

**BELLEVUE  
POLICE DEPARTMENT  
BELLEVUE, WASHINGTON**

1955

**ANNUAL REPORT**

1955

City Expenditures: \$51,376.87  
City population of 8,901  
70 Miles of city streets in a 5 sq. mile area

PERSONNEL

G. L. Plowman, Chief: 8-1-53	H. F. Corkrey, Jr. Ptlm: 12-1-55
G. C. Whitman, Sergeant: 9-16-53	D. M. Beard, Ptlm: 1-1-55
R. A. Sollitto, Sergeant: 1-1-54	N. J. Giardina, Ptlm: 1-1-55
J. A. Booth, Sergeant: 4-22-54	G. R. Quarnstrom, Ptlm: 1-1-55
J. P. Oprea, Ptlm: 9-54	M. B. Fogman, Ptlm: 1-1-55
T. A. Bass, Juv. Officer: 10-16-55	R. S. Moscrip, Ptlm: 12-7-55

Resignations

H. F. Corkrey, Jr. Ptlm: 4-1-55

TRAFFIC

208 accidents	94 parking
1524 citations	35 injured
2071 warnings	

On January 1, 1955, three men and a policewoman clerk were added to the departments staff, making a total of 10. This enabled the department to be staffed 24 hours a day both in the office and in the field for the first time. On October 16, 1955 another officer was added to organize and head the Juvenile and Crime Prevention Division.

EQUIPMENT

1953 Mainline 8 cyl. Ford (traded in on Feb. 13, 1955)  
1954 Mainline 6 cyl. Ford  
1955 Ford Interceptor  
1955 Harley-Davidson Solo M/C

PATROL

2791 calls	727 signed complaints
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## F O R W A R D

This report is to acquaint the city officials and the general public with the activities and accomplishments of the Bellevue Police Department during the calendar year of 1954. It is intended to show general functions and operations of the department with statistical data covering the various activities, services, cost analysis and present facilities.

With some degree of pride, we point to this police department which has been established in accordance with modern standards in the short span of one year since its creation.

It is sincerely hoped that the disclosures of these pages will give a broader view and more comprehensive picture of the operations of the Bellevue Police Department.

G. L. Plowman,  
Chief of Police.

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## HISTORY OF THE BELLEVUE POLICE DEPARTMENT

January 1, 1955 marked the first time that the Department was on duty 24 hours a day. Although the Department was organized August 1, 1953, two men, the Chief and the Sergeant, carried out all of the duties of the Department. On January 1, 1954 two more men were added, making it possible to patrol 24 hours a day.

Traffic was the big headache of the Department from the start and continues to be the big job, mainly because of the closeness to Seattle and the influx of residents of that city moving to Bellevue to live. There are 65 miles of streets to patrol within a  $4\frac{1}{2}$  square-mile area. The city was incorporated with a population of 5950. A census taken in April of 1954 showed 7658. An estimate at the close of the year is near or over 10,000.

The activities of the Department grew as each month progressed and, as the figures in the report show, increased until by the first of 1955 the Department had grown to a busy stage.

Inasmuch as the Department started from nothing in August of 1953, each member, upon joining the Department, was faced with an in-training program and with necessity of working many hours of overtime.

Cooperation of the Washington State Patrol, which aided in traffic; the Seattle Police Department, which aided in giving drunk-driving tests; the Kirkland Police Department, in renting us jail space; and the King County Sheriff's Department, which aided in the investigations and juvenile work, made it possible for the Department to get its feet on the ground and get organized for the job that was waiting in the Law Enforcement Division.

The Department was represented and, in some cases, sponsored safety campaigns, gave talks to service clubs, made speeches on the radio and had articles in the newspapers. The Chief represents the Department on the Traffic Committee of the Seattle-King County Safety Council, the Traffic Safety Committee of the Bellevue Chamber of Commerce, the Board of the Bellevue Boys' Club, and the Valley Police Officers' Organization, also the Membership Committee of the Association of Washington Chiefs of Police. The Department and City are also represented on the Annual Seattle-King County Safety Conference and the Governor's Safety Conference at Olympia. Extra traffic duty at high school functions, such as basketball and football games, concerts, parades, civic functions, etc. were handled mostly by off-duty officers.

