

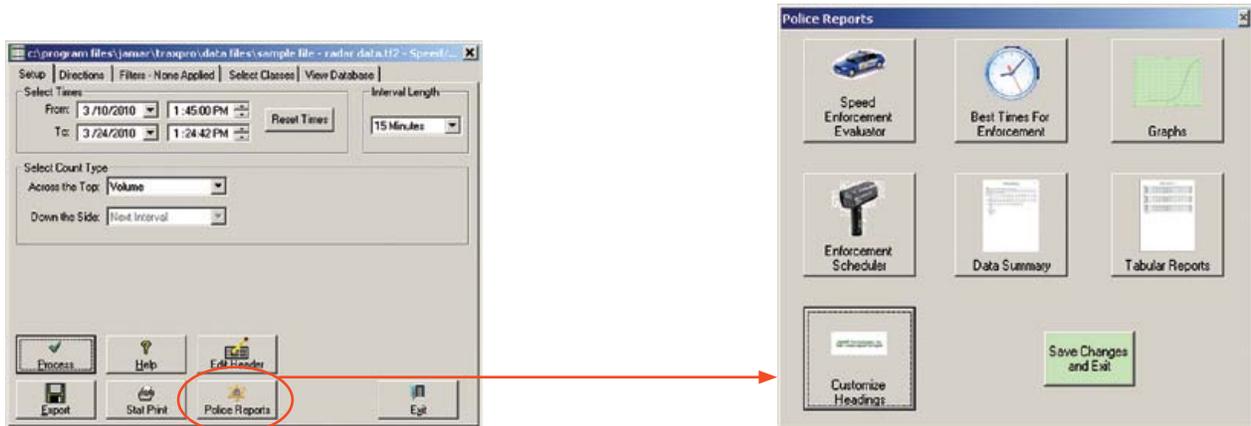


Understanding TRAXPro's Police Reports

This guide is designed to give you a good understanding of the options available in the Police Reports feature of the TRAXPro software. It essentially picks up from the end of Step 9 of the quick start guide *Using Your New JAMAR Radar Recorder – 10 Steps from Start to Finish*.

To show how the Police Reports work, this guide will take the file *sample file – radar data.tf2* and walk through the process step by step. You can either use this file or your own data downloaded from a Radar Recorder.

To get started, open the sample file (or your data file) then click on the *Police Reports* button as shown below. The following reports are included: Speed Enforcement Evaluator, Best Times for Enforcement, Graphs, Tabular Reports, Data Summary, and Enforcement Scheduler.



The first thing we want to do is enter a proper heading to be printed at the top of each report. To do this, click the *Customize Headings* button.

Customize Headings

The **Customize Headings** screen allows you to customize the four lines of text that are printed at the center top of each page of your reports. For the purposes of this tutorial, we'll replace the default titles that are stored with the program with your own. You may follow the steps below or substitute your own format as we go.

First, click on the *Edit* button. This will open the Text Editor window that can be used to format the titles.

Delete the first line and enter your organization's name. Next, delete the second line and third lines and enter your address. Then, delete the fourth line and enter your phone number. Once that is done, highlight all four lines and center the titles by clicking on Center Text icon. Now that the information for the Titles has been entered, we'll customize each line to give the titles more impact.



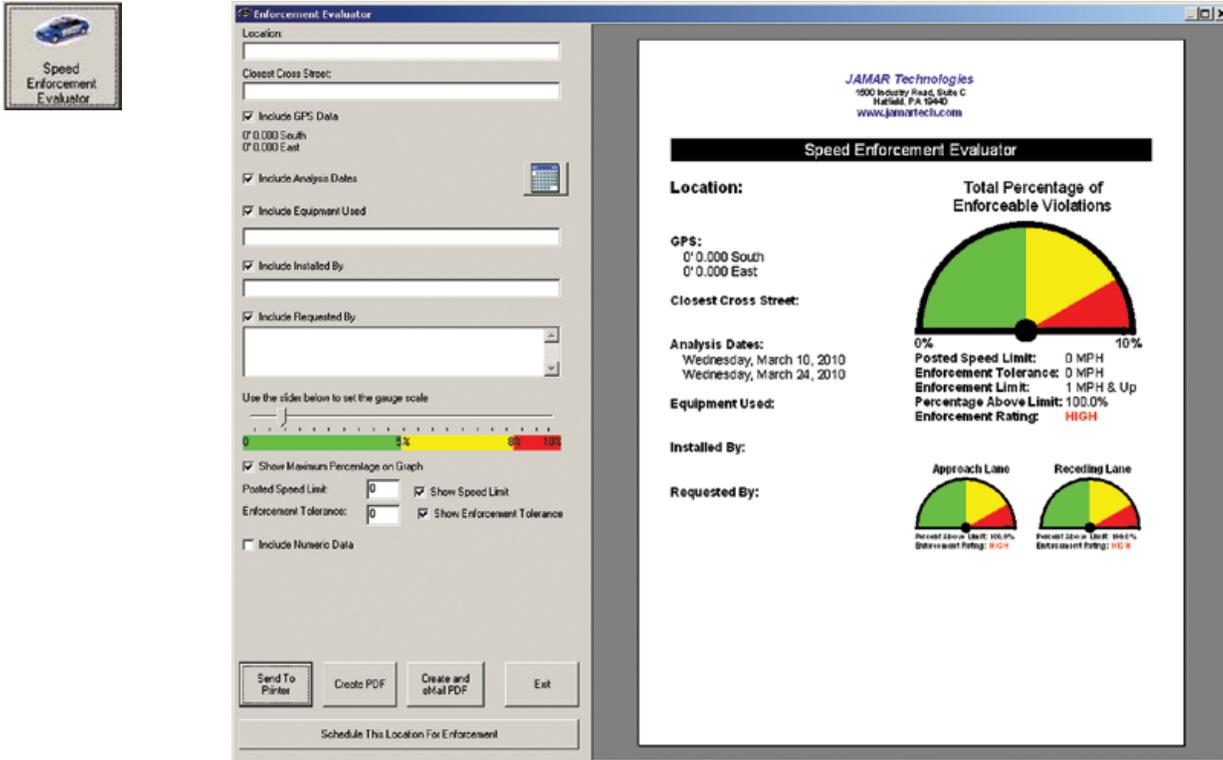
Highlight the first line and set the Font to Arial, the Font style to Bold and the Font Size to 14. If you use a color printer, set the color to blue. You can follow the same procedure to customize the second, third and fourth lines of the titles. Click *Save* once you have made your changes and notice that the preview has been updated to show your changes.

