



2019

2019 Traffic Unit Analysis

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PURPOSE

Implementation of the Traffic Unit

The Burlington Police Department is committed to protecting life and property within the City of Burlington by encouraging the safe movement of vehicles on City streets. The department seeks to accomplish this through citizen education, enforcement of traffic laws, coordination and recommendations to the traffic engineering function and by providing emergency assistance to motorists.

To successfully meet our goals, the police department formed the Traffic Unit with properly aligned staff to stand behind our commitment to the community. The Traffic Unit is a specialized unit designed to address all city-related traffic concerns and event planning that would require law enforcement insight or violation enforcement.

Need for the Traffic Unit to Continue

The continuation of the Traffic Unit into 2020 is necessary to highlight and reinforce the department's commitment to the community and helps fulfill our top pillar in Police with a Purpose, to preserve the sanctity of ALL life. To ensure the safe movement of person's and goods throughout the City's streets it will require a dedicated group of officers to focus on specific duties that patrol officers alone could not adequately address. Some of these duties include immediate response to traffic complaints and focused traffic enforcement stemming from intelligence-led crash data research. The Traffic Unit regularly disseminates that intelligence to patrol teams and other divisions throughout the City including the Crime Analyst Unit and City traffic engineering staff. Additionally, the Traffic Unit manages the Department's rotational wrecker program, inspections of local taxi providers, and maintains the Department's Radar/Lidar equipment.

Traffic Unit officers provide consistent complaint-based traffic enforcement on a daily basis and routinely respond to traffic crashes immediately when calls for service prevent an immediate response by patrol to the non-serious crashes. The Traffic Unit takes on other specific duties such as teaching crash investigative techniques to officers attending the post-academy and conducting Child Safety Seat Checking Stations in partnership with organizations such as SafeKids. Additionally, traffic officers can respond to any other calls for service to assist the department's needs accordingly during times of extreme call volume. The Traffic Unit also has one of the Department's four Accident Reconstruction Officers assigned within the unit to provide forensic crash details involving serious injury or fatality resulting from a vehicle or pedestrian involved collision.

Lastly, the Traffic Unit is assigned all reported hit & run cases within the city. At times, minimum staffing and call volume limit the ability for patrol officers to immediately follow-up on all available leads for those collisions. Therefore, the Traffic Unit is assigned these cases regardless of the preliminary reported status. The Traffic Unit supervisor reviews the assigned cases before determining the appropriate final case disposition. Officers assigned to the Traffic Unit are assigned all remaining cases where additional investigation is needed. The assigned investigating officer will investigate all available and reasonable leads until there is a final disposition reached.

OVERVIEW OF THE YEAR

Overview of 2019

The Traffic Unit was substantially active during 2019, accomplishing all recommendations set forth in the 2018 Annual Review, while assisting with as many traffic duties from Patrol Division as possible. These accomplishments appropriately align with the Department's commitment to protecting lives and property.

The Traffic Unit responded to 377 of the agencies reported 2892 crashes during this year which is 13%; this is a 1% increase from 2018. The Traffic Unit investigated 45 Hit & Run's at time of dispatch and assigned 68 Hit & Run cases for further investigation; 26 of those were exceptionally cleared, unfounded, or cleared by arrest. Additionally, the Traffic Unit investigated and or assisted in all of the Department's fatality related reconstructions during the year, totaling four complete accident reconstructions while two additional crashes were assigned after the fact. The Traffic Unit also assisted outside agencies including Elon, Mebane, and Graham Police Department's with fatality crashes those agencies investigated.

In 2019 the Traffic Unit received 212 traffic complaints via Accela/Public Stuff with a 100% completion rate. After the complaints are received by the Traffic Unit from Burlington Connected/ Accela / Public Stuff they are immediately addressed by formal contact with a complainant, if known, to gain further knowledge on the specific problem. This provides the Traffic Unit the opportunity to have non-punitive contact with members from the community at the same time allowing officers to informally educate on intelligence-lead policing and how it relates to data-based enforcement. This is typically accomplished by utilizing pole-mounted speed measuring equipment in order to complete a "speed study." A speed study is an advantageous response to a traffic complaint and provides analytical data on the speed of vehicles in the proximate location. Education on the traffic study equipment is provided and how the data is compiled and reported. When complaints are substantiated, speed enforcement efforts are immediately conducted. However, in many cases citizens are not trained in speed recognition and grossly overestimate the speeds and the totality of the problem. In these cases, education rather than enforcement is the optimal outcome.

Regarding traffic enforcement for 2019, the Traffic Unit focused on areas deemed to be at or near high-crash intersections, in the vicinity of substantiated traffic complaints, and infrequent random patrol. Traffic stops conducted by the Traffic Unit totaled 586 resulting in 340 citations written with a total of 593 charges. The Traffic Unit issued over 16% of the citations written on behalf of the entire department, which is a 1% increase from 2018. This data-based enforcement directly mitigated crash totals by reducing the number of crashes in five of the ten highest crash intersections during 2019.

The Burlington Police Department continued as an active participating agency in the NC Governors Highway Safety Program (GHSP) in 2019. The Traffic Unit is responsible for the documentation and tracking of all the agency's statistical data that is sent to GHSP and remained 100% compliant during the time of this review. In 2019, the entire department earned 4650 total credits as a result of operations conducted for the year. In trade for earned credits, the Department received a new Stalker Lidar valued at \$1805, two PBT's valued at \$500 each, and admission to the NC Governor's Safety Conference, including amenities for two officers from the GHSP program. The use of the credits awarded to the department from the GHSP saved over \$3000.00 the Department will not be required to budget for in 2020. Currently the Department has 450 credits in reserve that can be added to the current year's earned credits and redeemable in October 2020. Credits are awarded to department's annually in exchange for hours performed actively engaged in pre-planned traffic enforcement. Officers must prepare a well-written

operation plan detailing specific traffic violations to be targeted, and those violations must be in a previously documented area that is in need of traffic calming measures.

