DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS)

CASE STUDY OF THE

VERMONT STATE POLICE / ST. ALBANS CITY POLICE DEPARTMENT DDACTS PROGRAM

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PREPARED FOR THE

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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DISTINGUISHING FEATURES

For most Americans, the phrase "illegal drug problem," evokes images of urban heroin, crack cocaine, and methamphetamine users. However, in many areas of the country the drug problem has little to do with illicit substances that are smuggled from abroad or produced in secret. Rather, for increasing numbers of Americans, the most salient local problem involves prescription drugs that are produced in large quantities by pharmaceutical companies and distributed through legitimate networks. Abrupt increases in crime and vehicle crashes in rural Vermont were linked by alert law enforcement personnel to a jump in the illegal use of prescription drugs. Law enforcement managers responded by studying the crime and crash data and then implementing a special enforcement program to counter the drug, crime, and traffic safety issues together.

SETTING

The City of St. Albans occupies two square miles of land adjacent to Lake Champlain near the northwestern corner of Vermont, only 17 miles from the Canadian border. With fewer than 8,000 residents, St. Albans is the most populous of the 15 small communities in Franklin County; the "city" is surrounded by 37 square miles of St. Albans Township, with a population of 5,000. Burlington, home to the University of Vermont, is located 30 miles to the south and boasts a population of almost 40,000, which makes it the largest city in the state and more than five times the size of the capital, Montpelier.[1] Of all 50 states, only Wyoming has fewer residents than Vermont's 621,000. In other words, St. Albans is a medium-sized community in a small, predominantly rural state.[2]

Vermont is known for its breathtaking scenery, dairy farms, and maple syrup, all of which are evident in the St. Albans area: weathered mountains, alfalfa fields, and the Vermont Maple Festival, which attracts thousands of tourists each year. The City of St. Albans hosts a regional hospital, a railroad switching and maintenance facility, a battery factory, county and state offices, and one of only four Immigration and Naturalization Service Processing Centers in the U.S. These and other employers contribute to a daytime service population of about 18,000.

Vermont also is known for an independence of spirit that can be traced to the state's origins. Ethan Allen's Green Mountain Boys fought in the Revolutionary War, but in 1777, residents declared the region to be a sovereign nation, with its name derived from the words used by French explorer, Samuel de Champlain, in 1609 to describe the dominant topographic feature, *les monts verts*, or the Green Mountains. The Independent Republic of Vermont minted its own coins and provided postal and other government services until 1791 when it became the first state to join the original 13, which most historians believe was the intention all along. The independent streak that borders on quirkiness has continued with a blend of conservative and liberal laws and customs and an anti-establishment approach that has earned the play on words (and history), The People's Republic of Vermont. The residents' traditional emphases on personal freedom and skepticism concerning government have in the past been obstacles to well-intentioned efforts to improve public safety.

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[1] Burlington is the "smallest largest city" of any state in the U.S. and Montpelier is the smallest state capital.

[2] Population density is about the same in the cities of Burlington and St. Albans (3,682 and 3,768 per sq mi, respectively; 1,422 and 1,455 per sq km), according to the 2000 Census.

A serious problem emerged in St. Albans in 2005. The first indication was an abrupt increase in residential burglaries during which medicine cabinets were the primary objectives; in some cases it appeared as if homes were targeted soon after the resident had obtained certain prescription drugs from a pharmacy, primarily OxyContin.[3] These crimes were accompanied by an increase in thefts from motor vehicles and a doubling of aggravated assaults and arrests for narcotics violations. Soon after the crime increase was noticed, nurses at the regional hospital contacted the police department to report a sudden increase in patients with head injuries that were consistent with those received in beatings, and the victims were reluctant to discuss the causes. Law enforcement officers speculated that the injuries were the results of robberies among drug dealers and drug deals turned bad.

St. Albans pediatrician, Fred Holmes, first noticed the problem in 2006 when a patient sought his help for a dependence on prescription drugs. Since then, Dr. Holmes has treated more than 100 local residents, mostly teenagers, for their addictions. He reported in 2008 that "Oxy 80s" (80 milligram OxyContin pills) is the drug of choice, with each pill costing about $100 when purchased illegally; most of his patients were taking two to four pills each day.[4] Some adults become addicted after taking the drug to alleviate mild or severe pain, while younger users almost always are introduced to OxyContin by a friend in the context of peer pressure, as is the pattern with alcohol and other drugs. Unlike the others, however, physiological addiction to OxyContin can occur within two weeks.[5]

Special enforcement efforts that were implemented to counter the illegal drug trade in other cities unintentionally contributed to the problems in St. Albans. For example, Burlington police identified individuals who had shifted their drug dealing operations north to St. Albans, and St. Albans Police Chief, Gary Taylor, reported that, "Several males from New York City established a crack house three doors from the St. Albans City Police Department. They actually parked in our parking lot to walk to the drug house."

As the local crime and drug problems continued to grow, law enforcement officers encountered increasing numbers of alcohol and drug-impaired drivers during crash investigations and routine enforcement stops. Combining two powerful central nervous system depressants, such as alcohol and OxyContin, severely degrades driving performance; the apparent trend alarmed local officers and troopers.

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[3] OxyContin is the brand name of a time-release formula of oxycodone that is produced by Purdue Pharma. It was approved by the U.S. Food and Drug Administration in 1995 and first introduced to the U.S. market one year later. By 2001, OxyContin was the best-selling non-generic narcotic pain reliever in the U.S.; more than 7.2 million pre-scriptions were written for OxyContin in 2002, with sales totaling $1.5 billion.

[4] Slang terms for OxyContin include "Hillbilly Heroin," "Killers," "OC," "Oxy," "Oxies," and "Oxycotton."

[5] In May 2007 Purdue Pharma agreed to pay $19.5 million in fines relating to aggressive marketing practices of OxyContin, primarily for encouraging more frequent dosing than the recommended interval of 12 hours, but also for distributing beach hats, music CDs, and other promotional items associated with recreation rather than medical treatment. In the same month, Purdue Pharma and three of its top executives pleaded guilty in a Virginia federal court to charges that they misrepresented OxyContin as having "less euphoric effect and less abuse potential" than it actually has, and by claiming that people taking the drug at low doses could stop taking it without symptoms of withdrawal. The company and the executives were ordered to pay $634 million in fines for felony misbranding. Other cases against the manufacturer are pending.

