

Report of Convictions for Year Ending December 2010

Residents

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|---------------------------------------|-----|----|---|-----|-----|---|-----|-----|---|-----|-----|---|-----|----|---|----|----|---|----|-------------|
| FL INS BOND | 3 | 2 | 0 | 5 | 2 | 0 | 11 | 3 | 0 | 3 | 3 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 40 |
| FL OBEY RR XING | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| FL OBEY STP SGN | 107 | 50 | 1 | 203 | 104 | 8 | 220 | 122 | 5 | 159 | 102 | 4 | 153 | 86 | 1 | 94 | 62 | 0 | 44 | 1545 |
| FL PR V/R DMAN | 9 | 1 | 0 | 17 | 6 | 0 | 27 | 15 | 0 | 13 | 7 | 0 | 5 | 4 | 0 | 3 | 0 | 0 | 0 | 102 |
| FL PROD OPR LI | 37 | 14 | 3 | 50 | 18 | 2 | 47 | 29 | 2 | 33 | 16 | 1 | 14 | 3 | 1 | 3 | 3 | 0 | 0 | 276 |
| FL REMOVE I/S STICK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| FL STOP POL OFF | 11 | 4 | 0 | 22 | 0 | 2 | 29 | 2 | 0 | 13 | 2 | 0 | 5 | 1 | 1 | 4 | 0 | 0 | 1 | 98 |
| FL STOP RED LIT | 50 | 30 | 1 | 151 | 96 | 3 | 213 | 145 | 5 | 171 | 82 | 3 | 154 | 92 | 1 | 93 | 57 | 1 | 56 | 1425 |
| FL STP WGH STA | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 7 |
| FL YL RT OF WA | 11 | 11 | 0 | 16 | 8 | 0 | 15 | 9 | 0 | 13 | 4 | 0 | 13 | 12 | 0 | 7 | 3 | 0 | 16 | 143 |
| FL YL RT OF WAY- TRAFF INFRA C | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FOLL TOO CLOSE | 13 | 17 | 0 | 34 | 24 | 1 | 56 | 31 | 2 | 34 | 20 | 0 | 38 | 16 | 1 | 17 | 8 | 0 | 5 | 320 |
| FT CHG NAME/ADD | 1 | 1 | 0 | 41 | 19 | 0 | 42 | 38 | 1 | 26 | 14 | 0 | 13 | 4 | 0 | 5 | 6 | 0 | 2 | 213 |
| FT MAINTAIN CNTL MV | 22 | 19 | 1 | 43 | 32 | 3 | 48 | 47 | 0 | 32 | 29 | 0 | 25 | 21 | 1 | 15 | 9 | 1 | 3 | 353 |
| FT OBEY TC DVC | 32 | 10 | 0 | 70 | 26 | 3 | 74 | 46 | 2 | 60 | 40 | 0 | 61 | 29 | 0 | 37 | 23 | 0 | 8 | 527 |
| FT TINT REP CRT | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| HITCHHIKING | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ILL ATH PLATES | 32 | 6 | 4 | 110 | 22 | 4 | 101 | 62 | 4 | 78 | 33 | 7 | 53 | 16 | 2 | 19 | 3 | 0 | 2 | 558 |

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|----------------------------|----|---|---|----|----|---|----|----|---|----|---|---|----|----|---|----|---|---|---|---|---|------------|
| INAD TAIL LIT | 11 | 0 | 0 | 13 | 2 | 0 | 9 | 3 | 0 | 15 | 2 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 70 |
| INADE BRAKES | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| INADE MIRROR | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| INADE PLATE LIT | 1 | 0 | 0 | 7 | 1 | 0 | 7 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| INADE SAFETY CHAIN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| INADE TIRES | 36 | 2 | 0 | 54 | 10 | 0 | 41 | 12 | 0 | 18 | 9 | 0 | 14 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 206 |
| INOP LIGHTS | 7 | 0 | 0 | 10 | 5 | 0 | 8 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| LANE CONV | 11 | 2 | 0 | 27 | 8 | 0 | 27 | 11 | 0 | 26 | 9 | 0 | 25 | 12 | 0 | 13 | 7 | 0 | 7 | 4 | 1 | 190 |
| LITTERING | 12 | 2 | 0 | 21 | 6 | 0 | 15 | 19 | 2 | 13 | 8 | 0 | 7 | 3 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 117 |
| LOG NOT CURRENT | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 11 | 0 | 1 | 10 | 0 | 0 | 8 | 0 | 1 | 4 | 0 | 0 | 46 |
| LV SCENE ACC BI | 2 | 2 | 2 | 14 | 3 | 0 | 11 | 5 | 0 | 4 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| LV SCENE ACC PD | 14 | 1 | 1 | 39 | 14 | 2 | 45 | 17 | 1 | 35 | 6 | 2 | 20 | 5 | 1 | 14 | 4 | 0 | 1 | 0 | 0 | 222 |
| LV STA MV ON HW | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| MANSLAUGHTER | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| MC WHEEL OFF RD | 4 | 0 | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| MIS DISABLE PLACARD | 3 | 0 | 0 | 9 | 7 | 1 | 2 | 5 | 0 | 4 | 1 | 0 | 6 | 7 | 0 | 5 | 4 | 0 | 4 | 2 | 0 | 60 |
| MIS FACT | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| MISUSE TEMP PLATE | 3 | 0 | 0 | 4 | 7 | 0 | 10 | 7 | 0 | 8 | 2 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 49 |

