



HUMAN RELATIONS
COMMISSION

TROY HUMAN RELATIONS COMMISSION
Thursday, May 18, 2023, 6:15 p.m.
Council Chambers, City Hall, 100 S. Market Street

AGENDA

- | | | |
|-------------|------------------------------------|------------------------------|
| I. | Call to Order | S. Holycross |
| II. | Roll Call | K. Feltner |
| III. | Approval of March 16, 2023 Minutes | motion/second/roll call vote |
| IV. | 2023 Projects Update | S. Holycross |
| | a. Ohio Historical Marker | |
| | b. Walking Map | |
| | c. Other business | |
| V. | Commission Member Comments | |
| VI. | Public Comments | |
| VII. | Adjourn | |

Next Meeting: Thursday, July 20, 2023, 6:15 p.m., Council Chambers, City Hall

MINUTES OF HUMAN RELATIONS COMMISSION

A regular session of the Human Relations Commission was held at 6:15 p.m. in Council Chambers, City Hall.

Members Attending: Holycross, Keller, Severt, Villalobos.

Presiding Officer: Chairperson Sonia Holycross

Others Attending: Mayor
City Staff
Citizens

CALL TO ORDER: The meeting commenced at 6:20 p.m. by the Chairperson's call to order.

MINUTES: Upon motion of Mr. Severt, seconded by Mr. Keller, the February 16, 2023 minutes were approved by the Commission unanimously, having no corrections or additions to these minutes.

2023 PROJECTS UPDATE: Regarding the Ohio Historical Marker application, Ms. Holycross stated that the required documentation was being finalized and that the application was due May 1. As for the walking map, the Commission plans to reach out to local historians and seek their help in compiling accurate information to be included on the map.

Mr. Severt and Ms. Hekate gave an update on the 2023 Juneteenth event. The event planning process is successfully moving forward, and the hope is to have a bigger and better celebration with various activities scheduled for Friday, June 16, and Saturday, June 17.

PUBLIC COMMENTS: No public comments were provided.

There being no further business, the meeting adjourned at 6:26 p.m.

Suggested Walking Tour Map Locations Related to Troy's African-American History

- Nineveh
- Soldiers Circle, Section 11, Riverside Cemetery
- Robert Kenney's Grave, Riverside Cemetery
- Lincoln Community Center
- Signs at McKaig & Race Park
- Underground Railroad Stops
 - Brandiff-Dye-Croner-Gillis House, 210 E. Main St.
 - Canal Repair and Loading Basin Walnut & Canal Sts.
 - Trinity Episcopal Church (Barbel Adkins Ctr.), 22 E. Franklin St
 - First Presbyterian Church, 20 S. Walnut St.
 - Old Miami County Courthouse, 112-118 W. Main St.
 - McCampbell House, 21 W. Water St.
 - McCurdy House, 206 W. Main St.
 - Asa Mayo House, 11 N. Walnut St.
 - Tullis Farm, 138 S. Ridge Ave.
 - McKaig-Galbreath House, 406 S. Ridge Ave.