Two more officers were added on the 9th of September, 1954, bringing the Department personnel up to six. On the 1st of January, 1955 three more men and a policewoman-clerk were added to the force, making a total of ten. As this report is made, the Department is reorganized to the extent that in 1955 the desk will be manned 24 hours a day, giving the public immediate access to information and help as needed. Prior to this date, phone calls and the dispatching of cars was done at the Chief's residence during the hours that the City Offices were closed.

PERSONNEL  
January 1, 1955

G. L. PLOWMAN	Chief of Police
G. C. WHITMAN	Sergeant
R. A. SOLLITTO	Sergeant
J. A. BOOTH	Sergeant
J. P. OPREA	Patrolman
H. F. CORKREY, Jr.	Patrolman
1/1/55 D. M. BEARD	Patrolman
N. J. GIARDINA	Patrolman
G. R. QUARNSTROM	Patrolman
MRS. M. B. FOGMAN	Policewoman

The Department personnel worked a total of 11,032 regular man hours during 1954.

Because of lack of office personnel it was difficult to note the total number of hours overtime and extra duty time.

The Department came under Civil Service the 1st of March, 1954 with the following Board members:

Mr. Thomas Dann, Chairman  
Col. Don Farris  
Mr. Richard McDonald, Secretary  
Mrs. Jean Scholer, Chief Examiner

Examinations were held again in August, 1954. At this time four men passed the examination and were certified on the list. Two of these men joined the Department on September 9, 1954.

The Department was authorized to add three men and one woman as of January 1, 1955. A new examination was given on the 27th of November, 1954. Two men and one woman passed this test with the result that the two men on the eligibility list and one of the two men on the new list joined the Department January 1st, along with the woman.

The Department was reorganized and two officers of the Department, R. A. Sollitto and J. A. Booth were promoted to Sergeant.

Sergeant Whitman was assigned to the desk on the No. 2 shift and Sergeant Sollitto to the No. 3 shift. Mrs. Fogman, who has charge of all files and records of the Department, was assigned to desk duty on the No. 1 shift.



Sergeant Booth was named detective in the Department on November 15, 1954. He will be in charge of all investigations, identifications and photography for both the Department and the City. He is also the weapons instructor.

Officer Corkrey was named the Motorcycle Officer of the Department. The Motorcycle Officer will work traffic and parking from 10:00 A.M. to 6:00 P.M. and will provide escorts when needed as well as clearing any traffic jams that may develop within the city.

Chief Gerald L. Plowman, 153 - 10th S.E., Bellevue, was born at Freeport, Illinois on September 20, 1910. On August 6, 1937 he was married at Kentland, Indiana and is the father of a boy who is 15 years of age and two girls, 11 and 7 years of age. He worked for the Railway Express Agency until September, 1937. While a deputy sheriff of Stephenson County, he was assigned to motorcycle patrol in the Freeport Park District from September, 1937 until July 1, 1941.

On July 1, 1941 he joined the Illinois State Police, completing the Illinois State Police School course on July 21, 1941. During September, 1941 he was the assistant to the director of the second school session. At this time he also assisted in instructing the students. After his promotion to sergeant on September 7, 1941, he was sent to Northwestern University at Evanston, Illinois to take the Traffic Officer's Course. On November 1, 1941 he was advanced to Acting Lieutenant in charge of District #1 at Sterling, Illinois.

Having passed the Civil Service examinations, he became a patrolman in the Freeport Police Department on April 1st, 1942. In 1943 he was placed in the detective division and was promoted to sergeant in 1944. He left the Department on March 1, 1947 and came to the West in July of that year.

He worked at Lee & Eastes Motor Freight Company until July 1, 1948 when he came to Bellevue and patrolled the area until October 15, 1952. Then he organized a company which provided taxi, ambulance and other services until August 1, 1953.

On August 1, 1953 he was appointed the Chief of Police of Bellevue, Washington.

Sergeant G. C. Whitman, 1004 - 108th S.E., Bellevue, was born in Seattle on January 23, 1927. He attended West Seattle High School. In February, 1943 he joined the U. S. Coast Guard where he served for  $3\frac{1}{2}$  years.

On June 1, 1946 Sergeant Whitman was married and he now has two sons, 7 and 3 years of age.

From July, 1946 until December, 1946 he served with the U. S. Navy. Following his discharge he worked for Bethlehem Steel Company until October, 1949. From then until December, 1950 he was employed by the Puget Sound Freight Company. In December, 1950 he began working for Boeing Airplane Company. On September 16, 1953 he joined the Bellevue Police Department.