PLANNING PROCESS

St. Albans was becoming the "drug capital" of Vermont and the resulting increases in robberies, assaults, health problems, and impaired driving were rapidly destroying the quality of life throughout the area. The dramatic jump in calls for police services led to several investigations and arrests, but the magnitude and combination of problems were beyond the capabilities of the 19-officer St. Albans Police Department. It was at about this time that Lieutenant Robert Evans of the St. Albans Station of the Vermont State Police (VSP) learned of the Data-Driven Approaches to Crime and Traffic Safety (DDACTS), a joint initiative of the National Highway Traffic Safety Administration (NHTSA) and the Bureau of Justice Assistance (BJA). DDACTS is a method for systematically identifying public safety problems and enhancing the effectiveness of countermeasures. Focusing law enforcement effort on the locations and behaviors that are common to both crime and traffic safety problems is at the heart of DDACTS.

Cooperation is another fundamental component of the DDACTS method. Law enforcement agencies are encouraged to establish partnerships with a broad range of relevant organizations, including other law enforcement and government agencies, citizens' groups, and non-traditional participants, such as hospitals and health care providers. Lieutenant Evans began by forming a steering committee and then a "working group" composed of the NHTSA Law Enforcement Liaison, a representative of the Vermont Governor's Highway Safety Program, the St. Albans and Swanton Police Chiefs, the Franklin County and Grand Isle County Sheriffs, the Commander of the local VSP station, and several additional VSP personnel, including managers of the criminal and patrol (i.e., traffic) divisions, and civilian crime and traffic analysts from the Vermont Fusion Center. Recruiting the police chief, county sheriff and his own boss to serve on the steering committee were particularly wise moves because the participation of these managers provided the command emphasis necessary to plan and implement the new special enforcement program. Three subgroups were formed from the membership of the working group to address specific program requirements.

- The Problem Identification and Evaluation subgroup was tasked with assembling and analyzing crime and traffic safety data with the objective of identifying problems and locations of disproportionate crime and crash incidence. This subgroup also is responsible for coordinating the sharing of tactical intelligence among the participants and collecting, analyzing, and evaluating outcome measures.

- The Operations subgroup is composed of law enforcement personnel from the participating agencies and is responsible for identifying appropriate tactics and developing the operational plans to guide the special enforcement efforts. The members of this subgroup also are responsible for obtaining "buy in" from their colleagues in the participating law enforcement agencies.

- The Coordination subgroup was assigned the job of working with non-law enforcement organizations to achieve the goals of the DDACTS program. Additional responsibilities include generating publicity to maximize the general deterrence effects of the special enforcement, documenting the activities of the working group and participating organizations, and obtaining grants to help fund a sustained program.

Vermont law enforcement agencies have a long tradition of cooperation and mutual aid. However, cooperative programs usually have been implemented as part of national campaigns or in response to news coverage of crime problems and citizens' concerns, rather than the systematic analysis of crime and crash data. Gathering the information was problematic at first, because there was no place to archive the data before the DDACTS initiative. After considerable effort, the preliminary analysis verified that the crime rate in St. Albans City was, indeed, higher than in comparable Vermont communities and the rate was increasing.

Crime Data

Table 1 presents the crime rate per 1,000 residents for St. Albans City and four additional Vermont communities. The table shows that the crime rate in St. Albans is the highest in the state and has increased steadily between 2005 and 2007, while the rates have declined in the other communities listed, most notably in Burlington and Rutland City. The data verify that St. Albans has experienced a substantial increase in the crime rate during this period and suggest that at least some of the increase is the result of displacement from neighboring communities where special enforcement efforts have been effective, at least locally.

TABLE 1

CRIMES PER 1,000 OF POPULATION IN SELECTED VERMONT COMMUNITIES: 2005 - 2007

Community	2005	2006	2007
St. Albans City	111.82	131.33	140.37
Burlington	103.01	98.96	96.64
Rutland City	100.73	109.17	94.67
Brattleboro	73.17	92.84	82.53
Essex	53.95	51.60	46.51
Source: Vermont Crime on Line Database			

Table 2 presents the numbers of serious crimes that occurred in St. Albans City during the years 2001 through 2007. The data show that the number of crimes nearly doubled during this period, with the increases in assault, burglary, and larceny confirming the earlier suspicions about the emergent patterns and ultimate cause of the crimes. The data also reveal that the local crime problem began to emerge in 2004 with a 30 percent increase over the previous year, rather than in 2005, as had been generally believed.

TABLE 2

NUMBER OF SERIOUS CRIMES IN ST. ALBANS CITY: 2001 - 2007

Type	2001	2002	2003	2004	2005	2006	2007
Murder	0	0	0	0	0	0	0
Rape	0	0	0	0	0	3	0
Robbery	1	1	0	0	3	9	1
Assault	9	8	2	3	11	44	32
Burglary	35	28	26	75	68	55	46
Larceny Theft	211	181	219	245	271	325	444
Vehicle Theft	10	6	6	8	9	11	9
Arson	3	0	0	2	0	0	0
Annual Totals	*269*	*244*	*253*	*330*	*362*	*447*	*532*
Change	*n/a*	*-20 %*	*+4%*	*+30%*	*+10%*	*+24%*	*+19%*
Source: Citymelt.com							

Crash Data

The Working Group's review of traffic safety data found that the annual crash totals declined between 2005 and 2007 in all Franklin County communities, including St. Albans City, which declined by 25 percent during this period, compared to 21 percent for the county as a

whole. Despite this decline, approximately 30 percent of all crashes in the county have occurred each year within the two square miles of St. Albans City. The combined totals for St. Albans City and St. Albans Township account for nearly half of all crashes that occur in Franklin County. Also, Franklin County usually leads the state in the number and proportion of alcohol-involved crashes.

TABLE 3
CRASHES IN FRANKLIN COUNTY VT COMMUNITIES: 2005 - 2007

Community	2005	2006	2007
St. Albans City	280	230	211
St. Albans Town	166	131	136
Swanton	103	93	82
Georgia	91	66	66
Fairfax	52	57	47
Sheldon	41	30	28
Enosberg	34	32	25
Fairfield	22	33	24
All Other Communities	126	107	106
County Total	*915*	*779*	*725*
Source: Vermont State Police			

TABLE 4
TRAFFIC FATALITIES IN FRANKLIN COUNTY VT: 2003 - 2007

	Fatalities					Fatalities Per 100K Pop				
Fatality Type	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007
Alcohol-Impaired Driving (BAC=.08+)	3	3	2	9	3	6.41	6.35	4.21	18.83	6.26
Single Vehicle Crash	6	6	3	10	5	12.82	12.70	6.31	20.93	10.43
Large Truck Involved Crash	0	1	0	1	0	0.00	2.12	0.00	2.09	0.00
Speeding Involved Crash	7	2	3	7	8	14.96	4.23	6.31	14.65	16.69
Rollover Involved Crash	2	1	1	7	4	4.27	2.12	2.10	14.65	8.34
Roadway Departure Involved Crash	8	6	3	12	6	17.09	12.70	6.31	25.11	12.52
Intersection Related Crash	3	2	0	1	2	6.41	4.23	0.00	2.09	4.17
Passenger Car Occupant	6	4	1	9	3	12.82	8.47	2.10	18.83	6.26
Light Truck Occupant	2	0	0	2	5	4.27	0.00	0.00	4.19	10.43
Motorcyclist	0	2	1	0	0	0.00	4.23	2.10	0.00	0.00
Pedestrian	1	1	1	0	0	2.14	2.12	2.10	0.00	0.00
Bicyclist (or Other Cyclist)	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Total Fatalities	9	9	4	12	10	19.23	19.05	8.41	25.11	20.86
Source: NHTSA/NCSA						Fatalities can be more than one type.				

