



AUBURN POLICE DEPARTMENT



2025-2026 TRAFFIC SAFETY PLAN

Chief Jason D. Moen



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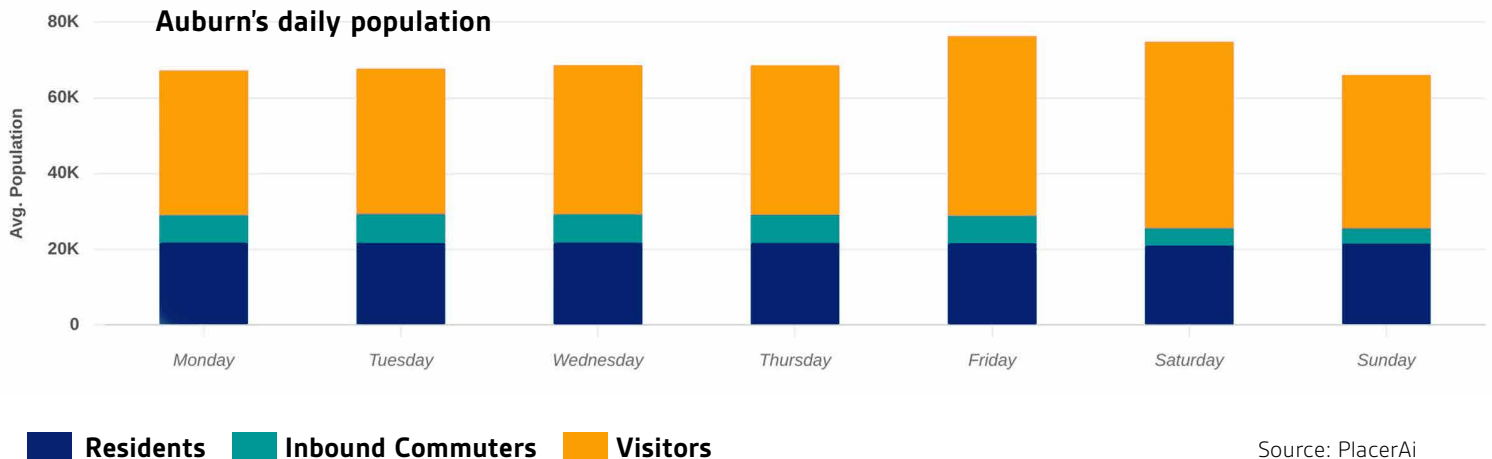
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INTRODUCTION

The Auburn Police Department has developed and will implement a comprehensive traffic safety program, reflective of demographics, to achieve a reduction in traffic crashes, fatalities, and injuries on city streets. This traffic safety program includes traffic enforcement strategies designed to enforce traffic laws; reduce traffic crashes resulting in fatalities and injuries; and maintain safe and orderly movement of traffic along city streets.

Auburn is the gateway to the recreational areas of western Maine. While the City of Auburn is the ninth largest city in the United States with 67 square miles, our population is only 24,193. However, nearly 80,000 people live, work and recreate in our community each day. Over the last five years, Auburn has expanded its industrial parks, intermodal facilities, shopping centers, restaurants/bars, housing facilities, ski area and our overall economic development has significantly increased. Additionally, Auburn is home to the only 2-sheet ice arena in the state, further increasing the number of visitors coming to our city.



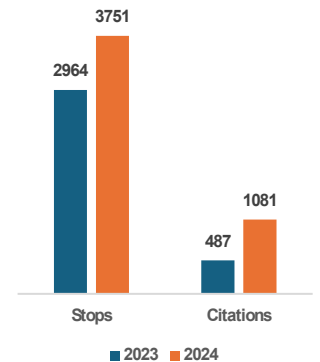
This growth brings challenges for law enforcement. Increased traffic and impatient motorists increase the need for enforcement. The Auburn Police Department's sworn complement is 55 officers. Currently, we have five officers who will be attending the Maine Criminal Justice Academy in August 2025. Vacancies in the patrol division, coupled with more comprehensive call volume, make deploying resources for traffic enforcement challenging at times.

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The COVID-19 pandemic changed every aspect of life, including traffic. Traffic volumes declined while excessive speeding and other aggressive driving behaviors increased. Post-pandemic, traffic volumes have returned to normal levels, but dangerous driving behaviors remain a surging problem that has contributed to increasing crashes and serious injuries.

This traffic safety program is a multi-pronged approach that includes data-driven selective enforcement, traffic calming and department-directed enforcement aimed at reducing crashes and traffic speed throughout the city.

The Auburn Police Department remains committed to increasing traffic safety within the city. In 2024 officers conducted **3,751** traffic stops, issuing **1,081** citations for various traffic violations. This is a **26.6%** increase in stops and **122%** increase in citations issued as compared to 2023 where in the same period, officers conducted **2,964** traffic stops and issued **487** citations.



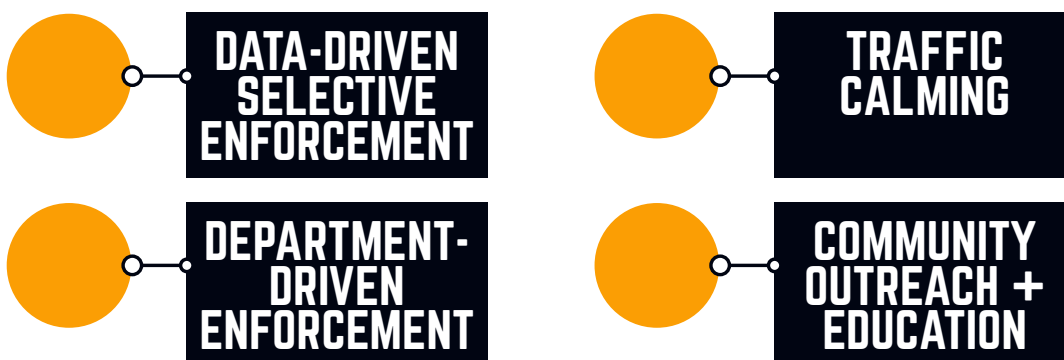
OBJECTIVES + STRATEGIES

The Auburn Police Department's Traffic Safety Plan outlines a comprehensive approach to traffic enforcement in Auburn, Maine. The goal is to reduce traffic crashes and injuries, enhance road safety, and ensure community trust through data-driven, community-oriented enforcement efforts. The plan aligns with public expectations, leverages modern policing tools, and supports Auburn's broader public safety goals.

Traffic Safety Objectives

1. Reduce reported traffic crashes by 5% over the next 12 months (July 1, 2025-June 30, 2026).
2. Target high-risk driving behaviors, including speeding and distracted driving.
3. Deploy resources strategically using traffic data and community input.
4. Foster transparency and trust through education and engagement.