The Count Identification fields on the right side of the screen are used to select information that you want to automatically print on some of the reports. Set the first box to 'Location 1' and the second box to 'Location 2', then set the remaining boxes to 'Blank'. Once these are set, click *Done*.

The Speed Enforcement Evaluator

One of the common reasons speed data is collected is in response to citizen's complaints. So, once that data has been collected you'll want to be able to show, in a clear and concise manner, what was found. That is the job of the Speed Enforcement Evaluator report.

To show how this report is created, we'll take the file *sample file – radar data.tf2* and walk through the process step by step. To start the process, click on the Speed Enforcement Evaluator button.



The screen is comprised of a section on the left for filling in information and a section on the right that shows a preview of the report. The report is a single page document that provides information on where the data was collected and a gauge showing the percentage of enforceable violations that occurred during the study.

First, we'll fill in some of the location information, then we'll take a look at how the gauge works.

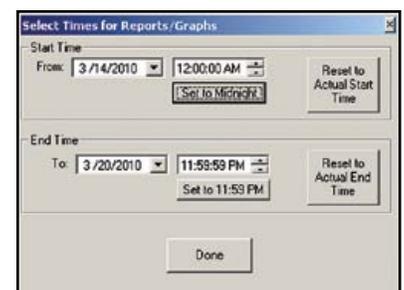
Notice at the top left of the report is a field that says *Location:*. Scroll your mouse over this field and notice that the Location fields on the left of the screen highlight. If you see something on the report you want to edit, simply mouse over it and the highlight will direct you to where you need to make the change.

In the case of the location information, click on the Location box and type in *Main Street* then press enter. Notice that the report preview updates to show the change. Next, click in the Closest Cross Street field and enter *Central Ave*.

Below this field is the GPS data. We don't have GPS coordinates for this file, so we want to turn that off in the report. To do this, remove the check mark from the box next to *Include GPS Data* and notice that the report has updated to take out the GPS info. You can use this procedure to include or exclude most of the information shown on the report.

The next field is the Analysis Dates, which shows when our data began and ended. It's currently set for March 10 to 24, but we want to change that to have it only be for one week of data. To do this, click on the calendar button and a screen will pop up for setting the start and end dates.

Set the start date to Sunday, March 14 then click the *Set to Midnight* button. We've now



set the report to start at midnight on Sunday. Next, set the End Date to Saturday, March 20 then click the *Set to 11:59 PM* button. The report is now set to show one full week of data. Click Done and notice that the preview has updated to reflect the new dates.

Next is the Equipment Used field. This can be used to show how the data was collected, so click on the field and type in *JAMAR Radar Recorder*. Below this is a field for putting in who installed the equipment, so click in this field and enter your name.

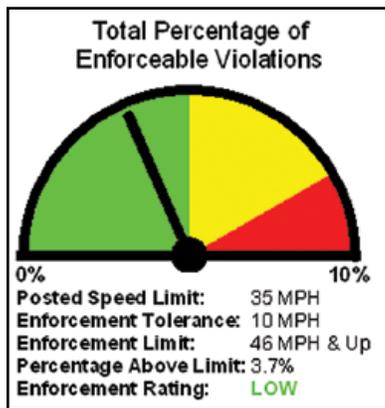
The next field is the Requested By field. You can fill in up to two lines for this field with either the name of the citizen who requested the study, or the supervisor who did. We won't include this with our report, so just uncheck the box to remove it from the report.

At this point we've filled in all the informational aspects of the report. Now we'll take a look at the graphical portion to see both how the gauge is calculated and how you can customize it.

The gauge is a graphical representation of the percentage of *enforceable* violations that occurred during the course of the study. Enforceable violations are defined by taking the posted speed limit and adding to it the amount of enforcement tolerance (see box below) for the study location.

For our file, the posted speed limit is 35 mph, so enter that value. The tolerance we'll give for this location is 10 mph, so enter that as well.

Now let's take a look at the gauge. As you can see, since our posted speed limit is listed as 35 mph and our enforcement tolerance is listed as 10 mph, the enforcement limit is shown as 46 mph and above.



What the software has then done is look at the data in our file and determine how many vehicles are listed as 46 mph and above, and then determine what percentage these vehicles are of all the data. This value (3.7 percent in our example) is then listed as the percentage above limit.