The next step in the process was to plot the locations of the crimes and crashes. Figure 1 illustrates the results of this effort for Franklin County during the period from August 2007 through July 2008. Figure 2 illustrates the locations of crimes and crashes in St. Albans City during the same period.
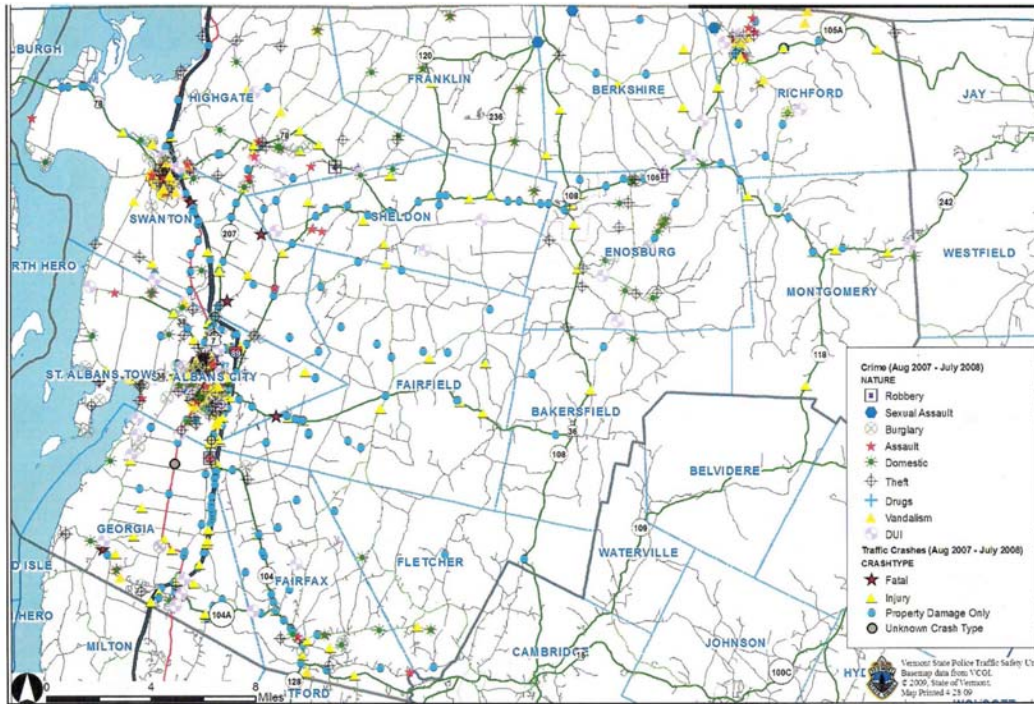

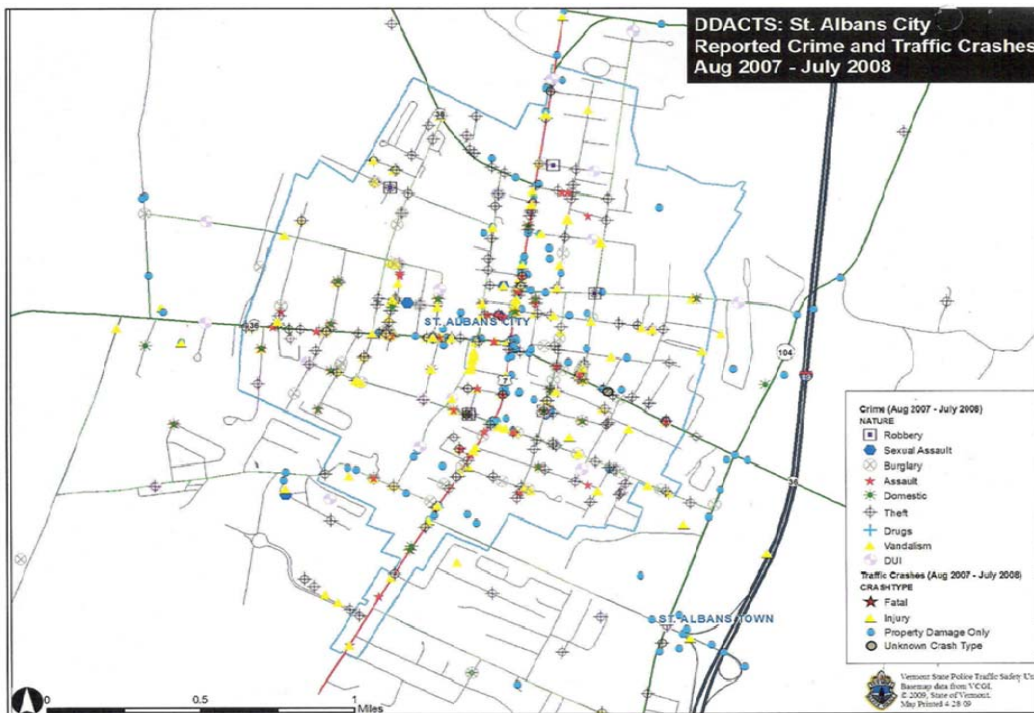Figure 1. Locations of crimes and crashes in Franklin County, August 2007 – July 2008.

Figure 2. Locations of crimes and crashes in St. Albans City, August 2007 – July 2008.

Mission Statement and Goals

The Working Group developed the following mission statement and goals.

A high-intensity enforcement program coupled with targeted motor vehicle enforcement will be conducted within the greater St. Albans City area and Franklin County for the next 12 months for the purpose of reducing crime and improving the quality of life within this area.

- By the end of calendar year 2009, reduce the overall offense rate per 1,000 population in St. Albans City to a rate that is the same or below the level that it was in 2005 (836 offenses; 111.82 per 1,000 population).

- By the end of calendar year 2009 reduce drug/narcotics violations to a rate that is the same or below the 2005 rate (39 violations; 5.22 offenses per 1,000 of population).

