

TRAFFIC SECTION
1993 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 1993 activities.

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

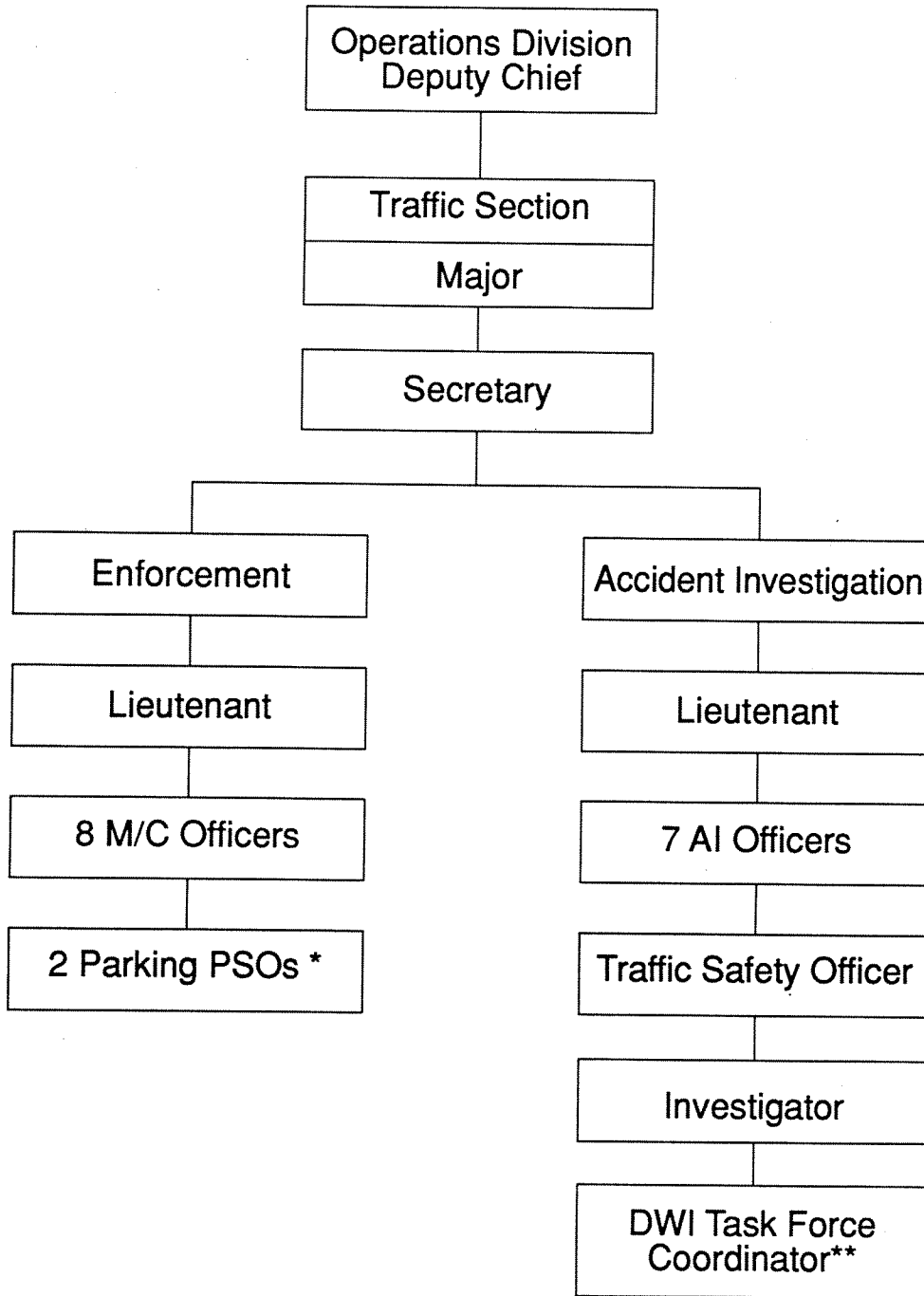
Cover: Motorcycle Officer Scott Hayward with "Pedbee" (Theresa Disque, Transportation Department).

**POLICE TRAFFIC OPERATIONAL SUMMARY
FOR THE 1993 CALENDAR YEAR**

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
ORGANIZATIONAL CHART	1
OVERVIEW	2
TRAFFIC ACCIDENTS	4
Total Accidents	4
Fatal Accidents	4
Injury Accidents	4
Property Damage Only Accidents	4
Street vs. Private Property Accidents	4
Traffic vs. Patrol Investigations	4
Total Accidents Four-Year Comparison	5
Severity Rate	5
Recap of Vehicle Traffic Fatalities for 1993	8
Pedestrian Accidents	8
Bicycle Accidents	9
DWI Accidents	10
Hit and Run Accidents	11
Monetary Loss	11
Police Vehicle Accidents	12
Traffic Engineering	12
TRAFFIC ENFORCEMENT	13
Traffic Patrol	13
CARE Program	14
Enforcement Totals	15
DWI Enforcement	16
Hit and Run Investigations	17
Parking Enforcement	17
Driver Violations	18
Post-accident Enforcement	19
Other Enforcement	19
CALLS FOR SERVICE	20
SPECIAL EVENTS	20
SAFETY RESTRAINT USE	21
ANNEX A - Summary: 1993 Annual Traffic Statistics	
ANNEX B - 1993 Eastside DWI Task Force Holiday Emphasis Statistics	
ANNEX C - Accidents and Citations By District	

