



☒ **REPORT ON PRODUCTIVITY IMPROVEMENT
IN THE BRIDGEPORT POLICE DEPARTMENT**

**INSTITUTE OF PUBLIC ADMINISTRATION
THE PENNSYLVANIA STATE UNIVERSITY
211 BURROWES BUILDING
UNIVERSITY PARK, PA 16802**

54510

NCJRS

FEB 9 1979

ACQUISITIONS

REPORT ON PRODUCTIVITY IMPROVEMENT
IN THE BRIDGEPORT POLICE DEPARTMENT

by

John M. Stevens

and

Thomas C. Webster

Institute of Public Administration
The Pennsylvania State University

December, 1977

The preparation of this report was made possible by the "City Hall/ University Application of Urban Research and Decision Technology through Continuing Education" Project, funded by the U.S. Department of Health, Education, and Welfare, Office of Education, under Community Service and Continuing Education, Title IA of the Higher Education Act of 1965 as amended, Grant No. G00-75-02104, Robert J. Mowitz, Project Director.

Title: Errata for the "Report on Productivity Improvement in the Bridgeport Police Department." Institute of Public Administration, December, 1977.

The following editorial changes should be made to this report:

1. Page xvi, EXECUTIVE SUMMARY, Paragraph 4, sentence 12, change relative, costs, to read "relative costs,...
2. Page 3, paragraph 2, line 7, change Figure I-1 to Table I-1.
3. Page 17, Figure II-4, Right Hand Bottom Code. Add words "Cross Hatched" to read "Cross Hatched = High Incident"
4. Page 20, Paragraph 2, line 3, change presents to "prevents".
5. Page 49, sub-paragraph 2, line 3, change spelling of Emphasise to "Emphasize".
6. BIBLIOGRAPHY, correct alphabetical ordering of O's and P's.

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY.....	x
I. INTRODUCTION.....	1
A. Goals and Objectives.....	1
B. Major Strategies and Emphases.....	2
C. Scope of the Study.....	3
D. Central Issues in Police Productivity.....	6
E. Organization of the Report.....	7
II. UNIVARIATE ANALYSIS.....	9
A. Demand for Services.....	10
B. Location.....	13
C. Victim Information.....	18
D. Time.....	20
E. Conclusions.....	20
III. BIVARIATE ANALYSIS.....	23
A. Demographic Information.....	23
B. Location of Incident.....	25
C. Time of Incident.....	27
D. Time and Location of Incident.....	28
E. Reporting.....	29
IV. IMPACT-EFFECTIVENESS — EXTENDED ANALYSIS.....	30
A. Response Time.....	30
B. Extended Analysis.....	31
C. Major Car Post Sectors by Crime Type by Twelve Hour Segments.....	32
D. Major Crime Types by Selected Grids Controlling For Time of Day.....	35
E. Major Crime Type by Major Car Post Sectors Controlling For Seasonal Trends.....	36
F. Crime Type by Location Status Controlling For the Major Car Post Sectors.....	38

TABLE OF CONTENTS
(Continued)

	<u>Page</u>
V. SUMMARY OF MAJOR FINDINGS	42
A. General Overview	42
B. Frequency Analysis	42
C. Impact-Effectiveness and Extended Analysis	45
D. Extended Analysis of Crime Code by Location Controlling for Major Car Post Sectors	46
VI. PRODUCTIVITY IMPROVEMENT RECOMMENDATIONS	48
A. Information System	48
B. Patrol Activities	50
C. Organizational Realignment	51
Appendix A: Detailed Crime Code Classification	52
Appendix B: Bridgeport Incident Report Form	59
Appendix C: Chapter II Tables	60
Appendix D: Chapter III Tables	77
Appendix E: Chapter IV Tables	134
Bibliography for Police Productivity Studies	

LIST OF FIGURES

Chapter I

<u>Figure</u>		<u>Page</u>
I-1	Frequency Percentage Comparing Crime Type in Bridgeport Population Data and Sample Data for 1975	4

LIST OF FIGURES

Chapter II

<u>Figure</u>		<u>Page</u>
II-1	Crime Code High Frequency Incident Types Sample Data 1975	12
II-2	Location Index for Bridgeport Police Department	14
II-3	Grids with 50 Plus Incidents	15
II-4	High Incident Frequencies by Street Location Plotted by Grid	17
II-5	Incident Location Type Sample Data 1975	19
II-6	Month Incident Occurred Sample Data 1975	21

LIST OF TABLES

CHAPTER 11

<u>Table</u>		<u>Page</u>
II- 1	Frequency Percentage Comparing Crime Type in Bridgeport Population Data and Sample Data for 1975.	59
II- 2	Crime Code - Collapsed Categories	61
II- 3	Car Post Sectors	62
II- 4	Grid Code Sample Data Street Locations with High Frequencies of Incidents	63
II- 5	Grid Code - Population Data	64
II- 6	Incident Location Type	65
II- 7	Age of Victims	66
II- 8	Sex of Victim	67
II- 9	Race of Victim	68
II-10	Month Incident Occurred	69
II-11	Month Incident Reported	70
II-12	Day of Month Incident Occurred	71
II-13	Day of Month Incident Reported	72
II-14	Time Incident Occurred/Reported: A.M. - P.M.	73
II-15	Time Incident Occurred/Reported: 24 Hour Clock	74
II-16	Time Incident Occurred/Reported: 12 Hour Segments	75

LIST OF TABLES

Chapter III

<u>Table</u>	<u>Page</u>
III-1 Victim's Sex by Victim's Race	76
III-2 Victim's Age by Victim's Sex	77
III-3 Victim's Age by Victim's Race	78
III-4 Victim's Sex by Newcrime	79
III-5 Victim's Race by Newcrime	81
III-6 Victim's Age by Newcrime	83
III-7 Victim's Sex by Car Post Sector	85
III-8 Victim's Race by Car Post Sector	87
III-9 Victim's Age by Car Post Sector	89
III-10 Car Post Sector by Newcrime	91
III-11 Grid by Crime Code	95
III-12 Victim's Sex by Incident Location Type	97
III-13 Incident Location Type by Victim's Race	100
III-14 Car Post Sector by Incident Location Type	102
III-15 Time Incident Occurred (A.M.-P.M.) by Date Incident Occurred (Month)	105
III-16 Time Incident Occurred (3 P.M./2 A.M.—3 A.M./2 P.M.) by Date Incident Occurred (Month)	106
III-17 Date Incident Occurred (Month) by Time Incident Occurred (24 Hour Clock)	107
III-18 Time Incident Occurred (A.M.-P.M.) by Newcrime	110
III-19 Time of Incident (3 P.M./2 A.M.—3 A.M./2 P.M.) by Newcrime	112
III-20 Time Incident Occurred (24 Hour Clock) by Newcrime	113

<u>Table</u>	<u>Page</u>
III-21 Date Incident Occurred (Month) by Newcrime	115
III-22 Time Incident Occurred (A.M.-P.M.) by Car Post Sector	117
III-23 Time Incident Occurred (3 P.M./2 A.M.—3 A.M./2 P.M.) by Grid	118
III-24 Time Incident Occurred (A.M.-P.M.) by Incident Location Type	119
III-25 Date Incident Occurred (Month) by Car Post Sector	121
III-26 Date Incident Occurred (Month) by Grid	124
III-27 Date Incident Occurred (Month) by Incident Location Type	126
III-28 Time Incident Occurred (A.M.-P.M.) by Time Incident Reported (A.M.-P.M.)	130
III-29 Date Incident Occurred (Month) by Date Incident Reported (Month)	131

LIST OF TABLES

Chapter IV

<u>Table</u>		<u>Page</u>
IV-1	Response Time by Crime Code	133
IV-2	Frequency Distribution of the Four Major Car Post Sectors	135
IV-3	Frequency Distribution of Major Grid Locations	136
IV-4A	Major Car Post Sector by Crime Code Controlling for the 3 P.M. to 2:59 A.M. Time Segment	137
IV-4B	Major Car Post Sector by Crime Code Controlling for the 3 A.M. to 2:59 P.M. Time Segment	138
IV-5A	Major Grid Categories by Crime Code Controlling for the 3 P.M. to 2:59 A.M. Time Segment	139
IV-5B	Major Grid Categories by Crime Code Controlling for the 3 A.M. to 2:59 P.M. Time Segment	140
IV-6A	Car Post Sector by Crime Code Controlling for the Winter Season	141
IV-6B	Car Post Sector by Crime Code Controlling for the Spring Season	142
IV-6C	Car Post Sector by Crime Code Controlling for the Summer Season	143
IV-6D	Car Post Sector by Crime Code Controlling for the Fall Season	144
IV-7A	Crime Code by Location Status Controlling for the Red Car Post Sector	145
IV-7B	Crime Code by Location Status Controlling for the Green Car Post Sector	146
IV-7C	Crime Code by Location Status Controlling for the Amber Car Post Sector	147
IV-7D	Crime Code by Location Status Controlling for the Blue Car Post Sector	148

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

A. Introduction

This report presents the results of a productivity analysis of the Bridgeport, Connecticut, Department of Police conducted by the Institute of Public Administration of The Pennsylvania State University from December 1976 through August 1977. This study is part of a continuing education project conducted by the Institute in cooperation with the Bridgeport City government. The overall objective of the study is to develop and apply management technology, information processing, and analytical methods to improve decision-making and effectiveness in meeting public needs.

B. Objectives of the Report

The primary focus of this study was to determine if realistic increases in productivity can be made through improved management of patrol operations in the Bridgeport Department of Police. Other specific objectives of the study were to: (a) assess the demand for police services in Bridgeport; (b) examine and evaluate time and location patterns of calls for crime and non-crime service; (c) develop methods to assess effectiveness; (d) derive methods for reducing crime and increasing apprehension rates, and (e) provide recommendations directed towards increasing police productivity.

C. Methodology for the Analysis

To achieve the stated objectives, researchers chose to analyze crime and noncrime demands and activities for one calendar year as documented in agency records. Data from the 1975 information system was utilized instead of 1976 because much of the 1976 data were not recorded on the computer file. The 1977 data were not available because of manpower shortages that occurred when certain CETA positions were not filled. Because of the large number of service calls, a 10 percent sample was drawn from the 80,000 incidents recorded on the computerized 1975 police incident reports. This sample was validated against the population distribution of crime and noncrime calls and was found to be consistent across all categories of calls for service. Two tables comparing the results are presented in Chapter I of this report.

The report also discusses data collection, analytical methods, and reviews some of the substantive and methodological issues in studies of police productivity. The analytical techniques employed range from univariate to bivariate analysis with control methods applied to elaborate on significant trends identified in antecedent analyses.

D. Major Findings

Demand for Police Services

The National Advisory Commission on Criminal Justice Standards and Goals states that every police agency should develop a patrol deployment system that is responsive to the demand for services.

Measures of the amount and type of crime occurring at specified times and in certain locations provide valid indicators of the intensity and type of demand for police action. For example, the crime and noncrime distribution patterns in Bridgeport indicate that police respond most frequently to reports of medical problems (10 percent), motor vehicle theft (10 percent), nuisances (10 percent), property damage (7.5 percent), and alarms (7 percent). In addition to motor vehicle theft, burglary (5 percent), larceny offenses (10 percent), assault (4.6 percent), disorderly conduct (4.3 percent), and motor vehicle violations (4.2 percent) constitute major crime categories. Family offenses (3 percent) also require significant amounts of police service time.

Location of Patterns of Calls

The demand for police services are very frequent within car post sectors — green, amber, blue and red. These four sectors account for approximately 66 percent of the total incidents recorded. Also, two special sections — ambulance and dog warden — accounted for an additional 14.5 percent of the incidents served. In addition, high incident grids were computed by selecting street locations which registered frequencies of 50 or more incidents and matching them with the proper grid number. The grids with street locations having the most frequent rate of incidents are 008A, 009, 017, 011, 016, 003, 010, 027, 008b, and 999. The nine grids which are illustrated in Figure II-4 in the text account for approximately 76 percent of the incidents. This location-based segment of the analysis indicates that there are definite patterns of demand for police services in Bridgeport.

Time Variables

The distribution of incidents by month indicates a relative pattern of increased demand for service during the summer months-- May through August. A definite pattern also exists for the distribution of incidents by hour using the 24-hour clock. When the 24-hour clock was divided into two 12-hour time segments, 3 p.m. to 2:59 a.m. and 3 a.m. to 2:59 p.m., it was found that 61.5 percent of the incidents occur and are reported in the 3 p.m. to 2:59 a.m. time period. In addition, the hours between 0300 and 0700 are the low frequency hours and calls tend to increase during the morning and afternoon hours with a noticeable increase around 1600. The peak demand period for calls is 2100.

Incident Type and Location

The examination of crime types by specific locations can provide useful information for devising optimum patrol strategies. For example, family offenses are a frequent source of incidents in the red car post sector; robberies, burglaries, and family offenses are frequent in the blue district; and the amber sector exhibits a definite pattern of larceny incidents. Family offenses are high in Grid 003; Grid 009 has a high percentage of larcenies and Grid 009a has a high percentage of medical problem calls.

The major Part I crime across the four major car post sectors between the hours of 3 p.m. to 2:59 a.m. is motor vehicle theft. Alarm and miscellaneous juvenile type calls are also common occurrences across these four car post sectors during this 12-hour

period. In addition, burglary is a common call serviced across the four major car post sectors during the early morning and daytime time segment--3 a.m. to 2:59 p.m.

Impact-Effectiveness

Documentation of data on time of call, response time, on-scene time, on-scene service time, back in-service time, number of units dispatched, number of officers dispatched, and the clearance status of incidents is necessary if management is to evaluate performance. However, because certain complications with CETA workers arose, the data was not properly transposed from the reports to the computer files. This type of information loss has precluded the use of the 1975 and 1976 file data for an adequate impact/effectiveness analysis of police services. Therefore, for illustrative purposes, methodological procedures for measuring effectiveness using available data have been presented in Chapter IV.

E. Productivity Improvement Recommendations

The following recommendations are based upon the analyses performed in the study. They represent some of the alternatives available to the Bridgeport police department for examining their operations and improving productivity. It must also be noted here that officials of the Bridgeport Police Department have recognized some of the needs documented here and have already taken remedial actions.

Information System Improvements

The police management officers should establish a priority system for the most critical information. For example, information relating to response times, witnesses, and clearance of crimes may be considered more important than other variables such as age. Whatever guidelines are adopted, a systematic approach to reporting and data collection is required to conduct a valid workload analysis. The major recommendation is to improve the collection, reporting, coding, and audit process to provide the basis for a patrol centered productivity analysis. The following steps may be taken:

1. Determine the most active time, location, and type of call information, then strictly supervise the collection, transcription, and quality control of the data entered into the computer records system. In conjunction with this control procedure, management must emphasize the importance of complete and accurate reporting by periodically providing patrolmen with feedback about how the reports are utilized to help them perform their functions.
2. Management should institute a formal periodic auditing procedure to review incident reports, computer entry and summaries of data that are being stored in the computer file. This auditing responsibility should reside with the officer who has authority over the management information system.

3. Collect relevant resources and effectiveness data, such as the number of officers and units responding to a call; response time; time on the scene; action time, and the manner in which the incident was cleared. This information should be maintained on file to enable police management to determine response time patterns, patrol and unit work load, and the impact or effectiveness of police patrol operations.
4. Explore the possibility of procuring a flexible, analytical software system which is compatible with the existing IBM hardware. For instance, the analyses in this report were produced by the SPSS system (Statistical Package for the Social Sciences). This package is designed to allow for relatively rapid learning and manipulation of data for statistical analysis by line personnel who are not technical experts in computer programming. Latest quotations indicate that the SPSS system capability costs approximately \$1,400.00 for the first year and \$600.00 for maintenance in subsequent years. Other alternatives may also be examined in light of the relative, costs, needs of the department, and benefits.

