



District Department of Transportation

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

### 5900 Block New Hampshire Avenue NE

#### Study Area and Location

| District | PSA | Ward | ANC | Phase    | Description  |
|----------|-----|------|-----|----------|--|
| 4        | 406 | 4    | 4B  | Proposed | 5900 Block New Hampshire Avenue Northeast Northeastbound |



The *proposed* speed camera will be located in Ward 4 at the 5900 block of New Hampshire Avenue Northeast in the northeastbound direction. New Hampshire Avenue runs between Eastern Avenue Northeast to the northeast and Park Road Northwest to the southwest. The posted speed limit is 30 MPH.

W4 - 266





District Department of Transportation

5900 Block New Hampshire Avenue NE

## Field Assessment Summary

New Hampshire Avenue is assumed to run in a northeast-southwest direction, and is classified as a principal arterial. New Hampshire Avenue has two travel lanes in each direction. This site has the following characteristics:

- This is a residential area with houses on both sides of the street.
- There are three schools in the area: LaSalle Elementary School, Ideal Academy Public Charter School, and Imagine Hope Community Charter School.
- There is sidewalk on both sides of the street and a crosswalk at Oneida Street.
- There is a traffic signal with pedestrian signals and crosswalks at Peabody Street.
- The pavement is in good condition and there is curb and gutter with drainage inlets.
- There is a bus stop southbound south of Peabody Street and another northbound south of Oneida Street.



Looking Northeast-bound

W4 - 267



District Department of Transportation

5900 Block New Hampshire Avenue NE



Looking Southwest-bound

## Speed Data Analysis

|                             |       |
|-----------------------------|-------|
| Posted Speed Limit (MPH)    | 30    |
| Mean Speed (MPH)            | 16    |
| 85th Percentile Speed (MPH) | 22    |
| 10 MPH Pace Speed           | 14-23 |
| ADT                         | 9,415 |

The mean speed is lower than the posted speed limit by 14 MPH and the 85<sup>th</sup> percentile speed is lower than the posted speed limit by 8 MPH at this location.

## Crash Data Analysis

From the Accident Summary Report provided for the dates between January 1, 2010 and December 31, 2012, there were a total of 14 crashes at this location. A breakdown of number of crashes by collision type can be found in the chart on the next page. The most common types of collision at this location were Rear End (7 crashes), Side Swipe (3 crashes), Right Angle (3 crashes). The other collision types had one crash or less each. Furthermore, this site experienced seven injury-related crashes.

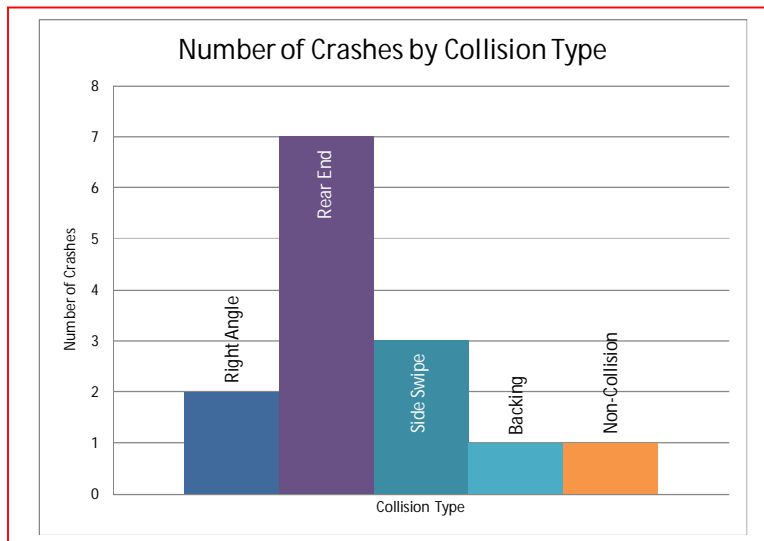
W4 - 268



District Department of Transportation

5900 Block New Hampshire Avenue NE

| Severity |    |       | Weather |    |       | Surface condition |    |       | Light Condition |    |       |
|----------|----|-------|---------|----|-------|-------------------|----|-------|-----------------|----|-------|
| Total    | 14 |       |         |    |       |                   |    |       |                 |    |       |
| Fatal    | 0  | 0.0%  | Clear   | 11 | 78.6% | Dry               | 11 | 78.6% | Day             | 10 | 71.4% |
| Injury   | 7  | 50.0% | Rain    | 3  | 21.4% | Wet               | 3  | 21.4% | Night           | 4  | 28.6% |
| Taxi     | 1  | 7.1%  | Snow    | 0  | 0.0%  | Snow/Ice          | 0  | 0.0%  |                 |    |       |
| Bus      | 0  | 0.0%  |         |    |       |                   |    |       |                 |    |       |



