

Memorandum

To: Lt. G. Bonistalli

From: Sgt. M. Helbig

Date: January 10, 2023

Subject: 2022 Annual Traffic Report

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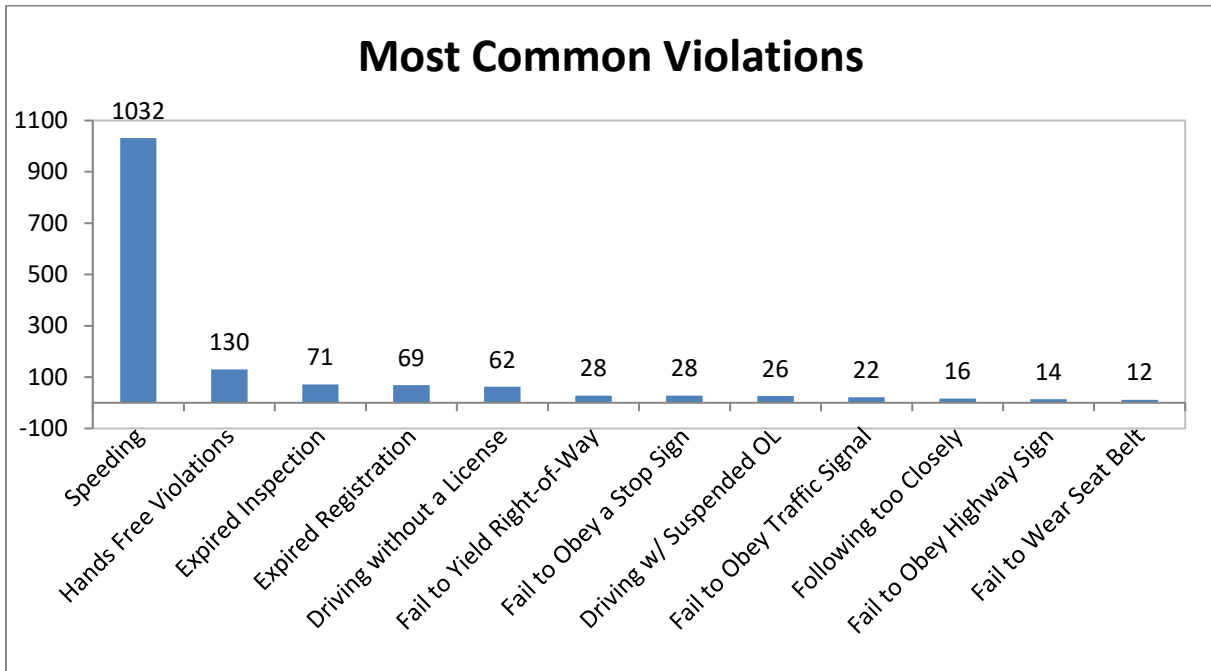
The attached report is intended to serve as an overview of the Ashland Police Department's efforts related to selective and general traffic enforcement within the Town of Ashland. The report contains information about the number of traffic crashes and their locations, the times and dates of crashes, 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.

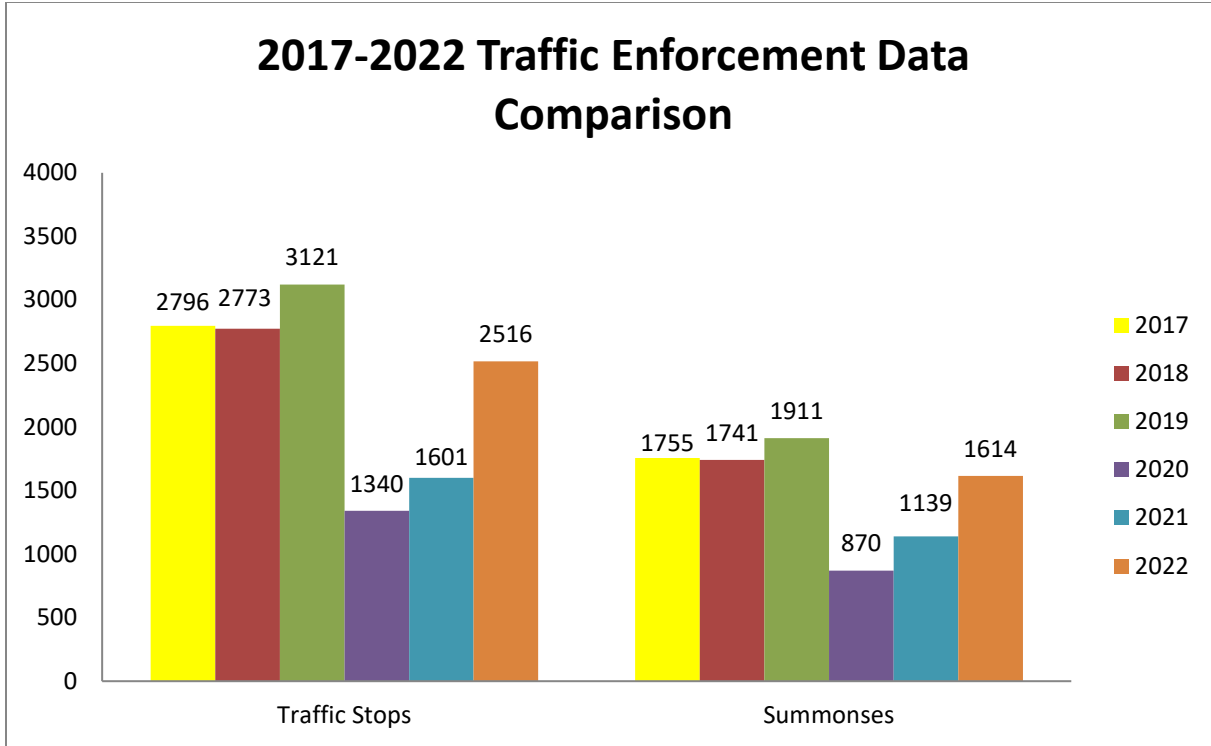
The information helps the Department develop strategies for providing a safe environment in which to live, work, visit and play. The information is also intended to keep the public and officials informed.