- Monitor the enforcement efforts and identify any displacement of crime resulting from the intensified enforcement efforts.

- Reduce violent crime by 10 – 20 percent or to 2005 levels.

- Reduce the crash rates in St. Albans City and St. Albans Township to the 2005 – 2007 annual mean rates.

- Reduce the alcohol-related crash rate per 100 million miles traveled in Franklin County to below 10.

Operational Plan

Members of the Operations Subgroup determined that a key component of their approach to DDACTS would be to empower local law enforcement personnel to develop the operations plan. It also was determined that statistical and intelligence information must be developed at both the strategic and tactical levels, with the regional Fusion Center providing this service. The resulting plan, which was signed by the managers of all area law enforcement agencies, is summarized below.

- Perform at least 10 high-intensity enforcement efforts within St. Albans City and the surrounding area during the 12 months beginning in September 2008.

- Maximize the use of all federal, state, county, and local law enforcement personnel to focus efforts on the crime and crash problems identified by the analyses of data.

- Create an impression of police "omnipresence" during the 12-month period by coordinating all law enforcement efforts within Franklin County through the Commander of the St. Albans Station of the Vermont State Police.

- Utilize all traffic enforcement teams to target crash areas, ensuring that the teams are briefed on the crime control efforts being undertaken.

- Utilize uniformed and undercover personnel in a coordinated effort to reduce crime in St. Albans City and the surrounding area.

- Conduct briefings once each week with area law enforcement and Fusion Center personnel for the purpose of exchanging intelligence and data.

- Evaluate the performance of law enforcement effort at three-month intervals, comparing measured progress to the established goals.

The following special enforcement and programmatic activities have been conducted by the cooperating agencies since implementing the locally-developed DDACTS plan in mid-2008.

Prescription Drug Repository

A container was secured near the entrance to the St. Albans City Police Department building for residents to dispose of unused prescription drugs. More than 29,000 pills have been deposited in the container since June 2008.

Neighborhood Watch

A neighborhood watch program was implemented by the St. Albans City Police Department to deter crime, facilitate the timely collection of intelligence, and increase public awareness of the special enforcement activities.

Town Hall Meetings

Citizens, elected officials, and law enforcement authorities have gathered three times in the St. Albans City Hall since mid-2008 to discuss the city's drug-related crime problems, which were described as "break-ins, armed robberies, and thefts of every kind--driven by ever-younger addicts." Senator Patrick Leahy convened a special hearing in St. Albans in December 2008, titled, Community-Based Solutions to Drug-Related Crime in Rural America, to explore the problems and consider solutions. The St. Albans City mayor appointed a citizen advisory group, which recommended increasing the city's police force from 19 to 24 sworn officers and acquiring non-lethal weapons and protective equipment for officers engaged in drug raids.

Town Hall Meeting   Senator Patrick Leahy   St. Albans Police Chief Gary Taylor

Graffiti Clean-Up Day

More than 50 citizens and law enforcement officers participated in a community effort to "improve the quality of life in St. Albans" by eliminating graffiti at more than a dozen locations within the city limits.

Impact Details

City, county, and state law enforcement personnel ride together (two officers per vehicle) to conduct aggressive traffic enforcement in areas identified as crime and crash hot spots by Vermont State Police traffic analysts. Between 20 and 40 officers saturate the city and surrounding arterials during these operations to provide high-visibility enforcement. New crime and crash hot spot maps are created by Fusion Center and VSP analysts and distributed to the

officers prior to each Impact Detail. Individuals who are cited or arrested are offered the opportunity to provide actionable information concerning crimes committed in the area. Impact Details guided by maps of crime and crash hot spots are the primary special enforcement tactic of the program.

Operation Rail City

A drug investigation led to a "sweep" in March 2009 by 50 uniformed officers from the VSP, and the St. Albans and Swanton City Police Departments, among others, which resulted in 17 arrests, primarily for sales of prescription drugs; suspects ranged from 17 to 37 years of age. Within three days of the arrests, emergency room personnel at the Northwestern Regional Medical Center reported "an influx of patients with drug withdrawal."
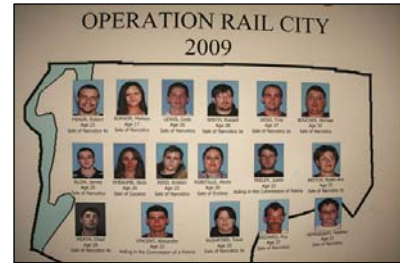
Alcohol-Impaired Driving Special Enforcement

VSP troopers conduct targeted DUI patrols at bar closing times throughout Franklin and Grand Isle Counties and provide information to the Vermont Department of Health as part of a larger, innovative collaboration to address mutual concerns of law enforcement and public health agencies.

FREQUENCY OF OPERATIONS/DURATION OF PROGRAM

Planning and programmatic activities began in June 2008; Impact Details began in September and will continue through September 2009. Impact Details will be conducted approximately once each month for the duration of the DDACTS program; 30 hours each month are devoted to the special DUI enforcement. Also, four troopers from the Vermont State Police Traffic Section are deployed to the St. Albans area on a weekly basis to perform special enforcement patrols in the crime and crash locations identified by the Fusion Center analysts. The troopers are provided with the latest criminal intelligence, local wanted persons bulletins, and "hot spot" maps before deploying each week.

PARTICIPATION

In addition to the city, county, and state law enforcement agencies represented in the Working Group, participation in the DDACTS program now includes the Vermont State Police Bureau of Criminal Investigations; the VSP's Commercial Vehicle Enforcement Team; Vermont Department of Motor Vehicles; Vermont Agency of Transportation; Vermont Department of Liquor Control; Vermont Department of Health; U.S. Border Patrol; and U.S. Marshall's Service.

PUBLIC AWARENESS/PROGRAM VISIBILITY

The public has been informed of the drug and crime problems in the St. Albans area by frequent news coverage and the problems continue to be the biggest news story in the county. Public awareness of the problems contributed to the high attendance at the town hall meetings that were held in 2008 and a conference concerning the risks of prescription drug abuse conducted in St. Albans in May 2009. Chief Taylor and Lieutenant Evans held the first in a series of press conferences in January 2009 to present crime and crash data to the public and to describe the new DDACTS program. The press conferences always receive front page coverage in the *St. Albans Messenger,* which is distributed throughout Franklin County and is Vermont's oldest evening newspaper.

Vermont State Police and Vermont Department of Health personnel discuss the program during their presentations to community organizations throughout Franklin and Grand Isle Counties. The schedule of presentations includes mandatory meetings with all high school students who participate in sports and other extracurricular activities; this collaborative effort is intended to reduce drinking and driving among the high risk 18-25 year age group. Also, the VSP coordinates the deployment of Vermont Agency of Transportation variable message signs to warn motorists of hazards and advise the public of the special enforcement efforts.

