

DEPARTMENT OF
POLICE

ALBERT NÁJERA
CHIEF OF POLICE

STEVE SEGURA
DEPUTY CHIEF OF POLICE

RICK BRAZIEL
DEPUTY CHIEF OF POLICE

CITY OF SACRAMENTO
CALIFORNIA

5770 FREEPORT BLVD., SUITE 100
SACRAMENTO, CA
95822-3516

PH 916-433-0800
FAX 916-433-0818
www.sacpd.org

March 1, 2005

City Council
Sacramento, California

Honorable Members in Session

**SUBJECT: INFORMATIONAL REPORT ON TRAFFIC STATISTICS AND
COLLISION DATA FOR THE CITY OF SACRAMENTO FOR 2002, 2003, AND
2004**

LOCATION AND COUNCIL DISTRICT: Citywide

STAFF RECOMMENDATION:

This is an informational report regarding:

- Traffic statistics and collision data for the City of Sacramento from January 1, 2002 through December 31, 2004.
- The Police Department's proactive strategy in response to the upward trend in motor vehicle related accidents.

CONTACT PERSONS: Albert Najera, Chief of Police, 433-0800
Captain Ted Mandalla, 433-0701

FOR COUNCIL MEETING OF: March 1, 2005

The mission of the Sacramento Police Department is to work in partnership with the Community to protect life and property; solve neighborhood problems, and enhance the quality of life in our City.

Summary:

In 2002, the Sacramento Police Department's Traffic Section conducted an in-depth study in response to the upward trend of injury related accidents throughout the City. As a result, the Traffic Section made numerous changes in their deployment strategy. This report provides statistics from January 1, 2002 to December 31, 2004. This report is meeting one of the objectives identified by Council in their strategic plan.

COMMITTEE/COMMISSION ACTION:

None

BACKGROUND:

In August of 2002, the Sacramento Police Department's Traffic Section redefined its mission to focus on the reduction of motor vehicle collisions through problem solving. The motor vehicle collision rate within the City of Sacramento had steadily increased for a number of years and it was apparent that the financial costs associated with the medical, legal, and insurance claims were significant. A review of traffic collision data determined that the majority of collisions occurred Monday through Friday, during the commute hours and was at or near major intersections. The Department's new mission involved changing the deployment strategy of the Traffic Section from random and reactive, to a proactive plan to reverse this dangerous trend.

The traffic collision data is currently reviewed monthly and Traffic Officers are deployed based on the intersections and or corridors that reflect the highest number of collisions. The officers rotate through the assigned areas as a team and vigorously enforce all traffic laws. The theory is "zero tolerance, high visibility and maximum saturation of the area" during the commute and high traffic incident hours, which allows for consistent deployment in a random pattern.

The effect of this type of deployment strategy allows for concentrated enforcement activity in high accident areas, which in turn, realizes immediate adjustments in driving behavior. In essence, the passing motorist usually assumes that a traffic stop is for speeding and will immediately slow and monitor their driving, due to the number of enforcement activities occurring simultaneously. We believe that this type of enforcement, coupled with presence, causes the motoring public to focus on their behavior, which in turn results in fewer collisions and injuries.

Overall, the success of this deployment strategy has surpassed our expectations. With the constant rise in the number of commuters and population growth within the City limits, it was hoped to at least maintain the collision rate, or to not experience any significant increases. However, the results have far exceeded our expectations as the total number of reported traffic collisions in 2004 was reduced by 16% from 2002.

A comparison of the traffic accident collision rates during the periods of January 1st, through December 31st of 2003 and 2004 reflects a 13% reduction in the total number of reported collisions and a 14% decrease in injury collisions. Additionally, even with the City's increase of population and vehicular traffic, the City experienced significant reductions in all other major collision categories during this time period. Fatal collisions were reduced 30%, Bicycle collisions were reduced 25%, Pedestrian collisions were reduced 7% and Hit & Run collisions were reduced 18%.

Traffic Collision Totals

2002 Collision Totals			
CATEGORY	AMOUNT	% Change	% Change
Total Collisions	7,037	N/A	N/A
Injury Collisions	3,595	N/A	N/A
Non-Injury Collisions	3,442	N/A	N/A
Total Hit & Run Collisions	1,949	N/A	N/A
Felony Hit & Run Collisions	527	N/A	N/A
Misd. Hit & Run Collisions	1,422	N/A	N/A
Fatal Collisions	38	N/A	N/A
Total Pedestrian Collisions	Unavailable	N/A	N/A
Fatal Pedestrian Collisions	13	N/A	N/A
Total Bicycle Collisions	Unavailable	N/A	N/A
Fatal Bicycle Collisions	3	N/A	N/A

2003 Collision Totals			
CATEGORY	AMOUNT	% Change	% Change From 2002
Total Collisions	6,762	N/A	-4%
Injury Collisions	3,455	N/A	-4%
Non-Injury Collisions	3,307	N/A	-4%
Total Hit & Run Collisions	1,502	N/A	-23%
Felony Hit & Run Collisions	454	N/A	-14%
Misd. Hit & Run Collisions	1048	N/A	-26%
Fatal Collisions	40	N/A	+5%
Total Pedestrian Collisions	292	N/A	N/A
Fatal Pedestrian Collisions	15	N/A	+15%
Total Bicycle Collisions	224	N/A	N/A
Fatal Bicycle Collisions	3	N/A	0%

