



COMPSTAT

West Traffic Division

12/10/17 to 01/06/18



DIVISION
COMMANDING OFFICER: Gary W. Walters
Rank: CAPT- II
Date of Rank: October 1, 2017
Date Assigned Division: October 1, 2017
LAPD Appointment Date: September 10, 1990

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 |
| TOTAL | | | | | | | | | |
| Hollywood | 211 | 199 | 6% | 2729 | 2645 | 3% | 2729 | 2494 | 9% |
| Wilshire | 232 | 240 | -3% | 3154 | 3265 | -3% | 3154 | 3053 | 3% |
| West LA | 204 | 214 | -5% | 2757 | 2920 | -6% | 2757 | 2839 | -3% |
| Pacific | 230 | 221 | 4% | 2884 | 3000 | -4% | 2884 | 2692 | 7% |
| Olympic | 213 | 228 | -7% | 3020 | 2875 | 5% | 3020 | 2826 | 7% |
| Total | 1090 | 1102 | -1% | 14544 | 14705 | -1% | 14544 | 13904 | 5% |
| Total - A | | | | | | | | | |
| Hollywood | 4 | 3 | 33% | 53 | 50 | 6% | 53 | 54 | -2% |
| Wilshire | 7 | 7 | 0% | 79 | 60 | 32% | 79 | 51 | 55% |
| West LA | 1 | 4 | -75% | 52 | 59 | -12% | 52 | 70 | -26% |
| Pacific | 7 | 6 | 17% | 90 | 72 | 25% | 90 | 77 | 17% |
| Olympic | 4 | 1 | 300% | 47 | 48 | -2% | 47 | 44 | 7% |
| Total | 23 | 21 | 10% | 321 | 289 | 11% | 321 | 296 | 8% |
| Total - K | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 2 | 1 | 100% | 2 | 10 | -80% |
| Wilshire | 2 | 0 | N.C.* | 14 | 14 | 0% | 14 | 8 | 75% |
| West LA | 0 | 0 | N.C.* | 3 | 6 | -50% | 3 | 8 | -63% |
| Pacific | 3 | 1 | 200% | 12 | 12 | 0% | 12 | 10 | 20% |
| Olympic | 0 | 1 | -100% | 12 | 11 | 9% | 12 | 6 | 100% |
| Total | 5 | 2 | 150% | 43 | 44 | -2% | 43 | 42 | 2% |
| DUI Related | | | | | | | | | |
| Hollywood | 1 | 3 | -67% | 79 | 116 | -32% | 79 | 126 | -37% |
| Wilshire | 1 | 4 | -75% | 98 | 129 | -24% | 98 | 141 | -30% |
| West LA | 1 | 0 | N.C.* | 61 | 79 | -23% | 61 | 77 | -21% |
| Pacific | 0 | 1 | -100% | 108 | 141 | -23% | 108 | 145 | -26% |
| Olympic | 2 | 5 | -60% | 147 | 140 | 5% | 147 | 159 | -8% |
| Total | 5 | 13 | -62% | 493 | 605 | -19% | 493 | 648 | -24% |
| DUI Related - A | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 3 | 8 | -63% | 3 | 6 | -50% |
| Wilshire | 0 | 0 | N.C.* | 2 | 7 | -71% | 2 | 3 | -33% |
| West LA | 0 | 0 | N.C.* | 5 | 0 | N.C.* | 5 | 3 | 67% |
| Pacific | 0 | 0 | N.C.* | 5 | 6 | -17% | 5 | 12 | -58% |
| Olympic | 0 | 0 | N.C.* | 3 | 1 | 200% | 3 | 1 | 200% |
| Total | 0 | 0 | N.C.* | 18 | 22 | -18% | 18 | 25 | -28% |
| DUI Related - K | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 0 | 0 | N.C.* | 0 | 2 | -100% |
| Wilshire | 0 | 0 | N.C.* | 1 | 1 | 0% | 1 | 1 | 0% |
| West LA | 0 | 0 | N.C.* | 0 | 1 | -100% | 0 | 0 | N.C.* |
| Pacific | 0 | 0 | N.C.* | 1 | 0 | N.C.* | 1 | 0 | N.C.* |
| Olympic | 0 | 0 | N.C.* | 2 | 0 | N.C.* | 2 | 0 | N.C.* |
| Total | 0 | 0 | N.C.* | 4 | 2 | 100% | 4 | 3 | 33% |