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|--------------------------------------|-----|----|---|-----|-----|---|-----|-----|----|-----|-----|---|-----|----|---|----|----|---|----|---|---|-------------|
| OAR | 1 | 0 | 0 | 48 | 4 | 2 | 160 | 31 | 0 | 103 | 17 | 0 | 69 | 9 | 3 | 10 | 1 | 0 | 1 | 3 | 0 | 462 |
| OAS-TRAF INFRAC | 90 | 39 | 1 | 448 | 254 | 8 | 501 | 385 | 5 | 242 | 170 | 4 | 121 | 89 | 4 | 34 | 18 | 0 | 11 | 5 | 0 | 2429 |
| OAS CR | 123 | 54 | 3 | 572 | 241 | 8 | 889 | 451 | 17 | 528 | 191 | 7 | 290 | 89 | 4 | 73 | 18 | 2 | 28 | 6 | 1 | 3595 |
| OAS OUI | 6 | 1 | 1 | 37 | 16 | 2 | 38 | 18 | 0 | 51 | 9 | 0 | 25 | 9 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 223 |
| OP AFT REVK | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP AFT WITHDRWL | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| OP BEY RD RES | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 6 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| OP BEYOND RES | 34 | 6 | 0 | 45 | 16 | 0 | 39 | 10 | 1 | 36 | 8 | 0 | 24 | 7 | 0 | 8 | 3 | 0 | 2 | 1 | 0 | 240 |
| OP COM VEH OOS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP DEF M/V | 32 | 2 | 0 | 45 | 3 | 0 | 38 | 11 | 0 | 21 | 10 | 0 | 9 | 3 | 0 | 7 | 2 | 0 | 3 | 0 | 0 | 186 |
| OP EXP LICENSE | 4 | 4 | 0 | 40 | 21 | 1 | 56 | 49 | 0 | 26 | 20 | 1 | 17 | 16 | 0 | 10 | 5 | 0 | 4 | 3 | 0 | 277 |
| OP FLSG DTY STA | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 0 | 25 |
| OP M/C BEY RES | 9 | 0 | 0 | 16 | 0 | 0 | 18 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| OP M/C W/O LIT | 1 | 0 | 4 | 6 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| OP M/V OB VIEW | 6 | 3 | 0 | 4 | 5 | 0 | 2 | 3 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 35 |
| OP MV OVR 10 HR | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| OP MV USING MO PHONE/ELEC DEV | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| OP MV WO 7 PREV | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| OP OV HGT RES | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |

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|------------------------|----|----|---|-----|-----|----|-----|-----|----|-----|-----|---|-----|-----|---|-----|-----|---|----|----|-------------|
| OP OV LGHT RES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP OV LMT P/R | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 21 |
| OP OV WIDTH | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| OP OVR PSTD WT | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 15 |
| OP UNQ DRVR | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP UNSAFE M/V | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP VEH 1916 REQ | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| OP W/IMPRO LIC | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| OP W/O COR-LENS | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| OP W/O DUTY STA | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| OP W/O LIGHTS | 12 | 4 | 0 | 8 | 4 | 1 | 9 | 3 | 0 | 5 | 7 | 2 | 11 | 1 | 1 | 3 | 0 | 0 | 2 | 0 | 73 |
| OP W/SUSP REG | 2 | 2 | 0 | 13 | 12 | 3 | 31 | 36 | 1 | 16 | 11 | 1 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 146 |
| OPAQUE WINDOW | 1 | 1 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| OPR ALCOH P-W | 1 | 0 | 0 | 11 | 4 | 0 | 14 | 1 | 1 | 12 | 0 | 0 | 12 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 63 |
| OPR LEFT CURVE | 1 | 0 | 0 | 5 | 1 | 0 | 5 | 1 | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| OPR POSS ALCOH | 3 | 3 | 0 | 31 | 9 | 0 | 43 | 10 | 2 | 28 | 10 | 2 | 28 | 9 | 1 | 19 | 1 | 1 | 8 | 0 | 208 |
| OPR UNREG MV | 90 | 56 | 3 | 463 | 268 | 15 | 697 | 470 | 13 | 520 | 326 | 8 | 388 | 288 | 5 | 192 | 129 | 1 | 76 | 32 | 4040 |
| OTH IMPROP PASS | 56 | 14 | 0 | 73 | 22 | 3 | 75 | 23 | 0 | 50 | 24 | 1 | 65 | 18 | 0 | 54 | 12 | 0 | 20 | 7 | 518 |
| OTH MOV VIOL | 14 | 1 | 0 | 25 | 8 | 0 | 27 | 9 | 0 | 11 | 4 | 1 | 13 | 2 | 1 | 6 | 1 | 1 | 1 | 0 | 125 |
| OTH VIOL | 10 | 1 | 2 | 34 | 6 | 0 | 45 | 8 | 1 | 39 | 5 | 0 | 53 | 6 | 9 | 23 | 4 | 4 | 25 | 1 | 276 |

