

ASHLAND POLICE DEPARTMENT
Memorandum

TO: Sergeant G. Bonistalli

FROM: Sergeant S. McCullough

SUBJECT: 2018 Annual Traffic Statistics Report

DATE: 1/11/19

The attached report is intended to serve as an overview of the Ashland Police Department's efforts related to selective and general traffic enforcement within the Town of Ashland. The report contains information about the number of traffic crashes and their locations, the times and dates of crashes, the leading causes of crashes, the enforcement activities, selective and general, the DUI/DUID statistics, and the effectiveness of the activities undertaken by the Department to improve the overall quality of life for the community.

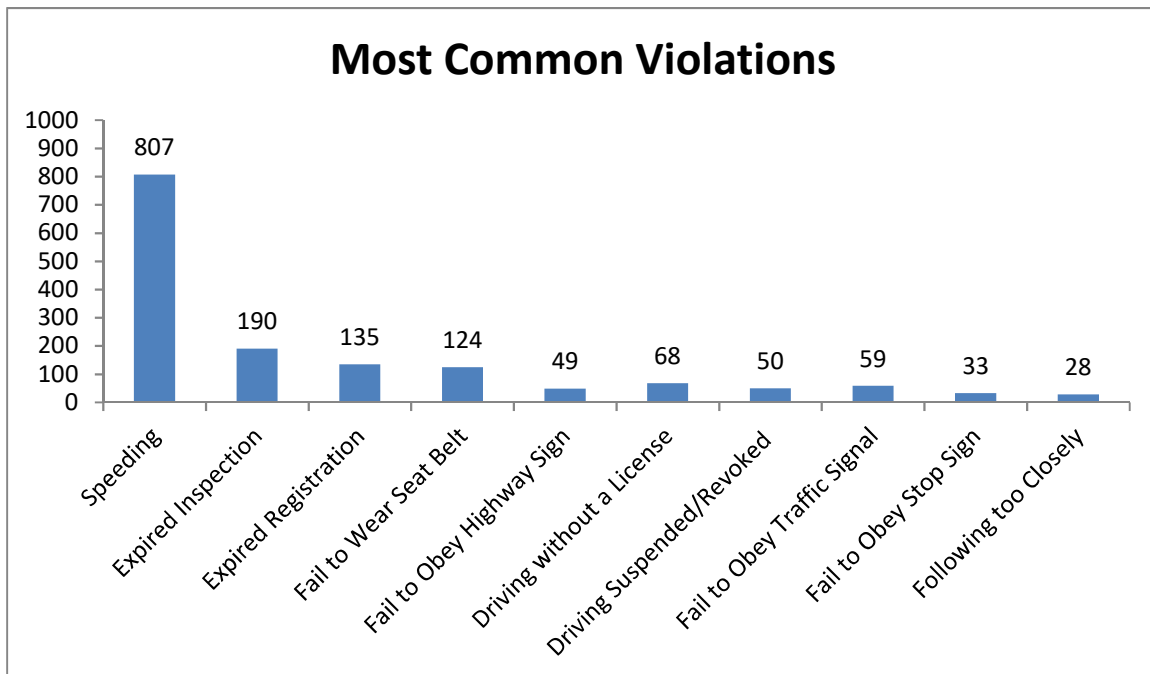
The information helps the Department develop strategies for providing a safe environment in which to live, work, visit and play. The information is also intended to keep the public and officials informed.