Now, notice that the final listing below the gauge is the Enforcement Rating, and that in our example it is listed as 'Low'. The Enforcement Rating is designed to express, in an easy to understand format, how much of a speeding problem there is at this location. The ratings are Low, Medium and High and they correspond to the colors of the gauge. If the indicator is in the green, the rating is low – in the yellow the rating is medium and in the red, high.

Currently our indicator is in the green at 3.7 percent, but now let's take a look at how we can edit the gauge.

There are two ways to move the indicator on the gauge. One, by adjusting the enforcement tolerance and two, by adjusting the percentage range that is shown on the gauge.

Let's first look at the enforcement tolerance. In our example, the tolerance is set to 10 mph. Click on this value, change it to 5 mph and press Enter. Notice now that the rating is listed as 'High' and the indicator is basically off the chart.

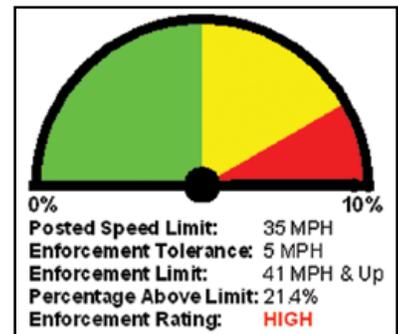
What is Enforcement Tolerance?

It's unusual for a motorist to be given a citation for speeding if they are only one or two mph above the posted speed limit. The buffer that is given to motorists is generally known as the Enforcement Tolerance. The Enforcement Tolerance value is basically the amount above the posted speed limit that you'll allow a motorist to go before you would pull them over for a violation.

Where things can get a little murky is in coming up with the enforcement tolerance value.

A few states have laws specific to enforcement tolerance. For example, in Pennsylvania you can't be cited for travelling up to 10 miles over the speed limit if the limit is less than 55 mph. However, in most situations there are no standards to guide you in making this determination. It is generally described as 'officer's discretion'.

Two common enforcement tolerances are 10 and 15 mph, but some locations and situations may need higher, or lower, values.

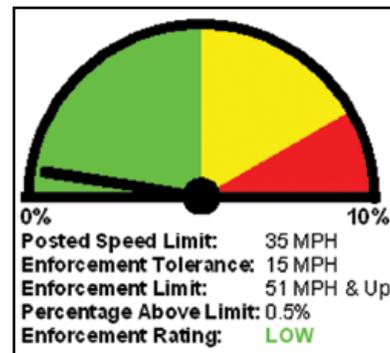


By lowering the enforcement tolerance, we've reduced the enforcement limit from 46 & up to 41 & up. TRAXPro now sees that there are 21.4 percent of vehicles above the limit, which is why the indicator is off the scale and the rating is 'High'.

Now, let's go the other way. Click on the enforcement tolerance value, change it to 15 mph and press Enter. Notice now that the rating is again listed as 'Low' and the indicator is much closer to zero.

By raising the enforcement tolerance, we've raised the enforcement limit to 51 & up. TRAXPro now sees that there are only 0.5 percent of vehicles above the limit, which is why the indicator is so close to zero.

Note that the actual data of our file hasn't changed – we've just changed how it's interpreted by the gauge and, in most cases, that interpretation is up to your discretion.



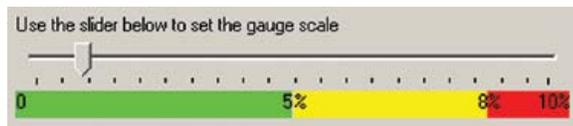
Now let's take a look at the other way we can move the indicator on the gauge – by adjusting the percentage range used on the gauge.

Change the enforcement tolerance back to 5 mph and the indicator will jump back up to 'High'.

With the tolerance set to 5 mph, 21.4 percent of the vehicles were above our enforcement limit and since the gauge is currently set to consider any percentage above 8.5 percent as a 'High' rating, our rating is, in fact, 'High'.

But, we have the ability to change the percentage range shown on the gauge by using the percentage slider bar.

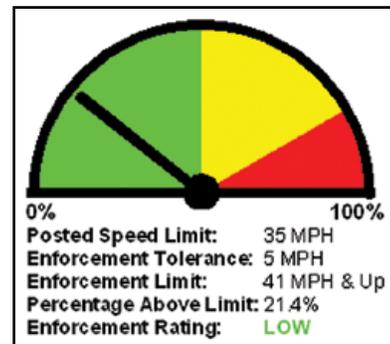
The percentage slider bar tells the report the range of percentages to use on the gauge. With the bar currently set to '10' this means that any percentage from 0 to 5 is green (low), 5 to 8.5 is yellow (medium) and 8.5 to 10 is red (high).



Now, let's move the slider bar and see what happens. Click on the bar and move it to the right until it is at 40. Notice that the indicator on our gauge has now dropped into the Yellow zone. By setting the slider bar at 40, the gauge now shows 0 to 20 as green, 20 to 34 as yellow and 34 to 40 as red.

Now, let's move the bar all the way to the right until it's at 100. Since the gauge now shows 0 to 50 as green, and our percentage is 21.4, the gauge indicator is now in the green and our Enforcement Rating is 'Low'.

It's important to note that there are no real restrictions on how you choose to edit the gauge. The two ways of making the gauge indicator move up or down, the enforcement tolerance value and the percentage range, are generally up to your discretion. For uniformity, you may want to always use the same values for the enforcement tolerance and percentage range, but you certainly don't have to.

