

ASHLAND POLICE DEPARTMENT
Memorandum

TO: Sergeant G. Bonistalli

FROM: Sergeant S. McCullough

SUBJECT: 2019 Annual Traffic Statistics Report

DATE: 1/9/20

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.

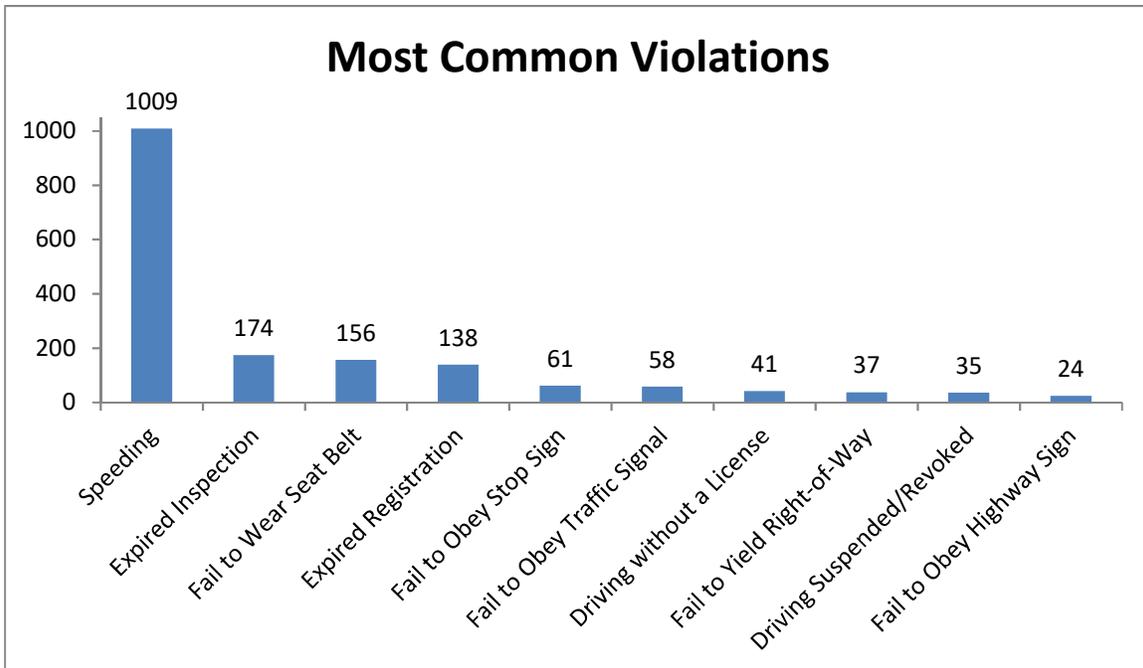
The information helps the Department develop strategies for providing a safe environment in which to live, work, visit and play. The information is also intended to keep the public and officials informed.