2004 Collision Totals			
CATEGORY	A MOUNT	% Change from 2003	% Change from 2002
Total Collisions	5,901	-13%	-16%
Injury Collisions	3,041	-12%	-15%
Non-Injury Collisions	2,860	-14%	-17%
Total Hit & Run Collisions	1,234	-18%	-37%
Felony Hit & Run Collisions	371	-18%	-30%
Misd. Hit & Run Collisions	863	-18%	-39%
Fatal Collisions	28	-30%	-26%
Total Pedestrian Collisions	271	-7%	N/A
Fatal Pedestrian Collisions	9	-40%	-31%
Total Bicycle Collisions	169	-25%	N/A
Fatal Bicycle Collisions	2	-33%	-33%

** In 2004, 64% of all Pedestrian collisions were due to the fault of the pedestrian. 80% of the fatal Pedestrian & Bicycle collisions were due to the fault of the pedestrian or Bicyclist. Pedestrians & Bicyclists were under the influence of alcohol or drugs in 26% of the fatal collisions where they were at fault.

Clearly, this deployment strategy has shown a reduction in the total number of collisions reported to the Sacramento Police Department. The Officers assigned to the Traffic Enforcement Division have dedicated themselves to lowering the collision rate by concentrating their enforcement and education efforts in the areas of the city that show increases in the traffic accident rate. In 2003, the officers assigned to the Traffic Section were responsible for approximately 47% of the total number of citations issued by the Police department. In 2004, the officers assigned to this unit have issued 50% of the total number of citations written by the Police Department.

Traffic Enforcement Statistics

ALL SPD CITATIONS			
YEAR	A MOUNT	% Change from 2003	% Change from 2002
2002	33,552	N/A	N/A
2003	46,787	N/A	+39%
2004	58,375	+25%	+74%

TRAFFIC OFFICER CITATIONS			
YEAR	A MOUNT	% Change from 2003	% Change from 2002
2002	Unavailable	N/A	N/A
2003	21,895	N/A	N/A
2004	29,200	+33%	N/A

CITATION RATIOS			
CATEGORY	2002	2003	2004
Hazardous Citations	67%	55%	52%
Non-Hazardous Citations	33%	45%	48%
RADAR Citations	14%	6%	3%
Pedestrian Citations	1%	1%	3%
Bicycle Citations	1%	1%	1%
Safety Belt Citations	14%	17%	14%
Child Restraint Citations	1%	1%	1%
Insurance Citations	27%	25%	23%

Ten (10) Red Light Cameras are rotated among 17 camera housings throughout the City of Sacramento. The Sacramento County Sheriff's Department in partnership with the California Highway Patrol operates this program.

RED LIGHT CAMERA CITATIONS			
YEAR	A MOUNT	% Change from 2003	% Change from 2002
2002	9,733	N/A	N/A
2003	4,554	N/A	-53%
2004	6,978	+53%	-28%

Through a Grant from the State Office Of Traffic Safety (OTS) the Sacramento Police Department has increased our enforcement of Alcohol related driving offenses. Through a program of DUI checkpoints, saturation patrols, school education programs, and street racing enforcement, we are addressing other traffic concerns.

DUI ARRESTS			
YEAR	A MOUNT	% Change from 2003	% Change from 2002
2002	1,109	N/A	N/A
2003	961	N/A	-13%
2004	849	-12%	-23%

DUI CHECKPOINTS
Six (6) Checkpoints were conducted during 2004
3,862 cars passed through the checkpoints
73 Field Sobriety Tests were administered
24 DUI arrests were made
3 other arrests were made
315 citations were issued
254 vehicles were towed

FINANCIAL CONSIDERATIONS:

None

ENVIRONMENTAL CONSIDERATIONS:

This activity does not constitute a "project" and therefore exempt from the California Environmental Quality Act (CEQA), CEQA Guideline Sections 15061 (b) and 15378 (b)(3).

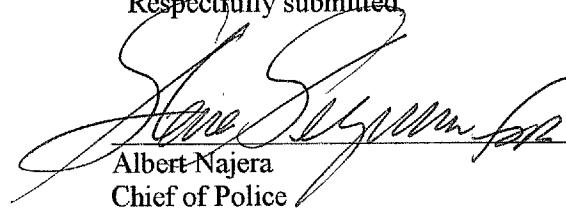
POLICY CONSIDERATIONS:

The Sacramento Police Department's response to the upward trend of motor vehicle related accidents is an example of its commitment to the City's mission to protect, preserve, and enhance the quality of life for present and future generations. The use of grant funds from the Office of Traffic Safety (OTS) is consistent with past practices of using State Public Safety funding to enhance front line law enforcement.

ESBD CONSIDERATIONS:

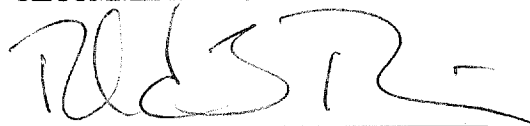
Goods and services purchased will be in accordance with the City of Sacramento's Emerging and Small Business Development program requirements (E/SBD).

Respectfully submitted,



Albert Najera
Chief of Police

RECOMMENDATION APPROVED:



Robert Thomas
City Manager

REF: COP 2-27