

# **2010 Traffic Unit Annual Report**



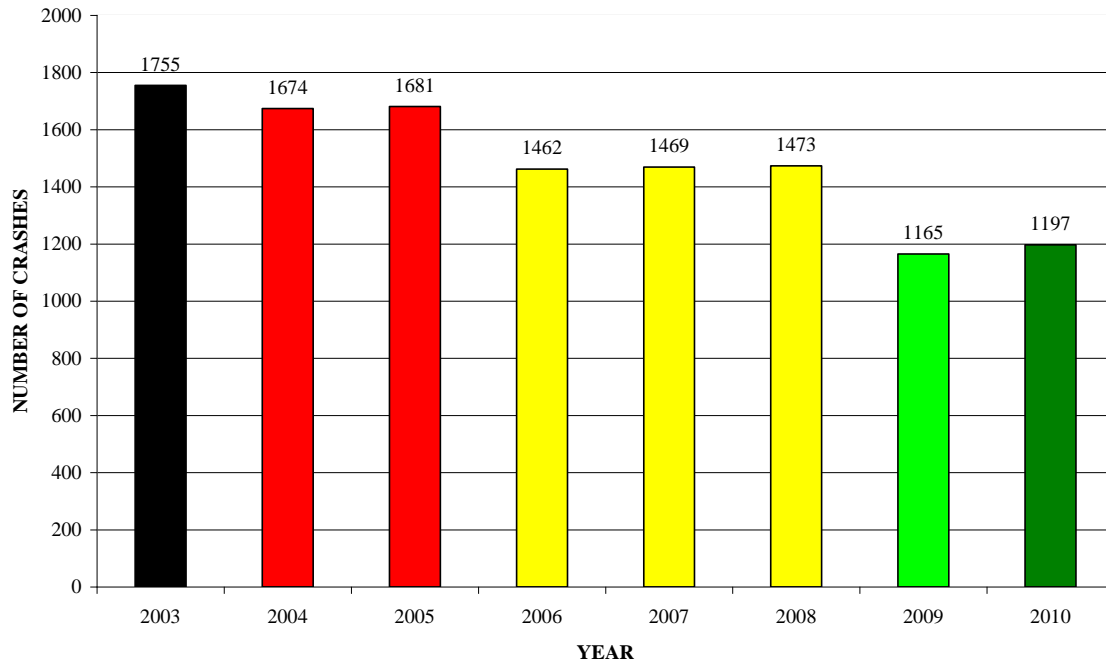
## **Crash Analysis Report**

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Sergeant Mike Tierney**

## Traffic Crash Analysis

The following is a statistical examination of traffic crashes investigated by the Addison Police Department in 2010.