1993 ORGANIZATIONAL CHART

Traffic is a Section of the Operations Division.



* Assigned from the Staff Support Section
** Position ended June 30, 1993

OVERVIEW

There were 1,624 accidents investigated in 1993, a 4% increase from 1992. The Traffic Section investigated 80% of the total accidents.

One person (pedestrian) was killed in one fatal traffic accident in 1993. There were no traffic deaths in 1991 and 3 in 1992. 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.

There were 603 injury accidents in 1993, a 2% increase compared to 1992. A total of 843 persons were injured, a 1% increase from 1992 and a 9% increase from the previous 3-year average.

A total of 25,216 traffic citations were issued in 1993, a 9% increase compared to 1992.

There were 467 DWI arrests in 1993, a 7% increase compared to 1992. DWI accidents increased by 7% compared to 1992 (53 accidents in 1993 vs 46 in 1992). There were no alcohol-related fatalities in 1993. 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. Three emphasis patrols were conducted during the year (excluding the Christmas holidays) resulting in 33 DWI arrests. During the Christmas holidays, the patrols accounted for 127 arrests in 9 days. The strategy of multi-agency patrols continues to be an effective method of combating DWI.

For the third consecutive year, Mothers Against Drunk Drivers (MADD) recognized Officer Gary Cook for his efforts in removing intoxicated drivers from the road. Officer Cook accounted for 33 DWI arrests in 1992. He is the Police Guild's 1992 Officer of the Year.

The Department revised its selective enforcement program in 1993. Known as CARE, for Corridor Accident Reduction Enforcement, the plan increases safety on City streets by enforcing traffic laws at high accident locations.

The Department was recognized for outstanding performance in seat belt education and enforcement during 1993. A \$10,000 Washington Traffic Safety Commission (WTSC) grant was received to support seat belt education and enforcement programs. A total of 1,920 persons attended the Department's seat belt education class in 1993 compared to 1,659 persons in 1992.

In February, Officer Jene Ladke was recognized at the WTSC's 1992 Awards for Excellence in Traffic Safety banquet for developing the Department's seat belt safety poster. Over 15,000 posters have been distributed. In April The International Association of Chiefs of Police announced that the Department was a National Chiefs Challenge award winner. The "Challenge" recognizes law enforcement agencies on a national level for their efforts in promoting the use of safety belts. In October, the NHTSA featured Bellevue's program of safety belts. In October, the NHTSA featured Bellevue's program in their publication: Innovation Occupant Protection Programs Guide.

The Traffic Section planned, coordinated and participated in 11 community special events in 1993, including two new "first annual" events: the Eastside Cultural Street Fair and the Seafair Balloon Parade.

Bellevue's motorcycle officers attending the 6th annual Oregon-Washington Motor Officers Association training conference in 1993 claimed top motor-riding awards for the fourth year. Forty-five motor officers competed from throughout the Northwest. Best team award—#1 team, Jene Ladke and Scott Hayward; #2 team, Doug Deyo and Dave Ethredge. Best overall rider—2nd overall, Dave Ethredge, 3rd overall, Jene Ladke. Best first year rider, Scott Hayward.

As part of the City's Neighborhood Traffic Control Program, the Traffic Section and Traffic Engineering conducted "Speed Watch" throughout 1993. 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, thereby helping to reduce speeding and does not require an officer to be present. Speed Watch was used 98 times in 1993.

The Department received a \$12,000 Pedestrian Safety grant in November 1992 which was used throughout 1993. A new pedestrian safety program was started which includes officers issuing warning tickets to pedestrians and drivers who violate pedestrian safety laws. In 1993, 411 warnings were issued. The grant enabled the Department to deploy officers and purchase equipment to promote pedestrian safety. Working in conjunction with Traffic Engineering, "Pedbee" was initiated as Bellevue's mascot for pedestrian safety. Pedbee, which urges pedestrians to be safe, be seen and be alert is used in a variety of ways to promote safety. The WTSC has adopted it for State-wide use.

During the Christmas holidays, pedestrians were invited to "have a cup—on the cops." Officers, along with Pedbee, handed out over 600 "tickets good for a latte or hot chocolate to pedestrians who crossed the street safely at high accident locations. This campaign, funded with donation from Starbucks Coffee and WTSC grant dollars (\$500 mini-grant), emphasized pedestrian safety during the holiday season.

