



Speeding: Problem Identification

The below chart summarizes speed studies conducted by PCPD in response to citizen complaints in 2014. Even in complaint areas, Peachtree City consistently identifies good compliance. Enforcement and education are directed accordingly at those with issues.

Start Date	Location	Posted Speed	Avg vs Posted	85% vs Posted
01/08/2014	Rockaway Rd @ Somerby	45	+2	+7
01/21/2014	Sumner Rd @ Sumner Plc	30	+5	+12
01/31/2014	Waterwood Bend @ Postwood Turn	30	+2	+7
02/27/2014	Revolution Dr	30	-12	-6
03/29/2014	N. Fairfield Dr @ Everdale	30	-10	-6
04/20/2014	Belvedere Ln @ Belvedere Grn	30	-9	-2
07/18/2014	Montclair @ Loxley	30	-5	+1
07/28/2014	Robinson Rd @ Holly Grove Rd	40	-15	0
09/24/2014	Shadowood Ln @ 120 Shadowood Ln	30	-8	-2
10/15/2014	Smokerise Pt @ Sumner Rd	30	+2	+8
10/19/2014	Smokerise Pt @ Hidden Springs Ln	30	-4	+7
12/15/2014	Waterwood Bend @ Atwater Pk	30	-5	+1

In addition to these surveys, the Engineering Department conducted two volume surveys and 4 speed and volume surveys during 2014. They also assisted with two follow-up speed surveys on one validated complaint to help check for improvement. Engineering and PCPD work closely together to take a joint approach to any such issues in the city.

PCPD proactively conducts stealth speed surveys at pre-determined points in the city to check compliance rates and provide for early identification of any emerging issues. These surveys are targeted on major arteries and thoroughfares at the points where they are **most** prone to speed violations due to roadway design, visibility, etc. The locations chosen are intended to give us information about what motorists are doing under the most unrestricted circumstances and in areas that are likely to be indicative of subsequent behavior on the collector streets departing therefrom. Follow up surveys are completed routinely throughout the year (roughly on a quarterly basis) to check for changes and to identify effectiveness of any efforts deployed to correct previously identified issues.

Right: A sample of some of the data collected in 2014 from proactive speed surveys.

Location	Speed Limit	Avg. Speed		85th %	
		1st Qtr	Year End	1stQtr	Year End
Hwy 54 WB @ Wyndham	45	49	49	54	54
Hwy 54 EB @ Wyndham	45	49	44	52	51
Hwy 54 EB @ Line Creek Dr.	45	40	40	46	46
Hwy 54 WB @ Line Creek Dr.	45	40	33	45	39
Hwy 74 NB @ Rinnai	55	57	58	62	63
Hwy 74 SB @ Rinnai	55	55	54	61	58
McIntosh Trail @ Shadowood Lane	35	41	42	46	47
Ptree Pkwy @ Village on the Green	40	44	44	48	49
Robinson Rd. @ Southside Church	40	44	45	48	49
Peachtree Pkwy @ Loring Lane	35	38	40	44	45



Speeding: Policy & Planning

PCPD has a 29 page Standard Operating Procedure that covers Traffic Enforcement, Control, Administration, and Accident Investigation. The policy addresses the following areas

- Speeding violations as a priority enforcement area
- Specific guidance on use of selective traffic enforcement, including speed enforcement, to “...assist in furthering a reduction in traffic collisions and gain voluntary compliance with speed limits...”
- Written directives on use of speed detection equipment, including mandatory calibration testing.
- RADAR/LIDAR training being available to all officers and these certifications are, by policy, a priority for training as soon as possible in their career.
- Prioritizing speed enforcement in areas where collisions are prevalent and complaints from citizens regarding speeding have been received.

The second attachment to the Speeding section of this submission will include several pictures of the policy to document the above statements.