**A. Traffic Enforcement Activities**

For 2022, the Ashland Police Department conducted 2,516 traffic stops and issued 1,614 summonses for traffic or vehicle related violations. For the previous year 2021, the Ashland Police Department conducted 1,601 traffic stops and issued 1,139 summonses for traffic or vehicle related violations. The number of traffic stops conducted increased by fifty-seven percent (57%) and the number of summonses issued increased by about forty-one percent (41%) compared to the previous year.

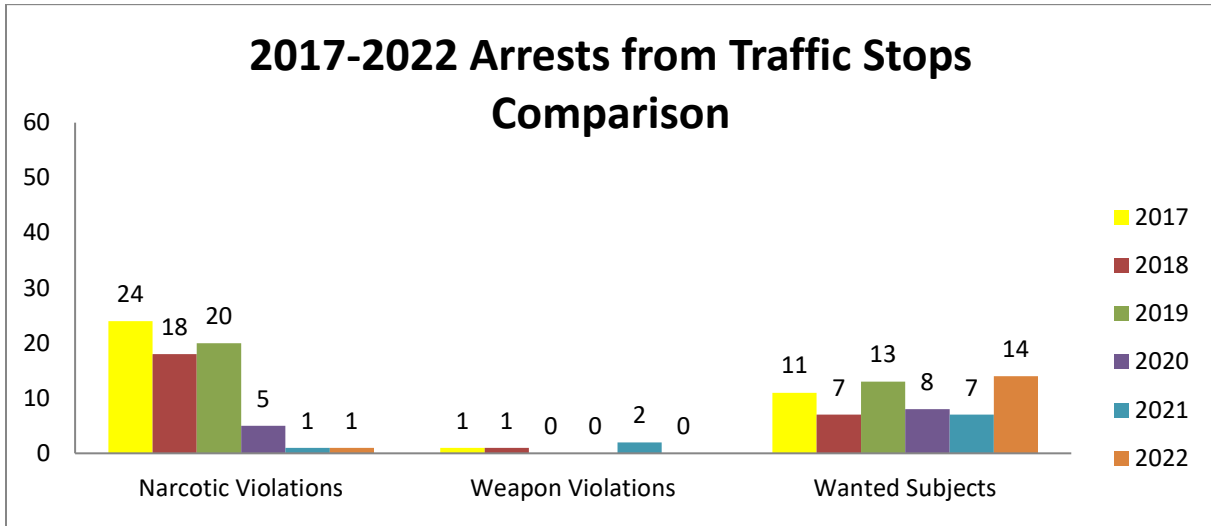
<b>1. Most Common Violations</b>	<b><u>2022</u></b>	<b>(Comparison to 2021)</b>
Speeding	1,032	+23%
Hands Free Violation	130	-7%
Expired Inspection	71	-62%
Expired Registration	69	-15%
Driving without a License	62	-18%
Failure to Yield Right of Way	28	-22%
Fail to Obey Stop Sign	28	-67%
Driving with a Suspended/Revoked License	26	-3%
Fail to Obey Traffic Signal	22	0%
Following too Closely	16	-36%
Fail to Obey Highway Sign	14	-14%
Fail to Wear Seat Belt	12	-76%





## 2. Arrests from Traffic Stops

In 2022, the Ashland Police Department made 1 narcotic violation arrests and 0 weapon law violation arrests as a result of traffic stops. The department also arrested 14 wanted subjects from traffic stops. In comparison to 2021, narcotic arrests stayed the same, weapon violations decreased from 2 to 0 and arrests of wanted subjects increased from 7 in 2021 to 14 in 2022.