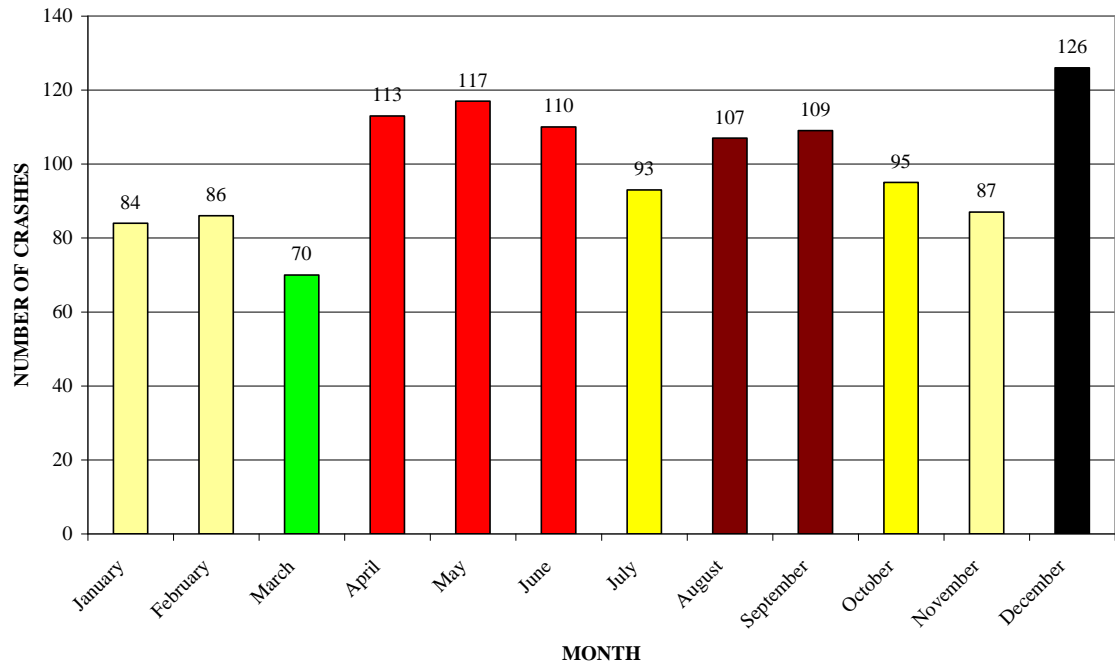
### RECENT ANNUAL CRASH TOTALS



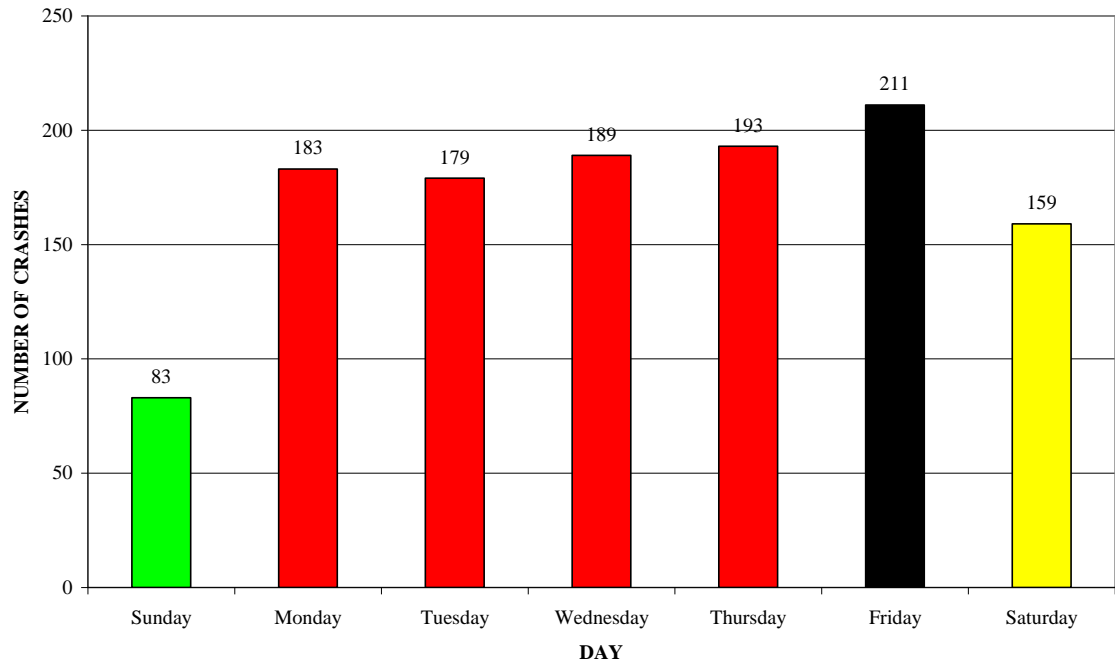
### Comparison of Top 15 Crash Intersections 2008 to 2010

