1. **Call Meeting to Order**
   Scott Poska, NCITE President, called the meeting to order at 8:30am. Breakfast and networking preceded the meeting.

2. **Introductions**
   All attendees introduced themselves, stated their employer and NCITE involvement, and answered the question “In your daily commute, are you ever a pedestrian?”. Thirty-three people were in attendance. Responses to the question were as follows:

   - Walk almost everywhere (11)
   - Parking lot to office (10)
   - Bike (3)
   - Not usually (3)
   - Walk for leisure (3)
   - Walk 2.5 hours every morning (1)
   - Desk to printer (1)
   - Bed to kitchen (1)
   - Past pedestrian (1)

   **Announcements**
   Scott made the following announcements:
   - The Geometric Design Technical Committee will be meeting on Thursday, October 25th.
   - The Younger Member Committee is hosting a Gopher football happy hour event on Friday, October 26th.
   - The NCITE Annual Meeting which will be held on November 15th at FlannelJax's.

   Scott introduced Jack Olsson, ITSO President, who made the following announcements:
   - ITSO members are also invited to the Younger Member Committee Gopher football happy hour event on Friday, October 26th.
   - Other upcoming ITSO events include:
     - CTS Research Conference – November 1st
     - Tour of Mike Spack’s new office – November 6th at 4pm
     - TranspoTalk with Kimley-Horn’s Aviation Group – November 8th at 12:30pm

3. **Presentation**
   Jack introduced Dr. Nichole Morris of the HumanFIRST Lab at the University of Minnesota to present on “Changing Driver Culture Towards Pedestrians in St. Paul”. The presentation is attached to these minutes. Highlights of the presentation included:
   - The Issue:
     - Nationally, pedestrian fatalities are at a 25-year high.
     - On average, a pedestrian is hit in St. Paul every other day.
   - Project Background:
The project began as a result of St. Paul's "Stop for Me" campaign, which included high-visibility enforcement.

The State wanted to measure if high-visibility enforcement is effective.

- Measurement:
  - It is difficult to measure driver yielding because testers are at risk stepping in front of traffic. Also, there is the risk of forced yielding if a tester enters the crosswalk and the driver is forced to stop to avoid hitting them.
  - The project tested unsignalized, marked crossings and chose sites that had a history of fatal pedestrian collisions.
  - Testing was performed in teams of two. Testers crossed twenty times per day on clear, sunny days between the hours of 9am and 4pm.
  - Observations included info such as vehicles not yielding, pedestrian stuck mid-crossing, vehicle passing a stopped vehicle, etc.

- Enforcement:
  - Violations were focused on vehicles passing stopped vehicles.
  - Fines for violations cannot be increased, but drivers could be required to make a court appearance for endangering life.
  - Enforcement Wave 1 (warning phase):
    - 1,112 warnings were issued
    - Enforcement yielded better compliance but returned to baseline conditions when enforcement ended.
  - Enforcement Wave 2 (adding feedback signs):
    - 633 citations and 23 warning were issued
    - Feedback signs provided social norming and implied surveillance
  - Enforcement Wave 3 (added in-street signs):
    - 386 citations and 74 warnings were issued
    - Yielding increased, even at sites with no enforcement
  - Enforcement Wave 4 (gateway treatments):
    - 248 citations and 34 warnings were issued
    - Yielding increased further

- Results
  - Multiple-threat situations decreased from 11 percent to 3 percent
  - Stopping sign distances improved
  - Significantly lower stopping rates near bus stops

4. Adjourn
   Mike Fairbanks, NCITE Director, thanked the speaker and adjourned the meeting at 9:45am.

Respectfully submitted,

[Signature]

Jacob Folkeringa
2018 Secretary

November 12, 2018
Changing Driver Culture
toward Pedestrians in St. Paul:
Putting the 3 E's to the Test

Nichole L. Morris, Ph.D.
Curtis M. Craig, Ph.D.
HumanFIRST Laboratory
University of Minnesota
Ron Van Houten, Ph.D
Western Michigan University
Pedestrian Safety

• Nationally, pedestrian fatalities are at a **25 year high** (GHSA, 2018)

• “On average, a pedestrian was killed every 1.5 hours in traffic crashes” (NHTSA, 2018)

• On average, a pedestrian is hit in Saint Paul every other day
Measuring Driver Compliance

• Staged crossings
  – Unsignalized marked crosswalks
  – At or near sites where fatal pedestrian crashes have occurred
  – Selected crosswalks with sufficient traffic volume, location and spread, potential for enforcement
  – Measure baseline performance
    • Fall 2017
Site Examples
General Guidelines for Coders