FUNDING

The Vermont Governor's Highway Safety Program and NHTSA helped provide two automated license plate readers, which are used during DDACTS Impact Details and other operations. However, external funding for the program has been limited to a $20,000 grant from the Vermont Governor's Highway Safety Program and a $30,000 grant to support impaired driving enforcement and data collection from the Vermont Department of Health. Nearly all of the special enforcement effort is being conducted during normal "shift coverage."

LESSONS LEARNED

The primary lessons learned so far by the organizers of the St. Albans DDACTS program are listed below.

- Obtain the "buy in" of the participating law enforcement agencies as one of the first steps in developing a program.
- Develop community buy in next.
- Develop good relations with local news personnel; you cannot buy advertising at any price that is as effective as objective news coverage of a good program.
- Inform the participating agencies and communities of your progress.
- Develop relationships with non-traditional partners.

OBSTACLES

The largest obstacle confronted during the planning process was the lack of accurate and timely data to determine the extent of the local crime and crash problems and to identify the "hot spots" for targeted enforcement actions. The personnel responsible for the CAD system, web based crash network, and Fusion Center worked hard to integrate the sources of data in order to develop the capability to produce information products on a weekly basis that are immediately useful to the participating law enforcement agencies. This cooperative effort has resulted in a system that generates confidence in the timeliness and accuracy of the information that is used to direct DDACTS enforcement efforts. Examples of the information products are appended to this case study report.

PROGRAM STRENGTHS

The organizers believe the primary strengths of the St. Albans DDACTS program are:

- It is a "common sense" approach to focus law enforcement effort on demonstrable problems.
- The program was developed and is controlled locally.
- The special enforcement is being conducted with existing resources, which means that it can be sustained in the absence of extraordinary funding if it proves to be successful.
- Reasonable goals were set at the beginning of the project.
- The working relationships among the participating agencies have improved throughout the planning and program periods.

SUGGESTIONS FROM THE PROGRAM ORGANIZERS

Lieutenant Rob Evans offers the following suggestions to law enforcement managers who are considering development of a DDACTS program.

- Identify achievable goals for the program.
- Obtain early "buy in" from local, county, and state law enforcement agencies.
- Remain open to creative solutions to existing problem areas.
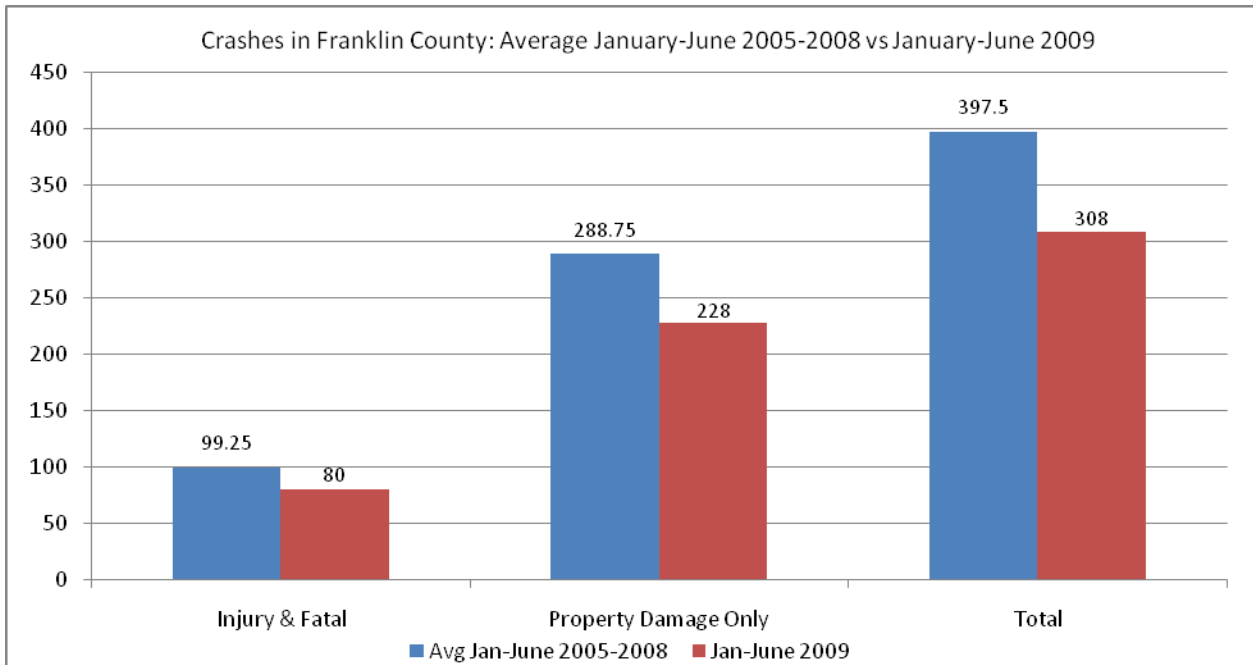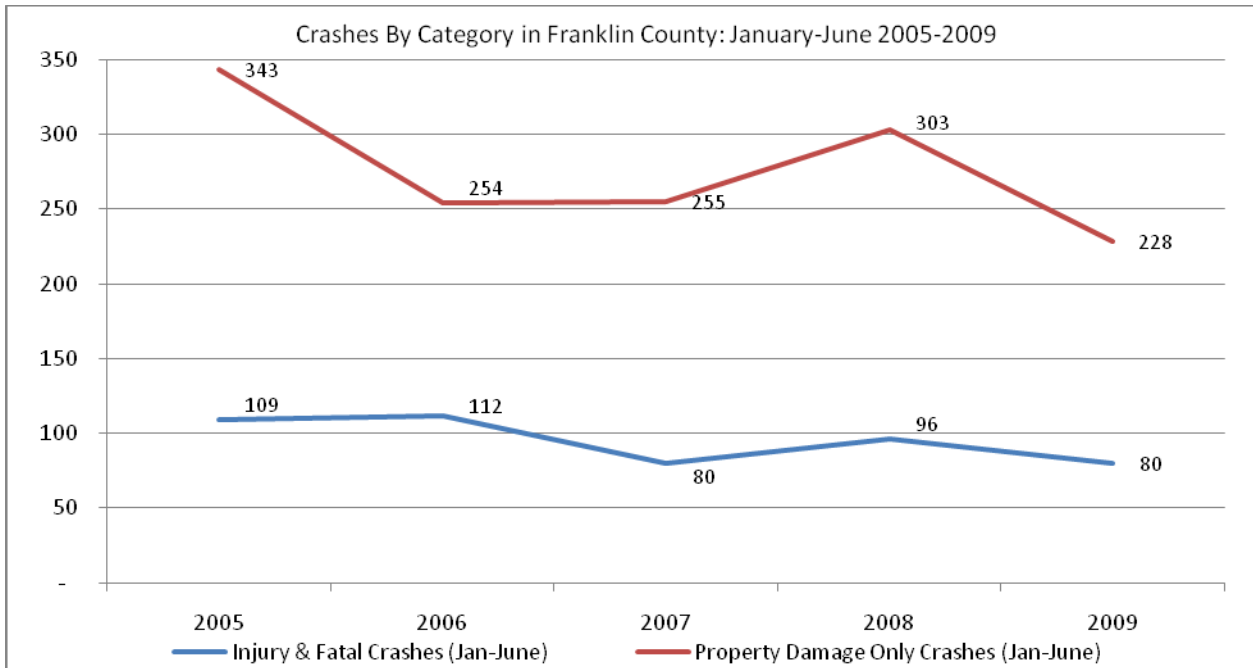- Consider initiatives that will be sustainable with existing resources and funding options.