An article about how the Department has adopted community policing to traffic policing was featured in Highway Headlines, a publication of the IACP's Advisory Committee on Highway Safety.

In November, the WTSC awarded the Department a \$4,390 grant for the purchase of police traffic materials. The funds were used for laptop computers, AI measuring devices and portable lights for AI scenes.

Two new traffic manuals were prepared in 1993. The Motorcycle Field Training Manual was completed by Officers Doug Deyo and Rick Strocsher and the AI Field Training Manual was completed by Officer Satoshi Yamamoto. Both have proved effective in training new patrol and traffic officers.

TRAFFIC ACCIDENTS

Total Accidents

There were 1,624 accidents investigated in 1993. This was a 4% increase compared to 1992. City street accidents were down 1% from the previous 3-year average.

Fatal Accidents

One persons was killed in 1 fatal traffic accident in 1993. There were 3 fatalities in 1992. The previous 3-year average is two deaths.

Injury Accidents

There were 603 injury accidents investigated in 1993, a 2% increase compared to 1992 and a 11% increase compared to the previous 3-year average. All reported injuries totaled 843, a 10% increase from the previous 3-year average.

Property Damage Only Accidents

There were 1,020 property damage only accidents investigated in 1993, a 5% increase from 1992.

Street vs. Private Property Accidents

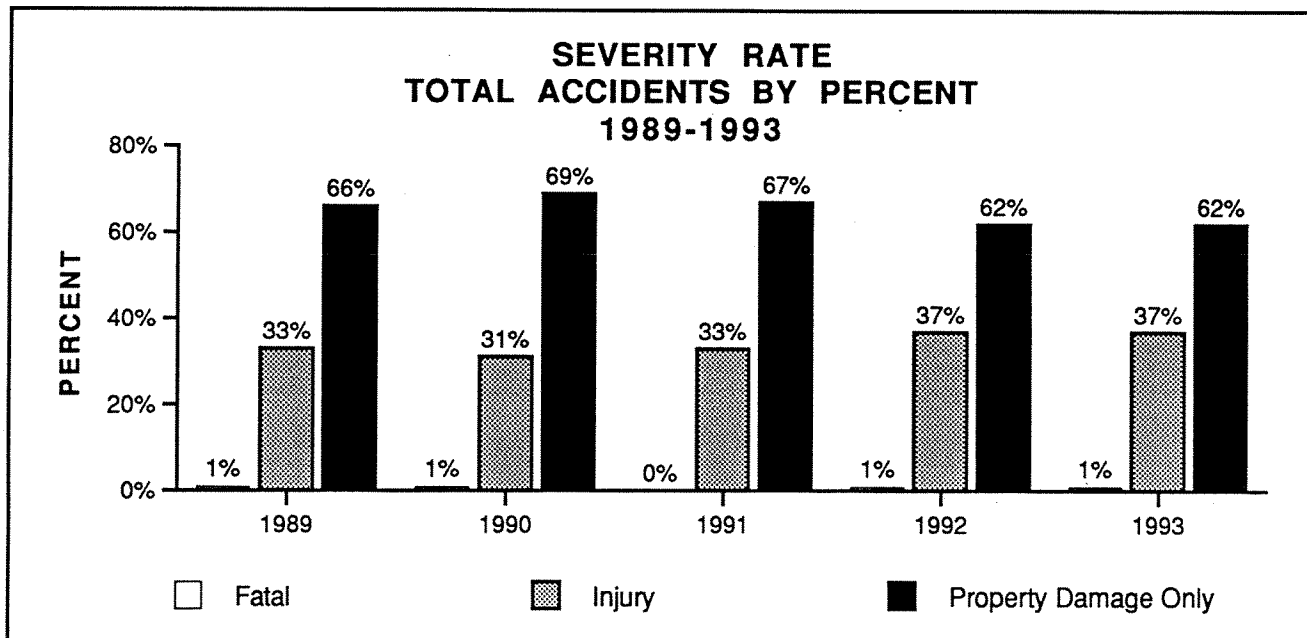
Of the 1,624 accidents investigated, 96% (1,563) occurred on City streets and 4% (61) occurred on private property.

Traffic vs. Patrol Investigations

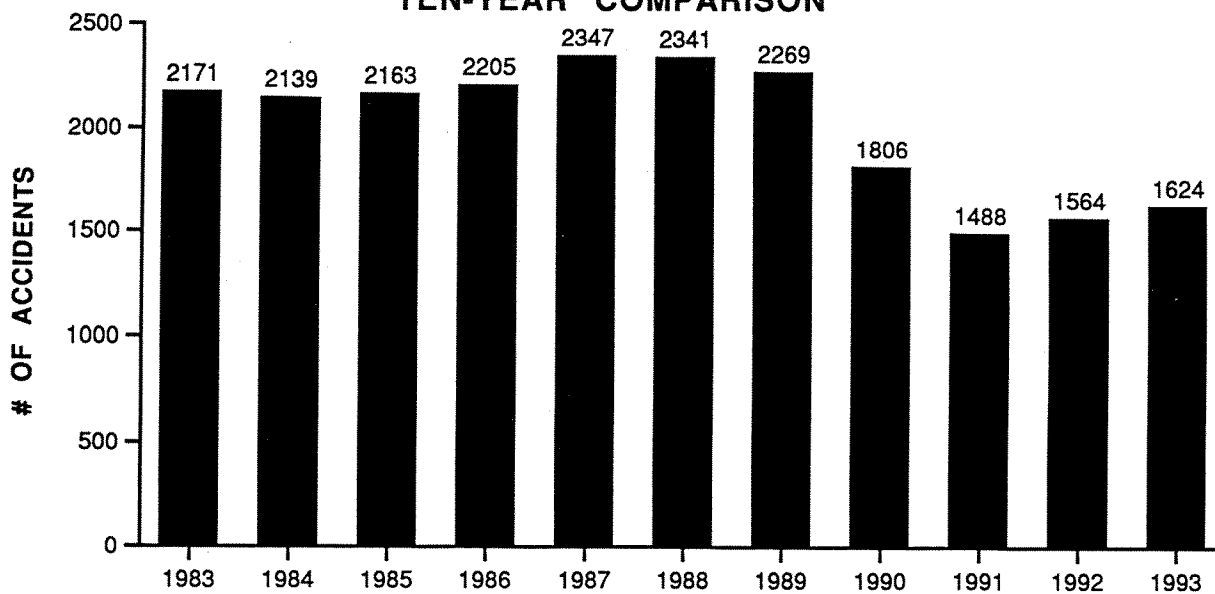
A Traffic Section goal is to investigate 85% of all accidents reported in a calendar year. In 1993, Traffic investigated 80% and Patrol, 20% of the total. This compares to 82% by Traffic and 18% by Patrol in 1992.

TOTAL ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 93 — 3-year Average
	1993	1992	1991	1990		
Total Accidents	1,624	1,564	1,488	1,806*	1,619	0%
Fatal Accidents Total Killed	1 1	3 3	0 0	3 3	2 2	-50% -50%
Injury Accidents Total Injured	603 843	591 832	486 701	550 772	542 768	11% 9%
Property Damage Only Accidents	1,020	970	1,002	1,256	1,076	- 5%
Total Street Accidents	1,563	1,529	1,445	1,769	1,581	- 1%
Total Private Property Accidents*	61	35	43	48	42	45%
Accidents Investigated By Traffic	1,301	1,289	1,254	1,481	1,341	- 3%
Accidents Investigated By Patrol	323	275	231	325	277	17%

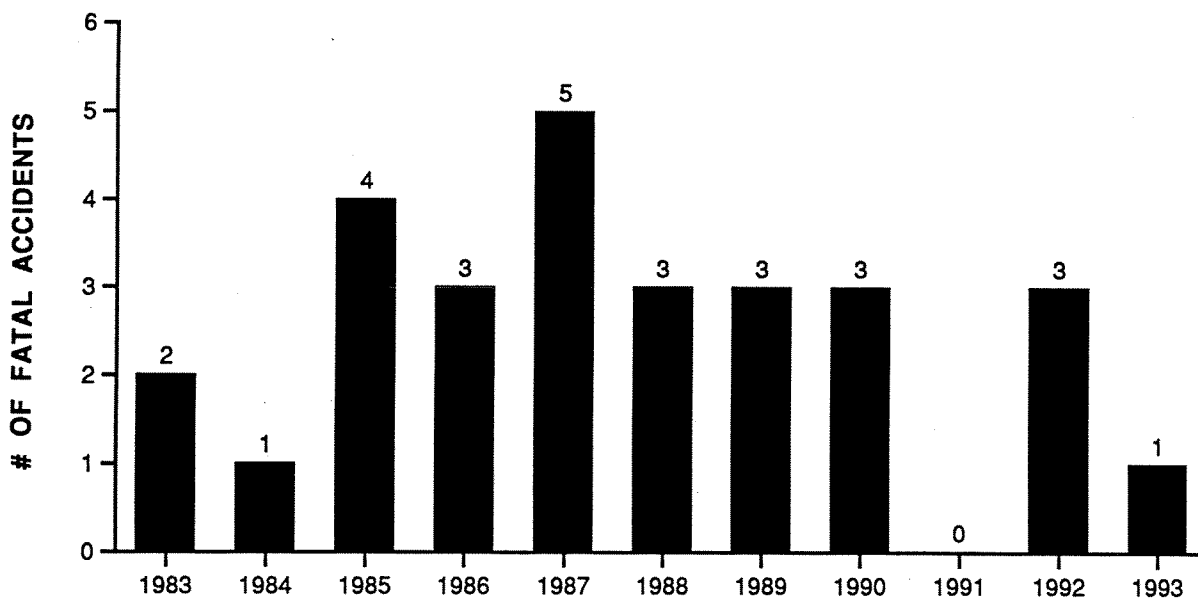
* Effective January 1, 1990, Department policy changed to investigate private property accidents involving only death, possible death, DWI, vehicular assault, City property or City vehicle involved; policy changed in October, 1993 to include serious injury, hit and run with suspect information and accidents which originate on a City street and where injury occurs on private property.