Patrol Activities

Patrol scheduling and assignment should be developed to correspond to demand in grid areas with the highest frequency of incidents, i.e., Grids 009a, 009, 017, 011, 016, 003, 010, 027, and 008b. Furthermore, calls for service tend to increase between

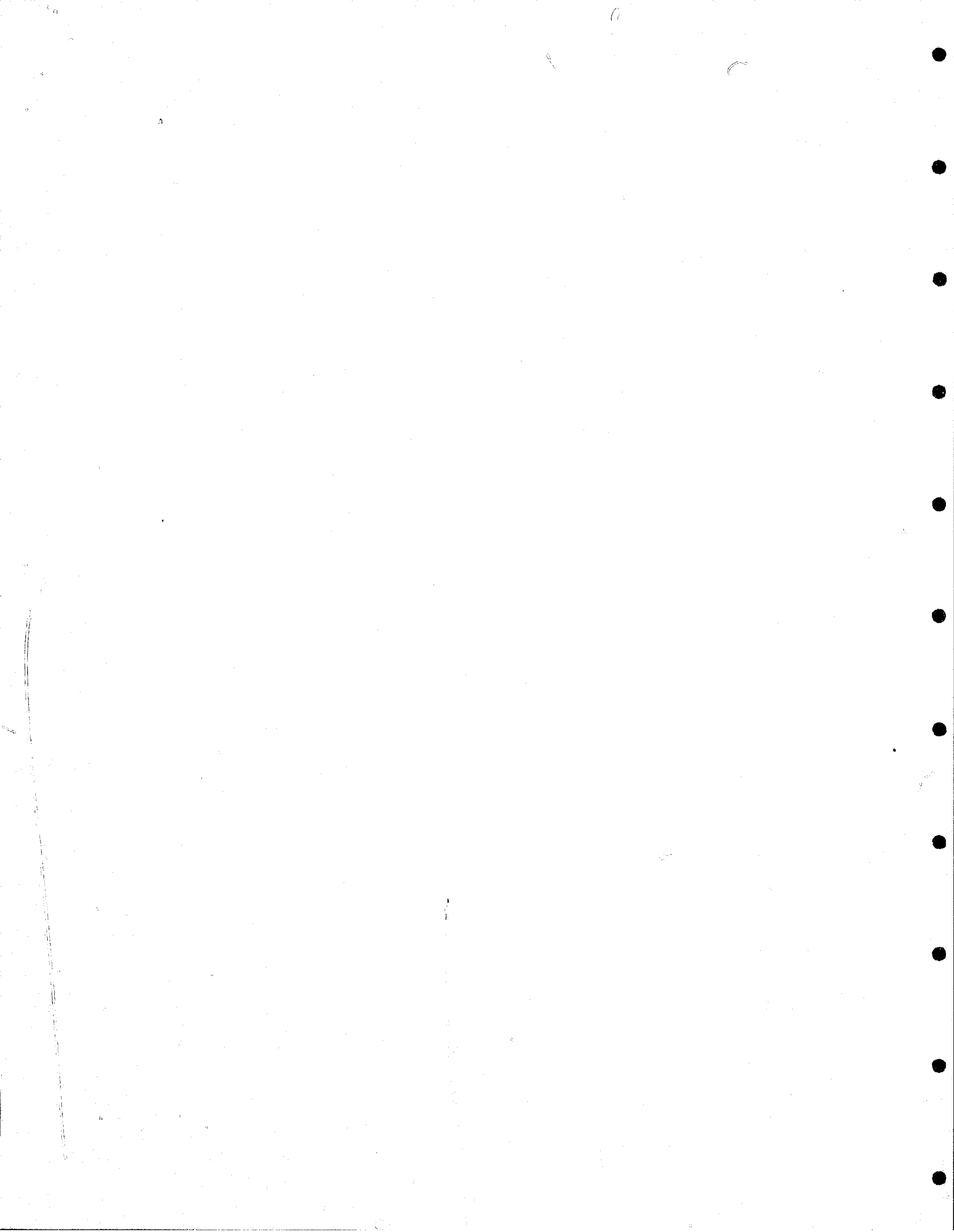
the hours of 3 p.m. and 3 a.m.; therefore, appropriate scheduling could match manpower resources to meet demand for service according to time and location. It is realized that union actions and negotiated contracts have an impact upon scheduling of manpower, however, the results indicate that the public would be better served if patrol resources were matched with demands.

Organizational Structure Examination

Explore the feasibility of transferring the housing and administration of the ambulance service from the Police Department to the Fire Department. A realignment may relieve the Police Department of some of the administrative burden imposed by responding to medical problems which presently account for 10.3 percent of the demand for police service in the City of Bridgeport.

I.

INTRODUCTION



Chapter I

INTRODUCTION

This report presents the results of a productivity study conducted in the City of Bridgeport, Connecticut, Police Department during the period of December, 1976 to August, 1977. This study was carried out as one segment of a continuing education project whose objective is to apply management technology and methodology to small and medium-size municipalities.

The central thrust of this report was to focus upon actual police activities as documented in official reports and records in order to provide the foundation for informed productivity recommendations and actions. The approach taken was to formulate a demand and response framework for police activities which could be analyzed to elicit useful information for planning and management purposes in the city.

A. Goals and Objectives

Since a common oversight of research in police work is the failure to articulate goals and objectives clearly with no clear translation into actions, the objectives of this study are presented below (Gass and Dawson, 1974).

A major objective of this study is to determine what increases in productivity can be made through the management of patrol operations in the Bridgeport Police Department. Other specific objectives are to arrive at some determination about the present level of police protection in Bridgeport; examine time and location patterns of crime and calls for service; arrive at methods for reducing crime and

increasing apprehension rates; and to provide general or specific recommendations that are oriented towards increases in overall police productivity.

Finally, it is the purpose of this report to provide an analytical basis for examining police activities across various size cities so that the police management process focuses upon the realities rather than images of police work.

B. Major Strategies and Emphases

The focus in this study was upon examining and evaluating actual police activities as documented in the computerized records system of the Bridgeport Police Department. The information in the computerized files include time, location, victim, crime type, and general administrative information relevant to the incident. Given the informational nature of an updated computer file, the aggregation of the data in the file constitutes an overall measure of crime and noncrime demand for police services in the city of Bridgeport.

The purpose of using this source of data was to measure actual police activities in terms of community demand and police response characteristics. This approach allowed the study members to concentrate upon the interaction between the demands for police services and productivity related tasks performed in conjunction with the demand. The critical elements of the police task have to be first defined and circumscribed within the overall context of police work before legitimate, work-related, productivity strategies are to be formulated.

Another major objective of this strategy was to demonstrate the utility of evaluating existing data documentation sources for developing management, planning, and productivity actions. This approach also provides for the capability to evaluate the adequacy of existing procedures and improve the information gathering system and procedures. It is intended that the information and strategies being developed in this report will be used specifically to analyze ongoing police activities in Bridgeport and provide a basis for future management evaluations in Bridgeport or other municipalities.

C. Scope of the Study

The Bridgeport Police Department experienced approximately 81,000 calls for service in the base year for the analysis - 1975. Data from the 1975 base year was utilized because the 1976 data file was found to be essentially incomplete, inconsistent and hence virtually nonanalyzable. However, due to the large number of cases in the 1975 file a representative 10% sample was drawn from the 50 major crime categories. Figure I-1 presents a number and percentage comparison between the population data and sample to validate the accuracy and representativeness of the sample.

Figure I-1

FREQUENCY PERCENTAGE COMPARING CRIME TYPE IN BRIDGEPORT
POPULATION DATA AND SAMPLE DATA FOR 1975

<u>Crime Type</u>	<u>Population (80,966)</u>		<u>Sample (8,017)</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Murder-Manslaughter	19	0.0%	1	0.0%
Robbery	697	0.9	59	0.7
Assaults	3851	4.8	365	4.6
Burglary	3806	4.7	391	4.9
Larceny LE \$50	3486	4.3	334	4.2
Larceny GT \$50	4295	5.3	444	5.5
Motor Vehicle Theft	7720	9.5	815	10.2
Forgery	187	0.2	15	0.2
Other Larceny/ Fraud Embezzlement	419	0.5	45	0.6
Stolen Property	31	0.0	6	0.1
Weapons	155	0.2	18	0.2
Vice	155	0.2	11	0.1
Sex Offenses	138	0.2	18	0.2
Obscenity	5	0.0	1	0.0
Drugs	562	0.7	63	0.8
Liquor Laws	157	0.2	20	0.2
Drunkedness	821	1.0	88	1.1
Kidnapping	26	0.0	1	0.0
Arson	117	0.1	16	0.2
Gambling	252	0.3	17	0.2
Disorderly Conduct	3382	4.2	342	4.3
Bribery	17	0.0	2	0.0

Continued

Figure I-1
(Continued)

FREQUENCY PERCENTAGE COMPARING CRIME TYPE IN BRIDGEPORT
POPULATION DATA AND SAMPLE DATA FOR 1975

<u>Crime Type</u>	<u>Population (80,966)</u>		<u>Sample (8,017)</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Family Offenses	2417	3.0%	238	3.0%
Property Damage	6290	7.8	598	7.5
License Violations	29	0.0	2	0.0
Code Violations	44	0.1	5	0.1
Court Violations	116	0.1	12	0.1
Impeding Justice	228	0.3	29	0.4
Nuisances	8617	9.9	811	10.1
Escapes	66	0.1	5	0.1
Suicide	90	0.1	9	0.1
Dead on Arrival	320	0.4	38	0.5
Missing Persons	1208	1.5	115	1.4
Found Persons	110	0.1	9	0.1
Suspicion	1476	1.8	140	1.7
Alarms	5738	7.1	554	6.9
Property	816	1.0	78	1.0
Investigations	276	0.3	31	0.4
Accidents	905	1.1	88	1.1
Motor Vehicle Violations	3550	4.4	340	4.2
Medical Problems	8402	10.4	824	10.3
Warrant-Subpoena	834	1.0	76	0.9
No Incident	2407	3.0	233	2.9
Miscellaneous	<u>7279</u>	<u>9.0</u>	<u>710</u>	<u>8.9</u>
Totals	80916	99.8%	8017	100.0%

D. Central Issues in Police Productivity

Costs are easier to identify than are the elements of police services, therefore, it is difficult to equate any given financial figure with either increases or decreases in police performance.

A recent report on police productivity presents four ways in which police productivity may be considered:

1. Increasing police productivity means improving current police practices to the best level known, to get better performance without a proportionate increase in cost.
2. Increasing police productivity means allocating resources to activities which give the highest return for each additional dollar spent.
3. Given the uncertainties of police work, increasing productivity means increasing the probability that a given objective will be met.
4. Increasing productivity in police work means making the most of the talents of police personnel (National Commission on Productivity, 1973).

In addition to the resource constraints and lack of comprehensive frameworks for studying police productivity, another substantial factor remains largely unexplored. A recent report on efficiency and effectiveness in "Big City Police Departments," concedes that police perform a multiplicity of tasks but the self-image of police officers is rooted in their crime fighting function (Skogan, 1976). This substantive issue is addressed in the study by focusing upon what duties are actually performed in response to the demands of the community.

The operating premise of this study is that some hard, analytical

data is needed for the purposes of comparison, planning and controlling from a management perspective. The data collected utilize both the self-image (Skogan, 1976) activities of the police departments (Part I and Part II) crimes, and the other support services provided to the community such as responding to vagrancy, serving warrants, or handling traffic complaints. Only in this way can police management begin to plan for more efficient use of constrained resources and plan for more effective provision of critical services. A valid foundation based upon accurate information is needed before future goals and objectives can even be considered. In order to increase productivity, we must first know what demands are being made by the citizens and to what extent scarce resources can be allocated to meet these demands.

E. Organization of the Report

The report is designed to present the results of the productivity study to both city and police department management officials. Chapter Two presents the specific demand analysis for police services. This includes both crime (Parts I and II) and other noncrime police activities. Chapter Three presents bivariate analyses that examine several crime code associations. This chapter also covers bivariate analyses of time and location data. Chapter Four presents impact and effectiveness assessments that are based upon an extended analyses of crime and response patterns. Chapter Five includes the summary and conclusions for the major findings. Chapter Six presents the productivity improvement recommendations that correspond to the major findings and conclusions.

The specific analytic techniques used will be described and discussed as they are introduced into the specific chapters.

II.

UNIVARIATE ANALYSIS

Chapter II

UNIVARIATE ANALYSIS

This chapter discusses distributional patterns of crime-type, situation, location, and time demands for police service in the City of Bridgeport. Demand for police service was analyzed based on data gathered from a sample of 8017 incidents drawn from records of over 80,000 incidents recorded on the 1975 police incident-file reports.

The 1975 sample was used for analysis rather than the 1976 sample because it provided more accurate and consistent data on the distribution of incidents across the crime-type situation, location, and time variables identified in the study. The sample was validated by comparing the adjusted frequency of the population distribution (N=80, 966) of the 50 category crime code with the adjusted frequency of the sample distribution (N=8017) of the 50 category crime code. The difference between the population and sample adjusted frequency distributions ranged between .1 to .7 percent for each crime code. Based on the relative similarity between the adjusted frequencies, the 1975 sample was judged as a reliable indicator of the amount and type of crime in the City of Bridgeport (See Table II-1, APPENDIX C).

Analyses utilizing the 1975 sample data revealed inconsistencies with coding and missing data. Large amounts of missing data prevented an exhaustive analysis of many operation centered variables in the sample. Many variables that contained less than 25 percent valid data were deleted from the analysis. Examples of deletions are:

age of victims, victim-offender relationship, incident type, manner committed, police division to which the incident was referred, witness, suspect, and response time to incidents. Many of these variables would have provided a sound basis for analysis and an assessment of operational effectiveness.

However, sufficient patterns have been identified which demonstrate the distribution of crimes, noncrime, location, and time characteristics of incidents occurring in the City. The remainder of this Chapter discusses the distribution of consistent patterns as they relate to demands for police services.

A. Demand for Services

The amount and type of crime occurring per year provides a good indicator of the level and particular kinds of demand placed on police services. To provide this information - crime codes from the Bridgeport Police Department - Code Book* were matched with corresponding data on reported yearly levels of types of crime to create two variables: Variable 105 - crime code-recoded, and Newcrime-collapsed categories of crime. Variable 105 - collapses the four digit crime codes in the Code Book into 50 coded categories. Variable Newcrime further reduces the 50 coded categories into 19 categories. Variable Newcrime captures the crime-type categories with high frequencies but combines the low frequency categories into three general categories: Vice, other-person, and other-property. The more inclusive, with 50 categories was used for the frequency distributions, used with the univariate descriptive, while Newcrime

*See Appendix A - Bridgeport - Crime Code Book

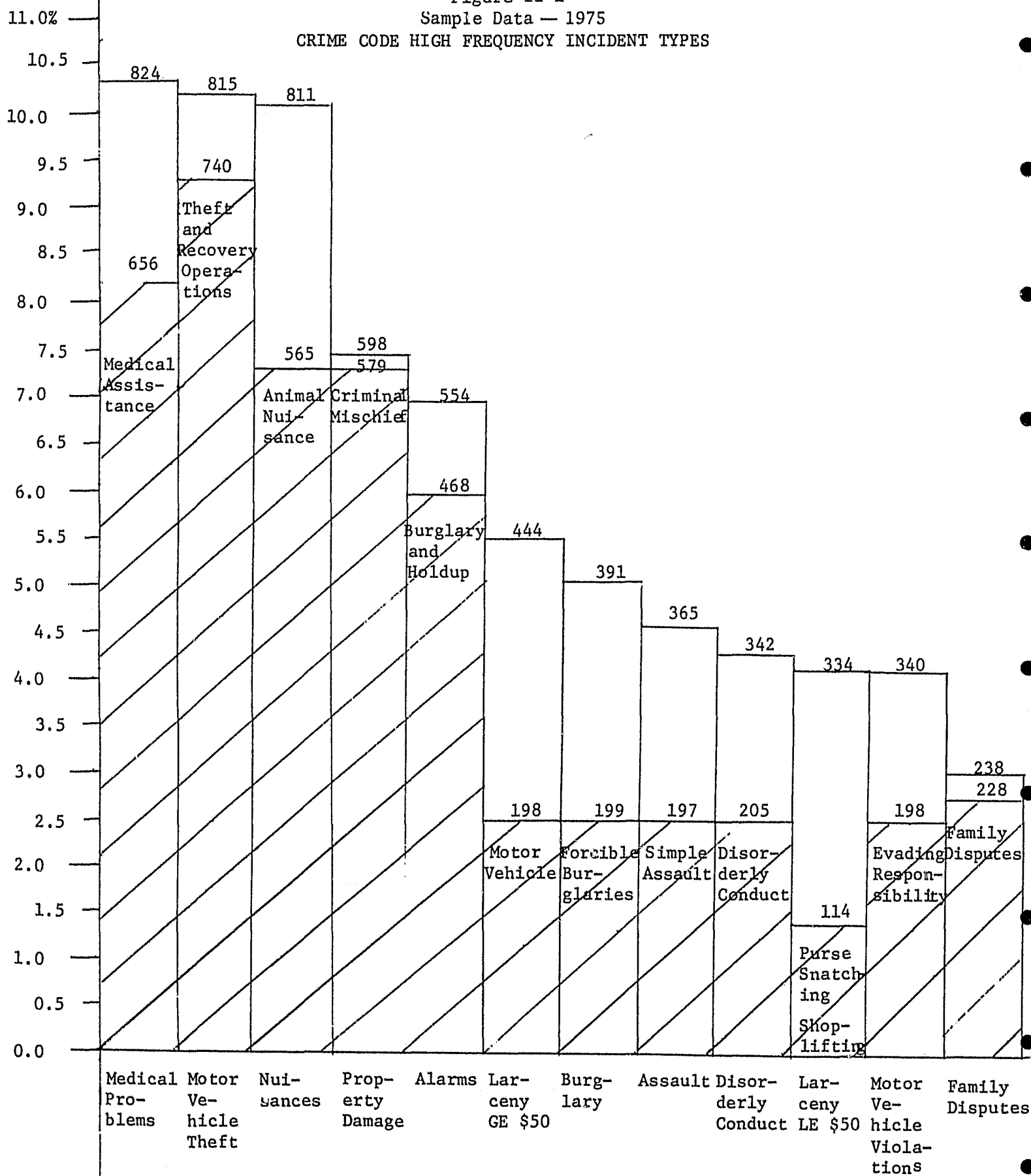
with 19 categories was used for the bivariate analysis.