## Safety Nexus

This site presents the following safety considerations which may establish a nexus between traffic safety and the speed camera:

1. Speed Data – The speed data analysis shows travel speeds being lower than the posted speed limit.
2. Crash Data – This site experienced seven injury-related crashes
3. Field Assessment – The following site characteristics suggest a need for a safer travel environment:
  - a. This is a residential area with houses on both sides of the street.
  - b. There are three schools in the area: LaSalle Elementary School, Ideal Academy Public Charter School, and Imagine Hope Community Charter School.
  - c. There are multiple bus stops in the area which generate pedestrian activity.

Although the speed data analysis showed the mean and 85th percentile speeds to be lower than the posted speed limit, due to the number of injury-related crashes, the specific site characteristics of a residential



District Department of Transportation

5900 Block New Hampshire Avenue NE

neighborhood, the proximity of schools to the site, and other pedestrian generators, there is a nexus between traffic safety and the speed camera at this location.

W4 - 270

# SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD  
MOUNT AIRY, MD 21771

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

## 5900 block of New Hampshire Ave NE NEB Speed

| NEB        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
| 11/10/13   | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 01:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 02:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 03:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 04:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 05:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 06:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 07:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 08:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 09:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 10:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 11:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 12 PM      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 13:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 14:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 15:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 16:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 17:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 18:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 19:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 20:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 21:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 22:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *     |
| 23:00      | 31      | 116      | 90       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 242   |
| Total      | 31      | 116      | 90       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 242   |

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## 5900 block of New Hampshire Ave NE NEB Speed

| NEB         |      |      |      |     |    |    |    |    |    |    |    |    |    |     |       |
|-------------|------|------|------|-----|----|----|----|----|----|----|----|----|----|-----|-------|
| Start Time  | 1    | 16   | 21   | 26  | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76  | Total |
|             | 15   | 20   | 25   | 30  | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 |       |
| 11/11/13    | 24   | 118  | 74   | 3   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 220   |
| 01:00       | 24   | 62   | 56   | 4   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 147   |
| 02:00       | 9    | 58   | 31   | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 101   |
| 03:00       | 3    | 35   | 29   | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 73    |
| 04:00       | 14   | 37   | 29   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 80    |
| 05:00       | 33   | 39   | 59   | 13  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 144   |
| 06:00       | 50   | 50   | 94   | 5   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 199   |
| 07:00       | 82   | 75   | 175  | 30  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 363   |
| 08:00       | 67   | 90   | 190  | 14  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 361   |
| 09:00       | 94   | 105  | 163  | 18  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 381   |
| 10:00       | 99   | 163  | 163  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 431   |
| 11:00       | 110  | 236  | 184  | 5   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 536   |
| 12 PM       | 107  | 206  | 168  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 485   |
| 13:00       | 79   | 226  | 203  | 7   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 515   |
| 14:00       | 112  | 247  | 190  | 9   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 558   |
| 15:00       | 160  | 291  | 210  | 15  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 676   |
| 16:00       | 170  | 333  | 181  | 8   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 693   |
| 17:00       | 152  | 368  | 193  | 8   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 721   |
| 18:00       | 112  | 311  | 135  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 562   |
| 19:00       | 96   | 301  | 158  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 558   |
| 20:00       | 66   | 269  | 122  | 14  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 472   |
| 21:00       | 86   | 244  | 94   | 8   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 432   |
| 22:00       | 57   | 215  | 99   | 7   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 379   |
| 23:00       | 7    | 48   | 27   | 3   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 86    |
| Total       | 1813 | 4127 | 3027 | 196 | 8  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9173  |
| Grand Total | 1844 | 4243 | 3117 | 201 | 8  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9415  |

15th Percentile : 8 MPH  
 50th Percentile : 16 MPH  
 85th Percentile : 22 MPH  
 95th Percentile : 24 MPH

