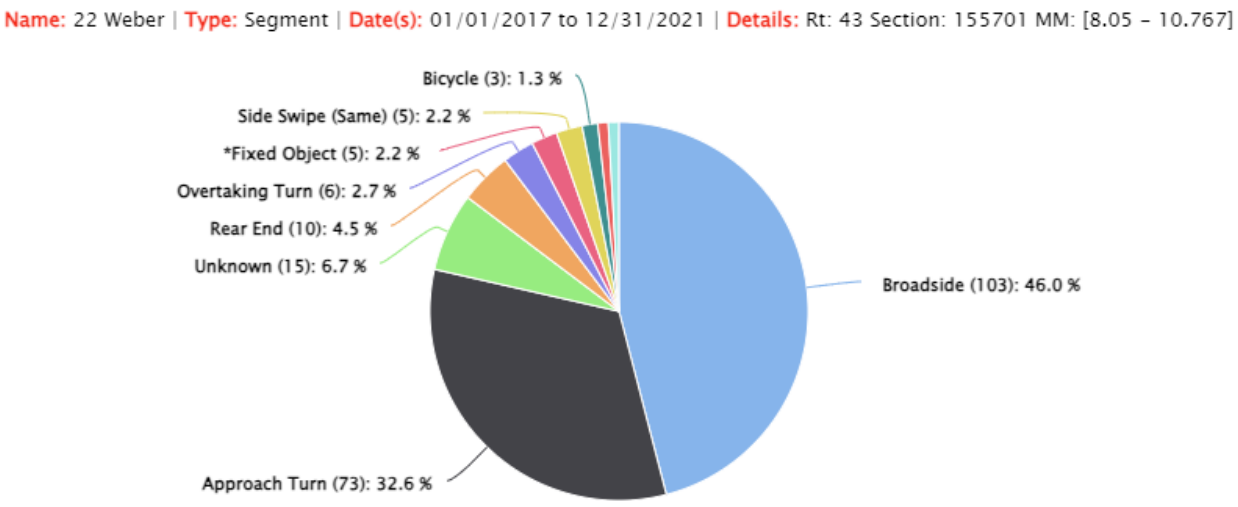


Figure 22-12: Weber Rd. (FM 43) Driveway Crash Types.

Rear End Crashes

Rear end crashes occurred at a higher proportion than expected in the northern portion of the corridor near the SPID interchange (MP 10.5-10.76). Rear end crashes on the corridor overall (**Figure 22-13**) may closely correlate with areas of congested or turbulent flow, or queuing approaching major intersections. These crashes were most common in the mid-day, afternoon, and early evening hours as shown in **Figure 22-14**.

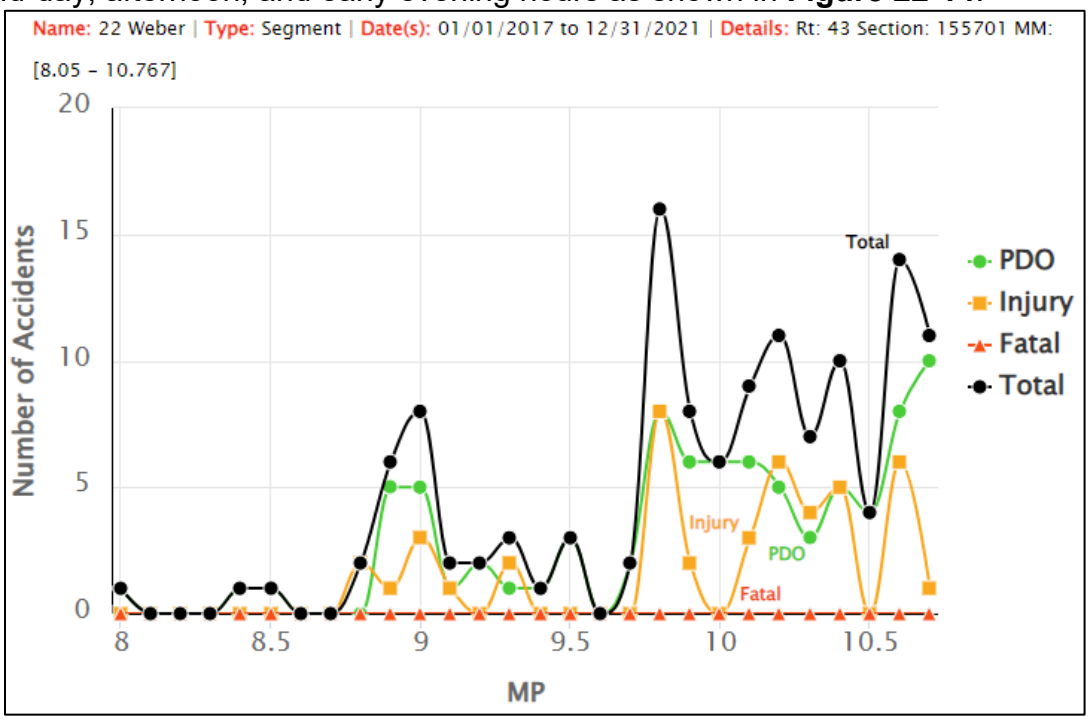


Figure 22-13: Weber Rd. (FM 43) Rear End Crashes by Mile-point.

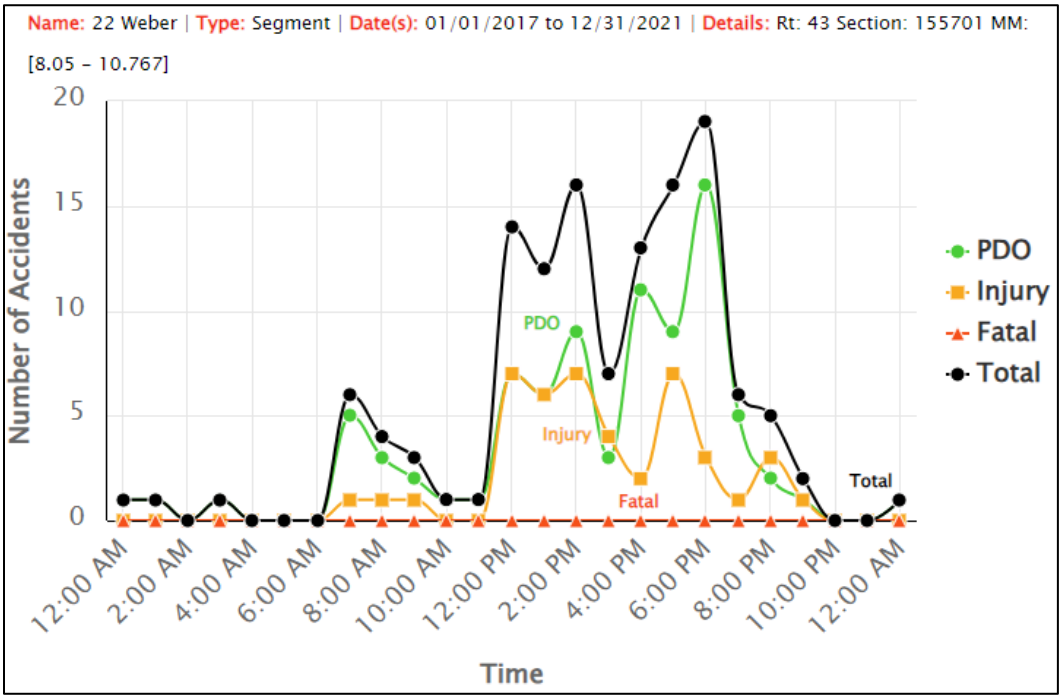


Figure 22-14: Weber Rd. (FM 43) Rear End Crashes, Time of Day.

Dark Condition and Lane/Roadway Departure Crashes

Overlapping patterns of dark-lighted/dark-unlighted and off-road crashes were indicated near Apollo Rd. (MP 8.4-8.6) and near O'Day Pkwy. (MP 9.4-9.7). All of these crashes were PDO level except for an injury crash involving a collision with a fence as a result of a driver swerving to avoid a domestic animal in the roadway near Apollo Rd. Due to the low severity of these crashes, it is not expected that countermeasures such as lighting improvements and expansion of the roadside clear zone would be cost effective at this time.

Recommended Improvements

1. Raised Medians (MP 8.57-10.75, Bratton Rd. to SPID)

Raised medians have been shown to improve pedestrian safety at unsignalized crosswalks and other mid-block locations. They provide a refuge location outside of the traveled way enabling pedestrians to cross in two stages and determine gaps in one direction of traffic at a time. This benefit may extend to both marked and unmarked crossing locations. Raised medians also facilitate control and channelization of turning movements at driveways with relatively low cost and low environmental impact. Incorporation of raised medians throughout the urbanized sections of Weber Rd. beginning at Bratton Rd. and extending to the northeastern end of FM 43 at SPID would be highly cost-effective as shown by the benefit/cost calculation in **Table 22-7.**

A more detailed analysis of driveway activity and potential impacts resulting from rerouting of left turning traffic to other locations would be necessary to determine specific design elements such as median opening locations and left turn lane lengths. It is recommended that left turns to and from driveways and stop-controlled side streets be restricted to the greatest extent possible within the approximate functional areas of the Saratoga, Holly, and SPID intersections as well as within the segment between Caravelle and Holly. Some locations may be suited to lesser restriction retaining lefts from the major road (¾-movement), particularly where collision risk may be lower in the approaching direction upstream of a signal.

Table 22-7: Weber Rd. (FM 43), Bratton-SPID Raised Median B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/28/2024

22 Weber median bc — Loc: 43 155701 Begin: 8.57 End: 10.767 From: 1/1/2017 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 137	45 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 34	11 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 10	4 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 4	2 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2600000
Years in Crash Search: 5
Type: Access: Raised Median
Notes: Access Management
Benefit/Cost Ratio: 13.75

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

2. Controlled Pedestrian Crossings (MP 9.85-10.03, between Caravelle and Holly, and MP 10.57-10.69, between Brushwood and Brett)

Further examination of pedestrian activity in the segments between Caravelle and Holly and between Tiger and SPID is recommended to assess potential improvements beyond raised medians. The addition of a controlled crosswalk in the form of a pedestrian hybrid beacon (PHB) near the bidirectional bus stops in these segments would be cost-effective as shown in the benefit/cost calculations in **Table 22-8** (Caravelle-Holly) and **Table 22-9** (Brushwood-Brett). These devices may provide for better operational flexibility by enabling coordination with adjacent signals to limit interruption of traffic on Weber as well as offset two-stage crossing designs utilizing median refuges.

Alternatively, if it is found these areas are primarily crossed midblock by bus passengers, relocation of bus stops to locations very near and downstream of existing signalized intersections may promote use of existing controlled crosswalks. Existing research has not identified a safety relationship between bus stop location and pedestrian safety currently, however.

Table 22-8: Weber Rd. (FM 43), Caravelle-Holly PHB B/C Calculation.

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/15/2024

22 Weber s of holly phb bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	1 :Injured C	CRF for PDO: 55%	Cost of PDO: $0
INJ C: 1	2 :Injured B	CRF for INJ C: 55%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 55%	Cost of INJ B: $540,000
INJ A: 0	1 :Killed	CRF for INJ A: 55%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 55%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 15
			Capital Recovery Factor: 0.096
			Annual Maintenance/Delay Cost: $10000

Improvement Cost: $800000
Years in Crash Search: 9.00
Type: Pedestrian: Ped Hyrbid Beacon - HAWK (Specific)
Notes: Ped Crashes Only within 350 ft
Benefit/Cost Ratio: 4.13

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 22-9: Weber Rd. (FM 43), Brushwood-Brett PHB B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/15/2024

22 Weber brushwood phb bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	0 :Injured C	CRF for PDO: 55%	Cost of PDO: $0
INJ C: 0	0 :Injured B	CRF for INJ C: 55%	Cost of INJ C: $0
INJ B: 0	1 :Injured A	CRF for INJ B: 55%	Cost of INJ B: $540,000
INJ A: 1	2 :Killed	CRF for INJ A: 55%	Cost of INJ A: $4,000,000
FAT: 2		CRF for FAT: 55%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 15
			Capital Recovery Factor: 0.096
			Annual Maintenance/Delay Cost: $10000

Improvement Cost: $800000
Years in Crash Search: 9.00
Type: Pedestrian: Ped Hyrbid Beacon - HAWK (Specific)
Notes: Ped Crashes Only within 350 ft
Benefit/Cost Ratio: 9.76

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

3. Signal Operation Modification (MP 9.02 – Saratoga, MP 10.03 – Holly, MP 10.52-Tiger, MP 10.74 – SPID EB, and MP 10.76 – SPID WB)

Field verification of current pedestrian signal indications is suggested to determine the presence of countdown displays along the corridor. In the event this treatment has not already been implemented, its addition may improve pedestrian understanding of pedestrian signals and has been shown to have a moderate safety benefit. In addition, it is suggested that flashing yellow arrow left turn phases incorporate a controller setting to omit the display of the flashing yellow arrow (and display a red arrow) following the green arrow during active actuated pedestrian phases on the receiving-leg crosswalk. These low-cost adjustments would be highly cost-effective as shown in **Table 22-10.**

Table 22-10: Weber Rd. (FM 43), Signal Modification B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/23/2024

22 Weber ped countdown and FYA omit - 5 signals — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	3 :Injured C	CRF for PDO: 23%	Cost of PDO: $0
INJ C: 3	9 :Injured B	CRF for INJ C: 23%	Cost of INJ C: $0
INJ B: 9	3 :Injured A	CRF for INJ B: 23%	Cost of INJ B: $540,000
INJ A: 3	0 :Killed	CRF for INJ A: 23%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 23%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $40000
Years in Crash Search: 9.00
Type: Signals: Pedestrian Countdown Signals (Peds), FYA Ped Protection
Notes: Composite CRF
Benefit/Cost Ratio: 91.26

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

4. Relocate Right Turn Ramp Crosswalks (MP 10.76, SPID WB)

Adjustments to the locations of the crosswalks on the right turn ramps at the westbound S. Padre Island Dr. frontage road may improve the pedestrian experience at these locations. For the westbound-northbound right turn ramp, a suggested improvement would be shifting the crossing location and associated yield signing and markings closer to Weber where a clearer line of sight toward northbound traffic may be available. For the southbound-eastbound right turn ramp, relocating the crossing location farther away from the diverge point and providing signing specific to the crosswalk, may improve pedestrians' understanding of driver intent and driver awareness of pedestrians. Despite a limited crash history, these improvements may be cost-effective as shown in the benefit/cost calculation in **Table 22-11**.

Table 22-11: Weber Rd. (FM 43), SPID WB Crosswalk Modification B/C Calculation.

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/23/2024

22 Weber SPID curb ramp bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 35%	Cost of PDO: $0
INJ C: 0	1 :Injured B	CRF for INJ C: 35%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 35%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 35%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 35%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

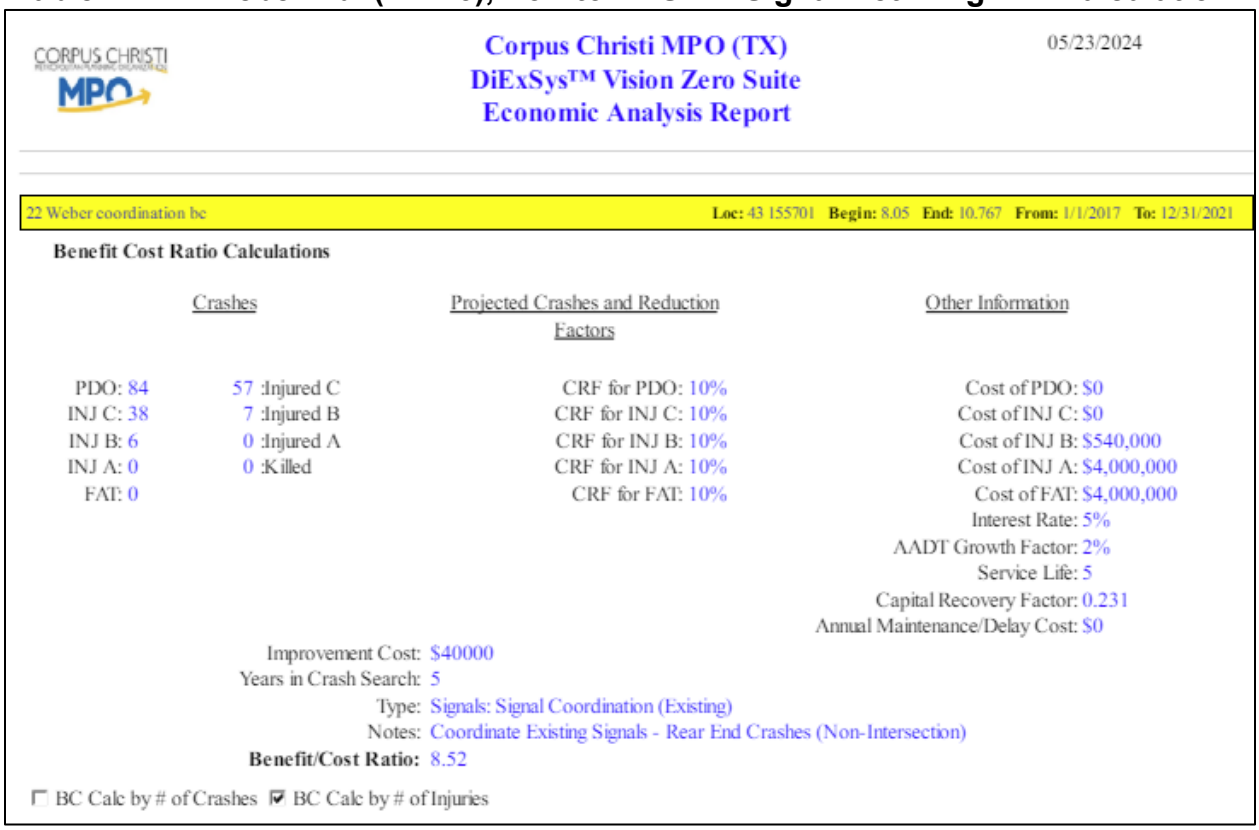
Improvement Cost: $60000
Years in Crash Search: 9.00
Type: Roadway: Geometric Improvements
Notes:
Benefit/Cost Ratio: 5.36

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

5. Corridor Signal Retiming (MP 8.57-10.76, Yorktown-SPID)

Depending on the age and effectiveness of current signal timing plans, a degree of reduction of rear end crashes on the corridor may be achieved by updating its signal timing and corridor coordination plans to reflect current demand patterns. Considering only rear end crashes not assigned to signalized intersections, implementation of such a study would be expected to produce a cost-effective reduction in crashes as shown in **Table 22-12.** The actual crash reduction may be greater considering rear end crashes assigned to intersections and some other crash types that may be impacted.

Table 22-12: Weber Rd. (FM 43), Yorktown-SPID Signal Retiming B/C Calculation.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/23/2024

22 Weber coordination bc — Loc: 43 155701 Begin: 8.05 End: 10.767 From: 1/1/2017 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 84	57 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 38	7 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 6	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 5
			Capital Recovery Factor: 0.231
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $40000
Years in Crash Search: 5
Type: Signals: Signal Coordination (Existing)
Notes: Coordinate Existing Signals - Rear End Crashes (Non-Intersection)
Benefit/Cost Ratio: 8.52

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

SAFETY ASSESSMENT

23. Ayers St.
Ocean Dr. to South Padre Island Dr.

Corpus Christi MPO, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Ayers St. between Ocean Dr. and South Padre Island Dr. is a 3.55-mile urban arterial, Route 260483, Section B00106, Mile-point 17.1-20.696. Mile-points are arranged from northeast to southwest. General traffic and access characteristics are summarized in **Table 23-1.**

Table 23-1: Ayers St. Segment Characteristics

From MP	To MP	Length (mi)	Segment Description	AADT (2018)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
17.10	17.59	0.49	A. Ocean Dr to Staples St	5,938	3**	30	6.1	85.7
17.60	18.22	0.61	B. Staples St to Baldwin Blvd	2,956	4	30	4.9	80.3
18.23	19.79	1.56	C. Baldwin Blvd to Port Ave	13,738	4	35	4.5	54.5
19.80	20.70	0.89	D. Port Ave to S. Padre Is. Dr	21,939	4	35	4.5	65.2

*Unsignalized category includes public streets and private driveway intersections.
**Ocean Dr. to Staples St. converted from 4-lane undivided to 3-lane in 2018-2019.

Roadway Characteristics

Ayers St. has varying cross sections within the study corridor. Segment A between Ocean and Staples is 36 feet wide with two 12-foot through lanes separated by a 12-foot two-way left turn lane; this segment was reconstructed beginning in 2017 to provide improved pedestrian facilities and reconfigured from four 9-foot through lanes. Segment B's roadway between Staples and Baldwin is generally 42 feet wide and undivided with two 10-foot through lanes in either direction. Segment C's roadway between Baldwin and Port is 60 feet wide with two 12-foot through lanes in either direction separated by a 12-foot two-way left turn lane; a short median-separated segment between Horne and Port also exists with several openings at access driveways. Most of Segment D was reconstructed in 2022 to add a center two-way left turn lane and improved pedestrian and drainage facilities and has a 55-foot roadway width with two 11-foot through lanes in either direction separated by an 11-foot two-way left turn lane. Prior to this project and through the period of available crash data, this segment was primarily an undivided four-lane roadway with left turns to numerous closely spaced driveways occurring from the left through lane. On-street parallel parking and angle parking directly connected to the street exist at sporadic locations along the corridor.

Multimodal Characteristics

Sidewalks 4-6 feet wide and mostly detached are present on both sides of the street along the length of the corridor except for a roughly 800-foot segment between Port Ave. and Gollihar Rd. having a sidewalk only on the southeast side of the street. In addition to controlled pedestrian crossings at all signalized intersections, uncontrolled marked crosswalks are present at 13 locations with treatments described in **Table 23-2.**

Table 23-2: Ayers St. Uncontrolled Crosswalk Locations and Treatments.

MP	Cross Street	Pavement Markings	Static Warning Signs	Median Refuge
17.20	W of 2nd St	x	x	
17.44	Lawnview St	x	x	
17.69	10th St	x	x	
17.87	15th St	x	x	
17.99	17th St	x		
18.05	18th St	x		
18.55	Shely St	x	x	
18.88	Arlington St	x	x	
18.97	Norton St	x	x	
19.66	NE of Cuiper St	x	x	x
19.69	SW of Cuiper St	x	x	x
19.74	NE of Port Ave	x	x	x
19.78	Alexander St	x	x	x

A short portion of the corridor between Ocean Dr. and Santa Fe St. is designated as a bike boulevard. Bike facilities are not present along the remainder of the corridor.

Corpus Christi Regional Transportation Authority operates buses along the length of the corridor south of Santa Fe St. Route 19 uses Ayers St. south of Santa Fe St. continuing to Saratoga Blvd. daily on 30-minute headways. Six additional routes (15, 21, 23, 25, 32, and 37) use a short portion of the corridor between Gollihar and Horne Roads for access to the Port Ayers Station transit hub.

Most of the roadside is developed with small to medium size individual businesses, most of which have direct driveway access to the street.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for an extended period spanning 9 years between 2014 and 2022. Where available, geocoded 2022 data have been included to assess trends and conduct economic analyses.

For the study period of 01/01/2017 to 12/31/2021 there were 255 non-intersection and at-driveway access crashes recorded along the corridor, including 178 PDO, and 77 Injury crashes (with 106 people injured).The crash type distribution is shown in **Figure 23-1** and includes 63 rear end, 49 broadside, 46 approach turn, 27 fixed object, 11 pedestrian, and 3 bicycle crashes.

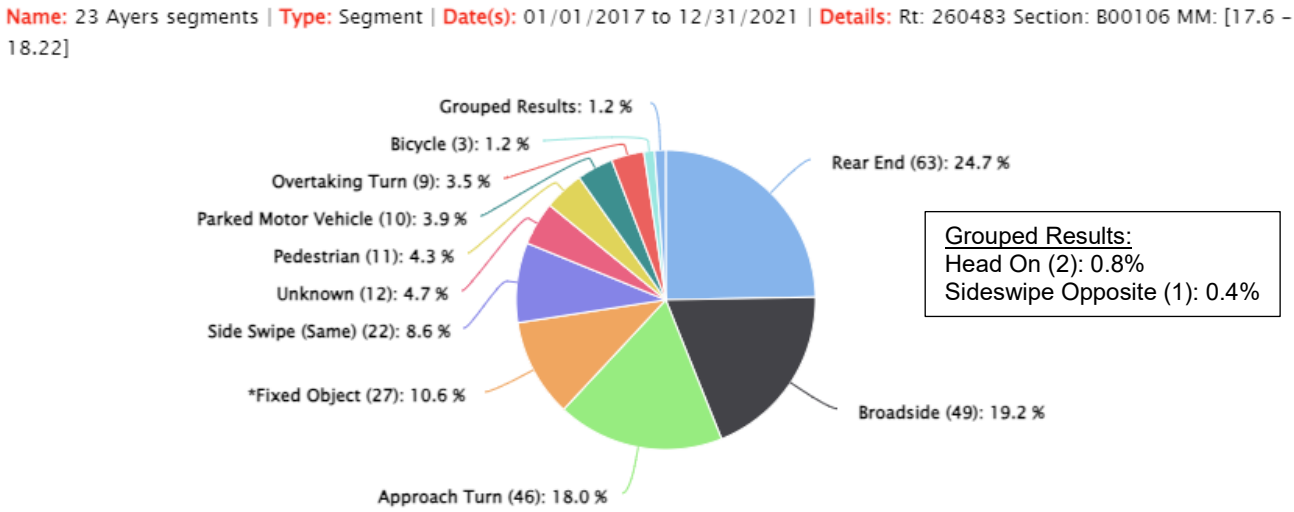


Figure 23-1: Ayers St., Ocean to SPID Crash Types.

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate the corridor overall has high potential for crash correction (LOSS IV) for both severe and total crashes. SPFs for the four segments are shown in **Figure 23-2** (severe) and **Figure 23-3** (total). The corridor's SPF profile plot is shown in **Figure 23-4.**

Segment D (Port Ave. to S. Padre Island Dr.) performed significantly worse than average and worse than the other corridor segments. This segment had an undivided four-lane section during the analysis period and was subsequently reconstructed to incorporate a two-way left turn lane and improved pedestrian facilities. It is expected that the crash frequency and severity in the segment have improved significantly as this change is associated with crash reduction between 30 and 50 percent.

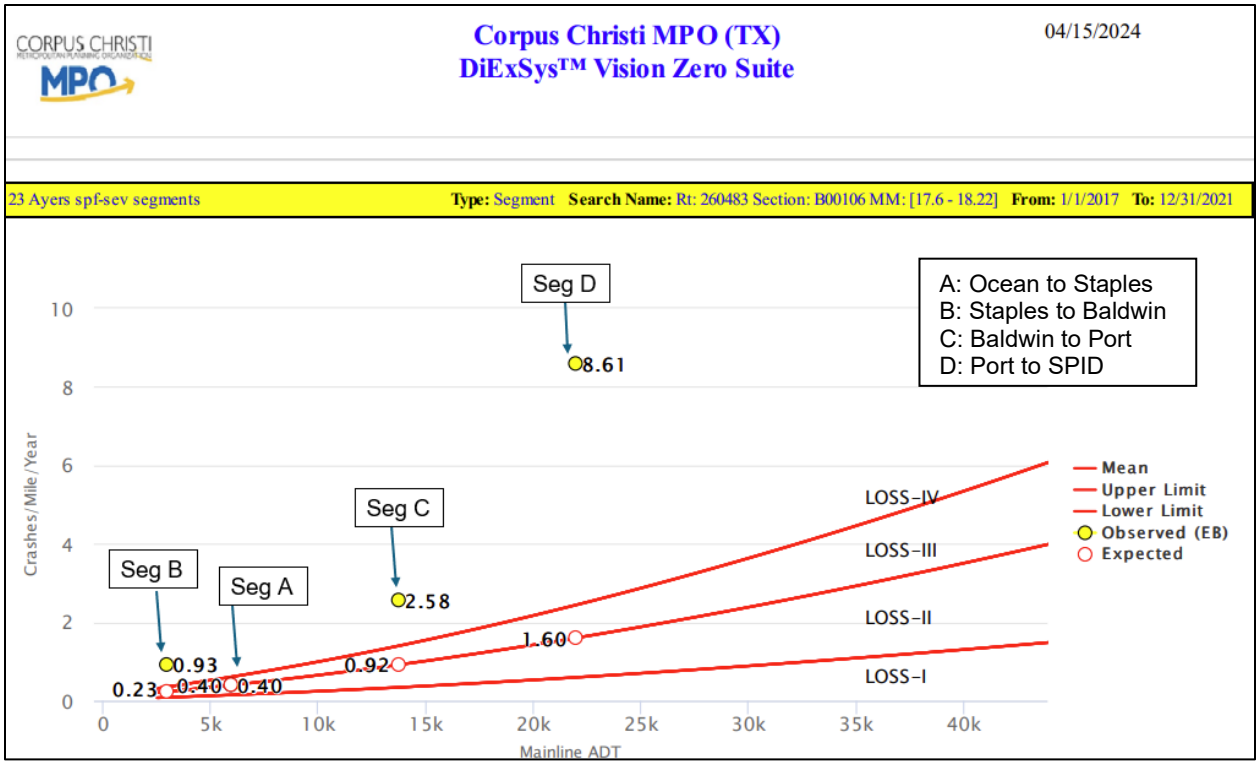


Figure 23-2: Ayers St. SPF (Severe) by Segment.

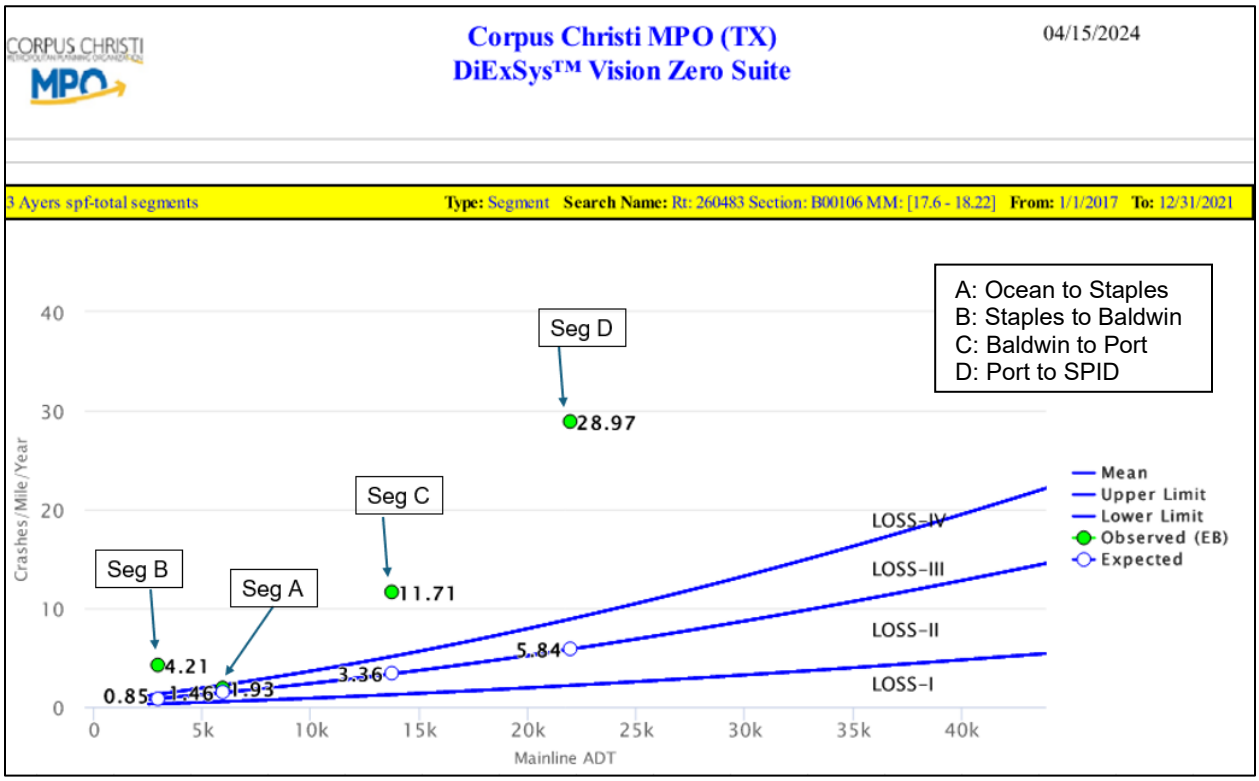


Figure 23-3: Ayers St. SPF (Total) by Segment.

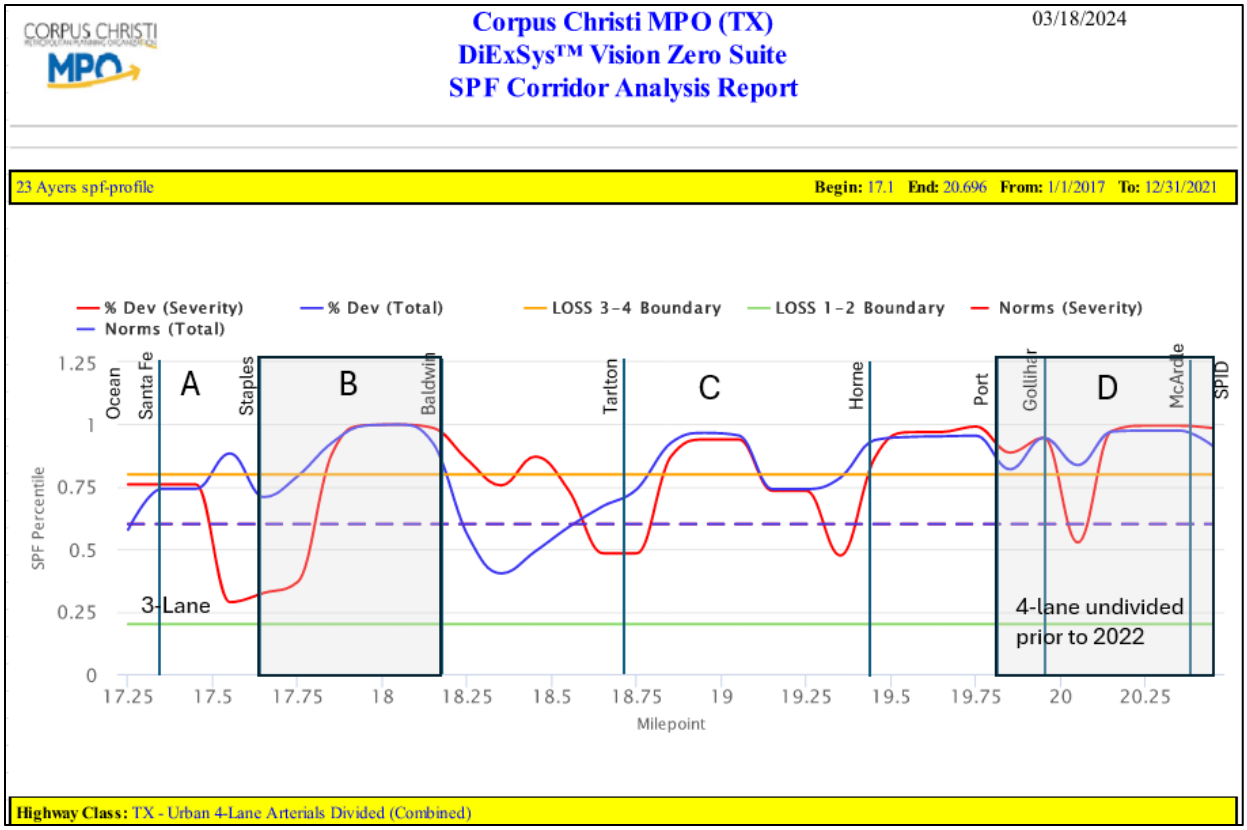


Figure 23-4: Ayers St., Ocean to SPID Corridor SPF Profile.

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows and summarized **in Table 23-3:**

- MP 17.4-17.6 (Lawnview to Staples): Off Road
- MP 17.8-18 (15th to Baldwin): Injury
- MP 18.2-18.7 (Baldwin to Tarlton): Broadside
- MP 18.5-19 (Shely to Fannin): Dark-Lighted
- MP 19.5-20.1 (Horne to Gollihar): Pedestrian, Approach Turn, Broadside
- MP 20.1-20.6 (Gollihar to SPID): Injury, Rear End, Approach Turn, Broadside

Table 23-3: Ayers St. Crash Pattern Locations.

Segment	A			B			C								D				
MP	17.1	17.3	17.5	17.7	17.9	18.1	18.3	18.5	18.7	18.9	19.1	19.3	19.5	19.7	19.9	20.1	20.3	20.5	20.7
Injury					■												■	■	
Off Road			■																
Broadside						■	■	■	■				■	■	■	■	■	■	■
Dark-Lighted								■	■	■									
Pedestrian													■	■					
Approach Turn													■	■			■	■	■
Rear End																■	■		

Pedestrian and Bicycle Crash Analysis

Due to the typical rarity of vulnerable road user crashes relative to vehicle-only crashes combined with their higher severity, additional available data spanning the 9 years between 2014 and 2022, including at intersections, were examined to better detect potential pattern locations and emerging trends. Within this period, there were 43 pedestrian and 17 bicycle crashes along the corridor.

Pedestrian crashes occurred more often at unsignalized intersections and midblock locations than at signalized intersections in the corridor, with 26 pedestrian crashes occurring away from signalized intersections. The remaining 17 pedestrian crashes occurred at five signalized intersections along the corridor. Locations of pedestrian crashes at signalized intersections are summarized in **Table 23-4.** Locations of pedestrian crashes at stop-controlled intersections and midblock locations, and their relation to a marked crosswalk, are summarized in **Table 23-5.**

Table 23-4: Ayers St. Pedestrian Crashes, Signalized Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
18.217	Baldwin Blvd				3		3
18.715	Tarlton St		1			1	2
18.752	Blevins St			2		1	3
19.467	Horne Rd			1	1		2
20.464	McArdle Rd	1	2	2	2		7
Total		1	3	5	6	2	17

Table 23-5: Ayers St. Pedestrian Crashes, Unsignalized Locations.

MP	Street	Location Type	Marked Crosswalk	Severity Level					Total
				K	A	B	C	O	
17.81	14th St	Intersection	No					1	1
18.16	Date St	Intersection	No				1		1
18.875	Arlington Dr Crosswalk	Intersection	Yes			2			2
18.936	Watson St	Intersection	No			1	1	1	3
18.968	Norton St	Intersection	Yes		1	1			2
19.022	Mango Ct / Fannin St	Midblock	No	1		1			2
19.304	Midblock Pearse Dr	Midblock	No	1					1
19.398	Pearse Dr	Intersection	No		1		1		2
19.523	Midblock S of Horne	Midblock	Yes				1	1	2
19.663	Cuiper St	Midblock	Yes		1	1	1	1	4
19.841	Alexander St	Intersection	Yes			1	1		2
20.061	Viola St	Intersection	No		1				1
20.216	Sunnybrook Rd	Intersection	No			1			1
20.341	Mansheim Blvd	Intersection	No	1					1
20.577	Nemec St	Midblock	No			1			1
Total				3	4	9	6	4	26

Bicycle crashes were more common at intersections than non-intersection locations, with 12 crashes at intersections (8 signalized) and 5 crashes at non-intersection locations. Insufficient information exists in the data to conclusively determine pairings of vehicle and bicycle directions, though the limited information available indicates that these crashes more often involved turning vehicle conflicts or bicycles attempting to cross Ayers than crashes between vehicles and bicycles traveling in the same direction. Locations of bicycle crashes at intersections are summarized in **Table 23-6.** Locations of bicycle crashes at non-intersection locations are summarized in **Table 23-7**.

Table 23-6: Ayers St. Bicycle Crashes at Intersection Locations.

MP	Street	Signal	Severity Level					Total
			K	A	B	C	O	
17.1	Ocean Dr	Yes			1			1
17.325	Santa Fe St	Yes				1		1
18.488	Tompkins St	No				1		1
18.623	Edwards St	No				1		1
18.711	Tarlton St	Yes				1		1
18.848	Blevins St	Yes				1		1
18.872	Arlington Dr	No (crosswalk)		1		1		2
19.467	Horne Rd	Yes		1	2			3
20.464	McArdle Rd	Yes			1			1
Total			0	2	4	6	0	12

Table 23-7: Ayers St. Bicycle Crashes at Non-Intersection Locations.

MP	Street	Marked Crosswalk	Severity Level					Total
			K	A	B	C	O	
18.984	Verde Ct	No		1				1
19.504	S of Horne Rd	No		1				1
19.804	Alexander St	No				1		1
20.215	Sunnybrook Rd	No			2			2
Total			0	2	2	1	0	5

Combined pedestrian and bicycle crash instances for all types indicate likely areas of higher pedestrian and bicycle presence and/or higher crossing demand in the segments between Tarlton and Southgate and between Horne and Port. Locations of all pedestrian and bicycle crashes are depicted graphically in **Figure 23-5.** A degree of overlap between pedestrian and bicycle crashes involving injury and the locations of elevated LOSS shown in **Figure 23-4,** indicates these crashes are a significant component of the corresponding higher crash severity. Locations of pedestrian and bicycle crashes with high severity (fatal, incapacitating, or evident injury / KAB) are shown in **Figure 23-6.** The segments between Tarlton and Roosevelt and between Horne and Port as well as the intersections at Tarlton/Blevins, Horne, and McArdle may be well suited to cost-effective pedestrian crash mitigation measures.

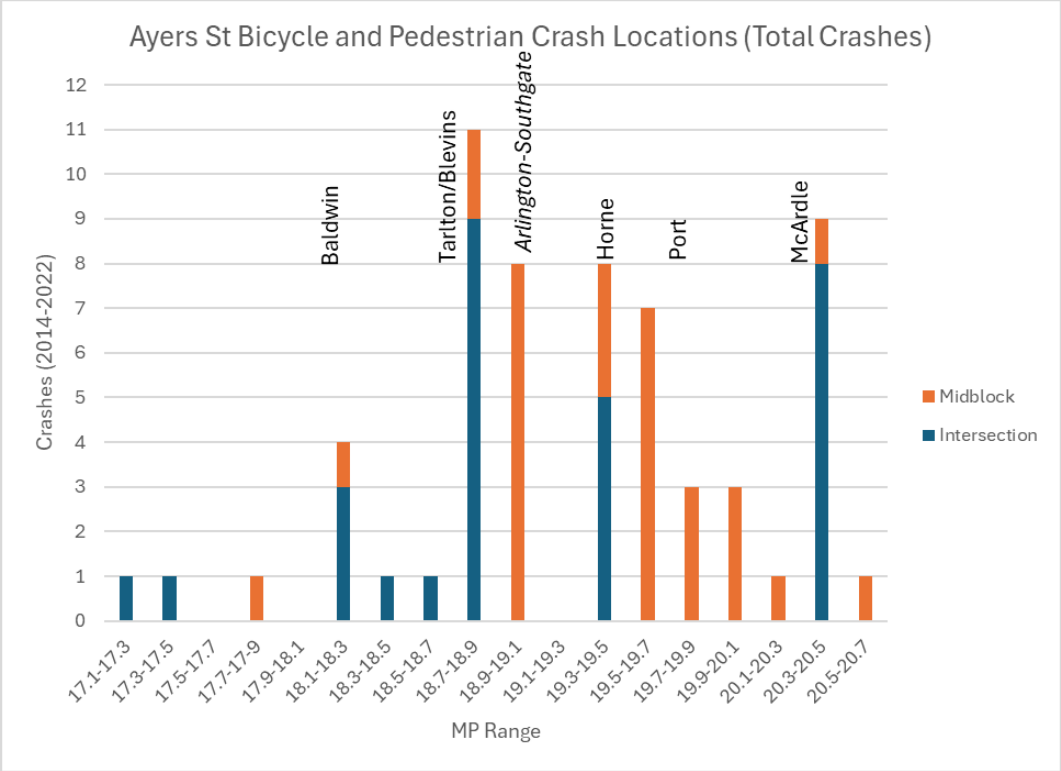


Figure 23-5: Ayers St., all Pedestrian and Bicycle Crash Locations.

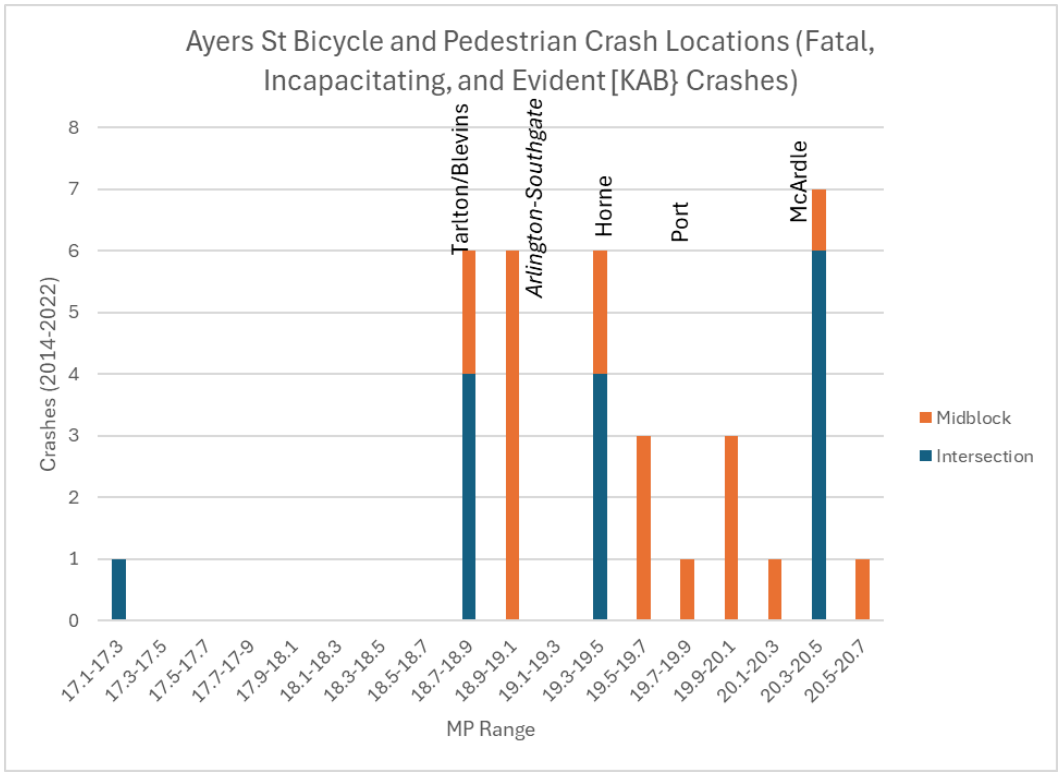


Figure 23-6: Ayers St., Severe (KAB) Pedestrian and Bicycle Crash Locations.

Potentially Correctible Patterns

Pedestrian Crashes

As described in the preceding section, a pattern of non-intersection pedestrian crashes was observed in the area between Horne and Gollihar Roads. Because pedestrian crashes at unsignalized intersections along arterial roadways may be functionally similar to non-intersection pedestrian crashes, further analysis of all pedestrian crashes along the corridor including those at intersections and those assigned to crossing roadways was conducted. Significant concentrations of pedestrian crashes were identified as follows:

- Non-intersection and unsignalized intersection:
  - From Tarlton St. south to Southgate Dr. (roughly 600 feet from Roosevelt Dr.): 9 pedestrian crashes (1 fatal)
  - From Pearse Dr. (beginning roughly 870 feet from Horne Rd.) to Alexander St. (at the southern end of the Port Ave. intersection channelization): 11 pedestrian crashes (1 fatal)
- Signalized intersections:
  - Tarlton St. / Blevins St. (closely spaced signalized intersections): 5 pedestrian crashes
  - Horne Rd.: 2 pedestrian crashes
  - McArdle Rd.: 7 pedestrian crashes (1 fatal)

These locations combined account for roughly 70 percent of the corridor's vulnerable road user crashes (43 of 60) and 80 percent of vulnerable road user severe crashes (28 of 35 fatal, incapacitating, and evident injury crashes) while comprising just 25 percent of its length (0.91 of 3.55 miles).

Tarlton St. to Southgate Dr. (MP 18.71-19.06)

The traffic signals at Blevins St. and Roosevelt Dr. are separated by 2,200 feet. Two marked crosswalks across Ayers are located in this segment at the stop-controlled intersections with Arlington Dr. / Clemmer St. (MP 18.88) and Norton St. (MP 18.97). The roadway is roughly 62 feet wide with four travel lanes and a center two-way left turn lane in this segment. The roadway widens slightly to 70 feet southwest of Norton St. for parallel parking along the northwest side. Bus stops are located on either side of Ayers near the Arlington/Clemmer intersection with a northbound stop immediately southwest of Clemmer and a southbound stop 180 feet southwest of Arlington. At the time the imagery in **Figure 23-7** was obtained (January 2023), a static warning sign for the northbound direction at Clemmer St. was in place but missing for the southbound direction.

Of the nine pedestrian crashes in the segment, six were indicated to have occurred outside of the marked crosswalks while two occurred at the Arlington/Clemmer crosswalk and one occurred at the Norton crosswalk. Five of these crashes, including the fatality, occurred outside of daylight hours. Street lighting is spaced at varying intervals and varying sides of the street. As a result, existing lighting may vary in consistency along the street and could produce darker areas and back-lighting of pedestrians in some cases. The two marked crosswalks are currently lighted from one side.



Figure 23-7: Facing southwest on Ayers St. at Arlington Dr. / Clemmer St. (January 2023).

Pearse Dr. to Alexander St. (MP 19.32-19.85)

This segment of Ayers St. varies between a similar 62-foot five-lane cross section to the previous segment discussed and a cross-section including several short raised median islands. Existing medians are generally configured such that all driveway turning movements are permitted. Four marked crosswalks exist within the segment, all within an 860-foot-long portion of the street adjacent to the Port Ayers transit hub northeast of Port Ave. These crosswalks all incorporate median pedestrian refuges as shown in **Figure 23-8.**



Figure 23-8: Facing northeast on Ayers St. near Cuiper St. (May 2023).

Of the 11 pedestrian crashes in this segment, six occurred at or near the marked crosswalks at the Port Ayers transit hub while two occurred in an area roughly 200-300 feet southwest of the Horne Rd. signal, two occurred near Pearse Dr. 300 feet northeast of the Horne Rd. signal, and one (a fatality) occurred mid-block roughly 800 feet northeast of the Horne Rd. signal. Eight of the eleven pedestrian crashes, including the fatality, occurred during non-daylight hours. Street lighting in the area adjacent to the Port Ayers transit hub is generally present on both sides of the street and at shorter spacing relative to other portions of the corridor, though placement downstream of crosswalks may cause

back-lighting of pedestrians in some cases. Lighting is less frequent northeast of Horne Rd. and may result in large variations in lighting levels along that portion of the street.

Tarlton St. / Blevins St. Intersections (MP 18.71-18.75)

The traffic signals at Tarlton and Blevins Streets are separated by roughly 90 feet and may function similarly to a single intersection as a result. The Tarlton intersection has pedestrian-actuated signals across three roadway legs while two private commercial driveways connect to the east side of the intersection but are not signal-controlled. The Blevins intersection has a pedestrian-actuated signal and crosswalk across the south leg of Ayers, no pedestrian signals or crosswalk markings across the east and west legs, and no marked crosswalk, signals, or curb ramps across the north leg of Ayers, implying this leg is not intended for pedestrian crossings. The general configuration of this intersection complex is seen in **Figure 23-9.**

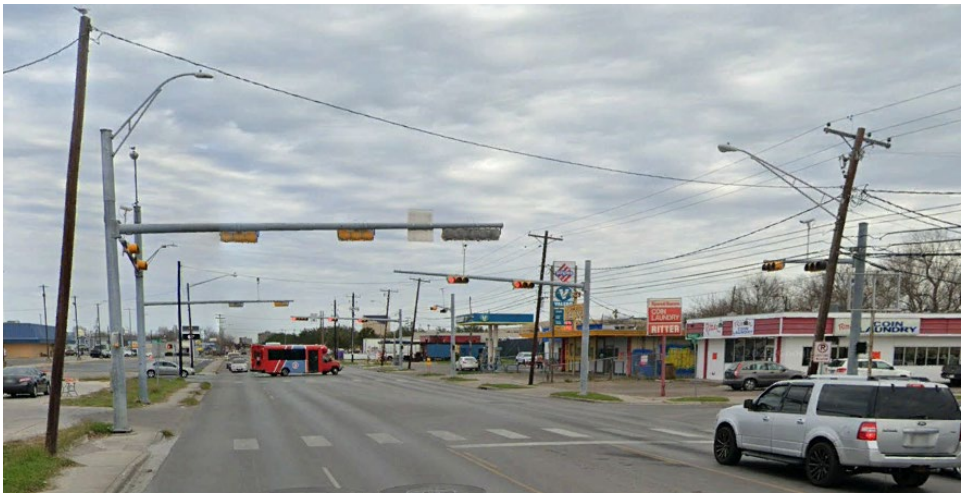


Figure 23-9: Facing northeast at Ayers and Blevins Streets (January 2023).

Of the five pedestrian crashes, two occurred at the Tarlton signal, two occurred at the Blevins signal, and one was indicated to have occurred mid-block between the two signals. One bicycle crash at each signal was also observed during the 8-year period. These crashes were more frequent during daylight hours, with only two of the pedestrian crashes occurring in dark-lighted conditions. Left-turning vehicles were involved in two instances, both at Blevins St.

Horne Rd. Intersection (MP 19.46)

The intersection of Ayers and Horne is shown in **Figure 23-10.** Intersection modifications occurred in 2022, consisting of partial rebuilding of the signal to remove the southeast corner signal pole from a small right turn channelizing island and conversion of the left turn signal indications from 5-section protected/permitted to flashing yellow arrow type. All intersection legs contain pedestrian-actuated signals and marked crosswalks. All corners have street lighting.



Figure 23-10: Facing northeast at Ayers St. and Horne Rd. (May 2023).

Two pedestrian crashes and two bicycle crashes associated with the intersection occurred in the 8-year period. Only one pedestrian crash was indicated to be within the intersection while another occurred a short distance to the west on Horne Rd. No bicycle or pedestrian crashes were indicated to have occurred since 2018.

McArdle Rd. Intersection (MP 20.46)

The intersection with McArdle Rd. was reconstructed in 2022 and previously lacked pedestrian facilities. The prior and current configurations are shown in **Figure 23-11.** The reconstruction upgraded the signal structure and equipment from a spanwire type, added street lighting on all corners, converted the north and southbound 5-section protected/permitted left turn signal indications to flashing yellow arrow, and added marked crosswalks, pedestrian signals, and sidewalks to legs except for the south leg of Ayers.

This intersection had the highest concentration of intersection pedestrian crashes prior to its reconstruction. It is not likely that available crash data for 2014-2022 reflects the significantly changed conditions. It is also expected that the improvements to the intersection have substantially improved its safety performance. As the signal's phasing appears to be largely the same as the previous condition, (particularly as the westbound left turn phasing remains permissive only but now with a "LEFT TURN YIELD ON GREEN" regulatory sign), the only prior pattern potentially relevant may be the involvement of left turning vehicles in the majority (4 of 7) of pedestrian and bicycle crashes.



Figure 23-11: Facing northeast at Ayers and McArdle, 2019 above, 2023 below.

Driveway Crashes

Crashes associated with driveways constituted more than half of the corridor's crashes not occurring at or related to intersections as shown in **Figure 23-12.** Angle crashes (broadside and approach turn) made up nearly two thirds of the crashes associated with driveways as shown in **Figure 23-13.**

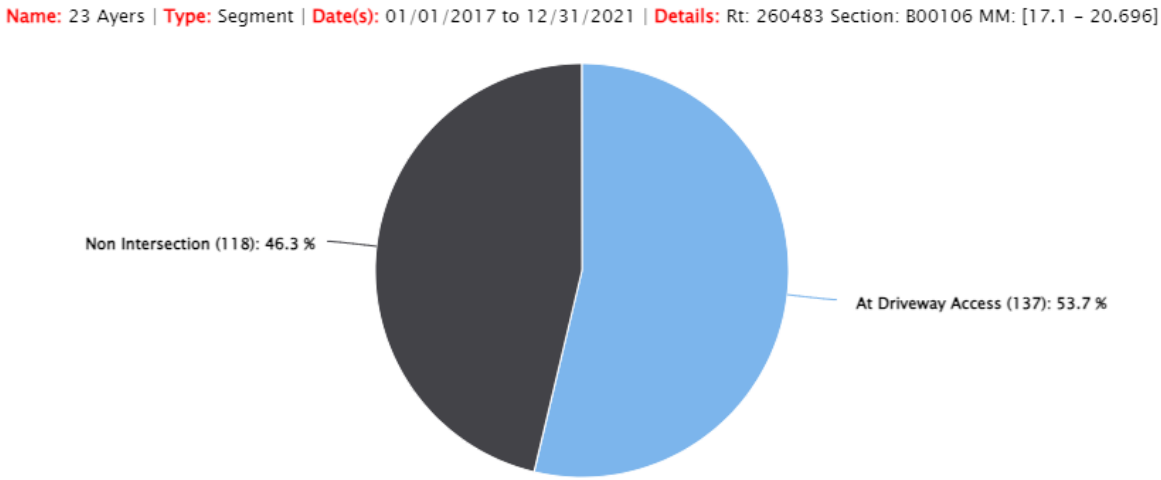


Figure 23-12: Ayers St., Ocean to SPID Road Description.

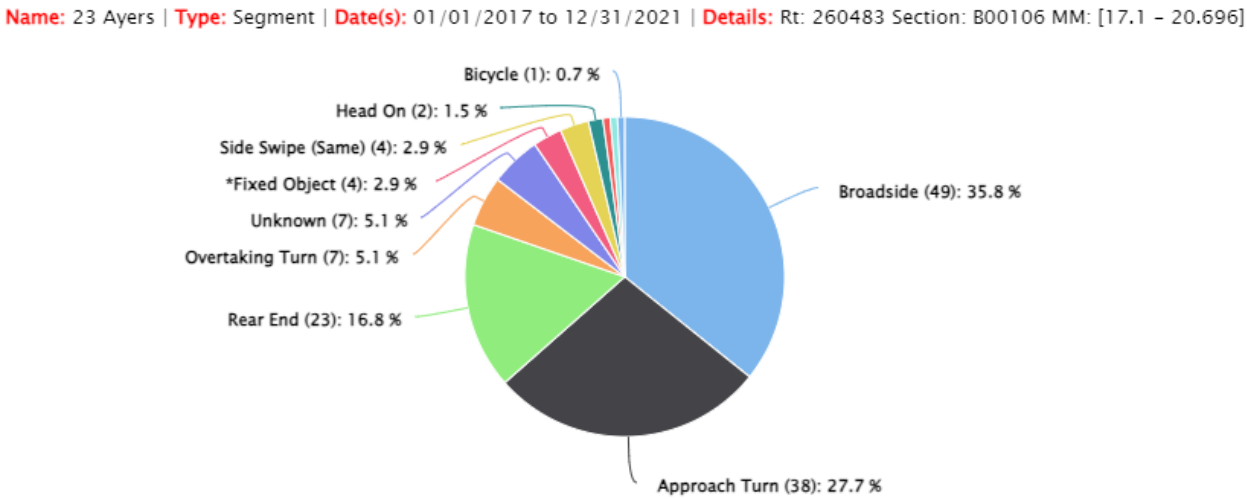


Figure 23-13: Ayers St., Ocean to SPID Driveway Crash Types.

Areas of higher concentrations of driveway crashes are indicated by **Figure 23-14** as follows:

- MP 18.7-18.9 (Tarlton/Blevins vicinity)
- MP 19.4-19.6 (Horne Rd. vicinity)
- MP 19.9-20.7 (Gollihar Rd. to SPID)

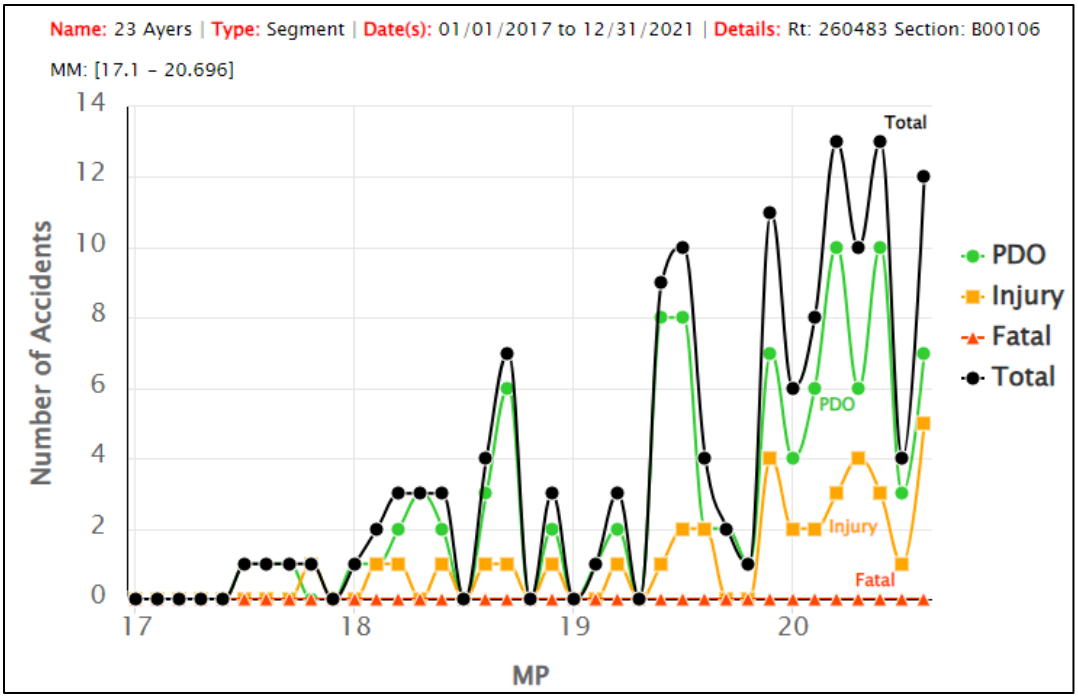


Figure 23-14: Ayers St., Ocean to SPID Driveway Crashes by Mile-point.

Slightly more than half of the corridor's driveway crashes (77 of 137) occurred in the segment between Gollihar Rd. and South Padre Island Dr. (MP 19.9-20.7). This segment previously lacked left turn lanes outside of signalized intersections. It is expected that the segment's 2022 reconstruction which added a center two-way left turn lane throughout has reduced the frequency of these crashes to some extent. It is suggested this segment be revisited in the future as crash data reflecting the current condition becomes available.

The Tarlton/Blevins intersection complex contains five full-movement commercial property access driveways over a 250-foot span along the east side of Ayers, including two driveways connecting to the Tarlton intersection but not controlled by its signal as shown in **Figure 23-15.**

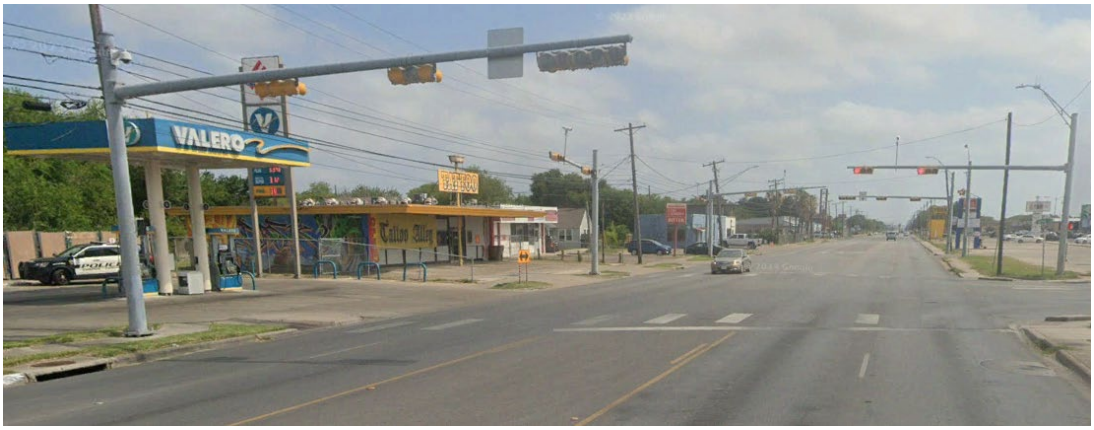


Figure 23-15: Facing southwest on Ayers St. at Tarlton St.

Information contained in crash data may not be sufficient to identify specific driveway locations in all cases. Queuing and traffic turbulence associated with the signals may introduce additional complexity in selecting appropriate gaps for drivers using these driveways. Turning movements associated with crossing Ayers between Tarlton and the driveways in the intersection may also not be clear or expected by drivers in some instances.

The segment of Ayers between Horne Rd. and Port Ave. had 20 driveway crashes in the five years between 2017 and 2021. Of these, ¾ (15 of 20) occurred at locations within 600 feet of Horne Rd. containing six full-movement driveways along the west side of the street and two along the east serving gas station, fast food, and retail establishments. The combination of higher-traffic driveways, queuing, and varying availability of gaps in traffic resulting from the nearby signal operation may contribute to a higher frequency of driveway crashes in this area. The location is shown in **Figure 23-16.**



Figure 23-16: Facing northeast on Ayers St. approaching Horne Rd.

Crashes in Dark Conditions

A pattern of dark-lighted crashes was indicated by direct diagnostics in the area between Shely and Fannin Streets (see **Table 23-3**). Crash types in this segment, excluding the signalized intersections at Tarlton and Blevins, are summarized in **Figure 23-17.** Collisions between vehicles traveling in conflicting directions (6 broadside and 6 approach turn crashes) were the most common, followed by collisions between vehicles traveling in the same direction (4 rear end, 2 sideswipe, and 2 overtaking turn crashes), lane/road departure crashes (4 fixed object and 3 parked vehicle crashes), and vulnerable road user crashes (5 pedestrian and 1 bicycle crashes). Of 9 severe crashes (fatal, incapacitating, and evident injury), 4 involved pedestrians (1 fatal), 1 involved a cyclist, 2 involved fixed objects, and 2 involved angle crashes (1 broadside and 1 approach turn). This segment also contains a mid-block and unsignalized intersection pedestrian crash pattern area (Tarlton-Southgate) discussed in the **Pedestrian Crashes** section of this report.

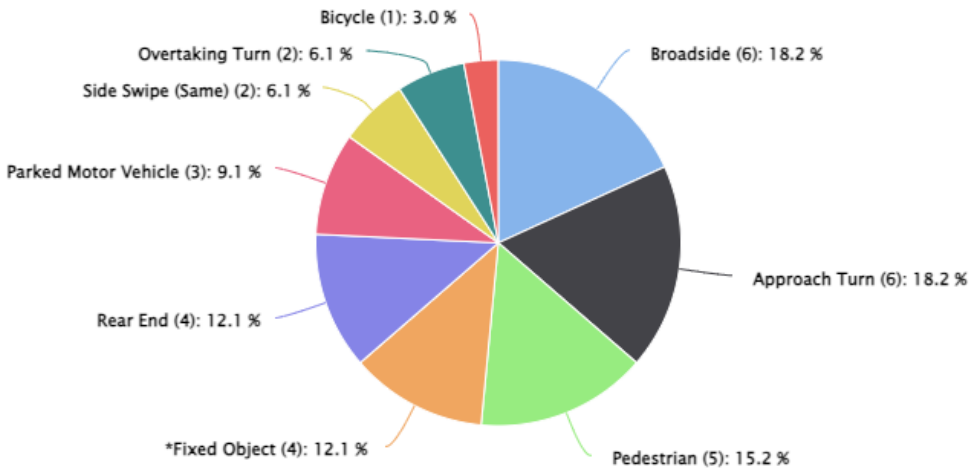


Figure 23-17: Ayers St. between Shely and Fannin, Dark Conditions Crash Types (2017-2022, excluding signalized intersections).

The overlap of pedestrian and dark-lighted conditions patterns suggests this area may benefit from lighting improvements. Lighting devices in this portion of the corridor have varying heights, spacing, and lateral placement with most being attached to utility poles at roughly 25-30 feet in height and spaced between 200 and 400 feet. Conventional light spacing for continuous roadway lighting is often estimated at a 6:1 spacing-to-height ratio with lateral coverage of 50 feet for a 40-foot luminaire height. Under these assumptions, there may be areas of the corridor where existing light spacing is too large to achieve desirable illumination between light standards as well as areas where light from a device on one side of the street may not reach across the full roadway width.

Rear End Crashes

A pattern of non-intersection rear end crashes was identified through pattern recognition (see **Table 23-3**) corresponding to the segment between Gollihar and McArdle Roads. As previously noted, this segment was recently reconstructed from an undivided 4-lane cross section to a 5-lane cross section incorporating a two-way left turn lane after the period of available crash data. The segment includes roughly 25 full-movement street and driveway access points, which in the prior configuration would have required vehicles turning left into them to slow or stop in the left through lane to yield to oncoming traffic. Removal of this left turning traffic from the through traffic stream has likely significantly mitigated this issue.

Recommended Improvements

1. Road Diets (MP 17.66-18.21: Staples to Baldwin, MP 18.21-19.52: Baldwin to Horne)

The portion of Ayers St. between Staples St. and Baldwin Blvd. has a 4-lane undivided cross section within an approximately 42-foot street width. Traffic count data used for this report and contained within the provided linear referencing system were from 2018 and indicated the segment had an AADT of just 1,788. Subsequent counts cataloged by TxDOT indicate the AADT may actually be somewhat higher at roughly 4,800 for 2022. In either case, the available capacity appears to far exceed demand for this segment with a volume/capacity ratio of 0.3 or less likely. Capacity far exceeding demand on urban roadways may contribute to undesirable behavior such as speeding, while frequent left turning maneuvers from the through lane may result in lower-than-expected capacity for through traffic.

"Road Diet" treatments consisting of conversion of 4-lane undivided facilities to 3-lane cross sections with center two-way left turn lanes (removal of a through lane in either direction) have been successfully applied at AADT levels up to 20,000 depending on intersection capacity needs and local tolerances. As the section of Ayers between Staples and Baldwin has traffic levels well within the capacity of an urban signalized two-lane roadway, the risk of noticeable delay from this treatment is expected to be very low. This treatment would represent a cost-effective safety improvement as shown by the benefit/cost calculation in **Table 23-8** (includes crashes at unsignalized intersections).

Table 23-8: Ayers St., Staples to Baldwin Road Diet B/C Calculation.

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DiExSys™ Vision Zero Suite
Economic Analysis Report

04/24/2024

23 Ayers staples-baldwin road diet bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 23	9 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 7	4 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 3	0 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $100000
Years in Crash Search: 6
Type: Road Diet: Convert 4-lane Roadways to 3-lane with Center Turn Lane
Notes: Suburban
Benefit/Cost Ratio: 25.9

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

A portion of the safety benefit from conventional road diet treatments is thought to derive from the removal of stopped and slowing left turning vehicles from the through traffic stream. Other safety benefits may result from a reduced number of conflict points, lower running speeds, and reduced crossing distance and simplified gap perception for crossing pedestrians. To date, conversions of 5-lane (4-lane divided with center turn lane) cross sections to 3-lane facilities through removal of a travel lane in either direction have not been extensively studied and have most often involved relatively short road segments. These conversions may be expected to produce a degree of safety benefit in instances where demand is significantly below capacity. An instance of such a treatment over a 2-mile segment in Colorado Springs, CO in 2016 was found to have reduced crash frequency and severity by roughly 20 percent as shown in **Figure 23-18.**

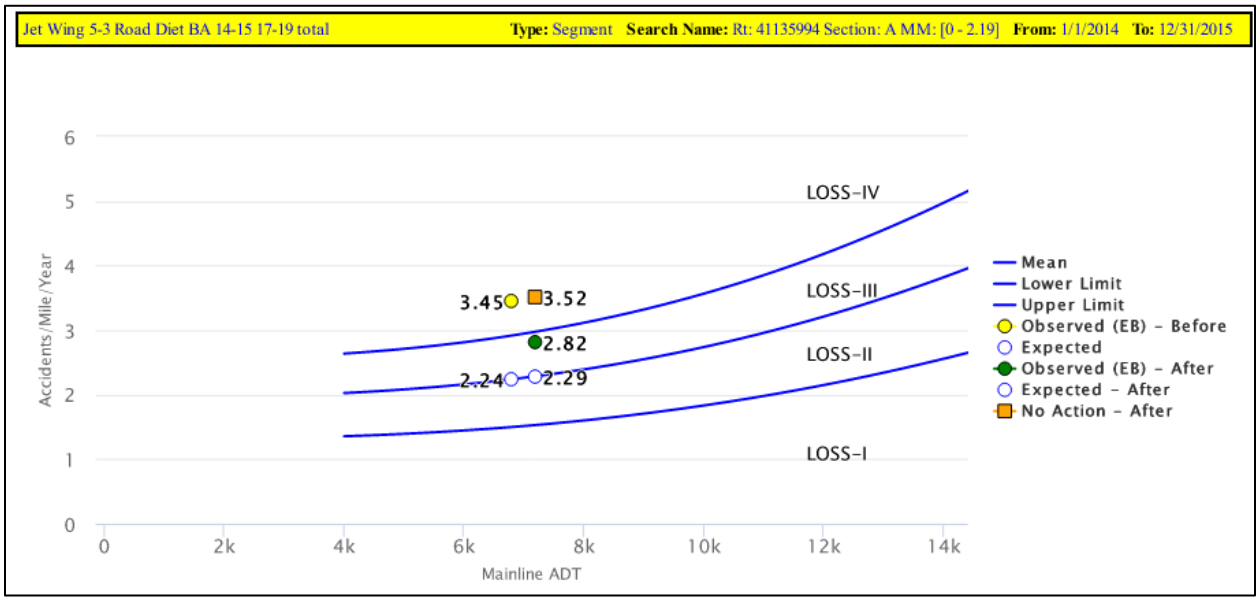


Figure 23-18: Before-After Crash Data Analysis of 5-to-3 Road Diet (Colorado Springs, CO).

The segment of Ayers between Baldwin Blvd. and Horne Rd. appears to have stable AADT between 14,000 and 14,500 in recent years (excluding the pandemic-influenced lower traffic levels of 2020). Corridors with AADT in this range are considered potential candidates for road diet treatments depending on the degree of impacts to intersection operation. It is suggested that this portion of Ayers be further evaluated for suitability of removal of through lanes. If operational impacts at signalized intersections are minimal enough to maintain intersection operations to an acceptable level, conversion of most or all of this segment may represent a cost-effective safety treatment as shown in **Table 23-9.** As this modification also impacts crash frequency at unsignalized intersections, crashes at those locations in addition to driveway and non-intersection crashes have been included in the calculation.

Table 23-9: Ayers St., Baldwin Blvd. to Horne Rd. Road Diet B/C Calculation.

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23 Ayers Baldwin-Horne 5-3 bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 92	55 :Injured C	CRF for PDO: 20%	Cost of PDO: $0
INJ C: 32	22 :Injured B	CRF for INJ C: 20%	Cost of INJ C: $0
INJ B: 19	2 :Injured A	CRF for INJ B: 20%	Cost of INJ B: $540,000
INJ A: 2	1 :Killed	CRF for INJ A: 20%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 20%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $150000
Years in Crash Search: 6
Type: 5-to-3 Lane Road Diet
Notes: Estimate
Benefit/Cost Ratio: 81.24

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

2. Lighting Improvements (MP 18.21-19.52: Baldwin to Horne)

A detailed examination of the existing roadway lighting along Ayers between Baldwin Blvd. and Horne Rd. to determine its effectiveness, as well as its potential for upgrade or replacement, is recommended. Existing lighting may not provide sufficient lighting levels consistently in this area. Assuming a cost of $1.7 million to design and construct a complete replacement lighting system over this 1.3-mile segment, a cost-effective improvement would be expected as shown in **Table 23-10.** This improvement would be expected to reduce crash frequency at both non-intersection and unsignalized intersection locations where improved lighting may be achieved.

Table 23-10: Ayers St., Baldwin to Horne Lighting Improvement B/C Calculation.

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04/24/2024

23 Ayers Baldwin-Horne lighting bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 39	17 :Injured C	CRF for PDO: 32%	Cost of PDO: $0
INJ C: 9	11 :Injured B	CRF for INJ C: 32%	Cost of INJ C: $0
INJ B: 11	3 :Injured A	CRF for INJ B: 32%	Cost of INJ B: $540,000
INJ A: 3	1 :Killed	CRF for INJ A: 32%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 32%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $20000

Improvement Cost: $1700000
Years in Crash Search: 6
Type: Lighting: Install Roadway Lighting
Notes: All crash types. Nighttime Only
Benefit/Cost Ratio: 9.19

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

3. Raised Median, Pedestrian-Specific (MP 18.71-19.15: Tarlton to Roosevelt)

Raised medians have been shown to improve pedestrian safety at unsignalized crosswalks and other mid-block locations. They provide a refuge location outside of the traveled way enabling pedestrians to cross in two stages and determine gaps in one direction of traffic at a time. This benefit may extend to both marked and unmarked crossing locations. Due to the dispersed nature of pedestrian crashes in the segment of Ayers St. between Tarlton St. and Roosevelt Dr., it is suggested that a median be incorporated along the segment's entire length. Further examination of traffic characteristics may be needed to determine appropriate locations for median openings to allow left turn movements. A median in this area would be cost-effective as shown in the benefit/cost calculation in **Table 23-11**. This calculation does not account for potential additional benefits that may be realized through channelization of left turns to and from some side streets and driveways to more controlled locations.

Table 23-11: Ayers St., Tarlton to Roosevelt Raised Median B/C Calculation.

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Economic Analysis Report

04/24/2024

23 Ayers Tarlton-Roosevelt ped median bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	0 :Injured C	CRF for PDO: 32%	Cost of PDO: $0
INJ C: 0	4 :Injured B	CRF for INJ C: 32%	Cost of INJ C: $0
INJ B: 4	0 :Injured A	CRF for INJ B: 32%	Cost of INJ B: $540,000
INJ A: 0	1 :Killed	CRF for INJ A: 32%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 32%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $800000
Years in Crash Search: 6
Type: Pedestrian: Raised Median/Refuge Island (Specific)
Notes: Ped Crashes Only within 350 ft. Uncontrolled Crosswalk
Benefit/Cost Ratio: 6.29

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

4. Raised Median, Driveway Restriction (MP 19.39-19.59: Horne Approaches)

Several closely spaced and high-traffic commercial driveways are located along Ayers within the intersection influence zone of the Horne Rd. signal. Restriction of turning movements using raised medians for roughly 600 feet on either side of the Horne intersection would be expected to produce cost-effective crash reduction as shown in the benefit/cost calculation in **Table 23-12**. At locations where a conventional raised median installation is inhibited by narrow roadway width, curbing/flexible delineator devices may be an option. A similar treatment recently installed in Portland, TX (Broadway near US 181) has significantly reduced the frequency of driveway crashes at a former full-movement access shown in **Figure 23-19.**

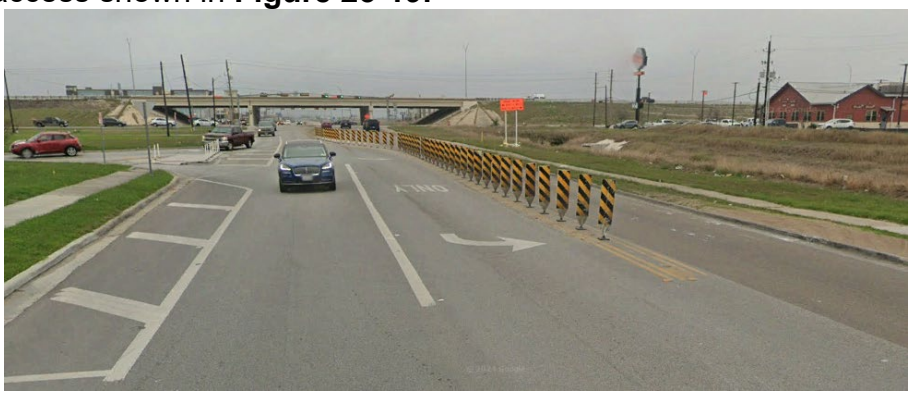


Figure 23-19: Narrow Median Channelization, Portland, TX.

Table 23-12: Ayers St. north and south of Horne Rd, Raised Median B/C Calculation.

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/24/2024

23 Ayers Horne median bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 30	10 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 6	3 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 3	1 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $600000
Years in Crash Search: 6
Type: Access: Raised Median
Notes: Access Management
Benefit/Cost Ratio: 9.32

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

5. Crosswalk Enhancements (MP 18.87-19.02: Arlington & Norton Crosswalks, MP 19.52-19.72: Port/Ayers Crosswalks)

Uncontrolled crosswalks on multilane roadways present significant challenges to crossing pedestrians and approaching drivers. Issues that may arise at such locations include higher difficulty on the part of pedestrians in judging vehicle speeds and appropriate gaps in multiple lanes, lower visibility of pedestrians by drivers, and instances where a vehicle in one lane stops to yield to a crossing pedestrian but a vehicle in an adjacent lane does not. Areas of low to moderate-speed roadways with moderate to high pedestrian activity have been shown to have significant improvements in safety following the addition of pedestrian-activated rectangular rapid flashing beacons (RRFBs). These devices significantly increase the visibility of pedestrians and serve to remove much of the ambiguity of right of way at mid-block crosswalks. An example of this treatment is depicted in **Figure 23-20.**

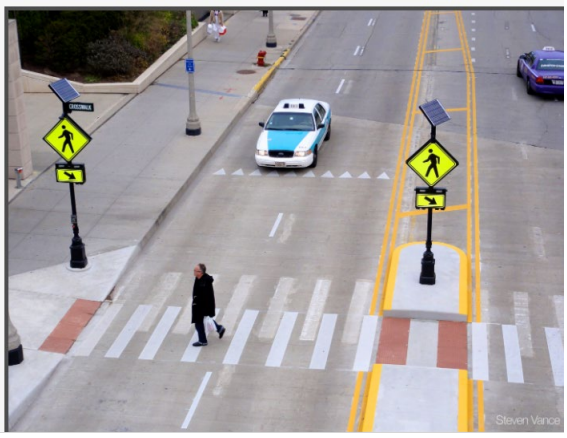


Figure 23-20: Example RRFB on a multilane street[2].

Current pedestrian crossing treatment guidelines from the Federal Highway Administration shown in **Table 23-13** suggest a range of treatments for a corridor with the characteristics of these portions of Ayers (moderate AADT, 35-mph speed limit, and four travel lanes). Closer examination of pedestrian activity may be needed to determine specific treatments and designs, though it is likely that the Arlington/Clemmer, Norton, and Port Ayers vicinity marked crosswalks have pedestrian levels supporting RRFB installation. This treatment would be well within the cost-effective benefit range at these six crossings as shown in the benefit/cost calculations in **Table 23-14** (Arlington and Norton locations) and **Table 23-15** (Port Ayers transit hub area locations). At the Arlington and Norton crosswalks, combination with lighting, pedestrian refuge medians and/or potential road diet discussed previously (see pages **24, 25,** and **21**, respectively) would be expected to further reduce the likelihood of pedestrian crashes by as much as 70 percent.

[2] http://www.pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=53

Table 23-13: FHWA Pedestrian Crossing Treatment Selection Guidance[3].

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 ● 9
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5 7 9	● ❸ 5 7 9	○ ❸ 5 ● 9	○ 3 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 ● 9	○ ❸ 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 ● 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ❸ 5 6 7 9	○ ❸ 5 6 ● 9	○ 3 4 5 6 7 9	○ ❸ 5 6 ● 9	○ ❸ 5 6 ● 9	○ ❸ 4 5 6 7 9	○ ❸ 5 6 ● 9	○ ❸ 5 6 ● 9
4+ lanes with raised median (2 or more lanes in each direction)	● ❸ 5 7 8 9	● ❸ 5 7 8 9	○ ❸ 5 8 ● 9	○ ❸ 5 7 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 8 ● 9	○ ❸ 5 ● 7 8 9	○ ❸ 5 8 ● 9	○ ❸ 5 8 ● 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● ❸ 5 6 7 8 9	○ ❸ 5 ● 6 7 8 9	○ ❸ 5 ● 6 8 ● 9	○ ❸ 5 ● 6 7 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 ● 6 7 8 9	○ ❸ 5 6 8 ● 9	○ ❸ 5 ● 6 8 ● 9

Given the set of conditions in a cell,

- \# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)**
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)**

[3] https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf

Table 23-14: Ayers St. at Arlington Dr. and Norton St. RRFB B/C Calculation.

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04/24/2024

23 Ayers Arlington-Norton RRFB bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	1 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 1	5 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 5	1 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 1	1 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $5000

Improvement Cost: $50000
Years in Crash Search: 9.00
Type: Pedestrian: Rectangular Rapid Flashing Beacon (RRFB)
Notes: Ped Crashes Only within 350 ft
Benefit/Cost Ratio: 53.43

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 23-15: Ayers St. at Port Ayers Crosswalks RRFB B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/24/2024

23 Ayers Port Ayers RRFBs bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 2	1 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 1	2 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $10000

Improvement Cost: $100000
Years in Crash Search: 9.00
Type: Pedestrian: Rectangular Rapid Flashing Beacon (RRFB)
Notes: Ped Crashes Only within 350 ft
Benefit/Cost Ratio: 12.68

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

6. Signal Operation Modifications and Signing (MP 18.71: Tarlton, MP 18.74: Blevins, MP 20.46: McArdle)

Pedestrian crashes at and adjacent to the Tarlton and Blevins signalized intersections may relate to pedestrian conflicts with turning vehicles or pedestrians crossing at a location without a marked crosswalk or pedestrian signal in some cases. The following modifications should be considered to improve pedestrian safety at these intersections:

- Tarlton St.:
  - Add a leading pedestrian interval (LPI, see MUTCD Section 4I.06) for the eastbound Tarlton phase to improve visibility of crossing pedestrians in conflict with left and right turning vehicles facing a green indication without opposing vehicular traffic.
  - Upgrade existing pedestrian signal indications to countdown type.
- Blevins St.:
  - Add pedestrian signal indications for the east and west side street leg crossings, upgrade existing indications to countdown type.
  - Add a leading pedestrian interval (LPI) for the Blevins phase to improve visibility of crossing pedestrians in conflict with left turning traffic.
  - Add R9-3 “no pedestrians” with R9-3bP “use crosswalk” plaques or similar signing at the northwest and northeast corners shown in **Figure 23-21** to improve pedestrian guidance toward established crosswalks (see MUTCD Section 2B.57).



Figure 23-21: Facing northwest from Blevins St. at Ayers St. (January 2022).

This combination of treatments would be expected to be cost-effective as shown in Table **23-16**.

Left turn phases at these intersections currently utilize 5-section protected-permitted indications. These indications may be considered for replacement with 4-section flashing yellow arrow indications. Absent operational adjustments such as protected by time-of-day operation, this replacement would be expected to have minimal impacts to intersection safety, although could allow more flexibility to implement operational adjustments such as time of day protection during observed times of heavy pedestrian traffic.

Table 23-16: Ayers St. at Tarlton/Blevins Pedestrian Treatments B/C Calculation.

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/30/2024

23 Ayers Tarlton-Blevins ped sig and lpi bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 2	2 :Injured C	CRF for PDO: 26%	Cost of PDO: $0
INJ C: 2	2 :Injured B	CRF for INJ C: 26%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 26%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 26%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 26%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $35000
Years in Crash Search: 9.00
Type: Signals: Pedestrian Countdown Signals (Peds) and LPI
Notes: Ped Crashes within 200 ft (except Driveway Related)
Benefit/Cost Ratio: 35.52

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

The recent additions of pedestrian signals, marked crosswalks, and sidewalks at the McArdle intersection is expected to have significantly improved the pedestrian safety problem observed in earlier crash data for this location. It is suggested that R9-3 “no pedestrians” and R9-3bP “use crosswalk” signs be added at the southwest and southeast corners seen in **Figure 23-22** to more strongly discourage pedestrians from crossing the intersection’s south leg in conflict with westbound left turning traffic which is likely the dominant side-street traffic movement.

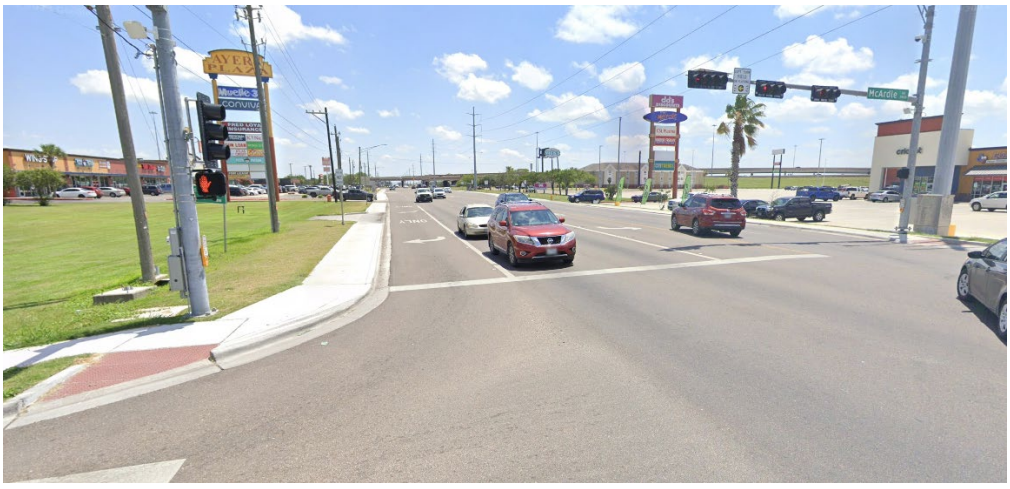


Figure 23-22: Facing south from McArdle Rd. at Ayers St (June 2023).

SAFETY ASSESSMENT

24. Airline Rd.
Ocean Dr. to Cimarron Blvd.

Corpus Christi MPO, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Airline Rd. between Ocean Dr. and Cimarron. is a 3.25-mile urban arterial, Route 260472, Section B00019, Mile-point 0-3.25. Mile-points are arranged from north to south. General traffic and access characteristics are summarized in **Table 24-1.**

Table 24-1: Airline Rd. Segment Characteristics

From MP	To MP	Length (mi)	Segment Description	AADT (2018)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
0	0.59	0.59	A. Ocean Dr to Alameda St	11,122	4**	35	3.4	30.5
0.59	1.72	1.13	B. Alameda St to McArdle Rd	30,495	4	35	2.7	66.3
1.72	2.27	0.55	C. McArdle Rd to Williams Dr	32,640	4	35	7.3	47.3
2.27	3.25	0.98	D. Williams Dr to Cimarron Blvd	31,997	4	35/40	3.1	47.9

*Unsignalized category includes public streets and private driveway intersections.
**Ocean Dr. to Gaines St. (MP 0-0.35) is undivided; Gaines St. to Alameda St. is divided (TWLTL).

Roadway Characteristics

Airline Rd. has largely consistent width and cross section features within the study corridor and is 60-62 feet wide except for a 0.35-mile segment between Ocean Dr. and Gaines St. which is 48 feet wide. The corridor has four through lanes with widths between 11 and 12 feet and a 12 to 13-foot center two-way left turn lane (TWLTL) except in the undivided portion between Ocean and Gaines.

Multimodal Characteristics

Sidewalks 4-6 feet wide, which are attached to the roadway north of South Padre Island Dr. and detached to the south, are present on both sides of the street along the length of the corridor. No uncontrolled crosswalks currently exist crossing this portion of Airline Rd. Bike facilities are not present along the corridor.

Corpus Christi Regional Transportation Authority operates buses along the length of the corridor in the form of Routes 6 and 26 which operate Mondays-Saturdays on one-hour headways.

Single- and multi-family residential uses are adjacent to but do not front the corridor between Ocean and McArdle. Airline connects to several large retail destinations between McArdle and Williams. South of Williams, neighboring properties are largely a mix of single- and multi-family residential as well as smaller service and retail businesses.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for the 5-year period also.

For the study period of 01/01/2017 to 12/31/2021 there were 585 non-intersection and at-driveway access crashes recorded along the corridor, including 460 PDO, and 125 Injury crashes (with 170 people injured).The crash type distribution is shown in **Figure 24-1** and includes 210 rear end, 143 broadside, 80 sideswipe (same direction), 68 approach turn, 40 fixed object, 3 pedestrian, and 2 bicycle crashes.

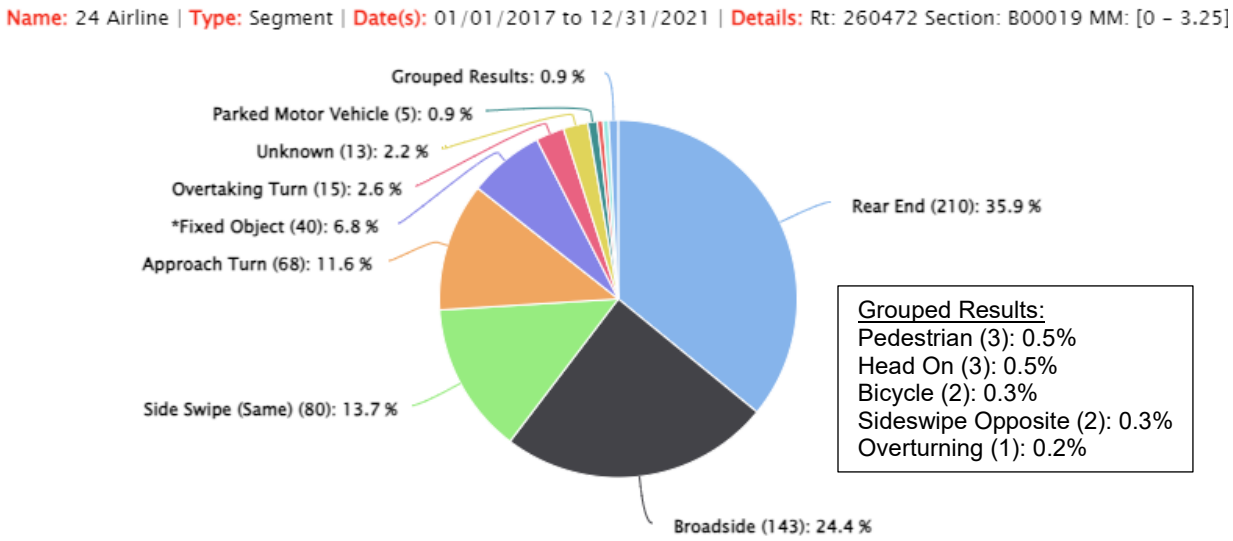


Figure 24-1: Airline Rd., Ocean to Cimarron Crash Types.

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate that portions of the corridor between Ocean and Alameda and between McArdle and Cimarron have high potential for crash correction (LOSS IV) for both severe and total crashes. SPFs for the four segments are shown in **Figure 24-2** (severe) and **Figure 24-3** (total). The corridor's SPF profile plot is shown in **Figure 24-4.**

A portion of *Segment C* (McArdle-Williams) between McArdle and South Padre Island Dr. was reconstructed in 2021. This project primarily consisted of resurfacing of the roadway with concrete pavement as well as improvements to underground drainage and utility infrastructure and did not significantly alter the general cross section and access conditions existing previously. Crash characteristics are not expected to have changed as a result of the project outside of possible short-term impacts from temporary traffic control and phasing.

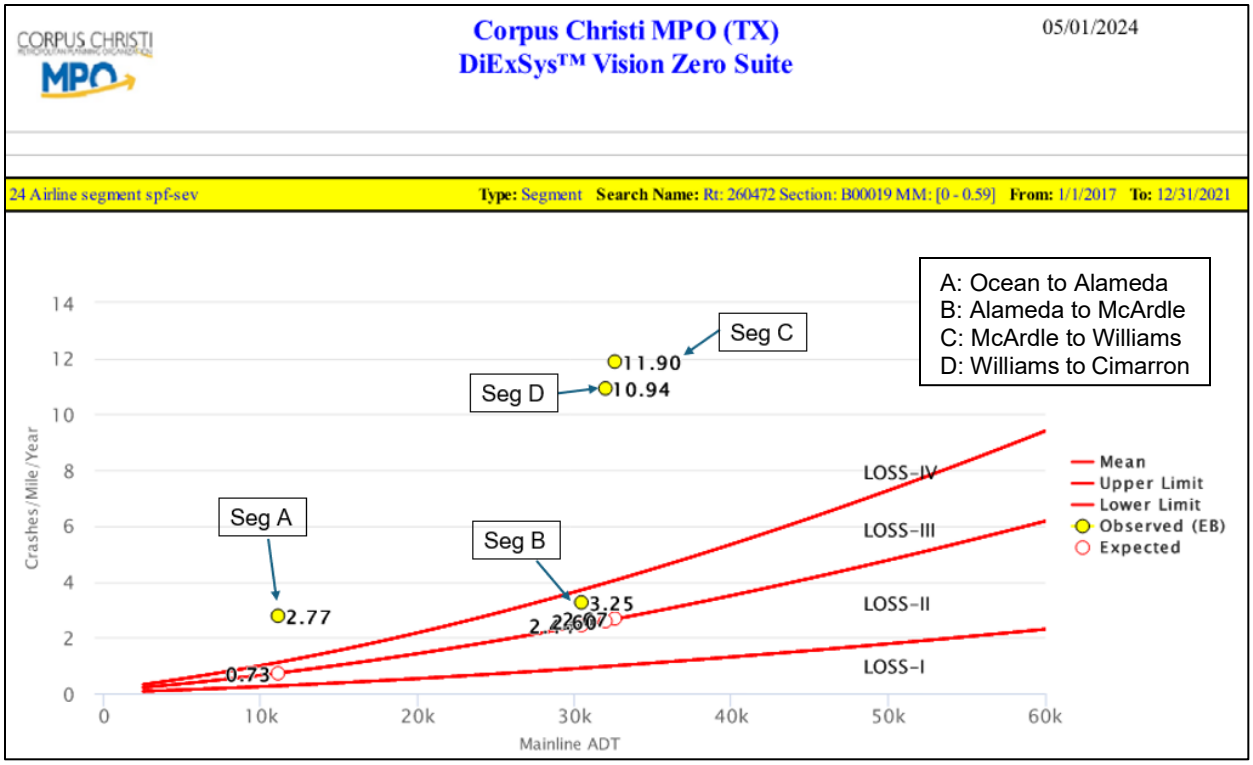


Figure 24-2: Airline Rd. SPF (Severe) by Segment.

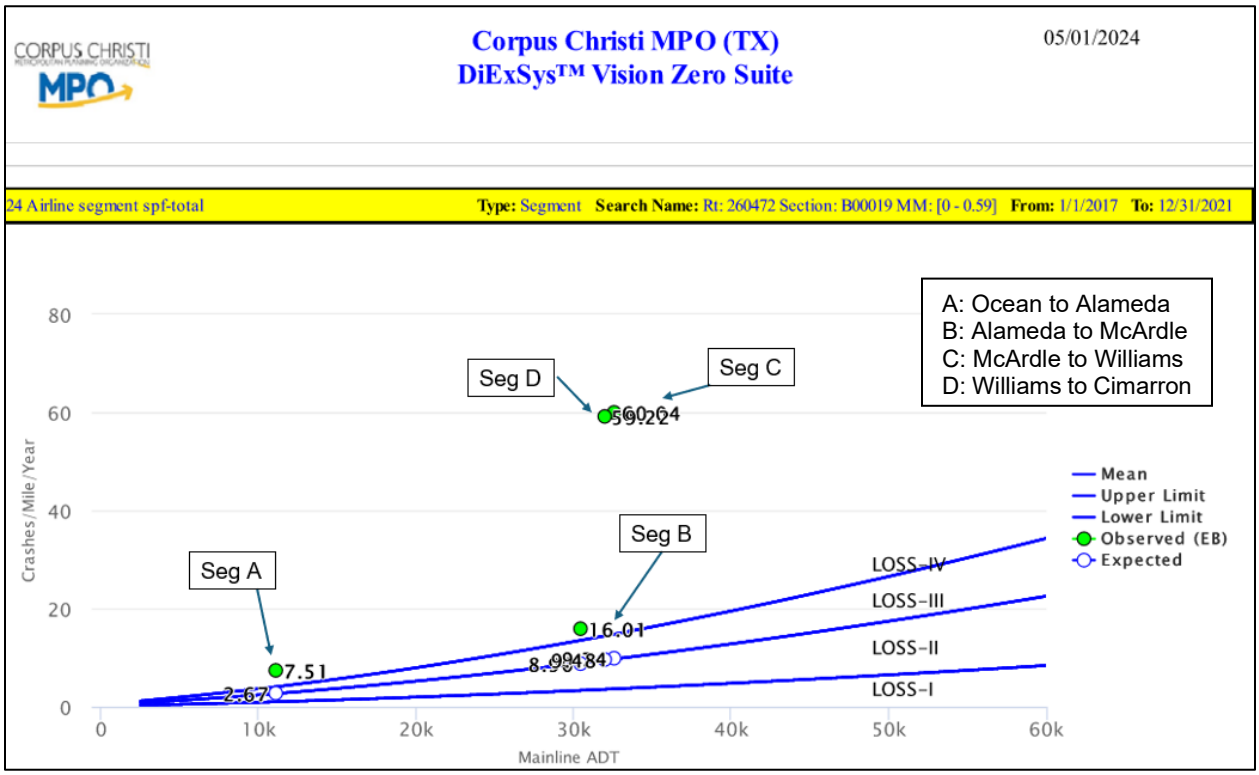


Figure 24-3: Airline Rd. SPF (Total) by Segment.

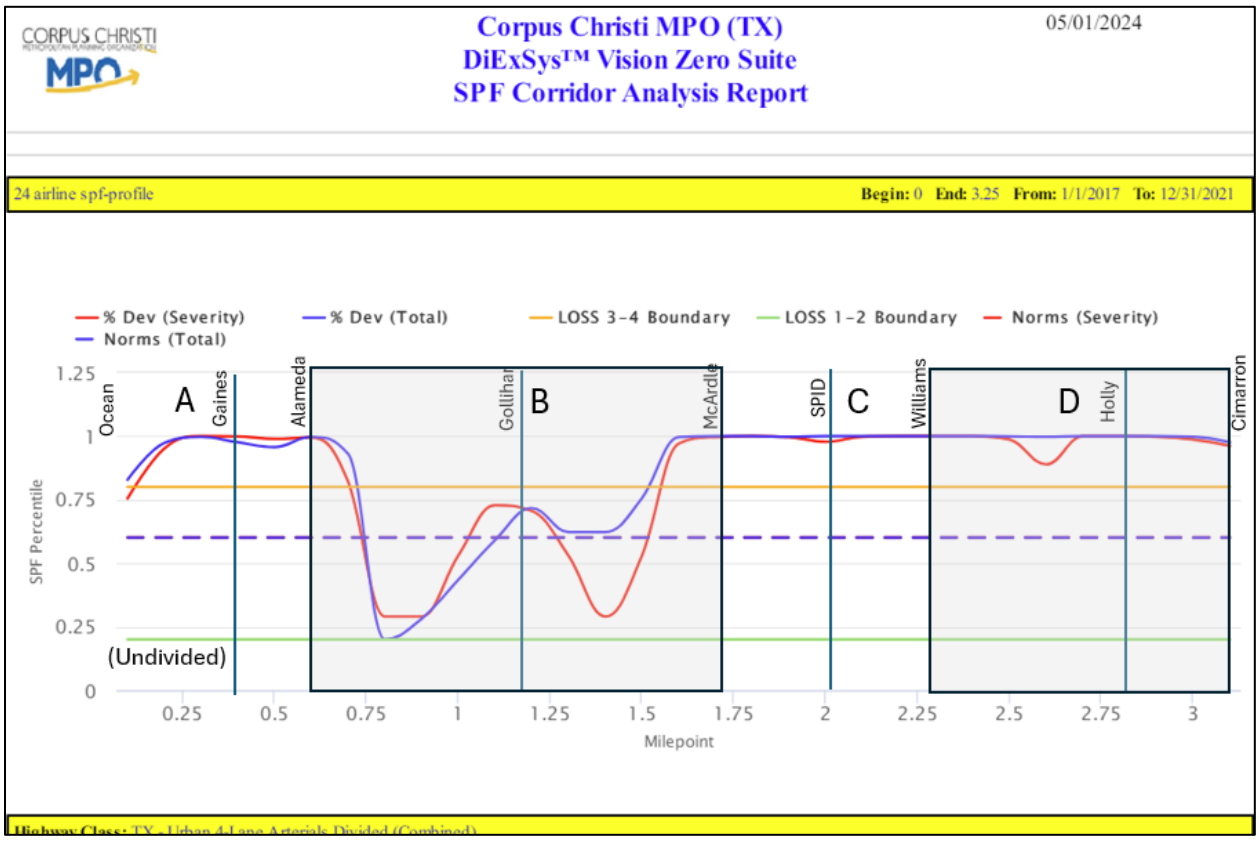


Figure 24-4: Airline Rd., Ocean to Cimarron Corridor SPF Profile.

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows and summarized **in Table 24-2:**

- MP 0.3-0.4 (near Gaines): Injury, Off Road, Dark-Lighted
- MP 0.5-0.6 (Alameda approaches): Approach Turn
- MP 0.9-1.0 (near Lum): Off Road
- MP 1.2-1.4 (Hugo to Kimbrough): Dark-Lighted
- MP 1.7-3.1 (McArdle to Meadowvista): Broadside, Approach Turn, and Rear End

Table 24-2: Airline Rd. Crash Pattern Locations.

Segment	A			B						C			D				
MP	0.0	0.2	0.4	0.6	0.8	1.0	1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6	2.8	3.0	3.2
Injury		■															
Off Road		■				■											
Broadside										■	■	■	■	■	■		
Dark-Lighted		■					■										
Approach Turn			■							■	■	■	■	■	■	■	
Rear End										■	■		■	■	■	■	

Pedestrian and Bicycle Crash Analysis

Due to the typical rarity of vulnerable road user crashes relative to vehicle-only crashes combined with their higher severity, additional available data spanning the 9 years between 2014 and 2022, including at intersections, were examined to better detect potential pattern locations and emerging trends. Within this period, there were 24 pedestrian and 17 bicycle crashes along the corridor.

Most pedestrian crashes along the corridor (19 of 24) occurred at signalized intersections including all of high severity (1 fatal, 1 incapacitating, and 10 evident injury). Locations of pedestrian crashes at signalized intersections are summarized in **Table 24-3.** Locations of pedestrian crashes at stop-controlled intersections and midblock locations are summarized in **Table 24-4**. As noted previously, all marked crosswalks in the corridor are located at signalized intersections.

Table 24-3: Airline Rd. Pedestrian Crashes, Signalized Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
1.13	Gollihar Rd			3			3
1.71	McArdle Rd			2			2
2.03	SPID EB	1		2	1		4
2.27	Williams Dr		1	1	1	2	5
2.82	Holly Rd			2	1	1	4
3.23	Cimarron Blvd				1		1
Total		1	1	10	4	3	19

Table 24-4: Airline Rd. Pedestrian Crashes, Unsignalized Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
0.81	Bradshaw Dr					1	1
2.07	S of SPID (midblock)				1		1
2.74	N of Holly Rd (midblock)				1		1
3.04	Meadowvista Dr				2		2
Total		0	0	0	4	1	5

Bicycle crashes were more common at intersections than non-intersection locations, with 14 crashes at 8 intersections (7 signalized intersections) and 3 crashes at non-intersection locations. Insufficient information exists in the data to conclusively determine pairings of vehicle and bicycle directions, though the limited information available indicates that these crashes at intersections more often involved turning vehicle conflicts or bicycles attempting to cross a roadway. Collisions between bicycles and vehicles traveling in the same direction were indicated in three records, though travel direction for both parties is not indicated in the remaining 14 records. Locations of bicycle crashes at

intersections are summarized in **Table 24-5.** Locations of bicycle crashes at non-intersection locations are summarized in **Table 24-6**.

Table 24-5: Airline Rd. Bicycle Crashes at Intersection Locations.

MP	Street	Signal	Severity Level					Total
			K	A	B	C	O	
0	Ocean Dr	Yes				1	1	2
0.59	Alameda St	Yes					1	1
1.13	Gollihar Rd	Yes				1		1
1.98	SPID WB FR	Yes				1	1	2
2.03	SPID EB FR	Yes			1			1
2.28	Williams Dr	Yes			1		1	2
2.52	Erskine Dr	No				1		1
2.82	Holly Rd	Yes			2	2		4
Total			0	0	4	6	4	14

Table 24-6: Airline Rd. Bicycle Crashes at Non-Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
1.81	N of McArdle					1	1
2.08	S of SPID		1				1
2.24	N of Williams				1		1
Total		0	1	0	1	1	3

Combined pedestrian and bicycle crash instances indicate likely areas of higher pedestrian and bicycle presence and/or higher crossing demand at and near the Gollihar, McArdle, SPID, Williams, and Holly intersections. Locations of all pedestrian and bicycle crashes are depicted graphically in **Figure 24-5.** Locations of pedestrian and bicycle crashes with high severity (fatal, incapacitating, or evident injury / KAB) are shown in **Figure 24-6.**

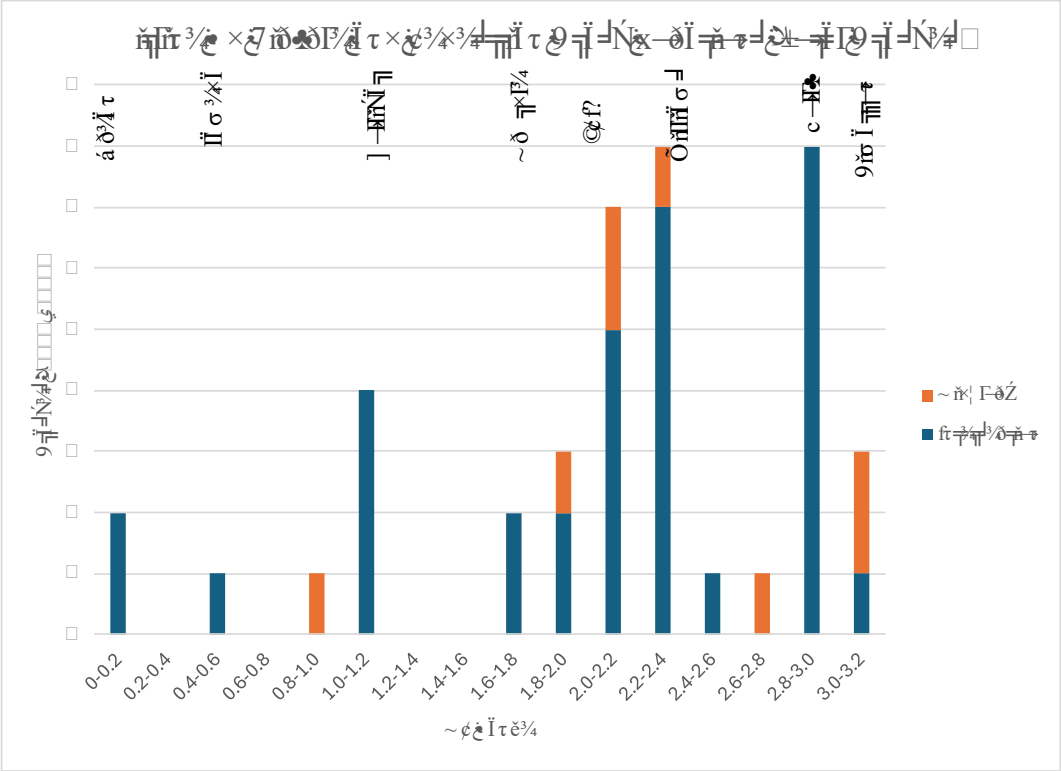


Figure 24-5: Airline Rd., All Pedestrian and Bicycle Crash Locations.

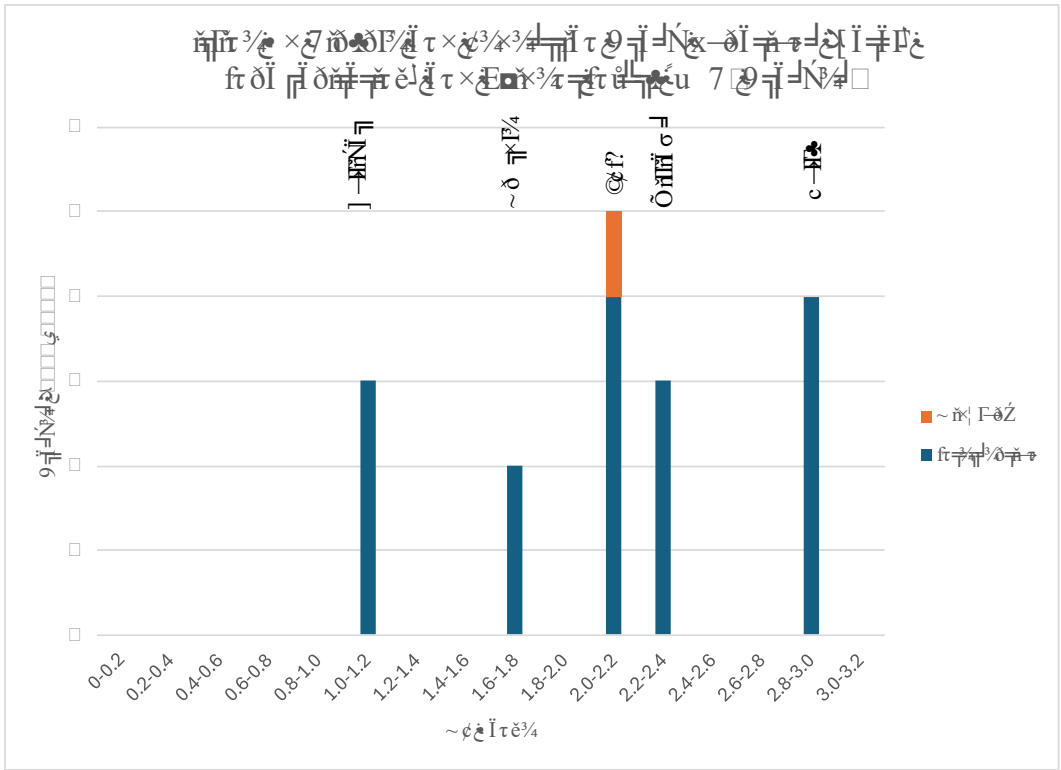


Figure 24-6: Airline Rd., Severe (KAB) Pedestrian and Bicycle Crash Locations.

Potentially Correctible Patterns

Roadway Departure Crashes

Roadway departure crashes were relatively rare on the corridor overall but were indicated as patterns at two locations: the first associated with the corridor's only curve near Gaines St. (MP 0.23-0.36) and the second consisting of a small cluster of three crashes near Lum Ave. (MP 0.94-1). The Gaines location was also the only area with an elevated proportion (as a percentage of crashes at the location) of injury crashes on the corridor.

Thirteen crashes occurred in the area of the curve at Gaines St. in the five-year period, eight of which involved roadway departure. Fences were the most common roadside object struck (5 crashes) followed by a retaining wall (1), curb (1), and a sign (1). These crashes were more frequent during nighttime hours, with only 2 of 8 crashes indicated with daylight. Based on imagery history at the location, the curve had W1-8 chevron signs for only the southbound direction prior to 2019 with signs added to face both directions around that time as shown in **Figure 24-7.**



Figure 24-7: Facing north on Airline Rd. at Gaines St. (2018 above, 2019 below).

This signing improvement appears to be associated with a reduction in roadway departure crash frequency indicated by a flattening of the slope of the lines in **Figure 24-8** which indicates a raw crash frequency of roughly 3 crashes per year prior to the change and 0.6 crashes per year after.

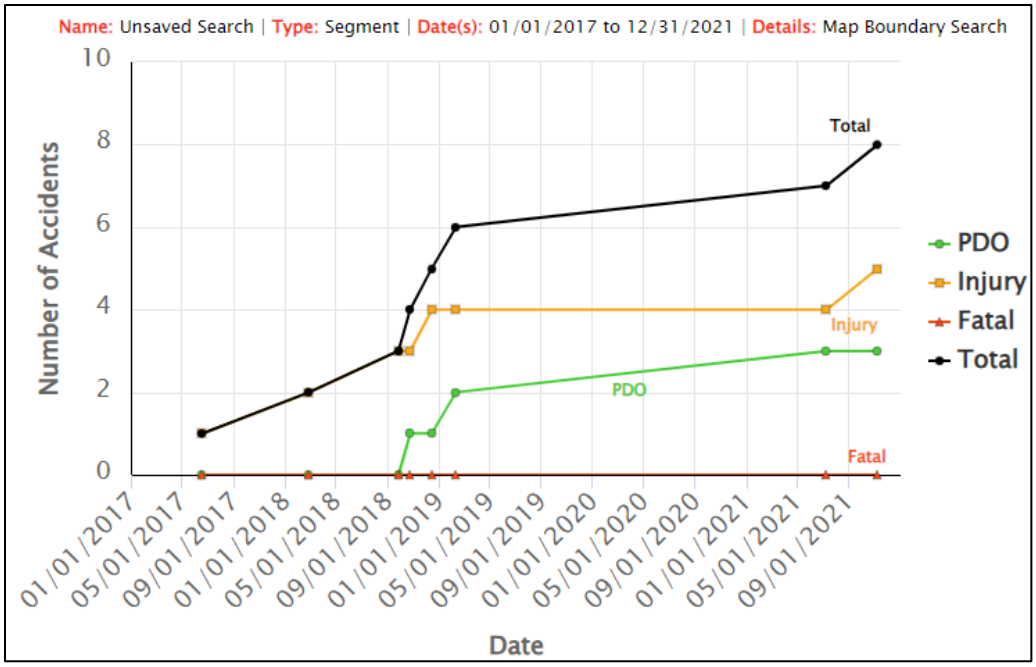


Figure 24-8: Airline Rd. at Gaines St. Off-Road Crashes by Date.

Three off-road crashes occurred near Lum Ave. consisting of collisions with a fence, a utility pole, and another roadside object. This area is shown in **Figure 24-9.**



Figure 24-9: Facing south on Airline Rd. at Lum Ave.

Crashes in Dark Conditions

In addition to the roadway departure pattern area near Gaines St. discussed previously, an elevated proportion of crashes outside of daylight hours was indicated in the area between Hugo and Kimbrough Drives (south of Gollihar Rd.). These crashes were primarily collisions between vehicles (10 of 12 crashes) as shown in **Figure 24-10.**

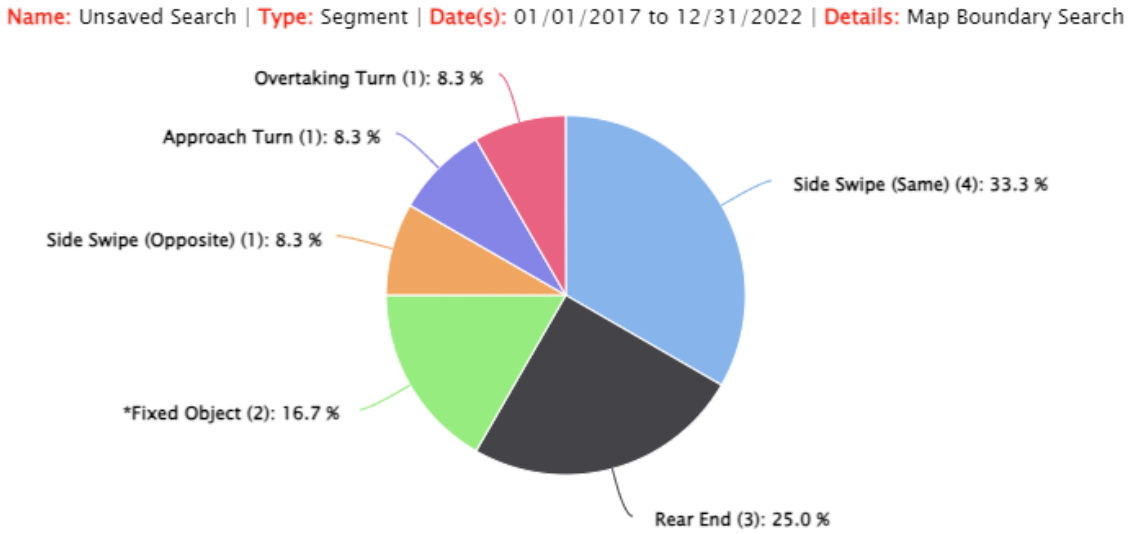


Figure 24-10: Airline Rd., Hugo to Kimbrough, Dark Conditions Crash Types.

Roadway lighting is present along the east side of the street in this segment affixed to utility poles at roughly 200-foot intervals.

Along the corridor overall, an increased frequency of non-daylight crashes was observed during the summer of 2019 as shown in **Figure 24-11**. These crashes were concentrated in the segments south of South Padre Island Dr. Available imagery indicates that construction work occurred along this portion of the corridor and included resurfacing, drainage, and sidewalk improvements. The temporary increase in crash frequency appears to have been associated with project impacts and does not seem to represent the current condition.