The analysis of frequency distributions presented in Appendix indicates that police respond most frequently to reports of medical problems (10.3 percent), motor vehicle thefts (10.2 percent), nuisances (10.0 percent), property damage (7.5 percent), and alarms (6.9 percent). In addition to these calls, moderately high demand exists for service in response to Part I crimes such as larceny greater than \$50 (5.5 percent), larceny less than \$50 (4.2 percent), and burglary (4.9 percent). Significant amounts of police time are also committed to incidents such as assault (4.6 percent), disorderly conduct (4.3 percent), motor vehicle violations (4.2 percent), and family offenses (3.0 percent). Figure II-1 and Tables II-1 and II-2 demonstrate these patterns.

Many of the incidents in the 50 category crime code contain high percentage distributions of specific degrees of the various types of crime. For instance, medical assistance (8.2 percent) is the primary component of medical "problems" to which police respond. Animal nuisances comprise 7.2 percent of the nuisance complaints. Reports of criminal mischief on private property comprised 7.2 percent of the requests for police service for reported incidents of property damage. Burglary and holdup alarms accounted for 5.9 percent of the alarm category.

Part I crimes involving larceny (less than \$50 and greater than \$50) account for 9.7 percent of demands for police service. Shoplifting (.9 percent) and purse snatching (.5 percent) account for 1.4 percent of the incidents of larceny less than \$50. Incidents involving Motor Vehicles account for almost half (2.5 percent) of the reported incidents of larceny greater than \$50.

Figure II-1
Sample Data — 1975
CRIME CODE HIGH FREQUENCY INCIDENT TYPES



Burglary is a major Part I crime and accounts for 4.9 percent of the incidents requiring police service. Forcible commercial burglaries account for 1.4 percent of the incidents, while forcible residential burglaries account for 1.1 percent of the incidents.

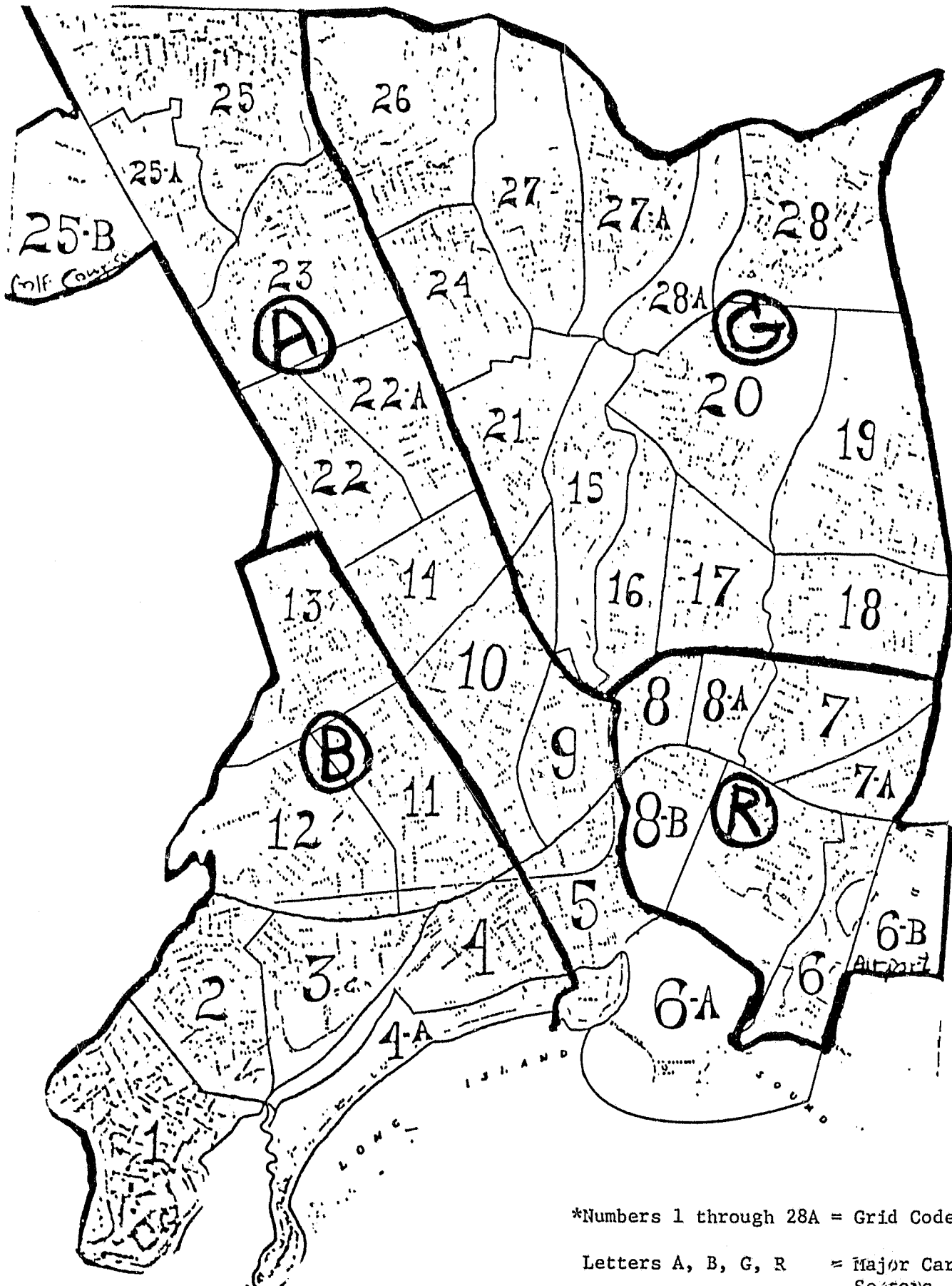
Demands for service arising from incidents such as assault, Disorderly Conduct, Motor Vehicle Violations, and Family Offenses account for a considerable level of police activity. Simple assault accounts for 2.5 percent of the assaults. Motor Vehicle Violations account for 4.2 percent of the demand for service. Evading responsibility accounts for 2.5 percent of the Motor Vehicle Violations. Family offenses account for 3.0 percent of incidents requiring police service. Family disputes account for 2.8 percent of Family Offenses.

B. Location

Definite location patterns can be demonstrated for the incidents requiring police action. Figure II-2 shows the location index for incidents by Car Post Sector and Grid. There are four Car Post sectors and 28 grids. Some of the grids have been broken down into different sections to further discriminate location patterns.

Table II-3 and Figure II-1 can be used to show that demand for police service is most frequent in car post sector Green (23.8 percent), Amber (16.4 percent), Blue (15.3 percent), and Red (10.9 percent). Car post sectors Green, Amber Blue account for 66.4 percent of the incidents recorded. Two special sections - Ambulance (8.2 percent) and Dog Warden (6.3 percent) account for an additional 14.5 percent of the incidents. To further demonstrate location patterns, high incident areas of the City have been plotted by police Grid locations on Figure II-3. High

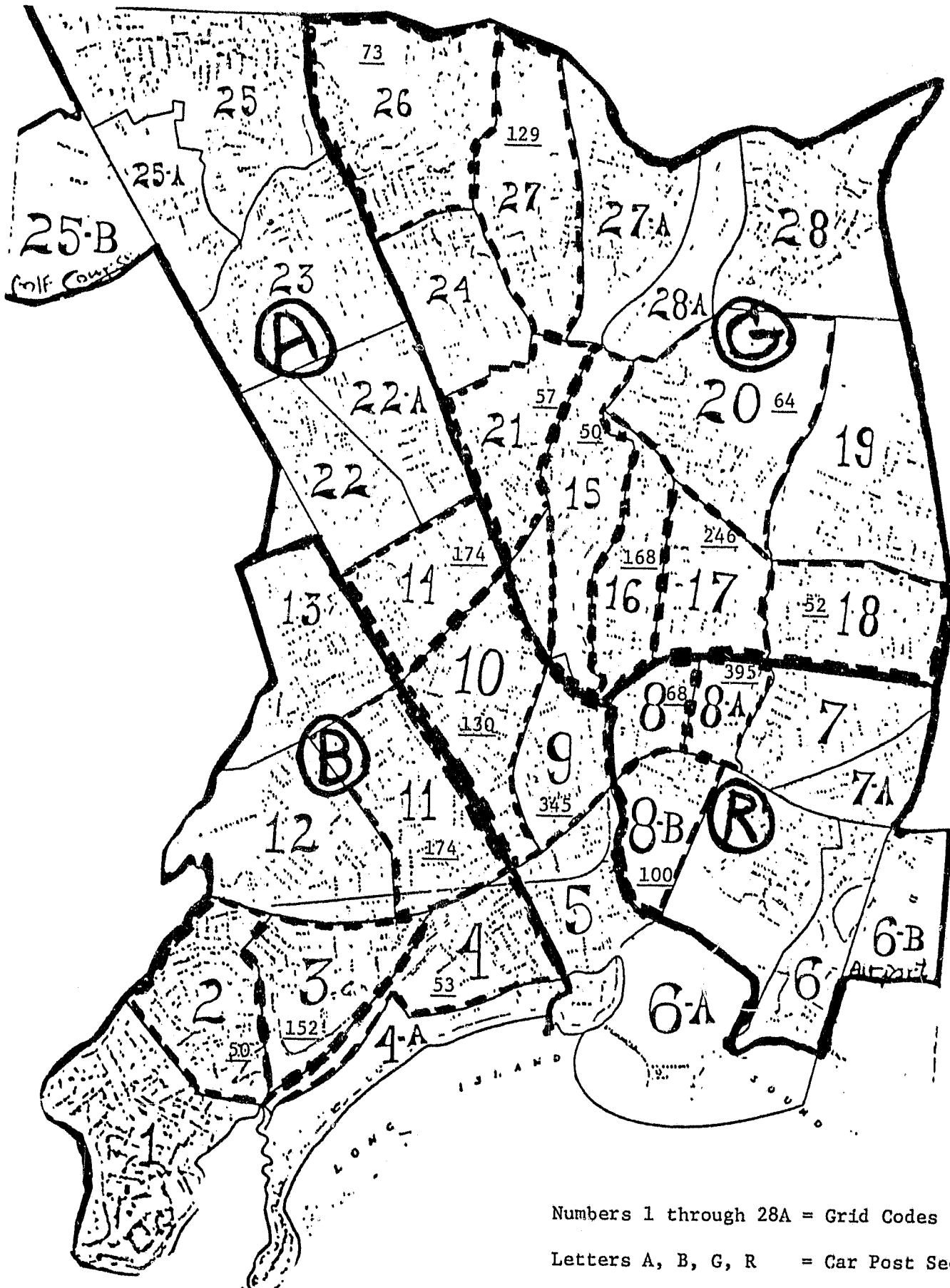
Location Index for Bridgeport
... Police Department*



*Numbers 1 through 28A = Grid Codes

Letters A, B, G, R = Major Car Post
Sectors

Figure II-3
Grids with 50 Plus Incidents



Numbers 1 through 28A = Grid Codes

Letters A, B, G, R = Car Post Sector

----- = Grids with 50 Plus Incidents

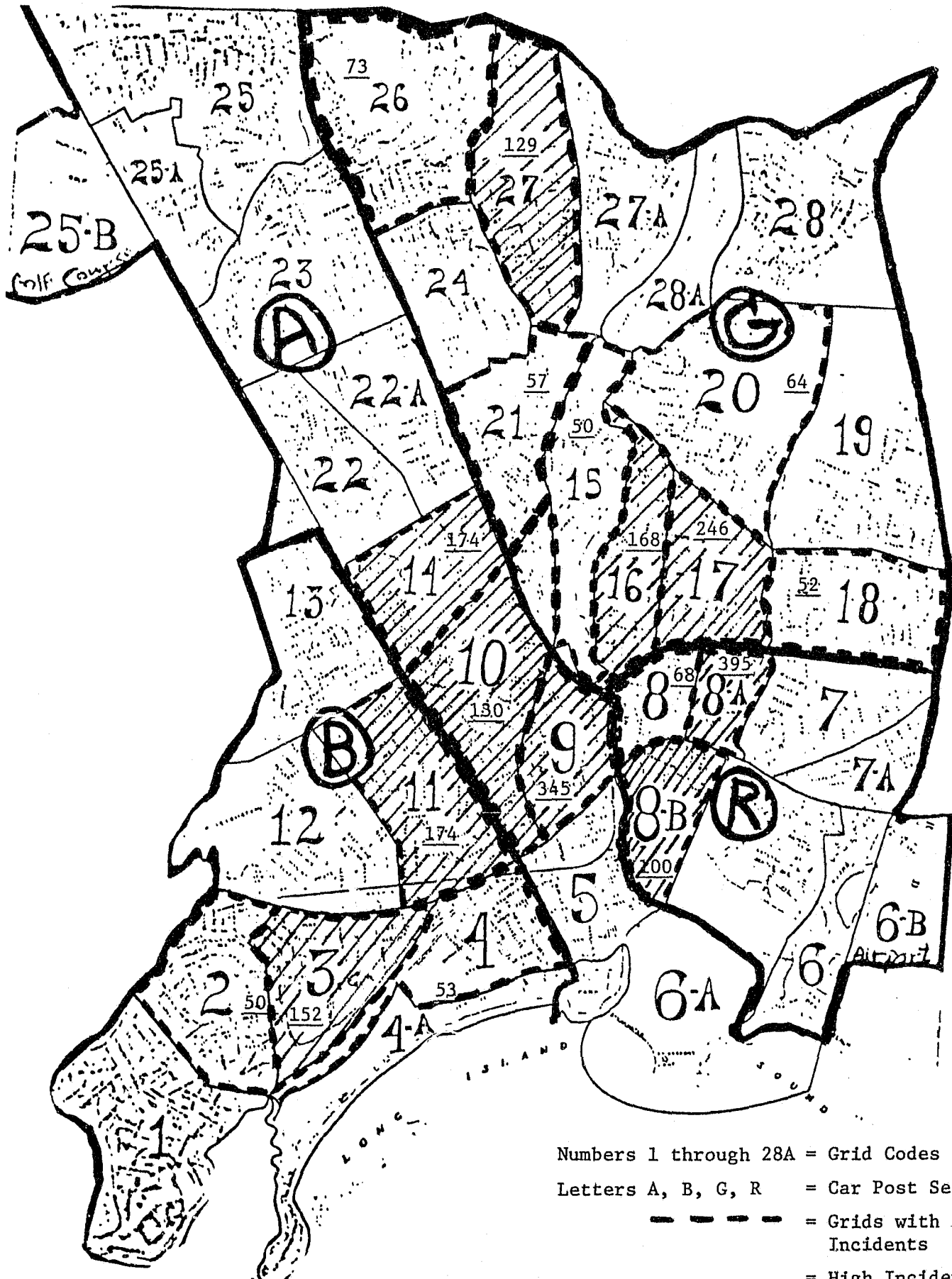
incident Grids were determined by selecting street locations (from the street location code) which registered frequencies of 50 or greater and matching them with the proper Grid number.

This selection was validated by comparing the adjusted frequency percents of high incident street locations from the population distribution with those from the sample. Tables II-4 and II-5 show the difference between the frequencies of identical street locations from the population and the sample range from .2 to 1.3 percent.