PEACHTREE CITY POLICE DEPARTMENT STANDARD OPERATING PROCEDURE			
SUBJECT	EFFECTIVE DATE	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> REVISED	POLICY NO.
TRAFFIC ENFORCEMENT, CONTROL, ADMINISTRATION AND ACCIDENT INVESTIGATION	08/08/2014		40-2
<small>Records and consolidates SOPs 40-3-1, 10-61-1, 10-67-1, 40-4-1, 40-5-1, 40-7-1, and 40-23-1</small>			
I. PURPOSE:			
The purpose of this procedure is to establish guidelines for the administration of all traffic-related activities and to establish the proper methods for taking enforcement action applicable to traffic law violations within the jurisdiction of the City of Peachtree City.			
II. POLICY:			
Peachtree City Police Department recognizes that traffic administration and enforcement involves a broad range of police activities or operations. These functions entail observation, detection, prevention and appropriate enforcement action. Enforcement not only involves making an arrest or issuing a citation, it also includes a constructive warning program, which may cause motorists and pedestrians to be more cognizant of the law. Traffic law compliance is promoted through the judicious use of written warnings, traffic surveys, speed measurement detection, and preventive patrol techniques. Traffic enforcement can be reactive to observed violations or in response to community concerns. It can also be proactive, to effectively prevent traffic violations from occurring. Enforcement efforts should be coordinated with respect to collision locations, speed zones, school and recreational areas and areas that are subject of community concern. Additionally, time, place, and the type of violations should be taken into account. Overzealous enforcement, without regard for the circumstances surrounding the violation, may cause disrespect for the law and result in poor public relations.			
The Peachtree City Police Department recognizes that speeding, impaired driving, and occupant restraint violations have a direct effect on the safety of our roadways, including the frequency and severity of injury of the collisions on these roadways. These violations are priority enforcement areas.			

Goal 4:
Reduce speed-related crashes by 5%
Objective 1: Do Quarterly analyses of speed-related crashes to identify trends locations, times, and driver attributes.
Objective 2: Conduct Public Information and Education efforts through public events, social media, press releases, and other outlets. Whenever applicable, such efforts should target groups identified by data analyses as at-risk for this violation. Such efforts will include, when applicable, participation in state and national crackdown campaigns.
Objective 3: Conduct targeted enforcement in areas identified from crash analyses and speed surveys as being at-risk for speed-related crashes or frequent speed violations; and otherwise maintain High Visibility Enforcement Efforts to foster an effective environment of deterrence and voluntary-compliance.
Objective 4: Maintain 100% of field officers certified to operate RADAR and continue to increase the number of officers certified to operate LIDAR.

Above: Preview of the first page.

Planning

Left: PCPD’s Goals and Objectives formalize a plan that includes reducing speed related crashes through problem identification, targeted PI&E, directed enforcement, High Visibility Enforcement, and officer education.



Speeding: Planning

PCPD also uses survey data to isolate locations where a significant number of violators are speeding enough to warrant enforcement, and what times those violations are predominantly occurring. This information is distributed in directed traffic enforcement assignments in order to make the best use of resources. Below are examples of reports used to plan locations and times for enforcement.

Peachtree City Police Department
350 S. Hwy 74
Peachtree City, GA 30269
traffic@peachtree-city.org

Speed Enforcement Evaluator

Location:
Hwy 54 @ Lake Peachtree

Closest Cross Street:
Wyndham Conference Center

Analysis Dates:
Tuesday, April 15, 2014
Monday, April 21, 2014

Requested By:
1st Quarter Survey

This is one of our higher areas.
It is rare to find 1.5% or higher

Peachtree City Police Department
350 S. Hwy 74
Peachtree City, GA 30269
traffic@peachtree-city.org

