



# COMPSTAT

## Central Traffic Division

12/10/17 to 01/06/18



**DIVISION**  
**COMMANDING OFFICER:** Alfonso Lopez  
**Rank:** CAPT-II  
**Date of Rank:** April 5, 2016  
**Date Assigned Division:** July 24, 2016  
**LAPD Appointment Date:** November 4, 1991

### TRAFFIC STATISTICS for week ending 12/30/17

TRAFFIC COLLISIONS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	12/03/17 12/30/17	11/05/17 to 12/02/17	Percent Change	2017 YTD	2016 YTD	Percent Change	2017 YTD	2015 YTD	Percent Change
<b>TOTAL</b>									
Central	173	203	-15%	2338	2379	-2%	2338	2089	12%
Rampart	180	178	1%	2250	2108	7%	2250	1990	13%
Hollenbeck	169	177	-5%	2217	2058	8%	2217	1927	15%
Northeast	200	179	12%	2560	2515	2%	2560	2382	7%
Newton	241	294	-18%	3272	2967	10%	3272	2565	28%
<b>Total</b>	<b>963</b>	<b>1031</b>	<b>-7%</b>	<b>12637</b>	<b>12027</b>	<b>5%</b>	<b>12637</b>	<b>10953</b>	<b>15%</b>
<b>Total - A</b>									
Central	3	3	0%	41	31	32%	41	24	71%
Rampart	4	7	-43%	43	33	30%	43	22	95%
Hollenbeck	3	4	-25%	31	26	19%	31	27	15%
Northeast	3	6	-50%	52	46	13%	52	30	73%
Newton	6	6	0%	65	70	-7%	65	49	33%
<b>Total</b>	<b>19</b>	<b>26</b>	<b>-27%</b>	<b>232</b>	<b>206</b>	<b>13%</b>	<b>232</b>	<b>152</b>	<b>53%</b>
<b>Total - K</b>									
Central	1	1	0%	4	9	-56%	4	2	100%
Rampart	2	0	N.C.*	7	10	-30%	7	7	0%
Hollenbeck	1	3	-67%	10	14	-29%	10	5	100%
Northeast	1	3	-67%	16	11	45%	16	8	100%
Newton	0	0	N.C.*	8	18	-56%	8	7	14%
<b>Total</b>	<b>5</b>	<b>7</b>	<b>-29%</b>	<b>45</b>	<b>62</b>	<b>-27%</b>	<b>45</b>	<b>29</b>	<b>55%</b>
<b>DUI Related</b>									
Central	4	8	-50%	55	67	-18%	55	73	-25%
Rampart	6	9	-33%	87	101	-14%	87	91	-4%
Hollenbeck	7	10	-30%	99	105	-6%	99	88	13%
Northeast	6	8	-25%	91	103	-12%	91	115	-21%
Newton	7	7	0%	94	116	-19%	94	114	-18%
<b>Total</b>	<b>30</b>	<b>42</b>	<b>-29%</b>	<b>426</b>	<b>492</b>	<b>-13%</b>	<b>426</b>	<b>481</b>	<b>-11%</b>
<b>DUI Related - A</b>									
Central	0	0	N.C.*	2	0	N.C.*	2	3	-33%
Rampart	0	0	N.C.*	1	2	-50%	1	1	0%
Hollenbeck	0	0	N.C.*	3	2	50%	3	5	-40%
Northeast	0	1	-100%	3	1	200%	3	0	N.C.*
Newton	1	0	N.C.*	3	2	50%	3	3	0%
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0%</b>	<b>12</b>	<b>7</b>	<b>71%</b>	<b>12</b>	<b>12</b>	<b>0%</b>
<b>DUI Related - K</b>									
Central	0	0	N.C.*	0	0	N.C.*	0	0	N.C.*
Rampart	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Hollenbeck	0	0	N.C.*	0	2	-100%	0	0	N.C.*
Northeast	1	0	N.C.*	1	1	0%	1	2	-50%
Newton	0	0	N.C.*	0	0	N.C.*	0	1	-100%
<b>Total</b>	<b>1</b>	<b>0</b>	<b>N.C.*</b>	<b>1</b>	<b>4</b>	<b>-75%</b>	<b>1</b>	<b>3</b>	<b>-67%</b>

Personnel data from Traffic Division.