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 |
| Hit and Run | | | | | | | | | |
| Hollywood | 21 | 65 | -68% | 1399 | 1488 | -6% | 1399 | 1343 | 4% |
| Wilshire | 2 | 36 | -94% | 1324 | 1622 | -18% | 1324 | 1518 | -13% |
| West LA | 5 | 17 | -71% | 1111 | 1384 | -20% | 1111 | 1333 | -17% |
| Pacific | 4 | 59 | -93% | 1296 | 1525 | -15% | 1296 | 1273 | 2% |
| Olympic | 20 | 60 | -67% | 1509 | 1543 | -2% | 1509 | 1451 | 4% |
| Total | 52 | 237 | -78% | 6639 | 7562 | -12% | 6639 | 6918 | -4% |
| Hit and Run - A | | | | | | | | | |
| Hollywood | 0 | 1 | -100% | 11 | 5 | 120% | 11 | 11 | 0% |
| Wilshire | 0 | 0 | N.C.* | 9 | 11 | -18% | 9 | 10 | -10% |
| West LA | 0 | 0 | N.C.* | 9 | 8 | 13% | 9 | 6 | 50% |
| Pacific | 0 | 1 | -100% | 12 | 10 | 20% | 12 | 8 | 50% |
| Olympic | 2 | 1 | 100% | 14 | 9 | 56% | 14 | 12 | 17% |
| Total | 2 | 3 | -33% | 55 | 43 | 28% | 55 | 47 | 17% |
| Hit and Run - K | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 0 | 0 | N.C.* | 0 | 1 | -100% |
| Wilshire | 0 | 0 | N.C.* | 2 | 1 | 100% | 2 | 1 | 100% |
| West LA | 0 | 0 | N.C.* | 1 | 1 | 0% | 1 | 0 | N.C.* |
| Pacific | 0 | 0 | N.C.* | 1 | 0 | N.C.* | 1 | 1 | 0% |
| Olympic | 0 | 0 | N.C.* | 3 | 4 | -25% | 3 | 0 | N.C.* |
| Total | 0 | 0 | N.C.* | 7 | 6 | 17% | 7 | 3 | 133% |
| Hit and Run Property Damage | | | | | | | | | |
| Hollywood | 17 | 52 | -67% | 1192 | 1264 | -6% | 1192 | 1137 | 5% |
| Wilshire | 1 | 29 | -97% | 1090 | 1384 | -21% | 1090 | 1303 | -16% |
| West LA | 5 | 17 | -71% | 970 | 1195 | -19% | 970 | 1171 | -17% |
| Pacific | 3 | 50 | -94% | 1068 | 1304 | -18% | 1068 | 1066 | 0% |
| Olympic | 13 | 45 | -71% | 1232 | 1266 | -3% | 1232 | 1174 | 5% |
| Total | 39 | 193 | -80% | 5552 | 6413 | -13% | 5552 | 5851 | -5% |
| MV vs Ped | | | | | | | | | |
| Hollywood | 7 | 17 | -59% | 192 | 188 | 2% | 192 | 193 | -1% |
| Wilshire | 8 | 6 | 33% | 168 | 207 | -19% | 168 | 169 | -1% |
| West LA | 0 | 4 | -100% | 147 | 178 | -17% | 147 | 165 | -11% |
| Pacific | 7 | 7 | 0% | 175 | 162 | 8% | 175 | 177 | -1% |
| Olympic | 7 | 14 | -50% | 224 | 254 | -12% | 224 | 244 | -8% |
| Total | 29 | 48 | -40% | 906 | 989 | -8% | 906 | 948 | -4% |
| MV vs Ped - A | | | | | | | | | |
| Hollywood | 2 | 1 | 100% | 25 | 15 | 67% | 25 | 23 | 9% |
| Wilshire | 2 | 2 | 0% | 23 | 25 | -8% | 23 | 14 | 64% |
| West LA | 0 | 2 | -100% | 17 | 21 | -19% | 17 | 21 | -19% |
| Pacific | 5 | 2 | 150% | 37 | 18 | 106% | 37 | 27 | 37% |
| Olympic | 2 | 0 | N.C.* | 22 | 23 | -4% | 22 | 23 | -4% |
| Total | 11 | 7 | 57% | 124 | 102 | 22% | 124 | 108 | 15% |
| MV vs Ped - K | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 0 | 1 | -100% | 0 | 4 | -100% |
| Wilshire | 2 | 0 | N.C.* | 6 | 5 | 20% | 6 | 4 | 50% |
| West LA | 0 | 0 | N.C.* | 2 | 3 | -33% | 2 | 1 | 100% |
| Pacific | 1 | 1 | 0% | 8 | 5 | 60% | 8 | 4 | 100% |
| Olympic | 0 | 1 | -100% | 9 | 7 | 29% | 9 | 4 | 125% |
| Total | 3 | 2 | 50% | 25 | 21 | 19% | 25 | 17 | 47% |