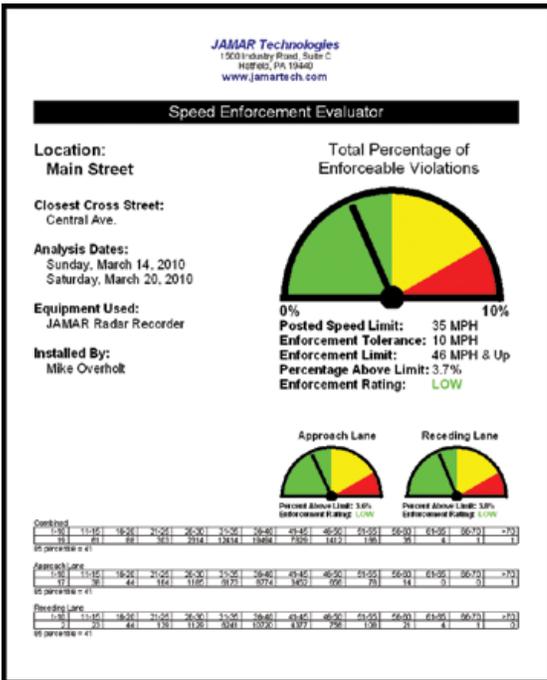


Also note that how much detail you choose to show (or not show) on the report is up to you. Values like the percentage range for the gauge, the posted speed limit and the enforcement tolerance can all be shown, or not shown, on the final report by toggling the check boxes next to each.

To see how this works, notice the 'Include Numeric Data' entry. Its box is currently unchecked. Click on the box and you'll see overall numeric totals added to the report.

It's basically up to you to decide how much detail you want to show, or not show, on the final report.

Now that we've seen how the gauge works, we're just about finished with the report. Reset the Enforcement Tolerance to 10, and move the slider bar back to 10.



Our report is now done and we have several options on where to output it, using the buttons along the bottom left of the screen. The *Send to Printer* button will produce a hard copy of the report, while the *Create PDF* button allows you to save the report in an electronic format. The *Create and eMail PDF* button allows you to both create an electronic copy of the report and automatically attach to an email.

We'll cover the *Schedule This Location for Enforcement* button shortly.

The Best Times for Enforcement

For those locations where the data shows that increased enforcement is justified, the Best Times for Enforcement report lets you determine the time of day that would be best to catch the most violators. To access the report, click the Best Times for Enforcement button.



Best Times For Enforcement

Location: Main St.
Cross Street: Central Ave.

Include GPS Data
Not Available

Include Analysis Dates

Include Equipment Used
JAMAR Radar Recorder

Include Installed By
Mike Overholt

Include Requested By

Identify the best 4 consecutive hours for enforcement.

1 2 3 4 5 6 7 8

Speed Limit: 35 + Tolerance: 10 = Enforcement Speed: > 45 MPH

Send To Printer | Create PDF | Create and eMail PDF | Exit

Schedule This Location For Enforcement

Best Times for Enforcement

Location: Main St.
Closest Cross Street: Central Ave.
Analysis Dates: Wednesday, March 10, 2010
Wednesday, March 24, 2010
Equipment Used: JAMAR Radar Recorder
Installed By: Mike Overholt

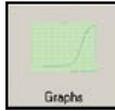
Day	Enforcement Times
Sun	Combined: 1 PM to 5 PM Approach Lane: 9 AM to 1 PM Receding Lane: 1 PM to 5 PM
Mon	Combined: 1 PM to 5 PM Approach Lane: 1 PM to 5 PM Receding Lane: 2 PM to 6 PM
Tue	Combined: Noon to 4 PM Approach Lane: 1 PM to 5 PM Receding Lane: Noon to 4 PM
Wed	Combined: 1 PM to 5 PM Approach Lane: Noon to 4 PM Receding Lane: 1 PM to 5 PM
Thu	Combined: 2 PM to 6 PM Approach Lane: 5 AM to 9 AM Receding Lane: 3 PM to 7 PM
Fri	Combined: Noon to 4 PM Approach Lane: Noon to 4 PM Receding Lane: Noon to 4 PM
Sat	Combined: 7 AM to 11 AM Approach Lane: 5 AM to 10 AM Receding Lane: 7 AM to 11 AM

The informational details of the report were automatically copied over from what we entered on the Enforcement Evaluator report of the previous section. The report then tells us when the best times for enforcement are for each day of the week, broken down by each lane and combined.

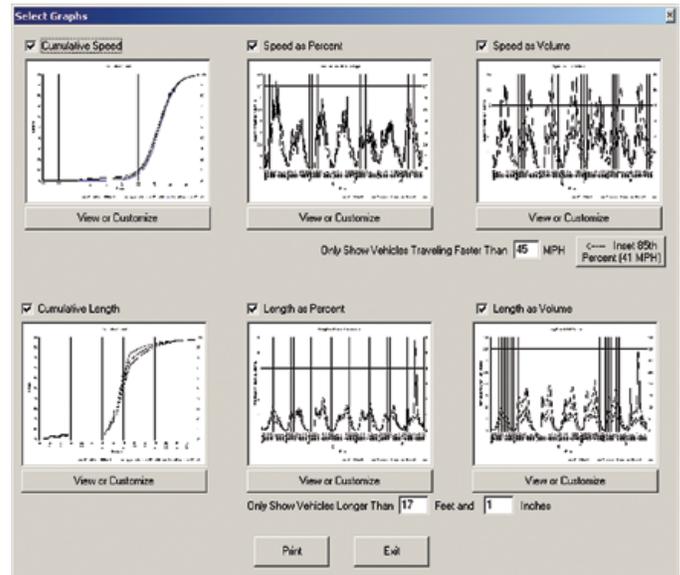
The report is defaulted to look for a four hour window of time, but you can adjust this for a smaller or larger window as needed. To do this, move the slider bar to the left or right.