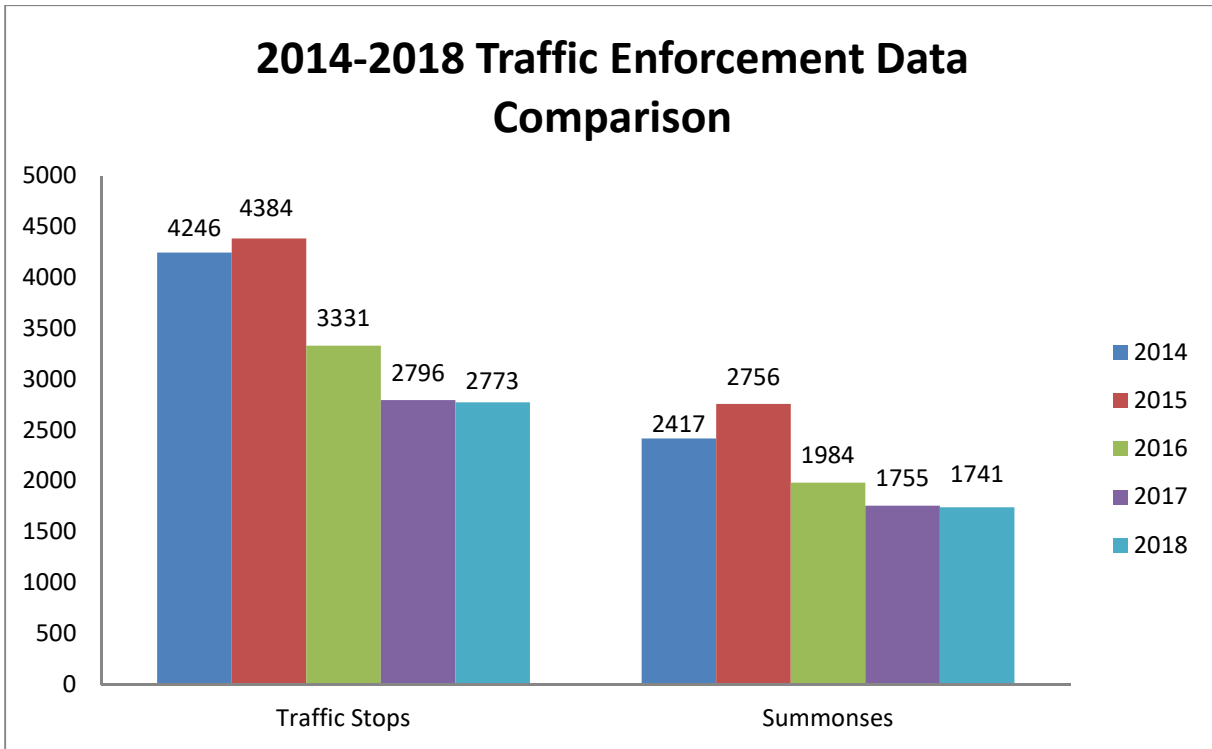
A. Traffic Enforcement Activities

For 2018, the Ashland Police Department conducted 2,773 traffic stops and issued 1,741 summonses for traffic or vehicle related violations. For the previous year 2017, the Ashland Police Department conducted 2,796 traffic stops and issued 1,755 summonses for traffic or vehicle related violations. The number of traffic stops conducted decreased by less than one percent (-0.8%) and the number of summonses issued decreased by the same margin (-0.8%) compared to the previous year.

1. Most Common Violations (Comparison to 2017)

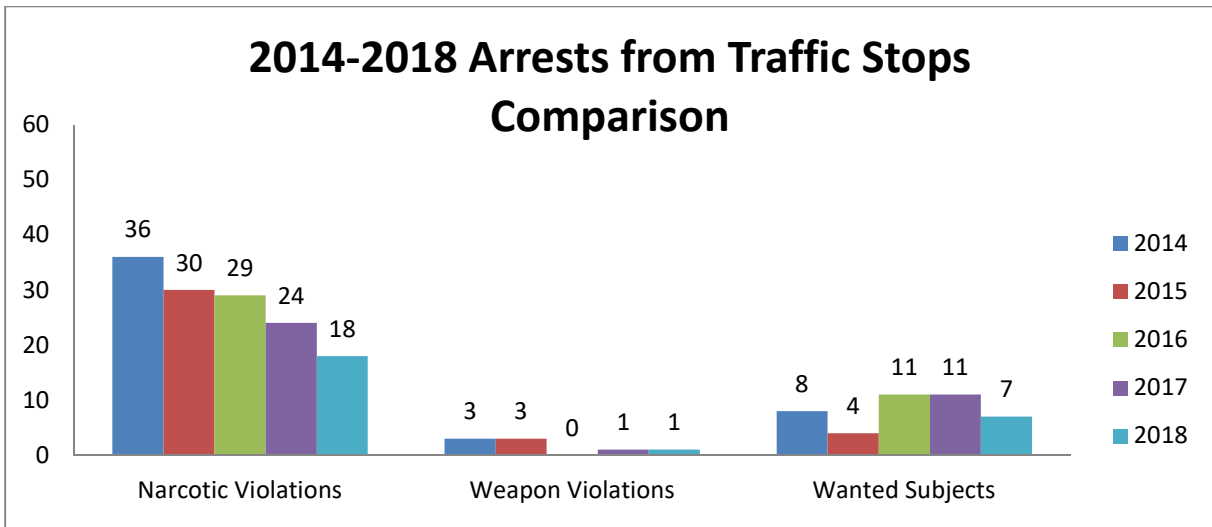
Speeding	807	-11%
Expired Inspection	190	-9%
Expired Registration	135	36%
Fail to Wear Seat Belt	124	-11%
Fail to Obey Highway Sign	49	250%
Driving without a License	68	39%
Driving Suspended/Revoked	50	11%
Fail to Obey Traffic Signal	59	64%
Fail to Obey Stop Sign	33	-13%
Following too Closely	28	-15%





2. Arrests from Traffic Stops

In 2018, the Ashland Police Department made 18 narcotic arrests and one weapon law violation arrest as a result of traffic stops. The department also arrested 7 wanted subjects from traffic stops. In comparison to 2017, narcotic arrests decreased by twenty-five percent (-25%) and arrests of wanted subjects decreased by thirty-six percent (-36%). There was 1 weapon law violation arrest in 2018 which was the same as the previous year.



3. Directed Radar Assignments

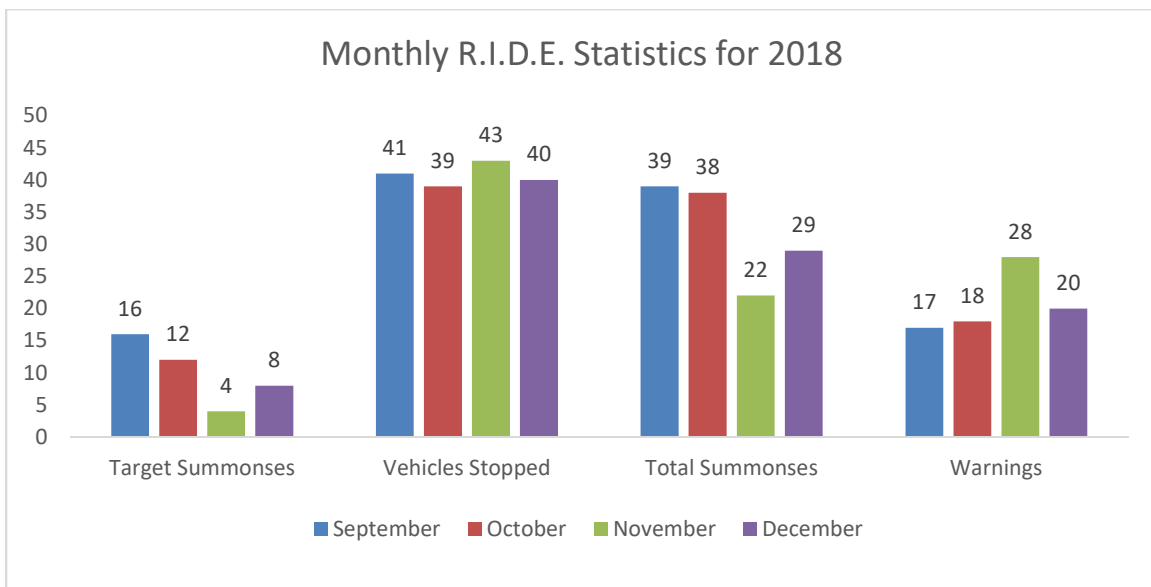
For 2018, the Ashland Police Department continued the A.C.U.T.E (Addressing Complaints Using Technology and Enforcement) Program. The program consists of multiple phases that first determine if a speeding problem exists on a street, educates the public about the posted speed limit, and, if necessary, results in directed enforcement in that area. For a location to qualify for the A.C.U.T.E. Program, it must have a posted speed of 35 mph or less. A speeding problem exists if the 85th percentile speed in the area is found to be more than 8 mph over the posted limit, or there are three or more violations over 15 mph more than the speed limit. The A.C.U.T.E. Program was deployed sixteen times (16) during 2018. The following locations are the areas the Department utilized the A.C.U.T.E. program where a speeding problem existed, and the subsequent enforcement action taken to address the complaint:

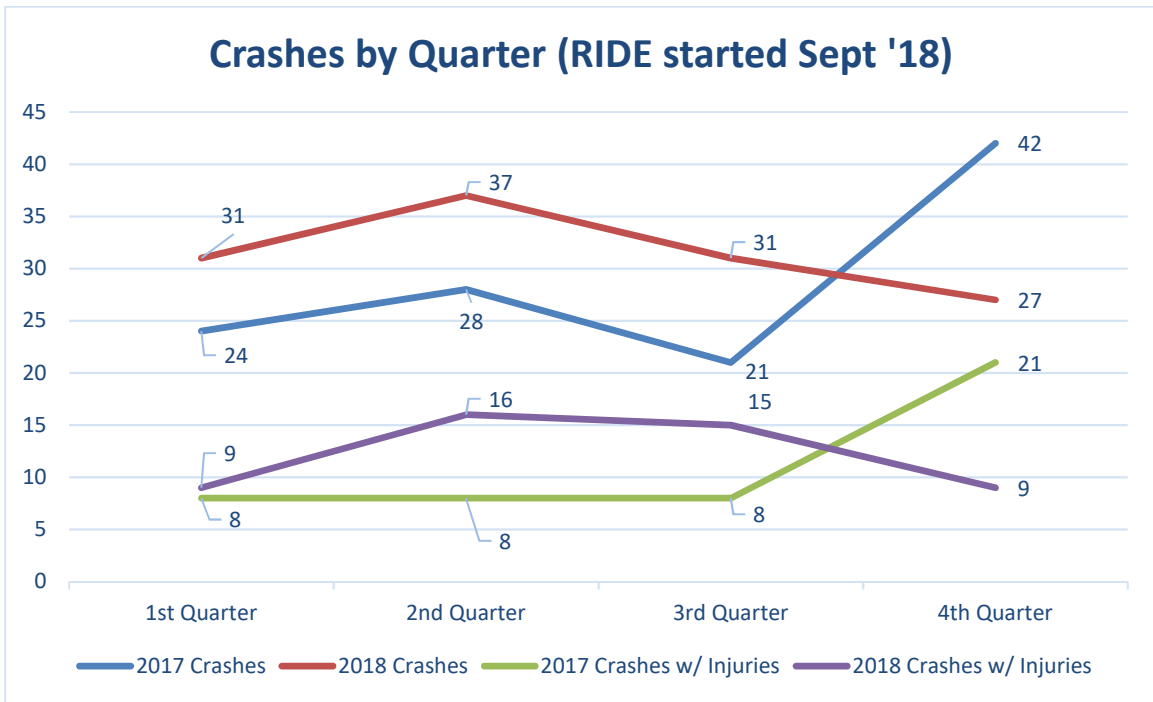
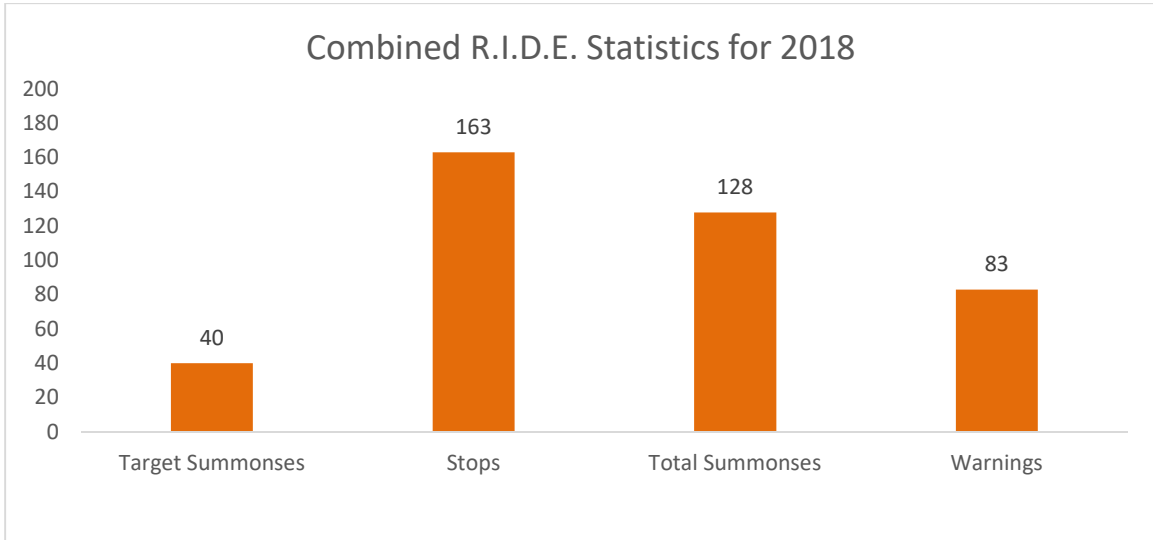
- Arbor Oak Drive - 3 summonses issued

