

2018 Summary Constable Report

					Enforcement Summary			
Month	Days Patrolled	Traffic Stops	Violations	Total Duty Hours	Moving Violations	Non-Moving Violations	Other Zip Codes	78731 - 78759 Zip Codes
January	7	27	31	14	27	4	17	10
February	2	6	6	4	6	0	2	4
March	8	17	20	15	17	4	9	7
April	6	13	19	12	6	8	7	6
May	5	15	17	10	3	2	9	6
June	5	14	15	10	0	1	7	7
July	2	8	8	4	4	0	1	7
August	7	13	15	14	2	1	4	9
September	5	10	10	10	0	0	6	4
October	2	0	0	4	0	2	0	2
November	3	6	7	7	0	2	6	0
December	1	3	5	2	0	2	2	1
Totals	53	132	153	106	65	26	70	63
							52.6%	47.4%

Description of day's activities

Day 1	Spent the majority of the shift drifting up and down Greystone, since it had been a while for me. I conducted Stationary Radar up and down the street, while also observing the Stop Sign at Mesa/ Greystone for a period. The last few minutes of my shift I moved over to Mesa, where I ended up working a collision (car vs. deer). Vehicle was observed speeding (40/30) and while watching me prepare to turn around on them they struck a deer crossing Mesa. Deer appeared mostly uninjured, as it ran away on it's own after a couple of minutes. Driver was cited for Speed and provided a "Blue Form" (a form for reporting a collision on your own). *Driver was not a resident to the area*
Day 2	Spent the bulk of this unit working Stationary Radar on Far West Blvd. (between Doss Elem and Mesa), and Greystone. I would work Stationary Radar for 20-30 mins, then drive around for about 15 mins before setting up on the other location.
Day 3	I spent the first 30-45 mins driving some of the "back streets" trying to show visibility to residents. After that I moved to Mesa to run radar. Towards the end of my shift I moved to the eastern side of Greystone (towards Hart and Wood Hollow), where I observed a vehicle run a Stop Sign. Upon contact with the driver and passenger I detected an odor Marijuana coming out of the vehicle. I then conducted a Probably Cause Search where I located a small baggie and a small "blunt". Driver was cited for the possession, and Traffic Violation, and released. Marijuana was confiscated by me.
Day 4	Started the shift working along Far West (from Wood Hollow area west toward the "back" of the neighborhood). Toward the last

30 mins or so of my shift I broke off and began to drive some of the slower/ less traveled streets, just conducting more of a basic "patrol".

Day 5 Conducted a Morning Shift where I spent the first hour or so "patrolling" throughout NWACA. Towards the end of the scheduled shift I observed the Stop Sign located at Mesa/ Far West.

Day 6 Began shift patrolling area of Greystone/ Hart Ln. before moving over to Far West to conduct Stationary Radar along Far West. About half way into my shift received a call over APD Dispatch of a fight in progress off of Wood Hollow. Responded over there but both male parties had already left the area. I then moved over to Greystone to continue working Stationary Radar for the remainder of my shift.

Day 7 For this shift I spent a majority of the time checking on updated streets/ cut-throughs I have been advised of via email. For the most part I would locate one of the streets, conduct Stationary Radar for roughly 20 mins or so, then drift over to another street (while running Radar in between).

Day 8 Spent the majority of the shift working between Greystone and Mesa, due to being a heavier time for cut-through traffic within the neighborhood. I also rotated over to Far West, again to be visible during the peak times

Day 9 I spent this shift hitting some of the newer areas/ streets I have been advised of via email (Valburn, Burney, Sierra, etc.).

Day 10 I spent this shift working along Mesa, between Far West and Anderson High School. After a period of time I roamed the neighborhood, sticking to some of the "back streets" and monitoring Stop Signs. For the last 30 mins or so I worked along the western edge of Greystone.

Day 11 For this shift I started out roaming east of Mesa bouncing on and off Far West Blvd. I then moved to the area near the intersection of Far West and Mesa (Stationary Radar and monitor the Stop Sign). Before departing I stopped <a vintage car> for 50+ mph (Speed Limit along Mesa is 30 mph).