Education & Community Events

Education

Officers assigned to the Traffic Unit attended multiple hours of mandatory in-service training during 2019 as required by the NC Law Enforcement Training & Standards Commission to maintain certification as a law enforcement officer in this state. In addition to those mandated hours completed, the following training was attended:

- NC Governor's Highway Safety Traffic Expo (32 hours)
- NC Driver's Instructor Course (80 hours)
- Bike- Safe Conference (24 hours)
- CDL/ CMV training in Orlando, Florida hosted by National Traffic Law Center (24 hours)
- Motor Recertification (32 hours)
- Evaluation of Tactical Driver at Virginia International Speedway (8 hour)
- Large Truck & Bus Enforcement
- Commercial Driving Instructor Training (80 hours)

Community Events

- The Traffic Unit hosted eight Bike Safe (motorcycle) classes during 2019 and assisted Cary PD with one (1). Bike-Safe North Carolina (<http://www.bikesafenc.com/>) is an excellent, non-punitive way to earn credits by the Department from North Carolina Governor's Safety Highway Program while at the same time engaging members of the community in a teaching environment. During Bike-Safe classes riders are evaluated on existing skills and offered advice from motor officers to help make riding in North Carolina safer and more enjoyable for participants.
- Lady's Garage- This is held once a year at Down Home Harley Davidson in Burlington, and it is women from the community who want to have more of a working knowledge of motorcycles.
- University Common's Traffic Control for the 2019 Black Friday shopping event
- Operation Clear Track 2019- Assisted Amtrak Police with an awareness/enforcement operation promoting safe railway travel
- Attended Lamb's Chapel Public Safety Day
- Conducted five (5) child seat safety inspection checking stations
- Assisted with School Stock event

RECAP OF RECOMMENDATIONS FROM PREVIOUS YEARS

ANNUAL REVIEW

Recommendations Summary

1) Filling vacant traffic positions with a minimum of one officer as soon as possible. The increase in staffing would allow a broad range of duties to be evenly distributed and allow staff the opportunity to address traffic concerns within the community more effectively.

Staffing Patrol with well qualified applicants is and should remain a primary goal of the Department. To facilitate the needed staffing on Patrol, the Traffic Unit has continued to operate with a minimal amount of staff, utilizing all available resources to ensure its success in meeting the previous year's recommendations. While the Traffic Unit was productive in 2019, the up staffing of this specialized assignment is much needed and would allow staff to proactively address traffic calming measures throughout the city, specifically in areas of concern such as high crash intersections through consistent enforcement. Not completed due to staffing needs across the organization. Increasing staff in the Traffic Unit will remain as a recommendation in 2020.

2) Traffic Unit supervisor and employee(s) to attend additional advanced training in NC Traffic Law, Commercial Motor Vehicle Law, TEEAS Operator Course, Advanced Crash Reconstruction Course. The below were anticipated courses of instruction to attend:

NC Governor's Highway Safety Program Conference is in August of 2019 for advanced training in traffic law & legal updates.

The National Traffic Law Center is hosting a CDL/ CMV training in Orlando, Florida from June 18-20, 2019. All approved travel expenses and per diem will be reimbursed by NTLC requiring no cost to the agency.

Advanced Crash Reconstruction Class

TEEAS Operator Class, May of 2019 / TU & CAU supervisors enrolled

The Traffic Unit successfully completed this recommendation with only one exception. That exception involved staff with the Crime Analysis Unit (CAU) not attending TEAAS training as initially predicted. The supervisor of that unit was unable to attend the training due to unforeseen circumstances. However, the remaining educational opportunities were attended by Traffic Unit staff and assigned reconstruction officers, resulting in the successful completion of all training.

3) Addressing high-crash intersections by use of Community Outreach via Social Media outlets for motorists to use extra caution while driving in those areas on a quarterly basis. Conduct planned "direct patrol" in those areas by the Traffic Unit following the distribution of that information.

The Traffic Unit completed this recommendation by use of social media outlets such as Facebook and Twitter to mitigate high crash intersections, Back to School traffic concerns, and the Department's involvement with Operation Clear Track campaign with Amtrak Police. In April of 2019, the Traffic Unit released on social media that the intersection of University and Boone Station Dr was at the time, the top producing intersection for crashes within the City; the main contributing circumstance was distracted driving. To address the safety of motorist in this area and reduce the total number of crashes in this particular intersection, the Traffic Unit announced through social media that increased enforcement was

planned and reminded motorists to use caution when driving in the area. The Traffic Unit used resources such as officers from surrounding jurisdictions to facilitate multiple saturation patrols and conduct operations such as "Sneaky Dump Truck" to target distracted driving. This social media tactic proved to be successful, resulting in the intersection of University and Boone Station falling from number one in 2018 to number seven in 2019. (TEAAS analysis of High Accident Intersections comparing 2018 and 2019) In August of 2019, the Traffic Unit turned to social media warning of increased patrols and enforcement of motorists passing stopped school buses, and again in September of 2019 to warn pedestrians and motorists to use extra caution when crossing railroad tracks and enforced trespassing violations of pedestrians walking on the tracks. In each of these events, the use of social media was beneficial based on the minimal amount of violations observed.

4) With one of the leading causes of death for children 1 to 13 years of age being car crashes the Traffic Unit will re-address the failed goal of 2018 related Child Restraint Safety Seat Inspections conducted. This may require a combined effort with the Burlington Fire Department, mitigating an overabundance of "checking stations" and locations. The Traffic Unit can front load the events by pushing out via Social Media and other news outlets the dates and times of checking stations with the primary focus centered around Child Passenger Safety Week starting on September 15 and ending on September 21st which is National Seat Check Saturday. This date also overlays the Burlington Carousel Festival and could be the venue for a more significant event.

The Traffic Unit completed this recommendation by increasing the number of Child Seat Checking Stations from only one in 2018 to five in 2019. The success was contributed to combining efforts with Safe Kids Alamance, Alamance County Health Department, and Mebane Police Department. Community outreach venues such as School Stock at Wal-Mart and Lambs Chapel's Safety Day facilitated two of these checking stations.