Troy History Museum

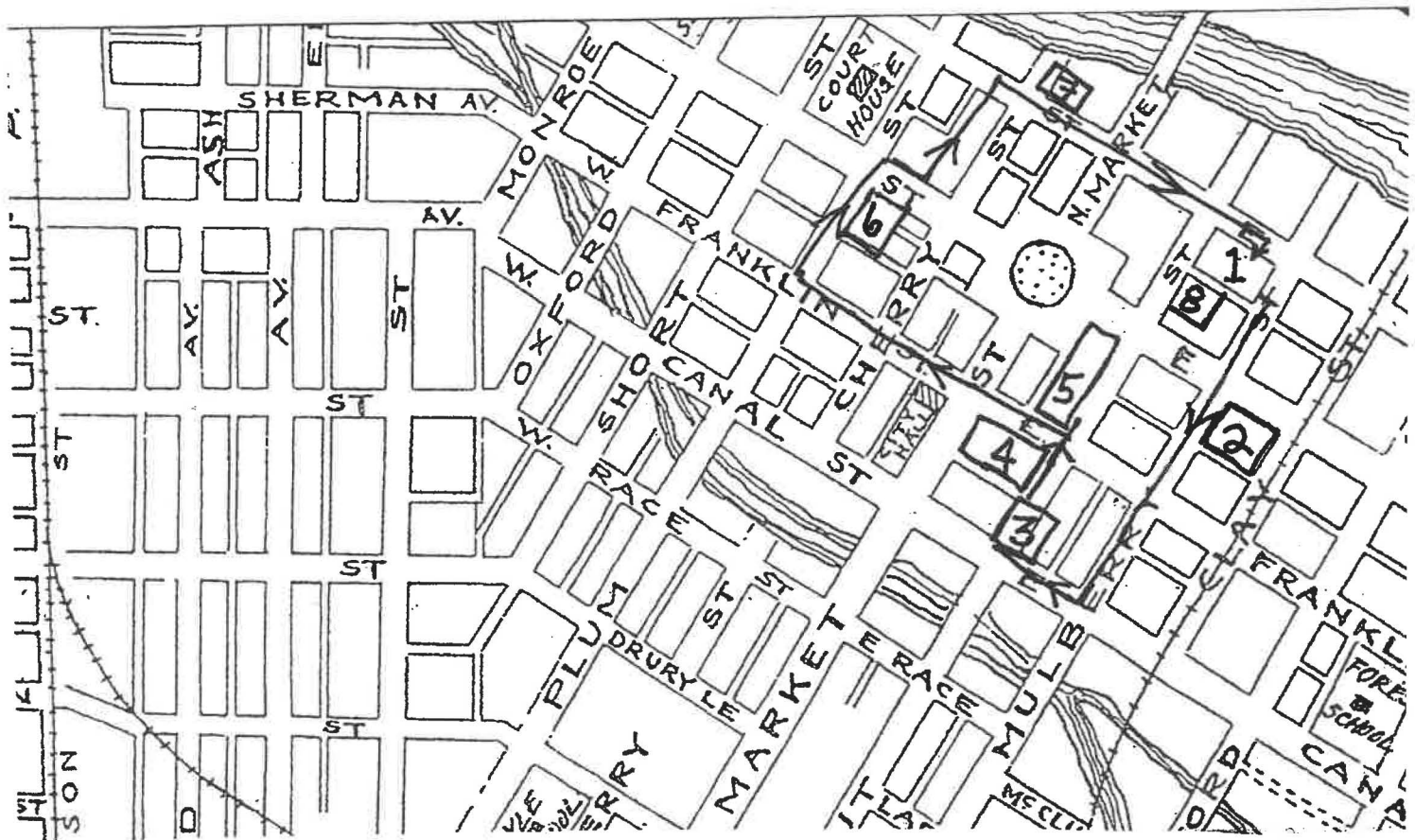
Underground Railroad Tour

ROUTE AND STOPS

Leave the Museum (stop 1) and visit the stops listed below. You will meet a conductor at each stop.

- Stop 1 Museum of Troy History, 124 E. Water St.
- Stop 2 Brandriff House, 210 E. Main St.
- Stop 3 Canal Repair and Loading Basin Walnut & Canal Sts.
- Stop 4 Trinity Episcopal Church (Barbel Adkins Ctr.), Franklin & Walnut Sts.
- Stop 5 First Presbyterian Church, 20 S. Walnut St.
- Stop 6 Old Miami County Courthouse, rear view, east side, Plum near Market St.
- Stop 7 McCampbell House, W. Water & Cherry Sts
- Stop 8 Asa Mayo House, 11 N. Walnut St.

Return to Stop 1.



STOP 2

Stop 1 was the Museum of Troy History. Go south (toward Main St.) on Mulberry one block. Cross Main St. and look to your left at the white house with the fence around it. This was built in 1847 by Richard Brandriff, a druggist (or apothecary as they were called then) who had a shop on West Main St. at No. 2. That was his “day job”. He was also a Methodist minister active in the underground railroad. He was an outspoken abolitionist and was one of those who caused an open split within the Church between those who wanted to abolish slavery and those who did not.

There are indications in the basement of the house that a portion might have been concealed. Although the evidence is not conclusive and as is so often the case, there is no documentary or archeological proof escaping slaves were harbored here, we know that Richard Brandriff was committed to the cause of freedom for the oppressed people. We feel that is reason enough to honor this house.

As we move on, let's consider a question. Does it make sense to hide escapees in one of the most prosperous homes in town and one that is the home of an outspoken supporter of the underground railroad? After all, slave catchers would want to put Brandriff behind bars. That was the fate of anyone caught hiding slaves.

That question gives relevance to our next stop, the most mysterious on our tour. Why mysterious? Because you can't see it anymore.

