



Cleveland L. Spruill  
Chief of Police

# HUNTERSVILLE POLICE DEPARTMENT

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## MEMORANDUM

**DATE:** January 31, 2017  
**TO:** Gerry Vincent, Town Manager  
**FROM:** Cleveland L. Spruill, Chief of Police  
**SUBJECT:** Justification for Increase in Traffic Unit Staffing

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The purpose of this memorandum is to document the need to increase staffing in the Huntersville Police Department's Traffic Unit and to request your approval to apply for a Governor's Highway Safety Program Grant for four (4) officers and associated uniforms and equipment.

According to a National Highway Traffic Administration report (attachment 1) each year, more than 41,000 people are killed and more than 3 million individuals are injured on our Nation's roadways. The economic impact on our country as a result of these deaths and injuries exceeds \$150 billion annually. The significant and well documented increase in traffic in the Town of Huntersville is illustrated in the attached Traffic for Major Roadways Graph which shows some roadways experiencing an increase of 290% since 2002 (Attachment #2). With the increase in traffic, we have also seen increased instances of traffic congestion, pedestrian safety issues, aggressive driving, speeding and other traffic violations.

An analysis of traffic crashes in Huntersville reveals that automobile accidents have also steadily increased over the past several years. Automobile accidents increased by 8.5% from 1,848 in calendar year 2014 to 1,998 in calendar year 2015. This trend continued in 2016 where we saw a 3.4% increase compared to 2015 crash data. In addition, the number of traffic crash fatalities in Huntersville doubled from three (3) in calendar year 2015 to six (6) in calendar year 2016.

Current traffic challenges, major road construction projects and the anticipated population growth in Huntersville over the next four (4) years (estimated population as high as 63,893 by year 2020) forces us to keep a focus on traffic issues and to ensure adequate staffing to address traffic safety needs. It should be noted that staffing of the Traffic Section has remained the same at 5 since the unit was created in 2001. The same five person unit which was created to address traffic issues for a population of 28,649 in 2001 now serves a population of more than 58,000 in 2017.

**\* Honor \* Professionalism \* Dedication to Duty \***

With your approval, I intend to apply for a Governor’s Highway Safety Program grant for four traffic officers. This grant will provide the Town of Huntersville with a unique opportunity to increase the staffing of our Traffic Unit and defer much of the salary, uniform and equipment costs on a graduating scale over the next four (4) years. The breakdown of matching percentage obligation over the life of the grant is as follows.

Year 1 – 85% GHSP - 15% Huntersville  
 Year 2 – 70% GHSP - 30% Huntersville  
 Year 3 – 50% GHSP - 50% Huntersville  
 Year 4 – 0% GHSP - 100% Huntersville

**Fiscal Impact**

The cost associated with the grant and the matching funds that the Town of Huntersville would be required to pay are as follows:

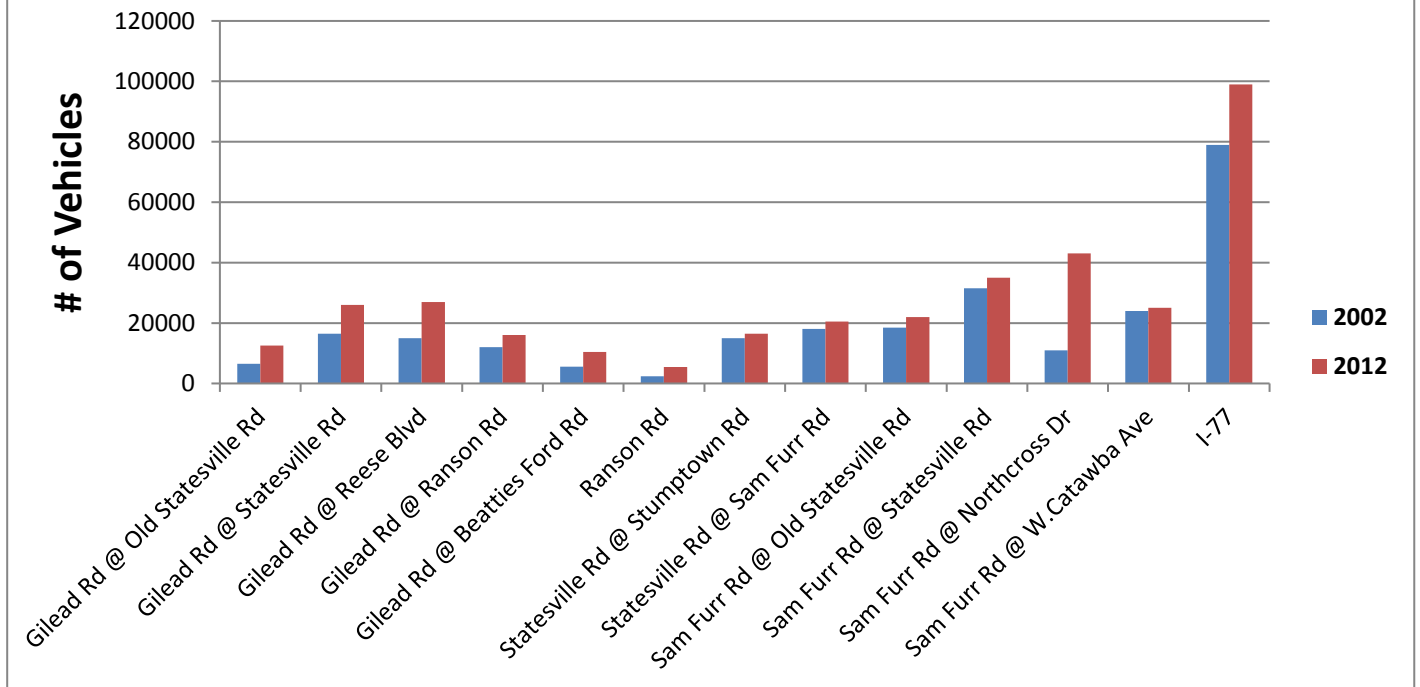
Budget Year	Total Cost	GHSP Grant	Huntersville Match
FY-2018 *	\$533,351	\$453,348	\$80,003
FY-2019 **	\$219,351	\$153,545	\$65,805
FY-2020	\$219,351	\$109,675	\$109,675
FY-2021	\$219,351	\$0	\$219,351

\*includes cost of 4 officers plus uniforms and equipment

\*\* Includes only cost of 4 officers

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# Traffic Counts for Major Roadways



Roadway	2002	2012	% Increase
Gilead Rd @ Old Statesville Rd	6,500	12,500	92%
Gilead Rd @ Statesville Rd	16,500	26,000	57%
Gilead Rd @ Reese Blvd	15,000	27,000	80%
Gilead Rd @ Ranson Rd	12,000	16,000	33%
Gilead Rd @ Beatties Ford Rd	5,500	10,400	89%
Ranson Rd	2,400	5,400	125%
Statesville Rd @ Stumptown Rd	15,000	16,500	10%
Statesville Rd @ Sam Furr Rd	18,000	20,500	13%
Sam Furr Rd @ Old Statesville Rd	18,500	22,000	19%
Sam Furr Rd @ Statesville Rd	31,500	35,000	11%
Sam Furr Rd @ Northcross Dr	11,000	43,000	290%
Sam Furr Rd @ W.Catawba Ave	24,000	25,000	4%
I-77	79,000	99,000	25%

\*Above data obtained from NCDOT

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