EVIDENCE OF PROGRAM EFFECTS

The Impact Details and other special enforcement patrols routinely result in large numbers of citations issued, DUI arrests, and both civil violations and criminal arrests for driving with license suspensions. This high visibility effort appears to have had a substantial effect on crime in St. Albans, as illustrated in the following figure.

Crimes By Category in St. Albans: Average January-June 2005-2008 vs January-June 2009
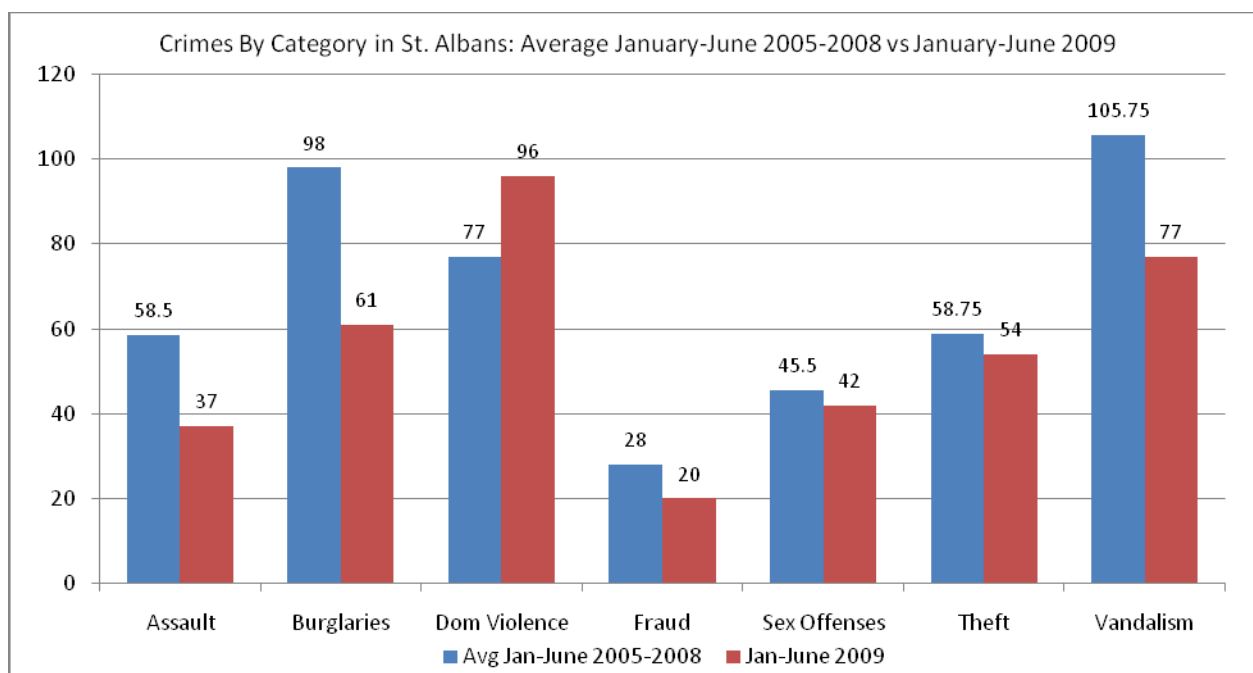
The figure compares the numbers of crimes reported during January through June 2009, while the St. Albans DDACTS program was underway, to the average of the same six-month periods during the preceding four years (2005-2008). The figure shows declines in all categories of crimes that might be influenced by a special enforcement program, including 27 and 29 percent declines in vandalism and fraud, respectively, and 37 and 38 percent declines in assaults and burglaries, the two categories in which sudden increases previously alerted law enforcement and public health professionals to the underlying prescription drug problem.

The following two figures present the numbers of crashes in St. Albans and the surrounding Franklin County during the years 2005-2009. Data again are presented for the first six months of each of the preceding years to compare to the January through June program period in 2009. The figures show that injury and fatal crashes (combined) declined during the program period by 17 percent from the number in 2008 and by 19 percent from the average of the years 2005-2008. Property Damage Only (PDO) crashes declined by 25 percent from 2008 and by 21 percent from the average of the four preceding years.

Crashes By Category in Franklin County: January-June 2005-2009

Crashes in Franklin County: Average January-June 2005-2008 vs January-June 2009

12

FINAL NOTE

The program organizers are very pleased with the progress made thus far in the St. Albans area and are encouraged with the results of the DDACTS initiative. Lieutenant Evans reports that this project could not have been such a success without the assistance of the many agencies involved, which include: the St. Albans Police Department, the Vermont Department of Health, the community coalition partnerships, NHTSA and the Vermont's Governor's Highway Safety Office. Senior Command leadership of the Vermont State Police is currently considering introducing the DDACTS method at other barracks locations around the state.

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DDACTS – VERMONT / FRANKLIN COUNTY

WEEKLY ACTIVITY SUMMARY
May 18th – May 24th

Summary of Patrols:

Vermont State Police Traffic Operations had team members patrolling in Franklin County on May 18th. The routes patrolled consisted of I-89 in the St. Albans and Georgia areas, U.S. Rt. 7 in St. Albans. No arrests or significant events reported.

Calls for Service:

Spillman records indicated there were **38 DDACTS observed offenses** reported during this time frame. The majority of the offenses **16 occurred in St. Albans City, 6 in St. Albans Town, 5 in Swanton, 2 in Highgate, 2 in Georgia, 2 in Richford, 2 in Bakersfield, 1 in Fairfax, 1 in Enosburg, and 1 in Montgomery.**

Arrests:

Vermont State Police reported 11 arrests: 5 DUI offenses, 5 Driving while License Suspended offenses, and 1 Possession of Marijuana offense.

