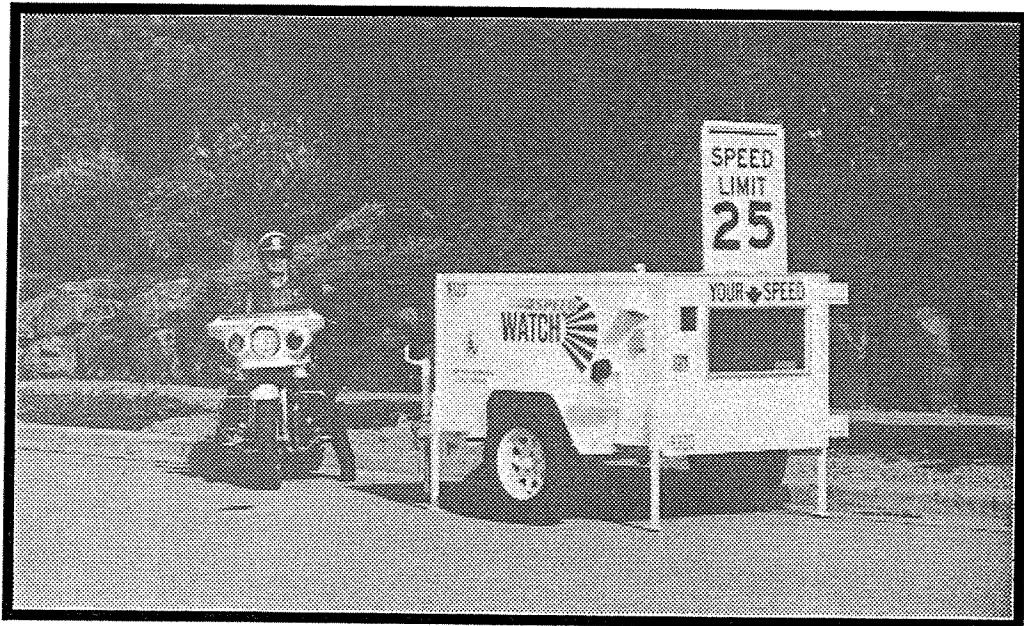


**TRAFFIC SECTION**  
**1992 OPERATIONAL SUMMARY**



**City of Bellevue Police Department**

**Operations Division**



**Chief of Police**  
**Joseph A. Smith**

## INTRODUCTION

The Police Traffic Operational Summary is a yearly publication prepared by the Bellevue Police Department Traffic Section and is intended to summarize Police Traffic Operations. This edition outlines 1992 activities.

Sources of data reported in this document include Washington State Traffic Collision Reports, Monthly Accident/Citation Summaries and Traffic Officer Activity Summaries.

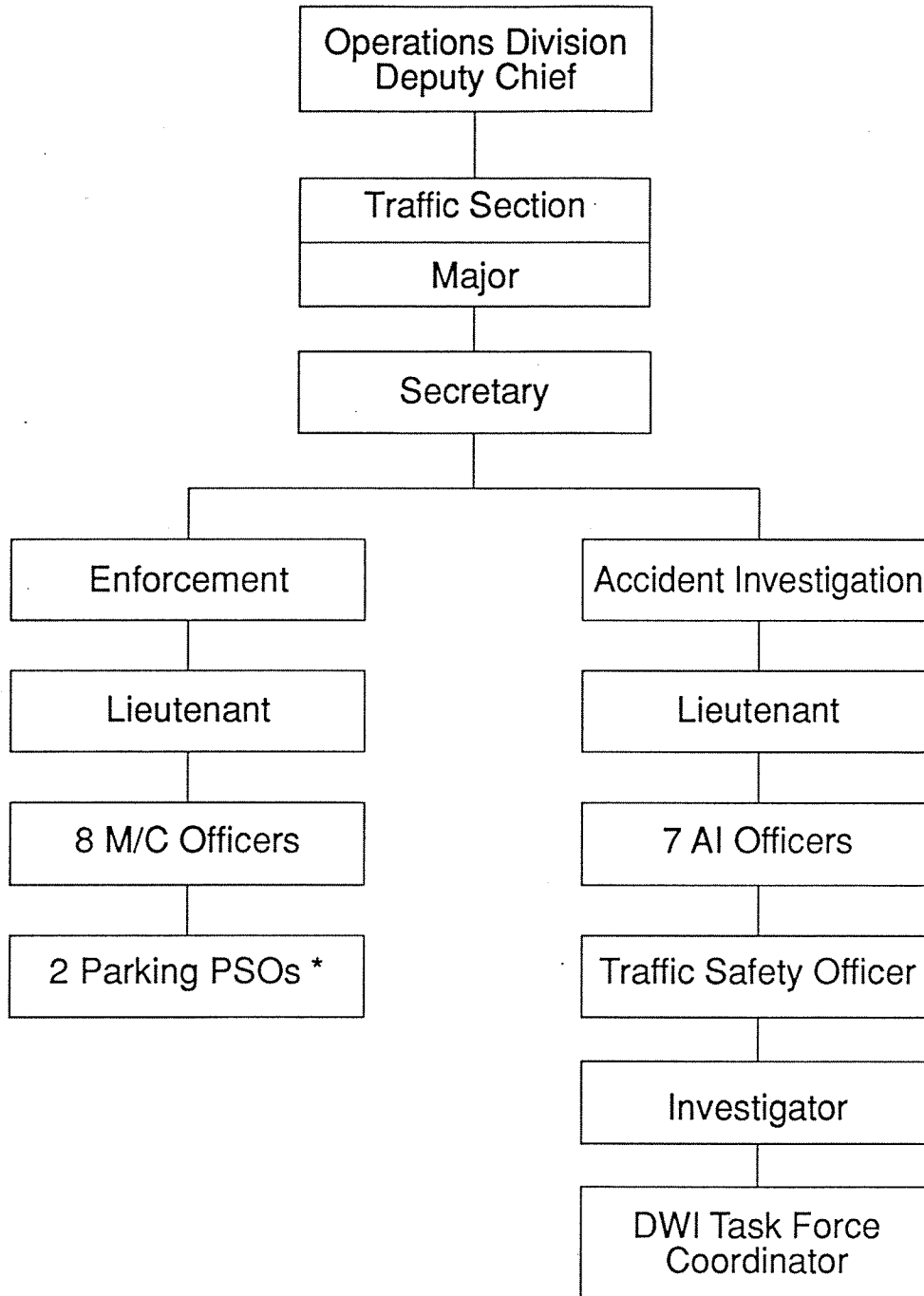
Cover: Motorcycle Officer John Rohde with the Speed Watch Trailer.