N.C. - Not Calculable

TRAFFIC COLLISIONS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	12/03/17 12/30/17	11/05/17 to 12/02/17	Percent Change	2017 YTD	2016 YTD	Percent Change	2017 YTD	2015 YTD	Percent Change
<b>Hit and Run</b>									
Central	84	88	-5%	1016	1069	-5%	1016	876	16%
Rampart	87	95	-8%	1221	1117	9%	1221	1091	12%
Hollenbeck	94	89	6%	1199	1110	8%	1199	1037	16%
Northeast	84	88	-5%	1315	1325	-1%	1315	1271	3%
Newton	134	173	-23%	1839	1630	13%	1839	1415	30%
<b>Total</b>	<b>483</b>	<b>533</b>	<b>-9%</b>	<b>6590</b>	<b>6251</b>	<b>5%</b>	<b>6590</b>	<b>5690</b>	<b>16%</b>
<b>Hit and Run - A</b>									
Central	1	1	0%	9	6	50%	9	5	80%
Rampart	1	2	-50%	7	9	-22%	7	6	17%
Hollenbeck	0	1	-100%	6	4	50%	6	7	-14%
Northeast	0	3	-100%	7	11	-36%	7	4	75%
Newton	2	0	N.C.*	20	19	5%	20	12	67%
<b>Total</b>	<b>4</b>	<b>7</b>	<b>-43%</b>	<b>49</b>	<b>49</b>	<b>0%</b>	<b>49</b>	<b>34</b>	<b>44%</b>
<b>Hit and Run - K</b>									
Central	0	0	N.C.*	0	3	-100%	0	0	N.C.*
Rampart	1	0	N.C.*	2	1	100%	2	3	-33%
Hollenbeck	1	0	N.C.*	3	2	50%	3	1	200%
Northeast	0	0	N.C.*	2	2	0%	2	2	0%
Newton	0	0	N.C.*	3	4	-25%	3	2	50%
<b>Total</b>	<b>2</b>	<b>0</b>	<b>N.C.*</b>	<b>10</b>	<b>12</b>	<b>-17%</b>	<b>10</b>	<b>8</b>	<b>25%</b>
<b>Hit and Run - Property Damage</b>									
Central	63	67	-6%	810	876	-8%	810	732	11%
Rampart	71	74	-4%	983	916	7%	983	885	11%
Hollenbeck	81	80	1%	1015	952	7%	1015	866	17%
Northeast	65	75	-13%	1139	1153	-1%	1139	1109	3%
Newton	114	141	-19%	1446	1297	11%	1446	1111	30%
<b>Total</b>	<b>394</b>	<b>437</b>	<b>-10%</b>	<b>5393</b>	<b>5194</b>	<b>4%</b>	<b>5393</b>	<b>4703</b>	<b>15%</b>
<b>MV vs Ped</b>									
Central	16	23	-30%	233	212	10%	233	203	15%
Rampart	22	21	5%	209	195	7%	209	151	38%
Hollenbeck	14	14	0%	133	116	15%	133	136	-2%
Northeast	15	14	7%	169	162	4%	169	154	10%
Newton	11	14	-21%	230	231	0%	230	194	19%
<b>Total</b>	<b>78</b>	<b>86</b>	<b>-9%</b>	<b>974</b>	<b>916</b>	<b>6%</b>	<b>974</b>	<b>838</b>	<b>16%</b>
<b>MV vs Ped - A</b>									
Central	1	2	-50%	21	14	50%	21	9	133%
Rampart	3	3	0%	26	22	18%	26	10	160%
Hollenbeck	1	2	-50%	12	11	9%	12	10	20%
Northeast	1	0	N.C.*	12	16	-25%	12	14	-14%
Newton	0	2	-100%	22	24	-8%	22	22	0%
<b>Total</b>	<b>6</b>	<b>9</b>	<b>-33%</b>	<b>93</b>	<b>87</b>	<b>7%</b>	<b>93</b>	<b>65</b>	<b>43%</b>
<b>MV vs Ped - K</b>									
Central	1	0	N.C.*	3	6	-50%	3	1	200%
Rampart	1	0	N.C.*	5	5	0%	5	7	-29%
Hollenbeck	1	1	0%	6	5	20%	6	4	50%
Northeast	0	2	-100%	7	4	75%	7	4	75%
Newton	0	0	N.C.*	5	10	-50%	5	0	N.C.*
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0%</b>	<b>26</b>	<b>30</b>	<b>-13%</b>	<b>26</b>	<b>16</b>	<b>63%</b>

