



Warwick Police Department
Incident Report

Incident #: 21-4108-OF
Call #: 21-48072

Date/Time Reported: 07/29/2021 1340
Report Date/Time: 07/29/2021 1358
Status: No Crime Involved

Reporting Officer: Officer Nicholas DiNardo
Approving Officer: Sergeant Aaron Kay

Signature: _____

Signature: _____

EVENTS(S)

LOCATION TYPE: Highway/Road/Alley/Street Zone: RD 274 (POST 14)
REED ST
WARWICK RI

1 Traffic Survey

PERSON(S) PERSON TYPE SEX RACE AGE SSN PHONE

1 SINAPI, ANTHONY E REPORTING PARTY M W 32 *****
3275 POST RD
WARWICK RI 02886
DOB: 01/29/1989

EMPLOYER: *****
CONTACT INFORMATION:
Home Phone (Primary) 401-474-2069
CallBack Number (Primary) 401-318-4124
CallBack Number 401-474-2069

Ref: 21-4108-OF

I, Off. DiNardo was assigned a traffic survey provided to the Traffic Unit at the request of Councilman Anthony Sinapi. Several constituents have reached out to the Councilman concerning the speeding and unsafe driving conditions throughout the Pontiac neighborhood, specifically on Reed St.

On 08/20/21, I responded out to Reed St. to make initial observations of the area. Reed St is a densely settled side street which travels west to east and east to west. At the end of Reed St. to the west, it is intersected by Lambert Lind Hwy (Rt. 5) and at the end of Reed St. to the east, it is intersected by Central St. Traveling east on Reed St. from Lambert Lind Hwy approximately .1 miles is a four-way-stop intersection. Continuing east for approximately 300 feet, Miner St. intersects with Reed St. on the south side. Continuing east for approximately .1 miles, Reed St. ends and is intersected by Central St. Reed St. is a thickly settled road, where within a .1 mile stretch, it contains 19 duplexes, residences, and multi-family homes. These homes are situated adjacent to each other and close to the immediate roadway where on-street parking is allowed. The width of the roadway is approximately 25 feet in some areas, but only 19 feet in other areas. I observed no sidewalks for pedestrian safety and there are numerous utility poles which stand out further into the roadway causing the narrowing of the street. Per RIGL 31-14-2, being a residential district, Reed St. has a prima facie speed limit of 25mph, however, there is a speed limit sign of 15mph facing eastbound traffic, and a speed limit sign of 25mph facing westbound traffic. City documentation does not provide any sufficient evidence that the 15mph sign is legal and enforceable.

On 08/20/21 and 08/21/21, for a limited period of time, I observed an approximate average speed of 25-28mph. Traffic was light.

The week of August 30th, once a radar system becomes available, I will deploy a JAMAR Speed Radar device on Reed St. in an effort to determine average motorist speed, 85th percentile of speed, volume of traffic, and peak time of speeding events. These JAMAR Radar boxes have proven to be a useful tool because they are not usually detectable by the motoring public as they are designed to be discreet and inconspicuous. This allows for uninfluenced true speed data to be collected.

On 08/30/21, at approximately 1300 hrs, I deployed JAMAR Box 1 at the intersection of Reed St. and Miner St. This box is to be collected and downloaded approximately one week from now.

On 09/13/21, the JAMAR data was downloaded and analyzed. The speed data was collected from the time period of 08/30/21 - 09/07/21. The radar unit calculated the speed of 5,947 vehicles. The 85th percentile speed was 25MPH - this is the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions past a monitored point. The high speed was 39MPH and the low speed was 7MPH. The radar unit calculated 788 enforceable violations (13% of all data collected). While typically this data would not indicate egregious speeding according to the posted speed limit, based on the above mentioned roadway conditions and factors, in my opinion, the speed is not appropriate for this specific residential area. Also, a reduced speed limit would allow for more proactive enforcement to be utilized since it is impossible for the police to enforce speeding if the operators are technically operating within the legal limit, even if the legally posted speed limit is deemed to be outside of a safe and reasonable limit.

Based on the traffic study completed above, I recommend that a reduced speed limit of 15MPH be instituted on Reed St. I have also reached out to Eric Hindinger of the Warwick Engineering Division to see if he would prefer to conduct a collaborative engineering analysis of Reed St.