We will achieve these critically important objectives by embracing four strategies:



DATA-DRIVEN SELECTIVE ENFORCEMENT

Data-driven selective enforcement deploys officers to problematic areas for focused enforcement. This data includes traffic crash data, citizen complaints and historical speed areas, coupled with traffic volume increases. Most of high-volume intersections are prone to red light violations.

Statistical data shows that **HIGH SPEED AREAS** within Auburn include:

- Route 4/Center Street
- Washington Street
- Turner Street
- Mt. Auburn Avenue (mall district)
- Minot Avenue
- Route 136/Riverside Drive
- Court Street

HIGH CRASH LOCATIONS include:

- Turner Street
- Center Street
- Mt. Auburn Avenue
- Minot Avenue
- Court Street



2024 crash data shows that failure to yield was the largest primary factor in 13.1% of all crashes. Following too closely was the next largest primary factor in 8% of crashes. Traffic crashes in 2024 (1,189) were down 5% from 2023 (1252). 2024 crashes with injury (203) were down 20.4% from 2023 crashes with injury (255). This lends credence to the concept where traffic enforcement can reduce traffic crashes. **2024 traffic enforcement efforts increased 26.6% while traffic crashes decreased 5%.**

26.6%

Increase in traffic stops in 2024 (over 2023).

122%

Increase in traffic citations in 2024 (over 2023).

The department receives grant funding from the Maine Bureau of Highway Safety for directed traffic enforcement in our high speed and high crash areas. These details are focused on speed enforcement and distracted driving.

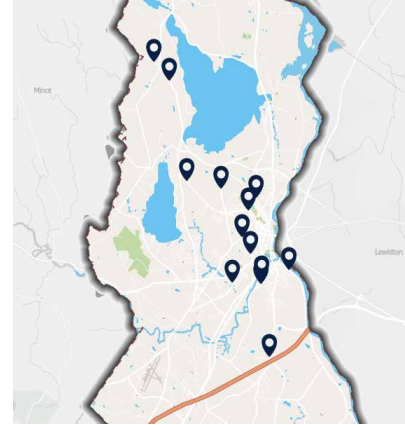
As one example of these focused efforts, officers stopped 85 cars in the area of Fairview School during the period from August 1 to October 1 of 2024. Officers issued 40 summonses with a total of 95 traffic violations and issued 45 warnings. Despite these efforts, on 10/01/24, a car/pedestrian accident occurred in the crosswalk on Minot Avenue in front of Fairview School where, thankfully, a child received only minor injuries.

TRAFFIC CALMING

Traffic calming is a multi-faceted approach to speed complaints.

The department currently has **13 permanent radar signs** located throughout the city. These include:

- 231 Broad Street
- 586 Park Avenue
- 100 Western Avenue
- 639 Lake Street
- Mill Street (Near 13th)
- 153 Poland Road
- 420 Court Street
- Riverside Drive at Brook Street
- 105 Gamage Avenue
- 480 Turner Street
- S. Main Street near Witham Road
- 79 Marston Hill Road
- North Auburn Road



These signs have proven useful in calming traffic speeds in these areas. In the current FY25 budget, 10 more radar signs are scheduled to be purchased. These signs will be installed in high-speed areas.

The department has a comprehensive **TRAFFIC CALMING RESPONSE PLAN** to manage reported speed complaints from citizens. Once an area has been deemed problematic, the Support Services Division deploys a **covert data collector** to the area. For 10-14 days, it collects data such as vehicle speed, vehicle direction and vehicle count. This data is then analyzed to determine if a speed issue exists and if so, if time-of-day patterns exist. Support Services then deploys a **radar sign trailer** to educate motorists to the speed limit and display their vehicle speed. The radar sign remains deployed for approximately two weeks and collects the same data as the covert sign. Once the radar sign data is analyzed, should a speed issue continue to exist, **selective enforcement** by officers is conducted in the problem area as call volume allows.

1
DATA
COLLECTION

2
DATA
ANALYSIS

3
RADAR SIGN
TRAILER

4
SELECTIVE
ENFORCEMENT

DEPARTMENT-DIRECTED ENFORCEMENT

Traffic enforcement largely falls on the responsibility of the Patrol Division. It can be challenging to deploy adequate resources with the vacancies currently experienced in Patrol, coupled with ever-challenging call volume. Officers balance their patrol time between calls for service, traffic enforcement and community policing.

- 1 The department will conduct "**DIVISION BLITZES**". Each Division within the agency will deploy once a month in uniform and conduct directed traffic enforcement during commuter traffic. This all-hands approach signifies the priority the department places on traffic safety.
- 2 Another strategy to enhance traffic safety will be to **ISSUE TRAFFIC CITATIONS** for at-fault traffic crashes. If the crash causation factor is a traffic law violation that can be clearly proven, officers will be issuing traffic citations to the at-fault party.
- 3 Speeding and reckless driving are key enforcement focus areas. Enforcement includes targeting arterial roads and residential cut-throughs (e.g., Center Street, Court Street, Park Avenue); directed patrols in school zones and pedestrian-heavy areas; and the use of radar/LIDAR and digital speed display signs for deterrence.
- 4 Another key enforcement focus area is distracted driving. APD strategies to reduce distracted driving include focused enforcement campaigns using plainclothes officers or unmarked vehicles, and educating drivers on Maine's hands-free law through social media and community meetings.
- 5 Lastly, we have augmented our patrol traffic enforcement with Maine Bureau of Highway Safety Grants for Speed and Distracted Driving.
 - YTD FY25, the speed grant allocated 104 hours of additional enforcement and resulted in a total of 169 warnings and 75 citations (speeding 108 warnings and 40 citations).
 - YTD FY25, the distracted driving grant allocated 92 hours of additional enforcement and resulted in a total of 116 warnings and 66 citations (distracted driving 21 warnings and 11 citations).

STRATEGY 3, CONTINUED

AUBURN PD PACE UNIT

Our **Proactive Community Enforcement [PACE] Unit** was implemented in March 2024. PACE conducts directed traffic enforcement in all the city's high speed/high crash areas at a minimum of ten hours per week. As staffing improves, a full-time traffic enforcement officer will be assigned to the Unit.

This additional, specialized position will result in:

- Precision focus on high violation areas
- 10% increase in citations issued
- 5% reduction in speed related crashes
- Increased voluntary compliance with motor vehicle laws



COMMUNITY OUTREACH + EDUCATION

Community outreach and education play a vital role in promoting traffic safety by building public awareness, fostering trust, and encouraging responsible behavior on the roads. Through educational programs, safety campaigns, and direct engagement with residents, the Auburn PD can highlight the dangers of speed and distracted driving and promote safe driving habits. These efforts not only help reduce accidents and save lives but also strengthen the partnership between police and the community, making our roadways safer for everyone.

Our strategy will include a thematic campaign calendar featuring monthly or seasonal themes, like, “Driving Safely into Summer,” “Slow Down September,” and/or “Buckle Up, October.” Each theme will focus on a traffic safety issue (speeding, distracted driving, impaired driving, pedestrian safety). Our team will use eye-catching graphics, short videos, and statistics to engage and educate.