### 3. Directed Radar Assignments

For 2022, 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 85<sup>th</sup> percentile speed is 8 mph or more over the speed limit. Also, a speeding problem exists if vehicles are travelling more than 15 MPH above the posted speed limit based on the below volumes of traffic on the roadway during data collection:

- a. 0 to 5,000 vehicles: **5** vehicles traveling more than 15 MPH above the posted speed limit
- b. 5,001 to 10,000 vehicles: **10** vehicles traveling more than 15 MPH above the posted speed limit
- c. 10,001 or more vehicles: **20** vehicles traveling more than 15 MPH above the posted speed limit

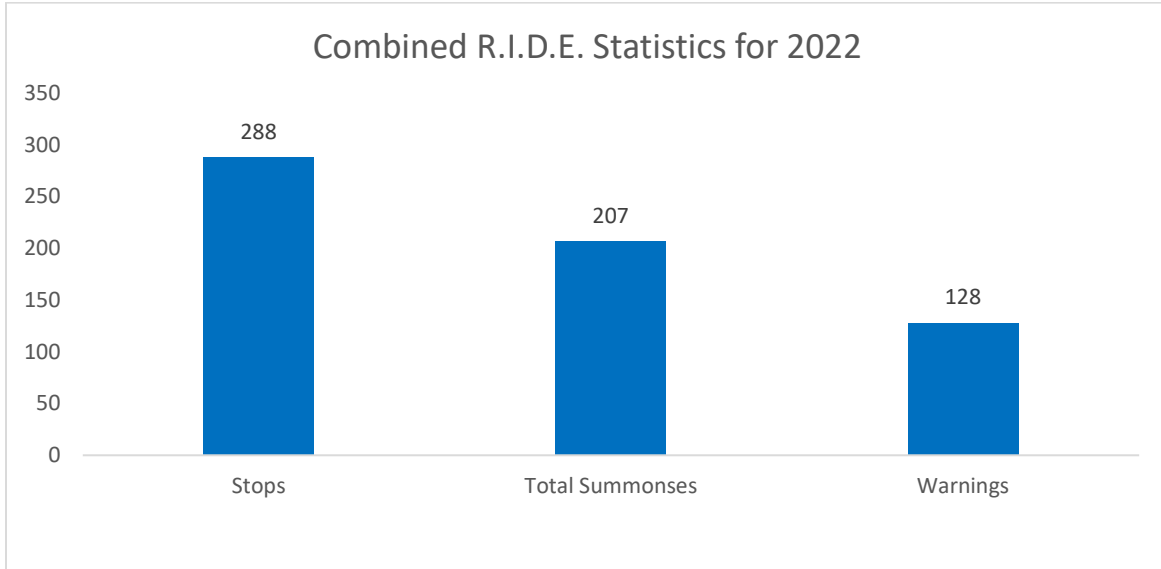
The A.C.U.T.E. Program was deployed seven times (7) during 2022. The following locations are the areas the Department utilized the A.C.U.T.E. program where a speeding problem existed, and the subsequent enforcement action taken to address the complaint:

- Frances Road—Two (2) hours and Forty-Seven (47) minutes of enforcement was conducted resulting in one (1) traffic stop, and one (1) warning issued.
- Thompson Street—Sixteen (16) hours and Fifty-eight (58) minutes of enforcement was conducted resulting in thirteen (13) traffic stops, four (4) summons, and ten (10) warnings issued.
- Jamestown Road—Four (4) hours and eleven (11) minutes of enforcement was conducted resulting in three (3) traffic stops, and three (3) warnings issued.
- North James Street- Nine (9) hours of enforcement was conducted resulting in one (1) traffic stop, and one (1) warning issued.

### 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. The RIDE program emphasizes High Visibility Enforcement to reduce crashes and enforce traffic violations in locations with an increased number of crashes or traffic complaints.

For the year 2022, patrol officers dedicated 443 hours and 50 minutes to the directed enforcement efforts. Below are the results of the officers' efforts:

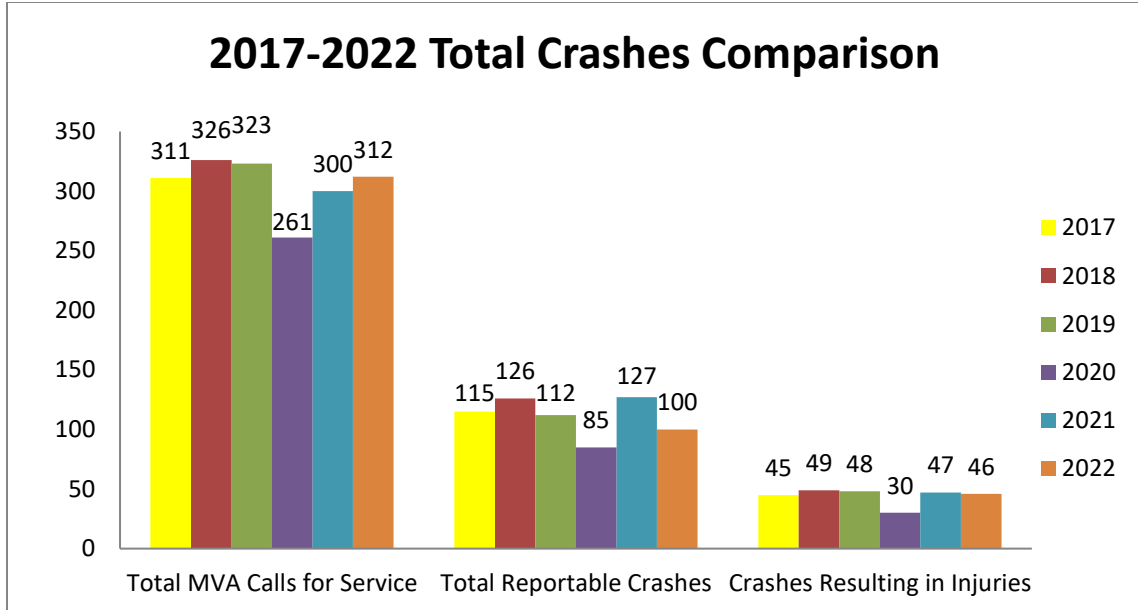


**B. Crash Statistics and Activities**

In 2022, the Ashland Police Department responded to 312 crashes compared to 300 crashes in 2021. In 2022, the Ashland Police Department investigated 100 reportable crashes compared to 127 reportable crashes investigated in 2021. The number of reportable crashes decreased by twenty-one percent (21%) compared to the previous year.

The total number of crashes involving injured parties in 2022 was forty-six (46), compared to forty-seven (47) crashes resulting in injuries for the previous year. The number of crashes resulting in injuries decreased by two percent (2%) compared to 2021.

There was one (1) fatal crash in the Town of Ashland for the year 2022 at the intersection of Route 1 and Junction Drive.

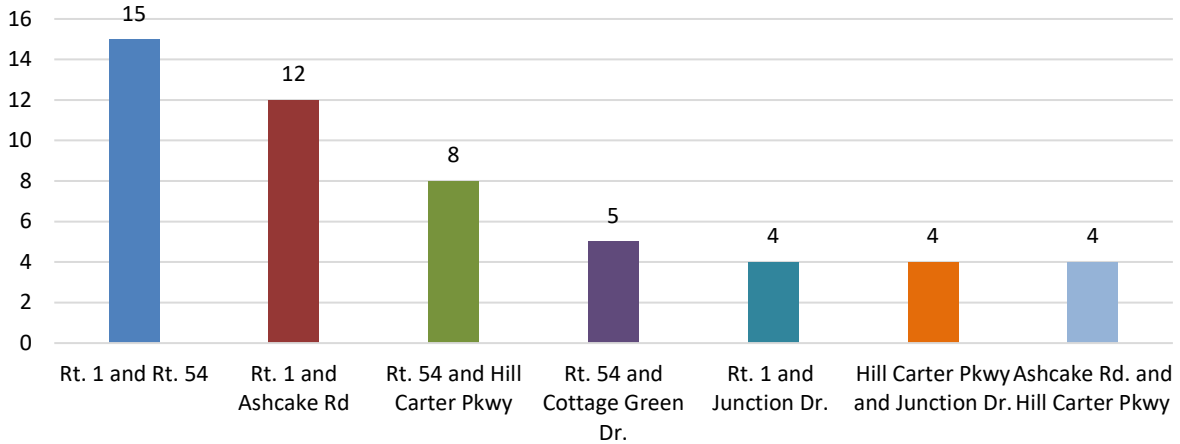


**1. Most Crash-Prone Intersections**

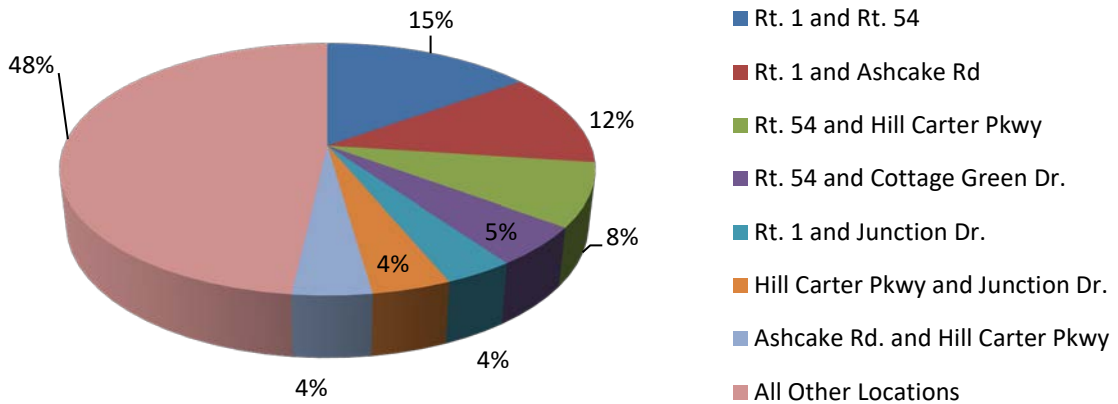
	<u>2022</u>	<u>2021</u>
Rt. 1 and Rt. 54	15	25
Rt. 1 and Ashcake Rd.	12	10
Rt. 54 and Hill Carter Pkwy	8	10
Rt. 54 and Cottage Green Dr.	5	5
Rt. 1 and Junction Dr.	4	5
Hill Carter Pkwy and Junction Dr.	4	4
Ashcake Rd. and Hill Carter Pkwy	4	4

These seven intersections accounted for fifty-one percent (51%) of all reportable crashes.