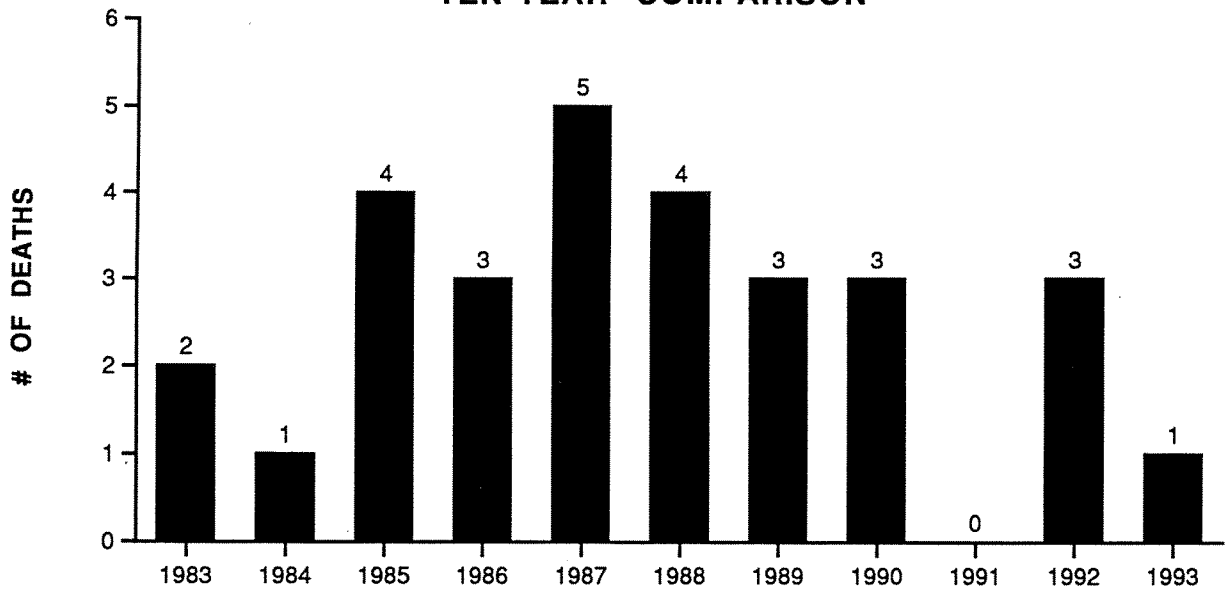
TOTAL ACCIDENTS TEN-YEAR COMPARISON



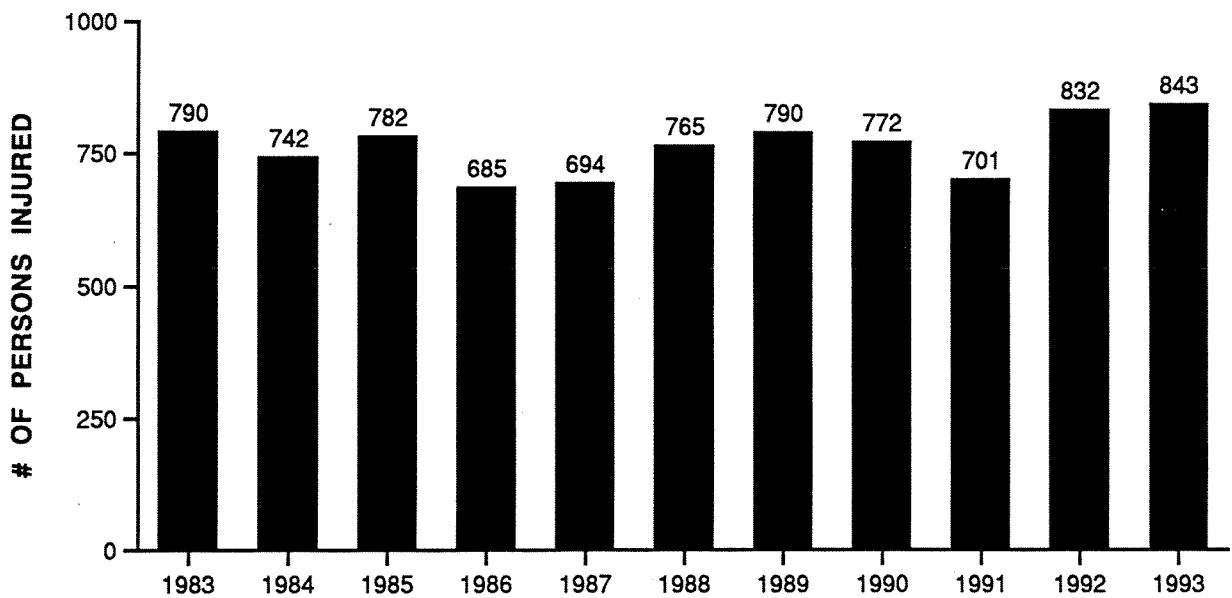
FATAL ACCIDENTS TEN-YEAR COMPARISON



PERSONS KILLED TEN-YEAR COMPARISON



PERSONS INJURED TEN-YEAR COMPARISON



Recap of Vehicle Traffic Fatalities for 1993

August 23, 1993, 1725 hours. A 12 year old Bellevue girl was struck and killed as she crossed the street in the 14600 block of Northup Way. 93B-10634.