Intersection	2010	2009	2008	+/- Percent Change from 2009
Lake Street & IL-53	60	38	22	+58%
Lake Street & Addison Road	47	27	39	+74%
Lake Street & JF Kennedy	39	34	51	+15%
Lake Street & Villa Avenue	29	17	18	+71%
Lake Street & I-355	28	23	10	+22%
Army Trail & Swift Road	26	34	26	-24%
Army Trail & IL-53	23	18	30	+28%
Lake Street & Mill Road	19	15	13	+27%
Lake Street & Swift Road	19	17	27	+12%
Lake Street & Chestnut	17	5	8	+240%
Army Trail & Lombard Road	14	10	15	+40%
Army Trail & I-355	13	4	9	+225%
IL-53 @ 1050 North	13	16	26	-19%
Lake Street & Lombard Road	13	6	15	+117%
IL-53 & Fullerton	12	8	31	+50%

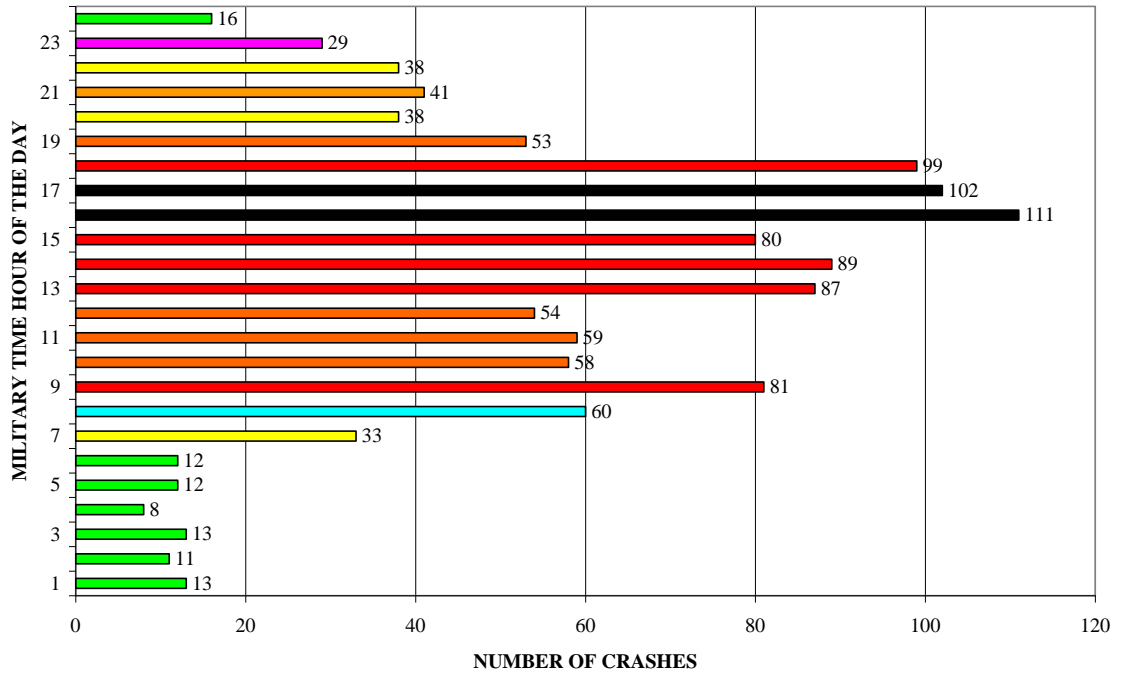
### 2010 CRASHES BY MONTH



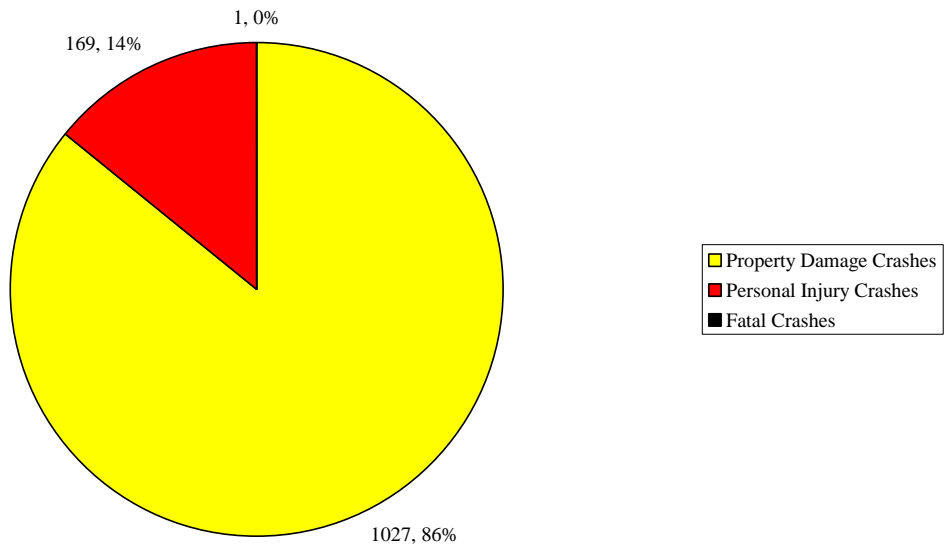