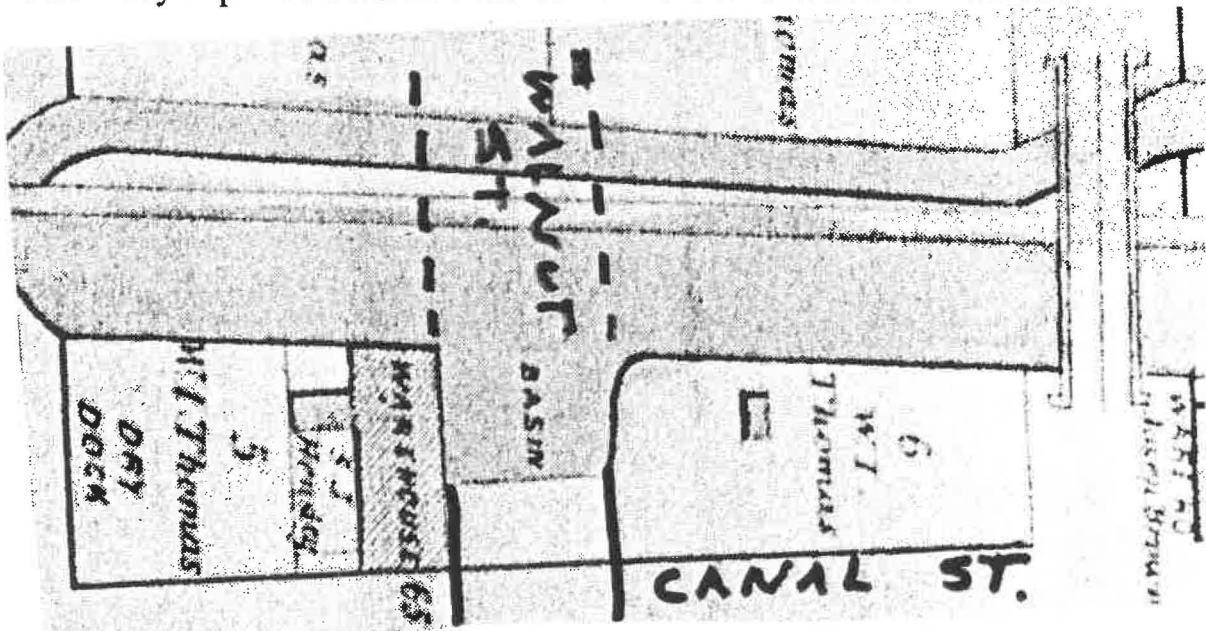
STOP 3

Let's stop before crossing Walnut St and imagine what you would have seen in 1840. The ground under your feet is "the basin" where canal boats put in, had cargo loaded and unloaded and were repaired. Freight was carried into and out of the warehouses. Who do you think did that? Certainly not Mr. Brandriff and Mr. Mayo. That was the work of the stevedores and the freight handlers, many of whom were black. Now, we also know that several of the canal boat captains were active in the underground railroad and allowed escapees to be stowed away on their boats.

Remember that the only sure way to get your freedom was to escape to Canada. That meant a long journey from Kentucky, Virginia or some other state that allowed human bondage to "The Promised Land" as Canada was called by the slaves. The Miami Erie Canal ran from Cincinnati to Toledo and then the journey to Detroit and Canada was short.

Much credit has rightly been given to the white abolitionists who risked fines and imprisonment to aid in the escapes but only relatively recently has attention been given to the black communities along the way that provided shelter and instruction. To find out more about this new research come to our Museum program after the tour.

With the constant bustle and activity who would have noticed a small elderly black lady slip onto a northbound boat? More on that in a few minutes.



The above is copied from the map of Troy in the 1854 Atlas of Miami County

STOP 4

The two churches that face each other on the west side of this intersection have much more definite history regarding the underground railroad. In the Old Trinity Episcopal Church, now the Barbel Adkins Center, lived a freed black woman, "Auntie Green" who was attacked in the church by slave catchers. She escaped and was started on her way to Canada by the "network" which definitely existed in Troy. We know she first locked the door then ran through the church, climbed up on the organ, climbed out a window in the rear of the building and disappeared. Years later she is said to have surfaced in Canada. Could the activity around the "basin" have provided the shelter while she was stowed away on a canal boat. We will probably never know.

The conductor will show you the shaft inside the door that leads down to what appears to be a tunnel that leads across the street toward the Presbyterian Church. Many of the Episcopalians that worshipped here were abolitionists so "collusion" with the neighbors is not out of the question.

STOP 5

The First Presbyterian Church provides the most definite proof of underground railroad activity of any stop on our tour. Like the Methodists, the Presbyterians split into two camps over the issue of slavery. This Church was home to the abolitionists. You have to remember that to admit to helping slaves escape was to admit that you supported breaking the law of the land. So most people kept their views to themselves and worked in secret to help the cause.

Even after the issue was decided by the Civil War many people did not want to reveal their assistance so the hiding place that was created in the basement of the Church was hidden behind a false wall and only revealed recently.

The conductor will show you the way into the basement and you can see the relics that were found and the hiding space for yourself. The way is not easy to traverse so take your time.

STOP 6

This is another stop that is difficult to see, but unlike the canal basin which is totally gone, here we can at least view the back of the building. The conductor will point out the part of the old Miami County Courthouse that still exists. Inside that second storey wall was the courtroom where you were tried if you were caught harboring or aiding slaves to evade capture. The federal law of the day said that slaves were not people- they were property and if you helped one get away you were depriving a person of his "property".

