

2017 Traffic Unit Annual Report



Crash Analysis Report

Prepared By:

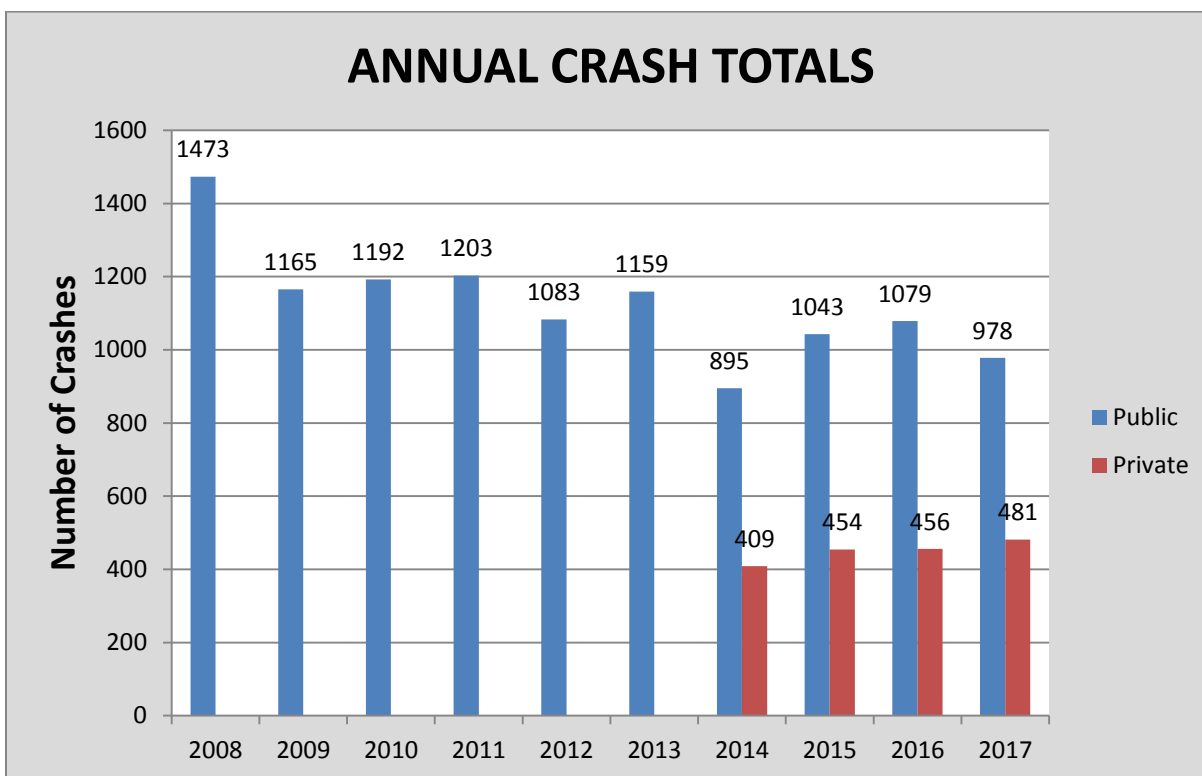
Crime Free Multi-Housing Assistant Lieberenz

Submitted By:

Sgt. Dennis Kotlinski

Traffic Crash Analysis

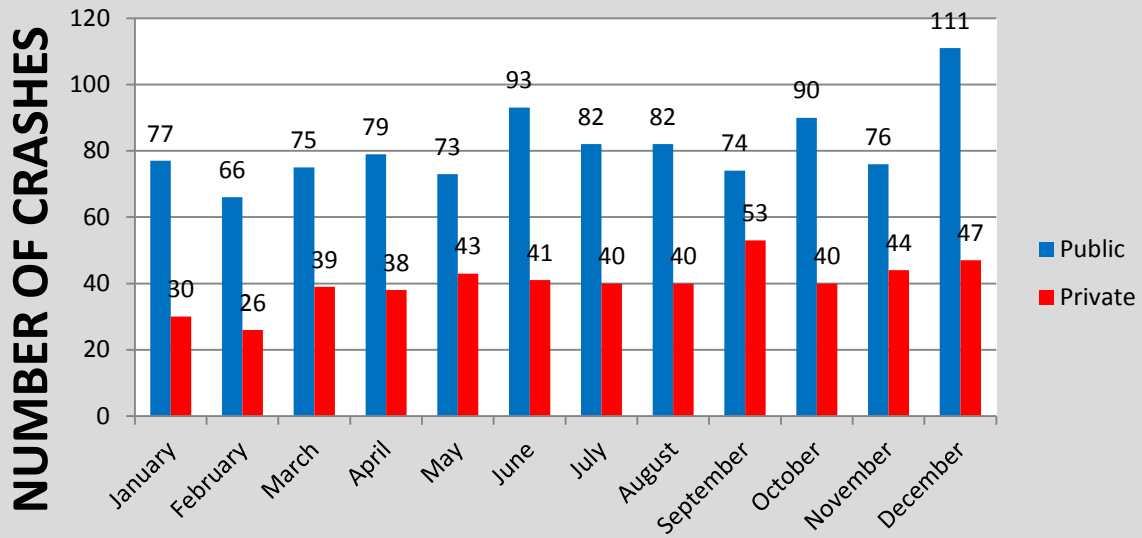
The following is a statistical examination of traffic crashes investigated by the Addison Police Department in 2017:



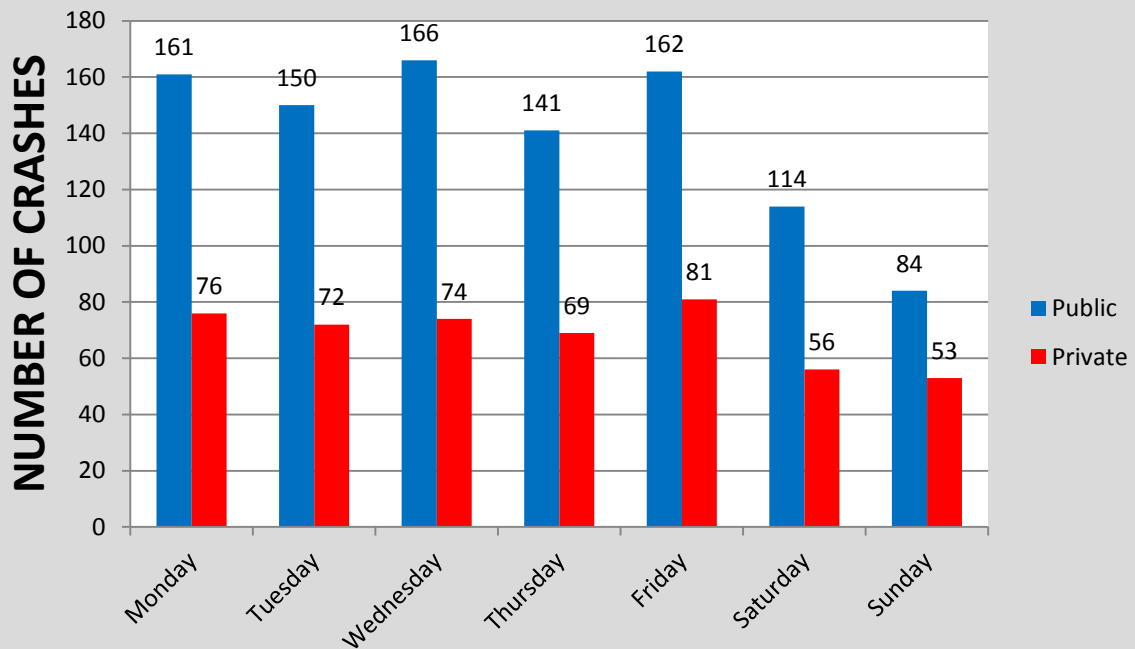
Comparison of Top 7 Crash Intersections 2013 to 2017

