

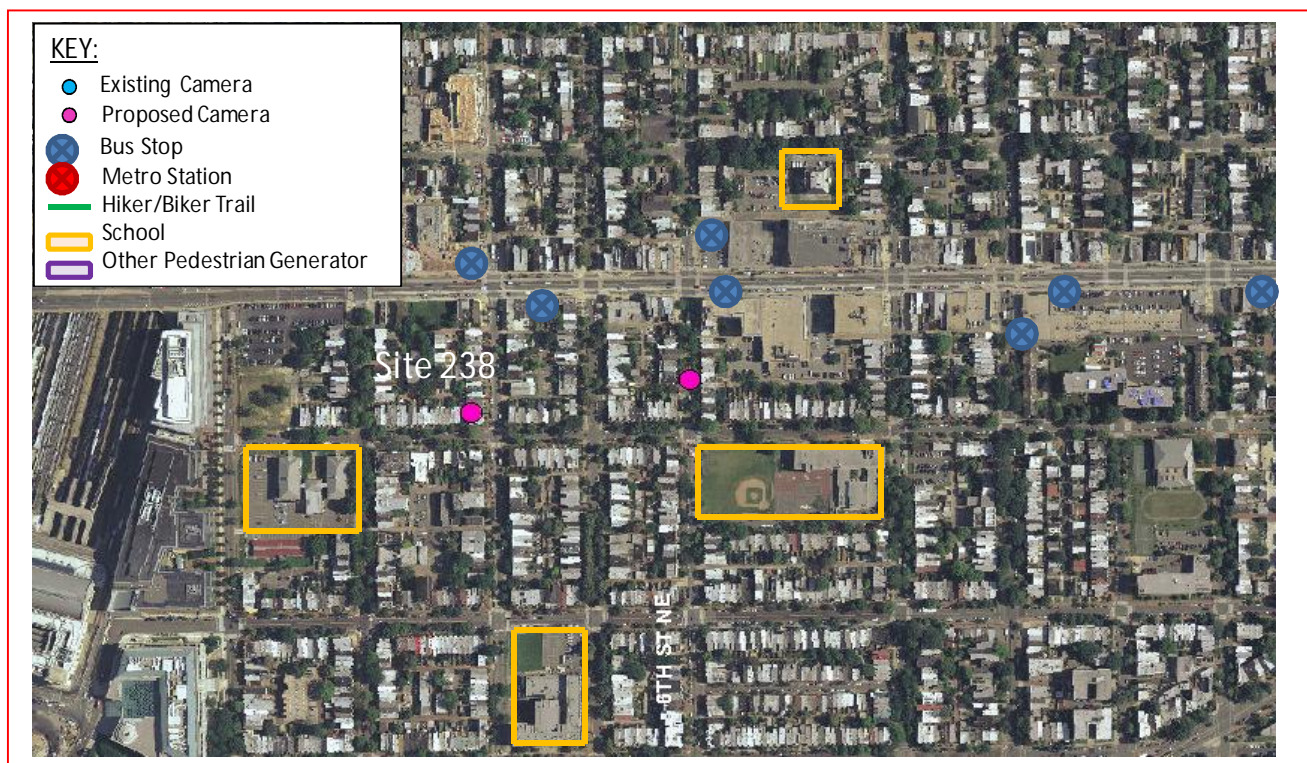


District Department of Transportation

Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia 6th Street at G Street NE

Study Area and Location

| District | PSA | Ward | ANC | Phase | Description |
|----------|-----|------|-----|----------|--|
| 1 | 104 | 6 | 6C | Proposed | 6 th Street at G Street Northeast |



The *proposed* speed camera will be located in Ward 6 at the intersection of 6th Street and G Street Northeast. 6th Street runs between Penn Street Northeast to the north and Virginia Avenue Southeast to the south. The posted speed limit is 25 MPH.

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District Department of Transportation

6th Street at G Street NE

Field Assessment Summary

6th Street is assumed to run in a north-south direction, and is classified as a collector road. 6th Street has one travel lane and a bike lane northbound and G Street has one travel lane in a one-way direction westbound. This site has the following characteristics:

- This is a residential area with houses on both sides of the street.
- There are four schools in the area: Stuart-Hobson Middle School, Ludlow-Taylor Elementary School, Logan School, and Blair School.
- Northbound and westbound traffic have stop signs at this intersection.
- There are crosswalks on all four legs. There is sidewalk and on-street parking on both sides of the street on all four legs.
- There is a bike lane northbound on the north and south legs.