**POLICE TRAFFIC OPERATIONAL SUMMARY  
FOR THE 1992 CALENDAR YEAR**

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## 1992 ORGANIZATIONAL CHART

The Traffic Section is a section of the Operations Division.



\* Assigned from the Staff Support Section

mac1474

## OVERVIEW

There were 1,564 investigated traffic accidents in 1992, up 5% from 1991. The total number of accidents occurring on City streets were down 7% from the previous 3-year average. The Traffic Section investigated 82% of the total accidents.

Three persons were killed in fatal traffic accidents in 1992. There were no traffic deaths in 1991. Since 1972, an average of 3 persons have been killed in traffic each year, with a high of 9 deaths in 1979 and 7 in 1982.

A total of 832 persons were injured in 1992, up 20% from 1991 and 10% from the previous 3-year average.

A total of 23,214 traffic citations were issued in 1992, with the Traffic Section accounting for 81% of the total.

There were 436 DWI arrests in 1992. DWI accidents decreased by 23% compared to 1991. There were no alcohol-related fatalities in 1992. The last alcohol-related fatal accident in Bellevue occurred in 1987.

The Department continued to take the lead in the joint Eastside police DWI emphasis patrols. Five emphasis patrol were conducted prior to the Christmas holidays resulting in 81 DWI arrests. During the holidays, the patrols accounted for 82 arrests in 6 days (13.7 arrests per emphasis patrol). The strategy of multi-agency patrols continues to be an effective method of combating DWI.

Officer Gary Cook received recognition from the King County Chapter of MADD for outstanding achievement in DWI enforcement. Officer Cook made 64 DWI arrests in 1991, which was 13% of the Department's total number of arrests.

The Department revised its selective enforcement program in 1992. Known as CARE, for Corridor Accident Reduction Enforcement, the plan increases safety on City streets by enforcing traffic laws at high accident locations.

Over 15,000 of the Department's seat belt education poster which teams a police officer, Seahawks football star and a classic roadster were distributed state-wide. Funds for this project were received from the Washington Traffic Safety Commission and private donations. Articles featuring the poster appeared in numerous periodicals including IACP's Operation Buckle-Down Dispatch, the National Safety Council's Traffic Safety magazine, the Street Rodder magazine, as well as local newspapers.

The Department received a \$5,000 WTSC grant to support seat belt information and education activities during the year. A total of 1,659 persons attended the Department's seat belt education class in 1992 compared to 588 persons in 1991.

Traffic Officers responded to 1,960 parking complaints and 4,241 miscellaneous traffic service requests in 1992.

The Traffic Section planned, coordinated and participated in 10 community special events in 1992.

Bellevue hosted the 1992 Washington-Oregon Motor Officers Association Annual Conference. Nearly 60 officers from throughout the Northwest competed in motorcycle riding proficiency events during the conference. Officer Keith Schenkel teamed with Lieutenant Jim Hershey and won the best team award. Officer Schenkel was the best overall individual Washington state rider and Officer Dave Ethredge was judge the best new rider.

As part of the City's Neighborhood Traffic Control Program, the Traffic Section and Traffic Engineering conducted "Speed Watch" throughout 1992. Speed Watch is a portable trailer equipped with a radar detector that picks up the speed of passing vehicles and displays it on a digital readerboard. Its goal is to tell drivers their "actual" speed and encourage compliance with the posted speed limit.

The Department received a \$12,000 Pedestrian Safety grant in November 1992. A new pedestrian safety program was started which includes officers issuing warning tickets to pedestrians and drivers who violate pedestrian safety laws. During the Christmas holiday, 122 warnings were issued in the downtown area. No pedestrian accidents occurred during this period.

## TRAFFIC ACCIDENTS

### Total Accidents

There were 1,564 accidents investigated in 1992. This was a 5% increase compared to 1991. City street accidents were down 7% from the previous 3-year average.

### Fatal Accidents

Three persons were killed in 3 fatal traffic accidents in 1992. There were no fatalities in 1991. The previous 3-year average is two deaths.

### Injury Accidents

There were 591 injury accidents investigated in 1992, a 21% increase compared to 1991 and a 10% increase compared to the previous 3-year average. All reported injuries totaled 832, a 10% increase from the previous 3-year average.

### Property Damage Only Accidents

There were 970 property damage only accidents investigated in 1992 a 3% decrease from 1991.