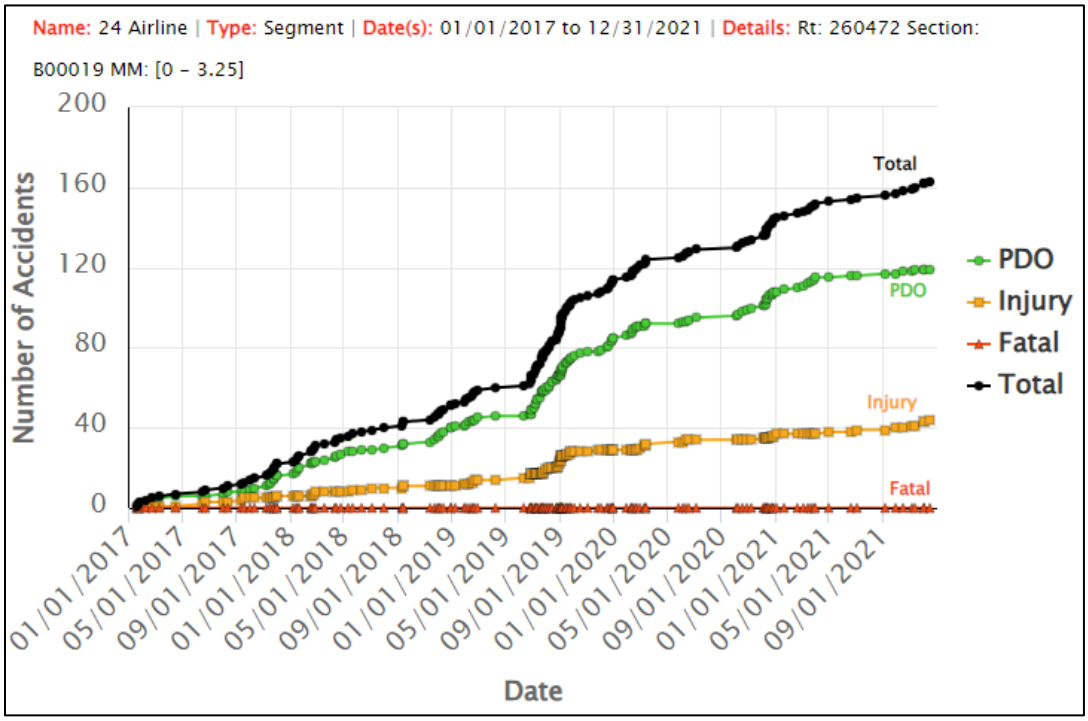


Figure 24-11: Airline Rd., Ocean-Cimarron Dark Condition Crashes by Date.

Driveway Crashes

Patterns of broadside, approach turn, and rear end crashes not indicated to be associated with public street intersections are present in the corridor between the area north of McArdle Rd. to the area south of Holly Rd. As shown in **Figure 24-12**, the most significant clusters of driveway crashes occur in the intersection influence areas immediately south of South Padre Island Dr. (MP 2-2.1) and on both sides of Holly Rd. (MP 2.7-2.9) with smaller but significant concentrations near Alameda St. (MP 0.5-0.7), McArdle Rd. (MP 1.6-1.8), and Williams Dr. (MP 2.2-2.3). A large majority of these crashes were angle type (53 percent broadside and 25 percent approach turn) as shown in **Figure 24-13.**

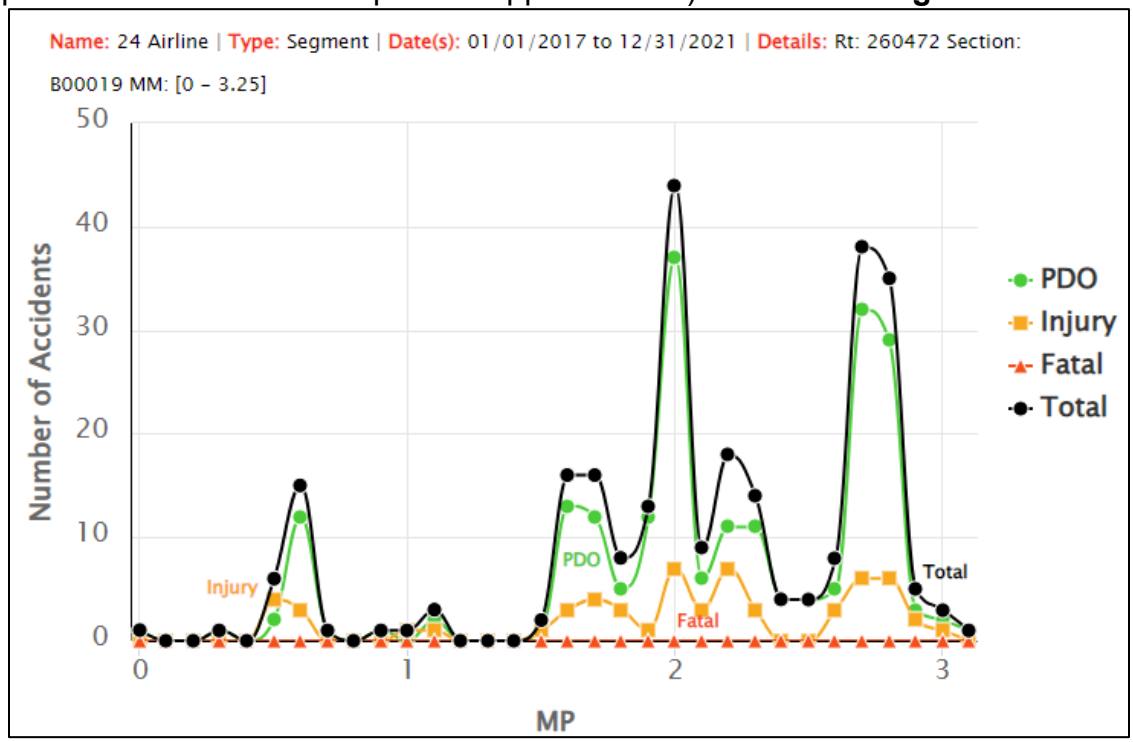


Figure 24-12: Airline Rd. Driveway Crashes by Mile-point.

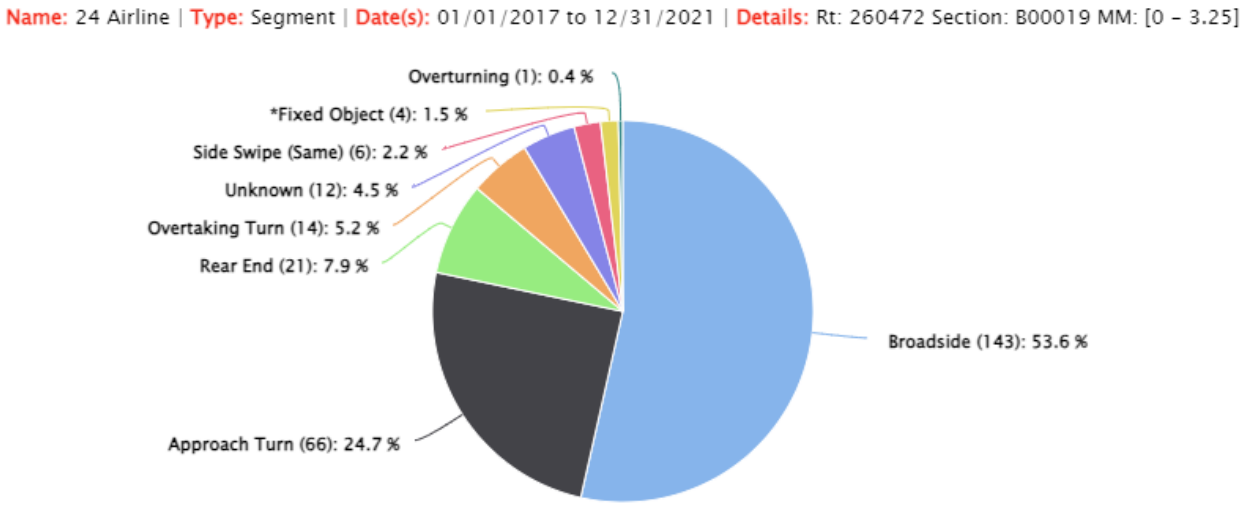


Figure 24-13: Airline Rd. Driveway Crash Types.

Recommended Improvements

1. Minor Delineation Improvements (MP 0.30-0.33 near Gaines St. and MP 0.95 near Lum Ave.)

Recent signing improvements near Gaines St. appear to have reduced the frequency of roadway departure crashes associated with a curve. Additional improvement may be possible with reduced spacing of reflective raised pavement markers to further delineate the curve on the south side of the Gaines intersection. Information contained in the crash data is not sufficient to determine if roadway departures from the T-intersection approach from Gaines St. are a factor, though placement of a W1-7 two-direction arrow warning sign at the far side of the intersection facing eastbound traffic may be considered to reduce the likelihood of such crashes.

At Lum Ave., delineation of the light/utility pole located in the gore area for southbound Airline using an OM-3C object marker, retroreflective wrapping, or similar device is suggested to further enhance visibility of the island and pole.

2. Lighting Improvements (MP 1.1-1.9, Gollihar Rd. to South Padre Island Dr.)

Detailed examination of the existing roadway lighting along Airline between Gollihar Rd. and South Padre Island Dr. to determine its effectiveness and potential to be upgraded or replaced is recommended. Existing lighting may not provide sufficient lighting levels consistently in this area. Assuming a cost of $540,000 to design and construct a lighting system along the west side of this 0.8-mile segment, a cost-effective improvement would be expected as shown in the benefit/cost calculation in **Table 24-7.**

Table 24-7: Airline Rd., Gollihar-SPID Lighting Improvement B/C Calculation.

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05/08/2024

24 Airline gollihar-spid lighting bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 21	12 :Injured C	CRF for PDO: 32%	Cost of PDO: $0
INJ C: 9	3 :Injured B	CRF for INJ C: 32%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 32%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 32%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 32%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $10000

Improvement Cost: $540000
Years in Crash Search: 5
Type: Lighting: Install Roadway Lighting
Notes: All crash types. Nighttime Only
Benefit/Cost Ratio: 8.28

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

3. Raised Medians (MP 1.48-3.25, Kimbrough Dr. to Cimarron Blvd.)

Several closely spaced and high-traffic commercial driveways are located on various portions of Airline from north of McArdle to south of Holly. Further detailed examination of turning movements, as well as impacts from any required diversions and potential mitigation measures, would be needed to determine specific locations for median openings. Specific focus on preventing left turns to and from driveways within 500-600 feet of the segment's signalized intersections is recommended. Medians throughout the overall 1.8-mile segment would be expected to produce cost-effective crash reduction as shown in the benefit/cost calculation in **Table 24-8**. At locations where a conventional raised median installation is inhibited by narrow roadway width, curbing/flexible delineator devices may be an option. A similar treatment recently installed in Portland, TX (Broadway near US 181) has significantly reduced the frequency of driveway crashes at a former full-movement access driveway shown in **Figure 24-14.**



Figure 24-14: Narrow Median Channelization, Portland, TX.

Table 24-8: Airline Rd., Kimbrough-Cimarron Raised Median B/C Calculation.

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04/02/2024

24 Airline media bc — **Loc:** 260472 B00019 **Begin:** 1.48 **End:** 3.25 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 152	39 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 28	19 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 13	0 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2700000
Years in Crash Search: 5
Type: Access: Raised Median
Notes: Access Management
Benefit/Cost Ratio: 4.54

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

4. Road Diet (MP 0-0.59, Ocean Dr. to Alameda St.)

The portion of Airline Rd. between Ocean Dr. and Gaines St. has a 4-lane undivided cross section within an approximately 46-foot street width. Traffic count data used for this report and contained within the provided linear referencing system were from 2018 and indicated the segment had an AADT of 11,122, however, a portion of this LRS segment extends south of Alameda St. Count data cataloged by TxDOT indicate the AADT may actually be far lower at roughly 6,000 near Gaines St. and 7,800 near Ocean Dr. The available capacity appears to far exceed demand for this segment with a volume/capacity ratio of 0.4 or less likely. Capacity far exceeding demand on urban roadways may contribute to undesirable behavior such as speeding, while frequent left turning maneuvers from the through lane may result in lower-than-expected capacity for through traffic.

"Road Diet" treatments consisting of conversion of 4-lane undivided facilities to 3-lane cross sections with center two-way left turn lanes (removal of a through lane in either direction) have been successfully applied at AADT levels up to 20,000 depending on intersection capacity needs and local tolerances. In this instance, preservation of intersection capacity at Ocean and Alameda may be possible through dropping the second through lane northbound at a point significantly north of Alameda and reintroducing it a short distance south of Ocean to retain the dual left. As the segment has traffic levels well within the capacity of an urban signalized two-lane roadway and lacks other signalized intersections, the risk of noticeable delay from this treatment is expected to be very low. This treatment would represent a cost-effective safety improvement as shown by the benefit/cost calculation in **Table 24-9.**

Table 24-9: Airline Rd., Ocean to Alameda Road Diet B/C Calculation.

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04/02/2024

24 Airline road diet bc — **Loc:** 260472 B00019 **Begin:** 0 **End:** 0.59 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 13	9 Injured C	CRF for PDO: 29%	Cost of PDO: $0
INJ C: 7	5 Injured B	CRF for INJ C: 29%	Cost of INJ C: $0
INJ B: 4	0 Injured A	CRF for INJ B: 29%	Cost of INJ B: $540,000
INJ A: 0	0 Killed	CRF for INJ A: 29%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 29%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $250000
Years in Crash Search: 5
Type: Road Diet: Convert 4-lane Undivided Road to 2-lanes Plus Turning Lane
Notes: Urban
Benefit/Cost Ratio: 9.59

5. Signal Operation and Intersection Modifications (MP 1.13: Gollihar, MP 1.71: McArdle, MP 2.27: Williams, and MP 2.82: Holly)

Pedestrian crashes along the corridor largely occurred at and near signalized intersections. Roughly half of these crashes (10 of 19) were reported to have involved a vehicle turning at the intersection. The following modifications should be considered to improve pedestrian safety at these intersections:

- Gollihar Rd.:
  - Add a leading pedestrian interval (LPI, see MUTCD Section 4I.06) for the east and westbound Gollihar phases to improve visibility of crossing pedestrians in conflict with left and right turning vehicles facing a green indication without opposing vehicular traffic.
  - Refurbish the crosswalk markings if they have not been addressed since the time of the image in **Figure 24-15.**
  - Examine additional lighting beyond the existing single streetlight in the northeast corner.

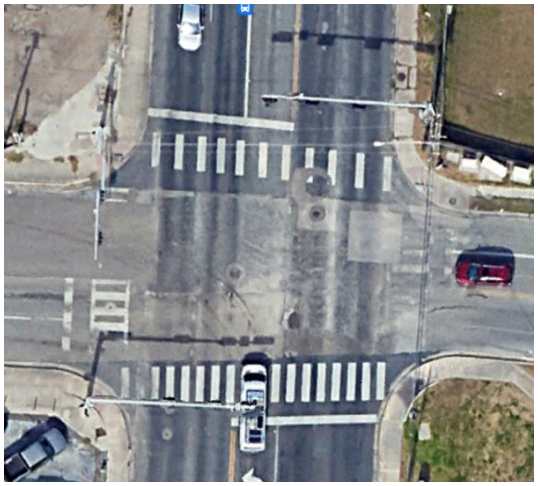


Figure 24-15: Airline and Gollihar Aerial View (January 2024).

- McArdle Rd.:
  - Relocate the northwest corner pedestrian signals and push buttons to the channelizing island (see **Figure 24-16**) to provide clearer guidance for crossing of the yield-controlled right turn.
  - Consider replacement of 5-section protected/permitted signal heads with flashing yellow arrow type and programming of associated phases to display red arrow during conflicting actuated pedestrian phases. Additional parameters to avoid this feature when the flashing yellow arrow has already activated may be required to prevent a “yellow trap” display, particularly for approaches with coordinated through phases.



Figure 24-16: Facing northwest at Airline and McArdle.

- Williams Dr.:
  - Consider replacement of 5-section protected/permitted signal heads with flashing yellow arrow type and programming of associated phases to display red arrow during conflicting actuated pedestrian phases. Additional parameters to avoid this feature when the flashing yellow arrow has already activated may be required to prevent a “yellow trap” display, particularly for approaches with coordinated through phases.
  - Examine additional lighting for the northwest and southeast corners of the intersection.

- Holly Rd.:
  - Consider programming the existing flashing yellow arrow signal indications to display red arrow during conflicting actuated pedestrian phases. Additional parameters to avoid this feature when the flashing yellow arrow has already activated may be required to prevent a “yellow trap” display, particularly for approaches with coordinated through phases.
  - Examine the addition of lighting for each corner of the intersection; there is not currently lighting on any corner.
  - Add channelizing islands in the northwest and southeast corners and realign crosswalks to shorten crossing distance and pedestrian exposure within the intersection. Geometric considerations consistent with modified right turn lane designs as depicted in **Figure 24-17** are recommended due to reduced crash frequency for both vehicles and

pedestrians relative to both conventional single radius right turn channelization or right turn lanes without channelization.

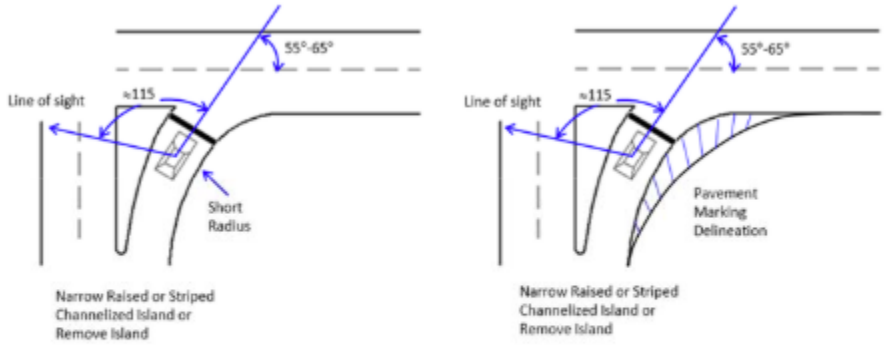


Figure 24-17: Recommended Channelized Right Turn Lane Configurations[2].

These modifications would be expected to be highly cost-effective safety improvements as shown by the benefit/cost calculations in **Table 24-10** (Gollihar), **Table 24-11** (McArdle), **Table 24-12** (Williams), and **Table 24-13** (Holly).

Table 24-10: Airline and Gollihar Intersection Modification B/C Calculation.

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DiExSys™ Vision Zero Suite
Economic Analysis Report

05/28/2024

24 Airline-Gollihar ped bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 30%	Cost of PDO: $0
INJ C: 0	4 :Injured B	CRF for INJ C: 30%	Cost of INJ C: $0
INJ B: 4	0 :Injured A	CRF for INJ B: 30%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 30%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 30%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $800

Improvement Cost: $45000
Years in Crash Search: 9.00
Type: Implement LPI, Refurbish Crosswalk Markings, Add Lighting
Notes: Pedestrian and Bicycle Crashes
Benefit/Cost Ratio: 11.92

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

[2] Schattler, et al., *Effectiveness Evaluation of a Modified Right-Turn Lane Design at Intersections,* https://apps.ict.illinois.edu/projects/getfile.asp?id=4949

Table 24-11: Airline and McArdle Intersection Modification B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/08/2024

24 Airline McArdle ped bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 28%	Cost of PDO: $0
INJ C: 0	2 :Injured B	CRF for INJ C: 28%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 28%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 28%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 28%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $35000
Years in Crash Search: 9.00
Type: Pedestrian signal relocation, ped-actuated protected left FYA
Notes: Pedestrian and Bicycle Crashes
Benefit/Cost Ratio: 14.69

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 24-12: Airline and Williams Intersection Modification B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/28/2024

24 Airline-Williams ped bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 3	1 :Injured C	CRF for PDO: 30%	Cost of PDO: $0
INJ C: 1	2 :Injured B	CRF for INJ C: 30%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 30%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 30%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 30%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $800

Improvement Cost: $30000
Years in Crash Search: 9.00
Type: Add lighting, ped-actuated protected left FYA
Notes: Pedestrian and bicycle crashes
Benefit/Cost Ratio: 39.66

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 24-13: Airline and Holly Intersection Modification B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/28/2024

24 Airline-Holly ped bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	3 :Injured C	CRF for PDO: 35%	Cost of PDO: $0
INJ C: 3	4 :Injured B	CRF for INJ C: 35%	Cost of INJ C: $0
INJ B: 4	0 :Injured A	CRF for INJ B: 35%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 35%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 35%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $800

Improvement Cost: $100000
Years in Crash Search: 9.00
Type: Add channelizing islands, lighting, and ped-actuated protected left FYA
Notes: Pedestrian and bicycle crashes
Benefit/Cost Ratio: 6.7

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

25. S. Port Avenue,
Agnes St. To Ayers St.

Corpus Christi MPO, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

S. Port Ave. between Agnes St. and Ayers St. is a 2.80-mile urban arterial, Route 260628, Section B01584, Mile-point 0-2.796. The street has a 35-mph posted speed limit throughout and has four lanes. General traffic and access characteristics are summarized in **Table 25-1.**

Table 25-1: S. Port Ave. Segment Description

From MP	To MP	Length (mi)	Segment Description	AADT (2017-21)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
0.00	1.56	1.56	A. Agnes to David St.	12,747	4	35	3.75	52.5
1.56	2.79	1.23	B. David St. to Ayers St.	12,313	4	35	2.5	52.5

*Unsignalized category includes public streets and private driveway intersections.

Roadway Characteristics

S. Port Ave. is a minor arterial with varying width. The roadway characteristics along the corridor may be summarized as follows:

- Agnes St. (SH-544) to Buford St. is 62 feet wide with four 11-foot through lanes and two 9-foot shoulder. Opposing directions of traffic are unseparated and divided only by double yellow center lines. Street parking is permitted.
- Buford St. to Morgan Ave. has four 11-foot wide through lanes and a 6-foot painted central median. There are 7- to 9-foot-wide shoulders, however the southbound shoulder disappears about 400 ft in advance of Morgan Ave.
- Morgan Ave. to Tarlton St. has four 11-foot wide through lanes, as well as a 12-foot-wide painted central left turn lane. There are 8 to 10 ft wide shoulders. On-street parking is permitted.
- Tarlton St. to David St. is an undivided section, with opposing traffic separated by double yellow center lane lines. There are four 12-foot through lanes and no shoulders.
- David St. to Prescott St. is a section of the corridor which passes under the SH-286 interchange. There are four 11-foot wide through lanes, no shoulders and a central concrete median divider which supports the overpass.
- Prescott St. to Horne Rd. has four 11-foot wide through lanes, as well as 12-foot-wide painted central left turn lane. There are 8- to 10-foot-wide shoulders and on-street parking is permitted.
- The final section between Horne Rd. and Ayers St. has four 11-foot through lanes. There is a 12-foot-wide median which alternates between being a painted central left turn lane to a raised central concrete median imposing access control. There are 8- to 10-foot-wide shoulders and on-street parking is permitted.

Multimodal Characteristics

Sidewalks 4-6 feet wide and directly abutting the pavement are present on both sides of the street along the corridor between Agnes St. and Ruth St. For the short section between Ruth St. to Buford St. the northbound sidewalk becomes detached. South of Buford St. the sidewalk on both sides becomes 2-4-feet wide and detached, except for a short section between Morgan Ave. and Segrest St., where the northbound sidewalk directly abuts the pavement. South of Niagara St., sidewalks continue on both sides of the road at 2-4 feet wide, with the northbound side detached and the southbound side directly abutting the pavement, until Guadalupe St., where both directions again become detached. The configuration of 2-4-foot-wide detached sidewalks on both sides continues for the remainder of the corridor. Some short sections of the sidewalk corridor are overgrown or in a poor state of repair.

There are no bike lanes on the corridor.

Corpus Christi Regional Transportation Authority operates buses throughout the entire S. Port Ave. corridor:

- Between Morgan Ave. and Agnes St. Route 16 (with headways of 60 minutes weekdays and weekends), Route 37 (with headways of 60 minutes weekdays and weekends).
- Between Morgan Ave. and Tarlton St. Route 37 (with headways of 60 minutes weekdays and weekends), Route 12 (with headways of 60 minutes weekdays and weekends), Route 23 (with headways of 30 minutes weekdays and weekends), Route 21 (with headways of 30 minutes weekdays and 60 minutes weekends).
- Between Arlington Dr. and Horne Rd. Route 23 (with headways of 30 minutes weekdays and weekends), Route 37 (with headways of 60 minutes weekdays and weekends).
- Between Horne Rd. and Ayers St. Route 15 (with headways of 45 minutes weekdays and 90 minutes weekends), Route 19 (with headways of 60 minutes weekdays and weekends), Route 21 (with headways of 30 minutes weekdays and 60 minutes weekends), Route 23 (with headways of 30 minutes weekdays and weekends), and Route 37 (with headways of 60 minutes weekdays and weekends).

Single-family housing is only adjacent to the corridor between Sonora St. and Nimitz St. on the west side, with limited residential driveways onto Port Ave. South of Arlington Dr. multi-family housing is adjacent to the east side of the corridor, but residential driveways do not intersect onto the street.

For most of the corridor retail, commercial and industrial developments access the street adjacent to the major arterial intersections at Ayers St., Horne Rd., Prescott St., Tarlton St., Baldwin Blvd., and Morgan Ave. The predominant land use lining the entire corridor, both and east west sides, is retail and commercial.

There are two United States Postal Services offices on the corridor: one north of Dillon Ln. on the west side, and one south of Segrest St. on the east side. Additionally, there is a Social Security Administration building located north of Andrews Dr. on the west side.

There is just one school on the corridor, La Armada preschool which is north of Corban Dr. on the east side.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for the 5-year period also.

For the study period of 01/01/2017 to 12/31/2021 there were 183 non-intersection and at-driveway access crashes recorded along the corridor, including 137 PDO, and 45 Injury (with 57 people injured), and 1 Fatal, (with 1 person killed). The crash distribution is shown in **Figure 25-1**. This included 40 Rear End, 35 Broadside, 35 Parked Motor Vehicle and 23 Sideswipe (same direction), 1 Bicycle and 12 Pedestrian crashes.

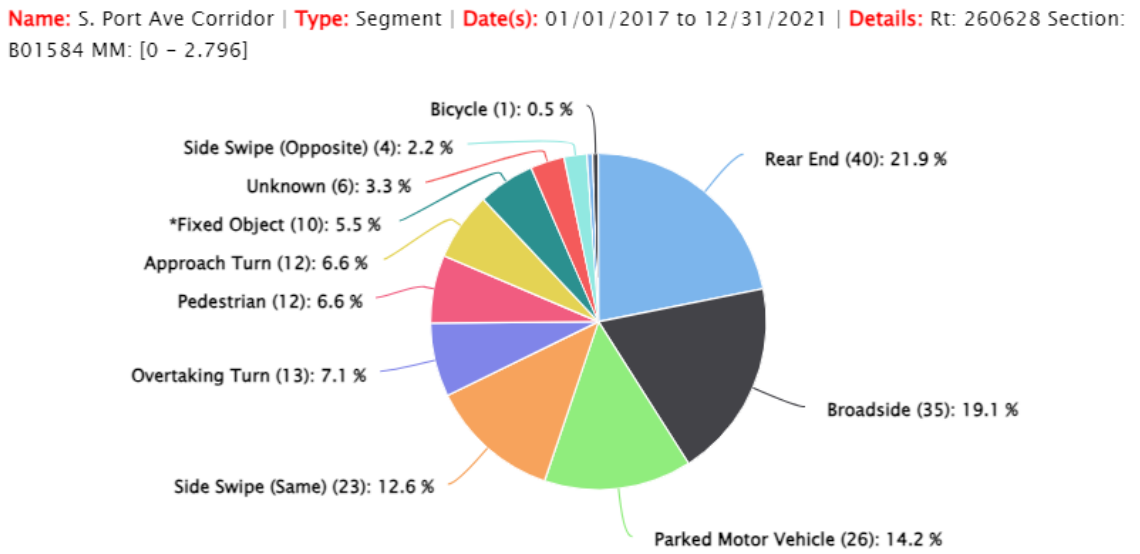


Figure 25-1: S. Port Ave., Agnes St. to Ayers St. Non-Intersection Crash Types

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate the corridor overall has high potential for correction of crash frequency (LOSS IV). The SPF for severe crashes is shown in **Figure 25-2** while the SPF for total crashes is shown in **Figure 25-3**. The smaller segments defined in **Table 25-1** show a similar performance with the corridor as a whole, both having high potential for crash reduction (LOSS IV) for both frequency and severity of crashes. Although both are still in the LOSS-IV category, Segment B has a slightly better performance and Segment A has slightly worse performance, in terms of both crash frequency and severity. Segment SPF for severe crashes is shown in **Figure 25-4.** Segment SPF for total crashes is shown in **Figure 25-5. Figure 25-6** shows the SPF

corridor profile for the corridor as a whole. It reflects that the performance of the corridor in terms of total crash frequency is generally in the LOSS-IV category throughout, with a very brief departure into LOSS-III near David Street. Similarly, the performance in terms of crash severity is also broadly speaking in the LOSS-IV category with brief departures into LOSS-III category near MP 1.12 and MP 2.37, and into LOSS-I category near David Street.

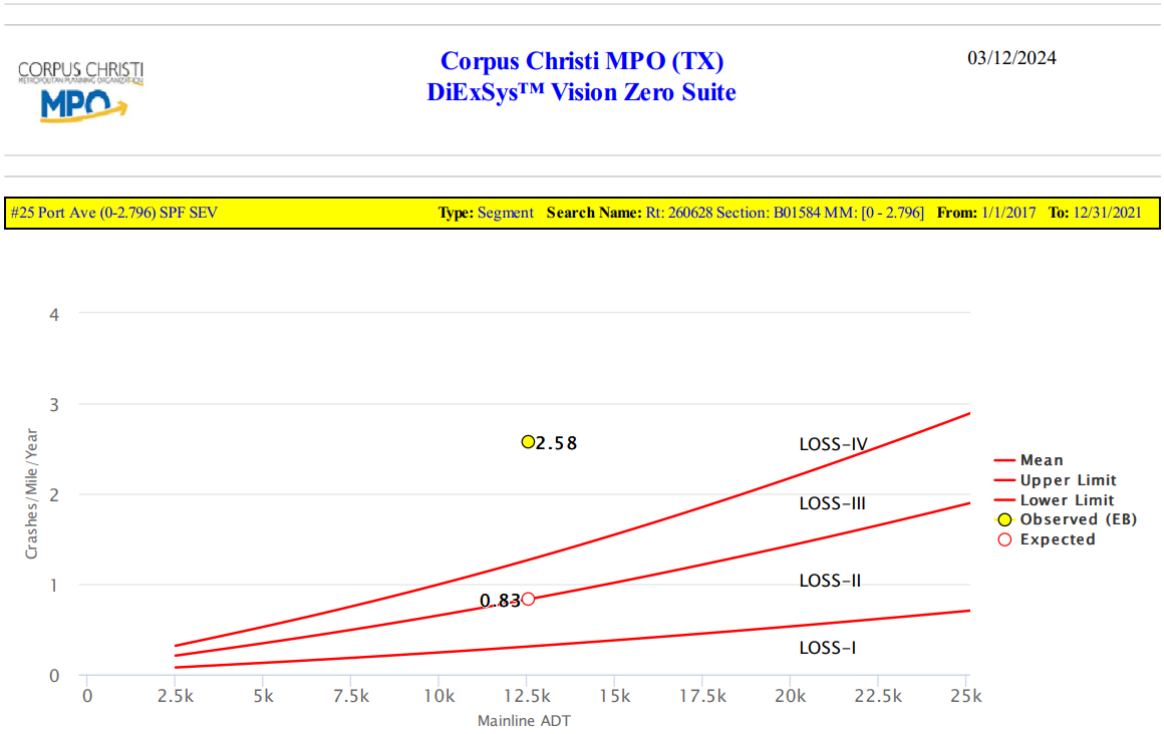


Figure 25-2: S. Port Ave., Agnes St. to Ayers St. SPF for Severe Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
03/12/2024

#25 Port Ave (0-2.796) SPF TOT **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

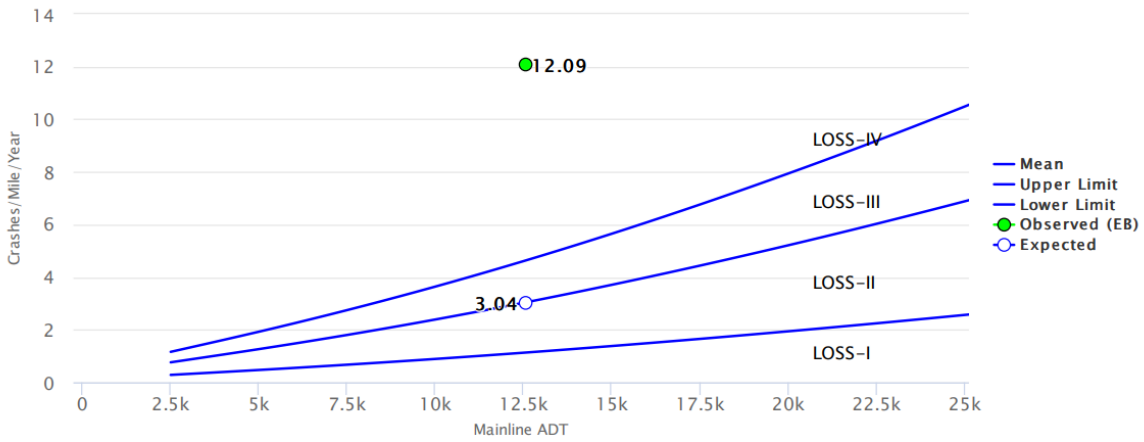


Figure 25-3: S. Port Ave., Agnes St. to Ayers St. SPF for Total Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
03/13/2024

#25 Port (Segments) SPF SEV **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

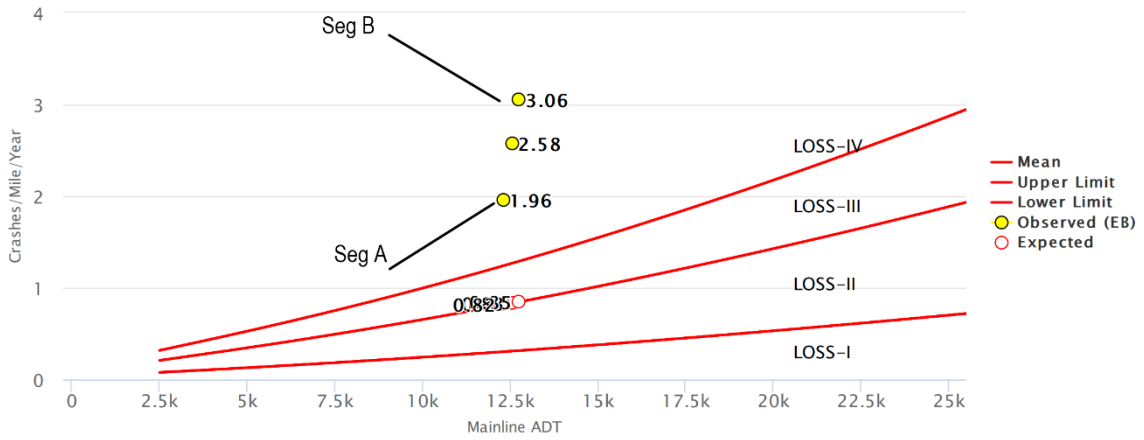


Figure 25-4: S. Port Ave. Segment SPFs for Severe Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/13/2024

#25 Port Ave (Segments) SPF TOT **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

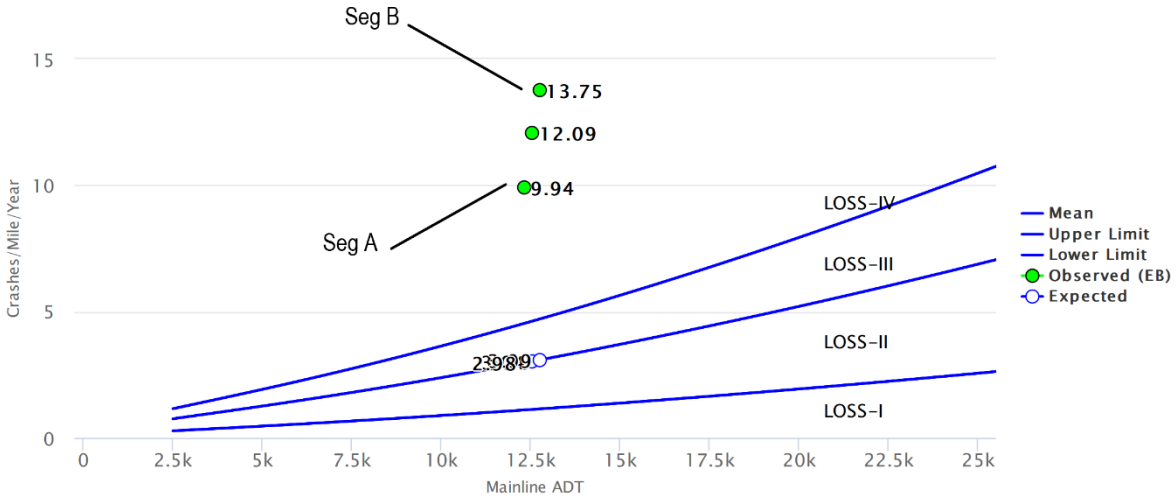
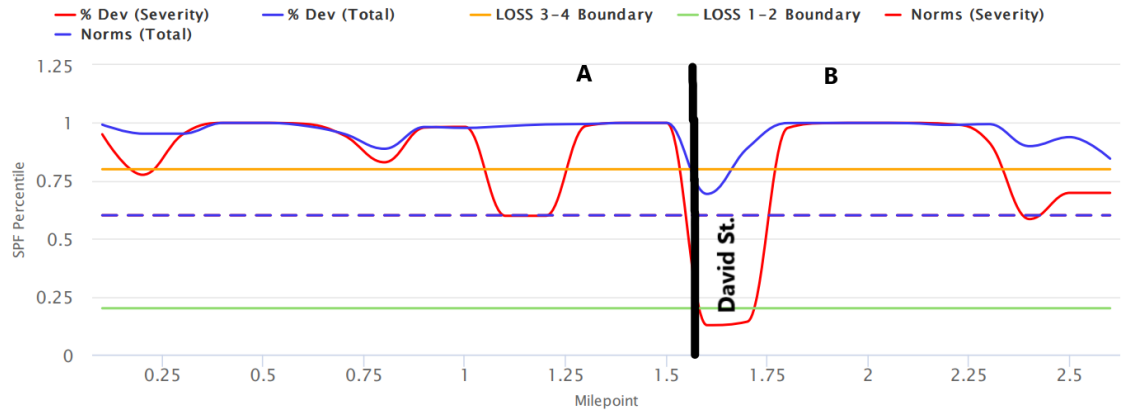


Figure 25-5: S. Port Ave. Segment SPFs for Total Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
SPF Corridor Analysis Report

05/23/2024

Port SPF Corridor profile **Begin:** 0 **End:** 2.796 **From:** 1/1/2017 **To:** 12/31/2021



Highway Class: TX - Urban 4-Lane Arterials Divided (Combined)

Figure 25-6: S. Port Ave., Agnes St. to Ayers St. SPF Profile

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows:

- MP 0.0-1.2: Pedestrian
- Entire Corridor: Broadside, 2 Vehicles
- MP 0.6; MP 1.2-2.8: Approach Turn
- MP 0.4-2.8: Overtaking Turn
- MP 0.2-2.8: Parked Motor Vehicle

Non-intersection crash patterns are summarized in **Table 25-2.** As can be seen, most patterns are present for almost the entire length of the corridor, except for Pedestrian involved crashes, which appear to be confined to Segment A, and Approach Turn crashes which generally appear to be prominent from MP 1.2 to the end of the corridor.

Table 25-2: S. Port Ave. Non-Intersection Crash Patterns

Segment	A								B						
Milepoint	0	0.2	0.4	0.6	0.8	1	1.2	1.4	1.6	1.8	2	2.2	2.4	2.6	2.8
Pedestrian	■	■	■	■	■	■	■								
Broadside	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Approach Turn				■			■	■	■	■	■	■	■	■	■
Overtaking Turn			■	■	■	■	■	■	■	■	■	■	■	■	■
Parked Motor Vehicle		■	■	■	■	■	■	■	■	■	■	■	■	■	■
2 Vehicles	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

Potentially Correctible Patterns

Pedestrian Crashes

Crash data for the 5-year study period, including at intersections, was examined for pedestrian and bicycle crashes, as we always include both pedestrian and bicycle crashes when we evaluate vulnerable road user crashes. A trend of increasing frequency of Injury level Pedestrian crashes at intersections was found along this corridor (**Figure 25-7).**

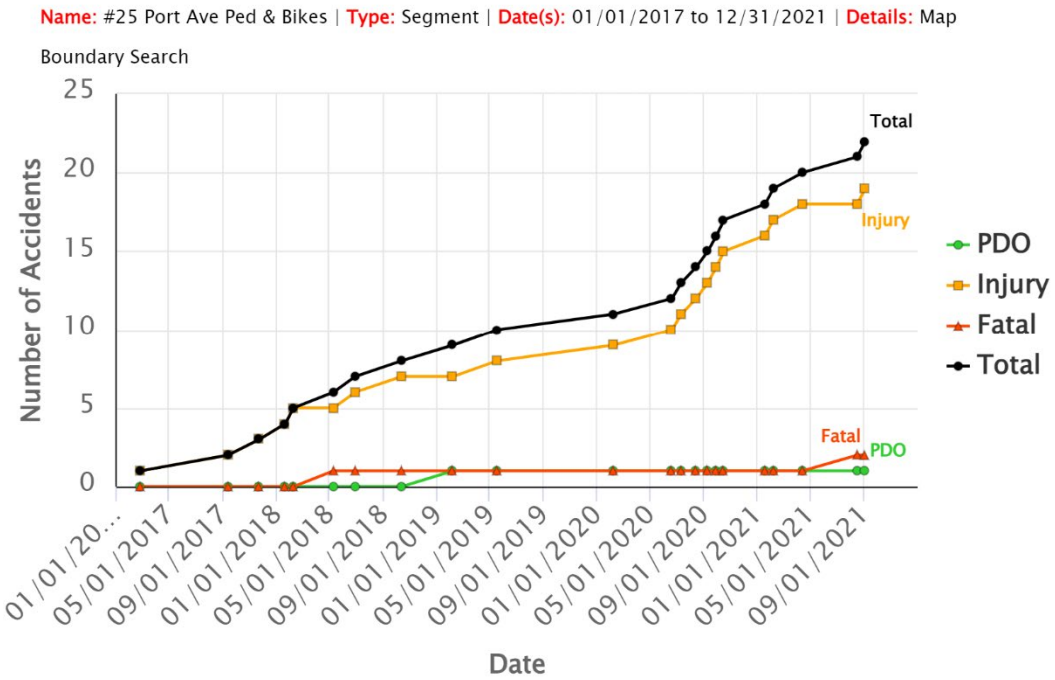


Figure 25-7: Pedestrian Crashes at Intersections, Cumulative by Date

Between 2017 and 2021, 35 pedestrian crashes occurred along the corridor (non-intersection, driveway access, intersection and intersection related), two of which were fatal. Over fifty-four percent (19 of 35) of these crashes occurred at or in association with signalized intersections. Signalized intersections where pedestrian crashes occurred are shown in **Table 25-3.** The largest number of pedestrian crashes (5) at signalized intersections occurred at the intersection with Tarlton St. Pedestrian crashes at unsignalized and midblock locations are summarized in **Table 25-4.** The largest number of pedestrian crashes at unsignalized intersections or mid-block locations occurred at Niagara St.

Table 25-3: S. Port Ave. Pedestrian Crashes at Signalized Intersections

Signalized Intersection Pedestrian Crashes, 2017-2021			
MP	**Intersection**	**Non-Fatal**	**Fatal**
0.00	Agnes St.	1	0
0.29	Ruth St.	3	0
0.62	Morgan Ave.	2	1
0.92	Baldwin Blvd.	3	0
1.49	Tarlton St.	5	0
1.69	Prescott St.	1	0
2.35	Horne Rd.	3	0
Total		**18**	**1**

Table 25-4: S. Port Ave. Pedestrian Crashes at Unsignalized Intersection and Midblock Locations

Midblock and Unsignalized Intersection Pedestrian Crashes, 2017-2022				
MP	**Description**	**Type**	**Non-Fatal**	**Fatal**
0.10	Mary St.	Unsignalized	2	0
0.45	Buford St.	Unsignalized	2	0
0.69	Greenwood Dr.	Midblock	1	0
0.78	Private Driveway	Midblock	1	0
0.97	Alamo St.	Unsignalized	0	1
1.30	Sarita St.	Unsignalized	1	0
1.41	Niagara St.	Unsignalized	6	0
2.28	Pearse St.	Unsignalized	1	0
2.60	David St.	Unsignalized	1	0
Total			**15**	**1**

Pedestrians and vehicles appear to have been considered equally at-fault in crashes at non-signalized/mid-block locations, with vehicles considered just slightly more at-fault (about 58% or 11 of 19) in crashes occurring at signalized intersections. Where pedestrians were at-fault it was due to failure to yield right of way to the vehicle, i.e. entering a signalized intersection with a “don’t walk” indication. Where vehicles were at-fault, factors varied widely, but in at least 5 cases at unsignalized intersections/mid-block crossings and 3 cases at signalized intersections, the driver failed to yield to a pedestrian already in the crosswalk.

At signalized intersections, left turning vehicles striking a pedestrian in the conflicting crosswalk during a permissive left turn were observed in 1 of 3 crashes at Morgan, 2 of 5 crashes at Tarlton, and in the only crash at Prescott. (However, regarding the crash at

Prescott, because of the configuration of this being a frontage road, left turn vehicle movements cannot occur in 3 out of the 4 approaches, and the only approach on which a left turn can occur is protected and conflicts only with the pedestrian crosswalk immediately in front of it and running perpendicular. As such, a vehicle left turn movement should not occur simultaneously when the pedestrian crossing signal is active, in this case the vehicle was at fault for failure to yield. With only one such incident in 5 years this is not considered a pattern).

Pedestrian crashes occurred more frequently outside of daylight conditions than corridor crashes overall: 65% for all pedestrian crashes along the corridor, versus 29.5% for all other crashes on the corridor (**Figure 25-8**).

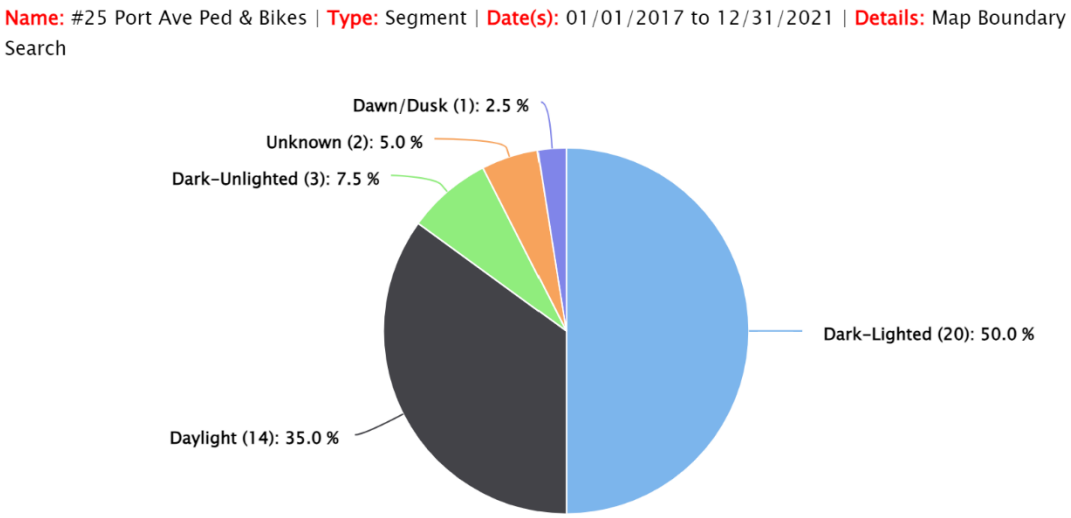


Figure 25-8: Pedestrian Crashes on Port Ave. Corridor, Lighting Conditions

Almost all of the corridor's pedestrian crashes at unsignalized intersection/mid-block locations occurred in the segment between Mary St. and Niagara St. (MP 0.10 to 1.41). Fourteen of the sixteen such crashes occurred in this 1.3-mile stretch. Dense single family home developments on each side of S. Port Ave., substantial commercial development, and 11 bus stops in the segment likely generate higher pedestrian demand for crossing in this area.

Niagara St. saw the most pedestrian crashes in terms of unsignalized intersections, with 6 over the 5-year study period. A review of Google Streetview imagery shows there is a mid-block pedestrian crosswalk located here. The crosswalk has a bus stop adjacent to it in both directions, and the crossing is adjacent to a H-E-B grocery store. There is also streetlighting at this location. There is currently one warning sign in each direction for traffic in both directions (**Figure 25-9** and **Figure 25-10**).



Figure 25-9: Niagara St. Mid-block Crossing, SB, Dec. 2021

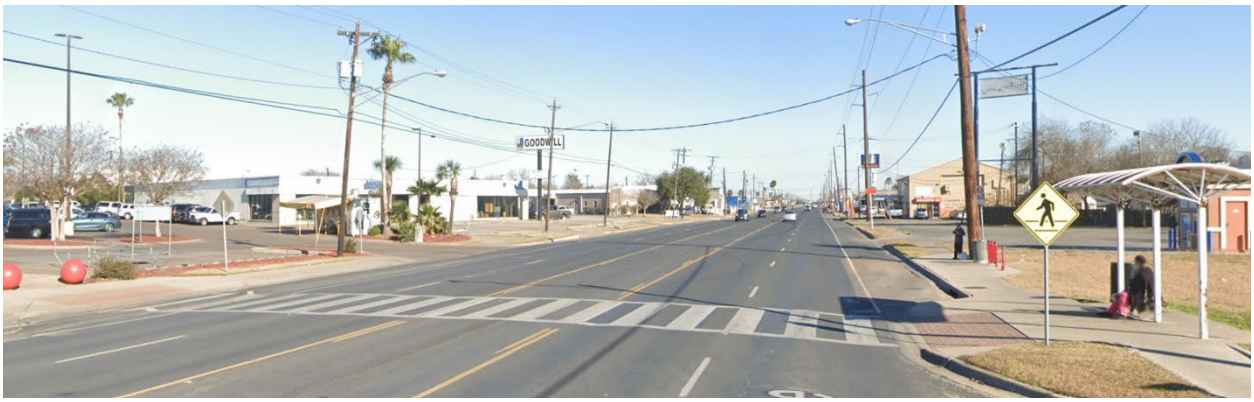


Figure 25-10: Niagara St. Mid-block Crossing, NB, Feb. 2022

No patterns involving bicycle collisions at non-intersection locations were identified. There was just one Bicycle crash at a driveway access location on Port Ave. near the intersection with Tarlton Avenue. The crash occurred due to the driver of the vehicle turning when it was unsafe.

Seven crashes involving bicycles were recorded in the 5 years between 2017 and 2021, at intersection locations. These included 1 PDO, and 6 injury crashes. Locations of bicycle crashes at intersections are summarized in **Table 25-5.**

Table 25-5: S. Port Ave. Bicycle Crashes at Intersections

Intersection Bicycle Crashes, 2017-2021			
MP	**Intersection**	**Non-Fatal**	**Fatal**
0.29	Ruth St.	1	0
0.91	Baldwin Blvd.	1	0
1.06	Sonora St.	1	0
1.73	Arlington Dr.	1	0
1.98	Corban Dr.	1	0
2.35	Horne St.	2	0
Total		**7**	**0**

Motorists were determined to be at-fault in almost all cases, except 1. Half of these crashes (3), involved a bicycle crossing an intersection being struck by a through vehicle which disregarded the traffic control, be it a signal or a STOP/YIELD sign, i.e. failed to yield right of way to the cyclist. The other half of at-intersection bicycle crashes involved turning vehicles striking cyclists, 2 right-turn and 1 left-turn. The left-turn infraction occurred at Horne St. when the driver failed to yield right of way to the cyclist when making a permissive left turn. Both right-turn infractions occurred at separate unsignalized locations. The second crash which was recorded at Horne St. involved a backing-up incident. As such, there are no clear patterns or emerging trends to bicycle crashes on the corridor.

MP 0.4-2.8: Angle Crashes (Broadside and Approach Turns)
Typically, we would consider these crash types separately at signalized intersections, but because we are focusing on non-intersection and driveway crashes, both patterns are considered together here, as both are angle crashes and at non-intersection locations such crash types can be amenable to the same countermeasures.

A pattern of Broadside crashes was observed along the corridor. Crash records show that crashes were recorded between MP 0.4 and MP 2.4, approximately between Buford St. and Horne Rd. (**Figure 25-11**). Records indicate that crashes generally occurred in daylight conditions and on dry roads. All crashes occurred at driveway accesses. Furthermore, data suggests that crashes are most frequent between 12PM and 3PM and on weekends, suggesting that crashes might be related to commercial and retail activity along the corridor. There are multiple fast food restaurants, car repair businesses, pharmacies, and gas stations, as well as a post office, a grocery store and residential development along the corridor.

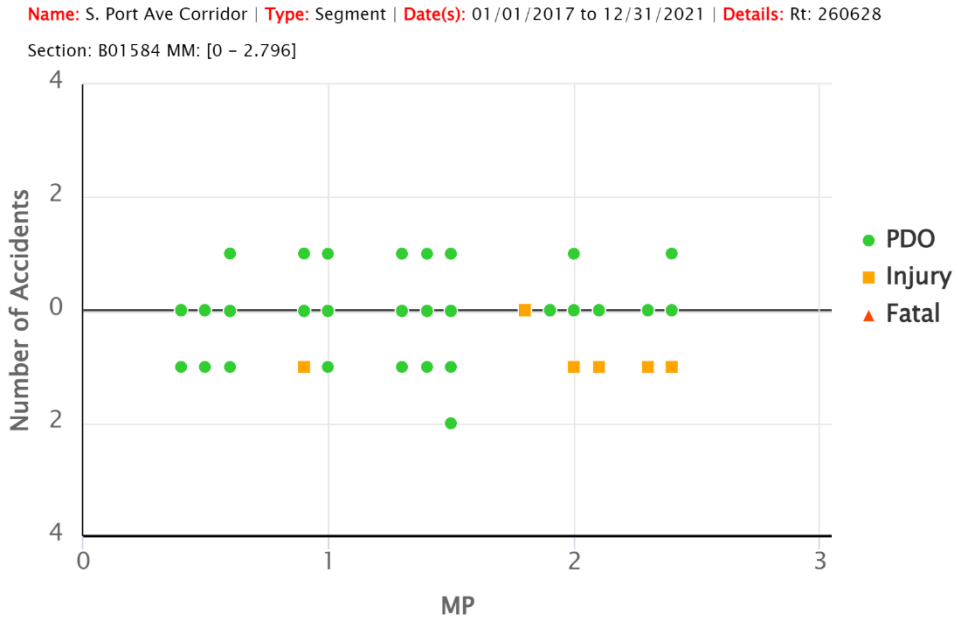


Figure 25-11: Port Ave. Broadside Crashes, Straight Line Diagram

Data indicates that non-intersection/driveway Broadside crashes show an increasing trend since the beginning of 2020 (**Figure 25-12**). There were 35 recorded Broadsides in the study period, including 29 PDO and 6 Injury crashes with 7 people injured. A review of crash records indicated that the following locations saw 3 or more crashes over the study period:

- Morgan Ave. (3)
- Baldwin Blvd. (4)
- Niagara St. (5)
- Painter St. (5)

(Three crashes were identified on Tarlton St. also but further review showed that one case involved evading law enforcement and one case was related to the signalized intersection).

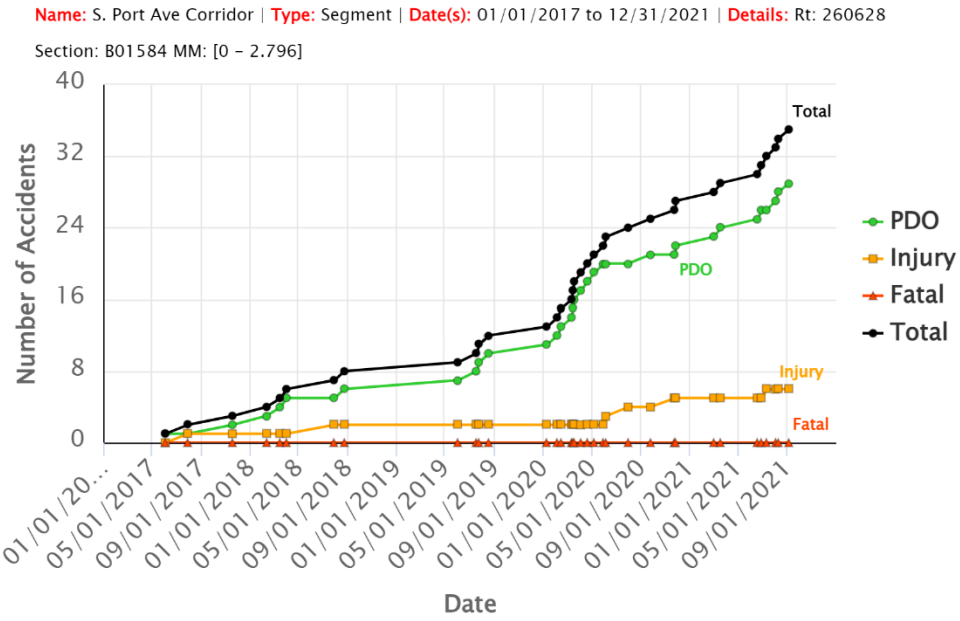


Figure 25-12: Port Ave. Broadsides, Cumulative by Date

A pattern of Approach Turn crashes was observed along the corridor primarily between MP 1.2 and 2.4, approximately between Mary St. and Horne Rd. Records indicate that crashes generally occurred in daylight conditions and on dry roads. All crashes occurred at driveway accesses, as was the case with Broadside crashes.

There were 12 recorded Approach Turn crashes in the study period, including 9 PDO and 3 Injury crashes with 3 people injured. A review of crash records indicated that the following locations saw 2 crashes over the study period:

- Morgan Ave.
- Niagara St.
- Andrews Dr.

It was also observed that 1 crash each was recorded at Pearse Dr. and Horne Rd. When reviewed together with Broadside crashes, this brings the total number of angle crashes at Pearse Dr. and Horne Rd. to 3, and as such they will be included for analysis.

A similar pattern was observed at both Morgan Ave. and Baldwin Blvd. Both locations are signalized intersections but with commercial and retail businesses on all four corners having private driveway access. Crashes were all related to vehicles entering or exiting the private driveways of these businesses and failing to yield right of way. Driveway accesses such as these in close proximity to a signalized intersection on a major arterial can cause issues for turning vehicles in periods of heavy traffic as drivers must cross two lanes of traffic and while one lane may yield, the other may not. Additionally, traffic queues on the arterial (Port Ave.) may block the field of vision of drivers entering/exiting the private driveways.

Regarding Niagara St., there is a major retail grocery store (H-E-B) located on the west side with two driveway access points on Port Ave. In between the driveways is located a bus stop and a mid-block pedestrian crossing (**Figure 25-13**). There is also a bus stop across the street. All crashes involved vehicles using the driveways failing to yield right of way to vehicles on Port Ave. It is possible given that Port Ave. appears to be a busy bus corridor, that when buses are pulled over to pick-up/drop-off passengers they obstruct the view of vehicles using the driveways. In times of heavy traffic drivers exiting/entering H-E-B must also cross two lanes of traffic at least on Port Ave., and while one lane might yield the other may not, causing a conflict or an obstructed view.

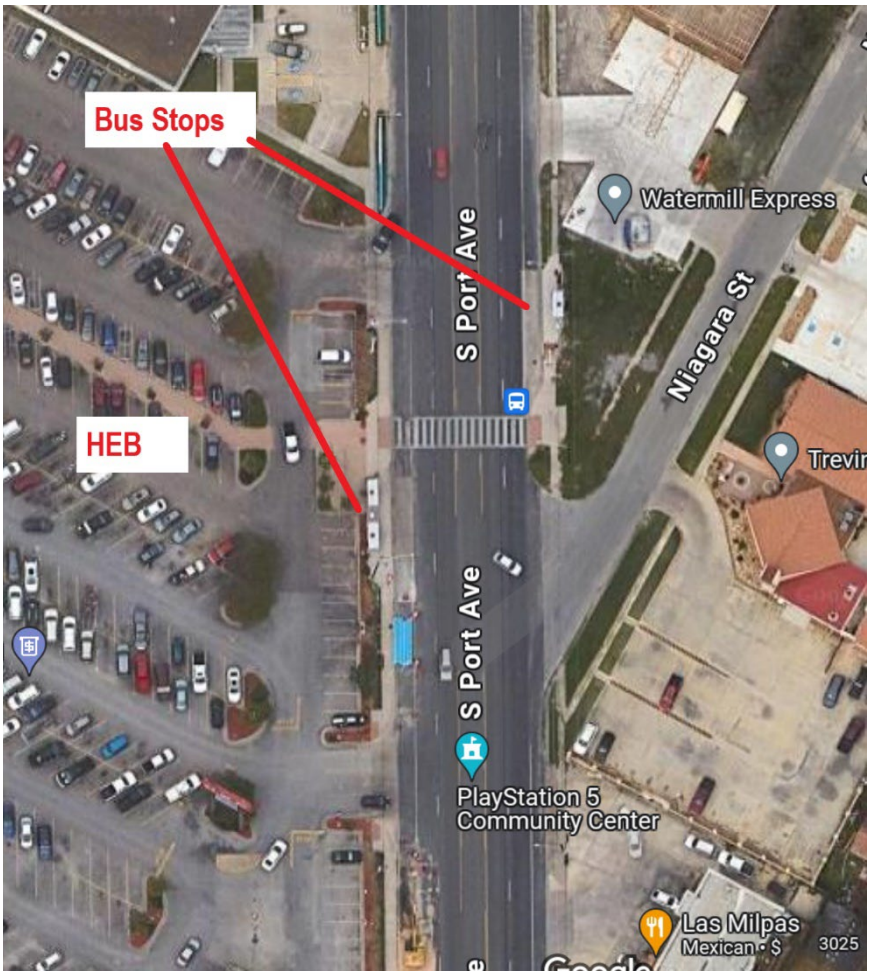


Figure 25-13: Aerial View of Port Ave. & Niagara St.

Painter St. is the private driveway entrance to a dense multi-family residential development. There is also a bus stop adjacent to the driveway and as imagery suggests, vehicles tend to park on Port Ave. (**Figure 25-14**). This scenario again may obstruct the view of vehicles using the driveway.



Figure 25-14: Facing Painter St. (East) from Port. Ave.

The area surrounding the intersection of Andrews Dr. and Port. Ave. contains several commercial retail businesses, such as a restaurant, a bar, and an auto repair shop. All of these businesses have private driveway access (**Figure 25-15**). As outlined above, all Approach Turn crashes involved driveway accesses. Crash records indicate that the at-fault vehicles failed to yield right of way.



Figure 25-15: Aerial of Port Ave. at Andrews Dr.

There were 2 Broadside crashes and 1 Approach Turn crash recorded near Pearse Dr. As **Figure 25-16** shows, there are multiple adjacent private driveway access points for commercial and retail development, including a storage facility, a used car dealership, a thrift store and a tire service store. Crash records show that all crashes involved failure to yield right of way.

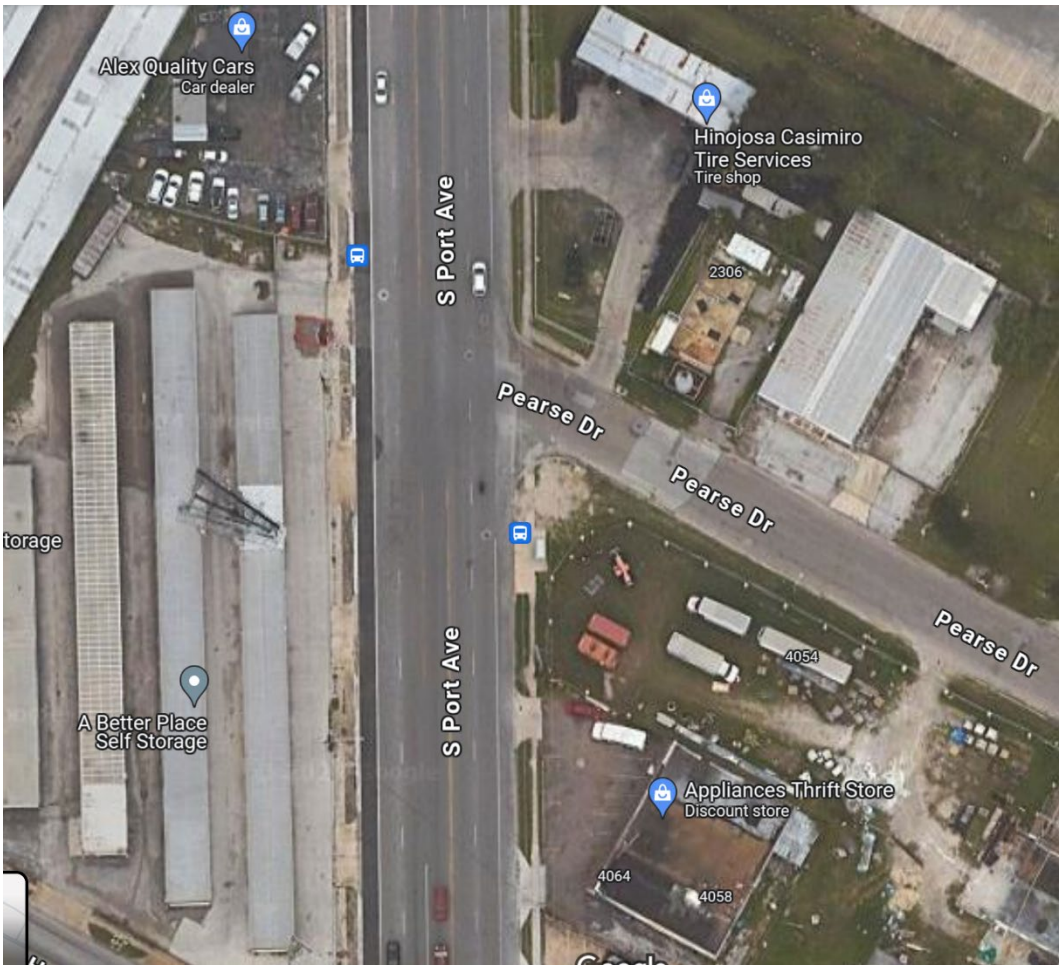


Figure 25-16: Aerial of Port Ave. at Pearse Dr.

There were 2 Broadside crashes and 1 Approach Turn crash recorded near Horne Rd. which is immediately south of Pearse Dr. Horne Rd. is a busy signalized intersection but like Morgan and Baldwin, has several commercial and retail businesses on each corner, with their own private driveway accesses. All crashes involved failure to yield right of way at the driveways.

MP 0.4-2.8: Overtaking Turn Crashes

A pattern of Overtaking Turn crashes was observed on the corridor, with crashes recorded between MP 0.3 and MP 2.4, Ruth St. to Horne Rd. There were 13 recorded Overtaking Turn crashes in the study period, including 10 PDO and 3 Injury, with 5 people injured. Three instances occurred in dark conditions, and all occurred in dry conditions.

Only two locations recorded more than one crash, Sarita St. and Southgate Dr. All crashes occurred near unsignalized intersections, with the majority involving a left turn overtaking maneuver (9 of 13). Crash records frequently included citations for “turned when unsafe,” “unsafe change from direct course,” and “changed lanes when unsafe.” One instance at Sarita St. included an unsafe start from a parked position.

We did not identify any clear patterns or emerging trends to crashes. All crashes appear to be disparate, with locations having experienced only one crash, with the exception of Sarita St. and Southgate Dr. Only Southgate showed a potential trend, with both crashes involving a left turn overtake, however vehicle directions were recorded as “unknown” making it difficult to draw a conclusion. Streetview imagery shows that a southbound left turn onto Southgate Dr. from Port Ave. might be made by occupying the central TWLT lane (**Figure 25-17**). However, a vehicle in the southbound left lane could also make a left turn crossing in front of any vehicle waiting in the median. It is possible this is what happened in the two recorded crashes at Southgate.



Figure 25-17: Southbound Southgate Dr.

MP 0.2-2.8: Parked Motor Vehicle Crashes

A pattern of collisions with Parked Motor Vehicles was observed on the corridor. There were 26 crashes in the 5-year study period, including 24 PDO and 2 Injury, with 2 people injured. **Figure 25-18** shows that crashes were clustered in two segments:

- MP 1.1 - MP 1.2: Sonora St. to Nimitz St. and
- MP 1.9 – MP 2.0: Southgate Dr. to Andrews Dr.

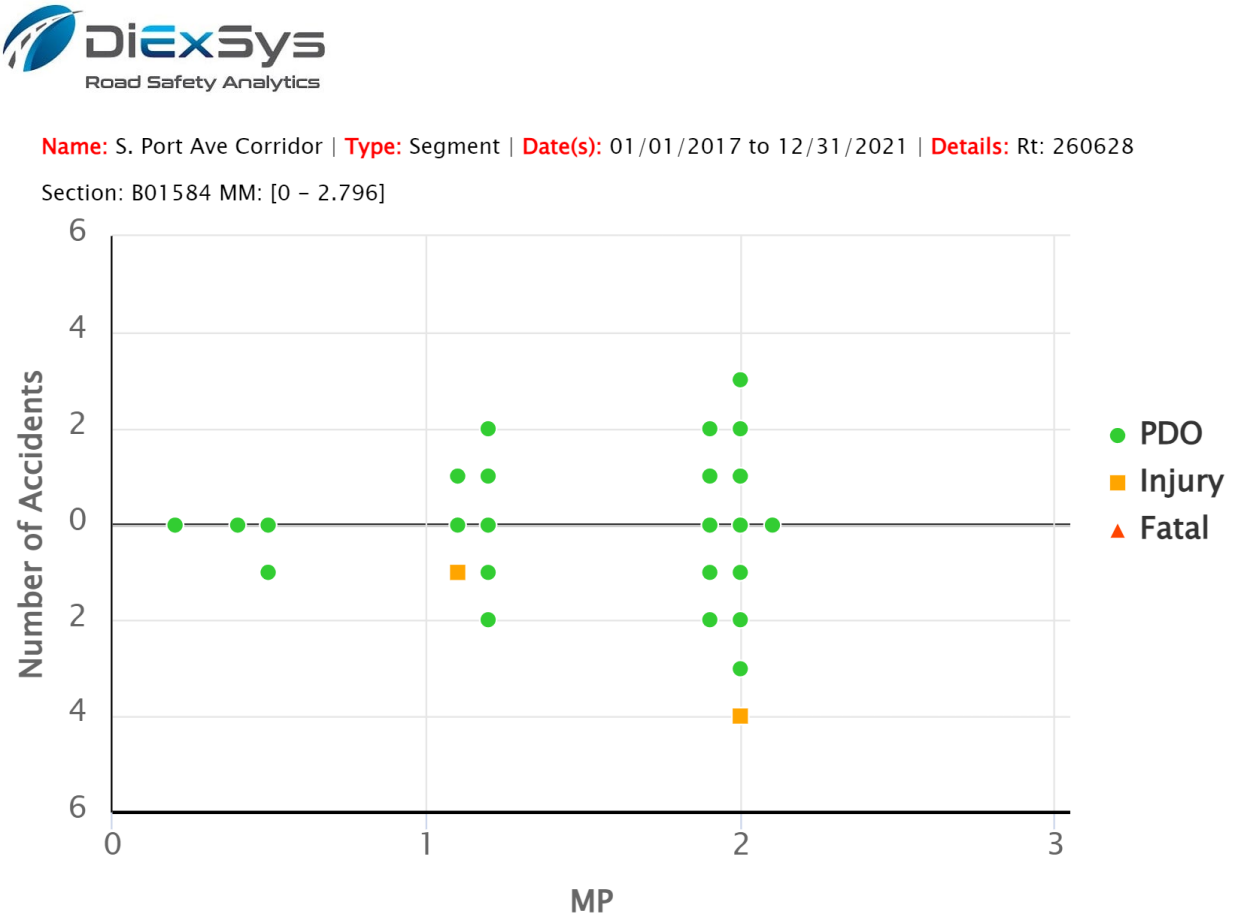


Figure 25-18: S. Port Ave., Overtaking Turn Crashes, Straight Line Diagram

Records show that there were 8 crashes between Sonora and Nimitz, 4 of which occurred under dark conditions. While there were 14 crashes between Southgate and Andrews, with 11 occurring in dark conditions. Furthermore, 3 incidents occurring between Southgate and Andrews involved drivers under the influence of alcohol.

In the first segment, most crashes occurred near Goliad Dr. There is very little if any residential development on Port Ave. in this segment, but there is commercial business activity on both sides. Shoulders are wide enough on Port Ave. that vehicles can parallel park on Port Ave. The businesses along Port Ave. in this segment have private driveways and parking, although parking is not very spacious at some locations.

Crash records for the segment between MP 1.1 and MP 1.2 show that “Backing” was frequently the maneuver of the at-fault vehicle. A review of Google Streetview imagery indicates that there is a night club/bar on the west side of Port at the intersection with Goliad, where it appears that there is a parking lot on the lawn adjacent to the building. It is possible that vehicles occupying the parking lot might necessitate a backing maneuver when re-entering Goliad or Port Ave. (**Figure 25-19**). Imagery also shows that until recently, there were two businesses on the corner of Goliad, but these appear to have closed (**Figure 25-20** and **Figure 25-21**).

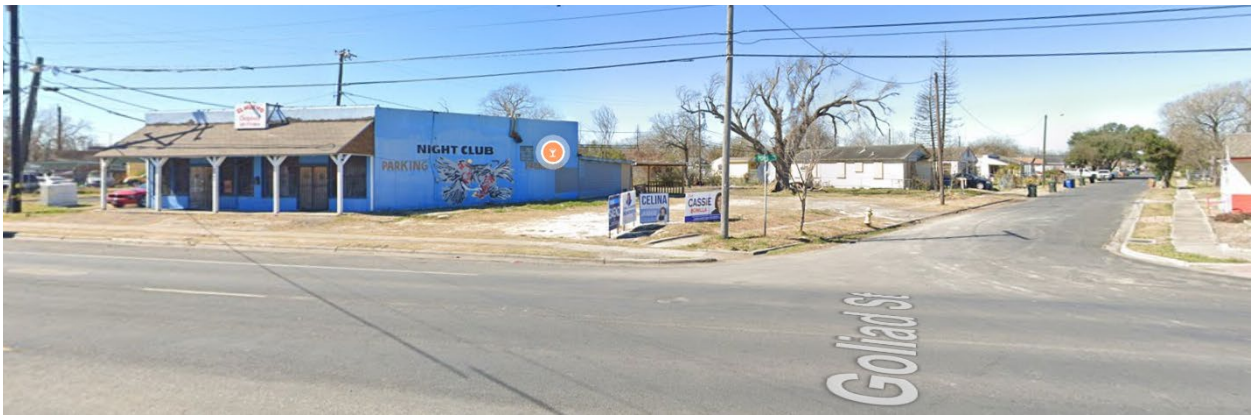


Figure 25-19: Night Club at Port & Goliad, facing West, Feb. 2022



Figure 25-20: Businesses on West side of Port & Goliad, Jan. 2018



Figure 25-21: Businesses on West side of Port & Goliad, Feb. 2022

Imagery also indicates that there is street lighting present but also overhead electrical wires. Luminaires appear to alternate between the east and west side of Port Ave. rather than occur in pairs.

In the second segment, between MP 1.9 and MP 2.0 there are residential developments on the east side and a medical center as well as a social security administration on the west side of Port Ave. Similar to the segment between Sonora and Nimitz, the segment between Southgate and Andrews has wide enough shoulders for vehicles to parallel park. It is also apparent from imagery that heavy street parking occurs adjacent to the residential developments on Port Ave. On this segment too there is street lighting and also overhead electricity wires. As is the case for the previous segment, luminaires appear to alternate between the east and the west side along Port Ave.

For crashes occurring in both segments, records frequently include citations for “unsafe lane change,” “backed without safety,” or “failure to drive in a single lane.”

Figure 25-22 shows that there is a decrease in the rate of collisions with parked motor vehicles since January 2019.

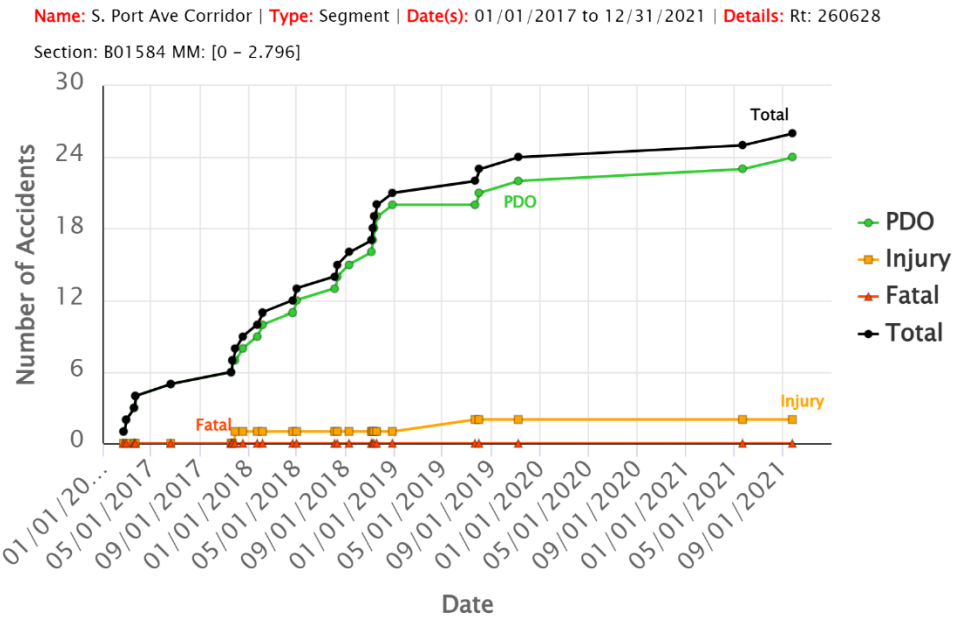


Figure 25-22: Parked Motor Vehicle Crashes, Cumulative by Date

Recommended Improvements

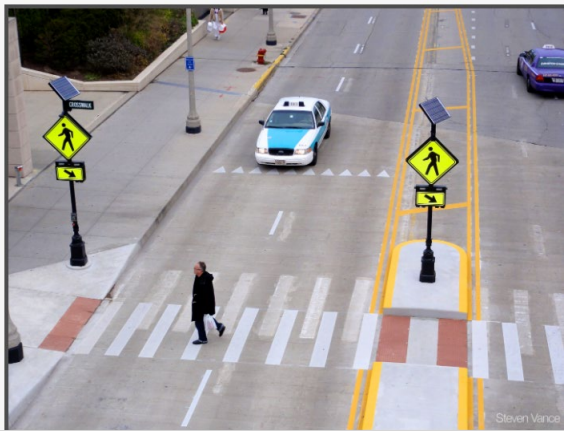
1. MP 1.41 (Niagara St.): Pedestrian Rapid Rectangular Flashing Beacons

Regarding mid-block pedestrian crashes at Niagara St., as has been described in the section above, there is already a mid-block pedestrian crossing here (**Figure 25-9**). However as there have been 5 crashes in the 5-year study period, we recommend the following improvements to increase the conspicuity and efficacy of the crossing.

Federal Highway Administration recognizes Rapid Rectangular Flashing Beacons (RRFBs) as a proven safety countermeasure regarding pedestrian involved crashes, providing a reduction of up to 47% for vehicle-pedestrian crashes (example **Figure 25-23** and **Figure 25-24**). We recommend that RRFBs be installed at the crossing at Niagara St.



Figure 25-23: Example of RRFB, Princeton, NJ[2]



[2] https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf

Figure 25-24: Example of RRFB[3]

RRFBs would increase the conspicuity of the crossing and better alert drivers to pedestrians in the crosswalk with the aid of flashing beacons. In conjunction with this we recommend that the current Pedestrian in Crosswalk warning signs at the crossing (**Figure 25-10**) which are obsolete since MUTCD 2009, be replaced with *MUTCD W11-2* warning signs with supplementary downward arrow plaques (*MUTCD W16-7P*). Furthermore, it is recommended that advance warning signs (*MUTCD R1-5 series*) be installed 20-50 feet from the crosswalk in both directions on the approach to the crossing, and finally that yield lines be painted on the pavement in each lane in both directions approaching the crosswalk.

The Benefit/Cost analysis for the provision of RRFBs and supplementary warning signs and yield lines at Niagara St. is shown in **Table 25-6**. The calculation includes estimated costs for the beacons and signs including installation. It shows the **B/C** ratio is estimated to be **109.73**, indicating that the measure is expected to be cost-effective.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/11/2024

BCA RRFBs — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	2 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 2	1 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 1	2 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 2	0 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $68900
Years in Crash Search: 5
Type: Rectangular Rapid Flashing Beacons (RRFB) Niagara St. & Advance Signs & Yield Lines
Notes: Ped only crashes within 350 ft.
Benefit/Cost Ratio: 98.74

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 25-6: Estimated B/C calculation for RRFBs and Warning Signs on Port Ave. at Niagara St.

Regarding the crashes involving left-turn conflicts with pedestrians (and one cyclist), at signalized intersections, left turns at each of the three identified intersections are currently governed by 5-section Flashing Yellow Arrow signal heads. We recommend retiming of

[3] http://www.pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=53

the signals such that pedestrian actuation is linked to left turn prohibition. In this way, a red arrow would be displayed during a pedestrian WALK or flashing DON'T WALK signal. It is estimated this would reduce pedestrian/left turn conflicts in the region of 50%.

The Benefit/Cost analysis for retiming to provide protected pedestrian intervals during pedestrian actuation at Morgan, Tarlton and Horne, using a CMF of 0.5, is shown in **Table 25-7**. It shows the **B/C** ratio is estimated to be **101.70**, indicating that the measure is expected to be cost-effective.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/11/2024

BCA Retiming LT Prohibition — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	3 :Injured C	CRF for PDO: 50%	Cost of PDO: $0
INJ C: 3	1 :Injured B	CRF for INJ C: 50%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 50%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 50%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 50%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $4500
Years in Crash Search: 5
Type: Signals: Retiming for Left Turn Prohibition during Pedestrian Actuated Phases
Notes: Pedestrian crashes involving Left Turns at Morgan, Tarlton & Horne.
Benefit/Cost Ratio: 101.7

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 25-7: Estimated B/C calculation for Protected Pedestrian Actuated Phases at Morgan, Tarlton & Horne

2. MP 0.00-2.60: Increase Street Lighting

As has been outlined previously, pedestrian and bicycle involved crashes on the corridor occurred with more frequency in conditions outside of daylight, additionally, collisions with parked motor vehicles also occurred more frequently in these conditions. As a remedial measure for both crash types, the MPO should in the first instance inspect the existing street lighting to ensure all luminaires are functioning and providing adequate luminosity.

Following this, in order to address both crash types, it is recommended that the frequency of street lighting along the corridor be increased such that pedestrians, bicycles and parked motor vehicles are more visible in dark conditions.

The Benefit/Cost analysis for increasing uniformity of street lighting along the corridor is shown in **Table 25-8**. The CMF Clearinghouse provides a CMF of 0.679 (ID # 11026) for the improvement of illuminance and uniformity of street lighting. The calculation includes estimated costs for the luminaires including installation and street closures. It shows the **B/C** ratio is estimated to be **68.79**, indicating that the measure is expected to be cost-effective.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/11/2024

BCA Improved St. Lighting — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 16	9 :Injured C	CRF for PDO: 32%	Cost of PDO: $0
INJ C: 9	7 :Injured B	CRF for INJ C: 32%	Cost of INJ C: $0
INJ B: 7	7 :Injured A	CRF for INJ B: 32%	Cost of INJ B: $540,000
INJ A: 7	1 :Killed	CRF for INJ A: 32%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 32%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $10000

Improvement Cost: $385000
Years in Crash Search: 5
Type: Improve Street Lighting Illuminance & Uniformity
Notes: Dark Crashes Ped/Bike/PMV. (CMF ID#11026)
Benefit/Cost Ratio: 68.79

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 25-8: Estimated B/C calculation for Increased Street Lighting along Port Ave.

3. MP 0.00-2.80: Access Control (Raised Median or Curb)

The pattern of Broadside and Approach Turn crashes identified on the corridor was related to driveway accesses. For the most part the crashes appear to have been related to vehicles accessing or exiting commercial retail businesses. As has been described, turning movements across multiple lanes of traffic, when that traffic may not yield or when congestion might obstruct views, is likely a contributing factor, in addition to drivers moving when it unsafe to do so.

Raised medians separating opposing directions of travel may provide effective restriction of turning movements at some locations to reduce the frequency of broadside and approach turn crashes. Access control along the Port Ave. corridor would remove conflict points at select driveway locations. In this scenario, movements would be restricted to Right-In-Right-Out (RIRO) only for commercial and residential access.

It is recommended that access control be implemented at the following locations along the corridor, by way of a raised median or raised curb where appropriate:

- Morgan Ave. raised curb for 150-200 ft in all four directions,
- Baldwin Blvd. raised curb for 80-100 ft North leg, 150-200 ft all other legs,
- Niagara St. raised median for 200-220 ft on Port Ave. to permit RIRO only movements to the H-E-B store,
- Andrews Dr. raised median for 50 ft on Port Ave. to permit RIRO only movements to/from Andrews,
- Pearse Dr. raised median for 50-75 ft on Port Ave. to permit RIRO only movements to/from Pearse,
- Painter Dr. raised median for 50-75 ft on Port Ave. to permit RIRO only movements to/from Painter, and
- Horne Rd. raised curb for 125-150 ft in all directions.

The Benefit/Cost analysis for provision of a raised median/curb at 7 select locations along the Port Ave. corridor in order to limit potential conflicts leading to Broadside and Approach Turn crashes at driveway accesses, is shown in **Table 25-9**. The estimated cost shows the **B/C** ratio is anticipated to be **8.27**, indicating that the measure is expected to be cost-effective.

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CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/15/2024

BCA Access Control Select Locations — **Loc:** 260628 B01584 **Begin:** 0 **End:** 2.796 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 21	6 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 6	2 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $156000
Years in Crash Search: 5
Type: Access: Raised Median/Curb Select Locations
Notes: Access Management RIRO
Benefit/Cost Ratio: 8.27

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 25-9: Estimated B/C calculation for Access Control at 7 Locations on Port Ave.

In order to maintain consistency and to offer optimum operational ability, CCMPO may prefer to impose access control by implementing raised medians/curbs along the entire corridor. While this would be effective in terms of safety, a brief benefit/cost analysis indicates that it is not likely to be cost-effective from the safety benefit alone, with an indicated B/C ratio of less than 1.0.

4. Overtaking Turn Crashes – Monitor

There was no clearly identifiable pattern or emerging trend to overtaking turn crashes on the corridor with nearly all locations experiencing just a single crash over the study period. Furthermore, as **Figure 25-25** shows most crashes appear to have occurred in 2017 and 2018, with only 1 crash per year recorded for 2019, 2020 and 2021.

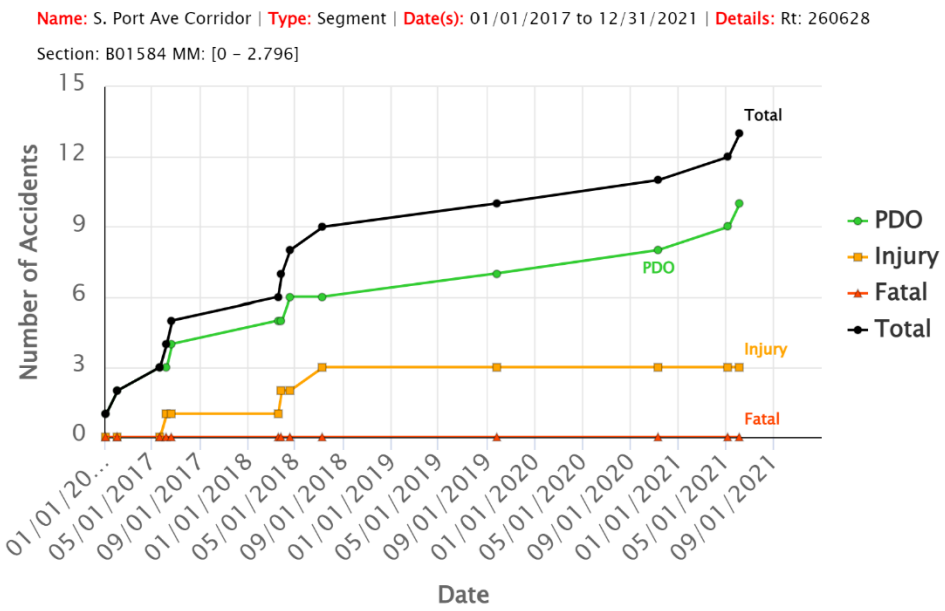


Figure 25-25: Overtaking Turn Crashes, Cumulative by Date

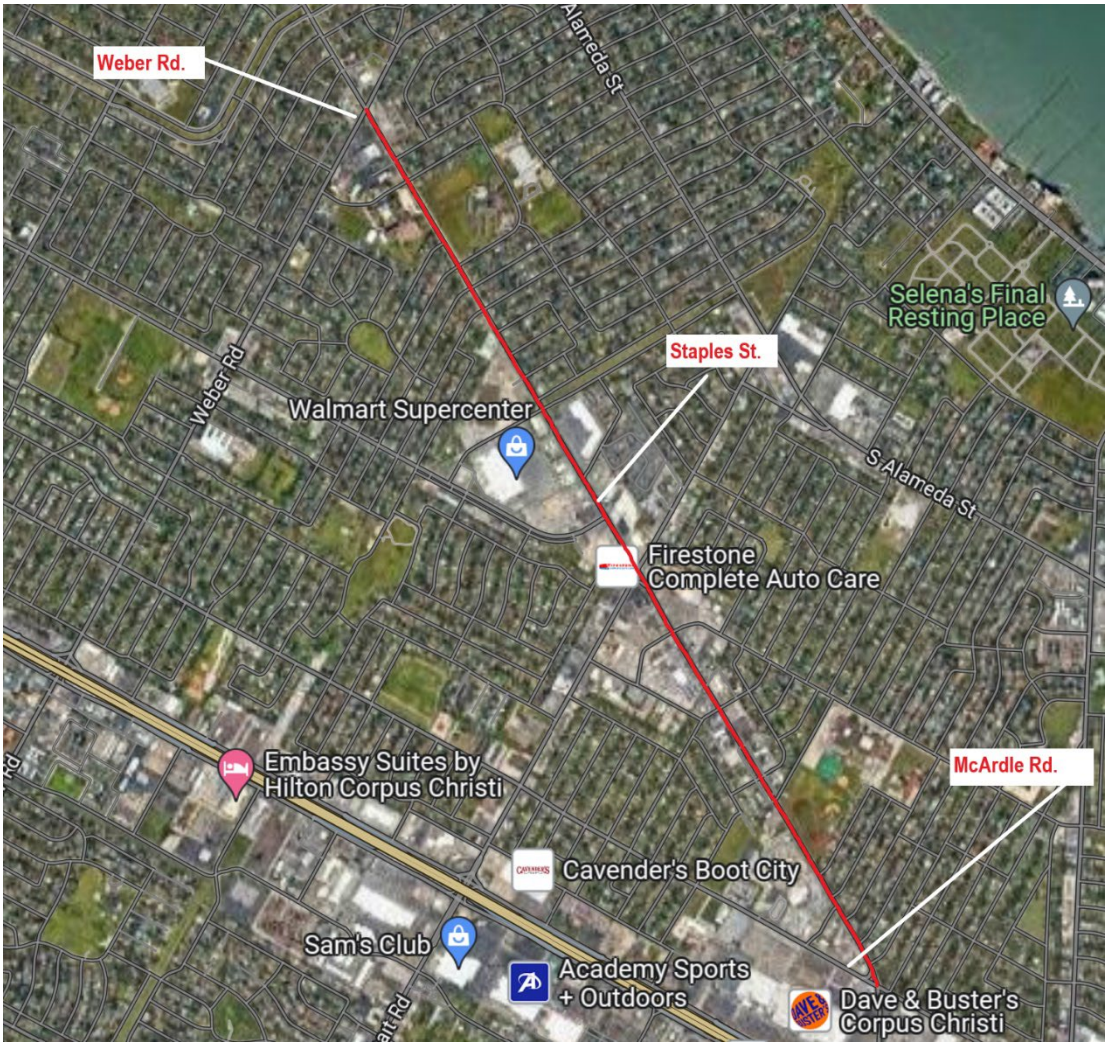
Sarita St. is the only location which may display an emerging trend having experienced two crashes in the study period. The location should be monitored for overtaking left turn crashes involving southbound vehicles turning into Sarita St. to identify any emerging trend. If this were to become a trend, we would recommend access control at Sarita St. to limit movements to RIRO.

There are no material recommendations for overtaking turn crashes on the corridor at this time.

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SAFETY ASSESSMENT

26. Staples St., Weber Rd. To McArdle Rd.
Corpus Christi MPO, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of the Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Staples St. between Weber Road and McArdle Road is a 2.25-mile urban arterial, Route 260668, Section B01911, Mile-point 3.61-5.87. The street has a 35-mph posted speed limit throughout and has four lanes as well as a Two-Way-Left-Turn-lane (TWLTL). There are also bike lanes for an approximate 0.6 -mile stretch between Weber Rd. and Barracuda Pl. General traffic and access characteristics are summarized in **Table 26-1.**

Table 26-1: Staples St. Segment Description

From MP	To MP	Length (mi)	Segment Description	AADT (2018)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
3.61	4.665	1.055	A. Weber to Gollihar	25,472	4	35	3.8	29.4
4.666	5.87	1.204	B. Gollihar to McArdle	25,644	4	35	4.2	52.3

*Unsignalized category includes public streets and private driveway intersections.

Roadway Characteristics

Staples St. is a major arterial with varying width and whose characteristics may be summarized as follows:

- Between Weber Rd. and Barracuda Pl. the corridor is 60-ft wide, including four 10-foot through lanes and a 12-foot center left turn lane. There are also 5-foot-wide bike lanes on both sides in this segment. No on-street parking is permitted.
- From Barracuda Pl. to Autotown Dr./Gollihar Rd. (south) there are four 12-foot through lanes and a 12-foot center left turn lane, and no shoulders. This is the case except for two short sections between Miramar Pl. and Carmel Pkwy. (south), and Gollihar Rd. (north) to Autotown Dr./Gollihar Rd. (south), where the center left turn lane disappears and is replaced by dedicated left turn lanes. No on-street parking is permitted.
- From Autotown Dr./Gollihar Rd. (south) to the end of the corridor at McArdle Rd. there are four 12-foot through lanes as well as a 12-foot center left turn lane, and no shoulders. No on-street parking is permitted.

Multimodal Characteristics

Sidewalks 4-6 feet wide and mostly detached are present on both sides of the street along the length of the corridor except for a short portion between Everhart Rd. and Autotown Dr./Gollihar Rd., where the sidewalk briefly abuts the pavement directly in parts.

On-street marked bike lanes are present between Weber Rd. and Barracuda Pl.

Corpus Christi Regional Transportation Authority operates primarily one bus route on the corridor, Route 29 (with headways of 20-40 minutes weekdays dependent on direction, 20-50 minutes on Saturdays dependent on direction, and 30-60 minutes on Sundays dependent on direction). Route 37 also has one stop on southbound Staples St. near Everhart Rd. (with headways of 60 minutes weekdays and weekends).

Single-family housing is adjacent to approximately half of the corridor. There are single family home developments on the north end of the corridor between Catalina Pl. and Carmel Pkwy. on both sides, and on the south end between Monette Dr. and McArdle Rd. on the east side. Residential driveways do not open onto Staples St.

Retail and commercial developments line the corridor primarily between Carmel Pkwy. and Lansdown Dr. on both sides, and between Mustang Tr. And McArdle Rd. on the west side.

There are two places of worship on the corridor, City Church Corpus Christi and Believe Church, both near Lansdown Dr.

Three schools are located on the corridor: Hamlin Middle School near Hamlin Dr., King High School near Mustang Tr., and Annapolis Christian Academy near Peerman Pl.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for the 5-year period also.

For the study period of 01/01/2017 to 12/31/2021 there were 226 non-intersection and at-driveway access crashes recorded along the corridor, including 169 PDO, and 55 Injury (with 80 people injured), as well as 2 Fatal crashes (with 2 people killed). The crash distribution is shown in **Figure 26-1**. This included 78 Broadsides, 56 Rear-Ends, 31 Approach Turns, and 27 Sideswipe Same Direction crashes. There were also 2 Pedestrian crashes recorded.

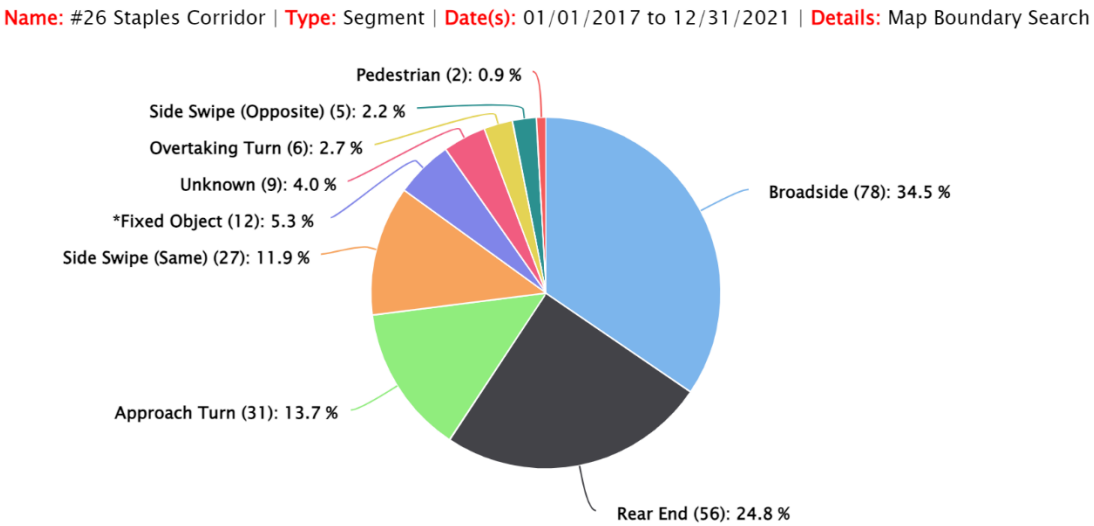


Figure 26-1: Staples St., Weber Rd. to McArdle Rd. Non-Intersection Crash Types

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate the corridor overall has high potential for correction of crash frequency (LOSS IV). The SPF for severe crashes is shown in **Figure 26-2** while the SPF for total crashes is shown in **Figure 26-3**. The smaller segments defined in **Table 26-1** show a similar performance, with crash frequency and crash severity also in the LOSS-IV category. Segment SPF for severe crashes is shown in **Figure 26-4.** Segment SPF for total crashes is shown in **Figure 26-5. Figure 26-6** shows the SPF profile for the corridor as a whole. It shows that the performance of the corridor in terms of both crash frequency and crash severity moves between LOSS-III and LOSS-IV. Performance at the LOSS-IV level is seen primarily between MP 4.25-5.15 and MP 5.4-5.87. The former section is characterized by dense retail and commercial development on both sides of the corridor between approximately Carmel Parkway and Lansdown Dr, while the latter section is home to a trampoline park as well as multiple fast-food restaurants.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/27/2024

#26 Staples SPF SEV | **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

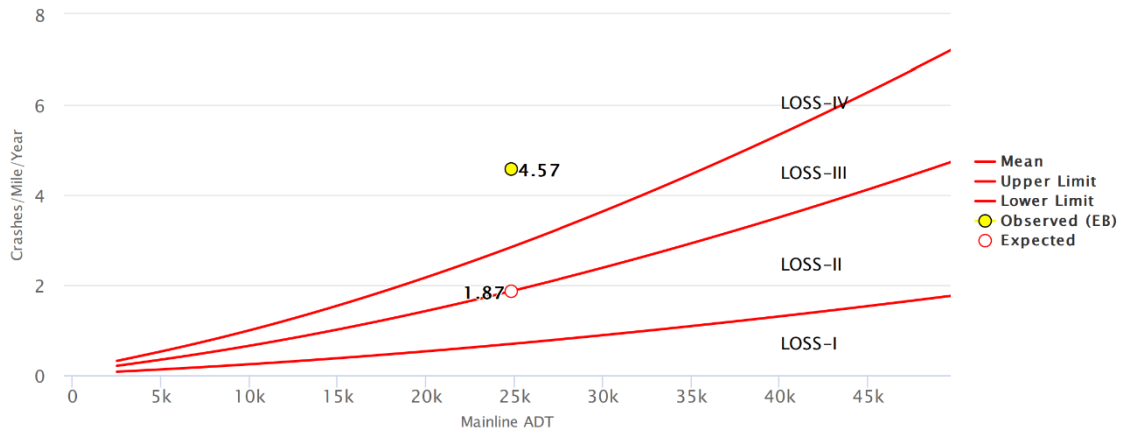


Figure 26-2: Staples St., Weber Rd. to McArdle Rd. SPF for Severe Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/27/2024

#26 Staples SPF TOT | **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

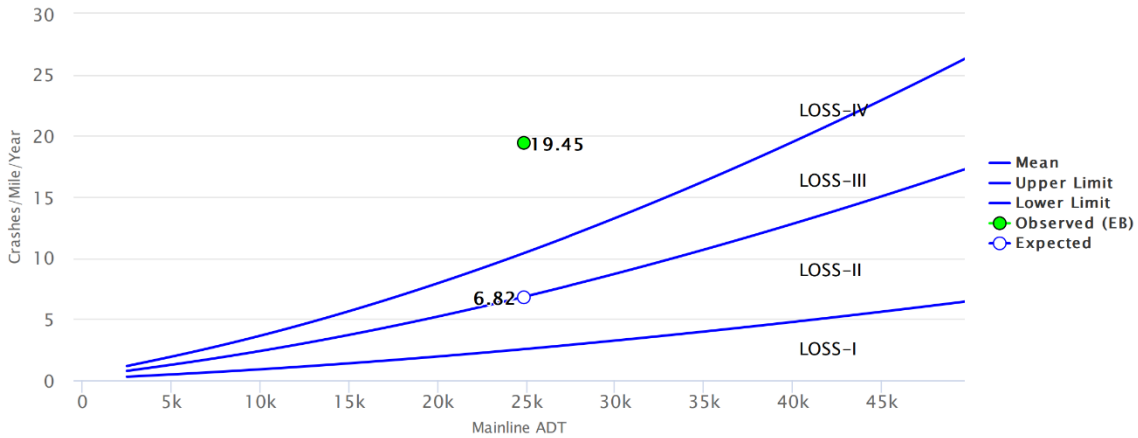


Figure 26-3: Staples St., Weber Rd. to McArdle Rd. SPF for Total Crashes

Corpus Christi MPO (TX)
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03/27/2024

#26 Staples Segments SPF SEV **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

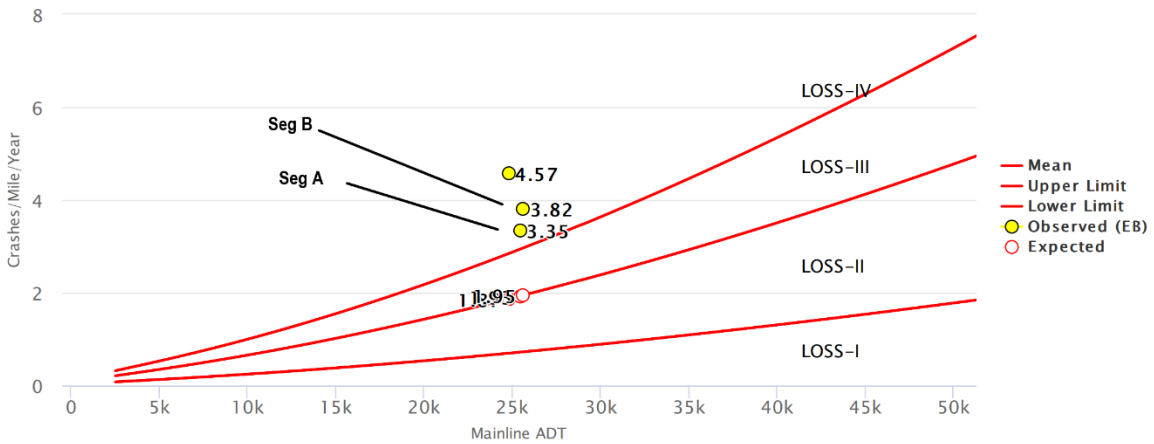


Figure 26-4: Staples St., Segment SPFs for Severe Crashes

Corpus Christi MPO (TX)
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03/27/2024

#26 Staples Segments SPF TOT **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

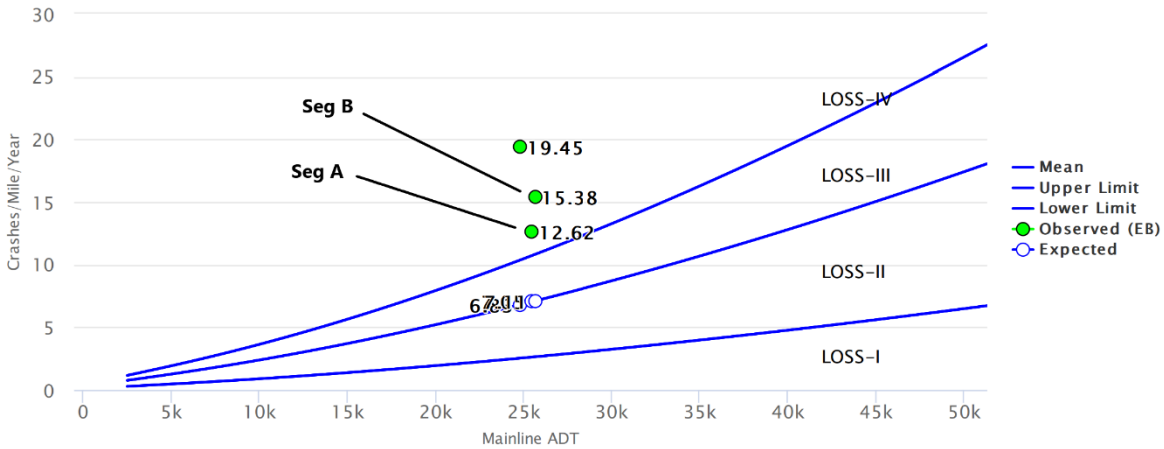


Figure 26-5: Staples St., Segment SPFs for Total Crashes

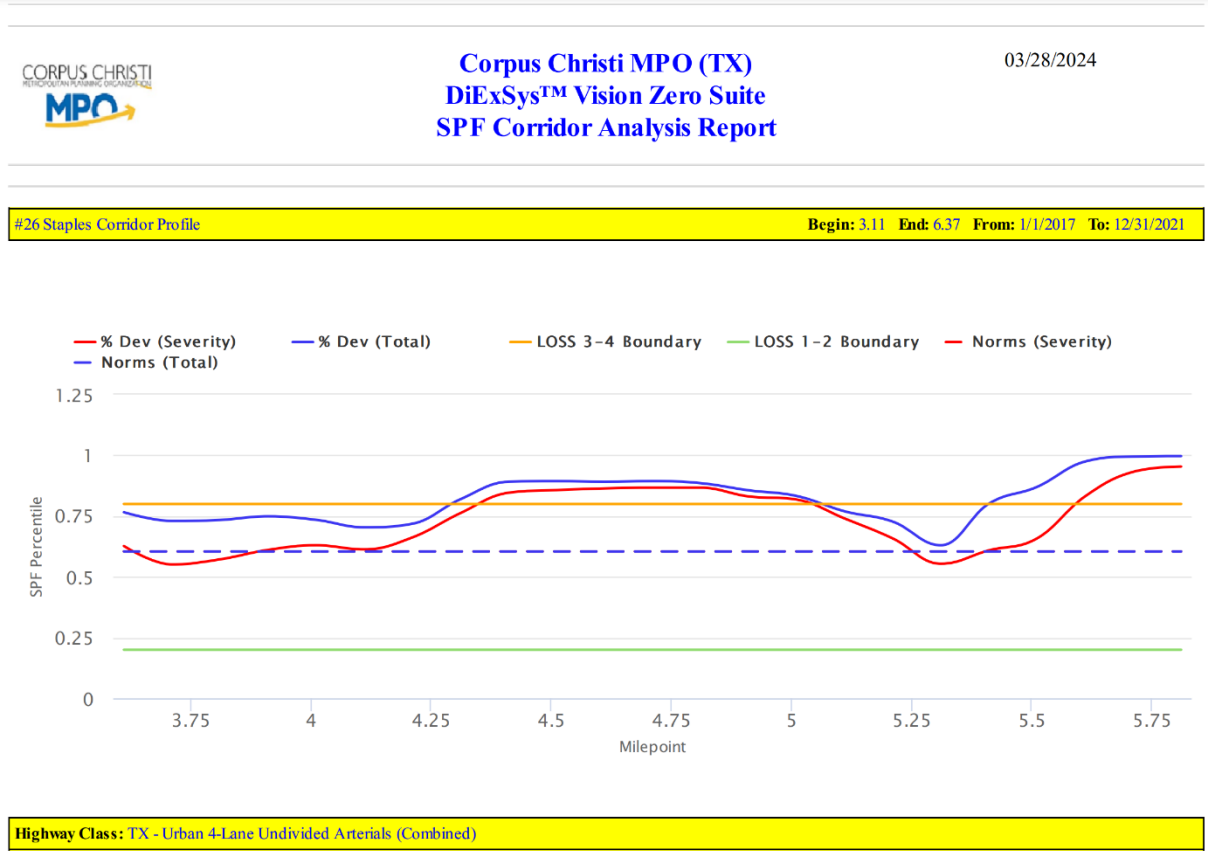


Figure 26-6: Staples St., Weber Rd. to McArdle Rd, SPF Profile

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of Broadside and Approach Turn crash types across the entire corridor.

Direct Diagnostics and associated crash patterns are summarized in **Table 26-2.** A sample of the Pattern Recognition output is shown in **Table 26-3.**

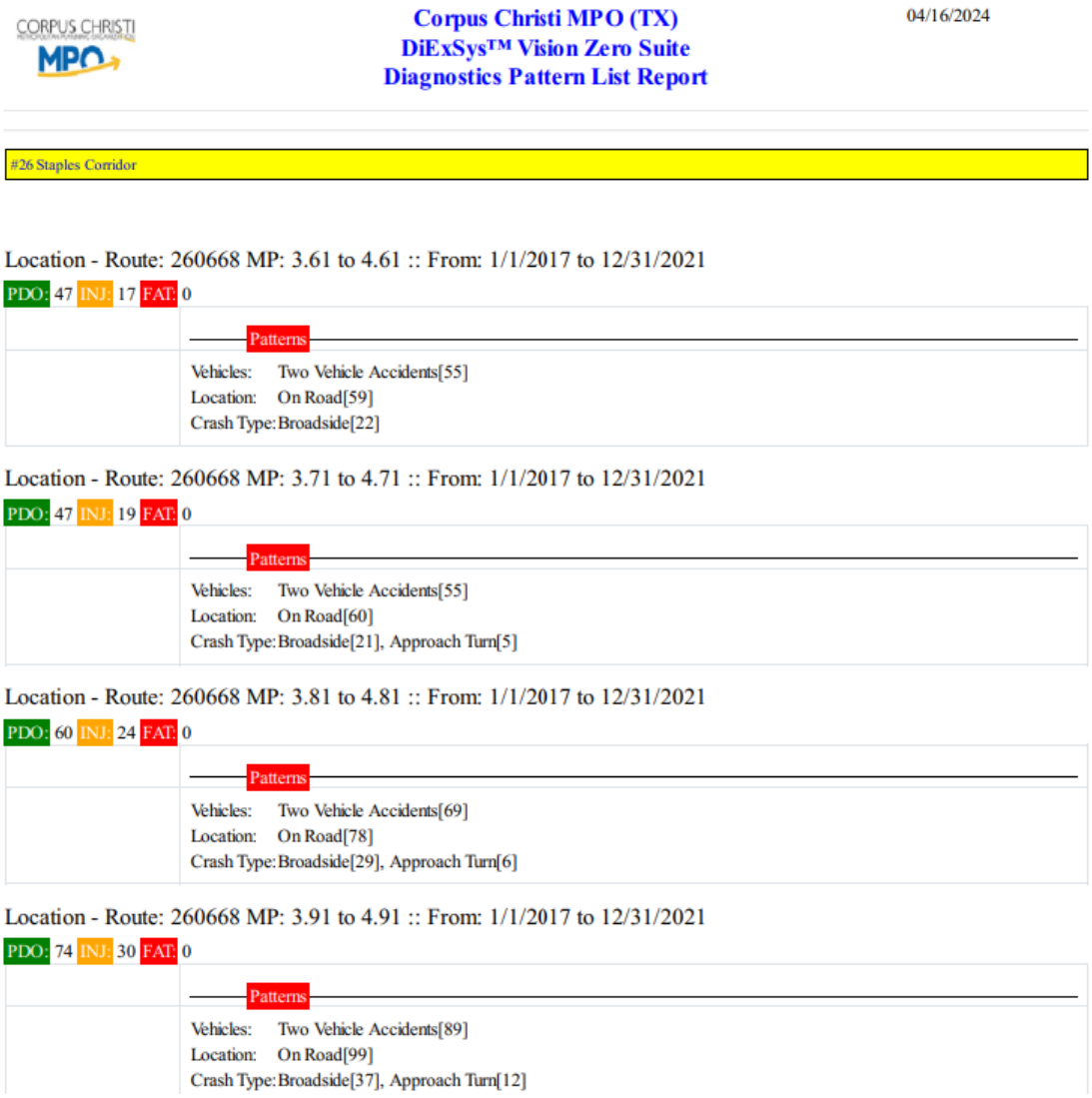
Table 26-2: Staples St. Non-Intersection Crash Patterns

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

03/28/2024

#26 Staples Diagnostics				Cutoff: 5 Acc's @ 95
Category/Trait	**Statewide Average**	**This Location**		**Probability**
	%	# Crashes	%	%
Number Of Vehicles				
Two Vehicle Accidents	65.68%	196	86.73%	100%
Crash Location				
On Road	58.2%	213	94.25%	100%
Crash Type				
Broadside	0.53%	78	34.51%	100%
Approach Turn	3.58%	31	13.72%	100%

Table 26-3: Staples St. Pattern Recognition Sample



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/16/2024

#26 Staples Corridor

Location - Route: 260668 MP: 3.61 to 4.61 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 17 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[59]
Crash Type: Broadside[22]

Location - Route: 260668 MP: 3.71 to 4.71 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[60]
Crash Type: Broadside[21], Approach Turn[5]

Location - Route: 260668 MP: 3.81 to 4.81 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[69]
Location: On Road[78]
Crash Type: Broadside[29], Approach Turn[6]

Location - Route: 260668 MP: 3.91 to 4.91 :: From: 1/1/2017 to 12/31/2021

PDO: 74 INJ: 30 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[89]
Location: On Road[99]
Crash Type: Broadside[37], Approach Turn[12]

Potentially Correctible Patterns

Pedestrian and Bicycle Crashes

Although not an identified pattern, we always assess Pedestrian and Bicycle crashes to identify any emerging trends or patterns involving vulnerable road users. In the 5-year study period there were no recorded non-intersection Bicycle crashes, but there were 2 non-intersection Pedestrian crashes, which included 1 of the 2 fatal collisions on the corridor.

The fatal collision occurred in February 2020 and the crash records indicate that this was unfortunately an accident due to human error. The crash itself did not occur on Staples St. but on a private driveway adjacent to Staples St. on Driftwood Pl. The crash occurred in the morning in daylight hours and there were no adverse weather conditions. A pedestrian on the sidewalk was struck and killed by a vehicle reversing from a private

driveway. The crash records indicate the driver “backed without safety.” Records also indicate that the pedestrian was under the influence of illegal drugs.

A review of Google Street view imagery indicates that the crash location is close to a marked and signed mid-block pedestrian crossing on Staples St. at Driftwood Pl. (**Figure 26-7**), the location is in close proximity to Hamlin Middle School. Staples is governed by a 20-mph speed limit between 7:15-9:15 AM and 3:00-5:00 PM.

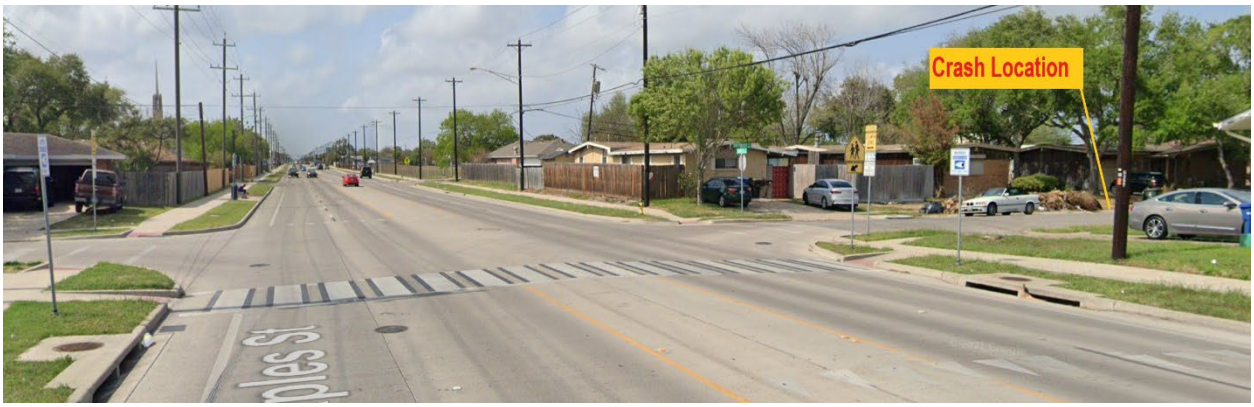


Figure 26-7: Mid-Block Crossing at Staples St. & Driftwood Pl., (facing North), Apr. 2021

The other pedestrian crash occurred in October 2017 near Staples St. and Barry St., but records show the crash was a non-intersection crash and suggest it involved a mid-block crossing by a pedestrian. The crash occurred in daylight hours and there was no adverse weather. Staples St. is a bus corridor and the crash occurred adjacent to a bus stop. Since the time of the crash, there has recently been a pedestrian mid-block crossing installed adjacent to the crash location, approximately 250ft to the north, outside the Walmart in the 4100 Block (**Figure 26-8**).



Figure 26-8: Aerial View of Mid-Block Crossing in 4100 BLK of Staples St.

Streetview imagery shows that the crossing is regulated by Rapid Rectangular Flashing Beacons (RRFBs) and has a median refuge island (**Figure 26-9** and **Figure 26-10**). There are also transverse rumble strips on both approaches to the crossing, as well as “PED XING” text on the roadway surface on both approaches.



Figure 26-9: 4100 BLK Staples St., (facing North), Mar. 2022



Figure 26-10: Mid-Block Crossing at 4100 BLK of Staples St., (facing North), Jun. 2023

While the fatal crash was a tragic loss of life, it does not display a correctible crash pattern and the pedestrian facilities in the area appear to be adequate with wide sidewalks on both sides of Staples, a reduced speed limit during school hours and a dedicated mid-block crossing. In the case of the other pedestrian incident near Barry St., as has been described above, the recent construction of a mid-block pedestrian crossing regulated with activated flashing beacons, rumbles strips and “STOP HERE TO PEDESTRIANS” signs, would be expected to be appropriate countermeasures against pedestrian mid-block crossing incidents at this location. As such, regarding non-intersection and mid-block pedestrian crashes on the corridor, there are no recommendations at this time.

Signalized intersections where pedestrian crashes occurred are summarized in **Table 26-4.** All locations saw just a single crash, apart from McArdle Rd., which saw 2. (The intersection of Staples St. and McArdle Rd. has been addressed as part of a separate previous report and general recommendations for the intersection are contained therein, however additional recommendations are made here regarding vulnerable road users). All crashes were Injury level crashes, except for the crash at Mustang Trail, which was a Fatal collision.

Table 26-4: Staples St. Pedestrian Crashes at Signalized Intersections

Signalized Intersection Pedestrian Crashes, 2017-2021			
MP	**Intersection**	**Non-Fatal**	**Fatal**
3.61	Weber Rd.	1	0
4.37	Carmel Pkwy.	1	0
4.66	Gollihar Rd.	1	0
4.80	Everhart Rd.	1	0
5.39	Mustang Trl.	0	1
5.65	Shopping Way	1	0
5.87	McArdle Rd.	2	0
Total		7	1

Two crashes at signalized intersections involved left-turning vehicles conflicting with pedestrians present in the crosswalk. These included the crash at Weber Rd. and one of the crashes at McArdle Rd. (the remaining crash at McArdle Rd. involved an at-fault pedestrian).

Imagery shows that at Weber Rd. sometime between April 2021 and March 2022 movement control was changed from left turn yield on green to left turns yield on flashing yellow arrow, changes also appear to have included provision of backplates on all signals (**Figure 26-11** and **Figure 26-12**). Since the flashing yellow arrow signal heads include the red arrow indication, the signal at Weber can be configured to prohibit left turns across crosswalks during pedestrian movements with only a signal timing plan revision.

Imagery also shows that currently left turns are controlled by way of “Left Turn Yield on Green” regulatory signs at the intersection of Staples St. and McArdle Rd.



Figure 26-11: Weber Rd. Signals (facing S), Apr. 2021



Figure 26-12: Weber Rd. Signals (facing S), Mar. 2022

The crash at Carmel Parkway occurred in 2020 when the driver failed to yield right of way to a pedestrian. This signalized intersection has regulated pedestrian crossings. However, imagery shows that crossing on the east side of the intersection only had striping and was not regulated by pedestrian signals until sometime between May 2019 and April 2021 (**Figure 26-13** and **Figure 26-14**). This was the only crash at the intersection in the study period and there are no recommendations at this time.



Figure 26-13: Carmel Pkwy. East Side Pedestrian Crossing, May 2019



Figure 26-14: Carmel Pkwy. East Side Pedestrian Crossing, Apr. 2021

The crash at Gollihar Rd. involved red-light-running, according to the crash record. Imagery shows that the signalized intersection has regulated pedestrian movements, and the use of R10-3 series pedestrian regulatory signs suggests countdown timers are in operation. This was the only crash in the study period, and there are no recommendations at this time.

Both crashes at Everhart Rd. and Shopping Way involved at fault vehicles which failed to yield right of way to the pedestrian. There was only one such recorded crash at each location in the 5-year study period, and there are no recommendations at this time, as all pedestrian movements are currently regulated.

The single fatal pedestrian collision occurred in 2018 on Mustang Trail, which is adjacent to King High School. The crash occurred in the 4 PM hour. The crash record indicates the driver was preoccupied and disregarded the traffic control. There is a reduced 20 mph speed limit in place on Staples St. during school hours. Streetview imagery indicates that between April 2019 and April 2021 backplates were installed on all signals, which would have increased conspicuity, and that a “Left Turn Yield on Flashing Yellow Arrow regulatory sign was included for left turns movements (**Figure 26-15** and **Figure 26-16**).



