| $\mathbf{2 0 1 2}$ | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 8 | 6 | 10 | 11 | 8 | 10 | 9 | 9 |
| Bicycle | 5 | 2 | 7 | 10 | 16 | 16 | 10 | 16 |
| Motor Vehicle | 429 | 373 | 412 | 441 | 440 | 405 | 409 | 415 |
| Total | $\mathbf{4 4 2}$ | $\mathbf{3 8 1}$ | $\mathbf{4 2 9}$ | $\mathbf{4 6 2}$ | $\mathbf{4 6 4}$ | $\mathbf{4 3 1}$ | $\mathbf{4 2 8}$ | $\mathbf{4 4 0}$ |


| 2013 | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 11 | 13 | 5 | 7 | 4 | 9 | 10 | 10 |
| Bicycle | 2 | 0 | 4 | 8 | 8 | 16 | 22 | 13 |
| Motor Vehicle | 529 | 546 | 466 | 372 | 387 | 415 | 450 | 458 |
| Total | $\mathbf{5 4 2}$ | $\mathbf{5 5 9}$ | $\mathbf{4 7 5}$ | $\mathbf{3 8 7}$ | $\mathbf{3 9 9}$ | $\mathbf{4 4 0}$ | $\mathbf{4 8 2}$ | $\mathbf{4 8 1}$ |


| Difference | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 3 | 7 | -5 | -4 | -4 | -1 | 1 | 1 |
| Bicycle | -3 | -2 | -3 | -2 | -8 | 0 | 12 | -3 |
| Motor Vehicle | 100 | 173 | 54 | -69 | -53 | 10 | 41 | 43 |
| Total | $\mathbf{1 0 0}$ | $\mathbf{1 7 8}$ | $\mathbf{4 6}$ | $\mathbf{- 7 5}$ | -65 | $\mathbf{9}$ | $\mathbf{5 4}$ | $\mathbf{4 1}$ |


| \% Diff | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | $37.5 \%$ | $116.7 \%$ | $-50.0 \%$ | $-36.4 \%$ | $-50.0 \%$ | $-10.0 \%$ | $11.1 \%$ | $11.1 \%$ |
| Bicycle | $-60.0 \%$ | $-100.0 \%$ | $-42.9 \%$ | $-20.0 \%$ | $-50.0 \%$ | $0.0 \%$ | $120.0 \%$ | $-18.8 \%$ |
| Motor Vehicle | $23.3 \%$ | $46.4 \%$ | $13.1 \%$ | $-15.6 \%$ | $-12.0 \%$ | $\mathbf{2 . 5 \%}$ | $\mathbf{1 0 . 0 \%}$ | $\mathbf{1 0 . 4 \%}$ |
| Total | $\mathbf{2 2 . 6 \%}$ | $\mathbf{4 6 . 7 \%}$ | $\mathbf{1 0 . 7 \%}$ | $\mathbf{- 1 6 . 2 \%}$ | $\mathbf{- 1 4 . 0 \%}$ | $\mathbf{2 . 1 \%}$ | $\mathbf{1 2 . 6 \%}$ | $\mathbf{9 . 3 \%}$ |


| September | October November December |  | Total |  |
| ---: | ---: | ---: | ---: | ---: |
| 11 | 10 | 7 | 8 | $\mathbf{1 0 7}$ |
| 17 | 17 | 16 | 3 | $\mathbf{1 3 5}$ |
| 419 | 519 | 418 | 504 | $\mathbf{5 1 8 4}$ |
| $\mathbf{4 4 7}$ | $\mathbf{5 4 6}$ | $\mathbf{4 4 1}$ | $\mathbf{5 1 5}$ | $\mathbf{5 4 2 6}$ |


| September | October November December |  | Total |  |
| ---: | ---: | ---: | ---: | ---: |
| 9 | 9 | 13 | 9 | $\mathbf{1 0 9}$ |
| 14 | 21 | 11 | 2 | $\mathbf{1 2 1}$ |
| 400 | 478 | 484 | 599 | $\mathbf{5 5 8 4}$ |
| $\mathbf{4 2 3}$ | $\mathbf{5 0 8}$ | $\mathbf{5 0 8}$ | $\mathbf{6 1 0}$ | $\mathbf{5 8 1 4}$ |


| September | October November December |  | Total |  |
| ---: | ---: | ---: | ---: | ---: |
| -2 | -1 | 6 | 1 | $\mathbf{- 3}$ |
| -3 | 4 | -5 | -1 | $\mathbf{- 1 8}$ |
| -19 | -41 | 66 | 95 | $\mathbf{2 0 5}$ |
| $-\mathbf{2 4}$ | $\mathbf{- 3 8}$ | $\mathbf{6 7}$ | $\mathbf{9 5}$ | $\mathbf{1 8 4}$ |