Day 12 Worked a morning shift due to Suspicious Package concerns around town; in order for neighbors to see me in the area and to keep an eye out for anything suspicious. Responded to a call of a Suspicious Package in the 8300 Blk. of Mesa. Boxes were found to be empty. Suspicious Vehicle located at West Rim/ Far West. Returned clear/ not stolen. Was stopped by a few people out jogging, walking their dog, etc. asking about the recent bombings and glad to see me circling the area so early.

** with recent events of Suspicious Packages, and citizens being alarmed city wide, I would make periodic drive-through's of the NWACA area throughout the week. When able to do so I would strictly drive in and around the area in order for neighbors to see my presence before I had to return to normal duties **

Day 13 Worked the first half of shift working School Zone of AHS, spoke with School Security just to touch base. Then spent about 30 mins roaming different areas of the neighborhood (mainly back streets) before running Stationary Radar along Mesa.

Day 14 Started the shift working Stationary Radar in the 4300 Blk. of Greystone, then responded to a Suspicious Person called in through APD Dispatch (unable to locate subject in the area). I then drifted around the neighborhood to show a roaming presence.

Day 15 Spent the bulk of the shift traveling some of the back streets within NWACA, and being a visible presence along Mesa (south of Far West Blvd.). I then responded to a call of a Suspicious Person (through APD Dispatch) at the Mesa Mart across from Anderson High School. Reports were an adult male trying to talk to kids. Upon arrival I made contact with a male matching the description, ID him and his vehicle, and advised why I was making contact.
At 6:30p I attended the Crime Meeting @ St. Matthew's

Day 16 For the start of this shift I set up to conduct Stationary Radar on Mesa, south of Greystone, since it had been a while where I sat on the main traveled road through the neighborhood (due to usually high number of speeders and higher visibility). I then moved over to Greystone (west of Mesa). After about an hour of being out the storms hit and heavy rain moved in. I drove around for a bit longer and ended my shift early due to weather and minimal traffic moving through the area.

Day 17 From 630a to sunrise I drove mostly the back residential streets to show visibility to some of the folks out jogging/ walking early in the morning. Starting about 730a I then monitored the Stop Sign at Far West/ Mesa for a bit. Last hour spent roaming NWACA while running radar.