N.C. - Not Calculable

TRAFFIC COLLISIONS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	12/03/17 12/30/17	11/05/17 to 12/02/17	Percent Change	2017 YTD	2016 YTD	Percent Change	2017 YTD	2015 YTD	Percent Change
<b>Bicycle Involved</b>									
Central	9	17	-47%	154	183	-16%	154	141	9%
Rampart	9	9	0%	130	113	15%	130	133	-2%
Hollenbeck	5	8	-38%	84	58	45%	84	80	5%
Northeast	4	7	-43%	100	91	10%	100	125	-20%
Newton	20	20	0%	238	190	25%	238	184	29%
<b>Total</b>	<b>47</b>	<b>61</b>	<b>-23%</b>	<b>706</b>	<b>635</b>	<b>11%</b>	<b>706</b>	<b>663</b>	<b>6%</b>
<b>Bicycle Involved - A</b>									
Central	0	0	N.C.*	2	1	100%	2	2	0%
Rampart	0	1	-100%	3	3	0%	3	4	-25%
Hollenbeck	1	0	N.C.*	2	4	-50%	2	1	100%
Northeast	0	1	-100%	4	4	0%	4	4	0%
Newton	2	0	N.C.*	13	9	44%	13	7	86%
<b>Total</b>	<b>3</b>	<b>2</b>	<b>50%</b>	<b>24</b>	<b>21</b>	<b>14%</b>	<b>24</b>	<b>18</b>	<b>33%</b>
<b>Bicycle Involved - K</b>									
Central	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Rampart	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Hollenbeck	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Northeast	0	1	-100%	1	0	N.C.*	1	1	0%
Newton	0	0	N.C.*	1	3	-67%	1	4	-75%
<b>Total</b>	<b>0</b>	<b>1</b>	<b>-100%</b>	<b>2</b>	<b>6</b>	<b>-67%</b>	<b>2</b>	<b>5</b>	<b>-60%</b>

CENTRAL TRAFFIC DIVISION DP 13																	TOTAL	%
	C3	C2	C1	L2	L1	S2	S1+2	S1	D3	D2	D1	P3+1	P3	P2+2	P2	P1		
ASSIGNED	1				2	4	6	6	1	3	1	4	9	55	58		150	
ADMIN. RESTRICT.																	0	0%
ADMIN. RESTRICT. HOME															1		1	1%
BONDING															2		2	1%
FULL	1				2	4	4	4	1	1	1	3	6	42	38		107	71%
IOD										1				7	8		16	11%
MILITARY																	0	0%
OTHER																	0	0%
PRD																	0	0%
RFD																	0	0%
SICK															1		1	1%
TRD								1				1		2			4	3%
VC LONG										1	1	1	6	4			13	9%
VC SHORT						2	1					1		2			6	4%
VC TOTAL (OFFICERS)											1	2	6	6			15	15 out of 126 (12%)*
LOAN OUT														1	1		2	1%
INTERNAL LOANS																	0	0%
LOAN IN														3			3	2%
TOTAL AUTHORITIES PER POSITION CONTROL	0	1	0	0	2	4	6	6	1	3	1	3	11	55	56		149	
TOTAL ASSIGNED PER DMS	0	1	0	0	2	4	6	6	1	3	1	4	9	55	58	0	150	
OVER/UNDER	0	0	0	0	0	0	0	0	0	0	0	1	-2	0	2		1	
DEPLOYABLE	0	1	0	0	2	4	4	5	1	1	1	3	7	44	39	0	112	75%

Deployable = (Assigned + Loan In) - (Admin. Restrict. Home + Bonding + IOD + Military + Other + RFD + Sick + VC Long + VC Short + Loan Out)

\*This percentage is based on the Police Officer group assignment.