Sergeant Robert A. Sollitto, 11224 N. E. 8th, Bellevue, was born in Brooklyn, New York on July 23, 1924. He graduated from Harrison High School, Harrison, New York in 1942. In November, 1942 he enlisted in the U. S. Army and served in the European theatre. After his discharge in February, 1945, he attended Air Craft Instrument School for six months.

Sergeant Sollitto was employed by the Army Transport Command at Presque Isle, Maine for three months before he started to work for the U. S. Rubber Company in 1945. In 1947 he was transferred to the West.

In June of 1947 he was married and is now the father of a two-year old son.

From October, 1952 to January 1, 1953, at which time he joined the Bellevue Police Department, he was a supervisor for the C & H Supply Company.

Sergeant John A. Booth, 7617 N. E. 10th, Bellevue, was born at Chester, Pennsylvania on March 25, 1926. He attended Boothwyn High School, then worked for the Sun Oil Company at Boothwyn for a year. Next, he worked for the Yorkshire Coat Company at Lyni, Pennsylvania for a year. After being employed at the Sun Ship and Drydock Company at Chester for a year, he enlisted in the U. S. Army in June, 1944. He served three years in Germany and one and one-half years in the United States, being discharged in October, 1948.

During the next two years Sergeant Booth worked at the Puget Sound Merchants Patrol and the Detective Service Bureau of Washington. He also attended the Seattle School of Photography.

When he was called back into the Army in October, 1950, he was sent to Korea and discharged again in November, 1951.

In December, 1951 Sergeant Booth was married and now has one son who is 23 months of age.

After his discharge from the Army, he was again employed at Puget Sound Merchants Patrol until he joined the Bellevue Police Department on April 22, 1954.

Officer John P. Oprea, Route 3, Box 80-A, Kirkland, was born in Terre Haute, Indiana on March 6, 1918. He graduated from Washington High School, East Chicago, Indiana in 1935. From December, 1935 until February, 1943 he worked for the Inland Steel Company at East Chicago.

He was married November 28, 1937 and has four children, a girl 15 years of age and three boys, 12, 10, and 9 years of age.

From February, 1943 until April, 1945 Officer Oprea served in the South Pacific with the U. S. Marines.

Moving to the West Coast in May, 1945 he was employed by Sears & Roebuck Company until January, 1954 when he became a real estate salesman. In September of 1954 he became associated with the Bellevue Police Department.

Officer Harold F. Corkrey, Jr., 9815 Lake Washington Boulevard N. E., Bellevue, was born in Seattle on August 20, 1929. After graduating from Seattle Preparatory School in 1948, he attended the University of Washington, St. Martin's College, and Seattle University.

In July, 1950 he entered the Coast Guard and served in the Far East and the South Pacific areas. Following his discharge in July, 1953, he was employed on several jobs in Bellevue until he joined the Police Department September 9, 1954.

Officer Corkrey is unmarried.

Officer Dwight M. Beard, 14548 S. E. 26th, Bellevue, was born at Auburn, Washington on April 16, 1926. He graduated from Kitsap High School at Port Orchard in 1943.

In August, 1943 he entered the U. S. Navy and was stationed in the Hawaiian Islands until he was separated from the service in February, 1946.

Officer Beard was married June 28, 1945. Until June, 1948 he worked in Oakland, California, then came to Seattle where he was employed as a teamster until September, 1950. He then worked for the Seattle Port of Embarkation until January 1, 1955 when he joined the Bellevue Police Department.



Officer Nicholas J. Giardina, 102 South 199th, Seattle, was born in New York City, New York on March 12, 1921. He attended Samuel Gompers High School, then went to the Bronx Vocational School for three years.

After his entrance into the U. S. Marine Corps in 1942, he served in the South Pacific until he was separated from the service in January 1946.

He moved to the West and was employed in Kent, Washington until he became a member of the Bellevue Police Department on January 1, 1955.

Officer Giardina was married in 1949 and is the father of a four year old girl and a three year old boy.

Officer George R. Quarnstrom, 427 - 7th Avenue South, Kirkland, was born at Bremerton, Washington on August 9, 1925. He was graduated from Bremerton High School in January, 1943.

Before entering the U. S. Army in April, 1944, he worked with his parents. He was stationed in the Phillipines until his discharge in May, 1946.

From September 1946 to June 1947 he attended Olympic Jr. College. Then from September 1947 until September 1948 he was enrolled in Jewell's Detective School in Seattle.

