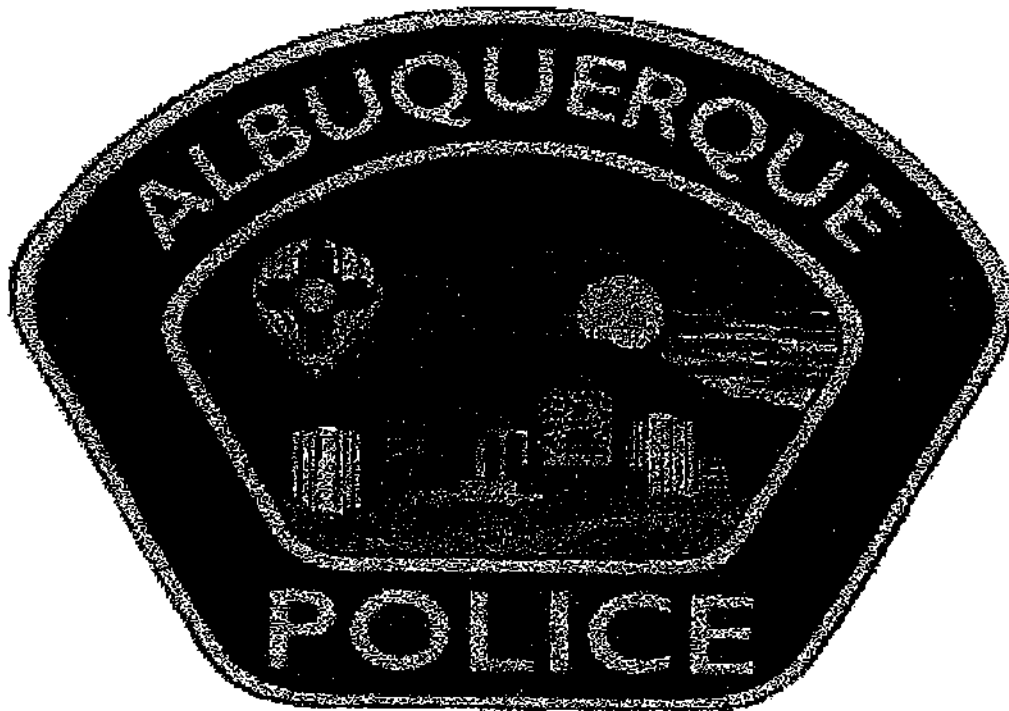


Herman Goldstein Award Nomination

SAFE STREETS IN 1997



**Albuquerque Police Department
Joseph M. Polisar
Chief of Police**



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Safe Streets in 1997

1. ABSTRACT:

SCANNING:

The City of Albuquerque experienced several widely publicized incidents of violence associated with aggressive driving or "Road Rage." In addition, a large number of fatal and serious injury accidents, including many involving alcohol, occurred. Crimes to both persons and property continued to occur at a high level.

ANALYSIS:

Through analysis of both accident and crime statistics, Ofc. Gilhooly determined that the concentration areas for both of the above are often the same.

RESPONSE:

The goal of the program is to improve the quality of life within high crime areas using a three tiered approach. These tiers will work under the philosophy that by strictly enforcing misdemeanor laws, especially those dealing with traffic violations, both accidents and crime can be prevented from occurring. Our program will include:

- Coordination with other agencies.
- Maximum media coverage.
- Program will be funded by combining department resources with grant funds.

ASSESSMENT:

- Production statistics.
- Statistical Analysis
 - Crime statistics
 - Accident statistics
 - Seat belt usage rate
- Meetings with community and tactical plan leaders to constantly adjust and improve the tactical plan.



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2. DESCRIPTION:

A. SCANNING:

The following problems existed in the City of Albuquerque:

- a) The City of Albuquerque experienced several highly publicized incidents of "road rage" resulting in homicide. In addition, a high, number of fetal and serious injury accidents were occurring. These problems increased year after year and became one of the most serious issues to the quality of life in our city.
- b) In addition, crime occurrence rates continued to rise.
- c) As with most departments, the ever increasing demand for response to calls for service combined with the limitations of budgets made the problem particularly difficult to solve.