Best Times for Enforcement

Location:
Hwy 54 @ Lake Peachtree

Closest Cross Street:
Wyndham Conference Center

Analysis Dates:
Tuesday, April 15, 2014
Monday, April 21, 2014

Requested By:
1st Quarter Survey

Data-driven directed times >

Lane 1 and Lane 2 indicate
different sides of a divided 4
-lane highway

Sun	Combined: 3 PM to 5 PM Lane1: 3 PM to 5 PM Lane2: 8 PM to 10 PM
Mon	Combined: 7 AM to 9 AM Lane1: 7 AM to 9 AM Lane2: 5 PM to 7 PM
Tue	Combined: 10 AM to Noon Lane1: 9 AM to 11 AM Lane2: 4 PM to 6 PM
Wed	Combined: 8 AM to 10 AM Lane1: 7 AM to 9 AM Lane2: 5 PM to 7 PM
Thu	Combined: 7 AM to 9 AM Lane1: 6 AM to 8 AM Lane2: 7 AM to 9 AM
Fri	Combined: 6 AM to 8 AM Lane1: 6 AM to 8 AM Lane2: 9 AM to 11 AM
Sat	Combined: 2 PM to 4 PM Lane1: 2 PM to 4 PM Lane2: 2 PM to 4 PM

0%
Posted Speed Limit: 45 MPH
Enforcement Tolerance: 15 MPH
Enforcement Limit: 61 MPH
Percentage Above Limit: 1.3%
Enforcement Rating: **LOW**

Rather than using “memo on the podium” type orders for enforcement plans, PCPD maintains a “Directed Traffic Enforcement Calendar”. This Outlook based calendar is accessible by all personnel and allows for flexible planning, dynamic schedule updates, and immediate documentation of feedback from officers in the field. This calendar is the core of the agency’s traffic planning. Traffic Supervisors update the calendar routinely with assignments containing **specific locations and times** in need of enforcement, top collision locations, traffic complaints, and other relevant information. Supervisors are instructed to prioritize these assignments with their officers and officers are instructed to check the calendar on a daily basis for issues in their assigned areas.

Supervisors **check for follow up on assignments** by reviewing officers’ required Daily Activity Report (DAR). In addition to a line-by-line accounting of time allocation throughout the day, the DAR contains a field for documenting “Directed Traffic Enforcement Actions”. Follow up is also conducted by requiring officers to post updates in traffic complaint entries to document their efforts and results. Results are often used to update plans for future enforcement in that area. For example, if several officers monitor an area and observe no violations, the calendar may be updated to shorten or end the assignment.

Planning also included ongoing monitoring of officer training to ensure availability of resources to sustain effective enforcement programs, and conducting Public Information and Education efforts. Information on these efforts are detailed later in this presentation.



Speeding: Planning

An example day on the Directed Traffic Enforcement calendar is pictured below. This entry shows several examples of active traffic complaints (TC).

March 26, 2014		Search POLICE - CRT Assignment Calen
26	Wednesday	
From Jan 13	click it or ticket details 2014 (ALL)	To Dec 31
From Feb 2	TE: TC: Speeding Vehicles; Waterwood Bend/Booth School Zone	To May 24
From Feb 23	TE: TC: Speeding Vehicles; Golf View Drive near 621 Golf View	To Mar 29
From Feb 23	TE: TC: Speeding Vehicles; Ebenezer Road at Robinson Bend Trail	To Mar 29
From Mar 11	TE: TC: School Bus Violations; PT Pkwy @ Highlands Subdivision	To Apr 11
From Mar 12	TE: TC: Speeding Vehicles; Fisher's Luck and Battery Way	To Mar 31
From Mar 21	TE: TC: Speeding Vehicles and School Bus Violations; Holly Grove Road and Holly Springs Drive	To Apr 30
From Mar 21	TE: TC: Stop Sign Violations; Revolution Drive @ Bostonian Circle	To Apr 25

Below is an example calendar item. This examples includes some narrative assignment from the Traffic Sergeant, information received from the Engineering Department on a survey they assisted with, text from an Online Traffic Complaint received from a neighborhood resident, documentation of grade measurement to ensure speed detection equipment is authorized (< 7%), documentation of officer follow ups, and notes about a SMART Speed Sign Trailer being deployed and checked.