Figure 26-15: Staples St. Signals, facing East, Apr. 2019



Figure 26-16: Staples St. Signals, facing East, Apr. 2021

Imagery also indicates that during that same period between April 2019-2021 signal reconfigurations also included a move from permissive only movements from Mustang Tr. (**Figure 26-17**) to protected movements (**Figure 26-18**), as arrow indications are visible on all signal heads in 2021.



Figure 26-17: Signals on Staples, facing South, April 2019

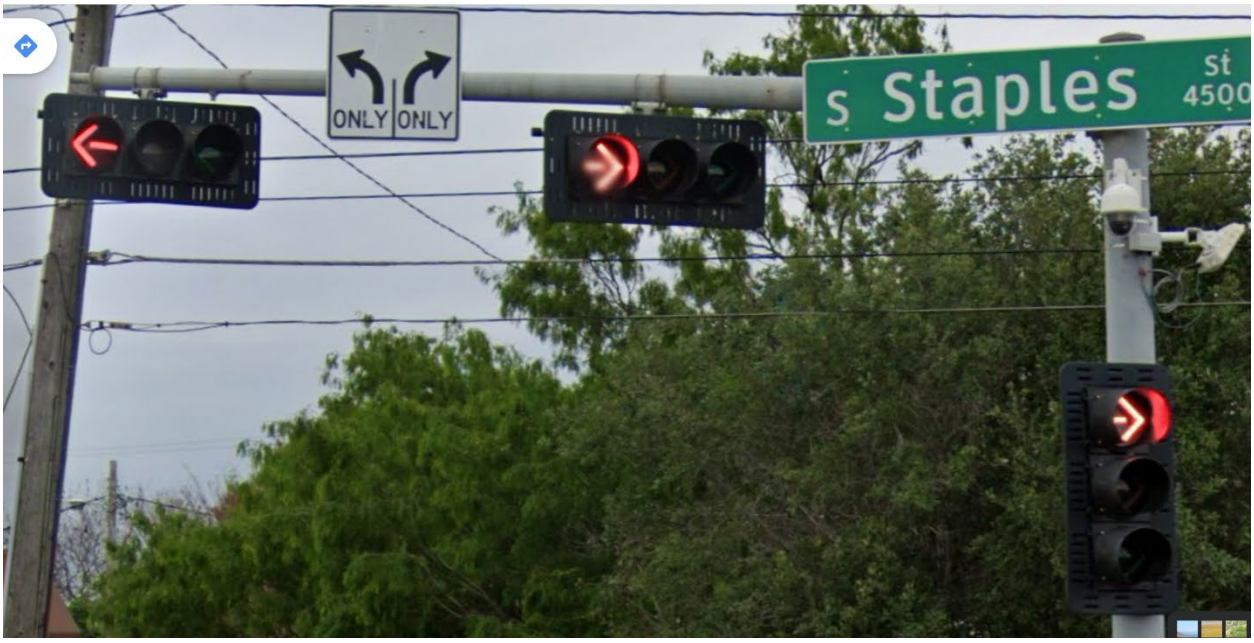


Figure 26-18: Signals on Staples, facing South, April 2021

Imagery also indicates that the north-south pedestrian movements on the west side of the intersection, while having a striped crosswalk, are not regulated by pedestrian signals (although they may be regulated by a crossing guard during school hours) (**Figure 26-19**).

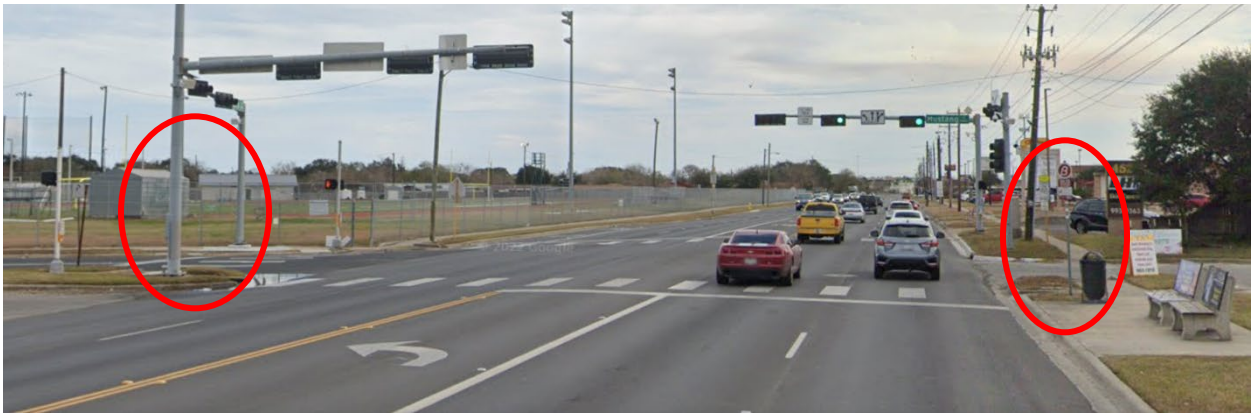


Figure 26-19: Staples St. N-S Pedestrian Crossing, West Side of Mustang, facing East, Feb. 2022

Un-signalized intersections where pedestrian crashes occurred are summarized in **Table 26-5.** There was only 1 crash recorded at an unsignalized intersection, which occurred at Hamlin Dr. This location is next to Hamlin Middle School. Staples St. has a reduced speed limit of 20 mph during school hours. There are school crosswalk signs at Hamlin Dr. (*MUTCD S1-1*). The crash record indicates that the driver disregarded the signs and was also under the influence of alcohol, as such there are no recommendations at this time.

Table 26-5: Staples St. Pedestrian Crashes at Unsignalized Intersections

Unsignalized Intersection Pedestrian Crashes, 2017-2021				
MP	**Description**	**Type**	**Non-Fatal**	**Fatal**
4.03	Hamlin Dr.	Unsignalized	1	0
Total			1	0

As stated previously, there were no bicycle crashes at non-intersection locations recorded. There were 7 crashes identified at signalized intersections in the study period involving bikes (1 additional crash was found as part of the map boundary search but this did not occur on Staples St., but rather on a private driveway on Buckshire Dr. adjacent to Staples). The majority of crashes (4) were at the PDO level, and there were 2 level C injury crashes and just 1 level B injury crash, which occurred at McArdle Rd.

Crashes at Gollihar Dr. and Carmel Pkwy involved a driver disregarding the signal and a right turn on red, respectively and were the only recorded bike crashes at those intersections in the 5-yr study period.

There were 2 crashes at Weber Rd., while McArdle Rd. saw the most crashes, with a total of 3. There were no identified trends or patterns to these crashes.

In the case of Weber Rd. both were at the PDO level, which is currently not assessed as part of the TxDOT HSIP methodology for an economic analysis, used by CCMPO. Both crashes occurred in dark conditions. Streetview imagery shows that there are two luminaires at the intersection.

In the case of McArdle Rd., 2 of the 3 crashes were at the PDO level, which as outlined are not assessed as part of the TxDOT HSIP methodology for an economic analysis, used by CCMPO. The only level B injury Bike crash recorded occurred at McArdle Rd. This crash involved a westbound left turning vehicle. All 3 Bike crashes occurred between 10 AM and 7 PM.

Locations of bicycle crashes at intersections are summarized in **Table 26-6.**

Table 26-6: Staples St. Bicycle Crashes at Intersections

Intersection Bicycle Crashes, 2017-2021			
MP	**Intersection**	**Non-Fatal**	**Fatal**
3.61	Weber Rd.	2	0
4.37	Carmel Pkwy.	1	0
4.95	Gollihar Rd.	1	0
5.87	McArdle Rd.	3	0
Total		**7**	**0**

MP 3.61-5.87: Broadside & Approach Turn Crashes

A pattern of Broadside crashes was observed for the corridor between Weber Rd. and McArdle Rd. Within the study period, seventy-eight crashes occurred in this area, including 54 PDO and 24 Injury, with 38 injuries. Most crashes occurred in daylight and dry conditions.

A pattern of Approach Turn crashes was also observed for the corridor, with a total of thirty-one crashes over the study period, including 24 PDO and 7 Injury, with 11 injuries. As per Broadsides, most crashes occurred in daylight and dry conditions.

Figure 26-20 shows the locations of both Broadside and Approach Turn crashes along the corridor. Typically, we would consider these crash types separately at signalized intersections, but because we are focusing on non-intersection and driveway crashes, both patterns are considered together here, as both are angle crashes and at non-intersection locations such crash types can be amenable to the same countermeasures.

A cursory glance suggests that crashes are occurring at the signalized intersections with Weber Rd. (MP 3.61) and McArdle Rd. (MP 5.87). However, a review of crash history records indicates that crashes near the mile points associated with these intersections, were in fact at driveway locations adjacent to those intersections. It is clear there is also

a cluster of crashes between Carmel Pkwy. and Gollihar Rd./Autotown Rd., where the heaviest commercial and retail development is found on the corridor.

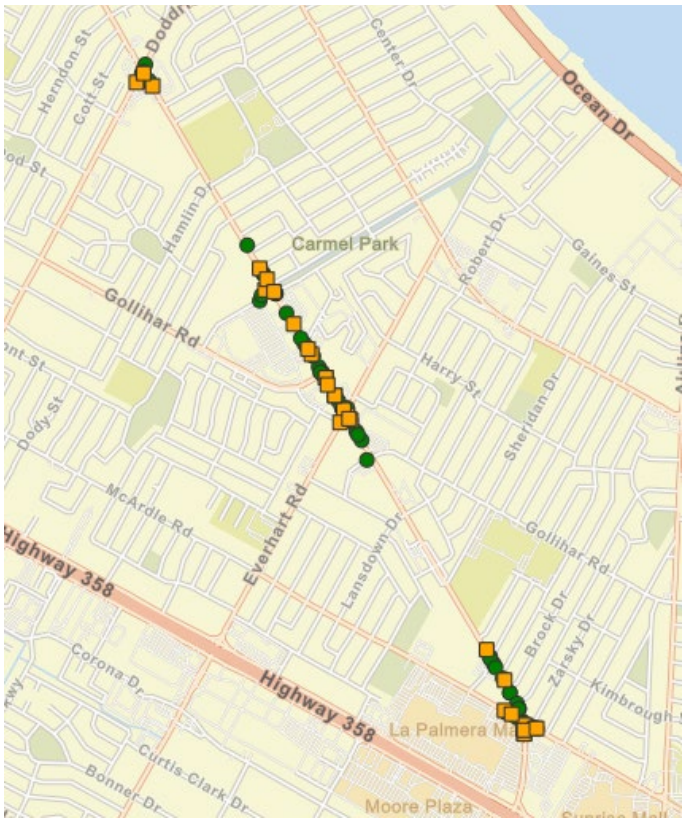


Figure 26-20: Broadside & Approach Turn Crash Locations, Staples St., Weber Rd. to McArdle Rd.

Crashes that appear to be at the signalized Weber Rd. intersection were recorded as "driveway" crashes. There is a McDonald's, a bank, a grocery store, a convenience store, and a strip mall located at the intersection, whose driveway accesses open onto either Staples St. or Weber Rd. (**Figure 26-21**).

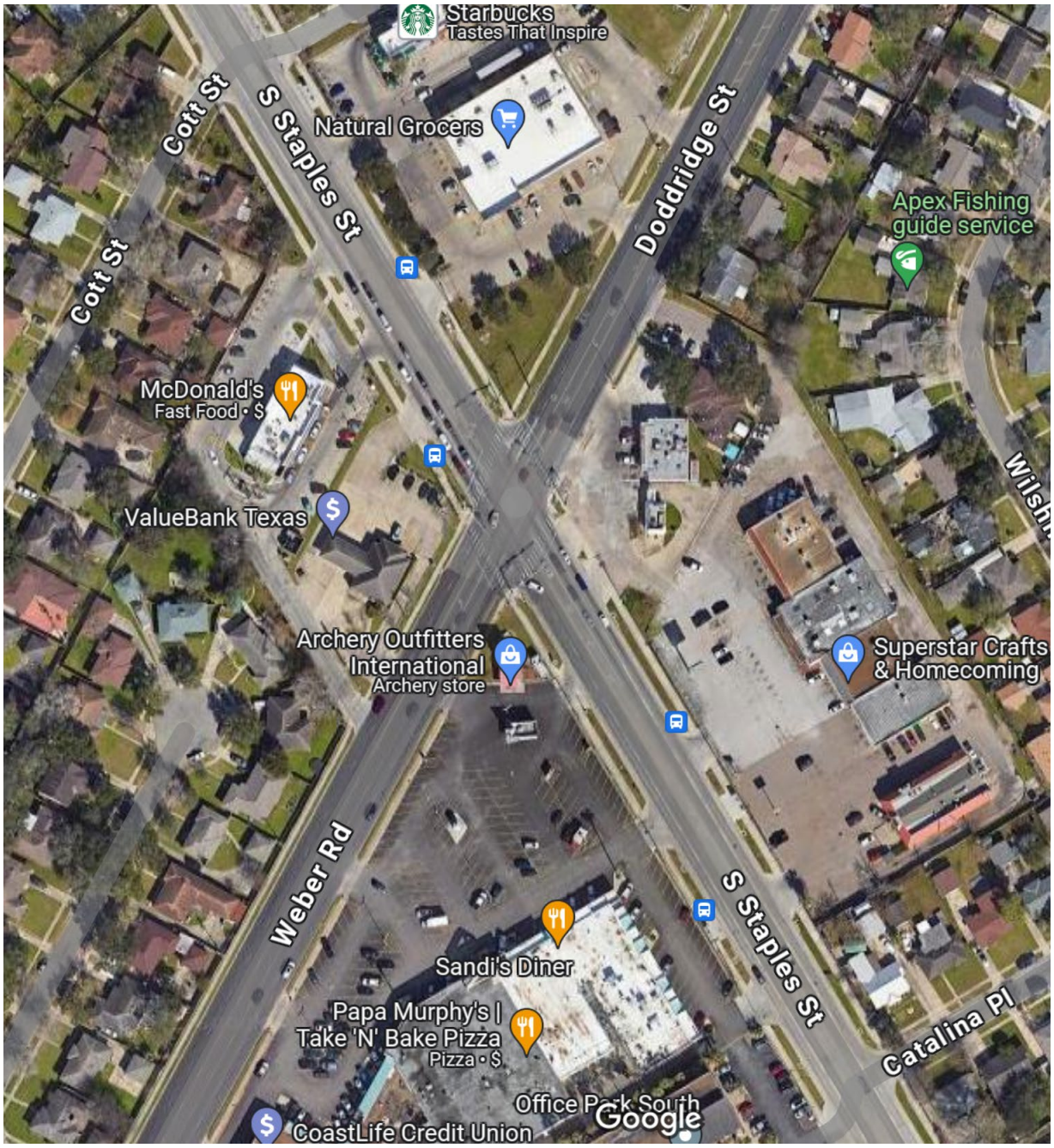


Figure 26-21: Business Driveway Accesses at Staples St. & Weber Rd.

Similarly, crashes that appear to be at the signalized McArdle Rd. intersection were recorded as “driveway” crashes and were more likely related to the driveway access points for the shopping mall, the oil change business, the strip mall and the residential developments adjacent to the intersection (**Figure 26-22**).

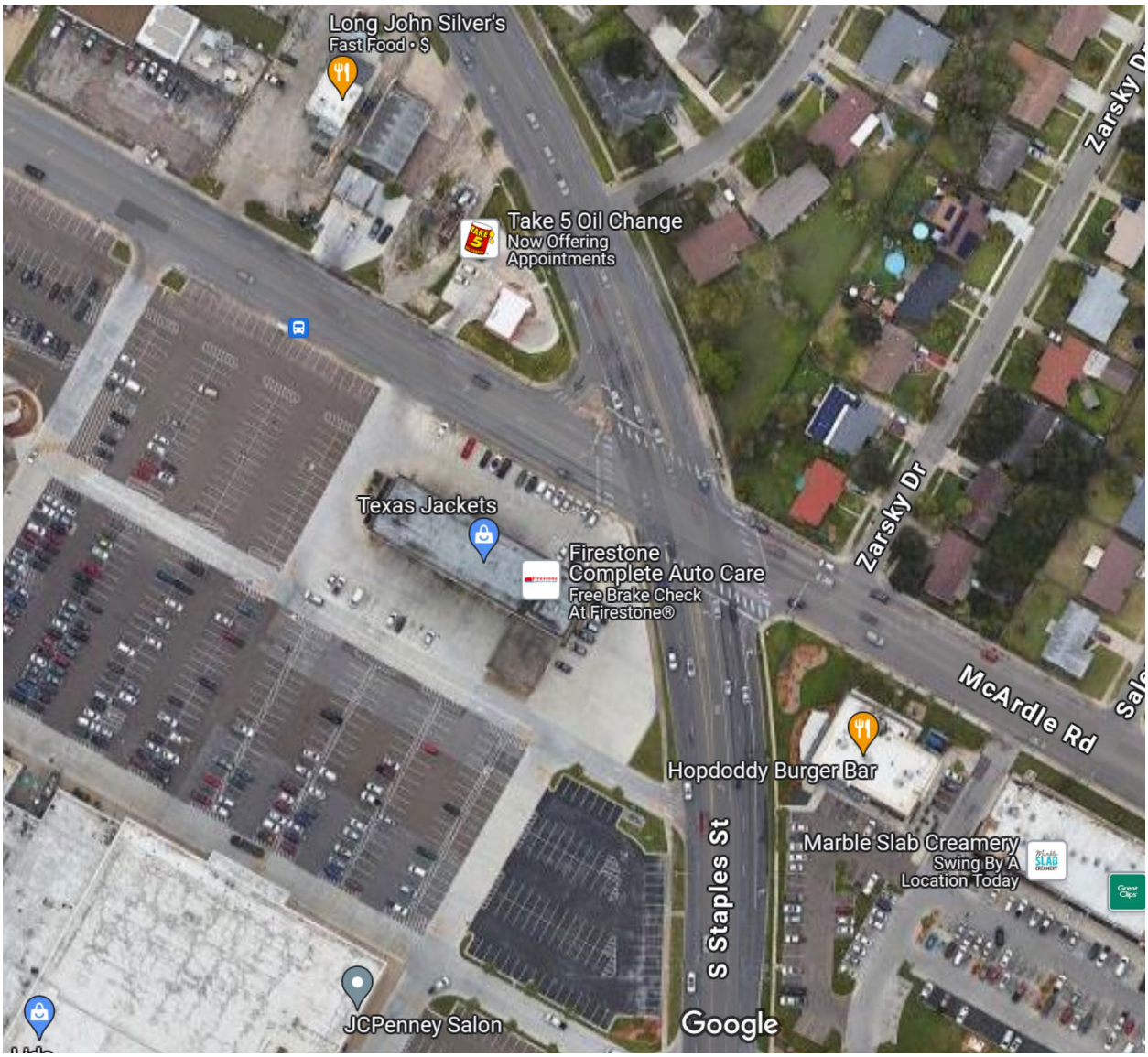


Figure 26-22: Business Driveway Accesses Staples St. & McArdle Rd.

Furthermore, the crash records for broadside and approach turn crashes at both Weber Rd. and McArdle Rd. refer to the traffic control as being “marked lanes” or “center stripe/divider” rather than signals.

The same trends can be seen with Broadside and Approach Turn crashes within the dense commercial retail area on Staples St. between Carmel Pkwy. and Gollihar Rd./Autotown Dr. with crashes recorded at private driveways and traffic control being “marked lanes.” In the case of this section of the corridor, there are frequent references to left turn conflicts as well as failure to yield right of way.

As such, it appears that the pattern of Broadside and Approach Turn crashes along the corridor for non-intersection crashes is related to movements at driveway accesses. As outlined previously, there is a central Two-Way-Left-Turn (TWLT) lane along the corridor.

Turning movements into and out of driveway access are permissive and could involve movement across potentially up to 3 lanes if a driver is trying to turn left into the far lane. On top of this, in times of heavy traffic or congestion, while one lane might yield to drivers wishing to turn into/out of a driveway access, the other may not, and this could result in a conflict, as sight distance might also be limited.

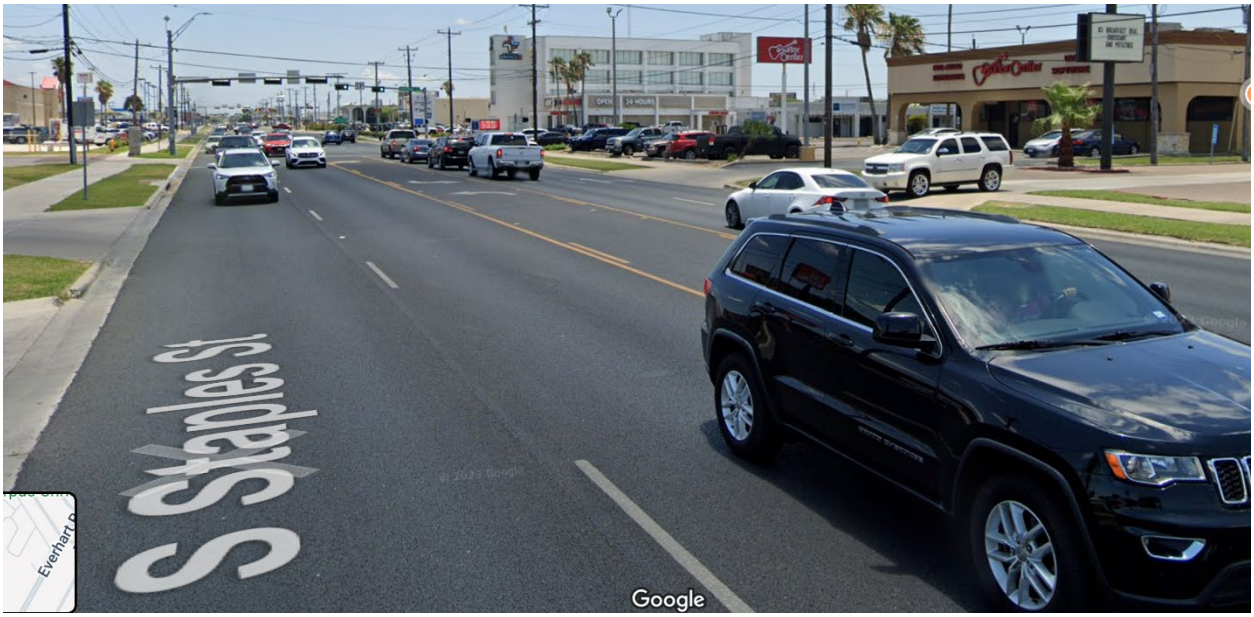


Figure 26-23: View North from Driveway Access near 4126 Staples St., Jun. 2023

Recommended Improvements

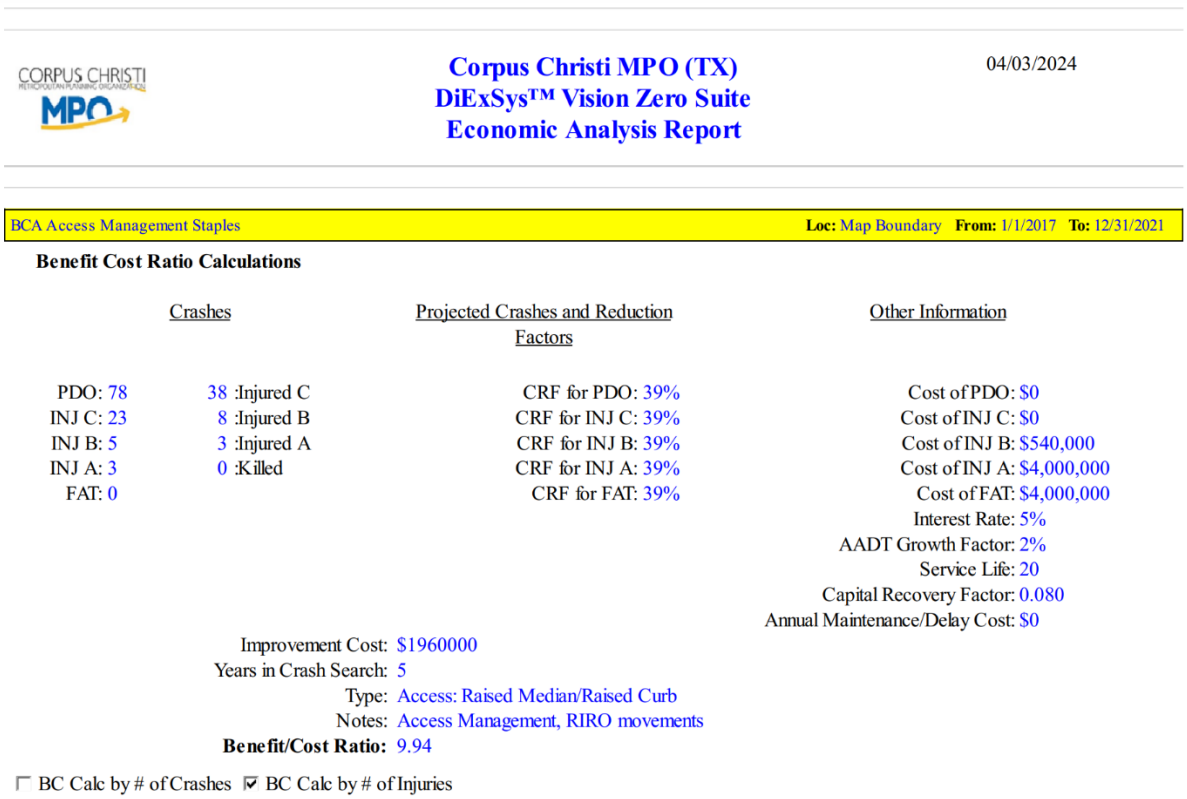
1. MP 3.61-5.87 (Weber Rd. to McArdle Rd.): Raised Curb and/or Raised Median

A combination of raised curbs and raised median treatments along the Staples St. corridor may arrive at an optimal level of cost-effective safety improvement. Raised curbs/medians separating opposing directions of travel may provide effective restriction of turning movements to reduce the frequency of broadside and approach turn crashes. Access control at the driveways opening onto the Staples and Weber intersection, the Staples and McArdle intersection, and in the busy commercial retail segment, would remove conflict points. In this scenario, movements would be restricted to Right-In-Right-Out (RIRO) only for commercial, retail and any residential access.

In order to avoid operational problems, in the case of preventing left turn movements where drivers attempt to cross through dedicated left turn lanes at signalized intersections, a raised curb rather than a raised median would be more appropriate to preserve dedicated left turn lanes. In places where a TWLTL is already present, replacement with a raised median would be possible.

The CMF Clearinghouse presents a Crash Reduction Factor of 39% for all crash severities under the CMF ID number 3034 for implementation of a raised median for the purposes of access control. The Benefit/Cost calculation in **Table 26-7** shows that a

treatment of raised curbs and/or raised medians along the corridor is expected to be a cost-effective safety treatment in addressing the identified pattern of Broadside and Approach turn crashes at driveway accesses, with an estimated **B/C** ratio of **9.94**.



CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/03/2024

BCA Access Management Staples — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 78	38 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 23	8 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 5	3 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 3	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1960000
Years in Crash Search: 5
Type: Access: Raised Median/Raised Curb
Notes: Access Management, RIRO movements
Benefit/Cost Ratio: 9.94

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 26-7: Estimated B/C calculation for Raised Curb/Median on Staples St., Weber Rd. to McArdle Rd.

If access control along the entire corridor cannot be achieved or is not favorable, the MPO should consider its application at least at the intersections with Weber Rd. and McArdle Rd., and in the commercial retail section between Carmel Pkwy. and Autotown Dr./Gollihar Rd. In this instance, B/C ratios would also prove desirable.

2. Signal Operation Modifications

As most of the corridor's pedestrian crashes occurred at signalized intersections, treatments targeting these crashes should be considered.

Locations where protected-permitted phasing is present with 5-section left turn signal faces with flashing yellow arrow (FYA), may be switched to protected-only left turn phasing to allow protection of the conflicting pedestrian phase during some (by omitting the FYA permissive interval during active conflicting ped phases or by time of day) or all times.

In the case of the intersection of Weber Rd. and Staples St., it is recommended that signal retiming be performed in order to provide either Leading Pedestrian Intervals, or fully

protected phases to remove the conflict between left-turning vehicles and pedestrians in the crosswalk. **Table 26-8** shows the Benefit/Cost analysis for signal retiming to include either LPIs or fully protected phasing at Weber Rd. The calculation shows an estimated **B/C** ratio of **61.02** indicating the measure is expected to be cost effective.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/28/2024

BCA Weber LPIs/FPLTs — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 0	1 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1500
Years in Crash Search: 5
Type: Signal Retiming: Leading Pedestrian Intervals/Fully Protected LTs
Notes: Pedestrian crashes (CMF #9901)
Benefit/Cost Ratio: 61.02

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 26-8: Staples St. at Weber Rd. B/C calculation for LPIs/FPLTs

The previous report made on the intersection of McArdle Rd. and Staples St. included a recommendation to implement Fully Protected Left Turns between 6 AM and 10 PM. The crash which involved a conflict between a left turning vehicle and a pedestrian occurred in the 11 AM hour. Fully protected left turns would also by default ensure protected pedestrian intervals at the intersection in these hours. As such, no further recommendations are made at this time regarding pedestrian incidents at McArdle Rd.

Regarding the pedestrian fatal incident at Mustang Trail, the crash occurred during school hours. Since the date of the crash a number of improvements at the intersection have made signals more conspicuous to drivers, and made left turning movements safer, with turns from Staples possibly protected by time of day and regulated by “LEFT TURN YIELD ON FLASHING YELLOW ARROW” during permissive phasing.

Although the crash occurred during school hours, when the west side pedestrian crossing may be manned by a crossing guard, because infrastructure is already in place, it is recommended that pedestrian signals be installed for north-south pedestrian movements

on the west side of Mustang. Additionally, signal retiming should include for the provision of Fully Protected Left Turns from Staples during an activated pedestrian interval, or by time of day (around the same time the 20-mph school speed limit is in place: 6:45 AM – 9:45 AM, 2:15 PM – 5:15 PM), in order to remove any potential conflict between left turning vehicles and pedestrians.

Table 26-9 shows the Benefit/Cost analysis for provision of additional pedestrian signals and signal retiming at Mustang Trail. The calculation, even assuming a conservative CRF of 15% due to signal treatment only being applied to one side of the intersection, estimates a **B/C** ratio of **118.52**, indicating the measures are expected to be cost-effective.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/22/2024

BCA Ped Signal Improvements Mustang — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 0	0 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 0	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	1 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $15500
Years in Crash Search: 5
Type: Pedestrian Signals on North side of Mustang & Staples
Notes: Pedestrian Crashes
Benefit/Cost Ratio: 118.52

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 26-9: Staples St. at Mustang Trl. B/C calculation for Additional Pedestrian Signals & Protected Phasing

Regarding Bike crashes, because both crashes at Weber Rd. were at the PDO level, which is not assessed as part of the TxDOT HSIP economic analysis methodology used by CCMPO, there are no material recommendations at this time, as the resulting Benefit/Cost calculation would produce a B/C ratio of zero. However, as part of any future projects or maintenance efforts at the intersection, CCMPO should ensure functionality and adequate luminosity of the intersection lighting, as both crashes occurred in dark conditions.

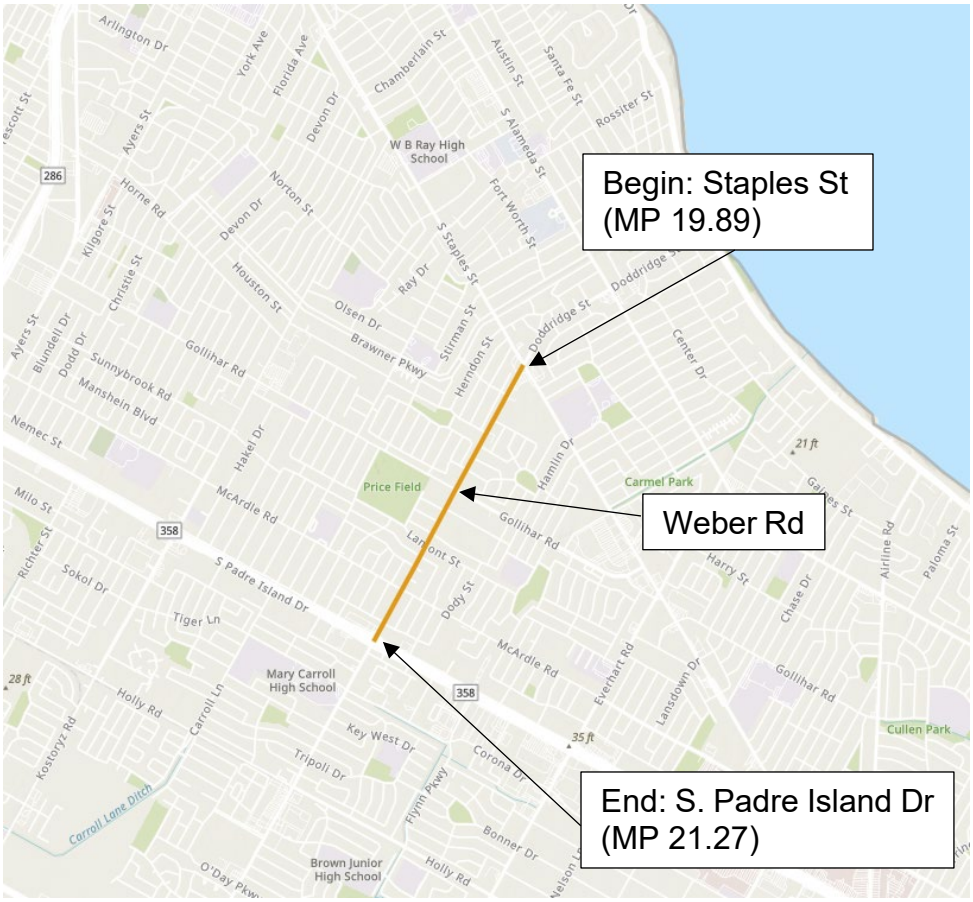
As has been described earlier in the report, in the case of McArdle Rd. only one of the Bike crashes recorded occurred at the B injury level. Because this involved a left turning vehicle, typically we would recommend leading pedestrian intervals or protected left turns such that vehicle and pedestrian movements are separated. As part of the previous report made on the intersection, it was recommended that the signal phasing be upgraded to protected/permitted phasing with left turns yielding on flashing yellow arrow. Additionally, it was recommended in conjunction with this that left turns be protected between the hours of 6 AM and 10 PM. It was during these hours in which the level B Bike crash involving a left turning vehicle occurred. As such the previously made recommendations would be expected to be effective in mitigating crashes of this nature. As such, there are no additional recommendations at this time.

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

27. Weber Rd.
Staples St. to S. Padre Island Dr.

Corpus Christi MPO, TX



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Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Weber Rd. between Staples St. and South Padre Island Dr. (SPID) is a 1.38-mile 4-lane divided urban arterial, Route 26071, Section B02119, Mile-point 19.892-21.278. Mile-points are arranged from north to south. This segment carried an AADT of 18,539 in 2018 with a posted speed limit of 35 mph. Four signalized intersections along the corridor equate to a signal density of 2.9 signals per mile. Unsignalized street and driveway access points average 53 per mile with a higher density of low volume driveways serving single family homes in the southern portion of the segment.

Roadway Characteristics

Weber Rd. has largely consistent width and cross section features within the study corridor and is roughly 60 feet wide (between curb faces). The corridor has four through lanes with 11-foot left lanes, 12-foot right lanes (including a 1-foot gutter pan), and a 14-foot center two-way left turn lane (TWLTL).

Multimodal Characteristics

Sidewalks 4-6 feet wide, which are separated from the roadway by a landscaped buffer strip varying between 4 and 6 feet wide are present on both sides of the street along the length of the corridor. Marked crosswalks are present only at signalized intersections.

Bike facilities are not present along the corridor.

Corpus Christi Regional Transportation Authority operates buses along the corridor between Gollihar Rd. and SPID in the form of Route 32 (daily on one-hour headways).

Adjacent land uses are primarily single-family residential, including houses fronting the street adjacent to McArdle Rd. Smaller commercial areas access the street near the major intersections with Staples, Gollihar, and SPID.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for an extended period of 9 years (2014-2022).

For the study period of 01/01/2017 to 12/31/2021 there were 165 non-intersection and at-driveway access crashes recorded along the corridor, including 121 PDO, 43 Injury (with 62 people injured), and 1 Fatal crashes (with 1 person killed).The crash type distribution is shown in **Figure 27-1** and includes 58 rear end, 27 broadside, 21 sideswipe (same direction), 22 approach turn, 20 fixed object, 1 pedestrian, and 1 bicycle crashes.

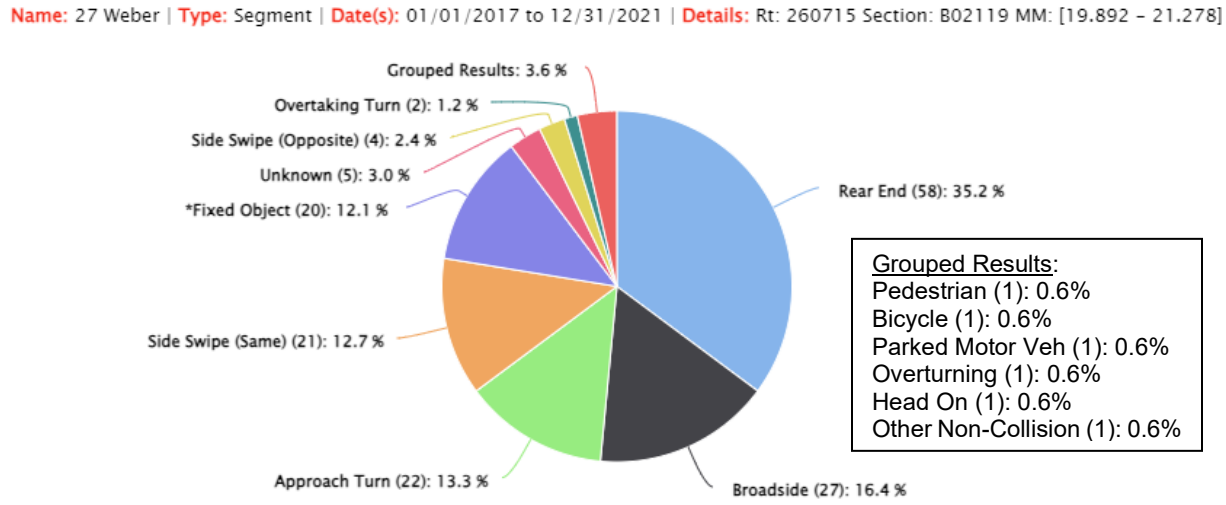


Figure 27-1: Weber Rd., Staples to SPID Crash Types.

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate that much of the corridor has high potential for crash correction (LOSS IV) for both severe and total crashes. SPFs for the corridor are shown in **Figure 27-2** (severe) and **Figure 27-3** (total).

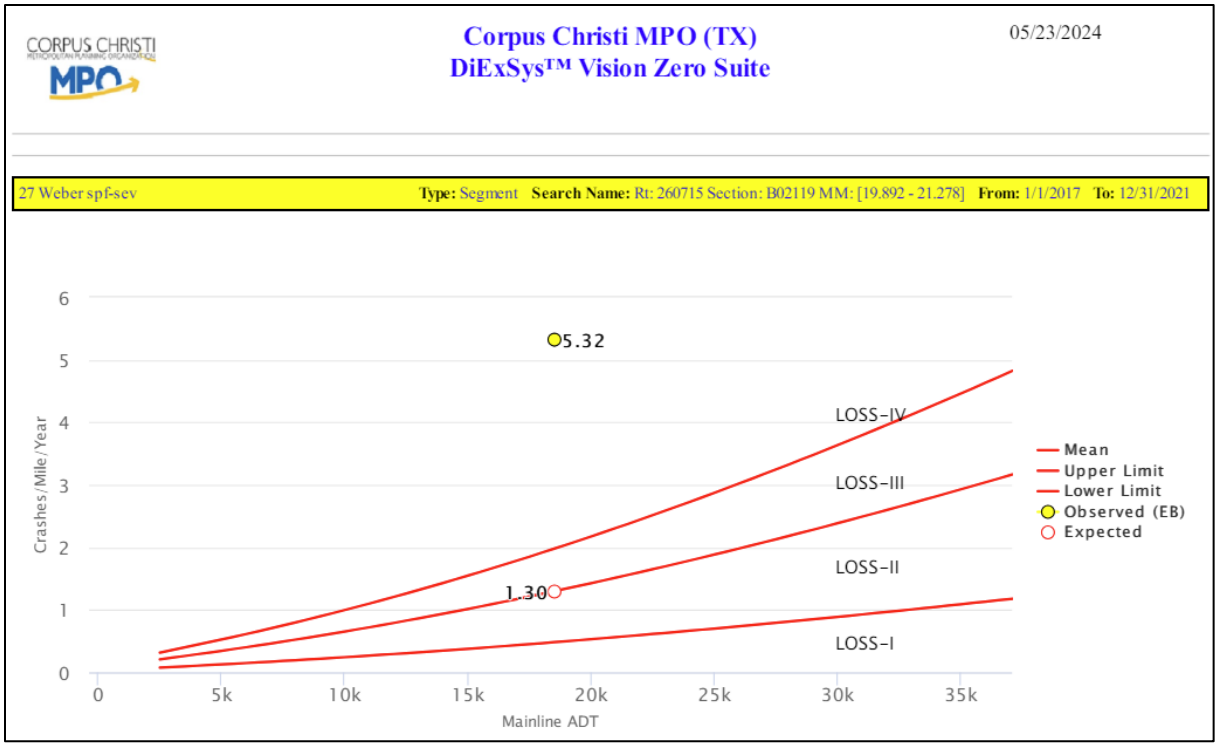


Figure 27-2: Weber Rd. SPF (Severe).

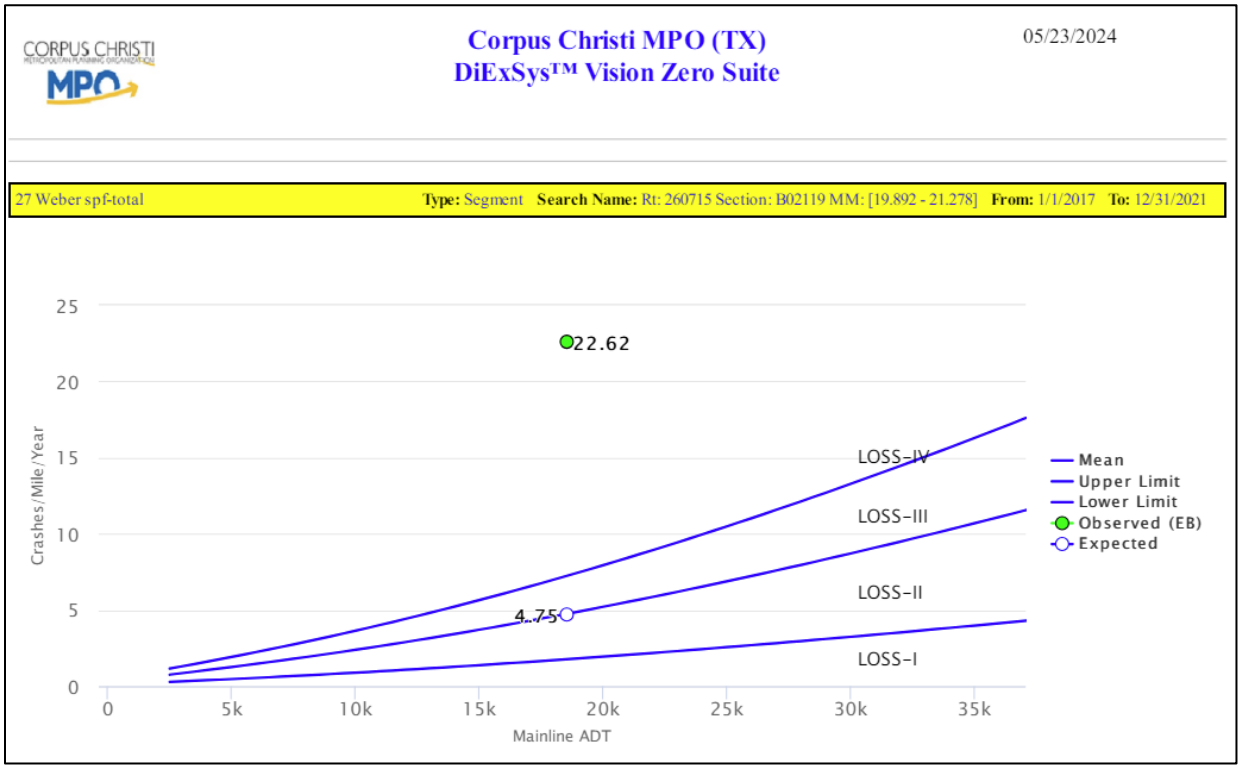


Figure 27-3: Weber Rd. SPF (Total).

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows and summarized in **Table 27-1:**

- MP 20.0-20.3 (Wasserman to Little John): Off road and dark-lighted.
- MP 20.4-20.6 (Gollihar approaches): Broadside, and approach turn.
- MP 20.9-21.3 (N of McArdle to SPID): Rear end, broadside, and approach turn.

Table 27-1: Weber Rd. Crash Pattern Locations.

MP	19.8	20.0	20.2	20.4	20.6	20.8	21.0	21.2
Broadside				■	■			■
Approach Turn				■	■			■
Rear End						■	■	■
Off Road		■	■					
Dark-Lighted			■	■				

Pedestrian and Bicycle Crash Analysis

Due to the typical rarity of vulnerable road user crashes relative to vehicle-only crashes combined with their higher severity, additional available data spanning the 9 years between 2014 and 2022, including at intersections, were examined to better detect potential pattern locations and emerging trends. Within this period, there were 11 pedestrian and 8 bicycle crashes along the corridor.

Just under half of the corridor's pedestrian crashes (5 of 11) occurred at signalized intersections. Locations of pedestrian crashes at signalized intersections are summarized in **Table 27-2.** Locations of pedestrian crashes at stop-controlled intersections and midblock locations are summarized in **Table 27-3**.

Table 27-2: Weber Rd. Pedestrian Crashes, Signalized Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
19.892	Staples St		2	1			3
20.52	Gollihar Rd			1			1
20.98	McArdle Rd			1			1
Total		0	2	3	0	0	5

Table 27-3: Weber Rd. Pedestrian Crashes, Unsignalized Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
20.17	Robinhood Dr				1		1
20.62	Barnes St	1			1		2
20.79	Lamont St			1			1
21.15	Delphine St			1	1		2
Total		1	0	2	3	0	6

Of the five pedestrian crashes at signalized intersections, two involved vehicles turning left (at Staples and Gollihar), and two involved pedestrians attempting to cross against a red signal (at Staples and McArdle). Of the six pedestrian crashes at other locations, five occurred near a bus stop (at Barnes, Lamont, and Delphine). There is not sufficient information to determine if any of the pedestrians were attempting to reach or leave a bus stop, though this moderate correlation in location may indicate that some may have been crossing Weber for this reason.

Bicycle crashes were distributed evenly between intersection and non-intersection locations, with 4 crashes at 3 intersections (all signalized) and 4 crashes at non-intersection locations. Insufficient information exists in the data to conclusively determine pairings of vehicle and bicycle directions, though the limited information available indicates that these crashes at intersections more often involved turning vehicle conflicts or bicycles attempting to cross a roadway. Of the 8 bicycle crashes, two involved a turning motor vehicle and three involved a bicyclist failing to yield right of way. Locations of bicycle crashes at intersections are summarized in **Table 27-4.** Locations of bicycle crashes at non-intersection locations are summarized in **Table 27-5**.

Table 27-4: Weber Rd. Bicycle Crashes at Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
19.892	Staples St					2	2
20.52	Gollihar Rd	1					1
20.98	McArdle Rd				1		1
Total		1	0	0	1	2	4

Table 27-5: Weber Rd. Bicycle Crashes at Non-Intersection Locations.

MP	Street	Severity Level					Total
		K	A	B	C	O	
20.41	Linden St		1		1		2
20.777	Lamont St			2			2
Total		0	0	2	1	0	4

Combined pedestrian and bicycle crash instances indicate likely areas of higher pedestrian and bicycle presence and/or higher crossing demand at and near the Staples and Gollihar intersections as well as in the segment between Gollihar and McArdle. Locations of all pedestrian and bicycle crashes are depicted graphically in **Figure 27-4.** Locations of pedestrian and bicycle crashes with high severity (fatal, incapacitating, or evident injury / KAB) are shown in **Figure 27-5.**

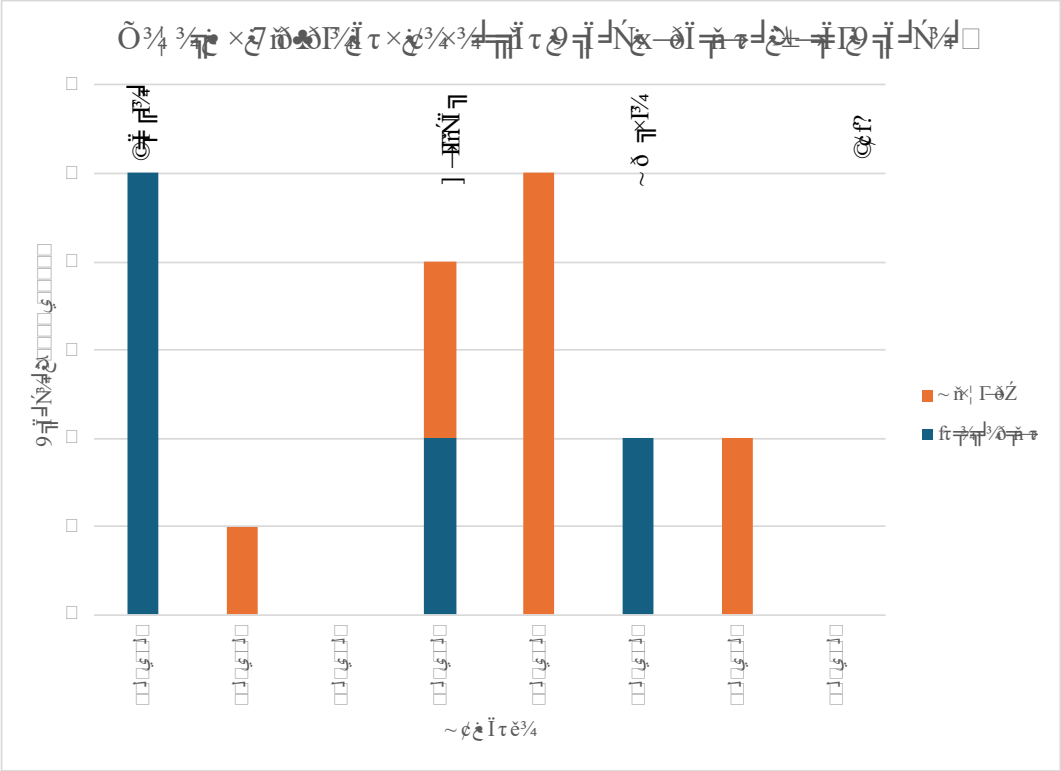


Figure 27-4: Weber Rd., All Pedestrian and Bicycle Crash Locations.

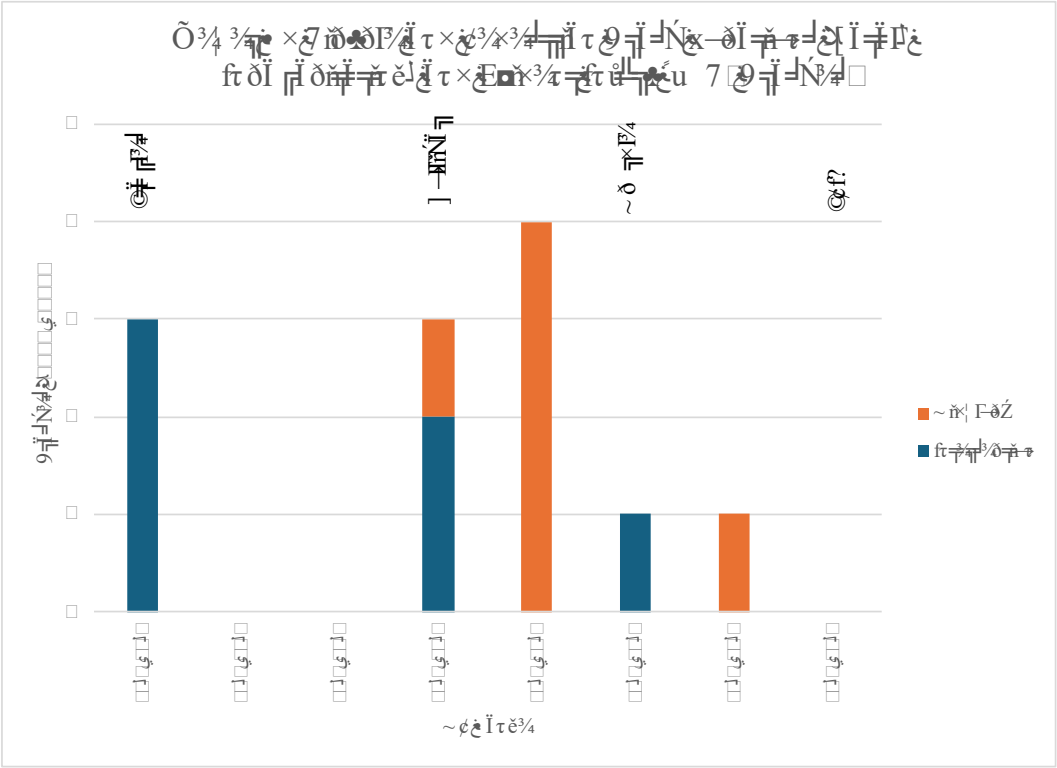


Figure 27-5: Weber Rd., Severe (KAB) Pedestrian and Bicycle Crash Locations.

Potentially Correctible Patterns

Pedestrian and Bicycle Crashes

As described in the previous section, incidence of pedestrian and bicycle collisions along the corridor between 2014 and 2022 was roughly evenly split between three signalized intersections (Staples, Gollihar, and McArdle) and unsignalized intersection or midblock locations between Gollihar and McArdle. Because pedestrian crashes at unsignalized intersections along arterial roadways may be functionally similar to non-intersection pedestrian crashes, further analysis of all pedestrian crashes along the corridor including those at intersections and those assigned to crossing roadways was conducted. Significant concentrations of pedestrian crashes were identified as follows:

- Non-intersection and unsignalized intersection:
  - Between Gollihar Rd. and McArdle Rd.: 3 pedestrian crashes (1 fatal) and 2 bicycle crashes

- Signalized intersections:
  - Staples St..: 3 pedestrian crashes and 2 bicycle crashes
  - Gollihar Rd.: 1 pedestrian crash and 1 bicycle crash (fatal)
  - McArdle Rd.: 1 pedestrian crash and 1 bicycle crash

Staples St (MP 19.89)

Three pedestrian crashes and two bicycle crashes occurred related to the intersection of Weber and Staples. One was reported to involve pedestrians crossing against a red or “don’t walk” signal, one involved a vehicle turning right, and one involved a vehicle turning left. One crash occurred in each year of 2017, 2019, and 2020 while two occurred in 2022.

Modifications to the signal between 2021 and 2022 included the addition of backplates with reflective borders and conversion of all left turn signal heads from 5-section protected/permitted to 4-section flashing yellow arrow type. It is not clear from available imagery whether the pedestrian signal heads contain countdown displays.

Gollihar Rd (MP 20.52)

One pedestrian crash and one bicycle crash occurred related to the intersection of Weber and Gollihar, both in 2020. The fatal bicycle crash was indicated to have involved failure to yield right of way by the cyclist while the pedestrian crash involved a vehicle turning left.

Modifications to the signal between 2019 and 2021 included the addition of backplates and conversion of all left turn signal heads from 5-section protected/permitted to 4-section flashing yellow arrow type. Reconstruction of Gollihar Rd. in a similar time frame included the addition of a bicycle side path adjacent to the sidewalks along both sides of Gollihar through this intersection. It is not clear from available imagery whether the pedestrian signal heads contain countdown displays.

Gollihar Rd to McArdle Rd (MP 20.52-20.98)

Three pedestrian and two bicycle crashes were observed in the ½-mile segment between Gollihar and McArdle. Of these, four appear to have resulted from a pedestrian or cyclist attempting to cross Weber at a location without a marked crosswalk. The other crash involved a vehicle turning to or from the side street (Lamont) and striking a pedestrian crossing the side street. One crash occurred in 2015 while two crashes occurred in each year 2018 and 2020.

This segment is lined primarily by single family houses and currently lacks obvious pedestrian traffic generators. Five bus stops are located in this segment: north and southbound between Barnes and Pyle (roughly 750 feet from the Gollihar signal), southbound between Bradford and Lamont, and north and southbound at Lincoln (roughly 600 feet from the McArdle signal).

McArdle Rd (MP 20.98)

One pedestrian crash and one bicycle crash occurred related to the intersection of Weber and McArdle, one in 2019 and one in 2022. The pedestrian crash was indicated to have involved the pedestrian entering the intersection against a red light while the bicycle crash involved a turning vehicle.

The signal was modified between 2019 and 2021 consisting of the addition of backplates and an upgrade of the 5-section protected/permitted signal heads to 4-section flashing yellow arrow. Lighting is provided on the southwest and southeast corners of the intersection. It is not clear from available imagery whether the pedestrian signal heads contain countdown displays.

Driveway Crashes

Concentrations of broadside and approach turn crashes not indicated to be associated with public street intersections are present in areas where the functional and influence areas of the corridor's busiest intersections overlap with full movement driveways. As shown in **Figure 27-6**, nearly two thirds of the corridor's driveway crashes occurred at driveways within 400 feet of the intersection with Gollihar Rd. A large majority of these crashes were angle type (46 percent broadside and 36 percent approach turn) as shown in **Figure 27-7.**

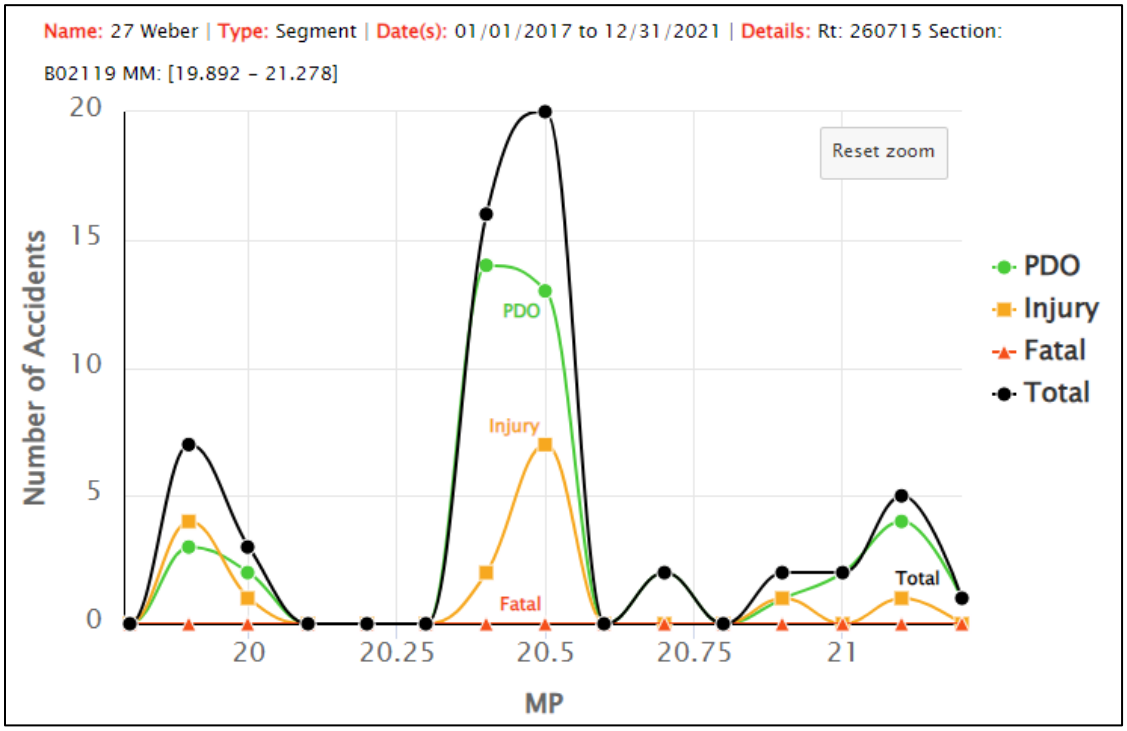


Figure 27-6: Weber Rd. Driveway Crashes by Mile-point.

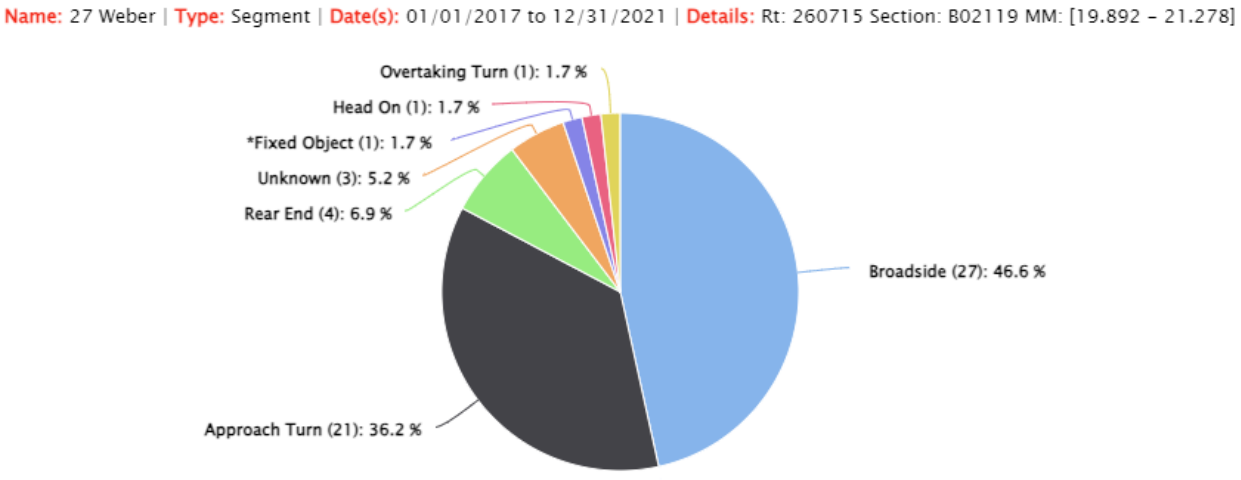


Figure 27-7: Weber Rd. Driveway Crash Types.

Rear End Crashes

Rear end crashes occurred at a higher proportion than expected in the southern portion of the corridor near the SPID interchange (MP 21-21.3). Rear end crashes on the corridor overall (**Figure 27-8**) may closely correlate with areas of congested or turbulent flow, or queuing approaching major intersections. These crashes were most common in the mid-day, afternoon, and early evening hours as shown in **Figure 27-9**.

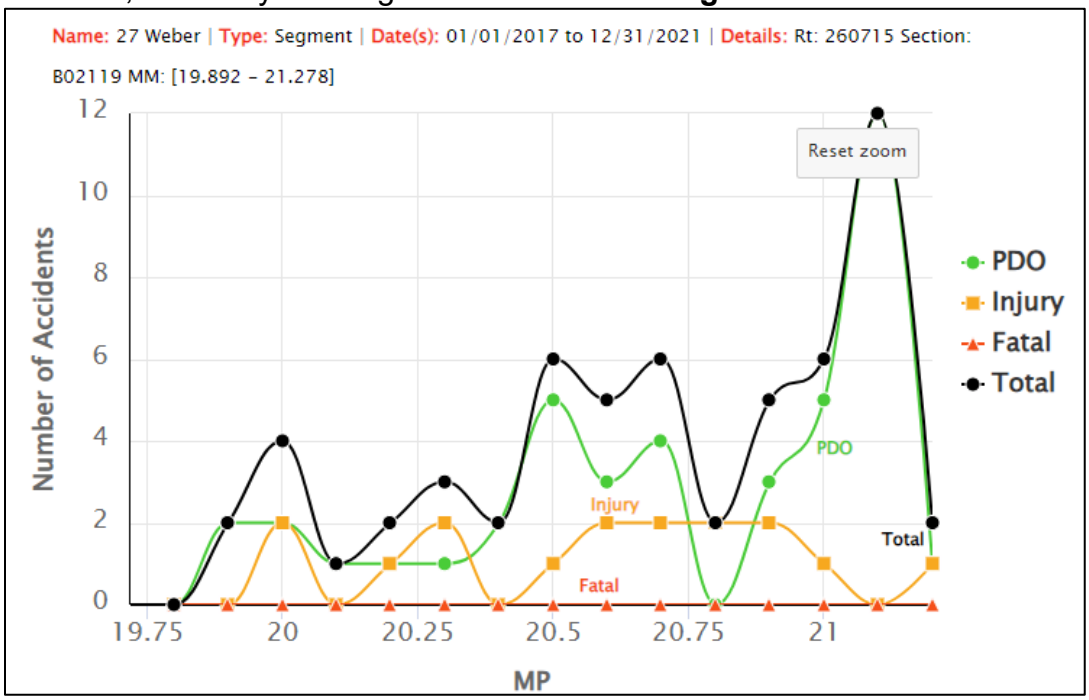


Figure 27-8: Weber Rd. Rear End Crashes by Mile-point.

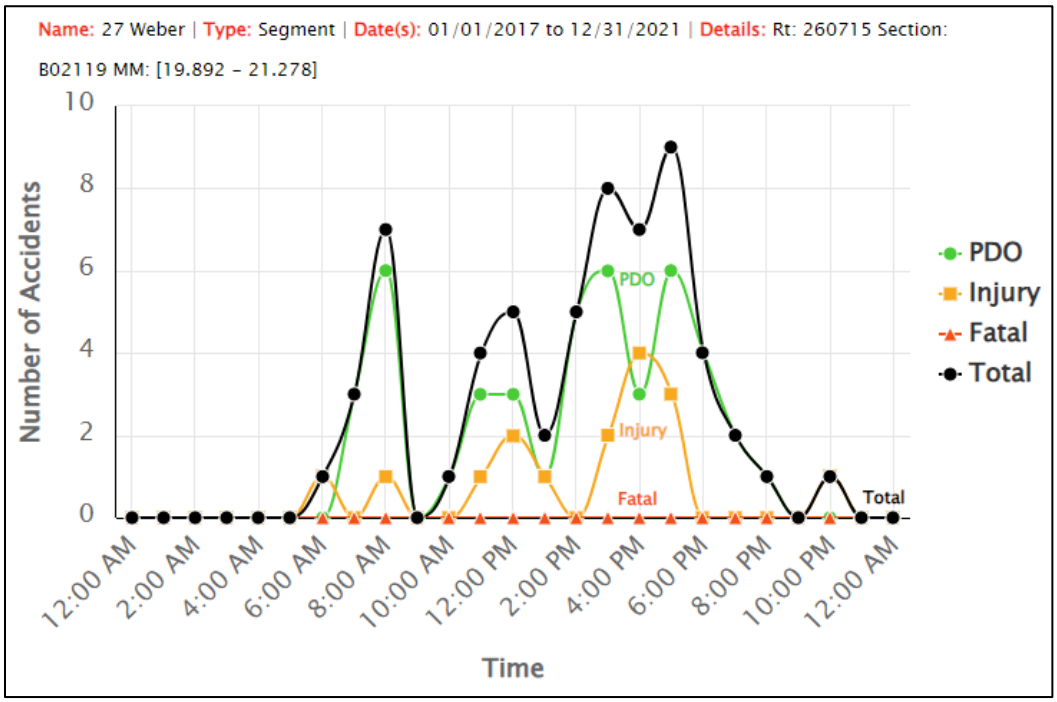


Figure 27-9: Weber Rd. Rear End Crashes, Time of Day.

Dark Condition Crashes

Crashes in dark-lighted or dark-unlighted conditions were identified as a pattern in the portion of the corridor north of Gollihar Rd. (MP 20.2-20.5). Roughly half (11 of 21) of pedestrian and bicycle crashes along the corridor occurred in non-daylight conditions and 24 percent of all crashes occurred in dark-lighted or dark-unlighted conditions. The overlap of pedestrian and dark-lighted condition patterns suggests portions of the corridor may benefit from lighting improvements. Locations of crashes in dark conditions are shown in **Figure 27-10.**

Lighting devices in this portion of the corridor have varying spacing, and lateral placement with most being attached to utility poles at roughly 25-30 feet in height and spaced between 200 and 400 feet. Conventional light spacing for continuous roadway lighting is often estimated at a 6:1 spacing-to-height ratio with lateral coverage of 50 feet for a 40-foot luminaire height. Under these assumptions, there may be areas of the corridor where existing light spacing is too large to achieve desirable illumination between light standards as well as areas where light from a device on one side of the street may not reach across the full roadway width.

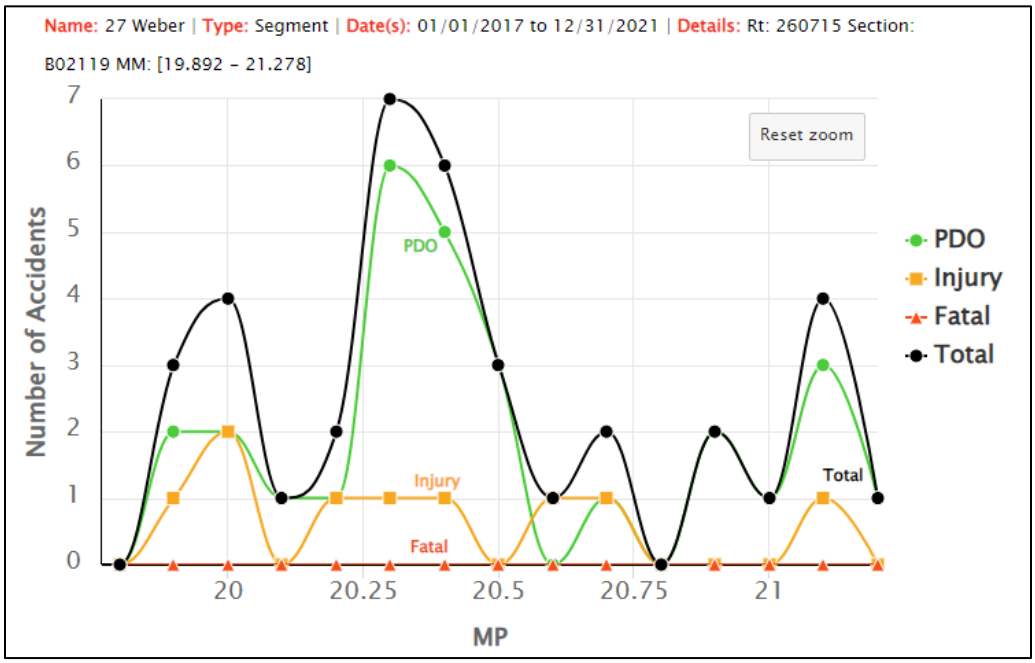


Figure 27-10: Weber Rd. Dark Condition Crashes by Mile-point.

Recommended Improvements

1. Raised Medians (MP 19.89-21.27, Staples St. to SPID)

Raised medians have been shown to improve pedestrian safety at unsignalized crosswalks and other mid-block locations. They provide a refuge location outside of the traveled way enabling pedestrians to cross in two stages and determine gaps in one direction of traffic at a time. This benefit may extend to both marked and unmarked crossing locations. Raised medians also facilitate control and channelization of turning movements at driveways with relatively low cost and low environmental impact. Incorporation of raised medians throughout the corridor between Staples and SPID would be cost-effective as a crash countermeasure as shown by the benefit/cost calculation in **Table 27-6.**

A more detailed analysis of driveway activity and potential impacts resulting from rerouting of left turning traffic to other locations would be necessary to determine specific design elements such as median opening locations and left turn lane lengths. It is recommended that left turns to and from driveways and stop-controlled side streets be restricted to the greatest extent possible within the approximate functional areas of the Staples, Gollihar, McArdle, and SPID intersections. Some locations may be suited to lesser restriction retaining lefts from the major road (¾-movement), particularly where collision risk may be lower in the approaching direction upstream of a signal. In areas where the roadway width and need for left turn lanes limits the space available for a median, alternative treatments such as modular curb/delineator units affixed to the pavement may be a viable alternative.

Table 27-6: Weber Rd., Staples-SPID Raised Median B/C Calculation.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/24/2024

27 Weber median bc — **Loc:** 260715 B02119 **Begin:** 19.892 **End:** 21.278 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 34	17 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 12	3 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 1	1 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 1		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1700000
Years in Crash Search: 5
Type: Access: Raised Median
Notes: Non-intersection and driveway broadside, approach turn, and pedestrian
Benefit/Cost Ratio: 6.76

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

2. Lighting Improvements (MP 19.89-21.27, Staples St. to SPID)

Detailed examination of the existing roadway lighting along Weber between Staples St. and S. Padre Island Dr. to determine its effectiveness and potential to upgrade or replace is recommended. Existing lighting may not provide sufficient lighting levels consistently in this area. Assuming a cost of $2 million to design and construct a complete replacement lighting system over this 1.4-mile segment, a cost-effective improvement would be expected as shown in **Table 27-7.**

Table 27-7: Weber Rd., Staples-SPID Lighting Improvement B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/24/2024

27 Weber lighting bc — **Loc:** 260715 B02119 **Begin:** 19.892 **End:** 21.278 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 38	8 :Injured C	CRF for PDO: 32%	Cost of PDO: $0
INJ C: 5	4 :Injured B	CRF for INJ C: 32%	Cost of INJ C: $0
INJ B: 3	2 :Injured A	CRF for INJ B: 32%	Cost of INJ B: $540,000
INJ A: 2	0 :Killed	CRF for INJ A: 32%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 32%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $50000

Improvement Cost: $2000000
Years in Crash Search: 5
Type: Lighting: Install Roadway Lighting
Notes: All crash types. Nighttime Only
Benefit/Cost Ratio: 3.79

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

3. Signal Operation Modification (MP 19.89 – Staples, MP 20.52 – Gollihar, and MP 20.98 – McArdle)

With the recent upgrade of the corridor's left turn signal faces to flashing yellow arrow, is suggested that these phases incorporate a controller setting to omit the display of the flashing yellow arrow (and display a red arrow) following the green arrow during active actuated pedestrian phases on the receiving-leg crosswalk. This low-cost adjustment would be highly cost-effective as shown in **Table 27-8.**

Table 27-8: Weber Rd. Signal Modification B/C Calculation.

CORPUS CHRISTI MPO

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Economic Analysis Report

05/24/2024

27 Weber FYA ped bc — **Loc:** Map Boundary **From:** 1/1/2014 **To:** 12/31/2022

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 19%	Cost of PDO: $0
INJ C: 0	2 :Injured B	CRF for INJ C: 19%	Cost of INJ C: $0
INJ B: 2	2 :Injured A	CRF for INJ B: 19%	Cost of INJ B: $540,000
INJ A: 2	0 :Killed	CRF for INJ A: 19%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 19%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 9.00
Type: Signals: FYA Ped Protection
Notes: Pedestrian Crashes at Signals
Benefit/Cost Ratio: 812.03

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

4. Corridor Signal Retiming (MP 20.52-21.27, Gollihar-SPID)

Depending on the age and effectiveness of current signal timing plans, a degree of reduction of rear end crashes on the corridor may be achieved by updating its signal timing and corridor coordination plans to reflect current demand patterns. Considering only rear end crashes not assigned to signalized intersections, implementation of such a study would be expected to produce a cost-effective reduction in crashes as shown in **Table 27-9.** The actual crash reduction may be greater considering rear end crashes assigned to intersections and some other crash types that may be impacted.

Table 27-9: Weber Rd., Gollihar-SPID Signal Retiming B/C Calculation.

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Economic Analysis Report

05/24/2024

27 Weber coordination be — **Loc:** 260715 B02119 **Begin:** 20.5 **End:** 21.278 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 34	16 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 10	1 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 5
			Capital Recovery Factor: 0.231
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $20000
Years in Crash Search: 5
Type: Signals: Signal Coordination (Existing)
Notes: Coordinate Existing Signals
Benefit/Cost Ratio: 2.43

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

28. Rodd Field Rd. (SH-357), Saratoga Blvd. To S. Padre Island Dr. (SH-358)

Corpus Christi MPO, TX



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> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosoph

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Rodd Field Rd. between Saratoga Blvd. and S. Padre Island Dr. (SPID) is a 1.76-mile urban arterial, State Highway 357, Section 106901, Mile-point 9.291-11.059. The street has a 45-mph posted speed limit throughout and has four lanes except for a very brief section at the intersection with Saratoga Blvd., where it drops to two lanes northbound (SH-357 East) and 1 lane southbound to facilitate a departure for SH-357 West. General traffic and access characteristics are summarized in **Table 28-1.**

Table 28-1: Rodd Field Rd. Segment Description

From MP	To MP	Length (mi)	Segment Description	AADT (2017-21)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
9.291	11.059	1.76	Saratoga to SPID	31,812	4	45	3.4	24.4

*Unsignalized category includes public streets and private driveway intersections.

Roadway Characteristics

Rodd Field Rd. is a minor arterial. The study corridor is 60 feet wide with four 12-foot through lanes and a 12-foot center turn lane. Opposing directions of traffic are separated by a painted Two-Way-Left-Turn-Lane (TWLTL) central median between Saratoga Blvd. and S. Padre Island Dr. There are no bike lanes and no outside shoulders on the corridor. There is no On-street parking permitted on the corridor.

Multimodal Characteristics

Sidewalks 4-6 feet wide and detached are present on both sides of the street along the entire length of the corridor.

As outlined above, there are no bike lanes on the corridor at present.

Corpus Christi Regional Transportation Authority operates a bus route, #29, on a portion of the corridor, between S. Padre Island Dr. and Williams Dr. The route has headways of 40 minutes weekdays and on Saturdays, and 60 minutes on Sundays. Bus stops consist of signs only, no pull-outs or even connections to sidewalks exist, so buses stop in the right-hand lane at midblock locations.

Single-family housing is adjacent to about half of the corridor with developments on both sides between Sea Sparkle Dr. and Corsair Dr., and between Cano Ln. and Windbrook Ln., and on the west side at Premont Dr. Residential driveways do not open onto Rodd Field Rd.

Retail and commercial developments access the street adjacent to the major arterial intersections at S. Padre Island Dr., Holly Rd., Woolridge Rd., and Saratoga Blvd.

There are two places of worship located along the corridor: Kingdom Hall of Jehovah's Witnesses on the south end between Premont Dr. and Saratoga Blvd., and Bayshore Bible Church in the middle of the corridor between Holly Rd. and Cano Ln.

There is a cancer treatment center on the northwest side of the intersection with Williams Dr. and an urgent care on the southeast side of the same intersection.

There is also one fire house located on the corridor, on the east side between Holly Rd. and Woolridge Rd.

Corridor Crash Data Analysis

The 5 years between 2017 and 2021 were examined for vehicular crash patterns. Due to their relative rarity and to check for any emerging related safety problems, pedestrian and bicycle crash history (including at intersections) was examined for the 5-year period also.

For the study period of 01/01/2017 to 12/31/2021 there were 188 non-intersection and at-driveway access crashes recorded along the corridor, including 140 PDO, and 48 Injury (with 79 people injured). The crash distribution is shown in **Figure 28-1**. This included 58 Rear End, , 47 Approach Turn, 46 Broadside, and 19 Sideswipe (same direction). With intersections included, there were a total of 4 Pedestrian and 1 Bicycle crashes.

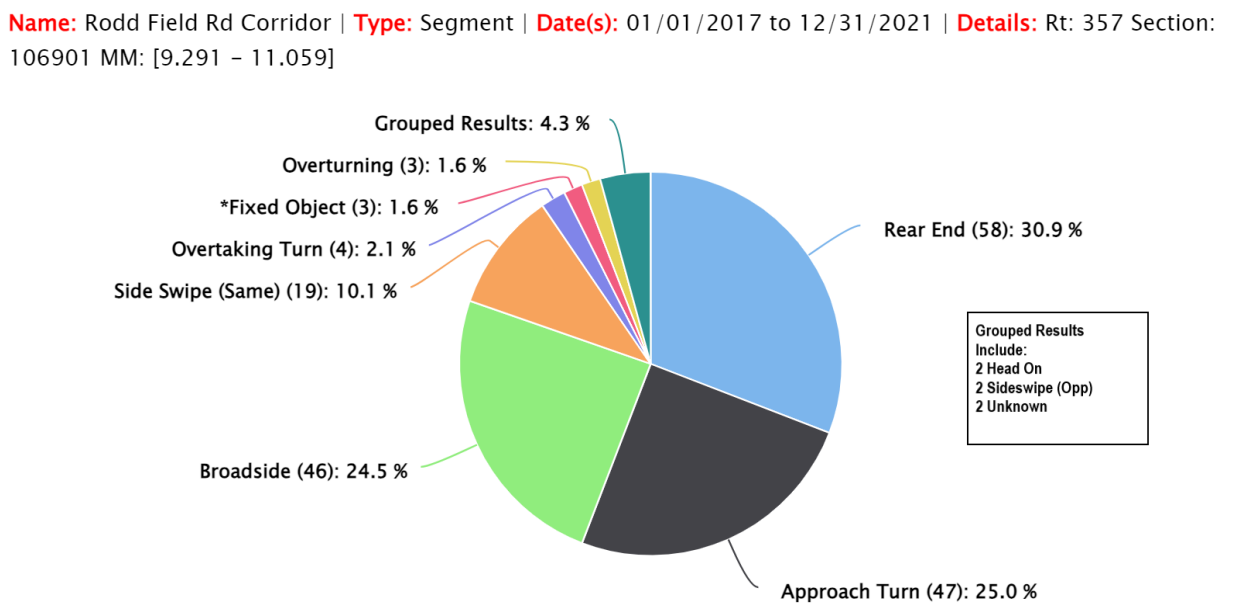


Figure 28-1: Rodd Field Rd, Saratoga Blvd. to SPID Non-Intersection Crash Types

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate the corridor overall has high potential for correction of crash frequency (LOSS IV). The SPF for severe crashes is shown in **Figure 28-2** while the SPF for total crashes is shown in **Figure 28-3**. **Figure 28-4** shows the SPF profile for the corridor as a whole. It shows that the performance moves from LOSS-III to LOSS-IV for both total crash frequency and crash severity, near MP 10.20, where the intersection with Holly Rd. is located. The area between Holly Rd. and the end of the corridor is the closest section of the corridor to SPID, a major metropolitan corridor, and Holly Rd. is the last cross city arterial before SPID northbound and the first southbound. Corpus Christi Medical Center is also located at the end of the study corridor adjacent to SPID, which might generate more traffic than locations further south along the corridor.

Corpus Christi MPO (TX)
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03/08/2024

28 Rodd Field SPF SEV **Type:** Segment **Search Name:** Rt: 357 Section: 106901 MM: [9.291 - 11.059] **From:** 1/1/2017 **To:** 12/31/2021

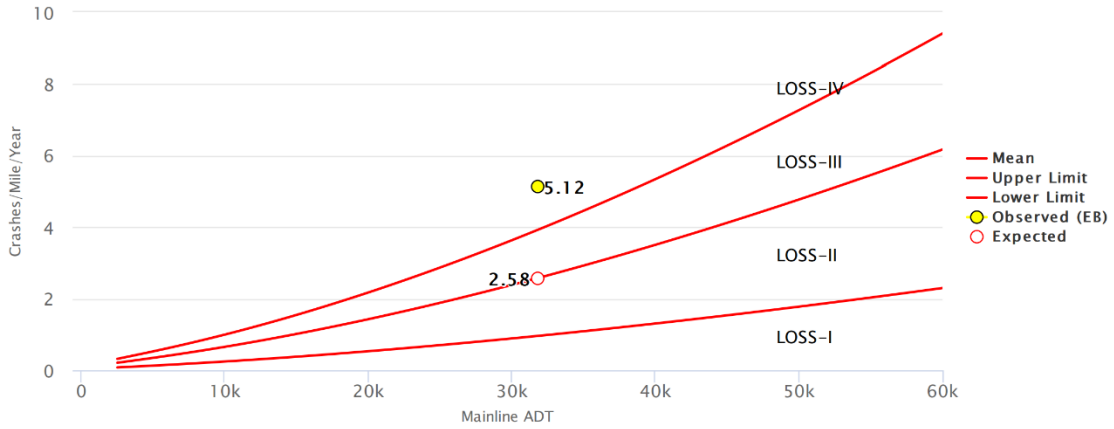


Figure 28-2: Rodd Field Rd., Saratoga Blvd. to SPID, SPF for Severe Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/08/2024

28 Rodd Field SPF TOT **Type:** Segment **Search Name:** Rt: 357 Section: 106901 MM: [9.291 - 11.059] **From:** 1/1/2017 **To:** 12/31/2021

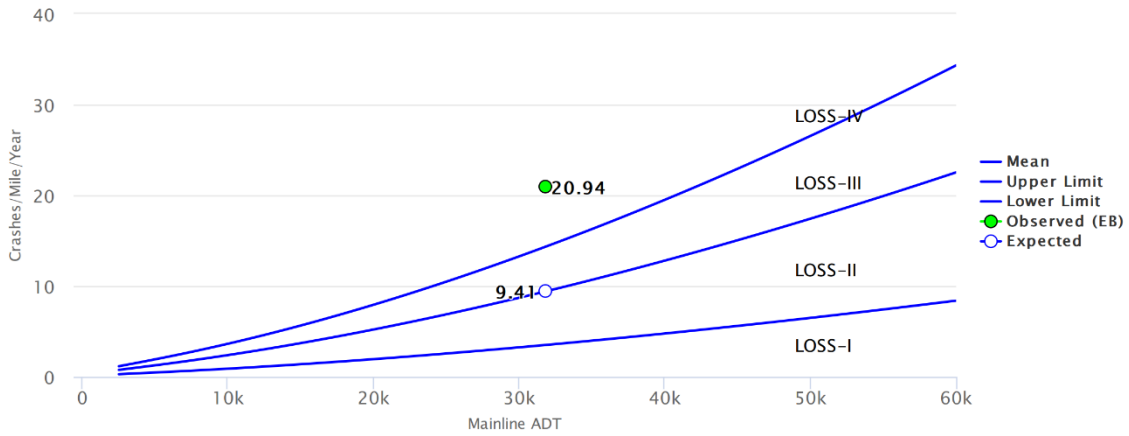


Figure 28-3: Rodd Field Rd., Saratoga Blvd. to SPID, SPF for Total Crashes

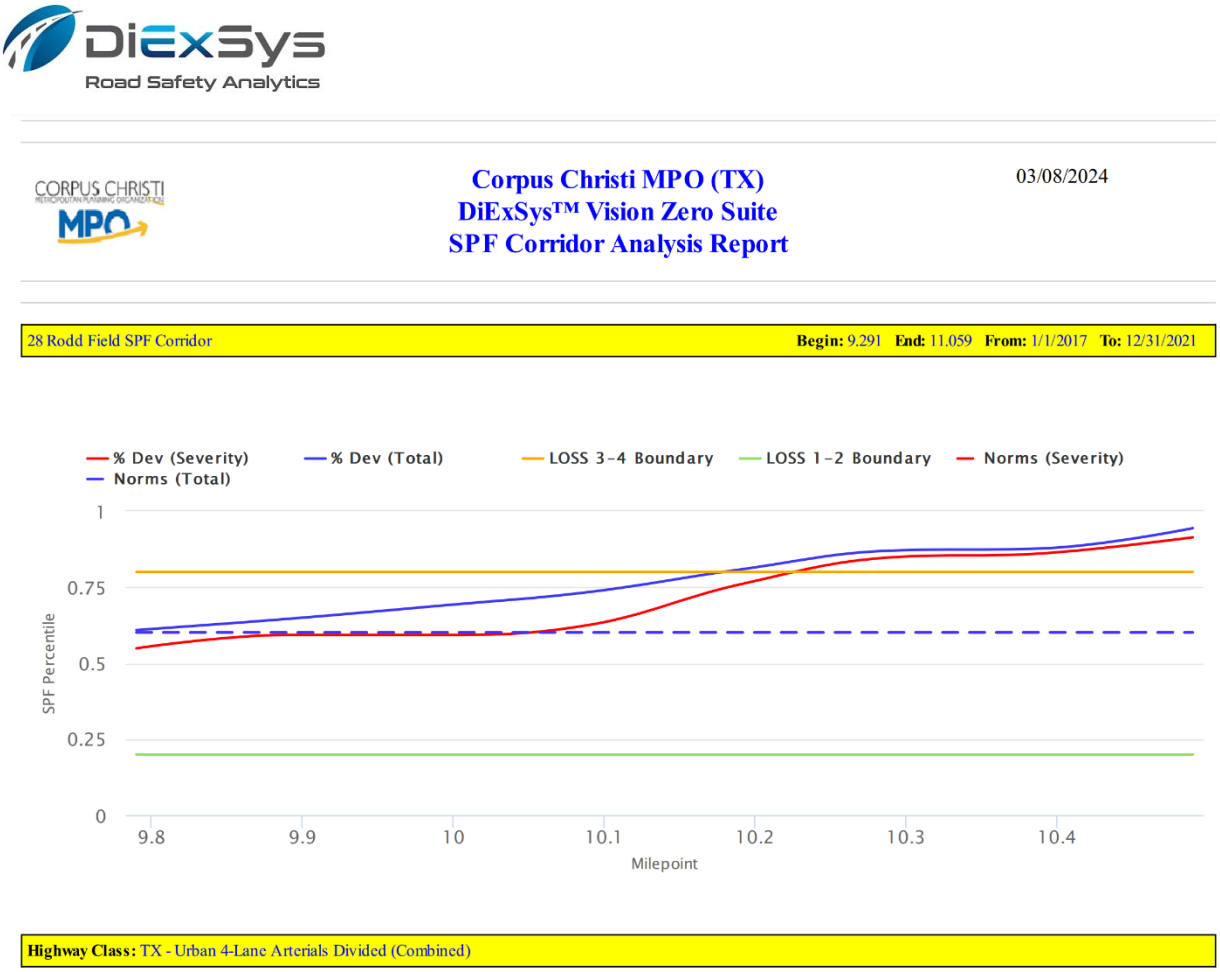


Figure 28-4: Rodd Field Rd., Saratoga Blvd. to SPID, SPF Profile

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows:

- MP 9.291-10.99: Two-Vehicle Crashes, On Road, Broadside and Approach Turn.

In this case, for non-intersection crash patterns, all identified patterns are persistent along the entire corridor. Although, not an identified crash pattern, as outlined previously, we always assess Pedestrian and Bicycle crashes because these tend to be high severity crashes involving vulnerable road users, and it is desirable to identify any trends which might be emerging. As such, Pedestrian and Bicycle crashes will also be analyzed as part of the crash pattern analysis which follows.

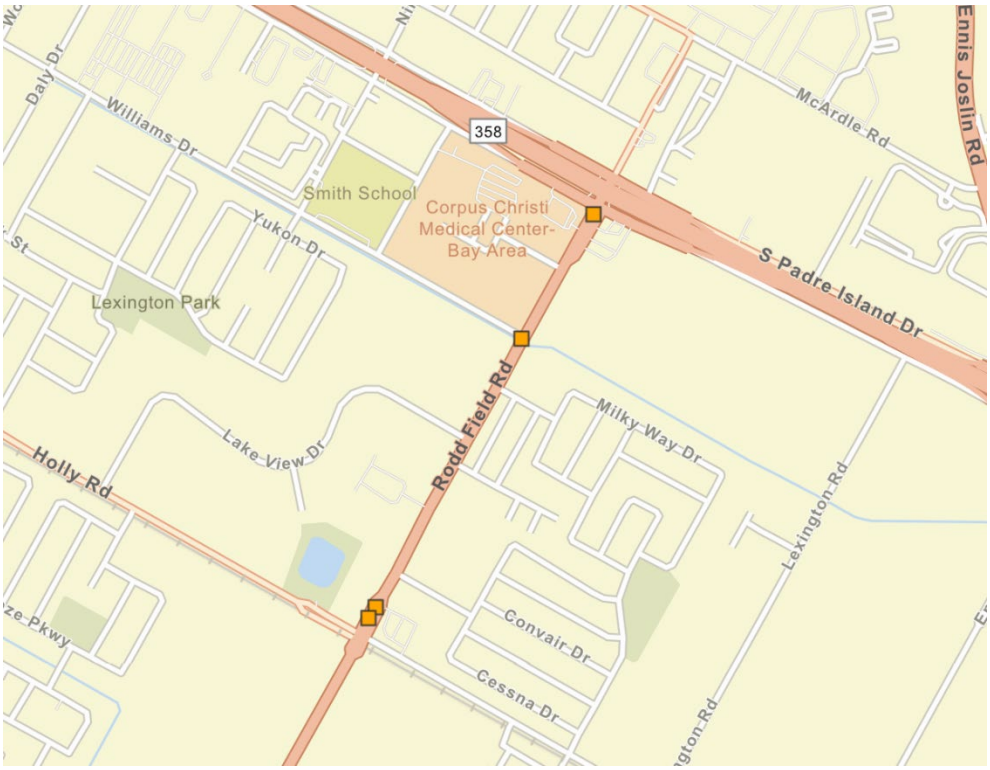
Potentially Correctible Patterns

MP 9.291-11.059: Pedestrian and Bicycle Crashes

Crash data through 2021, including at intersections, was examined for any emerging pedestrian and bicycle crashes. No trends of increasing frequency of these crash types were found along this corridor.

Between 2017 and 2021, 4 pedestrian crashes occurred along the corridor, none of which were fatal. All of these crashes occurred at or near signalized intersections. Signalized intersections where pedestrian crashes occurred are shown in **Figure 28-5.** Crashes included 1 at SPID, 1 at Williams Dr. and 2 at Holly Rd. There were no Pedestrian crashes identified at unsignalized intersections or midblock locations.

Figure 28-5: Rodd Field Rd. Pedestrian Crashes at Signalized Intersections



Pedestrians were considered at-fault in all of the crashes due to failure to yield to traffic, i.e. entering a signalized intersection with a “don’t walk” indication. Two of the four Pedestrian crashes occurred outside of daylight conditions, one at Holly and one at SPID.

A park, two bus stops, and a medical center located between Willims Dr. and SPID, on this corridor likely generate pedestrian demand for crossing in this area.

A review of Google Streetview imagery indicates that in recent years pedestrian traffic signals at Holly Rd. and Williams Dr. intersections were reconfigured. Improvements appear to have included the replacement of simple regulatory signs with R10-3e signs, which include a warning to wait for the appropriate signal. This would suggest that pedestrian countdown timers were also included (example **Figure 28-6** and **Figure 28-7**). At some locations separation of pedestrian signal heads from a single position for both North-South and East-West pedestrian movements, to distinct positions for separate movements, can also be seen (example **Figure 28-8** through **Figure 28-10**).



Figure 28-6: Williams Dr. SW Corner, Jan. 2018



Figure 28-7: Williams Dr. SW Corner, Apr. 21



Figure 28-8: Holly Rd., SW Corner, Apr. 2019



Figure 28-9: Holly Rd., SW Corner, Apr. 2021



Figure 28-10: Holly Rd., SW Corner, Apr. 2022

Furthermore, imagery indicates that while changes appear to have taken place at SPID to separate signal heads for different pedestrian movements, countdown timers may not be in place, nor regulatory signs which indicate pedestrians should wait for the appropriate signal (**Figure 28-11** and **Figure 28-12**).

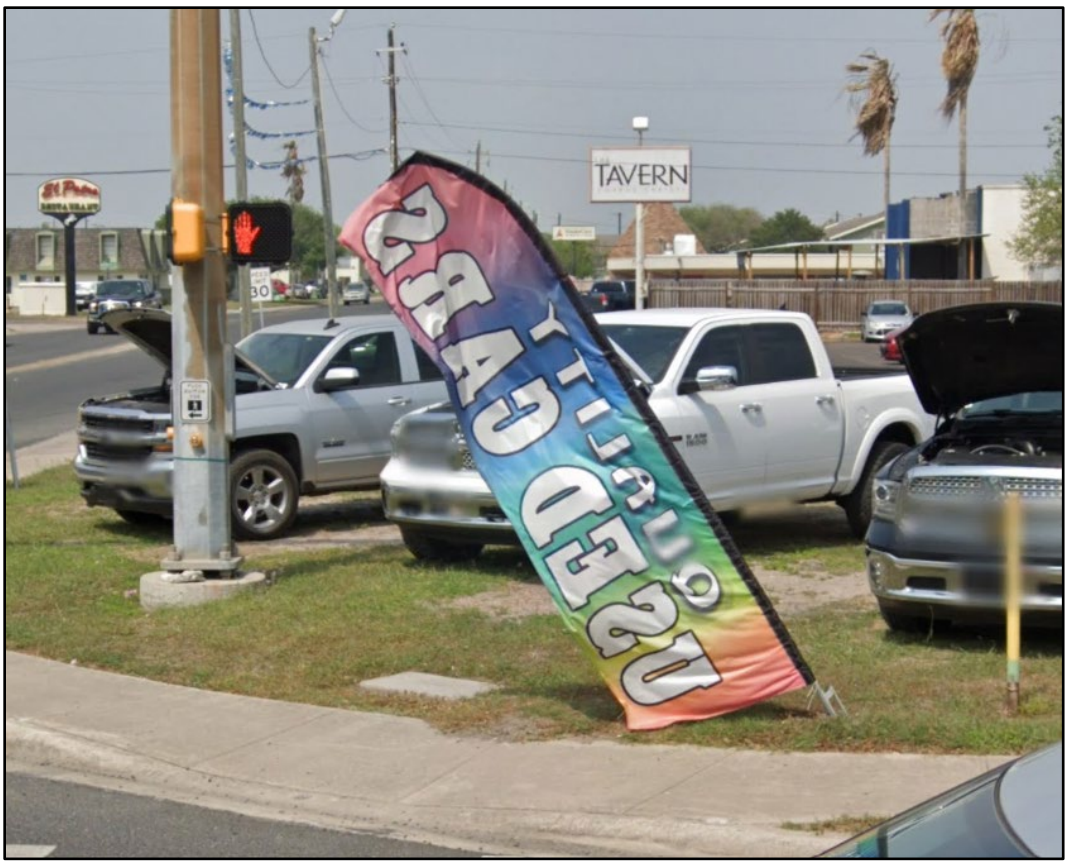


Figure 28-11: SPID SW Corner, Apr. 2021

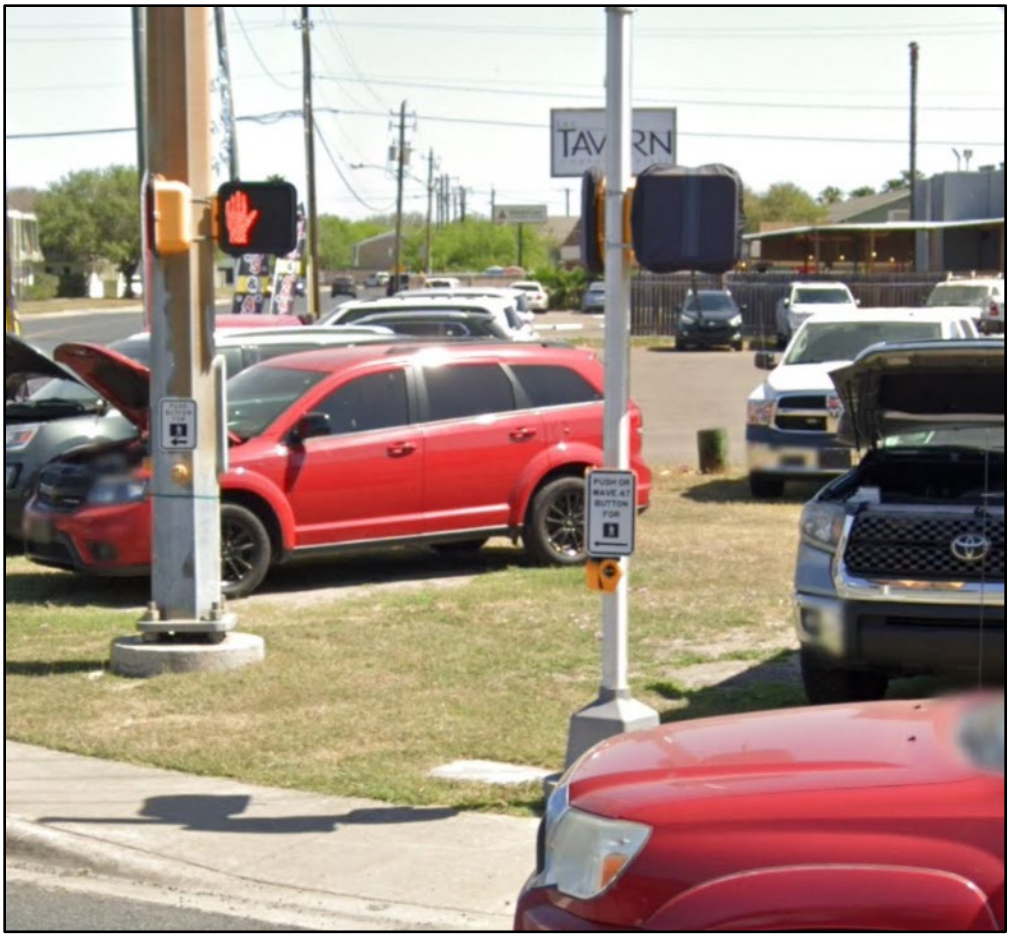


Figure 28-12: SPID SW Corner, Apr. 2022

No patterns involving bicycle collisions at either non-intersection or intersection locations were identified. One crash involving a bicycle was recorded in the five-year study period at the Injury level. The crash occurred in dark conditions and at the SPID intersection.

The cyclist was determined to be at-fault in this case, for failure to yield right of way i.e. the cyclist crossed at the pedestrian crossing without a “WALK” signal. Available imagery indicates that there are no bike lanes in the area. As outlined above, pedestrian signals at the intersection of Rodd Field Rd. and SPID appear to not include countdown timers or an indication that the user should wait for the appropriate signal.

MP 9.291-11.059: Broadside and Approach Turn Crashes

A pattern of Broadside crashes was observed for the entire study corridor between Saratoga Blvd. and SPID. Within the study period, forty-six broadside crashes occurred in this area, including 32 PDO and 14 Injury, with 20 people injured. Most crashes occurred in daylight and dry conditions.

A pattern of Approach Turn crashes was also observed for the entire corridor, with a total of forty-seven crashes over the study period, including 34 PDO and 13 Injury, with 21 people injured. As per Broadsides, most crashes occurred in daylight and dry conditions.

Figure 28-13 shows the locations of both Broadside and Approach Turn crashes along the corridor. Typically, we would consider these crash types separately at signalized intersections, but because we are focusing on non-intersection and driveway crashes, both patterns are considered together here, as both are angle crashes and at non-intersection locations such crash types can be amenable to the same countermeasures. An initial cursory glance might suggest that crashes are occurring at the signalized intersections with SPID (MP 11), Williams Dr. (MP 10.7) and Holly Rd. (MP 10.3). However, a review of crash history records indicates that crashes near the mile points associated with these intersections were in fact at driveway locations adjacent to those three intersections.

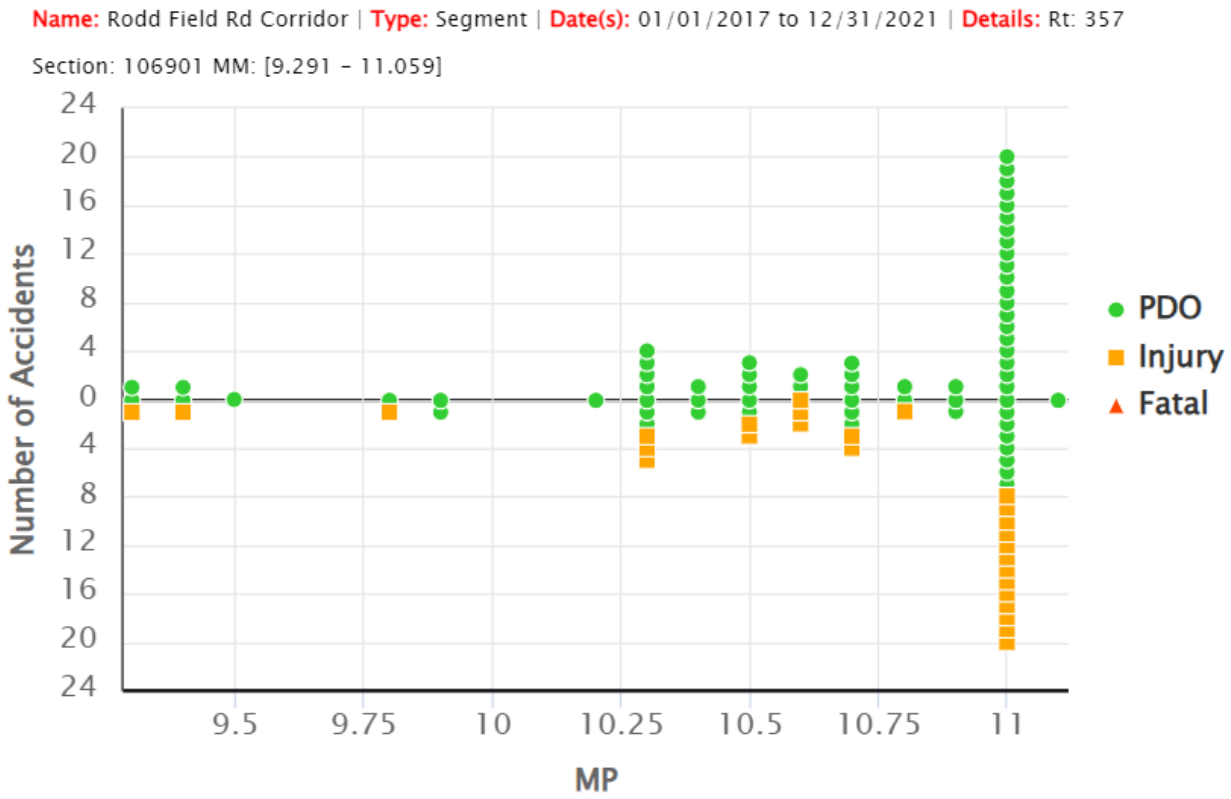


Figure 28-13: Broadsides & Approach Turns, Straight Line Diagram

For example, crashes that appear to be at Williams Drive were in fact near Sparkle Sea Drive where there is a residential development, and driveway access to a donut store and an urgent care (**Figure 28-14**). Similarly, crashes that appear to be near Holly Rd. were recorded as “private driveway” crashes and were more likely related to the driveway access points for the gas station, car wash or bank (**Figure 28-15**).

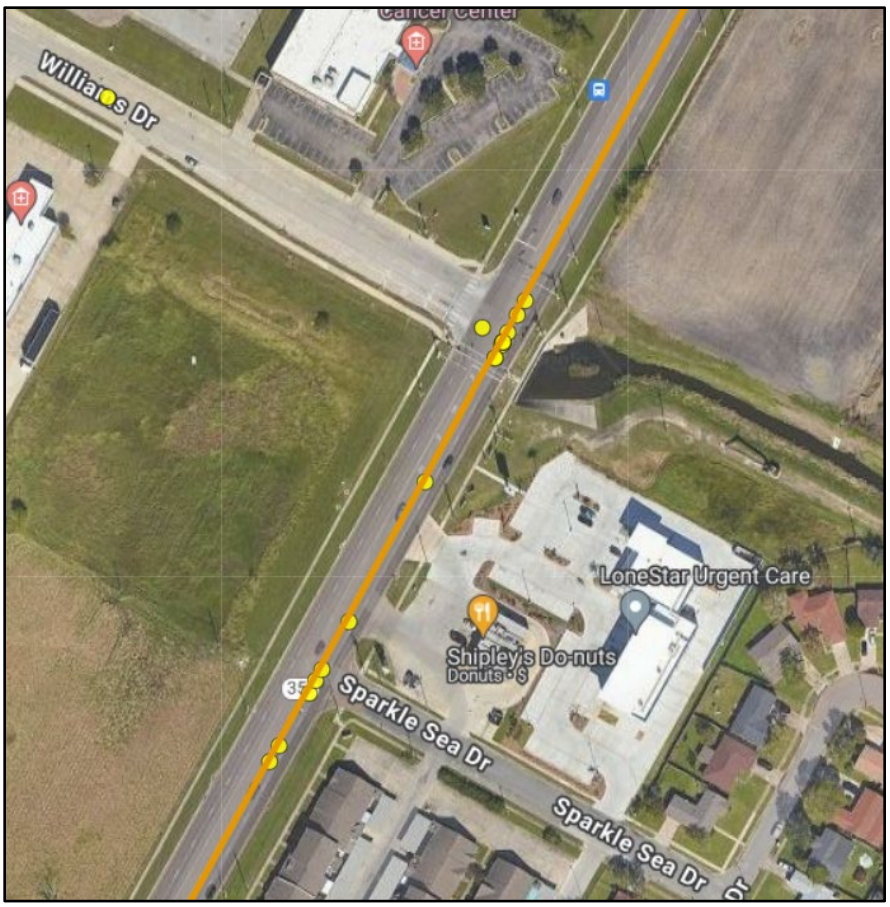


Figure 28-14: Driveway Accesses near Williams Dr.

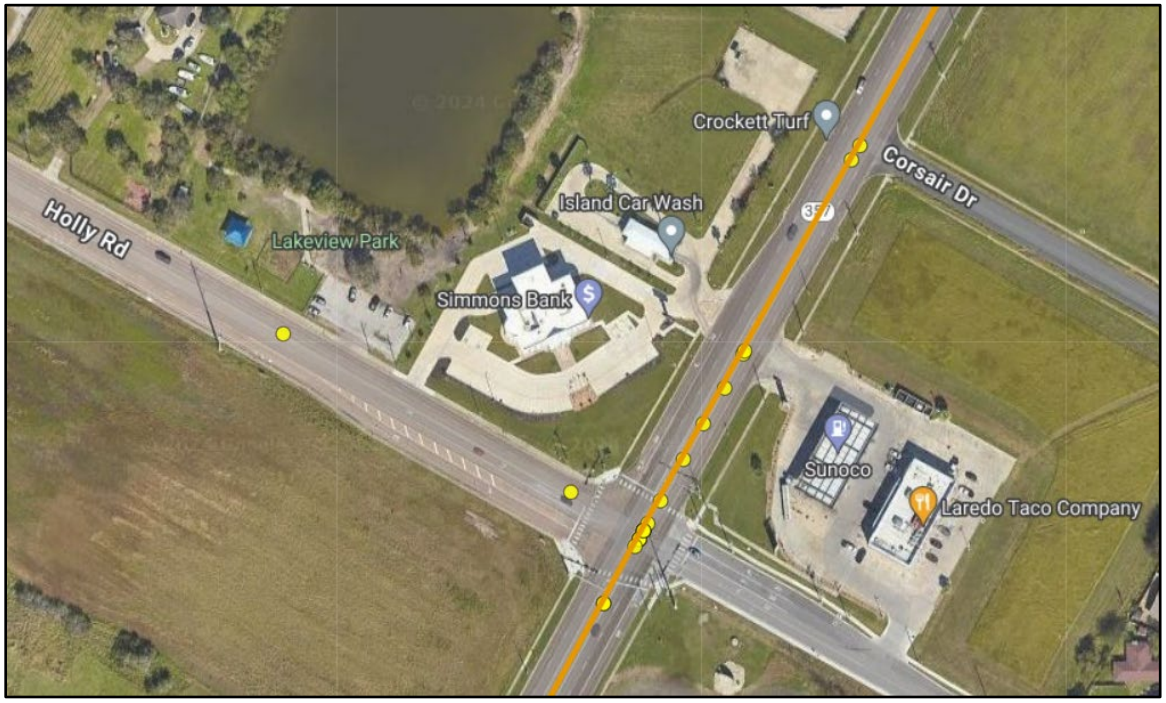


Figure 28-15: Driveway Accesses near Holly Rd.

In a similar fashion, when records were examined for crashes which appear near SPID, it was found that they were recorded as “private driveway” crashes, with traffic control indicated as “marked lanes” and not “traffic signal.” **Figure 28-16** shows that there are driveway access points to services such as a fast-food restaurant, pharmacy, and gas station near the signalized intersection with SPID.



Figure 28-16: Driveway Accesses near SPID

The same trends can be seen with Broadside and Approach Turn crashes at the opposite end of the corridor near Saratoga Blvd., where there are also numerous commercial driveway accesses. As such, it appears that the pattern of Broadside and Approach Turn crashes along the corridor for non-intersection crashes is related to movements at driveway accesses. As outlined previously, there is a central Two-Way-Left-Turn (TWLT) lane along the corridor currently such that turning movements into and out of driveway access are all permissive and could involve movement across potentially up to 3 lanes.

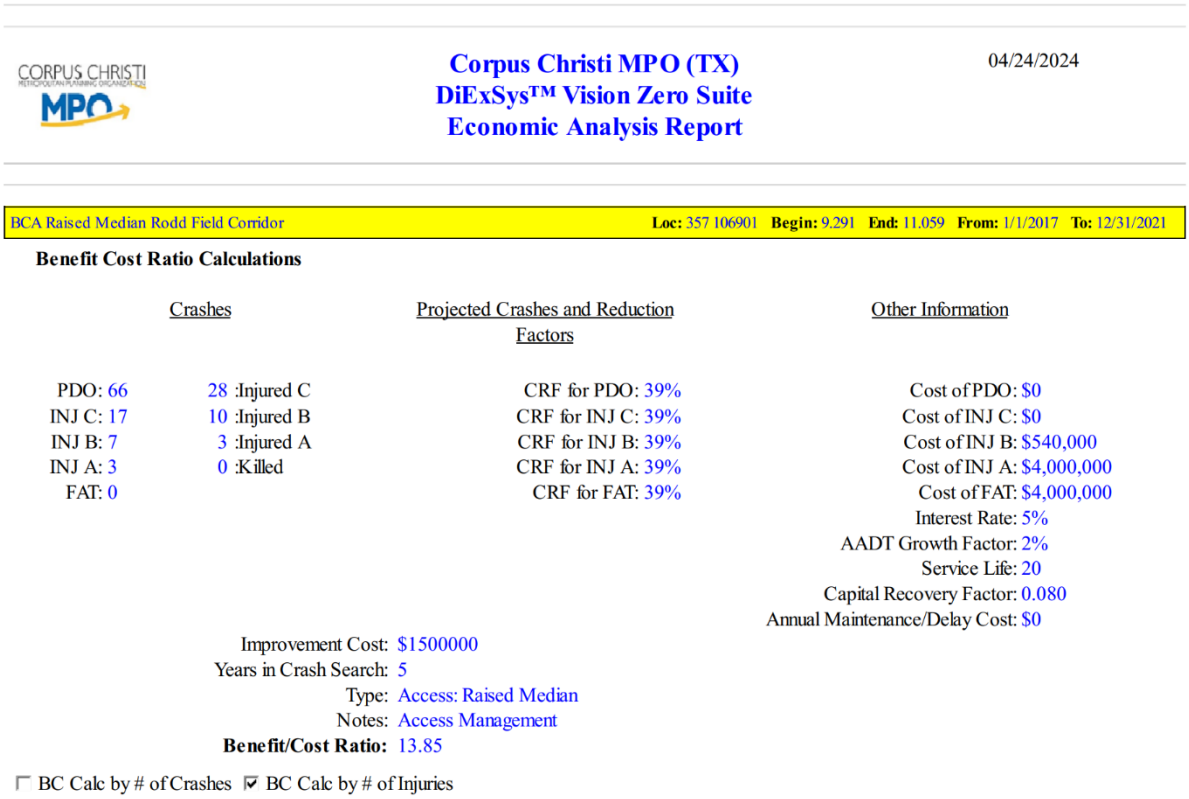
Recommended Improvements

1. MP 9.291-11.000: (Saratoga Blvd. to S. Padre Island Dr.): Raised Medians

Raised medians separating opposing directions of travel may provide effective restriction of turning movements at some locations to reduce the frequency of broadside and approach turn crashes. Access control along the Rodd Field Rd. corridor in place of the current TWLT, (except at signalized intersections), would remove conflict points at driveway locations. In this scenario, movements would be restricted to Right-In-Right-Out (RIRO) only for commercial and residential access.

The CMF Clearinghouse presents a Crash Reduction Factor of 39% for all crash severities under the CMF ID number 3034 for implementation of a raised median for the purposes of access control.

As shown in the benefit/cost calculation in **Table 28-2** the replacement of the current TWLT lane with a raised median to provide access control, is expected to be a cost-effective countermeasure in mitigating Broadside and Approach Turn crashes at driveway accesses along the Rodd Field Rd. corridor. It shows an expected **B/C** ratio of **13.85** for an estimated cost of $1.5M.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/24/2024

BCA Raised Median Rodd Field Corridor — **Loc:** 357 106901 **Begin:** 9.291 **End:** 11.059 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 66	28 :Injured C	CRF for PDO: 39%	Cost of PDO: $0
INJ C: 17	10 :Injured B	CRF for INJ C: 39%	Cost of INJ C: $0
INJ B: 7	3 :Injured A	CRF for INJ B: 39%	Cost of INJ B: $540,000
INJ A: 3	0 :Killed	CRF for INJ A: 39%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 39%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1500000
Years in Crash Search: 5
Type: Access: Raised Median
Notes: Access Management
Benefit/Cost Ratio: 13.85

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 28-2: Estimated B/C calculation for Raised Median Access Control on Rodd Field Rd. between Saratoga Blvd. and SPID

Raised median treatment along the corridor between Saratoga Blvd and SPID may arrive at an optimal level of cost-effective safety improvement for the identified patterns. Raised

medians would be expected to improve safety by providing refuge areas enabling pedestrians to cross in two stages and restricting turning movements at some driveway and intersection locations.

2. MP 9.291-11.059: Pedestrian Signal Operation Modifications

As all of the corridor's pedestrian crashes occurred at signalized intersections, treatments targeting these locations should be considered. Generally, when crashes tend to involve at-fault pedestrians failing to yield right of way to vehicles, as in the 4 cases seen on this corridor, we would recommend a move to improved pedestrian regulatory signs, which display under which signal conditions a pedestrian should and should not walk, such as the R10-3e sign, we might also suggest pedestrian countdown timers. However, as has been described as part of the 'Potentially Correctible Patterns' section, in recent years changes have occurred at both Holly Rd. and Williams Dr. Changes included improvement to the pedestrian regulatory signals from simple signs to R10-3e signs, appearing to also include countdown timers. As half of the pedestrian crashes (and the one bicycle crash) did occur under dark conditions, we would recommend retiming to improve the pedestrian signal response in the evening hours, particularly between 8-9PM when the crashes were seen to occur.

Additionally, as has been outlined, pedestrian movements at the intersection with SPID do not appear to have R10-3e signs in place which help deter pedestrians from walking when they do not have a signal. As such, it is recommended that current pedestrian regulatory signs be replaced with R10-3e signs at SPID and also that retiming occur to include for pedestrian countdown timers. Furthermore, we recommend the inclusion of R9-5 signs above pedestrian signs, to indicate that cyclists should use the pedestrian signals in order to make crossing movements.



R9-5

Table 28-3 shows the benefit/cost calculation for the retiming of pedestrian signals at Holly Rd., Williams Dr. and S. Padre Island Dr. to improve responsiveness to pedestrian calls in the evening hours. The calculation also includes the provision of pedestrian countdown timers at SPID (if not already present), the replacement of existing pedestrian regulatory signs at SPID with R10-3e signs, and the installation of bicycle R9-5 regulatory signs at SPID. The calculation uses a conservative 10% CRF to compositely represent all countermeasures. A lower composite service life is also used to be conservative.

With an estimated cost of $16,200 for retiming, resigning, and possible replacement of signal heads at SPID, the calculated **B/C** ratio for the combined countermeasures is expected to be **79.11**. This indicates that the countermeasures are expected to be cost-effective.