Grids with street locations having the most frequent rate of incidents are: (Refer to Figure II-3 and Table II-4)

<u>Grid</u>	<u>Frequency</u>	<u>Adj. Freq.</u> <u>Pct. (N=2306)</u>	<u>Street Location</u>
008A	395	16.5%	Father Panik Village
009	345	14.4	1-490 Fairfield Avenue 731-1610 Main Street Police Headquarters Laffayette Shopping Mall
017	246	10.3	531-2050 Boston Avenue 811-1710 E. Main Street 341 up Hallet Street 851 up Pembroke Street
011	174	7.3	701-1300 Fairfield Avenue 725-1964 North Avenue 691-1195 State Street
016	168	7.0	1-530 Boston Avenue 1-1400 Noble Avenue William Street
003	152	6.3	P. T. Barnum Apartments
010	130	5.4	1-724 North Avenue 561-1740 Park Avenue
027	129	5.4	Beardsley Terrace
008B	100	4.2	971 up Stratford Avenue
999	88	3.8	Out of City Locations

HIGH INCIDENT FREQUENCIES BY
STREET LOCATION PLOTTED BY GRID



Numbers 1 through 28A = Grid Codes

Letters A, B, G, R = Car Post Sectors

----- = Grids with 50 Plus Incidents

= High Incident Frequencies by Street Location Plotted by Grid

It must be noted that the Variable Grid frequency distribution does not represent the total distribution for all incidents occurring by Grid in the City. However, the nine highrate Grids account for approximately 76 percent of the incidents by street location. Also, 3.8 percent of the demand for police service involves out of City locations.

Table II-6 provides information on the type of location where incidents are occurring in the City. The most frequent location types are apartment dwellings (26.1 percent), private automobiles (19.6 percent), housing (12.2 percent), businesses (8.0 percent), and streets (6.0 percent). These five incident location types account for 72 percent of the incidents occurring in Bridgeport. Figure II-5 illustrates this pattern more clearly.

C. Victim - Suspect Information

Table II-7 shows the distribution of victim age, however, the results must be interpreted carefully because there were 6,740 missing cases. In the 1277 cases where the age information was available, it was shown that approximately 57 percent of the victims are between 19 and 45 years old. Approximately 13 percent are over 61 years old.

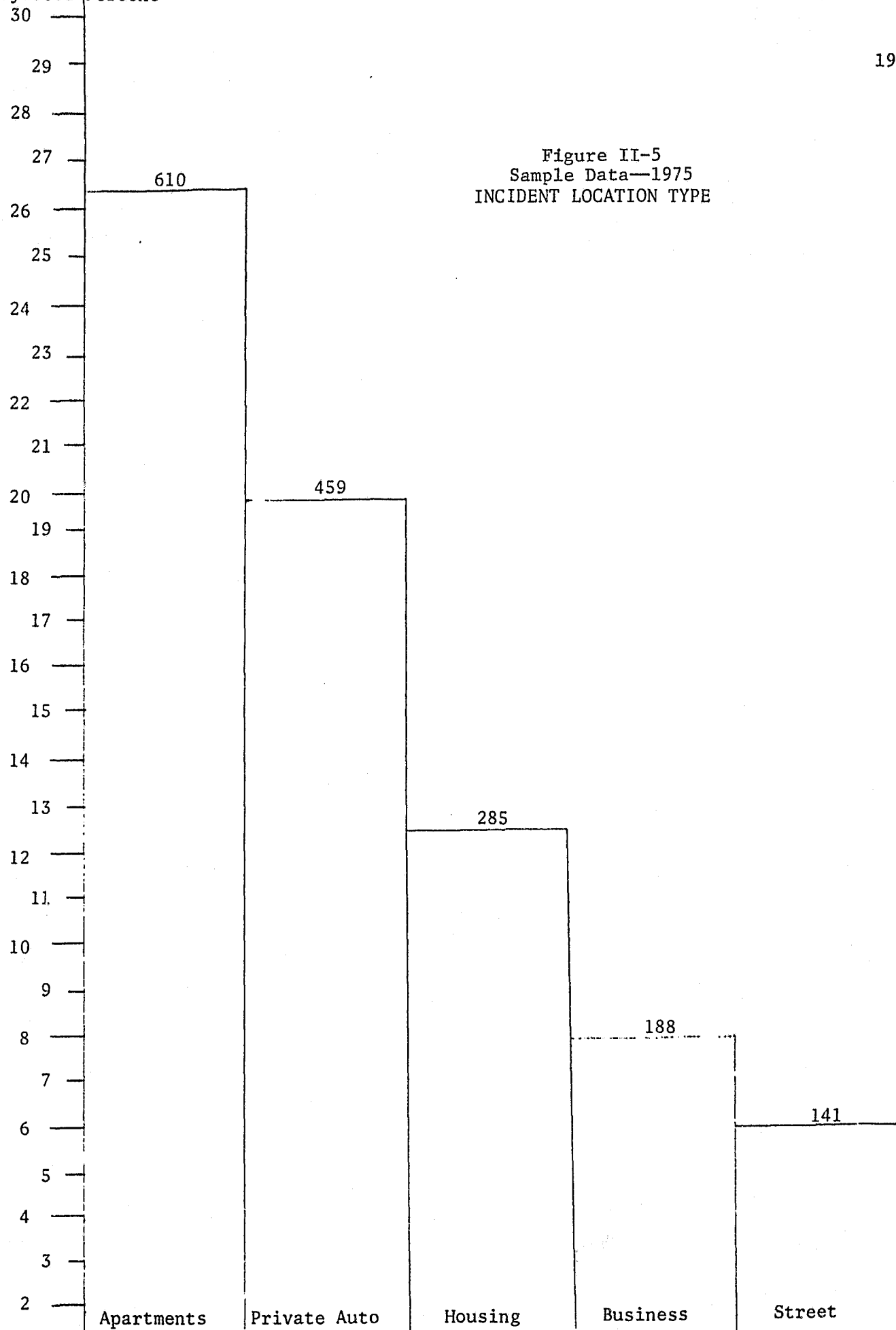
Table II-8 shows that 56 percent of the victims are male and approximately 65 percent of the victims are white, 26 percent black, 9-10 percent Puerto Rican. This distribution is based upon 2043 cases and should be interpreted with control.

The substantial amount of missing information for crime victims does not allow for any firm conclusions about who is most victimized in the City of Bridgeport.

Adjusted Percent

19

Figure II-5
Sample Data—1975
INCIDENT LOCATION TYPE

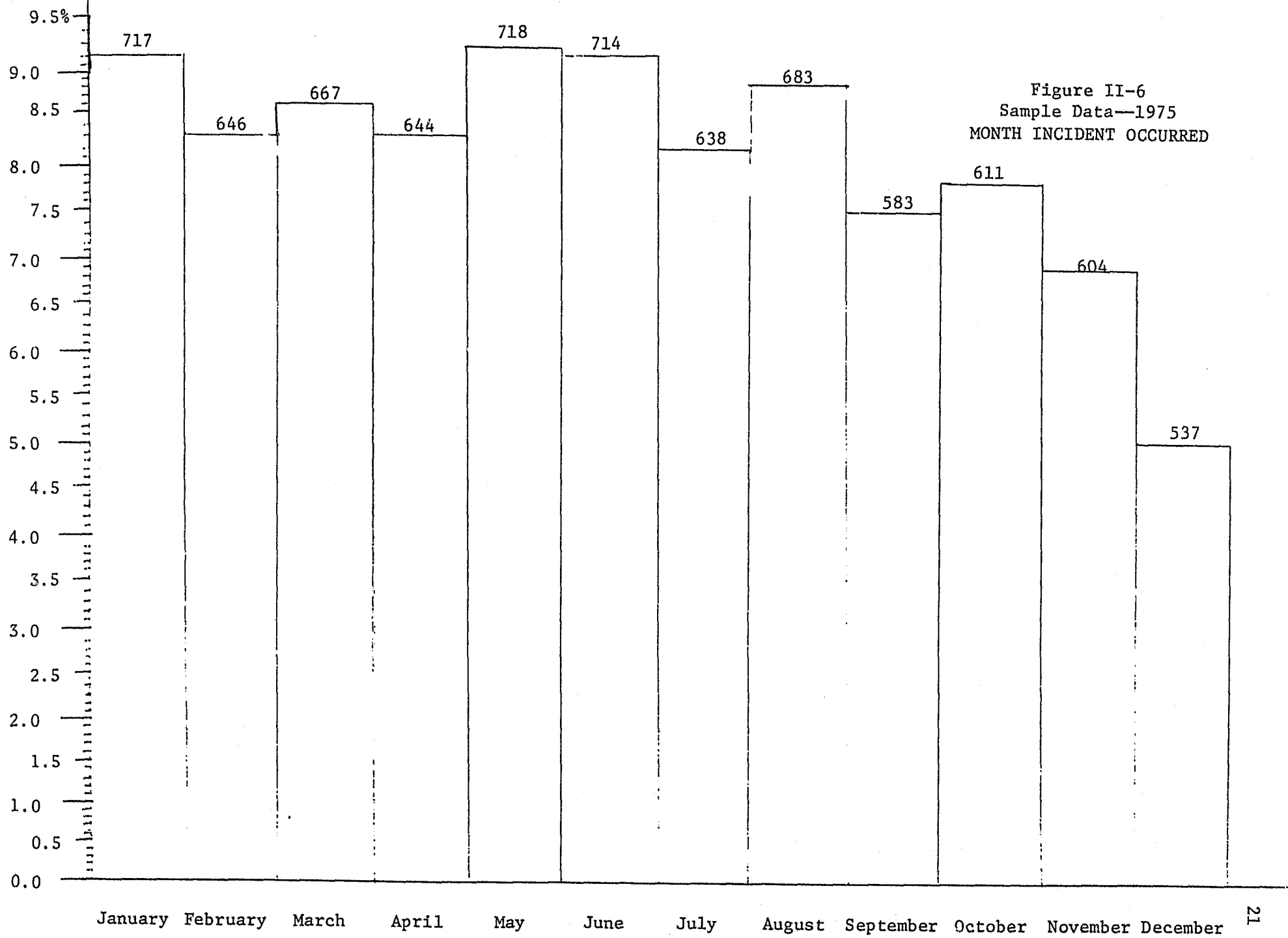


D. Time

Tables II-10 and Figure II-6 indicate increased rates of incidents reported for the summer months - May thru August. Also, as indicated in Tables II-12 and II-13, there is no conclusive pattern of incidents reported by day of month. However, as shown in Table II-14, there are almost twice as many incidents in the P.M. hours (approximately 6.5 percent) than in the A.M. hours. The hours between 0300 and 0700 are the lowest frequency periods for reports. Reported incidents begin to increase at 0800 hours, hold steady at about 5 percent between 1000 and 1500 hours, then increase to 6 percent at 1600 hours and peak to 7 percent at 2100 hours (See Table II-15). This same pattern can be observed by dividing the clock into two 12 hour segments - 3 p.m. to 2 a.m., 3 a.m. to 2 p.m. Table II-16 shows that incidents occur and are reported approximately twice as frequently during the 3 p.m. to 2 a.m. segment (approximately 60 percent), than during the 3 a.m. to 2 p.m. segment (approximately 40 percent).

E. Conclusions

This chapter has discussed the patterns of demand according to crime-type, location, situation, and time. The great degree of missing information presents definite conclusions about victim and suspect patterns. However, several preliminary conclusions may be drawn from the location, time, and type of crime analyses. The first is that police management must supervise the reporting information collection, and computer entry process. These provisions must be developed to provide an accurate and complete data base for analysis and planning purposes. This presupposes a priority system for determining what information



is the most important. Another conclusion is that demand for police service is most frequent for: Medical Problems (10.3 percent), Motor Vehicle Theft (10.1 percent), and Nuisances (10.1 percent). Major Part I crimes account for 24.8 percent of the demand for police service. A third conclusion is that certain accounts for the major part of the calls: 008A (16.5 percent), 009 (14.4 percent); 017 (10.3 percent); 011 (7.3 percent); 016 (7 percent); 003 (6.3 percent); 010 (5.4 percent); 027 (5.4 percent); 008B (4.2 percent). A fourth conclusion is that reported incidents occur most frequently in apartments (26.1 percent); private autos (19.6 percent); houses (12.2 percent); businesses (8percent); and street (6 percent). In addition, incidents occur and are reported frequently during the summer months and between the hours of 3 p.m. and 2 a.m. (61.5 percent). These conclusions have implications for the information collection and recording system, patrol scheduling, and manpower assignments functions of Bridgeport Police Department. From the analyses presented, productivity improvements actions can be taken to measure the effectiveness of ongoing operations. Specific recommendations will be proposed in subsequent chapters of this report.

III.

BIVARIATE ANALYSIS

CHAPTER III

BIVARIATE ANALYSIS

The bivariate analysis was limited to the demographic variables (sex, race, age), time variables (time incident occurred, date of incident), location variables (car post sector, incident location type, grid), and the situation variable (crime code) because of data availability. The tables for Chapter Three are in Appendix D.

A. Demographic Information

When establishing the various types of crime suppression procedures to be followed, it is helpful to understand who is being victimized. This section presents a brief profile of those involved in incidents in Bridgeport in 1975.

Looking at the demographic variables (sex, race, age), one finds that victims of the incidents tended to be male and older individuals from all racial groups. Table III-1 indicates that most victims were male with the exception that a higher percentage of black females (54.6 percent) were victims. Tables III-2 and III-3 show that 36 percent of the victims were males between 46 years and over. However, most male victims (approximately 52%) were between 19 and 45 years of age. From the data available it appears that most reported victims are white males between 19 and 60 or females between 19 and 45.

For the purposes of analysis, the rather extensive crime code with 50 categories of the Bridgeport Police Department was reduced into 19 major codes. The 19 categories of crime are : murder/manslaughter; robbery, assault, burglary, larceny less than \$50, larceny greater than \$50, motor vehicle theft, disorderly conduct, family offenses, property damage, nuisances, alarms, motor vehicle violations, medical problems, miscellaneous-juvenile, other person (includes forgery, kidnapping, bribery, license violations, code violations, court violations, impeding justice, escapes, suicides, dead on arrival, missing persons, found persons, suspicion, and warrant-subpoena), other-property (includes other larceny, stolen property, weapons, arson, property investigations, and accidents), and vice (includes sex offenses, obscenity, drugs, liquor laws, drunkenness, and accidents).

Tables III-4 through III-6 show the types of crimes with which the various demographic groups were involved. The results of analyses using these 19 categories and the sex, age, and race were: higher percentages of males were victims of robberies (69.6 percent), burglaries (52.2 percent), larcenies greater than \$50 (72.1 percent), motor vehicle thefts (71.1 percent), property damage (59.3 percent), alarms (68.0 percent), and motor vehicle violations (70.8 percent). Females tended to be victims of assaults (54.4 percent), larcenies less than \$50 (52.0 percent), disorderly conducts (56.4 percent), family offenses (68.0 percent), and miscellaneous-juvenile (58.1 percent). Higher percentages of whites were victims of larcenies greater than \$50 and property damage. For the age group 19 to 30, assaults (46.2 percent) and larcenies greater than \$50 (51.2 percent)

were most prevalent; for the group 31 to 45, family offenses was the largest category of crime. As might be expected, medical problems was the largest category for the age group 61 years and over. From the previous findings, it can be seen that certain demographic groups were more likely to have crimes committed against them and that some crimes are associated with certain groups. This information may prove useful for police management in structuring crime prevention programs and crime suppression activities.

B. Location of Incident

The Bridgeport Department of Police divided the city into car post sectors - areas of patrol responsibility. The four major sectors are the red, green, amber, and blue sectors. The other sectors had relatively few cases, so the discussion will center on the four major areas.

Tables III-7 through III-9 represent the sectors where different demographic groups were involved in incidents. A higher percentage of black victims (49.1 percent) were found in the red sector. The highest percentage of whites were victimized in the amber district. For age groups, a higher percentage of 31 years through 45 years (31.5 percent) were victimized in the red sector. A higher percentage of 19 years to 30 years (36.6 percent) were victims in the amber district.

Some types of crimes appear to take place more frequently in certain sectors. Table III-10 shows that 21.8 percent of family offenses, 23.7 percent of robberies, and 23.6 percent of burglaries occurred in the red sector; 23.5 percent of family offenses took place in the blue district.

Table III-11 represents the association between crime codes and high frequency grids (streets in Bridgeport where the number of incidents was 50 or greater). Grid 003 had a high percentage of family offenses (23.8 percent), and Grid 009 had a higher percentage of larcenies less than \$50 (38.6 percent). Medical problems occurred frequently in Grid 008A (37.9 percent).

Within the general locations of sector and grid, there are certain location types - house, apartment, store, etc. where crimes or incidents appear more likely to occur. For example, Table III-12 shows that more females (60.3 percent) were victimized in apartments. A higher percentage of males, 62.0 percent, were victimized on the streets. Table III-13 indicates that higher percentages of blacks (53.7 percent) and Puerto Ricans (49.7 percent) were victims of crimes committed in apartments. Higher percentages of whites were involved in incidents in houses (18.1 percent) and private automobiles (23.7 percent).