### Street vs. Private Property Accidents

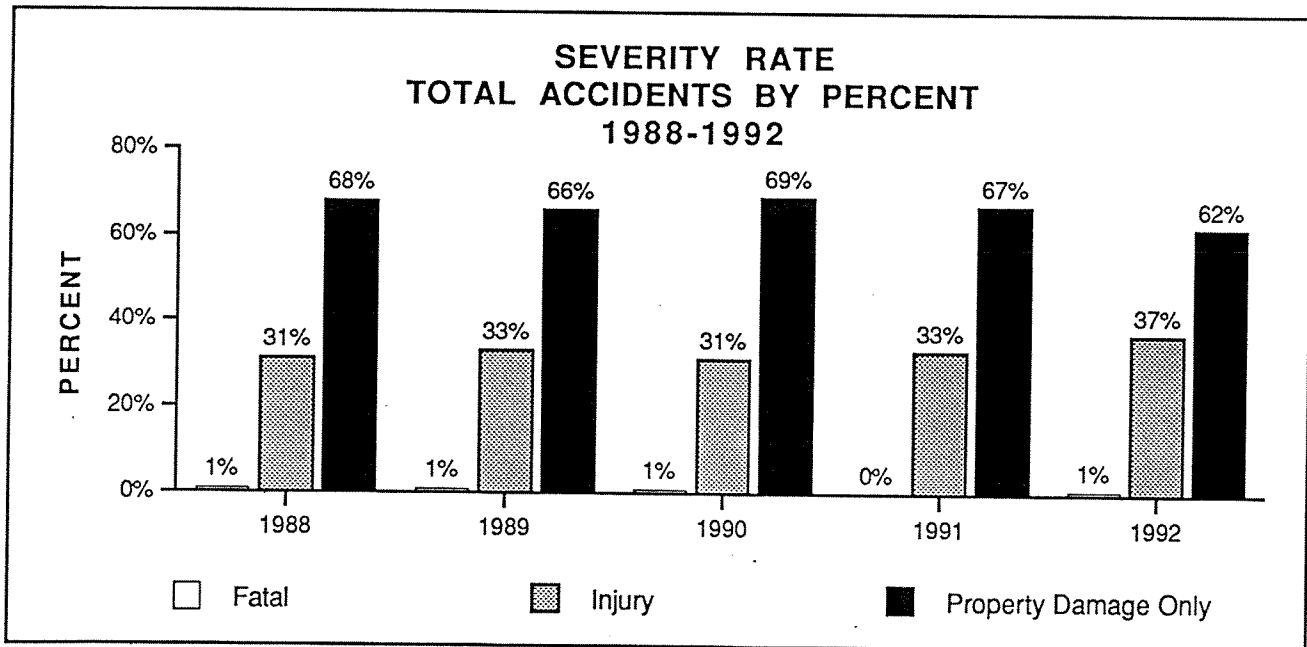
Of the 1,564 accidents investigated, 98% (1,529) occurred on City streets and 2% (35) occurred on private property.