Similarly, we will implement the “APD Traffic Tip Tuesday” series. This educational series will include posting a weekly safety tip on social media using a consistent hashtag (#TrafficTipTuesday). Topics will include Maine-specific traffic laws, roundabout etiquette, school zone awareness, etc. Our team will work with the city communications team to push out a mix of static graphics and officer-recorded videos or quick reels. We will invite residents to submit questions for future tips.

Real-time enforcement updates will increase public perception of active enforcement. Our team will announce upcoming enforcement details in general terms (“Speed enforcement on outer Minot Avenue this week”). After the enforcement efforts, we will post results (e.g., “21 stops, 4 citations, 1 OUI arrest – thank you for slowing down”). We will avoid shaming and instead, will focus on education and accountability.

Incident-based reminders are another effective educational tool. We will respond to local traffic incidents with timely, sensitive, educational posts on social media. For example, following a pedestrian crash, we will post tips on crosswalk safety and visibility. It will be important to keep a respectful, not sensational, tone for the greatest impact.

Lastly, our team will track performance metrics and adjust our approach based on engagement analytics. We will measure our reach, shares, and the general comment sentiment, adjusting tone, timing, and content types based on what resonates.



RESOURCE MANAGEMENT

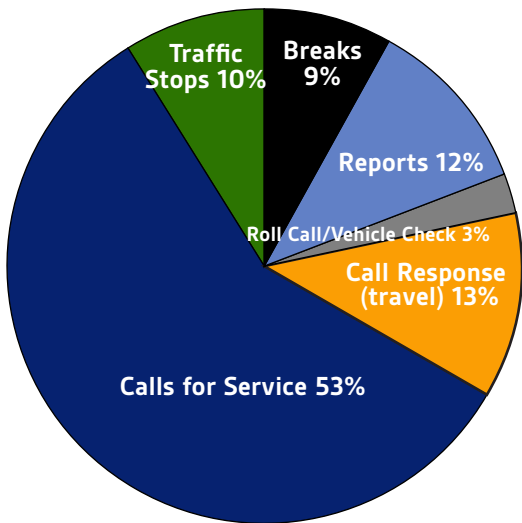
While traffic enforcement is a high priority, finding time in an officer’s patrol shift can be a challenge. This **30-day workload analysis** shows the 15 most common calls for service for both day and night shifts. The charts below outline those calls for service and categorize them by type. In this analysis, we evaluated the average time an officer spends on a specific call type.

Day Shift			Night Shift		
Call Type	CFS	Avg. Time on Call	Call Type	CFS	Avg. Time on Call
Follow Up / PPW Service	127	24 Minutes	Follow Up / PPW Service	30	24 Minutes
POL- Accident	92	24 Minutes	Disturbance / Disorderly	28	27 Minutes
MV Laws	52	15 Minutes	Alarm	25	12 Minutes
Theft	49	28 Minutes	Suspicious Condition	21	24 Minutes
Police Information	47	11 Minutes	Wellbeing Check	20	21 Minutes
Wellbeing Check	43	21 Minutes	Criminal Trespass	16	18 Minutes
Public Service Call	42	19 Minutes	MV Laws	16	15 Minutes
Animal Complaints	41	24 Minutes	Suspicious Person/Vehicle	16	23 Minutes
Suspicious Condition	38	24 Minutes	Noise - Disturbance	15	8 Minutes
Criminal Trespass	31	18 Minutes	Assist other Dept	12	17 Minutes
Alarm	28	12 Minutes	Police Information	12	11 Minutes
Disturbance / Disorderly	24	27 Minutes	POL- Accident	11	24 Minutes
Suspicious Person/Vehicle	24	23 Minutes	PCF Medical/Mental	10	20 Minutes
Lost/Found Item	20	21 Minutes	Public Service Call	10	19 Minutes
Fraud	19	26 Minutes	Theft	10	28 Minutes
PCF Medical/Mental	19	20 Minutes			

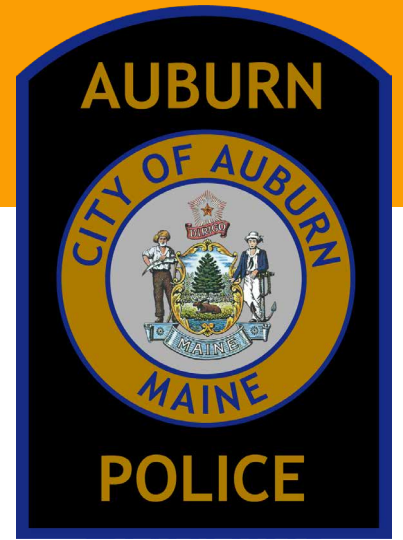
Average of Top CFS Day Shift	21 minutes
Average of Top CFS Night Shift	19 minutes
All other CFS Average (not including top 15) Time on Call	24 minutes
Minimum Time on a Call	1 minute
Maximum Time on a Call	9 hours, 17 minutes
Average Report Writing Time	24 minutes

Current challenges in proper resource allocation also include an ever-increasing number of **group homes** in the city (**55**) and more complex issues involving the **unhoused population**. A large majority of these calls involve an individual in some type of mental health crisis, which often requires a large amount of officer time to mitigate. Responses to illegal camping sites throughout the city also require a significant amount of officer time as officers often conduct follow-ups 72-hours after an initial call to ensure that the illegal campsite has been vacated.

Snapshot of an average 11-hour APD patrol shift



CONCLUSION



The Auburn Police Department places a high value on traffic safety in the City of Auburn. While the ultimate goal of any traffic safety program is voluntary compliance with traffic laws, directed traffic enforcement is required to gain that voluntary compliance.

The Auburn City Council has made traffic safety a priority for its term and that priority has not been lost on the department. That is evidenced by the enforcement data for 2024 versus 2023, *where traffic stops have increased 26.6% and traffic citations have increased 122%.*

This multi-pronged traffic enforcement strategy is designed to reduce traffic crashes in the city and to gain voluntary compliance by motorists traveling through the city.