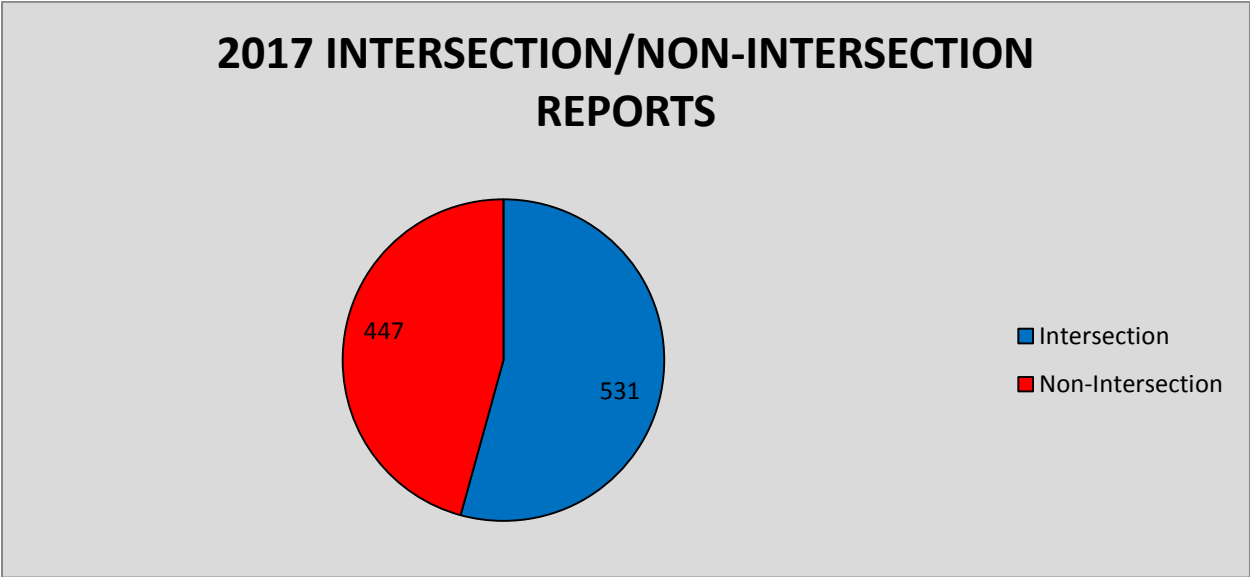
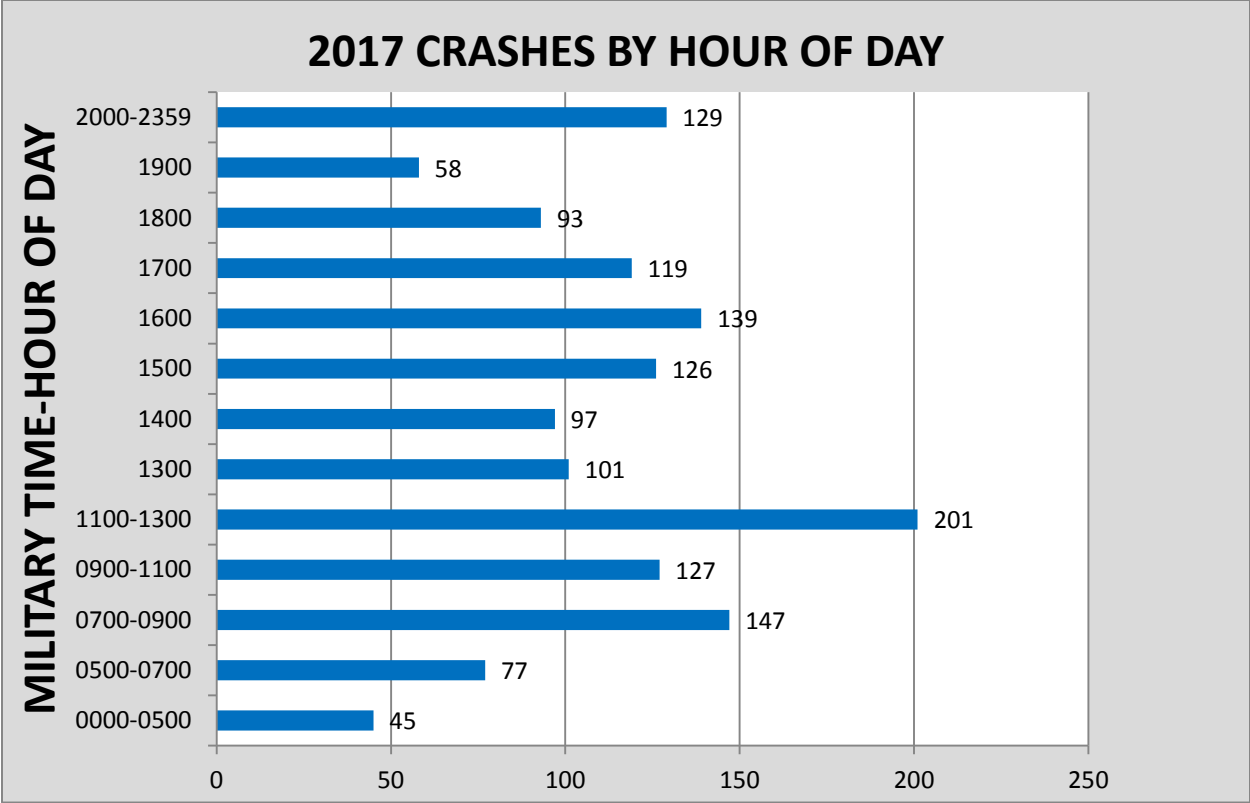
Intersection	2017	2016	2015	2014	2013	+/- Percent Change from 2016 to 2017
Lake Street & I-355	31	39	26	43	49	-22%
Lake Street & IL-53	39	22	29	25	60	+44%
Lake Street & JF Kennedy	20	35	28	24	26	-47%
Lake Street & Villa Avenue	17	16	16	21	18	+6%
Army Trail & IL-53	16	24	12	19	39	-34%
Lake Street & Addison Road	13	42	34	18	44	-69%
Army Trail & Swift Road	12	25	34	16	47	-52%