You could be fined or imprisoned or both. We will cover this barbaric law and others just as bad at the conclusion of the tour at the Museum. The old courthouse where these laws were enforced was built in 1841 and served until 1888 when our present County Courthouse was opened for business. The original facade of the building was replaced with the present brick covering so the only part you can still see from the outside is the back.

STOP 7

This house was the home of John M. McCampbell who ran a tannery, also located on this site. He is listed by an authority of the Underground Railroad, Wilber Siebert, as being active in its efforts. While that does not necessarily mean he harbored runaways here, the area fits the purpose. Working in a tannery was a common occupation for blacks and wagons traveling in and out of his business would certainly not be unusual. Also, the smell of the place did not encourage people to linger.

Strange black people were very obvious around white homes such as Mr. Mayo's and there were many who were willing to report unusual activity to the authorities. More modern scholars, such as Keith P. Griffler (*Frontline of Freedom*, Univ. Ky Press, 2004) point out that many runaways were harbored in black neighborhoods and transported out of the area by people with the means, such as Mr. McCampbell.

STOP 8

Asa Mayo was a prominent merchant who built this house (at the time the largest in Troy) in 1841. The legend that such an obvious site was used as a hiding place for slaves has not been confirmed but it persists in local lore. We do know from comments in the *Troy Times* that Mayo was an outspoken abolitionist and as in the case of Rev. Brandriff that is reason enough to put his house on the tour.

As you go back to the Museum you will be walking down Walnut to Water and then right (east) on Water. This is a good time to reflect on other forms of prejudice. This stretch of Water was the shanty town that housed the immigrants, French, German, Irish and possibly blacks as well, who built the canal that brought prosperity to Troy. They were shunned by parts of the community because of their differences in language and religion and their poverty. Yet without them the canal and railroads would not have been built and Troy would not be what it is today.

Underground Railroad Terms

- “A friend with friends”: An Underground Railroad conductor would use this password as a signal that fugitive slaves had arrived.
- Baggage: escaping slaves
- Bundles of wood: fugitives to be expected
- Canaan: Canada (usually found in “spirituals”)
- Colored/Negro: words once used to describe Blacks; they are now socially outdated
- Conductor/Agent: the men and women who operated the Underground Railroad and “conducted” escaping slaves along the route to safety
- Drinking Gourd: refers to the constellation known as the Big Dipper, which includes the North Star. The North Star was the escaping
- slaves' main navigational tool as they traveled North to freedom, usually Canada
- Entry Ports: Words of praise and thanksgiving to God were used as code words for the routes into Canada, i.e. Windsor – Glory to God and Port Stanley – God be Praised
- Forwarding: Transporting escaping slaves from one station to the next
- Freedom Seekers: the thousands of escaped slaves who risked their lives traveling North to Canada and personal liberation
- Freedom Train: The Underground Railroad
- Gospel Train: The Underground Railroad
- Heaven or Promised Land: Canada (usually found in “spirituals”)
- “Left foot, peg foot”: A visual clue for escapees to follow. The trail was left by an Underground Railroad worker, a sailor named Peg Leg Joe, famous because of his wooden leg. Traveled through the South, used the song, Follow the Drinking Gourd, teach it to the slaves, who would later escape.
- Load of Potatoes: In a wagon, escaping slaves hidden under farm produce.

- Moses: Harriet Tubman, a "conductor" who aided escaping slaves and was a former slave
- Parcels: fugitives to be expected
- Passengers/Freight/Cargo: escaping slaves. Males were referred to as "hardware" and females as "dry goods"
- Preachers: leaders, speakers of the Underground Railroad
- River Jordan: The Mississippi River or the Ohio River
- Shepherds: people escorting slaves
- Station Master: the keeper of the safe-house or "station"
- Stations: the places of safety and temporary refuge where slaves hid along the escape route. Safe-houses. They could be churches, barns, or houses. Station names were referred to in code, such as:
 Pennsylvania - #10
 Ohio - #20
 Cleveland – Hope
 Sandusky – Sunrise
 Detroit – Midnight
- "Steal away, steal away, steal away to Jesus" sung to alert other slaves that an escape attempt would be happening soon
- Stockholder: one who donated money, clothing or food to the Underground Railroad
- "The dead will show you the way": If the stars weren't visible, this phrase was a reminder that moss grows on the North side of dead trees.
- "The friend of a friend sent me": Escaping slaves, traveling alone, used this password to indicate they were sent by the Underground Railroad network
- "The river bank makes a mighty good road": A reminder that tracking dogs are unable to track the scent through water.