The problems on Albuquerque's roads had reached a level that they were apparent to anyone who drove.

The conditions on the roads of Albuquerque were the subject of the most complaints to the mayor and chief of police. With the addition of the highly violent incidents of road rage, the press, politicians and citizens alike were demanding action. The initial level of diagnosis was focussed on the crime type ("Road Rage"). Qfc. Gilhooly chose these problems because of the cost in human suffering he saw day in and day out as he went to accident scenes.

B. ANALYSIS:

Initially only working on the problem of "road rage", Officer Gilhooly conducted analysis drawing on accident statistics. He first looked at the reports of the road rage incidents and found that the various factors of these violent assaults showed them to be very diverse. Location, times, and those involved varied widely. He then began to search for common factors. He found that:

- 1) All the incidents occurred between two drivers
- 2) All the incidents escalated out of a minor traffic altercation.

He was unable to determine patterns or solutions with the relatively small number of incidents. He therefore moved on to an analysis of accident locations and causes to see if the locations of the incidents were also the site of other problems. He discovered that the locations of the incidents corresponded to high accident and congestion intersections. These incidents, therefore, were part of a larger pattern of accidents. He contacted the University of New Mexico and the New Mexico Traffic Safety Bureau for more data and discussions of the problems.

Invariably, the cause of most accidents was aggressive driving. Following too closely, failure to yield, failure to signal, rapid lane changes, and disregard of signals. Speed contributed as well in 19.5 % of the accidents.

He, from experience, saw that these locations were often in high crime areas. He then collected crime analysis data. He was able to pinpoint drug nexuses and saw that violent crime expanded in a rough circle from them. Property crime expanded even farther.

As a member of the DWI unit, he often worked with DWI crash data to determine roadblock locations.

On a hunch, he used city planning to map the crime locations. He then plotted the locations of fatal and serious injury accidents on these maps. 31 of the top 50 locations in the state were within the circles created by the fall out from these drug nexuses. An additional 5 locations were on the interstates which feed into these areas.

Having discovered this correlation between accident and crime location. He began to look at proven methods for interdicting the problem.

From experience, he knew that traffic enforcement was one of the best way to work a beat. You contacted the bad guys before they could commit a crime and got a chance to meet the good citizens as you gave them a warning and a "call me if you notice anything happening in the neighborhood".

The National Highway Traffic Safety Administration sent him information on strategic traffic enforcement programs (STEP) and the Grand Prairie study on the numbers of arrests made on traffic stops.

STEP was not a new concept to Officer Gilhooly. He knew that the problems would return to an area hit with heavy enforcement as soon as the enforcement stopped. More importantly, these operations, at least in Albuquerque, caused a "squeeze effect". That is, they merely moved the problem to another part of the city.

Traffic enforcement was the key to solving the problem, he knew, but how should it be implemented?

He began talking to numerous supervisors and fellow officers. The consensus was that the effectiveness of a enforcement program had a residual effect which lasted about 2 weeks before conditions began to return to its previous condition. At 6 weeks, the effects would dissipate completely.

The conclusions he had drawn so far were:

- 1) The areas for concentration of accidents and crime were the same.
- 2) There are four areas of this concentration in the City of Albuquerque at widely spread location.
- 3) Road Rage is the most visible symptom of aggressive driving amplified by heavy congestion.
- 4) STEP programs are effective.
- 5) STEP programs had poor residual effect.
- 6) STEP programs will cause a squeeze effect.
- 7) STEP programs are manpower intensive.

C. RESPONSE:

Off. Gilhooly then developed a program which would utilize strict enforcement of traffic laws to reduce crime and accidents in the four high concentration areas. He requested and received grants from the New Mexico Traffic Safety Bureau to fund the program. The program was as follows:

I. OBJECTIVE:

Improve the quality of life within high crime areas and reduce accident rates using a three tiered approach. We will work under the philosophy that by strictly enforcing misdemeanors, both accidents and crime can be prevented from occurring.