5) Continue Community Outreach efforts through programs such as Bike (Motorcycle) Safety, Bicycle Safety, Pedestrian Safety, School Bus Safety, and efficient response to community traffic complaints.

The Traffic Unit completed this recommendation in 2019. Research by the Police Executive Research Forum (PERF) suggests that transparency with a police agency and the community it serves is pivotal in going from good to great policing. To gain that transparency and build relationships within the community the Traffic Unit participates in programs like Bike Safe, a program designed to teach riders proper motorcycle handling fundamentals increasing the overall safety of the rider, Safe Kids Alamance conducting child seat safety checks and bike rodeos for children learning to ride bicycles. Traffic Unit staff, in conjunction with Burlington Fire, taught children in attendance rules of the road when riding their bicycles and set up courses for them to navigate, enhancing their riding fundamentals. Additionally, the Traffic Unit, in partnership with Alamance-Burlington School System and Departmental SROs enhanced school bus safety by proactively addressing violations of passing stopped school buses on predetermined routes. This partnership is a form of intelligence led policing; intelligence provided by the bus drivers and school directors aid in the focus of enforcement. In conclusion, the Traffic Unit was successful in meeting this recommendation.

REPORT DATA

Traffic Collision Data

2019 Traffic Collision Analysis

A primary role of the Traffic Unit is to analyze traffic collision data that occurs within the city limits of Burlington monthly. Analyzed data is extracted from two independent locations; ECRASH & NCDOT-Traffic Engineering Accident Analysis System (TEAAS). ECRASH is the software utilized by the Department to complete crash reports by officers. The TEAAS system is an analysis system utilized by traffic engineers for highway construction and maintenance. The TEAAS system maintains all traffic crashes from the entire state and determines the total number of crashes in any area regardless of the investigating agency. TEAAS extracts data from NC Division of Motor Vehicles Traffic Records Communications System (NCTRACS). To analyze traffic collisions occurring within the City of Burlington during the 2019 calendar year, data were extracted from all of the abovementioned systems. Total crashes for 2019 was reported as follows:

ECRASH- 2892 (investigated by BPD only)

TEAAS - 3083(includes crashes worked by NCSHP within Burlington)

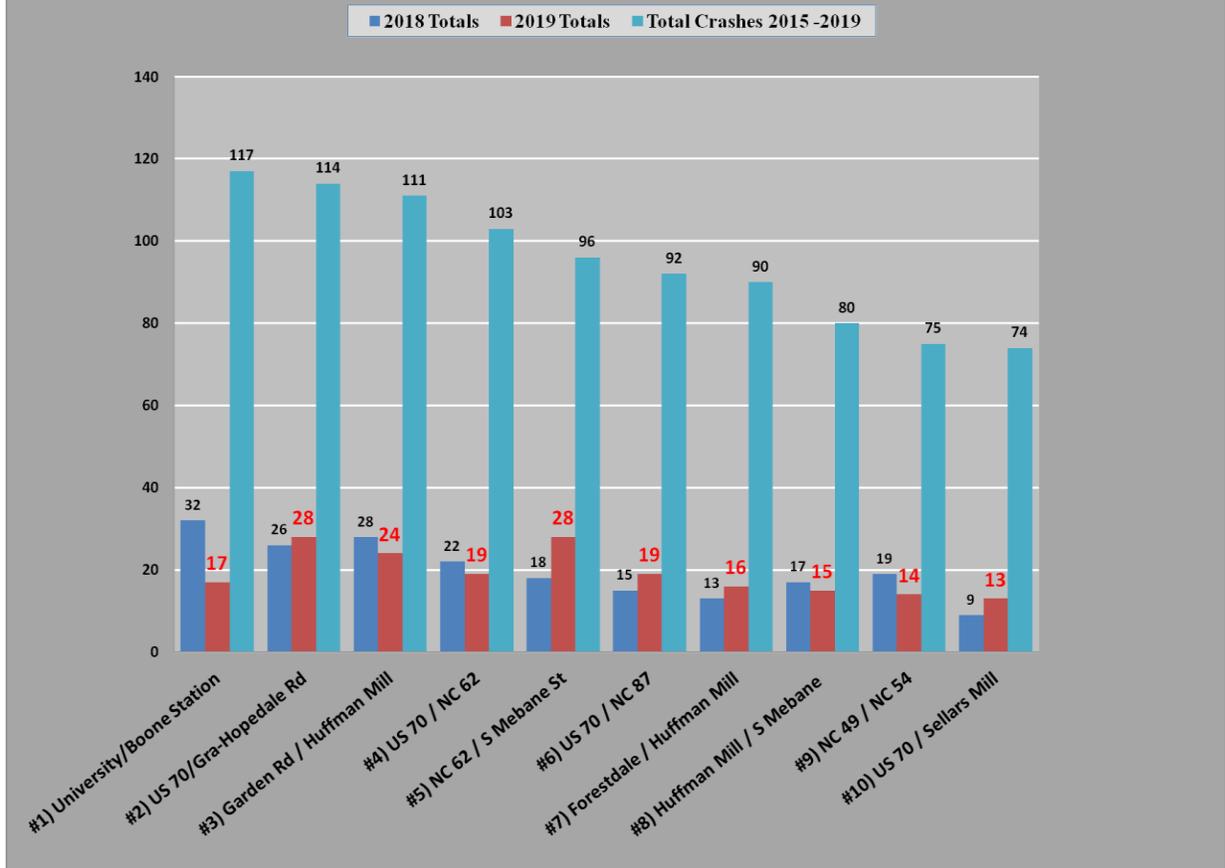
2019 High- Crash Intersection Analysis

In 2019, reported crashes were reduced in five (5) of the "Top-Ten" high crash intersections by an average of 26%. University and Boone Station ranked the highest from 2017 and rose 28% in 2018 to 32 crashes. This intersection was labeled as a 2019 goal of the Traffic Unit to reduce the number of reported crashes. Consistent, focused enforcement efforts by the Traffic Unit and Patrol resulted in a 47% reduction, with only 17 crashes reported for the year.