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|--------------------------------------|-----|----|----|-----|-----|----|-----|-----|----|-----|-----|----|-----|-----|----|-----|----|---|----|----|---|-------------|
| OUI CLASS B | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| OUI CLASS C | 0 | 0 | 0 | 5 | 0 | 0 | 20 | 1 | 0 | 15 | 2 | 0 | 10 | 3 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 69 |
| OUI DRUGS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OUI LIQUOR | 95 | 31 | 6 | 629 | 207 | 20 | 863 | 338 | 18 | 621 | 264 | 8 | 600 | 219 | 13 | 249 | 80 | 3 | 72 | 10 | 1 | 4347 |
| OWL | 126 | 63 | 56 | 213 | 84 | 36 | 191 | 102 | 39 | 115 | 45 | 21 | 86 | 29 | 15 | 27 | 9 | 6 | 7 | 4 | 1 | 1275 |
| OWL MC | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| OWN PASS ST BUS | 6 | 2 | 0 | 0 | 2 | 0 | 6 | 14 | 0 | 2 | 5 | 0 | 6 | 6 | 0 | 4 | 1 | 0 | 2 | 4 | 0 | 60 |
| PARK DISABILITY ACCESS AISLE | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PARK DISABILITY RESTRICTED SP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PARK ON HWY | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 6 |
| PARK REST AREA | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PASS ON RIGHT | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 19 |
| PASS ROAD BLOCK | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PASS STP SCH BS | 19 | 9 | 0 | 9 | 6 | 1 | 7 | 12 | 0 | 10 | 7 | 0 | 8 | 5 | 0 | 3 | 5 | 0 | 1 | 4 | 0 | 106 |
| PED OBEY SIGNAL | 2 | 0 | 1 | 4 | 0 | 0 | 4 | 2 | 1 | 3 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| PED ON ACCESS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| PED ON TPK | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| PK 6000 REG AUT | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 11 |

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|------------------------------------|------|-----|----|------|------|-----|------|------|-----|------|------|----|------|------|----|------|-----|----|-----|-----|----|--------------|
| POSS ALC IN CMV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| POSS VALID LIC | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| PR UNA PRS DRI | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PSG CONS ALCOH | 2 | 2 | 0 | 5 | 5 | 0 | 8 | 2 | 0 | 6 | 2 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| PSG POSS ALCOH | 3 | 0 | 0 | 10 | 9 | 0 | 18 | 12 | 0 | 9 | 3 | 0 | 7 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 78 |
| RECK DRIVING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| RED LITE VIOL | 1 | 4 | 0 | 2 | 2 | 1 | 6 | 0 | 0 | 6 | 4 | 0 | 8 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 40 |
| REF FIL FUEL TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| REF SIGN UTT | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| SEAT BELT VIOL | 620 | 271 | 12 | 1699 | 785 | 65 | 2365 | 1073 | 46 | 1516 | 647 | 17 | 1288 | 495 | 10 | 713 | 220 | 5 | 358 | 111 | 6 | 12322 |
| SPEED UNDER 15 | 773 | 530 | 20 | 1709 | 1363 | 114 | 2404 | 1811 | 64 | 1914 | 1316 | 38 | 1734 | 1125 | 22 | 1025 | 674 | 12 | 428 | 234 | 9 | 17319 |
| SPEEDING 15-19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| SPEEDING 15-29 | 1714 | 974 | 48 | 3237 | 2111 | 201 | 3731 | 2457 | 135 | 2723 | 1732 | 44 | 2295 | 1423 | 36 | 1322 | 797 | 15 | 568 | 250 | 13 | 25826 |
| SPEEDING 30+ | 47 | 12 | 1 | 62 | 5 | 1 | 46 | 6 | 0 | 22 | 0 | 2 | 11 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 223 |
| STOP ON TRNPK | 3 | 3 | 1 | 6 | 7 | 1 | 7 | 4 | 0 | 6 | 0 | 0 | 3 | 5 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 51 |
| TOW UNREG TLR | 2 | 0 | 0 | 6 | 1 | 0 | 29 | 0 | 0 | 40 | 2 | 0 | 29 | 0 | 0 | 12 | 2 | 0 | 2 | 0 | 0 | 125 |
| TOW W/O S-CHAN | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| TW OW TL WO PRM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| UNINSP MOTOR V | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| UNLAWF USE D/L- TRAF INFRAC | 3 | 1 | 0 | 5 | 2 | 1 | 1 | 3 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 26 |