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 |
| Bicycle Involved | | | | | | | | | |
| Hollywood | 0 | 4 | -100% | 74 | 87 | -15% | 74 | 83 | -11% |
| Wilshire | 1 | 7 | -86% | 95 | 93 | 2% | 95 | 134 | -29% |
| West LA | 0 | 2 | -100% | 72 | 116 | -38% | 72 | 109 | -34% |
| Pacific | 1 | 5 | -80% | 115 | 162 | -29% | 115 | 183 | -37% |
| Olympic | 1 | 6 | -83% | 129 | 147 | -12% | 129 | 174 | -26% |
| Total | 3 | 24 | -88% | 485 | 605 | -20% | 485 | 683 | -29% |
| Bicycle Involved - A | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 5 | 0 | N.C.* | 5 | 4 | 25% |
| Wilshire | 1 | 2 | -50% | 11 | 6 | 83% | 11 | 9 | 22% |
| West LA | 0 | 0 | N.C.* | 3 | 8 | -63% | 3 | 6 | -50% |
| Pacific | 0 | 1 | -100% | 8 | 7 | 14% | 8 | 8 | 0% |
| Olympic | 0 | 0 | N.C.* | 4 | 2 | 100% | 4 | 5 | -20% |
| Total | 1 | 3 | -67% | 31 | 23 | 35% | 31 | 32 | -3% |
| Bicycle Involved - K | | | | | | | | | |
| Hollywood | 0 | 0 | N.C.* | 0 | 0 | N.C.* | 0 | 1 | -100% |
| Wilshire | 0 | 0 | N.C.* | 1 | 2 | -50% | 1 | 1 | 0% |
| West LA | 0 | 0 | N.C.* | 0 | 1 | -100% | 0 | 1 | -100% |
| Pacific | 1 | 0 | N.C.* | 1 | 2 | -50% | 1 | 1 | 0% |
| Olympic | 0 | 0 | N.C.* | 1 | 0 | N.C.* | 1 | 0 | N.C.* |
| Total | 1 | 0 | N.C.* | 3 | 5 | -40% | 3 | 4 | -25% |

| WEST TRAFFIC DIVISION DP 13 | | | | | | | | | | | | | | | | | TOTAL | % |
|--|----|----|----|----|----|----|------|----|----|----|----|------|----|------|----|----|-------|----------------------|
| ASSIGNED | C3 | C2 | C1 | L2 | L1 | S2 | S1+2 | S1 | D3 | D2 | D1 | P3+1 | P3 | P2+2 | P2 | P1 | | |
| 1 | | | | | 2 | 4 | 7 | 7 | 1 | 4 | 2 | 6 | 10 | 64 | 64 | | 172 | |
| ADMIN. RESTRICT. | | | | | | | | | | | | | | | | | 0 | 0% |
| ADMIN. RESTRICT. HOME | | | | | | | | | | | | | | | | | 0 | 0% |
| BONDING | | | | | | | | | | | | | | 1 | | | 1 | 1% |
| FULL | 1 | | | | 2 | 4 | 5 | 4 | | 3 | 2 | 6 | 6 | 52 | 49 | | 134 | 78% |
| IOD | | | | | | | 1 | 1 | | | | | 1 | 4 | 1 | | 8 | 5% |
| MILITARY | | | | | | | | | | | | | | | | | 0 | 0% |
| OTHER | | | | | | | | | | | | | | | | | 0 | 0% |
| PRD | | | | | | | | | | | | | | | 1 | | 1 | 1% |
| RFD | | | | | | | | | | | | | | | | | 0 | 0% |
| SICK | | | | | | | | | | | | | | | 1 | | 1 | 1% |
| TRD | | | | | | | | 1 | | | | | 2 | | 5 | | 8 | 5% |
| VC LONG | | | | | | 1 | | | 1 | | | 1 | 6 | 4 | | | 13 | 8% |
| VC SHORT | | | | | | | | 1 | 1 | | | | 1 | 3 | | | 6 | 3% |
| VC TOTAL (OFFICERS) | | | | | | | | | | | | 1 | 7 | 7 | | | 15 | 15 out of 144 (10%)* |
| LOAN OUT | | | | | | | | | | | | | | 2 | 3 | | 5 | 3% |
| INTERNAL LOANS | | | | | | | | | | | | | | 1 | 1 | | 2 | 1% |
| LOAN IN | | | | | | | | | | | | | | | | | 0 | 0% |
| TOTAL AUTHORITIES PER POSITION CONTROL | 0 | 1 | 0 | 0 | 1 | 4 | 7 | 1 | 4 | 1 | 7 | 12 | 12 | 65 | 69 | | 184 | |
| TOTAL ASSIGNED PER DMS | 0 | 1 | 0 | 0 | 2 | 4 | 7 | 7 | 1 | 4 | 2 | 6 | 10 | 64 | 64 | 0 | 172 | |
| OVER/UNDER | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | -3 | 3 | -5 | -6 | -2 | -1 | -5 | | -12 | |
| DEPLOYABLE | 0 | 1 | 0 | 0 | 2 | 4 | 5 | 5 | 0 | 3 | 2 | 6 | 8 | 50 | 52 | 0 | 138 | 80% |