4. Roadway & Intersection Directed Enforcement (RIDE) program

The RIDE program began in September 2018. For the first month, each squad was assigned six hours of enforcement at locations selected by the Traffic Safety unit based on previous crash statistics. Emphasis for the directed enforcement is placed on the following target violations: Stop sign, traffic light, failure to yield, and seat belt/child seat violations. After September, the enforcement time was increased to eight hours per squad.

For the year 2018, patrol officers dedicated 157 hours and 24 minutes to the directed enforcement efforts. One wanted subject was arrested and two DUI arrests were made while officers were conducting this assignment. Below are the results of the officers' efforts:



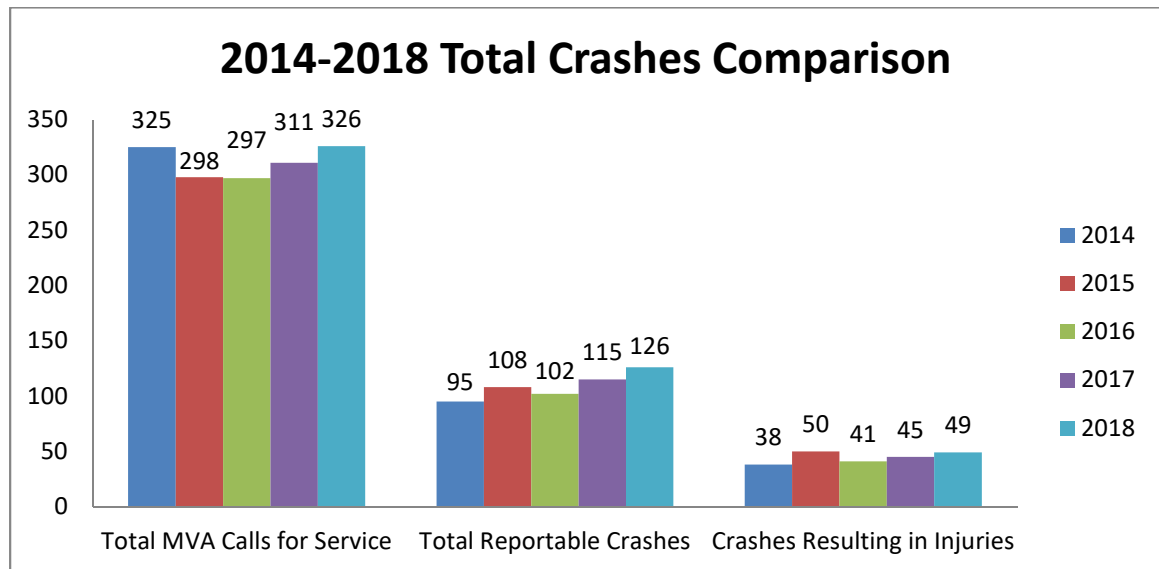


B. Crash Statistics and Activities

In 2018, the Ashland Police Department responded to 326 crashes compared to 311 crashes in 2017. In 2018, the Ashland Police Department investigated 126 reportable crashes compared to 115 reportable crashes investigated in 2017. The number of reportable crashes increased by nine percent (9%) compared to the previous year.

The total number of crashes involving injured parties in 2018 was forty-nine (49), compared to forty-five (45) crashes resulting in injuries for the previous year. The number of crashes resulting in injuries increased by nine percent (9%) compared to 2017.