His employment record also shows that he worked for the Retail Credit Company from October, 1948 until December, 1949. The following year Patrolman Quarnstrom was employed by the Sheriff's Office, Cowlitz County. He was with the Bremerton U. S. Navy Yard from March 1951 until January 1, 1955, the date he became a member of the Bellevue Police Department.

He was married May 8, 1948 and has four children, a girl  $5\frac{1}{2}$  years of age, a boy three, and 11-month old twin girls.

Mrs. Marguerite Fogman, 9062 E. Shorewood Drive, Mercer Island, was born in Conrad, Montana on November 19, 1916. In 1933 she was graduated from Pullman High School, Pullman, Washington. Until her marriage in October 1936, she helped her mother operate a restaurant in West Seattle. She has a 14 year old boy and a 9 year old girl.

From 1949 until 1953 she attended University of Washington Extension Classes where she took courses in English, Psychology and Sociology. In the fall of 1953 she took a business course at Auerswald's Accounting & Secretarial School in Seattle, then went to work at Puget Sound Power & Light Company on December 10, 1953 where she remained until she became a policewoman in the Bellevue Police Department on January 1, 1955.

EXPENDITURES  
1954

Salaries	\$ 18,292.64
Automotive Equipment	2,930.58
Gasoline, Oil, etc.	1,466.63
Motor Repairs, Tires, Parts, etc.	837.57
Radio Equipment, Repairs, Labor, Parts, etc.	1,333.40
Office Equipment	463.38
Office Supplies	106.51
Telephone, Leased Wires	259.44
Printing	241.73
Photography	37.97
Uniforms, Badges, Patches, Hardware, etc.	417.02
Travel Expense	133.78
Prisoners' Food & Lodging	357.00
	<hr/>
	\$ 26,877.65

## HEADQUARTERS

A 6' x 7' space in the general office was utilized by the Department until the latter part of November when space was found suitable in the basement of the City Hall for the Department.

The new quarters include a public reception area, a central desk area, an office for the Chief, an office for the Detective Division, and a small room for the Officers which will include lockers, a clothes closet, a supply closet and a dark room for developing photo prints.

Communications consist of a converted mobile radio unit as base station, with units in the two squad cars. The radio is on the same frequency as Kirkland, which gives radio coverage for some 12 miles on the East Shore of Lake Washington. The control set, which was used in the Chief's residence, is being traded for a receiver on the Renton police frequency. They, in turn, have a receiver on our frequency, which gives further coverage on the East Side. Kirkland has a receiver for the King County Sheriff's Department, also giving Bellevue a very good coverage over the area. Two walkie-talkie sets are being delivered to the Department in January. Because there are no jail facilities in Bellevue, we have a working agreement with Kirkland whereby our overnight prisoners are housed in their jail and prisoners sentenced to longer terms are housed in the King County jail by agreement between the Bellevue City Council and the County Commissioners. There were 46 persons lodged in jail during 1954 in Kirkland.

## EQUIPMENT

Needing tools of the trade to work with, various pieces of equipment were secured as the months rolled by. It was gathered slowly because of the financial conditions existing whereby the City could not secure the property tax payments until January, 1955.

The Department was given authority to purchase its first squad car in September of 1953. It was equipped with some of the emergency items needed to work traffic, care for the injured and, in general, serve its purpose for the community.

A general inventory of such equipment is as follows:

1. Automobiles.

- One Ford V8 Sedan Mainline - put into service September, 1953.
- One Ford 6 - 4 door Sedan Mainline - put into service February, 1954.

2. Bulletins.

(a) Three Bulletin Boards

- 1. One Firtex, 4' x 4', "Wanted" Bulletin Board - in service September, 1954.
- 2. One Plywood, 3' x 4', Office Bulletin Board - in service December, 1954.
- 3. One Pressed Cardboard, 2½' x 3½' Accident Board - in service February, 1954.

(b) Maps

- 1. 1 Aerial Mosaic Accident Map - in service February 1954.
- 2. 1 City of Bellevue, Blueprint Type - in service January 1955.

3. Equipment.

- (a) One Welded Screen Mesh Type Protector in Car #21 - in service September 1953.

- (b) Three Fire Extinguishers, 4 lbs., Ansul Chemical Type.

EQUIPMENT (cont'd.)