### Traffic vs. Patrol Investigations

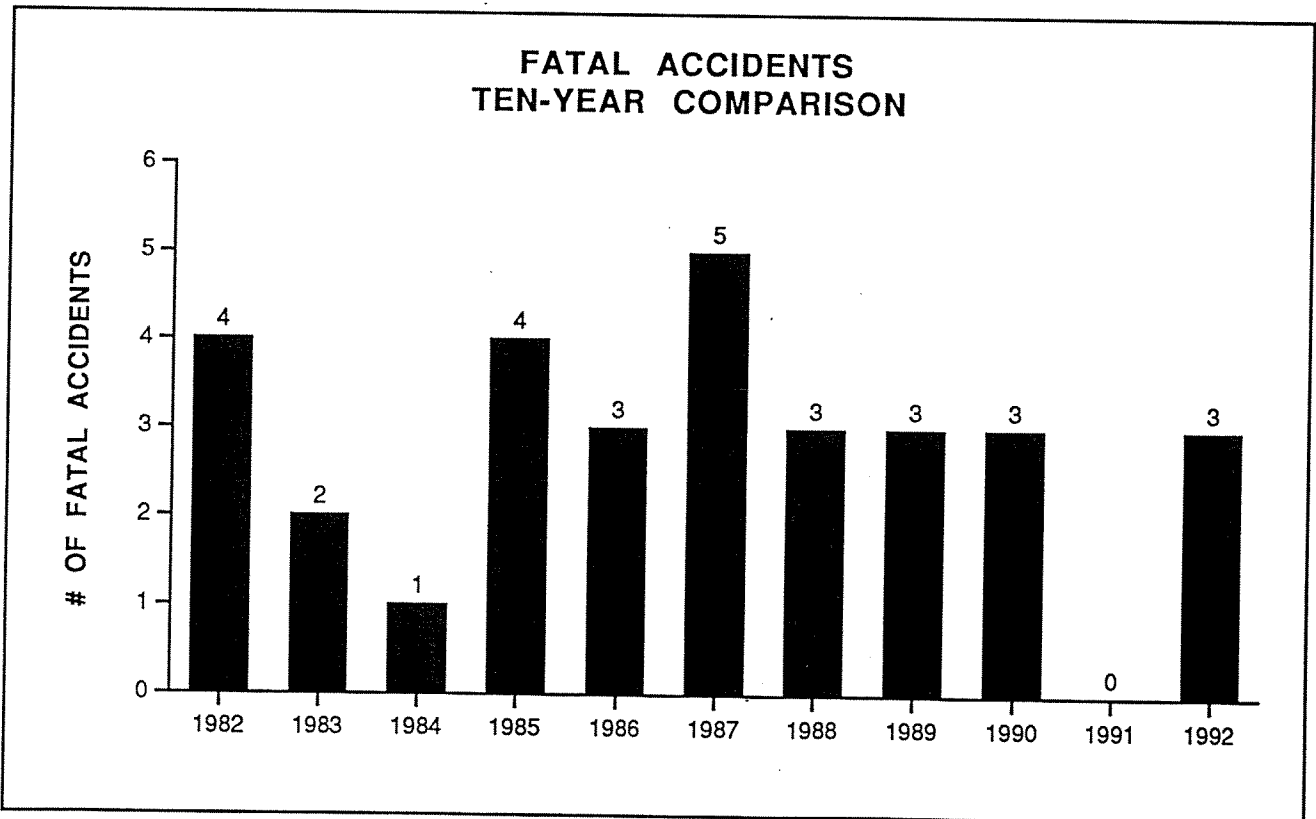
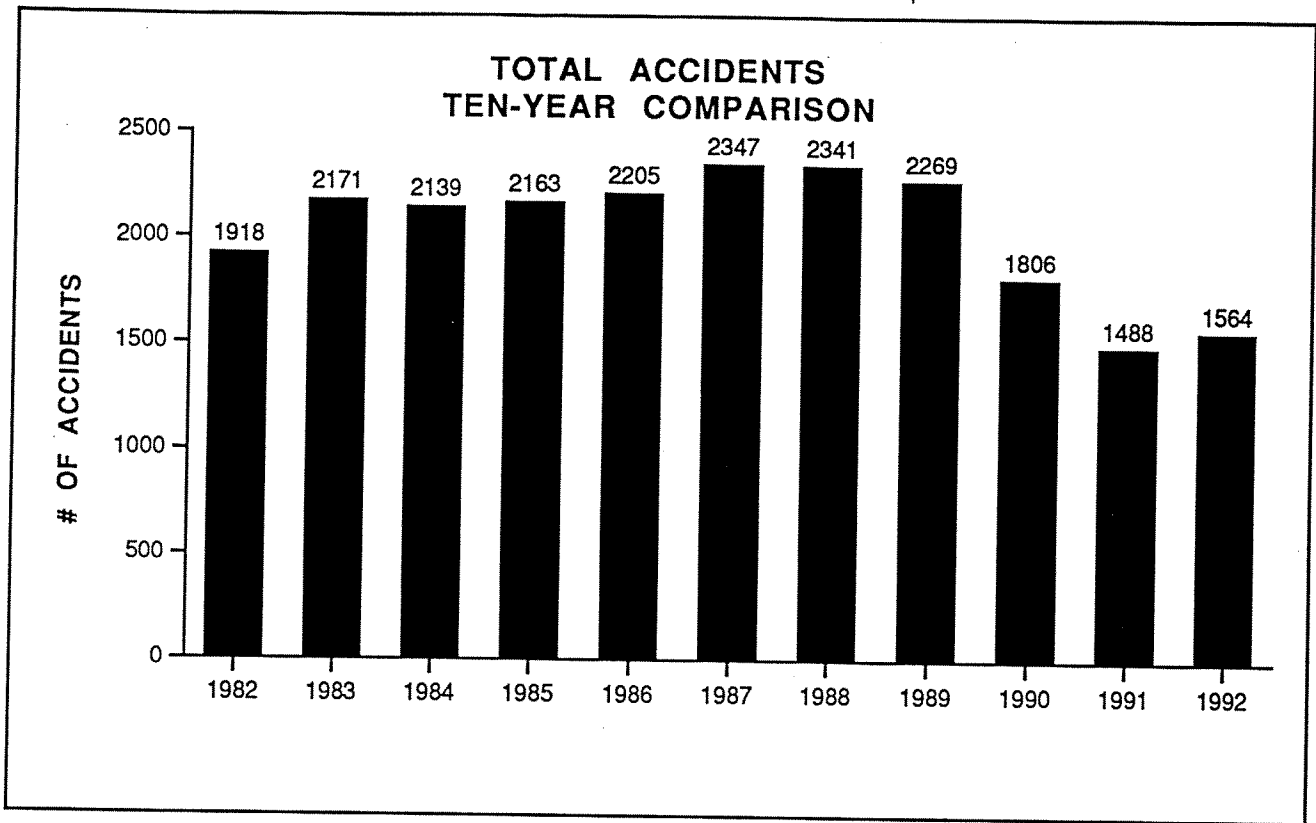
A Traffic Section goal is to investigate 85% of all accidents reported in a calendar year. In 1992, Traffic investigated 82% and Patrol, 18% of the total. This compares to 84% by Traffic and 16% by Patrol in 1991.

TOTAL ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
Total Accidents	1,564	1,488	1,806*	2,269	1,647 (2-yr. Aver.)	- 5%
Fatal Accidents	3	0	3	3	2	50%
Total Killed	3	0	3	3	2	50%
Injury Accidents	591	486	550	570	535	10%
Total Injured	832	701	772	790	754	10%
Property Damage Only Accidents	970	1,002	1,256	1,699	1,319	- 26%
Total Street Accidents	1,529	1,445	1,769	1,712	1,642	- 7%
Total Private Property Accidents*	35	43	48	557	46 (2-yr. Aver.)	- 22%
Accidents Investigated By Traffic	1,289	1,254	1,481	1,816	1,517	- 15%
Accidents Investigated By Patrol	275	231	325	453	336	- 18%