St. Albans Police reported 9 arrests: 3 Domestic offenses, 2 DUI offenses, 1 Disorderly Conduct Offense, 1 Restraining Oder offense, 1 Leaving the Scene of an Accident, and 1 Driving while License Suspended offense.

Franklin County Sheriff's Department Spillman records showed 2 arrests: 1DUI offense, and 1 Assault offense.

Swanton Police Department No arrest reported.

Crime Trends:
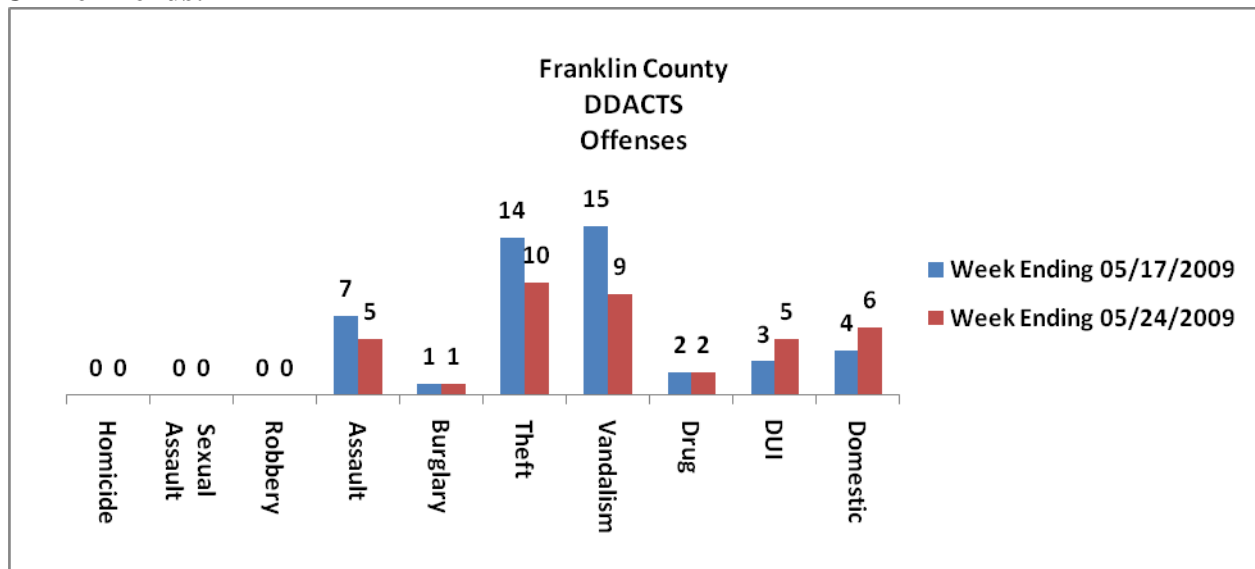
Page 1 of 1

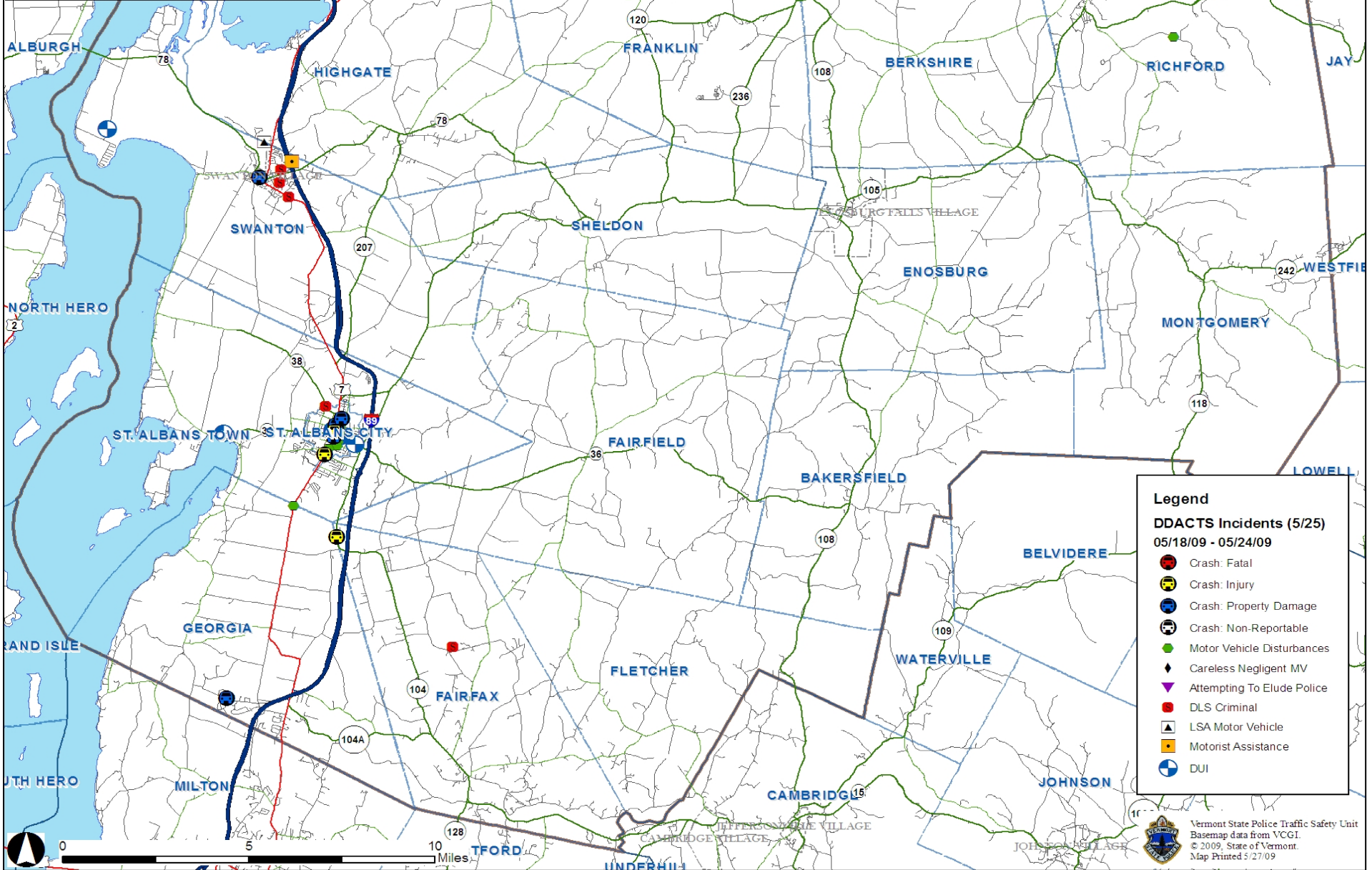| Traffic-Related Offenses		FRANKLIN COUNTY				ST. ALBANS CITY	
Code	Description	Current Week 5/18/2009 - 5/24/2009	Prior Week 5/11/2009 - 5/17/2009	YTD* 2009	YTD* 2008	Current Week 5/18/2009 - 5/24/2009	Prior Week 5/11/2009 - 5/17/2009
3000	Crash: Fatal	0	0	3	1	0	0
3100	Crash: Injury	3	4	56	67	2	0
3200	Crash: Property Damage	10	9	221	308	4	6
TCNR	Crash: Not Reportable	0	1	2	N/A	0	0
3607	Motor Vehicle Disturbances	12	12	369	311	7	3
3617	Careless Negligent MV	0	1	10	20	0	0
3618	Attempting to Elude Police	0	0	8	16	0	0
3619	DLS Criminal	7	7	134	88	1	2
3620	LSA MV	2	0	22	13	1	0
MAST	Motorist Assist	1	1	30	49	0	0
2115	DUI	7	4	110	121	3	3
TOTAL MV Incidents		42	39	965	994	18	14
Total Crash Reports Submitted**				211	206		