The remaining half (5) of the "Top-Ten" had an increase in crashes averaging 31%. NC62 & S. Mebane St had the most significant increase at 56%, while US 70 & Graham-Hopedale Rd was a close second at a 44% increase in reported crashes. NCDOT road construction in these two areas, specifically US70 & Graham-Hopedale, should be considered a primary factor for the increase.

The following diagram labeled "High Crash Intersection Totals" contains the "Top-Ten" worst intersections for crashes in Burlington from January 01, 2015, to December 31, 2019. These statistics were analyzed utilizing the NCDOT- Traffic Engineering Accident Analysis System (TEAAS), and ECRASH.

High Crash Intersection Totals



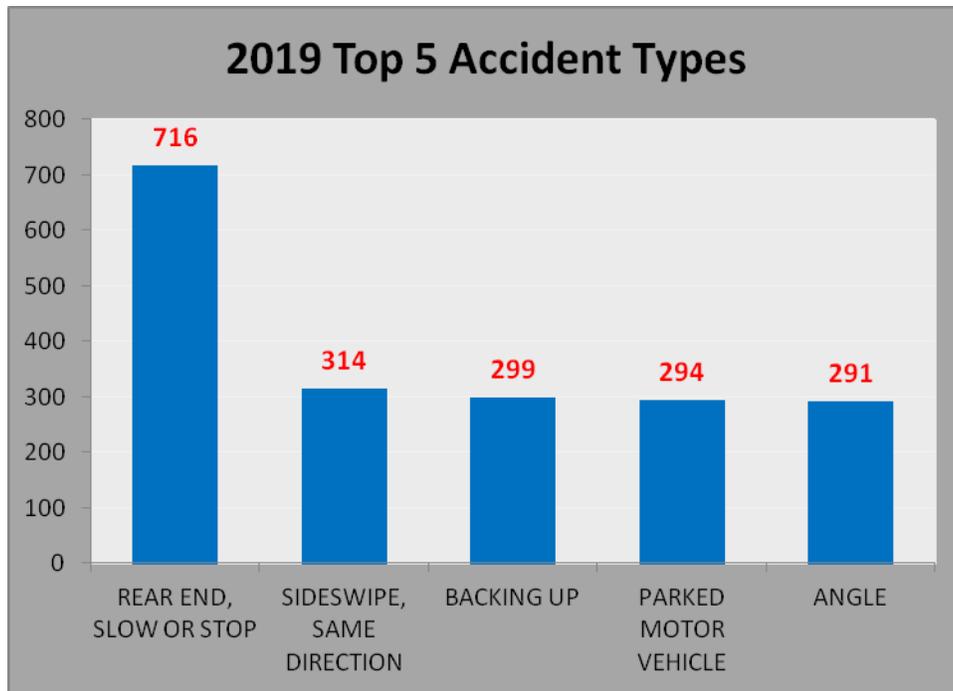
In the illustration above, total crashes occurring in 2019 are compared to the total 2018 crashes occurring in the same intersections. The light blue bar indicates the total number of crashes within the same intersections analyzed over five years.

2019 Accident Types & Causes

To reduce crashes in both high-crash intersections and throughout the City, it was imperative to study the primary accident types that occurred and finally what contributing factors of drivers caused these collisions. In the illustrations, on pages 10 & 11 the primary accident type was the rear-end collision while the main cause of that collision was driver inattention. This data was determined by analyzing crashes occurring within a 150' radius of the top-ten high-crash intersections.

2019 "Top-5" Accident Types

Further review of the TEAAS data revealed the top five (5) types of collisions during the same time frame were as follows: rear-end/slow or stop, side-swipe same direction, backing up, parked motor vehicle, and angle collision. The red number at the top of each blue bar represents the number of crashes reported during this time frame.

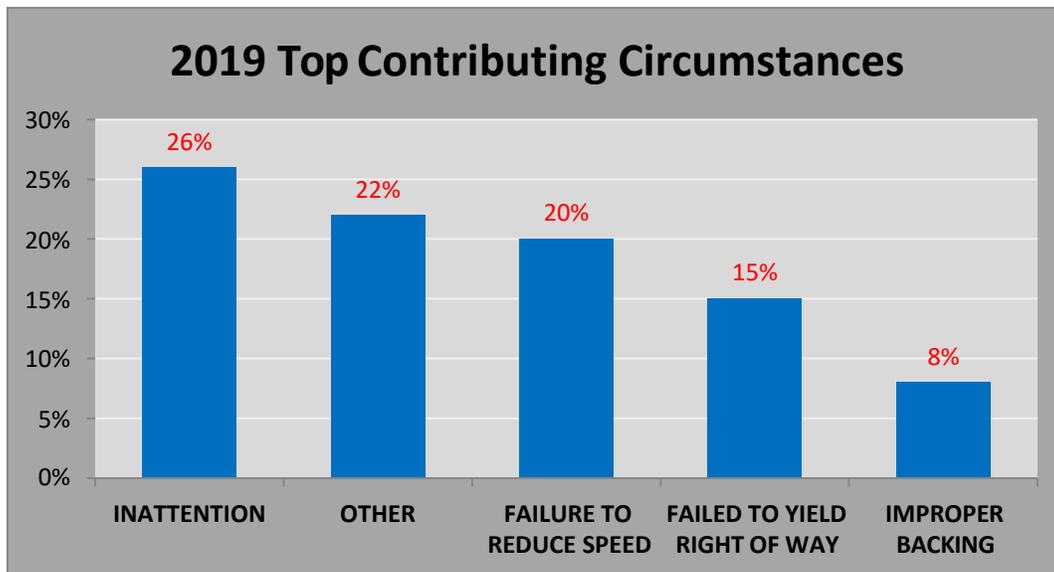


Accident Types Defined

- Rear End, Slow, or Stop - Rear end collision with one vehicle going at a slower speed, slowing down or stopping in traffic.
- Sideswipe, Same Direction - The collision of motor vehicles, traveling in the same direction, in which contact usually results from attempting to pass too closely, skidding, or other side-to-side initial contact. Damage is generally along entire side of vehicle.
- Backing Up – Collision in which one vehicle backs into another, generally stopped or parked vehicle.
- Parked Motor Vehicle - Any crash involving motor vehicle in transport and a motor vehicle not in transport.
- Angle Collision - Collision most often resulting in the vehicles hitting at or near right angles, with the front of one vehicle striking the side of the other vehicle. Most often occurs at an intersection when two vehicles are going straight on intersecting roads and neither vehicle is turning.