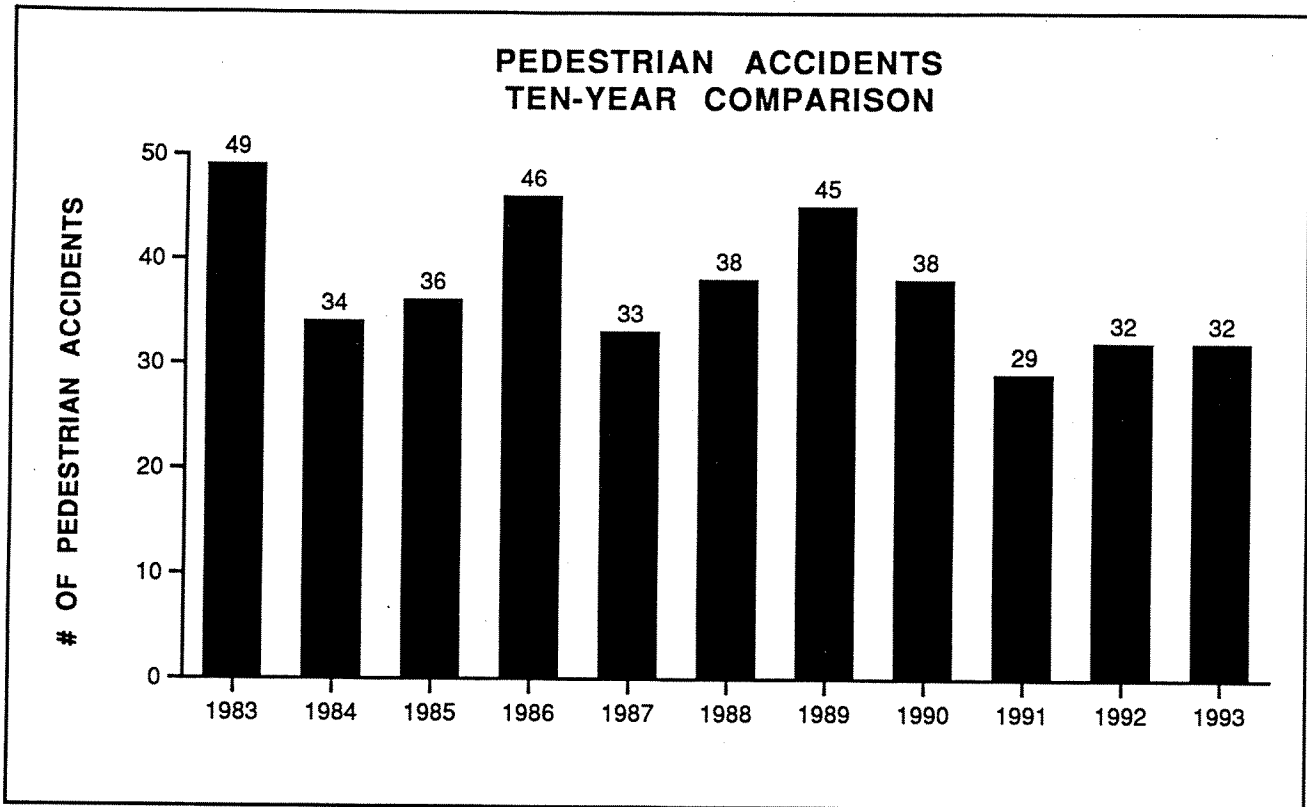
Pedestrian Accidents

In 1993, 32 pedestrian accidents were investigated, a 0% increase compared to 1992. One pedestrian was killed, 28 were injured. This was a 0% increase in the number killed, and a 6% 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 1992. 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. In 1993, traffic officers issued 411 warnings. Improved pedestrian safety will remain a Department goal.