Traffic-Related Offenses/Day (Last 4 Weeks)
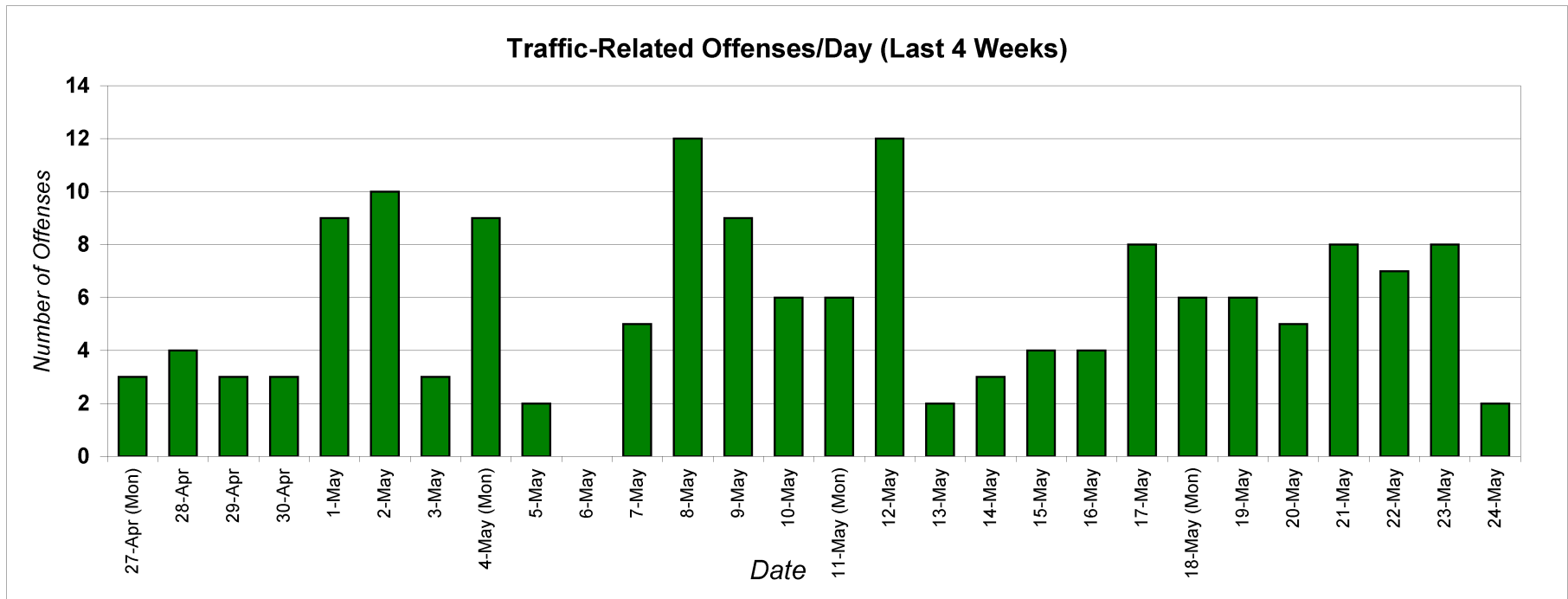
*YTD = Year-to-Date offense counts (1/1 through last date of this report).

**Total Crash Reports Submitted based on data entered into VTrans WebCRS.

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**DDACTS: St. Albans City
Traffic Incidents
05/17/2009 - 05/24/2009**

ST. ALBANS CITY

ST. ALBANS TOWN

0   0.5   1
Miles

Legend

DDACTS Incidents (5/25)

05/18/09 - 05/24/09

- Crash: Fatal
- Crash: Injury
- Crash: Property Damage
- Crash: Non-Reportable
- Motor Vehicle Disturbances
- Careless Negligent MV
- Attempting To Elude Police
- DLS Criminal
- LSA Motor Vehicle
- Motorist Assistance
- DUI

Vermont State Police Traffic Safety Unit
Basemap data from VCGI.
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Map Printed 5/27/09

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**DDACTS: Franklin County
Traffic Incidents
05/18/2009 - 05/24/2009**

ALBURGH

HIGHGATE

SWANTON

NORTH HERO

FRANKLIN

BERKSHIRE

RICHFORD

JAY

SHELDON

ENOSBURG

WESTFI

MONTGOMERY

ST. ALBANS TOWN   ST. ALBANS CITY

FAIRFIELD

BAKERSFIELD

LOWELL

BELVIDERE

GEORGIA

WATERVILLE

FLETCHER

FAIRFAX

JOHNSON

MILTON

CAMBRIDG

UTH HERO

RAND ISLE

TFORD

UNDERHI

CAMBRIDGE VILLAGE   JEFFERSONVILLE VILLAGE   JOHNSON VILLAGE

Legend

DDACTS Incidents (5/25)

05/18/09 - 05/24/09

- 🔴 Crash: Fatal
- 🟡 Crash: Injury
- 🔵 Crash: Property Damage
- ⬜ Crash: Non-Reportable
- 🟢 Motor Vehicle Disturbances
- ◆ Careless Negligent MV
- 🔻 Attempting To Elude Police
- 🅂 DLS Criminal
- ▲ LSA Motor Vehicle
- 🟧 Motorist Assistance
- 🔵 DUI

0   5   10   Miles