II. PHILOSOPHY:

We will focus on the highest incident area first. After returning that area to a stable condition, we will leave a small maintenance force to increase the residual effect of the initial enforcement program. We will then move to the area most likely to have been effected by the "squeeze" of activity from the initial target area. We will constantly monitor the effects on crime in the tactical areas and adjust our coverage accordingly. We will be seeking the illusion that the tactical plan is everywhere although the actual force is relatively small. Media coverage of the activities will both ensure that the public understands why we

are carrying out a program of this type and amplify the effectiveness of the program by warning the average citizen to drive more carefully.

n. EXECUTION:

1. Our program will consist of:

- Simplicity, flexibility and constant evaluation.
- Initial five-month program.
- Analysis of crime and accident statistics to determine areas of high concentration for both accidents and crime citywide.
- Coordination with other agencies.
- Maximum media coverage.
- Combining department resources with grant funds will fund program.
- A coordinated approach using three tiers:

TIER 1- "FOCUS AND FOLLOW THROUGH"

- A team of ten highly motivated and proven officers will be selected to work inside high crime neighborhoods.
- Work in the heart of high crime areas.
 - Intensive enforcement in each area over a period of 3 to 6 weeks.
 - Emphasis on traffic enforcement
 - Continued increased enforcement after initial period to maintain new quality of life.
- Focus on quality of life issues.
- Includes close interaction with residents to identify problems.
 - Combine resident input with calls for service and incident statistics.
 - Address these problems through strict enforcement of laws and ordinances.
- Closely coordinate with effected Area Commands and Neighborhood Associations.

TIER 2-"ARTERY"

- Utilize strict enforcement of traffic laws.
- Focus on major arteries surrounding neighborhoods.
 - Based on serious injury/fatal and alcohol involved accident statistics.
 - Focus on causes of accidents with emphasis on aggressive driving.
 - "Road Rage " incidents are the most visible symptoms of this problem.
- Integrate with the "Focus and Follow Through" tactical plan (Tier 1).
- Handle both major feeder streets to the high crime area and the maintenance of effort within the targeted areas as Focus and Follow Through moves to the next location.
- Includes DWI and Traffic Units Operating under Operation Buckle-Down, Operation DWI, and DWI planning council activities.

TIER S^CHIEF'S INTERSTATE INITIATIVE"

- The Chief of Police has designated the interstates through Albuquerque as an unacceptable hazard.
- Travel on the interstates is a necessity in the lives of most citizens.
- The loss of lives, high number of injuries, and damage to property have dictated that these main arteries be a priority of the Albuquerque Police Department's traffic enforcement efforts
- Focus on:
 1. Interstate high traffic periods
 2. Speed (19.5 percent of all accidents are caused by excessive speed).
 3. Unsafe commercial vehicles
 4. Ensure that vehicles and drivers are safety focussed
 5. Narcotics trafficking
- Plan:
 1. A team of six traffic officers will be assigned to work solely on the interstates of Albuquerque.
 2. These officers will be equipped with the latest traffic enforcement technology.
 3. These officers will be trained in commercial vehicle inspection and narcotics interdiction.

in. PUBLIC EDUCATION AND AWARENESS

- Allows for increased effectiveness by encouraging people to drive safely without the need for an officer to stop them.
- Promotes public support for the program.
- Ensures that residents in neighborhoods understand our goals.
- Example programs:
 - Take the Pledge" program with neighborhood associations.
 - Media campaign that recognizes crash survivors who were wearing seatbelts.
 - DWI awareness events and educational demonstrations.

D. ASSESSMENT:

The results in officer production in the program for February through June were as follows:

TRAFFIC CITATIONS	50,928
FELONY ARRESTS	289
FELONY WARRANTS	71
MISDEMEANOR ARRESTS	1,118
MISDEMEANOR WARRANTS	801
DWI	424
VEHICLES TOWED (NO INS)	3,307*
RECOVERED STOLEN VEHICLES	88

•Refers to vehicles towed under the Albuquerque City Code which classifies these vehicles as a public nuisance.

These figures are for the program only and do not include arrests or the nearly 9,500 citations issued, on average, by field officers.