### 2010 CRASHES BY DAY OF THE WEEK



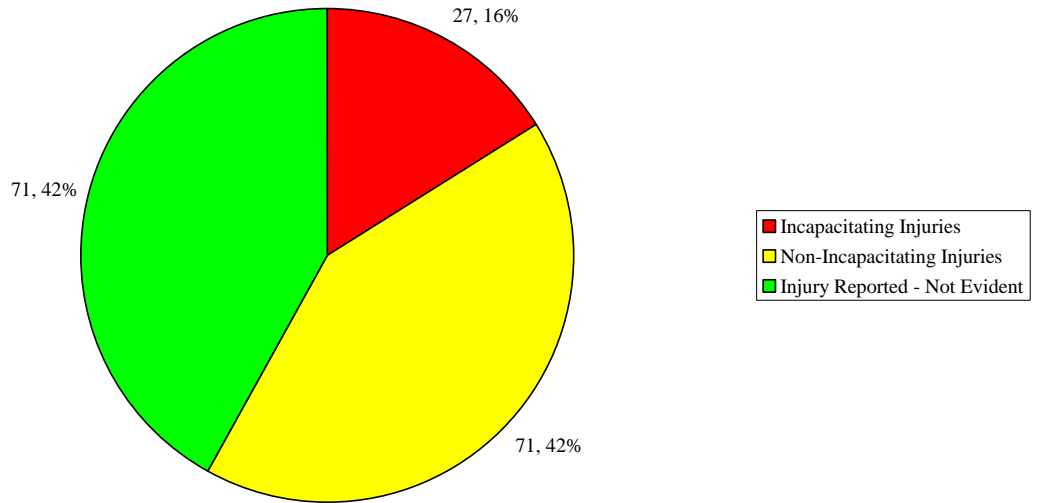
### 2010 CRASHES BY HOUR OF DAY



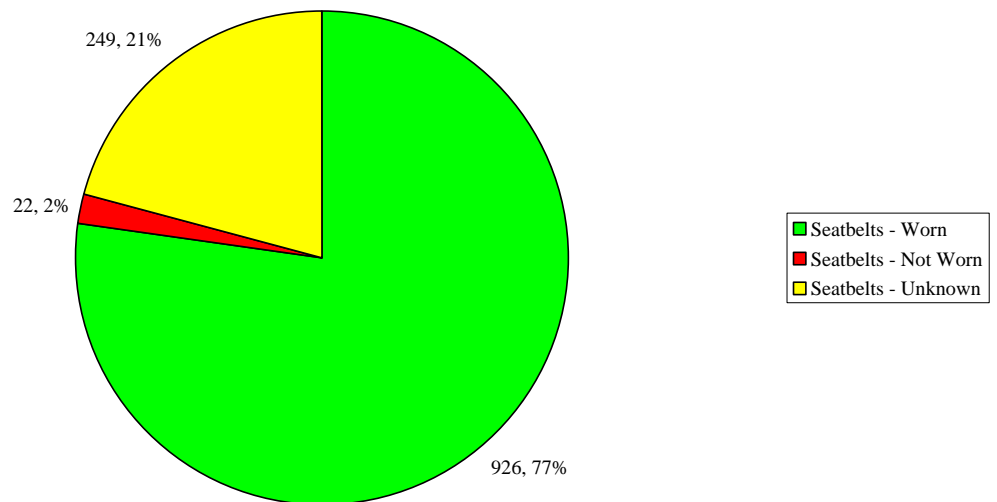
### 2010 TYPE OF CRASH REPORTS



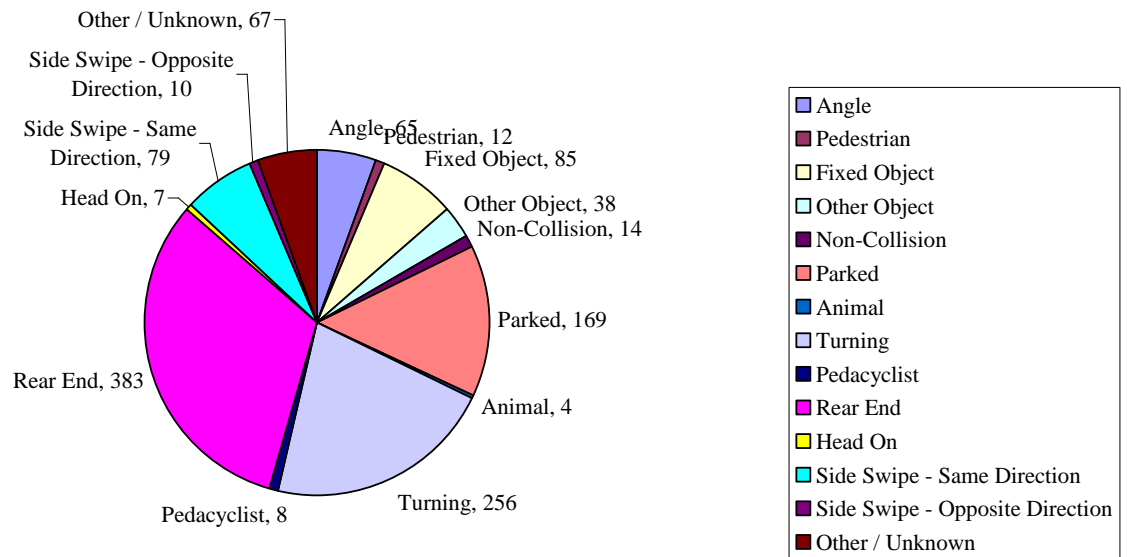
### 2010 REPORTED TYPES OF INJURY



### 2010 SEATBELT USE IN CRASHES



## 2010 CRASH BY TYPE



## Traffic Crash Analysis

A statistical analysis of the data shown on the above graphs reveals the following:

- In 2010 all crash statistics were gathered from the Mobile Capture & Reporting (MCR) system.
- The Department experienced an increase in the total number of crashes in 2010, with a total of 1197 crashes. That compared to a total of 1165 crashes in 2009. That number equated to an increase of 2.7%.
- There was one (1) fatal crash in 2010; there were no fatal crashes in 2009 and two (2) in 2008.
- In 2010 injuries were reported in 14% of the total reported crashes. In 2009, 17% of the crashes involved personal injury.
- May and December 2010 had the highest number of reported crashes. There was a significant snow event in December and that accounted for a higher number of crashes. In May 2010, severe spring storms struck and there was an increase in the number of crashes. There were four months with fewer than 90 crashes each month. For the year, there was an average of 100 crash reports each month.
- Looking at the day of the week, Fridays produced the largest number of crashes in 2010 with 211 occurring. Fridays produced the largest number of crashes in 2009