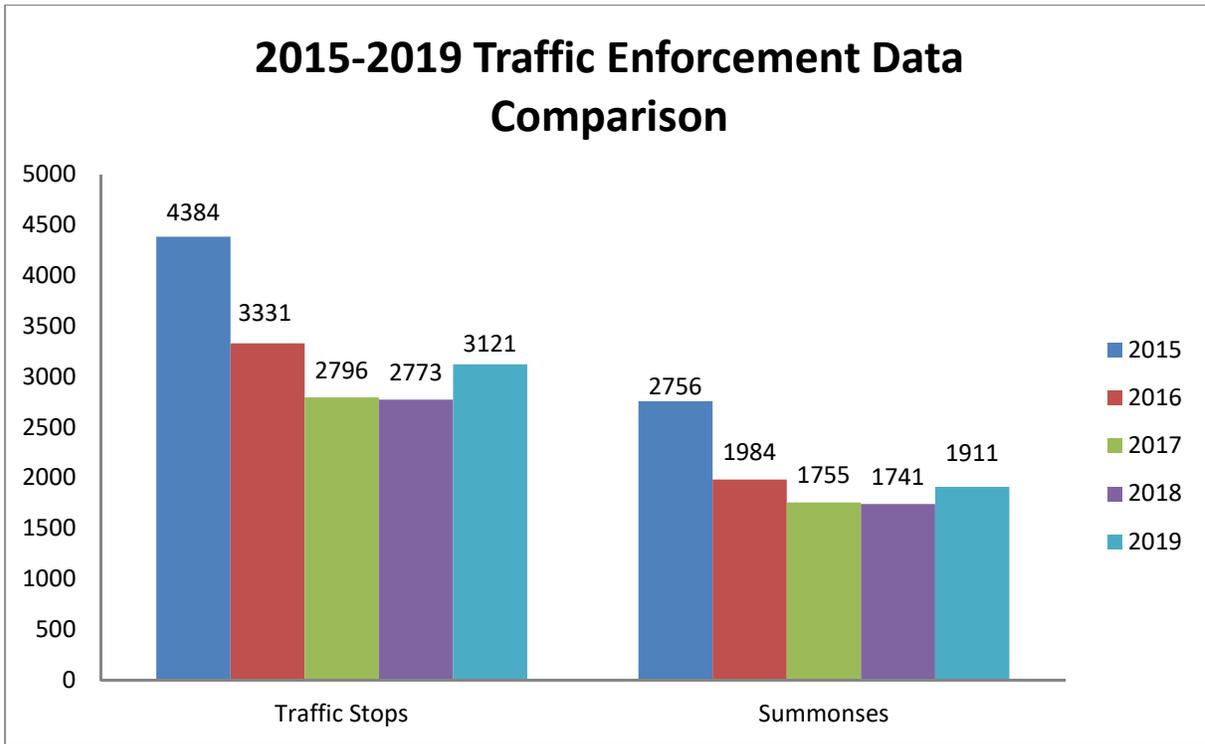
A. Traffic Enforcement Activities

For 2019, the Ashland Police Department conducted 3,121 traffic stops and issued 1,911 summonses for traffic or vehicle related violations. For the previous year 2018, the Ashland Police Department conducted 2,773 traffic stops and issued 1,741 summonses for traffic or vehicle related violations. The number of traffic stops conducted increased by thirteen percent (13%) and the number of summonses issued increased by ten percent (10%) compared to the previous year.

1. Most Common Violations (Comparison to 2018)

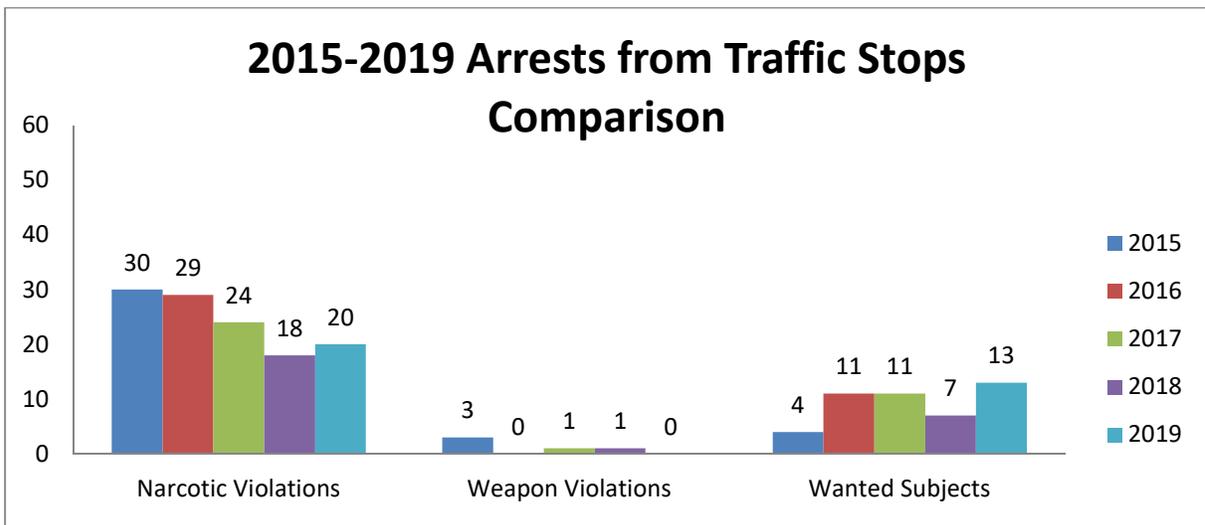
Speeding	1009	25%
Expired Inspection	174	-8%
Fail to Wear Seat Belt	156	26%
Expired Registration	138	2%
Fail to Obey Stop Sign	61	85%
Fail to Obey Traffic Signal	58	-2%
Driving without a License	41	-40%
Fail to Yield Right-of-Way	37	-3%
Driving Suspended/Revoked	35	-30%
Fail to Obey Highway Sign	24	-51%





2. Arrests from Traffic Stops

In 2019, the Ashland Police Department made 20 narcotic arrests and no weapon law violation arrests as a result of traffic stops. The department also arrested 13 wanted subjects from traffic stops. In comparison to 2018, narcotic arrests increased by eleven percent (11%) and arrests of wanted subjects increased by eighty-six percent (86%). There were no weapon law violation arrests in 2019 which was a decrease by one compared to the previous year.