The various supervisors and officers involved in the tactical plan meet constantly to evaluate the program. After action reports are completed monthly and the program adjusted to meet the constantly changing requirements of prevention in the various areas.

Some problems did of course occur. The initial coverage of the freeway, for example, was not sufficient to bring them under control. It was necessary to form a freeway traffic unit and develop a saturation patrol tactical plan for the freeways.

The following enclosures are numeric and graphic representations of some of the key indicators of the effectiveness of the program.

End.

1. Crime Statistics
2. Accident Statistics
3. Seatbelt Usage

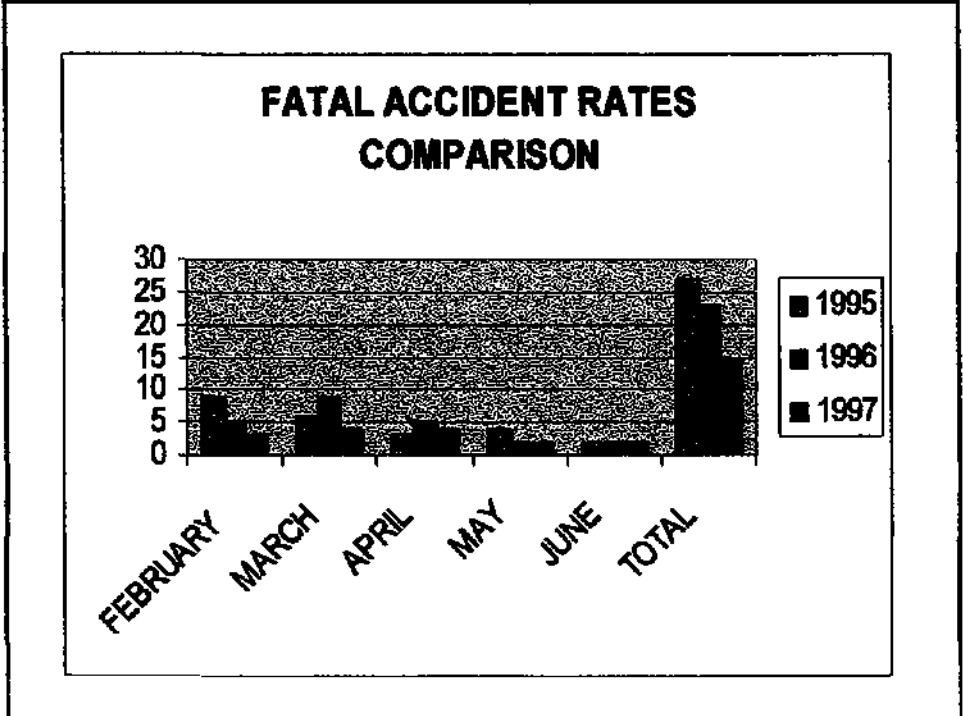
ALBUQUERQUE POLICE DEPARTMENT

SUMMARY OF ACTUAL CASES

INDEX CRIME for the month of Jun-97	ACTUAL					
	This Month	Same month Last Year	% Increase or Decrease	Year To Date	Same Per Last Year	% Increase or Decrease
Crimes Against Persons						
Murder	3	7	-57.14%	31	39	-20.51%
Rape	15	26	-42.31%	105	211	-50.24%
Assaults						
Gun	75	172	-56.40%	543	758	-28.36%
Knife	54	60	-10.00%	309	333	-7.21%
Other Weapon	157	142	10.56%	761	680	11.91%
Hand, Feet, Fist	52	19	173.68%	292	110	165.45%
Total	338	393	-13.99%	1905	1881	1.28%
Sub Total	358	426	-16.43%	2041	2131	-4.22%
Crimes Against Property						
Robbery						
Armed	99	114	-13.16%	588	768	-23.44%
Strong Arm	38	44	-13.64%	232	255	-9.02%
Total	137	158	-13.29%	820	1023	-19.84%
Burglary						
Forcible Entry	529	454	16.52%	3250	3521	-7.70%
Unlawful Entry	154	190	-18.95%	641	834	-23.14%
Attempted Force	18	45	-60.00%	147	49	200.00%
Total	701	689	1.74%	4038	4404	-8.31%
Larceny						
Auto Theft	545	533	2.25%	3535	3374	4.77%
Sub Total	3423	3515	-2.62%	20660	21611	-4.40%
GRAND TOTAL	3779	3941	-4.11%	22701	23742	-4.38%