- as well. Just as had occurred in 2008 and 2009, the Department handled the least amount of crashes on Sundays, with only 83 occurring.
- As for time of day, the afternoon hours typically experienced the most crashes, with the hours between 3:00 pm to 6:00 pm being the most active, followed by 12:00 pm to 3:00 pm then 7:00 am to 9:00 am. The levels fell off significantly after 10:00 pm. This pattern has been consistent for five years, with the afternoon hours more active, followed by the noon hour and then early morning.
  - Regarding causation factors, a significant amount of crashes, 32%, were rear end collisions. 14% involved parked vehicles, 5% were angle collisions, 21% involved turning, 7% were sideswipe in the same direction and 7% involved fixed objects. These numbers were consistent with the last two year's statistics.
  - Regarding the top 15 locations for vehicle crashes, Lake Street and Illinois 53 was again the leading intersection for our crashes. Some of the increase at that intersection can be attributed to the reconstruction of I-355 and I-290. The ramps at I-355 were closed for months and a significant increase of traffic occurred. There was a 22% increase in the number of crashes at that intersection. Lake Street and Addison Road retained the second spot in 2010 with an increase of 21% over 2009. Lake Street at John F Kennedy Drive was in third place with 39 crashes, an increase of 15% over 2009. Some of that increase was due to the construction on John F Kennedy Drive. Lake Street at Lombard road saw the largest percentage increase of crashes in 2010, 117% from 6 to 13. This increase was also due to the additional traffic on Lake Street due to the I-290 construction project.
  - The top five violations for our top fifteen crash locations reveals the following information:
    - The predominant violation was "Failure to Reduce Speed to Avoid an Accident/Driving Too Fast for Conditions" (11-601A), which is typical when one vehicle strikes another from behind. Officers wrote 352 citations for that violation
    - The next most common violation was "Operation of Uninsured Motor Vehicle" (3-707). Officer wrote 174 citations during crash investigations. Many of those citations were dismissed in court upon the violator providing proof of insurance.
    - Officers arrested 98 drivers for not having a valid driver's license and 24 drivers for driving with either a suspended or revoked driver's license at the time of the crash.
    - 70 drivers were cited for "Improper Lane Usage" (11-709).
    - 67 drivers were cited for "Failure to Yield Turning Left" (11-902).
    - 38 drivers were cited for "Improper Backing" (11-1402).

## **2010 Traffic Enforcement Statistics**

An analysis of the day-to-day enforcement activity of the Traffic Unit consisting of Officers DiFatta, Kopec, Oskroba, Weinbrenner and Zajdel revealed the following:

- The unit issued 2,849 traffic tickets, including crash investigation tickets. That compared to 2,600 in 2009. The traffic unit had five officers assigned 2009. In 2010, a fifth traffic unit officer was not added until schedule 10.
- The unit issued 424 warning tickets. That compared to 449 in 2009.
- The unit made 351 misdemeanor traffic arrests (Driving while License Suspended/Revoked & misdemeanors other than DUI and Hit & Run). That compared to 280 in 2009.
- The unit made 64 warrant arrests in 2010. That compared to 21 in 2009.
- The unit had 21 criminal felony and misdemeanor charges in 2010. The unit had the same number in 2009.
- In 2010 the unit made 89 arrests for DUI. In 2009 the unit made 73 DUI arrests.
- There were 210 citations written for overweight vehicles in 2010. The bond collected was \$265,512.00. In 2009, they wrote 207 citations and collected \$165,060 in bond.

## **Evaluation**

What does this all mean? An evaluation of all of the above data, special enforcement activities, public education and community involvements indicate the following:

- The Department was responsive to complaints by the public and have taken appropriate enforcement action where needed. For every complaint received, an action was taken. There were a variety of procedures to respond to complaints and concerns. Included among them were: special enforcement details, deployment of SMART trailers, public education, special watch initiatives and Problem Oriented Policing projects.
- There was an increase in the number of traffic citations issued.
- There was a minor increase in the number of crash reports completed. This appeared to be directly related to two major construction projects that increased traffic on Lake Street significantly from May through November 2010.

All members of the Department are made aware of statistics regarding the intersections where crashes occur through posting of the annual report. Officers are directed to those locations for enforcement and visibility.