Graphs

The Graphs are designed to give you a visual representation of the data you have collected. There are three speed graphs and three length graphs that can be accessed by clicking on the Graphs button.



The default setting has all six graphs selected for printing. However, if you only want to print certain ones (like just speed graphs) you can turn off any of the graphs by unchecking the check box next to the graph name. You can also get a closer look at each graph, or edit the graph itself, by clicking on the View or Customize button.



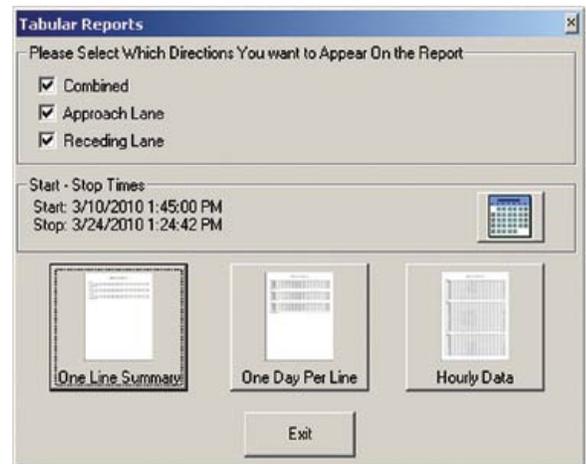
Tabular Reports

The Tabular Reports are designed to allow you to show the speed data you collected in several different concise formats. To access these reports, click the Tabular Reports button.



There are three different reports that you can choose from: One Line Summary, One Day Per Line, and Hourly Data.

The One Line Summary report will give overall data totals on a single line for each of the selected directions. The One Day Per Line report expands the data to show each day's data on a line, while the Hourly Data report expands the data further to show each hour's data on a line.



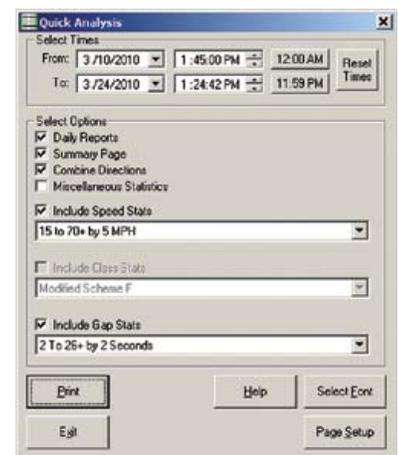
Data Summary

The Data Summary report allows you to show several types of data – volume, speed and gap – in a single concise report. To access the setup for this report, click the Data Summary button. You can use this screen to determine how to set up your report.



The Select Times field at the top allows you to choose specific dates and times for the data. Notice that there are convenient buttons next to the From and To times labelled 12:00 AM and 11:59:59 PM that let you easily select only full days of data.

To see each day's data separately, place a check in the box next to *Daily Reports*. To see an overall summary of the data, check the box next to *Summary Page*. You can also combine you directions together by placing a check in the *Combine Directions* box.



For both the Speed and Gap information you can choose a specific scheme for the data. The 15 to 70+ scheme for the speed data and 4 to 28+ for the Gap data are the most commonly used.

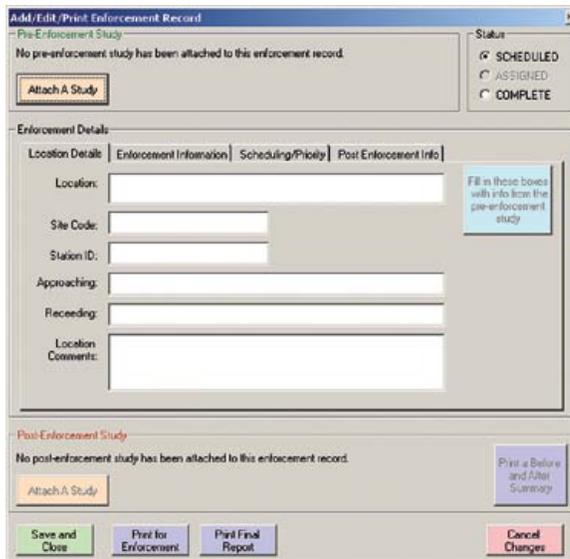
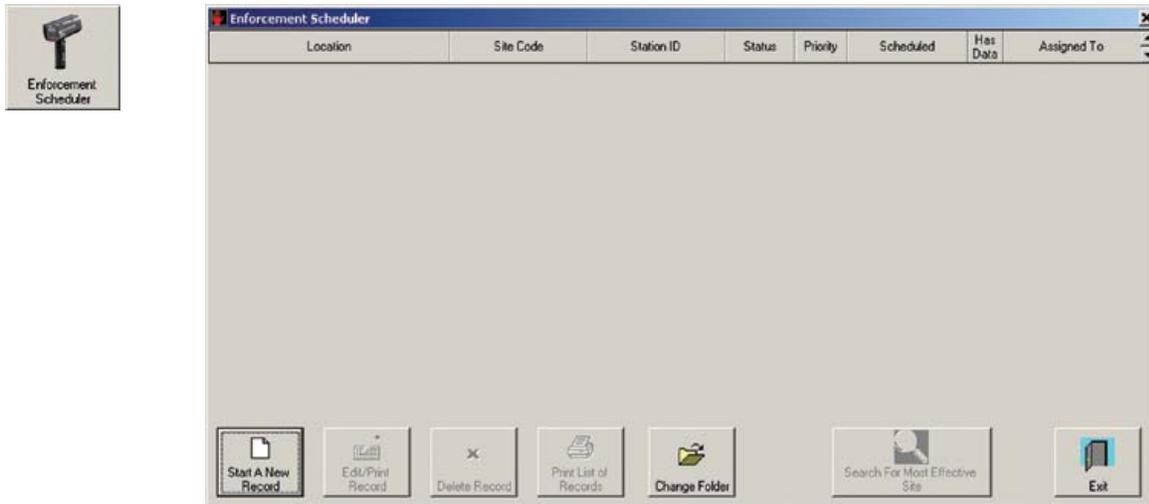
Click the Print button and the Print Preview will appear.