• Coding is done in teams of two
  – A staged pedestrian and a recorder/coder
    • Alternate roles
• Junior or senior students or research staff
• Only on clear weather conditions, during daylight hours
• Spray-painted markings should be visible
  – Mark when a car should be coded as yielding or not yielding
    • Dilemma zone
  – Mark yielding distances
    • Under 10 ft, between 10 and 40 ft, and over 40 ft.
ITE Signal Timing Formula

$$\text{Dilemma zone} = \left( t + \frac{v}{2a+2Gg} \right) \times v$$

- \(t\) = the perception/reaction time in seconds,
- \(v\) = the speed of approaching vehicles in ft/s (we substitute the posted speed limit in ft/s),
- \(a\) = the deceleration rate, recommended at 10ft/s²,
- \(G\) = acceleration due to gravity (32ft/s²), and
- \(g\) = the grade of the approach in percent divided by 100.
Abbreviated Crossing Protocol

• Place one foot into the crosswalk
• If vehicle does not yield, do not try to cross
• If vehicle clearly begins yielding
  – Begin crossing
• On multilane roads, always stop at lane line
• If vehicle yields in next lane
  – Wave and proceed toward median/centerline
• On multilane roads with median
  – Treat second half similarly as first (one foot into crosswalk, etc.)
• If a large gap appears, proceed and do not wait
Example Crossings by Research Staff
Data Coding Sheet

<table>
<thead>
<tr>
<th>Staged Crossings</th>
<th>Cars Not Yielding</th>
<th>Distance Cars Yielded from Crosswalk</th>
<th>Multiple Threat Conflict</th>
<th>Evasive Action</th>
<th>Failure in Protocol</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Less than 10 ft</td>
<td>Between 10 ft - 40</td>
<td>More than 40 ft</td>
<td>Pass</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hard Brake</td>
<td>Ped</td>
<td>Trap</td>
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</table>

Location: _______________________________

Describe condition: _______________________

Date: __________________ Start Time: ___________ Stop Time: ___________

Coder #1:_______ Coder #2:_________
<table>
<thead>
<tr>
<th>Percent</th>
<th>Natural Crossings</th>
<th>Cars Not Yielding</th>
<th>Distance Cars Yielded from Crosswalk</th>
<th>Multiple Threat Conflict</th>
<th>Evasive Action</th>
<th>Failure in Protocol</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Less than 10 ft</td>
<td>Between 10 ft - 20 ft</td>
<td>More than 40 ft</td>
<td>Pass Hard Brake Ped Veh Trap Failure in Protocol</td>
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<td>1</td>
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<tr>
<td>Percent</td>
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</tr>
</tbody>
</table>
Baseline Results

• Total of 1581 Crossings

• Average Total Vehicle Count
  – 67.68

• Average Yielding Percent
  – 31.53%
Baseline Results

Yielding Distance Percentages

- Yielding Less than 10 feet
- Yielding between 10 to 40 feet
- Yielding More than 40 feet
Baseline Results

Percentage Scores Based on Crossing Count

- Multiple Threat Passes: 12%
- Multiple Threat Hard Braking: 4%
- Pedestrian Evasion: 0%
- Vehicle Evasion: 0%
- Trap: 0%
Planning Intervention

• Focus on Passing Violations
  – *Multiple Vehicle Threats deemed critical component of study*
  – Must reduce behavior through enforcement and awareness
  – Increase penalty

• “Check Box” on endangering life or public property
Educating Drivers on Passing

• Earned media and education
5 SIMPLE STEPS FOR PEDESTRIAN SAFETY

In the past 5 years, 835 pedestrians were struck by motor vehicles in St. Paul. Here are some tips to help you stay safe!

1. MAKE YOUR INTENTION TO CROSS CLEAR
   Wave to drivers, make eye contact, and place one foot off curb, but out of the way of traffic.

2. DON’T ASSUME DRIVERS WILL STOP
   Make sure a vehicle is clearly coming to a stop before stepping out into traffic.

3. CHECK EVERY LANE AS YOU CROSS
   Stop and look before stepping out from in front of a vehicle that has stopped for you. Always act as if the next vehicle may not stop for you.

4. ALWAYS WALK
   Walk, never run, across a crosswalk. It’s more important that you make sure drivers have time to see you than it is to hurry.

5. OBEY TRAFFIC SIGNALS
   When there are traffic signals present, be sure to follow their instructions.

SPREAD THE WORD!
Pedestrian safety is a shared responsibility.