\*\*\*Contact Field Deployment Unit with any questions pertaining to this Document. 213-486-6070

Notes:

- Full - working and no restrictions.
- PRD - Permanent Restricted Duty
- RFD - Relieved from Duty
- TRD - Temporary Restricted Duty
- Vacation Long - 4 Weeks or Deployment Period
- Vacation Short - 2 Weeks or Less

FY 2017/2018 SWORN ACCOUNTABLE OVERTIME USAGE	
Fiscal Year Overtime Hours Allocation	6,120.00
Pay Period Goal	235.38
PP 13 Hours Used	490.2
PP 1 - 13 Goal	3,060.00
PP 1 - 13 Hours Used	5,621.70
PP 1 - 13 Hours Over or Under	2,561.70
Hours Remaining	498.30
PP 1 - 13 Percent Goal	52%
PP 1 - 13 Percent Used of Total	92%
FY '16/'17 PP 1-13 Hours Used	3710.6

Sworn Overtime Hours Used Per Pay Period Goal is approximately 4%.

Source of Data: FOD Overtime Usage by Activity Code FY 17-18 Report

N.C. - Not Calculable

FIELD ACTIVITIES									
				ARREST STATISTICS for week ending 12/30/17					
	2017 DP 14 - DP 11	2016 DP 1 - DP 12	Percent Change		01/01/17 to 12/30/17	01/01/16 to 12/30/16	Percent Change		
Traffic Citations	18,619	17,353	7%						
Traffic Warning Violations	5,110	3,816	34%	DUI Arrests	598	712	-16%		
Parking Citations	2,571	2,131	21%	Total Part I	16	17	-6%		
RFC's	3	1	200%	All Arrests	853	1,171	-27%		
ACE Citations	29	440	-93%	GUNS					
RFC's & ACE Citations	32	441	-93%		12/03/17 12/30/17	01/01/17 to 12/30/17			
Field Interview Cards	1,296	1,088	19%	Guns Booked	0	2			
IMPOUNDS				SWORN SICK /OD HOURS					
	01/01/17 to 12/30/17	01/01/16 to 12/30/16	Percent Change		2017 DP 14 - DP 11	2016 DP 1 - DP 12	Percent Change		
Number of Impounds	4475	4150	8%	Sick	14,920.5	18,130.5	-18%		
RISK MANAGEMENT				- FMLA	730.0	666.0	10%		
	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change	- Non FMLA	14,190.5	17,464.5	-19%		
Pursuits	2	2	0%	IOD	20,165.0	16,312.0	24%		
Use of Force (NCAT)	8	3	167%	Total	35,085.5	34,442.5	2%		
Use of Force (CAT)	2	2	0%	2017 DP 14 - DP 11 SICK/OD HOURS PER OFFICER					
Employee T/C's	20	21	-5%	Officers Assigned	146	CTD	OCB	City-OO	
- Preventable	2	8	-75%	Sick Hours per Officer	102.2	84.1	83.5		
- Non-preventable	5	8	-38%	IOD Hours per Officer	138.1	67.0	59.4		
	01/01/17 to 11/30/17	CTD	OCB	City-OO	Total Hours per Officer	240.3	151.2	142.9	