3. Directed Radar Assignments

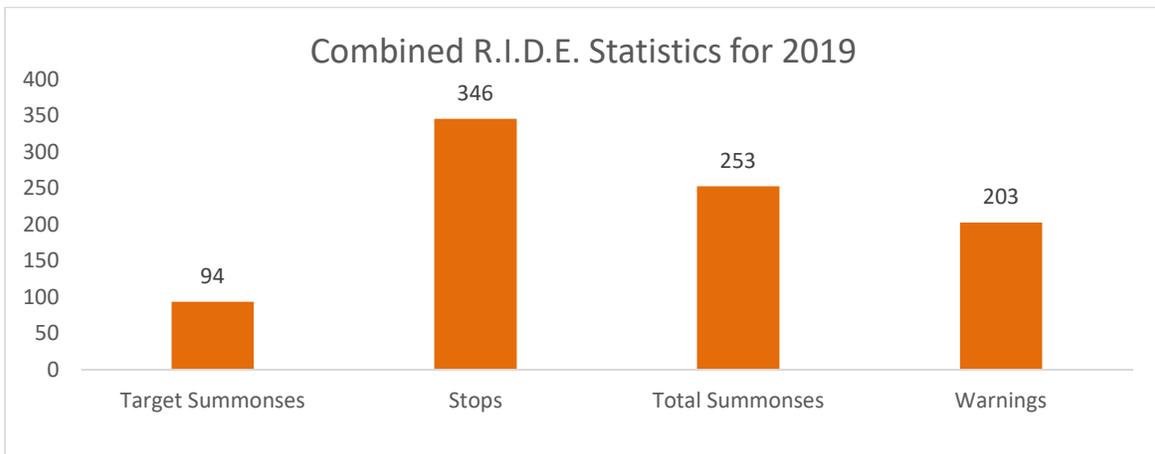
For 2019, the Ashland Police Department continued the A.C.U.T.E (Addressing Complaints Using Technology and Enforcement) Program. The program consists of multiple phases that first determine if a speeding problem exists on a street, educates the public about the posted speed limit, and, if necessary, 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 ten times (10) during 2019. 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:

- Hanover Ave – 4 summonses and 2 warnings issued.
- Duncan St – No summonses and no warnings.
- S. Taylor St – No summonses and no warnings.
- Arbor Oak Dr. (May 2019) – No summonses and 1 warning.
- Arbor Oak Dr. (Sept 2019) – No summonses and no warnings.

4. Roadway & Intersection Directed Enforcement (RIDE) program

The RIDE program began in September 2018. Each squad is assigned eight hours of enforcement at locations selected by the Traffic Safety Unit based on previous crash and DUI 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.

For the year 2019, patrol officers dedicated 464 hours and 54 minutes to the directed enforcement efforts. One wanted subject was arrested, a DUI arrest was made, and a subject was arrested for driving revoked while officers were conducting this assignment. Below are the results of the officers' efforts:

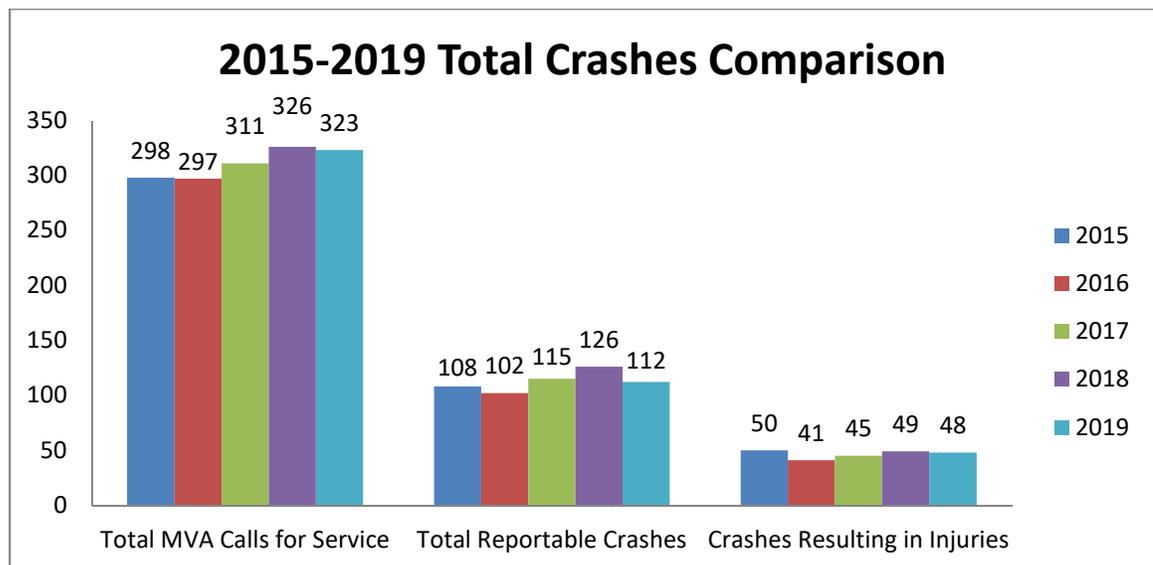


B. Crash Statistics and Activities

In 2019, the Ashland Police Department responded to 323 crashes compared to 326 crashes in 2018. In 2019, the Ashland Police Department investigated 112 reportable crashes compared to 126 reportable crashes investigated in 2018. The number of reportable crashes decreased by eleven percent (-11%) compared to the previous year.

The total number of crashes involving injured parties in 2019 was forty-eight (48), compared to forty-nine (49) crashes resulting in injuries for the previous year. The number of crashes resulting in injuries decreased by two percent (-2%) compared to 2018.