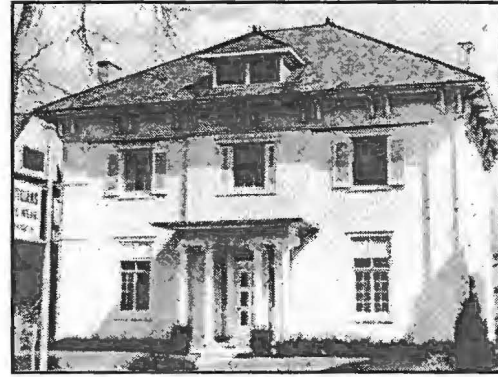
- “The river ends between two hills”: A clue for the directions to the Ohio and Tennessee Rivers.
- “The wind blows from the South today”: A phrase informing Underground Railroad workers that escaping slaves were in the vicinity.
- “When the sun comes back and the first quail calls”: An especially good time of year to escape (early spring).

Miami County of Ohio Underground Railroad

Mayo House, 11 North Walnut Street, Troy



< This is what
it looks like today.



This house was built in 1841 by Asa Mayo, a prominent merchant. The house was enlarged in 1847. It is an example of Greek Revival style, and it's the most expensive of Troy's remaining mansions. In 1847 the mansion was appraised at \$2,500.00. It is rumored that this house served as a station on the Underground Railroad.

Reference:

Miami County Historical Society Book, 1981, p 161.

401 Ridge Avenue, Troy



This house was built in 1857, by James McKaig. This house contains one of Troy's most beautiful circular staircases, handmade of walnut. It is said that it was once a station. Beneath the flooring at the entrance is the start of a tunnel that leads to the street. It was closed many years ago. Many tunnels have been filled in or covered, mostly for safety reasons.

This Ridge Avenue area was known as the "Beeches," for its many fine beech trees.

Present owners: Joe and Mary Reiser

Reference:

Miami County Historical Society Book, 1981, p 165.

23 W. Water Street, Troy

John Milton McCampbell

b: November 21, 1809
in Staunton Township
d: unknown

Lucinda Fuller

b: 1820 in Clark County
m: May 29, 1836
d: unknown



This lot number was #8 and the first lot to be sold in Troy. This house is known as the David McCampbell house. A tannery first appears on the tax records in 1832. However, Troy pioneer, John T. Tullis, stated that a tannery was built on this lot as early as 1809, by Martin Rouzer. Animal bones were found in the basement several years ago which were from this tannery. In the basement there is a room adjoining the cellar, which was said to be a hiding place for the slaves.

John Milton McCampbell was a proprietor of a boarding house in Troy. John was the son of William (born in 1772 in Rockbridge, West. Virginia) and Elizabeth Orbison (born in the same state). They were married in 1806, soon after they arrived in Miami County. William died February 27, 1847 and Elizabeth died in 1821. John's second marriage was to Judith Luce (nee Gerard), who had four children. She died in 1866.

When John was seventeen years of age, he arrived in Troy with James Hanna. They learned the tannery and currier trade together. In 1834, he purchased his first employer's business, which he operated until 1868 then John sold it. John married Lucinda Fuller in 1836, and they had two children. Lucinda's former husband was Charles Newall, and they had one son, Edward Newall. Wilbur Siebert reports that John M. McCampbell was an Underground Railroad worker in Troy, Ohio who had a tannery and shoe store. John supplied the shoes for the runaways.

References:

History of Miami County, Ohio by W. H. Beers and Company, Chicago, IL, 1880, p 700.

Miami County Historical Society Book, 1981, p 161.

The Mysteries of Ohio's Underground Railroads by W. H. Siebert, 1951, p 137.

The Underground Railroad from Slavery to Freedom by W. H. Siebert, 1898, p 426.

Troy, the Nineteenth Century by Thomas Bemis Wheeler, 1975, p 81.

U. S. Census - Ohio

1840 Miami County, Concord Township, p 357.

1850 Miami County, Concord Township, p 83.

1860 Miami County, Concord Township, p 258.

Basement



210 E. Main Street, Troy

Richard Brandriff-Dye-Corner-Gillis House



Lot #50, this house was built in 1847 by Richard Brandriff, a Methodist minister, abolitionist and conductor in the Underground Railroad. He operated a iron foundry and stove store. Richard manufactured steeled mold board plows. His cooper shop, in 1835, is now the frame part of the house. The house is a two-story French style house with a graceful cherry banister with newel post of mother-of-pearl inlay and ash floors, painted white.

Every room has a fireplace with an iron burner inset. The present owner is Robert Patton, an interior designer, who restored this house and the Tullis houses.



In 1857 additions were added on and the doorways were made fancy—from simple door frames to Greek revival style. In the basement there is an entry to a tunnel that went underground and across the street.



Richard Brandriff



References:

Miami County Historical Society Book, 1981, p 163.

Mysteries of Ohio Underground Railroad by W. H. Siebert, p 426.

Picture of Richard Brandriff from the Siebert photo collection.

