



Warwick Police Department  
Incident Report

Incident #: 23-2774-OF  
Call #: 23-26084

Date/Time Reported: 05/12/2023 0815  
Report Date/Time: 05/12/2023 0818  
Status: No Crime Involved

Reporting Officer: Officer Thomas Greene  
Approving Officer: Sergeant Aaron Kay

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

# EVENTS(S)

LOCATION TYPE: Highway/Road/Alley/Street      Zone: RD 348 (POST 7)  
150 INMAN AVE @ 6 PARKWAY DR  
WARWICK RI 02886

1 Traffic Survey- STOP SIGN

# PERSON(S)      PERSON TYPE      SEX RACE      AGE      SSN      PHONE

1 OLIVER, JAIME L      COMPLAINANT      F    W      34      \*\*\*\*\*      401-374-5043  
97 PARKWAY DR  
WARWICK RI 02886  
DOB: 07/19/1988

CONTACT INFORMATION:  
CallBack Number      (Primary)      401-374-5043

2 HOWE, TIMOTHY J      REPORTING PARTY      M    W      52      \*\*\*\*\*      401-215-0632  
33 ELITE DR  
WARWICK RI 02886  
DOB: 12/10/1970

\*\*\*\*\*  
EMPLOYER: \*\*\*\*\* . 401-729-6520  
CONTACT INFORMATION:  
Home Phone      (Primary)      401-215-0632  
Work Phone      (Primary)      401-729-6520

**2023-14**

On 05/12/2023 I, Officer Greene of the Warwick Police Department Traffic Unit, was assigned a traffic study of the intersection of Inman Avenue and Parkway Drive near the St. Rose Of Lima school. Councilman Timothy Howe (DOB: 12/10/1970) had requested the study to be completed. Jaime Oliver (DOB: 07/19/1988) was the listed constituent. Oliver had voiced concerns regarding the intersection due to people over the past few months driving through the stop signs without stopping. Oliver stated she had almost been hit two separate times and had grown concern due to children in the area.

Review of the area via google maps shows Inman Avenue to run in the general north-south direction and is an off-set street. The northern section of Inman Avenue abuts Strawberry Field Road on the northern end creating a T-intersection. This northern section of Inman Avenue abuts Parkway Drive on its southern end, creating a T-intersection. The southern section of Inman Avenue abuts Parkway Drive on its northern end, also creating also a T-intersection and Main Avenue on the southern end which is a four way intersection with a traffic control light. Strawberry Field Road, Main Avenue and Parkway Drive overall run perpendicular to Inman Avenue, running in the east-west direction. Several residence line the previously described streets as well as the St. Rose of Lima School and Church is in the near vicinity (The southwest corner of Inman Avenue at Parkway Drive intersection). At both T-intersections at Inman Avenue at Parkway Drive, there are posted stop signs for Inman Avenue. These stop signs help to insure the implied stop at the described intersections. No posted stop signs are on Parkway Drive in this vicinity.

On 06/05/2023 I responded to the area in question for physical review of it. The southern section of Inman Avenue is observed to have no speed limit signs posted indicating a prima facie limit of 25mph through this area. The northern section of Inman Avenue has two separate posted speed limit signs on it's western side of the roadway for both directions of travel along it. For northbound travel it indicates a 25mph speed limit (Utility Pole # 13) and southbound travel indicates 20mph speed limit (Utility Pole #2). Research via city documentation indicated that Inman Avenue was initially indicated to be a 25mph zone as of 04/03/1968. On 09/20/1972 it was reduced to 20mph via the Warwick Board of Public Safety, pre-dating Warwick City Council. The stop signs on Inman Avenue were also erected as of 08/22/1973 via the Warwick Board of Public Safety, again pre-dating Warwick City Council.

A series of measurements was taken of the area to evaluate it. The northern section of Inman Avenue was found to be approximately 1,585' in length and approximately 27'7" in width, closest to the intersection. The southern section of Inman Avenue was found to be approximately 530' in length and 34'7" in width, closest to the intersection. The western section of Parkway Drive was found to be approximately 407' in length and 25' in width, closest to the intersection. The eastern section of Parkway Drive was found to be approximately 1,334' in length and approximately 30' in width, closest to the intersection. The northern section of Inman Avenue in relevance to the southern section of Inman Avenue was found to be approximately 65'7" west at the intersection (offset). Each corner of the intersection was observed to have a large swooping radius to open the intersections up even more so. The northwest corner was found to have a radius of 25.89'. The northeast corner was found to have a radius of 40'. The southwest corner was found to have a radius of 56.90'. Finally the southeast corner was found to have a radius of 34.34'. These radii were calculated via chord and middle ordinate measurements. Review of the intersections showed there to be no real significant visual obstructions. A tree located in the area of the northeast corner was found to be approximately 10'9" north of the Parkway at the intersection and approximately 20'4" east of the intersection. The lower portion of the tree was found to be trimmed as well to

increase visibility. During my time (1104 hours to 1150 hours) at the intersection which approximated 46 minutes only 5 vehicles passed through the intersection, all in compliance with the stop sign when applicable (3 traveling on Inman and 2 traveling on Parkway).

I then reviewed previous calls for service in this vicinity, specifically looking at traffic crashes. The only logged call of service pertaining to a motor vehicle crash was found to be a DUI hit and run which occurred on 01/17/2004 at 1708 hours (Call #04-3759, Accident # 04-307-AC, and Arrest # 04-216-AR). This crash did not appear to have any relevance to the traffic pattern.

On this date I did attempt to speak with the constituent but was unable to raise them via telephone or at their residence. A voice mail was left at this time to determine if there was any information omitted regarding her initial complaint.

On 06/08/2023 at approximately 1742 hours I was able to speak with Oliver via telephone regarding the issues at the described intersection. Oliver stated that the main issue was people running the stop sign at this location while traveling on Inman Avenue. Oliver stated she generally saw the infractions on weekdays between 1200 and 1700 hours and on weekends all day. Oliver was explained my initial findings and appeared receptive for additional patrols of the area to solve the problem as she just wished to give notification due to the frequency of the problem.

After review of all the facts it is recommended that the already erected stop signs that are placed on Inman Avenue at the intersection be signed into ordinance officially. No additional stop signs shall be placed on Parkway Drive as it does not fulfill the criteria set forth by the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). It is also recommended that the currently posted speed limit signs on the northern section of Inman Avenue be signed into ordinance for a 25mph zone for consistency for the entire roadway. To effectively attempt to alleviate further issues regarding the initial complaint, it has been printed into the sheets for dispersal at Roll call for both first and second shift officers during the specified time frames for enforcement. Traffic personnel will also monitor the issue when available.

On 06/12/2023 at approximately 1135 hours I attempted to contact Councilman Howe via telephone to notify him of my findings. A voice mail was left for him to contact me. At approximately 1520 hours I was able to make contact with Councilman Howe and brief him on my findings.