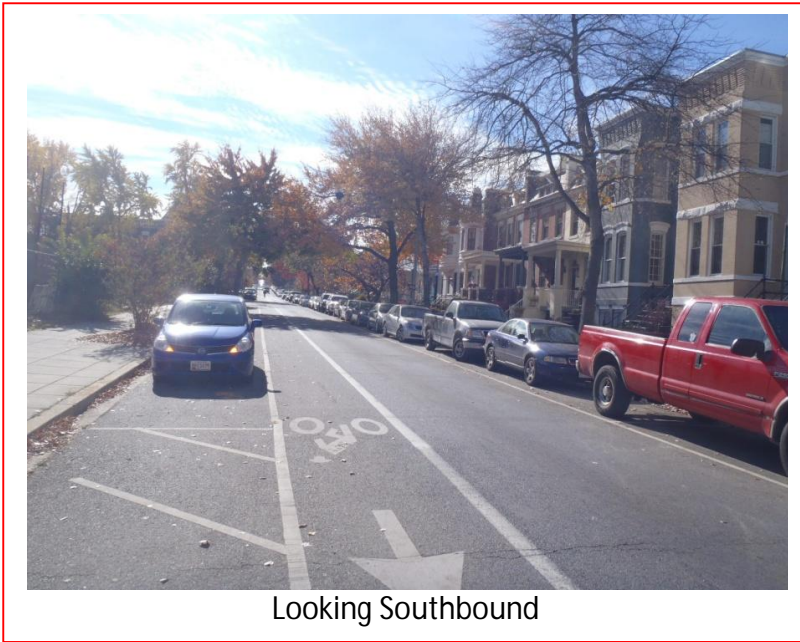


Looking Northbound



District Department of Transportation

6th Street at G Street NE



Looking Southbound

Speed Data Analysis

| | |
|-----------------------------|-------|
| Posted Speed Limit (MPH) | 25 |
| Mean Speed (MPH) | 9 |
| 85th Percentile Speed (MPH) | 12 |
| 10 MPH Pace Speed (MPH) | 4-13 |
| ADT | 3,298 |

The mean speed is lower than the posted speed limit by 16 MPH and the 85th percentile speed is lower than the posted speed by 13 MPH at this location.

Crash Data Analysis

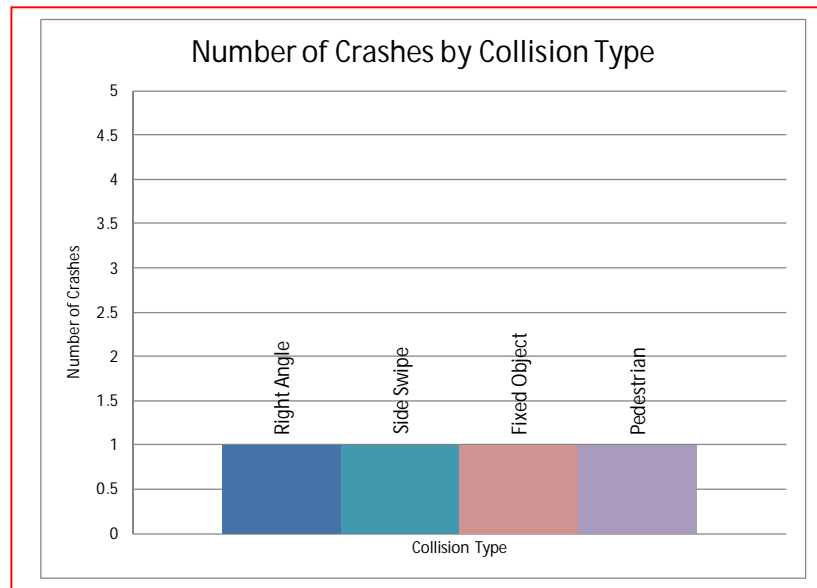
From the Accident Summary Report provided for the dates between January 1, 2010 and December 31, 2012 there were a total of four crashes at this location. A breakdown of number of crashes by collision type can be found in the chart on the next page.