2017 CRASHES BY MONTH

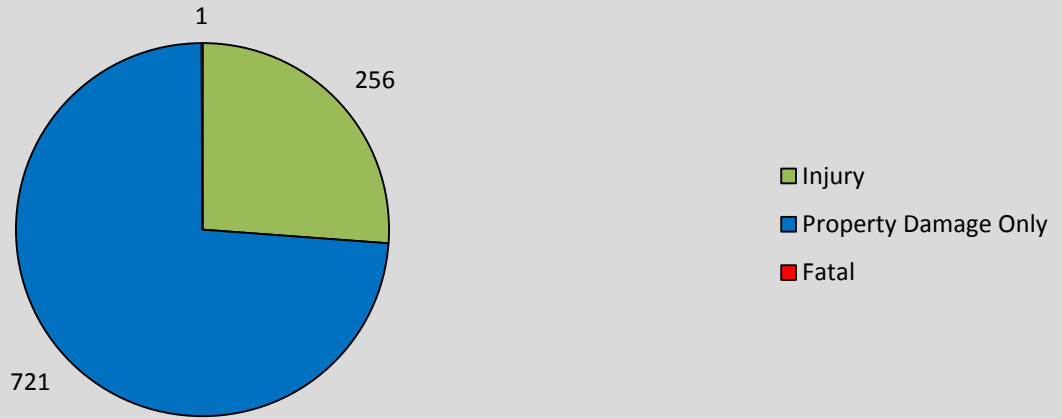


2017 CRASHES BY DAY OF WEEK

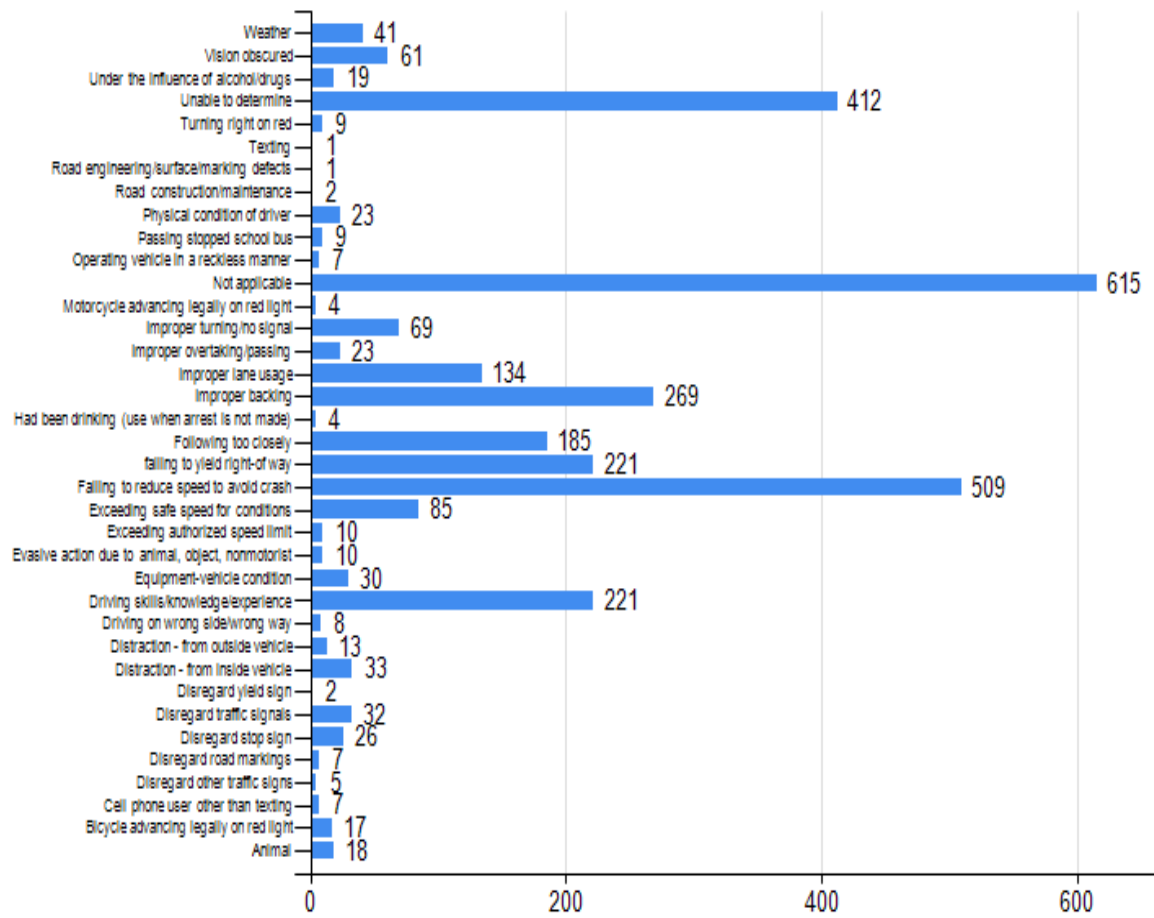




2017 TYPE OF CRASH REPORTS



2017 CAUSATION/CONTRIBUTING FACTORS



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

- In 2017, there were a total of 481 private property crashes. All private property crashes are completed using the IyeTek reporting system.
- The Department experienced a decrease in the total number of crashes on public property in 2017, with a total of 978 crashes. That number equated to a decrease of approximately 10%.
- There was one fatal crash in 2017.
- In 2017, injuries were reported in approximately 35% of the total reported crashes, which is an increase of approximately 16% from 2016.
- June and December 2017 had the highest number of reported crashes on public property. There were seven months with fewer than 80 crashes for the month on public property. For the year, there was an average of 81 crash reports each month on public property.
- Looking at the days of the week, Wednesdays produced the largest number of crashes on public property in 2017, with 166. The Department handled the least amount of crashes on public property on Sundays, with only 84.
- As for time of day, 1100 - 1300 hours had the highest amount of crashes, followed by 0700 - 0900 hours.
- Regarding the top seven intersection-related vehicle crashes, Lake Street and Rohlwing Road was the leading intersection for crashes, with a total of 39 crashes. The leading intersection last year was Lake Street and Addison Road.