Southwest Corner - Franklin and Walnut Streets, Troy

This is the oldest building continuously used as a church in Troy. It was built between 1833 and 1835 of brick made on the farm of Asa Coleman, two miles north of Troy. It was here on July 5, 1837, General William Henry Harrison addressed the people of Troy and officially opened the Miami and Erie Canals. In 1966 Trinity sold this property to the Mountain Church of God and moved to Henley Road.

For years, a school was held in the basement. A runaway slave once eluded her pursuers in the basement.



Emancipated Negroes in Troy

(an article in the "Troy Daily News" paper)

Many emancipated Negroes lived in Troy in the 1840s. It would not have been as safe for them to have kept possession of their free papers, which would have been taken by kidnapers in their manhunts. These free papers, as was wise, were therefore entrusted to friendly whites. An old colored lady in the town was "Auntie Green." She occupied the basement of a deserted Episcopal Church, from which she went out to work regularly. As no one knew about her free papers, she could not be considered a member of Troy's group of Emancipated Folks. One spring morning, at school time, Auntie Green's status got a positive backset, when several Southern horsemen rode up to the vacant church, and the leader rapped on the door with his whip. A crowd gathered to see the outcome. As no answer was given, he dismounted and pulled open the door. But the tenant was gone. While the crowd laughed, the riders departed in anger. It was found out later



that the old colored women had ascended a delapidated stairway in the basement and passed through the church and the vestry and out the back door. She had been conveyed southwest to New Lebanon and from there forwarded to Canada. The conductor was undoubtedly a local book binder who carried his wares in a tier of drawers in a large covered wagon, its spacious center affording room for passengers.

Boards were put up to preserve the shaft.

References:

Mysteries of Ohio Underground Railroad by W. H. Siebert, p 137.

Miami County Historical Society, 1981, Taylor Publishing Company, p 160.

20 S. Walnut Street, Troy

(The New School) First Presbyterian Church



President Lincoln's Memorial services and other Civil War services were held here. This church was built in 1859. It cost \$12,000 to build. There was a clock tower on the belfry so tall it could be seen for miles around. The inside gallery and stained glass windows were added later. The present mixes with remnants of the past: A pair of manacles were found under the dirt in the tunnel of the church. Church officials believed they were used by slaves who stopped there for church services. An inactive pump was used to pump air into the tunnel. Along the tunnel was a

hole in the wall that the slaves would crawl through. This hole was replaced by a wooden door. Information about the slave site is passed on by oral tradition.



Troy in 1831. Presbyterian Church in foreground, and Court House in Public Square in left background

References:

The Nineteen Century by Thomas Wheeler.

Troy Historical Society "Historic Troy, Ohio," Miami County, Troy, Ohio, 1974, p 47.

History of Miami County, Ohio by Irene E. Miller.

Historical Society, P. O. Box 407, Tipp City, Ohio 45371. Printed by the Taylor Publishing, p 176.

Interview with Joe Woods, Director of Christian Education, First Presbyterian Church, South Walnut Street, Troy, Ohio.

Miami Valley Sunday News," Troy, Ohio, Sunday April 26, 1998, p 17.

Breaking the Chains by Rachel Ramsey, Sunday, April 26, 1998 (front page).

206 W. Main Street



Robert McCurdy was a native of Germany who came to Troy in 1824. He taught in a small building that once stood behind the old Presbyterian church at the northwest corner of Franklin and Main Streets in Troy, Ohio. After that he move into a private house of Messrs. Grosvenor & Clarke on Plum Street. About that time, the upper story of the Presbyterian church was used for school purposes. Mr. McCurdy was spoken of as a man of broad culture, a fine scholar, and a most excellent instructor. He was a member of the Wesleyan Methodist Church.

References:

The Mysteries of Ohio's Underground Railroad by W. H. Siebert, p 137.

The Underground Railroad from Slavery to Freedom by W. H. Siebert, p 426.

The History of Miami County, Ohio by W. H. Beers and Company, 1880, p 382.

U. S. Census - Ohio

1850 Miami County, Concord Township, p 112.

1860 Miami County, Concord Township, p 296.

138 South Ridge Avenue, Troy



John T. Tullis

b: July 14, 1794, Georgetown,
Franklin County, Kentucky

d: August 25, 1877

Margaret Murray

b: unknown

m: August 5, 1816

John was the son of Aaron Tullis. Arron came from Virginia by way of Kentucky. John was born in Kentucky. He traveled with his father to Lebanon, Ohio in 1804. John, along with other boys, drove the wagons, cows

and calves north to the Turner Farm in Miami County, Ohio. They arrived in Miami County in 1805. This was a large area of thick forestland. The next morning after the boys arrived, they woke up and found that their horses and cows were missing. The calves were still there.