2019 "Top-5" Contributing Circumstances

When reviewing the top types of collisions, the following contributing circumstances of the drivers were determined and are as follows listed from highest to lowest: inattention, "other" type of collision (typically used when any of the predetermined causes do not apply), failure to reduce speed, fail to yield right of way, improper backing.



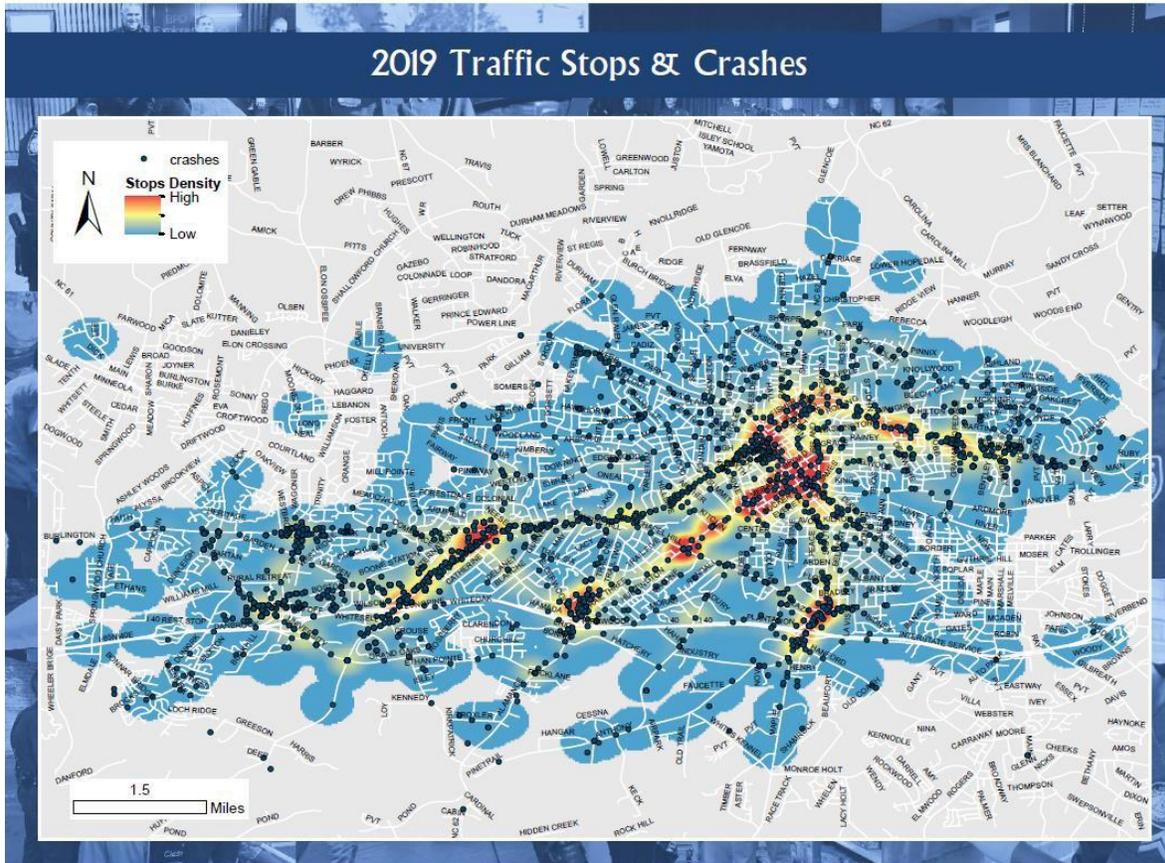
Contributing Circumstances Defined

- Inattention-driver distracted while operating motor vehicle
- Other-used by officer when no other circumstance describes cause of crash, and requires explanation in narrative of crash report
- Failure to reduce speed-crash scene or witness statement suggests driver should have been able to stop prior to collision, most commonly a secondary factor to inattention
- Fail to yield right of way-typically describes a driver turning their vehicle in front of another vehicle at an intersection or entering the roadway
- Improper backing-driver fails to sound horn and check for rear clearance prior to backing their vehicle

Intelligence Lead Enforcement to Reduce Crashes

To reduce crashes, officers with the Department, especially the Traffic Unit, conduct planned enforcement targeting top contributing driving factors of a motorist at or near the high-crash intersections. Intelligence-lead policing ensures that enforcement efforts regarding high-crash intersections are productive and beneficial. Moving into 2020, the implementation of NC4 Street Smart software will positively impacted cumulative traffic activities by Patrol & Traffic Unit staff, especially in reducing duplicated effort between officers. Traffic activities at or near intersections labeled as “high-crash”, speed complaints or on-going studies entered into NC4 can be monitored by all officers facilitating concerted and focused patrols in an overall effort to reduce crashes and speeding complaints.