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Road Safety Analytics

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/24/2024

BCA Ped Signals — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	2 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 2	0 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 0	3 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 3	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 6
			Capital Recovery Factor: 0.197
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $16200
Years in Crash Search: 5
Type: Ped Signal Re-Timing. SPID: Countdowns, Replace Ped Signs, Install Bike Regulatory Signs
Notes: Composite CRF
Benefit/Cost Ratio: 79.11

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

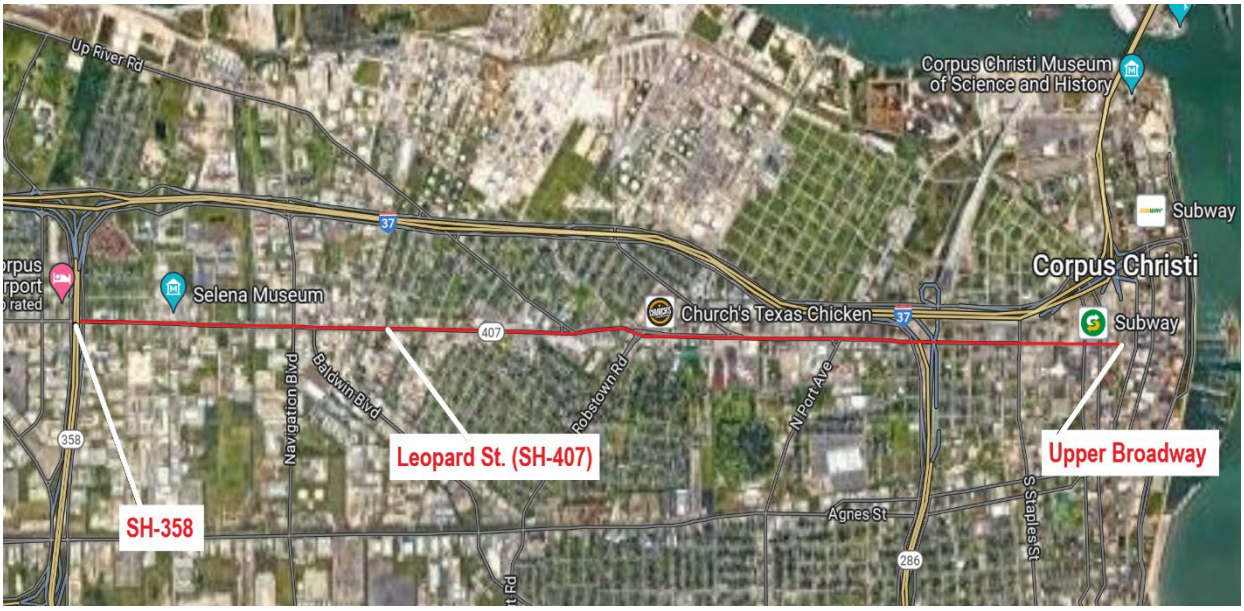
Table 28-3: Rodd Field Rd., Holly Rd. to SPID, B/C calculation for Pedestrian Signal Improvements

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

29. Leopard St. (SH-407),
SH-358 To Upper Broadway

Corpus Christi MPO, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi Metropolitan Planning Organization (MPO) to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the Corpus Christi MPO by identifying and addressing locations with elevated crash frequency or severity or with crash patterns susceptible to correction on the metropolitan area's arterials.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history, available imagery, and field observations. The MPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

Leopard St. (SH-407) between SH-358 and Upper Broadway is a 4.74-mile urban arterial, State Highway 407, Section 7409, Mile-point 9.4-14.148. The street has a 40-mph posted speed limit between SH-358 and Garfield Dr., a 35-mph posted speed limit between Garfield Dr. and Artesian St., and a 30-mph posted speed limit between Artesian St. and Upper Broadway. The corridor has four lanes. General traffic and access characteristics are summarized in **Table 29-1.**

Table 29-1: Leopard St. Segment Description

From MP	To MP	Length (mi)	Segment Description	AADT (2017-21)	Lanes	Speed Limit	Access Density (per Mile)	
							Signalized	Unsignalized*
9.400	10.500	1.10	SH-358 to Navigation Blvd.	12,290	4	40	2.7	28.2
10.501	11.501	1.00	Navigation Blvd. to Elmore Dr.	9,391	4	40-35	3	44
11.502	13.000	1.498	Elmore Dr. to Antelope St.	9,391	4	35	4	41.4
13.001	14.148	1.147	Antelope St. to Upper Broadway	8,373	4	35-30	4.4	12.2

*Unsignalized category includes public streets and private driveway intersections.

Roadway Characteristics

Leopard St. is a major arterial with varying width. The corridor has four through lanes throughout and can be generally split into a divided section west of Port Ave. and an undivided segment east of Port Ave. The characteristics may be summarized as follows:

- SH-358 to Navigation Blvd. has four 11-foot lanes with an 11-foot center left turn lane and no shoulders, except for a short section between Jamison St. and Navigation Blvd. where there is a raised concrete curb/median dividing opposing directions of traffic as the route passes over a railroad line.
- East of Navigation Blvd. to Villa Dr. the corridor widens to 60 ft with four 12-foot through lanes and a 12-foot center left turn lane with either very narrow or no shoulders.
- Between Villa Dr. and Up River Rd. the painted center left turn lane becomes a raised concrete curb/median approximately 6 ft wide.
- East of Up River Rd. the corridor widens to 65 ft with four 13-foot through lanes and a 13-foot center left turn lane. However, between Old Robstown Rd. and Nueces Bay Blvd. there are concrete splitter islands replacing the center left turn lane.
- East of Nueces Bay Blvd. the corridor is 60-foot wide, however Streetview imagery indicates that since early 2023 there has been heavy construction/resurfacing on

the corridor such that the exact lane configuration cannot be determined. Regardless of construction, it can be seen that the corridor narrows to 50 ft from Palm Dr. eastwards, maintaining four through lanes.

- Historical imagery indicates that east of Port Ave. the corridor is undivided with opposing directions of traffic separated by painted double yellow center lines.
- East of N. Staples St. on-street parking on both sides of the street is permitted such that through lanes narrow to four 10-foot-wide lanes, with opposing traffic still undivided. This configuration continues to Upper Broadway.

Multimodal Characteristics

Sidewalks are not present on the western portion of the corridor between SH-358 and Villa Dr. Sidewalks 4-6 feet wide and detached are present generally on one side only between Villa Dr. and Mueller St. There are again no sidewalks for the short section between Mueller St. and Nueces Bay Blvd. East of Nueces Bay Blvd. it becomes more difficult to determine the current configuration as Streetview imagery indicates a resurfacing/reconstruction project in mid-2023 which appears to include upgrades/improvements to sidewalks, which are present on both sides of the corridor. The sidewalks on this eastern side of the corridor appear to directly abut the pavement. Prior to any potential improvements the sidewalks east of Port Ave. appear to be in poor condition as visible on Google Streetview. East of Mexico St. it can be seen that sidewalks are present on both sides of the street and are at least 6 ft wide and up to 12 ft wide in some locations in the built-up downtown urban environment.

There are no marked bike lanes visible on the corridor.

Corpus Christi Transportation Authority operates buses on most of the corridor. Generally speaking, this can be split into operations to the west and to the east of SH-286. To the west of SH-286 there are two routes in operation: Route 27 (with headways of 30 minutes weekdays and weekends), and Route 28 (with headways of 50 minutes weekdays only). To the east there are up to seven routes in operation: Route 6 (with headways of 60 minutes Monday-Saturday), Route 12 (with headways of 30 minutes weekdays and 60 minutes weekends), Route 19 and Route 23 (with headways of 30 minutes weekdays and weekends), Route 54 (makes 4 stops a day, two stops in the morning and two stops in the evening, both 50 minutes apart), Route 76 (with headways of 60 minutes weekdays and weekends), and Route 78 (with headways of 60 minutes Monday to Saturday).

There is no single-family housing adjacent to the corridor. There is one multi-family housing development adjacent to Palm Dr. on the south side of the corridor. As such, residential driveways do not intersect with Leopard St.

The corridor is primarily lined with retail, commercial and industrial developments. There are also several services lining the corridor. This includes eleven motels/hotels as well as one R.V. park. The Corpus Christi Independent School District Administration building is located at Tancahua St. on the south side. Also located on south side of the corridor is a Greyhound bus station on the east side of Staples St., the City of Corpus Christi City Hall is also located here on the west side of Staples, and there is a firehouse adjacent to Rose

St. The Corpus Christi Fire Department is located on the northside of the corridor adjacent to Lexington Ave.

There is a city park located at Artesian St. on the south side.

Two schools are located on the corridor: Oak Park Special Emphasis School near Elmore Dr., and Miller Metropolitan School of Design near Pierpont St.

Corridor Crash Data Analysis

As part of initial network screening, the Leopard St. corridor was identified as having an elevated rate of both total and severe pedestrian and bicycle incidents over the study period. As such this was identified as a priority corridor for pedestrian and bicycle related improvements.

The 5 years between 2017 and 2021 were examined for Pedestrian and Bicycle related crashes and crash patterns. The crash history review also included at-intersection and intersection-related crashes, in addition to non-intersection and driveway related crashes, for the 5-year period.

For the study period of 01/01/2017 to 12/31/2021 there were 20 total Pedestrian crashes recorded along the corridor, including no PDO, 18 Injury (with 20 people injured), and 2 Fatal (with 2 fatalities). For the same period there were 4 total Bicycle crashes recorded along the corridor, including 1 PDO, and 3 Injury crashes (with 3 people injured).

The overall crash distribution for the corridor for non-intersection and driveway access only crashes is shown in **Figure 29-1**. This crash distribution shows that after the typical crash types for an urban corridor have been identified (Rear-End, Broadside etc.), Pedestrian incidents are the next most common, coming in at 13%.

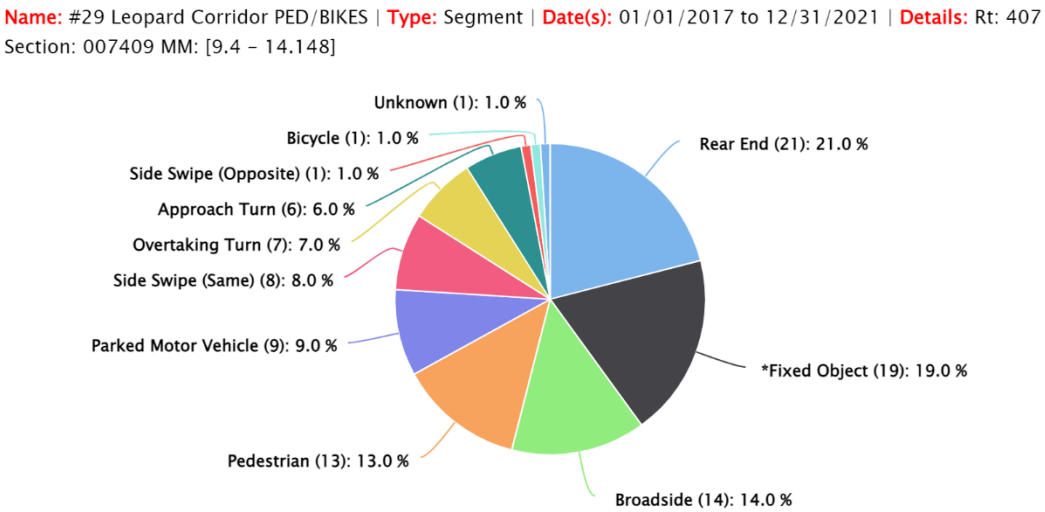


Figure 29-1: Leopard St., SH358 to Upper Broadway Non-Intersection Crash Types

Corridor SPF Profile

Safety Performance Functions (SPFs) indicate the corridor overall has high potential for correction of crash frequency (LOSS IV). The SPF for severe crashes is shown in **Figure 29-4** while the SPF for total crashes is shown in **Figure 29-5**. The smaller segments defined in **Table 29-1** show similar performance with the corridor as a whole, except for Segment C (Elmore Dr. to Antelope St.) which shows a better performance than all other segments in terms of both crash frequency and crash severity. Segment C appears to have more access control by way of raised median and splitter islands than other segments. Additionally, Google Streetview imagery indicates that the recent construction around SH-286/I-35 involved the closure of Leopard St. between Antelope St. and Brownlee Blvd. (**Figure 29-2** and **Figure 29-3**). Traffic taking a detoured route may have possibly resulted in reduced use of the corridor on Segment C in this time. Segment SPF for severe crashes is shown in **Figure 29-6.** Segment SPF for total crashes is shown in **Figure 29-7.**



Figure 29-2: Leopard St. at Antelope St. (facing East), Apr. 2019



Figure 29-3: Leopard St. at Antelope St. (facing East), Apr. 2021

Figure 29-8 shows the SPF profile for the corridor as a whole. It shows that the performance moves from LOSS-IV to LOSS-III for both total crash frequency and crash severity, for Segment C (MP 11.5-13.0 approximately). Overall, the corridor performs worse than expected when compared with similar facilities.

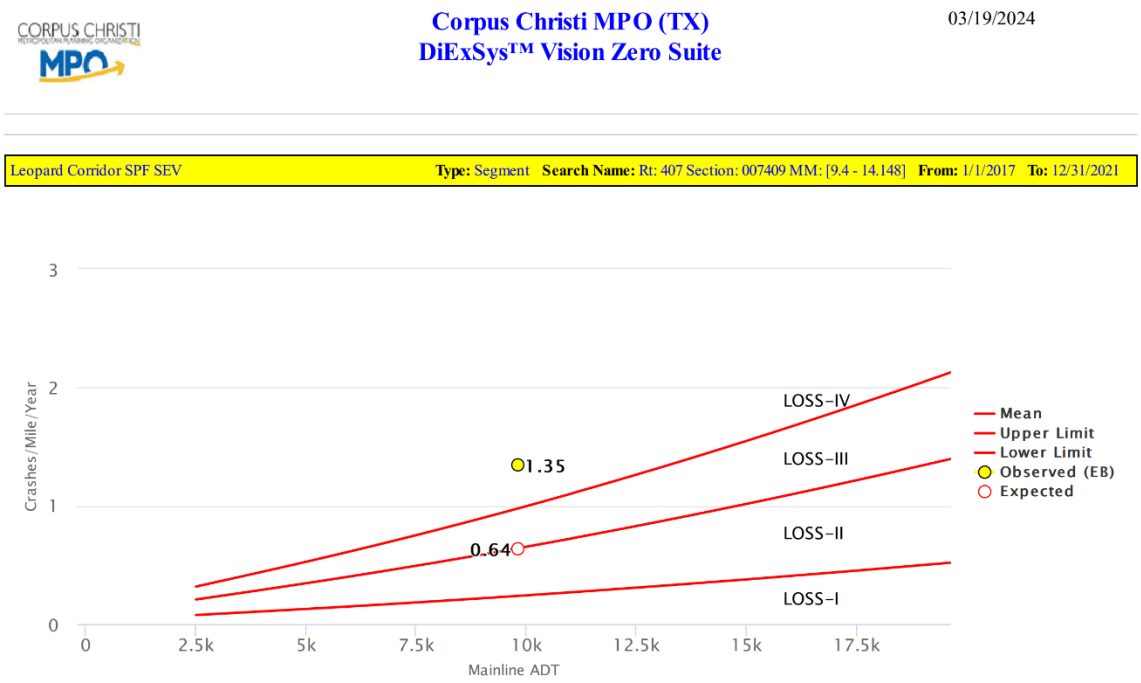


Figure 29-4: Leopard St., SH358 to Upper Broadway, SPF for Severe Crashes

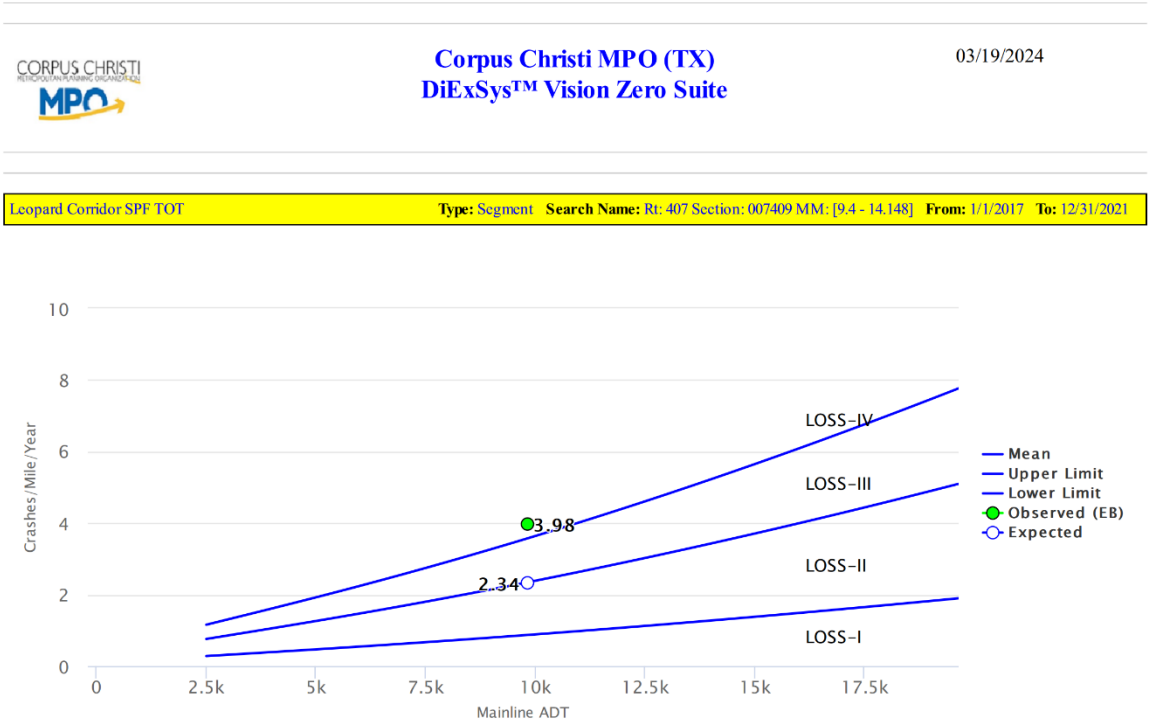


Figure 29-5: Leopard St., SH358 to Upper Broadway, SPF for Total Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/19/2024

Leopard Segments SPF SEV **Type:** Segment **Search Name:** Rt: 407 Section: 007409 MM: [9.4 - 14.148] **From:** 1/1/2017 **To:** 12/31/2021

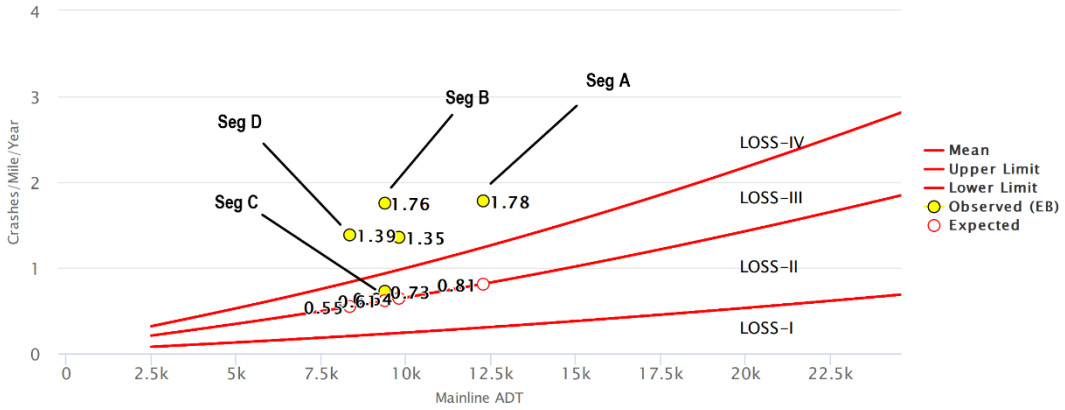


Figure 29-6: Leopard St. Segment SPFs for Severe Crashes

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite

03/19/2024

Leopard Segments SPF TOT **Type:** Segment **Search Name:** Rt: 407 Section: 007409 MM: [9.4 - 14.148] **From:** 1/1/2017 **To:** 12/31/2021

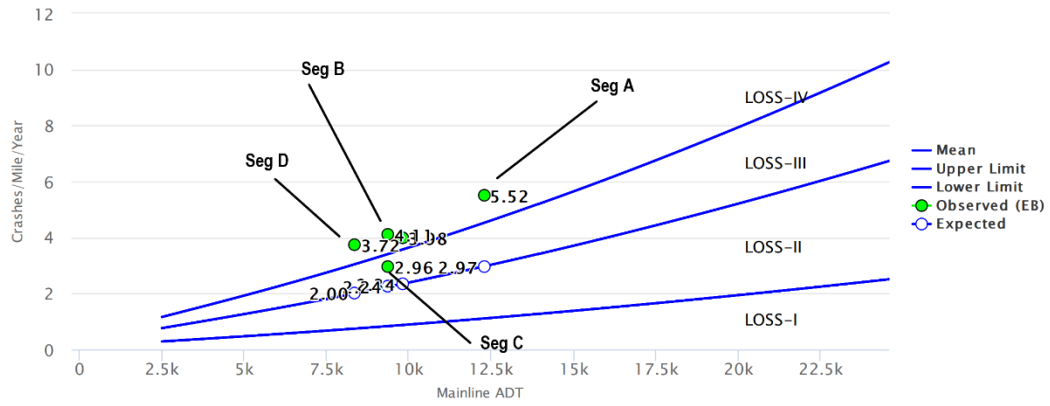


Figure 29-7: Leopard St. Segment SPFs for Total Crashes

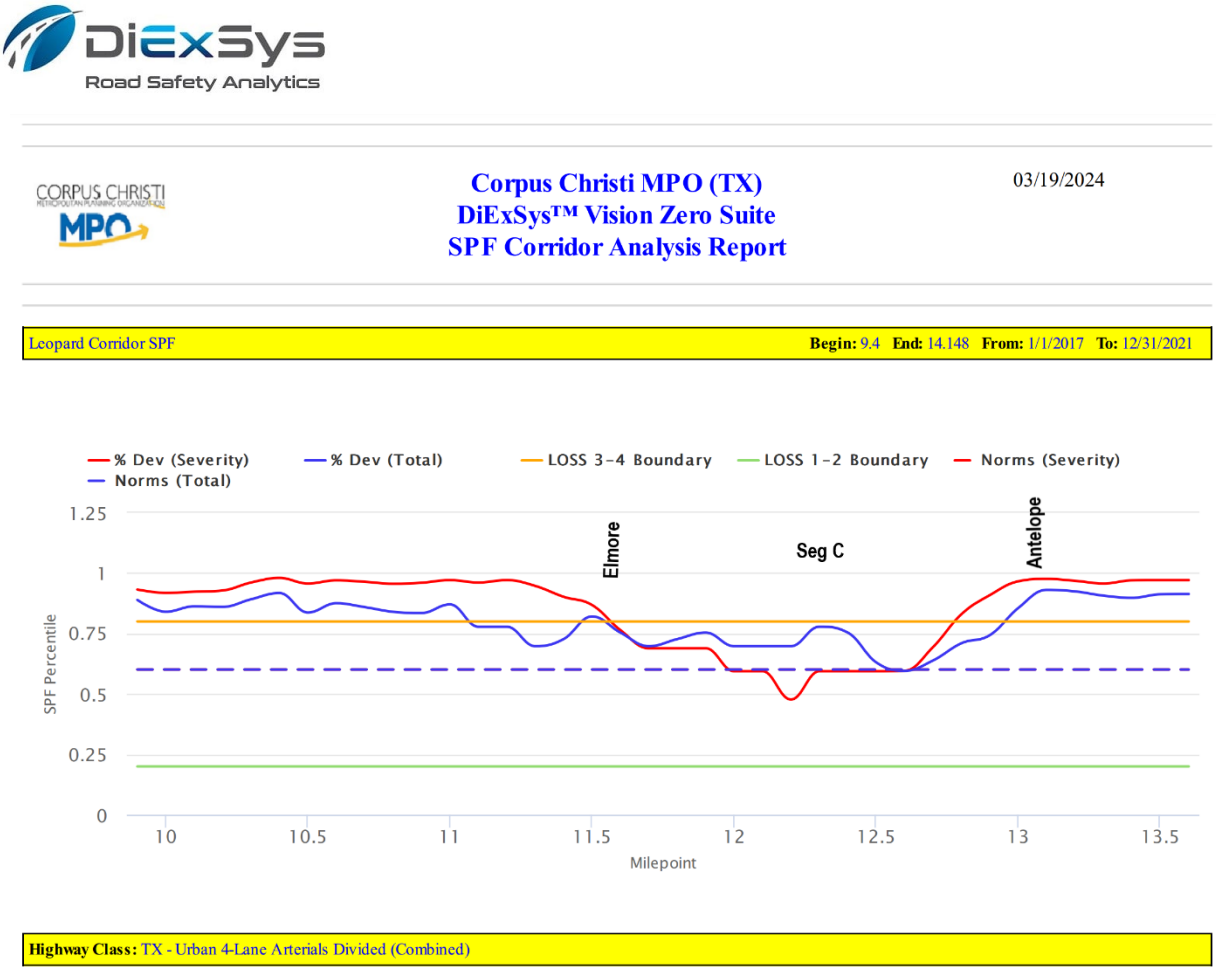


Figure 29-8: Leopard St., SH358 to Upper Broadway, SPF Profile

Direct Diagnostics and Pattern Recognition

Direct diagnostics and pattern recognition indicated a higher-than-expected proportion of the following crash types in portions of the corridor as follows:

- MP 9.60 - 11.70: Pedestrian
- MP 9.40 - 10.90; MP 11.10 – 12.90: Off-Left
- MP 10.10 – 12.00: Broadside
- MP 12.70 – 14.14: Parked Motor Vehicle
- MP 10.00 – 11.90; MP 12.40 – 14.14: Injury

In this case, as has been outlined previously, this report is focused primarily on Pedestrian and Bicycle crashes and related countermeasures for the Leopard St. corridor.

Potentially Correctible Patterns

Pedestrian Crashes

Crash data through 2021, including at intersections, was examined for pedestrian crashes. A trend of pedestrian at-fault midblock crossings between Flood St. and Van Cleve Dr. was detected and will be discussed later in this section.

Between 2017 and 2021, 20 pedestrian crashes occurred along the corridor. This included 18 Injury crashes, (with 20 people injured), and 2 Fatal crashes (with 2 fatalities). As seen in **Figure 29-1**, Pedestrian crashes accounted for a sizeable 13% of all non-intersection crashes along the corridor. The recorded Pedestrian crash figures, (although inclusive of intersection and related crashes), serve to show that Pedestrian incidents tend to be high severity and may be contributing to the identified Injury level crash pattern on the corridor.

Most pedestrian crashes (60%) occurred at non-intersection or driveway locations, with 7 occurring at or in relation to signalized intersections. (1 non-intersection crash coded to McBride Ln. actually occurred adjacent to Baldwin Blvd.).

Signalized intersections where pedestrian crashes occurred are summarized in **Table 29-2.** Signalized intersections where pedestrian crashes occurred are also identified in **Figure 29-9.** All locations saw just a single crash, apart from Staples St., which saw 3. (The intersection of Staples St. and Leopard St. has been addressed as part of a separate previous report and recommendations for the intersection are contained therein). All crashes were Injury level crashes.

Figure 29-9: Leopard St. Pedestrian Crashes at Signalized Intersections

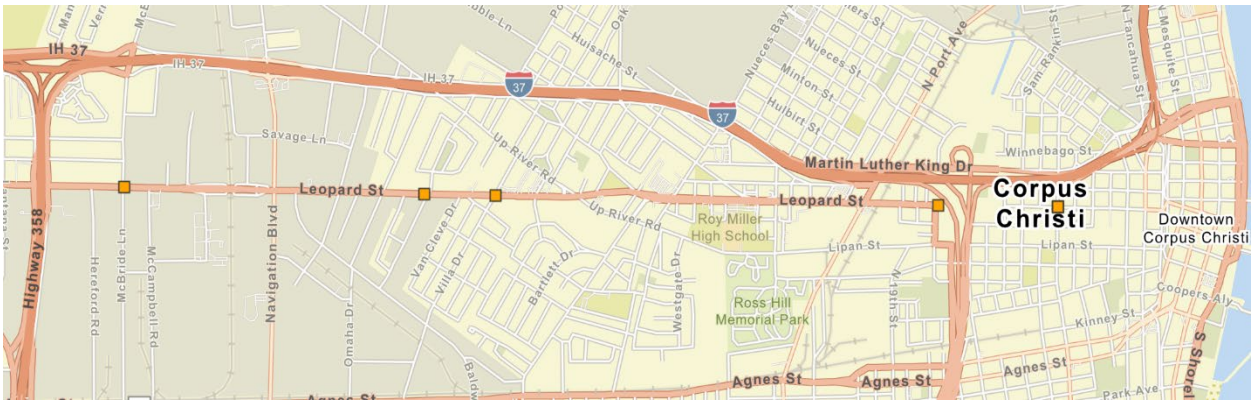


Table 29-2: Leopard St. Pedestrian Crashes at Signalized Intersections

Signalized Intersection Pedestrian Crashes, 2017-2021			
MP	**Intersection**	**Non-Fatal**	**Fatal**
9.87	McBride Ln	1	0
11.04	Westchester Dr	1	0
11.32	Villa Dr	1	0
13.05	SH286 Rt Frtg/Antelope	1	0
13.52	Staples St	3	0
Total		7	0

All other pedestrian crashes were recorded as at non-intersection locations and included both fatal incidents recorded on the corridor. A review of crash history for pedestrian crashes at non-intersection locations made it apparent that all crashes appear to involve mid-block crossings by pedestrians. As such this does appear to be a pattern.

Figure 29-10 shows the locations of non-intersection (mid-block) pedestrian crashes. These crashes reflected the pattern identified by pattern recognition, in that the vast majority (10 of 13), were confined between MP 9.4 and MP 11.70.

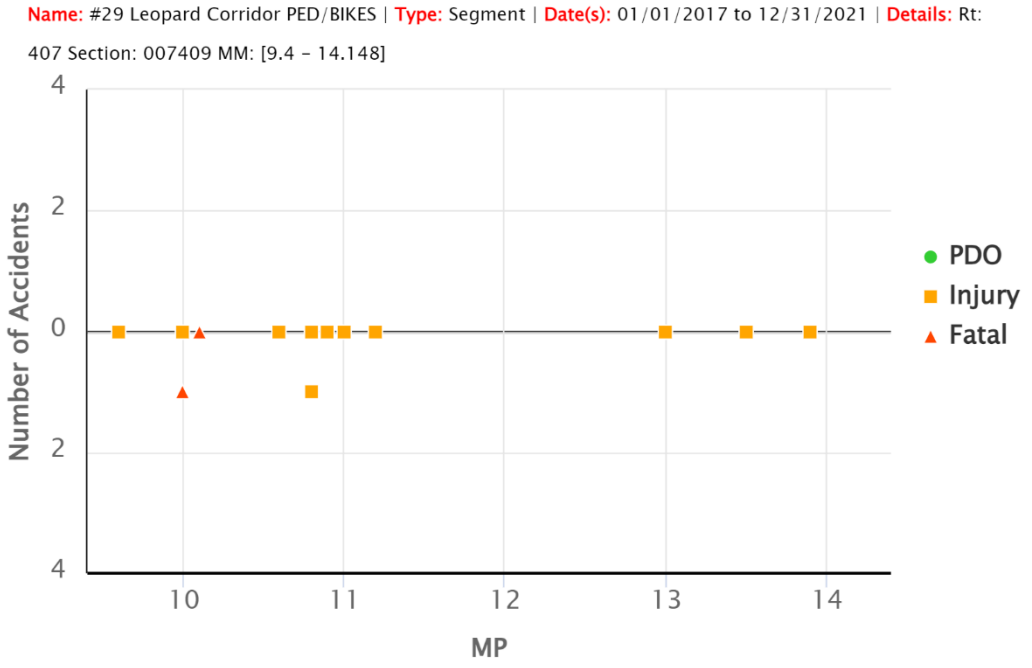


Figure 29-10: Non-Intersection Pedestrian Crashes, Straight Line Diagram

On further inspection of crash records, it is clear that there is a cluster of mid-block crossing crashes between Flood St. and Van Cleve Dr. (**Figure 29-11**). It also seems that both fatal incidents involved mid-block crossings and occurred in relative proximity to one another, between McBride Ln and Jamison St. (**Figure 29-12**).

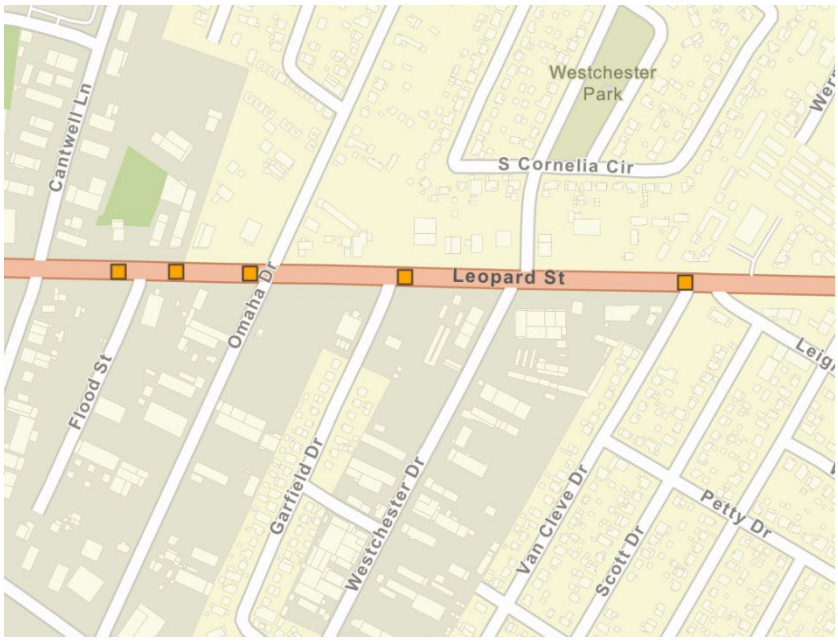


Figure 29-11: Pedestrian Mid-Block Crossing Crashes, Flood St. to Van Cleve Dr.



Figure 29-12: Pedestrian Mid-Block Fatal Crashes, McBride Ln to Jamison St.

Of the 9 crashes which occurred between McBride Ln. and Van Cleve Dr. (1 occurred at Baldwin), 6 occurred in dark conditions. Google Streetview imagery along the corridor between these intersections indicates that lighting might be sparse. There are overhead power lines on both sides of Leopard, with the ones on the south side being high-tension lines (**Figure 29-13**).



Figure 29-13: Lighting on Leopard, facing West from Van Cleve Dr., Jan 23

Furthermore, imagery indicates that from the beginning of the corridor (SH-358) there are no sidewalks present until east of Villa Dr. In addition, imagery also shows that there are no mid-block crossings present from SH-358 moving east until Oak Park Ave./Elmore Dr., which is just east of the Oak Park Special Emphasis school (**Figure 29-14**). This is a distance of over 2 miles. Compounding this, a review of the signalized intersections on this stretch, of which there are 4, revealed that only 1 provides pedestrians the opportunity to cross Leopard Street. Furthermore, pedestrian crossing movements in all directions and across all streets are not accommodated at these intersections. Pedestrian crossing movements currently accommodated for by those signalized intersections between SH-358 and Van Cleve Dr. can be summarized as follows:

- SH-358: N-S across Leopard St.
- McBride Ln: E-W across North side McBride.
- Navigation Blvd.: E-W across South side Navigation.
- Westchester Dr.: no pedestrian crossings provided.

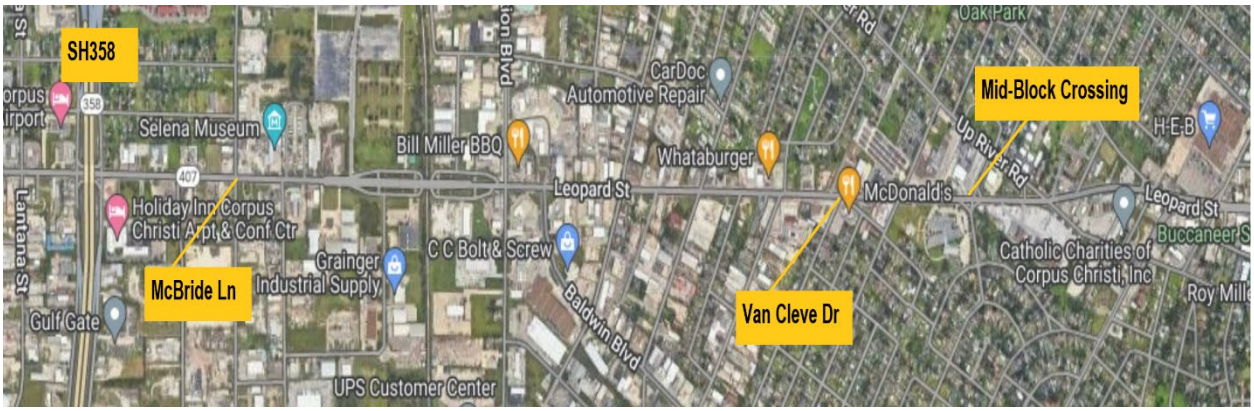


Figure 29-14: Mid-Block Crossing near Oak Park Ave.

Moreover, imagery also implies that the mid-block crossing adjacent to the Oak Park school, (which is controlled by Rapid Rectangular Flashing Beacons (RRFBs) and has a refuge island), was not installed until sometime between April 2019 and April 2021 (**Figure 29-15** and **Figure 29-16**).



Figure 29-15: Oak Park Ave., (facing West), no RRFBs, Apr. 2019



Figure 29-16: Oak Park Ave., (facing West), RRFBs and Island, Apr. 2021

Fourteen bus stops, an R.V. park, 3 motels and several restaurants located between McBride Ln. and Van Cleve Dr. on this corridor, likely generate pedestrian demand for crossing in this area.

When pedestrian crashes at signalized intersections are compared with the locations of these mid-block pedestrian crashes, there is an overlap, with one crash each recorded at the signalized intersections at McBride Ln and Westchester Dr. As has been summarized above, there is only one crossing movement supported at McBride, and no pedestrian crossing movements supported at Westchester.

Bicycle Crashes

No patterns involving bicycle collisions at either non-intersection or intersection locations were identified. Four crashes involving bicycles were recorded in the five-year study period, all at the Injury level. The crashes all occurred at separate locations, with 3 occurring at intersections and 1 at a driveway. The crashes are summarized as follows:

- Omaha Dr.: This is an unsignalized stop controlled intersection. The crash happened in dark conditions. The location of the crash falls within the cluster identified for pedestrian mid-block crashes between Flood St. and Van Cleve Dr. (**Figure 29-11**).
- Mexico St.: The crash occurred at a private driveway involving a vehicle exiting the driveway and striking a cyclist on Leopard St.
- Old Robstown Rd.: This is an unsignalized intersection with splitter islands. The crash record seems to indicate that an eastbound right turning vehicle struck a cyclist. Streetview imagery shows that pedestrian curb ramps are present on the splitter island on the south side of the intersection, crossing Robstown (**Figure 29-17**, **Figure 29-18** and **Figure 29-19**). Otherwise, crossings are unregulated or unmarked.



Figure 29-17: SB Robstown Rd., facing South from EB Leopard St.

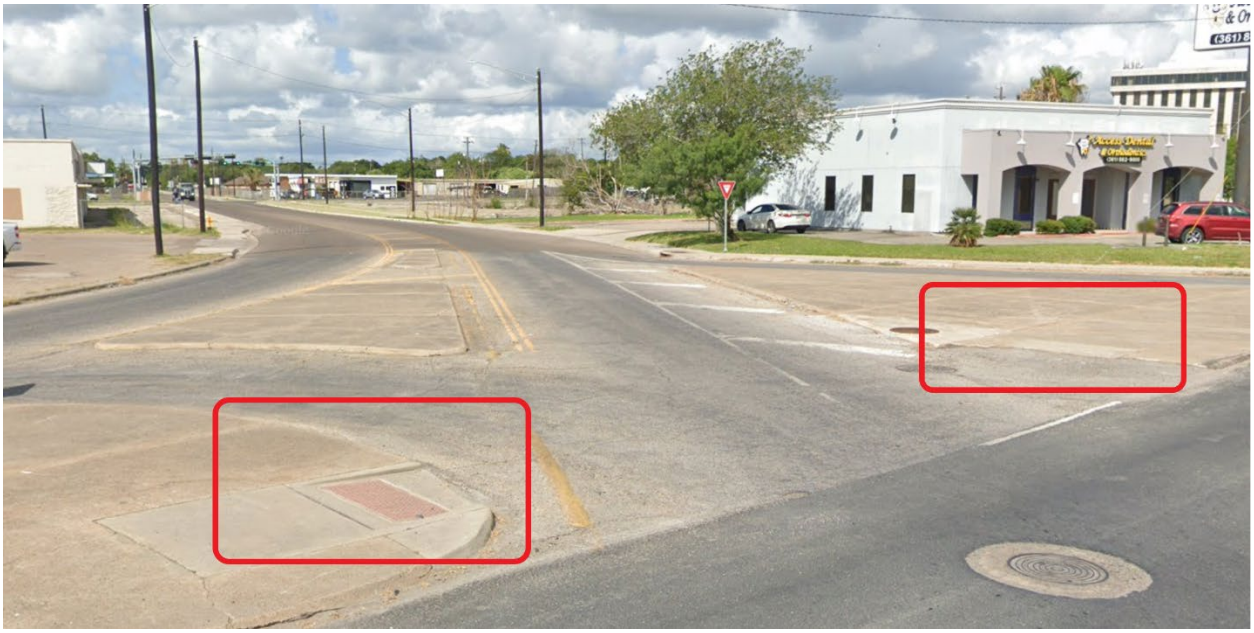


Figure 29-18: Robstown, facing South from Leopard St.

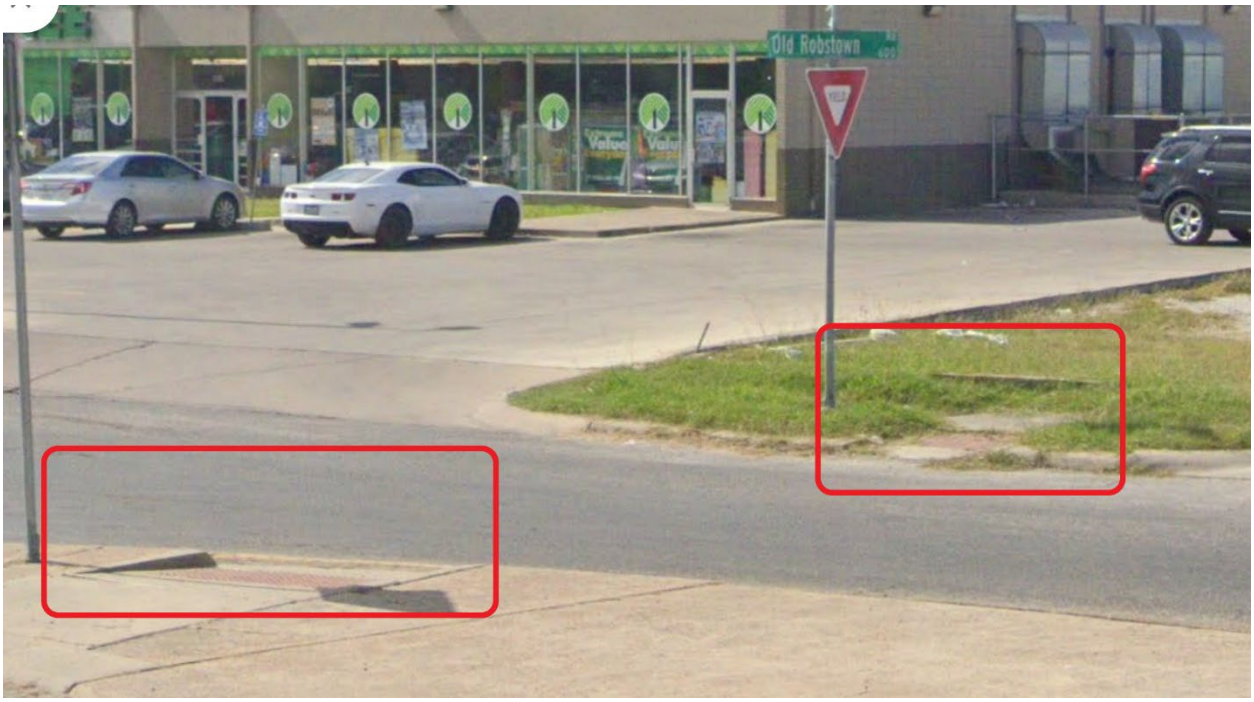


Figure 29-19: EB Robstown, facing SE from Leopard St.

MP 10.10-12.00: Broadside Crashes

A pattern of Broadside crashes was observed on the corridor between Navigation Blvd. and Nueces Bay Blvd. Within the study period, forty-one broadside crashes occurred in this area, including 26 PDO and 15 Injury, with 25 people injured. Most crashes occurred in daylight and dry conditions.

A review of crash history records revealed that Broadside crashes were mainly concentrated around three signalized intersections (Navigation Blvd., Westchester Dr., and Up River Rd.) and three unsignalized intersections (Baldwin Blvd., Omaha Dr., and Oliver Ct./Mueller St.). These locations also represent spots experiencing more than just one Broadside crash in the study period, as well as crashes including those at the B and A injury levels, which are included by CCMPO as part of economic analysis. While broadside crashes were recorded at other locations, there was either just one crash recorded at those locations or recorded crashes only included those at level C injury or PDO level.

Crash records show frequent references to a failure to yield right of way or disregarding traffic control devices.

Navigation Blvd. has signals of the mast arm type with protected/permitted left turns in all directions except on northbound Navigation, where left turns are permissive only. Westchester Dr. has span wire signals, with left turns being protected/permitted east and westbound on Leopard St., and permissive only north and southbound on Westchester Dr. Signals are of the mast arm type at Up River Rd., with Up River Rd. being one way northbound only. At this latter intersection left turns are permissive only for all approaches.

The intersections at Baldwin Blvd., Omaha Dr. and Oliver Ct./Mueller St. are all STOP control regulated, with a single stop sign on the minor legs. Baldwin Blvd. does also have flashing warning signals hanging overhead on span wire for the westbound and northbound approaches.

MP 10.00-11.90; MP 12.40-14.14: Injury Crashes

A pattern of Injury level crashes was observed on the corridor. When the data is examined, **Figure 29-20** shows that when combined, Broadside and Pedestrian crashes, both of which were separately identified crash patterns, account for about 46% of all injury level crashes on the corridor, or just under half.

Name: #29 Leopard Corridor PED/BIKES | Type: Segment | Date(s): 01/01/2017 to 12/31/2021 | Details: Rt: 407 Section: 007409 MM: [10 – 14.14]

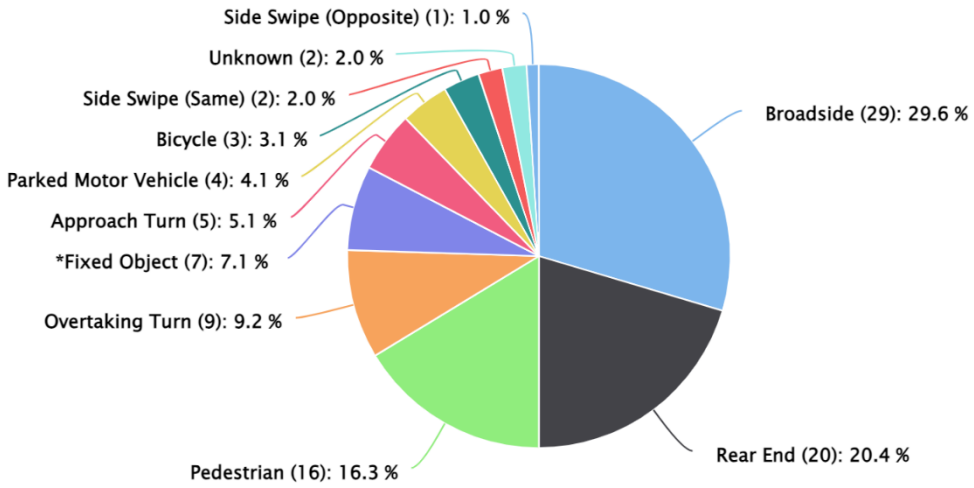


Figure 29-20: Distribution of Injury Level Crashes on Leopard St.

With such a large degree of overlap between the pattern of Injury crashes and the Broadside and Pedestrian patterns, it is likely that these two crash patterns are contributory driving forces to the injury crash pattern. As recommendations for treatment are made later separately in this report with respect to both the Broadside and Pedestrian crash patterns, there are no further recommendations regarding the pattern of injury crashes at this time.

MP 9.40-10.90; MP 11.10-12.90: Off-Left Crashes

A pattern of Off-Left crashes was observed on the corridor between approximately McCampbell Rd. and Cantwell Ln., and between Elmore Dr. and Port Ave. Fourteen Off-Left crashes occurred in each of those sections.

Regarding the former section, a review of crash records shows 3 references to vehicles swerving to avoid other vehicles traveling in the wrong direction. There are also 3 references to swerving to avoid objects in the road. Data also shows that most crashes occurred in dark conditions. There is no obvious pattern to the recorded crashes or crash locations.

Regarding the latter section, a review of crash records shows 4 references to vision being obstructed by a highway sign, (with one record including the influence of alcohol). However, there is no specific pattern or trend to location or direction of travel. Approximately half of crashes in this section involved swerving to avoid an object in the road. Data again indicates that most crashes occurred in dark conditions.

It is clear that dark conditions are a contributing factor to Off-Left crashes. A review of Google Streetview imagery indicates that striping is somewhat faded in the first section, particularly in the westbound lane and median, and that reflectivity and visibility may be poor in dark conditions (see example **Figure 29-21**). However, imagery also indicates

that the corridor east of Up River Rd., (which includes the second section from Elmore Dr. to Port Ave.) has been resurfaced between 2022 and 2023, as such striping would be expected to have been refreshed and improved upon.

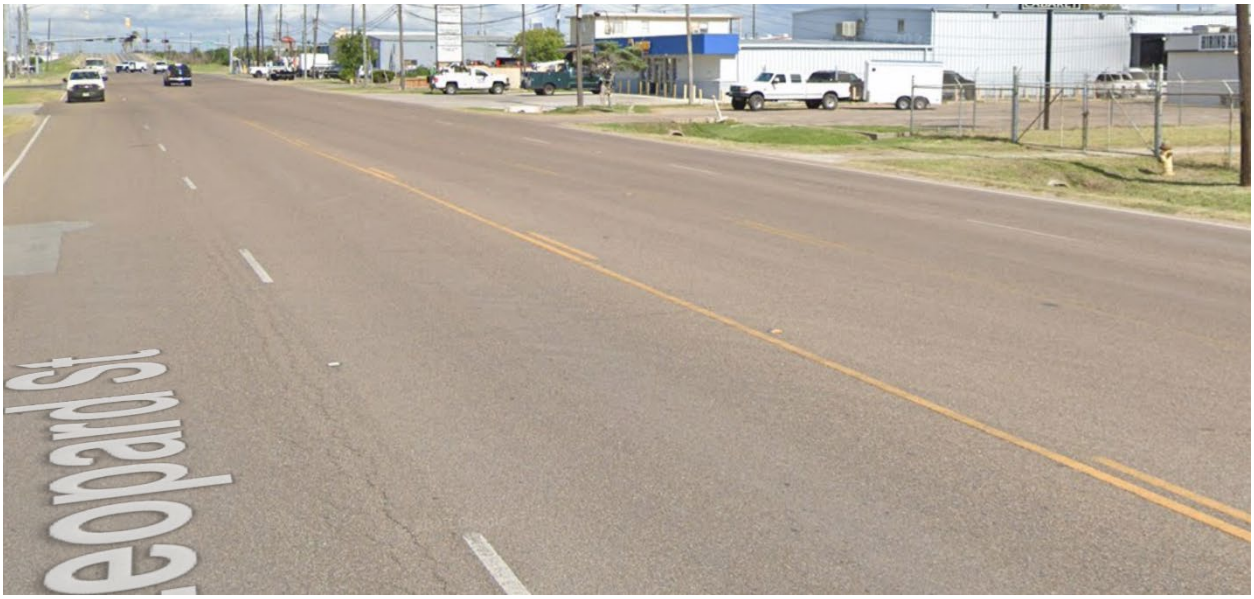


Figure 29-21: Road Surface, (facing West), near Cantell Ln., Jun. 2023

Because the vast majority of Off-Left crashes were at the PDO level, with only 2 level B and 1 level A crash in 5 years across both sections, and no clear pattern to the crashes, there are no material recommendations at this time. CCMPO may consider refreshing striping between McCampbell Rd. and Cantwell Ln. as part of any future roadway projects in this area.

MP 12.70-14.14: Parked Motor Vehicle Crashes

A pattern of collisions with Parked Motor Vehicles was observed on the corridor between MP 12.70 and MP 14.14. Fourteen such collisions occurred in the study period. Crashes occurred in the downtown built-up urban environment (**Figure 29-22**). This section is characterized by narrower through lanes, and street parking on both sides of the corridor.



Figure 29-22: Parked Motor Vehicles, Crash Locations

The majority of crashes occurred in daylight and good weather conditions. Five out of the 14 collisions involved backing maneuvers, which might reflect attempts to enter/exit

parallel street parking. Of the 14 crashes, 11 were at the PDO level. All injury level crashes occurred east of Staples St.

Recommended Improvements

1. MP 9.868-11.121 and MP 10.790-11.193 (McBride Ln. to Jamison St., and Flood St. to Van Cleve Dr.): Mid-block Pedestrian Crossings with RRFBs

The provision of mid-block pedestrian crossings would be an effective countermeasure against the identified pattern of pedestrian crashes involving mid-block crossings on the segment between McBride Ln and Jamison St., and the segment between Flood St. and Van Cleve Dr. As was described in previous sections, there are no mid-block crossings between SH-358 and the crossing near Oak Park Ave., this would break up the two-mile span which currently does not have mid-block crossing provisions for pedestrians. Additionally, the segment between Flood St. and Van Cleve Dr. also included a bicycle mid-block incident. (To provide consideration to distance that pedestrians might reasonably be expected to walk to utilize a mid-block crossing, it is recommended that two crossings be installed in the segment between Flood S.t and Van Cleve).

Because more than half of all crashes occurred in dark conditions, and because crashes tended to be severe, it is recommended that the crossings be regulated by way of Rapid Rectangular Flashing Beacons, such that pedestrian and/or bicycle conspicuity would be increased in poorly lit conditions. As there is currently a TWLT lane on Leopard St., a pedestrian refuge island might also be included as part of the design, reducing the crossing distance enabling pedestrians to cross in two stages.

In conjunction with this we recommend that pedestrian crossing warning signs (MUTCD W11-2) with supplementary “AHEAD” plaques (MUTCD W16-9P) be installed in both directions on the approach to the crossing.

Federal Highway Administration recognizes Rapid Rectangular Flashing Beacons (RRFBs) as a proven safety countermeasure regarding pedestrian involved crashes, providing a reduction of up to 47% for vehicle-pedestrian crashes (example **Figure 29-23** and **Figure 29-24**).



Figure 29-23: Example of RRFB, Princeton, NJ[2]

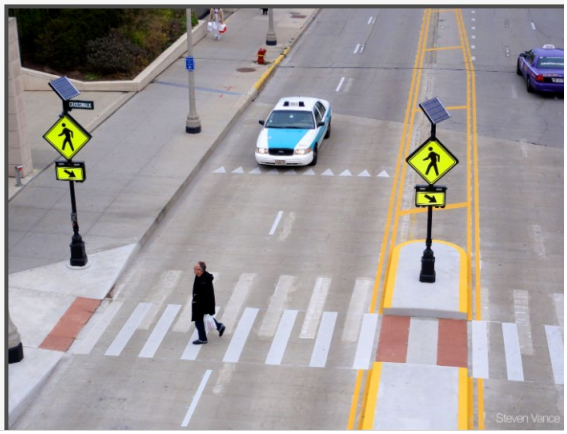
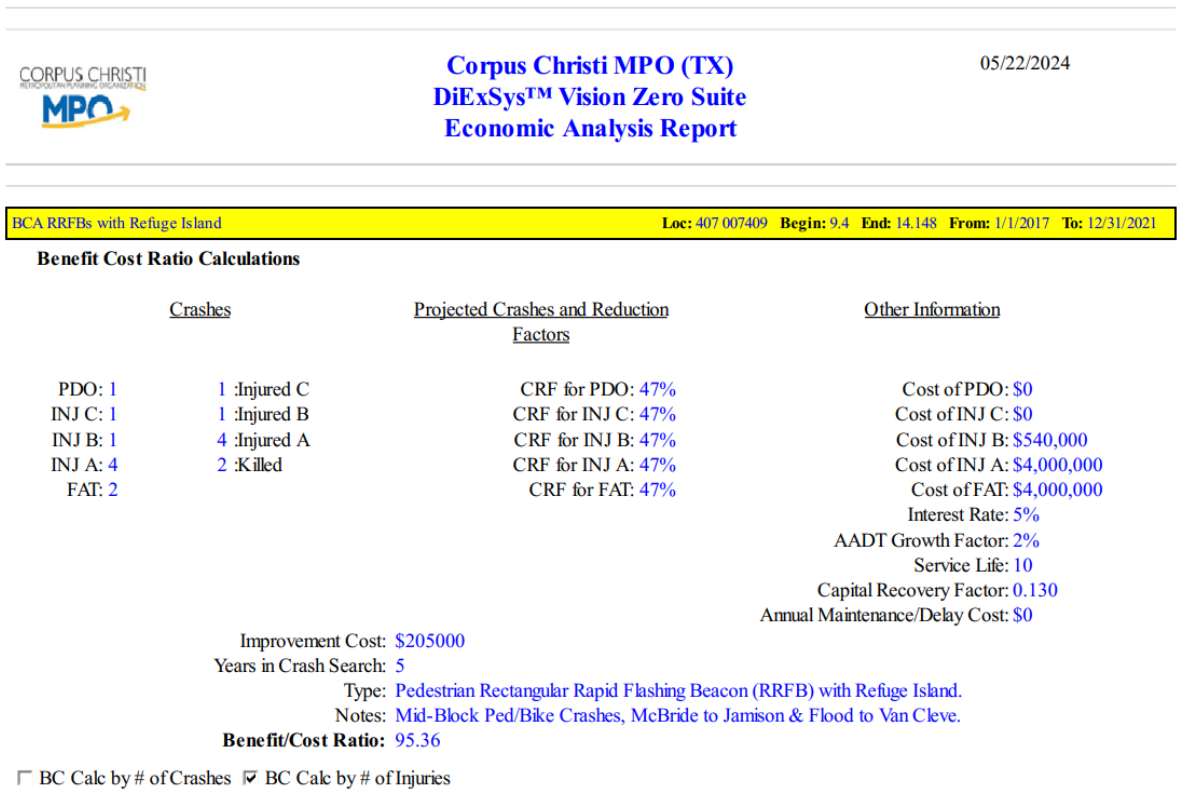


Figure 29-24: Example of RRFB[3]

As shown in the benefit/cost calculation in **Table 29-3** the provision of pedestrian mid-block crossings between McBride Ln. and Jamison St., and between Flood St. and Van Cleve Dr. is expected to be a cost-effective countermeasure in mitigating Pedestrian and Bicycle involved mid-block crashes along the Leopard St. corridor. It shows an expected **B/C** ratio of **95.36** for an estimated cost of $205,000.

[2] https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf
[3] http://www.pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=53



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/22/2024

BCA RRFBs with Refuge Island — Loc: 407 007409 Begin: 9.4 End: 14.148 From: 1/1/2017 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	1 :Injured C	CRF for PDO: 47%	Cost of PDO: $0
INJ C: 1	1 :Injured B	CRF for INJ C: 47%	Cost of INJ C: $0
INJ B: 1	4 :Injured A	CRF for INJ B: 47%	Cost of INJ B: $540,000
INJ A: 4	2 :Killed	CRF for INJ A: 47%	Cost of INJ A: $4,000,000
FAT: 2		CRF for FAT: 47%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $205000
Years in Crash Search: 5
Type: Pedestrian Rectangular Rapid Flashing Beacon (RRFB) with Refuge Island.
Notes: Mid-Block Ped/Bike Crashes, McBride to Jamison & Flood to Van Cleve.
Benefit/Cost Ratio: 95.36

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-3: Estimated B/C calculation for Mid-Block Pedestrian Crossings RRFBs, MP 9.868-10.121 & MP 10.79-11.193

2. MP 9.868-11.045: Pedestrian Crossings & Signals (McBride Ln, Navigation Blvd. & Westchester Dr.)

As discussed, there were pedestrian crashes identified at both the McBride Ln. and Westchester Dr. signalized intersections. It has also been discussed how there is no provision to cross Leopard St. between SH-358 and Oak Park Ave. for pedestrians. Because the McBride Ln. and Westchester Dr. signalized intersections lie at the edges of the McBride Ln-Van Cleve Dr. segment which was identified as showing a pattern of mid-block pedestrian crashes, it is recommended that striped pedestrian crosswalks in all directions regulated by pedestrian signals, be installed at the McBride Ln. and Westchester Dr. signalized intersections. In addition, it is recommended that the same measures be adopted at Navigation Blvd. as it is the only other signalized intersection in the segment. This measure will require the retiming of signals along the Leopard St. corridor.

It is important to emphasize that together with the provision of pedestrian mid-block crossings made in the section above, these measures will reduce the distance pedestrians have to walk in order to safely cross Leopard St., as well as providing more options to do so, thereby increasing the likelihood that pedestrians and/or bikes will use a regulated crossing.

Additionally, the Bicycle crash which occurred at Omaha Dr. is located within the McBride Ln-Van Cleve Dr. corridor, as such cyclists will also reap the same benefits as pedestrians due to the combined countermeasures of pedestrian crossings at signalized intersections and regulated mid-block crossings on this segment of the Leopard St. corridor.

Table 29-4 shows the benefit/cost calculation for the provision of striped pedestrian crossings, pedestrian signals and phasing at the McBride Ln., Navigation Blvd. and Westchester Dr. intersections. The calculation also includes for retiming of signals along the Leopard St. corridor.

The CMF Clearinghouse provides a CRF of 35% of pedestrian crashes for the provision of exclusive pedestrian phasing at signalized intersections (#5244). With an estimated cost of $183,000 for crosswalks, pedestrian signals, retiming and closures at McBride, Navigation and Westchester, the calculated **B/C** ratio for the combined countermeasures is expected to be **173.45**. This indicates that the countermeasures are expected to be cost-effective.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/21/2024

BCA Ped Crosswalks — **Loc:** 407 007409 **Begin:** 9.4 **End:** 14.148 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	2 :Injured C	CRF for PDO: 35%	Cost of PDO: $0
INJ C: 2	3 :Injured B	CRF for INJ C: 35%	Cost of INJ C: $0
INJ B: 3	5 :Injured A	CRF for INJ B: 35%	Cost of INJ B: $540,000
INJ A: 5	2 :Killed	CRF for INJ A: 35%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 35%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $183000
Years in Crash Search: 5
Type: Ped Crosswalk & Signals: McBride, Navigation, Westchester
Notes: Ped & Bike crashes. Includes retiming.
Benefit/Cost Ratio: 173.45

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-4: McBride, Navigation & Westchester, B/C calculation for Pedestrian Signal Provisions

3. MP 9.400-11.479: Pedestrian Sidewalks (SH-358 to Oak Park Ave./Elmore Dr.)

As part of our analysis of pedestrian mid-block and intersection crashes along the Leopard St. corridor, it was noted that sidewalk improvements appear to have recently

taken place as part of a resurfacing project east of Old Robstown Rd. Imagery suggests there are sidewalks present on both sides of Leopard St. east of Oak Park Ave./Elmore Dr., but that there are either no sidewalks, or short spans of sidewalks serving bus stop locations to the west of this intersection (e.g. **Figure 29-25**).



Figure 29-25: Paved Sidewalk adjacent to Bus Stop near McBride Ln.

A review of imagery along the corridor showed frequent examples of pedestrians walking on the shoulders, see **Figure 29-26** and **Figure 29-27** as examples.



Figure 29-26: Pedestrians on Shoulder, West of Villa Dr., Jan. 2018

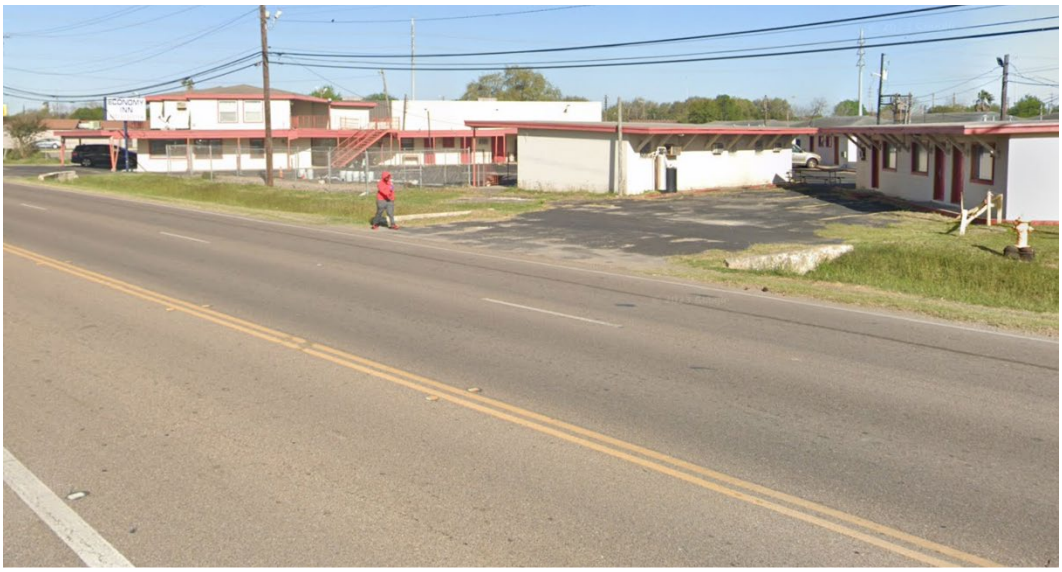


Figure 29-27: Pedestrian on Shoulder, near Villa Dr., Mar. 2023

As this was identified as a corridor with high frequency and severity of pedestrian involved crashes, CCMPO should consider the installation pedestrian sidewalks on both sides of Leopard St. between SH-358 and Oak Park Ave./Elmore St.

Furthermore, although there are sidewalks to the east of Oak Park Ave. for the remainder of the corridor, some of them appear to be overgrown (**Figure 29-28**). It is advisable that the MPO maintain the sidewalks to be free and clear so that pedestrians are encouraged to utilize them.



Figure 29-28: Overgrown Sidewalk near Lester St., Jun. 2023

A review of the corridor by way of Google Streetview imagery also suggested that the current pedestrian crossing warning sign located on eastbound Leopard St. near Artesian St. may be obstructed by sidewalk foliage (**Figure 29-29**). CCMPO is advised to

remove/trim the existing foliage or move the sign to a more prominent position so that it is not obstructed from view to eastbound vehicular traffic.

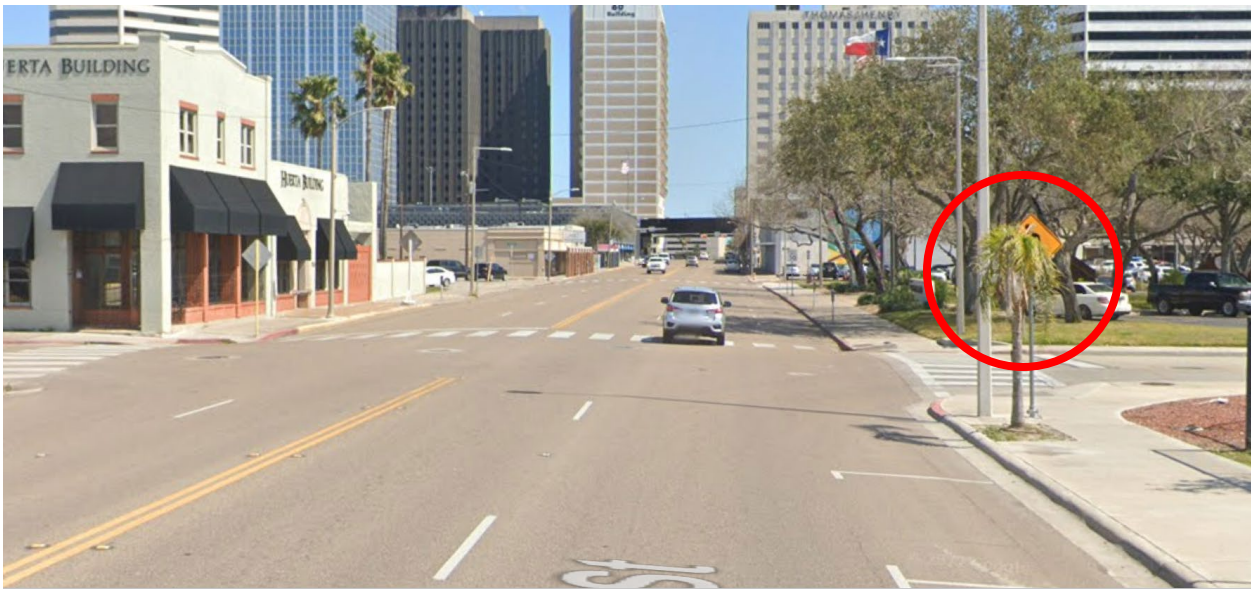


Figure 29-29: Pedestrian Crossing Warning Sign Obstructed, EB Leopard near Artesian St., Mar. 2022

Table 29-5 shows the benefit/cost calculation for the provision of a pedestrian sidewalk on both sides of Leopard St. between SH-358 and Oak Park Ave., a distance of approximately two miles.

The CMF Clearinghouse provides a CRF of 40.2% for the provision of sidewalks (#11246). With an estimated cost of $1,415,020 for sidewalks and associated traffic control, the calculated **B/C** ratio for the countermeasure is expected to be **26.10**. This indicates that the countermeasure is expected to be cost-effective.

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CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/25/2024

BCA Sidewalks **Loc:** 407 007409 **Begin:** 13.52 **End:** 14.14 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 1	2 :Injured C	CRF for PDO: 40%	Cost of PDO: $0
INJ C: 2	4 :Injured B	CRF for INJ C: 40%	Cost of INJ C: $0
INJ B: 4	5 :Injured A	CRF for INJ B: 40%	Cost of INJ B: $540,000
INJ A: 5	2 :Killed	CRF for INJ A: 40%	Cost of INJ A: $4,000,000
FAT: 2		CRF for FAT: 40%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1415020
Years in Crash Search: 5
Type: Install Pedestrian Sidewalks
Notes: SH358 to Oak Park Ave. Ped/Bike Crashes.
Benefit/Cost Ratio: 26.1

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-5: MP 9.4-11.47, B/C calculation for Pedestrian Sidewalks

4. MP 11.925: Pedestrian Striping (Old Robstown Rd.)

As described in an earlier section, there was one crash involving a bicycle at Old Robstown Rd. which appears to have involved an eastbound vehicle on Leopard turning south onto Robstown. As has been outlined, there are currently concrete splitter islands at the intersection and pedestrian curb ramps. A potential countermeasure to future similar crashes is that pedestrian striping be laid between the pedestrian curb ramps at the intersection to increase conspicuity of potential crossings (**Figure 29-17** to **Figure 29-19**).

Table 29-6 shows the benefit/cost calculation for the painting of pedestrian striping between curb ramps on at Old Robstown Rd. on the south side of Leopard St.

A very conservative CRF of just 5% was used. With an estimated cost of $5,730 for striping and associated traffic control, the calculated **B/C** ratio for the countermeasure is estimated to be **1.77**. This indicates that the countermeasure is expected to be cost-effective.

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Corpus Christi MPO (TX)
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Economic Analysis Report

04/25/2024

BCA Striping between Curb Ramps — **Loc:** 407 007409 **Begin:** 13.52 **End:** 14.14 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	0 :Injured C	CRF for PDO: 5%	Cost of PDO: $0
INJ C: 0	1 :Injured B	CRF for INJ C: 5%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 5%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 5%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 5%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 2
			Capital Recovery Factor: 0.538
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $5730
Years in Crash Search: 5
Type: Pedestrian striping between curb ramps.
Notes: Old Robstown Rd. Ped/Bike Crashes.
Benefit/Cost Ratio: 1.77

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-6: MP 11.925, B/C calculation for Pedestrian Striping at Old Robstown Rd.

5. MP 13.124: Pedestrian Regulatory Sign (NB Brownlee Blvd.)

As described earlier, there was one crash involving a bicycle at Brownlee Blvd. which involved a northbound right turning vehicle from Brownlee Blvd. The driver was cited as at-fault in this case, suggesting a right turn on red.

A potential countermeasure to future similar incidents would be the installation of an R10-15 regulatory sign for northbound traffic from Brownlee Blvd. In this case a Benefit/Cost analysis was not performed because the historical crash which occurred was at Level-C and CCMPO, following TXDOT methodology, currently does not assess injury crashes at this level, which have a zero-dollar associated cost. As such the measure cannot be said to be cost-effective as a standalone measure. With only one such crash over the 5-year study period, this is not considered an emerging trend or pattern. However, if the opportunity should arise for the sign to be included as part of a future project at the intersection, it should be adopted.



R10-15

6. MP 10.10-12.00: Review and Correction of Yellow+All-Red Timing (Navigation Blvd., Westchester Dr., Up River Rd.)

In consideration of the pattern of Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field for the Navigation Blvd., Westchester Dr., and Up River Rd. intersections and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012). Shorter than recommended intervals are strongly correlated with broadside crashes.

NAVIGATION BLVD.

The speed limit = 40 mph on Leopard Street and on northbound Navigation Blvd., and 35 mph on southbound Navigation. Eastbound, westbound and southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Northbound, left turns are permissive only.

The thru movements control the yellow times as they have the higher speeds and longer intervals, as such Left Turn Yellow times are not calculated here.

For all EB and WB thru movements, limit = 40 mph, gives Y = 4.5 seconds.
For NB thru movements, limit = 40 mph, gives Y = 4.5 seconds.
For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
E-W Yellows on Leopard St. should be 4.5 seconds minimum.
N-S Yellows on Navigation Blvd. should be 4.5 seconds minimum. (Assumes negligible grades).

For EB and WB Leopard, and NB and SB Navigation, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here.

For EB left turn movements, W = 103 ft, V = 20 mph, gives All-Red = 3.5 seconds.
For WB left turn movements, W = 78 ft, V = 20 mph, gives All-Red = 2.5 seconds.
The Minimum All-Red time on Leopard Street is controlled by the EB left turns which have the longest intervals. Minimum All-Red time on Leopard should be = 3.5 seconds.

NB left turn movements, W = 105 ft, V = 20 mph, gives All-Red = 3.5 seconds.
For SB left turn movements, W = 157 ft, V = 20 mph, gives All-Red = 5.5 seconds.
The Minimum All-Red time on Navigation Blvd. is controlled by the SB left turns which have the longest intervals. Minimum All-Red time on Navigation should be = 5.5 seconds.

Minimum Y+AR on Leopard St. = (4.5 + 3.5) = 8.0 seconds.
Minimum Y+AR on Navigation Blvd. = (4.5 + 5.5) = 10.0 seconds.

WESTCHESTER DR.

The speed limit = 35 mph on Leopard Street and in the absence of visible posted speed limits, is assumed to be 25 mph on Westchester Dr. Left turns are protected/permitted on Leopard St. and it is assumed that the signals operate leading left turns. Northbound and southbound on Westchester Dr. left turns are permissive only.

The thru movements control the yellow times as they have the higher speeds and longer intervals, as such Left Turn Yellow times are not calculated here.

For all EB and WB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For NB and SB thru movements, assumed limit = 25 mph, gives Y = 3.5 seconds.
E-W Yellows on Leopard St. should be 4.5 seconds minimum.
N-S Yellows on Westchester Dr. should be 3.5 seconds minimum. (Assumes negligible grades).

For all approaches the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here.

For EB left turn movements, W = 122 ft, V = 20 mph, gives All-Red = 4.0 seconds.
For WB left turn movements, W = 127 ft, V = 20 mph, gives All-Red = 4.0 seconds.
The Minimum All-Red time on Leopard should be = 4.0 seconds.

NB left turn movements, W = 75 ft, V = 20 mph, gives All-Red = 2.5 seconds.
For SB left turn movements, W = 71 ft, V = 20 mph, gives All-Red = 2.5 seconds.
The Minimum All-Red time on Westchester Dr. should be = 2.5 seconds.

Minimum Y+AR on Leopard St. = (4.5 + 4.0) = 8.5 seconds.
Minimum Y+AR on Navigation Blvd. = (3.5 + 2.5) = 6.0 seconds.

UP RIVER RD.

The speed limit = 35 mph on Leopard Street and 30 mph on northbound Up River Rd. (Up River has only one one-way approach through the intersection). On all approaches left turns are permissive only.

The thru movements control the yellow times as they have the higher speeds and longer intervals, as such Left Turn Yellow times are not calculated here.

For all EB and WB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For NB thru movements, limit = 30 mph, gives Y = 4.0 seconds.
E-W Yellows on Leopard St. should be 4.5 seconds minimum.
Yellows on Up River Rd. should be 4.0 seconds minimum. (Assumes negligible grades).

For all approaches the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here. (Because Up River is a one-way street through the intersection, there are no opposing through movements to conflict with northbound left turns. Burke Dr. also intersects the north side of the intersection and is regulated by a STOP sign. This is a potential conflict with other movements, however crash records show that both recorded crashes involved signal controlled movements from eastbound vehicles. Furthermore, left turns are not permitted from southbound Burke Dr.).

For EB left turn movements, W = 118 ft, V = 20 mph, gives All-Red = 4.0 seconds.
For WB left turn movements, W = 135 ft, V = 20 mph, gives All-Red = 4.5 seconds.
The Minimum All-Red time on Leopard Street is controlled by the WB left turns which have the longest intervals. Minimum All-Red time on Leopard should be = 4.5 seconds.

NB left turn movements, W = 131 ft, V = 20 mph, gives All-Red = 4.5 seconds.
The Minimum All-Red time on Up River Rd. should be = 4.5 seconds.

Minimum Y+AR on Leopard St. = (4.5 + 4.5) = 9.0 seconds.
Minimum Y+AR on Navigation Blvd. = (4.0 + 4.5) = 8.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, correcting the intervals at the aforementioned three intersections is recommended. **Table 29-7** shows that the Benefit-Cost Analysis for signal timing correction indicates a **B/C** ratio of **129.16**, which shows the measure is expected to be extremely cost-effective.

DiExSys
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CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/04/2024

BCA Signal Retiming Leopard Corridor **Loc:** 407 007409 **Begin:** 10.1 **End:** 12 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 6	1 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 1	2 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 2	1 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 10
			Capital Recovery Factor: 0.130
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $10000
Years in Crash Search: 5
Type: Review & Correct Y+AR Signal Timing (3 intersection)
Notes: Broadside Crashes Only.
Benefit/Cost Ratio: 129.16

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-7: MP 10.10-12.00, B/C calculation for Review & Correction of Y+AR Timing (Navigation, Westchester & Up River Intersections)

7. MP 13.52-14.14: Road Diet including Left Turn Lanes (Staples St. to Upper Broadway)

Typical road diets converting four-lane undivided roadway cross sections to one travel lane in either direction separated by a turn lane have been proven to produce significant crash reduction when applied appropriately. Assuming that traffic is not heavily seasonal, implementation of a road diet where there is on-street parking, between Staples St. and Upper Broadway, should not adversely affect capacity.

In cases where traffic demands can be served by two through lanes without meaningful impacts to traffic delay, such road diet modifications may be expected to improve safety by reducing the number of conflict points, reducing the degree of vehicle exposure for pedestrian crossings, and reducing running speeds.

The CMF Clearinghouse provides a CMF of 0.71 for a road diet of this sort in the urban environment, with CMF ID # 199. Application between Staples St. and Upper Broadway on Leopard St. may be cost effective given its low cost as shown in the benefit/cost calculation in **Table 29-8,** with an expected **B/C** ratio of **2.13.** A thorough traffic analysis of the area would be needed to identify specific design elements.

DiExSys
Road Safety Analytics

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/25/2024

BCA Road Diet **Loc:** 407 007409 **Begin:** 13.52 **End:** 14.14 **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 8	2 :Injured C	CRF for PDO: 29%	Cost of PDO: $0
INJ C: 2	1 :Injured B	CRF for INJ C: 29%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 29%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 29%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 29%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $225000
Years in Crash Search: 5
Type: Road Diet: Convert 4-lane Undivided Road to 2-lanes Plus Turning Lane
Notes: Urban
Benefit/Cost Ratio: 2.13

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 29-8: MP 13.52-14.14, B/C calculation for Road Diet (Staples St. to Upper Broadway)

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

30. S. Staples Street &
SH-358 Westbound Frontage Road/S. Padre Island Drive

Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of S. Staples Street and SH-358 Westbound Frontage Road/S. Padre Island Drive is a 4-leg 4-lane divided signalized urban intersection. Because this is a frontage road intersection, traffic on SH-358 Westbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from southbound Staples Street are not possible. Available imagery also indicates that there is a dedicated island-separated right turn lane on Westbound SH-358 Frontage Road/S. Padre Island Drive (SPID), and there is also a dedicated right turn lane without separation on southbound Staples. Imagery also shows that the U-turn traffic from Eastbound SH-358/SPID is separated from westbound through traffic on the western leg of the intersection by way of a raised concrete curb.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 24,763 on Staples St. and 4,250 on SH-358 Westbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane centered over the lane, except for southbound Staples, where both heads are centered over the lane lines (**Figure 30-1**). On this southbound approach there is a dedicated left turn lane for traffic accessing the Eastbound SH-358 Frontage Road after proceeding through the intersection to the opposite side. For this movement there is a head centered over the lane.

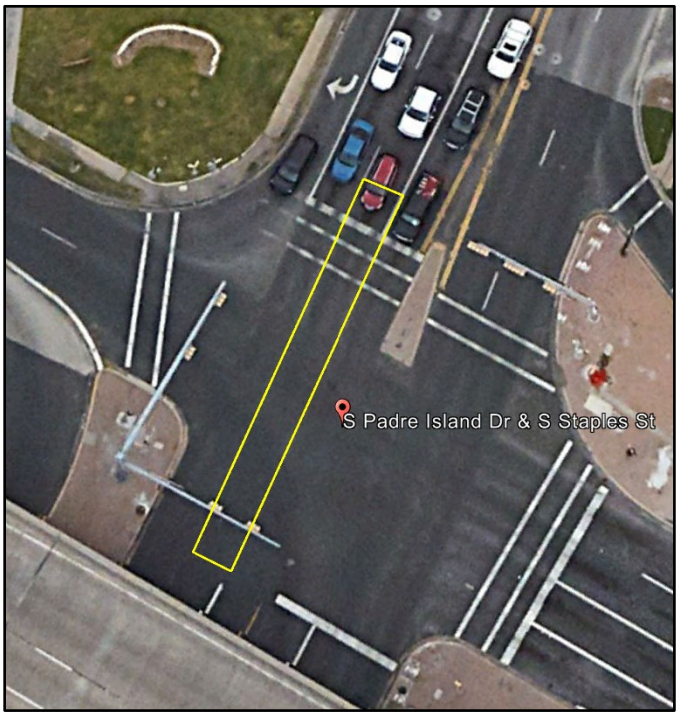


Figure 30-1: SB Staples, Signal Head Alignment, Aerial Nov. 2022

There are two dedicated left turn lanes on the Westbound SH-358 Frontage Road. There is a separate dedicated right turn lane on the Westbound SH-358 Frontage Road, but

striping on the rightmost westbound through lane permits it to also act as a through-right lane. Additionally, the SH-358 Westbound Frontage Road has a dedicated U-turn Lane which is channelized. Northbound Staples has two through lanes and a dedicated left turn lane, while the left most through lane also serves as a through-left lane.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on southbound Staples St. (**Figure 30-1**) and on the Westbound SH-358 Frontage Road/SPID (**Figure 30-2**).



Figure 30-2: WB SH-358 Frontage Rd./SPID, Signal Head Configuration, Jun. 2023

Imagery also indicates that left turns from northbound Staples St. are Protected/Permitted with “LEFT TURN YIELD ON GREEN” regulatory signs having been recently added sometime between April 2019 and June 2023 (**Figure 30-3** and **Figure 30-4**). However, as **Figure 30-4** shows, the left turn green arrow for the thru/left lane appears not to be functioning, as of June 2023.



Figure 30-3: NB Staples St. Signals, Apr. 2019



Figure 30-4: NB Staples St. Signals, Jun. 2023

It also appears that in this timeframe all signal mast arms were replaced and that backplates were included on the new heads. However, the measures appear to have taken some time to complete such that for an extended period, there were two sets of mast arms and signals on all approaches, with the newer unoperated signals angled downwards (**Figure 30-5** to **Figure 30-8**).



Figure 30-5: SW Corner of Staples & SH358 WB-Frt-Rd Signals, Apr. 2019



Figure 30-6: SW Corner of Staples & SH358 WB-Frt-Rd Signals, Apr. 2021



Figure 30-7: SW Corner of Staples & SH358 WB-Frt-Rd Signals, Mar 2022



Figure 30-8: SW Corner of Staples & SH358 WB-Frt-Rd Signals, Jun. 2023

Identified Safety Problems

For the study period of 01/01/2017 to 12/31/2021 there were 149 crashes recorded at the intersection, including 126 PDO, 23 Injury (with 27 people injured) and no Fatal crashes. The crash distribution is shown in **Figure 30-9**. The most common crash type was Sideswipe Same Direction crashes, followed by Rear-End crashes and Approach Turns.

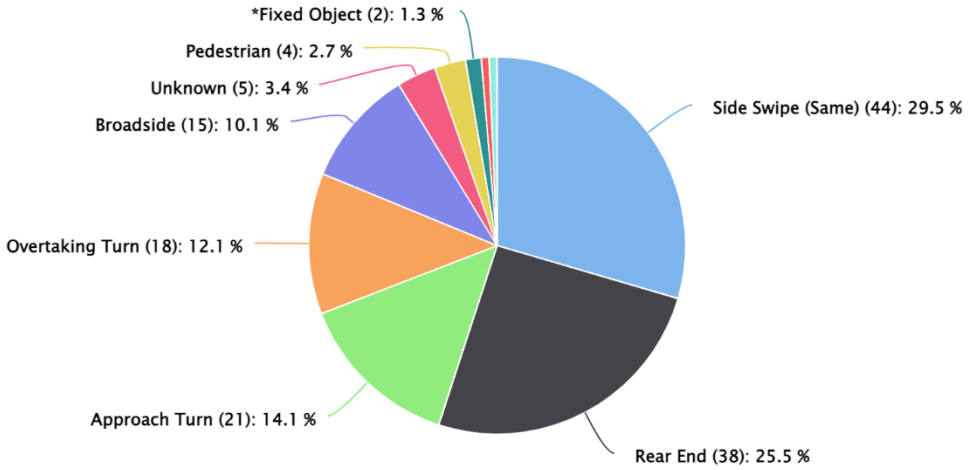


Figure 30-9: Crash Distribution by Type, Staples & SH358 WB-Frt-Rd/SPID

Safety Performance Function (SPF) models have not yet been developed for Texas Urban 4-lane Divided Signalized 4-leg Ramp (or Frontage Road) intersections, so the Texas Urban 4-lane Divided Signalized 4-leg intersection model was used as the best-fit proxy model. The SPFs show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 30-10** and **Figure 30-11**).

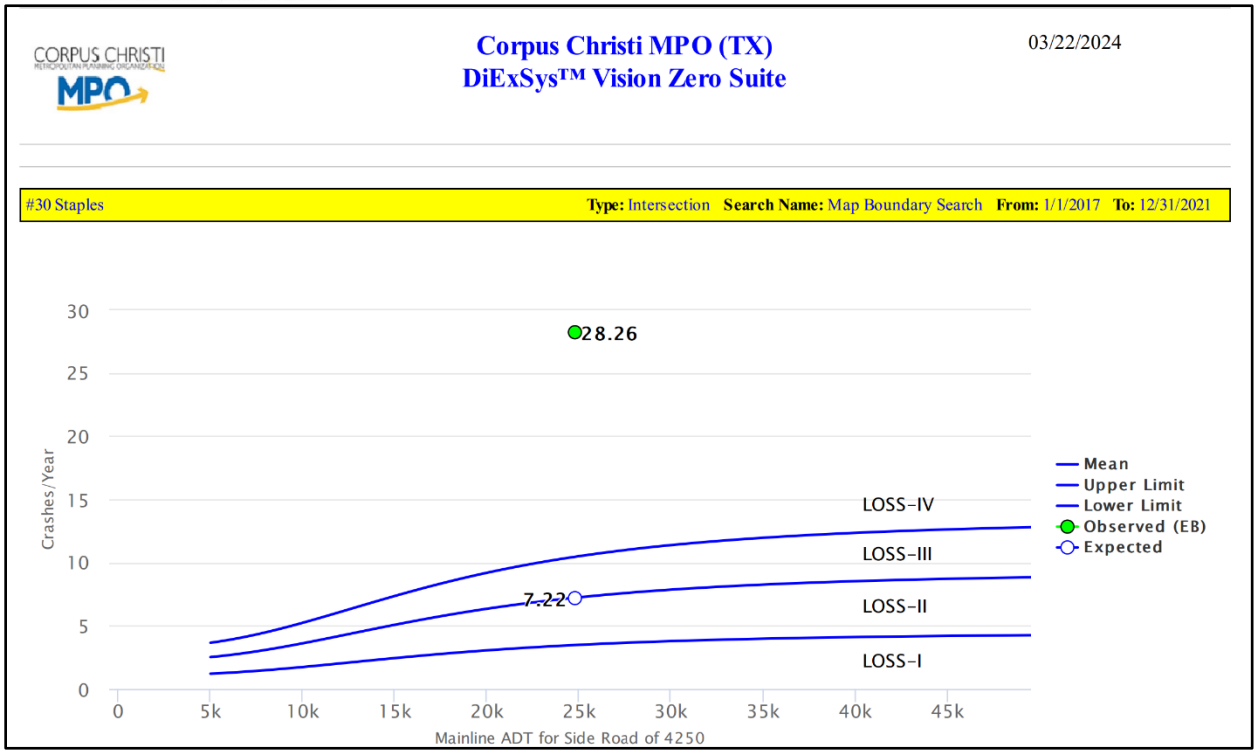


Figure 30-10: SPF Total Crash Frequency, SH358 Westbound Frontage Rd. & Staples St.

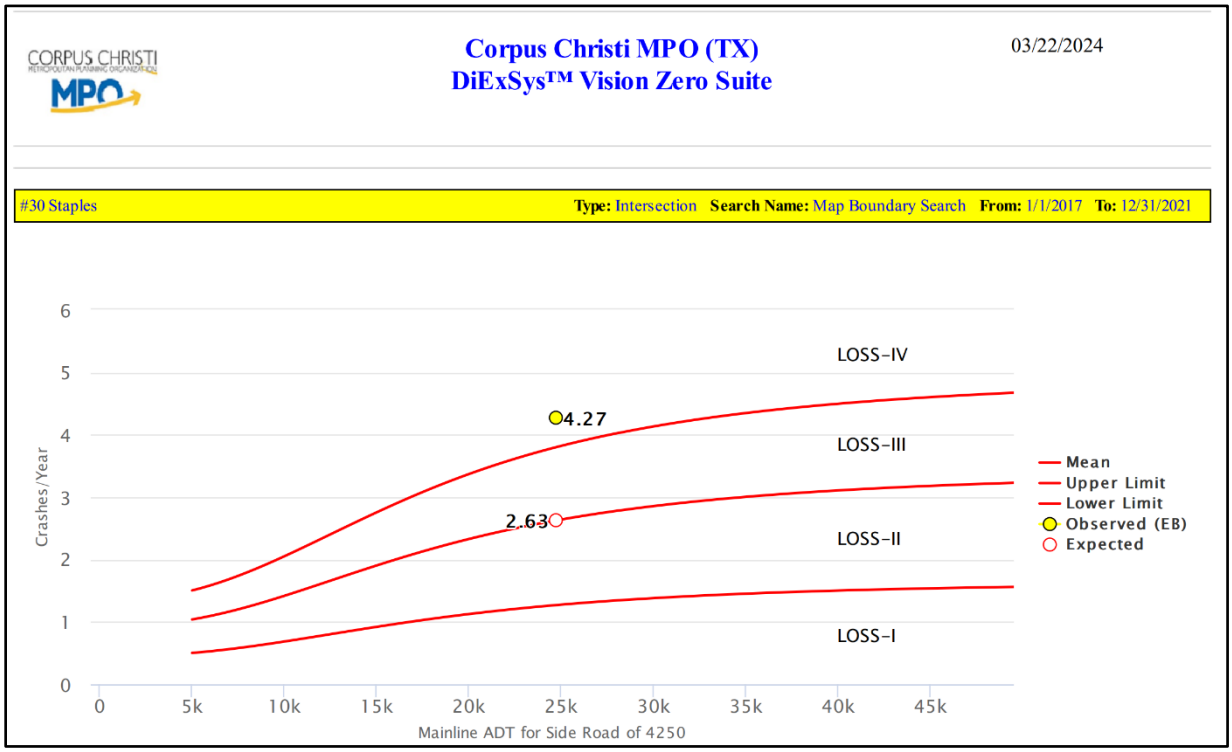


Figure 30-11: SPF INJ+FAT Crashes, SH358 Westbound Frontage Rd. & Staples St.

Similarly diagnostic models have not yet been developed for the Texas Urban 4-lane Divided Signalized 4-leg ramp (or frontage road) intersection facility and the best-fit proxy model was implemented instead. Direct diagnostics (**Table 30-1**) showed that the intersection displays patterns of Sideswipe Same Direction and Overtaking Turn crashes, as well as a pattern of crashes occurring in Dark conditions. Although Broadside crashes were not an identified pattern, they represent about 26% of all injury level crashes (6 of 23), accounting for about 33% of all injuries (9 of 27). The severity distribution of broadside crashes shows 40% resulted in injuries (**Figure 30-12**), this indicates that broadside crashes can be high severity when they do occur at the intersection. Broadsides at a signalized intersection may be susceptible to cost-effective correction, as such they will be analyzed with identified crash patterns. Furthermore, we always include a review of crashes involving vulnerable road users when we perform an analysis. There were 4 Pedestrian crashes recorded over the 5-year study period, which is indicative of an emerging pattern. As such, Pedestrian crashes will also be analyzed with the other identified crash patterns.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

03/22/2024

#30 Staples — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	147	98.66%	100%
Crash Type				
Sideswipe	6.69%	44	29.53%	100%
Overtaking Turn	1.73%	18	12.08%	100%
Lighting Conditions				
Dark - Lighted	23.34%	46	30.87%	98.65%

Table 30-1: Direct Diagnostics for SH358 Westbound Frontage Rd. & Staples St.

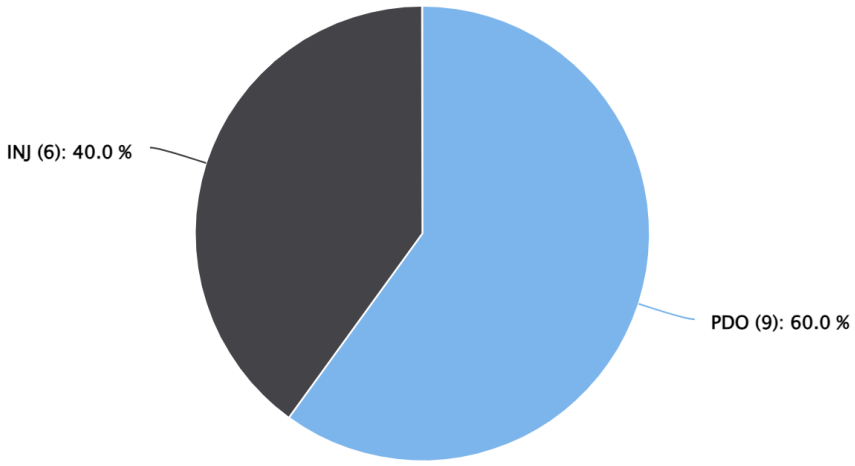


Figure 30-12: Severity Distribution, Broadside Crashes, SH358 Westbound Frontage Rd. & Staples St.

Recommended Improvements

BROADSIDES

In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012). Shorter than recommended intervals are strongly correlated with broadside crashes.

The speed limit = 35 mph on Staples Street and 45 mph on the SH-358 Westbound Frontage Road/S. Padre Island Drive. As left turns are not permitted southbound, the thru movements control the yellow times. Northbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Westbound, the thru movements control the yellow times as they have the higher speeds and longer intervals, as such westbound Left Turn Yellow times from the Westbound Frontage Road are not calculated here.

For all NB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For NB left-turns, limit = 35 mph, gives Y = 3.5 seconds.
For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
N-S thru Yellows on Staples Street should be 4.5 seconds minimum, the NB left turn terminates separately, and can be 3.5 seconds minimum. (Assumes negligible grades).

For WB thru movements, limit = 45 mph, gives Y = 5.0 seconds.
All WB Yellows on SH-358 Westbound Frontage Road/S. Padre Island Drive should be 5.0 seconds minimum.

At intersections where a one-way system is involved, we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement, as they would at an intersection without a 1-way movement).

For NB Staples Street the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for NB Staples.
For NB left turn movements, W = 114 ft, V = 20 mph, gives All-Red = (4.0 + 2.0) = 6.0 seconds.

For SB Staples St., because there are no left turns permitted, the thru times control the All-Red times.
For SB thru movements, W = 81 ft, V = 35 mph, gives All-Red = (1.0 + 2.0) = 3.0 seconds.

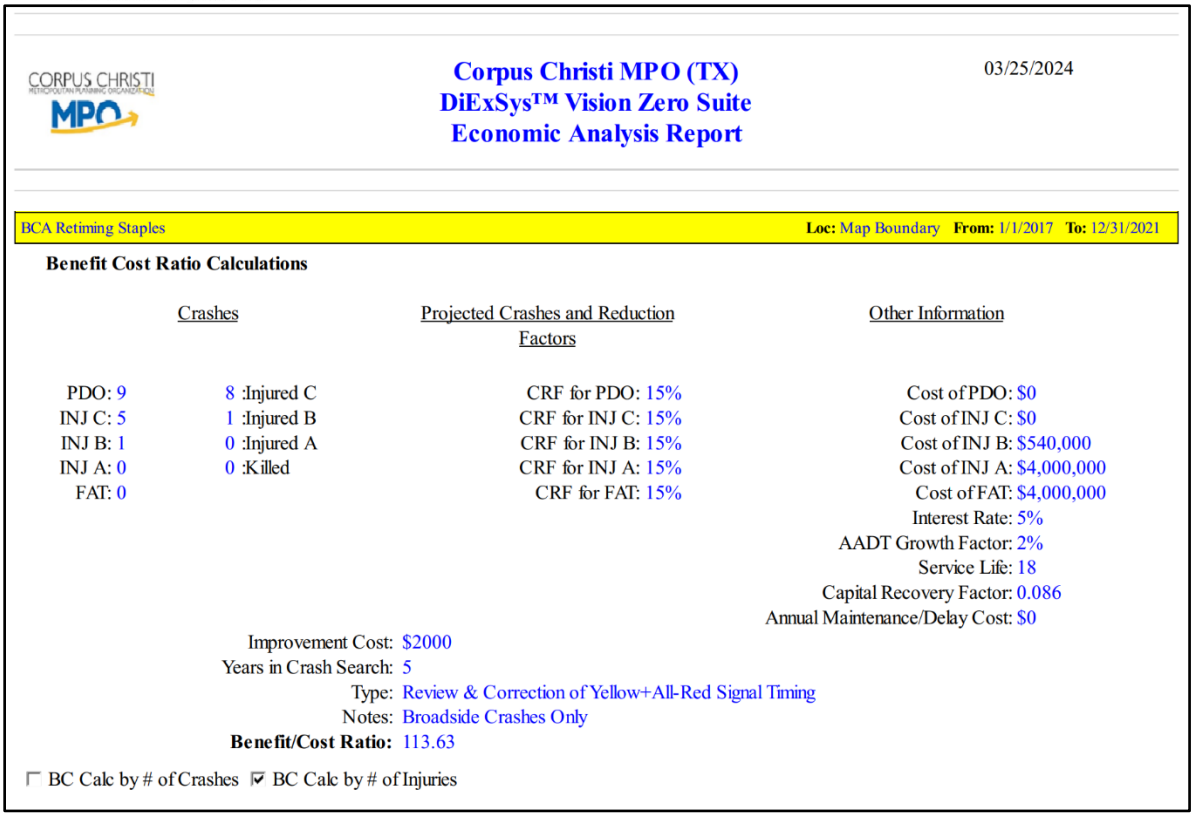
The Minimum All-Red time on Staples Street is controlled by the NB left turns which have the longest intervals. Minimum All-Red time on Staples should be = 6.0 seconds.

For WB SH-358 Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the WB SH-358 Frontage Road/S. Padre Island Drive.
For WB left turns, W = 103 ft, V = 20 mph, gives All-Red = (3.5 + 2.0) = 5.5 seconds.
Minimum All-Red time on WB SH-358 Frontage Road/S. Padre Island Drive = 5.5 seconds.

Minimum Y+AR on Staples = (4.5 + 6.0) = 10.5 seconds.

Minimum Y+AR on SH-358 Westbound Frontage Road/S. Padre Island Drive = (5.0 + 5.5) = 10.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended. **Table 30-2** shows that the Benefit-Cost Analysis for signal timing correction and indicates a **B/C** ratio of **113.63**, which shows the measure is expected to be extremely cost-effective. Because imagery indicates that signals at the intersection have just recently been replaced and upgraded, a longer service life than usual has been incorporated into the calculation. Also, because imagery from June 2023 (**Figure 30-4**) suggests that the green turn arrow for the thru/left lane on northbound Staples was not functioning, CCMPO is advised to inspect the signal and repair it if necessary.



Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/25/2024

BCA Retiming Staples — Loc: Map Boundary From: 1/1/2017 To: 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 9	8 :Injured C	CRF for PDO: 15%	Cost of PDO: $0
INJ C: 5	1 :Injured B	CRF for INJ C: 15%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 15%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 15%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 15%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 18
			Capital Recovery Factor: 0.086
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $2000
Years in Crash Search: 5
Type: Review & Correction of Yellow+All-Red Signal Timing
Notes: Broadside Crashes Only
Benefit/Cost Ratio: 113.63

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 30-2: BCA Review & Correct Y+AR Timing, Staples St. & SH358 Westbound Frontage Rd.

SIDESWIPE SAME DIRECTION & OVERTAKING-TURNS

Sideswipe same direction and overtaking turn crashes are considered together here as both crash types are likely to be occurring due to turning movements at this intersection. **Figure 30-13** shows the distribution of movements associated with these crashes. While over 40% were associated with left turning movements, there is a significant proportion with “unknown” movements, and the lane configuration of this intersection makes it more likely that crashes were related to turning movements. **Figure 30-14** shows that there are double left turn movements permissible from the SH358 Westbound Frontage Road. While **Figure 30-15** indicates that double left turn movements are permissible from northbound Staples St.

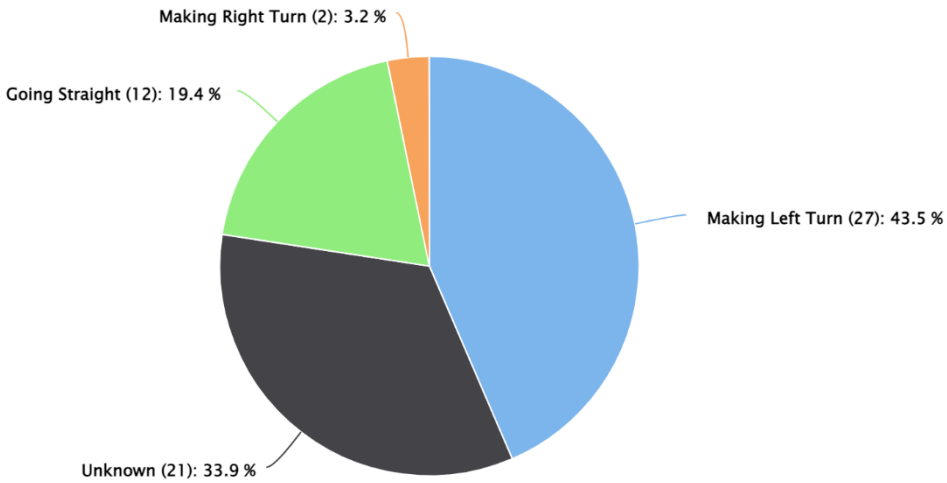


Figure 30-13: Sideswipe Same Direction & Overtaking Turn Crashes, Vehicle Movements

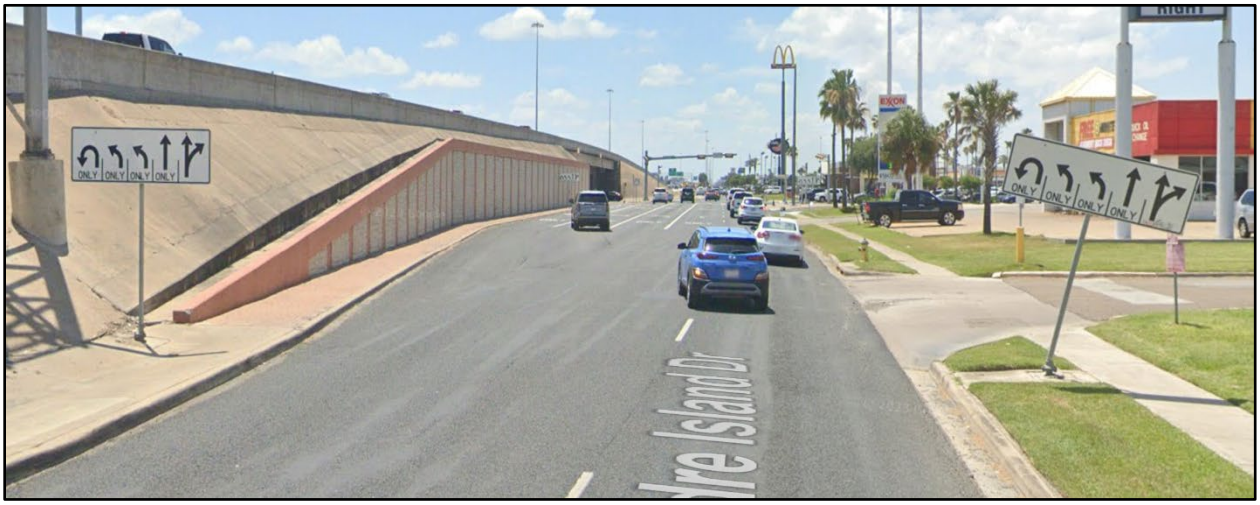


Figure 30-14: Advance Lane Selection Signs, SH358 Westbound Frontage Rd/S. Padre Is. Dr., Jun. 2023



Figure 30-15: Lane Designation Sign, NB Staples St., Jun. 2023

The crash distribution by at-fault direction for sideswipe same direction and overtaking turn crashes at the intersection was analyzed from the crash records, it showed that the predominant movement appears to have been left turns, while the dominant direction for crashes appears to have involved northbound vehicles. Northbound Staples St. allows double left turns, with a dedicated left turn lane and the left-most through lane acting as a through-left lane. (A double left turn movement is also permitted from the Westbound SH358 Frontage Rd.).

Crash record narratives for sideswipe same direction and overtaking turn crashes show that there are frequent references to:

- Changing lanes when unsafe,
- Failure to maintain a single lane, and
- Unsafe change from a direct course.

Analysis of crash records also revealed three clear patterns to Sideswipe and Overtaking Turn crashes at the intersection:

- Northbound both vehicles making a left turn,
- Northbound one vehicle making left turn, one vehicle going straight, and
- Southbound both vehicles going straight.

In the case of the second pattern, what is being described is a wide left turn being made by a northbound vehicle and subsequent collision with a through northbound vehicle.

Google Streetview imagery shows that in June 2016 there were clearly visible lane line extensions in place for left turn movements from both northbound Staples St. and the

SH358 Westbound Frontage Road (**Figure 30-16**). However as seen from **Figure 30-17** through **Figure 30-20**, the striping has become faded.



Figure 30-16: Lane Line Extensions, (facing SW), Staples & SH358 WB-Frt-Rd, Jun. 2016



Figure 30-17: Lane Line Extensions, (facing SW), Staples & SH358 WB-Frt-Rd, Jan. 2018

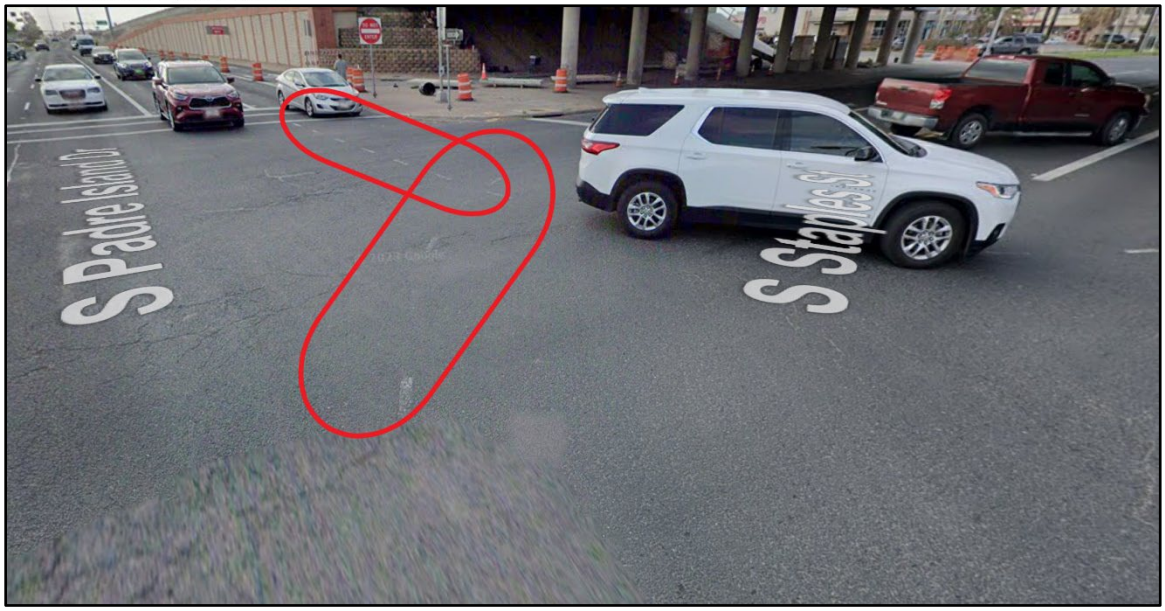


Figure 30-18: Lane Line Extensions, (facing SE), Staples & SH358 WB-Frt-Rd, Apr. 2021

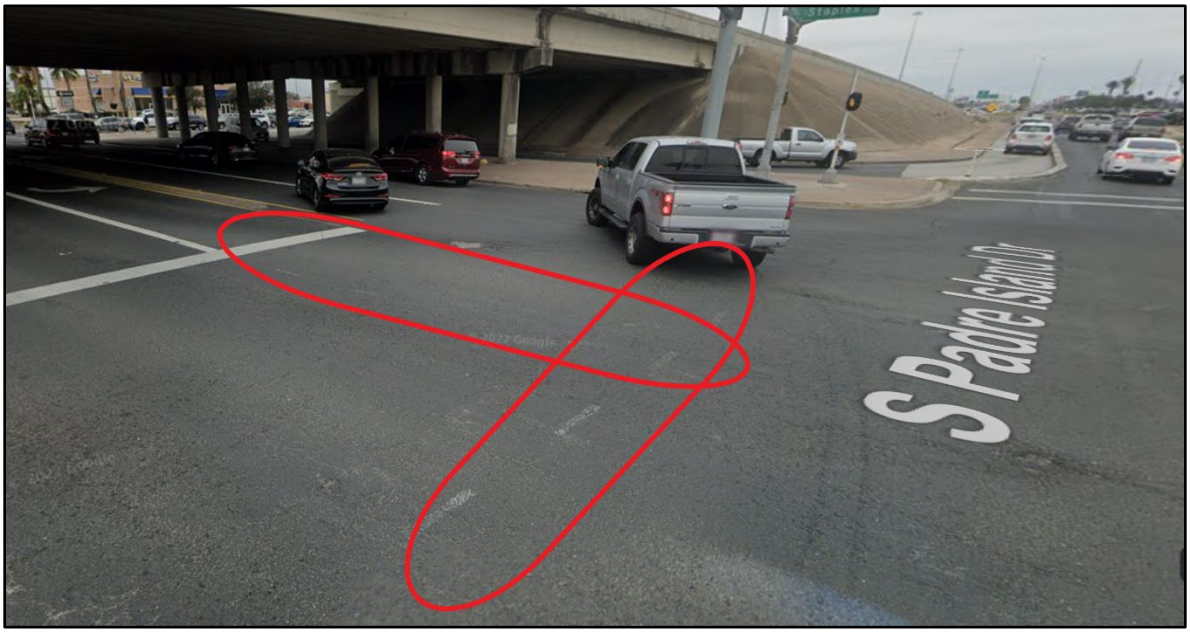


Figure 30-19: Lane Line Extensions, (facing SW), Staples & SH358 WB-Frt-Rd, Mar. 2022



Figure 30-20: Lane Line Extensions, (facing N), Staples & SH358 WB-Frt-Rd, Jun. 2023

Faded striping when there are dual left turns permissible, (as is the case for both northbound and westbound vehicles at this intersection), can lead to deviations from the correct lane position when turning, as well as wide left turns. It is recommended that CCMPO repaint the previously in place lane line extensions for both northbound and westbound left turning movements.

As has been outlined previously and as can be seen in **Figure 30-1**, signal heads are not currently (nor were they prior to upgrades, see **Figure 30-21**) centered over the through lanes for southbound vehicles. Regarding incidents of crashes involving two straight southbound vehicles, this configuration might be misleading vehicles to veer left when continuing through the intersection, resulting in a sideswipe crash. In order to ameliorate this pattern CCMPO is advised to add a third signal head and realign all heads such that each southbound lane has a signal head centered over the lane.



Figure 30-21: Staples St. Southbound Signals, Jun. 2018

Table 30-3 shows the Benefit-Cost Analysis for reinstatement of lane line extensions, (to be maintained every other year) addition of a third southbound signal head and realignment of southbound signal heads at the intersection. Using a conservative combined Crash Reduction Factor (CRF) of 10%, the **B/C** ratio is estimated to be **4.96** showing the measures are expected to be cost-effective.

DiExSys
Road Safety Analytics

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/10/2024

BCA Line Ext. **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 59	3 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 2	1 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 18
			Capital Recovery Factor: 0.086
			Annual Maintenance/Delay Cost: $900

Improvement Cost: $20000
Years in Crash Search: 5
Type: Lane Line Extensions & SB Additional Signal & Realignment
Notes: Sideswipe Same Direction & Overtaking Turn Crashes Only.
Benefit/Cost Ratio: 4.96

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 30-3: BCA Lane Line Extensions & SB Signal Addition & Realignment, Staples St. & SH358 Westbound Frontage Rd.

CRASHES IN NON-DAYLIGHT CONDITIONS

Diagnostics identified crashes in dark conditions as a pattern at the intersection. It is worth noting that 60% of Broadside crashes and 42% of Sideswipe Same Direction & Overtaking Turn crashes, occurred in non-daylight conditions. A review of Google Streetview imagery indicates that there is not currently intersection lighting at this location. There is a luminaire on the southbound approach approximately 200 feet in advance of the intersection (**Figure 30-22**). There are three lighting fixtures under the overpass bridge on the northbound approach which may not provide sufficient illumination of the intersection, and there is high mast lighting for the freeway, but it is located on the south side.

To address the pattern of crashes occurring in dark conditions at the intersection, we recommend that intersection lighting be installed.



Figure 30-22: Luminaire on Southbound Staples Approaching Intersection, Mar. 2022

Table 30-4 shows that the Benefit-Cost Analysis for provision of illumination at the intersection. The CMF Clearinghouse provides several sources for all crash types and severities in all environments at nighttime. At the upper end, a CRF of 11.9% is provided and at the lower end, a CRF of 8% is provided. This B/C calculation uses the conservative value of 8% (CMF ID#5421) and indicates a **B/C** ratio of **1.82**, which suggests the measure is expected to be cost-effective.

DiExSys
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CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/10/2024

BCA IX Illumination — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 41	10 :Injured C	CRF for PDO: 8%	Cost of PDO: $0
INJ C: 6	2 :Injured B	CRF for INJ C: 8%	Cost of INJ C: $0
INJ B: 2	0 :Injured A	CRF for INJ B: 8%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 8%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 8%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 20
			Capital Recovery Factor: 0.080
			Annual Maintenance/Delay Cost: $800

Improvement Cost: $135000
Years in Crash Search: 5
Type: Provide Intersection Illumination.
Notes: All crashes in non-daylight conditions. (CMF ID #5421).
Benefit/Cost Ratio: 1.82

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 30-4: BCA for Intersection Illumination at Staples St. & SH358 Westbound Frontage Rd.

PEDESTRIAN CRASHES

There were no bicycle crashes recorded at the intersection in the study period, while there were 4 pedestrian crashes recorded, all at the injury level. There has been one pedestrian crash recorded annually between 2017 to 2020, inclusive. A review of crash records, including crash coordinates, indicates there were two crashes involving a southbound vehicle and two involving a northbound vehicle. The crashes may be summarized as follows:

- One NB straight through at-fault vehicle,
- One SB right turning vehicle at-fault,
- One NB straight through vehicle at-fault,
- One SB straight through vehicle conflicting with an at-fault pedestrian who failed to yield right of way to the vehicle.

There is no strong pattern to the crashes, however, there does appear to have been two incidents involving northbound straight through vehicles on Staples conflicting with pedestrians, with the crash coordinates indicating that the crashes occurred on the south side of the intersection. Imagery indicates that the south side of the intersection is the

only side on which there is not a pedestrian crosswalk. This might suggest that the pedestrians may have crossed at an unregulated crosswalk. One solution would be the erection of regulatory signs prohibiting pedestrian crossings (*MUTCD R9-3* or *R9-3a*) on the south side of the intersection for east-west movements.

A review of Google Streetview imagery indicates that recently there have been several upgrades to the pedestrian regulatory signals and infrastructure at the intersection. Sometime between April 2021, February 2022 and June 2023, signal pedestals were separated for pedestrian movements and regulatory signs were changed from “PUSH BUTTON FOR WALK,” to “PUSH OR WAVE AT BUTTON FOR WALK” (**Figure 30-23** and **Figure 30-24**).

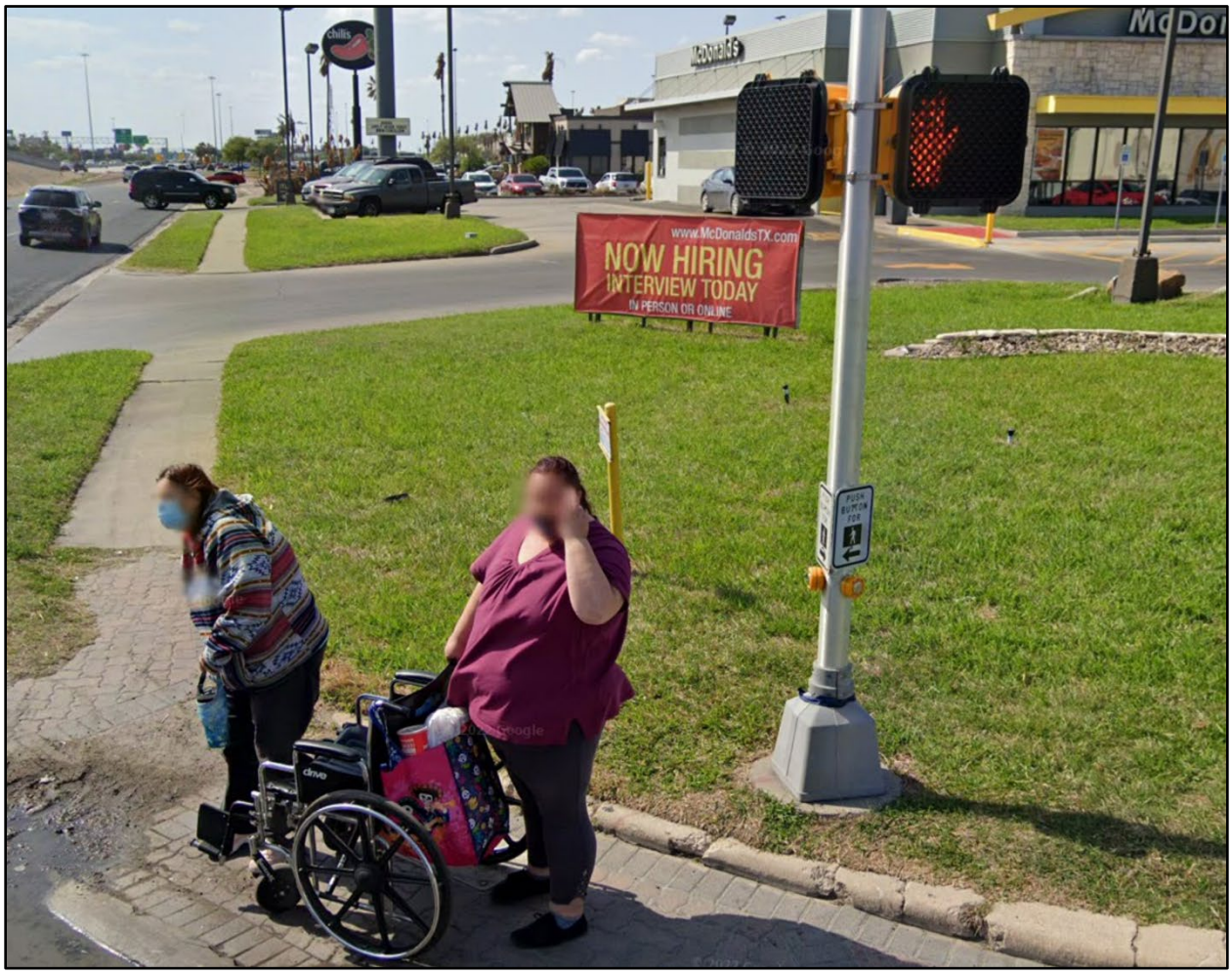


Figure 30-23: Pedestrian Signal Control on NW Corner of Intersection, Apr. 2021

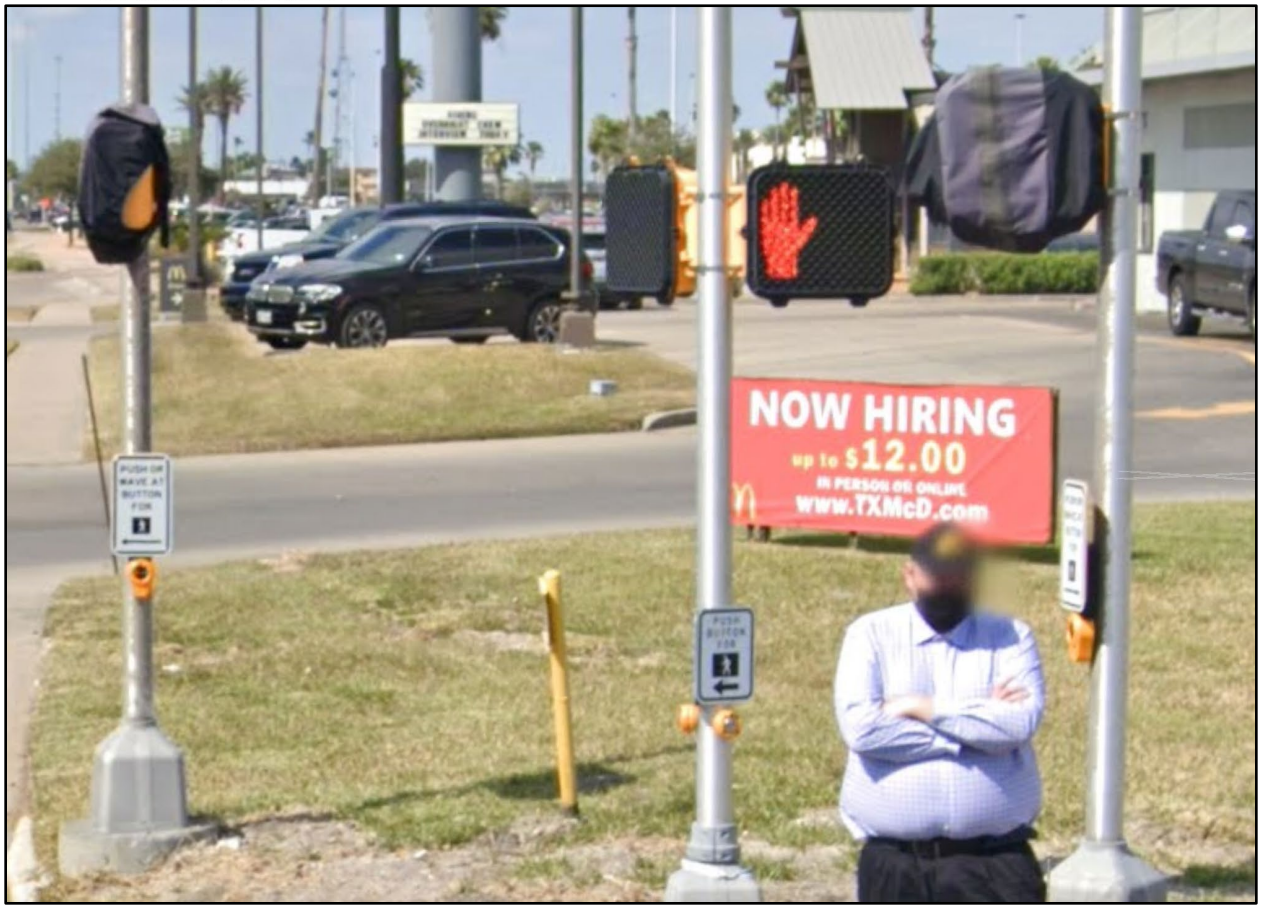


Figure 30-24: Pedestrian Signal Control on NW Corner of Intersection, Feb. 2022

Furthermore, imagery shows the pedestrian refuge island on the north side of the intersection, as well as the pedestrian sidewalk curb ramps on all approaches, were upgraded to be made ADA compliant (**Figure 30-25** and **Figure 30-26**).