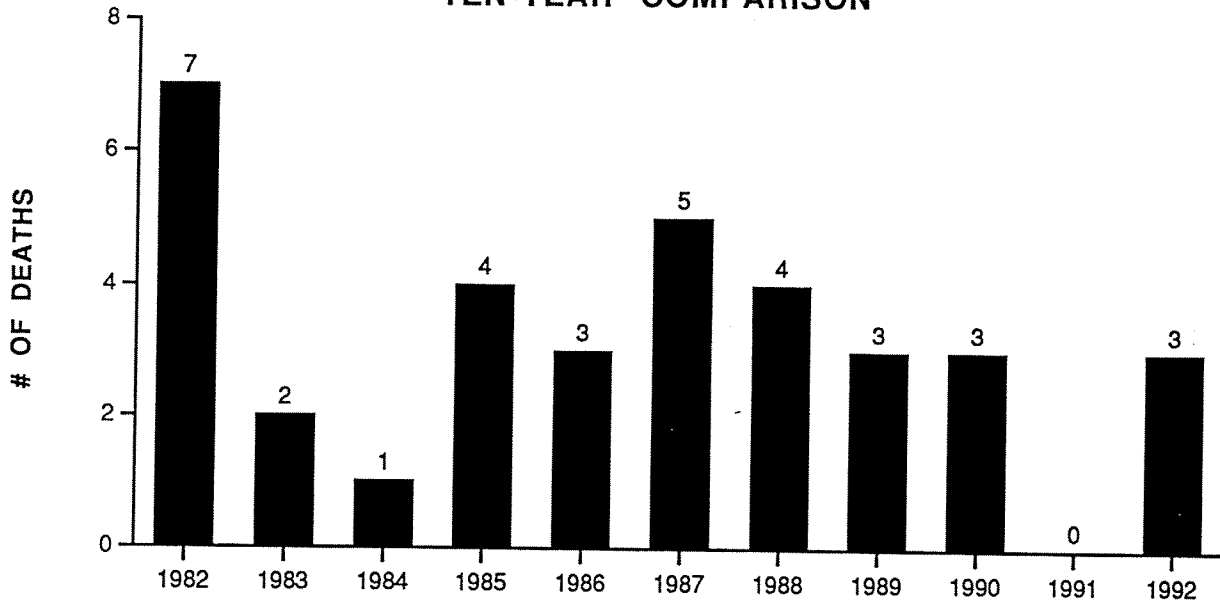
\* Effective January 1, 1990, Department policy changed to investigate private property accidents involving only death, possible death, DWI, or damage to City property.



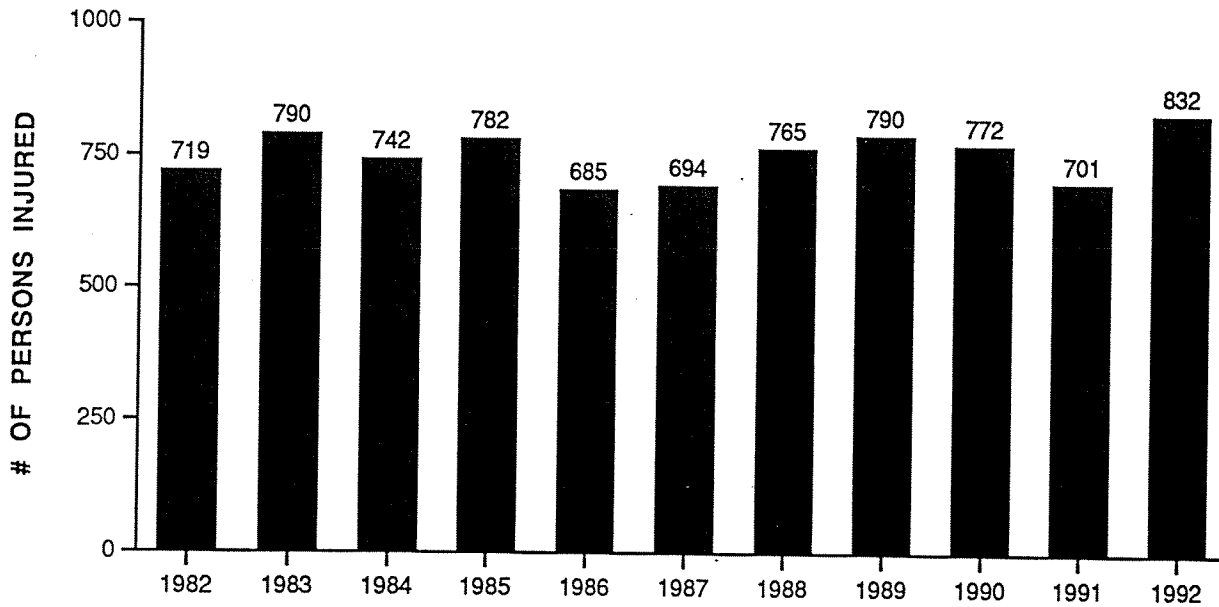




**PERSONS KILLED  
TEN-YEAR COMPARISON**



**PERSONS INJURED  
TEN-YEAR COMPARISON**



## Recap of Vehicle Traffic Fatalities for 1992

January 18, 1992, 0136 hours. A six-year-old Bellevue boy was killed when the family car, driven by his mother, struck a rock wall at 152nd near SE 24th. The car contained nine other children, none were wearing seat belts and all were injured. The 37-year-old mother was convicted of Negligent Homicide and sent to Western State Hospital. 92B-00736.

September 2, 1992, 2247 hours. A 61-year-old male Bellevue resident was killed when he was struck by a mini-van driven by a 16-year-old female as he crossed the street on Bellevue Way near SE 16th. Driver was issued NOI for failing to exercise care to pedestrian. 92B-11267.

October 10, 1992, 0821 hours. A 16-year-old Issaquah resident was killed when the car he was driving at high speed left the roadway and struck a power pole. His 16-year-old passenger was injured. Seat belts were worn. 92B-12857.