Arron Tullis and his wife had ten children. After Arron's first wife died, he remarried and gave the farm to John. On August 5, 1816, John married Margaret Murray, and they had nine children: Sarah, James Watson, Gilbert, Harry, Gilmore, Charles, Bayless, and Mary. Two infants died. John sold his real state and moved to Troy, Ohio. He was elected Justice of the Peace and opened a dry goods business. In 1841 John was appointed Postmaster of Troy, Ohio. He served as a partner with a Mr. Drake, who published the "Troy Times" newspaper. He started a book binding store and later traded Malin Morris for it. The farm was located two miles west of Troy on Covington Pike (New Route 36).

As early as 1825, Troy was famous for the Underground Railroad movement (for the aid of Negro slaves seeking refuge to Canada). The fugitives were spirited on their journey from Dayton to West Milton and also to the stations in Troy. From Troy they were taken north to Piqua or east to Urbana. Among the workers were editors of the "Troy Times"—





John T. Tullis, a Methodist, and John McCampbell and Lester Smith, two Presbyterians. These men risked arrest, imprisonment, and fines if caught helping the slaves. John T. Tullis was a devoted Christian man who did not believe in slavery. He built a neat little cottage and moved back to Troy. On August 25, 1877, John Tullis died and went to live with his Lord.

Present owner: Dr. Robert and Mary Ryen Malarkey



References:

History of Miami County by W. H. Beers and Company, 1880, pp 215, 216, 229, 230, 232, 378, 717, 815.

The Mysteries of Ohio's Underground Railroad by W. H. Siebert, p 137.

Underground Railroad from Slavery to Freedom by W. H. Siebert, p 426.

Troy, the Nineteenth Century by Thomas Bemis Wheeler, pp 36, 37, 59, 81.

Miami County History of Troy by Leonard U. Hill (1807-1953), p 171.

(Leonard Hill was chairman of the County Sesquicentennial Historical Committee.)

U. S. Census - Ohio

1820 Miami County, Concord Township, p 71A

1830 Miami County, Concord Township, p 10.

1840 Miami County, Concord Township, p 360.

1850 Miami County, Concord Township, p 95.



QUARTERLY CRASH STATISTICS

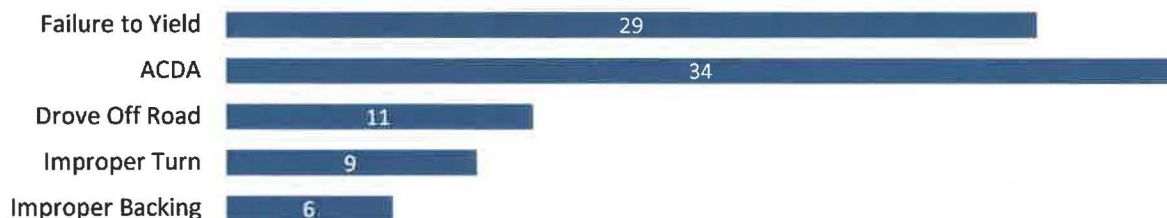
2023 Quarter 1: January 1, 2023 – March 31, 2023

Per General Order 61.1.1, the following crash statistics for the first quarter of 2023 are being disseminated for the purpose of selective enforcement activities.

Day with most crashes: **Wednesday** (31)

Times with most crashes: **1500-1600** (12.7%) and **1700-1800** (11.3%)

CONTRIBUTING CIRCUMSTANCES



OFFENSE CITED



COMPARISON TO PAST YEAR



LOCATIONS WITH HIGHEST # OF CRASHES	NUMBER OF CRASHES
W. Main St @ I-75	10
W Main St / Stanfield Rd	9
W Main St / Troy Town Dr	5





TROY POLICE DEPARTMENT
REPORT TO COUNCIL
APRIL 2023

	Previous Month	Present Month
Misdemeanor Arrest	146	151
Felony Arrest	22	20
Number of Calls	1811	1797

PARKING TICKETS		
# Written	# Paid	Amount Paid
119	83	\$1,810.00

VEHICLE INFORMATION			
	Miles Driven	Gas Consumed	Average M.P.G.
Patrol Cars	24,377	1703.4	14.3
Un-marked Vehicles	4253	316.9	13.4
Total	28,630	2020.3	13.8