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**

| FY 2017/2018 SWORN ACCOUNTABLE OVERTIME USAGE | |
|---|----------|
| Fiscal Year Overtime Hours Allocation | 9,251.00 |
| Pay Period Goal | 355.81 |
| PP 13 Hours Used | 329.9 |
| PP 1 - 13 Goal | 4,625.50 |
| PP 1 - 13 Hours Used | 5,382.70 |
| PP 1 - 13 Hours Over or Under | 757.20 |
| Hours Remaining | 3,868.30 |
| PP 1 - 13 Percent Goal | 52% |
| PP 1 - 13 Percent Used of Total | 58% |
| FY '16/'17 PP 1-13 Hours Used | 5810.8 |

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 | 28,830 | 20,165 | 43% | DUI Arrests | 934 | 1,331 | -30% | | | | | |
| Traffic Warning Violations | 6,363 | 4,810 | 32% | Total Part I | 20 | 25 | -20% | | | | | |
| Parking Citations | 5,461 | 4,295 | 27% | All Arrests | 1,126 | 1,600 | -30% | | | | | |
| RFC's | 2 | 10 | -80% | GUNS | | | | | | | | |
| ACE Citations | 0 | 31 | -100% | | 12/03/17 12/30/17 | 01/01/17 to 12/30/17 | | | | | | |
| RFC's & ACE Citations | 2 | 41 | -95% | Guns Booked | 0 | 0 | | | | | | |
| Field Interview Cards | 314 | 557 | -44% | SWORN SICK /OD HOURS | | | | | | | | |
| IMPOUNDS | | | | | | | | | | | | |
| | 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 | 2,531 | 3,121 | -19% | Sick | 19,439.0 | 17,927.5 | 8% | | | | | |
| RISK MANAGEMENT | | | | - FMLA | 1,942.0 | 1,461.5 | 33% | | | | | |
| Pursuits | 2 | 10 | -80% | - Non FMLA | 17,497.0 | 16,466.0 | 6% | | | | | |
| Use of Force (NCAT) | 10 | 9 | 11% | IOD | 15,316.0 | 16,478.0 | -7% | | | | | |
| Use of Force (CAT) | 1 | 0 | N.C.* | Total | 34,755.0 | 34,405.5 | 1% | | | | | |
| Employee T/C's | 24 | 28 | -14% | 2017 DP 14 - DP 11 SICK/OD HOURS PER OFFICER | | | | | | | | |
| - Preventable | 11 | 8 | 38% | Officers Assigned | 166 | WTD | OWB | City-OO | | | | |
| - Non-preventable | 13 | 20 | -35% | Sick Hours per Officer | 117.1 | 76.6 | 83.5 | | | | | |
| 01/01/17 to 11/30/17 | | | | WTD | OWB | City-OO | | | | | | |
| Non-Categorical Use of Force/100 Arrests | | | | 0.97 | 1.67 | 1.99 | IOD Hours per Officer | | | 92.3 | 41.8 | 59.4 |
| Pursuit statistics from Pursuit Review Unit | | | | 2016 DP 1 - DP 14 SICK/OD HOURS PER OFFICER | | | | | | | | |
| NCAT - from UOFD | | | | Officers Assigned | 163 | WTD | OWB | City-OO | | | | |
| Officers assigned from Field Deployment Unit | | | | Sick Hours per Officer | 154.6 | 102.9 | 102.2 | | | | | |
| N.C. - Not Calculable | | | | IOD Hours per Officer | 99.7 | 53.7 | 67.1 | | | | | |
| CAT - Categorical use of force from Teams II | | | | Total Hours per Officer | 254.4 | 156.6 | 169.3 | | | | | |
| GREATEST RISK INTERSECTIONS | | | | | | | | | | | | |
| From 01/01/17 to 12/30/17 | | | | | | | | | | | | |