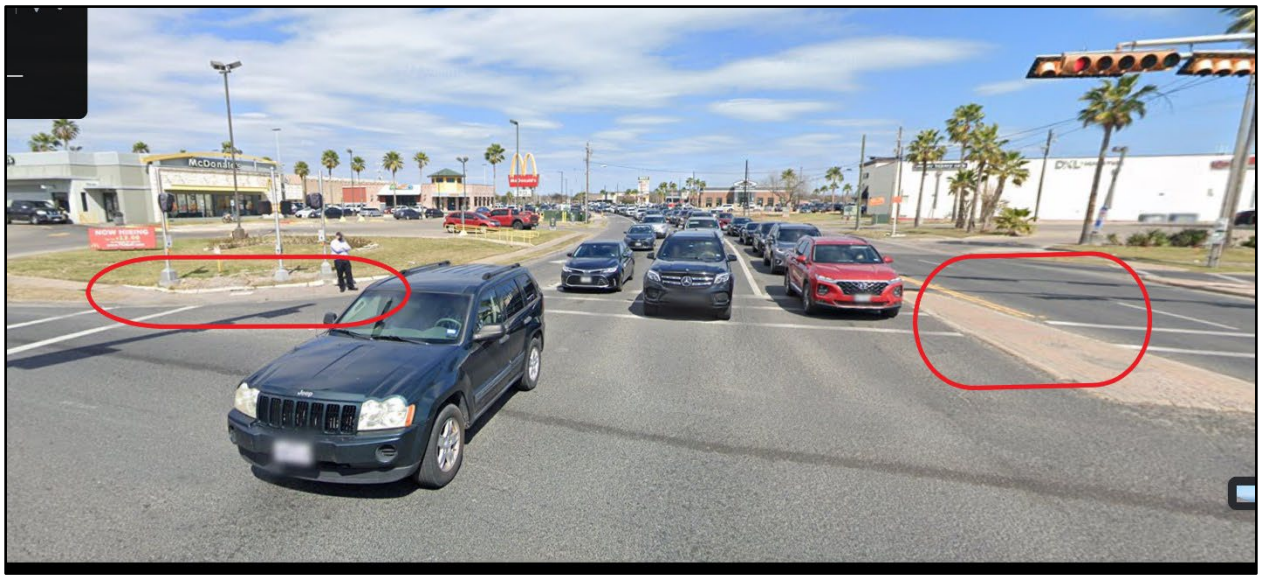
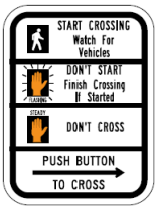


Figure 30-25: Pedestrian Curbs, North side of Intersection, Feb. 2022



Figure 30-26: Pedestrian Curbs, North & West side of Intersection, Jun. 2023

These measures would be expected to have a positive impact on pedestrian safety at the intersection. The only pedestrian incident which occurred at a level which would be incorporated into an economic analysis was the incident involving the at-fault pedestrian and the southbound through vehicle, which resulted in an Injury Level A crash. A single incident such as this does not indicate a pattern, however, CCMPO might consider the replacement of existing regulatory signs on the pedestrian pedestals with the R10-3b signs, which indicate graphically to pedestrians when it is safe to move.



R10-3b

Table 30-5 shows the Benefit/Cost calculation for the provision of a R10-3b signs for all pedestrian movements at the intersection, as well as the erection of R9-3 series signs on the south side of the intersection. Even using a conservative CMF of 10%, the estimated **B/C** is **109.28**, indicating that the measure is expected to be cost-effective.

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Corpus Christi MPO (TX)
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Economic Analysis Report

04/10/2024

BCA Ped Regulatory Signs — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 0	3 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 3	0 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 0	1 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 5
			Capital Recovery Factor: 0.231
			Annual Maintenance/Delay Cost: $0

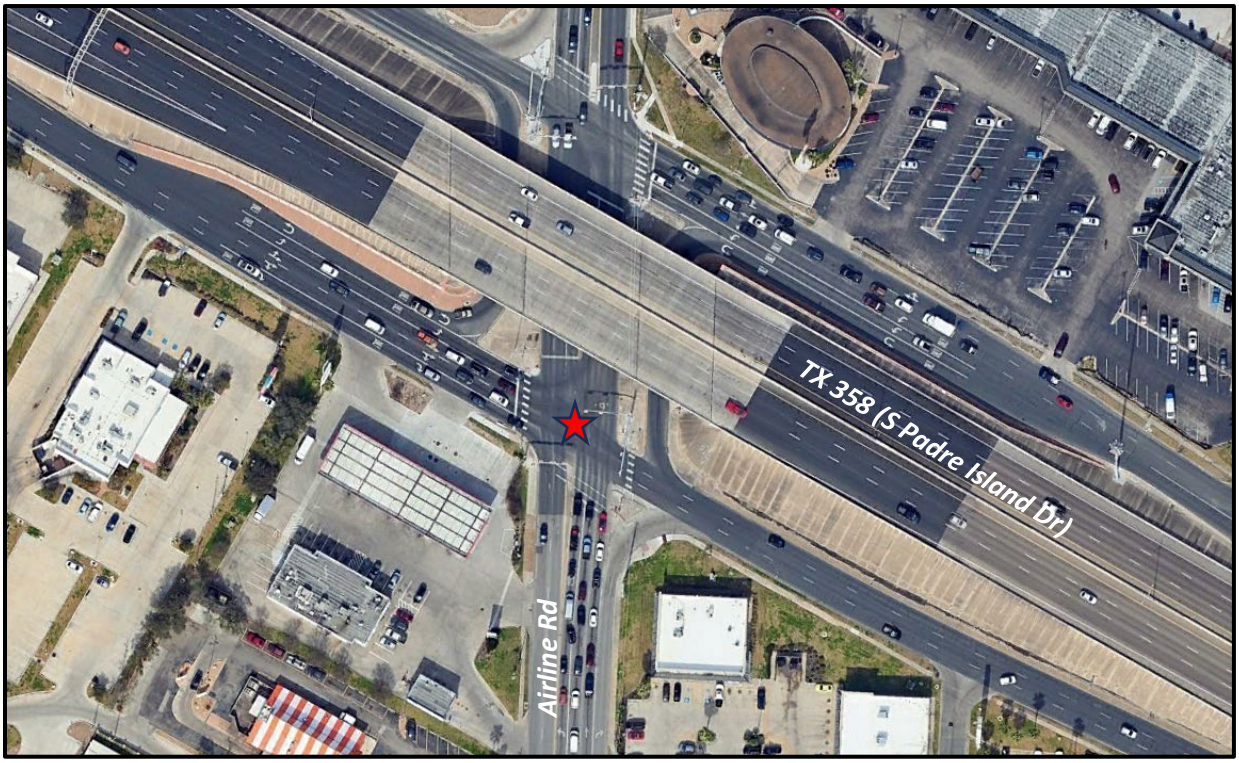
Improvement Cost: $3300
Years in Crash Search: 5
Type: R10-3b Ped Signs, R9-3 Ped Signs & Posts.
Notes: Pedestrian Crashes Only.
Benefit/Cost Ratio: 109.28

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 30-5: BCA for R10-3b & R9-3 Pedestrian Regulatory Signs at Staples St. & SH358 Westbound Frontage Rd.

SAFETY ASSESSMENT

31. Airline Rd. & SH-358 Eastbound Frontage Rd./S. Padre Island Dr. Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Airline Road and SH-358 Eastbound Frontage Road/S. Padre Island Drive (SPID) is a 4-leg 4-lane divided signalized urban intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound Airline Rd. are not possible, while available imagery also indicates that right turns on red are permitted from Eastbound SH-358 Right Frontage Road/S. Padre Island Drive.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 34,910 on Airline Rd. and 19,830 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane centered over the lane, except in the case of northbound Airline Road. In the case of northbound traffic there are two heads, with one centered over the left-most lane, a dedicated lane for traffic turning left after proceeding through the intersection to access SH-358 westbound, and one centered over the centerline for the two through lanes (**Figure 31-1**).



Figure 31-1: Northbound Signals, Airline Rd., January 2023

On northbound Airline there is a dedicated right turn lane as well as a dedicated left turn lane for traffic accessing the Westbound SH-358 Frontage Road after proceeding through the intersection to the opposite side of SH-358/S. Padre Island Dr. as described above. There is a single dedicated left turn lane on southbound Airline Rd. with one of the through lanes acting as a through-left lane in addition. There is a dedicated left turn lane on the Eastbound SH-358 Frontage Road, while one of the through lanes also acts as a through-left lane. Additionally, the SH-358 Eastbound Frontage Road has a dedicated right turn lane, with one of the through lanes also acting as a through-right lane, and it also has a dedicated U-turn lane which is channelized.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on northbound Airline Rd.

(**Figure 31-1**) and on the Eastbound SH-358 Frontage Road/S. Padre Island Dr. (**Figure 31-2**).

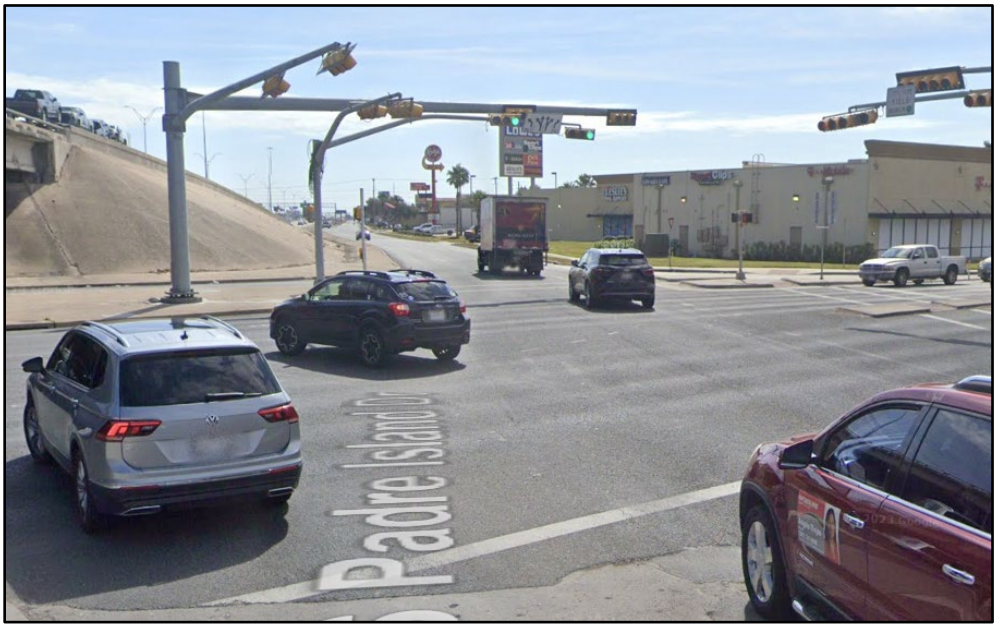


Figure 31-2: Eastbound SPID Signals, March 2022

Imagery also indicates that left turns from southbound Airline Rd. are Protected/Permitted with “LEFT TURN YIELD ON GREEN” (**Figure 31-3**). The signal was replaced during 2021 and 2022 including the addition of backplates to all signal heads.

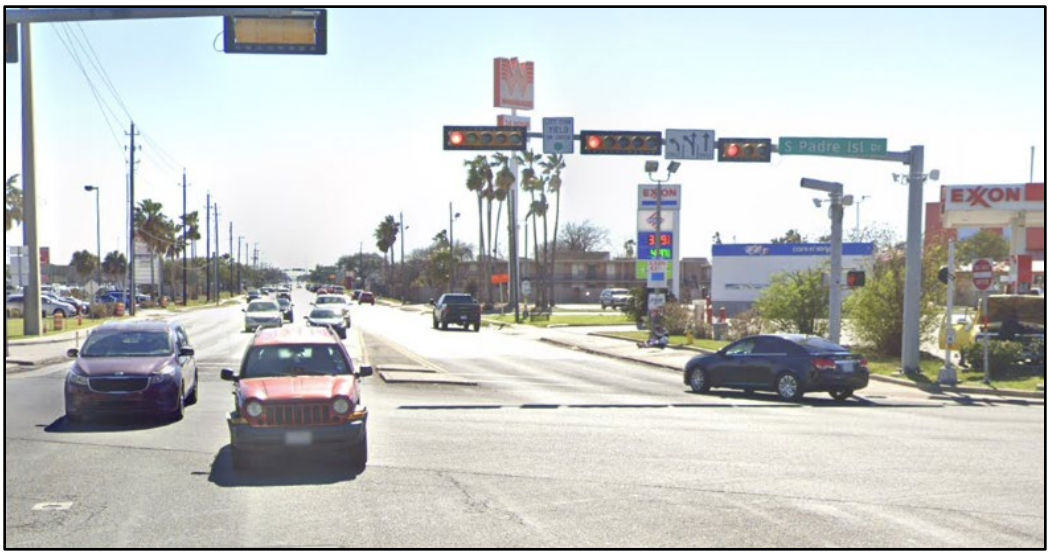


Figure 31-3: SB Airline Rd., Signals, January 2023

Identified Safety Problems

For the study period of 01/01/2017 to 12/31/2021 there were 267 crashes recorded at the intersection, including 229 PDO, and 38 Injury (with 56 people injured). The crash distribution is shown in **Figure 31-4**. The most common crash type was Rear-End crashes, followed by Sideswipe Same Direction, Overtaking Turn, and Broadside crashes.

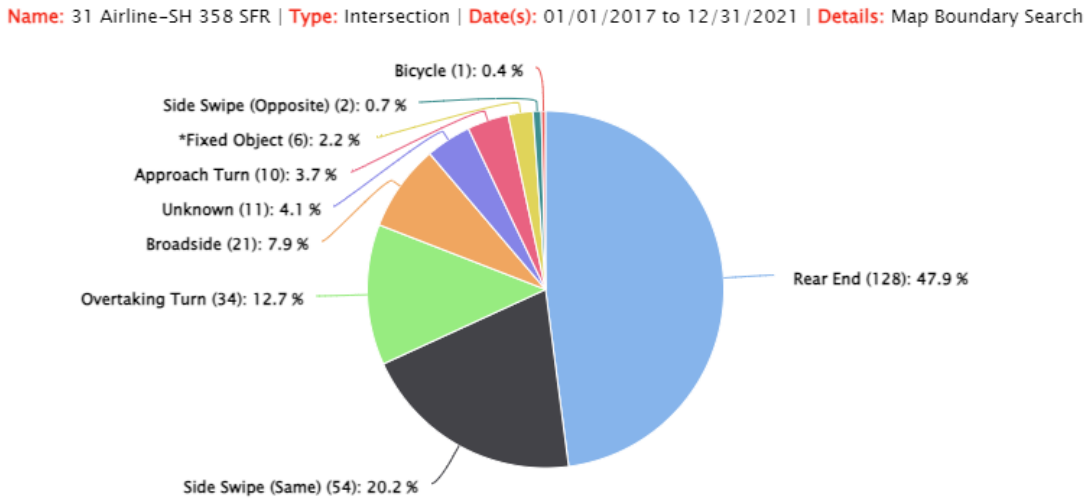


Figure 31-4: Crash Distribution by Type, Airline Rd. & EB SPID.

Safety Performance Function (SPF) models have not yet been developed for Texas Urban 4-lane Divided Signalized 4-leg Ramp (or Frontage Road) intersections, so the Texas Urban 4-lane Divided Signalized 4-leg intersection model was used as the best-fit proxy model. The SPFs show that the intersection performs at Level of Service of Safety (LOSS) IV from the total crash frequency standpoint, indicating high potential for total crash reduction, and LOSS III the crash severity standpoint, indicating moderate potential for severe crash reduction (**Figure 31-5** and **Figure 31-6**).

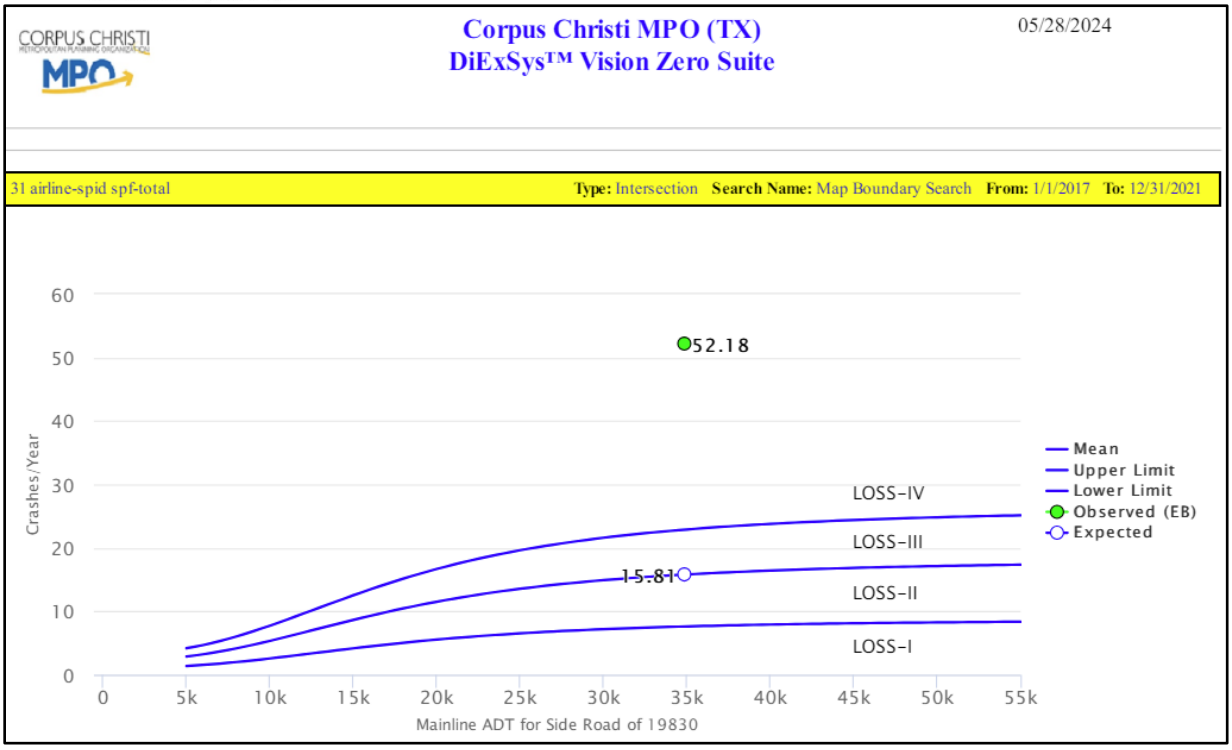


Figure 31-5: SPF Total Crash Frequency, Airline Rd. & Eastbound SPID.

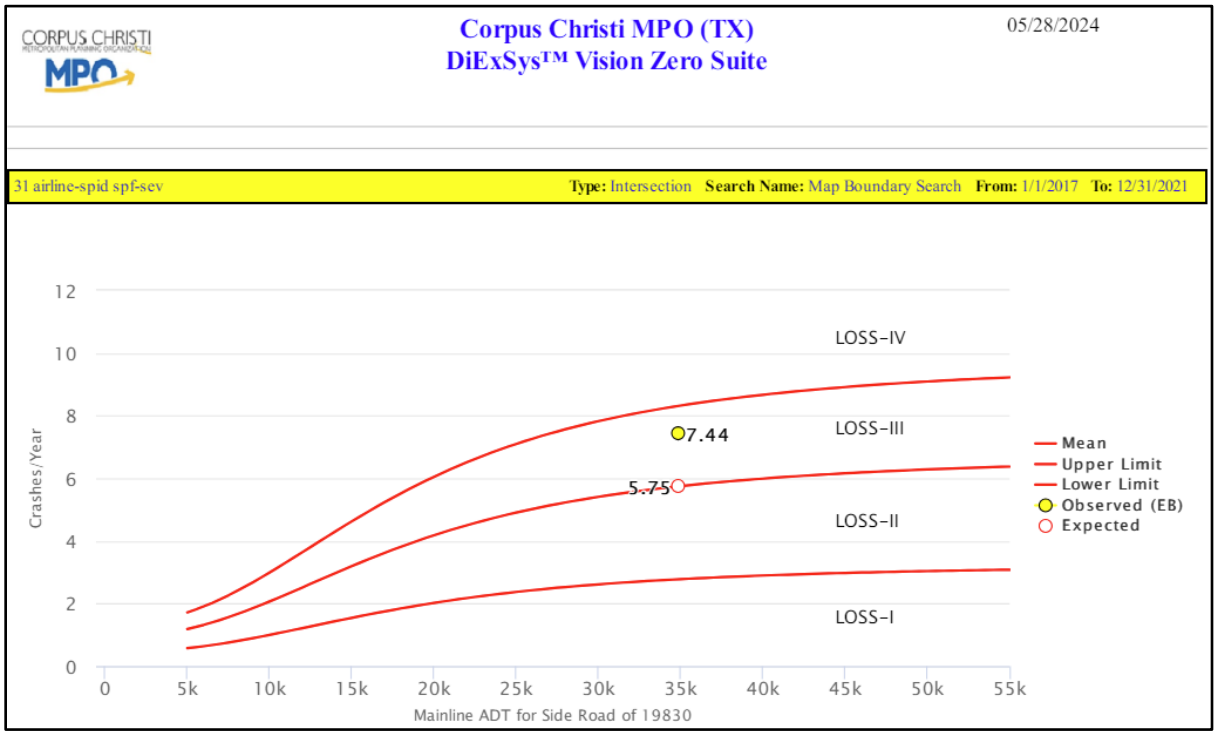


Figure 31-6: SPF INJ+FAT Crashes, Airline Rd. & Eastbound SPID.

Similarly, diagnostic models have not yet been developed for the Texas Urban 4-lane Divided Signalized 4-leg ramp (or frontage road) intersection facility and the best-fit proxy model was implemented instead. Direct diagnostics (**Table 31-1**) showed that the intersection displays patterns of Sideswipe Same Direction and Overtaking Turn crashes. Although rear end crashes are not an identified pattern, they represent 60 percent of injury crashes at this intersection (**Figure 31-7**).

Table 31-1: Airline Rd. & Eastbound SPID Direct Diagnostics

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

03/15/2024

31 Airline SH 358 SFR diagnostics tx-int — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	60.56%	234	85.09%	100%
Crash Type				
Sideswipe	7.1%	47	17.09%	100%
Overtaking Turn	1.98%	32	11.64%	100%

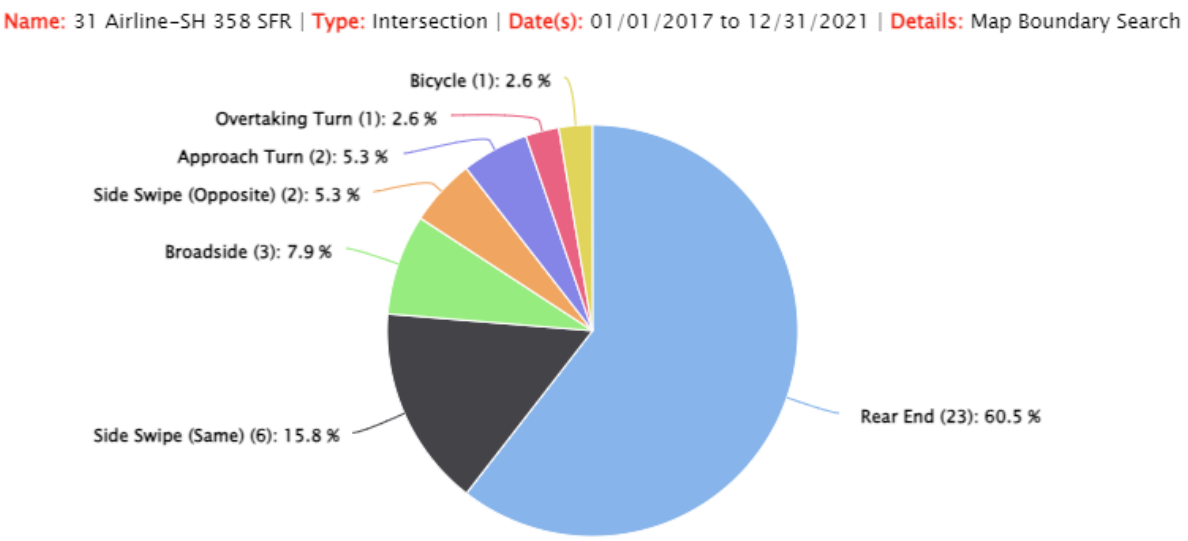


Figure 31-7: Injury Crash Distribution, Airline Rd. & Eastbound SPID.

Recommended Improvements

Sideswipe (Same Direction) and Overtaking Turn Crashes

Collisions between vehicles traveling in the same direction involving one of the vehicles departing its expected path may be related to the intersection's complexity of turning movements and associated geometry. Available vehicle direction of travel information indicates both Overtaking Turn (**Figure 31-8**) and Sideswipe (**Figure 31-9**) crashes are more often observed involving vehicles heading in a southeasterly direction. Sideswipe crashes also frequently involve turning vehicles (**Figure 31-10**).

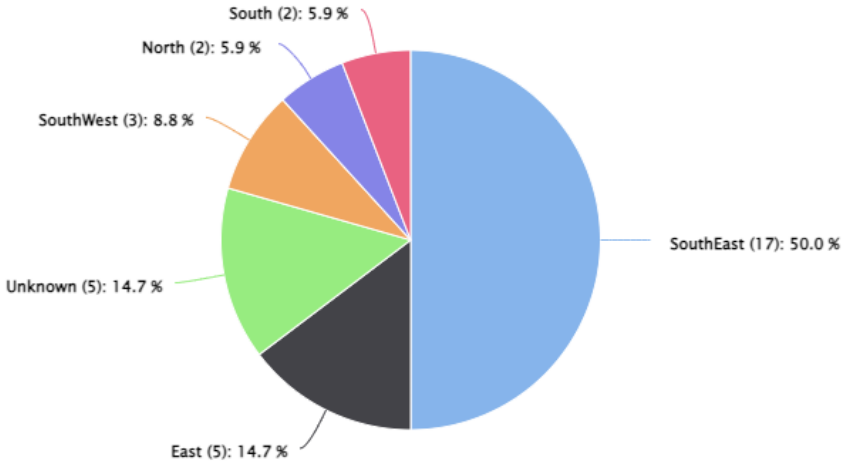


Figure 31-8: Airline and EB SPID, Overtaking Turn Crashes, At-Fault Vehicle Direction.

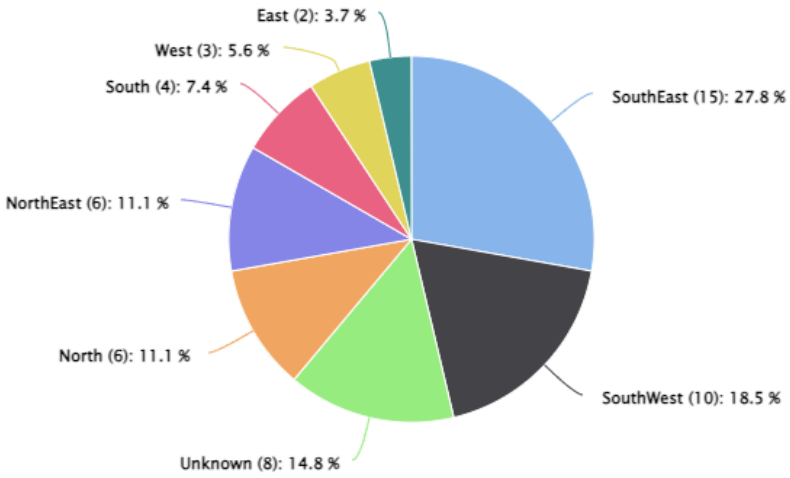


Figure 31-9: Airline and EB SPID, Sideswipe (Same Direction) Crashes, At-Fault Vehicle Direction.

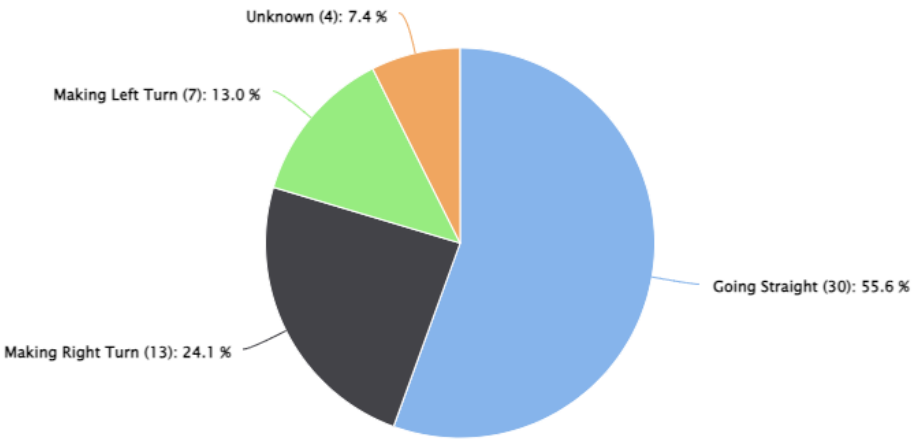


Figure 31-10: Airline and EB SPID, Sideswipe Crashes, At-Fault Vehicle Movement.

Geocoding information for these crashes indicates roughly half (31 of 75) occurred along the frontage road immediately southeast of the intersection. The frontage road leg departing the intersection is marked for three through lanes while both potential approaches crossing the intersection (the eastbound frontage road and southbound left turn) allow for two lanes of traffic to enter it. Instances of confusion regarding the correct lane to enter or instances of a vehicle on the inner left turn lane crossing into the adjacent outer turn lane's path (or vice versa) may occur. A dual right turn movement for the eastbound frontage road approach is also allowed; vehicles turning from the right-hand lane may similarly "swing wide" in conflict with a right turning vehicle to their left. Involvement of the yield-controlled U-turn ramp in the northeast corner of the intersection is not clear from the crash data, though limited space for U-turn drivers to perceive the southbound left turn may be an additional factor.

These crashes have had very low severity, consisting of 68 PDO and 7 Possible Injury (KABCO Level C) crashes but no crashes of higher severity. As a result, their potential for cost-effective correction is likely very low. It is suggested that turning movement demand be examined more closely to determine if modifications to lane assignments on the eastbound frontage road approach are feasible. A treatment similar to that seen on the adjacent westbound frontage road, having two left-only lanes, one through-only lane, and a shared through/right lane combined with replacement of faded dual-left guide striping in the intersection as shown in **Figure 31-11** may reduce the frequency of these crashes. Alternatively, retaining the existing eastbound frontage road lane assignments in conjunction with providing guide striping for the dual right and dual left movements through the intersection and potentially widening to receive the U-turn ramp may allow a concept similar to the sketch in **Figure 31-12**.

Currently CCMPO does not assess crashes at this level as part of an economic appraisal, as part of its adherence to TXDOT policy. As such the resultant B/C ratio would be zero,

indicating the measure would not be expected to be cost-effective, although it would still yield safety benefits.

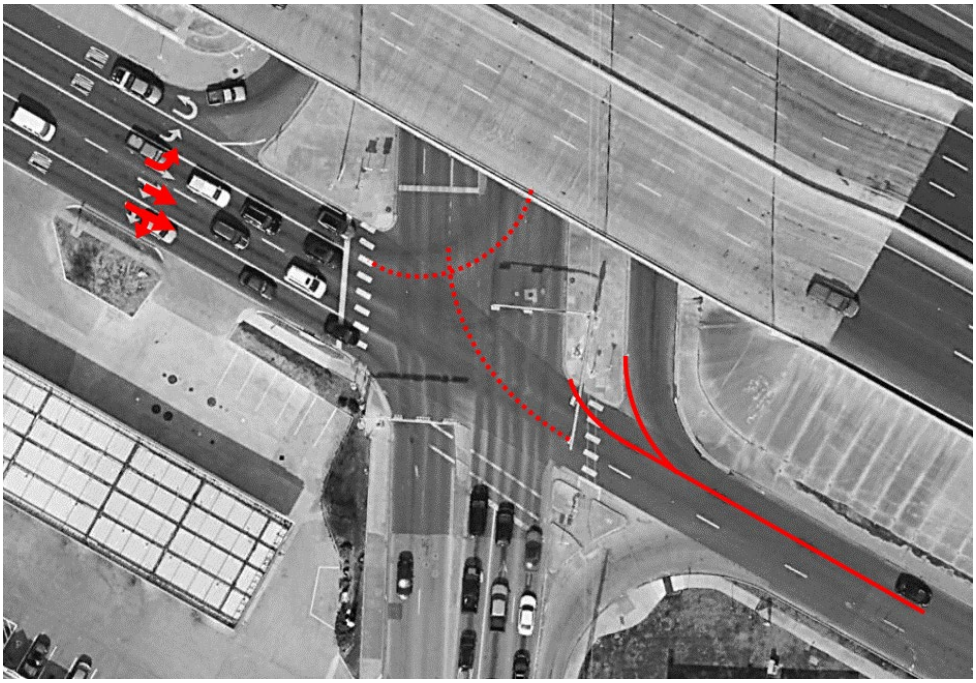


Figure 31-11: Airline and EB SPID, Lane Assignment and Striping Modification Option Concept Sketch, U-turn Acceleration Lane Addition.

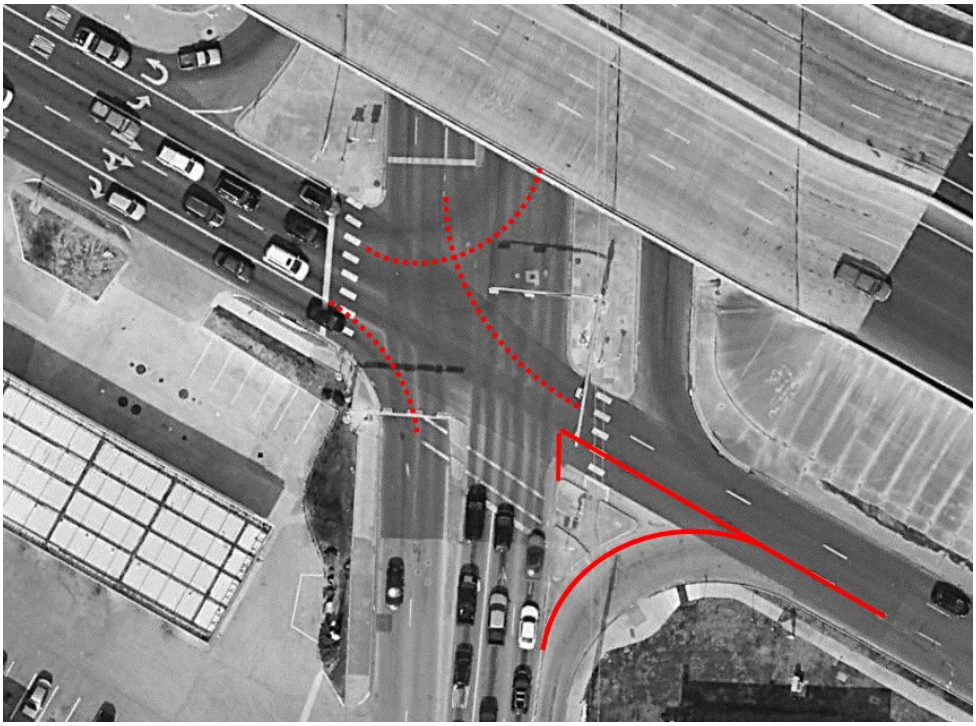


Figure 31-12: Airline and EB SPID, Striping Modification Option Concept Sketch, NB Right Turn Acceleration Lane Addition.

Rear End Crashes

The distribution of at-fault vehicle directions for all crashes is not clear from the crash data due to the angular geometric alignment of the intersection, differences in recording method, and a number of “unknown” directions. While Rear-End crashes are occurring on all approaches, an examination of crash records shows that the primary location for the occurrence of rear-ends tends to be on Airline Rd., as opposed to on the SH358 Eastbound Frontage Rd.

Figure 31-13 shows that most rear-end collisions occur between 12 PM and 6 PM. **Figure 31-14** shows that rear-end collisions are elevated throughout the entire week. Crash records do refer to stopped traffic in many situations. When the time of day of rear-end collisions and the day of the week data is considered in tandem with this, it suggests that crashes are occurring in heavy traffic volumes and congested conditions.

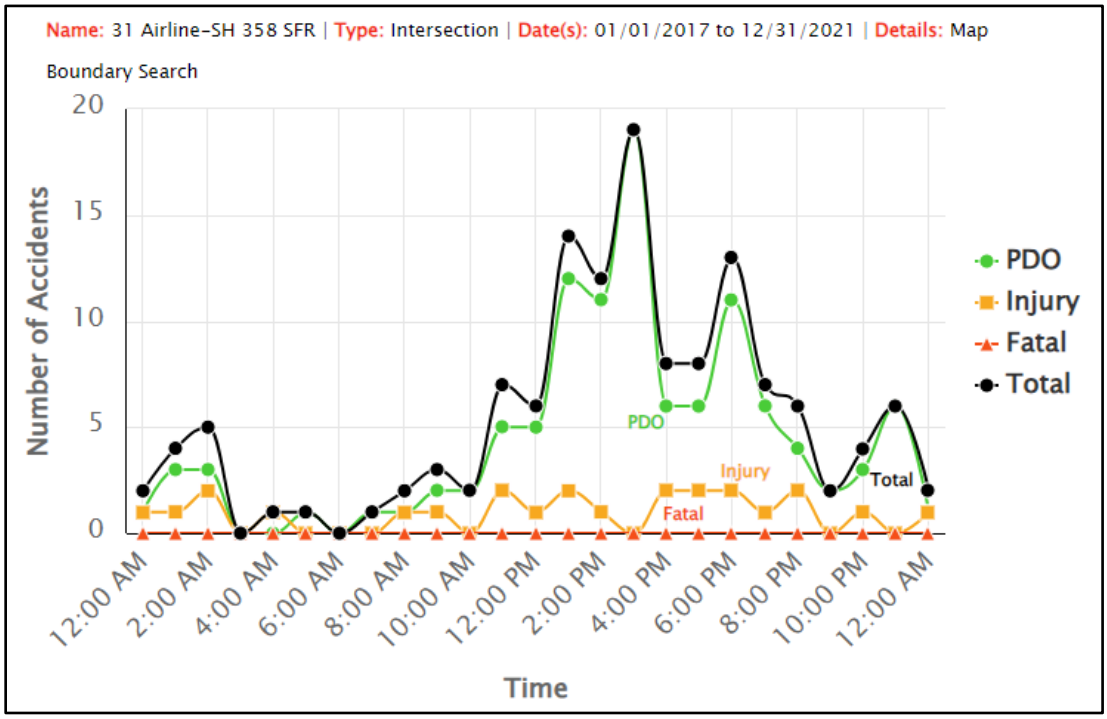


Figure 31-13: Rear-Ends, Time of Day, Airline Rd. & Eastbound SPID.

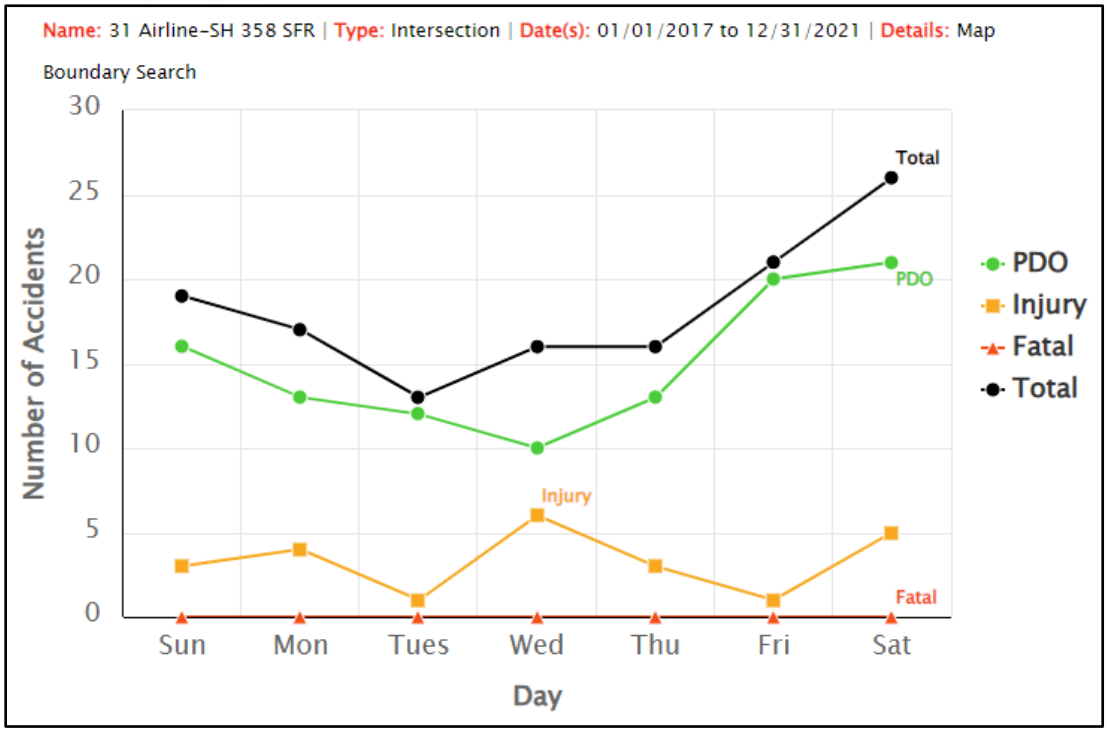


Figure 31-14: Rear-Ends, Day of Week, Airline Rd. & Eastbound SPID.

These factors associated with the rear-end collisions which are occurring at this intersection suggest that the intersection may benefit from improved signal timing to provide better progression for vehicles on the Airline Road corridor. The similarity between the crash patterns observed at this interchange and other interchanges previously examined in the area suggests that this interchange form may have limited capacity for arterial traffic while providing the benefits of a smaller footprint and increased levels of business access along the freeway corridor compared to other forms. If possible, modest improvements to intersection throughput through timing adjustments may provide cost-effective crash reduction as shown in **Table 31-2**. The cost assumed would include adjacent intersections but may not be reflective of a larger corridor or network coordination study. This also suggests that opportunities to reduce crashes at this location may arise as an additional benefit of projects with a primary goal of addressing congestion.

Table 31-2: Airline Rd. and EB SPID, Signal Retiming B/C Calculation.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

05/28/2024

31 Airline coordination bc — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 105	25 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 18	6 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 4	2 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 1	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 5
			Capital Recovery Factor: 0.231
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $50000
Years in Crash Search: 5
Type: Signals: Signal Coordination (Existing)
Notes: Coordinate Existing Signals
Benefit/Cost Ratio: 20.27

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

DiExSys
Road Safety Analytics

SAFETY ASSESSMENT

32. Everhart Rd. & SH-358 Eastbound Frontage Rd./S. Padre Island Drive

Corpus Christi, TX



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This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 407, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 407 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 407

Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all roadways in use, it is inappropriate to say of any roadway that it is safe. However, it is correct to say that roadways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur, and lives will be lost by not spending them in places where more crashes could have been prevented[1]. It is the objective of Corpus Christi MPO to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

Introduction

The primary intent of this project is to provide technical support in safety management to the member governments of CCMPO by identifying and addressing locations with elevated crash frequency or severity or crash patterns susceptible to correction.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, road and weather conditions and vehicle type.
- Suggest counter measures to address identified problems.
- Provide guidance on how to maximize crash reduction within the scope of a safety improvement project.

This report is based on the comprehensive analysis of 5 years of crash history and available imagery. CCMPO is advised to verify through field survey the information included in this report regarding physical features and roadside characteristics in the study area.

1 Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Background

The intersection of Everhart Road and SH-358 Eastbound Frontage Road/S. Padre Island Drive (SPID) is a 4-leg 4-lane divided signalized urban intersection. Because this is a frontage road intersection, traffic on SH-358 Eastbound Frontage Rd./S. Padre Is. Dr. is one way. Furthermore, because of the nature of the intersection, left turns from northbound Everhart Rd. are not possible, while available imagery also indicates that right turns on red are permitted from Eastbound SH-358 Right Frontage Road/S. Padre Island Drive.

This intersection has an Annual Daily Traffic (ADT) count from 2018 of 25,436 on Everhart Rd. and 8,541 on SH-358 Eastbound Frontage Road.

Google Streetview imagery indicates that the existing signal at the intersection is of the mast arm type. Imagery also shows that in all directions there are 2 through lanes, with a head for each through-lane centered over the lane, except in the case of northbound Everhart Road. In the case of northbound traffic there are two heads, with one centered over the left-most lane, a dedicated lane for traffic turning left after proceeding through the intersection to access SH-358 westbound, and one centered over the centerline for the two through lanes (**Figure 32-1**).



Figure 32-1: Northbound Signals, Everhart Rd., Jun. 2023

On northbound Everhart there is a dedicated right turn lane as well as a dedicated left turn lane for traffic accessing the Westbound SH-358 Frontage Road after proceeding through the intersection to the opposite side of SH-358/S. Padre Island Dr. as described above. There is a single dedicated left turn lane on southbound Everhart Rd. with one of the through lanes acting as a through-left lane in addition. There is a dedicated left turn lane on the Eastbound SH-358 Frontage Road, while one of the through lanes also acts as a through-left lane. Additionally, the SH-358 Eastbound Frontage Road has a dedicated right turn lane, with one of the through lanes also acting as a through-right lane, and it also has a dedicated U-turn lane which is channelized.

Google Streetview imagery indicates that because of the one-way nature of the frontage road configuration, signals provide protected only movements on northbound Everhart Rd. (**Figure 32-1**) and on the Eastbound SH-358 Frontage Road/S. Padre Island Dr. (**Figure 32-2**), except that right turns on red are permitted and occur from both northbound Everhart and eastbound Frontage Road.



Figure 32-2: SH-358 Eastbound Frontage Rd/S. Padre Is. Dr., Signals, Jun. 2023

Imagery also indicates that left turns from southbound Everhart Rd. are Protected/Permitted with “LEFT TURN YIELD ON GREEN” regulatory signs having been added sometime between April 2019 and February 2022 (**Figure 32-3** and **Figure 32-4**).



Figure 32-3: SB Everhart Rd., Signals, Apr. 2019



Figure 32-4: SB Everhart Rd., Signals, Feb. 2022

Identified Safety Problems

For the study period of 01/01/2017 to 12/31/2021 there were 174 crashes recorded at the intersection, including 143 PDO, 30 Injury (with 41 people injured) and 1 Fatal crash (with 1 person killed). The crash distribution is shown in **Figure 32-5**. The most common crash type was Rear-End crashes, at a sizeable 50%, followed by Sideswipe Same Direction crashes and Broadside crashes.

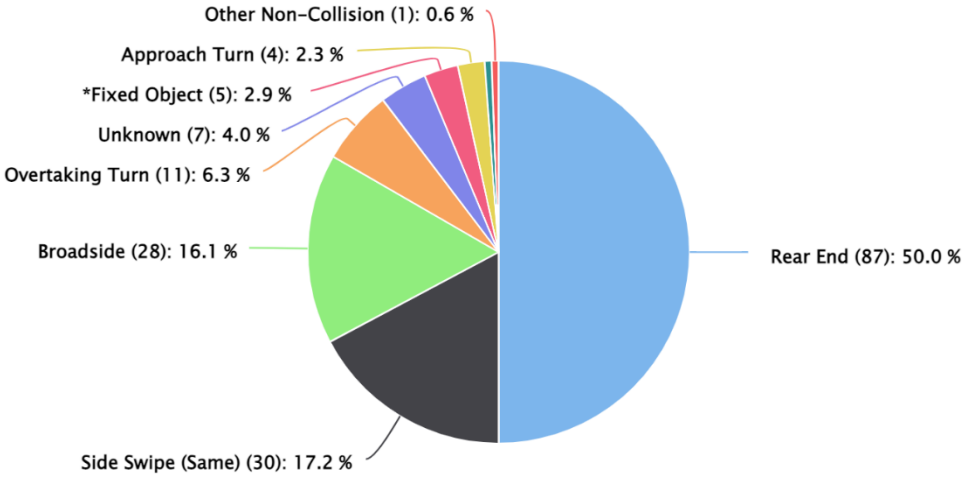


Figure 32-5: Crash Distribution by Type, Everhart Rd. & S. Padre Island Dr.

Safety Performance Function (SPF) models have not yet been developed for Texas Urban 4-lane Divided Signalized 4-leg Ramp (or Frontage Road) intersections, so the Texas Urban 4-lane Divided Signalized 4-leg intersection model was used as the best-fit proxy model. The SPFs show that the intersection performs at Level of Service of Safety (LOSS) IV from both the total crash frequency standpoint and the crash severity standpoint, indicating high potential for crash reduction (**Figure 32-6** and **Figure 32-7**).

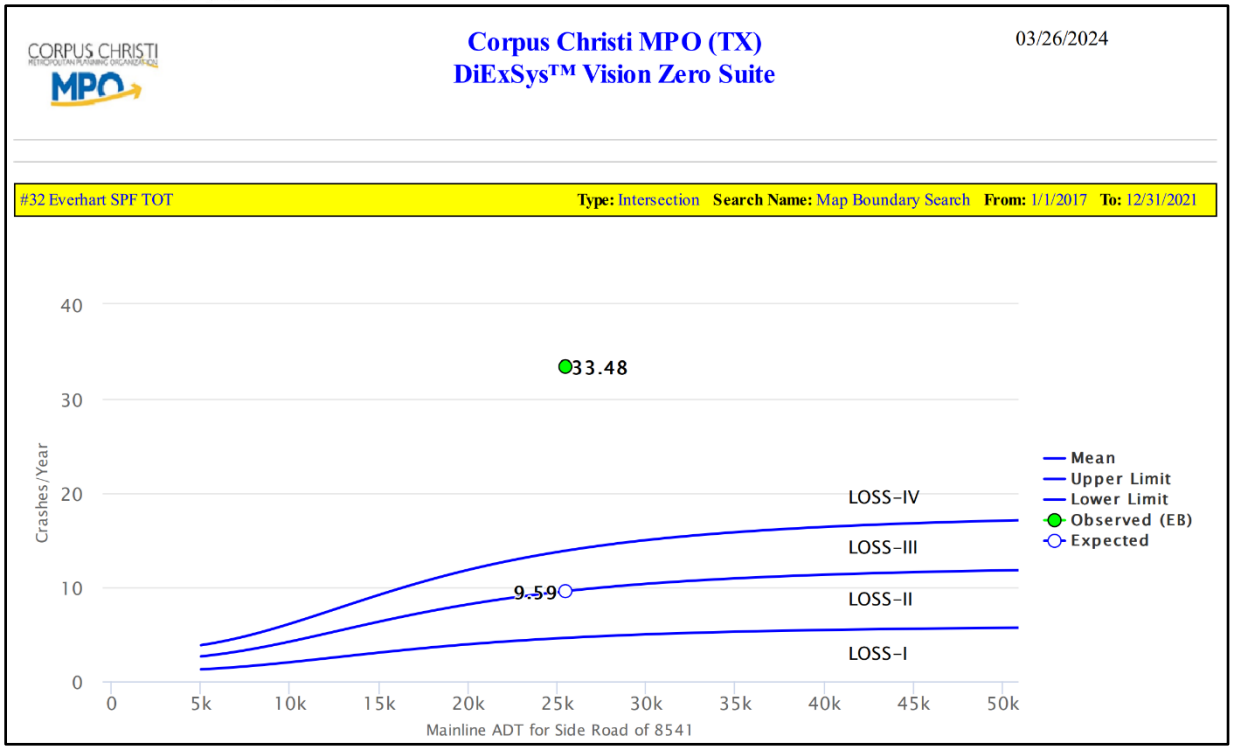


Figure 32-6: SPF Total Crash Frequency, Everhart Rd. & SH358 Eastbound Frontage Rd.

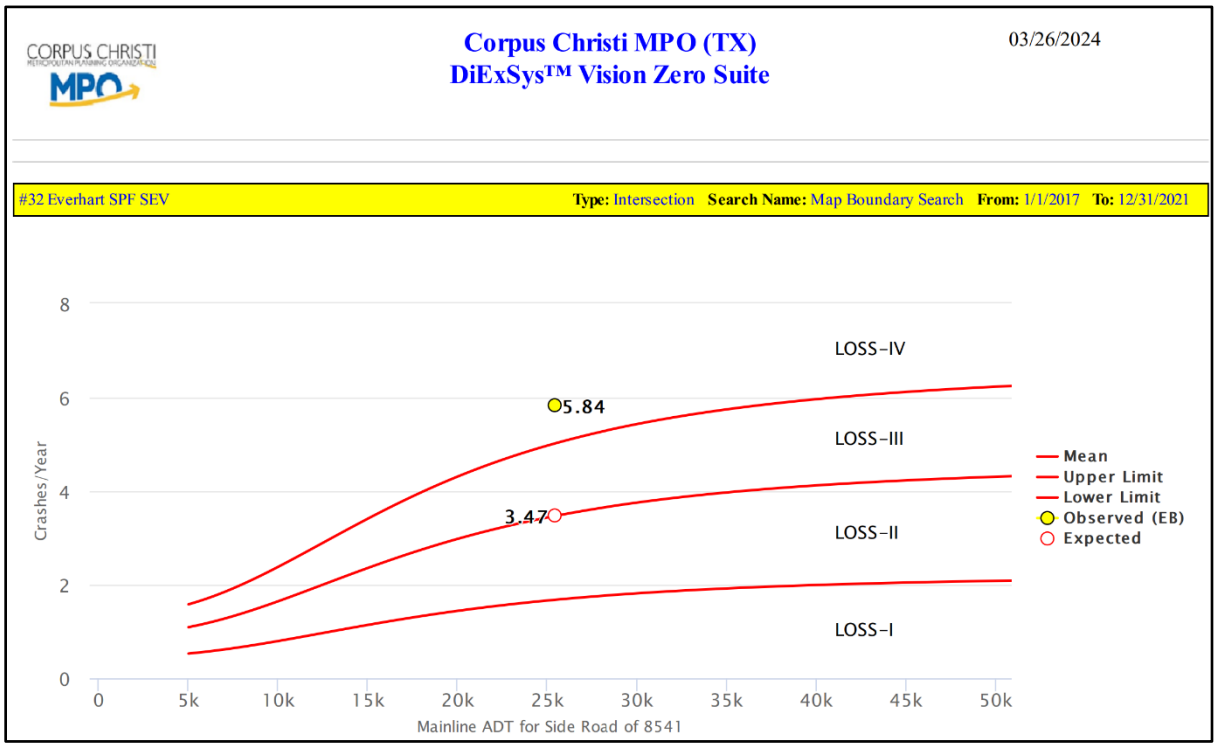


Figure 32-7: SPF INJ+FAT Crashes, Everhart Rd. & SH358 Eastbound Frontage Rd.

Similarly diagnostic models have not yet been developed for the Texas Urban 4-lane Divided Signalized 4-leg ramp (or frontage road) intersection facility and the best-fit proxy model was implemented instead. Direct diagnostics (**Table 32-1**) showed that the intersection displays patterns of Rear-End, Sideswipe Same Direction and Overtaking Turn crashes. Although Broadside crashes were not an identified pattern, they represent 30% of all injury level crashes (9 of 30), accounting for about 27% of all injuries (11 of 41). Considering the severity of broadside crashes alone, over 32% resulted in injuries (**Figure 32-8**). This indicates that broadside crashes can be high severity when they occur at the intersection. Broadsides at a signalized intersection can be easily susceptible to cost-effective correction, as such they will be analyzed with the other identified crash patterns.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

03/26/2024

#32 Everhart Diagnostics — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	78.46%	147	84.48%	98.17%
Crash Location				
On Road	60%	169	97.13%	100%
Crash Type				
Rear End	40.58%	87	50%	99.52%
Sideswipe	6.84%	30	17.24%	100%
Overtaking Turn	1.82%	11	6.32%	99.99%

Table 32-1: Direct Diagnostics for Everhart Rd. & SH358 Eastbound Frontage Rd.

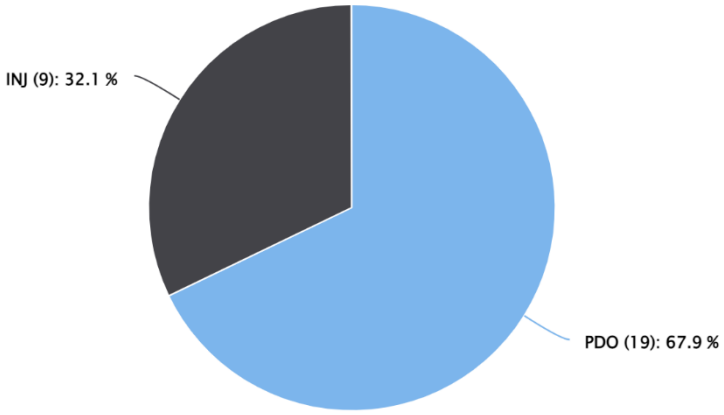


Figure 32-8: Severity Distribution, Broadside Crashes, Everhart Rd. & SH358 Eastbound Frontage Rd.

Recommended Improvements

REAR ENDS AND BROADSIDES

The distribution of at-fault vehicle directions for all crashes is not explicitly clear from the crash data due to the angular geometric alignment of the intersection, differences in recording method, and a number of “unknown” directions. While Rear-End crashes are occurring on all approaches, an examination of crash records shows that the primary location for the occurrence of rear-ends tends to be on Everhart Rd., as opposed to on the SH358 Eastbound Frontage Rd.

Figure 32-9 shows that most rear-end collisions occur between 12 PM and 6 PM. **Figure 32-10** shows that rear-end collisions are elevated throughout the entire week. Crash records do make reference to stopped traffic in the majority of situations. When the time of day of rear-end collisions and the day of the week data is considered in tandem with this, it suggests that crashes are occurring in heavy traffic volumes and congested conditions.

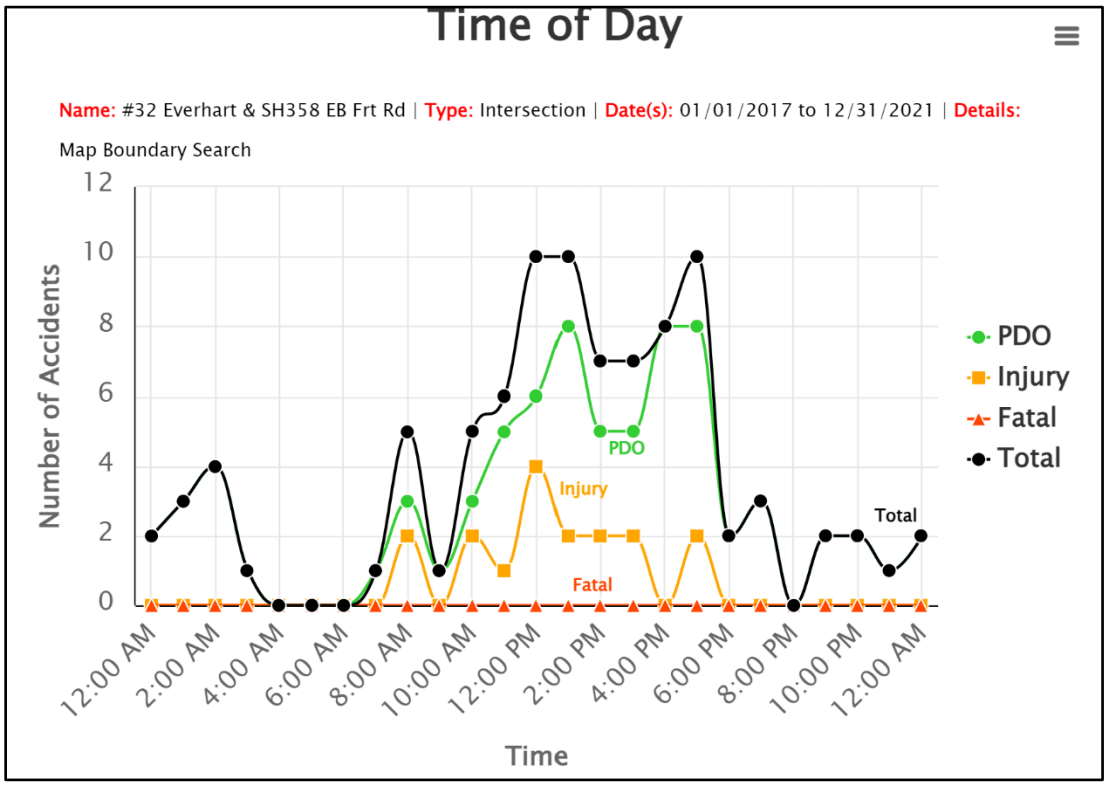


Figure 32-9: Rear-Ends, Time of Day, Everhart Rd. & SH358 Eastbound Frontage Rd.

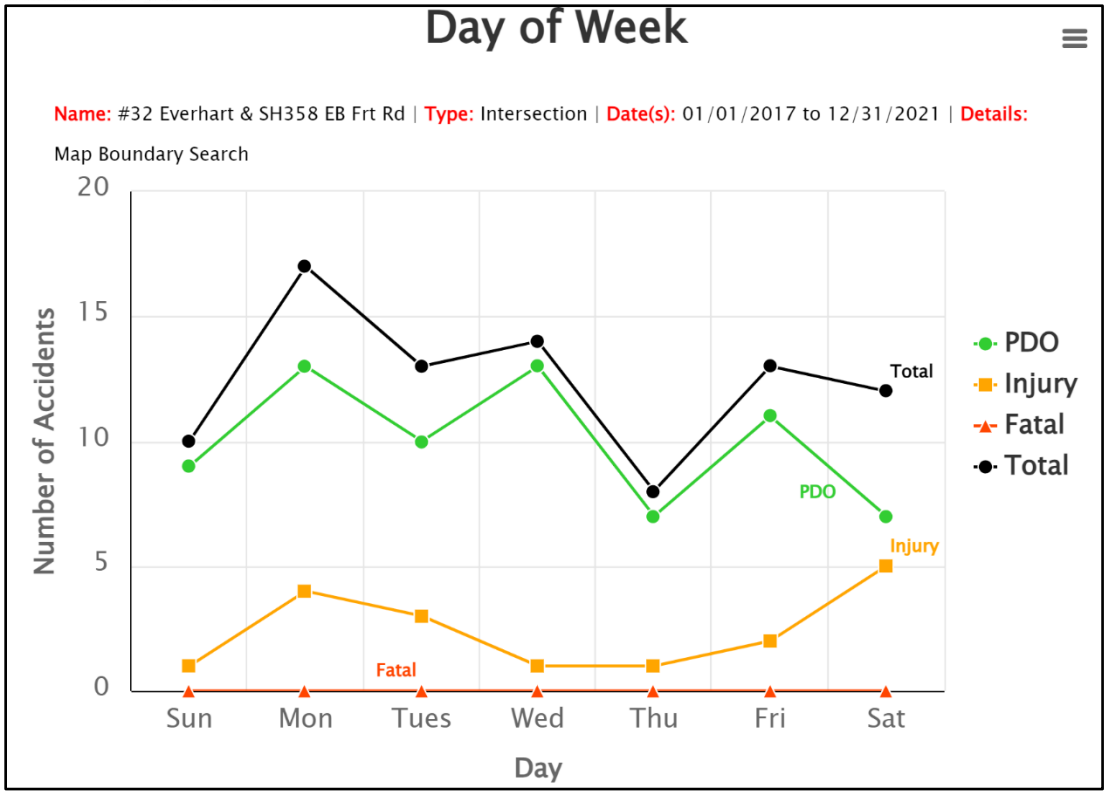


Figure 32-10: Rear-Ends, Day of Week, Everhart Rd. & SH358 Eastbound Frontage Rd.

These factors associated with the rear-end collisions which are occurring at this intersection suggest that the intersection may benefit from improved signal timing in order to provide better progression for vehicles on the Everhart Road corridor. The incidents of high severity Broadside crashes at the intersection would also benefit from a timing related countermeasure.

In consideration of the incidents of high severity Broadside crashes, we recommend that yellow (Change) plus all-red (Clearance) timings be reviewed in the field and checked for conformance with values recommended in the NCHRP Report 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (2012). Shorter than recommended intervals are strongly correlated with broadside crashes.

The speed limit = 35 mph on Everhart Rd. and 45 mph on the SH-358 Eastbound Frontage Road/S. Padre Island Drive. As left turns are not permitted northbound, the thru movements control the yellow times. Southbound, left turns are protected/permitted and it is assumed that the signals operate leading left turns. Eastbound, the thru movements control the yellow times as they have the higher speeds and longer intervals, as such eastbound Left Turn Yellow times from the Eastbound Frontage Road are not calculated here.

For all NB thru movements, limit = 35 mph, gives Y = 4.5 seconds.
For SB thru movements, limit = 35 mph, gives Y = 4.5 seconds.

For SB left-turns, limit = 35 mph, gives Y = 3.5 seconds.
N-S thru Yellows on Everhart Rd. should be 4.5 seconds minimum.
The SB left turn terminates separately and can be 3.5 seconds minimum. (Assumes negligible grades).

For EB thru movements, limit = 45 mph, gives Y = 5.0 seconds.
All EB Yellows on SH-358 Eastbound Frontage Road/S. Padre Island Drive should be 5.0 seconds minimum.

At intersections where a one-way system is involved, we recommend an additional 2 seconds of All-Red time on top of the calculated minimum NCHRP 731 guidelines. This accounts for the lack of both auxiliary lanes and left turn movements between phases on the one-way approach, which allows vehicles to enter the intersection more quickly once the light changes (they don't have as far to move before conflicting with a thru movement as they would at an intersection without a 1-way movement).

For NB thru movements, W = 68 ft, V = 35 mph, gives All-Red = (1.0 + 2.0) = 3.0 seconds.
For NB Everhart Rd., because there are no left turns permitted, the thru times control the All-Red times.

For SB Everhart Rd. the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for SB Everhart Rd.
For SB left turns, W = 103 ft, V = 20 mph, gives All-Red = (3.5 + 2.0) = 5.5 seconds.
The Minimum All-Red time on Everhart Road is controlled by the SB left turns which have the longest intervals. Minimum All-Red time on Everhart should be = 5.5 seconds.

For EB SH-358 Frontage Road/S. Padre Island Drive, the left turn times control the All-Red times because a vehicle can be turning left on yellow. Since left turning vehicles are moving slower than vehicles continuing through, the left turning clearance times are longer. As such, thru All-Red times are not calculated here for the EB SH-358 Frontage Road/S. Padre Island Drive.
For EB left turns, W = 70 ft, V = 20 mph, gives All-Red = (2.5 + 2.0) = 4.5 seconds.
Minimum All-Red time on EB SH-358 Frontage Road/S. Padre Island Drive = 4.5 seconds.

Minimum Y+AR on Everhart = (4.5 + 5.5) = 10.0 seconds.

Minimum Y+AR on SH-358 Eastbound Frontage Road/S. Padre Island Drive = (5.0 + 4.5) = 9.5 seconds.

If a field visit confirms that yellow and all-red timings are not necessarily consistent with NCHRP 731 guidance, as adjusted for one-ways, correcting the intervals is recommended.

Table 32-2 shows the Benefit-Cost Analysis for signal timing correction at the intersection, as well as the proposal to improve progression along the Everhart corridor through signal retiming. Using a conservative CRF of 10%, the estimated **B/C** ratio is **30.33**, indicating that the measures are expected to be very cost-effective. The cost of the measure includes an estimate for re-timing and coordination of additional signals in the vicinity, which may be required.

CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

03/26/2024

BCA Signal Retiming — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 89	24 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 20	7 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 6	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 15
			Capital Recovery Factor: 0.096
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $30000
Years in Crash Search: 5
Type: Signals: Signal Coordination (Existing)
Notes: Re-timing & Coordination of Existing Signals. Rear End & Broadside Crashes.
Benefit/Cost Ratio: 30.33

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 32-2: BCA Signal Re-Timing, Everhart Rd. & SH358 Eastbound Frontage Rd.

A review of crash records for rear-end collisions also indicated somewhat of a pattern of crashes occurring at the westbound SH 358 U-Turn lane where it meets the east side of the intersection and is controlled by a YIELD sign. There were 13 such incidents that were readily identifiable, but there are potentially more, as some locations indicated that traffic control was by way of lane lines, rather than a traffic signal.

Google imagery indicates that between April 2019 and June 2023 major realignment of the eastern leg of the intersection took place. The measures appear to have included the widening of the east side of the intersection to include a dedicated merge lane for the U-Turn lane so that traffic has time to join the main flow of eastbound through traffic rather than meeting it directly at a through lane (see **Figure 32-11** to **Figure 32-14**).



Figure 32-11: WB SH358 U-Turn Lane meets EB SH358 Frontage Rd. (facing West) Directly, Jun. 2018



Figure 32-12: EB SH358 Frontage Rd. (facing East on Eastern Leg), Apr. 2019

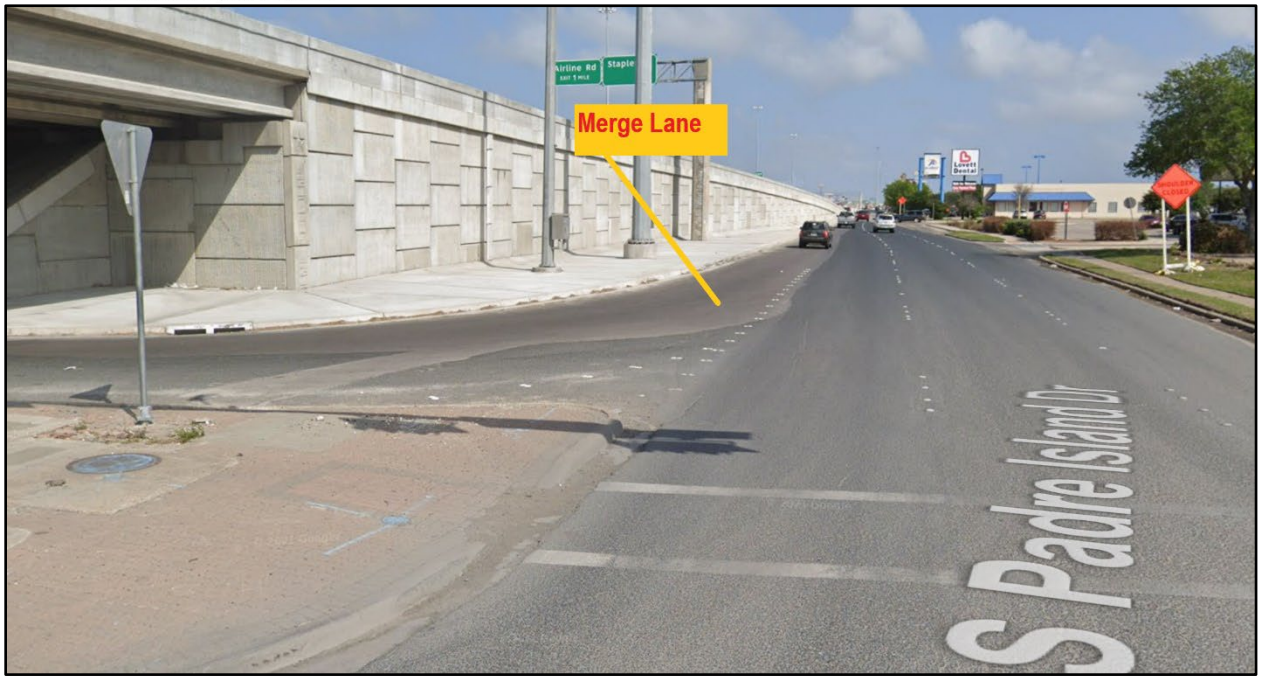


Figure 32-13: EB SH358 Frontage Rd. (facing East on Eastern Leg), Apr. 2021

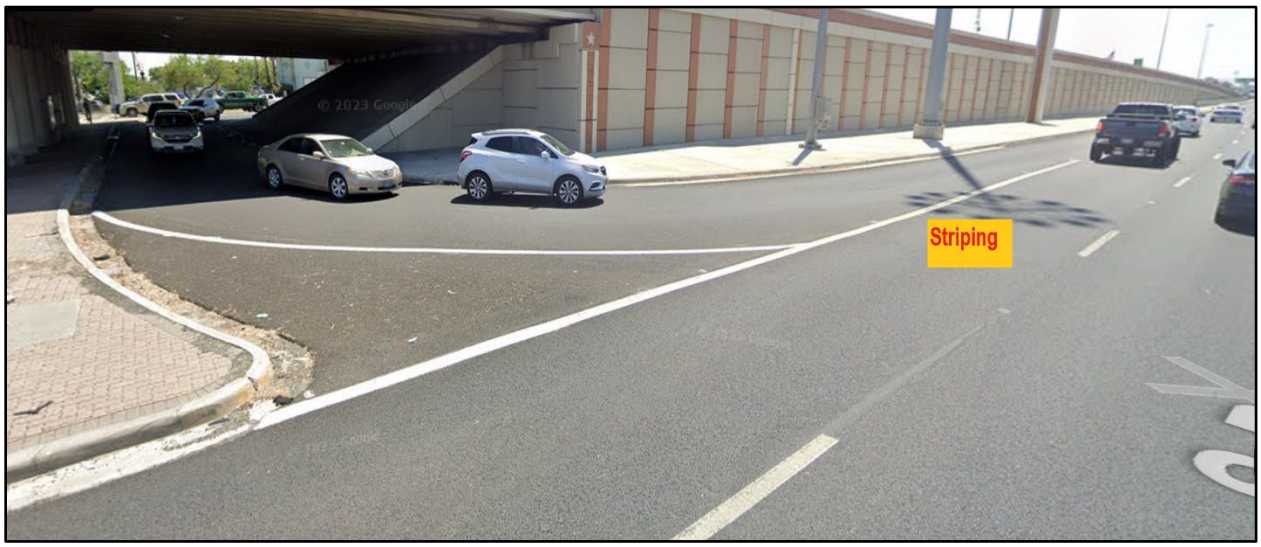


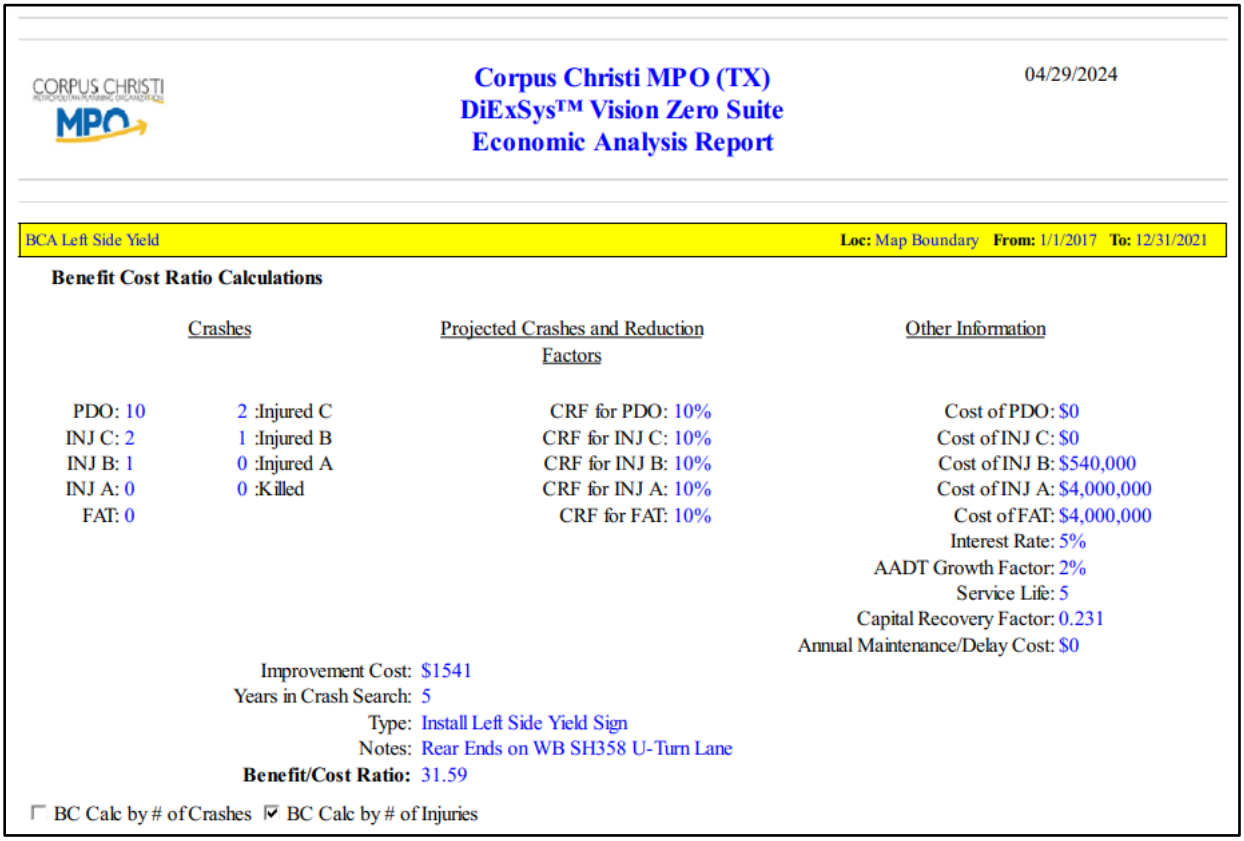
Figure 32-14: WB SH358 U-Turn Lane, (facing NE) on Eastern Leg of Everhart & WB SH358 Frontage Rd., Jun. 2023

Crash records also show that the frequency of rear-end collisions which occurred on the U-turn lane has declined sharply in this time:

- 4 crashes in 2017
- 4 crashes in 2018
- 3 crashes in 2019
- 1 crash in 2020
- 1 crash in 2021.

The crash records would appear to indicate that the expansion of the eastern leg to include a merge lane for the Westbound SH-358 U-Turn lane has been effective in reducing rear-end collisions amongst vehicles using the U-turn lane to access the Eastbound SH-358 Frontage Road.

One additional measure which CCMPO might take to address crashes of this nature would be the erection of an additional, left side YIELD sign on the Westbound U-Turn lane. **Table 32-3** shows that the measure would be expected to be cost effective, even using a conservative CRF of 10%, with a calculated **B/C** ratio of **31.59**.



CORPUS CHRISTI MPO

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Economic Analysis Report

04/29/2024

BCA Left Side Yield — **Loc:** Map Boundary **From:** 1/1/2017 **To:** 12/31/2021

Benefit Cost Ratio Calculations

Crashes		Projected Crashes and Reduction Factors	Other Information
PDO: 10	2 :Injured C	CRF for PDO: 10%	Cost of PDO: $0
INJ C: 2	1 :Injured B	CRF for INJ C: 10%	Cost of INJ C: $0
INJ B: 1	0 :Injured A	CRF for INJ B: 10%	Cost of INJ B: $540,000
INJ A: 0	0 :Killed	CRF for INJ A: 10%	Cost of INJ A: $4,000,000
FAT: 0		CRF for FAT: 10%	Cost of FAT: $4,000,000
			Interest Rate: 5%
			AADT Growth Factor: 2%
			Service Life: 5
			Capital Recovery Factor: 0.231
			Annual Maintenance/Delay Cost: $0

Improvement Cost: $1541
Years in Crash Search: 5
Type: Install Left Side Yield Sign
Notes: Rear Ends on WB SH358 U-Turn Lane
Benefit/Cost Ratio: 31.59

☐ BC Calc by # of Crashes ☑ BC Calc by # of Injuries

Table 32-3: BCA for Left Side Yield Sign on WB SH358 U-Turn Lane

SIDESWIPE SAME DIRECTION & OVERTAKING-TURNS

Sideswipe same direction and overtaking turn crashes are considered together here as both crash types are likely to be occurring due to turning movements at this intersection. **Figure 32-15** shows the distribution of movements associated with these crashes. While just over a third were associated with straight movements, about the same proportion was also associated with both “unknown” movements and confirmed turning movements. The lane configuration of this intersection makes it more likely that crashes were related to turning movements. **Figure 32-16** shows that there are double left turn movements permissible from the SH358 Eastbound Frontage Road in addition to double right turn

movements. Construction took place in early 2021 and a temporary movable sign replaced the one seen in **Figure 32-16**, however, beyond this time an advance lane selection sign is not visible on the Eastbound SH358 Frontage Road.

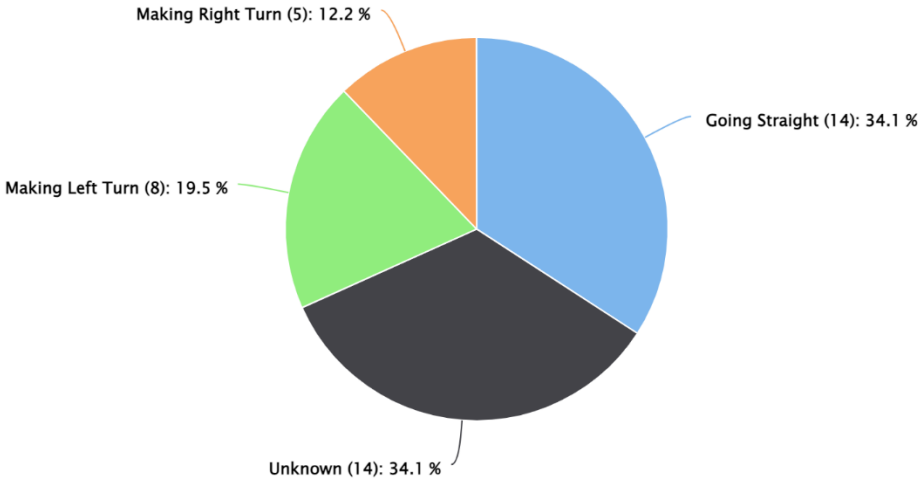


Figure 32-15: Sideswipe Same Direction & Overtaking Turn Crashes, Vehicle Movements



Figure 32-16: Advance Lane Selection Signs, SH358 Eastbound Frontage Rd/S. Padre Is. Dr., Sept. 2019

Figure 32-17 indicates that double left turn movements are permissible from southbound Everhart Rd.

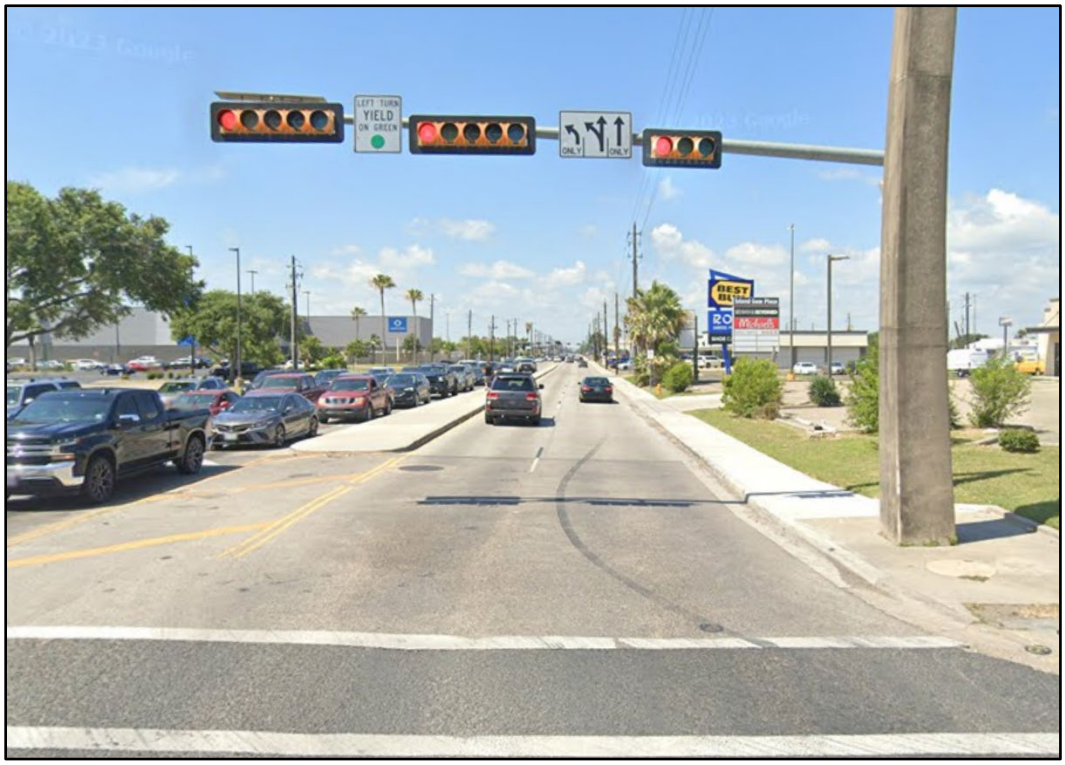


Figure 32-17: Lane Selection Sign, SB Everhart Rd., Jun. 2023

Figure 32-18 shows the crash distribution by at-fault direction for sideswipe same direction and overtaking turn crashes at the intersection.

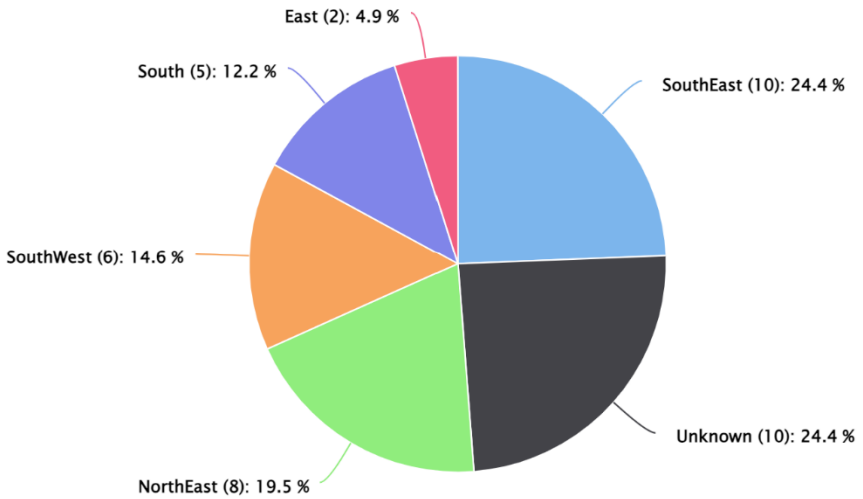


Figure 32-18: Sideswipe Same Direction & Overtaking Turn, At-Fault Vehicle Direction

Although there is a proportion of crashes with “unknown” directions, as well as a non-uniformity to the way directions have been recorded, it is still clear that the majority of incidents involved either southbound or eastbound vehicles. This is not surprising when the lane designations described above are considered.

Crash record narratives for sideswipe same direction and overtaking turn crashes display frequent references to:

- failure to drive in a single lane,
- unsafe change from a direct course,
- disregarded turn marks at intersection, and
- circumstances indicating wide left turns

Google Streetview imagery shows that since April 2019 lane line extensions for the double turning movements at the intersection have become faded, this included a period of construction/resurfacing works circa 2021 (**Figure 32-19** and **Figure 32-20**).



Figure 32-19: Lane Line Extensions, (facing North), Everhart Rd. & SH358 Eastbound Frontage Rd., Apr. 2019

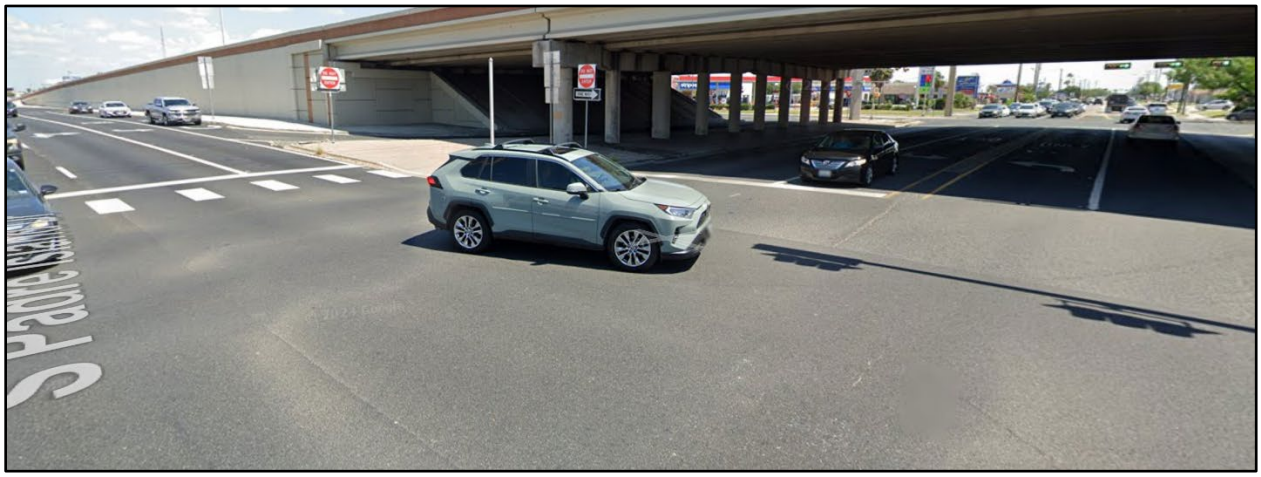


Figure 32-20: No Lane Line Extensions, (facing NW), Everhart Rd. & SH358 Eastbound Frontage Rd., Jun. 2023

Crash data did not reveal any trends related to lighting conditions or weather regarding sideswipe same direction and overtaking turn crash patterns.

In addition to the aforementioned factors, the Westbound SH-358 U-turn Lane on the east side of the intersection, where it intersects the Eastbound SH-358 Frontage Road, previously would have presented another opportunity for the occurrence of sideswipe same direction crashes. However, as has been described under the REAR END section above, the eastern leg of the intersection has been recently widened to include an exclusive merge lane for the U-Turn lane, which includes striping to separate traffic making a U-Turn from eastbound traffic which has just proceeded through the intersection, as such that this conflict should be ameliorated.

To address the pattern of sideswipe same direction and overtaking turn crashes at the intersection, and to remove the potential for conflicts due to lane divergence between two southbound or eastbound vehicles making a left turn, and between a through and a turning vehicle in the same directions, it is recommended that turn lane line extensions through the intersection be reinstated for each of the left turn lanes, on both the SH-358 Eastbound Frontage Road/S. Padre Island Dr. and on southbound Everhart Rd.

However, all Sideswipe Same Direction and Overtaking Turn crashes were at the PDO or Injury Level C levels. Currently CCMPO does not assess crashes at this level as part of an economic appraisal, as per the TxDOT guidelines it adheres to. As such the resultant B/C ratio would be zero, indicating the measure would not be expected to be cost-effective, although it would still yield safety benefits.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

22 Weber summary **Type:** Segment **Search Name:** Rt: 43 Section: 155701 MM: [8.05 - 10.767] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	2	Killed:	2
INJ:	117	Injured:	153
PDO:	342		
TOTAL:	461		

Weather Conditions

None:	410
Rain:	20
Snow/Sleet/Hail:	0
Fog:	1
Dust:	0
Wind:	0
Unknown:	30
TOTAL:	461

Lighting Conditions

Daylight:	309
Dawn/Dusk:	9
Dark-Lighted:	98
Dark-Unlighted:	15
Unknown:	30
TOTAL:	461

Road Conditions

Dry:	426
Wet:	35
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	461

Crash Location

On Road:	421
Off Road Left:	40
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	461

Crash Type

Overturning:	2	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	9	Culvert/Headwall:	0
Broadside:	103	Embankment:	0
Head On:	2	Curb:	2
Rear End:	128	Delineator Post:	0
Sideswipe (Same):	65	Fence:	6
Sideswipe (Opposite):	1	Tree:	3
Approach Turn:	77	Lrg Bldrs or Rocks:	0
Overtaking Turn:	10	Barricade:	0
Parked Motor Veh:	8	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	3	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	14
Domestic Animal:	0	Total Fixed Objects:	37
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	10	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	2	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	461
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	42
Two Car:	385
Three or More:	34
Unknown:	0
TOTAL:	461

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	224
Intersection Related:	0
Non Intersection:	237
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	461

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

22 Weber summary **Type:** Segment **Search Name:** Rt: 43 Section: 155701 MM: [8.05 - 10.767] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	235	215	12
Psgr Car/Psgr Van w/Trl:	0	6	3
Pickup Truck/Utility Van:	85	64	7
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	92	91	5
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	3	5	0
Trucks > 10k lbs/Busses > 15 People:	3	1	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	1	0
Motorcycle:	3	3	0
Bicycle:	0	4	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	37	3	0
Other:	0	9	0
Unknown:	3	17	7
TOTAL:	461	419	34

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	461
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	461

Crash Rates

PDO:	2.64 / MVMT
Injury:	0.9 / MVMT
Fatal:	1.54 / 100MVMT
Total:	3.56 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	454	418	34
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	1	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	6	1	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	461	419	34

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

22 Weber summary **Type:** Segment **Search Name:** Rt: 43 Section: 155701 MM: [8.05 - 10.767] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	0	0
Alcohol Involved:	2	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	458	419	34
TOTAL:	461	419	34

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	74	96	0
Northeast:	34	42	0
East:	50	9	0
Southeast:	31	1	0
South:	89	94	0
Southwest:	33	50	0
West:	38	8	0
Northwest:	0	0	0
Unknown:	112	119	34
TOTAL:	461	419	34

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	276	254	27
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	8	6	0
Making Left Turn:	1	0	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	4	4	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	172	155	7
TOTAL:	461	419	34

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/21/2024

22 Weber pattern with driveways

Location - Route: 43 MP: 8.05 to 8.35 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 0 FAT: 0

Patterns

Location - Route: 43 MP: 8.15 to 8.45 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 0 FAT: 0

Patterns

Location - Route: 43 MP: 8.25 to 8.55 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 1 FAT: 0

Patterns

Location:Off Road[3], Off Road Left[3]
Lighting: Dark - Lighted[5], Dark - Unlighted[3]

Location - Route: 43 MP: 8.35 to 8.65 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 3 FAT: 0

Patterns

Location:Off Road[6], Off Road Left[6]
Lighting: Dark - Unlighted[4]

Location - Route: 43 MP: 8.45 to 8.75 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 3 FAT: 0

Patterns

Location:Off Road[5], Off Road Left[5]
Lighting: Dark - Unlighted[3]

Location - Route: 43 MP: 8.55 to 8.85 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 4 FAT: 0

Patterns

Location:Off Road[3], Off Road Left[3]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/21/2024

22 Weber pattern with driveways

Location - Route: 43 MP: 8.65 to 8.95 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 6 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[14]
Location:On Road[14]

Location - Route: 43 MP: 8.75 to 9.05 :: From: 1/1/2017 to 12/31/2021

PDO: 59 INJ: 20 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[72]
Location: On Road[74]
Crash Type:Broadside[30], Approach Turn[19]

Location - Route: 43 MP: 8.85 to 9.15 :: From: 1/1/2017 to 12/31/2021

PDO: 77 INJ: 31 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[98]
Location: On Road[102]
Crash Type:Broadside[45], Approach Turn[22]

Location - Route: 43 MP: 8.95 to 9.25 :: From: 1/1/2017 to 12/31/2021

PDO: 78 INJ: 28 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[97]
Location: On Road[101]
Crash Type:Broadside[43], Approach Turn[23]

Location - Route: 43 MP: 9.05 to 9.35 :: From: 1/1/2017 to 12/31/2021

PDO: 33 INJ: 16 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[43]
Location: On Road[46]
Crash Type:Broadside[15], Approach Turn[7]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/21/2024

22 Weber pattern with driveways

Location - Route: 43 MP: 9.15 to 9.45 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 3 FAT: 0

Patterns

Location: On Road[16]
Crash Type: Approach Turn[4]

Location - Route: 43 MP: 9.25 to 9.55 :: From: 1/1/2017 to 12/31/2021

PDO: 19 INJ: 2 FAT: 0

Patterns

Location: Off Road[8], Off Road Left[8]
Crash Type: Other Fixed Object[5], Total Fixed Objects[8]
Lighting: Dark - Lighted[10]

Location - Route: 43 MP: 9.35 to 9.65 :: From: 1/1/2017 to 12/31/2021

PDO: 19 INJ: 0 FAT: 0

Patterns

Location: Off Road[7], Off Road Left[7]
Crash Type: Other Fixed Object[4], Total Fixed Objects[7]
Lighting: Dark - Lighted[9]

Location - Route: 43 MP: 9.45 to 9.75 :: From: 1/1/2017 to 12/31/2021

PDO: 26 INJ: 0 FAT: 0

Patterns

Location: Off Road[11], Off Road Left[11]
Crash Type: Parked Motor Vehicle[3], Light or Utility Pole[3], Other Fixed Object[5], Total Fixed Objects[11]
Lighting: Dark - Lighted[12]

Location - Route: 43 MP: 9.55 to 9.85 :: From: 1/1/2017 to 12/31/2021

PDO: 33 INJ: 11 FAT: 0

Patterns

Location: On Road[37], Off Road Left[7]
Crash Type: Broadside[4], Approach Turn[5], Parked Motor Vehicle[3]

Location - Route: 43 MP: 9.65 to 9.95 :: From: 1/1/2017 to 12/31/2021

PDO: 38 INJ: 15 FAT: 0

Patterns

Location: On Road[45], Off Road Left[8]
Crash Type: Broadside[3], Approach Turn[8]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/21/2024

22 Weber pattern with driveways

Location - Route: 43 MP: 9.75 to 10.05 :: From: 1/1/2017 to 12/31/2021

PDO: 65 INJ: 26 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[76]
Location: On Road[85]
Crash Type: Broadside[20], Approach Turn[19]

Location - Route: 43 MP: 9.85 to 10.15 :: From: 1/1/2017 to 12/31/2021

PDO: 73 INJ: 21 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[84]
Location: On Road[90]
Crash Type: Broadside[21], Approach Turn[19]

Location - Route: 43 MP: 9.95 to 10.25 :: From: 1/1/2017 to 12/31/2021

PDO: 71 INJ: 25 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[83]
Location: On Road[92]
Crash Type: Broadside[22], Approach Turn[16]

Location - Route: 43 MP: 10.05 to 10.35 :: From: 1/1/2017 to 12/31/2021

PDO: 40 INJ: 21 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[48]
Location: On Road[57]
Crash Type: Broadside[5], Approach Turn[5]

Location - Route: 43 MP: 10.15 to 10.45 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 21 FAT: 0

Patterns

Severity: Injury (INJ)[21]
Location: On Road[35]
Crash Type: Rear End[29]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/21/2024

22 Weber pattern with driveways

Location - Route: 43 MP: 10.25 to 10.55 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 16 FAT: 0

Patterns

Severity: Injury (INJ)[16]
Vehicles: Two Vehicle Accidents[25]
Location: On Road[28]
Crash Type: Rear End[23]

Location - Route: 43 MP: 10.35 to 10.65 :: From: 1/1/2017 to 12/31/2021

PDO: 24 INJ: 14 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[30]
Location: On Road[35]
Crash Type: Rear End[27]

Location - Route: 43 MP: 10.45 to 10.75 :: From: 1/1/2017 to 12/31/2021

PDO: 88 INJ: 23 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[95]
Location: On Road[108]
Crash Type: Broadside[24], Approach Turn[25]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Weber Rd (FM 43) Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	9.388	1/10/2017	8:46 AM	No Injury (PDO)	15533025	C1700227	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.72	1/11/2017	4:17 PM	No Injury (PDO)	15534047	C1700262	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
43	155701	9.975	1/18/2017	7:36 AM	No Injury (PDO)	15543894	C1700398	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	Unknown	Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	1/3/2017	3:15 PM	No Injury (PDO)	15545024	C1700059	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.618	1/18/2017	6:30 PM	No Injury (PDO)	15545628	C1700415	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.994	1/6/2017	1:06 PM	No Injury (PDO)	15555329	C1700127	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.833	1/13/2017	6:18 PM	No Injury (PDO)	15564100	C1700323	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.325	1/23/2017	7:45 AM	No Injury (PDO)	15566242	C1700501	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.697	1/28/2017	11:59 AM	No Injury (PDO)	15575978	C1700641	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Fence or Fence Part	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.821	1/24/2017	9:47 PM	No Injury (PDO)	15584958	C1700563	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.352	2/4/2017	12:57 PM	Possible/Complaint of Injury (C)	15588411	C1700861	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.032	2/1/2017	6:27 PM	No Injury (PDO)	15596522	C1700767	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.951	2/12/2017	8:46 AM	No Injury (PDO)	15603031	C1701094	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	2/18/2017	1:34 PM	Possible/Complaint of Injury (C)	15616118	C1701281	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.104	2/24/2017	7:09 PM	Possible/Complaint of Injury (C)	15643727	C1701481	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.937	3/3/2017	2:57 PM	No Injury (PDO)	15657821	C1701658	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.695	3/3/2017	5:05 PM	No Injury (PDO)	15661743	C1701665	On Road	At Driveway Access	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.085	3/10/2017	5:42 PM	No Injury (PDO)	15666729	C1701881	On Road	Non-Intersection	1	Wet	Daylight	Rain	Sideswipe Same Direction	Unknown	SUV	Unknown	No Apparent Contributing Factor	
43	155701	9.017	3/14/2017	9:03 AM	No Injury (PDO)	15672763	C1701969	On Road	At Driveway Access	1	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.71	4/5/2017	10:59 AM	No Injury (PDO)	15684634	C1702635	Off Road Left	Non-Intersection	2	Dry	Unknown	Unknown	Other Fixed Object	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.748	3/30/2017	3:53 PM	No Injury (PDO)	15688767	C1702470	On Road	At Driveway Access	1	Dry	Daylight	None	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.466	3/26/2017	5:04 AM	No Injury (PDO)	15705377	C1702337	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	Unknown	SUV	No Impairment Suspected	No Apparent Contributing Factor	Unknown
43	155701	9.937	3/28/2017	9:07 AM	No Injury (PDO)	15706649	C1702395	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.678	3/30/2017	10:16 PM	No Injury (PDO)	15708565	C1702482	Off Road Left	Non-Intersection	3	Dry	Dark Lighted	None	Light or Utility Pole	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.989	4/1/2017	1:30 PM	Possible/Complaint of Injury (C)	15709549	C1702531	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.031	4/4/2017	9:15 PM	Possible/Complaint of Injury (C)	15712852	C1702627	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.095	4/21/2017	12:52 PM	No Injury (PDO)	15714662	C1703042	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.046	4/7/2017	8:02 PM	Evident Non-Incapacitating (B)	15719413	C1702708	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.293	4/15/2017	2:25 AM	Possible/Complaint of Injury (C)	15731632	C1702883	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Fence or Fence Part	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.878	4/15/2017	1:41 PM	Possible/Complaint of Injury (C)	15731676	C1702892	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
43	155701	8.998	4/16/2017	8:05 PM	No Injury (PDO)	15733723	C1702921	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.705	4/17/2017	2:45 PM	No Injury (PDO)	15734114	C1702941	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.393	4/17/2017	9:02 PM	No Injury (PDO)	15734138	C1702950	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.433	4/21/2017	3:18 PM	Possible/Complaint of Injury (C)	15740243	C1703047	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.013	4/24/2017	8:35 AM	No Injury (PDO)	15745106	C1703120	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.046	4/26/2017	3:18 PM	No Injury (PDO)	15749101	C1703183	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.518	5/4/2017	6:59 AM	No Injury (PDO)	15749533	C1703390	Off Road Left	Non-Intersection	2	Dry	Dawn or Dusk	None	Light or Utility Pole	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.384	4/21/2017	10:36 PM	No Injury (PDO)	15751468	C1703064	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.539	5/5/2017	6:25 PM	No Injury (PDO)	15759880	C1703457	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.671	5/10/2017	7:51 AM	No Injury (PDO)	15764320	C1703566	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.618	5/11/2017	6:20 PM	No Injury (PDO)	15764684	C1703605	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.572	5/19/2017	3:03 PM	No Injury (PDO)	15766505	c1703823	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.713	5/13/2017	9:24 PM	Possible/Complaint of Injury (C)	15766508	C1703682	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.049	5/4/2017	5:34 PM	No Injury (PDO)	15769131	C1703411	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.487	5/15/2017	5:20 AM	No Injury (PDO)	15770409	C1703704	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	SUV	Alcohol	No Apparent Contributing Factor	Unknown
43	155701	10.272	5/19/2017	5:01 PM	No Injury (PDO)	15772496	C1703828	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.087	5/18/2017	12:58 PM	No Injury (PDO)	15774640	C1703786	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.091	5/26/2017	6:21 PM	No Injury (PDO)	15787031	C1704020	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.878	6/2/2017	7:23 PM	No Injury (PDO)	15797776	C1704211	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.018	6/5/2017	3:19 PM	No Injury (PDO)	15814182	C1704279	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.089	6/1/2017	5:17 PM	No Injury (PDO)	15822401	C1704180	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.705	6/26/2017	6:39 PM	No Injury (PDO)	15835749	C1704816	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.07	6/29/2017	12:00 AM	No Injury (PDO)	15847513	C1704874	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	7/5/2017	10:29 AM	No Injury (PDO)	15848871	C1705019	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.98	7/7/2017	7:23 AM	No Injury (PDO)	15850779	c1705075	On Road	At Driveway Access	2	Wet	Daylight	Rain	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.212	7/8/2017	1:04 PM	No Injury (PDO)	15854936	C1705113	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.521	7/8/2017	1:42 AM	No Injury (PDO)	15861566	C1705099	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
43	155701	9.036	7/19/2017	11:23 AM	No Injury (PDO)	15870624	C1705369	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.927	7/26/2017	3:17 PM	No Injury (PDO)	15883869	C1705562	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.84	7/29/2017	8:46 PM	Possible/Complaint of Injury (C)	15893052	C1705670	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.975	8/4/2017	5:00 PM	No Injury (PDO)	15903248	C1705819	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.71	8/7/2017	2:40 PM	No Injury (PDO)	15907903	C1705875	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.012	8/10/2017	3:25 PM	No Injury (PDO)	15921067	C1705940	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.095	8/12/2017	10:01 PM	Possible/Complaint of Injury (C)	15931144	C1705998	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.008	9/1/2017	2:35 PM	No Injury (PDO)	15946177	C1706413	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.127	9/1/2017	11:13 PM	No Injury (PDO)	15946241	C1706423	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.504	9/6/2017	11:25 PM	No Injury (PDO)	15949888	C1706511	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Curb or Island	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.028	9/6/2017	6:25 PM	No Injury (PDO)	15950060	C1706542	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.671	9/7/2017	9:26 AM	No Injury (PDO)	15950475	C1706563	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.531	8/20/2017	9:11 PM	No Injury (PDO)	15952149	C1706191	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.093	9/12/2017	6:14 PM	No Injury (PDO)	15962975	C1706703	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.326	9/28/2017	3:15 PM	Evident Non-Incapacitating (B)	15996838	C1707184	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.821	9/29/2017	5:11 PM	No Injury (PDO)	15998247	C1707228	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.7	10/2/2017	11:36 AM	No Injury (PDO)	16000449	C1707287	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.985	10/21/2017	11:06 AM	No Injury (PDO)	16031881	c1707879	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.69	10/26/2017	6:28 AM	No Injury (PDO)	16041290	c1708016	On Road	At Driveway Access	2	Dry	Dawn or Dusk	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.821	10/9/2017	1:43 AM	No Injury (PDO)	16044620	C1707509	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.154	10/12/2017	4:57 PM	No Injury (PDO)	16051245	C1707623	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.008	10/23/2017	9:25 AM	No Injury (PDO)	16058219	C1707921	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.636	11/2/2017	3:00 PM	No Injury (PDO)	16065650	C1708226	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	11/7/2017	1:40 PM	Possible/Complaint of Injury (C)	16077947	C1708376	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.231	11/6/2017	7:03 PM	No Injury (PDO)	16086458	C1708360	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.083	11/13/2017	1:13 PM	No Injury (PDO)	16089049	C1708543	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.112	11/10/2017	5:20 PM	Evident Non-Incapacitating (B)	16098262	C1708469	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.748	11/12/2017	1:37 PM	No Injury (PDO)	16098928	C1708516	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.101	11/17/2017	1:54 PM	No Injury (PDO)	16111168	C1708699	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.985	12/9/2017	1:14 PM	No Injury (PDO)	16166447	C1709357	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.71	12/8/2017	9:32 PM	Possible/Complaint of Injury (C)	16170322	C1709346	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.526	12/13/2017	5:18 PM	No Injury (PDO)	16171038	C1709481	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.7	12/15/2017	12:46 PM	No Injury (PDO)	16175037	C1709528	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.667	12/19/2017	5:40 PM	No Injury (PDO)	16177140	C1709667	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.84	1/3/2018	2:30 PM	No Injury (PDO)	16178713	C1800052	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.026	12/22/2017	9:44 PM	No Injury (PDO)	16180095	C1709769	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.84	1/3/2018	2:19 PM	Evident, Incapacitating (A)	16186469	C1800051	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.135	1/17/2018	10:18 AM	No Injury (PDO)	16200621	c1800323	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.933	1/25/2018	6:59 PM	No Injury (PDO)	16216351	C1800537	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.208	1/26/2018	5:13 PM	No Injury (PDO)	16217335	C1800554	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.618	1/19/2018	6:12 PM	No Injury (PDO)	16219718	C1800392	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.932	1/9/2018	10:43 PM	No Injury (PDO)	16220982	C1800175	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Trees or Shrubs	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.008	1/21/2018	7:31 PM	No Injury (PDO)	16223103	C1800442	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	1/30/2018	6:06 PM	No Injury (PDO)	16224559	C1800676	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.769	2/9/2018	4:06 PM	Possible/Complaint of Injury (C)	16247990	C1800936	Off Road Left	At Driveway Access	2	Wet	Dark Un-Lighted	Rain	Unknown	South	SUV	Unknown	No Apparent Contributing Factor	East
43	155701	9.84	2/20/2018	4:06 PM	Possible/Complaint of Injury (C)	16259233	C1801234	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South

Weber Rd (FM 43) Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	9.816	2/26/2018	4:49 PM	No Injury (PDO)	16270206	C1801415	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.966	3/15/2018	4:37 PM	Possible/Complaint of Injury (C)	16300613	C1801889	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.662	4/9/2018	8:30 AM	No Injury (PDO)	16343912	C1802514	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.095	4/7/2018	4:15 AM	No Injury (PDO)	16351888	C1802470	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	9.038	4/12/2018	4:30 PM	No Injury (PDO)	16361078	C1802607	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.562	4/2/2018	6:03 PM	No Injury (PDO)	16366399	C1802371	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	10.739	4/21/2018	5:09 PM	No Injury (PDO)	16381598	C1802851	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.184	4/22/2018	2:23 AM	No Injury (PDO)	16383498	C1802865	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
43	155701	10.171	5/17/2018	7:45 PM	No Injury (PDO)	16454624	C1803586	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.232	5/22/2018	4:37 PM	Possible/Complaint of Injury (C)	16455487	C1803725	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
43	155701	9.815	5/24/2018	5:02 PM	Possible/Complaint of Injury (C)	16456073	C1803788	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.008	5/27/2018	8:15 PM	No Injury (PDO)	16465241	C1803873	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.07	6/6/2018	12:26 PM	No Injury (PDO)	16470085	C1804113	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.748	6/15/2018	9:15 PM	No Injury (PDO)	16480135	C1804375	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.583	6/25/2018	9:50 PM	No Injury (PDO)	16488339	C1804578	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.022	6/27/2018	9:47 AM	No Injury (PDO)	16492055	C1804612	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.748	7/13/2018	6:42 PM	No Injury (PDO)	16520905	C1805050	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.71	7/10/2018	11:39 AM	Possible/Complaint of Injury (C)	16523072	C1804948	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.975	7/5/2018	5:07 PM	No Injury (PDO)	16533694	C1804827	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.72	7/27/2018	12:20 PM	Possible/Complaint of Injury (C)	16544358	C1805384	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.994	8/15/2018	3:24 PM	No Injury (PDO)	16573644	C1805902	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	10.29	8/24/2018	12:18 PM	Possible/Complaint of Injury (C)	16594160	C1806147	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.618	8/20/2018	5:56 PM	No Injury (PDO)	16599618	C1806052	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.464	9/30/2018	3:19 AM	No Injury (PDO)	16652545	C1807088	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.701	9/19/2018	1:13 PM	Possible/Complaint of Injury (C)	16652728	C1806807	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.821	9/15/2018	11:32 PM	No Injury (PDO)	16663189	C1806733	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.065	10/3/2018	2:32 PM	Possible/Complaint of Injury (C)	16686866	C1807176	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.69	10/16/2018	7:28 AM	No Injury (PDO)	16711972	C1807499	On Road	At Driveway Access	2	Wet	Daylight	Rain	Approach Turn	Southwest	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.912	10/14/2018	3:15 PM	No Injury (PDO)	16714271	C1807470	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	10/25/2018	2:30 PM	Possible/Complaint of Injury (C)	16726969	C1807740	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.004	10/26/2018	5:39 PM	Possible/Complaint of Injury (C)	16727210	C1807776	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	11/20/2018	4:17 PM	No Injury (PDO)	16750090	C1808416	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Motorcycle	Unknown	No Apparent Contributing Factor	South
43	155701	10.032	11/21/2018	3:43 PM	No Injury (PDO)	16750649	C1808477	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.089	11/28/2018	3:53 PM	No Injury (PDO)	16762507	C1808622	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.71	11/11/2018	12:38 PM	No Injury (PDO)	16771987	C1808218	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.859	11/19/2018	6:59 PM	No Injury (PDO)	16781749	C1808420	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.707	11/20/2018	11:44 AM	No Injury (PDO)	16784827	C1808432	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.104	12/13/2018	2:29 PM	No Injury (PDO)	16795001	C1809078	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.84	12/12/2018	2:19 PM	Possible/Complaint of Injury (C)	16818290	C1809036	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.483	12/19/2018	2:12 PM	Evident Non-Incapacitating (B)	16829247	C1809261	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	10.596	12/27/2018	6:16 PM	No Injury (PDO)	16829672	C1809463	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.748	1/17/2019	12:46 PM	No Injury (PDO)	16854864	C1900372	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.994	1/18/2019	4:02 AM	Possible/Complaint of Injury (C)	16857599	C1900387	On Road	Non-Intersection	1	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.159	1/21/2019	6:20 AM	No Injury (PDO)	16863828	C1900453	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.729	1/29/2019	11:31 AM	Possible/Complaint of Injury (C)	16871228	C1900648	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.71	1/22/2019	9:50 AM	No Injury (PDO)	16881299	C1900480	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.211	2/6/2019	3:53 PM	Possible/Complaint of Injury (C)	16902848	C1900860	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.698	2/5/2019	4:44 PM	No Injury (PDO)	16905593	C1900835	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	East
43	155701	9.821	2/19/2019	2:01 PM	Possible/Complaint of Injury (C)	16907350	C1901205	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	West
43	155701	9.464	2/6/2019	2:49 AM	No Injury (PDO)	16911201	C1900843	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Fence or Fence Part	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.671	2/20/2019	6:49 PM	No Injury (PDO)	16913115	C1901250	On Road	Non-Intersection	1	Dry	Dark Un-Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.084	2/21/2019	4:31 PM	No Injury (PDO)	16913875	C1901263	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.017	2/2/2019	8:19 PM	No Injury (PDO)	16917356	C1900775	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.017	2/15/2019	6:52 PM	Possible/Complaint of Injury (C)	16927107	C1901125	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	West	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.681	3/6/2019	3:30 PM	Evident Non-Incapacitating (B)	16935194	C1901605	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.729	3/7/2019	12:03 AM	Possible/Complaint of Injury (C)	16935942	C1901624	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.994	3/12/2019	4:18 PM	No Injury (PDO)	16956650	C1901783	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.69	3/19/2019	12:33 PM	No Injury (PDO)	16957255	C1901967	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.618	3/25/2019	1:35 PM	Evident Non-Incapacitating (B)	16974029	C1902169	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	4/4/2019	6:34 PM	No Injury (PDO)	16993259	1904040090	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.83	4/4/2019	2:17 PM	Possible/Complaint of Injury (C)	16993558	C1902418	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.927	3/29/2019	7:58 AM	No Injury (PDO)	17018056	C1902252	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	10.757	4/16/2019	5:43 PM	Possible/Complaint of Injury (C)	17019072	C1902772	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	West
43	155701	10.022	4/9/2019	6:30 AM	No Injury (PDO)	17042038	C1902605	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	West	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	Unknown
43	155701	8.492	5/1/2019	8:36 AM	No Injury (PDO)	17051893	C1903138	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.927	5/18/2019	3:49 PM	Possible/Complaint of Injury (C)	17079972	C1903603	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.932	5/31/2019	8:51 PM	No Injury (PDO)	17101730	C1903921	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.265	5/29/2019	6:04 PM	Possible/Complaint of Injury (C)	17127403	C1903859	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.71	6/7/2019	6:00 PM	No Injury (PDO)	17132149	C1904098	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Northeast	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
43	155701	9.504	6/18/2019	12:44 AM	No Injury (PDO)	17135392	C1904330	Off Road Left	Non-Intersection	1	Dry	Unknown	Unknown	Light or Utility Pole	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.531	6/1/2019	3:40 AM	No Injury (PDO)	17138818	C1903925	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.748	6/12/2019	2:52 PM	No Injury (PDO)	17152638	C1904192	On Road	At Driveway Access	1	Dry	Daylight	None	Rear End	East	Motorcycle	Unknown	No Apparent Contributing Factor	
43	155701	10.08	6/26/2019	4:21 PM	No Injury (PDO)	17173180	C1904544	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	10.392	7/15/2019	1:15 PM	No Injury (PDO)	17180155	C1904933	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.757	7/16/2019	5:11 PM	No Injury (PDO)	17183309	C1904962	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.84	7/17/2019	6:22 PM	No Injury (PDO)	17189737	C1904994	On Road	Non-Intersection	4	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.433	7/26/2019	9:11 PM	Possible/Complaint of Injury (C)	17205841	C1905222	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	9.994	8/3/2019	2:26 PM	No Injury (PDO)	17215027	C1905415	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.739	8/7/2019	1:12 PM	No Injury (PDO)	17220627	C1905489	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.051	8/8/2019	6:18 AM	No Injury (PDO)	17223414	C1905508	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Unknown	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.49	8/16/2019	11:51 AM	No Injury (PDO)	17236082	C1905707	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.169	8/19/2019	4:01 AM	No Injury (PDO)	17239877	C1905787	Off Road Left	Non-Intersection	1	Dry	Unknown	Unknown	Fence or Fence Part	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.667	8/15/2019	7:52 AM	No Injury (PDO)	17242614	C1905679	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.71	8/30/2019	3:21 PM	No Injury (PDO)	17261051	C1906076	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.691	9/6/2019	6:51 PM	No Injury (PDO)	17287697	C1906280	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.531	9/14/2019	1:56 PM	No Injury (PDO)	17287772	C1906464	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.821	9/12/2019	6:10 PM	No Injury (PDO)	17287879	C1906420	On Road	At Driveway Access	3	Dry	Unknown	Unknown	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.329	8/27/2019	1:28 AM	Evident Non-Incapacitating (B)	17290214	C1905973	Off Road Left	Non-Intersection	1	Dry	Unknown	Unknown	Overturning	Southwest	Motorcycle	Unknown	No Apparent Contributing Factor	
43	155701	10.032	9/18/2019	5:45 PM	No Injury (PDO)	17300781	C1906552	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.875	9/18/2019	5:49 PM	Possible/Complaint of Injury (C)	17303442	C1906551	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	10.739	9/10/2019	3:55 PM	No Injury (PDO)	17306007	C1906366	On Road	At Driveway Access	2	Wet	Unknown	Unknown	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	9.033	9/20/2019	9:25 PM	No Injury (PDO)	17308024	C1906612	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.937	9/26/2019	6:14 PM	No Injury (PDO)	17310510	C1906760	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.226	9/29/2019	8:05 PM	Possible/Complaint of Injury (C)	17318111	C1906849	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.985	9/27/2019	5:46 PM	No Injury (PDO)	17322912	C1906789	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	9/30/2019	11:45 AM	No Injury (PDO)	17325535	C1906860	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.097	9/23/2019	7:45 PM	No Injury (PDO)	17336980	C1906688	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.089	10/10/2019	6:32 PM	No Injury (PDO)	17338587	C1907111	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.813	10/15/2019	2:35 PM	No Injury (PDO)	17354587	C1907219	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.273	10/1/2019	5:45 PM	No Injury (PDO)	17357959	C1906892	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.821	10/18/2019	6:50 PM	No Injury (PDO)	17367823	C1907312	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.084	10/19/2019	12:18 PM	No Injury (PDO)	17370545	C1907332	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.219	10/22/2019	6:23 PM	No Injury (PDO)	17373163	C1907403	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest

Weber Rd (FM 43) Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	10.323	10/25/2019	5:34 PM	Possible/Complaint of Injury (C)	17376139	C1907476	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.098	10/26/2019	6:31 PM	Possible/Complaint of Injury (C)	17380650	C1907499	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.171	11/8/2019	5:59 PM	Evident Non-Incapacitating (B)	17406932	C1907845	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	Driver Preoccupied	South
43	155701	10.748	11/21/2019	4:40 PM	No Injury (PDO)	17434274	C1908161	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.032	11/22/2019	8:44 PM	No Injury (PDO)	17440700	C19908202	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.769	11/25/2019	2:11 AM	No Injury (PDO)	17440955	C1908244	Off Road Left	At Driveway Access	1	Dry	Dark Lighted	None	Trees or Shrubs	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.193	11/14/2019	6:10 PM	No Injury (PDO)	17448093	C1907982	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.744	11/17/2019	11:15 PM	No Injury (PDO)	17448117	C1908072	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Parked Motor Vehicle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	10.575	11/27/2019	6:42 PM	Fatal (K)	17450752	C1908306	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.989	11/27/2019	10:35 AM	No Injury (PDO)	17450861	C1908290	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.818	12/8/2019	6:00 PM	No Injury (PDO)	17462235	C1908524	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.97	12/19/2019	5:20 PM	No Injury (PDO)	17469418	C1908829	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.975	12/20/2019	4:22 PM	Possible/Complaint of Injury (C)	17473386	C1908865	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.102	12/13/2019	3:27 PM	No Injury (PDO)	17475003	C1908668	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.705	12/23/2019	2:33 PM	No Injury (PDO)	17478985	C1908955	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.104	12/7/2019	2:34 AM	No Injury (PDO)	17482657	C1908492	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.989	12/29/2019	10:55 AM	No Injury (PDO)	17489072	C1909055	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.618	12/30/2019	3:36 PM	No Injury (PDO)	17490673	C1909086	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.524	1/2/2020	1:00 AM	No Injury (PDO)	17494412	C2000013	On Road	Non-Intersection	2	Wet	Dark Lighted	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.423	1/3/2020	5:42 PM	Possible/Complaint of Injury (C)	17495186	C2000051	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.819	1/4/2020	8:43 PM	No Injury (PDO)	17500355	C2000069	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.7	1/6/2020	10:15 PM	No Injury (PDO)	17500970	C2000087	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	1/22/2020	6:59 PM	No Injury (PDO)	17528683	C2000463	On Road	Non-Intersection	3	Wet	Dark Lighted	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	9.023	1/13/2020	10:30 PM	No Injury (PDO)	17535827	C2000273	On Road	At Driveway Access	2	Wet	Dark Lighted	Fog/Smog/Smoke	Unknown	East	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	8.932	1/17/2020	12:58 PM	No Injury (PDO)	17538980	C200350	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.49	1/13/2020	4:10 PM	No Injury (PDO)	17539726	C2000263	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.989	1/22/2020	5:42 PM	No Injury (PDO)	17541176	C2000462	On Road	At Driveway Access	2	Wet	Dark Lighted	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.71	1/22/2020	6:59 PM	No Injury (PDO)	17541434	C2000464	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.671	1/24/2020	5:26 PM	No Injury (PDO)	17570952	C2000511	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.001	1/30/2020	3:50 PM	No Injury (PDO)	17587462	C2000653	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.71	2/10/2020	7:23 AM	No Injury (PDO)	17589073	C2000869	On Road	Non-Intersection	2	Dry	Daylight	None	Head On	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.71	2/14/2020	7:45 PM	No Injury (PDO)	17590164	C2001008	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.618	2/18/2020	4:51 PM	No Injury (PDO)	17590704	C2001092	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.008	2/5/2020	4:58 PM	No Injury (PDO)	17590881	C2000779	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.985	2/23/2020	12:34 PM	No Injury (PDO)	17591228	C2001213	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	9.585	3/11/2020	8:52 PM	No Injury (PDO)	17616003	C2001650	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	9.008	3/13/2020	3:53 PM	No Injury (PDO)	17621356	C2001682	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.008	3/17/2020	2:12 PM	Possible/Complaint of Injury (C)	17629383	C2001759	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	9.735	4/3/2020	3:30 PM	No Injury (PDO)	17650251	C2001984	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Curb or Island	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.7	4/24/2020	4:50 PM	No Injury (PDO)	17672818	C2002237	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	4/30/2020	5:19 PM	No Injury (PDO)	17679440	C2002334	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.127	5/4/2020	10:41 AM	Possible/Complaint of Injury (C)	17679518	C2002404	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.008	5/5/2020	5:32 PM	Possible/Complaint of Injury (C)	17681721	C2002429	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.618	5/5/2020	5:15 PM	No Injury (PDO)	17689471	C2002427	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.875	5/13/2020	2:47 PM	Possible/Complaint of Injury (C)	17689653	C2002566	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	West
43	155701	10.69	5/13/2020	3:06 PM	Possible/Complaint of Injury (C)	17689734	C2002568	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.017	5/29/2020	10:47 AM	No Injury (PDO)	17705258	C2002884	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.165	5/21/2020	5:28 PM	No Injury (PDO)	17706055	C2002737	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.71	5/29/2020	6:21 PM	No Injury (PDO)	17706493	C2002898	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	Driver Preoccupied	North
43	155701	9.084	5/29/2020	7:55 PM	No Injury (PDO)	17706500	C2002899	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.444	5/29/2020	12:12 PM	No Injury (PDO)	17716219	C2002886	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	9.046	6/2/2020	5:50 PM	Evident Non-Incapacitating (B)	17718867	C2009273	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.691	6/8/2020	12:57 PM	No Injury (PDO)	17723619	C2003105	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.819	6/12/2020	12:39 PM	Possible/Complaint of Injury (C)	17724467	C2003205	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.103	6/27/2020	9:31 AM	No Injury (PDO)	17751002	C200545	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.671	6/29/2020	11:59 AM	No Injury (PDO)	17751211	C2003583	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.098	6/25/2020	7:27 PM	No Injury (PDO)	17752560	C2003511	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.596	7/1/2020	4:46 PM	No Injury (PDO)	17754472	C2003609	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.825	7/8/2020	1:23 AM	No Injury (PDO)	17761679	C2003713	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	Northeast	SUV	Unknown	No Apparent Contributing Factor	
43	155701	10.71	6/24/2020	12:27 PM	No Injury (PDO)	17771737	C2003477	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.084	7/3/2020	2:48 PM	No Injury (PDO)	17777841	C2003644	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.718	8/21/2020	9:05 AM	No Injury (PDO)	17831034	C2004509	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.71	9/4/2020	1:49 PM	No Injury (PDO)	17847665	C2004810	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.662	8/30/2020	4:34 PM	No Injury (PDO)	17854144	C2004696	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.426	9/4/2020	4:30 PM	No Injury (PDO)	17862927	C2004836	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.303	9/11/2020	4:10 AM	No Injury (PDO)	17873015	C2004952	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Parked Motor Vehicle	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
43	155701	10.241	9/21/2020	6:13 PM	Possible/Complaint of Injury (C)	17873386	C2005207	On Road	Non-Intersection	3	Wet	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.747	9/17/2020	6:01 AM	No Injury (PDO)	17879041	C2005093	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.756	10/2/2020	10:55 AM	Possible/Complaint of Injury (C)	17895933	C2005444	On Road	At Driveway Access	2	Dry	Daylight	None	Traffic Sign or Post or Overhead Sign Structure	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.69	9/25/2020	11:27 PM	Evident, Incapacitating (A)	17900775	C2005292	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.691	10/14/2020	3:37 PM	No Injury (PDO)	17914359	C2005744	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.126	10/19/2020	12:15 PM	No Injury (PDO)	17919496	C2005874	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.683	10/29/2020	4:58 PM	No Injury (PDO)	17936990	C2006077	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.123	10/26/2020	5:55 PM	No Injury (PDO)	17940401	C2006013	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	8.999	11/1/2020	8:51 PM	Possible/Complaint of Injury (C)	17941326	C2006161	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.013	10/24/2020	3:14 PM	No Injury (PDO)	17950879	C2005989	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.706	11/2/2020	2:45 PM	No Injury (PDO)	17971067	C2006176	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.036	11/22/2020	6:52 AM	Possible/Complaint of Injury (C)	17991983	C2006596	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.04	12/4/2020	1:44 AM	Possible/Complaint of Injury (C)	18009363	C2006852	Off Road Left	At Driveway Access	1	Dry	Dark Lighted	None	Light or Utility Pole	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	8.506	12/14/2020	3:01 PM	No Injury (PDO)	18012733	C2007104	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.008	12/21/2020	12:22 PM	No Injury (PDO)	18023411	C2007277	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.472	12/21/2020	4:08 PM	No Injury (PDO)	18023422	C2007290	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.703	12/16/2020	1:12 PM	No Injury (PDO)	18029346	C2007160	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	10.672	12/29/2020	2:54 PM	No Injury (PDO)	18036386	C2007455	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.757	12/28/2020	6:12 PM	No Injury (PDO)	18039443	C2007435	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.013	1/6/2021	5:33 PM	No Injury (PDO)	18056049	C2100109	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.937	1/12/2021	6:26 PM	No Injury (PDO)	18065118	C2100229	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.174	1/15/2021	5:44 PM	No Injury (PDO)	18067303	C2100295	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.937	1/22/2021	11:08 AM	Possible/Complaint of Injury (C)	18072275	C2100446	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.013	1/16/2021	12:30 PM	No Injury (PDO)	18074328	C2100314	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.585	1/22/2021	7:35 PM	No Injury (PDO)	18079694	C2100463	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.667	1/29/2021	1:04 PM	Possible/Complaint of Injury (C)	18086201	C2100591	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.093	2/2/2021	4:17 PM	No Injury (PDO)	18091818	C2100694	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.734	2/4/2021	9:12 AM	No Injury (PDO)	18092294	C2100724	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.046	2/4/2021	5:46 PM	No Injury (PDO)	18119006	C2100735	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	9.277	2/26/2021	5:27 AM	No Injury (PDO)	18124186	C2101137	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Other Fixed Object	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.277	2/27/2021	2:59 PM	No Injury (PDO)	18127783	C2101169	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.386	2/26/2021	6:36 PM	Possible/Complaint of Injury (C)	18130272	C2101148	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.514	3/4/2021	5:10 AM	No Injury (PDO)	18133849	C2101264	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	South	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	
43	155701	9.511	3/4/2021	4:37 AM	No Injury (PDO)	18135185	C2101263	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.051	2/28/2021	10:46 PM	Evident, Incapacitating (A)	18140936	C2101196	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	Southwest
43	155701	9.216	3/5/2021	7:02 PM	No Injury (PDO)	18142096	C2101314	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.172	3/17/2021	6:24 PM	Possible/Complaint of Injury (C)	18155046	C2101630	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South

Weber Rd (FM 43) Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	9.016	3/23/2021	1:33 PM	No Injury (PDO)	18163690	C2101809	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.046	3/25/2021	11:46 AM	No Injury (PDO)	18166942	C2101857	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.69	4/3/2021	10:00 PM	Fatal (K)	18183800	C2102118	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.714	4/1/2021	1:52 PM	No Injury (PDO)	18187196	C2102052	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.73	4/2/2021	12:59 PM	Evident Non-Incapacitating (B)	18195561	C2102070	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.994	4/2/2021	3:03 PM	No Injury (PDO)	18197492	C2102081	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.516	3/17/2021	7:58 PM	No Injury (PDO)	18201079	C2101640	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.762	4/1/2021	6:26 PM	No Injury (PDO)	18201115	C2102058	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.065	4/6/2021	1:55 PM	Possible/Complaint of Injury (C)	18202343	C2102170	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.71	3/22/2021	1:48 PM	No Injury (PDO)	18206072	C2101780	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.703	3/27/2021	5:12 PM	No Injury (PDO)	18214940	C2101933	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.975	4/10/2021	2:15 PM	Possible/Complaint of Injury (C)	18224681	C2102300	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.046	5/5/2021	7:53 AM	No Injury (PDO)	18239132	C2102926	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	10.703	5/7/2021	1:00 PM	No Injury (PDO)	18244849	C2102989	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.757	5/7/2021	4:08 PM	No Injury (PDO)	18244862	C2102994	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.017	4/23/2021	5:14 PM	No Injury (PDO)	18245167	C2102610	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.241	4/22/2021	4:22 PM	Possible/Complaint of Injury (C)	18245554	C2102584	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.71	4/27/2021	4:40 PM	No Injury (PDO)	18247430	C2102698	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.989	5/7/2021	5:12 PM	No Injury (PDO)	18250472	C2103001	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.97	5/7/2021	8:48 PM	No Injury (PDO)	18250491	C2103008	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.521	4/23/2021	5:48 PM	No Injury (PDO)	18257545	C2102612	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.819	5/16/2021	5:05 PM	No Injury (PDO)	18260862	C2103216	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.748	5/18/2021	7:13 PM	No Injury (PDO)	18263423	C2103270	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.562	5/19/2021	5:20 AM	Evident Non-Incapacitating (B)	18274036	C2103278	Off Road Left	Non-Intersection	3	Wet	Dark Un-Lighted	Rain	Fence or Fence Part	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.084	5/28/2021	3:22 PM	No Injury (PDO)	18288386	C2103470	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.84	6/2/2021	2:35 PM	No Injury (PDO)	18290272	C2103604	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.534	5/31/2021	2:10 AM	Possible/Complaint of Injury (C)	18296027	C2103544	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.975	6/3/2021	11:51 AM	No Injury (PDO)	18299064	C2103628	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.757	6/4/2021	9:36 AM	No Injury (PDO)	18299754	C2103649	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.021	6/5/2021	7:36 PM	No Injury (PDO)	18299784	C2103713	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.53	6/10/2021	3:13 PM	Evident Non-Incapacitating (B)	18303452	C2103814	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.303	6/12/2021	10:50 PM	No Injury (PDO)	18310130	C2103887	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.536	6/5/2021	2:23 PM	No Injury (PDO)	18310236	C2103692	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.065	6/18/2021	12:30 PM	No Injury (PDO)	18318743	C2104007	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	9.742	6/5/2021	11:59 PM	No Injury (PDO)	18320623	C2103714	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.085	6/5/2021	7:17 PM	No Injury (PDO)	18321918	C2103711	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.084	6/25/2021	4:08 PM	No Injury (PDO)	18341706	C2104191	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.729	6/30/2021	6:17 PM	No Injury (PDO)	18345501	C2104302	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.811	7/1/2021	11:01 PM	No Injury (PDO)	18350901	C2104334	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.673	7/8/2021	3:49 PM	No Injury (PDO)	18355603	C2104548	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	Southwest	SUV	Unknown	No Apparent Contributing Factor	
43	155701	10.558	7/23/2021	7:27 AM	No Injury (PDO)	18382945	C2104898	Off Road Left	At Driveway Access	1	Dry	Daylight	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	10.013	7/20/2021	2:31 PM	No Injury (PDO)	18385815	C2104845	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.016	7/22/2021	2:44 PM	Possible/Complaint of Injury (C)	18386053	C2104884	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.52	7/23/2021	7:27 AM	No Injury (PDO)	18392568	C2104898	Off Road Left	At Driveway Access	1	Dry	Daylight	None	Other Fixed Object	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.994	7/25/2021	9:19 PM	Possible/Complaint of Injury (C)	18393631	C2104959	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.103	7/30/2021	5:13 PM	No Injury (PDO)	18398800	C2105067	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	South	SUV	Unknown	No Apparent Contributing Factor	
43	155701	9.819	7/31/2021	10:07 PM	Possible/Complaint of Injury (C)	18400136	C2105103	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.691	8/5/2021	3:39 PM	Possible/Complaint of Injury (C)	18403799	C2105207	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.989	8/12/2021	6:54 PM	No Injury (PDO)	18416710	C2105395	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.067	8/4/2021	5:12 PM	No Injury (PDO)	18426529		On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.256	8/29/2021	7:35 PM	No Injury (PDO)	18452025	C2105764	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.397	8/24/2021	8:28 AM	No Injury (PDO)	18462572	C2105636	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.764	8/28/2021	1:40 PM	No Injury (PDO)	18463908	C2105738	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.114	9/1/2021	5:06 PM	No Injury (PDO)	18472224	C2105827	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	8.974	9/14/2021	9:53 AM	No Injury (PDO)	18474945	C2106137	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.62	9/15/2021	12:18 PM	Evident Non-Incapacitating (B)	18483291	C2106165	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.769	9/15/2021	4:49 PM	No Injury (PDO)	18483299	C2106172	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.103	9/17/2021	10:23 AM	No Injury (PDO)	18487723	C2106226	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.046	10/11/2021	1:25 PM	No Injury (PDO)	18529695	C2106838	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.072	10/8/2021	4:03 PM	Possible/Complaint of Injury (C)	18537842	C2106763	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	8.631	10/19/2021	4:22 AM	No Injury (PDO)	18540233	C2107049	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Fence or Fence Part	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.636	10/14/2021	5:11 PM	Evident Non-Incapacitating (B)	18540605	C2106945	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.058	10/18/2021	7:45 AM	No Injury (PDO)	18540774	C210722	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	SUV	Unknown	No Apparent Contributing Factor	West
43	155701	9.956	10/25/2021	8:29 AM	No Injury (PDO)	18550674	C2107260	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.091	10/20/2021	4:03 PM	Evident Non-Incapacitating (B)	18551495	C2107107	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.122	10/23/2021	1:17 PM	No Injury (PDO)	18552291	C2107212	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	8.569	10/28/2021	5:52 PM	No Injury (PDO)	18559299	C2107344	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	8.834	11/3/2021	2:42 PM	Possible/Complaint of Injury (C)	18570774	C2107499	On Road	Non-Intersection	2	Dry	Daylight	None	Head On	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.748	11/5/2021	9:50 AM	No Injury (PDO)	18572596	C2107545	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.937	11/6/2021	10:55 AM	No Injury (PDO)	18574382	C2107580	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.618	11/12/2021	7:36 PM	Evident, Incapacitating (A)	18587605	C2107772	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.127	11/5/2021	5:51 PM	Possible/Complaint of Injury (C)	18589042	C2107563	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	8.875	11/13/2021	4:56 AM	No Injury (PDO)	18593990	C2107781	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Trees or Shrubs	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
43	155701	9.084	11/16/2021	6:01 PM	No Injury (PDO)	18596777	C2107884	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.008	11/18/2021	9:03 AM	Evident Non-Incapacitating (B)	18609739	C2107919	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.933	11/24/2021	11:54 AM	Evident Non-Incapacitating (B)	18610487	C2108054	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	11/26/2021	6:30 PM	No Injury (PDO)	18618978	C2108092	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
43	155701	10.704	11/24/2021	1:25 PM	No Injury (PDO)	18619774	C2108058	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.067	12/7/2021	11:32 AM	Possible/Complaint of Injury (C)	18632559	C2108342	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.853	12/6/2021	7:52 AM	No Injury (PDO)	18648619	C2108305	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.081	12/10/2021	6:40 PM	No Injury (PDO)	18650748	C2108434	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.82	12/4/2021	4:23 PM	No Injury (PDO)	18652187	C2108263	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.71	12/21/2021	12:25 PM	No Injury (PDO)	18660702	C2108696	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.793	12/7/2021	6:37 AM	No Injury (PDO)	18670470	C2108335	On Road	At Driveway Access	3	Dry	Daylight	None	Sideswipe Same Direction	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	8.903	12/2/2021	12:03 PM	No Injury (PDO)	18691207	C2108207	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.989	12/29/2021	8:22 AM	No Injury (PDO)	18692523	C2108826	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.989	12/22/2017	7:36 PM	No Injury (PDO)	16179814	C1709764	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.528	2/1/2018	6:20 PM	No Injury (PDO)	16236702	C1800738	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	West
43	155701	9.978	2/9/2018	12:06 PM	Possible/Complaint of Injury (C)	16251201	C1800929	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.335	2/11/2018	2:00 AM	Evident Non-Incapacitating (B)	16255467	C1800979	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.848	2/23/2018	2:47 PM	Evident Non-Incapacitating (B)	16268231	C1801310	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	10.598	3/2/2018	3:43 PM	No Injury (PDO)	16284481	C1801514	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	8.578	3/6/2018	4:53 PM	Possible/Complaint of Injury (C)	16296497	C1801648	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.362	3/9/2018	8:20 PM	Possible/Complaint of Injury (C)	16298582	C1801740	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.065	3/12/2018	9:29 AM	Possible/Complaint of Injury (C)	16301712	C1801795	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	8.471	2/10/2018	7:30 PM	No Injury (PDO)	16304814	C1801762	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.046	3/13/2018	5:06 PM	No Injury (PDO)	16306250	C1801835	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.111	3/14/2018	3:35 PM	Possible/Complaint of Injury (C)	16308092	C1801858	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.064	3/20/2018	5:50 PM	No Injury (PDO)	16332328	C1802027	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.019	3/29/2018	7:55 PM	Possible/Complaint of Injury (C)	16337918	C1802282	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.995	4/18/2018	8:31 AM	No Injury (PDO)	16376998	C1802760	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.065	4/20/2018	8:32 AM	No Injury (PDO)	16381224	C1802814	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.034	4/26/2018	6:05 PM	Possible/Complaint of Injury (C)	16393877	C1802994	On Road	At Driveway Access	2	Wet	Daylight	None	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest

Weber Rd (FM 43) Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	9.008	4/27/2018	5:24 PM	No Injury (PDO)	16394098	C1803022	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.956	5/15/2018	4:46 PM	Possible/Complaint of Injury (C)	16446022	C1803521	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.478	6/26/2018	12:34 PM	Possible/Complaint of Injury (C)	16489929	C1804589	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.452	7/5/2018	4:19 AM	No Injury (PDO)	16504989	C1804809	Off Road Left	Non-Intersection	1	Wet	Dark Un-Lighted	Rain	Traffic Sign or Post or Overhead Sign Structure	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	8.989	7/9/2018	6:28 AM	No Injury (PDO)	16510966	C1804917	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.083	7/13/2018	12:06 PM	Possible/Complaint of Injury (C)	16520754	C1805034	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.86	7/13/2018	5:42 PM	Possible/Complaint of Injury (C)	16522997	C1805048	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.994	7/17/2018	7:20 AM	No Injury (PDO)	16524724	C1805135	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.985	8/2/2018	3:03 PM	No Injury (PDO)	16554077	C1805578	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.341	8/9/2018	3:20 PM	Possible/Complaint of Injury (C)	16563739	C1805759	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.555	9/15/2018	3:45 PM	No Injury (PDO)	16643933	C1806702	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.841	9/19/2018	4:31 PM	No Injury (PDO)	16652747	C1806809	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.034	10/27/2018	1:03 PM	No Injury (PDO)	16727584	C1807795	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	8.97	10/27/2018	2:35 PM	No Injury (PDO)	16729422	C1807802	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	10.433	11/5/2018	7:51 AM	No Injury (PDO)	16735962	C1808044	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.112	11/1/2018	3:50 PM	No Injury (PDO)	16742474	C1807944	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.065	11/20/2018	2:38 PM	Possible/Complaint of Injury (C)	16786033	C1808440	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.06	11/20/2018	6:30 PM	No Injury (PDO)	16786084	C1808451	On Road	At Driveway Access	2	Dry	Dawn or Dusk	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.226	11/21/2018	11:52 AM	Possible/Complaint of Injury (C)	16789659	C1808466	On Road	At Driveway Access	2	Wet	Daylight	Rain	Approach Turn	Northeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	9.127	12/14/2018	12:54 PM	Evident Non-Incapacitating (B)	16818091	C1809109	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
43	155701	8.998	12/31/2018	6:18 PM	No Injury (PDO)	16835021	C1809544	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.995	1/14/2019	2:42 PM	No Injury (PDO)	16871119	C1900277	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.365	12/16/2018	1:14 AM	No Injury (PDO)	16873105	C1809168	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	8.932	1/30/2019	8:35 AM	Possible/Complaint of Injury (C)	16873201	C1900666	On Road	Non-Intersection	2	Dry	Daylight	None	Overturning	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
43	155701	10.62	1/22/2019	7:10 AM	No Injury (PDO)	16880384	C1900477	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.622	1/30/2019	4:49 PM	No Injury (PDO)	16896046	C1900679	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
43	155701	9.923	3/16/2019	12:44 PM	No Injury (PDO)	16954691	C1901896	On Road	At Driveway Access	2	Wet	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.348	3/25/2019	7:36 AM	Possible/Complaint of Injury (C)	16979553	C1902140	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.97	4/3/2019	2:14 AM	No Injury (PDO)	16987624	C1902382	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Light or Utility Pole	East	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.111	4/9/2019	1:00 PM	No Injury (PDO)	17003234	C1902580	On Road	Non-Intersection	1	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.074	4/18/2019	8:27 PM	Possible/Complaint of Injury (C)	17025162	C1902837	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
43	155701	10.111	4/25/2019	4:38 PM	No Injury (PDO)	17043315	C1902994	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	West	Passenger Car/Van	Unknown	Distracted by Passenger	
43	155701	10.637	5/9/2019	8:40 AM	Possible/Complaint of Injury (C)	17071308	C1903350	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	Driver Preoccupied	Unknown
43	155701	10.182	5/23/2019	1:35 PM	Possible/Complaint of Injury (C)	17091942	C1903709	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	East	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
43	155701	10.236	6/19/2019	12:44 AM	No Injury (PDO)	17149719	C1904357	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.999	6/27/2019	2:10 PM	No Injury (PDO)	17159408	C1904552	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
43	155701	10.673	6/27/2019	4:32 PM	Possible/Complaint of Injury (C)	17160934	C1904558	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.701	7/9/2019	11:57 AM	No Injury (PDO)	17171567	C1904804	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	10.767	11/15/2019	1:08 PM	No Injury (PDO)	17411284	C1908008	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
43	155701	9.036	12/2/2019	7:25 AM	Evident Non-Incapacitating (B)	17453016	C1908378	On Road	At Driveway Access	2	Dry	Daylight	None	Pedestrian	Southeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.834	12/23/2019	5:26 PM	Possible/Complaint of Injury (C)	17479005	C1908963	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.046	8/13/2020	5:16 PM	No Injury (PDO)	17819762	C2004373	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	8.989	8/19/2020	7:41 AM	No Injury (PDO)	17829162	C2004479	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
43	155701	9.169	9/16/2020	5:04 PM	No Injury (PDO)	17868511	C2005079	On Road	At Driveway Access	2	Wet	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
43	155701	9.238	9/13/2020	11:54 AM	No Injury (PDO)	17869170	C2005004	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
43	155701	9.023	9/25/2020	8:09 AM	No Injury (PDO)	17880520	C2005266	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	10.113	7/6/2021	3:01 AM	Possible/Complaint of Injury (C)	18350702	C2104467	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
43	155701	9.158	8/13/2021	5:26 PM	No Injury (PDO)	18423503	C2105417	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
43	155701	9.053	12/23/2021	2:13 PM	No Injury (PDO)	18662656	C2108742	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South

Weber Rd (FM 43) Bike/Ped Crashes (Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
43	155701	10.013	1/23/2014	7:49 PM	Evident, Incapacitating (A)	C1400332	On Road	Intersection Related	2	Wet	Dark Lighted	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	2.999	1/17/2014	6:56 PM	Evident Non-Incapacitating (B)	C1400248	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	East	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	2.999	5/3/2014	12:03 AM	Possible/Complaint of Injury (C)	C1401716	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	Unknown	No Apparent Contributing Factor	South
43	155701	10.438	3/28/2015	9:45 PM	Evident Non-Incapacitating (B)	C1501295	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
43	155701	9.355	6/29/2015	7:08 PM	Possible/Complaint of Injury (C)	C1502814	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	SUV	Unknown	No Apparent Contributing Factor	North
358	061701	7.996	5/30/2016	10:22 PM	Evident Non-Incapacitating (B)	C1603230	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.618	6/2/2016	3:44 PM	No Injury (PDO)	C1603313	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	7.996	8/21/2016	6:03 PM	Evident Non-Incapacitating (B)	C1605524	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	Driver Preoccupied	Unknown
260558	B00950	2.998	8/20/2016	2:38 PM	Possible/Complaint of Injury (C)	C1605486	On Road	Intersection Related	3	Dry	Daylight	None	Pedestrian	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.92	10/30/2016	12:02 AM	Fatal (K)	C1607648	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Pedestrian	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.53	10/15/2015	3:01 PM	Evident Non-Incapacitating (B)	C1504426	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260558	B00950	2.995	1/30/2017	10:24 AM	No Injury (PDO)	C1700691	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	2.999	4/3/2017	3:26 PM	Possible/Complaint of Injury (C)	C1702593	On Road	Intersection	1	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.005	8/1/2017	11:26 AM	Evident Non-Incapacitating (B)	C1705732	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260689	B02004	1.04	12/9/2017	3:50 PM	Evident Non-Incapacitating (B)	C1709360	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.583	6/25/2018	9:50 PM	No Injury (PDO)	C1804578	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	AG	8.285	7/4/2018	4:06 AM	Evident, Incapacitating (A)	C1804786	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Northeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.51	7/17/2018	3:15 PM	Possible/Complaint of Injury (C)	C1805478	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	2.999	10/29/2018	7:55 AM	Evident Non-Incapacitating (B)	C1807845	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.927	5/18/2019	3:49 PM	Possible/Complaint of Injury (C)	C1903603	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.821	10/31/2019	4:21 PM	Possible/Complaint of Injury (C)	C1907607	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.575	11/27/2019	6:42 PM	Fatal (K)	C1908306	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.52	1/9/2020	7:11 AM	No Injury (PDO)	C2000165	On Road	Intersection Related	2	Wet	Dark Lighted	None	Bicycle or Pedal Cycle	Northeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
357	106901	5.287	2/21/2020	4:56 AM	Evident, Incapacitating (A)	C2001160	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.001	1/30/2020	3:50 PM	No Injury (PDO)	C2000653	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.764	6/15/2020	8:04 PM	Possible/Complaint of Injury (C)	C2003292	On Road	Intersection Related	2	Wet	Daylight	Rain	Bicycle or Pedal Cycle	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.69	9/25/2020	11:27 PM	Evident, Incapacitating (A)	C2005292	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.036	11/22/2020	6:52 AM	Possible/Complaint of Injury (C)	C2006596	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.588	12/7/2020	5:44 AM	Fatal (K)	C2006916	On Road	Intersection	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.69	4/3/2021	10:00 PM	Fatal (K)	C2102118	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.52	7/5/2021	10:23 AM	Evident Non-Incapacitating (B)	C2104452	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.994	7/25/2021	9:19 PM	Possible/Complaint of Injury (C)	C2104959	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.999	10/13/2021	1:14 PM	Evident Non-Incapacitating (B)	C2106892	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.636	10/14/2021	5:11 PM	Evident Non-Incapacitating (B)	C2106945	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.933	11/24/2021	11:54 AM	Evident Non-Incapacitating (B)	C2108054	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	10.749	2/26/2022	2:43 PM	No Injury (PDO)	C2201224	On Road	Non-Intersection	2	Wet	Daylight	None	Pedestrian	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	8.667	3/22/2022	9:40 PM	No Injury (PDO)	C22001817	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.88	3/23/2022	3:57 PM	No Injury (PDO)	C2201838	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
		0	10/19/2022	5:30 PM	Evident, Incapacitating (A)	C2207122	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.956	5/15/2018	4:46 PM	Possible/Complaint of Injury (C)	C1803521	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
43	155701	9.036	12/2/2019	7:25 AM	Evident Non-Incapacitating (B)	C1908378	On Road	At Driveway Access	2	Dry	Daylight	None	Pedestrian	Southeast	SUV	Unknown	No Apparent Contributing Factor	Unknown

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

23 Ayers summary **Type:** Segment **Search Name:** Rt: 260483 Section: B00106 MM: [17.1 - 20.696] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By	Crashes:	Number of	People:
FAT:	0	Killed:	0
INJ:	77	Injured:	106
PDO:	178		
TOTAL:	255		

Weather Conditions

None:	223
Rain:	10
Snow/Sleet/Hail:	0
Fog:	1
Dust:	0
Wind:	0
Unknown:	21
TOTAL:	255

Lighting Conditions

Daylight:	180
Dawn/Dusk:	4
Dark-Lighted:	40
Dark-Unlighted:	12
Unknown:	19
TOTAL:	255

Road Conditions

Dry:	237
Wet:	17
Muddy:	1
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	255

Crash Location

On Road:	227
Off Road Left:	25
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	2
Off Unkown:	0
Unknown:	0
	255

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	11	Culvert/Headwall:	0
Broadside:	49	Embankment:	6
Head On:	2	Curb:	2
Rear End:	63	Delineator Post:	0
Sideswipe (Same):	22	Fence:	1
Sideswipe (Opposite):	1	Tree:	3
Approach Turn:	46	Lrg Bldrs or Rocks:	0
Overtaking Turn:	9	Barricade:	0
Parked Motor Veh:	10	Wall/Building:	1
Railway Veh:	0	Crash Cushion:	0
Bicycle:	3	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	10
Domestic Animal:	0	Total Fixed Objects:	27
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	1	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	3	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	255
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	21
Two Car:	211
Three or More:	23
Unknown:	0
TOTAL:	255

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	137
Intersection Related:	0
Non Intersection:	118
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	255

Any intentional or inadvertent release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

23 Ayers summary **Type:** Segment **Search Name:** Rt: 260483 Section: B00106 MM: [17.1 - 20.696] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	129	113	8
Psgr Car/Psgr Van w/Trl:	0	5	1
Pickup Truck/Utility Van:	49	46	3
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	44	38	3
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	1	2	1
Trucks > 10k lbs/Busses > 15 People:	1	2	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	2	0
Bicycle:	0	3	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	29	2	0
Other:	0	11	1
Unknown:	2	10	6
TOTAL:	255	234	23

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	255
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	255

Crash Rates

PDO: 2.07 / MVMT
Injury: 0.9 / MVMT
Fatal: 0 / 100MVMT
Total: 2.97 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	249	234	23
Asleep at the Wheel:	1	0	0
Illness:	2	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	3	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	255	234	23

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

23 Ayers summary **Type:** Segment **Search Name:** Rt: 260483 Section: B00106 MM: [17.1 - 20.696] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	5	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	250	234	23
TOTAL:	255	234	23

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	40	30	0
Northeast:	18	16	0
East:	23	14	0
Southeast:	14	7	0
South:	37	47	0
Southwest:	19	19	0
West:	24	9	0
Northwest:	0	0	0
Unknown:	80	92	23
TOTAL:	255	234	23

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	145	131	16
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	4	4	0
Making Left Turn:	6	5	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	2	2	0
Other:	0	0	0
Unknown:	98	92	7
TOTAL:	255	234	23

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 17.1 to 17.4 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 1 FAT: 0

Patterns

Location - Route: 260483 MP: 17.2 to 17.5 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

Patterns

Location - Route: 260483 MP: 17.3 to 17.6 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

Patterns

Location - Route: 260483 MP: 17.4 to 17.7 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 0 FAT: 0

Patterns

Location:Off Road[3], Off Road Left[3]

Location - Route: 260483 MP: 17.5 to 17.8 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 0 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[5]
Location:On Road[4]

Location - Route: 260483 MP: 17.6 to 17.9 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[5]
Location:On Road[4]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 17.7 to 18 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[4]
Location:On Road[4]

Location - Route: 260483 MP: 17.8 to 18.1 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 4 FAT: 0

Patterns

Severity:Injury (INJ)[4]

Location - Route: 260483 MP: 17.9 to 18.2 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 5 FAT: 0

Patterns

Location:On Road[9]

Location - Route: 260483 MP: 18 to 18.3 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 5 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[8]
Location: On Road[10]
Crash Type:Broadside[3]

Location - Route: 260483 MP: 18.1 to 18.4 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 4 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[9]
Location: On Road[11]
Crash Type:Broadside[5]

Location - Route: 260483 MP: 18.2 to 18.5 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 4 FAT: 0

Patterns

Location: On Road[11]
Crash Type:Broadside[5]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 18.3 to 18.6 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 4 FAT: 0

Patterns

Location: On Road[9]

Location - Route: 260483 MP: 18.4 to 18.7 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 4 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[9]
Location: On Road[10]
Crash Type: Broadside[4]
Lighting: Dark - Lighted[5]

Location - Route: 260483 MP: 18.5 to 18.8 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 3 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[15]
Location: On Road[14]
Crash Type: Broadside[5]
Lighting: Dark - Lighted[6]

Location - Route: 260483 MP: 18.6 to 18.9 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 3 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[16]
Location: On Road[15]
Crash Type: Broadside[5]

Location - Route: 260483 MP: 18.7 to 19 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 5 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[20]
Location: On Road[20]
Crash Type: Other Fixed Object[3]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 18.8 to 19.1 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 5 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[16]
Location: On Road[17]
Crash Type: Parked Motor Vehicle[3]
Lighting: Dark - Lighted[6]

Location - Route: 260483 MP: 18.9 to 19.2 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 5 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[16]
Location: On Road[16]
Crash Type: Parked Motor Vehicle[3]
Lighting: Dark - Lighted[6]

Location - Route: 260483 MP: 19 to 19.3 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 3 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[9]
Location: On Road[9]
Lighting: Dark - Lighted[4]

Location - Route: 260483 MP: 19.1 to 19.4 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 3 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[8]
Location: Off Road[4], Off Road Left[3]

Location - Route: 260483 MP: 19.2 to 19.5 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 3 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[16]
Location: On Road[17]
Crash Type: Broadside[6]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 19.3 to 19.6 :: From: 1/1/2017 to 12/31/2021

PDO: 26 INJ: 6 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[28]
Location: On Road[29]
Crash Type: Pedestrian[3], Broadside[7], Approach Turn[3]

Location - Route: 260483 MP: 19.4 to 19.7 :: From: 1/1/2017 to 12/31/2021

PDO: 27 INJ: 10 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[33]
Location: On Road[37]
Crash Type: Pedestrian[4], Broadside[10], Approach Turn[4]

Location - Route: 260483 MP: 19.5 to 19.8 :: From: 1/1/2017 to 12/31/2021

PDO: 21 INJ: 9 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[25]
Location: On Road[30]
Crash Type: Pedestrian[4], Broadside[7], Approach Turn[3]

Location - Route: 260483 MP: 19.6 to 19.9 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 9 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[15]
Location: On Road[19]
Crash Type: Pedestrian[3], Broadside[5]

Location - Route: 260483 MP: 19.7 to 20 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 8 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[20]
Location: On Road[21]
Crash Type: Broadside[6], Approach Turn[5]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 19.8 to 20.1 :: From: 1/1/2017 to 12/31/2021

PDO: 26 INJ: 12 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[31]
Location: On Road[33]
Crash Type: Broadside[8], Approach Turn[4]

Location - Route: 260483 MP: 19.9 to 20.2 :: From: 1/1/2017 to 12/31/2021

PDO: 30 INJ: 10 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[34]
Location: On Road[37]
Crash Type: Broadside[9], Approach Turn[7], Overtaking Turn[3]

Location - Route: 260483 MP: 20 to 20.3 :: From: 1/1/2017 to 12/31/2021

PDO: 38 INJ: 15 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[42]
Location: On Road[46]
Crash Type: Broadside[7], Approach Turn[7], Overtaking Turn[4], Embankment[4]

Location - Route: 260483 MP: 20.1 to 20.4 :: From: 1/1/2017 to 12/31/2021

PDO: 38 INJ: 20 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[49]
Location: On Road[52]
Crash Type: Broadside[8], Approach Turn[12], Overtaking Turn[3], Embankment[3]

Location - Route: 260483 MP: 20.2 to 20.5 :: From: 1/1/2017 to 12/31/2021

PDO: 42 INJ: 21 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[54]
Location: On Road[56]
Crash Type: Broadside[9], Approach Turn[15], Embankment[3]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

04/17/2024

23 Ayers pattern list - with driveways

Location - Route: 260483 MP: 20.3 to 20.6 :: From: 1/1/2017 to 12/31/2021

PDO: 29 INJ: 17 FAT: 0

	Patterns
	Vehicles: Two Vehicle Accidents[43] Location: On Road[43] Crash Type: Broadside[9], Approach Turn[13]

Highway Class: TX - Urban 4-Lane Divided Freeways - AADT 40000-80000 ADT

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Ayers St Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260483	B00106	20.051	1/7/2017	12:15 PM	No Injury (PDO)	15547499	C1700148	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.701	1/26/2017	7:08 PM	No Injury (PDO)	15558623	C1700602	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.324	1/19/2017	8:27 PM	No Injury (PDO)	15562216	C1700447	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	17.94	1/12/2017	3:19 PM	No Injury (PDO)	15567247	C1700282	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.692	2/1/2017	4:30 PM	No Injury (PDO)	15581125	C1700762	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.739	1/10/2017	11:24 AM	No Injury (PDO)	15587595	C1700229	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.311	2/6/2017	12:11 PM	Possible/Complaint of Injury (C)	15591559	C1700928	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	Unknown	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.447	2/15/2017	4:38 PM	No Injury (PDO)	15592116	C1701199	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.266	2/10/2017	2:25 PM	Possible/Complaint of Injury (C)	15598467	C1701045	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.357	2/13/2017	2:38 PM	No Injury (PDO)	15603265	C1701127	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.076	2/16/2017	3:19 PM	Possible/Complaint of Injury (C)	15623359	C1701218	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.848	2/23/2017	10:15 PM	Possible/Complaint of Injury (C)	15637023	C1701445	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Trees or Shrubs	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.22	3/19/2017	2:42 AM	No Injury (PDO)	15653816	C1702104	0	Non-Intersection	2	Dry	Dark Un-Lighted	None	Wall or Building	Unknown	Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	Unknown
260483	B00106	20.212	3/8/2017	4:21 PM	Evident Non-Incapacitating (B)	15662013	C1701802	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.177	3/16/2017	3:37 PM	No Injury (PDO)	15682008	C1702031	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Embankment or Ditch	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.612	3/17/2017	12:53 PM	Evident, Incapacitating (A)	15682614	C1702056	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.403	3/24/2017	12:14 PM	Evident Non-Incapacitating (B)	15697525	C1702274	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.336	3/26/2017	4:45 PM	No Injury (PDO)	15700924	C1702353	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.252	4/8/2017	9:03 PM	Evident Non-Incapacitating (B)	15705625	C1702736	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.235	3/31/2017	7:50 AM	No Injury (PDO)	15708828	C1702489	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.336	4/3/2017	2:00 PM	Possible/Complaint of Injury (C)	15714595	C1702588	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.233	4/18/2017	7:11 PM	Evident Non-Incapacitating (B)	15736071	C1702972	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.118	5/3/2017	12:30 PM	Evident Non-Incapacitating (B)	15738068	C1703363	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Traffic Sign or Post or Overhead Sign Structure	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	17.159	4/15/2017	4:15 PM	No Injury (PDO)	15738159	C1702895	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.967	4/22/2017	12:27 PM	No Injury (PDO)	15740729	C1703076	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.763	5/13/2017	10:31 AM	No Injury (PDO)	15754791	C1703665	On Road	At Driveway Access	1	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.032	5/12/2017	10:12 AM	Possible/Complaint of Injury (C)	15770176	C1703619	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.711	5/15/2017	1:15 PM	No Injury (PDO)	15770722	C1703717	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.502	5/28/2017	6:01 PM	No Injury (PDO)	15788878	C1704058	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Embankment or Ditch	Unknown	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
260483	B00106	20.426	6/3/2017	1:57 PM	Evident Non-Incapacitating (B)	15798770	C1704237	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.952	6/17/2017	4:39 PM	Evident Non-Incapacitating (B)	15822676	C1704589	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.042	6/21/2017	10:40 AM	No Injury (PDO)	15828277	C1704673	On Road	Non-Intersection	2	Dry	Daylight	None	Other Fixed Object	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.329	6/23/2017	2:38 PM	Evident, Incapacitating (A)	15833595	C1704727	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.232	6/15/2017	10:30 PM	No Injury (PDO)	15845678	C1704525	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.348	7/6/2017	2:13 PM	No Injury (PDO)	15850853	C1705055	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.053	7/18/2017	12:40 PM	No Injury (PDO)	15869132	C1705344	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.576	7/19/2017	9:11 PM	Possible/Complaint of Injury (C)	15872008	C1705382	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.16	7/22/2017	6:55 PM	Possible/Complaint of Injury (C)	15879885	C1705459	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	17.982	7/13/2017	1:07 PM	Evident Non-Incapacitating (B)	15881782	C1705231	Off Road Left	Non-Intersection	3	Dry	Daylight	None	Other Fixed Object	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.762	7/23/2017	7:13 PM	No Injury (PDO)	15881868	C1705487	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.369	7/25/2017	3:51 PM	Evident Non-Incapacitating (B)	15881941	C1705526	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.983	8/2/2017	3:05 PM	No Injury (PDO)	15895659	C1705755	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.233	8/8/2017	12:52 PM	No Injury (PDO)	15903942	C1705891	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.628	8/3/2017	5:01 PM	Possible/Complaint of Injury (C)	15905756	C1705784	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.473	8/14/2017	3:30 PM	No Injury (PDO)	15919350	C1706030	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.1	8/13/2017	9:39 PM	No Injury (PDO)	15919547	C1706014	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.058	8/5/2017	5:37 PM	No Injury (PDO)	15924201	C1705846	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.541	8/15/2017	8:54 PM	No Injury (PDO)	15929150	C1706076	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.483	8/24/2017	1:16 PM	No Injury (PDO)	15939013	C1706290	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.523	8/30/2017	8:15 PM	No Injury (PDO)	15940117	C1706362	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.252	9/11/2017	12:35 PM	No Injury (PDO)	15960955	C1706675	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.523	9/12/2017	2:29 PM	Evident Non-Incapacitating (B)	15963524	C1706697	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.523	9/18/2017	9:00 PM	Possible/Complaint of Injury (C)	15974952	C1706892	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.616	10/9/2017	4:28 PM	No Injury (PDO)	16021453	C1707528	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.607	10/27/2017	1:42 PM	Possible/Complaint of Injury (C)	16058356	C1708052	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.607	10/30/2017	2:58 PM	No Injury (PDO)	16068130	C1708121	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.523	11/6/2017	12:57 PM	Possible/Complaint of Injury (C)	16078023	C1708341	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.616	11/20/2017	12:13 PM	Possible/Complaint of Injury (C)	16114719	C1708776	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.577	11/16/2017	7:06 PM	Evident Non-Incapacitating (B)	16123207	C1708668	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.618	11/27/2017	1:15 PM	Possible/Complaint of Injury (C)	16125140	C1708935	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.228	11/28/2017	8:38 AM	Evident Non-Incapacitating (B)	16128921	C1708953	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.983	11/30/2017	11:47 AM	Evident, Incapacitating (A)	16133890	C1709014	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.348	12/14/2017	5:04 PM	Evident Non-Incapacitating (B)	16142213	C1709495	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.948	12/13/2017	7:15 PM	No Injury (PDO)	16142683	C1709485	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.058	12/15/2017	12:22 PM	No Injury (PDO)	16175022	C1709522	On Road	Non-Intersection	3	Wet	Daylight	Rain	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.022	12/29/2017	8:31 PM	No Injury (PDO)	16177873	C1709899	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.492	1/4/2018	12:37 PM	No Injury (PDO)	16186533	C1800069	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	20.616	1/30/2018	12:39 PM	No Injury (PDO)	16226179	C1800659	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.513	2/1/2018	4:57 PM	No Injury (PDO)	16228843	C1800732	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.47	2/5/2018	7:50 PM	No Injury (PDO)	16237483	C1800842	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.063	2/15/2018	11:11 AM	Evident Non-Incapacitating (B)	16251936	C1801097	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.335	2/19/2018	9:22 AM	No Injury (PDO)	16257145	C1801198	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	19.565	2/20/2018	5:56 PM	No Injury (PDO)	16259348	C1801243	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.618	2/21/2018	6:16 PM	No Injury (PDO)	16262331	C1801264	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	17.761	2/23/2018	6:04 PM	No Injury (PDO)	16268243	C1801321	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	20.205	2/24/2018	2:54 AM	No Injury (PDO)	16268300	C1801339	Off Road Left	At Driveway Access	1	Dry	Dark Lighted	None	Embankment or Ditch	North	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	
260483	B00106	20.607	2/26/2018	12:14 PM	No Injury (PDO)	16269565	C1801398	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.207	2/27/2018	6:18 PM	No Injury (PDO)	16274523	C1801435	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.062	3/4/2018	8:32 AM	No Injury (PDO)	16282024	C1801569	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.02	3/2/2018	12:34 PM	No Injury (PDO)	16284006	C1801509	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.504	3/3/2018	12:30 PM	No Injury (PDO)	16284603	C1801546	On Road	At Driveway Access	2	Wet	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.628	3/5/2018	12:33 PM	No Injury (PDO)	16290874	C1801599	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.44	3/14/2018	11:26 PM	Evident, Incapacitating (A)	16300088	C1801879	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Trees or Shrubs	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.704	3/14/2018	1:30 PM	No Injury (PDO)	16308050	C1801852	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.616	3/14/2018	5:47 PM	No Injury (PDO)	16308598	C1801866	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.523	3/19/2018	1:08 PM	No Injury (PDO)	16318613	C1801991	On Road	At Driveway Access	2	Dry	Daylight	None	Head On	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.893	3/26/2018	2:04 PM	No Injury (PDO)	16321593	C1802199	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	18.003	3/24/2018	12:42 AM	Evident Non-Incapacitating (B)	16332438	C1802168	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Traffic Sign or Post or Overhead Sign Structure	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.206	3/29/2018	1:40 PM	No Injury (PDO)	16335205	C1802266	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.748	4/10/2018	7:57 PM	No Injury (PDO)	16359431	C1802567	On Road	At Driveway Access	2	Dry	Dawn or Dusk	None	Approach Turn	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.907	3/22/2018	8:00 AM	No Injury (PDO)	16359989	C1802074	Off Road Left	Non-Intersection	1	Dry	Dawn or Dusk	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.663	4/15/2018	12:23 PM	No Injury (PDO)	16371488	C1802690	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.471	4/22/2018	6:03 PM	No Injury (PDO)	16384997	C1802880	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	18.623	4/30/2018	4:00 PM	No Injury (PDO)	16385485	C1803080	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	West
260483	B00106	18.479	4/25/2018	8:06 AM	Possible/Complaint of Injury (C)	16385789	C1802940	On Road	At Driveway Access	2	Dry	Daylight	None	Head On	West	SUV	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.664	5/1/2018	7:21 PM	Possible/Complaint of Injury (C)	16393766	C1803105	On Road	At Driveway Access	2	Dry	Dawn or Dusk	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.563	4/27/2018	11:55 AM	Possible/Complaint of Injury (C)	16393906	C1803002	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.063	4/30/2018	12:57 PM	No Injury (PDO)	16398041	C1803067	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South

Ayers St Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260483	B00106	20.618	4/30/2018	5:23 PM	No Injury (PDO)	16399912	C1803075	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.483	5/21/2018	1:17 PM	Possible/Complaint of Injury (C)	16455361	C1803679	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.426	6/8/2018	2:40 AM	No Injury (PDO)	16455575	C1804165	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Embankment or Ditch	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260483	B00106	20.413	5/31/2018	4:46 PM	No Injury (PDO)	16468521	C1803976	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.744	6/3/2018	10:31 PM	Possible/Complaint of Injury (C)	16469359	C1804061	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	17.88	6/9/2018	11:42 AM	Possible/Complaint of Injury (C)	16470224	C1804207	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	18.946	6/24/2018	8:48 PM	Possible/Complaint of Injury (C)	16487425	C1804557	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.644	7/1/2018	11:12 AM	No Injury (PDO)	16499582	C1804719	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.205	6/13/2018	3:07 PM	No Injury (PDO)	16503191	C1804301	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.063	7/8/2018	1:04 AM	No Injury (PDO)	16509348	C1804893	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Embankment or Ditch	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.865	7/11/2018	4:55 PM	No Injury (PDO)	16514837	C1804982	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	17.447	7/6/2018	10:33 PM	No Injury (PDO)	16516472	C1804870	Off Road Left	Non-Intersection	1	Muddy	Dark Un-Lighted	None	Fence or Fence Part	Southwest	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	
260483	B00106	18.958	7/18/2018	7:51 PM	No Injury (PDO)	16535824	C1805175	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.334	7/27/2018	12:35 PM	No Injury (PDO)	16550118	C1805385	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.456	8/5/2018	3:30 PM	No Injury (PDO)	16556508	C1805657	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.226	8/7/2018	2:15 PM	No Injury (PDO)	16558980	C1805695	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.212	8/10/2018	9:19 PM	No Injury (PDO)	16567915	C1805793	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Embankment or Ditch	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	17.456	8/29/2018	1:30 AM	No Injury (PDO)	16599770	C1806252	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Light or Utility Pole	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.196	9/12/2018	1:45 PM	No Injury (PDO)	16622976	C1806621	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	19.811	9/7/2018	7:45 AM	No Injury (PDO)	16627149	C1806479	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.875	9/4/2018	8:00 PM	Evident Non-Incapacitating (B)	16635303	C1806417	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.7	9/30/2018	1:04 PM	No Injury (PDO)	16670735	C1807095	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.218	9/24/2018	3:55 PM	No Injury (PDO)	16674572	C1806937	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	18.712	9/23/2018	1:47 PM	No Injury (PDO)	16681136	C1806908	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.079	10/5/2018	10:22 PM	No Injury (PDO)	16688746	C1807256	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.001	10/6/2018	4:00 PM	No Injury (PDO)	16689021	C1807281	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.565	10/17/2018	4:07 PM	No Injury (PDO)	16714292	C1807542	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.329	10/17/2018	3:01 PM	No Injury (PDO)	16714486	C1807539	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.715	10/8/2018	2:10 AM	No Injury (PDO)	16726114	C1807607	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260483	B00106	20.177	10/26/2018	4:07 PM	Evident Non-Incapacitating (B)	16727104	C1807767	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.485	10/29/2018	5:55 PM	No Injury (PDO)	16736204	C1807865	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.907	10/26/2018	5:38 PM	No Injury (PDO)	16738361	C1807775	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.36	11/4/2018	10:15 AM	No Injury (PDO)	16753347	C1808026	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.979	11/26/2018	8:15 AM	No Injury (PDO)	16778628	C1808558	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.231	11/28/2018	9:40 AM	No Injury (PDO)	16778657	C1808612	Off Road Left	At Driveway Access	4	Dry	Daylight	None	Parked Motor Vehicle	Southeast	Pickup Truck/Utility Van	Unknown	Illness	Unknown
260483	B00106	20.233	11/30/2018	11:21 AM	No Injury (PDO)	16796799	C1808684	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.22	11/21/2018	5:28 PM	No Injury (PDO)	16800649	C1808481	On Road	At Driveway Access	2	Wet	Daylight	Rain	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	20.417	12/7/2018	8:02 PM	Possible/Complaint of Injury (C)	16803473	C1808899	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.623	12/12/2018	10:11 AM	No Injury (PDO)	16806768	C1809027	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.983	12/14/2018	3:43 PM	No Injury (PDO)	16818127	C1809119	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	17.574	12/14/2018	4:08 PM	No Injury (PDO)	16818143	C1809117	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.521	12/15/2018	5:13 PM	No Injury (PDO)	16818241	C1809153	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.022	12/27/2018	8:26 PM	Evident Non-Incapacitating (B)	16819596	C1809466	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.607	12/20/2018	9:04 AM	No Injury (PDO)	16829338	C1809299	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.243	1/10/2019	1:22 PM	No Injury (PDO)	16846824	C1900195	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.229	1/12/2019	12:54 PM	Possible/Complaint of Injury (C)	16859369	C1900248	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	West	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.484	1/16/2019	12:38 PM	No Injury (PDO)	16872716	C1900338	On Road	At Driveway Access	3	Wet	Daylight	None	Approach Turn	East	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.384	1/18/2019	8:00 AM	No Injury (PDO)	16873275	C1900391	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.502	1/29/2019	10:36 AM	No Injury (PDO)	16895752	C1900647	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.502	2/19/2019	3:15 PM	No Injury (PDO)	16915485	C1901207	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.546	2/25/2019	12:33 PM	No Injury (PDO)	16919759	C1901349	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.396	2/22/2019	7:45 PM	Possible/Complaint of Injury (C)	16922120	C1901300	On Road	Non-Intersection	2	Dry	Dark Lighted	Fog/Smog/Smoke	Pedestrian	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.032	2/26/2019	12:20 PM	No Injury (PDO)	16924096	C1901385	On Road	Non-Intersection	2	Wet	Daylight	Rain	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.682	2/7/2019	12:34 PM	Evident Non-Incapacitating (B)	16926298	C1900882	On Road	Non-Intersection	3	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.196	3/8/2019	12:38 PM	Possible/Complaint of Injury (C)	16939942	C1901670	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southeast	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.344	3/11/2019	8:30 AM	Possible/Complaint of Injury (C)	16942634	C1901734	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.494	3/13/2019	4:20 PM	No Injury (PDO)	16947493	C1901806	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	Driver Preoccupied	
260483	B00106	19.663	3/9/2019	11:15 AM	Possible/Complaint of Injury (C)	16948018	C1901693	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Southwest	Pickup Truck/Utility Van	Unknown	Asleep at the Wheel	
260483	B00106	19.95	3/17/2019	12:00 PM	Possible/Complaint of Injury (C)	16954838	C1901918	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	18.182	3/21/2019	5:07 PM	No Injury (PDO)	16962493	C1902035	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	Unknown
260483	B00106	18.958	3/22/2019	7:57 PM	No Injury (PDO)	16966841	C1902080	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Other Fixed Object	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.682	3/30/2019	3:58 PM	Possible/Complaint of Injury (C)	16983795	C1902301	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.357	4/20/2019	1:33 PM	Possible/Complaint of Injury (C)	17030547	C1902881	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.628	5/29/2019	3:30 PM	No Injury (PDO)	17108772	C1903854	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.139	7/26/2019	8:24 AM	No Injury (PDO)	17199252	C1905197	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Overtaking Turn	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.968	7/27/2019	8:48 PM	No Injury (PDO)	17206129	C1905240	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Parked Motor Vehicle	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.682	7/26/2019	3:47 PM	No Injury (PDO)	17209232	C1905209	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	17.376	7/31/2019	10:58 AM	Possible/Complaint of Injury (C)	17212612	C1905312	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	West
260483	B00106	18.886	7/31/2019	1:20 PM	No Injury (PDO)	17212671	C1905321	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.129	8/2/2019	6:28 PM	No Injury (PDO)	17216788	C1905400	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.713	7/29/2019	3:42 PM	No Injury (PDO)	17227227	C1905262	Off Road Left	Non-Intersection	1	Dry	Unknown	Unknown	Other Fixed Object	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.198	8/16/2019	1:27 PM	No Injury (PDO)	17235723	C1905709	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Unknown	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.23	8/16/2019	2:24 PM	No Injury (PDO)	17236094	C1905712	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Overtaking Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.301	8/21/2019	7:34 PM	No Injury (PDO)	17250105	C1905837	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.206	8/24/2019	11:36 PM	No Injury (PDO)	17252512	C1905926	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Overtaking Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.575	8/9/2019	7:10 PM	No Injury (PDO)	17255779	C1905556	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Rear End	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.369	8/17/2019	12:21 PM	Evident Non-Incapacitating (B)	17269525	C1905748	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.961	9/3/2019	11:39 AM	No Injury (PDO)	17281238	C1906162	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.167	9/6/2019	3:22 PM	No Injury (PDO)	17284317	C1906272	On Road	At Driveway Access	3	Dry	Unknown	Unknown	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.215	9/13/2019	11:03 AM	No Injury (PDO)	17287175	C1906430	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.369	9/11/2019	11:03 AM	No Injury (PDO)	17288245	C1906383	On Road	Non-Intersection	2	Dry	Dawn or Dusk	Unknown	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.365	9/18/2019	5:27 PM	Possible/Complaint of Injury (C)	17295356	C1906548	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.513	9/13/2019	5:58 PM	No Injury (PDO)	17305242	C1906446	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.212	10/2/2019	8:03 AM	Possible/Complaint of Injury (C)	17322199	C1906898	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	Southwest	SUV	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.198	10/13/2019	11:48 AM	Possible/Complaint of Injury (C)	17377598	C1907176	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.546	11/14/2019	2:46 PM	Possible/Complaint of Injury (C)	17411640	C1907971	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.341	11/13/2019	5:47 PM	No Injury (PDO)	17424007	C1907952	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.254	11/22/2019	12:45 PM	Possible/Complaint of Injury (C)	17436285	C1908189	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	South	SUV	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.805	11/25/2019	4:19 AM	Evident, Incapacitating (A)	17440971	C1908245	Off Road in Median	Non-Intersection	1	Dry	Dark Lighted	None	Traffic Sign or Post or Overhead Sign Structure	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	20.483	11/30/2019	2:13 PM	No Injury (PDO)	17452417	C1908348	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.711	11/30/2019	7:30 PM	No Injury (PDO)	17452750	C1908357	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.289	12/13/2019	1:45 PM	No Injury (PDO)	17464097	C1908653	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.623	12/12/2019	3:00 PM	Possible/Complaint of Injury (C)	17469579	C1908623	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.916	12/23/2019	11:04 AM	No Injury (PDO)	17489184	C1908945	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.398	12/27/2019	5:43 AM	No Injury (PDO)	17491539	C1909020	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	18.905	1/2/2020	1:09 PM	Possible/Complaint of Injury (C)	17492692	C2000020	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260483	B00106	20.473	12/30/2019	12:45 PM	No Injury (PDO)	17511494	C1909078	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.663	1/14/2020	6:19 PM	Evident, Incapacitating (A)	17536954	C2000289	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown

Ayers St Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260483	B00106	18.361	1/22/2020	11:35 AM	No Injury (PDO)	17540983	C2000447	On Road	At Driveway Access	3	Wet	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.196	2/7/2020	9:10 PM	No Injury (PDO)	17561608	1200006	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.445	2/20/2020	4:35 PM	No Injury (PDO)	17587206	C2001145	On Road	At Driveway Access	2	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	17.693	2/25/2020	6:12 PM	No Injury (PDO)	17596229	C2001268	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	20.061	2/11/2020	8:52 PM	Evident, Incapacitating (A)	17596854	C2000923	On Road	Non-Intersection	2	Wet	Dark Lighted	Unknown	Pedestrian	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.301	2/26/2020	3:57 PM	No Injury (PDO)	17599849	C2001292	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.376	2/15/2020	4:19 PM	No Injury (PDO)	17600631	C2001025	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.335	2/19/2020	7:14 PM	No Injury (PDO)	17603068	C2001118	On Road	At Driveway Access	2	Wet	Dark Un-Lighted	Rain	Broadside	East	SUV	Unknown	Driver Preoccupied	South
260483	B00106	19.983	3/2/2020	6:57 PM	No Injury (PDO)	17609096	C2001436	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.485	3/10/2020	12:33 PM	No Injury (PDO)	17616425	C2001611	On Road	At Driveway Access	2	Wet	Daylight	None	Unknown	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.466	3/14/2020	9:58 AM	No Injury (PDO)	17632143	C2001697	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	20.196	3/18/2020	5:07 PM	No Injury (PDO)	17639388	C2001797	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.001	4/15/2020	12:35 PM	No Injury (PDO)	17658558	C2002121	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.252	4/27/2020	3:28 PM	Evident Non-Incapacitating (B)	17670595	C2002282	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.028	5/8/2020	12:32 PM	Possible/Complaint of Injury (C)	17686830	C2002469	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.539	5/14/2020	4:31 PM	Possible/Complaint of Injury (C)	17691368	C2002598	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	18.984	6/3/2020	12:23 AM	Evident, Incapacitating (A)	17720334	C2002980	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.504	7/20/2020	11:48 AM	Evident, Incapacitating (A)	17801498	C2003917	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	17.66	8/12/2020	10:27 AM	No Injury (PDO)	17824737	C2004337	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Other Fixed Object	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.454	8/24/2020	3:32 PM	No Injury (PDO)	17844992	C2004574	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.39	10/21/2020	11:18 AM	No Injury (PDO)	17923110	C2005901	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.565	12/1/2020	2:25 PM	No Injury (PDO)	17989876	C2006789	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.38	12/6/2020	8:27 AM	No Injury (PDO)	17999938	C2006899	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.018	12/11/2020	3:10 AM	No Injury (PDO)	18012170	C2007021	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.841	12/22/2020	6:33 PM	Possible/Complaint of Injury (C)	18029336	C2007321	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.403	1/4/2021	1:05 PM	No Injury (PDO)	18042565	C2100061	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.56	12/30/2020	1:54 PM	No Injury (PDO)	18044899	C2007475	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.967	1/14/2021	4:20 PM	No Injury (PDO)	18068734	C2100270	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	19.456	1/21/2021	6:34 PM	No Injury (PDO)	18091956	1210002	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	West	SUV	Unknown	Driver Preoccupied	East
260483	B00106	18.49	2/28/2021	1:15 PM	No Injury (PDO)	18132346	C2101185	On Road	At Driveway Access	3	Dry	Daylight	None	Curb or Island	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.467	4/21/2021	5:51 PM	No Injury (PDO)	18229096	C2102568	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	19.213	5/11/2021	8:45 AM	No Injury (PDO)	18262151	C2103068	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.317	5/4/2021	1:55 AM	No Injury (PDO)	18273964	C2102896	Off Road in Median	Non-Intersection	1	Dry	Dark Lighted	None	Trees or Shrubs	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	19.968	5/25/2021	9:53 AM	Possible/Complaint of Injury (C)	18275362	C2103403	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.002	5/28/2021	3:13 PM	No Injury (PDO)	18288314	C2103472	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	19.006	5/28/2021	8:22 PM	No Injury (PDO)	18289042	C2103482	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260483	B00106	18.984	6/8/2021	10:30 AM	No Injury (PDO)	18299252	1210039	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	19.263	6/8/2021	5:39 PM	Evident Non-Incapacitating (B)	18299681	C2103767	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.502	6/8/2021	11:21 AM	Possible/Complaint of Injury (C)	18302175	C2103758	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	Southwest	SUV	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	19.686	6/14/2021	4:01 PM	No Injury (PDO)	18311254	C2103916	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.767	7/1/2021	6:50 PM	No Injury (PDO)	18350789	C2104329	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260483	B00106	18.934	7/6/2021	4:10 PM	No Injury (PDO)	18354700	C2104487	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.623	7/11/2021	9:12 PM	No Injury (PDO)	18360836	C2104629	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	18.062	7/12/2021	10:17 AM	No Injury (PDO)	18363858	C2104635	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	20.063	7/13/2021	2:05 PM	No Injury (PDO)	18365972	C2104660	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	South	SUV	Unknown	No Apparent Contributing Factor	East
260483	B00106	18.696	8/8/2021	8:48 PM	No Injury (PDO)	18414650	C2105301	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	19.841	8/30/2021	12:06 PM	Possible/Complaint of Injury (C)	18462785	C2105777	Off Road Left	Non-Intersection	3	Dry	Daylight	None	Curb or Island	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260483	B00106	20.23	9/1/2021	3:59 PM	No Injury (PDO)	18472216	C2105822	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.986	9/23/2021	8:52 PM	No Injury (PDO)	18498214	C2106397	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260483	B00106	19.341	9/25/2021	10:03 PM	No Injury (PDO)	18500184	C2106463	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260483	B00106	17.996	10/2/2021	8:04 PM	No Injury (PDO)	18511035	C2106644	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.655	9/30/2021	4:30 PM	No Injury (PDO)	18513783	C2106582	On Road	Non-Intersection	2	Wet	Daylight	Rain	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	17.686	10/12/2021	2:10 PM	No Injury (PDO)	18529968	C2106864	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.49	11/8/2021	12:05 AM	No Injury (PDO)	18578304	C2107617	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.233	11/26/2021	3:01 PM	Possible/Complaint of Injury (C)	18618974	C2108089	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.72	11/9/2021	5:31 PM	No Injury (PDO)	18648568	C2107669	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.473	12/11/2021	1:30 PM	No Injury (PDO)	18652242	C2108448	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260483	B00106	20.31	12/23/2021	5:00 PM	Evident Non-Incapacitating (B)	18673212	C2108749	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	Illness	North
260483	B00106	20.185	12/25/2021	8:08 AM	No Injury (PDO)	18684447	C2108780	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North

Ayers St Bike/Ped Crashes (Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260483	B00106	19.688	1/30/2014	5:02 PM	No Injury (PDO)	13681639	C1400401	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.804	3/5/2014	9:45 AM	Possible/Complaint of Injury (C)	13740666	C1400881	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
260587	B01224	0.006	2/22/2014	12:13 AM	Evident, Incapacitating (A)	13755539	C1400706	On Road	Intersection Related	3	Dry	Dark Lighted	None	Pedestrian	South	SUV	Unknown	No Apparent Contributing Factor	East
260483	B00106	18.891	7/3/2014	5:20 PM	Evident, Incapacitating (A)	13921193	C1402653	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.968	8/11/2014	6:02 PM	Evident, Incapacitating (A)	13977912	C1403196	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.398	1/26/2014	6:44 PM	Evident, Incapacitating (A)	13983634	C1400365	On Road	Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260565	B00959	2.257	4/27/2014	7:21 PM	Evident Non-Incapacitating (B)	14095128	C1401640	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.458	11/29/2014	7:00 PM	Possible/Complaint of Injury (C)	14204363	C1404889	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Pedestrian	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.919	3/10/2015	4:14 PM	Possible/Complaint of Injury (C)	14359295	C1500996	On Road	At Driveway Access	2	Dry	Daylight	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	19.673	2/26/2015	3:11 PM	Possible/Complaint of Injury (C)	14371133	C1500787	On Road	Non-Intersection	4	Dry	Daylight	None	Pedestrian	North	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Northeast
260483	B00106	18.936	2/28/2015	10:57 AM	Evident Non-Incapacitating (B)	14371152	C1500824	On Road	Intersection	2	Wet	Daylight	Rain	Pedestrian	North	SUV	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.341	2/21/2015	8:19 PM	Fatal (K)	14459211	C1500722	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	18.217	4/27/2015	4:01 PM	Possible/Complaint of Injury (C)	14480828	C1501805	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.215	5/14/2015	5:14 PM	Evident Non-Incapacitating (B)	14488921	C1502091	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.464	9/4/2015	7:20 PM	Evident Non-Incapacitating (B)	14683337	C1503833	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	20.464	4/4/2016	2:40 AM	Evident Non-Incapacitating (B)	15047868	C1601747	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
260483	B00106	19.803	7/25/2015	9:06 PM	Evident Non-Incapacitating (B)	15252548	C1503199	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260483	B00106	18.734	8/10/2016	7:25 AM	No Injury (PDO)	15287919	C1605192	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.304	8/21/2016	12:39 AM	Fatal (K)	15291348	C1605505	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	Driver Preoccupied	Unknown
260483	B00106	17.325	10/12/2016	7:34 PM	Possible/Complaint of Injury (C)	15385691	C1607119	On Road	Intersection	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.711	11/2/2016	7:52 AM	Possible/Complaint of Injury (C)	15446355	C1607741	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.752	2/21/2017	4:22 PM	Evident Non-Incapacitating (B)	15640738	C1701381	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260565	B00959	2.257	2/24/2017	4:45 PM	Evident, Incapacitating (A)	15643418	C1701472	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260565	B00959	2.257	6/9/2017	10:54 PM	Possible/Complaint of Injury (C)	15810909	C1704385	On Road	Intersection Related	1	Dry	Dark Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260483	B00106	18.874	6/14/2017	9:05 PM	Evident Non-Incapacitating (B)	15819925	C1704498	On Road	Intersection Related	1	Dry	Dark Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260491	B00116	19.14	6/21/2017	5:13 PM	Possible/Complaint of Injury (C)	15832032	C1704683	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.16	7/22/2017	6:55 PM	Possible/Complaint of Injury (C)	15879885	C1705459	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.465	8/12/2017	2:56 AM	Fatal (K)	15929123	C1705975	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	Unknown
260483	B00106	19.541	8/15/2017	8:54 PM	No Injury (PDO)	15929150	C1706076	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.715	8/18/2017	9:33 PM	Evident, Incapacitating (A)	15931244	C1706143	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.523	9/18/2017	9:00 PM	Possible/Complaint of Injury (C)	15974952	C1706892	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.471	9/7/2017	7:19 PM	Evident Non-Incapacitating (B)	15981829	C1706578	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.872	9/25/2017	10:26 AM	Possible/Complaint of Injury (C)	16010963	C1707086	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.577	11/16/2017	7:06 PM	Evident Non-Incapacitating (B)	16123207	C1708668	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.748	12/11/2017	9:38 AM	Possible/Complaint of Injury (C)	16150752	C1709402	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260491	B00116	19.134	12/13/2017	8:12 AM	No Injury (PDO)	16170613	C1709464	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	17.813	12/15/2017	5:54 PM	No Injury (PDO)	16175464	C1709544	On Road	Intersection Related	2	Wet	Dark Un-Lighted	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.875	9/4/2018	8:00 PM	Evident Non-Incapacitating (B)	16635303	C1806417	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260565	B00959	2.247	11/3/2018	10:55 AM	Evident Non-Incapacitating (B)	16747727	C1808002	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.488	11/15/2018	7:59 AM	Possible/Complaint of Injury (C)	16775346	C1808308	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.022	11/28/2018	6:23 PM	Fatal (K)	16802751	C1808629	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.022	12/27/2018	8:26 PM	Evident Non-Incapacitating (B)	16819596	C1809466	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.396	2/22/2019	7:45 PM	Possible/Complaint of Injury (C)	16922120	C1901300	On Road	Non-Intersection	2	Dry	Dark Lighted	Fog/Smog/Smoke	Pedestrian	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.682	2/7/2019	12:34 PM	Evident Non-Incapacitating (B)	16926298	C1900882	On Road	Non-Intersection	3	Dry	Daylight	None	Pedestrian	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260483	B00106	18.623	10/3/2019	5:05 PM	Possible/Complaint of Injury (C)	17327090	C1906946	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	East	Passenger Car/Van	Unknown	Distracted by Passenger	Unknown
260483	B00106	19.663	1/14/2020	6:19 PM	Evident, Incapacitating (A)	17536954	C2000289	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.061	2/11/2020	8:52 PM	Evident, Incapacitating (A)	17596854	C2000923	On Road	Non-Intersection	2	Wet	Dark Lighted	Unknown	Pedestrian	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.483	3/17/2020	7:19 AM	Evident, Incapacitating (A)	17625155	C2001753	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.252	4/27/2020	3:28 PM	Evident Non-Incapacitating (B)	17670595	C2002282	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.984	6/3/2020	12:23 AM	Evident, Incapacitating (A)	17720334	C2002980	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.504	7/20/2020	11:48 AM	Evident, Incapacitating (A)	17801498	C2003917	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	19.841	12/22/2020	6:33 PM	Possible/Complaint of Injury (C)	18029336	C2007321	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	20.216	7/27/2021	3:30 PM	Evident Non-Incapacitating (B)	18391642	C2104991	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260483	B00106	18.974	10/9/2021	2:33 PM	Evident Non-Incapacitating (B)	18529256	C2106795	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	East	SUV	Unknown	No Apparent Contributing Factor	Unknown
		0	2/28/2022	6:27 PM	Evident Non-Incapacitating (B)	18773675	C2201283	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
		0	7/21/2022	6:08 PM	Evident Non-Incapacitating (B)	19034918	C2205007	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
		0	8/22/2022	10:50 AM	No Injury (PDO)	19078043	C2205728	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
		0	11/26/2022	5:18 PM	Possible/Complaint of Injury (C)	19271537	C2208000	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
		0	12/11/2022	7:45 PM	Evident Non-Incapacitating (B)	19277464	C2208379	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
		0	12/29/2022	6:30 PM	No Injury (PDO)	19309933	C2208762	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

24 Airline summary **Type:** Segment **Search Name:** Rt: 260472 Section: B00019 MM: [0 - 3.25] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By	Crashes:	Number of	People:
FAT:	0	Killed:	0
INJ:	125	Injured:	171
PDO:	460		
TOTAL:	585		

Weather Conditions

None:	507
Rain:	32
Snow/Sleet/Hail:	0
Fog:	4
Dust:	0
Wind:	0
Unknown:	42
TOTAL:	585

Lighting Conditions

Daylight:	422
Dawn/Dusk:	7
Dark-Lighted:	94
Dark-Unlighted:	20
Unknown:	42
TOTAL:	585

Road Conditions

Dry:	536
Wet:	49
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	585

Crash Location

On Road:	549
Off Road Left:	36
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	585

Crash Type

Overturning:	1	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	3	Culvert/Headwall:	0
Broadside:	143	Embankment:	0
Head On:	3	Curb:	1
Rear End:	210	Delineator Post:	0
Sideswipe (Same):	80	Fence:	13
Sideswipe (Opposite):	2	Tree:	3
Approach Turn:	68	Lrg Bldrs or Rocks:	0
Overtaking Turn:	15	Barricade:	0
Parked Motor Veh:	5	Wall/Building:	2
Railway Veh:	0	Crash Cushion:	0
Bicycle:	2	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	19
Domestic Animal:	0	Total Fixed Objects:	40
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	1	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	585
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	43
Two Car:	482
Three or More:	60
Unknown:	0
TOTAL:	585

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	267
Intersection Related:	0
Non Intersection:	318
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	585

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

24 Airline summary **Type:** Segment **Search Name:** Rt: 260472 Section: B00019 MM: [0 - 3.25] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	296	262	26
Psgr Car/Psgr Van w/Trl:	0	3	2
Pickup Truck/Utility Van:	112	116	9
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	127	129	10
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	2	0	0
Trucks > 10k lbs/Busses > 15 People:	4	2	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	1	0
Motorcycle:	3	3	0
Bicycle:	0	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	41	5	0
Other:	0	4	0
Unknown:	0	16	13
TOTAL:	585	542	60

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	585
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	585

Crash Rates

PDO: 2.86 / MVMT
Injury: 0.78 / MVMT
Fatal: 0 / 100MVMT
Total: 3.64 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	568	541	60
Asleep at the Wheel:	2	0	0
Illness:	0	0	0
Distracted by Passenger:	3	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	12	1	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	585	542	60

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

24 Airline summary **Type:** Segment **Search Name:** Rt: 260472 Section: B00019 MM: [0 - 3.25] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	0	0
Alcohol Involved:	2	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	582	542	60
TOTAL:	585	542	60

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	109	124	0
Northeast:	36	48	0
East:	67	11	0
Southeast:	22	10	0
South:	101	155	0
Southwest:	35	44	0
West:	52	7	0
Northwest:	0	0	0
Unknown:	163	143	60
TOTAL:	585	542	60

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	373	346	46
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	1	1	0
Making Left Turn:	5	4	1
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	3	2	0
Other:	0	0	0
Unknown:	203	189	13
TOTAL:	585	542	60

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 0 to 0.5 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 7 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[11]
Location: Off Road[12], Off Road Left[12]
Crash Type: Fence[6], Other Fixed Object[5], Total Fixed Objects[13]
Lighting: Dark - Lighted[10]

Location - Route: 260472 MP: 0.1 to 0.6 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 11 FAT: 0

Patterns

Severity: Injury (INJ)[11]
Vehicles: Single Vehicle Accidents[11]
Location: Off Road[12], Off Road Left[12]
Crash Type: Fence[5], Other Fixed Object[6], Total Fixed Objects[13]
Lighting: Dark - Lighted[10]

Location - Route: 260472 MP: 0.2 to 0.7 :: From: 1/1/2017 to 12/31/2021

PDO: 26 INJ: 13 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[12]
Location: Off Road[13], Off Road Left[13]
Crash Type: Broadside[9], Approach Turn[8], Fence[5], Other Fixed Object[7], Total Fixed Objects[15]

Location - Route: 260472 MP: 0.3 to 0.8 :: From: 1/1/2017 to 12/31/2021

PDO: 23 INJ: 13 FAT: 0

Patterns

Location: On Road[26], Off Road[10], Off Road Left[10]
Crash Type: Broadside[9], Approach Turn[8], Other Fixed Object[5]

Location - Route: 260472 MP: 0.4 to 0.9 :: From: 1/1/2017 to 12/31/2021

PDO: 22 INJ: 8 FAT: 0

Patterns

Location: On Road[25], Off Road Left[5]
Crash Type: Broadside[8], Approach Turn[8]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 0.5 to 1 :: From: 1/1/2017 to 12/31/2021

PDO: 22 INJ: 9 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[25]
Location: On Road[27]
Crash Type: Broadside[8], Approach Turn[8]

Location - Route: 260472 MP: 0.6 to 1.1 :: From: 1/1/2017 to 12/31/2021

PDO: 21 INJ: 6 FAT: 0

Patterns

Location: On Road[22], Off Road Left[5]
Crash Type: Broadside[6], Approach Turn[7]

Location - Route: 260472 MP: 0.7 to 1.2 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 5 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[5]
Location: Off Road[5], Off Road Left[5]

Location - Route: 260472 MP: 0.8 to 1.3 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 5 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[7]
Location: Off Road[7], Off Road Left[7]
Crash Type: Total Fixed Objects[7]

Location - Route: 260472 MP: 0.9 to 1.4 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 6 FAT: 0

Patterns

Location: Off Road[6], Off Road Left[6]

Location - Route: 260472 MP: 1 to 1.5 :: From: 1/1/2017 to 12/31/2021

PDO: 18 INJ: 5 FAT: 0

Patterns

Location: On Road[17], Off Road[6], Off Road Left[6]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 1.1 to 1.6 :: From: 1/1/2017 to 12/31/2021

PDO: 20 INJ: 6 FAT: 0

Patterns

Location: On Road[22]

Location - Route: 260472 MP: 1.2 to 1.7 :: From: 1/1/2017 to 12/31/2021

PDO: 42 INJ: 9 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[41]
Location: On Road[48]
Crash Type: Broadside[8], Approach Turn[7]

Location - Route: 260472 MP: 1.3 to 1.8 :: From: 1/1/2017 to 12/31/2021

PDO: 59 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[65]
Location: On Road[71]
Crash Type: Broadside[19], Approach Turn[9]

Location - Route: 260472 MP: 1.4 to 1.9 :: From: 1/1/2017 to 12/31/2021

PDO: 72 INJ: 23 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[84]
Location: On Road[92]
Crash Type: Broadside[24], Approach Turn[10]

Location - Route: 260472 MP: 1.5 to 2 :: From: 1/1/2017 to 12/31/2021

PDO: 79 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[92]
Location: On Road[101]
Crash Type: Broadside[32], Approach Turn[12]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 1.6 to 2.1 :: From: 1/1/2017 to 12/31/2021

PDO: 121 INJ: 29 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[137]
Location: On Road[146]
Crash Type: Broadside[50], Approach Turn[25], Overtaking Turn[6]

Location - Route: 260472 MP: 1.7 to 2.2 :: From: 1/1/2017 to 12/31/2021

PDO: 116 INJ: 30 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[130]
Location: On Road[141]
Crash Type: Broadside[46], Approach Turn[23], Overtaking Turn[5]

Location - Route: 260472 MP: 1.8 to 2.3 :: From: 1/1/2017 to 12/31/2021

PDO: 125 INJ: 35 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[137]
Location: On Road[154]
Crash Type: Broadside[45], Approach Turn[26]

Location - Route: 260472 MP: 1.9 to 2.4 :: From: 1/1/2017 to 12/31/2021

PDO: 152 INJ: 32 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[162]
Location: On Road[179]
Crash Type: Broadside[48], Approach Turn[29]

Location - Route: 260472 MP: 2 to 2.5 :: From: 1/1/2017 to 12/31/2021

PDO: 158 INJ: 39 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[166]
Location: On Road[190]
Crash Type: Broadside[43], Approach Turn[26]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 2.1 to 2.6 :: From: 1/1/2017 to 12/31/2021

PDO: 133 INJ: 33 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[135]
Location: On Road[161]
Crash Type: Broadside[28], Approach Turn[14]

Location - Route: 260472 MP: 2.2 to 2.7 :: From: 1/1/2017 to 12/31/2021

PDO: 127 INJ: 31 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[132]
Location: On Road[154]
Crash Type: Broadside[28], Approach Turn[12]

Location - Route: 260472 MP: 2.3 to 2.8 :: From: 1/1/2017 to 12/31/2021

PDO: 152 INJ: 37 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[154]
Location: On Road[187]
Crash Type: Broadside[43], Approach Turn[17]

Location - Route: 260472 MP: 2.4 to 2.9 :: From: 1/1/2017 to 12/31/2021

PDO: 154 INJ: 40 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[156]
Location: On Road[190]
Crash Type: Broadside[55], Approach Turn[20]

Location - Route: 260472 MP: 2.5 to 3 :: From: 1/1/2017 to 12/31/2021

PDO: 151 INJ: 34 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[154]
Location: On Road[183]
Crash Type: Broadside[54], Approach Turn[20]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

03/18/2024

24 Airline pattern list

Location - Route: 260472 MP: 2.6 to 3.1 :: From: 1/1/2017 to 12/31/2021

PDO: 145 INJ: 40 FAT: 0

	Patterns
	Vehicles: Two Vehicle Accidents[156] Location: On Road[182] Crash Type: Broadside[53], Approach Turn[19]

Location - Route: 260472 MP: 2.7 to 3.2 :: From: 1/1/2017 to 12/31/2021

PDO: 136 INJ: 36 FAT: 0

	Patterns
	Vehicles: Two Vehicle Accidents[145] Location: On Road[168] Crash Type: Broadside[50], Approach Turn[17]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.132	1/2/2017	4:06 PM	No Injury (PDO)	15521353	C1700032	On Road	Non-Intersection	1	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.849	1/16/2017	1:25 PM	No Injury (PDO)	15540982	C1700366	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	1/9/2017	3:37 PM	No Injury (PDO)	15547096	C1700204	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	1.458	1/19/2017	9:10 PM	No Injury (PDO)	15547267	C1700449	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Traffic Sign or Post or Overhead Sign Structure	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.811	1/5/2017	2:12 PM	No Injury (PDO)	15547548	C1700109	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.109	1/11/2017	2:15 PM	No Injury (PDO)	15554870	C1700259	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.617	1/24/2017	7:15 PM	No Injury (PDO)	15558582	C1700558	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.578	1/23/2017	7:12 PM	Possible/Complaint of Injury (C)	15567358	C1700524	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.622	1/24/2017	3:18 PM	No Injury (PDO)	15569390	C1700548	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.424	1/28/2017	5:22 PM	No Injury (PDO)	15576024	C1700646	On Road	At Driveway Access	3	Dry	Daylight	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.09	1/30/2017	3:20 PM	No Injury (PDO)	15577863	C1700703	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.617	2/4/2017	4:36 PM	No Injury (PDO)	15581239	C1700887	On Road	At Driveway Access	2	Wet	Daylight	Rain	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.071	2/2/2017	2:41 PM	No Injury (PDO)	15585614	C1700789	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.925	2/2/2017	2:32 PM	No Injury (PDO)	15585670	C1700787	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.622	2/13/2017	5:18 PM	No Injury (PDO)	15587285	C1701137	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.28	2/7/2017	7:36 PM	No Injury (PDO)	15593944	C1700971	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	2/13/2017	5:01 PM	No Injury (PDO)	15604420	C1701136	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.366	2/10/2017	7:15 AM	No Injury (PDO)	15609267	C1701026	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.332	2/17/2017	4:40 PM	Possible/Complaint of Injury (C)	15615055	C1701257	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.754	2/21/2017	9:48 PM	No Injury (PDO)	15617772	C1701393	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.773	2/28/2017	4:32 PM	Possible/Complaint of Injury (C)	15617774	C1701571	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.939	3/3/2017	12:52 PM	No Injury (PDO)	15619547	C1701648	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.181	3/1/2017	7:54 AM	No Injury (PDO)	15619556	C1701583	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.375	2/18/2017	2:27 PM	No Injury (PDO)	15622803	C1701285	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.815	2/23/2017	4:21 PM	Evident Non-Incapacitating (B)	15637017	C1701437	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.44	3/12/2017	7:09 AM	No Injury (PDO)	15641807	C1701926	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.257	3/18/2017	11:22 AM	No Injury (PDO)	15650929	C1702089	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.616	3/10/2017	8:31 AM	Evident Non-Incapacitating (B)	15666525	C1701845	Off Road Left	At Driveway Access	1	Wet	Daylight	Rain	Other Fixed Object	Unknown	Motorcycle	Unknown	No Apparent Contributing Factor	
260472	B00019	2.746	3/30/2017	5:08 PM	No Injury (PDO)	15706479	C1702474	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.632	3/29/2017	2:01 PM	No Injury (PDO)	15708944	C1702444	On Road	Non-Intersection	2	Dry	Daylight	None	Other Fixed Object	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.622	4/10/2017	2:38 PM	No Injury (PDO)	15711116	C1702769	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.559	4/5/2017	11:48 AM	Evident Non-Incapacitating (B)	15713129	C1702637	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.925	4/14/2017	11:49 AM	No Injury (PDO)	15725441	C1702856	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.128	4/28/2017	7:45 AM	No Injury (PDO)	15731390	C1703225	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.876	4/17/2017	7:45 AM	No Injury (PDO)	15731836	C1702930	On Road	At Driveway Access	2	Wet	Dawn or Dusk	Rain	Broadside	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.432	4/18/2017	6:01 PM	No Injury (PDO)	15736051	C1702969	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.519	4/20/2017	1:01 PM	No Injury (PDO)	15739865	C1703012	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.473	4/20/2017	3:52 PM	No Injury (PDO)	15739961	C1703019	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.854	4/21/2017	4:50 PM	No Injury (PDO)	15740621	C1703055	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.834	4/19/2017	7:03 AM	No Injury (PDO)	15743475	C1702974	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.774	4/28/2017	5:46 PM	No Injury (PDO)	15749526	C1703244	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.698	4/21/2017	3:48 PM	No Injury (PDO)	15749812	C1703057	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.624	5/2/2017	11:54 AM	No Injury (PDO)	15752038	C1703336	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.314	5/12/2017	5:00 PM	No Injury (PDO)	15765995	C1703647	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	5/16/2017	9:38 AM	No Injury (PDO)	15772356	C1703733	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.711	5/11/2017	6:12 PM	No Injury (PDO)	15773183	C1703606	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.84	5/12/2017	5:47 PM	No Injury (PDO)	15773187	C1703650	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.248	5/16/2017	6:02 PM	No Injury (PDO)	15774275	C1703747	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.717	5/19/2017	12:36 PM	Possible/Complaint of Injury (C)	15779067	C1703813	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.811	5/29/2017	4:06 PM	No Injury (PDO)	15787821	C1704077	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.318	5/31/2017	10:21 AM	No Injury (PDO)	15791152	C1704119	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.773	6/4/2017	4:55 PM	No Injury (PDO)	15800027	C1704261	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.979	6/3/2017	6:28 PM	No Injury (PDO)	15800116	C1704244	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.034	6/7/2017	2:16 PM	No Injury (PDO)	15804463	C1704316	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.099	6/9/2017	1:00 PM	No Injury (PDO)	15804700	C1704365	On Road	At Driveway Access	1	Dry	Daylight	None	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.793	6/14/2017	1:27 PM	Possible/Complaint of Injury (C)	15819897	C1704485	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	0.323	6/17/2017	3:19 AM	Possible/Complaint of Injury (C)	15822641	C1704576	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.685	6/19/2017	2:41 PM	Possible/Complaint of Injury (C)	15825584	C1704626	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.163	6/23/2017	3:05 PM	No Injury (PDO)	15828349	c1704729	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.66	6/21/2017	8:49 PM	Evident Non-Incapacitating (B)	15833429	C1704687	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.558	6/22/2017	2:31 PM	No Injury (PDO)	15833433	C1704699	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	6/24/2017	1:51 PM	Possible/Complaint of Injury (C)	15834136	C1704756	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.854	6/24/2017	5:28 PM	No Injury (PDO)	15834194	C1704766	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.33	6/29/2017	6:04 PM	No Injury (PDO)	15842684	C1704893	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.925	7/11/2017	2:35 PM	No Injury (PDO)	15859316	C1705172	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.996	7/12/2017	1:09 PM	No Injury (PDO)	15860987	C1705198	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.029	7/14/2017	7:28 PM	No Injury (PDO)	15866218	C1705268	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	7/17/2017	2:49 PM	No Injury (PDO)	15868230	C1705326	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.887	7/18/2017	1:37 PM	No Injury (PDO)	15870267	C1705348	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.412	7/20/2017	4:00 PM	No Injury (PDO)	15873686	C1705396	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.774	7/21/2017	5:30 PM	No Injury (PDO)	15881981	C1705431	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.731	7/25/2017	5:14 PM	Possible/Complaint of Injury (C)	15886580	C1705538	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.774	7/31/2017	7:26 AM	No Injury (PDO)	15891913	C1705704	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.356	8/2/2017	12:23 PM	No Injury (PDO)	15893934	C1705749	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.248	8/4/2017	12:35 PM	Possible/Complaint of Injury (C)	15903223	C1705804	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.285	8/2/2017	12:58 AM	No Injury (PDO)	15908980	C1705768	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Fence or Fence Part	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.887	8/11/2017	3:35 PM	No Injury (PDO)	15913209	C1705964	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.849	8/16/2017	7:04 PM	No Injury (PDO)	15919439	C1706099	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.043	8/14/2017	10:14 AM	Evident Non-Incapacitating (B)	15921233	C1706021	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.84	8/13/2017	5:01 PM	No Injury (PDO)	15925177	C1706009	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.887	8/15/2017	3:01 PM	No Injury (PDO)	15927515	C1706063	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.774	8/17/2017	2:48 PM	Possible/Complaint of Injury (C)	15931176	C1706110	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.611	8/20/2017	1:07 PM	Evident Non-Incapacitating (B)	15934252	C1706184	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	8/21/2017	1:19 PM	No Injury (PDO)	15934276	C1706201	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	8/22/2017	12:20 PM	No Injury (PDO)	15938417	C1706233	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.548	8/14/2017	6:25 PM	No Injury (PDO)	15944927	C1706038	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.066	8/14/2017	4:04 AM	No Injury (PDO)	15947886	C1706017	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.09	8/18/2017	7:47 PM	No Injury (PDO)	15948210	C1706139	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.547	9/7/2017	5:13 PM	No Injury (PDO)	15952128	C1706573	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.865	9/10/2017	3:25 AM	Possible/Complaint of Injury (C)	15958774	C1706645	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Head On	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.859	9/7/2017	8:14 PM	No Injury (PDO)	15960234	C1706580	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.062	9/13/2017	4:15 PM	No Injury (PDO)	15970154	C1706742	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.005	9/14/2017	6:14 PM	Possible/Complaint of Injury (C)	15970288	C1706778	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.773	9/17/2017	10:34 AM	No Injury (PDO)	15974609	C1706857	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.028	9/18/2017	10:41 AM	Evident Non-Incapacitating (B)	15974805	C1706875	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.09	9/20/2017	3:36 PM	No Injury (PDO)	15978302	C1706944	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.071	9/20/2017	5:33 PM	No Injury (PDO)	15978326	C1706949	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.811	9/19/2017	5:59 PM	No Injury (PDO)	15978384	C1706807	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.222	9/28/2017	11:54 AM	Possible/Complaint of Injury (C)	15995726	C1707177	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.132	9/19/2017	8:11 PM	Possible/Complaint of Injury (C)	15997226	C1706928	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.854	10/1/2017	6:35 AM	No Injury (PDO)	15999787	C1707267	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.128	9/29/2017	1:20 PM	No Injury (PDO)	16005088	C1707213	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.783	10/3/2017	5:20 PM	No Injury (PDO)	16008924	C1707335	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.478	10/7/2017	2:00 PM	No Injury (PDO)	16013287	C1707465	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.854	10/10/2017	3:50 PM	Possible/Complaint of Injury (C)	16021745	C1707562	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.958	10/15/2017	12:09 PM	No Injury (PDO)	16024062	C1707702	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.229	10/13/2017	12:32 PM	No Injury (PDO)	16024449	C1707644	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.617	10/10/2017	7:18 PM	No Injury (PDO)	16025537	C1707572	On Road	Non-Intersection	3	Wet	Dark Lighted	Rain	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown

Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.821	10/16/2017	3:03 PM	Evident Non-Incapacitating (B)	16032188	C1707728	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.717	10/17/2017	11:44 AM	No Injury (PDO)	16035038	C1707759	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.66	10/18/2017	3:03 PM	No Injury (PDO)	16036962	C1707794	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.09	10/20/2017	3:30 PM	No Injury (PDO)	16043896	C1707860	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.375	10/11/2017	4:46 PM	No Injury (PDO)	16049089	C1707599	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.653	10/23/2017	9:59 AM	No Injury (PDO)	16058342	C1707922	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.934	11/1/2017	2:12 PM	Possible/Complaint of Injury (C)	16068664	C1708187	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.071	11/8/2017	7:02 PM	No Injury (PDO)	16088888	C1708420	On Road	At Driveway Access	2	Wet	Dark Lighted	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.849	11/13/2017	6:50 PM	No Injury (PDO)	16099160	C1708561	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.793	11/16/2017	6:29 PM	No Injury (PDO)	16110757	C1708671	On Road	At Driveway Access	3	Wet	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.868	11/23/2017	1:45 AM	No Injury (PDO)	16122144	C1708836	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.696	11/24/2017	6:17 PM	No Injury (PDO)	16122298	C1708867	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.263	11/28/2017	4:47 PM	Possible/Complaint of Injury (C)	16129101	C1708968	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.395	11/30/2017	6:36 PM	No Injury (PDO)	16134162	C1709042	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.731	11/30/2017	8:01 PM	Possible/Complaint of Injury (C)	16134168	C1709043	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.537	12/11/2017	8:41 AM	No Injury (PDO)	16136677	C1709401	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.958	11/27/2017	3:49 PM	No Injury (PDO)	16143335	C1708938	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.292	12/29/2017	8:05 AM	No Injury (PDO)	16177987	C1709885	Off Road Left	Non-Intersection	1	Wet	Daylight	Rain	Fence or Fence Part	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.774	12/21/2017	5:04 PM	No Injury (PDO)	16178083	C1709721	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.492	1/5/2018	5:34 PM	Possible/Complaint of Injury (C)	16188317	C1800094	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.826	1/8/2018	7:00 PM	No Injury (PDO)	16190869	C1800143	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.042	1/6/2018	10:20 PM	No Injury (PDO)	16192621	C1800118	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.783	1/10/2018	5:43 PM	No Injury (PDO)	16193480	C1800192	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	West
260472	B00019	0.559	1/4/2018	2:10 PM	No Injury (PDO)	16193831	C1800073	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	North	Passenger Car/Van	Unknown	Driver Preoccupied	
260472	B00019	2.37	1/12/2018	6:37 PM	No Injury (PDO)	16196689	C1800240	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.457	1/18/2018	7:50 PM	No Injury (PDO)	16204951	C1800349	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.759	1/20/2018	2:30 PM	No Injury (PDO)	16206359	c1800411	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.617	1/21/2018	1:08 PM	No Injury (PDO)	16208844	C1800434	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.182	1/20/2018	6:17 PM	No Injury (PDO)	16209316	C1800418	On Road	At Driveway Access	2	Wet	Dark Un-Lighted	None	Overtaking Turn	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.811	1/26/2018	3:59 PM	No Injury (PDO)	16220731	C1800553	On Road	Non-Intersection	2	Wet	Daylight	None	Bicycle or Pedal Cycle	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.855	2/3/2018	11:49 AM	Possible/Complaint of Injury (C)	16229903	C1800784	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.013	2/8/2018	3:55 PM	Evident Non-Incapacitating (B)	16243679	C1800908	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.617	2/13/2018	5:20 PM	No Injury (PDO)	16248428	C1801037	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.616	2/16/2018	7:17 PM	No Injury (PDO)	16255870	C1801146	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.042	2/17/2018	2:06 AM	No Injury (PDO)	16255886	C1801151	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	Unknown	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	
260472	B00019	2.849	2/19/2018	11:42 AM	No Injury (PDO)	16257235	C1801202	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.183	2/21/2018	6:30 PM	No Injury (PDO)	16262346	C1801268	On Road	Non-Intersection	2	Wet	Dark Lighted	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.812	2/17/2018	1:58 PM	No Injury (PDO)	16263991	C1801166	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.727	2/21/2018	2:43 PM	Possible/Complaint of Injury (C)	16264112	c1801259	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.041	2/23/2018	7:26 AM	No Injury (PDO)	16268034	C1801299	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.314	2/25/2018	5:01 AM	Evident Non-Incapacitating (B)	16269505	C1801375	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.617	2/27/2018	5:08 PM	No Injury (PDO)	16272190	C1801431	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.854	3/1/2018	2:55 PM	No Injury (PDO)	16277080	C1801485	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.238	2/19/2018	8:20 PM	Possible/Complaint of Injury (C)	16283071	C1801219	On Road	Non-Intersection	3	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	1.811	3/3/2018	2:46 PM	No Injury (PDO)	16284667	C1801552	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.424	2/25/2018	4:30 PM	No Injury (PDO)	16293327	C1801386	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.477	2/28/2018	1:00 PM	No Injury (PDO)	16298457	C1801453	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	East
260472	B00019	1.792	3/12/2018	4:02 PM	No Injury (PDO)	16301769	C1801807	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.773	3/16/2018	4:16 PM	No Injury (PDO)	16308834	c1801915	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.027	3/15/2018	6:23 PM	Evident Non-Incapacitating (B)	16308915	C1801890	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.314	3/21/2018	3:12 PM	No Injury (PDO)	16321327	C1802056	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.854	3/28/2018	12:59 PM	Possible/Complaint of Injury (C)	16337321	C1802242	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.632	3/30/2018	12:54 PM	No Injury (PDO)	16339758	C1802302	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.08	4/5/2018	12:11 PM	No Injury (PDO)	16344424	C1802427	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.635	3/18/2018	2:31 AM	No Injury (PDO)	16345350	C1801965	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.043	4/15/2018	8:29 PM	No Injury (PDO)	16361685	C1802701	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.755	4/1/2018	11:30 PM	No Injury (PDO)	16364751	C1802626	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.617	4/16/2018	5:16 PM	No Injury (PDO)	16369175	C1802720	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.034	4/14/2018	3:30 PM	No Injury (PDO)	16371272	C1802666	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.052	4/12/2018	4:01 PM	No Injury (PDO)	16372909	C1802611	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.83	4/16/2018	5:44 PM	No Injury (PDO)	16373258	C1802724	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.688	4/18/2018	3:34 PM	No Injury (PDO)	16377048	C1802770	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.583	4/23/2018	6:18 PM	No Injury (PDO)	16385401	C1802900	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.931	4/23/2018	10:30 PM	No Injury (PDO)	16389544	C1802901	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.849	4/30/2018	3:44 PM	No Injury (PDO)	16406863	C1803074	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.685	5/3/2018	7:38 AM	No Injury (PDO)	16406894	C1803146	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.66	5/3/2018	12:36 PM	Possible/Complaint of Injury (C)	16407046	C1803155	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.774	5/23/2018	2:38 AM	Possible/Complaint of Injury (C)	16424678	C1803733	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	Driver Preoccupied	Northeast
260472	B00019	2.572	5/11/2018	11:00 PM	No Injury (PDO)	16434645	C1803416	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.887	5/15/2018	3:55 PM	No Injury (PDO)	16445970	C1803517	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.283	5/16/2018	3:39 PM	Possible/Complaint of Injury (C)	16448988	C1803545	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.181	6/6/2018	8:56 AM	No Injury (PDO)	16451507	C1804107	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.815	5/19/2018	10:47 AM	No Injury (PDO)	16453830	C1803631	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.233	5/30/2018	7:16 AM	Evident Non-Incapacitating (B)	16466810	C1803934	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.09	6/10/2018	4:02 AM	No Injury (PDO)	16470289	C1804224	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.432	6/14/2018	3:38 PM	No Injury (PDO)	16479673	C1804329	On Road	Non-Intersection	2	Dry	Daylight	None	Trees or Shrubs	North	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.84	6/15/2018	1:55 PM	Evident Non-Incapacitating (B)	16479770	C1804355	Off Road Left	Non-Intersection	1	Wet	Daylight	Rain	Fence or Fence Part	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.887	6/18/2018	11:36 AM	No Injury (PDO)	16482262	C1804426	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.257	6/20/2018	6:38 PM	No Injury (PDO)	16482957	C1804479	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.616	6/19/2018	12:15 PM	No Injury (PDO)	16483061	C1804442	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	6/12/2018	4:30 PM	No Injury (PDO)	16484809	C1804280	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.304	6/24/2018	2:41 PM	No Injury (PDO)	16486038	C1804552	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.939	6/7/2018	3:06 PM	No Injury (PDO)	16487410	C1804149	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.792	6/29/2018	1:22 PM	No Injury (PDO)	16498074	C1804665	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.669	7/5/2018	12:27 PM	No Injury (PDO)	16503364	C1804819	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.849	7/5/2018	9:44 PM	Possible/Complaint of Injury (C)	16508410	C1804836	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.528	7/9/2018	12:40 PM	Possible/Complaint of Injury (C)	16510978	C1804920	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.774	7/11/2018	6:10 PM	No Injury (PDO)	16516636	C1804986	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.399	7/11/2018	2:09 PM	No Injury (PDO)	16517142	C1804974	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	7/13/2018	1:40 PM	Possible/Complaint of Injury (C)	16521028	C1805037	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.431	7/7/2018	12:26 PM	Possible/Complaint of Injury (C)	16526524	C1804882	On Road	Non-Intersection	4	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.849	7/18/2018	2:52 PM	No Injury (PDO)	16532640	C1805165	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.854	7/25/2018	4:15 PM	Possible/Complaint of Injury (C)	16537798	C1805341	On Road	Non-Intersection	4	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	7/26/2018	8:02 AM	No Injury (PDO)	16538163	C1805352	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.429	7/29/2018	7:40 PM	No Injury (PDO)	16546929	C1805462	On Road	Non-Intersection	3	Dry	Dawn or Dusk	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.384	7/31/2018	7:54 AM	No Injury (PDO)	16548452	C1805507	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.46	8/3/2018	3:13 PM	No Injury (PDO)	16554304	C1805604	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.793	8/4/2018	9:25 AM	No Injury (PDO)	16567032	C1805622	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	1.854	8/10/2018	2:21 PM	Possible/Complaint of Injury (C)	16567757	C1805778	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.948	8/11/2018	2:00 PM	No Injury (PDO)	16573183	C1805808	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	Motorcycle	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.754	8/17/2018	3:28 PM	No Injury (PDO)	16580589	C1805962	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.717	8/18/2018	12:17 PM	No Injury (PDO)	16582945	C1805996	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.925	8/20/2018	5:00 PM	No Injury (PDO)	16585030	C1806050	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.948	8/20/2018	8:51 AM	Possible/Complaint of Injury (C)	16591034	C1806038	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.219	8/8/2018	1:32 PM	No Injury (PDO)	16591813	C1805717	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.774	8/27/2018	5:30 PM	No Injury (PDO)	16604105	C1806222	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.887	9/8/2018	8:37 PM	No Injury (PDO)	16629543	C1806532	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.603	9/11/2018	1:25 PM	No Injury (PDO)	16631834	C1806594	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest

Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.529	9/11/2018	5:28 PM	No Injury (PDO)	16635694	C1806600	On Road	Non-Intersection	3	Wet	Daylight	Rain	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.813	9/12/2018	2:10 AM	No Injury (PDO)	16639934	C1806607	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Fence or Fence Part	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.181	9/12/2018	2:13 AM	Possible/Complaint of Injury (C)	16639939	C1806606	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Other Fixed Object	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	3.033	9/17/2018	4:40 PM	Possible/Complaint of Injury (C)	16648594	C1806758	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.285	9/24/2018	4:24 PM	No Injury (PDO)	16652198	C1806939	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.366	9/25/2018	1:31 PM	Possible/Complaint of Injury (C)	16662194	C1806956	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Curb or Island	Southwest	Motorcycle	Unknown	No Apparent Contributing Factor	
260472	B00019	2.783	10/10/2018	9:24 AM	Possible/Complaint of Injury (C)	16672840	C1807369	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.408	10/9/2018	7:25 AM	No Injury (PDO)	16688518	C1807333	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.774	10/6/2018	2:55 PM	No Injury (PDO)	16688946	C1807277	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	11/3/2018	10:48 AM	No Injury (PDO)	16747740	C1808003	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	11/12/2018	2:58 PM	No Injury (PDO)	16772117	C1808243	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.845	11/13/2018	6:57 PM	No Injury (PDO)	16772209	C1808275	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.346	12/1/2018	1:00 AM	No Injury (PDO)	16773888	C1808719	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.163	11/19/2018	1:11 PM	No Injury (PDO)	16778614	C1808408	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.698	11/21/2018	11:54 AM	No Injury (PDO)	16789653	C1808468	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.034	11/21/2018	11:47 AM	No Injury (PDO)	16789676	C1808472	On Road	At Driveway Access	2	Wet	Daylight	None	Sideswipe Same Direction	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.238	11/23/2018	2:12 AM	No Injury (PDO)	16790125	C1808499	On Road	Non-Intersection	2	Wet	Dark Un-Lighted	Rain	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.868	11/26/2018	3:50 PM	No Injury (PDO)	16794608	C1808567	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.323	12/1/2018	6:11 PM	No Injury (PDO)	16800587	C1808732	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.524	12/6/2018	5:44 PM	No Injury (PDO)	16803278	C1808849	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.793	12/7/2018	6:55 PM	No Injury (PDO)	16803445	C1808896	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.308	12/13/2018	1:25 PM	Possible/Complaint of Injury (C)	16809641	C1809077	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.641	12/13/2018	5:40 PM	No Injury (PDO)	16809669	C1809085	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.031	12/29/2018	3:40 AM	No Injury (PDO)	16823065	C1809504	Off Road Left	Non-Intersection	4	Dry	Dark Lighted	None	Parked Motor Vehicle	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.062	12/13/2018	8:05 AM	No Injury (PDO)	16823483	C1809065	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.854	12/19/2018	10:47 AM	No Injury (PDO)	16826490	C1809258	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.698	12/20/2018	11:26 AM	No Injury (PDO)	16826541	C1809307	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.495	12/29/2018	8:50 AM	No Injury (PDO)	16829112	C1809505	Off Road Left	Non-Intersection	1	Dry	Daylight	Rain	Other Fixed Object	South	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.883	12/27/2018	5:51 PM	Possible/Complaint of Injury (C)	16829526	C1809462	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.198	12/28/2018	11:33 AM	Possible/Complaint of Injury (C)	16829738	C1809487	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.993	12/28/2018	6:49 PM	No Injury (PDO)	16842348	C1809499	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.642	1/7/2019	10:58 PM	No Injury (PDO)	16848993	C1900146	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	0.724	1/11/2019	1:25 PM	Possible/Complaint of Injury (C)	16854441	C1900217	On Road	Non-Intersection	3	Wet	Daylight	Rain	Rear End	South	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	West
260472	B00019	2.385	1/14/2019	3:20 PM	No Injury (PDO)	16871120	C1900278	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	Distracted by Passenger	East
260472	B00019	1.977	1/23/2019	5:12 PM	No Injury (PDO)	16883853	C1900514	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.37	1/24/2019	4:34 PM	Possible/Complaint of Injury (C)	16889320	C1900540	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	North	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.793	1/27/2019	11:50 PM	Possible/Complaint of Injury (C)	16893310	C1900597	On Road	At Driveway Access	2	Wet	Dark Lighted	None	Overtaking Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.419	2/1/2019	9:32 PM	No Injury (PDO)	16901920	C1900754	On Road	Non-Intersection	2	Wet	Dark Lighted	Fog/Smog/Smoke	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.181	2/3/2019	9:47 AM	Evident Non-Incapacitating (B)	16917517	C1900784	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.308	2/9/2019	4:51 AM	No Injury (PDO)	16920050	C1900939	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Fence or Fence Part	East	Passenger Car/Van	Unknown	Asleep at the Wheel	
260472	B00019	2.868	2/16/2019	3:26 PM	No Injury (PDO)	16920509	C1901143	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.669	2/13/2019	9:58 PM	Possible/Complaint of Injury (C)	16921077	C1901062	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Head On	West	SUV	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.925	2/11/2019	12:50 PM	No Injury (PDO)	16921563	C1900994	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.597	2/16/2019	11:22 PM	No Injury (PDO)	16925220	C1901151	On Road	At Driveway Access	3	Dry	Dark Lighted	Fog/Smog/Smoke	Overtaking Turn	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.896	2/20/2019	2:09 AM	Evident, Incapacitating (A)	16926296	C1901221	Off Road Left	Non-Intersection	2	Wet	Dark Lighted	Rain	Other Fixed Object	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.071	2/27/2019	6:48 PM	No Injury (PDO)	16926390	C1901436	On Road	At Driveway Access	3	Dry	Dark Un-Lighted	None	Approach Turn	East	SUV	Unknown	Driver Preoccupied	Northeast
260472	B00019	2.375	3/17/2019	5:39 PM	No Injury (PDO)	16955252	C1901927	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	Driver Preoccupied	East
260472	B00019	2.071	3/5/2019	7:50 AM	No Injury (PDO)	16961940	C1901564	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.811	3/25/2019	6:42 PM	No Injury (PDO)	16970948	C1902159	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.229	4/5/2019	12:41 PM	Possible/Complaint of Injury (C)	16996587	C1902441	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.545	4/5/2019	2:54 PM	No Injury (PDO)	16996629	C1902448	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	4/6/2019	2:59 PM	No Injury (PDO)	16999019	C1902486	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.478	4/9/2019	3:00 PM	Possible/Complaint of Injury (C)	17003322	C1902588	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.504	4/9/2019	6:17 PM	No Injury (PDO)	17003368	C1902600	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	1.248	4/9/2019	8:49 PM	No Injury (PDO)	17007420	C1902603	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Sideswipe Same Direction	South	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.128	4/17/2019	11:03 AM	No Injury (PDO)	17019166	C1902785	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.488	4/2/2019	5:20 PM	No Injury (PDO)	17021490	C1902376	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.977	3/26/2019	6:02 PM	No Injury (PDO)	17031887	C1902189	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.731	5/1/2019	5:59 PM	No Injury (PDO)	17052336	C1903160	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.285	4/20/2019	3:28 PM	No Injury (PDO)	17058454	C1902883	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	North	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	3.161	5/12/2019	12:59 PM	No Injury (PDO)	17063776	C1903451	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.181	5/13/2019	9:08 AM	No Injury (PDO)	17066634	C1903465	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.219	5/8/2019	1:39 PM	No Injury (PDO)	17071185	C1903329	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.071	5/10/2019	2:03 PM	No Injury (PDO)	17076358	C1903397	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	Unknown
260472	B00019	2.849	5/13/2019	6:41 PM	No Injury (PDO)	17086105	C1903483	Off Road Left	At Driveway Access	3	Dry	Daylight	None	Wall or Building	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.014	5/21/2019	4:44 PM	No Injury (PDO)	17089739	C1903662	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
260472	B00019	2.062	5/23/2019	12:40 PM	No Injury (PDO)	17091940	C1903706	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.051	5/19/2019	2:05 PM	No Injury (PDO)	17099397	C1903617	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.09	5/31/2019	12:10 PM	No Injury (PDO)	17107380	C1903903	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.859	5/30/2019	2:11 PM	No Injury (PDO)	17110027	C1903875	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.774	6/11/2019	8:54 PM	Possible/Complaint of Injury (C)	17134546	C1904180	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	North	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.993	6/14/2019	11:24 AM	Evident Non-Incapacitating (B)	17137479	C1904246	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.128	6/7/2019	12:50 PM	No Injury (PDO)	17147665	C1904092	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.67	6/12/2019	6:15 PM	No Injury (PDO)	17152595	C1904197	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.482	6/25/2019	5:23 PM	No Injury (PDO)	17156771	C1904513	On Road	At Driveway Access	2	Dry	Dawn or Dusk	Unknown	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.698	6/27/2019	3:48 PM	Possible/Complaint of Injury (C)	17160931	C1904556	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.974	6/27/2019	7:16 PM	Possible/Complaint of Injury (C)	17160992	C1904564	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Overturning	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	6/29/2019	6:15 PM	No Injury (PDO)	17167026	C1904612	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.774	7/8/2019	8:30 AM	No Injury (PDO)	17168136	C1904777	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	7/6/2019	12:47 PM	No Injury (PDO)	17169951	C1904745	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.37	6/29/2019	11:22 AM	No Injury (PDO)	17174146	C1904601	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.071	7/11/2019	2:10 PM	No Injury (PDO)	17174805	C1904849	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.849	7/11/2019	12:45 PM	No Injury (PDO)	17178855	C1904846	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.849	7/8/2019	8:59 PM	No Injury (PDO)	17181102	C1904799	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.736	7/23/2019	1:30 PM	No Injury (PDO)	17193831	C1905129	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.487	7/24/2019	12:53 AM	No Injury (PDO)	17195769	C1905144	Off Road Left	Non-Intersection	1	Dry	Unknown	Unknown	Other Fixed Object	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.868	7/24/2019	8:49 AM	No Injury (PDO)	17195795	C1905150	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.616	7/18/2019	12:26 PM	No Injury (PDO)	17198655	C1905007	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.281	7/25/2019	3:00 PM	Possible/Complaint of Injury (C)	17200456	C1905173	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.339	7/25/2019	8:19 PM	No Injury (PDO)	17209290	C1905185	On Road	Non-Intersection	3	Wet	Unknown	Unknown	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.412	7/31/2019	4:00 PM	Evident Non-Incapacitating (B)	17213881	C1905327	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.67	8/2/2019	12:15 PM	No Injury (PDO)	17214355	C1905384	On Road	Non-Intersection	3	Dry	Unknown	Unknown	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.83	8/7/2019	11:54 PM	Evident Non-Incapacitating (B)	17220674	C1905505	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.219	8/9/2019	2:10 PM	No Injury (PDO)	17223468	C1905545	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.773	8/13/2019	4:50 PM	No Injury (PDO)	17231993	C1905642	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	Driver Preoccupied	South
260472	B00019	1.65	8/13/2019	5:35 PM	No Injury (PDO)	17231996	C1905645	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.295	8/24/2019	1:53 PM	No Injury (PDO)	17252371	C1905915	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.937	8/27/2019	2:55 PM	No Injury (PDO)	17256573	C1905984	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.218	8/26/2019	12:05 PM	No Injury (PDO)	17258049	C1905955	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.733	8/27/2019	5:46 PM	Possible/Complaint of Injury (C)	17262709	C1905994	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.548	8/30/2019	12:09 PM	Possible/Complaint of Injury (C)	17268116	C1906066	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.451	9/3/2019	12:52 PM	Evident Non-Incapacitating (B)	17274086	C1906168	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	Driver Preoccupied	North
260472	B00019	2.533	9/4/2019	5:54 PM	No Injury (PDO)	17274756	C1906212	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.23	9/4/2019	3:30 PM	No Injury (PDO)	17276605	11900069	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.811	9/1/2019	5:57 PM	Possible/Complaint of Injury (C)	17281319	C1906133	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.052	9/5/2019	3:56 PM	Possible/Complaint of Injury (C)	17281326	C1906238	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.2	9/6/2019	12:58 PM	No Injury (PDO)	17284213	C1906266	On Road	Non-Intersection	3	Dry	Unknown	Unknown	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.219	9/9/2019	7:46 AM	No Injury (PDO)	17287187	C1906318	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest

Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	1.221	9/5/2019	11:33 PM	Possible/Complaint of Injury (C)	17292804	C1906253	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.295	9/7/2019	6:54 PM	No Injury (PDO)	17293053	C1906295	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.72	9/13/2019	2:23 PM	No Injury (PDO)	17296636	C1906438	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.128	9/17/2019	7:53 AM	No Injury (PDO)	17299905	C1951105	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	North	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	9/16/2019	7:35 PM	Possible/Complaint of Injury (C)	17300775	C1906515	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	3.09	9/25/2019	7:14 AM	Evident Non-Incapacitating (B)	17315831	C1906709	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Opposite Direction	South	Passenger Car/Van	Unknown	Asleep at the Wheel	North
260472	B00019	0.653	9/26/2019	7:45 AM	No Injury (PDO)	17315888	C1906741	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.37	9/23/2019	10:28 AM	No Injury (PDO)	17315962	C1906673	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.186	10/6/2019	3:40 AM	No Injury (PDO)	17327114	C1907005	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.622	10/7/2019	1:50 PM	Evident Non-Incapacitating (B)	17330635	C1907039	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.019	9/24/2019	7:33 AM	No Injury (PDO)	17336918	C1906691	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.08	10/7/2019	12:56 PM	Evident Non-Incapacitating (B)	17337946	C1907038	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.041	10/7/2019	6:20 PM	Evident Non-Incapacitating (B)	17338645	C1907050	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.02	10/11/2019	4:32 PM	No Injury (PDO)	17339504	C1907132	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.583	10/9/2019	12:23 PM	No Injury (PDO)	17340413	C1907082	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	10/12/2019	3:45 PM	Possible/Complaint of Injury (C)	17353109	C1907157	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.356	10/15/2019	5:38 PM	No Injury (PDO)	17355243	C1907227	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.566	10/17/2019	8:02 PM	No Injury (PDO)	17358724	C1907282	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.682	10/23/2019	5:06 PM	Possible/Complaint of Injury (C)	17374243	C1907424	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.337	10/24/2019	12:29 PM	No Injury (PDO)	17374470	C1907441	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.641	11/8/2019	12:37 PM	No Injury (PDO)	17406926	C1907834	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.314	10/19/2019	12:24 PM	Possible/Complaint of Injury (C)	17411844	C1907333	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.68	11/5/2019	5:40 PM	No Injury (PDO)	17413773	C1907740	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.436	11/3/2019	5:33 AM	No Injury (PDO)	17413791	C1907678	Off Road Left	Non-Intersection	1	Dry	Dawn or Dusk	None	Fence or Fence Part	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	2.793	11/20/2019	12:56 PM	No Injury (PDO)	17415199	C1908132	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.783	12/5/2019	6:03 PM	No Injury (PDO)	17443814	C1908462	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.063	11/28/2019	2:16 AM	Possible/Complaint of Injury (C)	17450774	C1908310	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.754	12/4/2019	5:12 PM	No Injury (PDO)	17453942	C1908435	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.238	12/4/2019	6:56 PM	No Injury (PDO)	17456454	C1908443	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	12/5/2019	2:30 PM	No Injury (PDO)	17458347	C1908453	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.793	12/8/2019	1:56 PM	No Injury (PDO)	17460975	C1908520	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.559	12/9/2019	6:55 AM	Evident Non-Incapacitating (B)	17462290	C1908532	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.366	12/11/2019	10:20 AM	No Injury (PDO)	17463475	C1908596	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.958	12/12/2019	3:11 PM	No Injury (PDO)	17467343	C1908624	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.033	12/20/2019	6:38 PM	No Injury (PDO)	17472303	C1908877	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.384	12/18/2019	6:27 PM	No Injury (PDO)	17474448	C1908796	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	South	Passenger Car/Van	Unknown	Driver Preoccupied	South
260472	B00019	2.651	12/27/2019	6:56 PM	No Injury (PDO)	17489190	C1909031	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.632	12/27/2019	7:09 PM	No Injury (PDO)	17489194	C1909034	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.812	12/30/2019	6:42 PM	No Injury (PDO)	17490679	C1909091	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.219	12/31/2019	6:01 PM	No Injury (PDO)	17494126	C1919108	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.196	1/2/2020	2:46 PM	No Injury (PDO)	17506629	C2000022	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.374	1/7/2020	11:57 AM	No Injury (PDO)	17512346	C2000128	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.859	1/2/2020	4:09 PM	No Injury (PDO)	17514873	C2000024	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.635	1/22/2020	8:48 AM	No Injury (PDO)	17528706	C2000444	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.219	1/28/2020	5:22 PM	Possible/Complaint of Injury (C)	17539383	C2000599	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.314	1/28/2020	5:50 PM	No Injury (PDO)	17539394	C2000601	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.755	1/16/2020	2:41 PM	No Injury (PDO)	17539709	C2000325	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.35	1/19/2020	1:20 PM	No Injury (PDO)	17539776	C2000389	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.366	1/21/2020	8:29 AM	No Injury (PDO)	17541799	C2000412	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.304	1/24/2020	2:16 PM	Possible/Complaint of Injury (C)	17542597	C2000501	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.238	2/8/2020	11:14 PM	No Injury (PDO)	17561440	C2000859	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.793	1/24/2020	8:02 AM	No Injury (PDO)	17565850	C2000499	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.641	2/12/2020	6:00 PM	No Injury (PDO)	17578078	C2000940	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.774	2/1/2020	1:47 PM	Possible/Complaint of Injury (C)	17590564	C2000699	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.238	2/8/2020	3:22 PM	No Injury (PDO)	17592504	C2000846	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	3.178	2/11/2020	7:28 PM	No Injury (PDO)	17592600	C2000922	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.052	2/22/2020	4:52 AM	No Injury (PDO)	17593011	C2001190	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.821	2/22/2020	2:57 PM	No Injury (PDO)	17593027	C2001196	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.84	2/21/2020	5:05 PM	No Injury (PDO)	17593054	C2001173	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.511	2/12/2020	5:50 PM	No Injury (PDO)	17597560	C29000938	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.755	2/13/2020	12:16 PM	Possible/Complaint of Injury (C)	17597577	C2000951	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.028	2/14/2020	8:09 AM	No Injury (PDO)	17600513	C2000982	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.887	2/20/2020	5:45 PM	No Injury (PDO)	17601337	C2001152	On Road	Non-Intersection	2	Wet	Unknown	Rain	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.567	3/3/2020	7:41 AM	No Injury (PDO)	17611992	C2001442	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	2/28/2020	5:02 PM	No Injury (PDO)	17612816	C2001351	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.793	3/9/2020	2:18 AM	Evident Non-Incapacitating (B)	17612824	C2001584	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.925	3/5/2020	6:58 PM	No Injury (PDO)	17612901	C2001510	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.736	2/27/2020	12:36 PM	No Injury (PDO)	17613015	C2001311	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.383	2/29/2020	10:06 PM	Evident, Incapacitating (A)	17617772	C2001395	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.062	3/13/2020	9:04 PM	No Injury (PDO)	17620451	C2001690	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.736	3/14/2020	10:39 PM	Possible/Complaint of Injury (C)	17622124	C2001718	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.774	3/16/2020	1:27 PM	Possible/Complaint of Injury (C)	17624566	C2001739	On Road	Non-Intersection	4	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.887	3/11/2020	5:09 PM	No Injury (PDO)	17625744	C2001638	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	1.996	3/28/2020	1:08 PM	No Injury (PDO)	17642043	C2001916	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.257	4/22/2020	1:03 PM	No Injury (PDO)	17664775	C2002209	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.28	4/18/2020	1:45 PM	No Injury (PDO)	17664895	C2002162	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.824	4/24/2020	5:11 PM	No Injury (PDO)	17670386	C2002241	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	3.04	5/8/2020	1:16 PM	Possible/Complaint of Injury (C)	17683187	C2002471	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.679	5/13/2020	2:44 PM	No Injury (PDO)	17689723	C2002567	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.109	5/23/2020	11:39 AM	No Injury (PDO)	17692691	C2002781	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.633	5/27/2020	12:27 AM	Evident Non-Incapacitating (B)	17704408	C2002838	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.793	5/26/2020	5:14 PM	No Injury (PDO)	17704474	C2002836	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	6/3/2020	5:35 PM	No Injury (PDO)	17708577	C2002993	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.859	6/5/2020	2:33 PM	No Injury (PDO)	17711740	C2003030	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.384	6/5/2020	6:20 PM	No Injury (PDO)	17711802	C2003048	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.229	6/5/2020	5:42 PM	No Injury (PDO)	17711829	C2003043	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.024	6/6/2020	9:31 PM	No Injury (PDO)	17719172	C2003071	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	3.025	6/12/2020	11:17 PM	Possible/Complaint of Injury (C)	17724364	C2003226	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.707	6/5/2020	4:33 PM	No Injury (PDO)	17724383	C2003036	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.773	6/10/2020	1:53 PM	Possible/Complaint of Injury (C)	17728426	C2003149	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.014	6/13/2020	9:03 PM	No Injury (PDO)	17731486	C2003245	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.003	6/12/2020	7:54 PM	No Injury (PDO)	17739166	C2003221	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Light or Utility Pole	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	2.332	6/19/2020	9:03 PM	No Injury (PDO)	17741775	C2003380	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.491	6/21/2020	6:24 PM	No Injury (PDO)	17753889	C2003425	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	1.483	7/4/2020	9:14 PM	No Injury (PDO)	17760449	C2003667	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.024	7/26/2020	5:43 PM	No Injury (PDO)	17802211	C2004036	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.239	7/24/2020	6:26 PM	No Injury (PDO)	17803057	3041196	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.018	8/7/2020	7:30 PM	No Injury (PDO)	17808730	C2004268	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.062	8/28/2020	3:35 PM	No Injury (PDO)	17841564	C2004641	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.526	8/21/2020	4:29 PM	No Injury (PDO)	17852088	C2004514	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.046	9/2/2020	3:55 PM	No Injury (PDO)	17856737	C2004772	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.238	9/11/2020	1:25 PM	No Injury (PDO)	17868210	C2004960	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.232	9/23/2020	3:03 PM	No Injury (PDO)	17883912	C2005229	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Wall or Building	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.056	9/30/2020	11:40 AM	No Injury (PDO)	17886502	C2005392	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.705	10/1/2020	11:21 AM	No Injury (PDO)	17889494	C2005421	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.176	10/2/2020	12:46 PM	Possible/Complaint of Injury (C)	17898908	C2005449	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.272	10/7/2020	5:55 PM	No Injury (PDO)	17899355	C2005586	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.653	10/8/2020	7:48 PM	No Injury (PDO)	17901087	C2005614	On Road	At Driveway Access	2	Wet	Dark Un-Lighted	Rain	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North

Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.755	10/4/2020	2:16 AM	No Injury (PDO)	17904768	C2005502	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.585	10/14/2020	4:48 PM	No Injury (PDO)	17911396	C2005747	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.116	10/9/2020	4:07 PM	No Injury (PDO)	17913095	C2005631	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.003	10/19/2020	3:33 AM	No Injury (PDO)	17920564	C2005842	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	3.033	10/7/2020	5:16 PM	No Injury (PDO)	17923429	C2005580	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.238	10/27/2020	1:42 PM	Possible/Complaint of Injury (C)	17936451	C2006029	Off Road Left	At Driveway Access	1	Dry	Daylight	None	Trees or Shrubs	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	1.958	10/15/2020	1:25 PM	No Injury (PDO)	17936695	C2005763	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.774	10/24/2020	1:19 PM	No Injury (PDO)	17936948	C2005983	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.539	10/29/2020	5:45 PM	No Injury (PDO)	17936995	C2006081	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.793	10/29/2020	11:16 PM	No Injury (PDO)	17942809	C2006086	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	1.801	11/3/2020	11:33 AM	Possible/Complaint of Injury (C)	17945193	C2006195	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.128	11/3/2020	12:40 PM	Possible/Complaint of Injury (C)	17949505	C2006199	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.537	10/22/2020	5:04 PM	No Injury (PDO)	17956231	C2005939	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.25	11/1/2020	7:53 AM	No Injury (PDO)	17956482	C2006144	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	North	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
260472	B00019	2.698	11/8/2020	9:28 PM	No Injury (PDO)	17966255	C2006315	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.118	11/11/2020	12:45 PM	No Injury (PDO)	17967795	C2006365	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	Distracted by Passenger	Northeast
260472	B00019	2.153	11/20/2020	6:12 PM	No Injury (PDO)	17973859	C2006564	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.314	11/21/2020	1:55 PM	No Injury (PDO)	17977224	C2006574	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.314	11/22/2020	12:06 PM	No Injury (PDO)	17977240	C2006599	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.736	11/22/2020	1:38 PM	No Injury (PDO)	17977243	C2006600	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.848	11/9/2020	5:11 PM	No Injury (PDO)	17980274	C2006330	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.774	11/11/2020	6:00 AM	Possible/Complaint of Injury (C)	17980299	C2006361	On Road	Non-Intersection	3	Dry	Daylight	Fog/Smog/Smoke	Sideswipe Same Direction	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.727	11/25/2020	10:49 AM	No Injury (PDO)	17982006	C2006652	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.708	11/25/2020	12:28 PM	No Injury (PDO)	17982022	C2006663	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.774	11/14/2020	12:03 PM	No Injury (PDO)	17982047	C2006432	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.635	11/21/2020	1:21 PM	No Injury (PDO)	17988517	C2006576	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.707	11/16/2020	1:00 PM	Possible/Complaint of Injury (C)	17989901	C2006470	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.09	11/21/2020	3:48 PM	No Injury (PDO)	17992470	C2006579	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.958	12/7/2020	9:32 AM	No Injury (PDO)	17998484	C2006922	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.84	11/30/2020	8:25 AM	No Injury (PDO)	17999972	C2006764	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.986	12/6/2020	5:28 PM	No Injury (PDO)	18003335	C2006910	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.019	12/6/2020	2:45 AM	Possible/Complaint of Injury (C)	18013944	C2006894	On Road	Non-Intersection	2	Wet	Dark Un-Lighted	None	Fence or Fence Part	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.529	12/9/2020	5:36 PM	No Injury (PDO)	18013948	C2006976	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.054	12/13/2020	6:29 AM	No Injury (PDO)	18014037	C2007082	On Road	Non-Intersection	2	Wet	Dawn or Dusk	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.868	12/17/2020	6:19 PM	No Injury (PDO)	18019858	C2007194	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.238	12/12/2020	2:48 AM	No Injury (PDO)	18029387	C2007051	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.887	12/11/2020	10:10 PM	No Injury (PDO)	18029428	C2007046	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.219	12/25/2020	7:43 PM	No Injury (PDO)	18033588	C2007390	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.66	12/23/2020	6:05 PM	No Injury (PDO)	18044373	C2007352	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	3.128	12/28/2020	11:49 AM	No Injury (PDO)	18044772	C2007428	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.611	12/23/2020	5:43 PM	Possible/Complaint of Injury (C)	18050174	C2007348	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.774	12/28/2020	8:55 PM	No Injury (PDO)	18050198	C2007440	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.071	1/8/2021	12:59 PM	No Injury (PDO)	18058592	C2100145	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.773	1/13/2021	3:30 PM	No Injury (PDO)	18059381	C2100248	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.861	1/8/2021	3:03 PM	Possible/Complaint of Injury (C)	18059409	C2100148	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Northeast	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.441	1/4/2021	6:40 PM	Evident Non-Incapacitating (B)	18066169	C2100070	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	North	Passenger Car/Van	Unknown	Distracted by Passenger	North
260472	B00019	2.281	1/17/2021	5:49 PM	Evident Non-Incapacitating (B)	18075553	C2100336	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	0.961	1/19/2021	7:15 PM	No Injury (PDO)	18076120	C2100386	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.09	1/21/2021	3:29 PM	No Injury (PDO)	18079225	C2100430	On Road	Non-Intersection	2	Dry	Daylight	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.715	1/23/2021	4:35 PM	No Injury (PDO)	18079345	C2100486	On Road	At Driveway Access	2	Dry	Daylight	Fog/Smog/Smoke	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.731	1/22/2021	5:51 PM	No Injury (PDO)	18079552	C2100461	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.23	1/26/2021	8:31 AM	No Injury (PDO)	18079571	C2100527	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.128	1/26/2021	4:11 PM	No Injury (PDO)	18080270	C2100534	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.333	1/29/2021	4:56 PM	Evident Non-Incapacitating (B)	18086227	C2100600	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.071	1/23/2021	1:28 PM	No Injury (PDO)	18086953	C2100482	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.335	1/31/2021	7:10 PM	No Injury (PDO)	18086954	C2100652	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.509	1/29/2021	5:30 PM	No Injury (PDO)	18092254	C2100603	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.722	2/5/2021	8:12 AM	No Injury (PDO)	18096436	C2100747	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.128	2/5/2021	11:09 AM	No Injury (PDO)	18101228	C2100748	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	Driver Preoccupied	South
260472	B00019	2.495	2/20/2021	3:29 PM	No Injury (PDO)	18119089	C2101031	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	0.228	2/18/2021	11:07 PM	No Injury (PDO)	18120007	C2101000	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	2.529	2/20/2021	3:29 PM	No Injury (PDO)	18120804	C2101032	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.364	2/22/2021	6:00 PM	No Injury (PDO)	18120838	C2101068	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.384	2/20/2021	12:26 PM	No Injury (PDO)	18123220	C2101028	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.754	2/20/2021	5:27 PM	No Injury (PDO)	18124638	C2101037	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.09	2/14/2021	10:14 AM	No Injury (PDO)	18124846	C2100950	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.771	3/5/2021	7:34 PM	No Injury (PDO)	18139047	C2101318	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.811	3/8/2021	12:50 PM	No Injury (PDO)	18141285	C2101365	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.052	3/10/2021	2:18 PM	No Injury (PDO)	18143117	C2101411	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.93	3/10/2021	4:37 PM	No Injury (PDO)	18151160	C2101414	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.262	3/10/2021	8:01 AM	Possible/Complaint of Injury (C)	18159015	C2101404	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.939	3/14/2021	9:11 PM	No Injury (PDO)	18159048	C2101557	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.045	3/22/2021	12:28 PM	No Injury (PDO)	18162370	C2101776	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.222	3/21/2021	7:54 PM	No Injury (PDO)	18162483	C2101761	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.559	3/27/2021	11:06 AM	Possible/Complaint of Injury (C)	18179120	C2101920	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	3.03	3/31/2021	4:51 PM	No Injury (PDO)	18187790	C2102024	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.662	3/31/2021	12:41 PM	No Injury (PDO)	18190648	C2102014	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.698	3/31/2021	10:32 PM	No Injury (PDO)	18191615	C2102032	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.547	3/27/2021	8:45 PM	No Injury (PDO)	18195518	C2101941	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.728	4/9/2021	3:07 PM	No Injury (PDO)	18202546	C2102270	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.578	4/14/2021	2:17 PM	No Injury (PDO)	18225611	C2102392	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.617	5/1/2021	4:26 PM	No Injury (PDO)	18247429	C2102809	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.774	4/30/2021	5:30 PM	No Injury (PDO)	18248528	C2102781	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.868	4/30/2021	7:06 PM	Evident Non-Incapacitating (B)	18248697	C2102782	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.793	5/3/2021	3:22 PM	No Injury (PDO)	18251968	C2102875	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.181	5/11/2021	5:30 PM	No Injury (PDO)	18253160	C2103081	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.826	5/11/2021	6:28 PM	Evident Non-Incapacitating (B)	18254030	C2103083	On Road	At Driveway Access	4	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.934	5/14/2021	9:35 AM	No Injury (PDO)	18255060	C2103150	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.606	5/18/2021	6:34 PM	No Injury (PDO)	18263043	C2103271	On Road	At Driveway Access	2	Dry	Daylight	None	Trees or Shrubs	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.635	5/17/2021	8:58 AM	No Injury (PDO)	18263118	C2103223	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Passenger Car/Van	Unknown	Driver Preoccupied	South
260472	B00019	2.93	5/20/2021	6:10 PM	No Injury (PDO)	18266423	C2103316	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.238	5/20/2021	2:22 PM	No Injury (PDO)	18272864	C2103308	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.062	6/5/2021	10:30 AM	No Injury (PDO)	18299090	C2103688	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	3.059	6/11/2021	4:52 PM	No Injury (PDO)	18312515	C2103852	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.685	6/10/2021	3:02 PM	No Injury (PDO)	18323939	C2103813	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.132	6/19/2021	7:39 PM	No Injury (PDO)	18324892	C2104039	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.679	6/24/2021	1:30 PM	No Injury (PDO)	18340228	C2104162	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.887	7/2/2021	3:50 PM	No Injury (PDO)	18352067	C2104356	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.19	7/4/2021	9:15 PM	Possible/Complaint of Injury (C)	18364248	C2104432	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	1.735	6/21/2021	8:24 PM	No Injury (PDO)	18365844	C2104095	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.314	7/14/2021	6:34 AM	No Injury (PDO)	18365996	C2104674	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.887	7/13/2021	5:30 PM	No Injury (PDO)	18375627	C2104667	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.793	7/15/2021	7:22 PM	No Injury (PDO)	18376178	C2104718	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	0.635	7/20/2021	7:35 PM	No Injury (PDO)	18380021	C2104854	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.764	7/15/2021	6:10 PM	No Injury (PDO)	18397038	C2104715	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.285	8/1/2021	4:05 PM	No Injury (PDO)	18400277	C2105117	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.128	8/5/2021	5:47 PM	Possible/Complaint of Injury (C)	18404158	C2105210	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.717	7/30/2021	11:26 AM	Possible/Complaint of Injury (C)	18404462	C2105050	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	North	SUV	Unknown	No Apparent Contributing Factor	South

Airline Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.045	8/7/2021	1:38 PM	No Injury (PDO)	18413065	C2105264	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.071	8/11/2021	11:10 AM	No Injury (PDO)	18414581	C2105356	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.764	8/17/2021	3:44 PM	No Injury (PDO)	18427055	C2105502	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.219	8/14/2021	12:58 PM	No Injury (PDO)	18448103	C2105433	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.471	8/31/2021	6:34 PM	No Injury (PDO)	18452198	C2105802	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	3.205	9/5/2021	2:05 AM	No Injury (PDO)	18458490	C2105920	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Other Fixed Object	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	2.793	8/30/2021	5:23 PM	No Injury (PDO)	18462890	C2105787	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.939	9/8/2021	4:17 PM	No Injury (PDO)	18474621	C2105990	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.118	9/16/2021	1:09 PM	No Injury (PDO)	18483058	C2106193	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.93	9/21/2021	12:34 PM	No Injury (PDO)	18487231	C2106328	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.052	9/16/2021	5:44 PM	No Injury (PDO)	18487271	C2106210	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.314	9/22/2021	4:20 PM	No Injury (PDO)	18489187	C2106359	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.375	9/22/2021	2:55 PM	No Injury (PDO)	18489214	C2106356	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.395	9/18/2021	4:54 PM	No Injury (PDO)	18489340	C2106274	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.384	9/21/2021	7:56 AM	No Injury (PDO)	18489359	C2106325	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.071	9/24/2021	1:26 PM	No Injury (PDO)	18500426	C2106416	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.774	9/28/2021	12:31 PM	No Injury (PDO)	18500608	C2106510	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	1.192	9/28/2021	6:16 AM	Possible/Complaint of Injury (C)	18502479	C2106506	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.402	10/6/2021	2:25 PM	No Injury (PDO)	18529101	C2106700	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.366	10/15/2021	10:40 AM	No Injury (PDO)	18532757	C2106958	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.238	10/14/2021	6:46 PM	No Injury (PDO)	18538281	C2106946	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.422	10/19/2021	5:34 PM	No Injury (PDO)	18540569	C2107064	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.93	10/24/2021	5:05 PM	No Injury (PDO)	18551267	C2107249	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.356	10/26/2021	11:20 AM	Possible/Complaint of Injury (C)	18551699	C2107283	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.736	10/27/2021	1:14 PM	Evident Non-Incapacitating (B)	18555980	C2107312	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.432	10/29/2021	5:34 PM	No Injury (PDO)	18562449	C2107376	On Road	Non-Intersection	2	Dry	Daylight	None	Head On	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.773	11/1/2021	3:35 PM	No Injury (PDO)	18564220	C2107448	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.342	10/29/2021	6:46 AM	No Injury (PDO)	18569908	C2107352	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.509	11/4/2021	5:05 PM	No Injury (PDO)	18571335	C2107520	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.328	11/9/2021	2:16 PM	No Injury (PDO)	18580382	C2107656	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.333	11/7/2021	1:25 AM	Possible/Complaint of Injury (C)	18580467	C2107599	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.685	11/5/2021	1:20 PM	No Injury (PDO)	18580670	C2107550	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	1.773	11/10/2021	7:51 PM	No Injury (PDO)	18582883	C2107694	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	1.786	11/28/2021	12:06 PM	No Injury (PDO)	18615465	C2108122	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.314	11/29/2021	2:30 PM	No Injury (PDO)	18617188	C2108141	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.335	12/1/2021	7:48 AM	Possible/Complaint of Injury (C)	18623841	C2108174	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	Driver Preoccupied	North
260472	B00019	2.071	12/4/2021	12:10 PM	No Injury (PDO)	18629938	C2108256	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.764	12/6/2021	3:11 PM	No Injury (PDO)	18630767	C2108317	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.451	12/2/2021	6:17 PM	Possible/Complaint of Injury (C)	18631042	C2108220	On Road	Non-Intersection	3	Dry	Dawn or Dusk	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.537	12/2/2021	5:56 PM	Evident Non-Incapacitating (B)	18631057	C2108221	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.02	12/7/2021	2:08 PM	No Injury (PDO)	18631597	C2108347	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.622	12/9/2021	3:29 PM	Possible/Complaint of Injury (C)	18642149	C2108392	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.314	12/10/2021	4:07 PM	No Injury (PDO)	18642233	C2108425	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	0.64	12/14/2021	8:49 AM	No Injury (PDO)	18649194	C2108502	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.441	12/16/2021	6:00 PM	Possible/Complaint of Injury (C)	18657264	C2108585	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown

Airline Rd Corridor Bike/Ped Crashes (Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260558	B00950	5.871	1/17/2014	11:41 AM	Evident Non-Incapacitating (B)	13667169	C1400236	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Northeast	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.09	2/26/2014	9:58 AM	Possible/Complaint of Injury (C)	13738432	C1400769	On Road	Non-Intersection	2	Wet	Daylight	Rain	Pedestrian	Southwest	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	3/11/2015	7:33 PM	Possible/Complaint of Injury (C)	14346292	C1501015	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	3/5/2016	8:11 PM	Evident Non-Incapacitating (B)	14969694	C1601147	On Road	Intersection	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	4/18/2016	6:15 AM	Fatal (K)	15044866	C1602041	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Unknown	No Apparent Contributing Factor	Unknown
260612	B01462	4.104	12/6/2015	2:03 PM	Evident Non-Incapacitating (B)	15147157	C1505290	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.281	11/10/2015	3:33 AM	Evident, Incapacitating (A)	15167739	C1504872	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.024	6/7/2016	4:43 PM	Evident Non-Incapacitating (B)	15182470	C1603447	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southwest	Unknown	No Apparent Contributing Factor	Unknown
260723	B02158	24.435	6/23/2015	3:46 PM	No Injury (PDO)	15266236	C1502719	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.281	9/11/2016	6:43 PM	Evident Non-Incapacitating (B)	15352500	C1606187	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	5.89	8/22/2015	4:05 PM	Possible/Complaint of Injury (C)	15575315	C1503640	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	No Apparent Contributing Factor	North
260558	B00950	5.871	2/11/2017	9:55 PM	Evident Non-Incapacitating (B)	15603004	C1701087	On Road	Intersection Related	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	Unknown	Unknown	No Apparent Contributing Factor	Unknown
		0	6/13/2017	2:36 PM	Evident, Incapacitating (A)	15815754	C1704455	0	Non-Intersection	1	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Unknown	No Apparent Contributing Factor	
260472	B00019	1.135	6/29/2017	3:41 PM	Evident Non-Incapacitating (B)	15839188	C1704887	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.043	8/14/2017	10:14 AM	Evident Non-Incapacitating (B)	15921233	C1706021	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.135	10/27/2017	8:00 AM	Evident Non-Incapacitating (B)	16067391	C1708045	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.718	11/10/2017	6:44 PM	Evident Non-Incapacitating (B)	16098325	C1708476	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.135	12/5/2017	7:22 PM	Evident Non-Incapacitating (B)	16150804	C1709191	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.811	1/26/2018	3:59 PM	No Injury (PDO)	16220731	C1800553	On Road	Non-Intersection	2	Wet	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.238	2/19/2018	8:20 PM	Possible/Complaint of Injury (C)	16283071	C1801219	On Road	Non-Intersection	3	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	Southeast	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.034	8/26/2018	8:40 AM	Evident Non-Incapacitating (B)	16597893	C1806184	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.135	9/22/2018	12:40 PM	Evident Non-Incapacitating (B)	16642529	C1806886	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Northeast	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.234	11/9/2018	10:49 PM	Possible/Complaint of Injury (C)	16760951	C1808190	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.511	12/20/2018	4:51 PM	No Injury (PDO)	16827485	C1809315	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260723	B02158	24.434	2/8/2020	7:39 PM	Possible/Complaint of Injury (C)	17588545	C2000856	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southeast	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.84	2/28/2020	6:20 PM	Possible/Complaint of Injury (C)	17595408	C2001358	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	South	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.736	3/14/2020	10:39 PM	Possible/Complaint of Injury (C)	17622124	C2001718	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	3.04	5/8/2020	1:16 PM	Possible/Complaint of Injury (C)	17683187	C2002471	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.275	9/1/2020	5:52 AM	Evident Non-Incapacitating (B)	17856746	C2004726	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	5.871	9/12/2020	10:15 PM	No Injury (PDO)	17876463	C2004993	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southwest	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.829	10/23/2020	11:12 PM	Evident Non-Incapacitating (B)	17929032	C2005976	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	East	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	1.717	12/5/2020	8:35 PM	Evident Non-Incapacitating (B)	18026457	C2006909	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southeast	Unknown	No Apparent Contributing Factor	Unknown
260558	B00950	5.881	6/8/2021	10:34 AM	Evident Non-Incapacitating (B)	18302048	C2103757	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Unknown	No Apparent Contributing Factor	Unknown
260723	B02158	24.414	12/16/2021	6:40 PM	No Injury (PDO)	18651627	C2108588	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	No Apparent Contributing Factor	Unknown
		0	2/9/2022	4:03 PM	No Injury (PDO)	18738966	C2200800	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Unknown	No Apparent Contributing Factor	Unknown
		0	3/21/2022	6:48 AM	Evident Non-Incapacitating (B)	18814403	C2201775	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	West	Unknown	No Apparent Contributing Factor	Unknown
		0	10/12/2022	5:27 PM	Possible/Complaint of Injury (C)	19166692	C2206954	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Unknown	No Apparent Contributing Factor	Unknown
		0	9/24/2022	12:56 PM	No Injury (PDO)	19179298	C2206529	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Unknown	No Apparent Contributing Factor	Unknown
		0	12/5/2022	11:50 AM	No Injury (PDO)	19266416	C2208199	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	East	Unknown	No Apparent Contributing Factor	Unknown
		0	12/28/2022	6:16 PM	No Injury (PDO)	19320165	C2208744	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Northeast	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	1/23/2020	10:58 AM	Possible/Complaint of Injury (C)	17565515	C2000477	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southwest	Unknown	Driver Preoccupied	Unknown

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Port Ave Corridor detailed summary **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By	Crashes:	Number of	People:
FAT:	1	Killed:	1
INJ:	45	Injured:	57
PDO:	137		
TOTAL:	183		

Weather Conditions

None:	167
Rain:	6
Snow/Sleet/Hail:	0
Fog:	1
Dust:	0
Wind:	0
Unknown:	9
TOTAL:	183

Lighting Conditions

Daylight:	129
Dawn/Dusk:	1
Dark-Lighted:	41
Dark-Unlighted:	3
Unknown:	9
TOTAL:	183

Road Conditions

Dry:	172
Wet:	11
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	183

Crash Location

On Road:	167
Off Road Left:	16
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	183

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	12	Culvert/Headwall:	0
Broadside:	35	Embankment:	0
Head On:	1	Curb:	1
Rear End:	40	Delineator Post:	0
Sideswipe (Same):	23	Fence:	2
Sideswipe (Opposite):	4	Tree:	2
Approach Turn:	12	Lrg Bldrs or Rocks:	0
Overtaking Turn:	13	Barricade:	0
Parked Motor Veh:	26	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	1	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	3
Domestic Animal:	0	Total Fixed Objects:	10
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	183
Cable Rail:	0		
Concrete Barrier:	1		

Number of Vehicles

One Car:	15
Two Car:	150
Three or More:	18
Unknown:	0
TOTAL:	183

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	82
Intersection Related:	0
Non Intersection:	101
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	183

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Port Ave Corridor detailed summary **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	91	81	5
Psgr Car/Psgr Van w/Trl:	0	6	5
Pickup Truck/Utility Van:	40	38	5
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	25	25	1
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	3	0	0
Trucks > 10k lbs/Busses > 15 People:	2	3	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	2	1	0
Bicycle:	0	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	20	0	0
Other:	0	10	0
Unknown:	0	3	2
TOTAL:	183	168	18

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	183
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	183

Crash Rates

PDO:	2.14 / MVMT
Injury:	0.7 / MVMT
Fatal:	1.56 / 100MVMT
Total:	2.86 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	178	166	18
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	1	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	3	2	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	183	168	18

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Port Ave Corridor detailed summary **Type:** Segment **Search Name:** Rt: 260628 Section: B01584 MM: [0 - 2.796] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	2	1	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	181	167	18
TOTAL:	183	168	18

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	39	54	0
Northeast:	5	5	0
East:	20	8	0
Southeast:	4	5	0
South:	38	36	0
Southwest:	5	3	0
West:	26	6	0
Northwest:	0	0	0
Unknown:	46	51	18
TOTAL:	183	168	18

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	117	112	14
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	4	2	1
Making Left Turn:	4	3	1
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	6	6	1
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	2	1	0
Other:	0	0	0
Unknown:	50	44	1
TOTAL:	183	168	18

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Port Corridor Pattern List

Location - Route: 260628 MP: 0 to 1 :: From: 1/1/2017 to 12/31/2021

PDO: 42 INJ: 16 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[49]
Location: On Road[56]
Crash Type: Pedestrian[6], Broadside[13]

Location - Route: 260628 MP: 0.1 to 1.1 :: From: 1/1/2017 to 12/31/2021

PDO: 42 INJ: 16 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[49]
Location: On Road[56]
Crash Type: Pedestrian[6], Broadside[13], Parked Motor Vehicle[6]

Location - Route: 260628 MP: 0.2 to 1.2 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 15 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[52]
Location: On Road[58]
Crash Type: Pedestrian[5], Broadside[13], Parked Motor Vehicle[10]

Location - Route: 260628 MP: 0.3 to 1.3 :: From: 1/1/2017 to 12/31/2021

PDO: 51 INJ: 16 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[61]
Crash Type: Pedestrian[5], Broadside[14], Parked Motor Vehicle[11]

Location - Route: 260628 MP: 0.4 to 1.4 :: From: 1/1/2017 to 12/31/2021

PDO: 54 INJ: 17 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[58]
Location: On Road[66]
Crash Type: Pedestrian[7], Broadside[14], Overtaking Turn[5], Parked Motor Vehicle[11]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Port Corridor Pattern List

Location - Route: 260628 MP: 0.5 to 1.5 :: From: 1/1/2017 to 12/31/2021

PDO: 59 INJ: 22 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[69]
Location: On Road[75]
Crash Type: Pedestrian[10], Broadside[19], Overtaking Turn[6], Parked Motor Vehicle[8]

Location - Route: 260628 MP: 0.6 to 1.6 :: From: 1/1/2017 to 12/31/2021

PDO: 61 INJ: 20 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[70]
Location: On Road[75]
Crash Type: Pedestrian[9], Broadside[18], Approach Turn[5], Overtaking Turn[6], Parked Motor Vehicle[8]

Location - Route: 260628 MP: 0.7 to 1.7 :: From: 1/1/2017 to 12/31/2021

PDO: 57 INJ: 18 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[64]
Location: On Road[69]
Crash Type: Pedestrian[8], Broadside[16], Overtaking Turn[5], Parked Motor Vehicle[8]

Location - Route: 260628 MP: 0.8 to 1.8 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 17 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[65]
Location: On Road[72]
Crash Type: Pedestrian[7], Broadside[16], Overtaking Turn[6], Parked Motor Vehicle[8]

Location - Route: 260628 MP: 0.9 to 1.9 :: From: 1/1/2017 to 12/31/2021

PDO: 64 INJ: 19 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[72]
Location: On Road[78]
Crash Type: Pedestrian[7], Broadside[17], Overtaking Turn[7], Parked Motor Vehicle[12]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Port Corridor Pattern List

Location - Route: 260628 MP: 1 to 2 :: From: 1/1/2017 to 12/31/2021

PDO: 64 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[69]
Location: On Road[76]
Crash Type: Pedestrian[6], Broadside[14], Overtaking Turn[6], Parked Motor Vehicle[17]

Location - Route: 260628 MP: 1.1 to 2.1 :: From: 1/1/2017 to 12/31/2021

PDO: 71 INJ: 22 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[77]
Location: On Road[85]
Crash Type: Broadside[16], Approach Turn[5], Overtaking Turn[7], Parked Motor Vehicle[20]
Lighting: Dark - Lighted[29]

Location - Route: 260628 MP: 1.2 to 2.2 :: From: 1/1/2017 to 12/31/2021

PDO: 61 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[71]
Location: On Road[80]
Crash Type: Pedestrian[6], Broadside[17], Approach Turn[6], Overtaking Turn[7], Parked Motor Vehicle[15]

Location - Route: 260628 MP: 1.3 to 2.3 :: From: 1/1/2017 to 12/31/2021

PDO: 64 INJ: 25 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[74]
Location: On Road[84]
Crash Type: Pedestrian[6], Broadside[18], Approach Turn[7], Overtaking Turn[8], Parked Motor Vehicle[14]

Location - Route: 260628 MP: 1.4 to 2.4 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 22 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[68]
Location: On Road[77]
Crash Type: Broadside[17], Approach Turn[7], Overtaking Turn[6], Parked Motor Vehicle[14]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Port Corridor Pattern List

Location - Route: 260628 MP: 1.5 to 2.5 :: From: 1/1/2017 to 12/31/2021

PDO: 46 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[47]
Location: On Road[55]
Crash Type: Broadside[12], Approach Turn[6], Overtaking Turn[6], Parked Motor Vehicle[14]

Location - Route: 260628 MP: 1.6 to 2.6 :: From: 1/1/2017 to 12/31/2021

PDO: 44 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[45]
Location: On Road[53]
Crash Type: Broadside[12], Approach Turn[5], Overtaking Turn[6], Parked Motor Vehicle[14]

Location - Route: 260628 MP: 1.7 to 2.7 :: From: 1/1/2017 to 12/31/2021

PDO: 46 INJ: 15 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[47]
Location: On Road[55]
Crash Type: Broadside[12], Approach Turn[5], Overtaking Turn[6], Parked Motor Vehicle[14]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Port Ave Corridor All Crashes (Hwy-MP)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260628	B01584	0.897	1/3/2017	2:05 PM	No Injury (PDO)	15545644	C1700056	On Road	At Driveway Access	1	Dry	Daylight	None	Overtaking Turn	Unknown		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.96	1/9/2017	6:12 PM	No Injury (PDO)	15547125	C1700215	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown		SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.769	1/26/2017	6:08 PM	No Injury (PDO)	15573620	C1700597	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.324	2/1/2017	7:36 PM	No Injury (PDO)	15581137	C1700771	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.045	2/22/2017	4:00 AM	No Injury (PDO)	15601550	C1701398	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.134	2/19/2017	3:53 PM	Possible/Complaint of Injury (C)	15623175	C1701313	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.512	2/18/2017	12:50 PM	Possible/Complaint of Injury (C)	15629640	C1701277	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.045	2/26/2017	9:57 PM	No Injury (PDO)	15649579	C1701530	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.475	3/18/2017	4:10 PM	Evident Non-Incapacitating (B)	15667127	C1702091	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.301	3/13/2017	8:02 PM	Evident, Incapacitating (A)	15671667	C1701958	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Pedestrian	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.397	3/17/2017	3:33 PM	Possible/Complaint of Injury (C)	15682648	C1702065	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.437	3/23/2017	8:31 AM	No Injury (PDO)	15695941	C1702238	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.087	3/19/2017	10:26 AM	No Injury (PDO)	15697638	C1702110	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown		SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.493	4/4/2017	1:19 PM	Evident Non-Incapacitating (B)	15712662	C1702614	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.461	4/3/2017	2:53 PM	No Injury (PDO)	15714653	C1702590	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.652	5/3/2017	11:18 AM	No Injury (PDO)	15738181	C1703362	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	2.773	4/20/2017	12:23 PM	No Injury (PDO)	15739855	C1703011	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.447	5/20/2017	12:51 PM	No Injury (PDO)	15776954	C1703846	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.432	5/30/2017	6:21 PM	No Injury (PDO)	15790937	C1704110	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Motorcycle	Unknown	No Apparent Contributing Factor	
260628	B01584	1.497	6/2/2017	4:25 PM	No Injury (PDO)	15794222	C1704205	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.99	6/6/2017	6:45 PM	Evident Non-Incapacitating (B)	15804360	C1704303	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.526	6/23/2017	2:29 PM	No Injury (PDO)	15832087	C1704728	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.846	6/20/2017	9:30 PM	No Injury (PDO)	15833421	C1704663	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.412	7/3/2017	7:28 AM	No Injury (PDO)	15846937	C1704966	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Trees or Shrubs	Unknown	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260628	B01584	2.24	7/8/2017	7:42 AM	No Injury (PDO)	15855221	C1705103	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.163	7/17/2017	4:36 PM	No Injury (PDO)	15868251	C1705329	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.21	6/19/2017	10:15 PM	No Injury (PDO)	15868430	C1704641	Off Road Left	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260628	B01584	0.913	7/28/2017	12:27 PM	Possible/Complaint of Injury (C)	15886635	C1705625	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.727	9/20/2017	9:42 AM	No Injury (PDO)	15974594	C1706937	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.769	9/20/2017	8:52 AM	No Injury (PDO)	15977032	C1706936	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.425	9/4/2017	2:45 PM	No Injury (PDO)	15978965	C1706471	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.759	9/19/2017	2:06 PM	No Injury (PDO)	15982582	C1706907	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	10/19/2017	1:31 PM	No Injury (PDO)	16037433	C1707821	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	10/19/2017	1:31 PM	Evident Non-Incapacitating (B)	16040154	C1707820	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.456	11/17/2017	10:20 AM	No Injury (PDO)	16088610	C1708687	On Road	Non-Intersection	4	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260628	B01584	0.928	11/17/2017	2:28 PM	No Injury (PDO)	16111162	C1708698	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.137	11/19/2017	2:35 PM	No Injury (PDO)	16113645	C1708762	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.979	11/28/2017	7:25 PM	Evident Non-Incapacitating (B)	16129160	C1708976	Off Road Left	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.178	11/20/2017	10:03 PM	No Injury (PDO)	16129398	C1708795	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.185	12/16/2017	12:09 AM	No Injury (PDO)	16175940	C1709594	Off Road Left	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.602	12/17/2017	8:24 AM	No Injury (PDO)	16175954	C1709598	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.499	1/3/2018	1:43 PM	No Injury (PDO)	16178710	C1800049	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Southeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.825	1/6/2018	7:56 PM	Evident Non-Incapacitating (B)	16190498	C1800113	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.884	1/21/2018	1:18 AM	No Injury (PDO)	16224351	C1800422	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Parked Motor Vehicle	North	North	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	
260628	B01584	1.061	2/6/2018	7:38 AM	No Injury (PDO)	16236788	C1800846	On Road	At Driveway Access	2	Wet	Daylight	Fog/Smog/Smoke	Unknown	West	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.856	2/5/2018	8:00 AM	No Injury (PDO)	16237373	C1800877	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	South	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	2.297	2/9/2018	11:43 AM	No Injury (PDO)	16249062	C1800927	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.324	3/17/2018	11:01 AM	No Injury (PDO)	16308818	C1801941	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.087	3/11/2018	8:28 AM	Possible/Complaint of Injury (C)	16321091	C1801772	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.13	3/25/2018	8:00 PM	No Injury (PDO)	16327143	C1802179	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.087	3/27/2018	7:53 AM	Possible/Complaint of Injury (C)	16333642	C1802215	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.865	3/17/2018	4:01 PM	No Injury (PDO)	16335010	C1801952	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.451	3/31/2018	12:35 PM	No Injury (PDO)	16339852	C1802323	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.941	4/21/2018	11:43 AM	No Injury (PDO)	16373359	C1802842	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.045	4/23/2018	7:26 AM	No Injury (PDO)	16373371	C1802882	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	West	West	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.634	4/17/2018	1:51 PM	No Injury (PDO)	16376681	C1802740	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.456	4/27/2018	12:55 PM	No Injury (PDO)	16393945	C1803004	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	Driver Preoccupied	
260628	B01584	0.475	4/30/2018	5:03 PM	No Injury (PDO)	16399911	C1803076	On Road	Non-Intersection	2	Dry	Daylight	None	Parked Motor Vehicle	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.137	6/2/2018	8:27 PM	No Injury (PDO)	16459691	C1804038	On Road	At Driveway Access	3	Dry	Dawn or Dusk	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.436	6/1/2018	9:21 PM	Evident, Incapacitating (A)	16468981	c1804019	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.109	6/13/2018	7:22 PM	Possible/Complaint of Injury (C)	16484746	C1804308	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.529	6/27/2018	5:02 PM	No Injury (PDO)	16491929	C1804620	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.297	7/10/2018	2:48 PM	Possible/Complaint of Injury (C)	16513294	C1804950	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.45	7/29/2018	2:45 PM	Possible/Complaint of Injury (C)	16546816	C1805452	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.787	8/3/2018	12:13 PM	No Injury (PDO)	16554253	C1805597	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260628	B01584	1.964	8/5/2018	2:00 AM	No Injury (PDO)	16555539	C1805642	On Road	Non-Intersection	5	Dry	Dark Lighted	None	Parked Motor Vehicle	North	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.165	8/10/2018	6:30 PM	No Injury (PDO)	16569205	C1805786	On Road	At Driveway Access	2	Dry	Daylight	None	Parked Motor Vehicle	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.465	8/22/2018	12:09 PM	No Injury (PDO)	16592248	C1806101	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.337	8/23/2018	9:11 AM	No Injury (PDO)	16593917	C1806125	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.173	9/8/2018	2:30 PM	No Injury (PDO)	16629090	C1806524	On Road	At Driveway Access	2	Dry	Daylight	None	Parked Motor Vehicle	Unknown	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.532	10/7/2018	8:00 AM	No Injury (PDO)	16713820	C1807529	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.118	11/11/2018	8:30 PM	No Injury (PDO)	16733479	C1808231	Off Road Left	Non-Intersection	2	Wet	Dark Lighted	None	Parked Motor Vehicle	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.154	11/2/2018	9:50 PM	No Injury (PDO)	16747308	C1807988	Off Road Left	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.865	11/7/2018	6:24 AM	No Injury (PDO)	16750005	C1808092	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	East	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.351	11/10/2018	12:14 PM	No Injury (PDO)	16771936	C1808199	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.005	11/18/2018	12:33 AM	No Injury (PDO)	16774289	C1808373	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	North	North	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	
260628	B01584	0.658	11/26/2018	7:30 PM	Possible/Complaint of Injury (C)	16794360	C1808582	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.355	12/23/2018	11:06 AM	No Injury (PDO)	16815190	C1809393	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	West	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.269	12/21/2018	6:48 PM	No Injury (PDO)	16827446	C1809353	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	fic Sign or Post or Overhead Sign Struc	North		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.454	12/31/2018	1:18 PM	No Injury (PDO)	16827514	C1809534	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Northeast	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.526	12/26/2018	3:36 PM	No Injury (PDO)	16828377	C1809444	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.071	12/26/2018	3:23 PM	No Injury (PDO)	16829490	C1809443	On Road	At Driveway Access	2	Dry	Daylight	None	Parked Motor Vehicle	South	East	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260628	B01584	2.282	12/27/2018	4:25 PM	No Injury (PDO)	16829517	C1809461	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.127	1/19/2019	2:12 PM	No Injury (PDO)	16876182	C1900426	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	South	Pickup Truck/Utility Van	Unknown	Distracted by Passenger	
260628	B01584	1.449	1/16/2019	6:06 PM	No Injury (PDO)	16876882	C1900349	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.174	1/17/2019	2:17 AM	No Injury (PDO)	16879930	C1900360	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Trees or Shrubs	East		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.064	1/22/2019	7:48 AM	Possible/Complaint of Injury (C)	16880389	C1900478	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	North	Passenger Car/Van	Unknown	Driver Preoccupied	
260628	B01584	1.505	2/20/2019	3:14 PM	No Injury (PDO)	16921427	C1901237	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	West	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
260628	B01584	0.456	5/1/2019	2:48 PM	No Injury (PDO)	17052270	C1903153	On Road	At Driveway Access	3	Dry	Daylight	None	Unknown	Southwest	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.402	5/28/2019	12:53 PM	No Injury (PDO)	17108087	C1903826	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	

Port Ave Corridor All Crashes (Hwy-MP)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260628	B01584	0.988	6/3/2019	2:24 PM	No Injury (PDO)	17121081	C1903988	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	West		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	6/4/2019	11:28 AM	Possible/Complaint of Injury (C)	17121093	C1904011	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.187	6/8/2019	7:12 PM	No Injury (PDO)	17150946	C1904123	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.583	6/28/2019	7:10 PM	No Injury (PDO)	17167896	C1904590	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.412	7/18/2019	2:25 PM	No Injury (PDO)	17186511	C1905010	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.076	7/22/2019	1:21 PM	Possible/Complaint of Injury (C)	17198679	C1905104	On Road	Non-Intersection	4	Dry	Unknown	Unknown	Parked Motor Vehicle	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.355	7/26/2019	2:21 PM	No Injury (PDO)	17199971	C1905204	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	North	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.959	8/2/2019	4:05 AM	No Injury (PDO)	17218791	C1905375	On Road	At Driveway Access	3	Dry	Unknown	Unknown	Parked Motor Vehicle	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.913	8/16/2019	3:22 PM	No Injury (PDO)	17243251	C1905718	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.458	8/31/2019	1:10 PM	No Injury (PDO)	17290443	C1906104	Off Road Left	At Driveway Access	1	Dry	Unknown	Unknown	Concrete Barrier	South		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.787	9/4/2019	1:45 PM	Possible/Complaint of Injury (C)	17292712	C1906203	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.308	9/24/2019	12:23 PM	No Injury (PDO)	17305585	1224	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Overtaking Turn	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.88	11/7/2019	8:30 PM	No Injury (PDO)	17398186	C1907817	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Parked Motor Vehicle	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	2.08	11/23/2019	3:31 PM	Evident Non-Incapacitating (B)	17436938	C1908217	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	11/30/2019	6:46 PM	Possible/Complaint of Injury (C)	17441664	C1908352	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	2.231	12/4/2019	3:22 PM	No Injury (PDO)	17452892	C1908433	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	North		SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.98	1/10/2020	12:57 PM	No Injury (PDO)	17512583	C2000202	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.658	1/29/2020	10:39 AM	No Injury (PDO)	17586316	C2000618	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.322	2/7/2020	12:31 PM	Possible/Complaint of Injury (C)	17588667	C2000813	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.276	2/26/2020	9:52 AM	No Injury (PDO)	17588950	C2001276	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.753	2/27/2020	5:05 PM	No Injury (PDO)	17591699	C2001315	Off Road Left	At Driveway Access	4	Dry	Daylight	None	Other Fixed Object	South	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.267	2/4/2020	1:28 PM	No Injury (PDO)	17591941	C2000747	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.787	2/24/2020	1:37 PM	No Injury (PDO)	17592588	C2001231	Off Road Left	At Driveway Access	1	Dry	Daylight	None	Other Fixed Object	South		SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.472	2/29/2020	6:49 PM	No Injury (PDO)	17599455	C2001390	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	2/14/2020	1:55 PM	No Injury (PDO)	17600562	C2001000	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.426	3/14/2020	3:57 PM	No Injury (PDO)	17621900	C2001711	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	2.055	3/14/2020	6:50 PM	No Injury (PDO)	17621930	C2001714	On Road	At Driveway Access	1	Dry	Daylight	None	Curb or Island	West		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.472	3/11/2020	3:41 PM	No Injury (PDO)	17628488	C2001635	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.402	3/17/2020	2:48 PM	No Injury (PDO)	17629384	C2001763	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.359	4/4/2020	1:37 PM	No Injury (PDO)	17649557	C2001999	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	East	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.462	4/6/2020	2:10 PM	No Injury (PDO)	17650475	C2002026	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.324	4/5/2020	1:37 PM	No Injury (PDO)	17650572	C2002015	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.008	4/19/2020	3:21 PM	No Injury (PDO)	17662506	C2002178	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.975	4/26/2020	9:44 PM	Fatal (K)	17670604	C2002272	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.492	5/7/2020	6:30 PM	No Injury (PDO)	17686806	C2002462	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.123	5/10/2020	10:15 PM	No Injury (PDO)	17690007	C2002521	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Approach Turn	North	South	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.951	5/30/2020	6:29 PM	No Injury (PDO)	17704524	C2002917	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.847	6/5/2020	8:34 PM	Possible/Complaint of Injury (C)	17719026	C2003049	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	2.468	6/29/2020	11:20 AM	No Injury (PDO)	17751206	C2003582	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.21	7/15/2020	5:45 PM	Possible/Complaint of Injury (C)	17777754	C2003839	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	South		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.763	7/20/2020	3:51 PM	No Injury (PDO)	17779397	C2003921	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	2.297	7/30/2020	5:24 PM	Possible/Complaint of Injury (C)	17798437	C2004103	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.489	8/11/2020	10:06 AM	No Injury (PDO)	17809809	C2004318	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	West	South	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.069	8/20/2020	8:14 PM	No Injury (PDO)	17839261	C2004506	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.853	9/5/2020	5:01 PM	No Injury (PDO)	17847644	C2004841	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.468	9/7/2020	9:38 AM	Possible/Complaint of Injury (C)	17867015	C2004865	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.564	9/23/2020	1:09 PM	No Injury (PDO)	17876686	C2005228	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.827	10/17/2020	11:23 AM	Evident Non-Incapacitating (B)	17914372	C2005800	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Motorcycle	Unknown	No Apparent Contributing Factor	
260628	B01584	0.073	10/19/2020	6:02 PM	No Injury (PDO)	17920616	C2005864	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.445	10/23/2020	9:24 PM	Evident, Incapacitating (A)	17933108	C2005974	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.44	11/9/2020	10:30 AM	No Injury (PDO)	17967696	C2006321	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.14	11/24/2020	6:31 PM	Possible/Complaint of Injury (C)	17979823	C2006637	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.472	11/13/2020	12:15 PM	Evident Non-Incapacitating (B)	17980896	C2006417	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.341	11/26/2020	12:18 PM	No Injury (PDO)	17993513	C2006687	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.36	11/24/2020	2:53 PM	No Injury (PDO)	17997385	C2006631	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.341	12/18/2020	9:00 PM	Possible/Complaint of Injury (C)	18029465	C2007225	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.477	12/16/2020	11:56 AM	Possible/Complaint of Injury (C)	18037997	C2007154	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.09	12/19/2020	7:14 PM	Possible/Complaint of Injury (C)	18048161	C2007243	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.823	1/5/2021	3:23 PM	Evident Non-Incapacitating (B)	18056480	C2100081	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.772	1/10/2021	4:19 AM	No Injury (PDO)	18056641	C2100179	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	2/5/2021	7:01 AM	Evident, Incapacitating (A)	18100779	C2100745	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.458	3/1/2021	6:59 PM	No Injury (PDO)	18133491	C2101219	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	West	Southeast	Passenger Car/Van	Unknown	Evading Law Enforcement Officer	
260628	B01584	0.639	3/18/2021	1:16 PM	No Injury (PDO)	18156494	C2101655	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.595	3/19/2021	6:42 PM	No Injury (PDO)	18162549	C2101700	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	North	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.207	3/24/2021	9:11 AM	No Injury (PDO)	18164976	C2101828	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	South	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.736	4/28/2021	11:40 AM	No Injury (PDO)	18227544	C2102713	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.753	5/6/2021	4:52 PM	No Injury (PDO)	18244710	C2102969	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	East	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.73	5/7/2021	11:30 PM	No Injury (PDO)	18248312	C2103012	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Overtaking Turn	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.045	5/23/2021	3:15 AM	No Injury (PDO)	18275993	C2103358	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Parked Motor Vehicle	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.316	6/5/2021	10:05 AM	No Injury (PDO)	18296232	C2103686	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.453	6/4/2021	3:08 PM	No Injury (PDO)	18301730	C2103659	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.46	6/5/2021	7:08 PM	No Injury (PDO)	18310618	C2103703	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.373	6/19/2021	3:28 PM	No Injury (PDO)	18327052	C2104028	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Broadside	North	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.172	6/22/2021	6:37 PM	No Injury (PDO)	18329314	C2104121	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.989	6/28/2021	3:29 PM	No Injury (PDO)	18339005	C2104252	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.979	7/10/2021	5:12 PM	Possible/Complaint of Injury (C)	18361837	C2104606	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.639	8/2/2021	5:16 PM	No Injury (PDO)	18398711	C2105144	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.847	8/9/2021	10:35 AM	No Injury (PDO)	18409490	C2105307	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	2.662	8/11/2021	4:42 PM	Possible/Complaint of Injury (C)	18414141	C2105364	Off Road Left	Non-Intersection	2	Dry	Daylight	None	Other Fixed Object	South	South	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.946	8/9/2021	12:39 AM	No Injury (PDO)	18414676	C2105303	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southwest	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.884	8/8/2021	7:52 PM	No Injury (PDO)	18437479	C2105300	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.083	9/4/2021	8:36 PM	No Injury (PDO)	18471345	C2105910	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.444	9/16/2021	7:57 PM	No Injury (PDO)	18487334	C2106212	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.988	9/26/2021	6:06 AM	No Injury (PDO)	18511757	C2106467	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Parked Motor Vehicle	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	1.267	10/18/2021	1:47 PM	No Injury (PDO)	18536741	C2107036	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.309	11/1/2021	11:50 AM	No Injury (PDO)	18564196	C2107442	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.51	11/23/2021	4:12 PM	Evident Non-Incapacitating (B)	18609713	C2108040	On Road	At Driveway Access	2	Dry	Daylight	None	Pedestrian	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	2.222	12/7/2021	4:52 PM	No Injury (PDO)	18632359	C2108350	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.458	11/14/2021	7:11 PM	Possible/Complaint of Injury (C)	18642879	C2107813	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.612	12/15/2021	12:33 PM	Evident Non-Incapacitating (B)	18649218	C2108542	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Port Ave Corridor All Crashes (Hwy-MP)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260628	B01584	1.417	12/16/2021	12:47 PM	No Injury (PDO)	18652176	C2108573	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.458	11/21/2021	5:42 PM	Possible/Complaint of Injury (C)	18653111	C2107990	On Road	Non-Intersection	2	Dry	Daylight	None	Head On	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.318	12/19/2021	4:24 PM	Possible/Complaint of Injury (C)	18656573	C2108655	On Road	At Driveway Access	2	Wet	Daylight	Rain	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Port Corridor PED BIKE Listing (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260628	B01584	1.73	7/15/2018	5:00 PM	No Injury (PDO)	16538155	C1805109	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	West	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.986	12/7/2018	8:07 PM	Possible/Complaint of Injury (C)	16813122	C1808900	On Road	Intersection	2	Wet	Dark Lighted	Rain	Bicycle or Pedal Cycle	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.355	5/2/2019	1:05 PM	Possible/Complaint of Injury (C)	17068079	C1903176	On Road	Intersection	3	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	Truck - Self Contained GVW <= 10k	Unknown	Driver Preoccupied	
260628	B01584	2.355	11/9/2019	7:38 PM	Possible/Complaint of Injury (C)	17408929	C1907871	On Road	Intersection Related	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	South	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260491	B00116	18.253	7/14/2020	7:53 AM	Possible/Complaint of Injury (C)	17778898	C2003820	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	West	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.299	9/17/2020	6:25 AM	Possible/Complaint of Injury (C)	17865598	C2005094	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.066	11/16/2020	6:06 PM	Possible/Complaint of Injury (C)	17967954	C2006476	On Road	Intersection	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.477	12/16/2020	11:56 AM	Possible/Complaint of Injury (C)	18037997	C2007154	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.009	2/24/2017	11:05 PM	Evident Non-Incapacitating (B)	15645797	C1701488	On Road	Intersection Related	3	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.296	9/9/2020	6:53 AM	Evident, Incapacitating (A)	17867278	C2004903	On Road	Intersection Related	2	Wet	Dark Lighted	None	Pedestrian	North	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.299	6/19/2020	3:45 PM	Evident Non-Incapacitating (B)	17777967	C2003373	On Road	Intersection Related	2	Wet	Daylight	Rain	Pedestrian	North	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.308	8/13/2020	8:55 PM	Possible/Complaint of Injury (C)	17815795	C2004383	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260682	B01979	0.374	2/5/2019	10:30 PM	No Injury (PDO)	16908957	C1900842	On Road	Intersection Related	3	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260682	B01979	0.392	7/10/2020	7:59 PM	Evident, Incapacitating (A)	17780329	C2003753	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	Driver Preoccupied	
260628	B01584	0.601	5/9/2018	11:53 AM	Fatal (K)	16429382	C1803318	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	0.621	5/17/2019	3:31 PM	Evident Non-Incapacitating (B)	17106458	C1903571	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.622	11/21/2017	4:34 PM	Evident Non-Incapacitating (B)	16119957	C1708815	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.477	9/11/2017	6:20 AM	Evident Non-Incapacitating (B)	15961056	C1706663	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.495	1/17/2021	1:12 PM	Possible/Complaint of Injury (C)	18068182	C2100332	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	East	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.496	10/12/2018	2:25 AM	Possible/Complaint of Injury (C)	16714259	C1807409	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.697	9/28/2020	8:20 PM	Evident Non-Incapacitating (B)	17915830	C2005358	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.35	6/27/2018	11:25 PM	Evident Non-Incapacitating (B)	16492219	C1804632	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	North	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	2.355	2/6/2021	2:30 AM	Possible/Complaint of Injury (C)	18119020	C2100772	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southwest	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260491	B00116	18.244	9/2/2021	11:10 PM	Evident Non-Incapacitating (B)	18459447	C2105868	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260491	B00116	18.263	2/7/2018	7:01 AM	Possible/Complaint of Injury (C)	16236437	C1800873	On Road	Intersection Related	2	Dry	Dawn or Dusk	None	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260565	B00959	2.096	7/12/2019	7:28 PM	Possible/Complaint of Injury (C)	17193203	C1904883	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Pedestrian	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260491	B00116	18.282	3/1/2021	9:03 PM	Evident, Incapacitating (A)	18131292	C2101222	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Pedestrian	East	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
		0	3/4/2018	4:56 PM	Possible/Complaint of Injury (C)	16281992	C1801582	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.127	1/19/2019	2:12 PM	No Injury (PDO)	16876182	C1900426	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	South	Pickup Truck/Utility Van	Unknown	Distracted by Passenger	
260628	B01584	0.445	10/23/2020	9:24 PM	Evident, Incapacitating (A)	17933108	C2005974	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.51	11/23/2021	4:12 PM	Evident Non-Incapacitating (B)	18609713	C2108040	On Road	At Driveway Access	2	Dry	Daylight	None	Pedestrian	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260628	B01584	0.658	11/26/2018	7:30 PM	Possible/Complaint of Injury (C)	16794360	C1808582	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.787	9/4/2019	1:45 PM	Possible/Complaint of Injury (C)	17292712	C1906203	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	0.975	4/26/2020	9:44 PM	Fatal (K)	17670604	C2002272	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.301	3/13/2017	8:02 PM	Evident, Incapacitating (A)	15671667	C1701958	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Pedestrian	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.341	12/18/2020	9:00 PM	Possible/Complaint of Injury (C)	18029465	C2007225	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	10/19/2017	1:31 PM	Evident Non-Incapacitating (B)	16040154	C1707820	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	11/30/2019	6:46 PM	Possible/Complaint of Injury (C)	17441664	C1908352	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260628	B01584	1.417	2/5/2021	7:01 AM	Evident, Incapacitating (A)	18100779	C2100745	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.436	6/1/2018	9:21 PM	Evident, Incapacitating (A)	16468981	c1804019	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260628	B01584	1.439	10/16/2020	7:55 AM	Possible/Complaint of Injury (C)	17944756	C2005776	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260628	B01584	2.283	2/8/2020	2:33 AM	Evident, Incapacitating (A)	17588432	C2000830	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	SUV	Unknown	No Apparent Contributing Factor	
286	032603	2.601	4/13/2019	5:08 AM	Evident Non-Incapacitating (B)	17015123	C1902686	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples Corridor summary **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	2	Killed:	2
INJ:	55	Injured:	80
PDO:	169		
TOTAL:	226		

Weather Conditions

None:	193
Rain:	19
Snow/Sleet/Hail:	0
Fog:	2
Dust:	0
Wind:	0
Unknown:	12
TOTAL:	226

Lighting Conditions

Daylight:	158
Dawn/Dusk:	5
Dark-Lighted:	46
Dark-Unlighted:	6
Unknown:	11
TOTAL:	226

Road Conditions

Dry:	206
Wet:	19
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	1
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	226

Crash Location

On Road:	213
Off Road Left:	13
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	226

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	2	Culvert/Headwall:	0
Broadside:	78	Embankment:	0
Head On:	0	Curb:	1
Rear End:	56	Delineator Post:	0
Sideswipe (Same):	27	Fence:	1
Sideswipe (Opposite):	5	Tree:	2
Approach Turn:	31	Lrg Bldrs or Rocks:	0
Overtaking Turn:	6	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	7
Domestic Animal:	0	Total Fixed Objects:	12
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	0	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	1	**TOTAL:**	226
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	11
Two Car:	196
Three or More:	19
Unknown:	0
TOTAL:	226

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	132
Intersection Related:	0
Non Intersection:	94
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	226

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples Corridor summary **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	117	112	8
Psgr Car/Psgr Van w/Trl:	0	3	3
Pickup Truck/Utility Van:	44	39	2
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	46	47	2
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	1	0	0
Trucks > 10k lbs/Busses > 15 People:	3	1	1
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	2	1	0
Bicycle:	0	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	13	0	0
Other:	0	3	0
Unknown:	0	8	3
TOTAL:	226	215	19

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	226
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	226

Crash Rates

PDO:	169000000 / MVMT
Injury:	55000000 / MVMT
Fatal:	200000000 / 100MVMT
Total:	226000000 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	220	214	19
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	1	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	5	1	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	226	215	19

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples Corridor summary **Type:** Segment **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	2	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	1	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	224	214	19
TOTAL:	226	215	19

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	29	26	0
Northeast:	15	8	0
East:	28	28	0
Southeast:	16	20	0
South:	23	34	0
Southwest:	14	7	0
West:	25	8	0
Northwest:	0	0	0
Unknown:	76	84	19
TOTAL:	226	215	19

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	132	128	14
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	0	0	0
Making Left Turn:	6	6	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	1	1	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	1	0	0
Other:	0	0	0
Unknown:	86	80	5
TOTAL:	226	215	19

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Staples Corridor pattern list

Location - Route: 260668 MP: 3.61 to 4.61 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 17 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[59]
Crash Type: Broadside[22]

Location - Route: 260668 MP: 3.71 to 4.71 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[60]
Crash Type: Broadside[21], Approach Turn[5]

Location - Route: 260668 MP: 3.81 to 4.81 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[69]
Location: On Road[78]
Crash Type: Broadside[29], Approach Turn[6]

Location - Route: 260668 MP: 3.91 to 4.91 :: From: 1/1/2017 to 12/31/2021

PDO: 74 INJ: 30 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[89]
Location: On Road[99]
Crash Type: Broadside[37], Approach Turn[12]

Location - Route: 260668 MP: 4.01 to 5.01 :: From: 1/1/2017 to 12/31/2021

PDO: 74 INJ: 31 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[90]
Location: On Road[100]
Crash Type: Broadside[38], Approach Turn[12]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Staples Corridor pattern list

Location - Route: 260668 MP: 4.11 to 5.11 :: From: 1/1/2017 to 12/31/2021

PDO: 73 INJ: 32 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[90]
Location: On Road[100]
Crash Type: Broadside[38], Approach Turn[12]

Location - Route: 260668 MP: 4.21 to 5.21 :: From: 1/1/2017 to 12/31/2021

PDO: 73 INJ: 32 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[90]
Location: On Road[100]
Crash Type: Broadside[38], Approach Turn[12]

Location - Route: 260668 MP: 4.31 to 5.31 :: From: 1/1/2017 to 12/31/2021

PDO: 70 INJ: 32 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[88]
Location: On Road[98]
Crash Type: Broadside[37], Approach Turn[12]

Location - Route: 260668 MP: 4.41 to 5.41 :: From: 1/1/2017 to 12/31/2021

PDO: 65 INJ: 29 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[80]
Location: On Road[90]
Crash Type: Broadside[31], Approach Turn[11]

Location - Route: 260668 MP: 4.51 to 5.51 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 28 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[75]
Location: On Road[84]
Crash Type: Broadside[29], Approach Turn[11]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Staples Corridor pattern list

Location - Route: 260668 MP: 4.61 to 5.61 :: From: 1/1/2017 to 12/31/2021

PDO: 52 INJ: 23 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[65]
Location: On Road[73]
Crash Type: Broadside[24], Approach Turn[10]

Location - Route: 260668 MP: 4.71 to 5.71 :: From: 1/1/2017 to 12/31/2021

PDO: 49 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[60]
Location: On Road[67]
Crash Type: Broadside[20], Approach Turn[10]

Location - Route: 260668 MP: 4.81 to 5.81 :: From: 1/1/2017 to 12/31/2021

PDO: 40 INJ: 15 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[51]
Location: On Road[53]
Crash Type: Broadside[12], Approach Turn[13]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Staples Corridor (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
		0	1/4/2017	1:42 PM	Possible/Complaint of Injury (C)	15523257	C1700081	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	1/3/2017	2:13 PM	No Injury (PDO)	15551345	C1700055	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.814	1/12/2017	6:50 PM	No Injury (PDO)	15555080	C1700292	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.58	1/19/2017	8:19 PM	No Injury (PDO)	15562206	C1700446	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Guard Rail	Unknown	Unknown	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	
260534	B00700	0.611	1/26/2017	5:46 PM	No Injury (PDO)	15573778	C1700595	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.553	2/5/2017	11:59 AM	Possible/Complaint of Injury (C)	15577989	C1700908	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.709	1/31/2017	7:15 PM	No Injury (PDO)	15581391	C1700740	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260668	B01911	4.766	2/2/2017	12:59 PM	No Injury (PDO)	15585543	C1700786	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	Unknown		SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.884	2/3/2017	12:05 PM	No Injury (PDO)	15587589	C1700821	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.132	2/23/2017	11:48 AM	Evident, Incapacitating (A)	15634946	C1701430	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.535	2/24/2017	7:46 PM	No Injury (PDO)	15643732	C1701485	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.766	3/6/2017	11:39 AM	No Injury (PDO)	15659842	C1701736	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	3/21/2017	8:45 AM	No Injury (PDO)	15688626	C1702168	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.314	3/25/2017	12:38 PM	Evident Non-Incapacitating (B)	15698734	C1702308	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.431	3/28/2017	8:10 PM	No Injury (PDO)	15702448	C1702415	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	4/11/2017	12:34 PM	Possible/Complaint of Injury (C)	15723176	C1702787	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.87	4/14/2017	7:45 PM	No Injury (PDO)	15731571	C1702875	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.679	4/29/2017	11:32 PM	No Injury (PDO)	15749786	C1703273	On Road	At Driveway Access	1	Dry	Dark Lighted	None	Unknown	Unknown		Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260668	B01911	5.638	5/2/2017	5:27 PM	No Injury (PDO)	15753371	C1703348	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.569	4/23/2017	3:47 AM	No Injury (PDO)	15765375	C1703099	Off Road Left	Non-Intersection	2	Wet	Dark Lighted	Rain	Other Fixed Object	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	5/15/2017	3:26 PM	No Injury (PDO)	15770796	C1703721	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.709	5/29/2017	2:14 PM	No Injury (PDO)	15789125	C1704075	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.583	6/17/2017	1:23 AM	Possible/Complaint of Injury (C)	15822635	C1704571	On Road	Non-Intersection	4	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.757	7/7/2017	6:01 PM	No Injury (PDO)	15855178	C1705091	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.082	7/7/2017	11:29 PM	Possible/Complaint of Injury (C)	15855196	C1705097	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.838	7/22/2017	3:23 PM	No Injury (PDO)	15877535	C1705451	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	8/5/2017	1:28 PM	No Injury (PDO)	15921547	C1705840	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.961	8/8/2017	4:17 PM	Possible/Complaint of Injury (C)	15929062	C1705896	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.75	9/4/2017	3:40 PM	No Injury (PDO)	15947606	C1706472	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.614	9/6/2017	8:50 PM	Evident Non-Incapacitating (B)	15950064	C1706545	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.731	9/14/2017	2:16 PM	No Injury (PDO)	15970042	C1706759	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.69	9/21/2017	12:50 PM	Possible/Complaint of Injury (C)	15977062	C1706966	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.585	10/3/2017	8:45 AM	Possible/Complaint of Injury (C)	15998303	C1707312	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.719	9/28/2017	5:51 PM	Possible/Complaint of Injury (C)	16008508	C1707191	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	10/3/2017	1:08 PM	No Injury (PDO)	16008543	C1707323	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	10/6/2017	6:06 PM	No Injury (PDO)	16010972	C1707433	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.857	10/7/2017	12:17 PM	No Injury (PDO)	16011106	C1707463	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.757	10/21/2017	6:01 PM	No Injury (PDO)	16043961	C1707891	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.826	11/2/2017	12:24 PM	Possible/Complaint of Injury (C)	16065639	C1708215	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260587	B01224	3.838	11/16/2017	11:31 AM	No Injury (PDO)	16088660	C1708645	On Road	Non-Intersection	2	Wet	Daylight	Rain	Other Fixed Object	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260531	B00601	20.202	11/13/2017	2:50 PM	No Injury (PDO)	16088799	C1708551	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.788	11/18/2017	4:12 PM	No Injury (PDO)	16093532	C1708728	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.816	11/14/2017	11:32 AM	No Injury (PDO)	16099205	C1708584	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	11/18/2017	1:14 PM	No Injury (PDO)	16113196	C1708719	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.838	11/24/2017	4:54 PM	No Injury (PDO)	16122277	C1708864	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.882	11/30/2017	3:42 PM	No Injury (PDO)	16133969	C1709023	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.845	11/22/2017	5:05 PM	No Injury (PDO)	16134382	C1708830	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260587	B01224	3.944	12/7/2017	4:26 PM	No Injury (PDO)	16138739	C1709288	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Sideswipe Opposite Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.652	12/5/2017	7:07 AM	No Injury (PDO)	16149452	C1709156	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	3.679	12/12/2017	2:22 PM	No Injury (PDO)	16152563	C1709443	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.611	12/6/2017	6:29 PM	No Injury (PDO)	16153371	C1709236	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.804	12/6/2017	6:33 PM	No Injury (PDO)	16162059	C1709237	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.828	12/16/2017	1:34 PM	Possible/Complaint of Injury (C)	16175574	C1705792	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.699	12/16/2017	6:32 PM	Possible/Complaint of Injury (C)	16179871	C1709587	On Road	At Driveway Access	2	Wet	Dark Un-Lighted	Rain	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.835	12/24/2017	5:08 PM	No Injury (PDO)	16180334	C1709817	On Road	At Driveway Access	2	Dry	Dawn or Dusk	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.661	1/4/2018	9:00 AM	No Injury (PDO)	16180369	C1800065	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.566	1/5/2018	5:11 PM	No Injury (PDO)	16189271	C1800092	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.754	1/17/2018	10:25 AM	No Injury (PDO)	16200837	C1800324	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.816	2/10/2018	10:23 PM	Possible/Complaint of Injury (C)	16245806	C1800974	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.263	2/12/2018	9:37 PM	Possible/Complaint of Injury (C)	16248039	C1801021	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Other Fixed Object	South		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	2/13/2018	1:44 PM	No Injury (PDO)	16248360	C1801031	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.854	2/17/2018	6:40 PM	No Injury (PDO)	16264016	C1801170	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.835	3/1/2018	2:45 PM	Evident Non-Incapacitating (B)	16281740	C1801486	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.24	2/16/2018	7:40 PM	No Injury (PDO)	16287095	C1801142	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.854	3/14/2018	4:35 PM	Evident Non-Incapacitating (B)	16308557	C1801861	On Road	Non-Intersection	3	Dry	Daylight	None	Unknown	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.709	3/16/2018	11:45 AM	No Injury (PDO)	16310821	C1801901	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.766	3/16/2018	1:45 PM	No Injury (PDO)	16310903	C1801909	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.797	3/16/2018	6:47 PM	Evident Non-Incapacitating (B)	16313962	C1801926	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260531	B00601	20.183	3/22/2018	8:07 AM	No Injury (PDO)	16321508	C1802073	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.161	3/30/2018	4:26 PM	No Injury (PDO)	16339777	C1802311	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	19.93	4/3/2018	12:41 PM	Evident Non-Incapacitating (B)	16345640	C1802382	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	4/5/2018	11:51 AM	No Injury (PDO)	16348488	C1802425	On Road	At Driveway Access	2	Dry	Daylight	Rain	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260587	B01224	3.876	4/22/2018	5:22 PM	No Injury (PDO)	16384993	C1802879	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.901	5/16/2018	5:57 PM	No Injury (PDO)	16451465	C1803550	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.431	5/22/2018	12:58 PM	No Injury (PDO)	16455474	C1803720	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.923	5/24/2018	12:26 PM	No Injury (PDO)	16456026	C1803776	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.998	6/4/2018	3:13 AM	No Injury (PDO)	16459934	C1804062	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.535	6/16/2018	1:41 PM	No Injury (PDO)	16480307	C1804396	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.869	5/26/2018	11:52 PM	No Injury (PDO)	16484851	C1803852	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.845	6/15/2018	2:18 PM	No Injury (PDO)	16492147	C1804357	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.69	6/28/2018	2:35 PM	Possible/Complaint of Injury (C)	16497152	C1804646	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.337	7/6/2018	5:22 PM	No Injury (PDO)	16509160	C1804862	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.664	7/17/2018	3:11 PM	No Injury (PDO)	16530563	C1805146	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.813	7/22/2018	5:07 PM	No Injury (PDO)	16537414	C1805265	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.961	8/20/2018	2:49 PM	No Injury (PDO)	16593568	C1806044	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.403	8/9/2018	10:10 AM	No Injury (PDO)	16593858	C1805744	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.731	8/23/2018	2:23 PM	No Injury (PDO)	16594039	C1806133	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	9/9/2018	4:20 PM	No Injury (PDO)	16629599	C1806542	Off Road Left	Non-Intersection	1	Wet	Daylight	Rain	Other Fixed Object	South		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.778	9/15/2018	4:01 PM	No Injury (PDO)	16643946	C1806704	On Road	At Driveway Access	2	Wet	Daylight	Rain	Rear End	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.337	9/17/2018	10:18 PM	No Injury (PDO)	16648969	C1806770	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Staples Corridor (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260668	B01911	4.712	9/24/2018	10:33 AM	No Injury (PDO)	16660534	C1806928	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	East	East	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.643	10/10/2018	1:18 PM	No Injury (PDO)	16696694	C1807374	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.611	10/13/2018	10:19 AM	Evident, Incapacitating (A)	16701066	C1807438	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.571	10/13/2018	10:34 AM	No Injury (PDO)	16719096	C1807441	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	East	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.792	10/30/2018	4:40 PM	No Injury (PDO)	16738462	C1807890	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.604	11/19/2018	1:52 PM	No Injury (PDO)	16750058	C1808411	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.569	11/27/2018	3:24 PM	No Injury (PDO)	16794430	C1808600	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.731	12/6/2018	7:50 AM	No Injury (PDO)	16803187	C1808836	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.672	12/11/2018	6:36 PM	No Injury (PDO)	16805596	C1809013	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	North	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	12/14/2018	2:54 PM	No Injury (PDO)	16823447	C1809114	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	West	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.403	12/19/2018	9:57 PM	No Injury (PDO)	16829318	C1809292	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	North	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	0.614	1/11/2019	4:20 PM	No Injury (PDO)	16849259	C1900223	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.927	2/18/2019	6:10 PM	No Injury (PDO)	16905589	C1901193	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	East		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.668	2/22/2019	7:27 PM	No Injury (PDO)	16913874	C1901299	On Road	At Driveway Access	3	Dry	Dark Lighted	Fog/Smog/Smoke	Approach Turn	Southeast	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.431	2/19/2019	1:06 PM	No Injury (PDO)	16915486	C1901204	On Road	At Driveway Access	1	Dry	Daylight	None	Overtaking Turn	Northeast		Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
260534	B00700	0.613	2/25/2019	11:25 AM	Possible/Complaint of Injury (C)	16924424	C1901347	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	3/4/2019	7:41 AM	No Injury (PDO)	16929675	C1901536	On Road	At Driveway Access	1	Dry	Daylight	None	Broadside	East		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.826	2/28/2019	4:32 PM	No Injury (PDO)	16930188	C1901453	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.75	3/7/2019	3:00 AM	No Injury (PDO)	16942669	C1901627	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Other Fixed Object	North	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.572	3/22/2019	1:03 PM	No Injury (PDO)	16964000	9101110	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	North	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
		0	3/6/2019	2:49 PM	No Injury (PDO)	16966310	C1901640	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.614	3/28/2019	4:17 PM	Possible/Complaint of Injury (C)	17015550	C1902240	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	South		Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
260668	B01911	5.888	4/13/2019	1:29 PM	No Injury (PDO)	17018135	C1902695	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.618	4/14/2019	7:08 PM	No Injury (PDO)	17028343	C1902719	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.261	4/25/2019	2:46 PM	No Injury (PDO)	17043235	C1902990	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.826	5/31/2019	3:36 PM	No Injury (PDO)	17107109	C1903911	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.728	5/29/2019	3:30 PM	Possible/Complaint of Injury (C)	17108766	C1903853	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.554	6/14/2019	11:59 AM	No Injury (PDO)	17137486	C1904249	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.901	6/26/2019	4:33 PM	No Injury (PDO)	17159239	C1904543	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	6/17/2019	4:11 PM	No Injury (PDO)	17161045	C1904322	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.337	7/10/2019	1:32 PM	No Injury (PDO)	17172889	C1904827	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Broadside	North	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.901	7/11/2019	8:07 AM	No Injury (PDO)	17191406	C1904842	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	8/15/2019	1:37 PM	No Injury (PDO)	17235693	C1905688	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Unknown	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.861	8/27/2019	1:59 PM	Possible/Complaint of Injury (C)	17260957	C1905982	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.056	9/3/2019	4:13 PM	Possible/Complaint of Injury (C)	17274117	C1906174	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.575	9/5/2019	12:48 PM	Evident Non-Incapacitating (B)	17290517	C1906232	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	3.689	8/29/2019	6:35 PM	No Injury (PDO)	17291320	C1906020	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.698	9/18/2019	12:16 PM	Possible/Complaint of Injury (C)	17295359	C1906532	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.75	9/18/2019	4:30 PM	Possible/Complaint of Injury (C)	17295362	C1906547	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	9/24/2019	1:26 PM	Possible/Complaint of Injury (C)	17307022	C1906698	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.961	9/28/2019	1:50 PM	No Injury (PDO)	17317794	C1906806	On Road	At Driveway Access	2	Dry	Dawn or Dusk	Unknown	Rear End	East	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
		0	9/25/2019	5:40 PM	No Injury (PDO)	17349688	C1906886	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.77	10/3/2019	5:41 PM	Evident Non-Incapacitating (B)	17350269	C1906953	On Road	Non-Intersection	3	Dry	Dawn or Dusk	None	Rear End	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	10/12/2019	11:26 AM	No Injury (PDO)	17352282	C1907148	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	0.62	11/14/2019	9:12 AM	No Injury (PDO)	17411535	C1907963	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.609	11/14/2019	7:20 PM	No Injury (PDO)	17411915	C1907990	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	East	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.776	11/19/2019	4:19 PM	No Injury (PDO)	17415163	C1908105	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Opposite Direction	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.681	11/5/2019	7:48 PM	No Injury (PDO)	17421698	C1907748	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	3.841	11/27/2019	7:38 AM	No Injury (PDO)	17450797	C1908287	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	North	South	Passenger Car/Van	Unknown	Driver Preoccupied	
260668	B01911	5.037	11/29/2019	7:06 PM	Possible/Complaint of Injury (C)	17450892	C1908331	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.939	12/20/2019	6:35 PM	No Injury (PDO)	17476037	C1908878	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Approach Turn	East	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260587	B01224	3.895	12/20/2019	6:32 PM	No Injury (PDO)	17476254	C1908878	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260587	B01224	3.838	12/23/2019	3:46 PM	No Injury (PDO)	17497694	C1908965	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.86	1/19/2020	3:34 PM	No Injury (PDO)	17524213	C2000390	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	0.58	1/13/2020	7:06 PM	No Injury (PDO)	17535817	C2000271	On Road	At Driveway Access	2	Dry	Dark Lighted	Fog/Smog/Smoke	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	2/8/2020	9:57 AM	Fatal (K)	17575785	C2000839	Off Road Left	At Driveway Access	2	Unknown	Daylight	None	Pedestrian	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.611	2/20/2020	7:26 PM	Possible/Complaint of Injury (C)	17579948	C2001154	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.253	2/10/2020	8:36 AM	Possible/Complaint of Injury (C)	17589078	C2000872	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.75	2/14/2020	2:27 PM	No Injury (PDO)	17590479	C2000997	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.75	2/20/2020	2:19 PM	Possible/Complaint of Injury (C)	17590986	C2001135	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	North	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.979	2/23/2020	6:33 PM	No Injury (PDO)	17591523	C2001222	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	South	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.709	1/31/2020	4:27 PM	No Injury (PDO)	17591730	C2000674	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Other Fixed Object	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	2/11/2020	4:19 PM	Possible/Complaint of Injury (C)	17596873	C2000908	On Road	At Driveway Access	3	Wet	Daylight	Rain	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
260715	B02119	19.93	2/21/2020	11:36 AM	No Injury (PDO)	17612767	C2001166	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	West	East	Passenger Car/Van	Unknown	Driver Preoccupied	
260668	B01911	4.535	3/9/2020	6:22 PM	No Injury (PDO)	17616090	C2001601	On Road	Non-Intersection	2	Wet	Daylight	Rain	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.822	4/18/2020	2:04 PM	No Injury (PDO)	17663176	C2002164	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	5/1/2020	2:33 PM	Evident Non-Incapacitating (B)	17674665	C2002351	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.882	5/19/2020	3:05 PM	Possible/Complaint of Injury (C)	17693626	C2002701	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.554	5/24/2020	3:28 PM	No Injury (PDO)	17717171	C2002806	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.356	5/17/2020	4:07 PM	Possible/Complaint of Injury (C)	17718485	C2002658	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	South	East	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	3.679	6/23/2020	5:52 AM	No Injury (PDO)	17742221	C2003448	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.979	6/27/2020	10:23 AM	No Injury (PDO)	17752584	C2003546	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.156	7/8/2020	12:30 PM	No Injury (PDO)	17763258	C2003721	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.073	7/9/2020	12:11 PM	No Injury (PDO)	17770016	C2003744	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.747	7/10/2020	4:56 PM	No Injury (PDO)	17776389	C2003769	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.583	7/10/2020	11:53 AM	Possible/Complaint of Injury (C)	17779485	C2003759	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	West	West	Passenger Car/Van	Unknown	Distracted by Passenger	
260715	B02119	19.93	7/21/2020	11:30 PM	Evident, Incapacitating (A)	17786743	C2003931	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	West	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.646	7/16/2020	10:33 AM	No Injury (PDO)	17788415	C2003851	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.933	7/28/2020	1:35 PM	Possible/Complaint of Injury (C)	17789871	C2004062	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.633	7/23/2020	5:41 PM	Evident Non-Incapacitating (B)	17800590	C2003992	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	East	East	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.795	8/10/2020	4:02 PM	No Injury (PDO)	17817720	C2004310	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	West	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.667	8/18/2020	5:00 PM	No Injury (PDO)	17824128	C2004472	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.535	9/2/2020	4:10 PM	Possible/Complaint of Injury (C)	17847692	C2004773	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	10/15/2020	1:20 PM	Possible/Complaint of Injury (C)	17912324	C2005760	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.132	10/19/2020	5:24 PM	No Injury (PDO)	17920517	C2005861	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	0.62	11/2/2020	10:21 AM	No Injury (PDO)	17943139	C2006168	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.923	11/27/2020	2:44 PM	No Injury (PDO)	17982109	C2006703	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.875	12/12/2020	3:37 PM	No Injury (PDO)	18035582	C2007063	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.813	12/27/2020	5:10 PM	No Injury (PDO)	18035805	C2007418	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.697	12/16/2020	11:53 AM	No Injury (PDO)	18037926	C2007155	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	SUV	Unknown	No Apparent Contributing Factor	

Staples Corridor (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260715	B02119	19.901	1/4/2021	6:54 PM	No Injury (PDO)	18045011	C2100072	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
		0	1/7/2021	7:35 AM	No Injury (PDO)	18056059	C2100122	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	Southeast	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.869	1/18/2021	1:32 PM	No Injury (PDO)	18075738	C2100353	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.86	1/13/2021	7:15 PM	No Injury (PDO)	18077690	C2100254	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Approach Turn	West	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	1/25/2021	8:36 PM	No Injury (PDO)	18079704	C2100525	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.671	1/26/2021	2:13 PM	No Injury (PDO)	18080249	C2100531	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.349	1/29/2021	3:55 PM	No Injury (PDO)	18086310	C2100602	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.325	1/31/2021	12:29 PM	No Injury (PDO)	18087821	C2100640	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	3.651	2/4/2021	7:27 PM	Possible/Complaint of Injury (C)	18097652	C2100741	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	South	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.709	2/9/2021	6:22 PM	Possible/Complaint of Injury (C)	18102317	C2100851	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	2/11/2021	9:37 AM	No Injury (PDO)	18121399	C2100893	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.58	2/23/2021	5:10 PM	No Injury (PDO)	18125108	C2101089	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.813	3/5/2021	7:42 PM	No Injury (PDO)	18142059	C2101315	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southeast	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
		0	3/12/2021	4:03 PM	No Injury (PDO)	18149526	C2101482	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.278	3/17/2021	2:45 PM	No Injury (PDO)	18153417	C2101621	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.393	3/18/2021	10:56 AM	Possible/Complaint of Injury (C)	18154656	C2101649	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.542	3/19/2021	4:39 PM	No Injury (PDO)	18159991	C2101690	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.923	4/2/2021	2:53 PM	No Injury (PDO)	18183335	C2102073	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.618	4/20/2021	12:19 PM	No Injury (PDO)	18239663	C2102528	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.469	4/20/2021	5:58 PM	No Injury (PDO)	18239725	C2102541	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.879	5/2/2021	4:05 PM	No Injury (PDO)	18248385	C2102845	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
260587	B01224	3.857	5/3/2021	1:21 PM	Evident, Incapacitating (A)	18248998	C2102870	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	North	East	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.153	5/2/2021	1:24 PM	No Injury (PDO)	18251957	C2102839	Off Road Left	Non-Intersection	3	Dry	Daylight	None	Fence or Fence Part	South	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.841	5/30/2021	2:38 PM	No Injury (PDO)	18283475	C2103531	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	6/2/2021	8:00 PM	No Injury (PDO)	18301777	C2103620	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Northeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.853	6/6/2021	4:19 PM	No Injury (PDO)	18302036	C2103732	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	North	SUV	Unknown	Driver Preoccupied	
260668	B01911	4.147	6/4/2021	12:20 AM	Evident Non-Incapacitating (B)	18309978	C2103646	Off Road Left	Non-Intersection	3	Wet	Dark Un-Lighted	Rain	Trees or Shrubs	South	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	3.826	7/8/2021	4:57 PM	No Injury (PDO)	18355608	C2104549	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260587	B01224	3.94	7/3/2021	9:41 PM	Possible/Complaint of Injury (C)	18363740	C2104401	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	South	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260545	B00806	4.265	7/19/2021	9:53 PM	Fatal (K)	18378321	C2104829	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Curb or Island	Unknown		Motorcycle	Alcohol	No Apparent Contributing Factor	
260668	B01911	3.837	7/30/2021	6:33 AM	No Injury (PDO)	18392615	C2105044	Off Road Left	Non-Intersection	1	Dry	Dawn or Dusk	None	Trees or Shrubs	Unknown		Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	4.882	9/2/2021	4:23 PM	No Injury (PDO)	18459375	C2105857	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southwest	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	0.63	10/30/2021	3:20 AM	No Injury (PDO)	18566518	C2107384	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	Southwest		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.58	11/10/2021	1:35 PM	No Injury (PDO)	18582676	C2107682	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	11/12/2021	5:51 PM	No Injury (PDO)	18587588	C2107769	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.479	11/19/2021	6:36 PM	No Injury (PDO)	18608139	C2107955	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	South	North	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	11/22/2021	7:16 PM	No Injury (PDO)	18609324	C2108014	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Unknown	East	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.75	11/29/2021	1:30 PM	No Injury (PDO)	18616848		On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.769	11/30/2021	3:29 PM	No Injury (PDO)	18618266	C2108155	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	11/30/2021	8:54 PM	No Injury (PDO)	18619200	C2108168	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Motorcycle	Unknown	No Apparent Contributing Factor	
260668	B01911	4.766	12/4/2021	2:01 PM	No Injury (PDO)	18631186	C2108259	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.507	12/3/2021	10:20 AM	Possible/Complaint of Injury (C)	18635763	C1208230	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.826	12/16/2021	2:48 PM	Possible/Complaint of Injury (C)	18649316	C2108576	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	5.888	12/11/2021	7:47 PM	No Injury (PDO)	18656496	C2108453	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	4.833	12/13/2021	5:50 PM	No Injury (PDO)	18658604	C2108488	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southwest	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	4.592	12/14/2021	6:44 PM	No Injury (PDO)	18658620	C2108525	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

27 Weber summary **Type:** Segment **Search Name:** Rt: 260715 Section: B02119 MM: [19.892 - 21.278] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	1	Killed:	1
INJ:	43	Injured:	62
PDO:	121		
TOTAL:	165		

Weather Conditions

None:	144
Rain:	10
Snow/Sleet/Hail:	0
Fog:	0
Dust:	0
Wind:	0
Unknown:	11
TOTAL:	165

Lighting Conditions

Daylight:	117
Dawn/Dusk:	0
Dark-Lighted:	29
Dark-Unlighted:	8
Unknown:	11
TOTAL:	165

Road Conditions

Dry:	150
Wet:	15
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	165

Crash Location

On Road:	146
Off Road Left:	19
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	165

Crash Type

Overturning:	1	Bridge Abutment:	0
Other Non-Collision:	1	Column/Pier:	0
Pedestrian:	1	Culvert/Headwall:	0
Broadside:	27	Embankment:	0
Head On:	1	Curb:	0
Rear End:	58	Delineator Post:	0
Sideswipe (Same):	21	Fence:	5
Sideswipe (Opposite):	4	Tree:	2
Approach Turn:	22	Lrg Bldrs or Rocks:	0
Overtaking Turn:	2	Barricade:	0
Parked Motor Veh:	1	Wall/Building:	4
Railway Veh:	0	Crash Cushion:	0
Bicycle:	1	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	4
Domestic Animal:	0	Total Fixed Objects:	20
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	2	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	3	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	165
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	25
Two Car:	127
Three or More:	13
Unknown:	0
TOTAL:	165

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	58
Intersection Related:	0
Non Intersection:	107
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	165

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

27 Weber summary **Type:** Segment **Search Name:** Rt: 260715 Section: B02119 MM: [19.892 - 21.278] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	91	56	5
Psgr Car/Psgr Van w/Trl:	0	2	0
Pickup Truck/Utility Van:	31	29	1
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	31	40	2
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	0	1	1
Trucks > 10k lbs/Busses > 15 People:	2	1	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	1	0
Bicycle:	0	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	10	0	0
Other:	0	1	0
Unknown:	0	8	4
TOTAL:	165	140	13

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	165
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	165

Crash Rates

PDO:	2.59 / MVMT
Injury:	0.92 / MVMT
Fatal:	2.14 / 100MVMT
Total:	3.53 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	160	138	13
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	4	2	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	165	140	13

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

27 Weber summary **Type:** Segment **Search Name:** Rt: 260715 Section: B02119 MM: [19.892 - 21.278] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	0	0
Alcohol Involved:	2	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	162	140	13
TOTAL:	165	140	13

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	25	32	0
Northeast:	13	12	0
East:	15	5	0
Southeast:	4	0	0
South:	43	36	0
Southwest:	7	7	0
West:	15	4	0
Northwest:	0	0	0
Unknown:	43	44	13
TOTAL:	165	140	13

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	115	98	11
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	0	0	0
Making Left Turn:	5	4	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	45	38	2
TOTAL:	165	140	13

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/23/2024

27 Weber pattern list with driveways

Location - Route: 260715 MP: 19.892 to 20.19 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 10 FAT: 0

Patterns

Location: On Road[19], Off Road[6], Off Road Left[6]

Location - Route: 260715 MP: 19.992 to 20.29 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 7 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[9]
Location: Off Road[7], Off Road Left[7]

Location - Route: 260715 MP: 20.092 to 20.39 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 5 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[10]
Location: Off Road[7], Off Road Left[7]
Lighting: Dark - Lighted[9]

Location - Route: 260715 MP: 20.192 to 20.49 :: From: 1/1/2017 to 12/31/2021

PDO: 31 INJ: 7 FAT: 0

Patterns

Vehicles: Single Vehicle Accidents[12]
Location: On Road[30], Off Road Left[8]
Crash Type: Broadside[5]

Location - Route: 260715 MP: 20.292 to 20.59 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[51]
Location: On Road[55]
Crash Type: Broadside[19], Approach Turn[12]

Location - Route: 260715 MP: 20.392 to 20.69 :: From: 1/1/2017 to 12/31/2021

PDO: 46 INJ: 16 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[52]
Location: On Road[58]
Crash Type: Broadside[19], Approach Turn[13]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/23/2024

27 Weber pattern list with driveways

Location - Route: 260715 MP: 20.492 to 20.79 :: From: 1/1/2017 to 12/31/2021

PDO: 35 INJ: 16 FAT: 1

Patterns

Vehicles: Two Vehicle Accidents[46]
Location: On Road[49]
Crash Type: Broadside[15], Approach Turn[9]

Location - Route: 260715 MP: 20.592 to 20.89 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 10 FAT: 1

Patterns

Location: On Road[24]
Crash Type: Rear End[15]

Location - Route: 260715 MP: 20.692 to 20.99 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 10 FAT: 0

Patterns

Location: On Road[24]

Location - Route: 260715 MP: 20.792 to 21.09 :: From: 1/1/2017 to 12/31/2021

PDO: 18 INJ: 8 FAT: 0

Patterns

Location: On Road[25]
Crash Type: Rear End[15]
Road Condition: Wet Road[6]

Location - Route: 260715 MP: 20.892 to 21.19 :: From: 1/1/2017 to 12/31/2021

PDO: 33 INJ: 6 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[32]
Location: On Road[38]
Crash Type: Rear End[22], Approach Turn[7]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Weber Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260715	B02119	21.205	1/13/2017	7:31 PM	No Injury (PDO)	15547279	C1700326	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Unknown	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	Unknown
260715	B02119	20.493	1/12/2017	4:20 PM	No Injury (PDO)	15555072	C1700285	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.141	1/25/2017	8:54 PM	No Injury (PDO)	15558611	C1700581	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.493	1/31/2017	5:38 PM	No Injury (PDO)	15594000	C1700739	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.074	3/2/2017	5:13 PM	No Injury (PDO)	15617554	C1701622	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.074	3/29/2017	10:02 AM	No Injury (PDO)	15671770	C1702433	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.092	3/15/2017	5:21 PM	No Injury (PDO)	15680203	C1702004	On Road	Non-Intersection	3	Dry	Dark Un-Lighted	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.24	3/19/2017	10:24 PM	Possible/Complaint of Injury (C)	15684650	C1702125	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Sideswipe Opposite Direction	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260715	B02119	20.481	3/28/2017	1:34 PM	No Injury (PDO)	15702595	C1702405	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.798	3/30/2017	3:00 PM	No Injury (PDO)	15705917	C1702467	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.167	4/5/2017	8:33 AM	No Injury (PDO)	15713005	C1702631	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.196	4/5/2017	4:12 PM	No Injury (PDO)	15714117	C1702646	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.576	4/7/2017	1:36 PM	Possible/Complaint of Injury (C)	15714795	C1702689	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.767	4/18/2017	3:01 PM	No Injury (PDO)	15735634	C1702957	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.039	5/8/2017	2:34 AM	Possible/Complaint of Injury (C)	15762177	C1703517	Off Road Left	Non-Intersection	2	Dry	Dark Lighted	None	Light or Utility Pole	Unknown	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
260715	B02119	20.625	5/22/2017	7:53 AM	No Injury (PDO)	15773090	C1703889	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	19.949	5/18/2017	5:06 PM	No Injury (PDO)	15774730	C1703797	On Road	At Driveway Access	3	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.923	6/13/2017	1:28 PM	Possible/Complaint of Injury (C)	15815724	C1704454	On Road	Non-Intersection	1	Dry	Daylight	None	Sideswipe Opposite Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.538	6/16/2017	7:56 PM	No Injury (PDO)	15822310	C1704560	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.801	7/24/2017	5:45 PM	No Injury (PDO)	15881396	C1705513	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Fence or Fence Part	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260715	B02119	21.179	8/17/2017	3:53 PM	No Injury (PDO)	15931177	C1706111	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.425	9/14/2017	5:10 PM	No Injury (PDO)	15970277	C1706771	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.186	9/17/2017	2:04 PM	No Injury (PDO)	15974657	C1706861	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.504	10/4/2017	4:26 PM	No Injury (PDO)	16009310	C1707372	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.557	10/10/2017	5:30 PM	Possible/Complaint of Injury (C)	16021751	C1707564	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.508	10/12/2017	7:30 AM	Possible/Complaint of Injury (C)	16022957	C1707604	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.418	10/16/2017	6:20 PM	No Injury (PDO)	16024050	C1707741	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.361	10/13/2017	11:08 PM	No Injury (PDO)	16026563	C1707663	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.607	10/12/2017	1:30 PM	No Injury (PDO)	16030322	C1707619	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.856	10/18/2017	5:25 PM	Possible/Complaint of Injury (C)	16036994	C1707797	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.205	10/10/2017	4:24 PM	Possible/Complaint of Injury (C)	16044498	C1707575	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.046	10/25/2017	7:34 AM	No Injury (PDO)	16054911	C1707986	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.919	10/30/2017	4:42 PM	Possible/Complaint of Injury (C)	16059856	C1708124	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.182	10/28/2017	2:51 PM	No Injury (PDO)	16077932	C1708082	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.923	12/9/2017	9:43 PM	No Injury (PDO)	16169376	C1709374	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.505	12/20/2017	6:01 AM	No Injury (PDO)	16180028	C1709677	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	21.184	1/3/2018	5:47 PM	No Injury (PDO)	16186435	C1800059	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.42	1/1/2018	4:00 PM	No Injury (PDO)	16192192	C1800017	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Wall or Building	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.228	1/15/2018	1:30 PM	No Injury (PDO)	16198428	C1800295	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.538	1/28/2018	6:22 PM	No Injury (PDO)	16220997	C1800617	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.905	2/12/2018	4:40 PM	Possible/Complaint of Injury (C)	16246915	C1801013	On Road	Non-Intersection	4	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.621	2/15/2018	12:42 PM	Fatal (K)	16255703	C1801102	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.86	2/22/2018	7:51 AM	Possible/Complaint of Injury (C)	16264027	C1801273	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.304	3/3/2018	6:15 AM	Possible/Complaint of Injury (C)	16290595	C1801533	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.919	3/9/2018	4:13 PM	Evident Non-Incapacitating (B)	16304771	C1801729	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.98	3/29/2018	2:09 PM	No Injury (PDO)	16337867	C1802269	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	19.93	4/3/2018	12:41 PM	Evident Non-Incapacitating (B)	16345640	C1802382	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.075	5/6/2018	2:40 PM	No Injury (PDO)	16409758	C1803244	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.074	4/28/2018	3:32 PM	No Injury (PDO)	16413523	C1803044	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.3	6/7/2018	8:27 AM	No Injury (PDO)	16453141	C1804137	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.472	6/17/2018	7:40 AM	Evident Non-Incapacitating (B)	16482135	C1804408	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.901	6/18/2018	12:14 PM	No Injury (PDO)	16482303	C1804425	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.054	6/26/2018	5:11 AM	No Injury (PDO)	16489499	C1804580	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Other Fixed Object	North	SUV	Unknown	No Apparent Contributing Factor	
260715	B02119	20.481	7/6/2018	3:42 PM	No Injury (PDO)	16509052	C1804855	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.51	7/11/2018	5:36 PM	Possible/Complaint of Injury (C)	16514842	C1804983	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.607	8/9/2018	11:04 AM	Possible/Complaint of Injury (C)	16567532	C1805747	On Road	Non-Intersection	5	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.425	8/29/2018	5:18 AM	No Injury (PDO)	16606682	C1806255	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.566	9/21/2018	4:46 PM	No Injury (PDO)	16658371	C1806870	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.319	9/30/2018	2:48 AM	No Injury (PDO)	16670240	C1807087	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	North	SUV	Alcohol	No Apparent Contributing Factor	South
260715	B02119	21.065	10/23/2018	8:33 AM	No Injury (PDO)	16723405	C1807685	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.388	10/27/2018	5:35 PM	No Injury (PDO)	16740523	C1807807	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.027	10/26/2018	9:45 PM	No Injury (PDO)	16744457	C1807911	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260715	B02119	20.037	11/5/2018	1:08 PM	No Injury (PDO)	16761747	C1808051	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.205	11/16/2018	7:45 AM	No Injury (PDO)	16773744	C1808327	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.557	11/27/2018	3:15 PM	No Injury (PDO)	16774464	C1808599	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	21.117	12/6/2018	6:17 PM	Evident Non-Incapacitating (B)	16803211	C1808848	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.595	12/12/2018	5:19 PM	No Injury (PDO)	16807004	C1809045	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.463	12/11/2018	2:17 PM	No Injury (PDO)	16819943	C1809001	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.111	1/15/2019	8:18 AM	No Injury (PDO)	16848755	C1900289	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	Driver Preoccupied	West
260715	B02119	21.18	1/23/2019	4:22 PM	No Injury (PDO)	16883545	C1900511	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260715	B02119	21.18	2/19/2019	6:06 PM	No Injury (PDO)	16909413	C1901212	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.576	2/12/2019	4:52 PM	No Injury (PDO)	16925690	C1901033	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260715	B02119	20.289	3/7/2019	3:10 PM	No Injury (PDO)	16936905	C1901643	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	20.437	3/9/2019	6:47 PM	Evident Non-Incapacitating (B)	16952390	C1901706	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Unknown	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	19.966	3/21/2019	12:47 PM	Possible/Complaint of Injury (C)	16961958	C1902026	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.595	4/2/2019	4:45 PM	No Injury (PDO)	16985067	C1902373	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.432	4/4/2019	9:50 AM	No Injury (PDO)	16997719	C1902412	On Road	At Driveway Access	1	Dry	Daylight	None	Overtaking Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.281	4/23/2019	3:36 PM	Possible/Complaint of Injury (C)	17029571	C1902944	On Road	Non-Intersection	1	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.422	4/24/2019	6:04 PM	No Injury (PDO)	17030553	C1902966	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.226	4/22/2019	2:50 AM	No Injury (PDO)	17040573	C1902903	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.5	5/3/2019	6:33 AM	No Injury (PDO)	17055390	C1903200	On Road	At Driveway Access	3	Dry	Dark Lighted	None	Unknown	South	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.734	5/20/2019	8:33 AM	Possible/Complaint of Injury (C)	17078037	C1903632	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.618	5/14/2019	5:26 PM	Possible/Complaint of Injury (C)	17080064	C1903505	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.171	5/22/2019	6:22 PM	No Injury (PDO)	17089755	C1903688	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.39	5/29/2019	12:36 PM	Evident Non-Incapacitating (B)	17099405	C1903850	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	West
260715	B02119	20.913	5/30/2019	12:53 PM	No Injury (PDO)	17110104	C1903872	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.739	6/17/2019	12:47 PM	Possible/Complaint of Injury (C)	17145196	C1904315	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.481	6/8/2019	12:06 PM	No Injury (PDO)	17151499	C1904113	On Road	Non-Intersection	3	Dry	Daylight	None	Traffic Sign or Post or Overhead Sign Structure	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.37	5/29/2019	2:49 PM	No Injury (PDO)	17153805	C1904608	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.557	6/19/2019	11:52 AM	No Injury (PDO)	17160690	C1904364	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.739	6/29/2019	2:02 PM	No Injury (PDO)	17167023	C1904605	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	19.966	7/9/2019	4:10 AM	No Injury (PDO)	17181123	C1904800	On Road	Non-Intersection	3	Dry	Unknown	Unknown	Sideswipe Opposite Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.425	7/16/2019	12:01 PM	No Injury (PDO)	17183160	C1904951	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.548	7/20/2019	9:44 AM	No Injury (PDO)	17188650	C1905062	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.913	8/12/2019	3:49 PM	No Injury (PDO)	17231672	C1905626	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	SUV	Unknown	No Apparent Contributing Factor	North
260715	B02119	19.986	8/28/2019	4:18 PM	Possible/Complaint of Injury (C)	17266536	C1906011	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.749	8/30/2019	8:06 AM	No Injury (PDO)	17268086	C1906059	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.557	9/3/2019	5:52 PM	No Injury (PDO)	17297818	C1906177	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.598	9/23/2019	8:03 AM	No Injury (PDO)	17320673	C1906670	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East

Weber Rd Corridor All Crashes (Hwy-MP)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260715	B02119	20.557	10/1/2019	2:36 PM	No Injury (PDO)	17325584	C1906880	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	20.566	11/30/2019	1:07 PM	Possible/Complaint of Injury (C)	17458307	C1908347	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	20.613	12/16/2019	7:25 AM	No Injury (PDO)	17475329	C1906732	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260715	B02119	19.966	12/24/2019	2:12 PM	Possible/Complaint of Injury (C)	17478641	C1908983	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Passenger Car/Van	Unknown	Driver Preoccupied	North
260715	B02119	21.177	12/30/2019	1:51 PM	No Injury (PDO)	17490615	C1909081	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.351	12/30/2019	5:44 AM	No Injury (PDO)	17494114	C1909068	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Trees or Shrubs	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	21.177	1/3/2020	6:16 PM	No Injury (PDO)	17494666	C2000052	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.037	1/22/2020	1:24 PM	No Injury (PDO)	17541564	C2000453	On Road	At Driveway Access	2	Wet	Daylight	Rain	Unknown	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	19.949	2/20/2020	7:35 AM	No Injury (PDO)	17584021	C2001122	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.481	2/20/2020	2:56 PM	No Injury (PDO)	17588021	C2001137	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.428	2/23/2020	12:16 AM	No Injury (PDO)	17591516	C2001204	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	19.93	2/21/2020	11:36 AM	No Injury (PDO)	17612767	C2001166	On Road	At Driveway Access	2	Dry	Daylight	None	Unknown	West	Passenger Car/Van	Unknown	Driver Preoccupied	East
260715	B02119	20.576	5/20/2020	6:00 PM	No Injury (PDO)	17706093	C2002718	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.037	5/28/2020	10:29 PM	Possible/Complaint of Injury (C)	17716133	C2002879	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.245	6/2/2020	1:49 PM	No Injury (PDO)	17721204	C2002965	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Wall or Building	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.245	6/22/2020	7:28 PM	No Injury (PDO)	17742199	C2003445	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	19.93	7/21/2020	11:30 PM	Evident, Incapacitating (A)	17786743	C2003931	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260715	B02119	20.043	7/9/2020	11:09 AM	No Injury (PDO)	17793760	C2003742	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	20.913	8/3/2020	1:07 AM	No Injury (PDO)	17801384	C2004178	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Other Non-Collision	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.777	8/13/2020	6:20 AM	Evident Non-Incapacitating (B)	17813726	C2004355	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.5	8/13/2020	7:25 PM	No Injury (PDO)	17819818	C2004382	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.338	8/13/2020	6:28 AM	No Injury (PDO)	17824300	C2004356	Off Road Left	Non-Intersection	1	Dry	Dark Lighted	None	Fence or Fence Part	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.19	9/12/2020	1:16 PM	Possible/Complaint of Injury (C)	17868563	C2004892	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Other Fixed Object	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.576	10/12/2020	8:13 AM	Possible/Complaint of Injury (C)	17905614	C2005694	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.51	11/6/2020	3:59 PM	Possible/Complaint of Injury (C)	17952003	C2006271	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.506	12/1/2020	1:35 PM	Possible/Complaint of Injury (C)	17988938	C2006787	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	20.5	11/27/2020	2:20 PM	No Injury (PDO)	17993589	C2006705	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.338	12/31/2020	6:00 AM	No Injury (PDO)	18044856	C2007489	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Other Fixed Object	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	19.901	1/4/2021	6:54 PM	No Injury (PDO)	18045011	C2100072	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.538	1/8/2021	1:18 PM	No Injury (PDO)	18057898	C2100146	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	19.965	2/14/2021	10:08 PM	No Injury (PDO)	18113462	C2100962	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Other Fixed Object	South	SUV	Unknown	No Apparent Contributing Factor	
260715	B02119	21.074	2/13/2021	3:31 PM	No Injury (PDO)	18124397	C2100932	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.481	2/21/2021	6:29 PM	No Injury (PDO)	18133489	C2101059	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.19	3/8/2021	4:05 PM	No Injury (PDO)	18143964	C2101374	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.31	3/23/2021	2:27 AM	No Injury (PDO)	18162667	C2101799	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Traffic Sign or Post or Overhead Sign Structure	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.05	4/8/2021	4:38 PM	Possible/Complaint of Injury (C)	18202499	C2102240	Off Road Left	At Driveway Access	1	Dry	Daylight	None	Wall or Building	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.538	4/15/2021	5:25 PM	No Injury (PDO)	18235892	C2102423	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	SUV	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.481	5/4/2021	8:04 PM	No Injury (PDO)	18251676	C2102920	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.197	5/3/2021	8:02 AM	No Injury (PDO)	18257772	C2102863	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.614	5/17/2021	2:41 PM	No Injury (PDO)	18262893	C2103228	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Traffic Sign or Post or Overhead Sign Structure	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.548	5/22/2021	5:36 PM	No Injury (PDO)	18288261	C2103350	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.5	6/29/2021	10:58 AM	Possible/Complaint of Injury (C)	18345478	C2104264	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.404	7/15/2021	3:12 PM	Possible/Complaint of Injury (C)	18367654	C2104709	On Road	Non-Intersection	2	Dry	Daylight	None	Overturning	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.188	7/21/2021	6:29 PM	No Injury (PDO)	18385859	C2104876	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	21.184	8/10/2021	4:56 PM	No Injury (PDO)	18414564	C2105337	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.841	9/10/2021	3:57 PM	Possible/Complaint of Injury (C)	18472944	C2106050	On Road	Non-Intersection	4	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	21.056	9/8/2021	3:34 PM	No Injury (PDO)	18474939	C2105988	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.618	9/19/2021	5:48 PM	Evident, Incapacitating (A)	18488244	C2106290	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Light or Utility Pole	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260715	B02119	20.061	9/22/2021	8:09 AM	No Injury (PDO)	18489470	C2106347	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	21.056	10/1/2021	1:54 PM	Possible/Complaint of Injury (C)	18507757	C2106598	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.96	9/29/2021	4:42 PM	No Injury (PDO)	18513681	C2106550	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260715	B02119	21.19	9/25/2021	8:02 AM	No Injury (PDO)	18519880	C2106448	Off Road Left	Non-Intersection	1	Dry	Daylight	None	Wall or Building	South	Passenger Car/Van	Unknown	Driver Preoccupied	
260715	B02119	20.614	10/20/2021	8:37 AM	No Injury (PDO)	18541347	C2107089	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260715	B02119	20.417	11/2/2021	8:33 PM	No Injury (PDO)	18571868	C2107489	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Parked Motor Vehicle	West	SUV	Unknown	No Apparent Contributing Factor	East
260715	B02119	20.739	11/16/2021	11:11 AM	No Injury (PDO)	18593118	C2107865	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.797	11/18/2021	5:54 PM	No Injury (PDO)	18606540	C2107933	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.607	11/29/2021	9:16 AM	No Injury (PDO)	18615492	C2108135	On Road	Non-Intersection	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.056	12/1/2021	11:51 AM	No Injury (PDO)	18623822	C2108179	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.056	12/1/2021	4:53 PM	Possible/Complaint of Injury (C)	18623899	C2108190	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	20.512	12/5/2021	8:25 PM	No Injury (PDO)	18632594	C2108299	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Head On	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260715	B02119	20.39	12/15/2021	4:58 PM	No Injury (PDO)	18648726	C2108550	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.721	12/14/2021	4:51 PM	No Injury (PDO)	18649212	C2108520	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260715	B02119	21.056	12/23/2021	12:12 PM	No Injury (PDO)	18662646	C2108737	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260715	B02119	21.158	12/17/2021	4:54 PM	No Injury (PDO)	18669831	C2108615	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Approach Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260715	B02119	20.613	12/23/2021	2:58 AM	Evident, Incapacitating (A)	18670484	C2108733	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Trees or Shrubs	Southwest	Passenger Car/Van	Unknown	Evading Law Enforcement Officer	
260715	B02119	21.183	12/17/2021	8:06 AM	No Injury (PDO)	18683082	C2108599	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South

Weber Rd Bike/Ped Crashes (Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260715	B02119	21.148	5/10/2016	5:02 PM	Possible/Complaint of Injury (C)	15135212	C1602665	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	7.996	5/30/2016	10:22 PM	Evident Non-Incapacitating (B)	15139932	C1603230	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.798	10/14/2015	4:37 PM	Evident Non-Incapacitating (B)	15174223	C1504417	On Road	Non-Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260668	B01911	3.641	3/3/2017	8:26 PM	No Injury (PDO)	15648635	C1701630	On Road	Intersection	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	8.005	8/1/2017	11:26 AM	Evident Non-Incapacitating (B)	15893416	C1705732	On Road	Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.418	10/25/2017	6:30 AM	Possible/Complaint of Injury (C)	16058245	C1707985	On Road	Intersection Related	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.621	2/15/2018	12:42 PM	Fatal (K)	16255703	C1801102	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.798	3/9/2018	11:20 AM	Evident Non-Incapacitating (B)	16298240	C1801717	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	19.895	1/17/2019	7:03 PM	No Injury (PDO)	16873246	C1900381	On Road	Intersection Related	1	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260587	B01224	2	2/11/2019	2:30 PM	Possible/Complaint of Injury (C)	16921626	C1900997	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.625	2/28/2020	7:40 PM	Possible/Complaint of Injury (C)	17598540	C2001365	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260545	B00806	3.001	7/4/2020	6:46 PM	Fatal (K)	17779326	C2003666	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	20.777	8/13/2020	6:20 AM	Evident Non-Incapacitating (B)	17813726	C2004355	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260715	B02119	19.896	9/27/2020	6:46 PM	Evident Non-Incapacitating (B)	17885869	C2005338	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260545	B00806	3.001	12/9/2020	6:25 PM	Evident Non-Incapacitating (B)	18003931	C2006978	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
		0	3/19/2022	11:16 PM	Evident Non-Incapacitating (B)	18828329	C2201749	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
		0	4/2/2022	1:31 AM	Evident, Incapacitating (A)	18840650	C2202105	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	Southwest	SUV	Unknown	No Apparent Contributing Factor	Unknown
		0	4/4/2022	4:19 AM	Evident, Incapacitating (A)	18874203	C2202148	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	Northeast	SUV	Unknown	Driver Preoccupied	Unknown
		0	7/13/2022	11:05 AM	No Injury (PDO)	19011024	C2204826	On Road	Intersection Related	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
		0	6/28/2022	9:00 PM	Possible/Complaint of Injury (C)	19024612	C2204513	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
		0	9/3/2022	2:23 PM	Evident Non-Incapacitating (B)	19127515	C2206022	On Road	Intersection Related	2	Wet	Daylight	None	Pedestrian	West	SUV	Unknown	No Apparent Contributing Factor	Unknown

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Rodd Field Corridor detailed summary **Type:** Segment **Search Name:** Rt: 357 Section: 106901 MM: [9.291 - 11.059] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	0	Killed:	0
INJ:	48	Injured:	79
PDO:	140		
TOTAL:	188		

Weather Conditions

None:	169
Rain:	10
Snow/Sleet/Hail:	0
Fog:	2
Dust:	0
Wind:	0
Unknown:	7
TOTAL:	188

Lighting Conditions

Daylight:	143
Dawn/Dusk:	3
Dark-Lighted:	25
Dark-Unlighted:	10
Unknown:	7
TOTAL:	188

Road Conditions

Dry:	165
Wet:	23
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	188

Crash Location

On Road:	182
Off Road Left:	5
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	1
Off Unkown:	0
Unknown:	0
	188

Crash Type

Overturning:	3	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	2	Culvert/Headwall:	0
Broadside:	46	Embankment:	0
Head On:	2	Curb:	0
Rear End:	58	Delineator Post:	0
Sideswipe (Same):	19	Fence:	0
Sideswipe (Opposite):	2	Tree:	0
Approach Turn:	47	Lrg Bldrs or Rocks:	0
Overtaking Turn:	4	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	1
Domestic Animal:	0	Total Fixed Objects:	3
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	2	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	188
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	5
Two Car:	166
Three or More:	17
Unknown:	0
TOTAL:	188

Road Description Details by Vehicle

At Intersection:	0
At Driveway Access:	106
Intersection Related:	0
Non Intersection:	82
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	188

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Rodd Field Corridor detailed summary **Type:** Segment **Search Name:** Rt: 357 Section: 106901 MM: [9.291 - 11.059] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	97	78	4
Psgr Car/Psgr Van w/Trl:	0	5	4
Pickup Truck/Utility Van:	32	43	4
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	37	39	3
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	1	0	0
Trucks > 10k lbs/Busses > 15 People:	1	4	1
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	1	0	0
Motorcycle:	3	2	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	16	3	0
Other:	0	2	0
Unknown:	0	7	1
TOTAL:	188	183	17

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	188
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	188

Crash Rates

PDO: 1.37 / MVMT
Injury: 0.47 / MVMT
Fatal: 0 / 100MVMT
Total: 1.84 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	184	183	17
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	3	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	188	183	17

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Rodd Field Corridor detailed summary **Type:** Segment **Search Name:** Rt: 357 Section: 106901 MM: [9.291 - 11.059] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	1	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	187	183	17
TOTAL:	188	183	17

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	19	41	0
Northeast:	13	29	0
East:	14	1	0
Southeast:	9	2	0
South:	25	28	0
Southwest:	24	17	0
West:	22	3	0
Northwest:	0	0	0
Unknown:	62	62	17
TOTAL:	188	183	17

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	99	96	9
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	0	0	0
Making Left Turn:	4	4	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	1	1	0
Other:	0	0	0
Unknown:	84	82	8
TOTAL:	188	183	17

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Rodd Field Pattern List

Location - Route: 357 MP: 9.291 to 10.29 :: From: 1/1/2017 to 12/31/2021

PDO: 35 INJ: 11 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[39]
Location: On Road[44]
Crash Type: Broadside[5], Approach Turn[9]

Location - Route: 357 MP: 9.391 to 10.39 :: From: 1/1/2017 to 12/31/2021

PDO: 40 INJ: 13 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[46]
Location: On Road[50]
Crash Type: Broadside[10], Approach Turn[8]

Location - Route: 357 MP: 9.491 to 10.49 :: From: 1/1/2017 to 12/31/2021

PDO: 45 INJ: 13 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[49]
Location: On Road[55]
Crash Type: Broadside[11], Approach Turn[11]

Location - Route: 357 MP: 9.591 to 10.59 :: From: 1/1/2017 to 12/31/2021

PDO: 50 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[56]
Location: On Road[61]
Crash Type: Broadside[14], Approach Turn[12]