FORMAL COMPLAINTS:
0

USE OF FORCE:
4

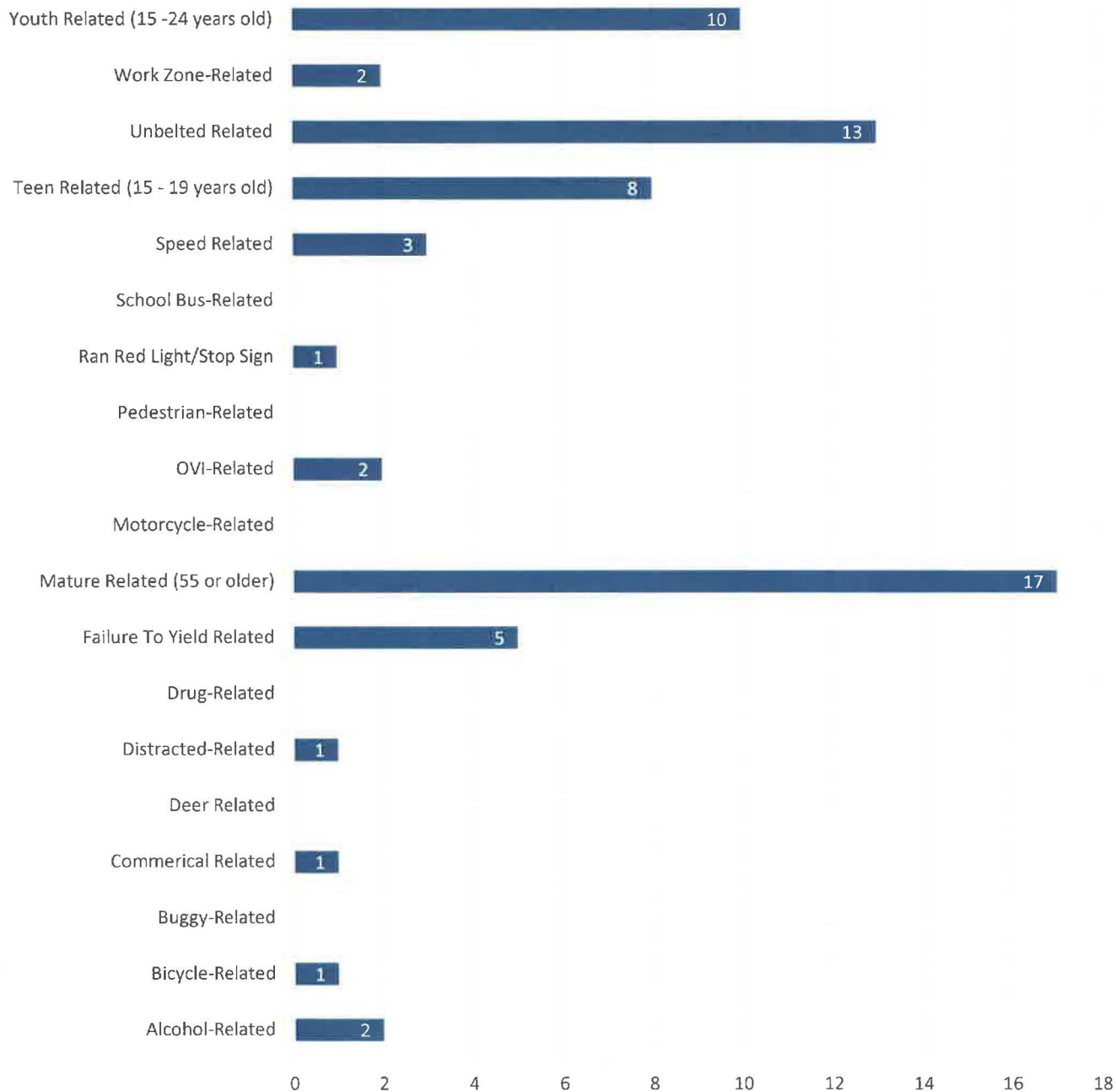
Traffic Stop Demographics			
Race/ Sex	Total Traffic Warning	Total Traffic Citation	% of Warnings
Black Male	22	11	66%
Hispanic Male	5	7	41%
White Male	150	85	64%
Black Female	12	6	66%
Hispanic Female	3	1	75%
White Female	114	39	74%





TROY POLICE DEPARTMENT
ACCIDENTS AND ANALYSIS
APRIL 2023

CONTRIBUTING CIRCUMSTANCES



SEVERITY OF ACCIDENT	
Minor Injury	3
Injury Possible	1
Property Damage Only	32
Total	36

DAY OF WEEK						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3	2	7	6	10	5	3

TIME OF DAY				
Time	%		Time	%
12-12:59 AM	2.8%		12-12:59 PM	5.6%
1 - 1:59 AM			1 - 1:59 PM	11.1%
2 - 2:59 AM			2 - 2:59 PM	2.8%
3 - 3:59 AM			3 - 3:59 PM	11.1%
4 - 4:59 AM			4 - 4:59 PM	11.1%
5 - 5:59 AM			5 - 5:59 PM	8.3%
6 - 6:59 AM	5.6%		6 - 6:59 PM	5.6%
7 - 7:59 AM			7 - 7:59 PM	
8 - 8:59AM			8 - 8:59PM	2.8%
9 - 9:59 AM	8.3%		9 - 9:59 PM	2.8%
10 - 10:59 AM	11.1%		10 - 10:59 PM	
11 - 11:59 AM	8.3%		11 - 11:59 PM	2.8%