

POLICE



2017 SPRING MOUNT TRAFFIC STUDY

Conducted by the
LOWER FREDERICK TOWNSHIP POLICE DEPARTMENT

SPEED ENFORCEMENT IN PENNSYLVANIA

- ❑ Under Section 3368 of the PA Motor Vehicle Code, police officers using speed timing devices or Vascar units to enforce speed limits may not stop a vehicle until it has been clocked at over 10 miles per hour above the posted speed limit.
 - ❑ This means that a vehicle clocked in a 25 mile per hour zone cannot be stopped until the officer has clocked the car at 36 miles per hour or above.
- ❑ Some police departments and/or individual officers provide an even larger margin before they stop a vehicle.
 - ❑ For example, many officers won't stop speeders in a 25 mile per hour zone until a driver is clocked doing 40 miles per hour or faster...

THESE TRAFFIC STUDIES...



- ❑ ... Were conducted using a JAMAR Trax-Pro device like the one pictured above
- ❑ ... Were conducted 24 hours per day, 7 days per week
- ❑ ... Are data-driven
- ❑ ... Are able to provide speed, traffic volume, and peak times
- ❑ ... Remove the possibility of human error and/or misinterpretation, as they are technology-based

THESE STUDIES WERE CONDUCTED:

- ❑ Between APRIL and SEPTEMBER 2017
- ❑ Using a highly sensitive, radar-based traffic recording device, computer, and software
- ❑ On 4 separate roadways in our community, which included:
 1. Village Drive (2 separate studies)
 2. Spring Mount Road
 3. Zieglerville Road
 4. Main Street



The above-noted roadways that are the subject of this study are all posted with 25 MPH speed limits.

SPEED SEVERITY PERCENTAGES

- ❑ 0 to 9% = LOW
- ❑ 10% to 24% = MODERATE
- ❑ 25% and above = HIGH

Example: A roadway where 23% of the vehicles recorded were speeding over 10 miles per hour above the posted speed limit would be considered to have a moderate speeding problem.

1. VILLAGE DRIVE STUDIES

- ❑ 2 separate studies were conducted along Village Drive, one on each end to get a better measure of accuracy for the entire length of roadway
- ❑ The first study was conducted near Aspen Way
- ❑ The second study was conducted on the opposite side, closer to the 200/300 block of Village Drive

1. VILLAGE DRIVE

(1st study near Aspen Way)

- ❑ Over a 5 day period, **5,011** vehicles were counted
- ❑ 85th Percentile = 31 miles per hour
- ❑ **140** of those vehicles, or **2.8%**, were over **36** miles per hour (Legally enforceable minimum speed)
- ❑ **11** vehicles, or **0.22%** of those 5,011 vehicles were travelling at 41 miles per hour or faster
- ❑ Peak times where there was a high volume of traffic were during the morning and late afternoon/evening rush (approximately 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., respectively)

1. VILLAGE DRIVE

(2nd Study near the 200/300 Block)

- ❑ Over a 5 day period, **2,403** vehicles were counted
- ❑ 85th Percentile = 26 miles per hour
- ❑ 2 of those vehicles, or **0.08%**, were over **36** miles per hour (Legally enforceable minimum speed)
- ❑ 0 vehicles were travelling at 41 miles per hour or faster
- ❑ Peak times where there was a high volume of traffic were during the morning and late afternoon/evening rush (approximately 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., respectively)

SUMMARY FOR VILLAGE DRIVE (Both studies combined)

- ❑ The fairly high volume of traffic on Village Drive would be due to the large number of residents in this area.
- ❑ Based on the data shown during this study, of the combined **7,414** vehicles, only **1.9%** were speeding over 36 miles per hour.

2. SPRING MOUNT ROAD

- ❑ Over a 5 day period, **16,338** vehicles were counted
- ❑ 85th Percentile = 38 miles per hour
- ❑ 5,410 vehicles were recorded as speeding at 36 miles per hour or faster
- ❑ Top speeds recorded were double the speed limit in the 51 to 55 mile per hour range
- ❑ Data shows that Spring Mount Road is busy throughout the day

