

# ACCCA GPP Committee Speed Enforcement Plan and Guidelines

## ACCCA Traffic Enforcement Overview

Our residents expect us to keep our roadways safe. Members of both management and the gate access teams can recount instances of speeding brought to our attention by residents and our traffic equipment. The residents rightly expect that, when complaints are validated by data, we will take action.

The ACCCA leadership (Community Manager, staff, Gates, Property and Patrol Committee and the Board of Directors) have made meeting these expectations a priority to maintain a high level of resident satisfaction.

### **Speeding is defined as:**

- a. Any speed above the posted speed limit, which the Association may levy a fine.
- b. Excessive speeding is any speed eleven miles per hour above the posted speed limit, which the Association may levy an excessive speeding fine.

### **Goal defined:**

The goal is to have all drivers drive within the 85<sup>th</sup> percentile, which is a statistical traffic metric used by most law enforcement departments in the nation. The 85<sup>th</sup> percentile is the speed at which 85% of the observed vehicles are traveling at or below. Motorists traveling above the 85<sup>th</sup> percentile speed are considered to be exceeding the safe and reasonable speed for the road and traffic conditions.

### **Methods used:**

There are three methods utilized to holistically promote safety and slow down the traffic on our roadways.

#### **1) Awareness**

- a. electronic speed feedback signs.
- b. visible marked patrol vehicles.
- c. speed limit painted in travel lane.
- d. static signage.
- e. newsletters/email campaigns.
- f. word-of-mouth.
- g. social media.

#### **2) Physical solutions**

- a. speed humps and speed tables in certain locations, when appropriate.
- b. rumble bumps near the exit gates.

#### **3) Deterrence/Enforcement**

- a. speeding violation notices.
- b. fines and loss of transponder use.

### **Data Collection/Traffic Calming Options used:**

Effective, efficient speed enforcement is accomplished by utilizing a variety of tools/resources. The ACCCA uses the following:

- 1) Two (2) Jamar devices – speed data collection equipment that provides real covert objective data.
- 2) One (1) Speed trailer - portable, visual reminder and speed data collection.
- 3) Three (3) Pole-mounted radar signs (IQ1200) - semi-portable, visual reminder and speed data collection.
- 4) One (1) Radar gun to survey with marked patrol vehicle - visual presence and speed data collection.
- 5) Two (2) Tru-Cam LIDAR Enforcement devices: hand-held or tripod-mounted, patrol vehicle - visual presence, data collection with violation letters or fines assessed in accordance with the fine policy.

6) Speed Tables & Speed Humps - visual and physical.

**Lidar Enforcement:**

Our team analyzes data from various speed collection resources (1, 2, 3 & 4 above) to determine **where** and **when** we deploy the LIDAR. To maximize our resources (manpower) and impact, we concentrate our efforts at locations where:

- 1) The traffic density is high
- 2) Percentage of vehicles speeding is high
- 3) Travel speeds are consistently high
- OR
- 4) Complaints are received, or excessive speeds are observed by the patrol (targeted coverage)

LIDAR enforcement statistics are tracked monthly and shared with the GPP Committee. Example below:

Date	Start Time	End Time	Time on LIDAR Patrol	Area Monitored	Direction	Posted Speed	Approx # Vehicles Observed	Vehicles Exceeding Posted Speed by	Approx. % Exceeding by 6+ MPH	Highest Speed Recorded
1/6/20	8:20 AM	9:10 AM	0:50	Anthem Club @ Anthem Springs	N	25	33	16	48.5%	37
1/9/20	10:30 AM	10:50 AM	0:20	Anthem Club @ Anthem Springs	N	25	17	6	35.3%	34
1/12/20	11:05 AM	11:45 AM	0:40	Wolf Run @ Congressional	E	25	32	0	0.0%	30
1/16/20	9:00 AM	9:15 AM	0:15	Ainsworth @ River Bend Rd	E	25	7	0	0.0%	29

The collected data can be summarized in a variety of ways to show monthly or annual trends.

Anthem Club @ Anthem Springs is one location that meets all the criteria of an area where LIDAR enforcement can make a significant impact (traffic density, percent exceeding, and travel speeds.) Below is a graph that illustrates the positive impact of regular enforcement over the past 5 years at the Anthem Club/Anthem Springs location.

Row Labels	Sum of Time on LIDAR Patrol	Sum of Approx # Vehicles Observed	Sum of Vehicles Exceeding Posted Sp	Average of Approx. % Exceeding by 6+ MPH	Average of Vehicles Observed Per Hour
<b>Anthem Club @ Anthem Springs</b>	<b>298:37</b>	<b>18,545</b>	<b>6,787</b>	<b>37.08%</b>	<b>61</b>
2018	77:30	4,928	1,740	35.27%	64
2019	54:15	2,891	1,007	35.54%	55
2020	96:40	4,906	1,965	41.26%	52
2021	37:22	2,489	872	34.84%	67
2022	32:50	3,331	1,203	32.62%	99

## **ACCCA Traffic Enforcement Guidelines**

1. To maintain all streets, based on a calendar year annual data, within the 85th percentile which should be 31 mph or less in a 25-mph zone or 37 mph or less in a 30-mph zone.
2. To regularly take all reasonable enforcement steps to minimize speeds in excess 31 mph in a 25-mph zone and 36 mph in a 30-mph zone (with an emphasis on speeds exceeding 11 mph over the posted speed limit) by maintaining the IQ1200 equipment and efficiently deploying the use of the portable speed trailers and the Lidar unit.
3. To continue to regularly communicate with the residents the need to drive safely within the speed limits.
4. To continue to monitor and collect speed data through the Jamar units, IQ1200s and the speed trailer.
5. To review, semi-annually, in January and July, the speed data collected in the prior six months from those dates. Then reasonably adjust procedures to achieve numbers 1 and 2 above.
6. To have the Community Manager create a report to be given to the GPP Committee and the Board of Directors no later than January 31st and July 31st of the speed data review referred to in number 4 above and the plan to continue to reasonably comply with numbers 1-4 above.