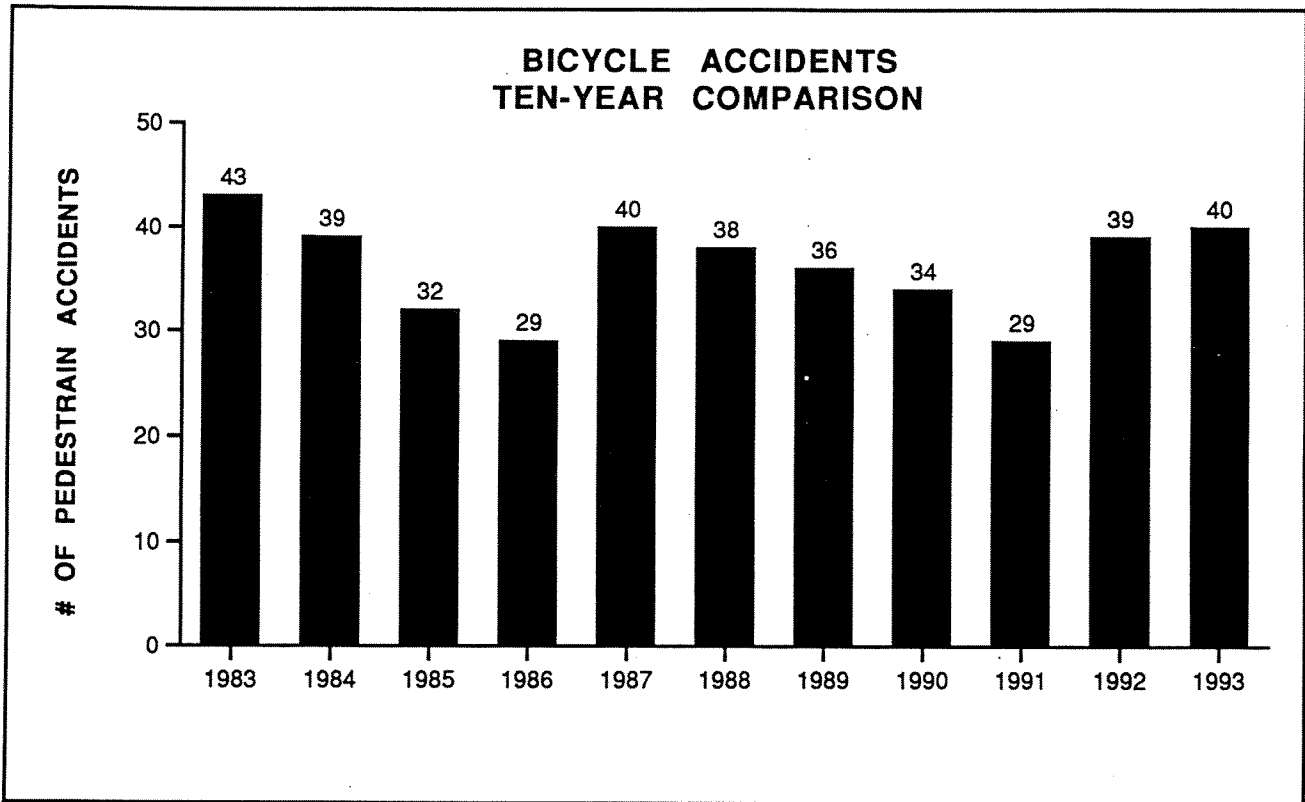
PEDESTRIAN ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 93 — 3-year Average
	1993	1992	1991	1990		
Total Pedestrian Accidents	32	32	29	38	33	- 3%
Pedestrians Killed	1	1	0	2	1	0%
Pedestrians Injured	28	29	28	33	30	- 6%



Bicycle Accidents

In 1993, bicycle accidents increased by 14% from the previous 3-year average. No bicyclists were killed, 37 were injured.