Send Update	Subject: Speeding
	Location: vanderwall in Stoney Brook Plantation
	Start time: Mon 11/3/2014 7:00 AM <input type="checkbox"/> All day event
	End time: Wed 12/3/2014 7:30 AM

The city engineer has completed a speed survey and it indicates there is a problem in this neighborhood with speeding vehicles. We need to educate those drivers. Please make this a priority because when you guys address a problem, it gets solved. Document actions below please or email me any suggestions. See study below.

FYI another complaint recently came in:
 bill and sheila bach
 phone ~ 6784919242
 2ndphone ~ ~
 submit_by ~ sheilabach@comcast.net
 location ~ in StoneyBrook Plantation on Vanderwall!!!
 Excessive speeding and lack of regard for children, dogs...! Have brought up for past year and still nothing done!
Problem Described ~ Excessive speeding in front our house on Vanderwall-sure other streets in n-hood as well, but we have young girls and a new dog and several times there has "almost" been an injury due to lack of slowing down when seeing children or dogs, and in general every day all day excessive speeding-would like to see speed bumps as change in speed limit will do nothing!!!
Submission date ~ 11-3-2014 11:08:28

11/3/14 3223: 1250-1345. No violations. Grade measured
 11/4/14 3225: 0900-0910. No violations. Had to leave due to collision.
 11/4/14 3225: 1525-1600. No violations.
 11/5/14 3223: 1400-1500. Fastest speed NB 33mph school bus
 11/7/14 3225: SMART trailer deployed.
 11/14/14 3225: SMART trailer working properly.
 11/11/14 3214: 1730-1750. NO violations. Minimal traffic



Speeding: Training

100% of PCPD officers received training on Speed Enforcement in 2014.

- 3 Officers received training/certification in RADAR - all other full-year employees were previously certified (some newly hired officers still pending at end of year).
- 3 Officers received training/certification in LIDAR - 24 other officers were previously certified.

All officers are required to complete comprehensive traffic safety course delivered through PowerDMS. The course contained several Speed Awareness training materials and a comprehension quiz to ensure officers retained the information. Example training materials and quiz questions are below. This is an annual requirement for all officers.

O.C.G.A. § 40-14-5: Testing; removal of inaccurate radar devices from service

(a) Each state, county, municipal, or campus law enforcement officer using a radar device shall test the device for accuracy and record and maintain the results of the test at the beginning and end of each duty tour. Each such test shall be made in accordance with the manufacturer's recommended procedure. Any radar unit not meeting the manufacturer's minimum accuracy requirements shall be removed from service and thereafter shall not be used by the state, county, municipal, or campus law enforcement agency until it has been serviced, calibrated, and recertified by a technician with the qualifications specified in Code Section 40-14-4.

Emphasis on importance of calibration

(b) Each county, municipal, or campus law enforcement officer shall notify each person against whom a citation and complaint or ticket is issued against the person and, if requested to make a test, the officer shall test the radar device for accuracy. In the event the radar device does not meet the minimum accuracy requirements, the citation and complaint or ticket shall not be issued against the person, and the radar device shall be removed from service and thereafter shall not be used by the county, municipal, or campus law enforcement agency until it has been serviced, calibrated, and recertified by a technician with the qualifications specified in Code Section 40-14-4.

O.C.G.A. § 40-14-6: Warning signs required

(a) Each county, municipality, college, and university using speed detection devices shall erect signs on every highway which crosses a county boundary, or the boundary of the college or university, or the boundary of the county, at least 24 by 30 inches in area and shall have detection devices are being employed. No other such warning sign erected pursuant to this section shall be used.

STATE'S EXHIBIT 1 Radar/Laser Permit) INTO EVIDENCE

At (incident time) where were you working?
 In what county is (location)?
 Why were you working at that particular spot?
 What is the speed limit at (location)?
 How do you know the speed limit there?
 Does your jurisdiction have warning signs advising drivers of the use of speed detection devices?
 At (incident time and location) what sort of vehicle did you see?
 Why did that vehicle catch your attention?
 With respect to the posted speed limit, did you have an opinion about the speed of the vehicle based on your visual observation of it?
 What was that opinion?
 At (incident time) what sort of speed detection device were you using?
 Does the permit introduced into evidence earlier include the use of that particular device?
 Has the Department of Public Safety approved the use of that device for