District Department of Transportation

6th Street at G Street NE

| Severity | | | Weather | | | Surface condition | | | Light Condition | | |
|----------|---|-------|---------|---|-------|-------------------|---|-------|-----------------|---|--------|
| Total | 4 | | | | | | | | | | |
| Fatal | 0 | 0.0% | Clear | 3 | 75.0% | Dry | 3 | 75.0% | Day | 4 | 100.0% |
| Injury | 1 | 25.0% | Rain | 0 | 0.0% | Wet | 0 | 0.0% | Night | 0 | 0.0% |
| Taxi | 0 | 0.0% | Snow | 0 | 0.0% | Snow/Ice | 0 | 0.0% | | | |
| Truck | 3 | 75.0% | | | | | | | | | |



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 – The crash data analysis shows a low number of crashes at this location.
3. Field Assessment – The following site characteristics suggest a need for a safer travel environment:
 - a. This is a residential area with houses.
 - b. There are four schools in the area: Stuart-Hobson Middle School, Ludlow-Taylor Elementary School, Logan School, and Blair School.
 - c. There is a bicycle lane northbound on the north and south legs.
 - d. There are multiple bus stops in the area which generate pedestrian activity.
 - e. There is on-street parking on both sides of the street on all four legs of the intersection.

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District Department of Transportation

6th Street at G Street NE

Although the speed data analysis showed lower travel speeds and the crash data analysis showed low crash results for this location, this area still has safety considerations. There are four schools zones near the proposed camera site, all of which generate pedestrian traffic. Too, 6th Street has bicycle lanes which show multimodal transportation options are available in the area, as well as the need for slower vehicular speeds in mixed modal travel conditions. Thus, due to the specific site characteristics of a residential neighborhood, the proximity of schools to the site, the multimodal transportation options available and other pedestrian generators, there is a nexus between traffic safety and the speed camera at this location.

W6 - 211

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

6th St at G St NE Speed

NB

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
|-------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 11/18/13 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 06:00 | 104 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 07:00 | 201 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 08:00 | 256 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 09:00 | 227 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 10:00 | 164 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 11:00 | 129 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 12 PM | 189 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 13:00 | 187 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 14:00 | 204 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 15:00 | 257 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 16:00 | 246 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 17:00 | 277 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 18:00 | 216 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 19:00 | 155 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 20:00 | 101 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 21:00 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 22:00 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 23:00 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Total | 3182 | 106 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3298 |
| Grand Total | 3182 | 106 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3298 |

15th Percentile : 4 MPH
 50th Percentile : 8 MPH
 85th Percentile : 12 MPH
 95th Percentile : 15 MPH

Stats
 Mean Speed(Average) : 9 MPH
 10 MPH Pace Speed : 4-13 MPH
 Number in Pace : 2598
 Percent in Pace : 78.8%
 Number of Vehicles > 25 MPH : 1
 Percent of Vehicles > 25 MPH : 0.0%