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|-----------------------------|--------------|--------------|------------|---------------|--------------|------------|---------------|---------------|------------|---------------|--------------|------------|---------------|--------------|------------|--------------|--------------|-----------|--------------|------------|-----------|----------------|
| UNLAWFUL USE D/L | 11 | 10 | 0 | 40 | 24 | 0 | 49 | 21 | 0 | 19 | 10 | 0 | 17 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 207 |
| UNSECURE LOAD | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 1 | 0 | 14 | 0 | 0 | 12 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 45 |
| VEH EQUIP | 7 | 0 | 0 | 18 | 0 | 0 | 15 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| VEH EQUIP BLUE LIGHT | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| VIO INST PERMIT | 19 | 16 | 1 | 12 | 4 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| VIOL INTERM | 356 | 152 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| Sub-Totals | 5,889 | 2,769 | 204 | 14,079 | 7,356 | 599 | 18,246 | 10,473 | 443 | 12,576 | 6,902 | 226 | 10,138 | 5,250 | 187 | 5,228 | 2,608 | 63 | 2,073 | 859 | 44 | 106,212 |
| Totals | 8,862 | | | 22,034 | | | 29,162 | | | 19,704 | | | 15,575 | | | 7,899 | | | 2,976 | | | |

Non-Residents

| | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|---|---|---|---|---|----|---|---|----|---|---|----|---|---|----|---|---|----|---|---|----|-----|
| IMP DIS REG PLATE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | |
| IMPROPER COURSE | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 12 | |
| IMPROPER PASS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 17 | |
| IMPROPER TURN | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | |
| IMPRUDENT SPEED | 0 | 0 | 3 | 1 | 0 | 15 | 0 | 0 | 13 | 1 | 0 | 7 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 63 | |
| INAD EXH SYS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| INAD OR DEF EQ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 4 | |
| INAD TAIL LIT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | |
| INADE MIRROR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| INADE PLATE LIT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| INADE SAFETY CHAIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| INADE TIRES | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| INOP LIGHTS | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| LANE CONV | 0 | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 14 | 0 | 0 | 8 | 3 | 0 | 11 | 1 | 0 | 13 | 1 | 0 | 66 | |
| LITTERING | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 14 | |
| LOG NOT CURRENT | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 33 | 3 | 0 | 67 | 4 | 0 | 52 | 4 | 0 | 23 | 8 | 0 | 4 | 199 |

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|----------------------------|---|---|---|---|---|---|---|---|----|---|---|----|---|---|----|---|---|----|---|---|---|---|----|
| OP M/V OB VIEW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| OP MV CONS LIQ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| OP MV OVR 10 HR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 20 | 4 | 0 | 20 | 3 | 0 | 16 | 1 | 0 | 0 | 0 | 71 |
| OP MV WO 7 PREV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 9 | 0 | 0 | 13 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 38 |
| OP OV HGT RES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP OV LMT P/R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| OP OV WIDTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP OVER 15 HR | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP OVR PSTD WT | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| OP UNQ DRVR | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OP UNSAFE M/V | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| OP W/IMPRO LIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| OP W/O AUTH LIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| OP W/O DUTY STA | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 9 | 3 | 0 | 5 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 27 |
| OP W/O LIGHTS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |

| | | | | | | | | | | | | | | | | | | | | | | |
|--|------------|----------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|--------------|------------|-----------|--------------|------------|-----------|--------------|------------|-----------|------------|---------------|
| UNLAWF USE D/L | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | | |
| UNLAWF USE D/L - TRAF INFRACT | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| UNSECURE LOAD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| VEH EQUIP | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| VEH EQUIP BLUE LIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | |
| VIO INST PERMIT | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| VL LAW RES DTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| SUB-TOTALS | 7 | 6 | 865 | 79 | 29 | 2,691 | 191 | 50 | 3,904 | 305 | 39 | 3,220 | 544 | 72 | 3,272 | 353 | 51 | 1,891 | 180 | 27 | 738 | 18,514 |
| TOTALS | 878 | | 2,799 | | 4,145 | | 3,564 | | 3,888 | | 2,295 | | 945 | | | | | | | | | |