44. Was it working properly on those occasions?
 45. When you pointed your speed detection device at (the defendant's vehicle) how far away was (the defendant's vehicle) from your location?
 46. How were you able to determine that distance?
 47. Were there any obstructions between your location and (the defendant's vehicle)?
 48. Was the grade of the road at that location less than 7%?
 49. What result did you obtain from your speed detection device?
 50. Once you obtained that result, what did you do?
 51. How did you identify the driver?
 52. How do you know the car you stopped was the one at which you pointed your speed detection device and obtained the result about which you just testified?
 53. Is there any chance that you obtained a speed result from another vehicle on the roadway that was not driven by this defendant?
 54. Why not?
 55. Who was the driver you stopped after obtaining the result about which you just testified?
 56. Do you see the driver in court today?
 57. **RADAR ONLY. Prior to issuing the**

According to OCGA 40-14-5(b), all county, municipal or campus law enforcement utilizing a RADAR device MUST notify each offender, upon a traffic stop, that the person has the right to?

Answered
 Request the officer to conduct an accuracy check on the RADAR device
 Observe an accuracy check on the RADAR device
 View the officers certificate to operate the RADAR device
 All of the above

Correct

Start Course

- Online Traffic Complaints/Reports
- Traffic Enforcement, Control, Administration, and Accident Investigation
- Traffic Enforcement Used as a Tool to Reduce Crime

- Speed Quiz Reference Code Sections
- Speed Quiz #2
- Finish Course

Question #7 True/False
 RADAR can NOT be utilized within 500 feet of a speed detection device sign with vehicles traveling in the same direction as the sign.
 Answered
 True
 False
 Correct

Question #8 Multiple Choice
 RADAR enforcement can NOT be utilized in an area of a roadway that exceeds ____ grade.
 Answered
 5%
 6%
 7%
 Correct

accuracy checks must be completed on the RADAR device at the beginning and end of each shift in accordance with the manufacturer's recommended

False
 Correct



Speeding: Public Information & Education

Peachtree City strives to maintain outstanding voluntary compliance rates and low speed related crash rates by educating the community on the dangers of speeding.

Traffic safety education is taught in all the public schools in the city. Education focusing on Speed is included in the lessons taught in the Middle School and High School in Peachtree City as part of the basic curriculum taught by our School Resource Officers. Approximately 450 High School students participated in the Alcohol and Drug Awareness Program (ADAP) course taught by the School Resource Officer (SRO) throughout 2014, and a segment of that class focuses on speeding violations and how speed is a contributing factor for accidents.

At the middle school level, two 8th grade classes were taught about collision education. Students were provided a math equation and instructed on how to determine the speed, distance and stopping time, in order to understand the effect of speed on closing distances and collisions. By explaining the effects of speed on collision prevention through math, the students were better able to visualize the importance of maintaining a safe speed when operating a vehicle.

Officers also taught a group of 25 students during the 2014 Junior Police Academy the reality of speed and closing times by showing them speed measurements and closing times with help of a laser speed detection device from a safe location on the side of a highway. Several groups were contacted on various community relations projects throughout the year, including requests from Boy Scouts, Girl Scouts, local churches, and private schools. Most of these projects are handled by members of PCPD's traffic section, and they prioritize education on traffic safety, including speeding, whenever possible.

Public education was directed distinctly at this issue of operating motorized carts at a safe speed by having one of the traffic officers construct and deliver a motorized cart operator safety course to all eighth graders at the local middle school. This is a major point of concern in Peachtree City as over 11,500 carts are owned and operated by residents on 110 miles of multi-use paths within the city limits, in addition to other roadways. Peachtree City Ordinances allow 12-year-olds to operate motorized carts with supervision, so delivering curriculum to them about the dangers of speeding is expected to help improve the quality of their driving decisions both on motorized carts, and as future drivers of cars. A video presentation was also included on morning announcements to all high school students, which included the SRO discussing the dangers of speed and providing pictures and descriptions of several speed-related motorized cart collisions that resulted in serious injuries. This was done in October, before Homecoming.