An important traffic safety message from the St. Paul Police Department and the City of St. Paul.
SPPD Wave #1

• First enforcement wave
  – Warning phase
  – April 30-May 4
• Earned media
• Outreach
• 1,112 warnings issues
Results

Driver Stopping Percentages By Treatment Phase

- **Baseline**
- **SPPD Wave #1**
- **Post SPPD Wave #1**

**Enforcement**

**Generalization**
SPPD Wave #2 + Feedback Signs

• Second enforcement wave
  – Tickets issued
  – June 18-29
  – 633 citations & 34 warnings

• Feedback signs begin
  – Social norming
  – Implied surveillance
Results

Driver Stopping Percentages By Treatment Phase

- Enforcement
- Generalization

Baseline  SPPD Wave #1  Post SPPD Wave  SPPD Wave# 2  Post SPPD Wave

Weekly Feedback Signs Begin

Media blitz on feedback signs!
SPPD Wave #3 + In-Street Signs

• Third enforcement wave
  – Tickets issued
  – Aug 6-17
  – 386 citations & 74 warnings

• In-street signs begin
  – R1-6 signs
  – Centerline placed
Results

Driver Stopping Percentages By Treatment Phase

- Enforcement
- Generalization

- Weekly Feedback Signs Begin
- In-street Signs Begin

Baseline | SPPD Wave #1 | Post SPPD Wave #1 | SPPD Wave #2 | Post SPPD Wave #2 | SPPD Wave #3 | Post SPPD Wave #3
Feedback Signs
SPPD Wave #4 + Gateway Treatments

• Fourth enforcement wave
  – Tickets issued
  – Oct 1-12
  – 248 citations & 34 warnings

• Gateway Treatments
  – R1-6 signs split gateway
  – Site-by-site configuration
Preliminary Results
Driver Stopping Percentages By Treatment Phase

- Enforcement
- Generalization

Weekly Feedback Signs Begin
Phase 1 In-street Signs Begin
Phase 2 Gateway Signs Begin
Feedback Signs

St Paul drivers stopping for pedestrians

Last week 74%
Record 74%
Other Findings

• Passing/Multiple Threats
  – Decreased from 11% of all crossings to ~3% of all crossings

• Stopping distances
  – Less than 10% of cars stop 10ft or less
  – Greater than 50% of cars stop 40+ft or more

• Bus stops
  – Significantly lower stopping rates near bus stops

• Buses are significantly more likely to stop than general fleet
Passing Declines Over Time

Percent of Crossings with Multiple Threat Passes

- All Crosswalks
- 3+ Lane Crosswalks
Take Aways

• This project was hard and dangerous work!
  – Approximately 12,000 crossings!
• Integrating the 3 E’s takes A LOT of coordination
• Combining enforcement, engineering, and education is the best way to maximize the effect of each treatment
• St. Paul is not an island!
• Go do this in YOUR CITY!!!
Thank you!

• Nichole L. Morris, Ph.D.

• nlmorris@umn.edu

• 612-624-4614
Errata

• W 7th & Bates, a four-lane road with a downhill slope in the SW bound lanes.
Errata

• Maryland and Walsh, a two-lane road separated by a turn lane / road diet.
Errata

• Arcade and Jessamine, a three-lane road with no enhancements or pedestrian refuge.
• Summit & Chatsworth, a two-lane with bike lane and parking lane on both sides of the roadway.
Errata