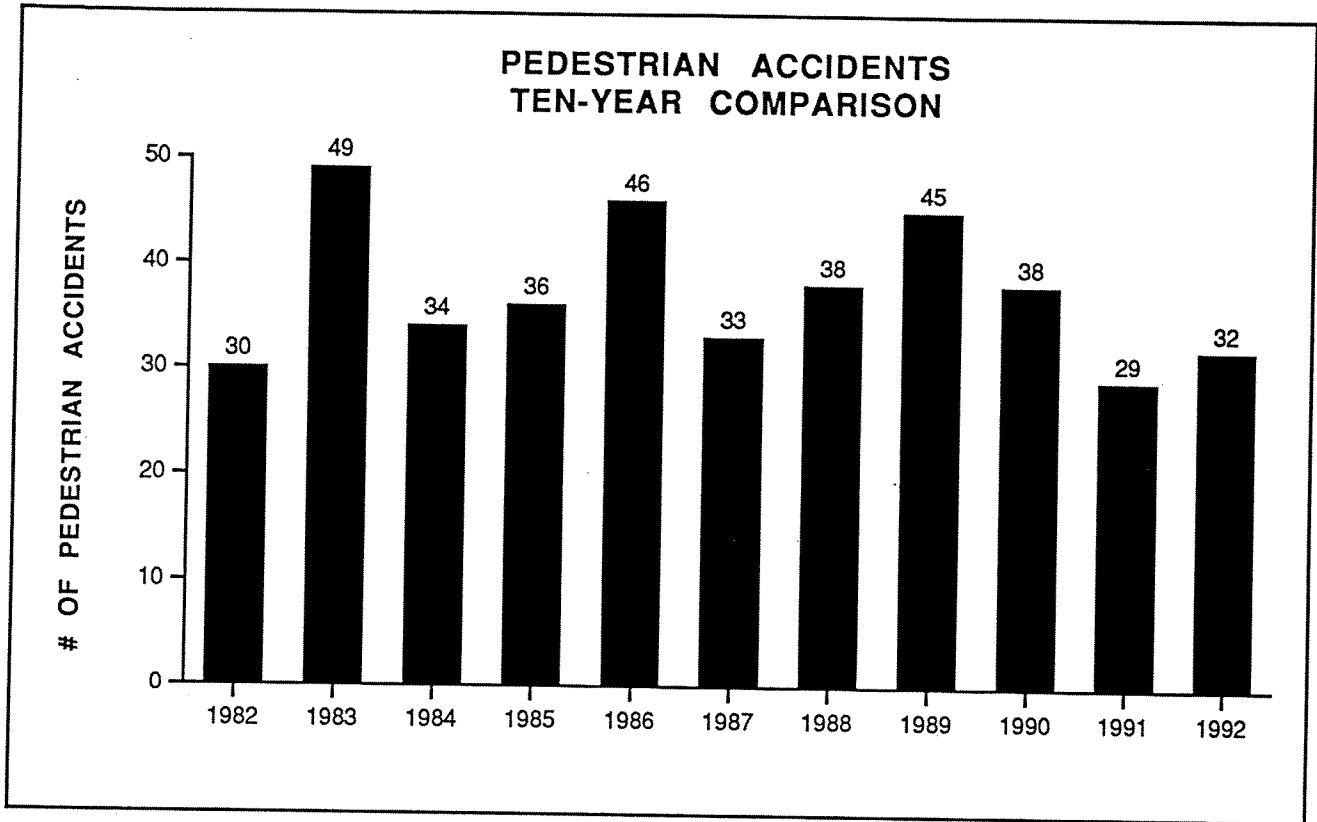
## Pedestrian Accidents

In 1992, 32 pedestrian accidents were investigated, a 10% increase compared to 1991. One pedestrian was killed, 29 were injured. This was a 100% increase in the number killed, and a 17% decrease in the number injured compared to the previous 3-year average.

The Department received a \$12,000 WTSC grant to enhance traffic safety by supporting a program designed to provide pedestrian education and enforcement activities conducted by Bellevue Police Officers.

The Department's pedestrian safety program started in conjunction with the City's Pedestrian Safety week in September. A unique feature of the program is the ability of officers to issue a written warning to either a driver or pedestrian committing a pedestrian-involved traffic violation. Between September and year's end, traffic officers issued 625 warnings, many during the Christmas holidays when, supported by grant money, additional officers worked high-pedestrian areas. The pedestrian program will continue into 1993, evaluated and its future determined. Regardless of the program's future, improved pedestrian safety will remain a Department goal.