Non-Categorical Use of Force/100 Arrests	1.01	2.05	1.99	2016 DP 1 - DP 14 SICK/OD HOURS PER OFFICER					
Pursuit statistics from Pursuit Review Unit				Officers Assigned	148	CTD	OCB	City-OO	
NCAT - from UFOD				Sick Hours per Officer	153.0	102.2	102.2		
Officers assigned from Field Deployment Unit				IOD Hours per Officer	131.2	69.4	67.1		
N.C. - Not Calculable				Total Hours per Officer	284.1	171.6	169.3		
CAT - Categorical use of force from Teams II				GREATEST RISK INTERSECTIONS					
From 01/01/17 to 12/30/17									
Central	3rd St / Figueroa St			Northeast	San Fernando Rd / Fletcher Dr				
Primary Cause	21453(a) VC - Red Light (9)			Primary Cause	22350 VC - Unsafe speed (4)				
Total T/C's	34			Total T/C's	27				
Rampart	6th St / Alvarado St			Newton	Central / Vernon Ave				
Primary Cause	20015 VC - Counter Report (8)			Primary Cause	21801(a) VC - Unsafe left turn (8)				
Total T/C's	29			Total T/C's	36				
Hollenbeck	8th St / Soto St								
Primary Cause	22107 VC - Unsafe turn movement (5)								
Total T/C's	32								
GREATEST RISK INTERSECTIONS									
Motor Vehicle vs Pedestrians									
From 01/01/17 to 12/30/17									
Central	6th St / San Pedro St			Northeast	Edgemont St / Sunset Bl				
Primary Cause	21955 VC - Jaywalking (2)			Primary Cause	20015 VC - Counter Report				
Total T/C's	5			Total T/C's	3				
Rampart	6th St / Alvarado			Newton	Main St / Vernon Ave				
Primary Cause	21955 VC - Jaywalking (4)			Primary Cause	21950(a) VC - Veh yield to ped in x-walk (3)				
Total T/C's	8			Total T/C's	5				
Hollenbeck	Cesar Chavez Ave / Fickett St								
Primary Cause	Not Identified								
Total T/C's	3								
GREATEST RISK INTERSECTIONS									
Bicycle Involved									
From 01/01/17 to 12/30/17									
Central	7th St / San Pedro			Northeast	Fountain Av / Sunset Bl				
Primary Cause	Not Identified			Primary Cause	21801(a) VC - Unsafe left turn (2)				
Total T/C's	4			Total T/C's	3				
Rampart	Alvarado St / Wilshire Bl			Newton	Broadway / Vernon Ave				
Primary Cause	21453a VC - Red light (3)			Primary Cause	21453(a) VC - Red Light (2)				
Total T/C's	4			Total T/C's	6				
Hollenbeck	Cesar E Chavez Ave / Evergreen Ave								
Primary Cause	Not Identified								
Total T/C's	2								