| September | October |  | November | December |
| ---: | ---: | ---: | ---: | ---: |$\quad$ Total | $1.9 \%$ |  |  |  |
| ---: | ---: | ---: | ---: |
| $-18.2 \%$ | $-10.0 \%$ | $85.7 \%$ | $12.5 \%$ |
| $-17.6 \%$ | $23.5 \%$ | $-31.3 \%$ | $-33.3 \%$ |
| $-4.5 \%$ | $-7.9 \%$ | $15.8 \%$ | $\mathbf{- 1 0 . 4 \%}$ |
| $-5.4 \%$ | $\mathbf{- 7 . 0 \%}$ | $\mathbf{1 5 . 2 \%}$ | $\mathbf{1 8 . 4 \%}$ |


| $\mathbf{2 0 1 3}$ | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 11 | 13 | 5 | 7 | 4 | 9 | 10 | 10 |
| Bicycle | 2 | 0 | 4 | 8 | 8 | 16 | 22 | 13 |
| Motor Vehicle | 529 | 546 | 466 | 372 | 387 | 415 | 450 | 458 |
| Total | $\mathbf{5 4 2}$ | $\mathbf{5 5 9}$ | $\mathbf{4 7 5}$ | $\mathbf{3 8 7}$ | $\mathbf{3 9 9}$ | $\mathbf{4 4 0}$ | $\mathbf{4 8 2}$ | $\mathbf{4 8 1}$ |


| 2014 | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 3 | 8 | 4 | 6 | 10 | 3 | 6 | 6 |
| Bicycle | 0 | 4 | 2 | 8 | 12 | 16 | 14 | 17 |
| Motor Vehicle | 588 | 490 | 434 | 399 | 433 | 484 | 484 | 493 |
| Total | 591 | $\mathbf{5 0 2}$ | $\mathbf{4 4 0}$ | $\mathbf{4 1 3}$ | $\mathbf{4 5 5}$ | $\mathbf{5 0 3}$ | $\mathbf{5 0 4}$ | $\mathbf{5 1 6}$ |


| Difference | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | -8 | -5 | -1 | -1 | 6 | -6 | -4 | -4 |
| Bicycle | -2 | 4 | -2 | 0 | 4 | 0 | -8 | 4 |
| Motor Vehicle | 59 | -56 | -32 | 27 | 46 | 69 | 34 | 35 |
| Total | $\mathbf{4 9}$ | $\mathbf{- 5 7}$ | $-\mathbf{3 5}$ | $\mathbf{2 6}$ | $\mathbf{5 6}$ | $\mathbf{6 3}$ | $\mathbf{2 2}$ | $\mathbf{3 5}$ |


| \% Diff | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | $-72.7 \%$ | $-38.5 \%$ | $-20.0 \%$ | $-14.3 \%$ | $150.0 \%$ | $-66.7 \%$ | $-40.0 \%$ | $-40.0 \%$ |
| Bicycle | $-100.0 \%$ | \#DIV/0! | $-50.0 \%$ | $0.0 \%$ | $50.0 \%$ | $0.0 \%$ | $-36.4 \%$ | $30.8 \%$ |
| Motor Vehicle | $11.2 \%$ | $-10.3 \%$ | $-6.9 \%$ | $7.3 \%$ | $11.9 \%$ | $16.6 \%$ | $\mathbf{7 . 6 \%}$ | $\mathbf{7 . 6 \%}$ |
| Total | $\mathbf{9 . 0 \%}$ | $\mathbf{- 1 0 . 2 \%}$ | $\mathbf{- 7 . 4 \%}$ | $\mathbf{6 . 7 \%}$ | $\mathbf{1 4 . 0 \%}$ | $\mathbf{1 4 . 3 \%}$ | $\mathbf{4 . 6 \%}$ | $\mathbf{7 . 3 \%}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| 9 | 9 | 13 | 9 | $\mathbf{1 0 9}$ |
| 14 | 21 | 11 | 2 | $\mathbf{1 2 1}$ |
| 400 | 478 | 484 | 599 | $\mathbf{5 5 8 4}$ |
| 423 | 508 | 508 | $\mathbf{6 1 0}$ | $\mathbf{5 8 1 4}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| 5 | 9 | 9 | 5 | $\mathbf{7 4}$ |
| 17 | 19 | 6 | 1 | $\mathbf{1 1 6}$ |
| 507 | 551 | 522 | 464 | $\mathbf{5 8 4 9}$ |
| $\mathbf{5 2 9}$ | $\mathbf{5 7 9}$ | $\mathbf{5 3 7}$ | $\mathbf{4 7 0}$ | $\mathbf{6 0 3 9}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| -4 | 0 | -4 | -4 | -9 |
| 3 | -2 | -5 | -1 | 4 |
| 107 | 73 | 38 | -135 | $\mathbf{4 4}$ |
| 106 | 71 | 29 | $\mathbf{- 1 4 0}$ | $\mathbf{3 9}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| $-44.4 \%$ | $0.0 \%$ | $-30.8 \%$ | $-44.4 \%$ | $\mathbf{- 3 2 . 1 \%}$ |
| $21.4 \%$ | $-9.5 \%$ | $-45.5 \%$ | $-50.0 \%$ | $-\mathbf{- 4 . 1 \%}$ |
| $26.8 \%$ | $15.3 \%$ | $7.9 \%$ | $-22.5 \%$ | $\mathbf{4 . 7 \%}$ |
| $\mathbf{2 5 . 1 \%}$ | $\mathbf{1 4 . 0 \%}$ | $\mathbf{5 . 7 \%}$ | $\mathbf{- 2 3 . 0 \%}$ | $\mathbf{3 . 9 \%}$ |