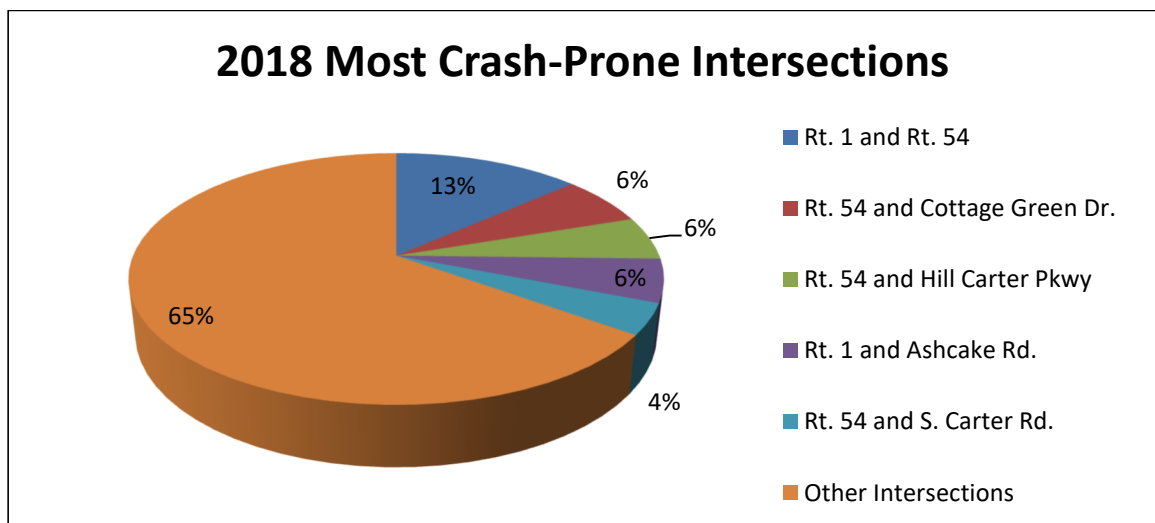
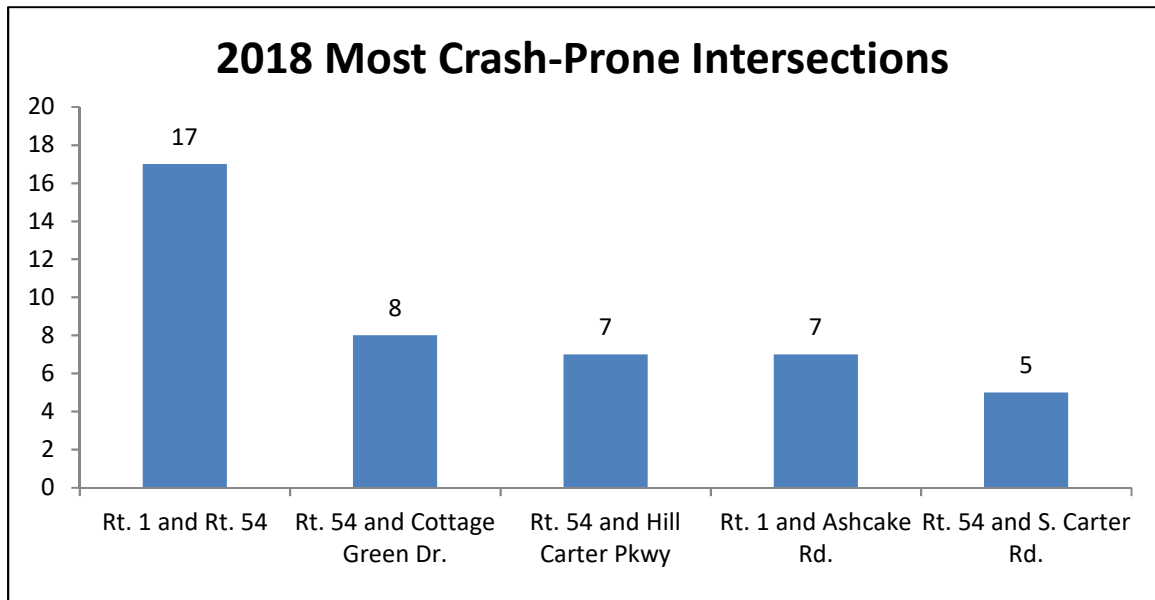
There were no fatal crashes in the Town of Ashland for the year 2018.



1. Most Crash-Prone Intersections

	<u>2017</u>	<u>2018</u>
Rt. 1 and Rt. 54	14	17
Rt. 54 and Cottage Green Dr.	5	8
Rt. 54 and Hill Carter Pkwy	7	7
Rt. 1 and Ashcake Rd.	4	7
Rt. 54 and S. Carter Rd.	2	5

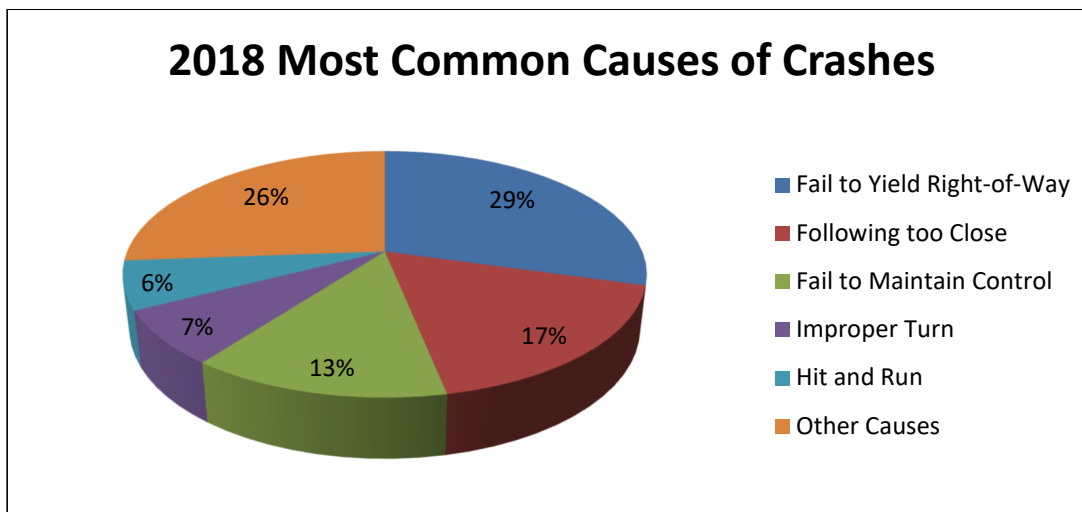
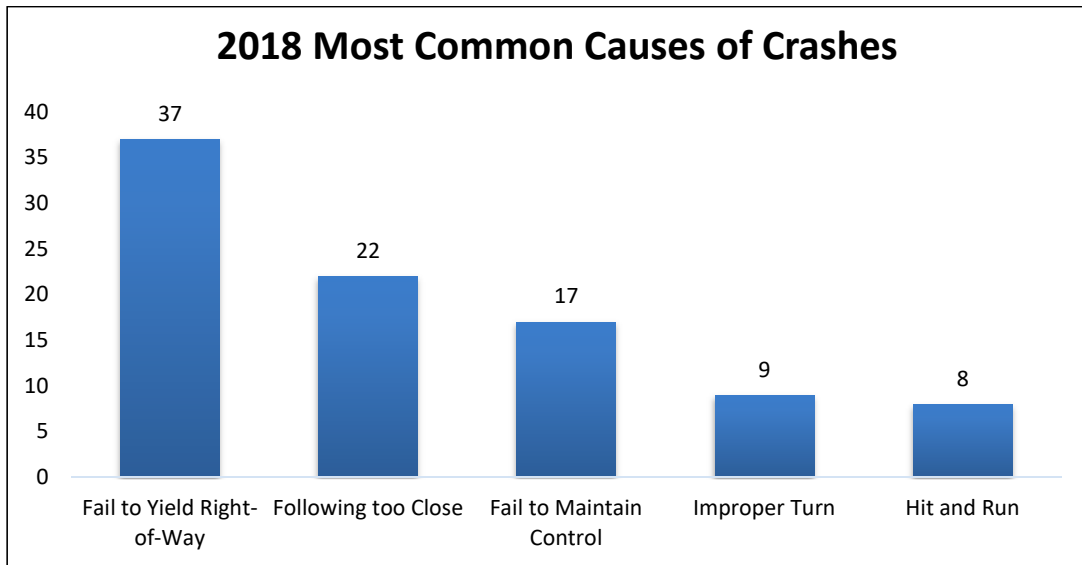
These five intersections accounted for thirty-five percent (35%) of all reportable crashes.