With the strategies listed above, the Auburn PD plans to work toward an overall **10% increase in traffic stops**, and a **5% reduction in reported traffic crashes**. With the reassignment of our School Resource Officer to traffic enforcement, Auburn's summer season will bring an intentional, directed enforcement effort. **The SRO will work to increase the APD's weekly traffic stops by 25% in the first six weeks of plan implementation.**

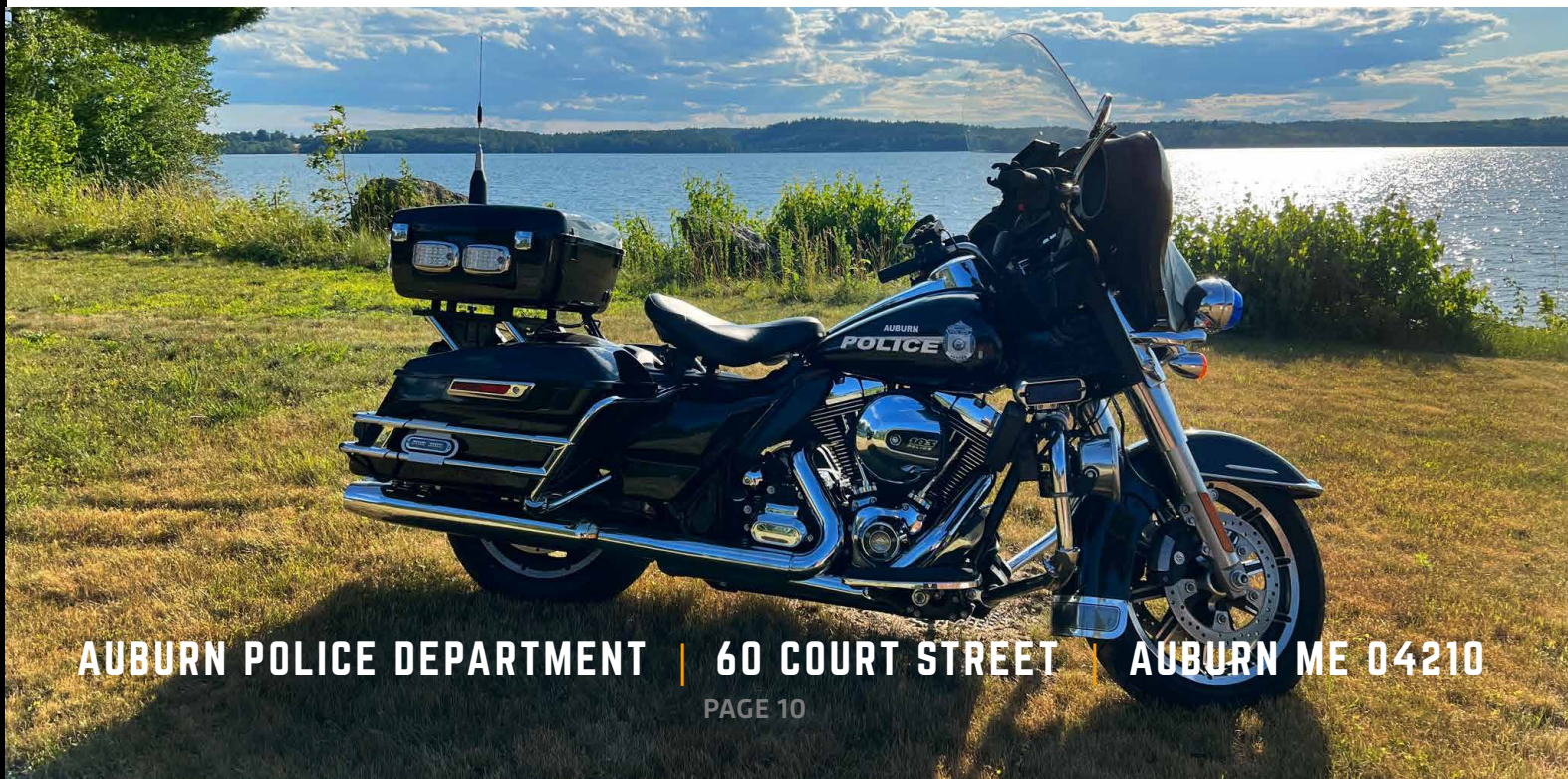
Our team's directed enforcement activities will focus on:



SPEED



**DISTRACTED
DRIVING**



AUBURN POLICE DEPARTMENT | 60 COURT STREET | AUBURN ME 04210

TRAFFIC DATA ANALYSIS

The data below represents the total number of traffic summons, verbal warnings, and calls for service broken up by day/night shift over the past 3 years (2022, 2023, and 2024).

DAY SHIFT

2024

Summons	669
Verbal	1,787
Calls for Service	17,222

2023

Summons	289
Verbal	1,582
Calls for Service	15,637

2022

Summons	365
Verbal	2,800
Calls for Service	16,153

NIGHT SHIFT

2024

Summons	230
Verbal	1,041
Calls for Service	9,688

2023

Summons	152
Verbal	884
Calls for Service	9,464

2022

Summons	135
Verbal	1,196
Calls for Service	9,810

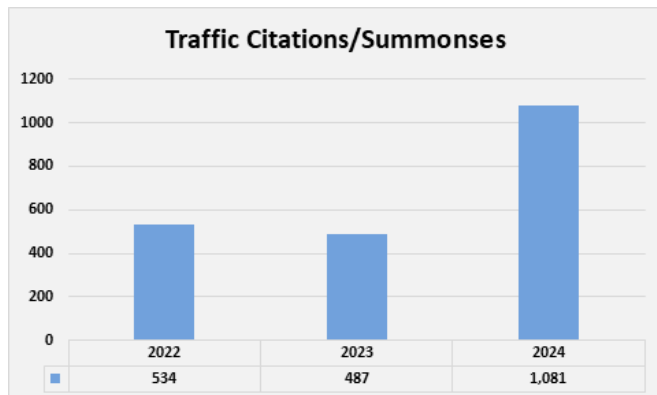
TOTAL CALLS FOR SERVICE: 25,963

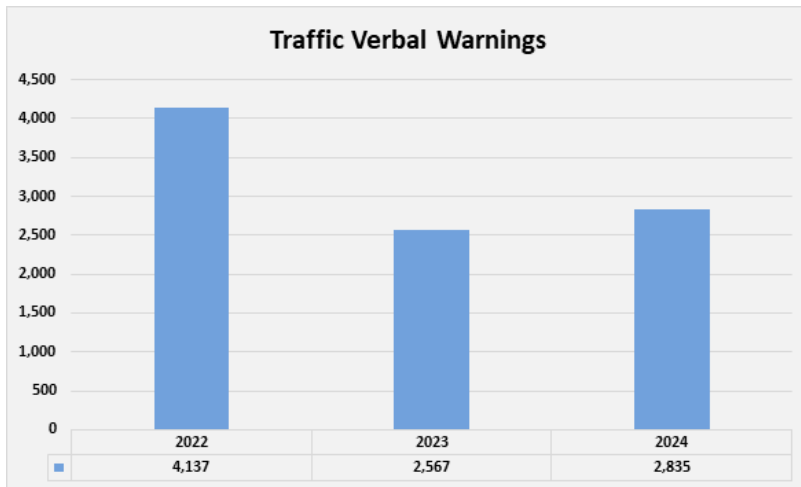
TOP CITATION TYPE - 2024

Speeding	368
Insurance	163
Registration	126
Inspection	102
Operating After Suspension	71
Distracted Driving	58
Red Light	48
Learners' Permit	19
Stop Sign	12

The graph below illustrates the total number of traffic summonses and verbal warnings issued by APD over three years.