**2022 Most Crash-Prone Intersections**



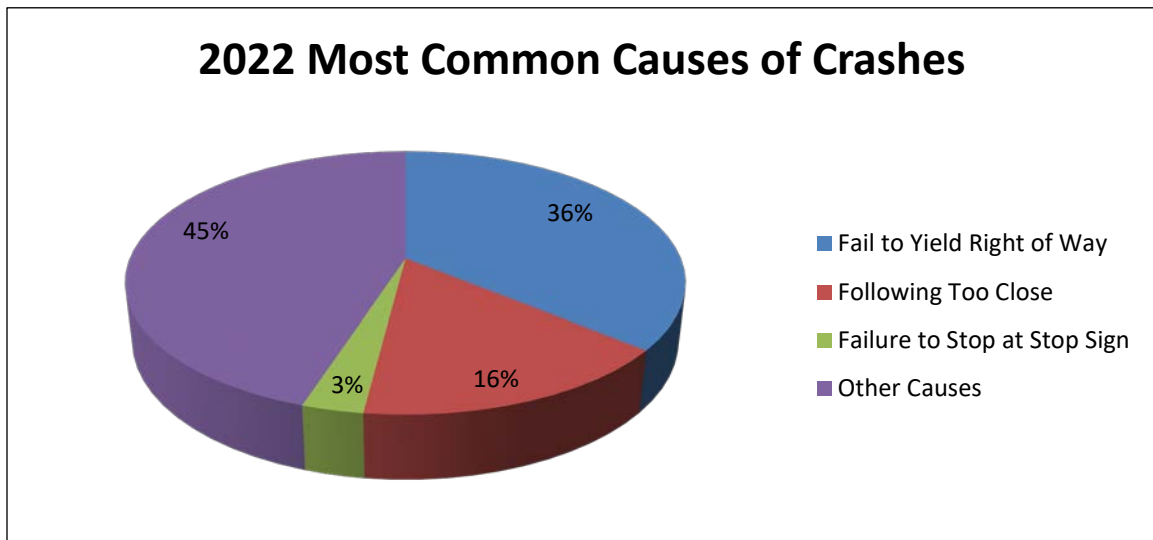
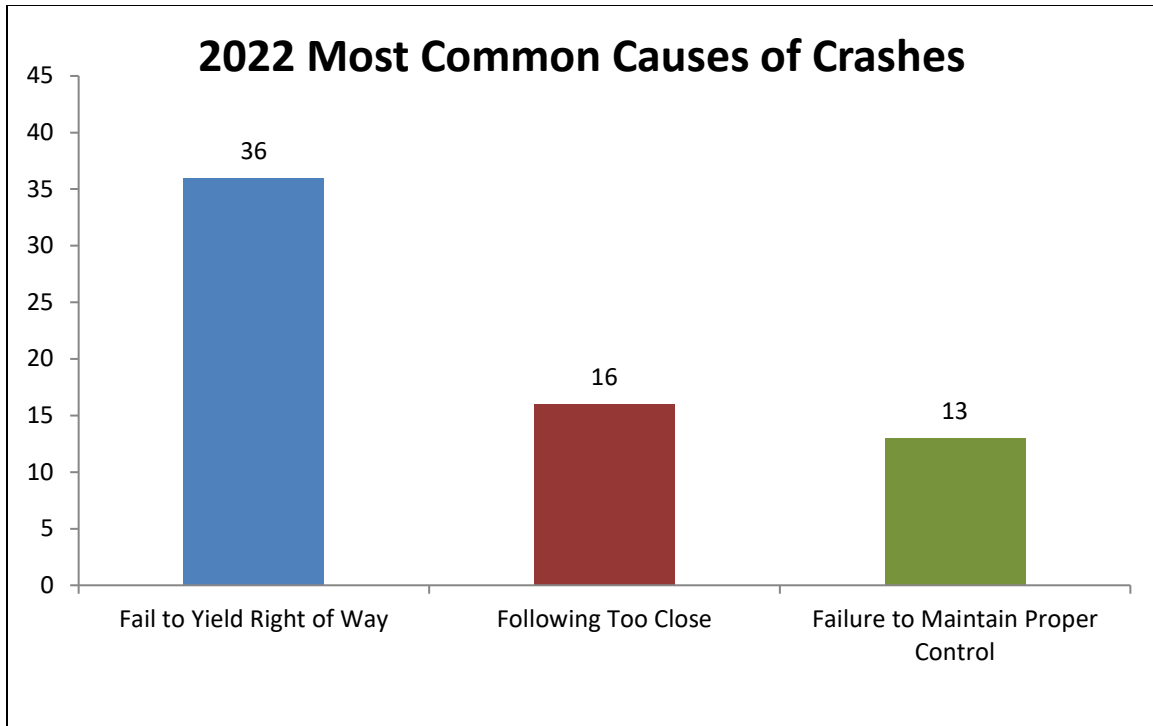
**2022 Most Crash-Prone Intersections**



**2. Most Common Causes of Crashes**

	<u>2022</u>	<u>2021</u>
Fail to Yield Right-of-Way	36	41
Following Too Closely	16	20
Failure to Stop at Stop Sign	13	9