Enforcement Scheduler

In those cases where the data collection has shown that a speeding problem exists, typically the next step is to perform enforcement at the location. Determining when to do that enforcement, and how to prioritize the various locations that need it, is the job of the Enforcement Scheduler.

The Enforcement Scheduler allows you to create a searchable database of all the locations in need of enforcement so you can quickly and easily determine the best deployment of personnel. You can also attach data files to these records which allows you to compare speed data both before and after enforcement is done to see how effective it has been.

To see how this tool works, we'll go through the process from the start to finish. Click on the *Enforcement Scheduler* button and the blank Enforcement Scheduler will appear.

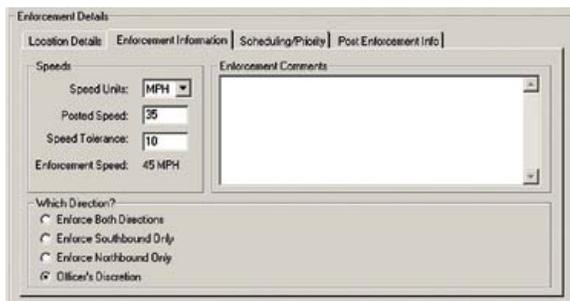


We want to start a new entry, so click the button for *Start a New Record* and the Add/Edit/Print Enforcement Record screen will appear.

In most cases, a record is created after you have done your initial data collection at a location, also known as a Pre-Enforcement Study. Notice the top of the screen has a field for attaching this data file. Click on the *Attach a Study* button and attach the *sample file - radar data* file that we've previously worked with. Then, click on the blue *Fill in these boxes with info from the pre-enforcement study* button to have the details we previously entered in the sample file copied over to the appropriate boxes.

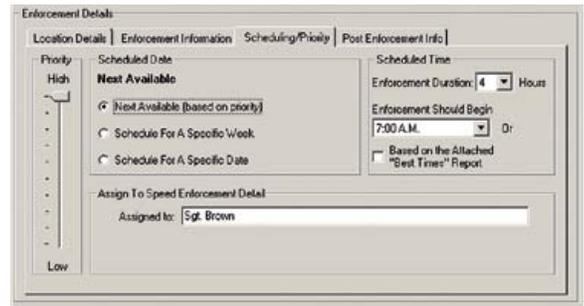
Note that you can also automatically start a new record with a file attached by using the *Schedule This Location for Enforcement* button found on both the *Speed Enforcement Evaluator* and *Best Times for Enforcement* screens.

The fields for Location, Site Code, Station ID are all fine. We'll add more description to our lane info, so change the 'Approaching' field to Southbound and the 'Receding' field to Northbound. Delete the text in the Location Comments and enter in 'Near Park'.



Next, click on the Enforcement Information tab. The Posted Speed and Speed Tolerance values have been read in from the file, so we don't need to enter these. If we had any comments specific for this enforcement details we would enter them in the Enforcement Comments field. The Which Direction? setting allows you to set how the enforcement should be done based on the equipment to be used and the amount of personnel involved.

Next, click on the Scheduling/Priority tab. This tab is used to set the details of when the enforcement should be done, and by who. The *Scheduled Date* can be set for either the next available, a specific week or a specific day. To the left of this, the slider bar can be used to set the priority for the location, from 1 for highest priority to 10 for lowest priority. (We'll see how these values come into play a little later.)



For our file, set the priority to 1, and the date for Next Available. The *Scheduled Time* can either be set for a specific time, or based of attaching a Best Times for Enforcement report. We'll leave it set to start at 7 AM and run for 4 hours. The *Assigned to:* field can be used to enter the name of the person doing enforcement.

At this point, we've entered all the information we need for scheduling this location for enforcement. (We'll see how the last tab, Post Enforcement Info, comes into play shortly.) Click the Save and Close button to save your changes and exit back to the main scheduler screen. Notice that there is now a new entry with the info we provided.

Now imagine that we have dozens of locations that all need enforcement, with varying levels of priority. Your screen would likely look like the screen below.