- Traffic summonses have decreased slightly by 8.8% between 2022 and 2023.
- Traffic summonses have increased by 122% between 2023 and 2024.
- Traffic summonses have increased by 102% between 2022 and 2024.



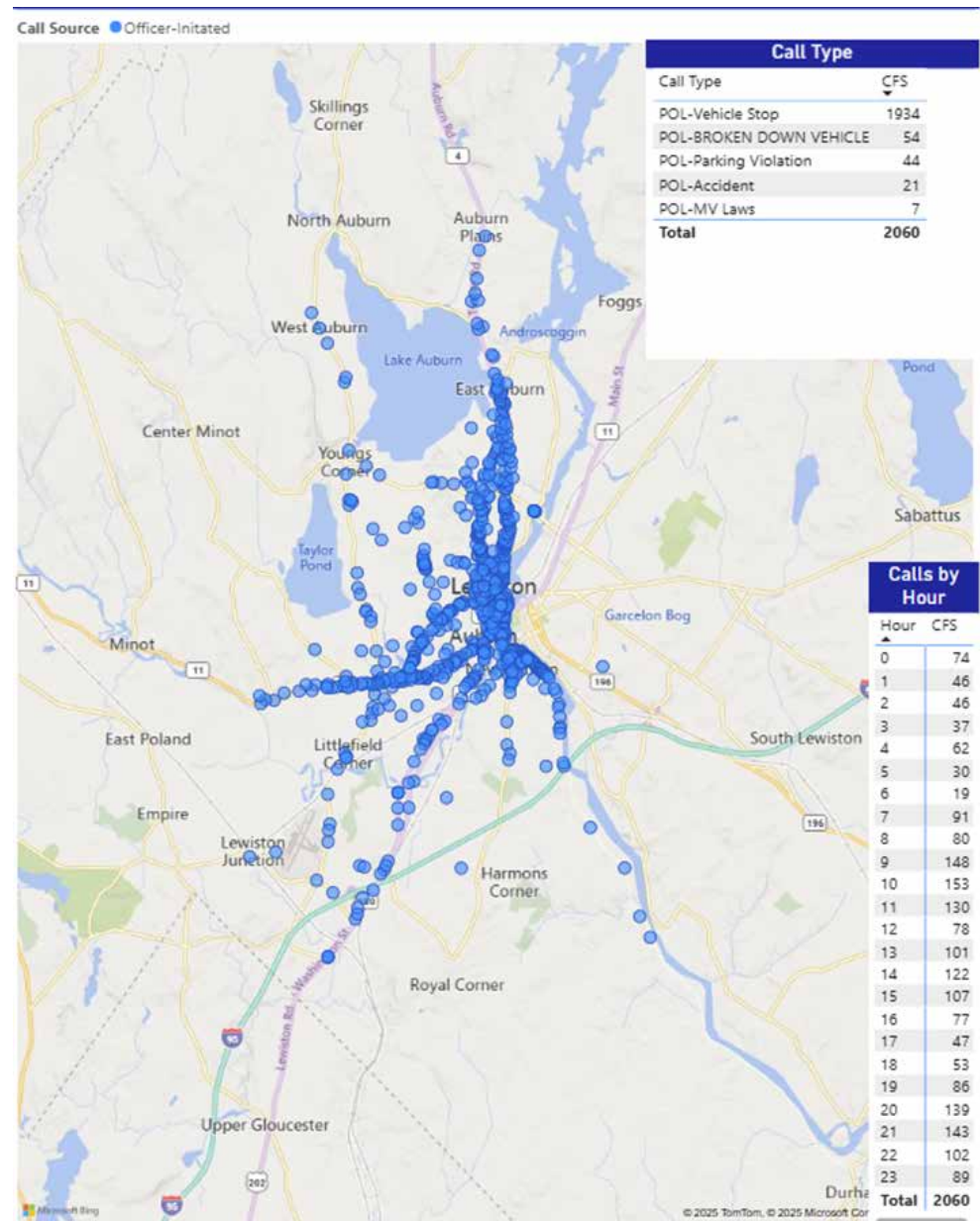


There was an increase in verbal warnings between 2023 and 2024, which is suspected to be due to a higher call volume in 2024.

The map below shows the Traffic Calls for Service year-to-date for 2025. APD officers have conducted 1,934 motor vehicle stops.

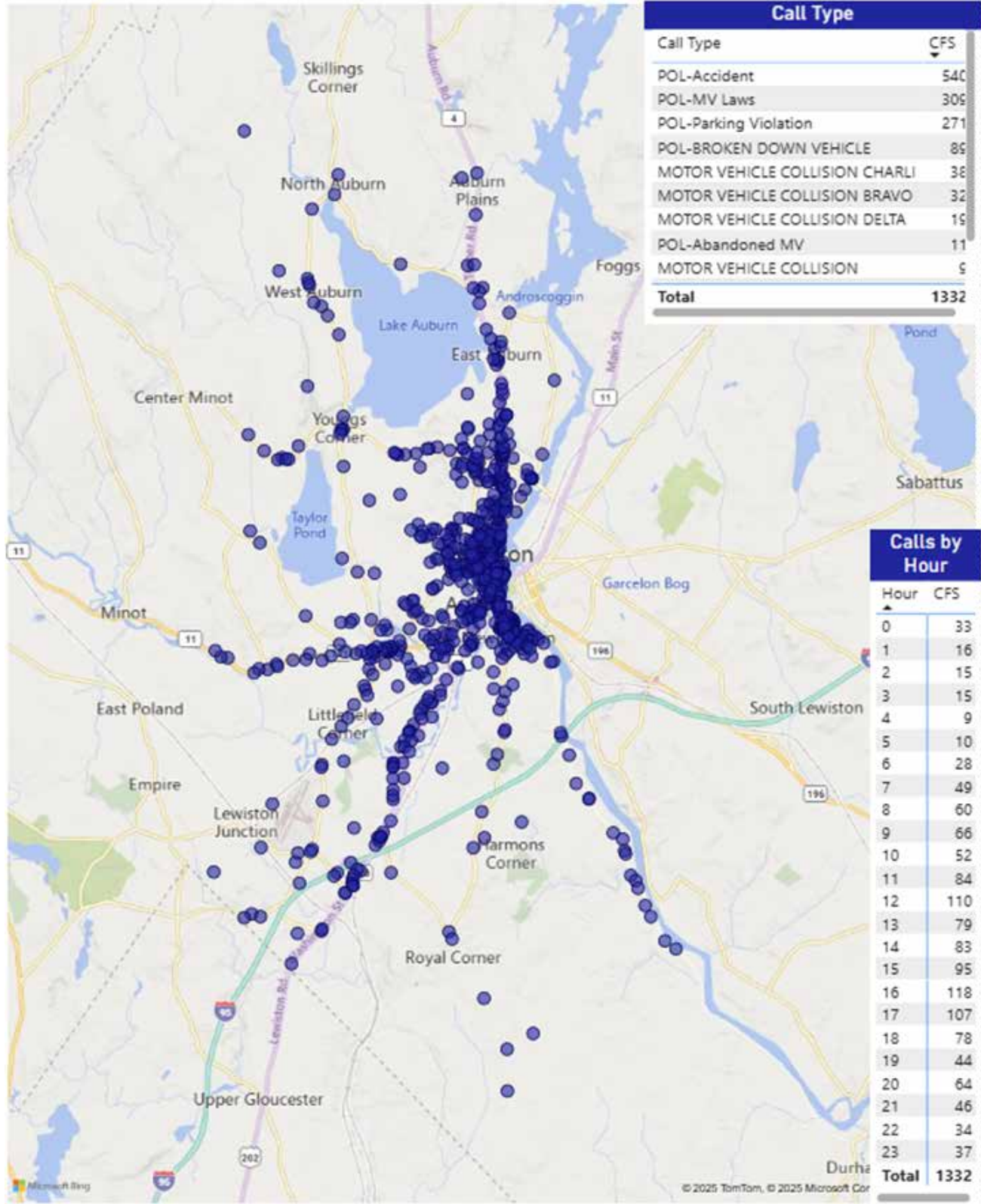
In total, officers have responded to 3,392 traffic-related calls for service so far this year. This number includes calls from the public regarding motor vehicle infractions and officers conducting traffic enforcement. At this time last year, officers responded to 2,823 calls for service between January 1st and May 19th. Traffic calls for service have increased by 20% between YTD 2024 and 2025.