Table III-14 represents the association between the specific incident locations and the general sectors of the city. The conclusions that can be drawn from this table are somewhat tenuous given the small number of cases in each cell, however, the analysis indicates what information can be derived from a data base. It appears that within the red sector, incidents occur more frequently in hospitals, gas stations, sports arenas, motorcycles, sidewalks, and streets. The higher percentages of crimes in the blue sector occurred in liquor stores, theaters, churches, and commercial trucks. In the amber sector, hotels, and motels, drive-ins and banks had the higher percentages of crime occurrence.

The ability to pinpoint where certain crimes are happening frequently is important to the Police Department. While random patrol may have certain

value, police units or patrolmen cannot be everywhere. With limited resources and shrinking budgets, assignments to high activity locations becomes more feasible. It would benefit the Bridgeport Police Department to know in detail using valid and comprehensive information where incidents are likely to occur.

C. Time of Incident

In addition to location, it is equally important to know when crimes occurred so that patrol scheduling can be completed more effectively. The two major categories used in the subsequent analysis of time are: hours of the day (am-pm, 3pm - 2am/3am - 2pm) and month of the year.

An analysis of when crimes occurred in Bridgeport in 1975 shows that the majority of incidents during the entire year occurred during the night time hours. Tables III-15 through III-17 indicate that a clear majority of incidents for each month occurred in the pm period (12:00 noon to 11:59 pm). August and December show slightly higher percentages of crimes (76.7 percent and 72.7 percent respectively) occurring in the pm period. Breaking time into two different categories (3 pm to 2:59 am and 3 am to 2:59 pm), it can be observed that the majority of incidents occurred in the late evening period. This pattern was consistent throughout the analysis. Since the majority of crimes occur late at night or early morning, it would appear to be advantageous to schedule patrol resources so that more personnel are available during these hours.

Tables III-18 through III-20 show that different crime types occurred at different times. Very high percentages of robberies (87.2 percent), and larcenies less than \$50 (78.9 percent) occurred in the PM period. Robberies were very frequent during the 3 pm to 2:59 am period. Nuisances

had a slightly higher percentage (49.2 percent) than other categories in the 3am to 2:59 pm period. The analysis of specific hours for different crime types (Table III-20) reveals a higher percentage, (15.0 percent) for robberies at 2100.

Table III-21 reveals that in August, 15.0 percent of larcenies less than \$50 occurred, and in November 15.3 percent of the robberies took place.

D. Time and Location of Incident

Tables III-22 through III-24 indicate when (time) incidents were more likely to occur in certain locations around the city. For the major sectors of the City of Bridgeport (red, green, blue, amber), there was little variation; the majority of incidents occurred in the PM period. However for more specific car post sectors, tactical squad and claims car, higher percentages of incidents (41.8 percent and 41.7 percent respectively) occurred in the AM period. The grid locations (streets where the frequency of crime incidents was 50 or more), show that generally crime incidents took place in the 3pm to 2:59 am period. However, in Grid 015 and Grid 020, higher percentages (53.8 percent and 70.3 percent respectively) of crimes did take place in the 3am to 2:59 pm period. Specific incident location types show more variation than the general locations of sector and grid. Restaurants (47.6 percent), businesses (54.2 percent) had higher percentages in the AM period than other categories.

Tables III-25 through III-27 shows the months when incidents occurred in the City. Although the major sectors (red, green, blue, amber) indicate little variation, several of the specific car post sectors did have some variation. Car post sectors with higher percentages than others included:

police sergeant (April, 22.2 percent), special services (June, 22.6 percent), park police (February and July, 28.6 percent), Board of Education (February and April 22.2 percent), and K-9 Corps (October, 27.5 percent). A few grid locations showed some variation. Slightly higher percentages of crimes occurred in Grid 026 (April, 16.7 percent), Grid 027 (July, 15.6 percent), and Grid 015 (October, 21.3 percent).

The specific incident location types also show some variation. Unfortunately, the percentages are based on very small cell values, therefore, the conclusions are tenuous. During the early months of the year, particularly January, certain incident location types had higher percentages of crime incidents: liquor store (40.0 percent), sports rena (33.3 percent), theater 66.7 percent), private truck (35.7 percent). Sports arena and theaters had slightly higher percentages of crime incidents, 33.3 percent in April, as did private motorcycles, 60.0 percent. In June, churches (42.9 percent) and commercial taxis (50.0 percent) had higher percentages of incidents. The lack of data in these categories prohibits any firm conclusions concerning specific location types, but the analyses indicate the value of such information especially when they are related to time periods.

E. Reporting

One problem that police officers face when trying to solve crimes is the length of time an incident goes unreported. The longer an incident remains unreported, the more difficult it will be for an officer to attempt to find witnesses and evidence. In Bridgeport, the information suggests (Table III-28) that incidents are being reported without delay, but that responses by the departments are not always documented in the automated information file.

IV

IMPACT - EFFECTIVENESS
AND EXTENDED ANALYSIS

CHAPTER IV

IMPACT-EFFECTIVENESS AND EXTENDED ANALYSIS

The availability of response time and clearance information on the Bridgeport computer files has precluded a comprehensive approach to evaluation. However, to demonstrate what procedures and methods could be used if the data were available, certain analysis were performed. The results are presented in Tables IV-1 to IV-7D in Appendix E.

A. Response Time

Documentation of response time data and the clearance status of incidents are some prerequisites for the performance evaluation of police services. Consistent storage and retrieval methods for this type of data permits analyses to focus on the central concerns of how crimes and non-crime calls for service are actually cleared. An evaluation of this kind provides information that can be used to assess the level of effectiveness of police operations so that planning or overall management can be made more rational.

Table IV-1 presents an example of the approach and type of information which could be made available for decision-making if the elements were present in the information system. For example, Table IV-1 illustrates the comparison of response time with crime-type. This analytical technique provides the capability for close examination of the response time characteristics specific to types of crime. For instance, Table IV-1 indicates that 82 percent of the 204 incidents (of the 8,019 total) reported are responded to in one to six minutes. The distribution of response times among specific types of crime - e.g.,

robbery, burglary, larceny, etc., can also be determined. Coupled with data on officers dispatched and clearance status of incidents serviced (data not presently computerized by the Police Department), information of this sort would provide police management with a timely decision-technology to thoroughly evaluate an important element of the impact or effectiveness of police services. It would also provide a planning mechanism to permit more precise allocation of men and resources to high-incident locations to achieve the maximum impact on the prevention and apprehension facets of crime control.

B. Extended Analysis

In depth analysis of the patterns or relationships identified between crime code, location, and time variables reveal identifiable consistencies which can be used in planning patrol operations or deterrence strategies. For example, the relationship between crime-type and location of incidents throughout the city by hourly patterns can provide police management with valuable information about factors which may aid in scheduling pre-emptive patrol operations. Likewise, studying the relationship between dominant crime types and major car post sectors and/or grid locations can assist police management in devising improved strategies for handling high frequency and recurrent crime types by concentrating patrols in specific locations of the city.

To demonstrate this type of analysis, four specific relationships have been established in depth: (1) car post sectors by crime type by 12 hour segments - 3pm to 2:59 am, 3am to 2:59 pm; (2) major crime types by selected grids by time of day; (3) major crime types by car post sectors by seasons/trends; and (4) major crime types by location

status by car post sectors. As previously mentioned, large amounts of missing data inherent with the 1975 sample preclude a definitive interpretation of relationships identified. However, they do indicate that such analyses can provide practical and realistic assessments of incident patterns in the city.

Tables IV-2 and IV-3 are presented for purposes of describing the manner in which two major location variables in the Bridgeport 1975 data sample (car post sector and grid) are collapsed to provide a general explanation of location and crime type characteristics.

The four major categories of car post sectors i.e. red, green, blue, and amber included a total of 5322 cases or approximately 66 percent of a total sample of 8017 cases. Table IV-2 presents the percentage distribution of specific grid locations which contained 150 or more cases.

C. Major Car Post Sectors By Crime Type By Twelve Hour Segments

Tables IV-4A and IV-4B present the analysis of the four major car post sectors by crime type controlling for the two 12 hour segments - 3pm to 2:59 am and 3am to 2:59 pm respectively.

The predominant crime types serviced by the red car post sector during the 3pm to 2:59 am time segment are motor vehicle theft (14.7 percent), alarms (12.2 percent), family offenses (7.1 percent), disorderly conduct (6.4 percent), and miscellaneous juvenile (9.9 percent). In the green sector, the predominant crime types serviced during the same time segments of the day tend to be assault (7.2 percent), motor vehicle theft (9.1 percent), property damage (9.1 percent), nuisances (6.1 percent), alarms (9.4 percent), and miscellaneous juvenile (10.8 percent). The blue sector's general crime pattern during the same hours

consists of motor vehicle theft (10.5 percent), disorderly conduct (7.8 percent), property damage (9.0 percent), alarms (9.3 percent), miscellaneous juvenile (14.2 percent). Crime types such as assault (5.8 percent), larceny less than \$50 (7.3 percent), larceny greater than \$50 (6.0 percent), motor vehicle theft (8.6 percent) are frequent in the amber car post sector during the hours of 3pm to 2:59 am.

The green car post sector tends to be the most active in terms of calls for service; 651 cases or approximately 36.0 percent of the reported cases between the hours of 3 pm to 2:59 am. The major Part I crime across all sectors during these hours tends to be motor vehicle theft. Alarm and miscellaneous juvenile crime calls also occur frequently during this period in the four car post sectors. Assault and property damage tend to comprise major percentages of the calls serviced in the blue and red sectors during 3pm to 2:59 am. In the amber car post sector, crime types such as assault, larceny, less than \$50, larceny greater than \$50, disorderly conduct and property damage comprise major percentages of the various crime calls serviced by the police during the same hours.

Table IV-4B presents the analysis of the four major car post sectors by crime type controlling for the hours of the day - 3am to 2:59 pm. The activity across the four car post sectors during these hours of the day is somewhat less than the 3pm to 2:59 am time segment. However, the green car post sector tends to be the most active in terms of calls for service with a total of 408 cases or approximately 36.4 percent of the total 1122 calls serviced by the four car post sectors during this primarily day time segment.

The predominant crime types serviced by the red car post sector during this day time segment are burglary (8.8 percent), motor vehicle theft (20.4 percent), alarms (13.3 percent), and miscellaneous juvenile

(8.8 percent). The major crime classification in the green car post sector during the same hours tend to be assault (5.9 percent), burglary (8.8 percent), larceny less than \$50 (5.6 percent), larceny greater than \$50 (6.4 percent), motor vehicle theft (11.0 percent), property damage (7.8 percent), nuisances (7.6 percent), alarms (11.3 percent) and miscellaneous juvenile (10.5 percent). The blue car post sector has frequent crime classifications such as burglary (5.5 percent) larceny greater than \$50 (6.7 percent), motor vehicle theft (17.6 percent), property damage (6.3 percent), nuisances (5.9 percent), alarms (11.3 percent), and miscellaneous juvenile (13.9 percent) during this particular time segment. Crime types such as burglary (6.1 percent), larceny less than \$50 (5.8 percent), larceny greater than \$50 (8.5 percent), motor vehicle theft (9.2 percent), property damage (9.5 percent), alarms (14.2 percent), and miscellaneous juvenile (12.2 percent) tend to be the major classifications that are serviced by the amber car post sector during the 3am to 2:59 pm time segment.

Motor vehicle theft again tends to be the most dominant Part I offense serviced across all four major car post sectors during this particular time segment. However, there is an increased tendency in the amount of burglaries that are serviced by the four car post sectors during these hours of the day as opposed to the 3pm to 2:59 am time segment. Again, larcenies and property damage crime classifications tend to be other major offensives serviced by the green and amber car post sectors.

D. Major Crime Types by Selected
Grids Controlling Time of the Day

Table IV-5A presents the analysis of major crime types across major grid categories (see Table IV-3) controlling for the 3pm to 2:59 am time segment. Grid 008a tends to be the most active in terms of servicing calls during these hours of the day. In addition, Grid 003 has major crimes occurring such as assault (12.9 percent), motor vehicle theft (14.9 percent), family offenses (10.9 percent), and medical problems (22.8 percent) during the 3pm to 2:59 am time segment. In Grid 009 crimes such as assault (7.5 percent), larceny less than \$50 (13.6 percent), larceny greater than \$50 (8.0 percent), alarms (8.0 percent), and medical problems (18.1 percent) tend to be major classifications serviced during this evening time period. In Grid 011 there is a tendency for motor vehicle theft (7.1 percent), disorderly conduct (9.2 percent), property damage (7.1 percent), alarms (16.3 percent) to be the major crime type classification. Larceny less than \$50 (20.6 percent) and medical problems (10.8 percent) are found to be major service activities in Grid 016 during the 3pm to 2:59 am time segment. In Grid 017, assault (8.4 percent), medical problems (9.6 percent), and miscellaneous juvenile (10.2 percent) are predominant categories. Major crime type activity in Grid 008a consists of assault (10.0 percent), medical problems (33.7 percent), and miscellaneous juvenile (14.6 percent).

The data gathered by relating crime type to major grid locations by time segments of the day can be used by police management to supplement the information derived from associating crime type to major car post sectors by time segments of the day. By using grid location data, police management is able to narrow the gross location information of car post

sectors into narrower sectors through the city. Such analysis can support police management in assessing the present patrol status and developing more precise strategies for handling crimes by location during specific time segments of the day.

Table IV-5B is similar to the analysis presented in Table IV-5A except that the time segment 3am to 2:59 pm is examined in this comparison. Burglary offenses tend to be predominate in Grid 003 (11.5 percent) and Grid 011 (11.1 percent) during this time period. Larceny less than \$50 is a major category for Grid 009 (13.3 percent), and Grid 016 (12.7 percent). Whereas motor vehicle theft is predominant in Grid 003 (31.4 percent), Grid 017 (16 percent), and Grid 008A (13.7 percent) during the 3am to 2:59 pm time segment. Medical problems comprise a high percentage of service activity in Grid 003 (28.6 percent), Grid 009 (17.7 percent), Grid 017 (13.3 percent), and Grid 008A (36.6 percent).

E. Major Crime Type by Major Car Post Sectors
Controlling for Seasonal Trends

Other interesting relationships between crime type and location can be examined in terms of seasonal trends. Table IV-6A, 6B, 6C and 6D present the analysis of crime type by major car post sector controlling for seasonal trends. It should be noted that the number of cases and percentages of crime type across major car post sectors is based upon the relative distribution of crime codes within each major car post sector. Hence, the number of burglaries in the red sector during the winter season (8.8 percent) is interpreted to mean that they comprised 8.8 percent of a total of 205 calls included in the red sector during the winter season.

Burglary offenses are major crime classifications in the red sector (8.8 percent), green (6.9 percent), amber sector (4.9 percent), and blue sector (8.2 percent) during the winter season. Motor vehicle theft comprises major percentages across all four major car post sectors in the winter months; red (17.6 percent), green (13.3 percent), blue (14.7 percent), and amber (12.8 percent). Property damage is another crime classification which has high percentages across the car post sectors; green (10.8 percent), amber (11.9 percent), and blue (10.9 percent). Alarm calls tend to be quite high across all four car post sectors (see Table IV-6A) during the winter season.

Table IV-6B presents the analysis of crime type by the four major car post sectors controlling for the spring season. Again, motor vehicle theft is a major crime type classification across all four car post sectors; red (13.9 percent), green (9.6 percent), blue (11.8 percent), and amber (9.7 percent). Property damage offenses tend to comprise high percentages in the following three car post sectors; green (11.6 percent), blue (7.9 percent), and amber (9.7 percent). Alarms and miscellaneous juvenile crime classifications likewise comprise high percentage distributions across the four major car post sectors. (See Table IV-6B for a more detailed presentation of the association between crime type and the four major car post sectors controlling for the spring season).

Crime type trends in the summer months depict increases in crimes such as assault, burglary, larceny less than \$50, larceny greater than \$50, disorderly conduct, alarms, and miscellaneous juvenile across the four major car post sectors. Table IV-6C presents the analysis of crime type by major car post sectors controlling for the summer months. (See Table IV-6C for a detailed presentation of the breakdown between crime classifications by the four major car post sectors for the summer months).

During the fall months, burglary, larcenies, motor vehicle thefts, disorderly conduct, property damage, alarms, and miscellaneous juvenile tend to be major crime categories across the four car post sectors. (See Table IV-6D for a more complete presentation of the association between crime type and car post sectors controlling for the fall months).

In summary, assault, larceny, disorderly conduct offenses tend to be predominate in the summer and fall months across the four major car post sectors. Miscellaneous juvenile offenses are predominate across the four car post sectors during the spring, summer, and fall months. Whereas motor vehicle theft, property damage and alarms are found to be quite consistent across the four major car post sectors controlling for the four seasons of the year.