Location	Site Code	Station ID	Status	Priority	Scheduled	Has Data	Assigned To
Jenkinson Rd. - Central Ave.			Assigned	5	7/27/2010 OVERDUE	Yes	PO Jones
Main Street - Central Ave.	11111111		Assigned	1	Next Available	Yes	Sgt. Brown
Maple Ave - Lincoln Ave.			Assigned	2	Next Available	No	PO Jones
Lanekin Pike - North Hills Ave.			Scheduled	2	Next Available	Yes	
Susquehanna Rd. - Hall Ave.			Scheduled	2	Next Available	No	
Tenth Ave. - Elm Rd			Assigned	3	Next Available	Yes	Sgt. Brown
Harrison Ave. - Speer Ave.			Assigned	6	Next Available	Yes	Sgt. Brown
Easton Rd. - Springhouse Lane			Scheduled	8	Next Available	No	
Garfield Ave. - Woodrow Ave.			Scheduled	8	Next Available	Yes	
Washington Lane - Maple Ave.			Scheduled	10	Next Available	No	
Main St. - Broad St.			Assigned	5	Week of 8/8/2010	No	PO Jones
Penn St. - Jenkinson Rd.			Assigned	5	Week of 8/15/2010	No	Sgt. Brown

The scheduler will automatically sort the 'Next Available' entries in priority order, followed by any locations that have specific dates set for enforcement.

Now, imagine that you suddenly find that you have some time available in your schedule to do an enforcement detail, but you want to choose the best site. You can easily do this by clicking on the *Search For Most Effective Site* button.



With this screen you can select the day of the enforcement detail, when it should start and how many hours are available. Click the *Begin Search* button and the results will appear.

The search results are ranked by the total volume of vehicles over the enforcement limit, with separate entries for each direction and combined totals. Note that if you only want to see individual lane results, you can hide the Combined results by clicking on the *Hide Combined* button.

Now that we've seen how the search feature works, let's go back to our sample record. We'll take a look at what the steps are when you want to do an enforcement detail and what to do once that detail is over.

Location	Site Code	Direction	Time	Volume
Tenth Ave. - Elm Rd.		Combined	Monday, 12:00:00 PM	134
Harrison Ave. - Spear Ave.		Combined	Monday, 2:00:00 PM	99
Limekiln Pike - North Hills Ave.		Combined	Monday, 2:00:00 PM	99
Garfield Ave. - Woodrow Ave.		Combined	Monday, 2:00:00 PM	99
Tenth Ave. - Elm Rd.		Southbound	Monday, 12:00:00 PM	78
Harrison Ave. - Spear Ave.		Westbound	Monday, 2:00:00 PM	60
Limekiln Pike - North Hills Ave.		Westbound	Monday, 2:00:00 PM	60
Garfield Ave. - Woodrow Ave.		Southbound	Monday, 2:00:00 PM	60
Tenth Ave. - Elm Rd.		Northbound	Monday, 6:00:00 AM	58
Main Street	11111111	Combined	Monday, 1:00:00 PM	55

Highlight the entry we created in the Enforcement Scheduler and click the *Edit/Print Record* button. Once the Add/Edit/Print Enforcement Record screen appears, notice that along the bottom of the screen are several buttons, including one labelled *Print for Enforcement*. Click this button and the Enforcement Report will appear.

Enforcement - Print

Options:

- Scheduled Date/Time
- Duration
- Actual Date/Time
- Priority
- Assigned To
- Location
- Site Code
- Station ID
- Direction
- Location Comments
- Enforcement Comments
- Weather
- Posted Speed
- Speed Tolerance
- Enforcement Speed
- Vehicles Stopped
- Citations - Speed
- Citations - Other
- Warnings Issued
- Observations Made
- Suggestions for Future
- Officer's Comments

JAMAR Technologies
 1500 Industry Road, Suite C
 Hatfield, PA 19440
 www.jamartech.com

Scheduled Date/Time	3/29/2010 - 7:00:00 AM
Duration	4 Hours
Actual Date/Times	Start: Date / / Time : : Stop: Date / / Time : :
Priority	1
Assigned To	Sgt. Brown
Site Code	11111111
Station ID	
Location	Main Street Central Ave.
Direction	Either Southbound, Northbound, or both - Officer's discretion.
Location Comments	Near Park
Enforcement Comments	
Weather	_____
Posted Speed	35 MPH
Tolerance	10 MPH
Enforcement Speed	> 45 MPH
Vehicles Stopped	_____
Citations Written-Speed	_____
Citations Written-Other	_____
Warnings Issued	_____
Observations Made	_____ _____ _____ _____ _____
Suggestions for Future	_____ _____ _____ _____ _____
Officer's Comments	_____ _____ _____ _____ _____

Send To Printer
Create PDF
Create and eMail PDF
Exit

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1500 Industry Road, Suite C
Hatfield, PA 19440
www.jamartech.com

Scheduled Date/Time: 3/29/2010 - 7:00:00 AM
Duration: 4 Hours
Actual Date/Times: Start Date: 3/29/10, Time: 7:30 AM; Stop Date: 3/29/10, Time: 10:30 AM
Priority: 1
Assigned To: Sgt. Brown
Site Code: 11111111
Station ID:
Location: Main Street, Central Ave.
Direction: Either Southbound, Northbound, or both - Officer's discretion.
Location Comments: Near Park
Enforcement Comments:
Weather: Sunny - Cool
Posted Speed: 35 MPH
Tolerance: 10 MPH
Enforcement Speed: > 45 MPH
Vehicles Stopped: 10
Citations Written-Speed: 8
Citations Written-Other: 2
Warnings Issued: 2
Observations Made: None
Suggestions for Future: Majority of traffic in AM is in NB direction. PM enforcement would be best for SB direction.
Officer's Comments: Late start due to accident investigation. Location is good for enforcement. A steady stream of traffic with violators.

The various entries that appear on the report can be turned on or off by using the checkboxes on the left side of the screen.

The Enforcement Report is designed to be taken into the field and filled out by the person doing the detail.