• Snelling and Fairmount, a four-lane road separated by a pedestrian refuge
• Maryland and Duluth, a two-lane road separated by a pedestrian refuge / road diet.
<table>
<thead>
<tr>
<th>Metric</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yielding counts</td>
<td>Number of vehicles stopped for staged pedestrians</td>
</tr>
<tr>
<td><strong>Total Vehicle Count</strong></td>
<td>Number of vehicles counted while staged pedestrian stood in crosswalk during a single coding session</td>
</tr>
<tr>
<td>%Yielding</td>
<td>Percent of yielding vehicles out of total vehicles encountered while staged pedestrian stood in crosswalk during single coding session</td>
</tr>
<tr>
<td>Cars Yielding &lt; 10 ft. Count</td>
<td>Number of vehicles that yielded less than 10 ft. from crosswalk</td>
</tr>
<tr>
<td>% Cars Yielding &lt; 10 ft.</td>
<td>Percent of vehicles less than 10 ft. out of all yielding vehicles</td>
</tr>
<tr>
<td>Cars Yielding between 10 to 40 ft. Count</td>
<td>Number of vehicles that yielded between 10 and 40 ft. from crosswalk</td>
</tr>
<tr>
<td>% Cars Yielding between 10 to 40 ft.</td>
<td>Percent of vehicles between 10 ft. and 40 ft. out of all yielding vehicles</td>
</tr>
<tr>
<td>Cars Yielding &gt; 40 ft. Count</td>
<td>Number of vehicles that yielded greater than 40 ft. from crosswalk</td>
</tr>
<tr>
<td>% Cars Yielding &gt; 40 ft.</td>
<td>Percent of vehicles greater than 40 ft. out of all yielding vehicles</td>
</tr>
<tr>
<td>MT Pass Count</td>
<td>Number of vehicles that passed a stopped vehicle in the same direction of travel at the crosswalk. <strong>Typically</strong> this happened in the next lane on a multi-lane road, but could be illegally passing to the right or left on a two-lane road</td>
</tr>
<tr>
<td>%Pass</td>
<td>Percent of multiple threat passes experienced in a session out of the number of staged crossings (typically 20) of each session</td>
</tr>
<tr>
<td>MT Hard Brake Count</td>
<td>Number of vehicles that stopped late or excessively braked behind another yielding vehicle making an audible tire screeching sound or visibly tipping the nose of the vehicle down in the stop</td>
</tr>
<tr>
<td>%Hard Brake (MT)</td>
<td>Percent of multiple threat hard brake events in a session out of the number of staged crossings (typically 20) of each session</td>
</tr>
<tr>
<td>Pedestrian Evasion Count</td>
<td>Number of instances when a pedestrian (either staged crosser or natural pedestrian) was forced to move out of the way of a vehicle</td>
</tr>
<tr>
<td>%Ped Evasion</td>
<td>Percent of pedestrian evasions in a session out of the number of staged crossings (typically 20) of each session</td>
</tr>
<tr>
<td>Vehicle Evasion Count</td>
<td>Number of instances when a vehicle was forced to swerve out of the way of a pedestrian (either staged crosser or natural pedestrians)</td>
</tr>
<tr>
<td>%Veh Evasion</td>
<td>Percent of vehicle evasions in a session out of the number of staged crossings (typically 20) of each session</td>
</tr>
<tr>
<td>Traps</td>
<td>Number of instances when pedestrians received yielding to allow them to proceed into the middle of the road, but then were trapped between two lanes of opposing traffic without the presence of a pedestrian refuge</td>
</tr>
<tr>
<td>%Trap</td>
<td>Percent of pedestrian trapped instances within a session out of the number of staged crossings (typically 20) of each session</td>
</tr>
<tr>
<td>Location</td>
<td>Lanes</td>
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<td>-------------------------</td>
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</tr>
<tr>
<td>7th &amp; Bates</td>
<td>4</td>
</tr>
<tr>
<td>Arcade &amp; Jessamine</td>
<td>3</td>
</tr>
<tr>
<td>Cretin &amp; Goodrich</td>
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</tr>
<tr>
<td>Dale &amp; Jessamine</td>
<td>4</td>
</tr>
<tr>
<td>Hamline &amp; Hartford</td>
<td>2</td>
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<tr>
<td>Marion &amp; Charles</td>
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<td>Maryland &amp; Duluth</td>
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<td>Randolph &amp; Prior</td>
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<tr>
<td>Rice &amp; Magnolia</td>
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<td>Snelling &amp; Blair</td>
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<tr>
<td>University &amp; Kent</td>
<td>4</td>
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<tr>
<td>White Bear &amp; Nebraska</td>
<td>4</td>
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</table>
Safe Crossing Protocol

This protocol should be read aloud before each staff member serves as the staged pedestrian for each coding section (i.e., 10 staged crossings).

- Always stay alert and be aware of traffic from all sides and all lanes.

- Follow the Safety Crossing Instructions closely.

- Always ensure that the approaching vehicle is clearly yielding or stops before proceeding.

- Make eye contact and signal to the driver that you intend to cross in front of them.

- Do not put yourself in an unsafe situation. If a vehicle is traveling too fast or too close, step back to a safe position.

- On multi-lane roads, always stop at the lane line, search and make sure the next lane is clear.

- Above all, do not attempt to cross if it cannot be done safely!
<table>
<thead>
<tr>
<th>Location</th>
<th>Mean</th>
<th>Std. Deviation</th>
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</thead>
<tbody>
<tr>
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</table>
Marion & Charles Enforcement

Baseline | Week 1 | Week 2 | Week 3 | Week 4 | Week 5 | Week 6 | Week 7 | Week 8 | Week 9 | Week 10 | Week 11 | Week 12 | Week 13 | Week 14 | Week 15 | Week 16 | Week 17 | Week 18 | Week 19 | Week 20 | Week 21 | Week 22 | Week 23 | Week 24 | Week 25

Marion & Charles Enforcement
Summit & Chatsworth Enforcement
University & Kent Generalization

![Graph](image-url)