F. Crime Type By Location Status
Controlling for the Major Car Post Sectors

Another important relationship between crime type and major car post sectors pertains to the relative location status of the offense. That is, what crimes in what car post sector are primarily associated with residential areas, businesses, public areas, etc. Table IV-7A, 7B, 7C, and 7D present the analysis of crime type by location status controlling for the four major car post sectors.

Table IV-7a presents the analysis of crime type by location status controlling for the red car post sector. Of the 109 incidents associated with residential premises, burglaries comprise (10.1 percent), disorderly conduct (7.3 percent), family offenses (12.8 percent), medical problems (8.3 percent), and miscellaneous juvenile (17.4 percent). The major crime type associated with businesses in the red car post sector are burglary (16.4 percent), property damage (9.8 percent), and alarms

Assaults (20.0 percent) and motor vehicle thefts (20.0 percent) are the two major crime classifications associated with public areas in the red car post sector. Whereas motor vehicle theft, larceny greater than \$50 and motor vehicle violations tend to be associated with vehicles.

Table IV-7b presents the same association as presented in IV-7a except that the green car post sector is controlled sector. Of the 230 incidents committed against residential premises in the green car post sector, burglary comprises (12.6 percent), family offenses (9.1 percent), property damage (9.1 percent), and miscellaneous juvenile (15.2 percent). The predominate crime classifications against businesses in the green sector are burglary, (12.7 percent), larceny less than \$50, (9.5 percent), property damage, (12.7 percent), and alarms (25.4 percent). Major crime categories associated with public areas are: assault (14.1 percent), motor vehicle juvenile (12.9 percent). Also note that property damage classification comprises 17.0 percent of the incidents against vehicles in the green car post sector.

Table IV-7C continues the analysis between crime type and location status of the call controlling for the amber car post sector. The more frequent crimes directed against residential premises in the amber car post sector are assault (8.5 percent), burglary (7.6 percent), family offenses (11.9 percent), property damage (10.2 percent), miscellaneous juvenile (13.6 percent), and other-person (10.2 percent). Burglary (9.1 percent), disorderly conduct (8.1 percent), property damage (9.1 percent), alarms (28.3 percent), and miscellaneous juvenile (16.2 percent) are the major crime categories related to businesses in the amber car post sector. Frequent public area offenses include assault (10.1 percent), larceny less than \$50 (10.1 percent), larceny greater than

\$50 (10.1 percent), motor vehicle theft (10.1 percent), and miscellaneous juvenile (10.1 percent). It is interesting to note that larceny greater than \$50 (10.2 percent) and property damage (18.2 percent) are crimes which tend to be directed against vehicles.

The blue car post sector is the controlling variable in Table IV-7D which presents the analysis between crime type and location status of the offense. Burglaries (11.2 percent), larcenies greater than \$50 (9.9 percent), disorderly conduct (9.9 percent), family offenses (15.1 percent), property damage (9.9 percent), and miscellaneous juvenile are the major crime codes associated with residential premises. The major crime codes associated with businesses in the blue car post sector are: burglary (18.4 percent), property damage (10.3 percent), alarms (27.6 percent), and miscellaneous juvenile (13.8 percent). Motor vehicle theft, larceny less than \$50, miscellaneous juvenile represent the major crime codes associated to public areas. And again, larceny greater than \$50 and property damage represent measurable percentages of the crimes associated with vehicle-type offenses.

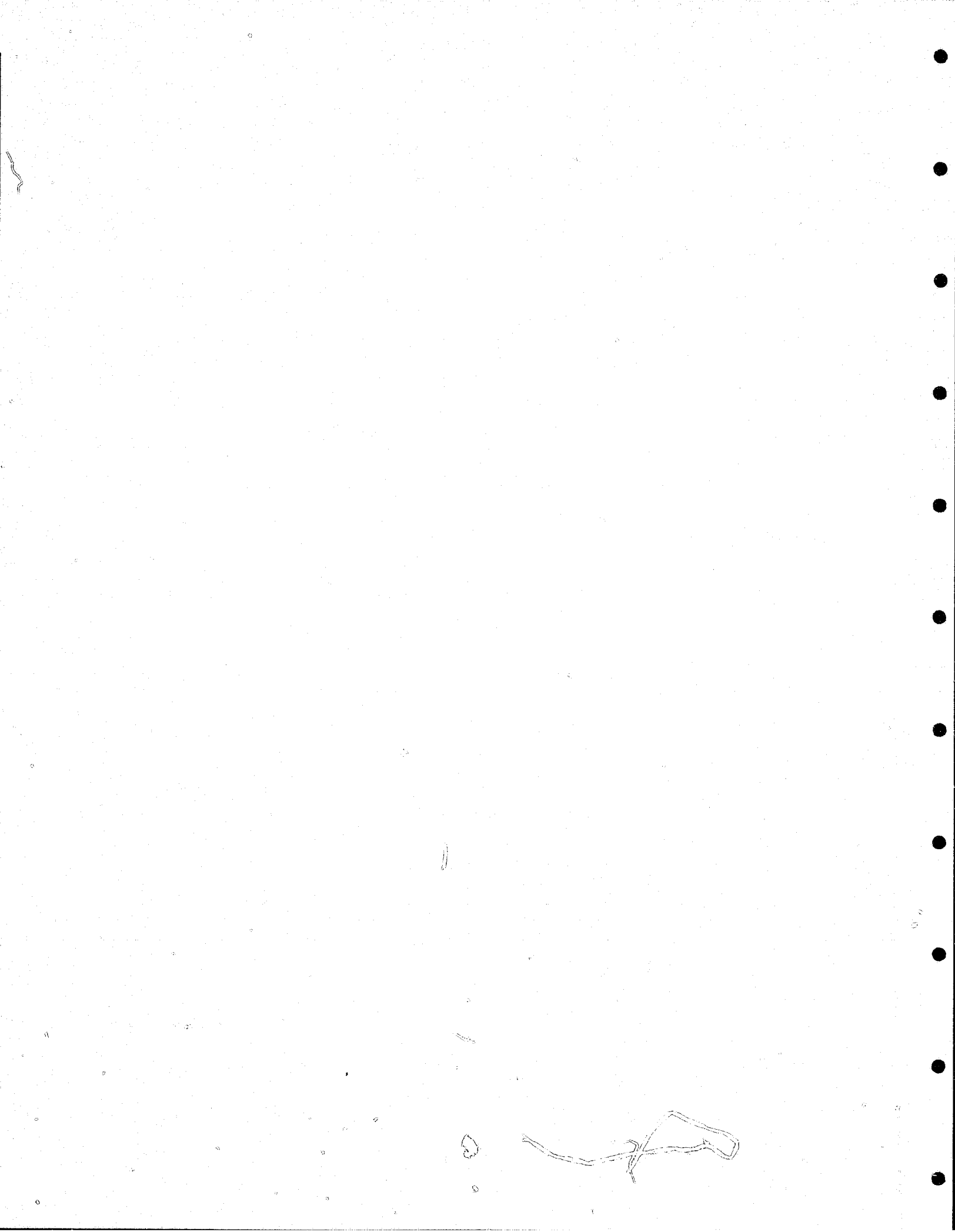
G. Concluding Remarks

A large amount of missing data precluded the use of extensive and conclusive effectiveness analysis. This problem greatly restricted definitive interpretations or precise operational based recommendations. For example, lack of available information describing the number of officers or units dispatched, the clearance status or actions taken for the incidents, and the lack of information on response times prohibited efforts to provide a more comprehensive appraisal of the relative performance of the police department. Chapter IV presents a limited form of analysis that can be used to conduct performance analysis with the information available.

Extended indepth analysis can provide the capability for further examining important relationships identified in less involved analysis. It can also provide more precise information that can be used to derive more specific impact or effectiveness assessments. Statistical analysis can also provide a valid basis for devising scheduling strategies for men and resources in high incident locations and times.

V

SUMMARY AND MAJOR FINDINGS



CHAPTER V

SUMMARY OF MAJOR FINDINGS

A. General Overview

The large amount of missing data encountered in the 1975 Bridgeport Police sample file has precluded a comprehensive and extended analysis and evaluation of the Bridgeport Police Department. While the univariate and bivariate analyses identify patterns of crime and overall demand, location, and time characteristics of calls for service occurring in the City, they are not sufficiently reliable to permit conclusive statements about the Bureau of Police. Thus, the primary emphases of the report were: document the information system issue, examine dominant crime-type, location, time characteristics of incidents, and demonstrate a general methodology for future performance analyses of police operations.

B. Frequency Analysis

The questionable nature of many of the situational variables limited the one variable analysis to demand variables (crime codes), location (car post sector, grid, incident location type), time (time incident occurred or reported, date incident occurred/reported) and victim characteristic variables (sex, age, race). It was found that the major demands for police service in the City tend to be medical problems (10.3 percent), motor vehicle theft (10.2 percent), nuisances (10.1 percent), property damage (7.5 percent), and various alarms (6.9 percent). Major Part I crime categories were burglary (4.9 percent), larceny less than \$50 (4.2 percent), larceny greater than \$50 (5.5 percent), and assault

(4.6 percent). Other offenses such as disorderly conduct (4.3 percent), motor vehicle violations (4.2 percent), and family offenses (3.0 percent) comprised major incidents of service demands for the police.

The four major car post sectors green, amber, blue, and red accounted for a majority of the calls for service in the City. The green car post sector was the most active with 23.8 percent of the calls, amber 16.4 percent, blue 15.3 percent, and red 10.9 percent. A location grid corresponding to police maps was created from the information presented in the sample file and it contained street locations having 50 plus incidents. Nine of the high frequency grids computed from the sample are identified in the following table. These nine grids account for approximately 76 percent of the incidents identified by street location.

<u>Grid</u>	<u>Number</u>	<u>Percent</u>
003	152	6.3%
008A	395	16.5
009	345	14.4
017	246	10.3
011	174	7.3
016	168	7.0
010	130	5.4
027	129	5.4
008B	<u>100</u>	<u>4.2</u>
Totals	1839	76.0%

Other specific location type information disclosed that apartments account for approximately 26 percent of the location codes. Houses account for another 12 percent, private autos (19.6 percent), businesses (8 percent), and streets (6 percent) of specific location type information.

Victim related information such as age, sex, and race provide some information but because of its low number of valid cases, the following findings are somewhat tenuous. For instance, in the sample file, it appeared that most victims were between 19 and 45 years of age (56 percent) while victims between the ages of 46 through 60 account for 19 percent. People aged 61 and over are victims in about 13 percent of the incidents. Approximately 56 percent of the victims are male, while 44 percent are female. Approximately 64 percent of the victims are white, 26 percent black, and 10 percent are Puerto Rican.

Related to time of occurrence, there is a slight increase from May through August, but no evident pattern for day of the month. However, in regard to the two 12 hour segments AM and PM it was found that there are approximately twice as many incidents occurring in the PM as in the AM. That is, 65.5 percent of the incidents occur in the PM hours while 34.4 percent of the incidents are reported to occur in the AM hours of the day. In addition, when the 24 hours of the day are collapsed into two other 12 hour segments—3pm to 2:59 am and 3am to 2:59 pm, the 3pm to 2:59 am time period contains approximately 61.5 percent of the incidents, while the 3 am to 2:59 pm period contained approximately 38.5 percent of the incidents in the sample. In terms of specific hours of the day, there tends to be a slight increase in calls for service around 1600 hours (4pm) with a peak period around 2100 hours (9pm).

C. Impact-Effectiveness and Extended Analysis

A major prerequisite for conducting performance analysis is the capability to document and maintain complete data concerning response times and the resulting clearance actions taken for incidents. Such information is necessary for the assessment of the impact of police service on the problem as well as an assessment of the effectiveness of the police in their response to demands for service. The lack of proper and complete data in the Bridgeport sample i.e. response time, clearance information, precluded a thorough and meaningful analysis of the impact and operational effectiveness of the Bridgeport police activity for 1975. However, some assessments and recommendations bearing upon the information were made.

Some indepth analysis of existing information showed that the activity across the four major car post sectors is greater during early evening, evening, and early morning time segment. The green sector tends to be the most active during both day and evening time segments. Of the Part I crimes, motor vehicle theft is found to be a major category across the four car post sectors during both time segments. Burglaries comprise a somewhat higher percentage distribution in the four car post sectors during the 3 am to 2:59 pm time segment. Person related crimes such as assault, disorderly conduct, comprise higher percentages in the four car post sectors during the 3 pm to 2:59 am time segment. Alarms of various types (fire, holdup, false) also make up a large percentage of the service calls in the four car post sectors during the 3 pm to 2:59 am period.

Another section of the indepth analysis focused upon crime code and selected grid locations controlling for the two time segments—3 pm to 2:59 am and 3 am to 2:59 pm. Medical problems tended to be the major

service activity performed by the police during the 3 pm to 2:59 am period. The following brief table presents grid location and major crime categories during the 3 pm to 2:59 am time segment:

<u>Grid</u>	<u>Incident Type</u>
003	Assault, motor vehicle theft and medical problems
009	Larceny less than \$50 and medical problems
011	Disorderly conduct and alarms
016	Larceny less than \$50 and medical problems
017	Motor vehicle theft, medical problems and miscellaneous juvenile
008A	Assault, medical problems and miscellaneous juvenile

During the 3 am to 2:59 pm time segment, burglary is a major offense associated with Grid 003 and Grid 011. Larceny less than \$50 is common in Grids 009 and 016. The major Part I offense, motor vehicle theft, comprises a high frequency of occurrence in Grid 003, Grid 017, and Grid 008A. Medical problems is the major incident associated with Grids 003, 009, 017, and 008A during the 3 am to 2:59 pm time period.

D. Extended Analysis of Crime Code by Location
Controlling for Major Car Post Sectors

Another finding of interest is the relationship between crime code and location status controlling for the four major car post sectors.

The following is a breakdown between location status and frequent crime codes for each of the four car post sectors:

<u>Red Sector</u>	<u>Incident Type</u>
Residential	Burglary, family offenses, medical problems, and miscellaneous juvenile
Business	Burglary, property damage and alarms
Public Areas	Assaults and motor vehicle thefts

<u>Green Sector</u>	<u>Incident Type</u>
Residential	Burglary, family offenses, property damage, and miscellaneous juvenile
Business	Burglary, larceny less than \$50, property damage and alarms
Public Areas	Assault, motor vehicle theft, nuisances, medical problems, and miscellaneous juvenile offenses

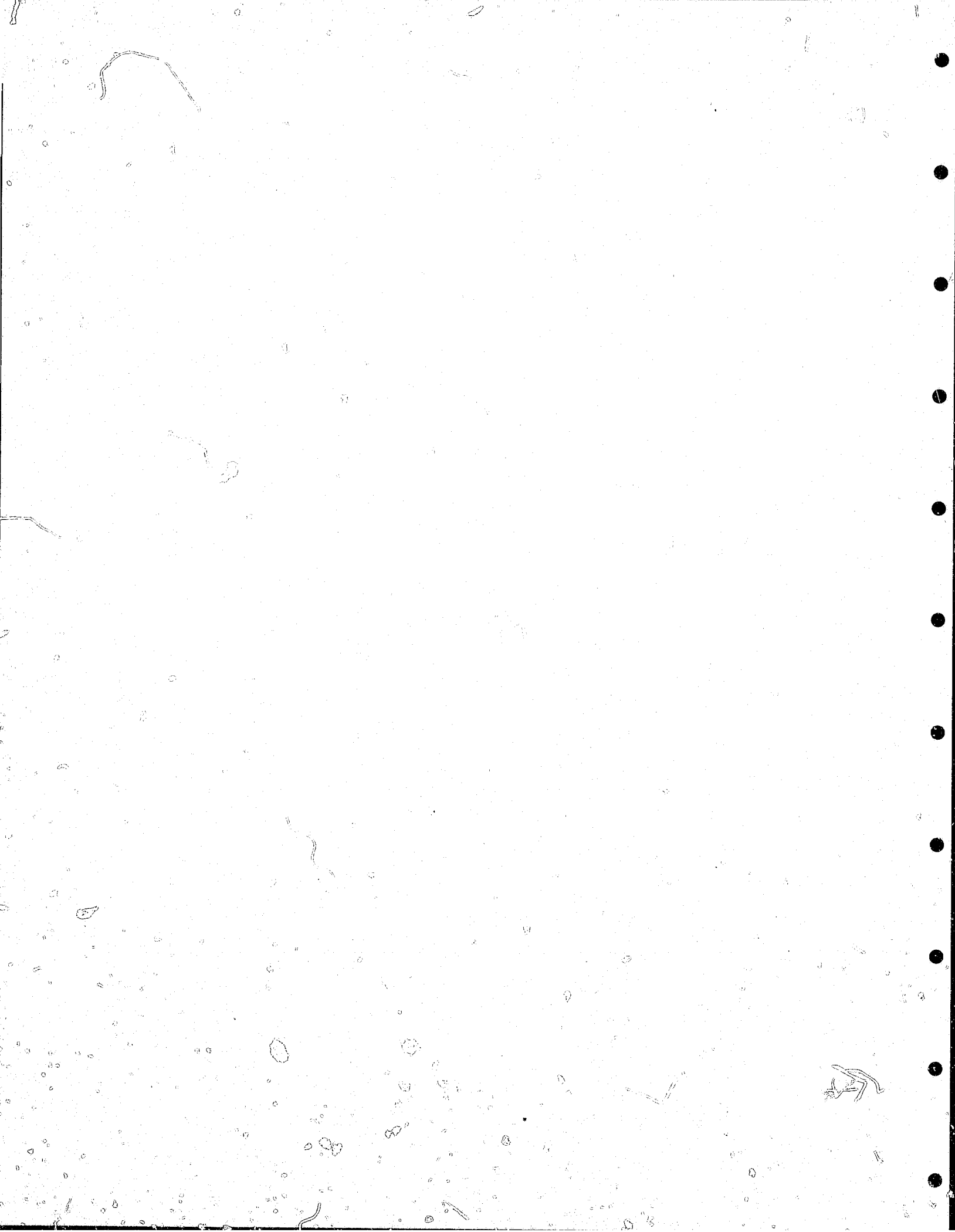
<u>Amber Sector</u>	<u>Incident Type</u>
Residential	Assault, burglary, family offenses, property damage, and miscellaneous juvenile
Business	Burglary, property damage, alarms, and miscellaneous juvenile
Public Areas	Assault, larcenies, motor vehicle theft, and miscellaneous juvenile

<u>Blue Sector</u>	<u>Incident Type</u>
Residential	Burglaries, larceny greater than \$50, disorderly conduct, family offenses, property damage, and miscellaneous juvenile
Business	Burglary, property damage, alarms, and miscellaneous juvenile
Public Areas	Motor vehicle theft, larceny less than \$50, miscellaneous juvenile

Some definite patterns have been found in the existing data which document the demand for specific police responses. However, improving the overall management of the information system can increase the quality of data available for this type of analysis and provide the capability for improving operational police performance.