**OFFICER INITIATED
TRAFFIC-RELATED CALLS
FOR SERVICE**



PUBLIC INITIATED TRAFFIC-RELATED CALLS FOR SERVICE

Call Source ● Other



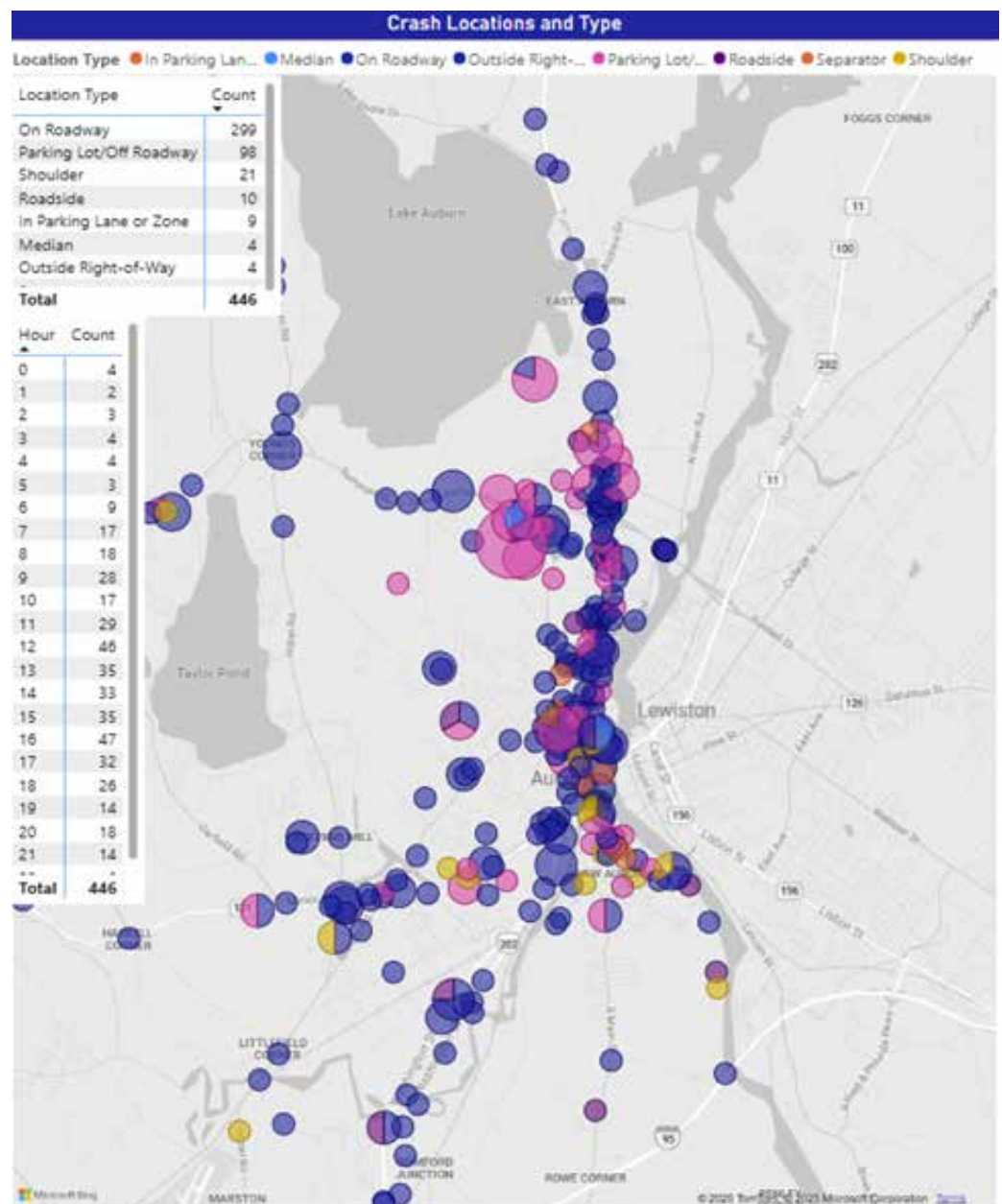
CRASH DATA

The total number of accidents year-to-date for 2025 is **446**, while the total for the same period in the prior year (1/1/2024–5/19/2024) was 467. **Overall, accidents have decreased by 4.5% this year.** Among these, the total number of accidents involving injury for 2025 is 68, compared to 73 for the same time in 2024. Hence, accidents with injuries have seen a decline of 6.8% this year. The map below illustrates the total number of accidents this year, including their locations and types of locations. It also displays the total number of accidents categorized by the time of day, indicating that 372 of the 446 accidents occurred during the day shift and 74 occurred during the night shift.

The top accident locations for 2025 are: Center Street (74), Mount Auburn Avenue (39), Minot Avenue (32), Turner Street (30), and Court Street (28).