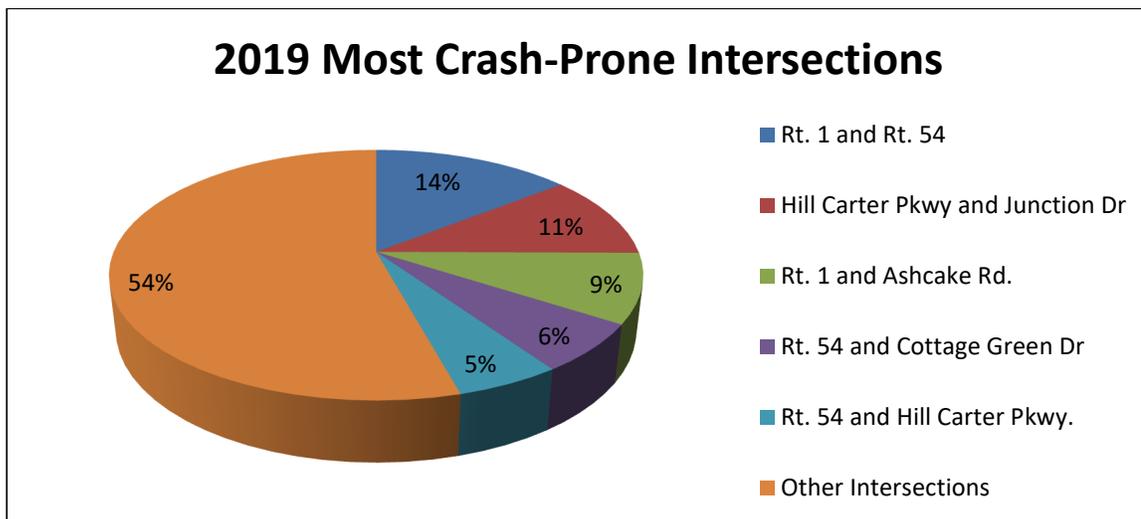
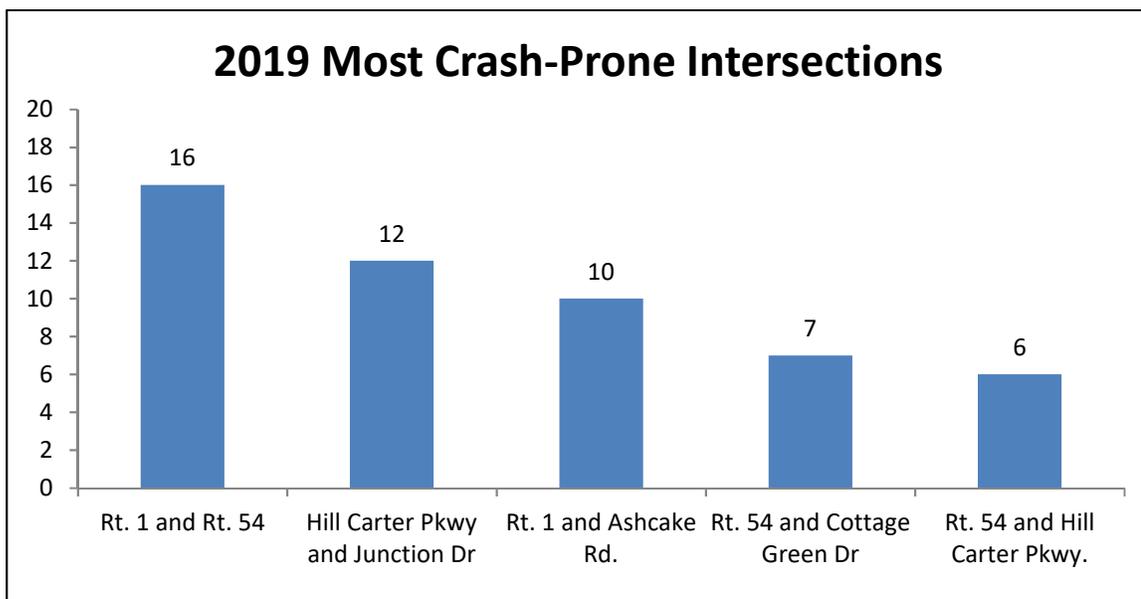
There were no fatal crashes in the Town of Ashland for the year 2019.



1. Most Crash-Prone Intersections

	<u>2018</u>	<u>2019</u>
Rt. 1 and Rt. 54	17	16
Hill Carter Pkwy and Junction Dr	4	12
Rt. 1 and Ashcake Rd.	7	10
Rt. 54 and Cottage Green Dr	8	7
Rt. 54 and Hill Carter Pkwy.	7	6