VI

PRODUCTIVITY IMPROVEMENT
RECOMMENDATIONS



VI

PRODUCTIVITY IMPROVEMENT RECOMMENDATIONS

The following recommendations to improve productivity in the Bridgeport Police Department are based upon the analyses and results presented in Chapters II thru V. It is intended that they be reviewed and examined by the management and supervisory levels of the Bridgeport Police Department. The examination should result in an integration of experience i.e., police knowledge with the analytical findings presented in this report. These productivity recommendations are not designed to be implemented separately, although this strategy is a feasible alternative; rather they are intended to represent a wholistic approach that captures the management, information, patrol, and reporting functions of the Bridgeport Police Department.

A. Information System

Lack of and/or improperly coded data on the computer file was a major constraint in the use of the data for the productivity analysis. The data issue was central enough to preclude any meaningful impact/effectiveness analysis; therefore, only a general methodology for assessment with limited data was presented. In conjunction with the major study findings, the overriding recommendation is to improve the system by which incident information is collected, coded, and transposed onto the records system. This capability can provide for valid, reliable productivity analysis and systematic analysis to improve daily operations. This process may be initiated by instituting the following changes:

1. Establish a priority system for ranking the most critical and necessary information required by Bridgeport Police Management.
2. Improve the information gathering and documentation system by supervising the complete collection code from report writing to entry on the computer records system. Emphasise the importance of complete and accurate reporting by patrolmen, especially suspect and witness information. This step may include periodic feedback to the patrolmen on how the information is being used.
3. Begin a formal auditing procedure to periodically review the data that is being entered from the incident file reports to the computer records file. No error in critical or necessary data reporting can be accepted.
4. More relevant descriptive information can be gathered by patrolmen. Information such as the number of officers and/or units responding to the calls and the resulting clearance status of the incident should be reported. This type of data should be maintained on file to enable police management to assess the operational effectiveness of police services when required.
5. Explore the possibility of procuring a flexible management software system capable of statistical analysis to adapt to the existing IBM hardware. The analysis in this report utilized basic elements of the SPSS system (Statistical Package for the Social Services). This system is designed to allow for relatively easy manipulation of data for statistical analysis by line personnel who would require minimal training in computer programming (estimate ten hours).

6. Use the expanded improved data base to periodically conduct impact and effectiveness analyses of police operations in responding to demands for service. Use the results of these analyses to improve plans for crime prevention in high incidence locations.
7. Continuously monitor and update the information system to keep current with changing operational demands and provide feedback to all levels of management on existing capabilities.

B. Patrol Activities

Employ the crime-type and locational patterns determined in this report for review of current patrol strategies.

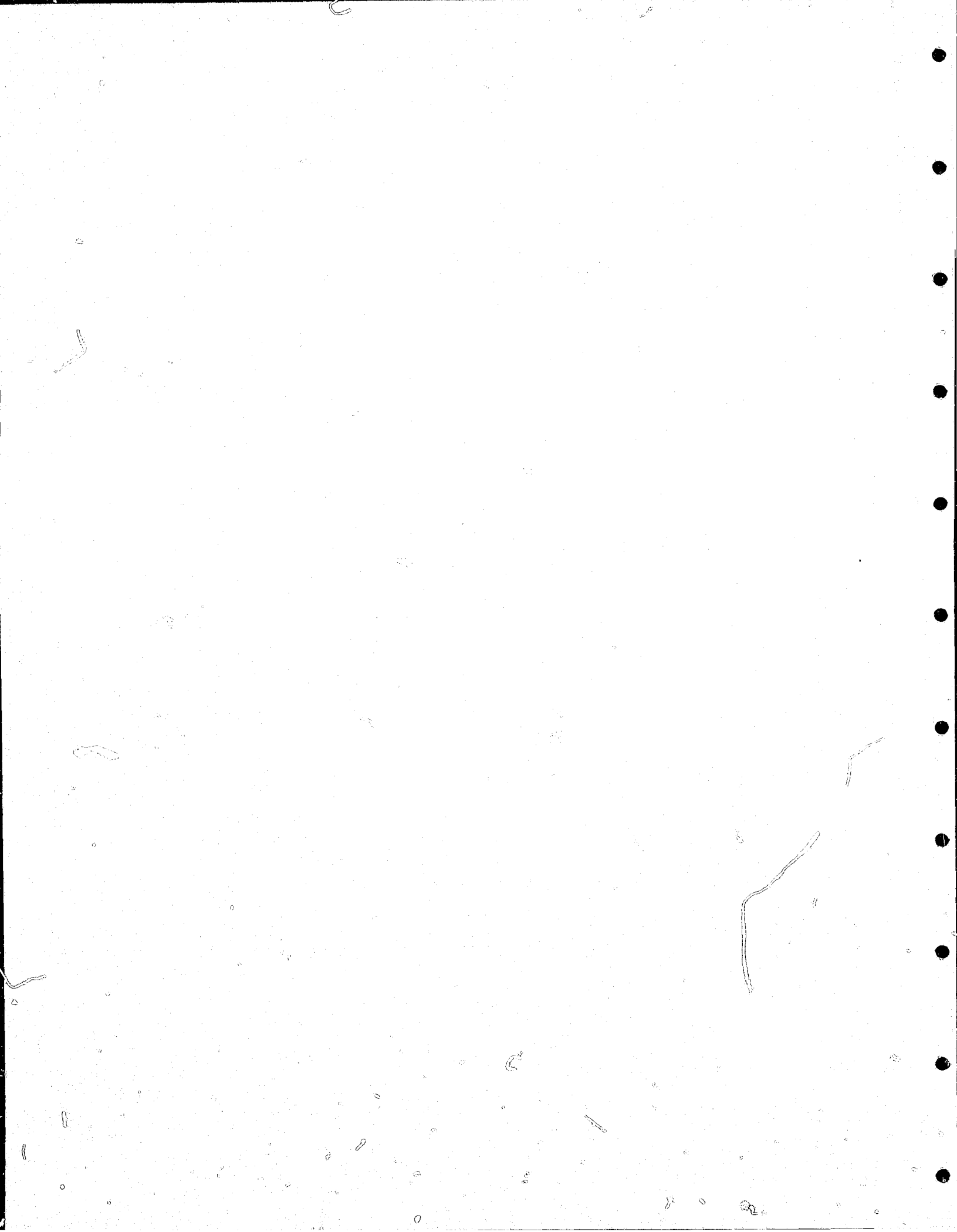
1. Patrol assignments should be reviewed with an emphasis on scheduling the most frequent patrols in the grid area with the highest frequency of incidents — i.e., Grids 008A, 009, 017, 011, 016, 003, 010, 027, 008B.
2. Calls for service increase between the hours of 3pm to 2:59 am (e.g. twice as many incidents occur during these 12 hours). Scheduling manpower resources should provide for increased patrols between 3pm and 2:59 am.
3. Motor vehicle theft is a major offense in all sectors of the city of Bridgeport; therefore, police management should explore the possibilities of highlighting high theft areas in the news, emphasizing common sense procedures such as locking vehicles, televising educational strategies for the community, publicizing preventative techniques, and improving information dissemination when a theft occurs.

4. The Bridgeport Police should establish periodic performance standards based upon motor vehicle thefts per area and/or dollar losses per time period to provide a monitoring mechanism for thefts.

C. Organizational Realignment

The Bridgeport Police Department may want to examine the feasibility of transferring the administration of the ambulance service from the Police Department to the Fire Department. Presently, the ERS — Emergency Reporting System — is housed in the Fire Department and it would appear to be expedient if management could consolidate the service. The Police Department would be relieved of an administrative burden which presently accounts for 10.3 percent of the demand for police service, thus freeing this time for meeting more operational requirements. The available information indicates that many of the calls for medical service are from the older citizens of Bridgeport and may not be directly crime related. However, more complete data may indicate that medical problems are associated with assaults or other crimes then the issue of ambulance placement is problematic.

APPENDIX A
DETAILED CRIME CODE CLASSIFICATION
BRIDGEPORT POLICE DEPARTMENT



HOMICIDE

- 0101 Murder
- 0102 Misconduct With a Motor Vehicle
- 0103 Manslaughter
- 0104 Criminally Negligent Homicide—Non-Auto
- 0105 Killing of a Police Officer

SEE ALSO—

- 0401 Assault with Intent to Kill
- 0402 Assault with Intent to Commit Murder

RAPE

- 0201 Rape—Forcible
- 0202 Rape—Without Consent
- 0203 Rape—Statutory—Under 14 Years of Age
- 0204 Rape—Statutory—Under 16 Years of Age
- 0205 Rape—Without Force
- 0206 Attempted Rape

ROBBERY

- 0301 Robbery—Commercial—Firearm
 - 0302 Robbery—Commercial—Other Weapon
 - 0303 Robbery—Commercial—No Weapon
 - 0304 Robbery—Residence—Firearm
 - 0305 Robbery—Residence—Other Weapon
 - 0306 Robbery—Residence—No Weapon
 - 0307 Robbery—Street—Firearm
 - 0308 Robbery—Street—Other Weapon
 - 0309 Robbery—Street—No Weapon
 - 0310 Robbery—Attempted—Firearm
 - 0311 Robbery—Attempted—Other Weapon
 - 0312 Robbery—Attempted—No Weapon
 - 0313 Purse Snatch with Violence
- For Robbery of Taxi Cab use
Robbery—Street 0307, 0308,
or 0309

ASSAULT

- 0401 Assault With Intent to Kill
- 0402 Assault With Intent to Commit Murder
- 0403 Assault With a Firearm
- 0404 Assault With a Dangerous Weapon—Non-Firearm
- 0405 Assaulting a Police Officer, Fireman, or Correctional Officer
- 0406 Child Assault
- 0407 Risk of Injury to a Child

ASSAULT (Continued)

- 0408 Student-Teacher Assault
- 0409 Simple Assault
- 0410 Threatening
- 0411 Reckless Endangerment
- 0412 Fight
- 0413 Fight—Juvenile
- 0414 Bomb Scare
- 0415 Attempted Assault

BURGLARY

- 0501 Residence—Forcible
- 0502 Residence—Non-Forcible
- 0503 Apartment—Forcible
- 0504 Apartment—Non-Forcible
- 0505 Hotel—Forcible
- 0506 Hotel—Non-Forcible
- 0507 Commercial—Forcible
- 0508 Commercial—Non-Forcible
- 0509 School, College, University—Forcible
- 0510 School, College, University—Non-Forcible
- 0511 Other—Forcible
- 0512 Other—Non-Forcible
- 0513 With Violence
- 0514 Nothing Taken
- 0515 Attempt
- 0516 Manufacture or Possession of Burglar's Tools

LARCENY—NON-AUTO—LESS THAN \$50

- 0601 Theft—Shoplifting
- 0602 Theft—Residence
- 0603 Theft—Public Building
- 0604 Theft—From Motor Vehicle—Non-Auto
- 0605 Theft—From Auto
- 0606 Theft—Auto Accessories
- 0607 Theft—Bicycles
- 0608 Theft—From Mail
- 0609 Theft—Purse Snatching
- 0610 Theft—From Person—Pickpocket
- 0611 Theft—Animal
- 0612 Theft—University Residence Building
- 0613 Theft—University Academic Building
- 0614 Theft—From Hotel
- 0615 Theft—Of Firearm
- 0616 Theft—Attempted
- 0617 Theft—Miscellaneous
- 0618 Theft—Checks or Negotiable Documents
- 0619 Theft—Credit Cards

SEE ALSO—

1004 Confidence—Flim-Flam

LARCENY—NON-AUTO—GREATER THAN \$50

- 0701 Theft Greater—Shoplifting
- 0702 Theft Greater—Residence
- 0703 Theft Greater—Public Building
- 0704 Theft Greater—From Motor Vehicle—Non-Auto
- 0705 Theft Greater—From Auto
- 0706 Theft Greater—Auto Accessories
- 0707 Theft Greater—Bicycle
- 0708 Theft Greater—From Mail
- 0709 Theft Greater—Purse Snatching
- 0710 Theft Greater—From Person—Pick-pocket
- 0711 Theft Greater—Animal
- 0712 Theft Greater—University Residence Building
- 0713 Theft Greater—University Academic Building
- 0714 Theft Greater—From Hotel
- 0715 Theft Greater—Of Firearm
- 0716 Theft Greater—Attempted
- 0717 Theft Greater—Miscellaneous
- 0718 Theft Greater—Checks, Etc.
- 0719 Theft Greater—Credit Cards

SEE ALSO—

1004 Confidence—Flim-Flam

MOTOR VEHICLE THEFT

- 0801 Theft of Auto
- 0802 Recovered Auto
- 0803 Theft of License Plates
- 0804 Recovered License Plates
- 0805 Theft of Other Motor Vehicle
- 0806 Recovered Other Mo or Vehicle
- 0807 Operating Motor Vehicle Without Permission of Owner
- 0808 Theft of License, Registration or Title, Attempted Theft of Motor Vehicle or Motor Vehicle Documents

SEE ALSO—

3408 Abandoned Motor Vehicle
Theft of Theft Greater for Theft from Auto or Other Motor Vehicle

FORGERY AND COUNTERFEITING

- 0901 Forgery of Instruments Issued by Government
- 0902 Forgery of Public Records
- 0903 Forgery—Other (Checks, Motor Vehicle Documents)
- 0904 Criminal Simulation
- 0905 Forgery of Symbols of Value
- 0906 Using Slugs
- 0907 Possession or Use of Counterfeiting Apparatus

SEE ALSO—

1008 Issuing Bad Checks

OTHER LARCENY OFFENSES

- 1001 Embezzlement
- 1002 Fraud
- 1003 Fraud with Credit Card
- 1004 Confidence—Flim-Flam
- 1005 Acquiring Property Lost, Mislaid, or Delivered by Mistake
- 1006 Extortion
- 1007 Theft of Services
- 1008 Issuing Bad Checks
- 1009 Criminal Impersonation—Non-Police Officer
- 1010 Misapplication of Property
- 1011 Theft of a Public Record
- 1012 Theft of a Secret