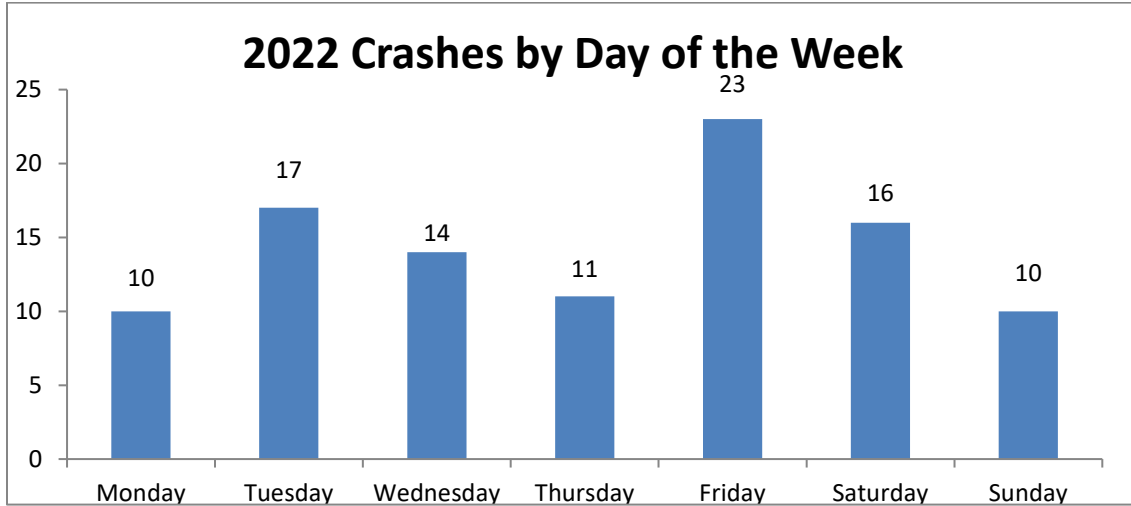
The three listed factors accounted for sixty-four percent (64%) of all reportable crashes.



### 3. Crashes by Day of the Week

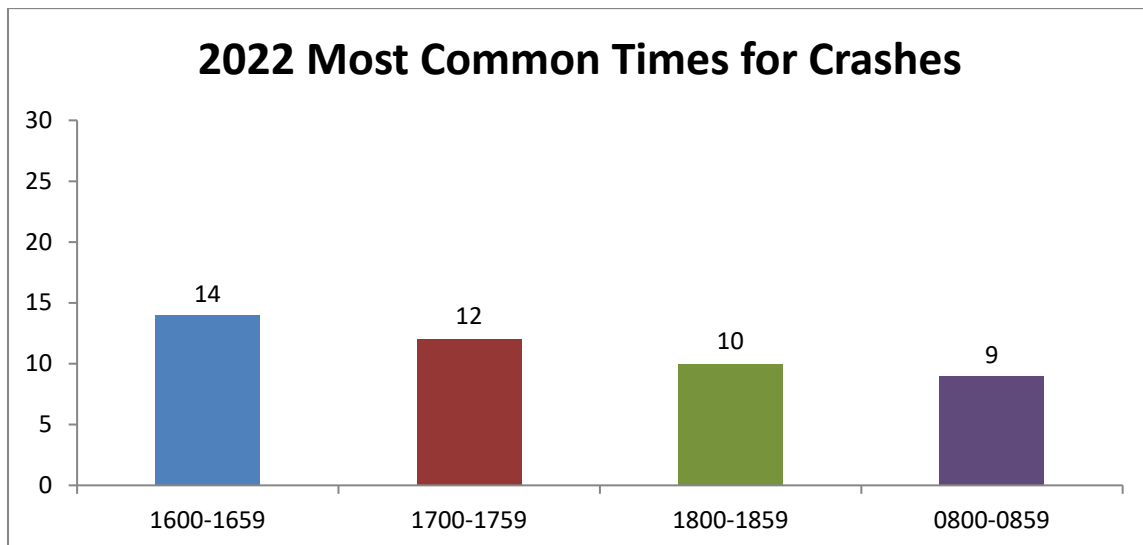
	<u>2022</u>	<u>2021</u>
Monday	10	16
Tuesday	17	15
Wednesday	14	21
Thursday	11	21
Friday	23	24
Saturday	16	20
Sunday	10	10