2. Most Common Causes of Crashes

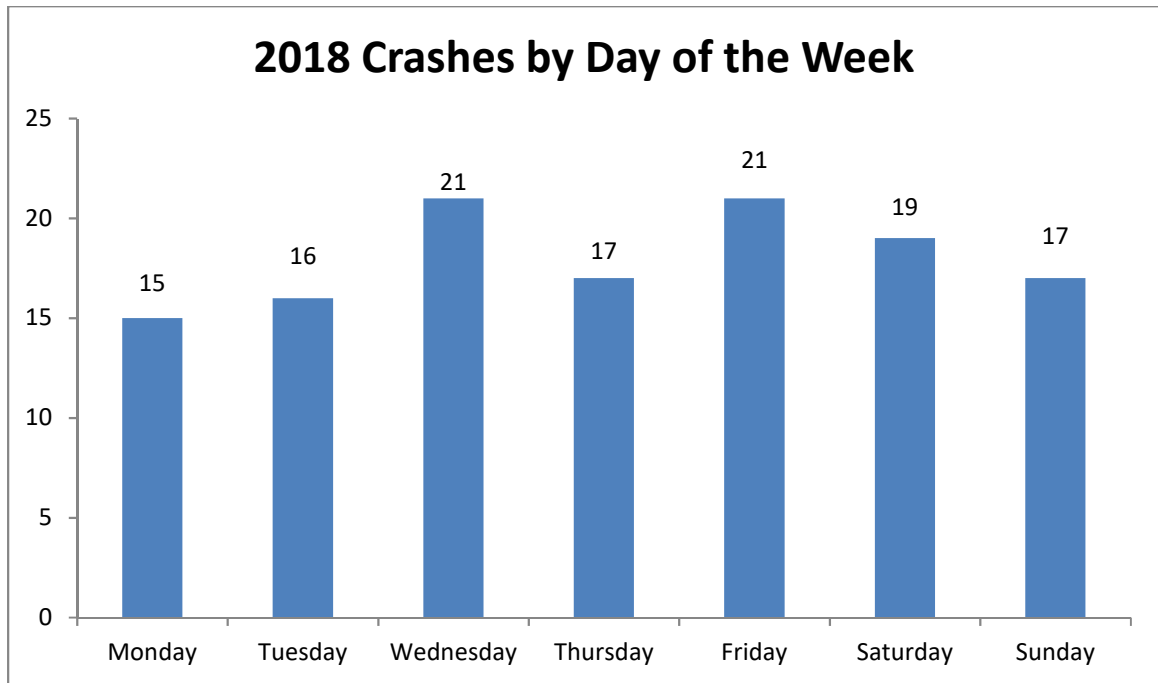
	<u>2017</u>	<u>2018</u>
Fail to Yield Right-of-Way	37	37
Following too Close	23	22
Fail to Maintain Control	6	17
Improper Turn	4	9
Hit and Run	1	8

The five listed factors accounted for seventy-four percent (74%) of all reportable crashes.