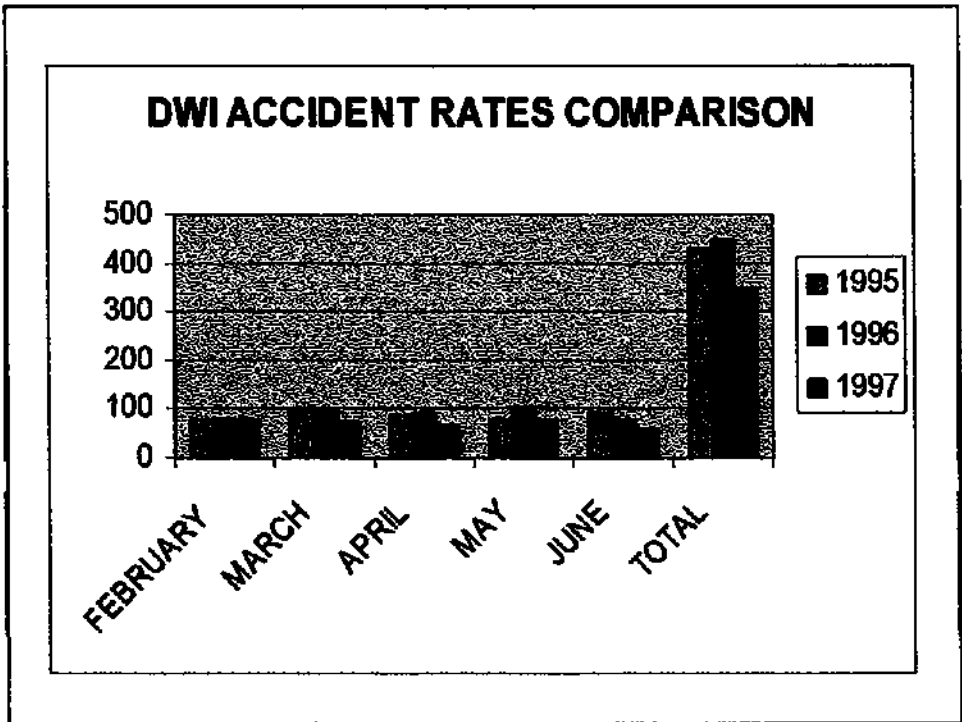


FATAL ACCIDENT COMPARISON			
YEAR	1995	1996	1997
FEBRUARY	9	5	3
MARCH	6	9	4
APRIL	3	5	4
MAY	4	2	2
JUNE	2	2	2
TOTAL	27	23	15





DWI ACCIDENT COMPARISON			
YEAR	1995	1996	1997
FEBRUARY	75	79	75
MARCH	98	97	70
APRIL	89	90	66
MAY	76	104	79
JUNE	93	78	55
TOTAL	431	448	345