Right: High School SRO in the speed education video shown in October 2014.





Speeding: Public Information & Education

PCPD uses press releases to local media outlets, notices in the City Newsletter (over 11,000 subscribers), and posts to our Facebook and Twitter accounts to promote public education regarding the dangers of speeding and current enforcement initiatives.

PCPD also distributes a variety of educational pamphlets at road checks and public events. Before Halloween 2014 officers gave out trick-or-treat and goodie bags to parents and kids at every elementary school and at a large road check. A flyer about Georgia's Super Speeder Law was included among the many items inside.

PCPD has two Variable Message Sign trailers constantly deployed around the city on major roads with traffic safety messages, including warnings about speed violations and to slow down. Additionally, PCPD deploys a small RADAR trailer to increase public awareness of speed limits and actual speeds being traveled in areas where education is needed.

PTC police urge everyone to 'choose your ride' for Memorial Day safety

Fri, 05/23/2014 - 9:43am The Citizen

Local Newspaper: thecitizen.com

DNR as well as the Peachtree City Police Department will be joining its fellow law enforcement agencies in the multi-jurisdictional enforcement campaign designed to reduce fatal crash counts during the summer driving period. The campaign lasts from through Labor Day, targeting motorists and boaters under the influence, as well as those engaging in other unsafe behaviors behind the wheel **including driving at unsafe speeds.**

Driver Safety Reminders – This Memorial Day Weekend and All Summer

Click it or Ticket, Memorial Day, and 100 Days of Summer Heat Law Enforcement Campaigns

The nationwide Click it or Ticket Campaign started on May 19 and is underway through June 2. The Governor's Office of Highway Safety has also launched its Memorial Day campaign in conjunction with the annual "100 Days of Summer H.E.A.T." initiative this year during that time. Both of these campaigns began on May 20 and while the Memorial Day campaign will end on June 2, 100 Days of Summer H.E.A.T. will go through Sept. 2.

For the first time in five years, unrestrained crash deaths have gone up nationally. An estimated 12,174 people from dying, but another 10,335 unbuckled motorists

City Newsletter: May, 2014

Enjoy your time with family and friends this weekend as we remember those who died fighting for our freedom. As you travel this summer, remember to always buckle up, properly restrain children, **watch your speed,** avoid distractions inside your vehicle, and use a designated driver if alcohol consumption will be part of your festivities.



SMART RADAR Trailer



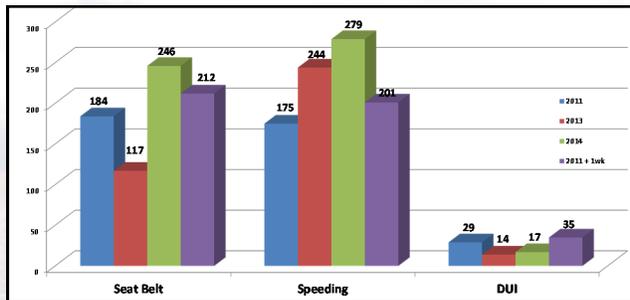
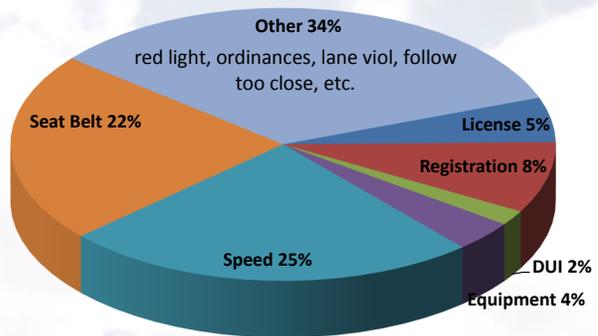
1 of 2 Variable Message Signs



Speeding: Enforcement

Speed violations were the most commonly issued citation by PCPD officers in 2014 (see chart below). All officers in marked patrol vehicles are equipped with RADAR and charged through policy and practice to prioritize enforcement of speed laws at all times during their patrols. PCPD received no grant money or allocated overtime hours for speed enforcement.