- (b) Fire Extinguishers:
  - One in Car #21 - in service November, 1953.
  - One in Car #22 - in service December, 1954.
- (c) One Night Stick, Baton type in Car #21 - in service September, 1953.
- (d) Two Sirens, under the hood type
  - One in Car #21 - in service September, 1953.
  - One in Car #22 - in service February, 1954.
- (e) Three Red Lights
  - One in Car #21, Beacon Ray, Model 17 - in service September, 1953.
  
  - Two in Car #22, 1 Unity Large Red Light, 1 Electroline Model 82 and Flashing Unit - in service February, 1954.
  
  - Two Spotlights
    - One in Car #21, Unity Type with G. E. Sealbeam Unit, in service September, 1953.
  
    - One in Car #22, Unity Type, Hi-Intensity, Sealbeam Unit - in service February, 1954.
- (f) One Ace Fingerprint Lifting Set - in service January, 1954.
- (g) One Fingerprint-Taking Set - in service October, 1953.
- (h) Two Woolen Blankets in Car #21 - in service December, 1953.
- (i) One First Aid Kit in Car #21 - in service December, 1953.
- (j) One set Tire Chains in Car #21 - in service February, 1954.
- (k) Six Flashlights.

4. Files.

- (a) Two double Asco Card Cabinets - in service December, 1953 and December, 1954.
- (b) One double File Cabinet.
- (c) One single 3-drawer Steel File Cabinet - in service December, 1954.
- (d) Three Card Files 4" x 5" - in service December, 1953.

## EQUIPMENT (cont'd.)

### 4. Files (cont'd.)

- (e) Two Desk Penaflex Files - in service September 1953 and December, 1954.

### 5. Furniture

- (a) Two Desks - in service August, 1953 and December, 1954.
- (b) Two Swivel Chairs - in service August, 1953 and December, 1954.
- (c) Two Tables - in service August, 1953 and December, 1954.
- (d) Three Mail Trays - in service December, 1954.
- (e) One 11-shelf Stationery File - in service October, 1953.
- (f) One Front Counter, Formica Top - in service December, 1954
- (g) Seven straight Chairs - in service December, 1954.
- (h) One Fireside Oil Stove - in service December, 1954.
- (i) Three pressed paper Waste Baskets

### 6. Guns

- (a) One .410 Tear Gas Gun, Model 40 - in service November, 1953.
- (b) One 12 gauge, Model 97, Winchester Shotgun - in service November, 1954.
- (c) One box 12 gauge Shot Gun Shells
- (d) Two .410 Tear Gas Shells
- (e) One .20 gauge Tear Gas Shell

### 7. Office Supplies

- (a) One Remington Standard Typewriter - in service October, 1953.
- (b) One steel Typewriter Stand - in service August, 1954.
- (c) Seven Clipboards

### 8. Photographic Supplies

- (a) One Dividing Back - in service November, 1954
- (b) One 4" x 5" Crown Graflex Camera with Flash Attachment - in service November, 1954.
- (c) Six cut Film Holders - in service November 7, 1954.
- (d) Thirty #5 Flash Bulbs - in service November and December, 1954.
- (e) One can DK-60-A Developer - in service November, 1954.
- (f) One can D-50 Hypo - in service November, 1954.
- (g) Three 4x5 Deu-trays for Developing - in service November, 1954.
- (h) Two boxes Film - 25 sheets each - in service November and December, 1954.



EQUIPMENT (cont'd.)

9, Radios

- (a) One Motorola Stationary Transmitter and Receiver.
- (b) Two Motorola Mobile Transmitters and Receivers.
- (c) One Remote Control Unit
- (d) One Remote Control Transmitter and Receiver with Portable Microphone
- (e) One Remote Control Hand-Operated Transmitter and Receiver
- (f) One Remote Control Hand Telephone-type Transmitter and Receiver.
- (g) One Aerial and Lead-in Set.

The following figures of mileage, cost of operation per mile, total cost, gallons of gas used and miles per gallon on the two squad cars tell a big part of the story in the total cost of maintenance and operation of a Police Department.

1953 Ford - Traffic Car

Mileage for 1954	49,738	
Cost of Operation - includes repairs, tires, oil, gasoline and parts	\$2,154.40	
Cost per mile		0.043
Gallons of gasoline used	5,119	
Miles per gallon	9.64	

1954 Ford  
(Operating since March 1, 1954)

Mileage	7820.7	
Cost of Operation	\$ 246.52	
Cost per mile		0.031
Gallons of gasoline used	723.5	
Miles per gallon	10.8	

Note: Cars used for Police Department work nearly always have the motors running because of the radio being on continuously, which increases the cost of the operation and cuts down considerably on the miles per gallon.