Q2 follows

Day 18	First 30 mins I spent conducting Stationary Radar in the School Zone @ Doss Elem. After leaving the area I responded back to 3900 Blk. Far West for a collision involving 2 vehicles, no injuries. Remaining time I spent drifting Mesa (for visibility) and the "new" area I was advised of, north of Spicewood Springs Rd./ Anderson H.S.
Day 19	As soon as I started my shift I rolled up on a Stalled Vehicle blocking a lane of traffic. He already had a tow on the way so I stood-by to provide Traffic Control in order to prevent a collision. Once I cleared that I began to conduct Stationary Radar along Far West Blvd., before moving to Mesa (south of Far West).
Day 20	At the beginning of this shift I stopped a Suspicious Vehicle for a Traffic Violation in the area of Mesa/ Far West. Vehicle and driver ended up checking out, so was only issued Citations. I then conducted Stationary Radar along Greystone for a while before roaming some of the area back streets, in order to show visibilty to homeowners who were out and about.
Day 21	Was able to mix it up a little and do a mid-day Patrol. Spent the first half of the shift roaming south of Spicewood Springs, then rotated to the north end of NWACA (north of Spicewood Springs). Entire shift was spent roaming, I did not conduct Stationary Radar during this particular shift in hopes of showing a presence in various areas of NWACA during the day.
Day 22	Started this shift working Steck Ave. between Anderson H.S. and MoPac before the rain moved in. Due to off and on showers I spent the remainder of the shift drifting the main roadways throughout NWACA to show a visible presence.
Day 23	Began this shift in the area of Hill Elem, specifically hanging the School Zone along Hyridge Dr. for Statioanry Radar and Stop Sign @ Hyridge/ Tallwood. At the conclusion of the School Zone I drifted a majority of NWACA while running radar.
Day 24	For this particular shift I started out in the far northern area of NWACA (north of AHS) running radar, watching Stop Signs off and on, and trying to be visible to homeowners in the area. After about 45 mins I moved to the more southern area (south of Far West), where I did the same. For about the last 30 mins or so I conducted Stationary Radar along Mesa, between Far West/ Greystone.
Day 25	On this date I decided to do a shift a little earlier in the afternoon from the standard time frame, because of expected storms and as mentioned/ requested by a Safety Board member fairly recently. To start I worked the active School Zone at Hill Elem. I then roamed most all of NWACA, making my way over to the active School Zone at AHS, where I worked Stationary Radar in the School Zone for the last 30-45 mins. Where I took the long way/ back streets out of the neighborhood to depart.
Day 26	I spent this shift doing more Stationary Radar up and down Mesa, since it has been a while with me sitting in a visible spot and running radar.
Day 27	This shift I drifted south of Far West Blvd. for a majority of the slot. For the last 30-40 mins I then moved north of Spicewood Springs Rd., up around the Anderson High School campus.
Day 28	On this date I spent the first 45 mins or so drifting around the area in order to be visible to students and parents (since it was the last regular day of school for AISD). I then moved to the area of Cat Mountain/ Mesa and monitored the Stop Sign for roughly 45 mins. For the last 20-30 mins I drifted around a bit more before wrapping up my shift.
Day 29	Although weekends are not typical for my NWACA Patrols I was in the area for another assignment and decided to hit the area in an attempt to mix things up a bit, and see what the activity is over the weekend. I was stopped by a few people who were surprised (in a positive way) to see me driving around the area on a Sat. afternoon.
Day 30	In an attempt to cover all parts of NWACA (with the fairly recent additions) I decided to break everything up into three (3) "sections" North - north of Spicewood Springs Central - original NWACA area South - south of Far West, down to FM 2222. Today I drifted around in the "north" area.
Day 31	Today I worked the first 1 1/2 hr. in the "south" area, monitoring traffic along Mesa and some of the residential streets off the main road. For about the last 30-40 mins I moved to the "central" area and drove around the residential streets there.
Day 32	For todays shift I drifted all three "areas" of NWACA for the first 30-40 mins. I then moved to the "central" area to monitor the Stop

Sign at Mesa/ Far West for about 30 mins. For the remaining part of the shift I moved to the "north" area and monitored the Stop Sign at Mesa/ Hyridge.