Location - Route: 357 MP: 9.691 to 10.69 :: From: 1/1/2017 to 12/31/2021

PDO: 57 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[66]
Location: On Road[72]
Crash Type: Broadside[15], Approach Turn[15]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Rodd Field Pattern List

Location - Route: 357 MP: 9.791 to 10.79 :: From: 1/1/2017 to 12/31/2021

PDO: 66 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[78]
Location: On Road[86]
Crash Type: Broadside[22], Approach Turn[18]

Location - Route: 357 MP: 9.891 to 10.89 :: From: 1/1/2017 to 12/31/2021

PDO: 67 INJ: 25 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[80]
Location: On Road[89]
Crash Type: Broadside[21], Approach Turn[17]

Location - Route: 357 MP: 9.991 to 10.99 :: From: 1/1/2017 to 12/31/2021

PDO: 89 INJ: 30 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[103]
Location: On Road[115]
Crash Type: Broadside[32], Approach Turn[23]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 20000-35000 ADT

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Rodd Field Corridor

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
357	106901	9.888	1/15/2017	12:45 PM	No Injury (PDO)	15543281	C1700348	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	11.024	1/4/2017	5:14 PM	No Injury (PDO)	15545428	C1700090	On Road	At Driveway Access	1	Dry	Daylight	None	Approach Turn	Unknown		SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.859	1/18/2017	8:02 AM	No Injury (PDO)	15547273	C1700399	On Road	Non-Intersection	2	Wet	Daylight	Fog/Smog/Smoke	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	1/12/2017	3:11 PM	No Injury (PDO)	15547586	C1700280	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.347	1/25/2017	12:18 PM	No Injury (PDO)	15555304	C1700572	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.943	1/24/2017	10:11 AM	No Injury (PDO)	15568862	C1700536	On Road	At Driveway Access	4	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.694	2/4/2017	12:08 PM	Evident Non-Incapacitating (B)	15589634	C1700857	On Road	Non-Intersection	2	Wet	Daylight	Rain	Overturning	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.846	2/6/2017	2:30 PM	No Injury (PDO)	15591632	C1700929	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.019	2/8/2017	8:19 AM	No Injury (PDO)	15593961	C1700975	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.994	2/10/2017	1:29 PM	Evident Non-Incapacitating (B)	15597757	C1701042	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.938	2/14/2017	9:08 AM	No Injury (PDO)	15609255	C1701152	On Road	Non-Intersection	3	Wet	Daylight	None	Rear End	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
357	106901	11.01	2/14/2017	10:56 PM	Evident Non-Incapacitating (B)	15609660	C1701175	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.382	3/2/2017	6:24 PM	No Injury (PDO)	15617438	C1701625	On Road	At Driveway Access	3	Dry	Dawn or Dusk	None	Overtaking Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.585	2/22/2017	5:43 PM	No Injury (PDO)	15617786	C1701415	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.585	2/22/2017	5:20 PM	No Injury (PDO)	15625501	C1701414	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Non-School Bus < 15 People	Unknown	No Apparent Contributing Factor	
357	106901	10.981	3/8/2017	1:43 PM	Possible/Complaint of Injury (C)	15662011	C1701797	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	9.362	3/14/2017	3:30 PM	No Injury (PDO)	15674929	C1701979	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.927	2/28/2017	8:45 AM	No Injury (PDO)	15705848	C1702394	Off Road Left	At Driveway Access	3	Dry	Daylight	None	Unknown	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.827	3/29/2017	7:22 AM	No Injury (PDO)	15706047	C1702424	On Road	Non-Intersection	2	Wet	Dawn or Dusk	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.214	4/2/2017	5:29 PM	Possible/Complaint of Injury (C)	15711318	C1702561	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.732	4/6/2017	5:38 PM	No Injury (PDO)	15714586	C1702671	On Road	At Driveway Access	4	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.943	4/16/2017	3:45 PM	No Injury (PDO)	15733605	C1702915	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	4/25/2017	12:25 PM	No Injury (PDO)	15747265	C1703147	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.709	5/1/2017	7:27 AM	Possible/Complaint of Injury (C)	15751640	C1703301	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.324	5/1/2017	5:27 PM	No Injury (PDO)	15757470	C1703320	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.337	5/13/2017	3:23 PM	No Injury (PDO)	15774960	C1703673	Off Road Left	At Driveway Access	2	Dry	Daylight	None	Unknown	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	9.841	5/24/2017	6:01 PM	Possible/Complaint of Injury (C)	15783578	C1703951	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.991	6/20/2017	4:29 PM	No Injury (PDO)	15831797	C1704656	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.947	7/13/2017	1:41 PM	Possible/Complaint of Injury (C)	15861771	C1705232	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.381	7/20/2017	10:45 PM	Evident Non-Incapacitating (B)	15877597	C1705409	On Road	Non-Intersection	1	Dry	Dark Lighted	None	Overturning	Unknown		Motorcycle	Unknown	No Apparent Contributing Factor	
357	106901	10.981	7/24/2017	11:05 AM	No Injury (PDO)	15879021	C1705495	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.515	7/22/2017	10:59 PM	Possible/Complaint of Injury (C)	15879654	C1705465	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Head On	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.888	9/5/2017	7:51 AM	No Injury (PDO)	15947850	C1706483	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.356	8/18/2017	7:40 PM	No Injury (PDO)	15948080	C1706142	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.347	9/5/2017	6:38 PM	No Injury (PDO)	15949634	C1706508	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.567	9/6/2017	7:48 AM	No Injury (PDO)	15950418	C1706514	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.399	9/14/2017	5:41 PM	No Injury (PDO)	15970284	C1706774	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11	9/27/2017	3:33 PM	Possible/Complaint of Injury (C)	15991573	C1707151	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.892	10/8/2017	7:05 PM	No Injury (PDO)	16008461	C1707502	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.337	10/7/2017	6:36 PM	Possible/Complaint of Injury (C)	16011305	C1707474	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.699	10/16/2017	1:26 PM	No Injury (PDO)	16024245	C1707725	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.981	10/21/2017	11:07 AM	No Injury (PDO)	16044316	C1707878	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.865	11/3/2017	7:30 AM	No Injury (PDO)	16077488	C1708240	On Road	Non-Intersection	2	Dry	Dawn or Dusk	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.924	11/14/2017	4:47 PM	No Injury (PDO)	16084185	C1708591	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.529	11/6/2017	5:27 PM	No Injury (PDO)	16086384	C1708357	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.633	11/8/2017	8:14 AM	No Injury (PDO)	16087916	C1708390	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.457	11/8/2017	6:03 PM	No Injury (PDO)	16088797	C1708416	On Road	At Driveway Access	2	Wet	Dark Lighted	Rain	Approach Turn	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.836	12/5/2017	12:23 PM	No Injury (PDO)	16150172	C1709165	On Road	Non-Intersection	3	Wet	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.41	12/7/2017	3:48 PM	No Injury (PDO)	16153486	C1709278	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.429	12/15/2017	5:59 PM	No Injury (PDO)	16175474	C1709555	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.943	1/11/2018	4:47 PM	No Injury (PDO)	16192901	C1800209	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.633	1/19/2018	5:05 PM	No Injury (PDO)	16209047	C1800386	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.713	2/2/2018	9:46 AM	No Injury (PDO)	16229152	C1800753	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.051	2/5/2018	5:19 PM	No Injury (PDO)	16236497	C1800836	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.827	3/1/2018	4:40 PM	No Injury (PDO)	16281776	C1801488	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	Driver Preoccupied	
357	106901	10.962	2/19/2018	4:48 PM	Possible/Complaint of Injury (C)	16283055	C1801215	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.567	3/2/2018	12:20 PM	No Injury (PDO)	16284416	C1801508	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	11.019	3/4/2018	11:48 AM	No Injury (PDO)	16290617	C1801573	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.648	3/9/2018	5:26 PM	Possible/Complaint of Injury (C)	16291349	C1801736	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	3/27/2018	3:30 PM	No Injury (PDO)	16348403	C1802223	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.925	4/15/2018	2:20 AM	No Injury (PDO)	16371459	C1802683	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Sideswipe Same Direction	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	4/18/2018	12:24 PM	No Injury (PDO)	16377044	C1802767	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.059	4/19/2018	12:19 PM	Evident Non-Incapacitating (B)	16377207	C1802792	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.706	4/20/2018	5:35 PM	Possible/Complaint of Injury (C)	16381379	C1802828	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.671	4/27/2018	6:44 PM	No Injury (PDO)	16389541	C1803025	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.886	4/25/2018	5:05 PM	No Injury (PDO)	16389767	C1802956	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.85	5/20/2018	5:54 AM	No Injury (PDO)	16459796	C1803654	Off Road Left	Non-Intersection	1	Wet	Dark Lighted	Rain	Overturning	Northeast		Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
357	106901	10.751	5/23/2018	3:29 PM	No Injury (PDO)	16465326	C1803756	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.943	7/5/2018	6:25 PM	No Injury (PDO)	16535659	C1804833	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.938	7/31/2018	4:41 PM	No Injury (PDO)	16549564	C1805524	On Road	At Driveway Access	2	Dry	Daylight	None	Head On	Unknown	Southeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.515	9/5/2018	5:29 PM	No Injury (PDO)	16624814	C1806439	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.7	9/7/2018	11:59 AM	No Injury (PDO)	16627287	C1806486	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.703	9/10/2018	4:13 PM	No Injury (PDO)	16633691	C1806579	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.262	10/13/2018	3:00 AM	No Injury (PDO)	16713975	C1807435	On Road	Non-Intersection	3	Wet	Dark Lighted	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.28	10/25/2018	9:14 PM	No Injury (PDO)	16727042	C1807751	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.728	10/27/2018	12:50 PM	No Injury (PDO)	16737408	C1807796	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.642	11/4/2018	2:57 AM	No Injury (PDO)	16753351	C1808024	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.346	12/11/2018	8:05 PM	Evident, Incapacitating (A)	16794333	C1809016	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.515	11/28/2018	6:22 PM	No Injury (PDO)	16794710	C1808635	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.671	11/29/2018	5:44 PM	No Injury (PDO)	16796392	C1808657	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	11.01	12/14/2018	8:32 AM	No Injury (PDO)	16817580	C1809102	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	3/22/2019	11:52 AM	No Injury (PDO)	16964002	C1902056	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	11	3/28/2019	6:45 AM	No Injury (PDO)	16975013	C1902217	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Approach Turn	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.788	4/15/2019	3:55 PM	Possible/Complaint of Injury (C)	17014090	C1902740	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.846	5/14/2019	3:25 PM	No Injury (PDO)	17069725	19-000713	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.888	5/14/2019	8:42 AM	No Injury (PDO)	17077489	C1903488	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	Unknown	Pickup Truck/Utility Van	Unknown	Evading Law Enforcement Officer	
357	106901	10.724	5/3/2019	6:59 PM	No Injury (PDO)	17080596	C1903227	On Road	Non-Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	East	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.328	7/31/2019	5:47 PM	No Injury (PDO)	17221699	C1905332	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Approach Turn	North	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.831	8/16/2019	4:34 PM	No Injury (PDO)	17256035	C1905723	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	11	8/27/2019	5:13 PM	No Injury (PDO)	17260994	C1905992	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Rodd Field Corridor

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
357	106901	9.328	9/6/2019	11:25 AM	Possible/Complaint of Injury (C)	17284253	C1906264	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.296	9/28/2019	8:34 AM	No Injury (PDO)	17317721	C1906799	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Sideswipe Same Direction	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	10/18/2019	7:34 AM	No Injury (PDO)	17358741	C1907288	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.732	10/22/2019	7:51 AM	No Injury (PDO)	17372555	C1907386	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.732	10/22/2019	8:13 AM	No Injury (PDO)	17372559	C1907387	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.047	10/23/2019	9:34 PM	No Injury (PDO)	17374296	C1907428	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.94	11/5/2019	3:08 PM	No Injury (PDO)	17417185	C1907733	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Opposite Direction	North	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.457	11/26/2019	12:23 PM	No Injury (PDO)	17451786	C1908270	On Road	At Driveway Access	3	Dry	Daylight	None	Approach Turn	Southwest	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.291	1/11/2020	11:58 PM	Possible/Complaint of Injury (C)	17511972	C2000214	On Road	At Driveway Access	2	Wet	Dark Un-Lighted	None	Approach Turn	East	West	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.618	1/13/2020	10:30 AM	No Injury (PDO)	17512406	C2000256	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.849	1/28/2020	4:13 PM	No Injury (PDO)	17574358	C2000596	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.032	2/6/2020	3:43 PM	No Injury (PDO)	17590900	C2000789	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.962	2/16/2020	12:14 PM	No Injury (PDO)	17592778	C2001043	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.614	2/15/2020	6:20 PM	Possible/Complaint of Injury (C)	17600639	C2001027	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.999	3/13/2020	8:05 AM	Evident Non-Incapacitating (B)	17617981	C2001673	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.328	3/30/2020	8:44 PM	No Injury (PDO)	17643701	C2001939	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.28	4/25/2020	11:10 PM	Possible/Complaint of Injury (C)	17670419	C2002263	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.318	4/30/2020	12:04 PM	Evident, Incapacitating (A)	17674133	C2002326	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	5/22/2020	11:24 PM	No Injury (PDO)	17698812	C2002774	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	Unknown	Northeast	Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	
357	106901	10.318	5/16/2020	7:11 AM	No Injury (PDO)	17702311	C2002630	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.307	7/9/2020	10:48 AM	No Injury (PDO)	17777700	C2003741	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.923	7/15/2020	8:20 PM	No Injury (PDO)	17780787	C2003843	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	South	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.298	7/17/2020	7:15 PM	Possible/Complaint of Injury (C)	17782089	C2003889	Off Road in Media	At Driveway Access	2	Dry	Daylight	None	fic Sign or Post or Overhead Sign Struc	West	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.61	7/30/2020	3:22 PM	Evident, Incapacitating (A)	17793956	C2004099	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.642	9/12/2020	12:01 AM	No Injury (PDO)	17868570	C2004975	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.032	9/14/2020	9:30 AM	No Injury (PDO)	17869246	C2005020	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.01	9/23/2020	7:28 AM	No Injury (PDO)	17875796	C2005221	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.962	10/22/2020	2:35 PM	No Injury (PDO)	17923155	C2005928	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.456	10/27/2020	11:44 AM	No Injury (PDO)	17931696	C2006042	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
357	106901	10.981	11/25/2020	8:00 AM	Possible/Complaint of Injury (C)	17979773	C2006645	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.309	12/9/2020	10:05 PM	No Injury (PDO)	18029420	C2006985	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	West	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	11.059	12/11/2020	8:20 AM	No Injury (PDO)	18035580	C2007026	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.328	12/27/2020	2:20 PM	Evident, Incapacitating (A)	18045421	C2007417	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Southwest	Unknown	Motorcycle	Unknown	No Apparent Contributing Factor	
357	106901	10.957	12/29/2020	12:23 PM	No Injury (PDO)	18048101	C2007452	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.61	1/1/2021	2:02 AM	Evident Non-Incapacitating (B)	18051313	C2100003	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.69	1/9/2021	9:49 AM	Possible/Complaint of Injury (C)	18054702	C2100163	On Road	Non-Intersection	4	Dry	Daylight	None	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.732	1/11/2021	7:44 AM	No Injury (PDO)	18064508	C2100201	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.723	12/1/2020	3:46 PM	No Injury (PDO)	18066589	C2006792	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.5	1/25/2021	4:53 PM	No Injury (PDO)	18080322	C2100520	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.718	1/27/2021	6:03 PM	No Injury (PDO)	18081209	C2100560	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.962	2/13/2021	3:48 PM	Evident Non-Incapacitating (B)	18123245	C2100934	On Road	At Driveway Access	2	Wet	Daylight	Rain	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.547	2/27/2021	3:05 AM	Possible/Complaint of Injury (C)	18125732	C2100561	On Road	At Driveway Access	2	Dry	Dark Lighted	Fog/Smog/Smoke	Broadside	East	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.981	3/13/2021	3:00 PM	Possible/Complaint of Injury (C)	18151447	C2101519	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.981	3/31/2021	7:14 AM	No Injury (PDO)	18190636	C2102006	On Road	Non-Intersection	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.888	6/22/2021	3:16 PM	Possible/Complaint of Injury (C)	18329317	C2104111	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	9.381	7/3/2021	10:38 PM	No Injury (PDO)	18351210	C2104404	Off Road Left	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	Southwest	Unknown	SUV	Unknown	No Apparent Contributing Factor	
357	106901	11.028	7/11/2021	12:31 AM	Possible/Complaint of Injury (C)	18360874	C2104610	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	9.756	8/25/2021	9:23 AM	Possible/Complaint of Injury (C)	18450853	C2105668	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	11.059	8/27/2021	6:05 PM	No Injury (PDO)	18450957	C2105724	On Road	At Driveway Access	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.661	8/25/2021	5:20 PM	No Injury (PDO)	18462717	C2105683	On Road	Non-Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.746	8/27/2021	8:47 AM	No Injury (PDO)	18463838	C2105709	On Road	Non-Intersection	2	Wet	Daylight	Rain	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.529	9/15/2021	5:07 PM	No Injury (PDO)	18483048	C2106173	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.429	10/21/2021	3:49 PM	No Injury (PDO)	18544692	C2107139	On Road	At Driveway Access	3	Dry	Daylight	None	Broadside	Southeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.987	12/16/2021	5:05 PM	Evident Non-Incapacitating (B)	18650710	C2108583	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.715	12/16/2021	7:49 AM	No Injury (PDO)	18652255	C2108562	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.019	12/21/2021	2:30 PM	No Injury (PDO)	18658719	C2108699	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.395	10/17/2018	1:03 PM	No Injury (PDO)	16714449	C1807535	On Road	At Driveway Access	2	Wet	Daylight	None	Broadside	West	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	11	1/30/2019	7:09 PM	Evident Non-Incapacitating (B)	16896083	C1900688	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.01	4/1/2019	10:44 AM	No Injury (PDO)	16984303	C1902338	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Unknown	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
357	106901	9.372	4/11/2019	6:16 PM	Possible/Complaint of Injury (C)	17014753	C1902644	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	West	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.497	4/17/2019	6:17 PM	No Injury (PDO)	17019201	C1902803	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11	4/27/2019	11:37 AM	No Injury (PDO)	17043724	C1903046	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	9.933	5/10/2019	8:16 AM	No Injury (PDO)	17076289	C1903388	On Road	Non-Intersection	2	Wet	Daylight	None	Rear End	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.727	8/13/2019	9:55 AM	No Injury (PDO)	17231729	C1905638	On Road	At Driveway Access	2	Dry	Unknown	Unknown	Broadside	West	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.756	9/14/2019	11:10 PM	Evident Non-Incapacitating (B)	17322116	C1906475	On Road	Non-Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Southwest	Motorcycle	Unknown	No Apparent Contributing Factor	
357	106901	9.76	10/10/2019	5:14 PM	No Injury (PDO)	17370470	C1907110	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	10.386	12/9/2019	4:40 PM	No Injury (PDO)	17464943	C1908541	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.215	12/26/2019	6:08 PM	No Injury (PDO)	17493035	C1909008	On Road	At Driveway Access	3	Wet	Dark Un-Lighted	None	Broadside	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.538	5/22/2020	12:13 PM	Possible/Complaint of Injury (C)	17692652	C2002745	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.723	5/25/2020	8:43 AM	Possible/Complaint of Injury (C)	17720648	C2002816	On Road	At Driveway Access	2	Dry	Daylight	None	fic Sign or Post or Overhead Sign Struc	South	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	9.737	7/27/2020	12:54 PM	Possible/Complaint of Injury (C)	17788733	C2004050	On Road	At Driveway Access	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.347	8/14/2020	9:46 AM	Evident, Incapacitating (A)	17832181	C2004390	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.459	9/1/2020	8:03 AM	No Injury (PDO)	17841438	C2004730	On Road	At Driveway Access	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.313	9/10/2020	5:37 PM	No Injury (PDO)	17867781	C2004944	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.943	9/15/2020	5:42 PM	No Injury (PDO)	17871514	C2005054	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.028	10/8/2020	5:13 PM	No Injury (PDO)	17901036	C2005608	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.309	10/9/2020	9:05 PM	No Injury (PDO)	17908673	C2005639	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.599	11/26/2020	12:58 AM	No Injury (PDO)	17981888	C2006683	Off Road Left	Non-Intersection	1	Dry	Dark Un-Lighted	None	Other Fixed Object	South		SUV	Unknown	No Apparent Contributing Factor	
357	106901	11.027	1/14/2021	12:23 PM	No Injury (PDO)	18062574	C2100265	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.849	3/29/2021	4:40 PM	No Injury (PDO)	18176189	C2101979	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.484	5/7/2021	5:38 PM	No Injury (PDO)	18244872	C2102999	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.488	4/30/2021	10:03 PM	No Injury (PDO)	18248747	C2102785	On Road	Non-Intersection	2	Wet	Dark Lighted	Rain	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.938	5/18/2021	12:29 PM	No Injury (PDO)	18262950	C2103255	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.972	6/8/2021	1:19 PM	No Injury (PDO)	18300980	C2103761	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	Southeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
357	106901	11.019	7/14/2021	8:07 AM	Possible/Complaint of Injury (C)	18366005	C2104676	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.943	7/31/2021	10:15 PM	No Injury (PDO)	18400111	C2105104	On Road	At Driveway Access	2	Dry	Dark Un-Lighted	None	Broadside	East	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	9.366	8/12/2021	5:16 PM	No Injury (PDO)	18416587	C2105390	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.574	8/12/2021	2:00 PM	No Injury (PDO)	18422724	C2105382	On Road	Non-Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.711	9/20/2021	5:05 PM	Evident Non-Incapacitating (B)	18485687	C2106316	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	West	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.978	10/2/2021	2:28 AM	No Injury (PDO)	18513895	C2106611	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Rodd Field Corridor

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
357	106901	10.318	10/4/2021	5:34 AM	No Injury (PDO)	18524864	C2106647	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11.019	10/16/2021	7:19 PM	Possible/Complaint of Injury (C)	18540050	C2106991	On Road	At Driveway Access	2	Dry	Dark Lighted	None	Approach Turn	South	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11	11/5/2021	7:31 AM	No Injury (PDO)	18573788	C2107540	On Road	At Driveway Access	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.883	11/5/2021	5:47 PM	No Injury (PDO)	18573794	C2107560	On Road	Non-Intersection	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.968	11/16/2021	11:26 AM	No Injury (PDO)	18599701	C2107869	On Road	Non-Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
357	106901	11	12/10/2021	10:45 AM	No Injury (PDO)	18642223	C2108416	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	SUV	Unknown	No Apparent Contributing Factor	
357	106901	10.889	12/22/2021	12:30 PM	Possible/Complaint of Injury (C)	18660749	C2108721	On Road	Non-Intersection	3	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	9.833	12/23/2021	3:23 PM	No Injury (PDO)	18681078	C2108746	On Road	At Driveway Access	2	Dry	Daylight	None	Broadside	East	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Rodd Field Corridor Ped Bike (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260723	B02158	25.808	1/13/2018	3:28 PM	Evident, Incapacitating (A)	16200264	C1800260	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
357	106901	10.346	12/11/2018	8:05 PM	Evident, Incapacitating (A)	16794333	C1809016	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	Southwest	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	11	11/7/2020	8:45 PM	Possible/Complaint of Injury (C)	17966189	C2006298	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	Northeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
357	106901	10.328	12/27/2020	2:20 PM	Evident, Incapacitating (A)	18045421	C2007417	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Southwest	Unknown	Motorcycle	Unknown	No Apparent Contributing Factor	
358	061701	11.999	11/6/2018	7:39 PM	Possible/Complaint of Injury (C)	16770238	C1808088	On Road	Intersection Related	2	Dry	Dark Lighted	None	Bicycle or Pedal Cycle	Southeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Leopard Corridor detailed summary **Type:** Segment **Search Name:** Rt: 407 Section: 007409 MM: [9.4 - 14.148] **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	2	Killed:	2
INJ:	21	Injured:	23
PDO:	1		
TOTAL:	24		

Weather Conditions

None:	21
Rain:	2
Snow/Sleet/Hail:	0
Fog:	0
Dust:	0
Wind:	0
Unknown:	1
TOTAL:	24

Lighting Conditions

Daylight:	12
Dawn/Dusk:	1
Dark-Lighted:	3
Dark-Unlighted:	7
Unknown:	1
TOTAL:	24

Road Conditions

Dry:	21
Wet:	3
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	24

Crash Location

On Road:	24
Off Road Left:	0
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	24

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	20	Culvert/Headwall:	0
Broadside:	0	Embankment:	0
Head On:	0	Curb:	0
Rear End:	0	Delineator Post:	0
Sideswipe (Same):	0	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	0	Lrg Bldrs or Rocks:	0
Overtaking Turn:	0	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	4	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	0
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	0	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	24
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	1
Two Car:	19
Three or More:	4
Unknown:	0
TOTAL:	24

Road Description Details by Vehicle

At Intersection:	3
At Driveway Access:	1
Intersection Related:	7
Non Intersection:	13
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	24

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Leopard Corridor detailed summary **Type:** Segment **Search Name:** Rt: 407 Section: 007409 MM: [9.4 - 14.148] **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	9	2	1
Psgr Car/Psgr Van w/Trl:	0	1	1
Pickup Truck/Utility Van:	9	1	0
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	1	1	0
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	1	0	0
Trucks > 10k lbs/Busses > 15 People:	1	0	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	3	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	3	0	0
Other:	0	14	1
Unknown:	0	1	1
TOTAL:	24	23	4

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	24
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	24

Crash Rates

PDO:	0.01 / MVMT
Injury:	0.25 / MVMT
Fatal:	2.36 / 100MVMT
Total:	0.28 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	24	23	4
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	0	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	24	23	4

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Leopard Corridor detailed summary **Type:** Segment **Search Name:** Rt: 407 Section: 007409 MM: [9.4 - 14.148] **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	0	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	24	23	4
TOTAL:	24	23	4

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	2	0	0
Northeast:	2	0	0
East:	8	0	0
Southeast:	1	1	0
South:	0	0	0
Southwest:	0	0	0
West:	6	0	0
Northwest:	0	0	0
Unknown:	5	22	4
TOTAL:	24	23	4

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	22	21	4
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	1	1	0
Making Left Turn:	1	1	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
TOTAL:	24	23	4

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 9.4 to 10.4 :: From: 1/1/2017 to 12/31/2021

PDO: 68 INJ: 31 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[77]
Location: On Road[90]
Crash Type: Broadside[21], Approach Turn[7], Overtaking Turn[5]

Location - Route: 407 MP: 9.5 to 10.5 :: From: 1/1/2017 to 12/31/2021

PDO: 68 INJ: 32 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[81]
Location: On Road[94]
Crash Type: Broadside[21], Approach Turn[7], Overtaking Turn[5]

Location - Route: 407 MP: 9.6 to 10.6 :: From: 1/1/2017 to 12/31/2021

PDO: 45 INJ: 23 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[56]
Location: On Road[63]
Crash Type: Pedestrian[6], Broadside[13], Approach Turn[5], Overtaking Turn[6]

Location - Route: 407 MP: 9.7 to 10.7 :: From: 1/1/2017 to 12/31/2021

PDO: 44 INJ: 23 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[55]
Location: On Road[61]
Crash Type: Pedestrian[5], Broadside[12], Approach Turn[5], Overtaking Turn[6]

Location - Route: 407 MP: 9.8 to 10.8 :: From: 1/1/2017 to 12/31/2021

PDO: 49 INJ: 28 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[63]
Location: On Road[69]
Crash Type: Pedestrian[6], Broadside[20], Approach Turn[5], Overtaking Turn[6]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 9.9 to 10.9 :: From: 1/1/2017 to 12/31/2021

PDO: 45 INJ: 28 FAT: 2

Patterns

Vehicles: Two Vehicle Accidents[59]
Location: On Road[65]
Crash Type: Pedestrian[7], Broadside[24], Overtaking Turn[7]

Location - Route: 407 MP: 10 to 11 :: From: 1/1/2017 to 12/31/2021

PDO: 37 INJ: 25 FAT: 1

Patterns

Severity: Injury (INJ)[25]
Vehicles: Two Vehicle Accidents[51]
Location: On Road[56]
Crash Type: Pedestrian[7], Broadside[23], Overtaking Turn[6]

Location - Route: 407 MP: 10.1 to 11.1 :: From: 1/1/2017 to 12/31/2021

PDO: 45 INJ: 29 FAT: 1

Patterns

Severity: Injury (INJ)[29]
Vehicles: Two Vehicle Accidents[60]
Location: On Road[69]
Crash Type: Pedestrian[7], Broadside[28], Overtaking Turn[6]

Location - Route: 407 MP: 10.2 to 11.2 :: From: 1/1/2017 to 12/31/2021

PDO: 44 INJ: 30 FAT: 0

Patterns

Severity: Injury (INJ)[30]
Vehicles: Two Vehicle Accidents[61]
Location: On Road[68]
Crash Type: Pedestrian[7], Broadside[28], Overtaking Turn[5]

Location - Route: 407 MP: 10.3 to 11.3 :: From: 1/1/2017 to 12/31/2021

PDO: 43 INJ: 29 FAT: 0

Patterns

Severity: Injury (INJ)[29]
Vehicles: Two Vehicle Accidents[59]
Location: On Road[66]
Crash Type: Pedestrian[7], Broadside[28]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 10.4 to 11.4 :: From: 1/1/2017 to 12/31/2021

PDO: 48 INJ: 34 FAT: 0

Patterns

Severity: Injury (INJ)[34]
Vehicles: Two Vehicle Accidents[65]
Location: On Road[77]
Crash Type: Pedestrian[8], Broadside[32]

Location - Route: 407 MP: 10.5 to 11.5 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 30 FAT: 0

Patterns

Severity: Injury (INJ)[30]
Vehicles: Two Vehicle Accidents[60]
Location: On Road[70]
Crash Type: Pedestrian[8], Broadside[31]

Location - Route: 407 MP: 10.6 to 11.6 :: From: 1/1/2017 to 12/31/2021

PDO: 38 INJ: 26 FAT: 0

Patterns

Severity: Injury (INJ)[26]
Vehicles: Two Vehicle Accidents[48]
Location: On Road[58]
Crash Type: Pedestrian[7], Broadside[25]

Location - Route: 407 MP: 10.7 to 11.7 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 31 FAT: 0

Patterns

Severity: Injury (INJ)[31]
Vehicles: Two Vehicle Accidents[59]
Location: On Road[71]
Crash Type: Pedestrian[7], Broadside[27]

Location - Route: 407 MP: 10.8 to 11.8 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 26 FAT: 0

Patterns

Severity: Injury (INJ)[26]
Vehicles: Two Vehicle Accidents[50]
Location: On Road[62]
Crash Type: Pedestrian[6], Broadside[19]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 10.9 to 11.9 :: From: 1/1/2017 to 12/31/2021

PDO: 42 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[50]
Location: On Road[61]
Crash Type: Broadside[18]

Location - Route: 407 MP: 11 to 12 :: From: 1/1/2017 to 12/31/2021

PDO: 47 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[53]
Location: On Road[63]
Crash Type: Broadside[18]

Location - Route: 407 MP: 11.1 to 12.1 :: From: 1/1/2017 to 12/31/2021

PDO: 46 INJ: 20 FAT: 0

Patterns

Location: On Road[55], Off Road Left[11]
Crash Type: Broadside[14], Approach Turn[5]

Location - Route: 407 MP: 11.2 to 12.2 :: From: 1/1/2017 to 12/31/2021

PDO: 43 INJ: 20 FAT: 0

Patterns

Location: On Road[52], Off Road Left[11]
Crash Type: Broadside[13], Approach Turn[5]

Location - Route: 407 MP: 11.3 to 12.3 :: From: 1/1/2017 to 12/31/2021

PDO: 44 INJ: 21 FAT: 0

Patterns

Location: On Road[54], Off Road Left[11]
Crash Type: Broadside[13], Approach Turn[6], Overtaking Turn[5]

Location - Route: 407 MP: 11.4 to 12.4 :: From: 1/1/2017 to 12/31/2021

PDO: 43 INJ: 17 FAT: 0

Patterns

Location: On Road[49], Off Road Left[11]
Crash Type: Broadside[9], Approach Turn[7], Overtaking Turn[5]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 11.5 to 12.5 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 15 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[42]
Location: On Road[48], Off Road Left[8]
Crash Type: Broadside[7], Approach Turn[9], Overtaking Turn[5]

Location - Route: 407 MP: 11.6 to 12.6 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 15 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[42]
Location: On Road[48], Off Road Left[8]
Crash Type: Broadside[7], Approach Turn[9], Overtaking Turn[5]

Location - Route: 407 MP: 11.7 to 12.7 :: From: 1/1/2017 to 12/31/2021

PDO: 33 INJ: 10 FAT: 0

Patterns

Location: On Road[35], Off Road Left[8]
Crash Type: Broadside[6], Approach Turn[8]

Location - Route: 407 MP: 11.8 to 12.8 :: From: 1/1/2017 to 12/31/2021

PDO: 37 INJ: 12 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[37]
Location: On Road[41], Off Road Left[8]
Crash Type: Broadside[6], Approach Turn[10], Overtaking Turn[5]

Location - Route: 407 MP: 11.9 to 12.9 :: From: 1/1/2017 to 12/31/2021

PDO: 34 INJ: 10 FAT: 0

Patterns

Location: On Road[35], Off Road Left[9]
Crash Type: Approach Turn[10]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 12 to 13 :: From: 1/1/2017 to 12/31/2021

PDO: 30 INJ: 10 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[32]
Location: On Road[34], Off Road Left[6]
Crash Type: Approach Turn[9]

Location - Route: 407 MP: 12.1 to 13.1 :: From: 1/1/2017 to 12/31/2021

PDO: 34 INJ: 14 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[43]
Location: On Road[44]
Crash Type: Broadside[13], Approach Turn[6], Overtaking Turn[6]

Location - Route: 407 MP: 12.2 to 13.2 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 19 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[50]
Location: On Road[54]
Crash Type: Broadside[14], Approach Turn[6], Overtaking Turn[5]

Location - Route: 407 MP: 12.3 to 13.3 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 22 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[51]
Location: On Road[56]
Crash Type: Broadside[15], Approach Turn[5]

Location - Route: 407 MP: 12.4 to 13.4 :: From: 1/1/2017 to 12/31/2021

PDO: 41 INJ: 24 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[52]
Location: On Road[56], Off Road Left[9]
Crash Type: Broadside[18], Overtaking Turn[6], Other Fixed Object[7]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 12.5 to 13.5 :: From: 1/1/2017 to 12/31/2021

PDO: 39 INJ: 28 FAT: 0

Patterns

Severity: Injury (INJ)[28]
Vehicles: Two Vehicle Accidents[53]
Location: On Road[58], Off Road Left[9]
Crash Type: Broadside[21], Overtaking Turn[6]

Location - Route: 407 MP: 12.6 to 13.6 :: From: 1/1/2017 to 12/31/2021

PDO: 50 INJ: 35 FAT: 0

Patterns

Severity: Injury (INJ)[35]
Vehicles: Two Vehicle Accidents[67]
Location: On Road[75], Off Road Left[10]
Crash Type: Pedestrian[6], Broadside[23], Approach Turn[6], Overtaking Turn[9], Parked Motor Vehicle[5]

Location - Route: 407 MP: 12.7 to 13.7 :: From: 1/1/2017 to 12/31/2021

PDO: 52 INJ: 35 FAT: 0

Patterns

Severity: Injury (INJ)[35]
Vehicles: Two Vehicle Accidents[70]
Location: On Road[79]
Crash Type: Pedestrian[6], Broadside[25], Approach Turn[6], Overtaking Turn[9], Parked Motor Vehicle[6]

Location - Route: 407 MP: 12.8 to 13.8 :: From: 1/1/2017 to 12/31/2021

PDO: 60 INJ: 37 FAT: 0

Patterns

Severity: Injury (INJ)[37]
Vehicles: Two Vehicle Accidents[79]
Location: On Road[88]
Crash Type: Broadside[35], Approach Turn[6], Overtaking Turn[7], Parked Motor Vehicle[8]

Location - Route: 407 MP: 12.9 to 13.9 :: From: 1/1/2017 to 12/31/2021

PDO: 67 INJ: 40 FAT: 0

Patterns

Severity: Injury (INJ)[40]
Vehicles: Two Vehicle Accidents[87]
Location: On Road[99]
Crash Type: Pedestrian[7], Broadside[36], Approach Turn[7], Overtaking Turn[8], Parked Motor Vehicle[11]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Pattern List Report

05/29/2024

Leopard pattern list

Location - Route: 407 MP: 13 to 14 :: From: 1/1/2017 to 12/31/2021

PDO: 70 INJ: 39 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[88]
Location: On Road[99]
Crash Type: Broadside[36], Approach Turn[7], Overtaking Turn[9], Parked Motor Vehicle[13]

Location - Route: 407 MP: 13.1 to 14.1 :: From: 1/1/2017 to 12/31/2021

PDO: 58 INJ: 34 FAT: 0

Patterns

Vehicles: Two Vehicle Accidents[72]
Location: On Road[83]
Crash Type: Broadside[26], Approach Turn[7], Overtaking Turn[7], Parked Motor Vehicle[13]

Highway Class: TX - Urban 4-Lane Divided Arterial - AADT 0-20000 ADT

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Leopard St Corridor Ped Bike (Map)

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
407	007409	9.618	5/9/2017	6:04 AM	Possible/Complaint of Injury (C)	15764037	C1703544	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
407	007409	9.953	5/14/2017	10:42 PM	Fatal (K)	15776770	C1703701	On Road	Non-Intersection	3	Dry	Dark Un-Lighted	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	10.885	6/16/2017	1:15 AM	No Injury (PDO)	15847596	C1704596	On Road	Intersection	2	Dry	Dark Un-Lighted	None	Bicycle or Pedal Cycle	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	11.324	10/12/2017	7:43 AM	Evident Non-Incapacitating (B)	16022999	C1707603	On Road	Intersection Related	4	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	10.98	1/29/2018	1:39 PM	Evident Non-Incapacitating (B)	16222822	C1800633	On Road	Non-Intersection	3	Dry	Daylight	None	Pedestrian	West	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	13.521	3/6/2018	4:25 PM	Evident, Incapacitating (A)	16314852	C1801647	On Road	Intersection Related	2	Wet	Daylight	None	Pedestrian	East	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	13.52	4/11/2018	12:09 PM	Evident Non-Incapacitating (B)	16362912	C1802581	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	13.266	4/26/2018	1:30 PM	Evident Non-Incapacitating (B)	16393800	C1802982	On Road	At Driveway Access	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Northeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	10.019	7/26/2018	11:33 AM	Evident, Incapacitating (A)	16538170	C1805353	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	11.925	7/8/2019	7:15 PM	Evident Non-Incapacitating (B)	17214446	119-0049	On Road	Intersection	2	Dry	Unknown	Unknown	Bicycle or Pedal Cycle	Southeast	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	13.893	1/16/2020	3:00 PM	Evident Non-Incapacitating (B)	17518242	C2000329	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	North	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
407	007409	13.055	1/21/2020	9:18 PM	Evident Non-Incapacitating (B)	17564325	C2000432	On Road	Intersection Related	2	Dry	Dark Lighted	None	Pedestrian	East	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	13.52	9/15/2020	7:58 PM	Evident Non-Incapacitating (B)	17900686	C2005056	On Road	Intersection Related	2	Dry	Dawn or Dusk	None	Pedestrian	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
407	007409	12.964	3/31/2021	11:57 AM	Evident Non-Incapacitating (B)	18180079	C2102013	On Road	Non-Intersection	2	Dry	Daylight	None	Pedestrian	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	10.866	5/1/2021	10:33 AM	Evident, Incapacitating (A)	18235720	C2102798	On Road	Non-Intersection	2	Wet	Daylight	Rain	Pedestrian	West	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
407	007409	11.045	7/20/2021	2:50 AM	Evident Non-Incapacitating (B)	18391526	C2104832	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Pedestrian	East	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
407	007409	10.56	7/24/2021	9:19 PM	Evident, Incapacitating (A)	18393460	C2104938	On Road	Non-Intersection	2	Dry	Dark Lighted	None	Pedestrian	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	10.771	11/27/2021	6:28 PM	Evident, Incapacitating (A)	18660785	C2108111	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	9.874	9/14/2018	8:49 PM	Evident Non-Incapacitating (B)	16643835	C1806690	On Road	Intersection Related	2	Wet	Dark Un-Lighted	Rain	Pedestrian	East	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	10.118	11/19/2018	6:20 PM	Fatal (K)	16790015	C1808419	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	East	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	13.479	1/1/2019	10:27 AM	Possible/Complaint of Injury (C)	16835069	C1900009	On Road	Non-Intersection	1	Dry	Daylight	None	Pedestrian	Northeast		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
407	007409	10.812	1/12/2019	7:30 PM	Evident, Incapacitating (A)	16854884	C1900253	On Road	Non-Intersection	3	Dry	Dark Lighted	None	Pedestrian	West	Unknown	ks over 10k/Busses over 15 Passer	Unknown	No Apparent Contributing Factor	
407	007409	11.183	4/30/2019	8:37 PM	Possible/Complaint of Injury (C)	17051682	C1903131	On Road	Non-Intersection	2	Dry	Dark Un-Lighted	None	Pedestrian	West	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
407	007409	13.124	4/23/2018	2:35 PM	Possible/Complaint of Injury (C)	16385356	C1802892	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	0	Killed:	0
INJ:	23	Injured:	27
PDO:	126		
TOTAL:	149		

Weather Conditions

None:	127
Rain:	11
Snow/Sleet/Hail:	0
Fog:	2
Dust:	0
Wind:	0
Unknown:	9
TOTAL:	149

Lighting Conditions

Daylight:	91
Dawn/Dusk:	0
Dark-Lighted:	46
Dark-Unlighted:	3
Unknown:	9
TOTAL:	149

Road Conditions

Dry:	137
Wet:	12
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	149

Crash Location

On Road:	147
Off Road Left:	2
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unkown:	0
Unknown:	0
	149

Crash Type

Overturning:	1	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	4	Culvert/Headwall:	0
Broadside:	15	Embankment:	0
Head On:	0	Curb:	1
Rear End:	38	Delineator Post:	0
Sideswipe (Same):	44	Fence:	0
Sideswipe (Opposite):	1	Tree:	0
Approach Turn:	21	Lrg Bldrs or Rocks:	0
Overtaking Turn:	18	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	2
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	149
Cable Rail:	0		
Concrete Barrier:	0		

Number of Vehicles

One Car:	10
Two Car:	123
Three or More:	16
Unknown:	0
TOTAL:	149

Road Description Details by Vehicle

At Intersection:	75
At Driveway Access:	0
Intersection Related:	74
Non Intersection:	0
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	149

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	64	62	5
Psgr Car/Psgr Van w/Trl:	0	7	5
Pickup Truck/Utility Van:	29	35	2
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	32	27	2
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	3	0	0
Trucks > 10k lbs/Busses > 15 People:	5	0	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	2	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	14	0	0
Other:	0	4	0
Unknown:	0	4	2
TOTAL:	149	139	16

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	149
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	149

Crash Rates

PDO:	126000000 / MVMT
Injury:	23000000 / MVMT
Fatal:	0 / 100MVMT
Total:	149000000 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	142	139	16
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	1	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	5	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	149	139	16

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Staples **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	0	0	0
Alcohol Involved:	3	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	146	139	16
TOTAL:	149	139	16

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	14	4	0
Northeast:	38	17	0
East:	0	1	0
Southeast:	2	5	0
South:	12	14	0
Southwest:	14	26	0
West:	8	7	0
Northwest:	0	0	0
Unknown:	61	65	16
TOTAL:	149	139	16

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	64	64	6
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	6	5	0
Making Left Turn:	27	27	4
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	52	43	6
TOTAL:	149	139	16

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

05/29/2024

Staples — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	59.66%	147	98.66%	100%
Crash Type				
Sideswipe	6.69%	44	29.53%	100%
Overtaking Turn	1.73%	18	12.08%	100%
Lighting Conditions				
Dark - Lighted	23.34%	46	30.87%	98.65%

Highway Class: TX - Urban 4-Lane Divided Signalized 4-Leg Intersections - AADT 0-30000 ADT (2022)

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Staples & SPID Left Frt Rd

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
358	061701	10.01	1/2/2017	12:46 PM	No Injury (PDO)	15543958	C1700028	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/12/2017	7:28 PM	No Injury (PDO)	15555108	C1700296	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/27/2017	1:27 PM	No Injury (PDO)	15575448	C1700622	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	2/8/2017	3:30 PM	No Injury (PDO)	15588184	C1701002	On Road	Intersection	2	Dry	Daylight	None	Unknown	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/26/2017	1:03 PM	No Injury (PDO)	15615576	C1701525	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	2/17/2017	5:33 PM	No Injury (PDO)	15642820	C1701262	On Road	Intersection	1	Dry	Daylight	None	Overtaking Turn	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.001	2/27/2017	10:48 AM	No Injury (PDO)	15644172	C1701539	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/23/2017	3:50 PM	No Injury (PDO)	15649567	C1701436	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	3/10/2017	6:34 PM	No Injury (PDO)	15666747	C1701883	On Road	Intersection Related	3	Wet	Dark Lighted	Rain	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	10.01	3/5/2017	5:41 PM	Possible/Complaint of Injury (C)	15668029	C1701726	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	4/30/2017	1:10 AM	No Injury (PDO)	15731600	C1703279	On Road	Intersection	2	Wet	Dark Un-Lighted	Rain	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.126	5/24/2017	2:20 AM	No Injury (PDO)	15783460	C1703933	Off Road Left	Intersection Related	2	Dry	Dark Lighted	None	fic Sign or Post or Overhead Sign Struc	Unknown	Unknown	Hit and Run - Unknown	Alcohol	No Apparent Contributing Factor	
260668	B01911	6.101	5/25/2017	2:02 PM	No Injury (PDO)	15789159	C1703975	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.127	5/31/2017	12:42 PM	No Injury (PDO)	15791186	C1704129	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Motorcycle	Unknown	No Apparent Contributing Factor	
260668	B01911	6.118	6/7/2017	8:55 PM	Evident Non-Incapacitating (B)	15807854	C1704329	On Road	Intersection Related	1	Dry	Dark Un-Lighted	None	Rear End	Unknown		SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.995	6/17/2017	2:00 AM	No Injury (PDO)	15822601	C1704572	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	6/18/2017	12:10 AM	Possible/Complaint of Injury (C)	15822728	C1704595	On Road	Intersection	3	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	6/17/2017	11:25 PM	No Injury (PDO)	15823776	C1704594	On Road	Intersection	1	Dry	Dark Lighted	None	Broadside	Unknown		Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
358	061701	9.993	7/1/2017	8:25 PM	No Injury (PDO)	15843282	C1704944	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	7/13/2017	12:40 PM	No Injury (PDO)	15861853	C1705230	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	7/16/2017	3:53 PM	Possible/Complaint of Injury (C)	15870795	C1705298	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	7/27/2017	9:08 AM	No Injury (PDO)	15883821	C1705591	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	7/28/2017	4:45 PM	No Injury (PDO)	15886744	C1705637	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	8/7/2017	4:10 PM	No Injury (PDO)	15927477	C1705877	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	8/13/2017	1:17 PM	No Injury (PDO)	15928699	C1706006	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260668	B01911	6.124	8/15/2017	4:26 PM	Possible/Complaint of Injury (C)	15931147	C1706067	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	8/19/2017	4:54 PM	No Injury (PDO)	15948559	C1706167	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	9/7/2017	2:30 AM	Possible/Complaint of Injury (C)	15985752	C1706551	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.993	9/27/2017	7:35 PM	No Injury (PDO)	15991590	C1707156	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.132	10/11/2017	2:15 PM	No Injury (PDO)	16017960	C1707590	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	10/10/2017	5:35 PM	No Injury (PDO)	16027695	C1707570	On Road	Intersection Related	2	Dry	Daylight	Rain	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.129	10/24/2017	2:14 PM	No Injury (PDO)	16053376	C1707965	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	10/27/2017	2:55 PM	No Injury (PDO)	16068098	C1708055	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/5/2017	5:57 PM	No Injury (PDO)	16129140	C1709190	On Road	Intersection	2	Wet	Dark Lighted	Rain	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.118	12/10/2017	1:50 PM	No Injury (PDO)	16169532	C1709387	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	12/16/2017	10:04 AM	No Injury (PDO)	16175540	C1709566	On Road	Intersection	2	Wet	Daylight	None	Approach Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	1/7/2018	8:20 PM	No Injury (PDO)	16190289	C1800125	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	1/22/2018	3:51 PM	No Injury (PDO)	16211489	C1800459	On Road	Intersection	3	Dry	Daylight	None	Rear End	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.081	2/7/2018	4:19 PM	No Injury (PDO)	16238340	C1800883	On Road	Intersection	2	Dry	Daylight	Rain	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	2/19/2018	11:45 AM	Possible/Complaint of Injury (C)	16257306	C1801204	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/23/2018	1:49 PM	No Injury (PDO)	16272896	C1801313	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.118	3/1/2018	1:30 PM	No Injury (PDO)	16277067	C1801484	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	3/17/2018	2:25 PM	Evident Non-Incapacitating (B)	16314608	C1801949	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.128	4/5/2018	2:22 PM	No Injury (PDO)	16348550	C1802429	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	4/17/2018	5:15 PM	No Injury (PDO)	16363124	C1802751	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.1	4/18/2018	8:18 PM	No Injury (PDO)	16377123	C1802781	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	4/25/2018	10:10 PM	No Injury (PDO)	16406793	C1802969	On Road	Intersection	2	Wet	Dark Lighted	Rain	Approach Turn	Northeast	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	6.082	6/6/2018	1:56 PM	Possible/Complaint of Injury (C)	16451543	C1804118	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.132	8/11/2018	6:00 PM	No Injury (PDO)	16569672	C1805816	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	8/17/2018	11:14 PM	No Injury (PDO)	16582015	C1805977	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	7/29/2018	8:39 PM	No Injury (PDO)	16585922	C1805467	On Road	Intersection Related	3	Dry	Dark Lighted	None	Rear End	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	9/2/2018	1:49 PM	No Injury (PDO)	16621190	C1806367	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	9/8/2018	8:40 AM	Possible/Complaint of Injury (C)	16628436	C1806512	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.118	9/11/2018	4:32 PM	No Injury (PDO)	16635699	C1806599	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.127	9/28/2018	11:56 AM	No Injury (PDO)	16660714	C1807044	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	10/3/2018	5:24 PM	No Injury (PDO)	16686998	C1807182	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	10/2/2018	12:17 AM	No Injury (PDO)	16688092	C1807135	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	11/8/2018	10:51 PM	No Injury (PDO)	16735480	C1808151	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	11/1/2018	5:40 PM	Possible/Complaint of Injury (C)	16746008	C1807947	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	Southwest	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260668	B01911	6.1	10/29/2018	6:09 PM	No Injury (PDO)	16746486	C1807869	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/6/2019	7:25 PM	No Injury (PDO)	16846131	C1900127	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	North	Unknown	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	
358	061701	9.991	1/16/2019	8:17 PM	No Injury (PDO)	16872853	C1900354	On Road	Intersection Related	2	Wet	Dark Lighted	None	Unknown	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/26/2019	1:41 PM	Possible/Complaint of Injury (C)	16893038	C1900583	On Road	Intersection	3	Wet	Daylight	Rain	Overtaking Turn	Northeast	West	Passenger Car/Van	Unknown	Driver Preoccupied	
260668	B01911	6.101	2/6/2019	11:43 AM	No Injury (PDO)	16907345	C1900851	On Road	Intersection Related	1	Dry	Daylight	None	Rear End	North		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/20/2019	10:58 AM	No Injury (PDO)	16915553	C1901228	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	West	Unknown	SUV	Unknown	Driver Preoccupied	
358	061701	9.991	7/11/2019	2:15 PM	No Injury (PDO)	17178856	C1904850	On Road	Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.129	8/16/2019	5:17 PM	No Injury (PDO)	17236059	C1905728	On Road	Intersection Related	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	10.001	8/8/2019	5:30 PM	No Injury (PDO)	17239523	C1905529	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	9/5/2019	4:48 PM	Possible/Complaint of Injury (C)	17305661	C1906241	On Road	Intersection Related	2	Dry	Unknown	Unknown	Pedestrian	North	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	10/10/2019	12:18 PM	No Injury (PDO)	17338665	C1907105	On Road	Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	9.991	11/25/2019	4:40 PM	No Injury (PDO)	17441763	C1908260	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/7/2019	9:39 AM	No Injury (PDO)	17458450	C1908498	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/9/2019	3:17 PM	No Injury (PDO)	17464905	C1908537	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/20/2019	3:17 PM	No Injury (PDO)	17475118	C1908860	On Road	Intersection	2	Dry	Daylight	Rain	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.091	12/22/2019	1:09 PM	No Injury (PDO)	17477504	C1908928	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/27/2019	10:23 PM	No Injury (PDO)	17488735	C1909036	On Road	Intersection	3	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/31/2019	5:28 PM	No Injury (PDO)	17490743	C1909105	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/1/2020	7:06 PM	No Injury (PDO)	17587565	C2000708	On Road	Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/22/2020	8:44 PM	No Injury (PDO)	17598436	C2001202	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	2/16/2020	2:16 AM	No Injury (PDO)	17601653		On Road	Intersection Related	1	Dry	Dark Lighted	None	Overturning	North		Motorcycle	Unknown	Evading Law Enforcement Officer	
358	061701	9.991	3/3/2020	1:23 PM	No Injury (PDO)	17613146	C2001446	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.129	5/23/2020	7:52 PM	No Injury (PDO)	17705354	C2002797	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	6/29/2020	10:28 AM	No Injury (PDO)	17751184	C2003581	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	North	North	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	8/12/2020	1:35 PM	Evident, Incapacitating (A)	17812275	C2004340	On Road	Intersection Related	2	Dry	Daylight	None	Pedestrian	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	9/2/2020	8:50 PM	No Injury (PDO)	17847700	C2004778	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	10/4/2020	6:12 PM	No Injury (PDO)	17906946	C2005515	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	10/27/2020	1:40 PM	No Injury (PDO)	17933392	C2006028	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/28/2020	10:55 AM	No Injury (PDO)	18042014	C2007423	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.111	1/18/2021	7:00 PM	No Injury (PDO)	18069217	C2100369	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/22/2021	10:00 PM	No Injury (PDO)	18090397	C2100469	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	

Staples & SPID Left Frt Rd

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
260668	B01911	6.101	3/12/2021	5:46 PM	No Injury (PDO)	18151452	C2101486	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	3/19/2021	8:05 PM	No Injury (PDO)	18161143	C2101701	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.101	3/25/2021	7:38 PM	No Injury (PDO)	18178048	C2101876	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	4/7/2021	12:38 PM	No Injury (PDO)	18202987	C2102200	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Northeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	5/4/2021	6:28 PM	No Injury (PDO)	18243073	C2102919	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	5/28/2021	2:22 PM	No Injury (PDO)	18293454	C2103466	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260668	B01911	6.12	6/25/2021	3:06 PM	No Injury (PDO)	18366218	C2104186	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	10.001	8/6/2021	6:19 PM	No Injury (PDO)	18405980	C2105251	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	10/16/2021	12:26 AM	No Injury (PDO)	18548461	C2106979	On Road	Intersection	3	Dry	Dark Lighted	None	Overtaking Turn	Northeast	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260668	B01911	6.127	12/14/2021	11:31 PM	No Injury (PDO)	18671147	C2108531	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	3/25/2017	9:43 PM	No Injury (PDO)	15700301	C1702328	On Road	Intersection	1	Dry	Dark Lighted	None	Broadside	Unknown		Pickup Truck/Utility Van	Alcohol	No Apparent Contributing Factor	
358	061701	9.993	3/30/2017	10:19 PM	Possible/Complaint of Injury (C)	15708604	C1702483	On Road	Intersection	1	Dry	Dark Lighted	None	Broadside	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	3/31/2017	6:28 PM	No Injury (PDO)	15709202	C1702514	On Road	Intersection	1	Dry	Daylight	None	Overtaking Turn	Unknown		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	4/4/2017	8:55 AM	No Injury (PDO)	15718117	C1702607	On Road	Intersection	1	Dry	Daylight	None	Overtaking Turn	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	4/25/2017	6:15 AM	No Injury (PDO)	15747200	C1703141	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.993	5/9/2017	4:53 PM	No Injury (PDO)	15764208	C1703555	On Road	Intersection	4	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	9.993	6/19/2017	12:00 PM	No Injury (PDO)	15823969	C1704621	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.013	9/8/2017	11:25 AM	No Injury (PDO)	15958493	C1706595	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.996	11/25/2017	10:45 AM	No Injury (PDO)	16122335	C1708878	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.993	12/9/2017	6:02 PM	No Injury (PDO)	16169275	C1709368	On Road	Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.998	12/15/2017	7:56 PM	No Injury (PDO)	16175484	C1709556	On Road	Intersection Related	2	Wet	Dark Lighted	Rain	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	10.013	2/13/2018	1:22 PM	No Injury (PDO)	16249857	C1801030	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	2/13/2018	8:44 PM	No Injury (PDO)	16255689	C1801087	On Road	Intersection	2	Wet	Dark Lighted	Fog/Smog/Smoke	Broadside	Northeast	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	10/29/2018	12:11 PM	No Injury (PDO)	16736053	C1807857	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	10.013	11/16/2018	6:53 PM	No Injury (PDO)	16774159	C1808351	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.984	12/2/2018	10:50 PM	Possible/Complaint of Injury (C)	16800657	C1808754	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southwest	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.993	12/6/2018	8:49 PM	No Injury (PDO)	16803275	C1808861	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.996	3/29/2019	7:49 PM	No Injury (PDO)	16978086	C1902276	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	West	Unknown	SUV	Alcohol	No Apparent Contributing Factor	
358	061701	9.991	4/6/2019	12:51 PM	No Injury (PDO)	16997608	C1902475	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Unknown	Passenger Car/Van	Unknown	Driver Preoccupied	
358	061701	9.991	4/20/2019	6:32 PM	No Injury (PDO)	17022379	C1901832	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.001	4/13/2019	1:50 AM	No Injury (PDO)	17045474	C1902684	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	West	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	5/2/2019	10:40 AM	No Injury (PDO)	17054901	C1903170	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	West	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	6/14/2019	10:39 AM	No Injury (PDO)	17137470	C1904244	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	West	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	6/22/2019	10:38 AM	No Injury (PDO)	17156462	C1904436	On Road	Intersection	2	Dry	Unknown	Unknown	Unknown	Southwest	Northeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	6/16/2019	2:41 PM	No Injury (PDO)	17166892	C1904304	On Road	Intersection	1	Dry	Daylight	None	Overtaking Turn	West		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.02	7/3/2019	3:18 PM	No Injury (PDO)	17173219	C1904693	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	West	West	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
358	061701	9.991	8/1/2019	3:53 PM	Possible/Complaint of Injury (C)	17220483	C1905359	On Road	Intersection	2	Dry	Unknown	Unknown	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	8/2/2019	9:37 AM	No Injury (PDO)	17242932	C1905380	On Road	Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.993	8/22/2019	1:07 PM	Possible/Complaint of Injury (C)	17256144	C1905854	On Road	Intersection Related	3	Dry	Unknown	Unknown	Rear End	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	11/7/2019	7:53 PM	Evident Non-Incapacitating (B)	17413805	C1907814	On Road	Intersection	2	Wet	Dark Lighted	Rain	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.972	11/21/2019	10:00 AM	No Injury (PDO)	17450888	C1908155	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	10.01	1/17/2020	2:09 PM	No Injury (PDO)	17539014	C2000351	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	10.005	3/5/2020	7:06 PM	Possible/Complaint of Injury (C)	17605374	C2001511	On Road	Intersection Related	3	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	1/26/2020	2:40 PM	No Injury (PDO)	17613806	C2000553	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	4/3/2020	3:14 PM	No Injury (PDO)	17650155	C2001983	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	7/4/2020	2:24 PM	No Injury (PDO)	17760274	C2003660	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	8/3/2020	5:35 PM	No Injury (PDO)	17803844	C2004188	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	10.001	8/29/2020	4:03 PM	No Injury (PDO)	17852090	C2004670	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	9.991	9/14/2020	8:52 AM	No Injury (PDO)	17873291	C2005018	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	10.001	10/21/2020	7:40 PM	No Injury (PDO)	17949493	C2005914	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/3/2020	3:54 AM	Possible/Complaint of Injury (C)	18006715	C2006829	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	North	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	9.991	12/24/2020	10:10 PM	No Injury (PDO)	18040936	C2007377	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	North	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.01	2/14/2021	12:58 PM	No Injury (PDO)	18119037	C2100951	On Road	Intersection Related	2	Wet	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	10.02	3/11/2021	2:17 PM	Evident Non-Incapacitating (B)	18148741	C2101439	Off Road Left	Intersection Related	2	Dry	Daylight	None	Curb or Island	West	West	Passenger Car/Van	Unknown	Distracted by Passenger	
358	061701	10.01	3/16/2021	8:33 AM	Possible/Complaint of Injury (C)	18153193	C2101581	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	3/10/2021	10:14 PM	No Injury (PDO)	18154351	C2101429	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Northeast	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	3/24/2021	10:13 PM	No Injury (PDO)	18183180	C2101852	On Road	Intersection	3	Dry	Dark Lighted	Fog/Smog/Smoke	Approach Turn	Northeast	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.991	4/2/2021	1:59 PM	No Injury (PDO)	18193123	C2102074	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	West	West	SUV	Unknown	Driver Preoccupied	
358	061701	10.001	9/3/2021	3:04 PM	No Injury (PDO)	18472536	C2105880	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

31 Airline-SPID summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By Crashes:		Number of People:	
FAT:	0	Killed:	0
INJ:	38	Injured:	56
PDO:	229		
TOTAL:	267		

Weather Conditions

None:	234
Rain:	10
Snow/Sleet/Hail:	0
Fog:	2
Dust:	0
Wind:	0
Unknown:	21
TOTAL:	267

Lighting Conditions

Daylight:	184
Dawn/Dusk:	3
Dark-Lighted:	56
Dark-Unlighted:	3
Unknown:	21
TOTAL:	267

Road Conditions

Dry:	245
Wet:	21
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	1
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	267

Crash Location

On Road:	263
Off Road Left:	3
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	1
Off Unkown:	0
Unknown:	0
	267

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	0	Culvert/Headwall:	0
Broadside:	21	Embankment:	0
Head On:	0	Curb:	0
Rear End:	128	Delineator Post:	0
Sideswipe (Same):	54	Fence:	1
Sideswipe (Opposite):	2	Tree:	1
Approach Turn:	10	Lrg Bldrs or Rocks:	0
Overtaking Turn:	34	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	1	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	6
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	1	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	1	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	267
Cable Rail:	0		
Concrete Barrier:	1		

Number of Vehicles

One Car:	9
Two Car:	227
Three or More:	31
Unknown:	0
TOTAL:	267

Road Description Details by Vehicle

At Intersection:	79
At Driveway Access:	0
Intersection Related:	188
Non Intersection:	0
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	267

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

31 Airline-SPID summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	134	125	10
Psgr Car/Psgr Van w/Trl:	0	5	5
Pickup Truck/Utility Van:	58	51	5
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	43	55	2
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	3	0	1
Trucks > 10k lbs/Busses > 15 People:	3	3	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	1	0	0
Motorcycle:	0	1	0
Bicycle:	0	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	25	4	0
Other:	0	0	0
Unknown:	0	13	8
TOTAL:	267	258	31

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	267
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	267

Crash Rates

PDO:	229000000 / MVMT
Injury:	38000000 / MVMT
Fatal:	0 / 100MVMT
Total:	267000000 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	251	257	31
Asleep at the Wheel:	1	0	0
Illness:	0	0	0
Distracted by Passenger:	2	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	12	1	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	1	0	0
Unknown:	0	0	0
TOTAL:	267	258	31

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

31 Airline-SPID summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	0	0
Alcohol Involved:	3	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	263	258	31
TOTAL:	267	258	31

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	24	26	0
Northeast:	44	46	0
East:	20	17	0
Southeast:	55	55	0
South:	33	20	0
Southwest:	38	32	0
West:	5	4	0
Northwest:	0	0	0
Unknown:	48	58	31
TOTAL:	267	258	31

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	176	173	27
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	19	19	1
Making Left Turn:	9	8	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	63	58	3
TOTAL:	267	258	31

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

03/15/2024

31 Airline SH 358 SFR diagnostics tx-int **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Crash Location				
On Road	60.56%	234	85.09%	100%
Crash Type				
Sideswipe	7.1%	47	17.09%	100%
Overtaking Turn	1.98%	32	11.64%	100%

Highway Class: TX - Urban 4-Lane Divided Signalized 4-Leg Intersections - AADT >30000 ADT (2022)

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Airline and SH358 (SPID) Right (Eastbound) Frontage Road All Crashes (Hwy-MP and Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
260472	B00019	2.029	1/16/2017	11:03 AM	No Injury (PDO)	15539259	C1700363	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	1/17/2017	5:07 PM	No Injury (PDO)	15543264	C1700390	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.052	1/24/2017	7:06 PM	No Injury (PDO)	15569617	C1700560	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.035	2/16/2017	5:42 AM	No Injury (PDO)	15610858	C1701204	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	2/19/2017	12:23 AM	Possible/Complaint of Injury (C)	15640661	C1701298	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.471	3/13/2017	8:15 PM	No Injury (PDO)	15671691	C1701959	On Road	Intersection Related	1	Dry	Dark Lighted	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.043	3/20/2017	1:32 PM	No Injury (PDO)	15680277	C1702141	On Road	Intersection Related	1	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.043	4/7/2017	4:57 PM	No Injury (PDO)	15719424	C1702701	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	4/20/2017	2:17 AM	No Injury (PDO)	15739772	C1703004	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	SUV	Alcohol	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	5/4/2017	4:37 PM	No Injury (PDO)	15754105	C1703406	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.03	5/18/2017	10:04 PM	No Injury (PDO)	15766175	C1703801	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	5/19/2017	1:14 PM	No Injury (PDO)	15776456	C1703818	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	6/2/2017	9:10 PM	No Injury (PDO)	15803761	C1704218	On Road	Intersection	1	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	10.509	6/14/2017	7:36 AM	No Injury (PDO)	15819771	C1704457	On Road	Intersection Related	4	Wet	Daylight	None	Overtaking Turn	Unknown	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	6/13/2017	2:59 AM	No Injury (PDO)	15823692	C1704446	Off Road Left	Intersection Related	1	Dry	Dark Lighted	None	Traffic Signal Pole or Equipment	Unknown	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	
260472	B00019	2.035	6/24/2017	12:58 AM	No Injury (PDO)	15835677	C1704748	On Road	Intersection Related	3	Dry	Dark Un-Lighted	None	Rear End	Unknown	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
260472	B00019	2.048	6/26/2017	3:41 PM	No Injury (PDO)	15835719	C1704809	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	7/5/2017	6:31 PM	No Injury (PDO)	15849384	C1705035	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.494	7/9/2017	7:55 PM	Possible/Complaint of Injury (C)	15856942	C1705131	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.043	7/16/2017	6:20 PM	Possible/Complaint of Injury (C)	15866439	C1705303	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.49	7/20/2017	4:41 PM	No Injury (PDO)	15873813	C1705398	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.032	7/23/2017	1:30 AM	No Injury (PDO)	15876865	C1705475	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Alcohol	No Apparent Contributing Factor	Unknown
358	061701	10.509	8/4/2017	11:30 AM	No Injury (PDO)	15897796	C1705802	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	8/18/2017	6:40 PM	No Injury (PDO)	15931229	C1706138	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	9/4/2017	5:44 PM	No Injury (PDO)	15949628	C1706477	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	9/6/2017	12:36 PM	No Injury (PDO)	15949996	C1706524	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	8/20/2017	9:50 PM	No Injury (PDO)	15950402	C1706192	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	9/25/2017	12:50 PM	No Injury (PDO)	15985736	C1707092	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	9/22/2017	3:43 AM	No Injury (PDO)	15988858	C1706984	On Road	Intersection Related	2	Wet	Dark Lighted	Rain	Broadside	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	9/25/2017	5:10 PM	No Injury (PDO)	16008306	C1707104	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	9/23/2017	2:27 PM	No Injury (PDO)	16020883	C1707037	On Road	Intersection	2	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.515	10/16/2017	3:24 PM	No Injury (PDO)	16032271	C1707740	On Road	Intersection Related	2	Dry	Daylight	None	Broadside	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.037	11/19/2017	1:35 AM	No Injury (PDO)	16129525	C1708744	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	12/6/2017	11:23 PM	No Injury (PDO)	16153409	C1709247	On Road	Intersection	2	Wet	Dark Lighted	Rain	Approach Turn	Unknown	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	12/19/2017	2:25 PM	No Injury (PDO)	16177100	C1709658	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.029	1/6/2018	8:32 PM	No Injury (PDO)	16190510	C1800114	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.037	1/14/2018	2:57 PM	No Injury (PDO)	16198414	C1800277	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	1/20/2018	10:58 AM	No Injury (PDO)	16214575	C1800406	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	2/4/2018	2:07 PM	No Injury (PDO)	16236313	C1800809	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.039	2/7/2018	8:42 PM	Possible/Complaint of Injury (C)	16244844	C1800905	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	2/20/2018	1:17 PM	No Injury (PDO)	16259217	C1801232	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.052	2/7/2018	6:47 PM	No Injury (PDO)	16264496	C1800888	On Road	Intersection Related	2	Wet	Dark Lighted	None	Rear End	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.034	3/12/2018	1:53 PM	No Injury (PDO)	16301750	C1801801	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.03	3/16/2018	6:00 PM	No Injury (PDO)	16306392	C1801930	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	3/22/2018	4:15 PM	No Injury (PDO)	16323385	C1802087	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.034	4/4/2018	9:40 PM	No Injury (PDO)	16337456	C1802421	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.034	4/4/2018	4:37 PM	Possible/Complaint of Injury (C)	16346386	C1802412	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	4/2/2018	9:00 PM	No Injury (PDO)	16346943	C1802373	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	4/6/2018	5:38 PM	No Injury (PDO)	16351886	C1802459	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	4/25/2018	3:31 PM	No Injury (PDO)	16389705	C1802951	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.036	5/1/2018	3:43 PM	No Injury (PDO)	16402659	C1803132	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Passenger Car/Van	Unknown	Distracted by Passenger	Southeast
260472	B00019	2.034	5/3/2018	12:15 PM	No Injury (PDO)	16407022	C1803154	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	5/3/2018	11:41 AM	No Injury (PDO)	16407031	C1803153	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	5/30/2018	7:15 AM	No Injury (PDO)	16451619	C1803935	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.039	6/8/2018	8:09 PM	No Injury (PDO)	16459966	C1804193	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	5/29/2018	4:09 PM	No Injury (PDO)	16466747	C1803924	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	Driver Preoccupied	Southwest
260472	B00019	2.035	5/31/2018	1:50 PM	No Injury (PDO)	16468469	C1803971	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.043	6/11/2018	2:49 PM	No Injury (PDO)	16470364	C1804260	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.062	6/23/2018	5:17 PM	No Injury (PDO)	16485337	C1804535	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.033	6/22/2018	7:25 PM	No Injury (PDO)	16487979	C1804519	On Road	Intersection Related	2	Dry	Dawn or Dusk	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	7/29/2018	8:53 PM	No Injury (PDO)	16546934	C1805465	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	7/30/2018	6:51 PM	Possible/Complaint of Injury (C)	16548421	C1805499	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	7/31/2018	7:18 PM	No Injury (PDO)	16554261	C1805532	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	8/12/2018	3:26 PM	No Injury (PDO)	16571348	C1805830	On Road	Intersection Related	2	Dry	Daylight	None	Approach Turn	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	8/13/2018	5:30 PM	No Injury (PDO)	16571535	C1805861	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	8/22/2018	2:18 PM	No Injury (PDO)	16593423	C1806105	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Southeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	8/26/2018	8:40 AM	Evident Non-Incapacitating (B)	16597893	C1806184	On Road	Intersection	2	Dry	Daylight	None	Bicycle or Pedal Cycle	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.034	8/26/2018	11:25 AM	No Injury (PDO)	16597937	C1806185	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	9/6/2018	8:22 PM	No Injury (PDO)	16626743	C1806472	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.034	9/12/2018	6:11 PM	No Injury (PDO)	16632085	C1806628	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.052	9/7/2018	3:49 PM	No Injury (PDO)	16643819	C1806496	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	9/17/2018	8:47 AM	No Injury (PDO)	16648115	C1806744	On Road	Intersection Related	2	Dry	Daylight	None	Overtaking Turn	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	9/23/2018	1:25 PM	Possible/Complaint of Injury (C)	16660396	C1806907	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.506	10/24/2018	11:58 AM	No Injury (PDO)	16698965	C1807708	On Road	Intersection	2	Wet	Daylight	None	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.03	10/10/2018	5:41 PM	Possible/Complaint of Injury (C)	16706742	C1807385	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	11/2/2018	2:11 PM	No Injury (PDO)	16746563	C1807973	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.034	11/25/2018	1:45 PM	No Injury (PDO)	16791679	C1808542	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.034	12/14/2018	3:44 AM	Possible/Complaint of Injury (C)	16809578	C1809097	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.024	12/6/2018	6:08 PM	No Injury (PDO)	16813092	C1808855	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.037	1/5/2019	7:41 PM	Possible/Complaint of Injury (C)	16845900	C1900112	On Road	Intersection Related	3	Dry	Dark Lighted	None	Sideswipe Same Direction	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.03	1/27/2019	5:20 PM	Possible/Complaint of Injury (C)	16889458	C1900654	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	1/29/2019	3:53 PM	No Injury (PDO)	16895782	C1900657	On Road	Intersection	2	Dry	Daylight	None	Broadside	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.052	2/18/2019	1:46 PM	No Injury (PDO)	16909042	C1901186	Off Road Left	Intersection Related	1	Dry	Unknown	None	Fence or Fence Part	Southeast	SUV	Unknown	No Apparent Contributing Factor	
260472	B00019	2.029	2/15/2019	2:48 PM	No Injury (PDO)	16913246	C1901115	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	2/2/2019	1:09 PM	No Injury (PDO)	16917330	C1900769	On Road	Intersection Related	3	Wet	Daylight	Rain	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.031	2/3/2019	3:57 PM	No Injury (PDO)	16917546	C1900791	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.031	2/9/2019	2:08 AM	No Injury (PDO)	16921560	C1900936	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.024	3/3/2019	1:58 AM	No Injury (PDO)	16932521	C1901516	On Road	Intersection Related	2	Dry	Dark Lighted	Fog/Smog/Smoke	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	3/12/2019	4:25 PM	Possible/Complaint of Injury (C)	16954378	C1901780	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.052	3/27/2019	11:41 AM	No Injury (PDO)	16980735	C1902199	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	West	SUV	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	4/27/2019	11:19 AM	No Injury (PDO)	17043727	C1903045	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.037	5/1/2019	2:27 AM	Possible/Complaint of Injury (C)	17054821	C1903135	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.034	5/14/2019	7:18 PM	No Injury (PDO)	17077931	C1903508	On Road	Intersection Related	1	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	Driver Preoccupied	
260472	B00019	2.052	6/4/2019	5:39 PM	No Injury (PDO)	17123002	C1904019	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	West	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.029	6/7/2019	6:19 PM	No Injury (PDO)	17132144	C1904099	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
260472	B00019	2.035	6/12/2019	4:01 PM	No Injury (PDO)	17134636	C1904196	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	6/9/2019	2:35 PM	No Injury (PDO)	17148647	C1904137	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	Passenger Car/Van	Unknown	Asleep at the Wheel	Unknown
260472	B00019	2.034	6/29/2019	2:16 AM	No Injury (PDO)	17161380	C1904595	Off Road in Median	Intersection Related	1	Dry	Unknown	Unknown	Concrete Barrier	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260472	B00019	2.032	6/18/2019	9:49 PM	No Injury (PDO)	17163401	C1904353	On Road	Intersection Related	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.029	8/13/2019	11:41 PM	No Injury (PDO)	17231858	C1905634	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.035	8/17/2019	11:28 AM	No Injury (PDO)	17242451	C1905746	On Road	Intersection Related	2	Unknown	Unknown	Unknown	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	8/16/2019	5:46 AM	No Injury (PDO)	17256207	C1905699	On Road	Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.036	9/4/2019	4:47 PM	Possible/Complaint of Injury (C)	17269130	C1906211	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.032	9/6/2019	2:11 AM	Possible/Complaint of Injury (C)	17292900	C1906255	On Road	Intersection Related	3	Dry	Unknown	Unknown	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	9/28/2019	2:25 PM	No Injury (PDO)	17317787	C1906805	On Road	Intersection Related	2	Dry	Dawn or Dusk	Unknown	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.035	9/24/2019	3:00 PM	No Injury (PDO)	17319116	C1906717	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North

Airline and SH358 (SPID) Right (Eastbound) Frontage Road All Crashes (Hwy-MP and Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
358	061701	10.509	10/18/2019	7:38 AM	No Injury (PDO)	17358766	C1907286	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.024	10/25/2019	3:34 PM	No Injury (PDO)	17376200	C1907472	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.032	11/9/2019	10:46 PM	No Injury (PDO)	17409290	C1907878	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.052	11/13/2019	4:31 PM	No Injury (PDO)	17411139	C1907951	On Road	Intersection Related	2	Wet	Daylight	Rain	Sideswipe Same Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
358	061701	10.509	12/14/2019	1:00 PM	No Injury (PDO)	17464063	C1908689	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.078	12/13/2019	8:21 PM	No Injury (PDO)	17471800	C1908675	On Road	Intersection Related	3	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
358	061701	10.509	12/26/2019	7:54 PM	Possible/Complaint of Injury (C)	17483314	C1909010	On Road	Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.029	12/27/2019	12:17 PM	No Injury (PDO)	17483354	C1909024	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.028	1/19/2020	11:56 PM	No Injury (PDO)	17524201	C2000398	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.515	2/14/2020	12:11 PM	No Injury (PDO)	17579366	C2000992	On Road	Intersection Related	2	Dry	Daylight	None	Approach Turn	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.062	2/1/2020	11:51 AM	Possible/Complaint of Injury (C)	17590539	C2000694	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.031	2/8/2020	11:44 AM	No Injury (PDO)	17591258	C2000840	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	3/1/2020	1:01 PM	No Injury (PDO)	17595457	C2001405	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.029	2/29/2020	12:24 PM	Evident Non-Incapacitating (B)	17596191	C2001376	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	3/2/2020	1:53 PM	No Injury (PDO)	17598683	C2001427	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	3/5/2020	10:46 AM	No Injury (PDO)	17614139	C2001496	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.028	3/14/2020	11:31 AM	No Injury (PDO)	17620485	C2001705	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.045	3/24/2020	10:53 AM	Possible/Complaint of Injury (C)	17636208	C2001867	On Road	Intersection Related	4	Dry	Daylight	None	Broadside	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	3/25/2020	10:28 AM	Possible/Complaint of Injury (C)	17638524	C2001881	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	4/18/2020	10:27 AM	No Injury (PDO)	17664860	C2002159	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.043	5/22/2020	6:54 PM	No Injury (PDO)	17710651	C2002764	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	5/11/2020	3:30 PM	No Injury (PDO)	17717086	C2002526	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	6/11/2020	4:24 PM	No Injury (PDO)	17723277	C2003181	On Road	Intersection	2	Dry	Daylight	None	Light or Utility Pole	Southeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.04	6/17/2020	11:59 PM	No Injury (PDO)	17732256	C2003331	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.036	6/13/2020	11:31 PM	No Injury (PDO)	17739329	C2003249	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.027	6/21/2020	3:30 PM	No Injury (PDO)	17742131	C2003421	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.035	6/26/2020	12:17 PM	No Injury (PDO)	17750181	C2003523	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	5/19/2020	11:28 AM	No Injury (PDO)	17750699	C2002695	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.039	7/6/2020	12:48 PM	No Injury (PDO)	17777939	C2003684	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.022	7/13/2020	5:57 PM	No Injury (PDO)	17780367	C2003811	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	Southeast
260472	B00019	2.029	7/11/2020	2:16 AM	Evident, Incapacitating (A)	17780695	C2003776	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	7/19/2020	9:30 AM	No Injury (PDO)	17783889	C2003907	On Road	Intersection	2	Dry	Daylight	None	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.038	7/30/2020	6:10 PM	No Injury (PDO)	17798424	C2004107	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	8/11/2020	1:35 PM	No Injury (PDO)	17810212	C2004327	On Road	Intersection	2	Dry	Daylight	None	Unknown	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.028	8/14/2020	4:33 PM	No Injury (PDO)	17838109	C2004403	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.043	9/1/2020	1:42 PM	Possible/Complaint of Injury (C)	17847652	C2004738	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Truck - Self Contained GVW <= 10k	Unknown	Driver Preoccupied	Northeast
260472	B00019	2.026	9/19/2020	8:02 PM	No Injury (PDO)	17896266	C2005169	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.034	10/3/2020	3:19 PM	No Injury (PDO)	17906173	C2005488	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	SUV	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.029	10/2/2020	6:24 PM	No Injury (PDO)	17906504	C2005461	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.024	10/15/2020	5:17 PM	No Injury (PDO)	17912419	C2005768	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.037	10/27/2020	4:56 PM	No Injury (PDO)	17933405	C2006032	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.029	10/12/2020	5:04 PM	No Injury (PDO)	17943782	C2005704	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.024	11/9/2020	8:03 AM	Possible/Complaint of Injury (C)	17967688	C2006320	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.029	11/21/2020	7:20 PM	No Injury (PDO)	17988591	C2006587	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	SUV	Unknown	Driver Preoccupied	South
260472	B00019	2.034	11/29/2020	12:06 AM	No Injury (PDO)	17995437	C2006743	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	11/30/2020	1:49 PM	No Injury (PDO)	18012622	C2006770	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	12/16/2020	3:07 PM	No Injury (PDO)	18023983	C2007165	On Road	Intersection	2	Dry	Daylight	None	Unknown	Southeast	SUV	Unknown	Driver Preoccupied	Southeast
260472	B00019	2.052	12/28/2020	6:13 PM	No Injury (PDO)	18033689	C2007438	On Road	Intersection Related	2	Dry	Dark Un-Lighted	None	Rear End	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
358	061701	10.509	12/23/2020	6:23 PM	No Injury (PDO)	18050207	C2007350	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.052	1/9/2021	3:03 PM	No Injury (PDO)	18054781	C2100166	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.062	1/1/2021	2:19 AM	No Injury (PDO)	18056818	C2100004	Off Road Left	Intersection Related	1	Dry	Dark Lighted	None	Trees or Shrubs	East	Passenger Car/Van	Unknown	Driver Preoccupied	
260472	B00019	2.052	1/15/2021	11:50 AM	No Injury (PDO)	18067252	C2100283	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.057	2/1/2021	12:40 PM	No Injury (PDO)	18086924	C2100669	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	SUV	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	2/11/2021	10:16 PM	Possible/Complaint of Injury (C)	18121823	C2100907	On Road	Intersection Related	2	Wet	Dark Lighted	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	2/20/2021	3:41 PM	No Injury (PDO)	18124877	C2101036	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	2/23/2021	7:33 AM	Possible/Complaint of Injury (C)	18127370	C2101080	On Road	Intersection	3	Dry	Daylight	Fog/Smog/Smoke	Broadside	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.024	3/7/2021	1:35 PM	No Injury (PDO)	18141262	C2101346	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.043	3/7/2021	3:56 PM	No Injury (PDO)	18154346	C2101351	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
358	061701	10.509	3/17/2021	12:30 PM	No Injury (PDO)	18154643	C2101613	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.024	3/30/2021	9:45 PM	No Injury (PDO)	18187763	C2102003	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
358	061701	10.509	4/3/2021	2:02 PM	No Injury (PDO)	18190708	C2102076	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.043	4/15/2021	3:00 PM	No Injury (PDO)	18206084	C2102420	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.024	4/16/2021	11:19 PM	No Injury (PDO)	18211053	C2102466	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	4/21/2021	8:10 PM	No Injury (PDO)	18215032	C2102572	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.052	4/30/2021	3:03 PM	No Injury (PDO)	18247648	C2102774	On Road	Intersection Related	2	Wet	Daylight	None	Approach Turn	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.034	5/26/2021	1:44 PM	No Injury (PDO)	18277365	C2103428	On Road	Intersection Related	2	Dry	Daylight	None	Overtaking Turn	North	SUV	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.037	5/24/2021	12:33 AM	Evident Non-Incapacitating (B)	18279925	C2103382	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.071	5/30/2021	2:50 PM	No Injury (PDO)	18285057	C2103532	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.043	6/4/2021	2:55 PM	No Injury (PDO)	18297069	C2103657	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.028	6/3/2021	1:41 PM	Possible/Complaint of Injury (C)	18299059	C2103630	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.043	6/10/2021	4:40 PM	No Injury (PDO)	18303422	C2103818	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.031	6/12/2021	11:41 AM	No Injury (PDO)	18310624	C2103866	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.037	6/16/2021	3:24 PM	No Injury (PDO)	18314901	C2103960	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.043	6/20/2021	2:51 PM	No Injury (PDO)	18327551	C2104056	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	South
260472	B00019	2.029	7/10/2021	1:40 AM	Evident Non-Incapacitating (B)	18369509	C2104592	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.052	7/15/2021	3:12 PM	No Injury (PDO)	18372072	C2104708	On Road	Intersection Related	2	Dry	Daylight	None	Approach Turn	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.024	7/27/2021	2:01 AM	Possible/Complaint of Injury (C)	18389021	C2104979	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Opposite Direction	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.037	7/24/2021	2:26 PM	Evident Non-Incapacitating (B)	18393454	C2104931	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.052	8/16/2021	9:01 AM	Possible/Complaint of Injury (C)	18425346	C2105477	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
358	061701	10.509	8/30/2021	2:19 PM	No Injury (PDO)	18452194	C2105782	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.039	9/11/2021	8:28 PM	No Injury (PDO)	18485781	C2106080	On Road	Intersection Related	2	Dry	Dawn or Dusk	None	Sideswipe Same Direction	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
358	061701	10.509	9/30/2021	7:51 AM	No Injury (PDO)	18503562	C2106562	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.062	10/8/2021	5:29 PM	Possible/Complaint of Injury (C)	18519902	C2106771	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	North
358	061701	10.509	10/8/2021	7:28 PM	No Injury (PDO)	18525022	C2106773	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	North	SUV	Unknown	No Apparent Contributing Factor	North
358	061701	10.507	10/10/2021	1:13 PM	No Injury (PDO)	18532698	C2106816	On Road	Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
260472	B00019	2.062	10/15/2021	2:20 PM	No Injury (PDO)	18540724	C2106964	On Road	Intersection Related	3	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	11/6/2021	1:35 PM	No Injury (PDO)	18589061	C2107585	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.509	11/16/2021	12:00 PM	No Injury (PDO)	18599353	C2107868	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	East
260472	B00019	2.045	11/25/2021	1:29 PM	Possible/Complaint of Injury (C)	18609602	C2108071	On Road	Intersection Related	3	Wet	Daylight	Rain	Sideswipe Opposite Direction	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	11/20/2021	1:04 PM	No Injury (PDO)	18609718	C2107968	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	SUV	Unknown	No Apparent Contributing Factor	Southeast
260472	B00019	2.035	12/2/2021	1:41 PM	No Injury (PDO)	18634384	C2108211	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.014	3/23/2017	3:17 PM	No Injury (PDO)	15696086	C1702251	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.014	6/17/2017	2:22 AM	No Injury (PDO)	15824942	C1704574	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.014	11/11/2017	2:25 AM	No Injury (PDO)	16150289	C1709009	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
260472	B00019	2.014	1/11/2018	3:50 PM	No Injury (PDO)	16192899	C1800206	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Northeast
260472	B00019	2.014	9/11/2019	6:12 PM	No Injury (PDO)	17287870	C1906398	On Road	Intersection Related	2	Dry	Unknown	Unknown	Sideswipe Same Direction	North	Non-School Bus < 15 People	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.014	12/7/2019	3:31 PM	No Injury (PDO)	17459140	C1908504	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	North
260472	B00019	2.014	7/24/2020	1:35 PM	No Injury (PDO)	17790750	C2004005	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.014	9/30/2020	4:21 PM	No Injury (PDO)	17888025	C2005403	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.014	11/8/2020	2:02 PM	No Injury (PDO)	17966198	C2006308	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.014	7/6/2021	10:04 PM	No Injury (PDO)	18366084	C2104495	On Road	Intersection Related	3	Wet	Dark Lighted	Rain	Traffic Sign or Post or Overhead Sign Structure	South	SUV	Unknown	No Apparent Contributing Factor	South
260472	B00019	2.01	9/26/2021	3:19 PM	No Injury (PDO)	18501399	C2106475	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	South
358	061701	10.5	1/10/2019	3:38 PM	No Injury (PDO)	16854326	C1900198	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	4/2/2019	11:15 AM	No Injury (PDO)	16987619	C1902367	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	4/26/2019	12:00 PM	No Injury (PDO)	17043400	C1903017	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	South	SUV	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	5/6/2019	10:49 AM	No Injury (PDO)	17070258	C1903277	On Road	Intersection Related	1	Dry	Daylight	None	Rear End	Unknown	SUV	Unknown	Physical Disability	

Airline and SH358 (SPID) Right (Eastbound) Frontage Road All Crashes (Hwy-MP and Map)

Route Num	Route Section	Milepost	Date	Time of Day	Severity	Serial No	Report Id	Crash Location	Road Description	Vehicles	Road Cond	Lighting Cond	Weather	Crash Type	Veh1 Dir	Veh1 Type	Driver1 Cond	Veh1 Human Contr Factor	Veh2 Dir
358	061701	10.509	5/10/2019	11:25 AM	Possible/Complaint of Injury (C)	17076501	C1903390	On Road	Intersection Related	3	Wet	Daylight	None	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.5	5/4/2019	11:43 PM	No Injury (PDO)	17083142	C1903252	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.49	5/22/2019	7:00 PM	No Injury (PDO)	17094134	C1903691	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Passenger Car/Van	Unknown	Driver Preoccupied	West
358	061701	10.5	6/6/2019	9:01 PM	No Injury (PDO)	17122160	C1904076	On Road	Intersection	2	Wet	Dark Lighted	None	Overtaking Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	West
358	061701	10.5	6/7/2019	3:00 PM	No Injury (PDO)	17147673	C1904094	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.504	7/3/2019	4:36 AM	Possible/Complaint of Injury (C)	17168437	C1904682	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.472	7/18/2019	12:25 PM	No Injury (PDO)	17189513	C1905009	On Road	Intersection Related	2	Dry	Unknown	Unknown	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	8/8/2019	11:30 PM	No Injury (PDO)	17222577	C1905531	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	7/29/2019	4:05 PM	No Injury (PDO)	17234714	C1905264	On Road	Intersection	2	Dry	Unknown	Unknown	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	8/24/2019	3:54 PM	No Injury (PDO)	17252405	C1905920	On Road	Intersection	2	Wet	Unknown	Unknown	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	8/22/2019	10:45 PM	No Injury (PDO)	17262693	C1905870	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.505	8/31/2019	6:03 PM	No Injury (PDO)	17269972	C1906109	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.5	9/10/2019	2:28 PM	No Injury (PDO)	17287702	C1906360	On Road	Intersection Related	2	Dry	Unknown	Unknown	Unknown	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	9/14/2019	2:31 PM	No Injury (PDO)	17297324	C1906465	On Road	Intersection	2	Dry	Unknown	Unknown	Unknown	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.5	9/16/2019	4:51 PM	No Injury (PDO)	17299114	C1906508	On Road	Intersection	2	Dry	Unknown	Unknown	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	9/14/2019	1:05 PM	No Injury (PDO)	17312176	C1906463	On Road	Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.5	10/11/2019	8:18 AM	No Injury (PDO)	17338759	C1907118	On Road	Intersection	3	Dry	Daylight	None	Overtaking Turn	Southeast	SUV	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.51	10/18/2019	3:55 PM	No Injury (PDO)	17386214	C1907304	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	East
358	061701	10.5	11/14/2019	12:56 PM	No Injury (PDO)	17411572	C1907965	On Road	Intersection	2	Wet	Daylight	None	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	11/14/2019	6:19 PM	Possible/Complaint of Injury (C)	17411834	C1907986	On Road	Intersection	2	Wet	Dark Lighted	None	Broadside	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southwest
358	061701	10.5	1/2/2020	7:35 PM	No Injury (PDO)	17496983	C2000034	On Road	Intersection	2	Wet	Dark Lighted	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	11/4/2019	6:04 PM	No Injury (PDO)	17577433	C1907717	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.497	3/19/2020	8:19 PM	Possible/Complaint of Injury (C)	17634074	C2001825	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	4/14/2020	3:49 PM	No Injury (PDO)	17657527	C2002110	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	6/16/2020	4:37 PM	No Injury (PDO)	17731362	C2003309	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	7/16/2020	2:19 PM	No Injury (PDO)	17791288	C2003859	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	Distracted by Passenger	Southeast
358	061701	10.506	7/30/2020	4:42 PM	No Injury (PDO)	17793951	C2004102	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.509	8/5/2020	9:40 PM	No Injury (PDO)	17808423	C2004232	On Road	Intersection	2	Dry	Dark Lighted	None	Approach Turn	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Northeast
358	061701	10.5	9/4/2020	3:33 PM	No Injury (PDO)	17857241	C2004816	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.505	9/16/2020	1:36 PM	No Injury (PDO)	17867830	C2005070	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	9/13/2020	11:36 AM	No Injury (PDO)	17869218	C2005002	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	9/30/2020	6:56 PM	No Injury (PDO)	17888081	C2005406	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.509	10/2/2020	1:12 PM	No Injury (PDO)	17895961	C2005450	On Road	Intersection	2	Dry	Daylight	None	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	9/18/2020	2:14 PM	No Injury (PDO)	17896170	C2005129	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	10/22/2020	10:04 PM	No Injury (PDO)	17935291	C2005942	On Road	Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.509	11/11/2020	5:11 PM	No Injury (PDO)	17967936	C2006372	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	11/12/2020	10:54 AM	No Injury (PDO)	17967941	C2006385	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	11/14/2020	7:34 PM	No Injury (PDO)	17982053	C2006448	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	Driver Preoccupied	Southeast
358	061701	10.509	12/5/2020	3:14 AM	No Injury (PDO)	18006759	C2006878	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	1/13/2021	2:10 PM	No Injury (PDO)	18059625	C2100245	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	1/15/2021	8:35 PM	No Injury (PDO)	18074305	C2100304	On Road	Intersection	2	Dry	Dark Lighted	None	Unknown	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	2/5/2021	8:57 PM	No Injury (PDO)	18096657	C2100769	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.51	2/28/2021	1:11 PM	No Injury (PDO)	18127907	C2101187	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Passenger Car/Van	Unknown	Driver Preoccupied	Southeast
358	061701	10.509	3/8/2021	11:25 AM	No Injury (PDO)	18139802	C2101362	On Road	Intersection Related	3	Dry	Daylight	None	Overtaking Turn	Southeast	Trucks over 10k/Busses over 15 Passengers	Unknown	No Apparent Contributing Factor	Unknown
358	061701	10.505	5/2/2021	3:29 PM	No Injury (PDO)	18248434	C2102843	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.49	5/8/2021	7:40 AM	No Injury (PDO)	18257711	C2103014	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.49	6/15/2021	9:18 AM	No Injury (PDO)	18315197	C2103928	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Southeast	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	6/28/2021	8:30 PM	No Injury (PDO)	18335711	C2104258	On Road	Intersection	2	Dry	Dark Lighted	None	Overtaking Turn	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	7/10/2021	7:34 PM	No Injury (PDO)	18363629	C2104608	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.509	10/3/2021	6:11 PM	No Injury (PDO)	18513969	C2106637	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Pickup Truck/Utility Van	Unknown	Driver Preoccupied	Southeast
358	061701	10.509	10/3/2021	4:54 PM	No Injury (PDO)	18524776	C2106636	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.5	10/9/2021	8:20 PM	No Injury (PDO)	18529373	C2106805	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.49	10/25/2021	9:00 AM	No Injury (PDO)	18549352	C2107261	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast
358	061701	10.5	10/31/2021	1:19 PM	No Injury (PDO)	18566616	C2107419	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	East
358	061701	10.509	11/12/2021	12:16 PM	No Injury (PDO)	18586749	C2107752	On Road	Intersection	2	Dry	Daylight	None	Broadside	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	Southeast

Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Everhart SPID EB Frt Rd detailed summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Crash Severity

By	Crashes:	Number of	People:
FAT:	1	Killed:	1
INJ:	30	Injured:	41
PDO:	143		
TOTAL:	174		

Weather Conditions

None:	146
Rain:	10
Snow/Sleet/Hail:	0
Fog:	0
Dust:	0
Wind:	0
Unknown:	18
TOTAL:	174

Lighting Conditions

Daylight:	116
Dawn/Dusk:	1
Dark-Lighted:	39
Dark-Unlighted:	1
Unknown:	17
TOTAL:	174

Road Conditions

Dry:	157
Wet:	15
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	2
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	174

Crash Location

On Road:	169
Off Road Left:	4
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	1
Off Unkown:	0
Unknown:	0
	174

Crash Type

Overturning:	1	Bridge Abutment:	0
Other Non-Collision:	1	Column/Pier:	0
Pedestrian:	0	Culvert/Headwall:	0
Broadside:	28	Embankment:	0
Head On:	0	Curb:	0
Rear End:	87	Delineator Post:	0
Sideswipe (Same):	30	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	4	Lrg Bldrs or Rocks:	0
Overtaking Turn:	11	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	2
Domestic Animal:	0	Total Fixed Objects:	5
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	1	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	**TOTAL:**	174
Cable Rail:	0		
Concrete Barrier:	1		

Number of Vehicles

One Car:	8
Two Car:	147
Three or More:	19
Unknown:	0
TOTAL:	174

Road Description Details by Vehicle

At Intersection:	59
At Driveway Access:	0
Intersection Related:	115
Non Intersection:	0
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	174

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Everhart SPID EB Frt Rd detailed summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psgr Car/Psgr Van:	76	83	4
Psgr Car/Psgr Van w/Trl:	0	7	6
Pickup Truck/Utility Van:	35	26	2
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	37	35	2
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	1	0	0
Trucks > 10k lbs/Busses > 15 People:	3	4	2
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	22	1	0
Other:	0	0	0
Unknown:	0	10	3
TOTAL:	174	166	19

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	174
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	174

Crash Rates

PDO:	143000000 / MVMT
Injury:	30000000 / MVMT
Fatal:	100000000 / 100MVMT
Total:	174000000 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	171	166	19
Asleep at the Wheel:	0	0	0
Illness:	1	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	2	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	0	0	0
TOTAL:	174	166	19

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
General Summary Report

05/29/2024

Everhart SPID EB Frt Rd detailed summary **Type:** Intersection **Search Name:** Map Boundary Search **From:** 1/1/2017 **To:** 12/31/2021

Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	0	0
Alcohol Involved:	0	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	173	166	19
TOTAL:	174	166	19

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	14	13	0
Northeast:	29	27	0
East:	8	6	0
Southeast:	34	27	0
South:	16	9	0
Southwest:	27	30	0
West:	5	3	0
Northwest:	0	0	0
Unknown:	41	51	19
TOTAL:	174	166	19

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	124	120	16
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	7	7	1
Making Left Turn:	10	9	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	33	30	2
TOTAL:	174	166	19

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Corpus Christi MPO (TX)
DiExSys™ Vision Zero Suite
Diagnostics Report

05/29/2024

Everhart SPID EB Frt Rd diagnostics — **Cutoff:** 5 Acc's @ 95

Category/Trait	Statewide Average %	This Location # Crashes	This Location %	Probability %
Number Of Vehicles				
Two Vehicle Accidents	78.46%	147	84.48%	98.17%
Crash Location				
On Road	60%	169	97.13%	100%
Crash Type				
Rear End	40.58%	87	50%	99.52%
Sideswipe	6.84%	30	17.24%	100%
Overtaking Turn	1.82%	11	6.32%	99.99%

Highway Class: TX - Urban 4-Lane Divided Signalized 4-Leg Intersections - AADT All Totals (2022)

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Everhart & SPID Left Frt Rd

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
358	061701	8.988	1/12/2017	4:54 PM	No Injury (PDO)	15543371	C1700286	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	1/2/2017	11:36 AM	No Injury (PDO)	15543947	C1700027	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	1/3/2017	12:44 PM	Possible/Complaint of Injury (C)	15545009	C1700052	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	1/9/2017	8:44 AM	No Injury (PDO)	15547049	C1700190	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	1/20/2017	7:55 PM	No Injury (PDO)	15558549	C1700461	On Road	Intersection	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	2/3/2017	2:00 AM	No Injury (PDO)	15579664	C1700812	On Road	Intersection Related	1	Dry	Dark Lighted	None	Rear End	Unknown		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	2/8/2017	6:12 PM	No Injury (PDO)	15593999	C1700988	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.999	2/14/2017	7:24 PM	No Injury (PDO)	15601180	C1701172	On Road	Intersection Related	2	Dry	Dark Lighted	None	Unknown	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.988	2/12/2017	4:52 PM	No Injury (PDO)	15603076	C1701109	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	2/6/2017	5:55 PM	No Injury (PDO)	15605176	C1700936	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.391	3/5/2017	5:03 PM	No Injury (PDO)	15625243	C1701725	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	2/24/2017	10:00 PM	No Injury (PDO)	15643748	C1701486	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	2/26/2017	1:32 AM	No Injury (PDO)	15656058	C1701517	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.991	3/29/2017	8:51 AM	No Injury (PDO)	15671003	C1702428	On Road	Intersection Related	3	Wet	Daylight	Rain	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	3/19/2017	5:44 AM	No Injury (PDO)	15674466	C1702107	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	Passenger Car/Van	o Impairment Suspecte	No Apparent Contributing Factor	
260534	B00700	1.396	3/14/2017	6:26 AM	No Injury (PDO)	15679001	C1701967	On Road	Intersection	3	Dry	Dark Lighted	None	Broadside	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	3/14/2017	3:34 PM	No Injury (PDO)	15690633	C1701978	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	4/17/2017	1:49 PM	Possible/Complaint of Injury (C)	15734113	C1702938	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	4/18/2017	2:56 PM	Possible/Complaint of Injury (C)	15735649	C1702956	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	5/6/2017	11:12 PM	No Injury (PDO)	15769279	C1703498	On Road	Intersection Related	3	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	5/23/2017	1:15 PM	No Injury (PDO)	15779131	C1703920	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	5/25/2017	2:37 PM	No Injury (PDO)	15784230	C1703977	On Road	Intersection Related	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	5/30/2017	2:14 PM	Possible/Complaint of Injury (C)	15789479	C1704098	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	5/17/2017	11:53 AM	No Injury (PDO)	15791443	C1703758	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/14/2017	3:33 PM	No Injury (PDO)	15865865	C1705254	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/27/2017	12:39 PM	No Injury (PDO)	15884141	C1705596	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	7/27/2017	2:45 PM	No Injury (PDO)	15884170	C1705602	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	7/29/2017	8:50 AM	No Injury (PDO)	15886866	C1705655	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	7/29/2017	1:24 PM	No Injury (PDO)	15889429	C1705658	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	7/14/2017	3:48 PM	No Injury (PDO)	15889593	C1705256	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Unknown	Unknown	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	8/18/2017	12:34 PM	Evident Non-Incapacitating (B)	15931217	C1706128	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.991	9/30/2017	9:15 AM	No Injury (PDO)	15995763	C1707243	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.974	10/2/2017	11:48 AM	Possible/Complaint of Injury (C)	16000311	C1707288	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/24/2017	5:29 PM	Possible/Complaint of Injury (C)	16054816	C1707974	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	12/7/2017	10:08 AM	No Injury (PDO)	16127185	C1709264	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Unknown	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	12/6/2017	1:21 PM	No Injury (PDO)	16153155	C1709220	On Road	Intersection Related	2	Wet	Daylight	Rain	Sideswipe Same Direction	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	1/19/2018	3:41 PM	Possible/Complaint of Injury (C)	16209606	C1800385	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	1/23/2018	12:53 AM	No Injury (PDO)	16220426	C1800468	Off Road Left	Intersection Related	1	Dry	Dark Lighted	None	Concrete Barrier	North		SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	2/24/2018	1:56 PM	No Injury (PDO)	16268396	C1801353	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	3/14/2018	2:10 PM	No Injury (PDO)	16308072	C1801856	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	3/2/2018	7:00 PM	No Injury (PDO)	16312931	C1801523	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	4/9/2018	1:40 PM	No Injury (PDO)	16358810	C1802521	On Road	Intersection	2	Wet	Daylight	Rain	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	4/4/2018	10:05 AM	No Injury (PDO)	16368164	C1802404	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.384	4/26/2018	5:59 PM	No Injury (PDO)	16410362	C1802992	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	5/21/2018	5:39 PM	No Injury (PDO)	16455389	C1803694	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.397	6/8/2018	1:10 PM	No Injury (PDO)	16456086	C1804177	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	6/5/2018	11:00 AM	No Injury (PDO)	16469538	C1804089	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	6/8/2018	3:17 PM	No Injury (PDO)	16470164	C1804182	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.401	6/11/2018	3:00 PM	No Injury (PDO)	16477370	C1804261	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	6/16/2018	10:02 AM	Possible/Complaint of Injury (C)	16480213	C1804389	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	North	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	8/6/2018	12:42 PM	No Injury (PDO)	16558642	C1805667	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	8/18/2018	5:25 PM	No Injury (PDO)	16608018	C1806008	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	8/29/2018	5:07 PM	No Injury (PDO)	16608699	C1806276	On Road	Intersection	2	Dry	Daylight	None	Unknown	Northeast	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	9/5/2018	3:22 PM	No Injury (PDO)	16618896	C1806434	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.407	9/12/2018	12:50 PM	No Injury (PDO)	16622925	C1806618	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	9/20/2018	8:45 AM	Possible/Complaint of Injury (C)	16654565	C1806828	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	9/22/2018	7:59 PM	No Injury (PDO)	16660136	C1806899	On Road	Intersection Related	2	Dry	Dark Lighted	None	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/25/2018	3:37 PM	No Injury (PDO)	16703035	C1807743	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/19/2018	1:30 AM	No Injury (PDO)	16712235	C1807581	On Road	Intersection	2	Wet	Dark Lighted	Rain	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	10/28/2018	2:53 PM	No Injury (PDO)	16733922	C1807832	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	11/20/2018	3:23 PM	No Injury (PDO)	16750109	C1808444	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.4	11/20/2018	3:03 AM	No Injury (PDO)	16774326	C1808421	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.395	1/12/2019	12:59 PM	Possible/Complaint of Injury (C)	16854876	C1900249	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	1/18/2019	11:02 AM	No Injury (PDO)	16861938	C1900396	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	East	Truck - Self Contained GVW <= 10k	Unknown	No Apparent Contributing Factor	
260534	B00700	1.39	2/18/2019	12:57 PM	No Injury (PDO)	16905566	C1901183	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	2/21/2019	12:36 PM	Possible/Complaint of Injury (C)	16911452	C1901255	On Road	Intersection	2	Wet	Daylight	None	Broadside	Southeast	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.388	5/5/2019	5:12 PM	No Injury (PDO)	17063840	C1903265	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.395	5/13/2019	1:22 PM	No Injury (PDO)	17079359	C1903470	On Road	Intersection Related	1	Dry	Daylight	None	Rear End	East		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	5/19/2019	11:30 PM	Evident Non-Incapacitating (B)	17089769	C1903628	Off Road Left	Intersection Related	2	Dry	Dark Lighted	None	Light or Utility Pole	North	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.394	6/3/2019	3:23 PM	Possible/Complaint of Injury (C)	17104732	C1903990	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	West	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.394	6/5/2019	12:38 PM	No Injury (PDO)	17126450	C1904032	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	East	Unknown	SUV	Unknown	Driver Preoccupied	
260534	B00700	1.394	6/29/2019	4:02 PM	No Injury (PDO)	17166996	C1904609	On Road	Intersection Related	2	Unknown	Unknown	Unknown	Rear End	West	West	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/9/2019	6:47 PM	No Injury (PDO)	17172699	C1904816	On Road	Intersection Related	2	Unknown	Unknown	Unknown	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.405	7/10/2019	1:24 AM	No Injury (PDO)	17173261	C1904820	Off Road Left	Intersection Related	1	Dry	Unknown	Unknown	Other Fixed Object	North		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.381	7/2/2019	12:46 PM	No Injury (PDO)	17174037	C1904666	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	South	South	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/17/2019	11:42 AM	No Injury (PDO)	17185999	C1904977	On Road	Intersection	2	Dry	Unknown	Unknown	Overtaking Turn	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.397	7/21/2019	5:35 PM	Possible/Complaint of Injury (C)	17193656	C1905089	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	8/4/2019	2:10 PM	No Injury (PDO)	17215326	C1905438	On Road	Intersection Related	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.394	8/16/2019	7:37 AM	No Injury (PDO)	17236056	C1905700	On Road	Intersection	2	Dry	Unknown	Unknown	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	8/17/2019	11:46 AM	No Injury (PDO)	17237469	C1905747	On Road	Intersection	2	Dry	Unknown	Unknown	Sideswipe Same Direction	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.405	8/11/2019	5:47 PM	No Injury (PDO)	17238670	C1905609	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	North	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.386	8/22/2019	11:53 AM	No Injury (PDO)	17246642	C1905851	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	9/6/2019	5:00 PM	No Injury (PDO)	17284336	C1906276	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.381	9/29/2019	1:10 PM	No Injury (PDO)	17318810	C1906863	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	South	South	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/6/2019	9:06 PM	No Injury (PDO)	17334312	C1907019	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	10/30/2019	8:18 AM	No Injury (PDO)	17397077	C1907570	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	11/16/2019	10:47 PM	No Injury (PDO)	17424680	C1908051	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	11/16/2019	11:11 AM	No Injury (PDO)	17438586	C1908031	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	12/5/2019	3:16 PM	No Injury (PDO)	17441927	C1908456	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	12/17/2019	4:11 PM	No Injury (PDO)	17469604	C1908766	On Road	Intersection	2	Dry	Daylight	None	Unknown	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	

Everhart & SPID Left Frt Rd

Rte #	Rte Sect	MP	Date	Time	Severity	Serial No.	Report ID	Location	Road Description	No. of Vehicles	Condition	Lighting	Weather	Accident Type	V1 Dir	V2 Dir	Vehicle 1 Type	Driver Condition	Human Factor	Speed
358	061701	8.994	1/26/2020	1:12 PM	No Injury (PDO)	17539425	C2000552	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	2/7/2020	7:15 AM	No Injury (PDO)	17580386	C2000804	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.403	12/6/2019	12:51 AM	No Injury (PDO)	17590157	C1908469	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.392	2/29/2020	10:15 PM	No Injury (PDO)	17599680	C2001396	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	3/3/2020	5:26 PM	Possible/Complaint of Injury (C)	17615641	C2001452	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	3/24/2020	10:50 PM	Evident Non-Incapacitating (B)	17637417	C2001874	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Northeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.397	6/12/2020	12:03 AM	No Injury (PDO)	17734605	C2003198	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.397	6/24/2020	4:15 PM	No Injury (PDO)	17750180	C2003488	On Road	Intersection Related	3	Wet	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.405	6/26/2020	11:09 AM	No Injury (PDO)	17752577	C2003520	On Road	Intersection Related	2	Wet	Daylight	None	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.392	7/1/2020	6:49 PM	No Injury (PDO)	17759215	C2003613	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	North	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/14/2020	2:24 PM	Possible/Complaint of Injury (C)	17780450	C2003827	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.395	7/6/2020	5:51 PM	No Injury (PDO)	17782621	C2003699	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	West	West	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	7/29/2020	1:11 PM	No Injury (PDO)	17793870	C2004079	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	7/30/2020	2:10 PM	No Injury (PDO)	17793927	C2004098	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Southwest	Southwest	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.398	9/15/2020	4:59 PM	No Injury (PDO)	17871508	C2005053	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.393	9/21/2020	4:38 PM	No Injury (PDO)	17873382	C2005206	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.381	10/10/2020	12:25 PM	Possible/Complaint of Injury (C)	17902854	C2005656	On Road	Intersection Related	3	Dry	Daylight	None	Rear End	Northeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
260534	B00700	1.411	10/12/2020	8:20 AM	No Injury (PDO)	17904832	C2005695	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	11/21/2020	10:54 AM	Evident Non-Incapacitating (B)	17973735	C2006572	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	11/25/2020	10:19 AM	No Injury (PDO)	17992063	C2006651	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southeast	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.39	12/11/2020	3:08 PM	No Injury (PDO)	18010696	C2007033	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	South	South	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.997	12/4/2020	5:41 PM	No Injury (PDO)	18012635	C2006870	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	1/8/2021	7:03 PM	No Injury (PDO)	18057872	C2100159	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southwest	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	1/19/2021	2:36 PM	No Injury (PDO)	18079592	C2100378	On Road	Intersection	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	1/25/2021	7:10 PM	No Injury (PDO)	18079777	C2100522	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	North	North	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	3/18/2021	6:24 PM	No Injury (PDO)	18155669	C2101666	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	3/5/2021	12:48 AM	No Injury (PDO)	18156504	C2101292	On Road	Intersection Related	1	Dry	Dark Lighted	None	fic Sign or Post or Overhead Sign Struc	South		Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.377	5/3/2021	12:34 PM	No Injury (PDO)	18238265	C2102868	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	West	West	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.996	4/28/2021	11:24 PM	No Injury (PDO)	18249251	C2102738	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	East	East	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	4/28/2021	1:34 PM	Possible/Complaint of Injury (C)	18251966	C2102716	On Road	Intersection	2	Dry	Daylight	None	Approach Turn	Southeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.399	5/10/2021	5:04 AM	No Injury (PDO)	18257547	C2103038	Off Road Left	Intersection Related	1	Dry	Dark Lighted	None	Other Non-Collision	Northeast		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.4	6/28/2021	1:48 PM	Possible/Complaint of Injury (C)	18351309	C2104249	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.396	7/9/2021	7:32 PM	No Injury (PDO)	18360719	C2104585	On Road	Intersection	2	Wet	Daylight	None	Broadside	West	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/30/2021	7:53 AM	No Injury (PDO)	18392616	C2105045	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southeast	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/25/2021	2:21 AM	No Injury (PDO)	18393503	C2104944	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	Southeast	Southwest	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.401	8/7/2021	10:51 AM	Possible/Complaint of Injury (C)	18413033	C2105259	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Northeast	Northeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	8/7/2021	3:09 PM	No Injury (PDO)	18424741	C2105269	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	South	South	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	9/11/2021	4:10 PM	No Injury (PDO)	18472405	C2106073	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southwest	Southwest	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.405	9/25/2021	2:14 PM	Possible/Complaint of Injury (C)	18494760	C2106455	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	North	North	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.394	10/17/2021	4:05 AM	No Injury (PDO)	18540257	C2107000	Off Road in Media	Intersection Related	1	Dry	Dark Lighted	None	Other Fixed Object	Southwest		Passenger Car/Van	Unknown	No Apparent Contributing Factor	
260534	B00700	1.424	11/9/2021	11:48 AM	No Injury (PDO)	18591693	C2107659	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Northeast	Northeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
260534	B00700	1.415	12/17/2021	9:09 PM	No Injury (PDO)	18656586	C2108622	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Northeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.996	2/13/2019	4:35 PM	Possible/Complaint of Injury (C)	16921671	C1901054	On Road	Intersection	3	Dry	Daylight	None	Broadside	East	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	8.996	3/20/2019	1:17 PM	No Injury (PDO)	16960593	C1901997	On Road	Intersection	3	Dry	Daylight	None	Broadside	East	Unknown	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.996	3/30/2019	3:35 PM	No Injury (PDO)	17001036	C1902300	On Road	Intersection	2	Dry	Daylight	None	Broadside	South	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.993	5/23/2019	6:05 PM	No Injury (PDO)	17095424	C1903719	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	South	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.995	5/28/2019	4:47 PM	No Injury (PDO)	17107364	C1903835	On Road	Intersection	1	Dry	Daylight	None	Overtaking Turn	South		SUV	Unknown	Illness	
358	061701	8.997	6/14/2019	3:02 PM	No Injury (PDO)	17137519	C1904261	On Road	Intersection	2	Dry	Daylight	None	Sideswipe Same Direction	East	North	Passenger Car/Van	Unknown	Driver Preoccupied	
358	061701	8.995	7/3/2019	4:55 PM	No Injury (PDO)	17166236	C1904696	On Road	Intersection	2	Dry	Unknown	Unknown	Overtaking Turn	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.996	6/24/2019	12:45 PM	No Injury (PDO)	17172163	C1904473	On Road	Intersection	2	Dry	Dawn or Dusk	Unknown	Overtaking Turn	Southeast	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.992	8/6/2019	7:45 PM	No Injury (PDO)	17218993	C1905474	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.996	8/16/2019	2:17 PM	No Injury (PDO)	17236053	C1905716	On Road	Intersection	2	Dry	Unknown	Unknown	Broadside	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.982	8/5/2019	8:06 AM	Possible/Complaint of Injury (C)	17246964	C1905446	On Road	Intersection Related	2	Dry	Unknown	Unknown	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.995	10/10/2019	8:58 AM	No Injury (PDO)	17340419	C1907102	On Road	Intersection Related	2	Dry	Daylight	None	Unknown	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	5/1/2020	11:10 AM	No Injury (PDO)	17674670	C2002346	On Road	Intersection Related	3	Dry	Daylight	None	Broadside	East	Unknown	cks over 10k/Busses over 15 Passen	Unknown	No Apparent Contributing Factor	
358	061701	8.994	5/19/2020	8:03 AM	No Injury (PDO)	17693633	C2002690	On Road	Intersection	2	Dry	Daylight	None	Broadside	Unknown	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.988	5/13/2020	10:15 AM	No Injury (PDO)	17718443	C2002559	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.989	6/8/2020	7:00 PM	No Injury (PDO)	17723631	C2003114	On Road	Intersection Related	2	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.984	6/14/2020	2:21 AM	No Injury (PDO)	17741313	C2003254	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.99	7/28/2020	2:06 PM	No Injury (PDO)	17802280	C2004063	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.994	8/24/2020	3:20 PM	No Injury (PDO)	17829603	C2004572	On Road	Intersection	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	8/30/2020	12:15 PM	Fatal (K)	17841353	C2004688	On Road	Intersection	4	Dry	Daylight	None	Overturning	Southeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.971	9/5/2020	12:03 PM	No Injury (PDO)	17862936	C2004826	On Road	Intersection Related	2	Wet	Daylight	None	Sideswipe Same Direction	Southeast	East	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/3/2020	1:27 PM	No Injury (PDO)	17896409	C2005480	On Road	Intersection	3	Dry	Daylight	None	Sideswipe Same Direction	Southeast	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/3/2020	2:30 PM	No Injury (PDO)	17896422	C2005481	On Road	Intersection	2	Dry	Daylight	None	Overtaking Turn	Southeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.988	10/2/2020	9:49 PM	No Injury (PDO)	17896440	C2005468	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	10/7/2020	4:10 PM	No Injury (PDO)	17905599	C2005576	On Road	Intersection	2	Dry	Daylight	None	Unknown	Southeast	Southwest	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.991	11/25/2020	12:26 AM	No Injury (PDO)	17983723	C2006643	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Southeast	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.991	1/6/2021	1:52 PM	Evident Non-Incapacitating (B)	18051331	C2100099	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	3/4/2021	7:58 PM	No Injury (PDO)	18137700	C2101288	On Road	Intersection	2	Dry	Dark Un-Lighted	None	Approach Turn	Southwest	Northeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.984	3/26/2021	9:45 PM	No Injury (PDO)	18174682	C2101906	On Road	Intersection Related	2	Dry	Dark Lighted	None	Sideswipe Same Direction	Unknown	Unknown	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	5/18/2021	12:13 AM	No Injury (PDO)	18262910	C2103242	On Road	Intersection	2	Dry	Dark Lighted	None	Unknown	Northeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.996	5/19/2021	10:12 AM	No Injury (PDO)	18266399	C2103287	On Road	Intersection Related	2	Wet	Daylight	Rain	Rear End	South	North	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	4/23/2021	2:29 AM	No Injury (PDO)	18325593	C2103942	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	North	East	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.991	7/2/2021	2:00 AM	No Injury (PDO)	18347212	C2104336	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	7/6/2021	11:32 AM	Possible/Complaint of Injury (C)	18353121	C2104474	On Road	Intersection	2	Wet	Daylight	Rain	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	8/20/2021	3:04 PM	Evident Non-Incapacitating (B)	18442085	C2105568	On Road	Intersection	3	Dry	Daylight	None	Broadside	Northeast	Southeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.991	9/5/2021	2:57 AM	No Injury (PDO)	18463774	C2105922	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	9/17/2021	2:36 PM	Evident Non-Incapacitating (B)	18489463	C2106239	On Road	Intersection	2	Dry	Daylight	None	Broadside	Southeast	Northeast	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.994	9/10/2021	12:19 PM	No Injury (PDO)	18490180	C2106045	On Road	Intersection	3	Dry	Daylight	None	Overtaking Turn	Southeast	Unknown	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	
358	061701	9.003	11/17/2021	4:26 PM	No Injury (PDO)	18605488	C2107902	On Road	Intersection Related	2	Dry	Daylight	None	Rear End	Southwest	Southwest	Hit and Run - Unknown	Unknown	No Apparent Contributing Factor	
358	061701	8.992	11/18/2021	9:33 PM	No Injury (PDO)	18607588	C2107938	On Road	Intersection Related	2	Dry	Dark Lighted	None	Rear End	Southeast	Southeast	Passenger Car/Van	Unknown	No Apparent Contributing Factor	
358	061701	8.994	12/17/2021	6:32 PM	No Injury (PDO)	18669841	C2108612	On Road	Intersection	2	Dry	Dark Lighted	None	Broadside	North	East	SUV	Unknown	No Apparent Contributing Factor	
358	061701	8.997	12/18/2021	2:08 PM	No Injury (PDO)	18683088	C2108639	On Road	Intersection Related	2	Dry	Daylight	None	Overtaking Turn	East	East	Pickup Truck/Utility Van	Unknown	No Apparent Contributing Factor	