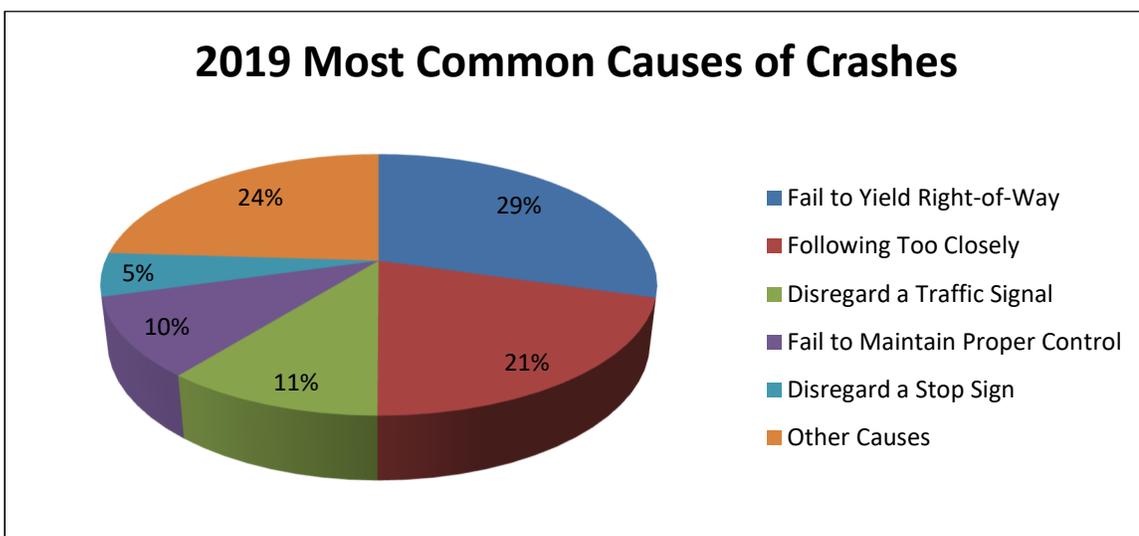
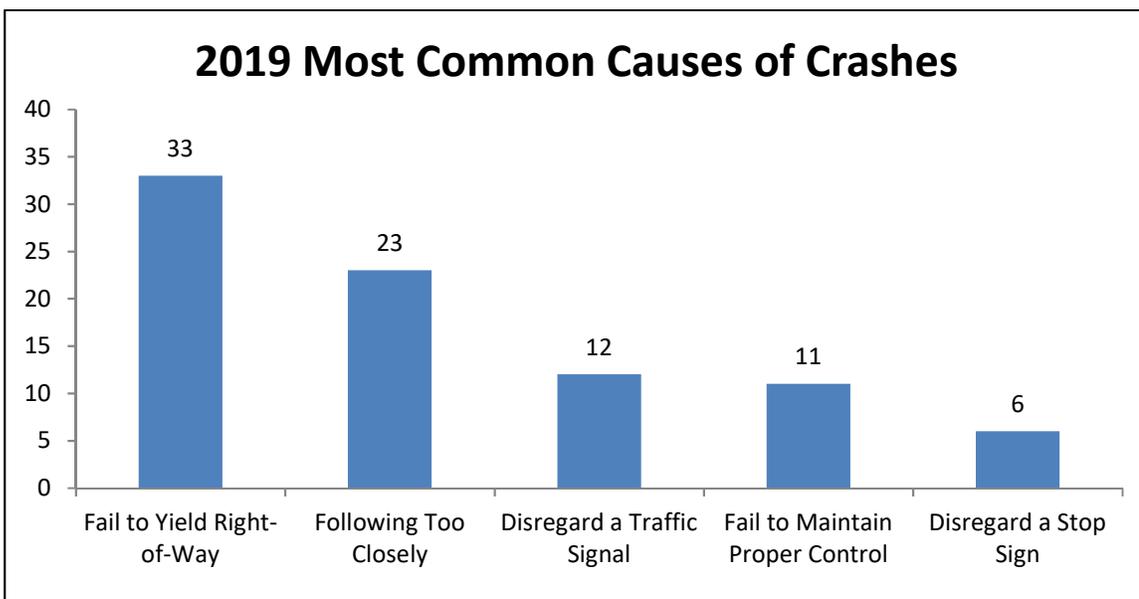
These five intersections accounted for forty-six percent (46%) of all reportable crashes.



2. Most Common Causes of Crashes

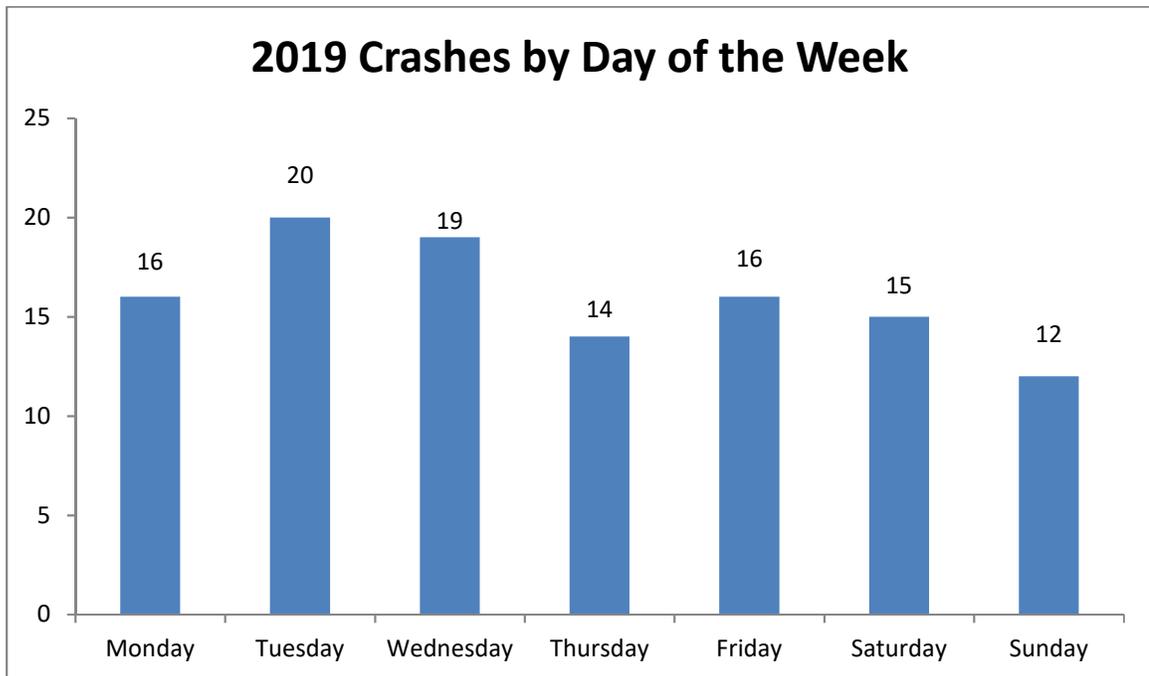
	<u>2018</u>	<u>2019</u>
Fail to Yield Right-of-Way	37	33
Following Too Closely	22	23
Disregard a Traffic Signal	4	12
Fail to Maintain Proper Control	17	11
Disregard a Stop Sign	2	6