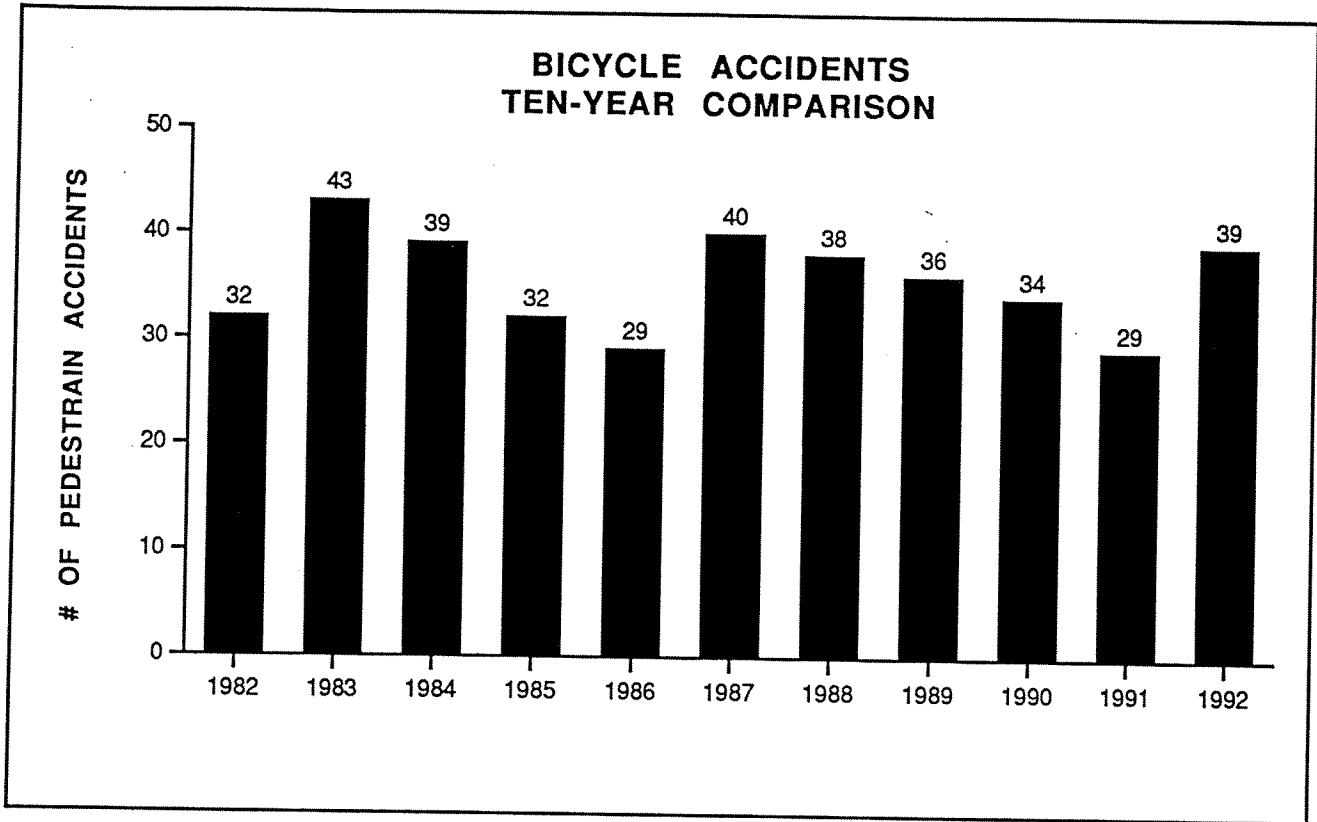
PEDESTRIAN ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
Total Pedestrian Accidents	32	29	38	45	37	- 14%
Pedestrians Killed	1	0	2	0	1	0%
Pedestrians Injured	29	28	33	44	35	- 17%



### Bicycle Accidents

In 1992, bicycle accidents increased by 26% from the previous 3-year average. No bicyclists were killed, 39 were injured.

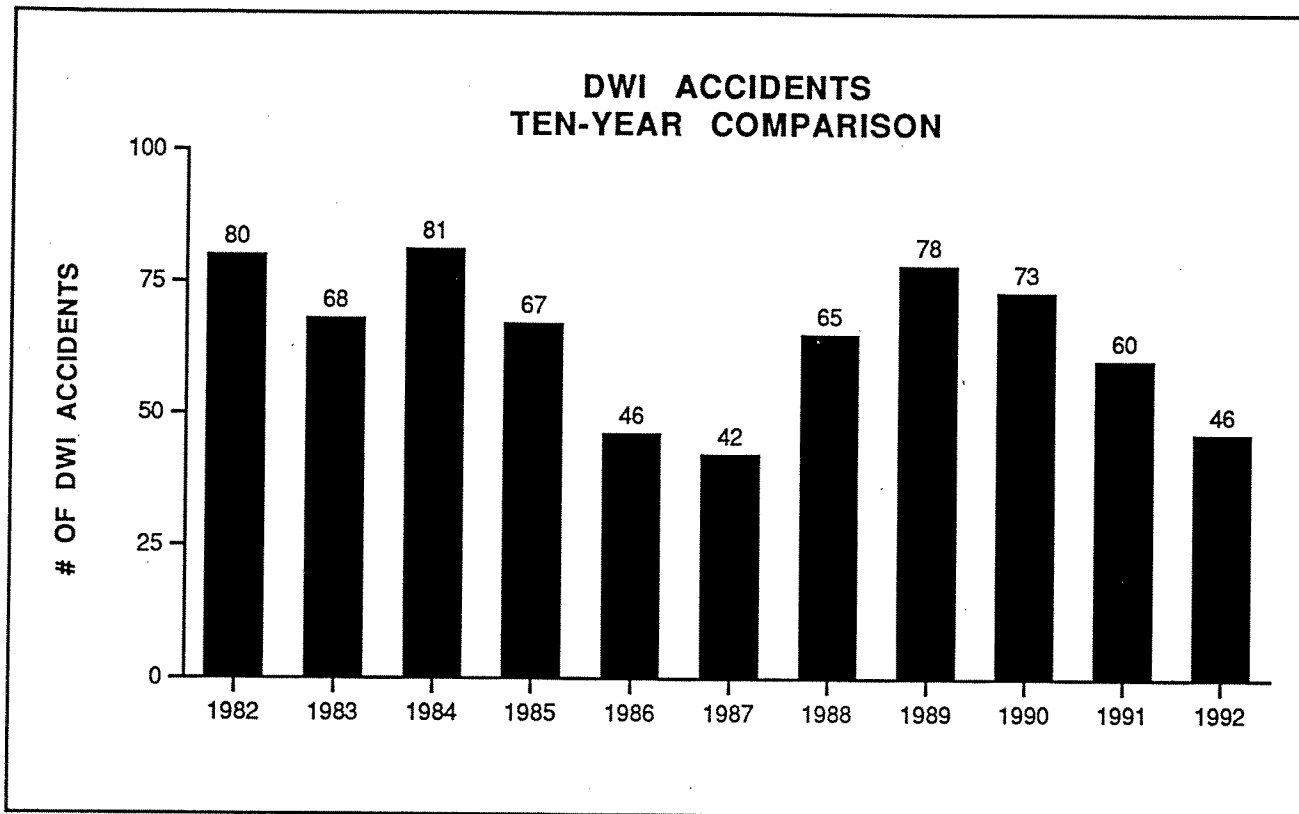
BICYCLE ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
Total Bicycle Accidents	42	31	34	36	34	24%
Bicyclists Killed	0	0	0	0	0	0%
Bicyclists Injured	39	25	34	34	31	26%



### DWI Accidents

46 accidents were investigated that resulted in the arrest of a drinking driver, a 34% decrease from the previous 3-year average.