## ACTIVITIES

The growth of the Police Department as each month progressed shows the increased activity of the Department in handling various calls for assistance, information, enforcement, education, etc. The first few months of 1954 were average but, from May on through to the first of 1955, the tempo and number of calls increased until by the end of December, 1954 the 12-month total had reached 1391.

Each of these calls were answered and assistance was given when needed. Of the 1391 calls, there were 127 complaints signed by people desiring action. Many of these were settled without arrests being made.

There were, however, 86 arrests made on the 127 complaints. This figure of 86 represents adults only and does not include juveniles who are listed further on in the report.

A list of the larger number of calls follows categorically, as does a list of signed complaints and arrests.

1. POLICE CALLS	Total 1391
Assistance	108
Accidents	106
Traffic	87
Parked cars	81
Vandalism	72
Dogs	70
Miscellaneous	68
Drunks	47
Information	47
Prowlers	44
Theft	42
Missing children	40
Fires	40
Other Agencies	31
Disturbing the peace	29
Family trouble	23

ACTIVITIES (cont'd)

1. POLICE CALLS (cont'd)

Breaking and entry	23
Open doors	21
Escorts	20
Livestock loose	17
Shooting in city	17
Road hazards	16
Stolen cars	14
House checks	13
Stolen bicycles	12
Suspicious persons	12
Bad checks	12
Fireworks	11
Open windows	10
Cars in ditch	10
Attempted entry	10
Juveniles	9
Drunk drivers	8
Rubbish	8
Neighbor trouble	7
Gang fights	7
Suspicious car	7
Wires down	6
Mental cases	6
Sign Ordinance	6
Run-a-ways	5
Bunco	5
Signs down	5

Other calls not listed because of small number

2. SIGNED COMPLAINTS

Total 127

Theft	24
Vandalism	21
Breaking and entry	18
Bicycle theft	11
Stolen cars	9
Larceny	9
Attempted entry	7
Bad checks	6
Missing persons	6
Aiding and abetting	3
Pick-pockets	2
Bunco	2
Hit-and-run	2
Disturbance of the peace	1
Peeping Tom	1
Rape	1
Petit larceny	1
Contributing to delinquency of a minor	1

ACTIVITIES (cont'd)

2. SIGNED COMPLAINTS  
(cont'd)

Abandoned car	1
Threats by phone	1

3. ARRESTS Total 86

Drunk	20
Warrant	17
Drunken driving	8
2nd Degree burglary	5
Other police agencies	4
Negligent driving	4
Larceny	4
Vandalism	3
Contributing to the delin- quency of a minor	3
Reckless driving	3
Drunk & disorderly	3
Possession of a dangerous weapon	2
Escapees	2
Aiding and abetting	1
Car theft	1
Minor playing pin ball machine	1
Obscene telephone call	1
Violation of probation	1
Mental case	1
Resisting arrest	1
Shooting in city	1

## JUVENILES

Because the City of Bellevue has a very large number of young people living within the city limits and, also the fact that a large number of children living outside of the city attend Bellevue schools, a close touch is kept on the situation by the Police Department. This is done in various ways. Very good relations exist between the Bellevue School District and the Department, with full cooperation existing on each case involving a child that attends school here. The Department also works with the King County Juvenile Court and its director, Mr. Carl Erickson, and Judge Long. Valuable assistance has also been given by the King County Sheriff's Juvenile Division, headed by Captain Florence Ross. During the past year the State of Washington has formed a special Division of Juvenile Control and their services are made available through Lt. Stanley Hulbert.

The policy of the Bellevue Police Department in handling juveniles is following the general pattern used by the above named agencies. All minor cases, in which it is the first time that the child has come in contact with the Department, the parents or guardians are called in for consultation and an effort is made to straighten out the situation. The school principal is also contacted and a plan is instituted to assist the child in readjusting himself in the future. If it is impossible to remedy the trouble, the child is referred to the Juvenile Court where once again the effort is made to assist the child.

## JUVENILES (Cont'd)

At the present time the behavior of juveniles in Bellevue is very good, only a few instances being recorded of bad behavior. Although the present situation is good, the Department realizes that the next five years will be somewhat different, mainly because of a greater movement of people to Bellevue, which will tend to increase the number of juveniles.