SAMMAT ENGINEERING SERVICES, LLC

1515 RISING RIDGE ROAD
MOUNT AIRY, MD 21771

www.sammateng.com

6th St at G St NE Volume

| Start Time | 18-Nov-13 | | 19-Nov-13 | | 20-Nov-13 | | Daily Average | |
|----------------|-----------|-----------|------------|------|-----------|------|---------------|-----------|
| | Mon A.M. | P.M. | Tue A.M. | P.M. | Wed A.M. | P.M. | A.M. | P.M. |
| 12:00 | 6 | 42 | * | * | * | * | 6 | 42 |
| 12:15 | 3 | 47 | * | * | * | * | 3 | 47 |
| 12:30 | 4 | 49 | * | * | * | * | 4 | 49 |
| 12:45 | 3 | 56 | * | * | * | * | 3 | 56 |
| 01:00 | 2 | 49 | * | * | * | * | 2 | 49 |
| 01:15 | 1 | 46 | * | * | * | * | 1 | 46 |
| 01:30 | 1 | 46 | * | * | * | * | 1 | 46 |
| 01:45 | 4 | 52 | * | * | * | * | 4 | 52 |
| 02:00 | 3 | 42 | * | * | * | * | 3 | 42 |
| 02:15 | 3 | 69 | * | * | * | * | 3 | 69 |
| 02:30 | 3 | 45 | * | * | * | * | 3 | 45 |
| 02:45 | 0 | 55 | * | * | * | * | 0 | 55 |
| 03:00 | 3 | 74 | * | * | * | * | 3 | 74 |
| 03:15 | 3 | 75 | * | * | * | * | 3 | 75 |
| 03:30 | 1 | 74 | * | * | * | * | 1 | 74 |
| 03:45 | 2 | 46 | * | * | * | * | 2 | 46 |
| 04:00 | 3 | 63 | * | * | * | * | 3 | 63 |
| 04:15 | 1 | 59 | * | * | * | * | 1 | 59 |
| 04:30 | 3 | 62 | * | * | * | * | 3 | 62 |
| 04:45 | 8 | 69 | * | * | * | * | 8 | 69 |
| 05:00 | 8 | 64 | * | * | * | * | 8 | 64 |
| 05:15 | 10 | 70 | * | * | * | * | 10 | 70 |
| 05:30 | 19 | 82 | * | * | * | * | 19 | 82 |
| 05:45 | 26 | 65 | * | * | * | * | 26 | 65 |
| 06:00 | 21 | 65 | * | * | * | * | 21 | 65 |
| 06:15 | 23 | 66 | * | * | * | * | 23 | 66 |
| 06:30 | 30 | 54 | * | * | * | * | 30 | 54 |
| 06:45 | 39 | 35 | * | * | * | * | 39 | 35 |
| 07:00 | 47 | 49 | * | * | * | * | 47 | 49 |
| 07:15 | 46 | 36 | * | * | * | * | 46 | 36 |
| 07:30 | 57 | 51 | * | * | * | * | 57 | 51 |
| 07:45 | 65 | 29 | * | * | * | * | 65 | 29 |
| 08:00 | 66 | 27 | * | * | * | * | 66 | 27 |
| 08:15 | 69 | 25 | * | * | * | * | 69 | 25 |
| 08:30 | 71 | 27 | * | * | * | * | 71 | 27 |
| 08:45 | 60 | 26 | * | * | * | * | 60 | 26 |
| 09:00 | 60 | 18 | * | * | * | * | 60 | 18 |
| 09:15 | 58 | 22 | * | * | * | * | 58 | 22 |
| 09:30 | 58 | 18 | * | * | * | * | 58 | 18 |
| 09:45 | 58 | 9 | * | * | * | * | 58 | 9 |
| 10:00 | 40 | 14 | * | * | * | * | 40 | 14 |
| 10:15 | 42 | 13 | * | * | * | * | 42 | 13 |
| 10:30 | 51 | 17 | * | * | * | * | 51 | 17 |
| 10:45 | 33 | 5 | * | * | * | * | 33 | 5 |
| 11:00 | 7 | 16 | * | * | * | * | 7 | 16 |
| 11:15 | 49 | 11 | * | * | * | * | 49 | 11 |
| 11:30 | 36 | 8 | * | * | * | * | 36 | 8 |
| 11:45 | 42 | 8 | * | * | * | * | 42 | 8 |
| Total | 1248 | 2050 | 0 | 0 | 0 | 0 | 1248 | 2050 |
| Combined Total | 3298 | | 0 | | 0 | | 3298 | |
| Peak | 07:45 | 04:45 | | | | | 07:45 | 04:45 |
| Vol. | 271 | 285 | | | | | 271 | 285 |
| P.H.F. | 0.954 | 0.869 | | | | | 0.954 | 0.869 |
| ADT | ADT 3,298 | | AADT 3,298 | | | | | |

Accident Summary Report (R-7)

Intersection: 6TH ST and G ST, NE

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

Prepared By: Rahul Jain

Prepared Date: 9/16/2013

| | | Collision Type | #ACC | % | Collision Type | #ACC | % |
|--|---|-----------------------|-------------|----------|-----------------------|-------------|----------|
| Total Number of Accident: | 4 | Right Angle: | 1 | 25.0% | Fixed Object: | 1 | 25.0% |
| Total Number of Fatalities: | 0 | Left Turn: | 0 | 0.0% | Ran Off Road: | 0 | 0.0% |
| Total Number of Injuries: | 1 | Right Turn: | 0 | 0.0% | Ped. Involved: | 1 | 25.0% |
| Total Number of Disabling Injuries: | 0 | Rear End: | 0 | 0.0% | Backing: | 0 | 0.0% |
| Total Number of NonDisabling Injuries: | 0 | Side Swiped: | 1 | 25.0% | Non Collision: | 0 | 0.0% |
| 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 | | | | | | |