| Hollywood | Franklin & Highland | | | Pacific | Imperial & Vista Del Mar | | | | | | | |
| Primary Cause | 20015 VC | | | Primary Cause | 22350 VC- Unsafe Speed | | | | | | | |
| Total T/C's | 49 | | | Total T/C's | 30 | | | | | | | |
| Wilshire | 3rd & Fairfax | | | Olympic | 3rd & Vermont | | | | | | | |
| Primary Cause | On Private Property - OID | | | Primary Cause | 21801(A)VC - Unsafe Left Turn | | | | | | | |
| Total T/C's | 44 | | | Total T/C's | 50 | | | | | | | |
| West LA | Pacific Coast & Sunset | | | | | | | | | | | |
| Primary Cause | N/A | | | | | | | | | | | |
| Total T/C's | 19 | | | | | | | | | | | |
| GREATEST RISK INTERSECTIONS | | | | | | | | | | | | |
| Motor Vehicle vs Pedestrians | | | | | | | | | | | | |
| From 01/01/17 to 12/30/17 | | | | | | | | | | | | |
| Hollywood | Franklin & Highland | | | Pacific | Pacific & Windward | | | | | | | |
| Primary Cause | 21954(A) VC - Ped Outside Xwalk | | | Primary Cause | N/A | | | | | | | |
| Total T/C's | 5 | | | Total T/C's | 3 | | | | | | | |
| Wilshire | Crenshaw & Washington | | | Olympic | 3rd & Normandie | | | | | | | |
| Primary Cause | 21954(A) VC - Ped Outside Xwalk | | | Primary Cause | 21954(A) VC - Ped Outside Xwalk | | | | | | | |
| Total T/C's | 6 | | | Total T/C's | 6 | | | | | | | |
| West LA | Santa Monica & Sawtelle | | | | | | | | | | | |
| Primary Cause | 21950(A) VC - Failure to Yield to Ped | | | | | | | | | | | |
| Total T/C's | 3 | | | | | | | | | | | |
| GREATEST RISK INTERSECTIONS | | | | | | | | | | | | |
| Bicycle Involved | | | | | | | | | | | | |
| From 01/01/17 to 12/30/17 | | | | | | | | | | | | |
| Hollywood | Orange & Sunset | | | Pacific | Abbot Kinney & Venice | | | | | | | |
| Primary Cause | N/A | | | Primary Cause | N/A | | | | | | | |
| Total T/C's | 2 | | | Total T/C's | 3 | | | | | | | |
| Wilshire | Fairfax & Olympic | | | Olympic | 3rd & Vermont | | | | | | | |
| Primary Cause | N/A | | | Primary Cause | N/A | | | | | | | |
| Total T/C's | 3 | | | Total T/C's | 4 | | | | | | | |
| West LA | Pico & Roxbury | | | | | | | | | | | |
| Primary Cause | N/A | | | | | | | | | | | |
| Total T/C's | 3 | | | | | | | | | | | |

| DIVISION COMPLAINTS | | | |
|-------------------------------|-------------------------|-------------------------|-------------------|
| | 01/01/17 to 12/31/17 | 01/01/16 to 12/31/16 | Percent Change |
| Complaints Issued | 42 | 51 | -18% |
| Initial Classification | | | |
| Chain of Command | 20 | 26 | -23% |
| Failure to Appear | 1 | 2 | -50% |
| Failure to Qualify | 0 | 0 | N.C.* |
| Internal Affairs Group | 21 | 23 | -9% |
| Preventable T/Cs | 0 | 0 | N.C.* |
| Use of Force | 0 | 0 | N.C.* |