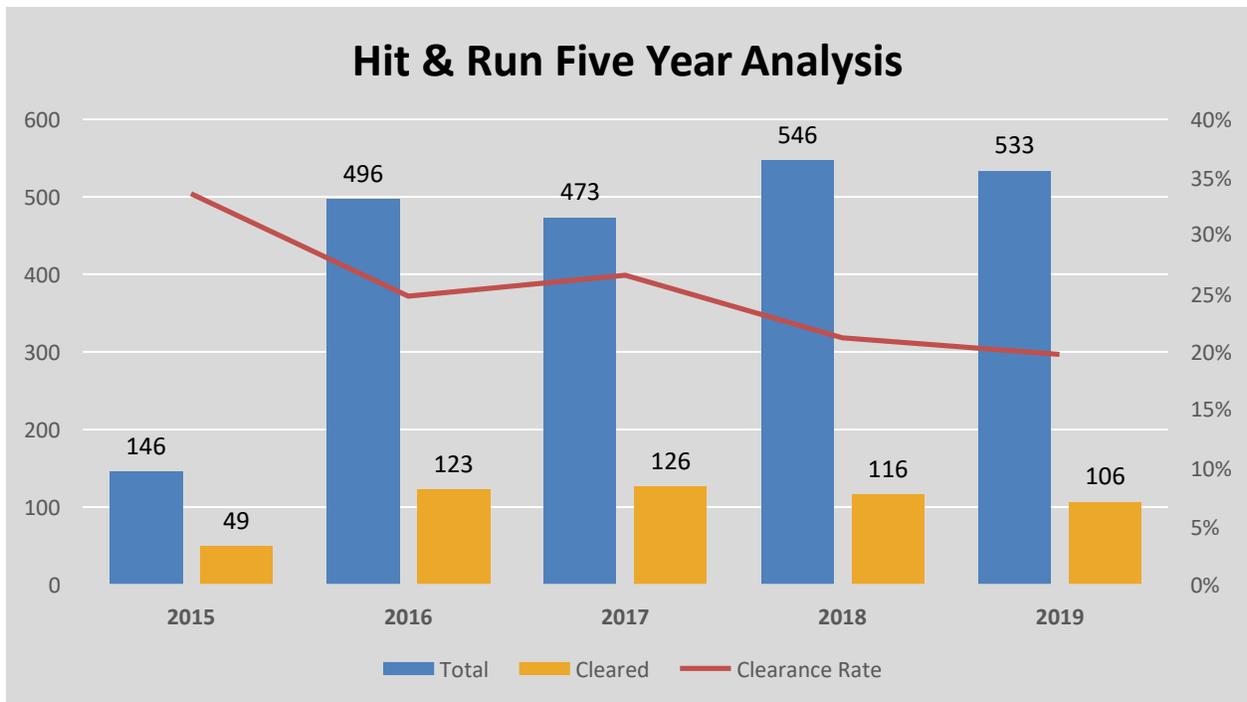
As seen below, this heat signature map provided by the Crime Analyst Unit of the Burlington Police Department shows high crash intersections in yellow and red. Traffic stops from 2019 near high-crash intersections were merged into the map and are represented by the black dots. Data provided in this map is indicative of the Burlington Police Department's commitment to protecting life and property within the City of Burlington by maintaining the safe movement of vehicles on City streets and appropriate use of intelligence-based enforcement.



Hit & Run Investigations

The Traffic Unit Supervisor is assigned all hit & run investigations in RMS regardless of case status and determines how to proceed with each case. If open leads exist during the review, the case is assigned to the appropriate officer for further investigation. If all investigative leads are exhausted, the case will be closed as "leads exhausted" in RMS by the Traffic Unit Supervisor. The Supervisor then completes a change of status letter to the victim, providing written notification of the said change in status by mail and places a digital copy of the letter into RMS as an attachment under the case number.

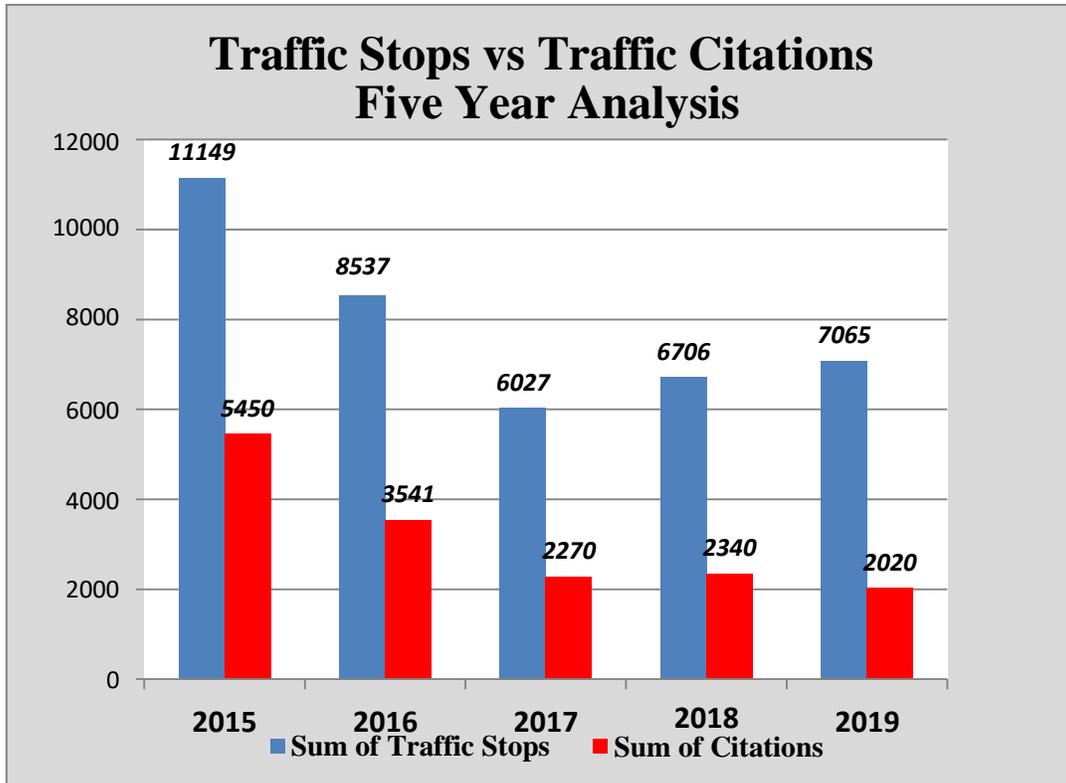
As depicted below in 2019, there were 533 hit & run investigations reported; of those, 69 were assigned to the Traffic Unit and 24 cleared by arrest or exceptionally cleared (34.8% clearance rate). Patrol cleared by arrest or exceptionally cleared an additional 82 reported hit & runs for a total of 106 cleared cases departmentally, which is an overall 19.8% clearance rate. (RMS) Currently, there is limited data specific to clearance rates of hit & run investigations by agency on a state level. Moving in to 2020, the Traffic Unit will explore agency best practices in the area of these type investigations in an effort to enhance our customer service locally.