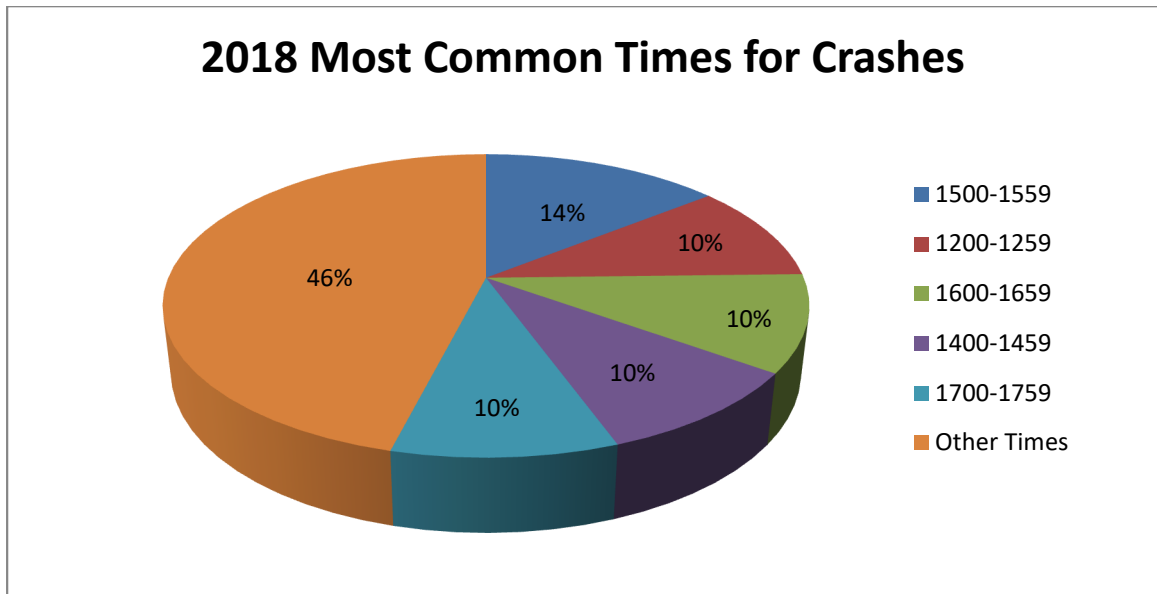
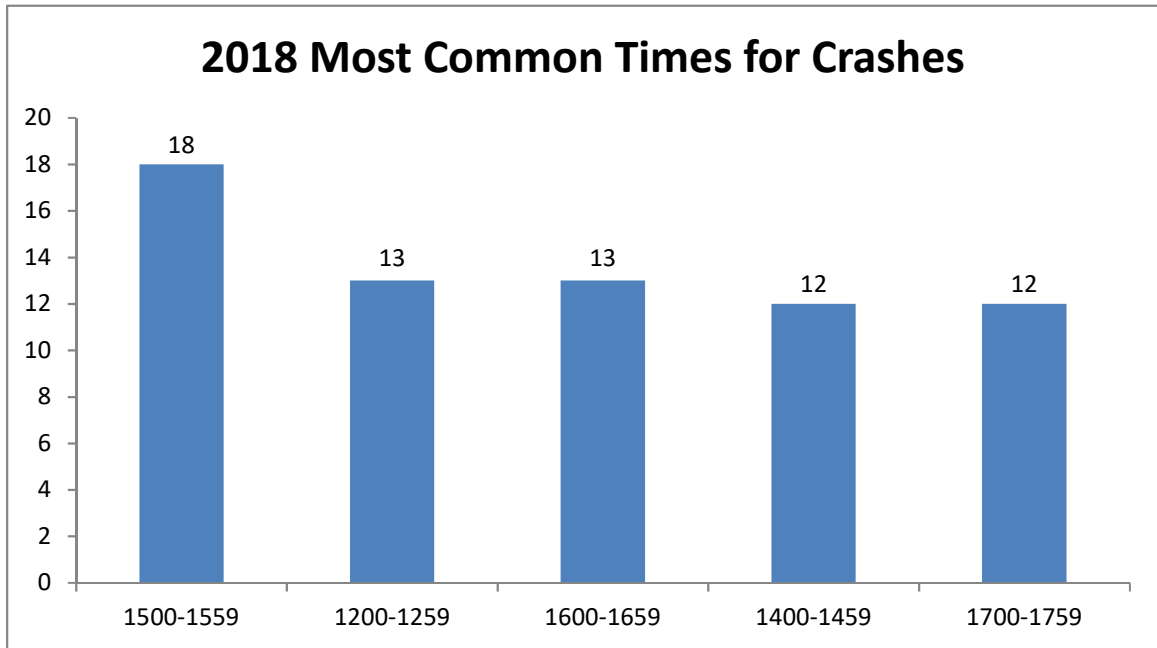
3. Crashes by Day of the Week

	<u>2017</u>	<u>2018</u>
Monday	12	15
Tuesday	16	16
Wednesday	12	21
Thursday	25	17
Friday	26	21
Saturday	12	19
Sunday	12	17



4. Most Common Times for Crashes

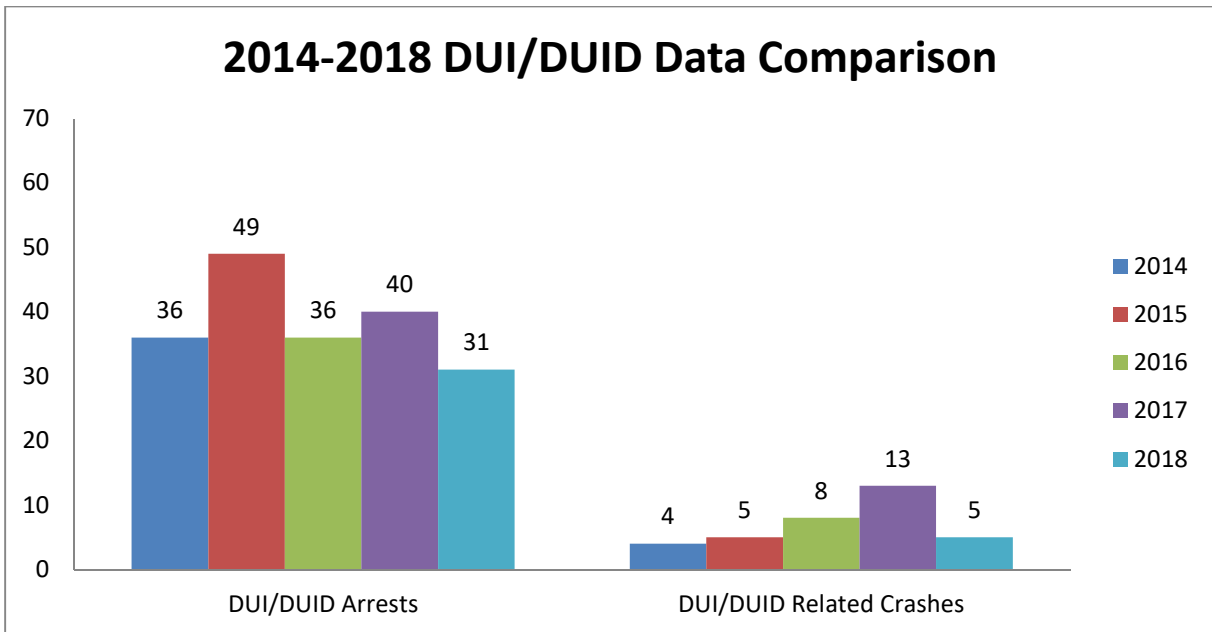
	<u>2017</u>	<u>2018</u>
1500-1559	11	18
1200-1259	9	13
1600-1659	11	13
1400-1459	6	12
1700-1759	11	12