Every effort is being made to provide entertainment and sponsor games, all kinds of sports, etc. for the young people of the Bellevue area. One big stride in this direction was the establishment of the Bellevue Boys' Club. Their program, under the Director, Mr. Hank Wells, has made great progress in accomplishing such a program. The Department has worked with this Club in the past and will endeavor to be of assistance to them in the future.

Another organization in this area that has a good youth program is the King County Parks and Recreation division. Their program consists mainly of a large recreational program during summer vacation.

The number of juveniles coming in contact with the Police Department in 1954 was 59. Two-thirds of these cases were settled locally, while the remainder were referred to the Juvenile Court. Most of these were handled without going through the Court.

## TRAFFIC

The biggest problem facing the Police Department, the City of Bellevue, and the residents of this area is traffic.

Eighty percent of the traffic on the streets from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. is comprised of people going to work or returning from work. There are only two through-arterial streets running north and south, 104th and Lake Washington Boulevard, and 116th. There are only two running east and west, N. E. 8th and Northup Way. The whole through-traffic load is then being borne by four streets. These, with the connecting streets, such as Lake Washington Boulevard and Main Street, 100th N. E. and N. E. 24th, carry about 95% of the traffic.

During 1953 and 1954 a large part of these roads in central Bellevue were under sewer construction which added materially to the traffic problem, causing a slow-down in driving because of the roughness of the surface.

As time goes by, engineering, permanent pavement, the completion of Washington Highway 2-A, and the construction of the second bridge with its connecting roads will tend to ease the traffic problem in Bellevue.

Traffic control in the area was very slight before incorporation, mainly because of the various agencies' headquarters were not in the area. The Police Department realized this and has adopted a very tolerant policy in the issuance of traffic violation tickets. It has been necessary, however, because of the accident record in the city and for the safety and protection of pedestrians and school children, to very diligently patrol certain streets that have heavy traffic and take the necessary action. Adhering to the tolerance used in traffic control, the Department

TRAFFIC (Cont'd)

issued a total of 1138 traffic violation tickets in 1954. In addition, 1191 warnings were given during the same period. However, all of this activity has made only a small dent in the accident picture in Bellevue.

Statistics for 1954 show that the accidents in number increased 36% from 1953, although the figures are unavailable to show the increase in the number of miles driven in 1954 over 1953. Probably the increase in accidents was far greater than the increase in driving miles.

1953 Accidents	84
1954 Accidents	133

In 1954 26 people were injured. The estimated amount of vehicle damage was \$32,544.81, while property damage other than vehicle totaled \$1,675.00. There were 251 vehicles involved in accidents in 1954.

The one bright part of the story is the fact that no fatalities occurred in 1954. The last fatality from traffic occurred November 11, 1953.

Some interesting facts about accidents in the city during 1954 are as follows:

The safest time to drive is between 3:00 A.M. and 7:00 A.M. There were no accidents reported during 1954 for this period.

The greatest number of accidents occurred between 5:00 P.M. and 6:00 P.M. on Mondays, Tuesdays and Fridays.

There were 40 accidents from midnight to noon and 95 from noon to midnight. During the peak periods - the hours when people were driving to work and returning from work, 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to



TRAFFIC (Cont'd.)

6:00 P.M. - there were 39 accidents.

Accidents on speed zoned streets were as follows:

25 miles per hour streets - -	118
35 miles per hour streets - -	7
50 miles per hour streets - -	6