Traffic Enforcement

Departmentally, there were 7065 traffic stops during 2019, and 28% of those stops, 2019, were issued a citation. (*RMS*). There was a 5% increase in the number of traffic stops conducted Department-wide when comparing stops from 2018 to the total amount of stops in 2019. While the number of total traffic stops increased in 2019, there was a 13% reduction in the total number of citations issued. In 2018, officers issued citations to 34% of the vehicles that were stopped. When comparing the increasing amount of vehicle stops to the decreasing amount of citations written from 2018 to 2019, the data will show officers are choosing to warn drivers of violations more frequently. In lessons learned from PERF’s Twentieth Century Policing Report officers are choosing to utilize discretion more in hopes of achieving voluntary compliance without punitive measures.

Additionally, before the era of intelligence-led policing, officers more often relied on reactive and random patrol based on the theory that conducting more traffic stops would, in essence, deter crime, as shown in 2015 whereas traffic enforcement is now targeted to specific areas based on traffic crash data and intelligence. Essentially, traffic stops conducted by officers are in more concentrated areas for specific violations instead of widespread random traffic violations.



This illustration depicts the amount of traffic stops per year and compares it to the recorded number of citations written. In 2019 officers issued citations only 28% of the time showing officers are using discretion and choosing to educate drivers on violations in lieu of a formal charge.

Traffic Enforcement Data by Race/Gender

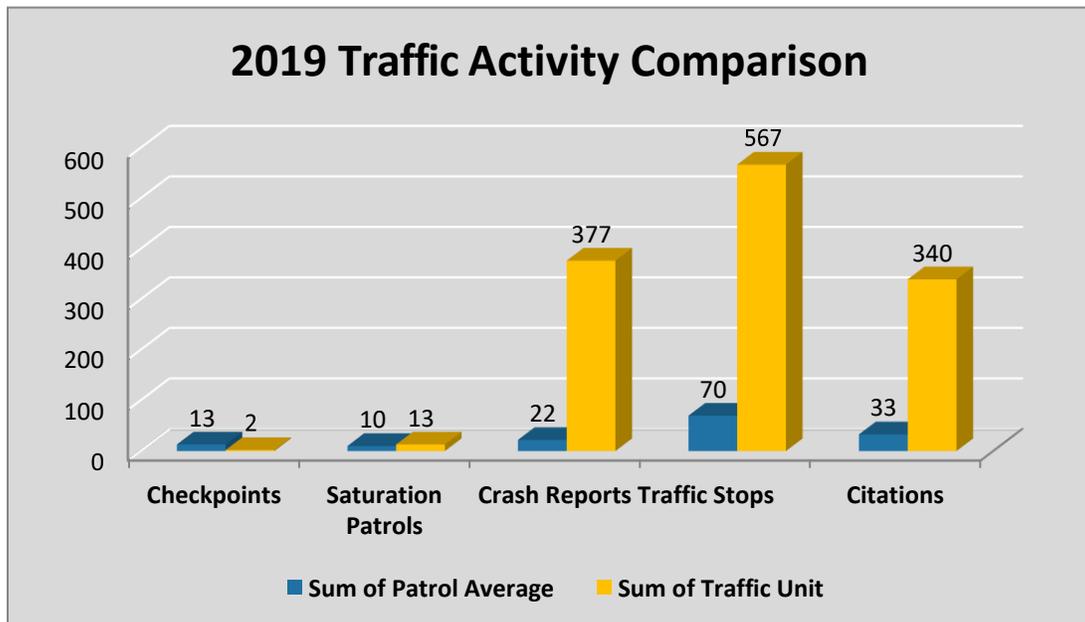
This information is included in the 2019 Biased Based Policing Annual Report.

Traffic Enforcement & Activity Comparison

Departmentally, traffic enforcement operations by Patrol Division rose moderately in 2019. Patrol Division conducted thirteen (13) checkpoints up from only nine (9) in 2018. Saturation patrols were conducted ten (10) times in 2019 by Patrol, while none (0) were conducted in 2018. However, traffic stops conducted by the average officer dropped 35%, and citations written by an average officer decreased 5%. These figures are determined statistically by the recorded traffic stops, then divided by the officers assigned to patrol. The average patrol officer only conducted 70 traffic stops, while the officer assigned to the Traffic Unit made 548. This data is indicative that patrol officers are allowed to focus on addressing quality of life concerns in the “focused patrol areas” while the Traffic Unit addresses the areas of the city that experience traffic law violations such areas including high-crash intersections or recurring traffic complaints.

The below chart depicts a comparison of the traffic enforcement by an average patrol officer and by a traffic unit officer throughout 2019. While patrol officers will conduct stops based on high crash intersection data, they also make stops based on investigations as well. A traffic officer typically only conducts traffic stops in areas that are considered to be within that of a high-crash intersection or in an

area that has an active traffic complaint. Crash reports taken by the average officer was included since this is a traffic related activity for comparison.



FINDINGS

This year in review had successes and hurdles as well. While crashes were reduced in half of the top-ten high crash intersections, the total amount of crashes remains constant year to year. Limited staffing in this specialized division is a hurdle and only continues to diminish our visibility in the community. In order to improve the conditions leading to the safe navigation of the roads and highways throughout the City of Burlington moving into 2020, additional staffing in the Traffic Unit should remain a top priority.