To aid in managing enforcement, supervisors routinely received (approximately weekly) an update showing comparisons of year-to-date performance on citations for key violations (including speeding) compared to the same time period from the previous year, from a benchmark year, and from the benchmark year



plus one week. This information assisted them in recognizing potential from previous trends and guiding officers on goals for the upcoming week.

Left: Example chart from 2-17-14.

included more than 2 officers working together to conduct concentrated enforcement in a target area using a shooter and stopper configuration. These are typically done for high visibility to remediate an issue or remedy a perception problem. PCPD conducted 45 other speed details that included one or two officers working on a specific complaint.

PCPD conducted four directed *team* speeding enforcement details during 2014 (Right), which

PCPD does track “Directed Traffic Enforcement Actions” (DTEAs), but our current Records Management System cannot delineate by violation. However, utilizing the assumption that speeding violations were a similar percentage of DTEAs as of total citations, and the same percentage of citations versus warnings applied, we can produce a good estimate of citations in directed areas. We can also produce number of citations issued in target times assigned for high crash times, but the RMS cannot provide that for every detail with directed times. Our very conservative estimation of those statistics follows:

Date	Time	Location	Contacts
01/15/2014	1030-1130	54 East	11
01/17/2014	1730-1830	54 West	3
02/19/2014	0730-0950	Waterwood Bend	1
08/27/2014	1900-1940	Holly Grove	1

Speed citations in target areas: 669
 Speed contacts made in target areas: 1,229

Speed citations in target times: 905
 Speed contacts in target times: 1,383

Total Speed Contacts 2013: 2,951

10.7% Increase

Total Speed Contacts 2014: 3,267



Speeding: Outcomes

As the chart below shows, 2014 marked another year of reduction in speed-related crashes - including a **14% decrease in total speed crashes from 2013**. That's also a 37% reduction since 2012. Perhaps more importantly, this five-year chart demonstrates a sustained low rate of speed-related crashes.

As described previously, PCPD conducts routine speed studies both in complaint areas and proactively in order to monitor compliance rates on sections of major arteries or collectors that are prone to speed. The results of these studies routinely show good compliance rates, even in the worst areas. Across the 10 different major locations we surveyed multiple times in 2014 for trend tracking, the average speed was 2.15mph over the posted limit—excluding one highway point with major rush hour congestion that skews the average speed down (-8.5). The average 85th percentile across these locations (average of top 15% of speeding vehicles) was 6.35mph over the posted limit. These are excellent compliance rates for such areas (those **most** prone to speed), and demonstrate successful efforts to sustain deterrence. Example data from some of the higher points is below.

	Speed Crashes	% Speed of Total
2010	29	3.93%
2011	27	3.43%
2012	29	3.83%
2013	21	2.56%
2014	18	2.20%

		Avg. Speed	85th %
Location	Speed Limit	2014 Avg	2014 Avg
Hwy 54 EB @ Wyndham	45	+1.5	+6.5
Hwy 74 NB @ Rinnai	55	+2.5	+7.5
Ptree Pkwy @ Village on the Green	40	+4	+8.5

PCPD has several award programs for officers performing exceptionally well in various areas of enforcement, but we avoid giving a formal award or incentive specifically for speeding citations. This is done to avoid any appearance of improper influence on officers' use of reasonable discretion in issuing those citations. We do, however, recognize the top performing officer on speed, DUI, and occupant protection violations on each publication of the traffic safety report. An example is shown below.

Peachtree City PD Traffic Safety Report			May, 2014	
Traffic Safety Efforts Recognition				
	Current Month		Year to Date	
	Name	Number	Name	Number
Seat Belt Enforcement	Hyatt	28	Hyatt	122
DUI Enforcement	Blackburn/ Opperman	2	Blackburn/Mobley	7
Speed Enforcement	McKinnon	27	McKinnon	132