Stats  
 Mean Speed(Average) : 16 MPH  
 10 MPH Pace Speed : 14-23 MPH  
 Number in Pace : 5304  
 Percent in Pace : 56.3%  
 Number of Vehicles > 30 MPH : 24  
 Percent of Vehicles > 30 MPH : 0.3%

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## 5900 block of New Hampshire Ave NE NEB Volume

| Start Time     | Sun       | 10-Nov-13 |            | Mon        | 11-Nov-13  |  | Tue   | 12-Nov-13 |            | Daily Average |  |
|----------------|-----------|-----------|------------|------------|------------|--|-------|-----------|------------|---------------|--|
|                | A.M.      | P.M.      |            | A.M.       | P.M.       |  | A.M.  | P.M.      | A.M.       | P.M.          |  |
| 12:00          | *         | *         |            | 75         | 136        |  | *     | *         | 75         | 136           |  |
| 12:15          | *         | *         |            | 64         | 93         |  | *     | *         | 64         | 93            |  |
| 12:30          | *         | *         |            | 46         | 141        |  | *     | *         | 46         | 141           |  |
| 12:45          | *         | *         |            | 35         | 115        |  | *     | *         | 35         | 115           |  |
| 01:00          | *         | *         |            | 28         | 114        |  | *     | *         | 28         | 114           |  |
| 01:15          | *         | *         |            | 45         | 135        |  | *     | *         | 45         | 135           |  |
| 01:30          | *         | *         |            | 39         | 130        |  | *     | *         | 39         | 130           |  |
| 01:45          | *         | *         |            | 35         | 136        |  | *     | *         | 35         | 136           |  |
| 02:00          | *         | *         |            | 28         | 136        |  | *     | *         | 28         | 136           |  |
| 02:15          | *         | *         |            | 29         | 140        |  | *     | *         | 29         | 140           |  |
| 02:30          | *         | *         |            | 22         | 142        |  | *     | *         | 22         | 142           |  |
| 02:45          | *         | *         |            | 22         | 140        |  | *     | *         | 22         | 140           |  |
| 03:00          | *         | *         |            | 20         | 176        |  | *     | *         | 20         | 176           |  |
| 03:15          | *         | *         |            | 19         | 156        |  | *     | *         | 19         | 156           |  |
| 03:30          | *         | *         |            | 18         | 161        |  | *     | *         | 18         | 161           |  |
| 03:45          | *         | *         |            | 16         | 183        |  | *     | *         | 16         | 183           |  |
| 04:00          | *         | *         |            | 19         | 161        |  | *     | *         | 19         | 161           |  |
| 04:15          | *         | *         |            | 23         | 184        |  | *     | *         | 23         | 184           |  |
| 04:30          | *         | *         |            | 15         | 161        |  | *     | *         | 15         | 161           |  |
| 04:45          | *         | *         |            | 23         | <b>187</b> |  | *     | *         | 23         | <b>187</b>    |  |
| 05:00          | *         | *         |            | 30         | <b>189</b> |  | *     | *         | 30         | <b>189</b>    |  |
| 05:15          | *         | *         |            | 32         | <b>196</b> |  | *     | *         | 32         | <b>196</b>    |  |
| 05:30          | *         | *         |            | 42         | <b>178</b> |  | *     | *         | 42         | <b>178</b>    |  |
| 05:45          | *         | *         |            | 40         | 158        |  | *     | *         | 40         | 158           |  |
| 06:00          | *         | *         |            | 37         | 132        |  | *     | *         | 37         | 132           |  |
| 06:15          | *         | *         |            | 48         | 149        |  | *     | *         | 48         | 149           |  |
| 06:30          | *         | *         |            | 58         | 135        |  | *     | *         | 58         | 135           |  |
| 06:45          | *         | *         |            | 56         | 146        |  | *     | *         | 56         | 146           |  |
| 07:00          | *         | *         |            | 85         | 118        |  | *     | *         | 85         | 118           |  |
| 07:15          | *         | *         |            | 78         | 153        |  | *     | *         | 78         | 153           |  |
| 07:30          | *         | *         |            | 102        | 147        |  | *     | *         | 102        | 147           |  |
| 07:45          | *         | *         |            | 98         | 140        |  | *     | *         | 98         | 140           |  |
| 08:00          | *         | *         |            | 102        | 135        |  | *     | *         | 102        | 135           |  |
| 08:15          | *         | *         |            | 65         | 121        |  | *     | *         | 65         | 121           |  |
| 08:30          | *         | *         |            | 99         | 126        |  | *     | *         | 99         | 126           |  |
| 08:45          | *         | *         |            | 95         | 90         |  | *     | *         | 95         | 90            |  |
| 09:00          | *         | *         |            | 101        | 114        |  | *     | *         | 101        | 114           |  |
| 09:15          | *         | *         |            | 97         | 107        |  | *     | *         | 97         | 107           |  |
| 09:30          | *         | *         |            | 98         | 126        |  | *     | *         | 98         | 126           |  |
| 09:45          | *         | *         |            | 85         | 85         |  | *     | *         | 85         | 85            |  |
| 10:00          | *         | *         |            | 109        | 91         |  | *     | *         | 109        | 91            |  |
| 10:15          | *         | *         |            | 112        | 121        |  | *     | *         | 112        | 121           |  |
| 10:30          | *         | *         |            | 102        | 88         |  | *     | *         | 102        | 88            |  |
| 10:45          | *         | *         |            | 108        | 79         |  | *     | *         | 108        | 79            |  |
| 11:00          | *         | *         |            | <b>105</b> | 86         |  | *     | *         | <b>105</b> | 86            |  |
| 11:15          | *         | 80        |            | <b>130</b> | *          |  | *     | *         | <b>130</b> | 80            |  |
| 11:30          | *         | 86        |            | <b>160</b> | *          |  | *     | *         | <b>160</b> | 86            |  |
| 11:45          | *         | 76        |            | <b>141</b> | *          |  | *     | *         | <b>141</b> | 76            |  |
| Total          | 0         | 242       |            | 3036       | 6137       |  | 0     | 0         | 3036       | 6379          |  |
| Combined Total | 242       |           | 9173       |            |            |  | 0     |           | 9415       |               |  |
| Peak           |           |           | 11:00      | 04:45      |            |  | 11:00 | 04:45     |            |               |  |
| Vol.           |           |           | 536        | 750        |            |  | 536   | 750       |            |               |  |
| P.H.F.         |           |           | 0.838      | 0.957      |            |  | 0.838 | 0.957     |            |               |  |
| ADT            | ADT 9,415 |           | AADT 9,415 |            |            |  |       |           |            |               |  |