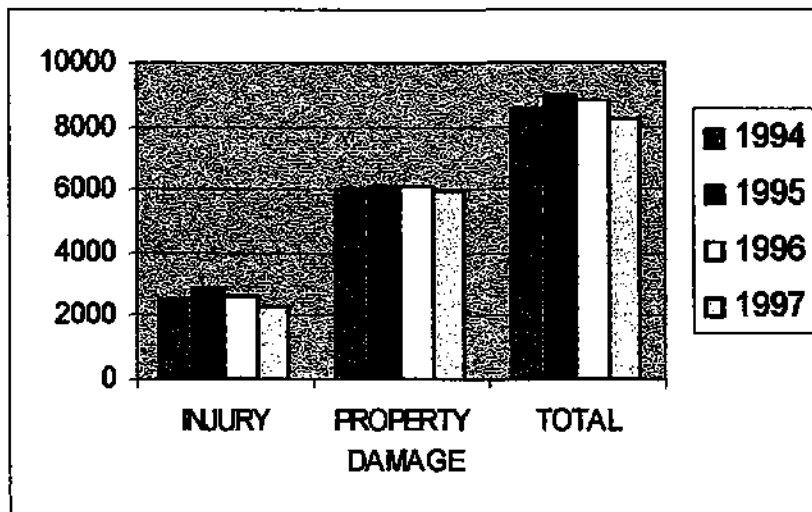


"In step with our community" **ALBUQUERQUE**
POLICE

ACCIDENT STATISTICS COMPARISON
 FEBRUARY THROUGH JUNE
 BY YEAR

YEAR	1994	1995	1996	1997
INJURY	2527	2863	2669	2271
PROPERTY	6001	6143	6141	5921
TOTAL	8528	9006	8810	8192

ACCIDENT STATISTICS COMPARISON
 FEBRUARY THROUGH JUNE
 BY YEAR



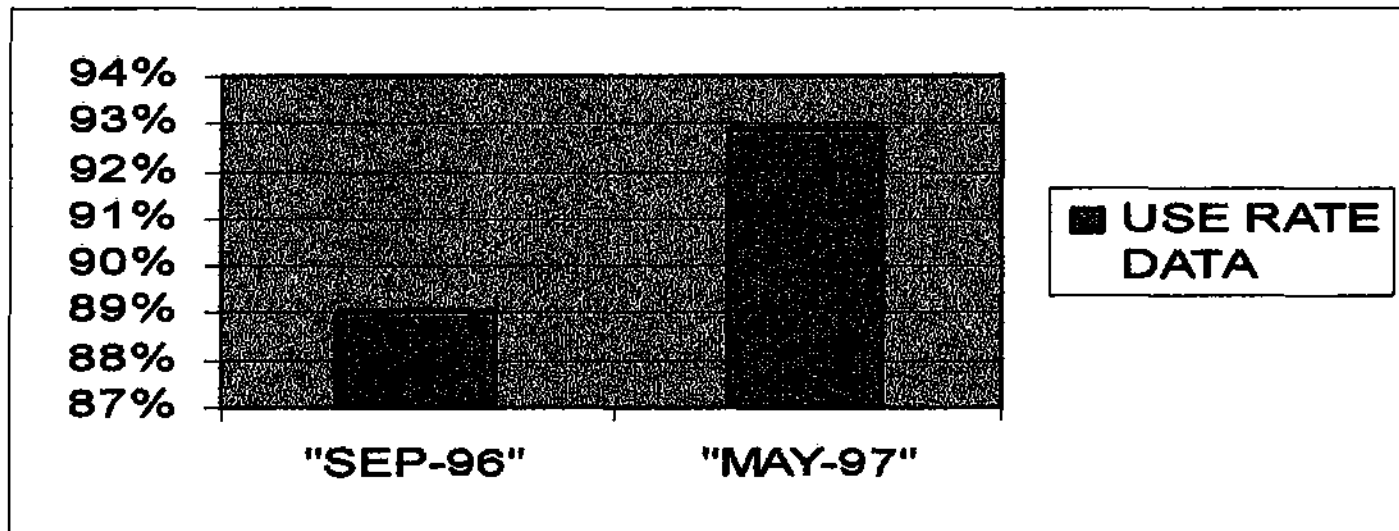
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ALBUQUERQUE POLICE

SEATBELT USE RATE

SEPT. 1996-89%

MAY 1997- 93%





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3. AGENCY AND OFFICER INFORMATION:

Safe Streets in 1997 has the support of the Albuquerque Police Department Chief of Police and by its very nature is a city wide endeavor involving coordination of multiple units. The Albuquerque Police Department is currently conducting Problem Oriented Policing training for all officers. The commitment of grant dollars from both state and federal sources was key to the success of the program. The rapid growth of Albuquerque and the demands it places on this department's limited budget would have made the program difficult to accomplish otherwise. The New Mexico Traffic Safety Bureau is a key partner in this endeavor. The program is currently being adopted by other cities in the state.

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