N.C. - Not Calculable

<b>DIVISION COMPLAINTS</b>			
	01/01/17 to 12/31/17	01/01/16 to 12/31/16	Percent Change
<b>Complaints Issued</b>	<b>33</b>	<b>31</b>	<b>6%</b>
<b>Initial Classification</b>			
Chain of Command	21	16	<b>31%</b>
Failure to Appear	1	0	N.C.*
Failure to Qualify	0	0	N.C.*
Internal Affairs Group	11	15	<b>-27%</b>
Preventable T/Cs	0	0	N.C.*
Use of Force	0	0	N.C.*

Complaint statistics from Teams II

N.C. - Not Calculable

<b>DETECTIVE ACTIVITIES</b>									
	CATEGORY I CASES					CATEGORY II CASES			
	11/01/17 to 11/30/17	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change		11/01/17 to 11/30/17	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change
<b>Fatal Incidents</b>									
<b>Criminal</b>									
- Felony	2	31	25	24%	0	0	0	N.C.*	
- Misdemeanor	0	0	5	-100%	0	0	0	N.C.*	
<b>Total Criminal</b>	2	31	30	3%	0	0	0	N.C.*	
<b>Non-Criminal</b>	0	0	13	-100%	0	0	0	N.C.*	
<b>Total Fatal Incidents</b>	2	31	43	-28%	0	0	0	N.C.*	
<b>Hit and Runs</b>									
-Felony	67	628	472	33%	46	221	210	5%	
-Misdemeanor	252	1508	2122	-29%	274	1989	1467	36%	
<b>Total Hit and Runs</b>	319	2136	2594	-18%	320	2210	1677	32%	
Felony DUI	12	99	108	-8%	0	0	0	N.C.*	
ADW with a Vehicle	0	0	0	N.C.*	0	0	0	N.C.*	
Murders from ADW/Vehicle	0	0	0	N.C.*	0	0	0	N.C.*	
Unlicensed Drivers	0	11	53	-79%	0	0	0	N.C.*	
	TOTAL CATEGORY I & II CASES					TOTAL CATEGORY I CASES CLEARED			
	11/01/17 to 11/30/17	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change		11/01/17 to 11/30/17	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change
<b>Fatal Incidents</b>									
<b>Criminal</b>									
- Felony	2	31	25	24%	1	21	17	24%	
- Misdemeanor	0	0	5	-100%	0	0	7	-100%	
<b>Total Criminal</b>	2	31	30	3%	1	21	24	-13%	
<b>Non-Criminal</b>	0	0	13	-100%	0	0	2	-100%	
<b>Total Fatal Incidents</b>	2	31	43	-28%	1	21	26	-19%	
<b>Hit and Runs</b>									
-Felony	113	849	682	24%	23	158	125	26%	
-Misdemeanor	526	3497	3589	-3%	41	384	613	-37%	
<b>Total Hit and Runs</b>	639	4346	4271	2%	64	542	738	-27%	
Felony DUI	12	99	108	-8%	10	100	106	-6%	
ADW with a Vehicle	0	0	0	N.C.*	0	0	0	N.C.*	
Murders from ADW/Vehicle	0	0	0	N.C.*	0	0	0	N.C.*	
Unlicensed Drivers	0	11	53	-79%	0	1	34	-97%	
	CLEARANCE RATE		BACKLOG			CASES TO PROSECUTION			
	11/01/17 to 11/30/17	01/01/17 to 11/30/17	AS OF 11/30/17			11/01/17 to 11/30/17	01/01/17 to 11/30/17	01/01/16 to 11/30/16	Percent Change
<b>Fatal Incidents</b>									
<b>Criminal</b>									
- Felony	50%	68%	0		1	20	15	33%	
- Misdemeanor			0		0	0	8	-100%	
<b>Total Criminal</b>	50%	68%	0		1	20	23	-13%	
<b>Non-Criminal</b>			0						
<b>Total Fatal Incidents</b>	50%	68%	0		1	20	23	-13%	
<b>Hit and Runs</b>									
-Felony	20%	19%	0		23	158	125	26%	
-Misdemeanor	8%	11%	0		41	392	613	-36%	
<b>Total Hit and Runs</b>	10%	12%	0		64	550	738	-25%	
Felony DUI	83%	101%	0		10	100	107	-7%	
ADW with a Vehicle			0		0	0	0	N.C.*	
Murders from ADW/Vehicle			0		0	0	0	N.C.*	
Unlicensed Drivers		9%	0		0	8	39	-79%	