| $\mathbf{2 0 1 4}$ | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 3 | 8 | 4 | 6 | 10 | 3 | 6 | 6 |
| Bicycle | 0 | 4 | 2 | 8 | 12 | 16 | 14 | 17 |
| Motor Vehicle | 588 | 490 | 434 | 399 | 433 | 484 | 484 | 493 |
| Total | $\mathbf{5 9 1}$ | $\mathbf{5 0 2}$ | $\mathbf{4 4 0}$ | $\mathbf{4 1 3}$ | $\mathbf{4 5 5}$ | $\mathbf{5 0 3}$ | $\mathbf{5 0 4}$ | $\mathbf{5 1 6}$ |


| $\mathbf{2 0 1 5}$ | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 14 | 8 | 6 | 9 | 7 | 13 | 12 | 9 |
| Bicycle | 0 | 1 | 4 | 12 | 13 | 12 | 19 | 17 |
| Motor Vehicle | 577 | 546 | 435 | 398 | 467 | 536 | 499 | 517 |
| Total | $\mathbf{5 9 1}$ | $\mathbf{5 5 5}$ | $\mathbf{4 4 5}$ | $\mathbf{4 1 9}$ | $\mathbf{4 8 7}$ | $\mathbf{5 6 1}$ | $\mathbf{5 3 0}$ | $\mathbf{5 4 3}$ |


| Difference | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 11 | 0 | 2 | 3 | -3 | 10 | 6 | 3 |
| Bicycle | 0 | -3 | 2 | 4 | 1 | -4 | 5 | 0 |
| Motor Vehicle | -11 | 56 | 1 | -1 | 34 | 52 | 15 | $\mathbf{2 4}$ |
| Total | $\mathbf{0}$ | $\mathbf{5 3}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{3 2}$ | $\mathbf{5 8}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ |


| \% Diff | January | February | March | April | May | June | July | August |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | $366.7 \%$ | $0.0 \%$ | $50.0 \%$ | $50.0 \%$ | $-30.0 \%$ | $333.3 \%$ | $100.0 \%$ | $50.0 \%$ |
| Bicycle | \#DIV/0! | $-75.0 \%$ | $100.0 \%$ | $50.0 \%$ | $8.3 \%$ | $-25.0 \%$ | $35.7 \%$ | $0.0 \%$ |
| Motor Vehicle | $-1.9 \%$ | $11.4 \%$ | $0.2 \%$ | $-0.3 \%$ | $\mathbf{7 . 9 \%}$ | $10.7 \%$ | $\mathbf{3 . 1 \%}$ | $\mathbf{4 . 9 \%}$ |
| Total | $\mathbf{0 . 0 \%}$ | $\mathbf{1 0 . 6 \%}$ | $\mathbf{1 . 1 \%}$ | $\mathbf{1 . 5 \%}$ | $\mathbf{7 . 0 \%}$ | $\mathbf{1 1 . 5 \%}$ | $\mathbf{5 . 2 \%}$ | $\mathbf{5 . 2 \%}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| 5 | 9 | 9 | 5 | $\mathbf{7 4}$ |
| 17 | 19 | 6 | 1 | $\mathbf{1 1 6}$ |
| 507 | 551 | 522 | 464 | $\mathbf{5 8 4 9}$ |
| $\mathbf{5 2 9}$ | $\mathbf{5 7 9}$ | $\mathbf{5 3 7}$ | $\mathbf{4 7 0}$ | $\mathbf{6 0 3 9}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| 7 | 14 | 14 | 9 | $\mathbf{1 2 2}$ |
| 21 | 9 | 8 | 5 | $\mathbf{1 2 1}$ |
| 525 | 597 | 478 | 550 | $\mathbf{6 1 2 5}$ |
| $\mathbf{5 5 3}$ | $\mathbf{6 2 0}$ | $\mathbf{5 0 0}$ | $\mathbf{5 6 4}$ | $\mathbf{6 3 6 8}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| 2 | 5 | 5 | 4 | $\mathbf{1 3}$ |
| 4 | -10 | 2 | 4 | $\mathbf{4}$ |
| 18 | 46 | -44 | 86 | $\mathbf{7 9}$ |
| $\mathbf{2 4}$ | $\mathbf{4 1}$ | $\mathbf{- 3 7}$ | $\mathbf{9 4}$ | $\mathbf{9 6}$ |