DWI ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
DWI Accidents Resulting in Arrest	46	60	73	78	70	- 34%



#### Hit and Run Accidents

There were 148 hit and run accidents reported in 1992, a 4% decrease from 1991 (155 in 1991 vs. 148 in 1992).

#### Monetary Loss

Monetary loss is calculated by totaling the estimates recorded on the initial accident report and includes damage to vehicles and other property. Monetary loss does not include medical, legal and other costs and should be considered a conservative estimate.

MONETARY LOSS FROM VEHICLE ACCIDENTS FOUR-YEAR COMPARISON						
Estimate	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
\$ Loss	4,767,746	4,177,406	4,867,965	5,271,927	4,772,432	0%

### Police Vehicle Accidents

There were 24 police vehicle accidents reported in 1992. Of that total, 17 (70%) were determined by the Department's Accident Review Board to be preventable, 7 (30%) were nonpreventable. The 1992 total was a 20% decrease compared to the previous 3-year average.

POLICE VEHICLE ACCIDENTS FOUR-YEAR COMPARISON						
Type	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
Total Accidents	24	25	31	35	30	- 20%
Preventable	17	16	16	14	15	13%
Nonpreventable	7	9	15	21	15	- 53%

### Traffic Engineering

The Department employs a broad range of nontraditional strategies to help alleviate traffic problems. One of the most successful and important is the close working relationship traffic officers maintain with Public Works, Traffic Engineers. The ease by which the Department provides for the safe and efficient use of City streets depends greatly on the quality of traffic officer cooperation with engineers.

In 1992, 81 action requests were sent to Engineers by Traffic Officers asking for engineering modifications or alerting them of hazardous trafficway conditions.

## TRAFFIC ENFORCEMENT

### Traffic Patrol

Enforcement is an integral part of the Department's accident prevention program. Traffic enforcement's objective is to minimize vehicular and pedestrian accidents and fatalities, the severity of related injuries and the amount of related damage through uniform, consistent, and aggressive enforcement. Components include:

- \* Active, Visible Patrol
- \* Aggressive Enforcement in three categories -
  - Selective Enforcement,
  - Complaint Enforcement (Neighborhood Enhancement), and
  - Other Enforcement
- \* DWI Enforcement
- \* Hit and Run Investigation
- \* Parking Enforcement
- \* Post-accident Enforcement
- \* Other Enforcement Concerns

The Traffic Section's enforcement program is structured as follows:

- \* Selective Enforcement - The backbone of the enforcement program. Statistical data is frequently reviewed which identifies high accident locations, when accidents occur and what causes them. Specific "Enforcement Areas" are identified. Enforcement officers are assigned to concentrate on these areas.
- \* Complaint Enforcement (Neighborhood Enhancement) - These are areas that do not have the accident frequency to warrant selective enforcement. However, primarily based on citizen input, these areas are identified and receive enforcement attention.
- \* Other - These are areas that have not been identified as either selective or complaint enforcement areas but are areas where officers have taken enforcement action for observed traffic violations.



## CARE Program

In 1992 the Police Department unveiled a revised selective enforcement plan intended to increase safety on City streets by enforcing regulations at high accident locations.

CARE, an acronym for Corridor Accident Reduction Enforcement, is the Department's new enforcement program.

In conjunction with Bellevue Traffic Engineers, the Police Traffic Section identified corridors that have a high frequency of accidents and have begun targeting these areas for careful enforcement. The corridors, which are specific sections of roadways or intersections, are located in four general areas of the City, including the:

- \* Central Business District
- \* Mid-lakes area
- \* Overlake area
- \* Crossroads

Traffic officers assigned to the CARE program are responsible for enforcement, monitoring traffic flow and making traffic engineering suggestions. While working the specific locations, officers will look for accident-causing violations, but enforce other violations they observe.

CARE anticipates that the physical presence of traffic officers at high-accident locations, combined with enforcement, will result in accident reduction.

In 1992, Traffic Officers worked a total of 30,274 hours. Subtracting the number of hours on calls for service, training, court, etc., left 11,167.5 hours of patrol. Patrol time is primarily directed at taking enforcement action in selective and complaint areas. An enforcement index is obtained by dividing the total number of enforcement citations by total patrol hours. Enforcement citations exclude post-accident and parking tickets. The Traffic Section's 1992 Enforcement Index was 1.5 citations per each hour of patrol.

Traffic officers spent 37% of the total hours worked on patrol (total hours patrol divided by total hours worked). This compares to the previous 3-year average of 40%.

TRAFFIC SECTION HOURS FOUR-YEAR COMPARISON						
Type	Year				Previous 3-year Average	% of Change 92 — 3-year Average
	1992	1991	1990	1989		
Total Hours Worked	30,274	30,340	29,263	25,244	28,282	7%
Total Patrol Hours	11,167.5	11,369.5	12,853	10,196	11,472	- 3%
Total % of Officer Time on Patrol	37%	37%	43%	40%	40%	- 8%
% Patrol Time (AI)	28%	30%	34%	28%	31%	- 10%
% Patrol Time (ENF)	55%	45%	53%	54%	51%	7%
Enforcement Index	1.4	1.5	1.5	1.5	1.5	0%
Total Vacation Hours	3,362.5	3,546.5	3,783	3,151	3,493.5	- 4%
Total Sick Hours	1,178	1,178	1,701	2,504	1,794	- 34%