| Time of Day | #ACC | % |
|--------------------|-------------|----------|
| 07:30 ~ 09:30: | 1 | 25.0% |
| 09:30 ~ 11:30: | 2 | 50.0% |
| 11:30 ~ 13:30: | 1 | 25.0% |
| 13:30 ~ 16:00: | 0 | 0.0% |
| 16:00 ~18:30: | 0 | 0.0% |
| 18:30 ~ 07:30: | 0 | 0.0% |
| Unspecified: | 0 | 0.0% |

| Day o fweek | #ACC | % |
|--------------------|-------------|----------|
| Sunday: | 0 | 0.0% |
| Monday: | 0 | 0.0% |
| Tuesday: | 0 | 0.0% |
| Wednesday: | 1 | 25.0% |
| Thursday: | 1 | 25.0% |
| Friday: | 2 | 50.0% |
| Saturday: | 0 | 0.0% |

| Weather Condition | #ACC | % |
|--------------------------|-------------|----------|
| Clear: | 3 | 75.0% |
| Rain: | 0 | 0.0% |
| Snow: | 0 | 0.0% |
| Sleet/Hail: | 0 | 0.0% |
| Fog/Mist: | 0 | 0.0% |
| Crosswind/Blowing Sand: | 0 | 0.0% |
| Unspecified: | 1 | 25.0% |

| Surface Condition | #ACC | % |
|--------------------------|-------------|----------|
| Dry: | 3 | 75.0% |
| Wet: | 0 | 0.0% |
| Snow/Ice: | 0 | 0.0% |
| Slush: | 0 | 0.0% |
| Water/Sand: | 0 | 0.0% |
| Repairing: | 0 | 0.0% |
| Unspecified: | 1 | 25.0% |

| Type of Vehicle | #VEH | % |
|---------------------------|-------------|----------|
| Passenger Car: | 3 | 50.0% |
| Bus: | 0 | 0.0% |
| Truck: | 3 | 50.0% |
| Taxi: | 0 | 0.0% |
| Minivan: | 0 | 0.0% |
| Police/Emergency Vehicle: | 0 | 0.0% |
| Motorcycle/Moped: | 0 | 0.0% |
| Bicycle: | 0 | 0.0% |
| Fixed Object: | 0 | 0.0% |
| Unspecified: | 0 | 0.0% |

| Accident Severity Type | #ACC | % |
|-------------------------------|-------------|----------|
| Fatal Collision: | 0 | 0.0% |
| Injury Collision: | 1 | 25.0% |
| PDO Collision: | 3 | 75.0% |

| Light Condition | #ACC | % |
|-------------------------|-------------|----------|
| Daylight: | 4 | 100.0% |
| Dawn/Dusk: | 0 | 0.0% |
| Dark(Lighted): | 0 | 0.0% |
| Dark(Not Lighted): | 0 | 0.0% |
| Dark(Unknown Lighting): | 0 | 0.0% |
| Unspecified: | 0 | 0.0% |

| Contributing Factor | #VEH | % |
|----------------------------|-------------|----------|
| Driver: Speed: | 0 | 0.0% |
| Driver: Alcohol/Drug: | 0 | 0.0% |
| Driver: Electronic Device: | 0 | 0.0% |
| Driver: Others: | 1 | 16.7% |
| Vehicle: | 0 | 0.0% |
| Roadway: | 0 | 0.0% |
| Unspecified: | 5 | 83.3% |

| Pedestrian Actions | #ACC | % |
|------------------------------|-------------|----------|
| In Crosswalk with Signal: | 0 | 0.0% |
| In Crosswalk against Signal: | 0 | 0.0% |
| In Crosswalk no Signal: | 0 | 0.0% |
| In Unmarked Crosswalk: | 0 | 0.0% |
| Not in Crosswalk: | 0 | 0.0% |
| From Between Parked Cars: | 0 | 0.0% |
| Unspecified: | 0 | 0.0% |

4 Records are not approved as of 9/16/2013 2:27:42 PM