C. Activities Related to Driving Under the Influence of Drugs/Alcohol

For 2018, the Ashland Police Department made thirty-one (31) arrests for DUI/DUID compared to forty (40) arrests in 2017. The number of arrests for DUI/DUID decreased by approximately twenty-three (-23%) compared to the previous year.

For 2018, the Department investigated five (5) crashes involving driving under the influence of drugs/alcohol, compared to thirteen (13) crashes in 2017—a sixty-two percent (-62%) decrease.



The Traffic Safety Unit did not conduct any checkpoints for 2018. Listed below are the saturation patrols and special enforcement operations:

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
February 2 nd 2018:	STAR area and other known narcotics areas.:	Saturation Patrol/Interdiction 24 Vehicles Stopped 6 Summonses 25 Warnings 0 DUI/DUID Arrest 0 Other Arrests
November 29 th 2018:	England St./Thompson St.	Crosswalk Enforcement 8 Crosswalk Violations 0 Crosswalk Viol. Sum. 8 Crosswalk Viol. Warn 8 Other Summonses 12 Crosswalk Brochures Handed-out

December 14 th 2018:	Route 1 Statewide Enforcement Effort	DUI Saturation Patrol
		7 Vehicles Stopped
		0 Summonses
		6 Warnings
		1 DUI/DUID Arrest
		0 Other Arrests

D. Grant Activities

In 2018, the Ashland Police Department was awarded a grant for Speed enforcement. The department used the grant money for selective traffic enforcement activities with an emphasis in combating impaired driving, speeding, and occupant protection. The Speed grant allotted the department \$5,760 for enforcement activities. The funds were used to conduct 160 hours of directed traffic enforcement over 40 separate saturation patrols.

E. Effectiveness of Activities

For 2018, the Ashland Police Department saw only a slight decrease in traffic violation enforcement and a comparable decrease in the number of summonses issued for those violations. The department implemented the Roadway & Intersection Directed Enforcement Program (RIDE) program in the later part of the 3rd quarter of 2018. Unfortunately, there was still a slight increase in reportable crashes, crashes with injury, as well as dispatched MVA calls for service for the year. This can mostly be contributed to an uncharacteristically high amount of crashes and crashes involving injuries in the first three quarters of the year.

After the implementation of the RIDE program, there were significant decreases in the 4th quarter of 2018. For this quarter, the number of traffic summonses issued by the department increased by forty-one percent (41%) compared to the previous year. The number of DUI/DUID arrests dropped by two to ten (10) for the quarter. Reportable crashes decreased by thirty-five percent (-35%), and there were no reportable DUI crashes during this quarter. Crashes with injuries decreased by fifty-seven percent (-57%) from 21 crashes to 9 crashes compared to 2017's 4th quarter stats. It should also be noted that the drop in DUI/DUID arrests for this quarter is most likely attributed to the lack of DUI related crashes.

The number of arrests for DUI/DUID decreased by approximately twenty-three (-23%) compared to the previous year, however, there was a sixty-two percent (-62%) decrease in DUI related crashes.

F. Analysis

During 2018, the department saw a very slight decrease in traffic stops and summonses issued for vehicle violations from 2017. In 2018, the agency had an increase in the amount of crashes it responded to compared to 2017 (311 in 2017 versus 326 in 2018). In 2018, the department conducted 2,773 traffic stops and issued 1,741 summonses. This was a decrease of less than one percent in both areas. The number of crashes and crashes with injuries was higher in 2018 due to a spike in statistics at the beginning of the year. The total number of crashes the department responded to in 2018 was three-hundred and twenty-six (326), only fifteen calls more than 2017. The total number of reportable crashes increased by eleven (11) incidents, and the total number of crashes involving injuries increased by four (4) compared to 2017—an increase of nine percent (9%).

In 2018, the department made eighteen (18) arrests for narcotic violations, one (1) arrest for a weapons law violation, and seven (7) arrests for wanted subjects from traffic stops. Compared to 2017, the number of narcotic arrests from traffic stops decreased by six (6) arrests and the number of wanted subjects arrested from traffic stops decreased by four (4) arrests. Weapons law violations stayed the same at one (1).

DUI/DUID crashes decreased for the year 2018 by sixty-two percent (-62%) with only five (5) total for the year. DUI/DUID arrests decreased by twenty-three percent (-23%) with thirty-one (31) for 2018.

G. Crash Reduction Recommendations

Based on the recommendation from the 2017 traffic report, the RIDE program was implemented just prior to the 4th quarter of 2018. The 4th quarter statistics show that there was a reduction of crashes, and crashes with injuries compared to the same quarter for 2017. The Traffic Safety Unit recommends that the department should continue to use this program for the entirety of 2019.

In addition to the above program, the department will utilize DMV selective enforcement to target specific locations, days, and times that are the most prone to vehicle crashes. The selective enforcement helps supplement patrol's daily traffic enforcement and allows the agency to have a dedicated traffic officer on the road during their saturation patrols. The Traffic Safety Unit can continue to compile crash data monthly and provided the information to the Patrol Division to help officers direct their enforcement efforts where needed.