Traffic Calls for Service YTD 2025

- o Center Street – 473
- o Mt. Auburn Ave - 150
- o Minot Ave - 363
- o Turner Street - 373
- o Court Street - 218



CRASH DATA, CONTINUED

2020 Top 10 Crash Locations

StreetName	StreetSuf	Count of CaseNum
CENTER	ST	160
COURT	ST	48
HOTEL	RD	31
MAIN	ST	28
MINOT	AVE	85
MOUNT AUBURN	AVE	134
SPRING	ST	17
TURNER	RD	14
TURNER	ST	68
WASHINGTON (NORTH)	ST	31
WASHINGTON (SOUTH)	ST	45
Total		661

2021 Top 10 Crash Locations

StreetName	StreetSuf	Count of CaseNum
CENTER	ST	211
COURT	ST	76
HOTEL	RD	27
MAIN	ST	32
MINOT	AVE	115
MOUNT AUBURN	AVE	150
RIVERSIDE	DR	26
TURNER	RD	18
TURNER	ST	65
WASHINGTON (NORTH)	ST	46
WASHINGTON (SOUTH)	ST	43
Total		809

2022 Top 10 Crash Locations

StreetName	StreetSuf	Count of CaseNum
CENTER	ST	196
COURT	ST	81
HOTEL	RD	38
MAIN	ST	47
MINOT	AVE	94
MOUNT AUBURN	AVE	135
TURNER	RD	22
TURNER	ST	63
UNION	ST	23
WASHINGTON (NORTH)	ST	35
WASHINGTON (SOUTH)	ST	49
Total		783

2023 Top 10 Crash Locations

StreetName	StreetSuf	Count of CaseNum
CENTER	ST	235
COURT	ST	84
MAIN	ST	31
MINOT	AVE	118
MOUNT AUBURN	AVE	133
RIVERSIDE	DR	31
SPRING	ST	31
TURNER	RD	25
TURNER	ST	99
WASHINGTON (NORTH)	ST	36
WASHINGTON (SOUTH)	ST	64
Total		887

2024 Top 10 Crash Locations

StreetName	StreetSuf	Count of CaseNum
CENTER	ST	216
COURT	ST	74
MAIN	ST	32
MINOT	AVE	88
MOUNT AUBURN	AVE	128
RIVERSIDE	DR	37
SPRING	ST	30
TURNER	RD	10
TURNER	ST	97
WASHINGTON (NORTH)	ST	29
WASHINGTON (SOUTH)	ST	65
Total		806

CRASH DATA, CONTINUED

Below are charts that outline intersections within the city with the largest injury rate.

2022

INTERSECTION	TOTAL ACCIDENTS	ACC. W/INJURY
Center St (SB) Mt Auburn Ave Ramp w/Veterans Memorial Bridge	48	15
Mount Auburn Avenue and Turner Street	37	14
Turner St and Union	40	14
N Washington ST Route 95 Ramp and S Washington St	39	13
Hotel Road and Kittyhawk Avenue	14	12

2023

INTERSECTION	TOTAL ACCIDENTS	ACC. W/INJURY
Center St (SB) Mt Auburn Ave Ramp w/Veterans Memorial Bridge	39	19
Mount Auburn Avenue and Turner Street	17	15
Turner St and Union	48	13
N Washington ST Route 95 Ramp and S Washington St	18	13
Hotel Road and Kittyhawk Avenue	45	13

2024

INTERSECTION	TOTAL ACCIDENTS	ACC. W/INJURY
Center St (SB) Mt Auburn Ave Ramp w/Veterans Memorial Bridge	19	18
Mount Auburn Avenue and Turner Street	47	14
Turner St and Union	50	14
N Washington ST Route 95 Ramp and S Washington St	18	12
Hotel Road and Kittyhawk Avenue	49	10

Locations where fatal accidents occurred in the city.

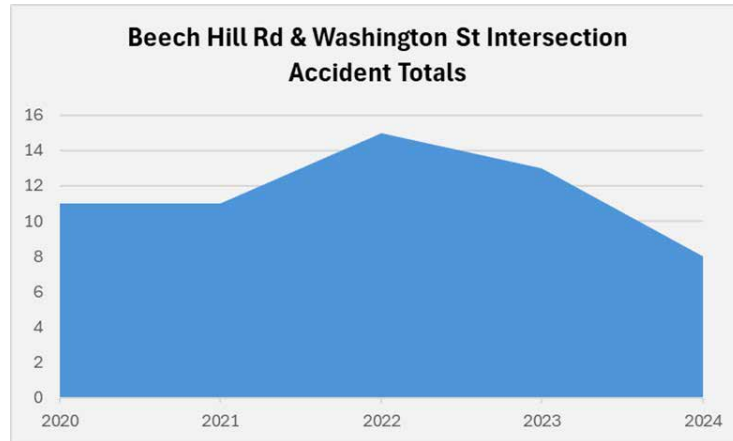
LOCATION	
2022	
600 Broad Street	1
2023	
405 Merrow Road/Fletcher Road	1
2514 Turner Road/Lake Shore Drive	1
2241 Turner Rd/25 Lake Grove Lane	1
603 Center Street/Bradman Street	1
276 Minot Avenue/1 Madison Street	1
2024	
874 S. Main Street/Whitman Road	1
Turner Road/E. Waterman Road	1
3048 Turner Road/E. Waterman Road	1

CRASH DATA, BEECH HILL/WASHINGTON STREET

The chart and graph below show the total number of accidents at the intersection of Beech Hill Road and Washington Street. From 2020 and 2024, the total number of accidents at this intersection has decreased by 23%. From 2022, the percentage decrease in accidents is 47%. Accidents at this intersection have been the lowest the city has seen in 5 years.

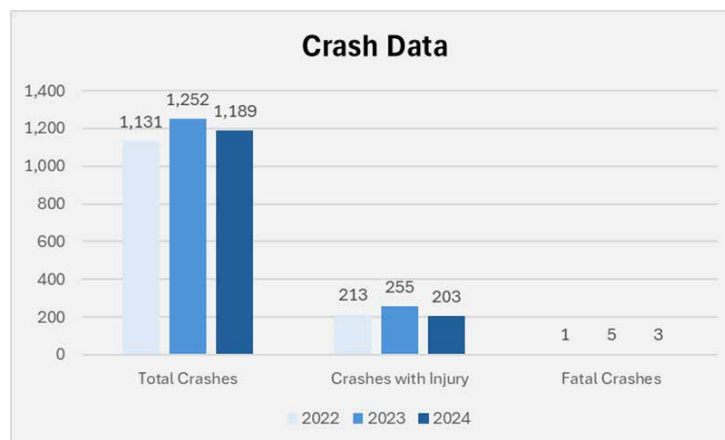
Beech Hill Road & Washington Street Intersection | Accident Totals

2020	11
2021	11
2022	15
2023	13
2024	8



The chart below analyzes traffic crashes over the last three years. It breaks down data by injury type (fatal/injured) and outlines how many crashes resulted in an arrest, summons, or citation.