- Regarding causation/contributing factors, a significant amount of crashes, 509, were for Failure to Reduce Speed to Avoid an Accident, 269 were for Improper Backing, and 221 were for Failure to Yield Right of Way.
- In 2017, there were a total of 271 hit and run reports completed on public and private property.
- In 2017, there were a total of 365 vehicles towed from crash scenes on public and private property.

The top violations cited while handling crashes are:

- 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 354 citations for that violation.
- The next most common violation was “Operating of Uninsured Motor Vehicle” (3-707). Officers wrote 104 citations during crash investigations. Many of those citations were dismissed in court upon the violator providing proof of insurance.
- Officers arrested 48 drivers for not having a valid driver’s license and 23 drivers for driving with either a suspended or revoked driver’s license at the time of the crash.
- 69 drivers were cited for “Improper Lane Usage” (11-709).
- 55 drivers were cited for “Failure to Yield Turning Left” (11-902).
- 27 drivers were cited for “Failure to Yield from a Private Drive” (11-906).

Evaluation

What does all of this 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 has taken appropriate enforcement action where needed. For every complaint received, an action was taken. There were a variety of procedures used to respond to complaints and concerns. Included among them were special enforcement details, deployment of SMART trailers, public education, and special watch initiatives.
- 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.
- There was a 5.5% decrease in the number of crash reports completed since last year.