The Traffic Unit is staffed with one (1) Sergeant and one (1) Police Officer. The primary function of the Traffic Unit is pro-active violation enforcement in high crash area or citizen complaint areas. Predetermined criteria are regularly met before planned enforcement is conducted, such as crash data or specific complaints requiring the need for police intervention. Additionally, the Traffic Unit responds to reported traffic-related safety concerns or complaints and will conduct speed studies (eighteen in 2019) or seatbelt compliance checks (six in 2019) both before and after planned enforcement to determine if the enforcement was successful or needs to be continued. Planned police activity like this can prove to be difficult for patrol teams when answering calls for service.

Of 2892 reported crashes to the department during this annual review, the Traffic Unit responded to 377 (13%) of them after dispatch. In reviewing RMS and ECRASH, 533 of the total crashes reported were hit & runs. Traffic Unit staff investigated at the dispatched level 45 (8%) of these clearing eight shortly after the report. Patrol Division required further follow-up assistance by the Traffic Unit with 68 additional hit & run cases totaling 12%.

The remaining 420 hit & runs reported were reviewed by the Traffic Unit supervisor and then given a final case disposition. The supervisor then notified the victim in writing on a "Change in Case Status"

letter on departmental letterhead. The letter is sent by mail to the victim and copy attached digitally into the incident report.

The Traffic Unit responds to all traffic complaints city-wide alleviating that duty from patrol. In 2019 the Traffic Unit responded to 212 complaints; a slight increase from 2018 where 207 complaints were investigated. Once assigned, the Traffic Unit has up to ten (10) days to respond; with the exceptions of complaints that do not have a complainant, the Traffic Unit contacts by phone or in person that made the complaint. During these meetings, the Traffic Unit works with the complainant to facilitate the best response to resolve the complaint quickly and in most cases permanently. This practice is in accordance with the City ordinances and its use of Accela/Public Stuff, which documents and time/date stamps all work completed by the Traffic Unit. During the 2019 calendar year, the unit remained 100% compliant resolving all 212 assigned.

The Traffic Unit continues to manage both the Rotational Wrecker Program (WD 03-03) and Taxicabs (Ch.35 city-code). Both programs require record keeping involving approval of permits (Total of 6), quarterly equipment inspections for Taxicabs (Total of 12 Inspections) for safety and convenience to the community. Written directives mandate the Traffic Unit to inspect 45 wreckers annually that are owned by ten wrecker companies on the approved rotation list. The Traffic Unit Supervisor is directly involved with ensuring both programs operate as intended in accordance with city-code and written directives. The Traffic Unit Supervisor is also responsible for investigating any allegation of misconduct by drivers or unethical business practices involving either program.

POLICY AND PROCEDURE REVIEW

BPD Written Directives

The Burlington Police Department has created and actively maintains specific written directives covering policies and procedure for the entire department to operate within to include specific directives that govern the operations of the Department's Traffic Unit. In reviewing departmental policies the Traffic Unit and its operations are closely mirrored when considering the supportive data contained in the "Report Data" or "Findings" sections of this review.

Policy Review

The policies listed below are contained within Burlington Police Department Written Directives and guide the daily activities of staff, including overall requirements expected from the Traffic Unit.

- 03-03 Motorist Stops and Towing

Policy directs officers on Rotation Wrecker Program, traffic enforcement, selective enforcement activities, DWI enforcement, traffic direction, calls for service compiled from the state statistics derived from DMV349 submissions through the Traffic Engineering Accident Analysis System (TEAAS). The data will include geographic and temporal factors such as location, month, day and hour; analytical review to be shared with Chief of Police and Executive Staff meetings on monthly basis; (CALEA 61.1.1a) (CALEA 61.1.1b)(CALEA 612.1.1c)

- 04-08 Traffic Investigation

Policy directs officers on investigative procedures for traffic investigation, hit & run investigations, fatal or severe personal injury collisions; (CALEA 61.2.1a)

- 07-05 Traffic Control, Complaints, Hazards

Policy mandating public education & meetings, traffic control, traffic complaints, hazards, traffic studies, parking enforcement and use of SMI-Speed Measuring Instruments

RECOMMENDATIONS

Recommendations for 2020

- 1) Filling vacant traffic positions with a minimum of one officer as staffing allows. The increase in staffing would allow a broad range of duties to be evenly distributed and allow staff the opportunity to address traffic concerns within the community more effectively.
- 2) Accident reconstruction is both tedious and time consuming. Currently five (5) officers serve the department's reconstruction needs. With only two being primary reconstruction officers, there is a need to grow the number by at least two more officers to limit on-call requirements and develop less tenured reconstruction qualified officers.
- 3) Continue to address high-crash intersections quarterly by a two-prong approach:

Initially, a quarterly review of high crash intersections by the Traffic Unit should be pushed out to the community through consistent use of social media warning motorists to use extra caution while driving in these areas.

Conduct planned "directed patrol" in those areas identified by the Traffic Unit following the distribution of the quarterly review. While crashes were reduced in half of the high crash intersections in 2019, the other half remained constant or increased. Utilizing social media is a budget friendly tactic and has proven to be a successful way to warn motorists of safety concerns in these pre-determined areas.
- 4) The Traffic Unit is recommending three (3) new technicians to be certified before Child Passenger Safety Week starts on September 20. The event lasts seven (7) days and overlaps with the Burlington Carousel Festival. National Seat Check Saturday will be September 26th and with a total of four technicians the Traffic Unit could host an event. Previously, the Traffic Unit conducted checking stations with Burlington Fire to mitigate the low number of certified technicians and not cause an overabundance of events. Moving in to 2020 Burlington Fire will only hold one (1) event requiring certification of more technicians to meet the needs of our growing community.
- 5) Continue Community Outreach efforts through programs such as Bike (Motorcycle) Safety, Bicycle Safety, Pedestrian Safety, School Bus Safety, and efficient response to community traffic complaints.