The five listed factors accounted for seventy-six percent (76%) of all reportable crashes.



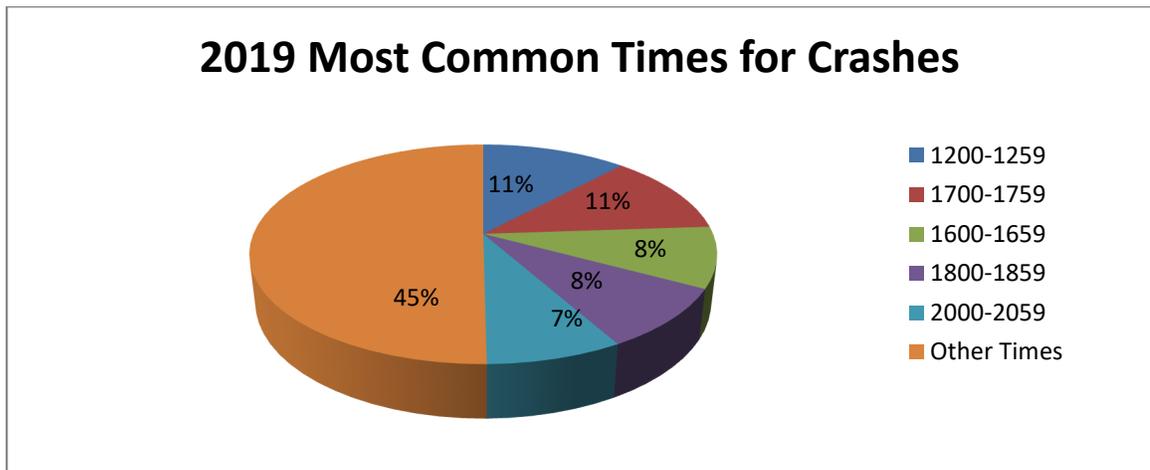
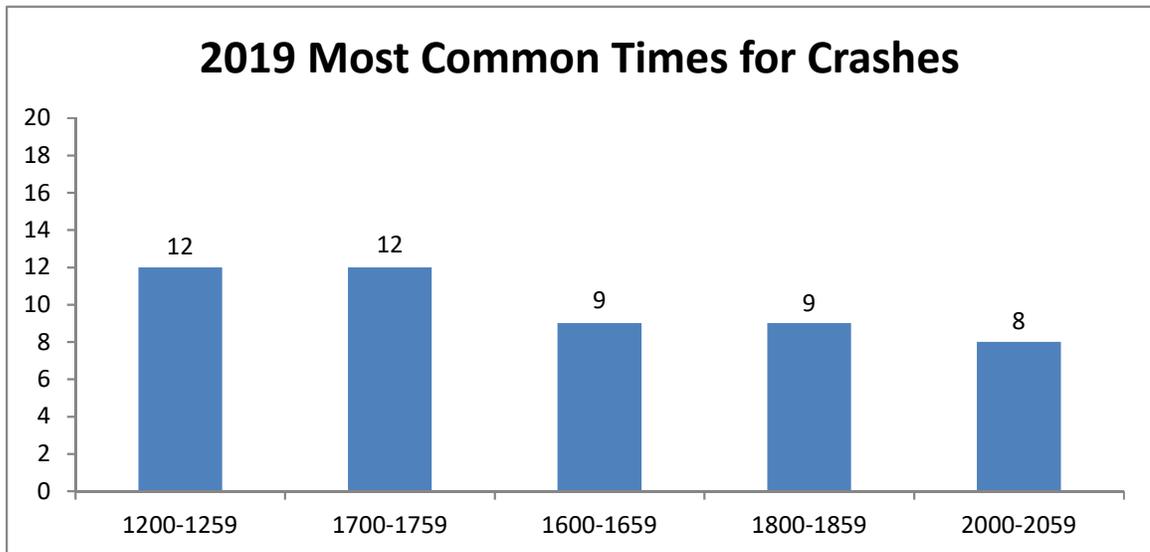
3. Crashes by Day of the Week