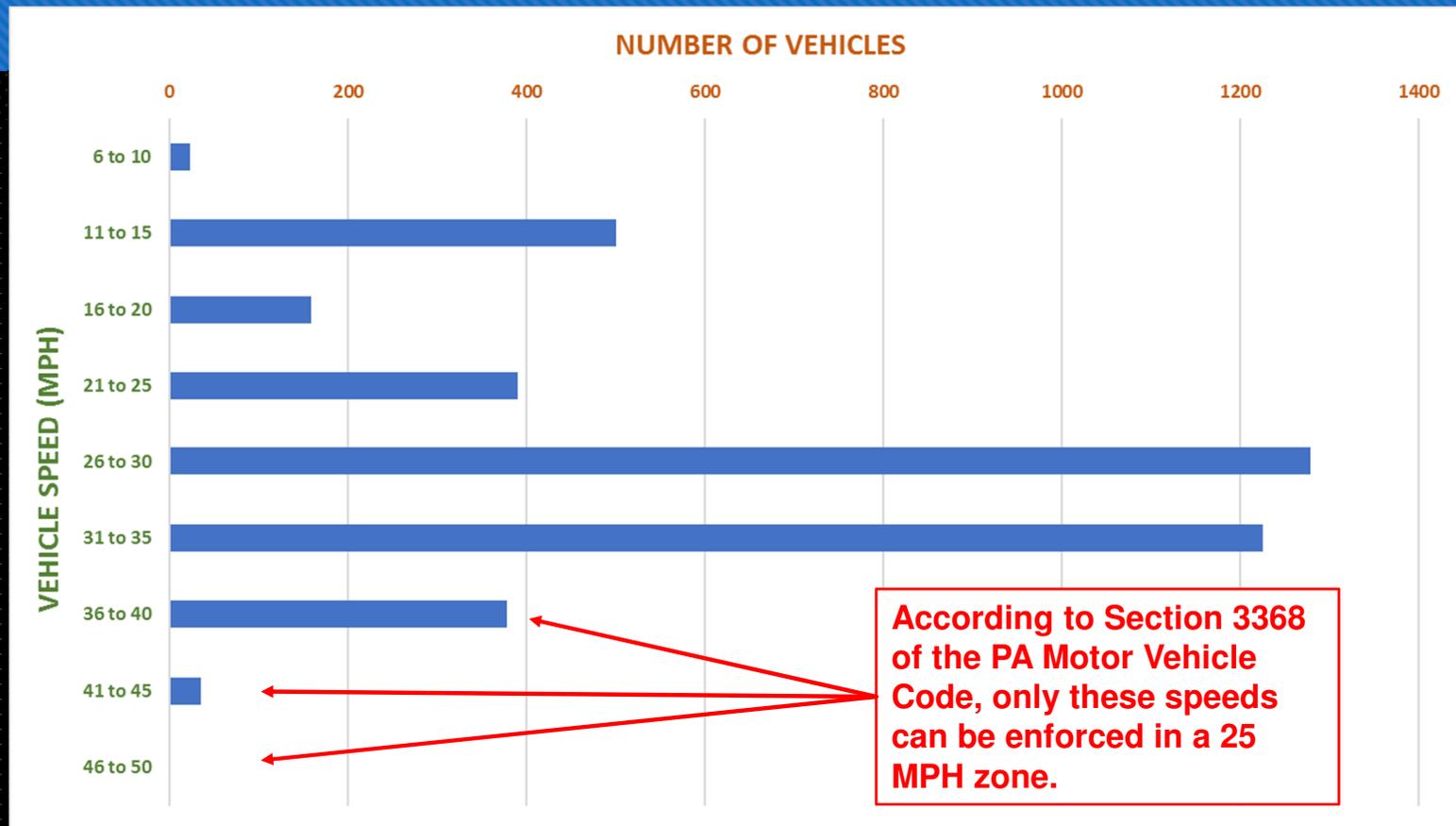
SUMMARY FOR SPRING MOUNT ROAD

- ❑ Spring Mount Road is well known as a “short cut” or “cut through” for those travelling between the Gilbertsville area and the Lansdale/Harleysville area and the Lansdale exit of the Northeast Extension of the PA Turnpike.
- ❑ **33%** of the vehicles using this road during the study period were in excess of 36 miles per hour and could have been legally stopped for speeding violations.
- ❑ The data shows that there is a significant speeding problem on this roadway. The congestion of the area adds to this issue.

3. ZIEGLERVILLE ROAD

- ❑ Over a 5 day period, **3,989** vehicles were counted
- ❑ 85th Percentile = 34 miles per hour
- ❑ **414** vehicles, or **10.3%**, were travelling 36 miles per hour or above
 - ❑ The majority of those 414, or **378** vehicles, were in the 36 to 40 miles per hour range
- ❑ **36** vehicles, or 0.9%, were travelling at **41** miles per hour or above
- ❑ Peak times where there was a high volume of traffic were during the morning and late afternoon/evening rush (approximately 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., respectively)

3. ZIEGLERVILLE ROAD



SUMMARY FOR ZIEGLERVILLE ROAD

- **10.3%** of vehicles travelling on Zieglerville Road are speeding at 36 miles per hour or more, compared to **33%** (High) on Spring Mount Road, and **1.9%** (Low) on Village Drive. This would put the speeding issue on Zieglerville Road in the moderate range.
- Zieglerville Road, like Spring Mount Road, is often used as a shortcut from Route 73 to the Harleysville and Lansdale areas.

4. MAIN STREET

- ❑ Over a 5 day period, **6,584** vehicles were counted
- ❑ 85th Percentile = 35 miles per hour
- ❑ **1,123** vehicles, or **17%**, were travelling 36 miles per hour or above
 - ❑ The majority of those 1,123, or **957** vehicles, were in the 36 to 40 miles per hour range
- ❑ **5** vehicles, were doubling the speed limit at **51** miles per hour or above
- ❑ Data shows that traffic on Main Street is fairly busy throughout the day

SUMMARY FOR MAIN STREET

- ❑ Main Street, as it is attached to Ziegler Road, is also a popular shortcut.
- ❑ With **17%** of traffic speeding at enforceable limits through this area, a moderate speeding problem persists.
- ❑ The congestion and close proximity of homes to the roadway also presents safety issues related to traffic and speeding.

CONCLUSION

LOCATION	STUDY PERIOD (Days)	NUMBER OF VEHICLES	% of VEHICLES SPEEDING AT ENFORCEABLE LIMITS	Speeding Problem Severity
Spring Mount Road	5	16338	33	HIGH
Main Street	5	6584	17	MOD
Zieglerville Road	5	3989	10.3	MOD
Village Drive	5	7417	1.9	LOW