



Incident:

Incident Report Number:

Between: Date - Time

And/At: Date-Time

Incident Location:

Name (Last, First, Middle)

DOB:

Race/Sex

Address: (Address, City, State, Zip)

Phone 1

Employer

Phone 2

Employer Address

Work Phone #

Name (Last, First, Middle)

DOB:

Race/Sex

Address: (Address, City, State, Zip)

Phone 1

Employer

Phone 2

Employer Address

Work Phone #

## NARRATIVE

A resident reported vehicles speeding on Hunter St in the area of N Maple St.

On Sunday July 12, 2020 I deployed the covert JAMAR Radar Recorder on Hunter St in the area of Holroyd Pl. This was the best location for the radar recorder as it is the longest stretch of roadway on Hunter St without a stop sign between intersections. The Jamar Radar Recorder was affixed to a nearby telephone pole and recorded both eastbound and westbound traffic on Hunter St. The Radar Recorder was deployed for a period of seven (7) days and recorded a total of 5967 vehicles.

On Monday July 20, 2020 I retrieved the JAMAR Radar Recorder from Hunter St. I then downloaded the data from the recorder and produced a Speed Enforcement Evaluator Sheet,

Vehicle Information: (Year, Make, Model, Style, Color)

License Number:

State:

Expiration Year:

Vin:

Insurance Company:

Other Vehicle Information:

NCIC#

Reporting Officer(s):

Report Date:

Time Received:

Time Cleared:

Unit(s) Assigned:

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along with a Data Summary. The Speed Enforcement Evaluator was calibrated for an Enforcement Tolerance of 6 MPH, a vehicle speed of 32 MPH and above for demonstrational purposes. Woodbury City Police Department SOP #10 previously stated that in a 25 MPH Zone summonses may be issued at 36 MPH and above. This stipulation was recently removed from the SOP, meaning any violation of the Speed Limit could now result in a summons at the individual officer's discretion. I also produced a Speed Enforcement Evaluator with an Enforcement Tolerance set at 10 MPH or a vehicle speed of 36 MPH and above. The following are the results of the data:

**Speed Enforcement Evaluator (32 MPH and above)**

The total percentage of Enforceable Violations (Vehicles traveling over 32 MPH) was found to be **LOW** with 23.4% of vehicles above the limit.

**Speed Enforcement Evaluator (36 MPH and above)**

The total percentage of Enforceable Violations (Vehicles traveling over 36 MPH) was found to be **LOW** with 7.0% of vehicles above the limit.

I have attached both Speed Enforcement Evaluator Sheets to this report for reference.

I then produced the Data Summary for the Traffic Study. The combined speed statistics (for Eastbound and Westbound traffic) revealed that the Average Mean Speed of vehicles was 28MPH. Eastbound was found to be an Average Mean Speed of 28 MPH. Westbound was found to be an Average Mean Speed of 28 MPH. It was found that there were fifty-eight (58) vehicles traveling over 40 MPH out of a total of 5967 vehicles.

It was found that there is not a drastic speeding issue at the target location. The results reveal that the complaining resident might be observing a volume issue for the size of the residential street, with the occasional vehicle traveling above 40 MPH. I have also attached the Data Summary Sheets to this report for reference.

I then ran an Enforcement Calculator to obtain the best times for traffic enforcement from the data collected. This revealed the hours of 3:00 P.M.-5:00 P.M. and 4:00 P.M.-6:00 P.M. were the best two (2) consecutive hours for enforcement on Hunter St. This information will be disseminated to Patrol to conduct radar enforcement on Hunter St.

It should be noted that the resident was also concerned with the fact that there are no STOP lines

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at many of the intersections on Hunter St, and the ones that do have STOP lines are very faded. The yellow curb paint indicating the No Parking Zones are also in need of repainting and nearly invisible in some areas. The resident advised that this is a safety hazard and vehicles are not obeying the STOP signs and No Parking regulations due to this issue. Detective Corporal Phillips #3025 contacted Public Works and asked that they repaint the markings.

While on patrol, I observed that Public Works had recently painted STOP lines at the intersection of West St/Glover St, High St/Lupton Ave, and High St/S Warner Ave. All of these intersections have recently had stop signs added by ordinance. I observed that the STOP lines painted by Public Works were inconsistent with what is typically found at an intersection. The STOP Lines painted by Public Works are both thinner and shorter. They also appear to simply be plain white paint, which may attribute to why many of the crosswalks/curb markings throughout town wash away so quickly.

I then measured one of the stop lines recently painted by Public Works, which measured approximately 11" wide and 9' 10" long. The stop line also stopped more than 2 feet away from the curb-line. The lines at other intersections, which were placed there by professional paving companies are 24" wide by approximately 14' 10" long and are within one foot from the edge of the curb. It is clearly much more visible with the thicker and wider STOP line when approaching the intersection. All of the roadways which have been professionally repaved within the last several years feature the wider and more pronounced stop lines. (Cherry St, Walnut St, Chestnut St, W Centre St, etc). These lines extend from the middle of the roadway to the curb-line and are approximately 24" wide.

In researching the standards regarding STOP lines from the NJ DOT, I found the following:

The State of New Jersey follows the national standard for Uniform Traffic Control Devices. The NJ DOT website links directly to the Manual on Uniform Traffic Control Devices (MUTCD) from the US DOT, Federal Highway Administration. This manual states that "Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made...Stop lines should be 12 to 24 inches wide."

I also located additional data from the NJDOT which states that "Stop Lines should be a 24" Solid white stop line marking (thermoplastic)." It further states that "All permanent diagonal gore lines, crosswalks, stop lines, words, arrows and other pavement symbols shall be thermoplastic traffic markings". Thermoplastic is a polymer material which is usually heated onto the roadway in strips or special heat activated paint. It normally contains glass beads for higher visibility and reflectiveness. I was able to find "Thermoplastic Traffic Paint" which does not require heating which is manufactured by Seal Master.

Detective Corporal Phillips has been advised of this information and will be contacting Public Works to ensure that the proper lines are installed on the roadway. See attached photographs pertaining to the STOP lines.

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***Ptlm. J. Duffy #3100***  
***Woodbury City Police Department Traffic Safety Unit***

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