



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 – E Centre St****Resident Complaints**

A resident reported vehicles speeding on E Centre St. The complainant requested a speed study be conducted in the area of E Centre St between S Broad St and Railroad Ave. A department-wide email was also sent out requesting added radar enforcement be conducted in the area.

On Thursday April 28, 2022 the covert Jamar Radar Recorder was deployed in the area of 61 E Centre St.

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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The recorder was affixed to a nearby telephone pole and recorded eastbound traffic on E Centre St as this street is an all-time one-way road. The recorder was deployed for a period of four days and recorded a total of 2,321 vehicles.

The data was then downloaded from the recorder and a Speed Enforcement Evaluator Sheet along with a Data Summary was produced. The Speed Enforcement Evaluator was calibrated for an enforcement tolerance of 6 MPH, or a vehicle speed of 32 MPH and above. Another Speed Enforcement Evaluator was produced this time with an enforcement tolerance of 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 above 32 MPH) was found to be LOW with 8.1% of vehicles above the limit (32 MPH).

Speed Enforcement Evaluator (36 MPH and above)

The total percent of enforceable violations (vehicles traveling above 36 MPH) was found to be LOW 1.6% of vehicles above the limit (36 MPH).

I have attached both Speed Enforcement Evaluator Sheets to this report as a point of reference. Note that "Direction 1" is the eastbound direction. It should be noted that "Direction 2" captured the westbound direction and it was found that a total of 15 vehicles were captured going the wrong direction which of the 2,321 total vehicles that traveled the roadway during this time equates of 0.0064% of the total vehicle travel and is not a great cause for concern. Of the 15 vehicles only 5 were captured in a 26-30 MPH range. It is unknown if people are doing this intentionally as it is clearly marked on both Railroad Ave and S Broad St that the street is a one-way. It is also undetermined whether delivery drivers miss their target location and reversed on the street passing the deployed JAMAR unit causing the 4, 11-15 MPH readings captured during this survey. An overview of the area revealed no immersing need for additional signage.

A Data Summary was then produced as well for the traffic study. The speed statistics (for eastbound travel

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only) revealed that the average mean speed of vehicles was 24 MPH. It was found that was only 1 vehicle traveling over 50 MPH and 1 vehicle traveling over 40 MPH of the total 2,321 vehicles who occupied that roadway during the period of study. The roadway experienced its heaviest travel between the hours of 1200 -1700.

It was found that there is not a speeding issue at the target location. The results reveal that the resident may be observing a volume issue for the size of the roadway as most people utilize this particular roadway to access the downtown shopping district as well as utilize the road as a cut through to avoid mid-day traffic on N Broad St and S Broad St as the volume increases immensely between the hours of 1200-1700. It was also determined that the 85% percentile was found to be within 29 MPH, meaning that 85% of the motorists were traveling at or below this speed. The data summary sheets were also attached to this report for reference.

This report and its finding were disseminated to the department and the Traffic Safety Unit will continue to monitor the area for any continued issues on this particular roadway.

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