| September | October | November | December | Total |
| ---: | ---: | ---: | ---: | ---: |
| $40.0 \%$ | $55.6 \%$ | $55.6 \%$ | $80.0 \%$ | $\mathbf{6 4 . 9 \%}$ |
| $23.5 \%$ | $-52.6 \%$ | $33.3 \%$ | $400.0 \%$ | $\mathbf{4 . 3 \%}$ |
| $3.6 \%$ | $8.3 \%$ | $-8.4 \%$ | $18.5 \%$ | $\mathbf{4 . 7 \%}$ |
| $\mathbf{4 . 5 \%}$ | $\mathbf{7 . 1 \%}$ | $\mathbf{- 6 . 9 \%}$ | $\mathbf{2 0 . 0} \%$ | $\mathbf{5 . 4 \%}$ |


| 2015 | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pedestrian | 14 | 8 | 6 | 9 | 7 | 13 | 12 | 9 | 7 | 13 | 13 | 7 | 118 |
| Bicycle | 0 | 1 | 4 | 12 | 13 | 12 | 19 | 17 | 21 | 9 | 8 | 4 | 120 |
| Motor Vehicle | 577 | 546 | 435 | 398 | 467 | 536 | 499 | 517 | 525 | 591 | 466 | 374 | 5931 |
| Sudden Ped Mvmt Cite |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 591 | 555 | 445 | 419 | 487 | 561 | 530 | 543 | 553 | 613 | 487 | 385 | 6169 |
| 2016 | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| Pedestrian | 12 | 7 | 8 | 7 | 3 | 5 |  |  |  |  |  |  | 42 |
| Bicycle | 1 | 4 | 5 | 7 | 9 | 11 |  |  |  |  |  |  | 37 |
| Motor Vehicle | 552 | 478 | 430 | 457 | 499 | 493 |  |  |  |  |  |  | 2909 |
| Sudden Ped Mvmt Cite |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 565 | 489 | 443 | 471 | 511 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 2988 |


| Difference | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pedestrian | -2 | -1 | 2 | -2 | -4 | -8 | -12 | -9 | -7 | -13 | -13 | -7 | -7 |
| Bicycle | 1 | 3 | 1 | -5 | -4 | -1 | -19 | -17 | -21 | -9 | -8 | -4 | -4 |
| Motor Vehicle | -25 | -68 | -5 | 59 | 32 | -43 | -499 | -517 | -525 | -591 | -466 | -374 | -7 |
| Sudden Ped Mvmt Cite | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | -26 | -66 | -2 | 52 | 24 | -52 | -530 | -543 | -553 | -613 | -487 | -385 | -18 |


| \% Diff | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | $-14.3 \%$ | $-12.5 \%$ | $33.3 \%$ | $-22.2 \%$ | $-57.1 \%$ | $-61.5 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-64.4 \%$ |
| Bicycle | \#DIV/0! | $300.0 \%$ | $25.0 \%$ | $-41.7 \%$ | $-30.8 \%$ | $-8.3 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-69.2 \%$ |
| Motor Vehicle | $-4.3 \%$ | $-12.5 \%$ | $-1.1 \%$ | $14.8 \%$ | $6.9 \%$ | $-8.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $-100.0 \%$ | $\mathbf{- 5 1 . 0 \%}$ |
| Sudden Ped Mvmt Cite | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! | \#DIV/0! |
| Total | $-4.4 \%$ | $\mathbf{- 1 1 . 9 \%}$ | $\mathbf{- 0 . 4 \%}$ | $\mathbf{1 2 . 4 \%}$ | $\mathbf{4 . 9 \%}$ | $\mathbf{- 9 . 3 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 1 0 0 . 0 \%}$ | $\mathbf{- 5 1 . 6 \%}$ |



|  | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Pedestrian | 107 | 109 | 74 | 118 | 42 | $\mathbf{4 5 0}$ |
| Bicycle | 135 | 121 | 116 | 120 | 37 | $\mathbf{5 2 9}$ |