Complaint statistics from Teams II

N.C. - Not Calculable

| DETECTIVE ACTIVITIES | | | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------|---------------------------------------|----------------------|----------------------|----------------------|----------------|
| | 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 |
| Fatal Incidents | | | | | | | | | |
| Criminal | | | | | | | | | |
| - Felony | 2 | 13 | 13 | 0% | 0 | 1 | 0 | N.C.* | |
| - Misdemeanor | 1 | 14 | 9 | 56% | 0 | 1 | 0 | N.C.* | |
| Total Criminal | 3 | 27 | 22 | 23% | 0 | 2 | 0 | N.C.* | |
| Non-Criminal | 0 | 12 | 12 | 0% | 0 | 0 | 0 | N.C.* | |
| Total Fatal Incidents | 3 | 39 | 34 | 15% | 0 | 2 | 0 | N.C.* | |
| Hit and Runs | | | | | | | | | |
| -Felony | 71 | 581 | 561 | 4% | 29 | 448 | 378 | 19% | |
| -Misdemeanor | 351 | 3044 | 2945 | 3% | 218 | 3273 | 3145 | 4% | |
| Total Hit and Runs | 422 | 3625 | 3506 | 3% | 247 | 3721 | 3523 | 6% | |
| Felony DUI | 9 | 122 | 159 | -23% | 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 | 1 | 1 | 18 | -94% | 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 | |
| Fatal Incidents | | | | | | | | | |
| Criminal | | | | | | | | | |
| - Felony | 2 | 14 | 13 | 8% | 0 | 4 | 4 | 0% | |
| - Misdemeanor | 1 | 15 | 9 | 67% | 1 | 15 | 7 | 114% | |
| Total Criminal | 3 | 29 | 22 | 32% | 1 | 19 | 11 | 73% | |
| Non-Criminal | 0 | 12 | 12 | 0% | 0 | 8 | 7 | 14% | |
| Total Fatal Incidents | 3 | 41 | 34 | 21% | 1 | 27 | 18 | 50% | |
| Hit and Runs | | | | | | | | | |
| -Felony | 100 | 1029 | 939 | 10% | 24 | 279 | 310 | -10% | |
| -Misdemeanor | 569 | 6317 | 6090 | 4% | 9 | 415 | 681 | -39% | |
| Total Hit and Runs | 669 | 7346 | 7029 | 5% | 33 | 694 | 991 | -30% | |
| Felony DUI | 9 | 122 | 159 | -23% | 12 | 125 | 158 | -21% | |
| ADW with a Vehicle | 0 | 0 | 0 | N.C.* | 0 | 5 | 0 | N.C.* | |
| Murders from ADW/Vehicle | 0 | 0 | 0 | N.C.* | 0 | 3 | 0 | N.C.* | |
| Unlicensed Drivers | 1 | 1 | 18 | -94% | 0 | 4 | 31 | -87% | |
| 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 | |
| Fatal Incidents | | | | | | | | | |
| Criminal | | | | | | | | | |
| - Felony | 0% | 29% | 8 | | 2 | 9 | 10 | -10% | |
| - Misdemeanor | 100% | 100% | 2 | | 5 | 21 | 10 | 110% | |
| Total Criminal | 33% | 66% | 10 | | 7 | 30 | 20 | 50% | |
| Non-Criminal | | 67% | 1 | | | 3 | | | |
| Total Fatal Incidents | 33% | 66% | 11 | | 7 | 33 | 20 | 65% | |
| Hit and Runs | | | | | | | | | |
| -Felony | 24% | 27% | 63 | | 9 | 72 | 52 | 38% | |
| -Misdemeanor | 2% | 7% | 92 | | 5 | 93 | 136 | -32% | |
| Total Hit and Runs | 5% | 9% | 155 | | 14 | 165 | 188 | -12% | |
| Felony DUI | 133% | 102% | 0 | | 9 | 116 | 165 | -30% | |
| ADW with a Vehicle | | | 0 | | 0 | 2 | 0 | N.C.* | |
| Murders from ADW/Vehicle | | | 0 | | 0 | 0 | 0 | N.C.* | |
| Unlicensed Drivers | 0% | 400% | 0 | | 0 | 3 | 33 | -91% | |

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