DC Department of Transportation - Traffic Accident Reporting and Analysis System

## Accident Summary Report (R-8)

**Corridor:** NEW HAMPSHIRE AVE,NW,NE From OGLETHORPE ST,NE TO PEABODY ST,NE

**Time Period Covered:** From 01/01/2010 To 12/31/2012

**Prepared By:** Rahul Jain

**Prepared Date:** 9/17/2013

|  |    | <b>Collision Type</b> | <b>#ACC</b> | <b>%</b> | <b>Collision Type</b> | <b>#ACC</b> | <b>%</b> |
|--|----|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident:              | 14 | Right Angle:          | 2           | 14.3%    | Fixed Object:         | 0           | 0.0%     |
| Total Number of Fatalities:            | 0  | Left Turn:            | 0           | 0.0%     | Ran Off Road:         | 0           | 0.0%     |
| Total Number of Injuries:              | 9  | Right Turn:           | 0           | 0.0%     | Ped. Involved:        | 0           | 0.0%     |
| Total Number of Disabling Injuries:    | 0  | Rear End:             | 7           | 50.0%    | Backing:              | 1           | 7.1%     |
| Total Number of NonDisabling Injuries: | 2  | Side Swiped:          | 3           | 21.4%    | Non Collision:        | 1           | 7.1%     |
| Total Number of Pedestrians Involved:  | 0  | Head On:              | 0           | 0.0%     | Under/Over Ride:      | 0           | 0.0%     |
| Total Number of Bicycles Involved:     | 0  | Parked:               | 0           | 0.0%     | Unspecified:          | 0           | 0.0%     |
| Total Number of Motorcycles Involved:  | 0  |                       |             |          |                       |             |          |