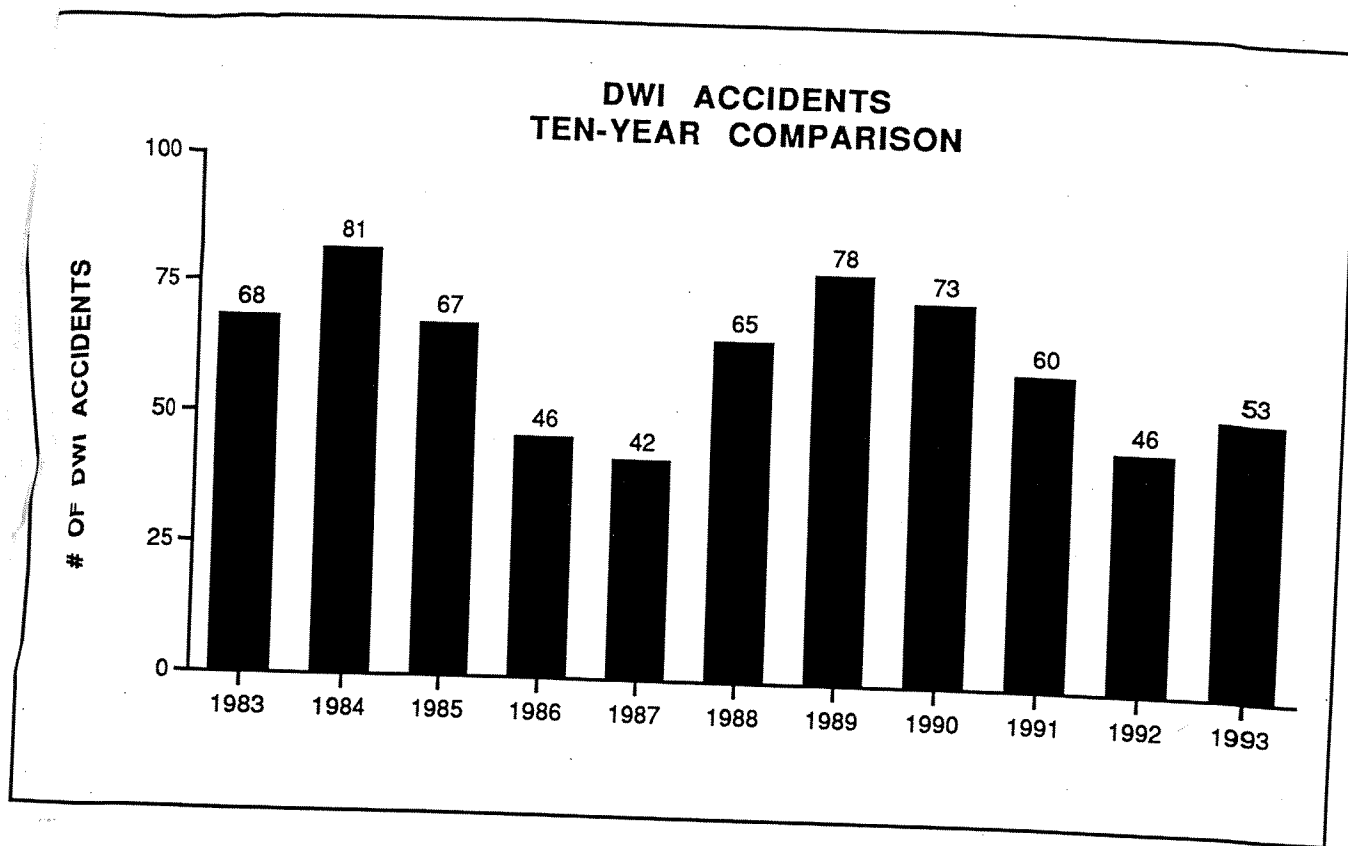
BICYCLE ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 93 — 3-year Average
	1993	1992	1991	1990		
Total Bicycle Accidents	40	42	31	34	35	14%
Bicyclists Killed	0	0	0	0	0	0%
Bicyclists Injured	37	39	25	34	32	15%



DWI Accidents

Fifty-three accidents were investigated that resulted in the arrest of a drinking driver, a 10% decrease from the previous 3-year average.

DWI ACCIDENTS FOUR-YEAR COMPARISON						
Impact	Year				Previous 3-year Average	% of Change 93 — 3-year Average
	1993	1992	1991	1990		
DWI Accidents Resulting in Arrest	53	46	60	73	59	- 10%



Hit and Run Accidents

There were 173 hit and run accidents reported in 1993, a 17% increase from 1992 (148 in 1992 vs. 173 in 1993).

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 93 — 3-year Average
	1993	1992	1991	1990		
\$ Loss	4,722,788	4,767,746	4,177,406	4,867,965	4,604,322	2%

Police Vehicle Accidents

There were 27 police vehicle accidents reported in 1993. Of that total, 16 (59%) were determined by the Department's Accident Review Board to be preventable, 11 (41%) were nonpreventable. The 1993 total was a 3% increase compared to the previous 3-year average.

POLICE VEHICLE ACCIDENTS FOUR-YEAR COMPARISON						
Type	Year				Previous 3-year Average	% of Change 93 — 3-year Average
	1993	1992	1991	1990		
Total Accidents	27	24	25	31	26	3%
Preventable	16	17	16	16	16	0%
Nonpreventable	11	7	9	15	10	- 10%

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 the Transportation Department. 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 1993, 66 action requests were sent to Traffic Engineers by Traffic Officers asking for engineering modifications or alerting them of hazardous trafficway conditions.