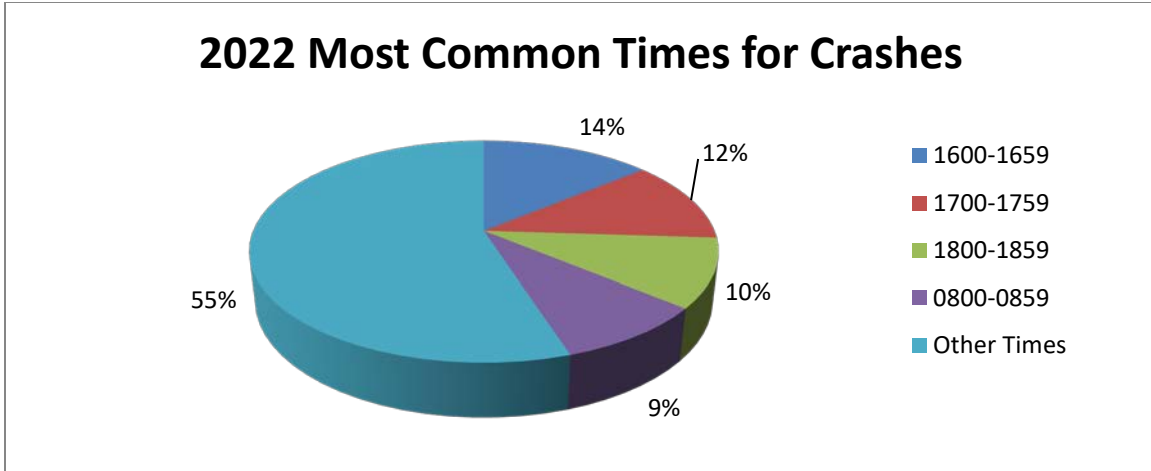




#### 4. Most Common Times for Crashes

	<u>2022</u>	<u>2021</u>
1600-1659	14	10
1700-1759	12	27
1800-1859	10	5
0800-0859	9	8

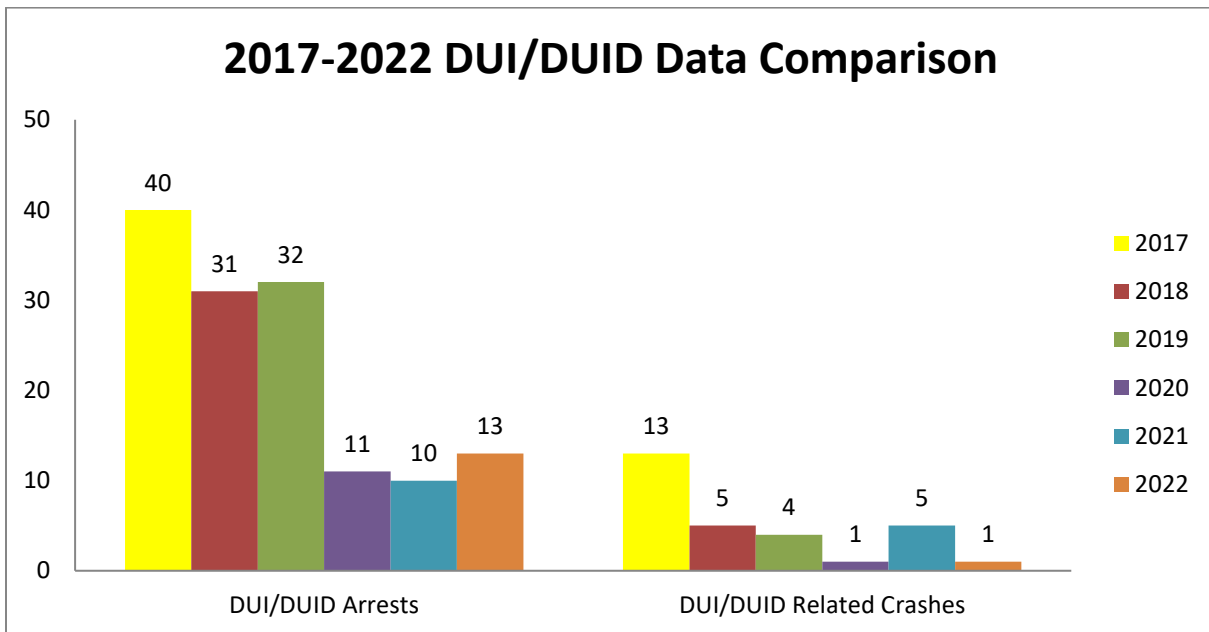




**C. Activities Related to Driving Under the Influence of Drugs/Alcohol**

For 2022, the Ashland Police Department made thirteen (13) arrests for DUI/DUID compared to ten (10) arrests in 2021. The number of arrests for DUI/DUID increased by approximately thirty percent (30%) compared to the previous year.

For 2022, the Department investigated one (1) crash involving driving under the influence of drugs/alcohol, compared to five (5) crash in 2021.



# Traffic Report | 2022

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The Traffic Safety Unit did not conduct any checkpoints for 2022. Listed below are the saturation patrols and special enforcement operations:

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 5, 2022 (1400-1800)	Entire Town	Speed/Distracted Driving Enforcement
		4 Vehicles Stopped
		2 Speeding
		1 Hands Free Violation
		0 Other Summonses
		0 Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 10, 2022 (1300-1700)	Entire Town	Speed/Distracted Driving Enforcement
		4 Vehicles Stopped
		4 Speeding
		0 Hands Free Violation
		3 Other Summonses
		0 Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 17, 2022 (1900-2300)	Entire Town	DUI/DUID Enforcement
		2 Vehicles Stopped
		3 Summonses
		0 Warnings
		0 DUI/DUID Arrests

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 18, 2022 (All Day Event)	Route 1 Corridor	Route 1 Blitz Traffic Enforcement
		16 Vehicles Stopped
		8 Speeding
		5 Other Summonses
		3 Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
March 22, 2022 (1030-1230)	Entire Town	Rail Grade/Pedestrian Crosswalk
		2 Vehicles Stopped
		2 Summonses
		0 Warnings