**NOTES:**

**1. Fatal Incidents**

Felony: 191.5(B) PC, 192(C)(1) PC, 191.5(A) PC, 187(A) PC  
 Misd: 192(C)(2) PC

**2. Hit and Runs**

Felony: 20001(A) VC  
 Misd: 20002 (A) VC

3. Felony DUI: 23153(A) VC, 23550 VC

4. ADW w/Vehicle: 245(A) (1) PC

5. Murders From a ADW/Vehicle: 187(A) PC  
 Included in Felony Fatal Incidents

6. Unlicensed Drivers: 12500(A) VC

N.C. - Not Calculable

	CASES FILED AS MISDEMEANOR				CASES FILED AS FELONY			
	11/01/17 to	01/01/17 to	01/01/16 to	Percent	11/01/17 to	01/01/17 to	01/01/16 to	Percent
	11/30/17	11/30/17	11/30/16	Change	11/30/17	11/30/17	11/30/16	Change
<b>Fatal Incidents</b>								
<b>Criminal</b>								
- Felony	0	6	0	N.C.*	0	0	5	-100%
- Misdemeanor	0	0	8	-100%	0	0	0	N.C.*
<b>Total Criminal</b>	0	6	8	-25%	0	0	5	-100%
<b>Non-Criminal</b>								
<b>Total Fatal Incidents</b>	0	6	8	-25%	0	0	5	-100%
<b>Hit and Runs</b>								
-Felony	14	68	62	10%	3	15	5	200%
-Misdemeanor	26	184	200	-8%	1	1	1	0%
<b>Total Hit and Runs</b>	40	252	262	-4%	4	16	6	167%
Felony DUI	6	80	86	-7%	4	19	18	6%
ADW with a Vehicle	0	0	0	N.C.*	0	0	0	N.C.*
Murders from ADW/Vehicle	0	0	0	N.C.*	0	0	0	N.C.*
Unlicensed Drivers	0	7	48	-85%	0	0	0	N.C.*

  

	CTD TOTAL FILING RATE		
	11/01/17 to	01/01/17 to	01/01/16 to
	11/30/17	11/30/17	11/30/16
<b>Fatal Incidents</b>			
<b>Criminal</b>			
- Felony	0%	30%	33%
- Misdemeanor			100%
<b>Total Criminal</b>	0%	30%	57%
<b>Non-Criminal</b>			
<b>Total Fatal Incidents</b>	0%	30%	57%
<b>Hit and Runs</b>			
-Felony	74%	53%	54%
-Misdemeanor	66%	47%	33%
<b>Total Hit and Runs</b>	69%	49%	36%
Felony DUI	100%	99%	97%
ADW with a Vehicle			
Murders from ADW/Vehicle			
Unlicensed Drivers		88%	123%

  

	TOTAL FILING RATE			
	STD	VTD	WTD	CITY
	11/01/17 to	11/01/17 to	11/01/17 to	11/01/17 to
	11/30/17	11/30/17	11/30/17	11/30/17
	33%	100%	0%	44%
	0%	100%	40%	50%
		100%	29%	47%
	0%			
		100%	29%	47%
	400%	85%	78%	85%
	100%	82%	60%	73%
	175%	83%	71%	77%
	60%	95%	122%	94%

  

	11/01/17 to	01/01/17 to	01/01/16 to	Percent
	11/30/17	11/30/17	11/30/16	Change
<b>Search Warrants</b>	0	2	2	0%
<b>Arrest Warrants</b>	1	5	1	400%
<b>Detective Arrests</b>	4	8	0	N.C.*

  

**DEFINITIONS:**

**Total Cases** - Category I + II cases minus Unfounded. Category I and II cases are as defined in the Detective Operations Manual Section I/121.01 and I/121.03. An unfounded case is as defined in the Detective Operations Manual, Section I/152.30

**Total Cleared** - Number of Category I cases Cleared by Arrest and Cleared Other. Cleared by Arrest and Cleared Other is as defined in the Detective Operations Manual, Section I/152.01 thru I/152.26. A misdemeanor case presented to the City Attorney for filing and a misdemeanor warrant has been issued for the suspect is considered "Cleared by Arrest". A felony case is considered "Investigation Continued" when only a felony arrest warrant has been obtained but has not been served on the suspect. A felony case is changed to "Clear by Arrest" when the felony suspect is arrested.

**Clearance Rate** =  $\frac{\text{Category I Cases Cleared by Arrest} + \text{Cleared Other}}{\text{Total Cases}}$

**Backlog** - When a Traffic Collision and Arrest Status Report, Form 4.16 is not submitted on a Category I case within the required 60 days due date, the case is deemed to be a backlogged case.

**Cases to Prosecution** - Number of Category I cases submitted to the City Attorney or the District Attorney for prosecution.

**Cases Filed As Misdemeanor** - Number of Category I misdemeanor cases presented to the prosecution and a misdemeanor filing was obtained.

**Cases Filed As Felony** - Number of Category I felony cases presented to the prosecution and a filing was obtained.

**Total Filing Rate** =  $\frac{\text{Category I Misdemeanor Filings} + \text{Felony Filings}}{\text{Cases to Prosecution}}$

N.C. - Not Calculable