YEAR	TOTAL CRASHES	CRASHES W/INJURY	FATAL CRASHES	CRASHES CLEARED BY ARREST, SUMMONS OR CITATION
2022	1,131	213	1	23
2023	1,252	255	5	21
2024	1,189	203	3	42



CALLS FOR SERVICE, 30-DAY ANALYSIS

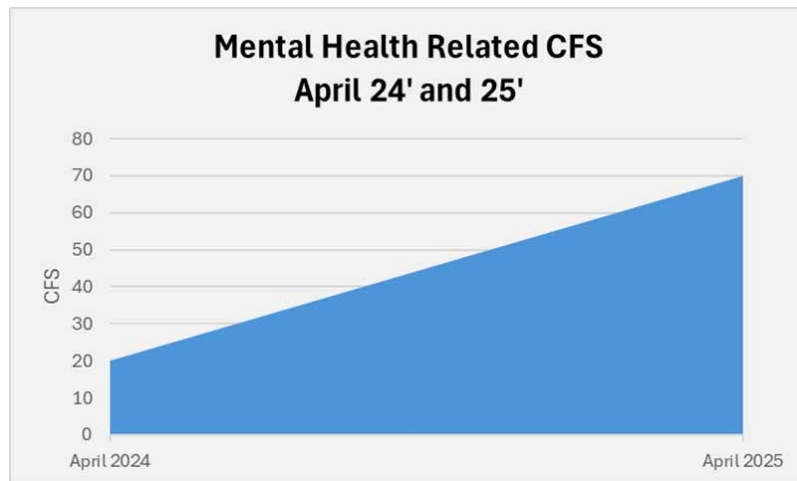
30-day analysis (4/1/2025 – 4/30/2025) of both day and night shift calls for service:

SHIFT	TRAFFIC SUMMONS	WARNING	OFF. INITIAED	TOTAL CFS	ARREST/SUMMONS/ ON-VIEW
Days	65	206	412	2,379	40
Nights	50	152	412	988	40

The purpose of this analysis is to demonstrate that both day shift and night shift officers are productive in the community. While the majority of traffic calls for service occur during the day shift, other calls take priority. The Auburn Police Department has experienced a significant increase in certain types of calls for service, specifically those related to mental health and involving transients.

Between 4/1/2024 and 4/30/2024, there were 20 mental health-related calls for service. Between 4/1/2025 and 4/30/2025, there were 70 mental health-related calls for service. **The percentage increase between 2024 and 2025 is 250%.**

Between 4/1/2024 and 4/30/2024, there were 41 transient-related calls for service. Between 4/1/2025 and 4/30/2025, there were 82 transient-related calls for service. **The percentage increase between 2024 and 2025 is 100%.**

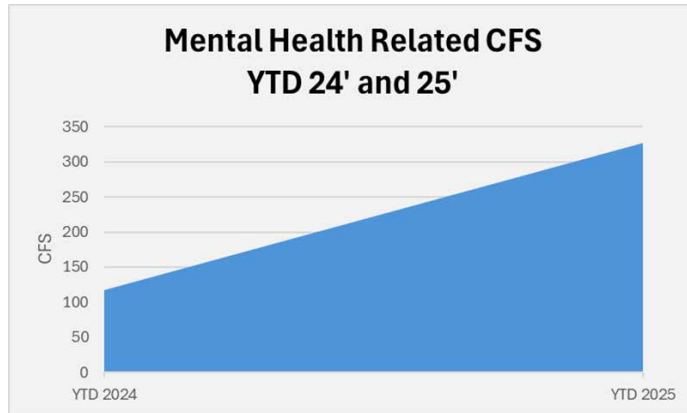


YTD Mental Health & Transient-Related Calls for Service Statistics

Between 1/1/2024 and 5/19/2024, there were approximately 117 mental health-related calls for service. Between 1/1/2025 and 5/19/2025, there were 327 mental health-related calls for service. **The percentage increase between 2024 and 2025 is 179%.**

Between 1/1/2024 and 5/19/2024, there were approximately 170 transient-related calls for service. Between 1/1/2025 and 5/19/2025, there were 277 transient-related calls for service. **The percentage increase between 2024 and 2025 is 63%.**

CALLS FOR SERVICE, 30-DAY ANALYSIS, CONT.



Officers are finding that they spend a significant portion of their shifts responding to mental health-related calls. This analysis evaluated the time an officer spends on a mental health call, from the moment they are dispatched until they clear the call. In April, there were a total of 70 mental health-related calls, with 34 of these calls taking over 20 minutes for officers to resolve, as they require substantial attention, de-escalation, and sometimes transportation to a hospital. The longest duration for a mental health-related call in April was one hour and forty minutes.

During the 30-day analysis, we assessed the 15 most common calls for service for both day and night shifts. The charts shown below outline those calls for service and categorize them by type. In this analysis, we evaluated the average time an officer spends on a specific call type.

DAY SHIFT

CALL TYPE	CFS	TIME ON CALL
Follow-Up/PPW Service	127	24 Minutes
POL- Accident	92	24 Minutes
MV Laws	52	15 Minutes
Theft	49	28 Minutes
Police Information	47	11 Minutes
Wellbeing Check	43	21 Minutes
Public Service Call	42	19 Minutes
Animal Complaints	41	24 Minutes
Suspicious Condition	38	24 Minutes
Criminal Trespass	31	18 Minutes
Alarm	28	12 Minutes
Disturbance/Disorderly	24	27 Minutes
Suspicious Person/Vehicle	24	23 Minutes
Lost/Found Item	20	21 Minutes
Fraud	19	26 Minutes
PCF Medical/Mental	19	20 Minutes

NIGHT SHIFT

CALL TYPE	CFS	TIME ON CALL
Follow Up / PPW Service	30	24 Minutes
Disturbance / Disorderly	28	27 Minutes
Alarm	25	12 Minutes
Suspicious Condition	21	24 Minutes
Wellbeing Check	20	21 Minutes
Criminal Trespass	16	18 Minutes
MV Laws	16	15 Minutes
Suspicious Person/Vehicle	16	23 Minutes
Noise - Disturbance	15	8 Minutes
Assist other Dept	12	17 Minutes
Police Information	12	11 Minutes
POL- Accident	11	24 Minutes
PCF Medical/Mental	10	20 Minutes
Public Service Call	10	19 Minutes
Theft	10	28 Minutes

CALLS FOR SERVICE, 30-DAY ANALYSIS, CONT.

Average of Top CFS Day Shift	21 Minutes
Average of Top CFS Night Shift	19 Minutes
All other CFS Average (not including top 15) Time on Call	24 Minutes
Minimum Time on a Call	1 Minute
Maximum Time on a Call	9 Hours, 17 Minutes
Average Report Writing Time	24 Minutes

It is important to outline what a shift looks like for officers. Auburn Police Officers work 11-hour shifts. On a randomly selected day in April, day shift officers responded to 76 calls for service within the city, averaging approximately 7 calls per hour. Most of these call types require an offense report to be written; sometimes, an arrest report is necessary as well. On average, each report takes about 24 minutes to complete.

Given the higher volume of calls and the number of reports officers must complete, it consumes a significant portion of their shifts. Despite the increase in calls, officers continue to conduct traffic enforcement. Traffic citations and summonses have consistently increased by over 100% from 2022 and 2023.