**Date:** March 25, 2022 (0800-1000)      **Location:** Entire Town      **Type/Statistics:** Rail Grade/Pedestrian Crosswalk

5      Vehicles Stopped  
4      Summonses  
0      Warnings

**Date:** April 4-11, 2022      **Location:** Entire Town      **Type/Statistics:** Distracted Driving Campaign

13      Vehicles Stopped  
1      Speeding  
5      Hands Free Violation  
2      Other Summonses  
4      Warnings

**Date:** April 12, 2022 (1400-1700)      **Location:** Entire Town      **Type/Statistics:** Pedestrian Crosswalk Enforcement

14      Vehicles Stopped  
2      Arrest  
3      Hands Free Violation  
3      Other Summonses  
10      Warnings

**Date:** April 28, 2022 (1200-1500)      **Location:** Entire Town      **Type/Statistics:** Distracted Driving Enforcement

13      Vehicles Stopped  
0      Speeding  
12      Hands Free Violation  
1      Other Summonses  
1      Warnings

**Date:** May 5, 2022 (1145-1545)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

6      Vehicles Stopped  
2      Speeding  
2      Hands Free Violation  
2      Other Summonses  
0      Warnings

# Traffic Report | 2022

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**Date:** June 2, 2022 (1200-1600)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

5	Vehicles Stopped
0	Speeding
3	Hands Free Violation
2	Other Summonses
0	Warnings

**Date:** June 8, 2022 (0700-1100)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

6	Vehicles Stopped
2	Speeding
3	Hands Free Violation
0	Other Summonses
1	Warnings

**Date:** August 22, 2022 (0800-1200)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

7	Vehicles Stopped
2	Speeding
0	Hands Free Violation
3	Other Summonses
0	Warnings

**Date:** September 1, 2022 (1120-1520)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

9	Vehicles Stopped
0	Speeding
6	Hands Free Violation
1	Other Summonses
0	Warnings

**Date:** November 10, 2022 (1335-1735)      **Location:** Entire Town      **Type/Statistics:** Speed/Distracted Driving Enforcement

6	Vehicles Stopped
0	Speeding
5	Hands Free Violation
0	Other Summonses
0	Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
November 12, 2022 (1030-1330)	Entire Town	Speed/Distracted Driving Enforcement
		7 Vehicles Stopped
		6 Speeding
		0 Hands Free Violation
		1 Other Summonses
		1 Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
December 19, 2022 (1800-2200)	Entire Town	DUI/DUID Enforcement
		3 Vehicles Stopped
		2 Speeding
		0 Hands Free Violation
		2 Other Summonses
		0 Warnings

<u>Date:</u>	<u>Location:</u>	<u>Type/Statistics:</u>
December 29, 2022 (1300-1700)	Rt. 54 and Rt. 1	Distracted Driving Enforcement Event
		14 Vehicles Stopped
		2 Arrests
		11 Hands Free Violation
		4 Other Summonses
		1 Warnings

## D. Effectiveness of Activities

For 2022, the Ashland Police Department saw an 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, but an increase in dispatched MVA calls for service for the year. There was a decrease in crashes with injury.

The number of arrests for DUI/DUID increased by approximately thirty percent (30%) compared to the previous year. For 2022, the Ashland Police Department responded to one (1) DUI/DUID related crashes as compared to five (5) in 2021.

## **E. Analysis**

During 2022, the department saw an increase in traffic stops and summonses issued for vehicle violations from 2021. In 2022, the department conducted 2,516 traffic stops compared to 1,601 in 2021 and issued 1,614 summonses compared to 1,139 in 2021. This was an increase of forty-one percent (41%) in summonses and fifty-seven percent (57%) in traffic stops compared to 2021. In 2022, the agency had an increase in the number of crashes it responded to compared to 2021 (312 in 2022 versus 300 in 2021). The number of crashes resulting in injuries decreased by two percent (2%) compared to 2021. The total number of reportable crashes decreased by twenty-one percent (21%) resulting in 100 in 2022 compared to 127 in 2021.

In 2022, the Ashland Police Department made one (1) narcotic violation arrest and zero (0) weapon law violation arrests as a result of traffic stops. The department also arrested fourteen (14) wanted subjects from traffic stops. In comparison to 2021, narcotic arrests stayed the same (0%) and arrests of wanted subjects increased by one hundred percent (100%). There were zero (0) weapon law offenses resulting from traffic stops in 2022 compared to two (2) in 2021.

## **F. Crash Reduction Recommendations**

The RIDE program was implemented just prior to the 4<sup>th</sup> quarter of 2018. The program has been effective in the past with reducing crashes and saw a decrease in crashes for 2022 compared to 2021. The Traffic Safety Unit recommends that the department continue to use this program in 2023.

In addition to the R.I.D.E. program, the Traffic Safety Unit will recommend special traffic enforcement details to support national traffic safety campaigns, address citizen concerns related to traffic safety, and reduce crashes in town. As staffing and the budget allows, we will continue to conduct pedestrian safety operations at crosswalks and distracted driving enforcement operations. Distracted driving continues to be a major cause of crashes in town and the state. The goal of these enforcement efforts is to reduce reportable crashes and the impact they have on the community.

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.