Once the enforcement detail is completed, the filled out report is used to complete the fields that are found on the Post Enforcement Info tab of the Add/Edit/Print Enforcement Record screen.

To see how this is done, click Exit on the Enforcement Report screen, then click on the Post Enforcement Info tab.

The first sub-tab that appears is the Time/Totals/Weather tab. We can fill these fields in based on the info in the edited enforcement report, as shown in the report to the left.

Under Actual Times, enter 3/29/10 at 7:30 AM with a duration of 3 hours. For the Enforcement Totals, enter 10 stopped, 8 citations for speed, 2 for other, and 2 warnings. For Weather, enter Sunny – Cool.

Next, click on the Observations Made tab. Our field record shows that there were none for this detail, so type ‘None’.

Next, click on the Suggestions for Future tab. The field report shows that there are some suggestions for future enforcement at this site, so enter ‘Majority of traffic in AM is in NB direction. PM enforcement would be best for SB direction.’

Finally, click on the Officer’s Comments tab and enter the comments from the field report.

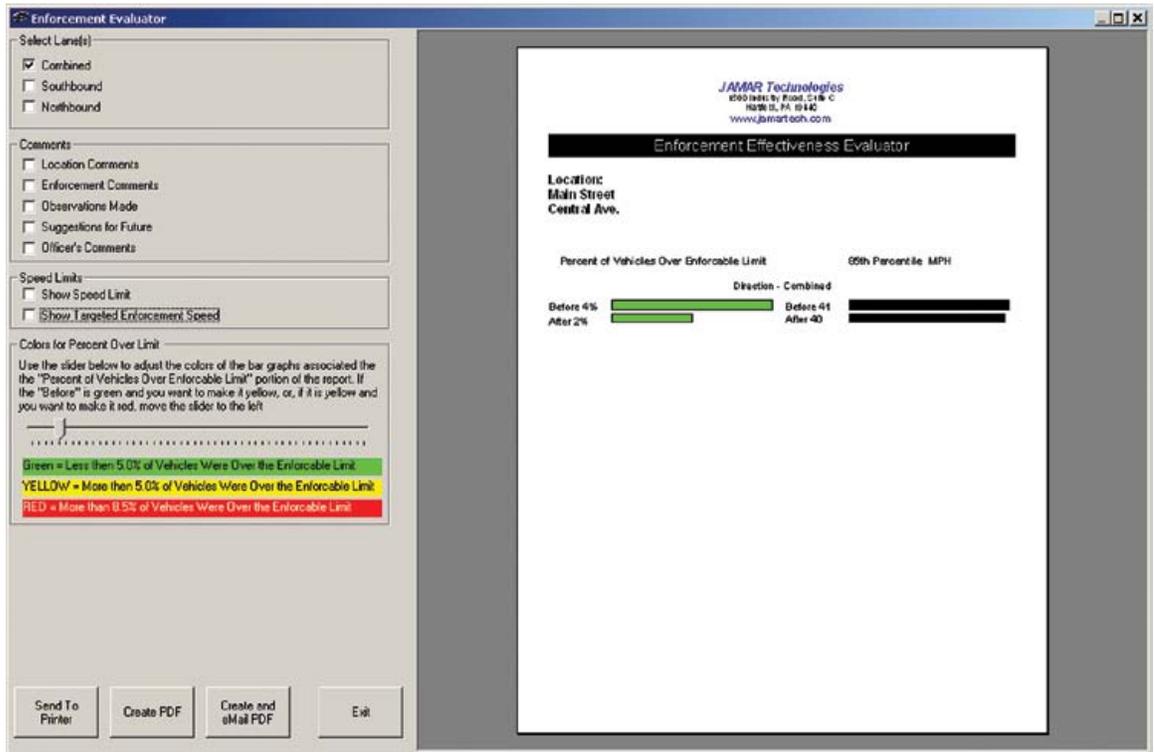
Once this is done, we’re finished with our report. Click on the *Print Final Report* at the bottom and you’ll see a copy of the finished report.

The final enforcement report contains the details of the enforcement detail, but there’s one additional report you can produce from the Enforcement Scheduler that’s particularly useful – a before and after summary known as the Enforcement Effectiveness Evaluator.

To produce an Enforcement Effectiveness Evaluator report you need to collect data at the same location *after* enforcement has taken place. This gives you a way to measure how effective the enforcement was in reducing speeding.

To see how this works, we need to attach a Post-Enforcement file to our existing record. To do this, click on the *Attach a Study* button in the Post Enforcement Study field and select the sample file named *sample file - radar data - post*. Once this is done, click on the *Print a Before and After Summary* button.

The checkboxes on the left on the screen allow you to turn on or off various information in the report. The right side of the screen shows a preview of the report with the current selections.



The slider bar allows you to adjust the color used for the two bars that represent the percent over limit. For example, in our sample file the ‘Before’ percentage of 4 percent and ‘After’ percentage of 2 percent are both green based on the default value of the slider bar. However, if you slide the bar to the left until it is at 3, the ‘Before’ bar will change to yellow. Slide the bar over one more to 2, and now the ‘Before’ bar is red.

Basically, the slider bar lets you emphasize any change for the better that resulted from your enforcement efforts and makes the report an excellent follow up for those who requested the enforcement detail.

This guide covered the Police Reports feature of TRAXPro. If you are interested in the many additional features of TRAXPro, refer to the program’s complete Reference Manual or the online video tutorials available at www.jamartech.com.