	<u>2018</u>	<u>2019</u>
Monday	15	16
Tuesday	16	20
Wednesday	21	19
Thursday	17	14
Friday	21	16
Saturday	19	15
Sunday	17	12



4. Most Common Times for Crashes

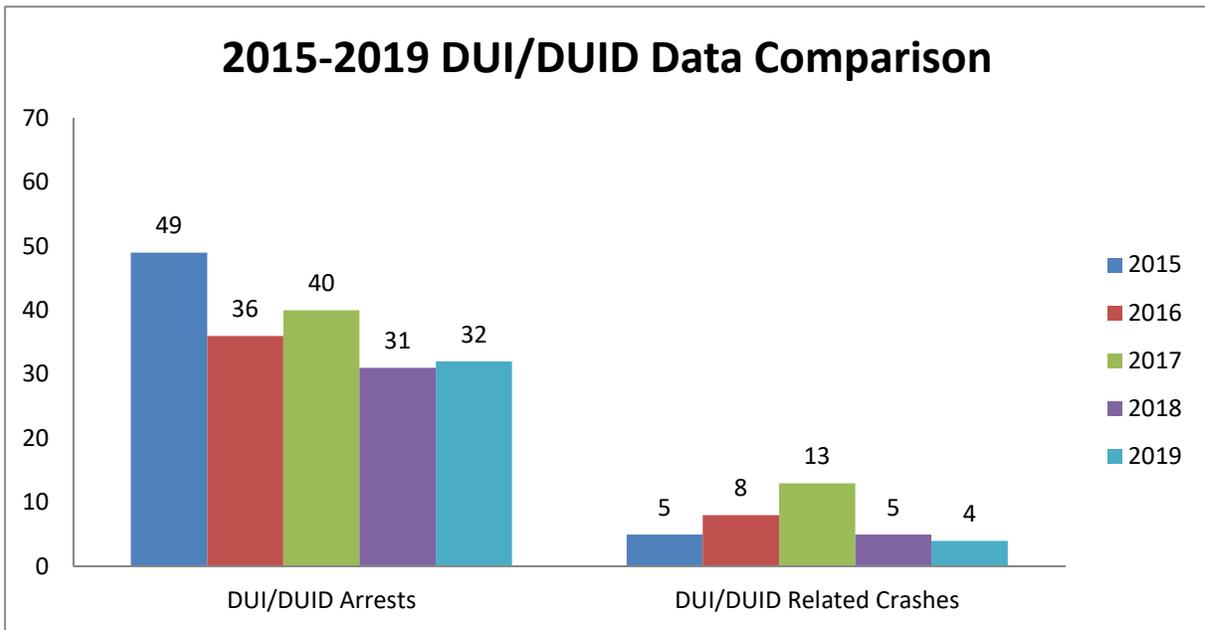
	<u>2018</u>	<u>2019</u>
1200-1259	13	12
1700-1759	12	12
1600-1659	13	9
1800-1859	5	9
2000-2059	1	8



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

For 2019, the Ashland Police Department made thirty-two (32) arrests for DUI/DUID compared to thirty-one (31) arrests in 2018. The number of arrests for DUI/DUID increased by approximately three (3%) compared to the previous year.

For 2019, the Department investigated four (4) crashes involving driving under the influence of drugs/alcohol, compared to five (5) crashes in 2018—a twenty percent (-20%) decrease.



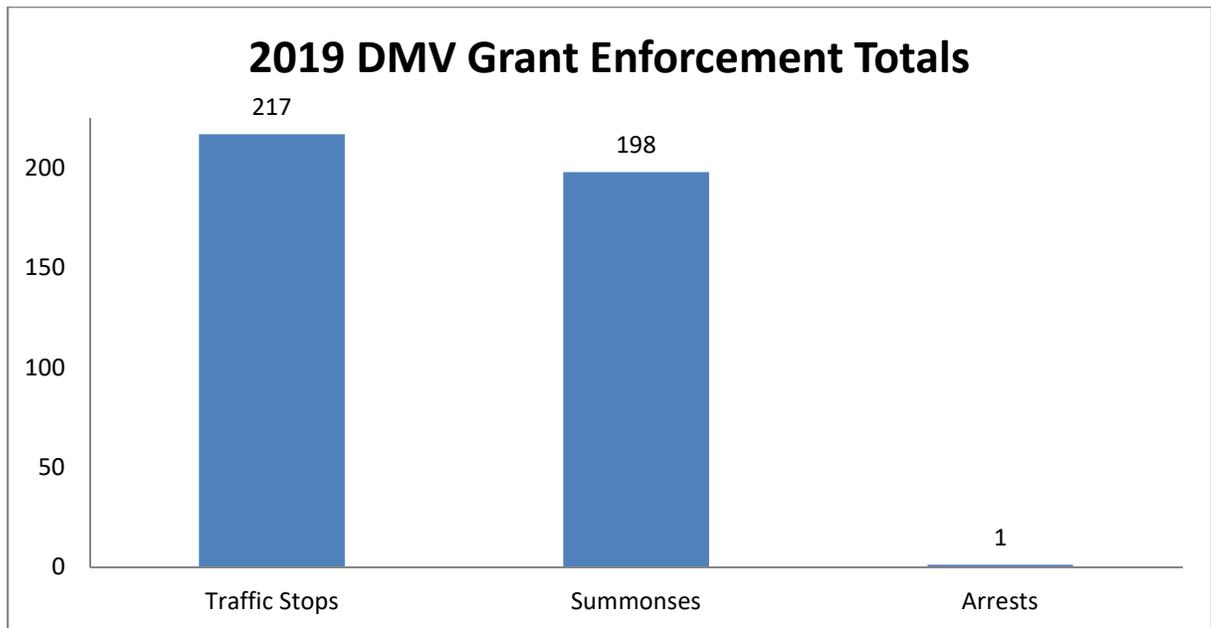
The Traffic Safety Unit did not conduct any checkpoints for 2019. Listed below are the saturation patrols and special enforcement operations:

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 7, 2019:	Rt. 54 Corridor	Crosswalk Enforcement 1 Crosswalk Viol. Sum. 5 Other Summonses 15 Warnings 13 Crosswalk Brochures
June 26, 2019:	Rt. 54 Corridor	Crosswalk Enforcement 0 Crosswalk Viol. Sum. 14 Other Summonses 14 Warnings 6 Crosswalk Brochures

September 16, 2019:	Rt. 54 Corridor/ Henry Street	Crosswalk Enforcement 1 Crosswalk Viol. Sum. 0 Other Summonses 2 Warnings 1 Crosswalk Brochures
December 12, 2019:	Route 1 Statewide Enforcement Effort	DUI Saturation Patrol 6 Vehicles Stopped 3 Summonses 3 Warnings 0 DUI/DUID Arrest 0 Other Arrests

D. Grant Activities

In 2019, the Ashland Police Department was awarded a grant for Speed enforcement through DMV. The department used the grant money for selective traffic enforcement activities with an emphasis in combating impaired driving, speeding, and occupant protection. In the calendar year of 2019, the department was utilized \$6,463.44 for enforcement activities. The funds were used to conduct 184 hours of directed traffic enforcement during 46 saturation patrols. Officers conducted a total of 217 traffic stops during those patrols. A total of 198 traffic summonses were issued and 1 drug arrest was made during DMV Grant saturation patrols in 2019. Warnings are not kept for DMV Grant enforcement hours.



E. Effectiveness of Activities

For 2019, the Ashland Police Department saw a slight increase in traffic violation enforcement and a comparable increase in the number of summonses issued for those violations. The department continued using the Roadway & Intersection Directed Enforcement Program (RIDE) program that was created in 2018. There was a decrease in reportable crashes, crashes with injury, as well as dispatched MVA calls for service for the year. These numbers would have been dramatically lower; however, the department experienced an uncharacteristically high volume of crashes in the fourth quarter of 2019. This increase also occurred in 2017 during the 4th quarter. In 2018's 4th quarter we saw a reduction in crashes compared to 2017.

The number of arrests for DUI/DUID increased by approximately three (3%) compared to the previous year and there was a twenty percent (-20%) decrease in DUI related crashes.

F. Analysis

During 2019, the department saw a slight increase in traffic stops and summonses issued for vehicle violations from 2018. In 2019, the agency had a decrease in the amount of crashes it responded to compared to 2018 (326 in 2018 versus 323 in 2019). In 2019, the department conducted 3,121 traffic stops and issued 1,911 summonses. This was an increase of ten percent (10%) in summonses and thirteen percent (13%) in traffic stops. The number of crashes resulting in injuries decreased by two percent (-2%) compared to 2018. The total number of reportable crashes decreased by fourteen (14) incidents, and the total number of crashes involving injuries decreased by one (1) compared to 2018. In 2019, the Ashland Police Department made 20 narcotics arrests and no weapon law violation arrests as a result of traffic stops. The department also arrested 13 wanted subjects from traffic stops. In comparison to 2018, narcotic arrests increased by eleven percent (11%) and arrests of wanted subjects increased by eighty-six percent (86%). There were no weapon law violation arrests in 2019 which was a decrease by one compared to the previous year.

DUI/DUID crashes decreased for the year 2019 by twenty percent (-20%) with only four (4) total for the year. DUI/DUID arrests increased by three percent (3%) with thirty-one (32) for 2019.

G. Crash Reduction Recommendations

The RIDE program was implemented just prior to the 4th quarter of 2018. Crashes have slowly started to decline, and traffic enforcement has increased since the program's inception. The Traffic Safety Unit recommends that the department should continue to use this program for the entirety of 2020.

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. Due to the increased crashes in the 4th quarters of 2017 and 2019, an emphasis will be placed on the 4th quarter (October through December) in 2020 to have more selective enforcement patrols through the DMV Grant during that timeframe. 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.

It is also recommended the department continues to support the Route 1 DUI Blitz in December using overtime for DUI saturation patrols as we have done the past 2 years.

The Traffic Safety Unit will continue to compile crash data monthly and provided the information to the Patrol Division to help officers direct their enforcement efforts where needed.