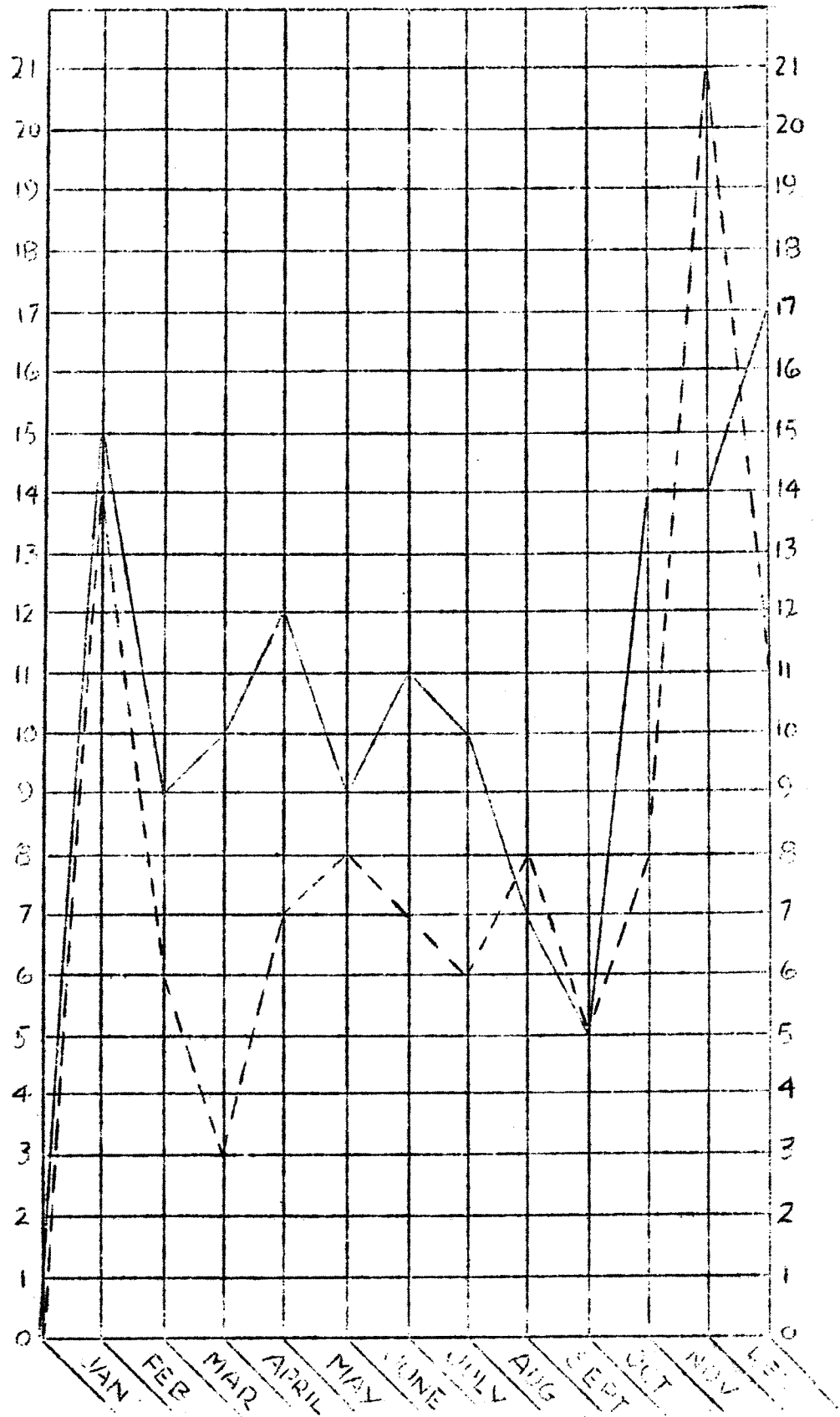
On private property four accidents occurred.

The main arterial streets had the number of accidents listed below:

104th N. E. - - - - -	16
116th - - - - -	7
Main Street - - - - -	7
N. E. 8th - - - - -	6
Northup Way - - - - -	4
104th S. E. - - - - -	3

Seventeen percent of the accidents had at least one injury.

The average loss in vehicular damage was \$242.33 per accident. The average loss to property other than vehicles was \$12.74 per accident.



- - - - - 1952 ACCIDENTS \*  
 ———— 1954 ACCIDENTS  
 \* FATALITY

## COURT

The Bellevue Municipal Court held its first session on January 6, 1954, hearing traffic cases. Although this one part of Court started operating, the Justice of Peace section had not yet started. Most of the cases tried in Court have been of a traffic nature. However, there were several other cases, such as drunk in public, disturbing the peace, allowing goats to run loose, hunting in the city, etc. Figures on the amount of money forfeited and the amount collected for fines of all nature reveal a total of \$14,037.00, from January 1, 1954 to January 1, 1955:

January	\$ 650.00
February	205.00
March	795.00
April	1,209.00
May	651.00
June	851.00
July	588.00
August	673.00
September	1,600.00
October	1,866.00
November	2,317.00
December	2,632.00
	<u>\$14,037.00</u>

### MISCELLANEOUS OCCURRENCES

There were three violent deaths in the City during 1954. One woman's death was due to the accidental discharge of a rifle by her husband when he was unloading the gun before leaving on a trip. The other two deaths occurred when two Seattle residents on a fishing trip either fell out of a boat or had the boat overturn while they were anchored in the middle of Lake Sturtevant. Their bodies were recovered by the Department, after two days of dragging operations.