| <b>Time of Day</b> | <b>#ACC</b> | <b>%</b> | <b>Day o fweek</b> | <b>#ACC</b> | <b>%</b> |
|--------------------|-------------|----------|--------------------|-------------|----------|
| 07:30 ~ 09:30:     | 3           | 21.4%    | Sunday:            | 3           | 21.4%    |
| 09:30 ~ 11:30:     | 0           | 0.0%     | Monday:            | 2           | 14.3%    |
| 11:30 ~ 13:30:     | 1           | 7.1%     | Tuesday:           | 3           | 21.4%    |
| 13:30 ~ 16:00:     | 4           | 28.6%    | Wednesday:         | 2           | 14.3%    |
| 16:00 ~18:30:      | 1           | 7.1%     | Thursday:          | 2           | 14.3%    |
| 18:30 ~ 07:30:     | 5           | 35.7%    | Friday:            | 1           | 7.1%     |
| Unspecified:       | 0           | 0.0%     | Saturday:          | 1           | 7.1%     |

| <b>Weather Condition</b> | <b>#ACC</b> | <b>%</b> | <b>Surface Condition</b> | <b>#ACC</b> | <b>%</b> |
|--------------------------|-------------|----------|--------------------------|-------------|----------|
| Clear:                   | 11          | 78.6%    | Dry:                     | 11          | 78.6%    |
| Rain:                    | 3           | 21.4%    | Wet:                     | 3           | 21.4%    |
| Snow:                    | 0           | 0.0%     | Snow/Ice:                | 0           | 0.0%     |
| Sleet/Hail:              | 0           | 0.0%     | Slush:                   | 0           | 0.0%     |
| Fog/Mist:                | 0           | 0.0%     | Water/Sand:              | 0           | 0.0%     |
| Crosswind/Blowing Sand:  | 0           | 0.0%     | Repairing:               | 0           | 0.0%     |
| Unspecified:             | 0           | 0.0%     | Unspecified:             | 0           | 0.0%     |

| <b>Type of Vehicle</b>    | <b>#VEH</b> | <b>%</b> | <b>Accident Severity Type</b> | <b>#ACC</b> | <b>%</b> |
|---------------------------|-------------|----------|-------------------------------|-------------|----------|
| Passenger Car:            | 26          | 83.9%    | Fatal Collision:              | 0           | 0.0%     |
| Bus:                      | 0           | 0.0%     | Injury Collision:             | 7           | 50.0%    |
| Truck:                    | 3           | 9.7%     | PDO Collision:                | 7           | 50.0%    |
| Taxi:                     | 1           | 3.2%     |                               |             |          |
| Minivan:                  | 0           | 0.0%     | <b>Light Condition</b>        | <b>#ACC</b> | <b>%</b> |
| Police/Emergency Vehicle: | 0           | 0.0%     | Daylight:                     | 10          | 71.4%    |
| Motorcycle/Moped:         | 0           | 0.0%     | Dawn/Dusk:                    | 0           | 0.0%     |
| Bicycle:                  | 0           | 0.0%     | Dark(Lighted):                | 4           | 28.6%    |
| Fixed Object:             | 0           | 0.0%     | Dark(Not Lighted):            | 0           | 0.0%     |
| Unspecified:              | 1           | 3.2%     | Dark(Unknown Lighting):       | 0           | 0.0%     |
|                           |             |          | Unspecified:                  | 0           | 0.0%     |

| <b>Contributing Factor</b> | <b>#VEH</b> | <b>%</b> | <b>Pedestrian Actions</b>    | <b>#ACC</b> | <b>%</b> |
|----------------------------|-------------|----------|------------------------------|-------------|----------|
| Driver: Speed:             | 0           | 0.0%     | In Crosswalk with Signal:    | 0           | 0.0%     |
| Driver: Alcohol/Drug:      | 0           | 0.0%     | In Crosswalk against Signal: | 0           | 0.0%     |
| Driver: Electronic Device: | 0           | 0.0%     | In Crosswalk no Signal:      | 0           | 0.0%     |
| Driver: Others:            | 7           | 22.6%    | In Unmarked Crosswalk:       | 0           | 0.0%     |
| Vehicle:                   | 0           | 0.0%     | Not in Crosswalk:            | 0           | 0.0%     |
| Roadway:                   | 0           | 0.0%     | From Between Parked Cars:    | 0           | 0.0%     |
| Unspecified:               | 24          | 77.4%    | Unspecified:                 | 0           | 0.0%     |

10 Records are not approved as of 9/17/2013 9:49:15 AM