STOLEN PROPERTY

- 1101 Receiving Stolen Property

SEE ALSO—

4203, 4202 Recovered Property

WEAPONS

- 1201 Carrying a Concealed Weapon
- 1202 Possession of Prohibited or Unlicensed Weapon
- 1203 Illegal Possession of a Weapon
- 1204 Furnish Weapon to Minor
- 1205 Illegal Manufacture of Weapon
- 1206 Illegal Sale of Weapon
- 1207 Sale of Dangerous or Prohibited Weapon
- 1208 Use of Prohibited Weapon
- 1209 Carrying of BB Gun
- 1210 Use of BB Gun
- 1211 Carrying Weapon in Motor Vehicle
- 1212 Possession of Incendiary Device

COMMERCIALIZED VICE

- 1301 Prostitution
- 1302 Patronizing a Prostitute
- 1303 Promoting Prostitution
- 1304 Permitting Prostitution

SEX OFFENSES

- 1401 Sexual Misconduct—By Guardian
o Supervisor
- 1402 Sexual Misconduct—Sodomy or
Without Consent
- 1403 Deviate Sexual Intercourse—
Forcible or Without Consent
- 1404 Deviate Sexual Intercourse—Under
14 Years of Age
- 1405 Deviate Sexual Intercourse—Under
16 Years of Age
- 1406 Sexual Contact—Forcible or
Without Consent
- 1407 Sexual Contact—Under 11 Years
of Age
- 1408 Sexual Contact—Under 14 Years
of Age
- 1409 Sexual Contact—Under 16 Years
of Age
- 1410 Adultery
- 1411 Bigamy
- 1412 Public Indecency—Indecent
Exposure
- 1413 Fornication
- 1414 Illegal Cohabitation
- 1415 Incest
- 1416 Homosexual Assault
- 1417 Homosexual Soliciting
- 1418 Voyeurism—Peeping Tom
- 1419 Sexual Contact by Deception

OBSCENITY

- 1501 Promotion of or Possession to
Promote Obscene Material
- 1502 Production of Obscene Mail
- 1503 Presenting Indecent Performance
- 1504 Participating in Indecent
Performance
- 1505 Sale of Obscene Material
- 1506 Obscenity as to Minors
- 1507 Disseminating Indecent Comics

- 2203 For Obscene Phone Calls or
Written Notes Use Harassment
- 2201 For Obscene Gestures or Language
in a Public Place Use Breach of
Peace

DRUGS

- 1601 Possession of Narcotics—General
- 1602 Sale of Narcotics—General
- 1603 Possession of Heroin
- 1604 Sale of Heroin
- 1605 Possession of Dangerous or
Controlled Drugs
- 1606 Sale of Dangerous or Controlled
Drugs
- 1607 Manufacture of Dangerous or
Controlled Drugs
- 1608 Possession of Marijuana
- 1609 Sale of Marijuana
- 1610 Cultivation of Marijuana
- 1611 Possession of Hashish
- 1612 Sale of Hashish
- 1613 Manufacture of Hallucinogens
- 1614 Forging Narcotic Prescriptions
- 1615 Possession of Paraphernalia
- 1616 Obtaining Drugs Under False
Pretenses
- 1617 Attempted Drug Offenses—Glue
Sniffing
- 1618 Narcotic Information

LIQUOR LAWS

- 1701 Serving Liquor to Minors
- 1702 Selling Liquor to Minors
- 1703 Minor Consuming Liquor
- 1704 Misrepresenting Age to Obtain
Liquor
- 1705 Liquor Sale Without a License
- 1706 Selling Liquor to Drunkards
- 1707 Owning and Keeping Liquor with
Intent to Sale
- 1708 Manufacture of Liquor
- 1709 Sale of Liquor During Off Hours
- 1710 Other Liquor Offenses

DRUNKENESS AND VAGRANCY

- 1801 Found Intoxicated
- 1802 Common Drunkeness
- 1803 Loitering on School Grounds
- 1804 Loitering
- 1805 Vagrancy
- 1806 Begging
- 1807 Curfew Violations

KIDNAPPING

- 1901 Kidnapping
- 1902 Attempted Kidnapping
- 1903 Unlawful Restraint
- 1904 Custodial Interference
- 1905 Substitution of Children

ARSON—RECKLESS BURNING

- 2001 Arson
- 2002 Reckless Burning
- 2003 Attempted Arson
- 2004 Suspicious Fires

GAMBLING

- 2101 Keeping Gambling Devices Machines
- 2102 Playing Gambling Devices
- 2103 Frequenting Gambling House
- 2104 Keeping Gambling House
- 2105 Pool Selling
- 2106 Policy Playing
- 2107 Gambling Offenses—Other
- 2108 Baming

DISORDERLY CONDUCT—BREACH OF PEACE

- 2201 Breach of Peace
- 2202 Disorderly Conduct
- 2203 Harassment
- 2204 Riot
- 2205 Inciting to Riot
- 2206 Inciting Injuz to Persons
or Property
- 2207 Unlawful Assembly
- 2208 Roving Gangs
- 2209 Falsely Reporting an Incident
- 2210 School Disturbances
- 2211 Landlord-Tenant Dispute
- 2212 Dispute—No Disturbance

BRIBERY

- 2301 Bribery
- 2302 Bribery of a Police Officer
- 2303 Attempted Bribery
- 2304 Bribe Receiving
- 2305 Commercial Bribery—Offered
or Received
- 2306 Tampering With a Juror
- 2307 False Statement
- 2308 Soliciting or Accepting Benefit
for Rigging
- 2309 Participation in a Rigged
Contest

SEE ALSO—

- 3101 Perjury

FAMILY AND CHILDREN

- 2401 Non-Support of Family
- 2402 Desertion or Abandonment of
Family
- 2403 Non-Payment of Alimony
- 2404 Neglect or Abuse of Family or Child
- 2405 Family Dispute

ABORTION

- 2501 Performaning an Abortion
- 2502 Attempted Abortion
- 2503 Having Abortion Performed

DAMAGE TO PROPERTY

- 2601 Criminal Mischief—Public
Property or Public Service
- 2602 Criminal Mischief—Private Property
- 2603 Tampering With Alarm Box
- 2604 Window Breaking—Auto or Building
- 2605 Fire Bombing

EAVESDROPPING

- 2701 Tampering With Private
Communication
- 2702 Eavesdropping

LICENSE VIOLATING

- 2901 Practicing Medicine Without
a License
- 2902 Practicing Law Without a
License
- 2903 Conducting a Party Without
a License
- 2904 Building Without a Permit
- 2905 Peddling Without a Permit
- 2906 Impersonating a Police Officer
- 2907 Other License Violation
- 2908 Impersonation of Other Official

SEE ALSO—

- 1705 Liquor Sale Without a License

CODES VIOLATIONS

- 3001 Housing Code Violations
- 3002 Building Code Violations
- 3003 Sanitation Code Violations
- 3004 Health Code Violations
- 3005 Pollution Code Violations
- 3006 Zoning Violations
- 3007 Blue Law Violations
- 3008 Other Code Violations

COURT VIOLATIONS

- 3101 Perjury
- 3102 Contempt of Court
- 3103 Probation Violation
- 3104 Injunction Violation
- 3105 Failure to Appear—First Degree
- 3106 Failure to Appear—Second Degree
- 3107 Failure to Appear—Juvenile Court

OFFENSES AGAINST ADMINISTRATION OF JUSTICE

- 3201 Interfering With an Officer
- 3202 Failure to Assist a Police Officer
- 3203 Hindering Prosecution
- 3204 Tampering With or Fabricating Evidence

SEE ALSO—

- 2306 Tampering With a Juror
- 2301 Bribery
- 2304 Bribe Receiving

DISCRIMINATION—CIVIL LIBERTIES

- 3301 Discrimination—Housing
- 3302 Discrimination—Accommodations
- 3303 Discrimination—Employment
- 3304 Discrimination—Other
- 3305 Depriving Civil Liberties

NUISANCES

- 3401 Animal Nuisance
- 3402 Animal Bites
- 3403 Criminal Trespass
- 3404 Discharging Fireworks
- 3405 Manufacture of Fireworks
- 3406 Sale of Fireworks
- 3407 Cruelty to Animals
- 3408 Abandoned Motor Vehicle
- 3409 Littering Violations
- 3410 Other Nuisances
- 3413 Injured Dog

SEE ALSO—

- 2203 Harassment (for Annoying or Obscene Phone Calls and Disorderly Conduct)
- 2202 For Unreasonable Noise

ESCAPES

- 3501 Escape From a Correctional Institution
- 3502 Escape From Custody
- 3503 Prisoner Recovered
- 3504 Escape From a Hospital or Sanatorium
- 3505 Hospital or Sanatorium Escapee Recovered
- 3506 Reformatory Escapee Recovered
- 3507 Conveying or Possessing Unauthorized Items
- 3508 Aiding an Escape
- 3509 Possession of Weapon in a Correctional Institution

SEE ALSO—

- 3804 Youth Missing From an Institution

SUICIDE

- 3601 Suicide
- 3602 Attempted

DEAD ON ARRIVAL

- 3701 All Cases—Dead on Arrival
- 3702 Sudden Death—Bodies Found
- 3703 Sudden Death—Apparent Overdose

MISSING OR LOCATED PERSON OR ANIMAL

- 3801 Missing Child (Aged 1-6)
- 3802 Missing Juvenile (Aged 7-15)
- 3803 Missing Adult (Aged 16 and Over)
- 3804 Youth Missing From an Institution
- 3805 Missing Animal
- 3806 Located Child (Aged 1-6)
- 3807 Located Juvenile (Aged 7-15)
- 3808 Located Adult (Aged 16 and Over)
- 3809 Located Youth From an Institution
- 3810 Located Animal

FOUND PERSON OR ANIMAL

- 3901 Found Child (Aged 1-6)
- 3902 Found Juvenile (Aged 7-15)
- 3903 Found Adult (Aged 16 and Over)
- 3904 Found Animal
- 3905 Found Dead Animal

CONTINUED

1 OF 3

SUSPICION

- 4001 Prowler
- 4002 Suspicious Person
- 4003 Suspicious Activity
- 4004 License and Registration Check

ALARMS

- 4101 Burglar Alarms
- 4102 Fire Alarms—Fire
- 4103 Fire Alarms—No Fire
- 4104 Fire—No Alarm
- 4105 Holdup Alarms
- 4106 Other Alarms

PROPERTY

- 4201 Lost Property
- 4202 Found Property
- 4203 Recovered Property—Owner Known
- 4204 Recovered Property—Owner Unknown
- 4205 Mysterious Loss of Money

INVESTIGATIONS

- 4301 Intelligence Investigation—Subversion
- 4302 Intelligence Investigation—Crime
- 4303 Internal Investigation—Brutality
- 4304 Internal Investigation—Corruption
- 4305 Internal Investigation—Background
- 4306 Internal Investigation—Other
- 4307 Background Investigation
- 4308 Stakeout
- 4309 Drug Investigation
- 4310 Gambling Investigation
- 4311 Civil Investigation
- 4312 Field Interrogation
- 4313 Other Investigation

ACCIDENTS

- 4401 Motor Vehicle Accident—Fatal
- 4402 Motor Vehicle Accident—Non-Fatal
- 4403 Motor Vehicle Accident—Property Damage
- 4404 Non-Motor Vehicle Accident

MOTOR VEHICLE VIOLATIONS

- 4501 Motor Vehicle Violations—Moving Vehicle
- 4502 Motor Vehicle Violations—Parked Vehicle
- 4503 Driving While Intoxicated—Alcohol
- 4504 Driving While Intoxicated—Drugs
- 4505 Evading Responsibility

MEDICAL PROBLEMS

- 4601 Medical Assistance Needed
- 4602 Medical Assistance Rendered
- 4603 Drug Overdose
- 4604 Mental Cases
- 4605 Coronaries
- 4606 Drownings
- 4607 Falls

PROCESS SERVICE

- 4701 Warrant Service
- 4702 Subpoena Service
- 4703 Detention Notice

INTERNAL FUNCTIONS

- 4801 Police Garage (Service)
- 4802 Chief's Office
- 4803 Patrol Division
- 4804 Detective Division
- 4805 Traffic Division
- 4806 Personal
- 4807 Lunch
- 4808 Animal Shelter
- 4809 Court Duty
- 4810 Other Internal Functions

NO INCIDENT KNOWN

- 4901 Incident Unfound
- 4902 Wrong Address

MISCELLANEOUS

- 5001 Abduction to Marry
- 5002 Admit Minor Improper Place
- 5003 AWOL—Away Without Leave
- 5004 Boating Violations
- 5005 Building Found Open
- 5006 Conspiracy
- 5007 Contributing to the Delinquency of a Minor

MISCELLANEOUS (Continued)

5008 Door Checks
5009 Escort Duty
5010 Hitchhiking
5011 Immigration Law Violation
5012 Labor Law Violation
5013 Living on Condemned Property
5014 Minor Juvenile Complaints
5015 Neighbor Trouble
5016 Notification
5017 Park Violation
5018 Person Held—Other Town
5019 Public Hazards
5020 Unwanted Person(s)
5021 Vacant House
5022 Wanted Person—BPT.
5023 Wanted Person—Other Town
5024 Other Miscellaneous
5031 Money Transfer
5033 Injured Police Officer
5034 Truancy
5035 Untaxed Cigarettes
5036 Transient Lodgings

APPENDIX B

BRIDGEPORT INCIDENT REPORT FORM

INCIDENT REPORT

POLICE DEPT., BRIDGEPORT, CONN.

FILE CASE ARREST CASUALTY ACCIDENT EVIDENCE

DATE OF REPORT / /		CODE		INCIDENT DESCRIPTION			
TIME: RCD.	DISPAT.	O.B.	TIME OF OCCURRENCE DATE / /		TIME	A.M. P.M.	
LOCATION OF INCIDENT					LOCATION CODE (Office Only)		
{ } COMP VICT	LAST/FIRST		ADDRESS		CITY	STATE	PHONE
D.O.B. / /	SEX	RACE	OCCUPATION	EDUCATION () NO H.S. () H.S.		BUSINESS ADDRESS OR PHONE	
WITNESS LAST/FIRST		ADDRESS		CITY	STATE	AGE	PHONE
SUSPECT LAST/FIRST							
ARRESTED SUBJECTS LAST/FIRST		ADDRESS		CITY	STATE	SEX	RACE D O

Details of Incident—

OFFICER REPORTING — RANK — FULL NAME	BADGE	SECTION/ POST	IN SERV TIME	COPIES TO: 1. <input type="checkbox"/> Det Bur 2. <input type="checkbox"/> Youth 3. <input type="checkbox"/> Pros	4. <input type="checkbox"/> Dom Rel 5. <input type="checkbox"/> Traffic 6. <input type="checkbox"/> S Serv	7. <input type="checkbox"/> P & O 8. <input type="checkbox"/> D.W. 9. <input type="checkbox"/> Other	CHECKED BY
--------------------------------------	-------	------------------	-----------------	--	--	--	------------

Details of Incident—Who, What, When, Where, Why and How. Accuracy, Clarity and Brevity.

Form 1063 34

TYPE OF PREMISES OR LOCALE	COMMERCIAL PREMISES:	PRIVATE VEHICLE:	MISC:
11. <input type="checkbox"/> PRIVATE DWELLING: House	41. <input type="checkbox"/> Dept. Store	71. <input type="checkbox"/> Automobile	90. <input type="checkbox"/> Sidewalk
12. <input type="checkbox"/> Apartment	42. <input type="checkbox"/> Small Store	72. <input type="checkbox"/> Motorcycle	91. <input type="checkbox"/> Street
13. <input type="checkbox"/> Trailer	43. <input type="checkbox"/> Business	73. <input type="checkbox"/> Bus	92. <input type="checkbox"/> Water
21. <input type="checkbox"/> COMMERCIAL DWELLING: Hotel Motel	44. <input type="checkbox"/> Bank	74. <input type="checkbox"/> Truck	99. <input type="checkbox"/> Other
22. <input type="checkbox"/> Hospital Convalescent Home	45. <input type="checkbox"/> Gas Station	75. <input type="checkbox"/> Boat	VICTIM OFFENDER RELATIONSHIP:
23. <input type="checkbox"/> Dormitory Rooming House	46. <input type="checkbox"/> Car Lot/Parking Lot	81. <input type="checkbox"/> Automobile	1. <input type="checkbox"/> Relative
FOOD DRINK PREMISES:	51. <input type="checkbox"/> ENTERTAINMENT AREA: Park/Recreation Area	82. <input type="checkbox"/> Motorcycle	2. <input type="checkbox"/> Friend
31. <input type="checkbox"/> Restaurant	52. <input type="checkbox"/> Sports Arena	83. <input type="checkbox"/> Taxicab	3. <input type="checkbox"/> Acquaint.
32. <input type="checkbox"/> Drive-In/Take-Out	53. <input type="checkbox"/> Theater	84. <input type="checkbox"/> