



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

Speeding Complaint- S Barber Avenue Resident Complaints

A resident reported vehicles speeding on S Barber Ave. The resident requested the possibility of placing a five-way stop sign at the intersection of S Barber Ave, Railroad Ave and Carpenter St.

On June 4, 2020, I deployed the covert JAMAR radar recorder on S Barber Ave in the area of Carpenter St. The recorder was deployed on a nearby telephone pole and positioned to record both northbound and southbound traffic. On June 12, 2020 I retrieved the JAMAR recorder. When I attempted to download the data from the recorder, it was discovered that due to a battery charging issue, the recorder did not record any vehicular data during this time. The batteries were recharged and the recorder was redeployed on June 18, 2020, at the same location.

In researching five-way stop intersections, commonly known as multi-leg or five-point intersections, it is

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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found that they are far less common than other types of intersections. As a result, motor vehicle collisions are more common at five-way intersections because drivers tend to forget the rules of the road or simply get confused by the unusual conditions. Types of crashes common at these intersections include head-on collisions, side-impact crashes, T-bone style crashes, as well as multi vehicle (3 or more) crashes. If motorists simply followed the rules of the road pertaining to right of way at intersections, there would be less complaints and incidents. By adding additional stop signs and confusion, this measure may actually be counterintuitive, thus increasing crashes.

I also observed that there is only one (1) speed limit sign on S Barber Ave for both northbound and southbound traffic. The speed limit sign for southbound traffic is located at the point of S Barber Ave/E Barber Ave. There is no other speed limit signage on the stretch of roadway in the southbound direction. Some motorists may also miss this signage as they are focusing on navigating their turn. Placing the sign approximately twenty five (25) further into the intersection may be a more visible alternative. The speed limit sign for northbound traffic is located at S Barber Ave south of Carpenter St. This sign is also partially obstructed by tree branches and a telephone pole. Furthermore, this leaves no speed limit sign between S Evergreen Ave and the railroad tracks. Motorists not familiar with the area are not aware of the speed limit until they cross over the railroad tracks and approach Carpenter St, which by this point they could already be exceeding the speed limit. It is recommended that an additional speed limit sign be placed in both directions to better alert traffic of the speed limit in the area. It is also recommended that the existing northbound speed limit sign be placed further up on S Barber Ave. A good location may be at the intersection of S Barber Ave/Railroad Ave in the vacant lot. There are no low hanging branches or other obstructions in this area.

The southbound lane of travel on S Barber Ave, from E Barber Ave to Railroad Ave is inadequate in size to allow parked traffic on the south side of S. Barber Ave. The northbound lane of travel is already a "No Parking" zone, presumably due to this issue. Vehicles traveling southbound currently have to cross over the double-yellow lines when vehicles are parked on the roadway, in the lane of travel. S Barber Ave is a busy roadway which is commonly used as a throughway to connect State Highway 45 (Broad Street) with S Evergreen Ave and Glassboro Rd. Therefore, more than just residential traffic commonly travels on the roadway.

In New Jersey, the standard NJ DOT lane width is 12 feet. The lane width of S Barber Ave on the southbound side is approximately 14 ½ feet. Therefore, there is not enough room to safely allow vehicle traffic and parked vehicles, as 2 ½ feet is not wide enough for a vehicle to park. It is recommended that the south side of S Barber Ave also be designated a "No Parking" zone from E Barber Ave until Railroad Ave at the railroad tracks. All residences on the southbound side have driveways for off street parking. In addition, vehicles parked on S Barber Ave also block the view of southbound traffic for motorists who are attempting to turn onto S Barber Ave or cross onto Railroad Ave from Carpenter St. Not only would "No Parking" make it safer for vehicles traveling on S Barber Ave, it would also increase visibility for motorists exiting Carpenter St.

In researching crashes at these intersections, it was found that there were three (3) reported crashes in 2017, two (2) crashes in 2018, and three (3) crashes in 2019. These statistics do not indicate that this area is a crash-prone intersection. Furthermore, there have been several crashes reported regarding parked vehicles being struck on S Barber Ave within the past three (3) years.

On June 26, 2020 I retrieved the JAMAR recorder from S Barber Ave. The Radar Recorder was deployed for a period of nine (9) days and recorded data for five (5) days; from June 18 to June 22.

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I then downloaded the data from the recorder and produced a Speed Enforcement Evaluator Sheet, 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 states that in a 25 MPH Zone summonses may be issued at 36 MPH and above. 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 45.9% of vehicles above the limit (32MPH). That being said, only vehicles traveling over 36 MPH could be ticketed as per Departmental SOP #10.

Speed Enforcement Evaluator (36 MPH and above)

The total percentage of Enforceable Violations (Vehicles traveling over 36 MPH) was found to be LOW with 21.1% of vehicles above the limit (36MPH).

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 North and Southbound traffic) revealed that the Average Mean Speed of vehicles was 30 MPH. It was found that there were (251) vehicles traveling over 40 MPH, out of a total of 5,203 vehicles. It should also be noted that S Barber Ave is also a throughway for emergency vehicles, being that the Woodbury City Police Department is located just one block from S Barber Ave.

It was found that there is a MILD speeding issue in the area. Approximately 21% of vehicles are traveling above the enforceable threshold of 36 MPH. The best times of enforcement were found to be between the early morning hours between 7:00 A.M. and 10:00 A.M. as well as the afternoon hours between 4:00 P.M. and 6:00 P.M.

This information will be disseminated to patrol in order for radar enforcement to be conducted. I will also contact Public Works and advise them of the need for the moving and addition of Speed Limit signs on the roadway. Refer to attached memorandum in reference to an Ordinance Resolution Proposal, designating the south side of S. Barber Ave as a No Parking Zone.

See attached documentation, pertaining to the data results from the traffic study conducted.

Ptlm. J. Duffy #3100

Woodbury City Police Department

Traffic Safety Unit

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