Q3 follows

Day 33	Conducted moving radar along Mesa Dr. where 4 vehicles were stopped and cited for speeding.
Day 34	(no comments entered)
Day 35	I spent the bulk of this shift roaming all of NWACA (while running moving radar). The last 20 mins or so I sat at various locations along Mesa and conducted Stationary Radar.
Day 36	Today I started out in the "south" area of NWACA (south of Far West) where I conducted Stationary Radar. I then moved to the "north" area (north of Spicewood Springs) where I roamed around. For the last 30 mins or so I moved to the "central" area where I conducted Stationary Radar around the 7200 Blk. of Mesa.
Day 37	For this shift today I conducted radar in the "south" area of NWACA. At the completion of one of my Traffic Stops I had a homeowner approach me to advise they felt better seeing me in the neighborhood and liked seeing us trying to slow folks down, especially the "cut-through traffic". For the last chunk of my shift I moved to the "central" area of NWACA to roam (for visual presence).
Day 38	To start this shift I hung around the area of Greystone Dr. (west of Mesa). After a chunk of time I moved over to Mesa in order to be visible to "cut through" traffic coming off MoPac during peak times. I then moved to the other side of Greystone (east of Mesa) for a short period. As traffic died down I began to roam the "north" area of NWACA (north of Spicewood Springs) till the end of my shift.
Day 39	First day of school for AISD. I monitored multiple school zones while in the area to observe for violations and show a visual presence. One stop it was found to be a 16 year old female speeding through the school zone. Upon making contact with her it was also found that she did not have a Drivers License, and was in the area to "see a friend before school". Driver received multiple citations and the vehicle was released to her mother once she arrived.
Day 40	After monitoring the School Zone I drifted around the "central" area of NWACA (the original boundry area). I then monitored the Stop Sign at Greystone and Chimney Corners for a bit before moving to the Stop Sign at Far West and Mesa.
Day 41	For this shift I monitored, and roamed, the School Zone for Hill Elem. At the conclusion of that I moved to the School Zone for Anderson H.S. where I tried to remain as visible as possible along Mesa Dr.
Day 42	This afternoon I drifted the NWACA area before moving to the area of Hill Elem. I then set up to run Stationary Radar in the School Zone in and around Anderson High School. NOTE: One particular vehicle was stopped and cited for going 40 mph in the 20 mph School Zone on this day.
Day 43	For this shift I monitored the still active School Zone for Doss Elem. before moving to the Hill Elem. School Zone. I then returned to the area around Anderson H.S.
Day 44	Periodic patrols throughout the day looking for an aggressive driver numerous neighbors seem to have interactions, and concerns, with. ***time not billed/ invoiced***
Day 45	Worked along the most common route the above listed driver is known to frequent. Also drove around the "central" area of NWACA throughout in order to remain visible, especially due to off and on rain within the area.
Day 46	I started out this patrol drifting along Far West, west of Mesa, and back in the neighborhood along West Rim. I then moved over to the active School Zone around Anderson High School for a bit. For the last 30 mins or so I then moved to Burney/ West Rim to conduct Stationary Radar along those two popular "cut-throughs".
Day 47	After making a quick lap around a section of the neighborhood I moved over to the 7200 Blk. of Mesa to conduct Stationary Radar for the rush hour traffic cutting through the neighborhood... and since I hadn't run Stationary in that area in quite a while. About an hour or so into

my shift heavy rain moved over the area, slowing traffic down for the most part. I then used the remainder of the shift to drive around the area and remain visible.

Q4 follows

Day 48 Today was my first day back in a couple of weeks, due to mandatory In-Service Training and being called out for area flooding around the CenTex area. I spent the majority of the shift drifting around the entire NWACA area, and being seen in and around active School Zones (especially with off and on rain throughout the day). While driving around I came across, and removed, numerous large limbs that had fallen in the roadway, causing cars to cross over the double solid yellow lines in order to pass. Limbs were located on Far West Blvd., Greystone and Mesa.

Day 49 ****Halloween**** I spent the shift patrolling all of the NWACA area, focusing on the more popular areas around the Greystone area. I did stop a couple of vehicles for not having their headlights on after dark (and due to the weather). I also stopped to talk with numerous residents and Trick-or-Treaters out for the holiday.

Day 50 Spent the shift roaming all of NWACA, with priority on School Buses and a reported aggressive driver neighbors are concerned about. I was able to pull one of my other Deputies for a bit to assist with roaming the area. We were flagged down for a Suspicious Person walking along Mesa. Located subject and found no issues/ Warrants. Subject was released. While clearing that call we were flagged down again in reference to an injured deer near Mesa/ Cat Mountain. We assisted the resident and APD in looking for the injured deer, but were unable to locate. I also did spot checks of Bull Creek Park.

Day 51 I did this shift in the middle of the day to monitor traffic for the "lunch hour". After conducting Stationary Radar for about 20 mins I began to roam the entire NWACA area, stopping briefly to monitor the busier Stop Signs throughout. I also conducted a "drive through" of Bull Creek Park.

Day 52 I spent this shift drifting all of NWACA, while running radar and showing a presence within the neighborhood for the upcoming holiday. I tried to spend a majority of my time moving up and down the main roads throughout monitoring cut-through traffic coming through the area for the holiday break.

Day 53 Much like I did the week of Thanksgiving, I tried to drift most all of NWACA to show a presence before the holiday. I tried to stay along the main roads in order to be visible to cut-through traffic as the long weekend approached. I also made sure to stop and chat with NWACA neighbors who I saw outside.

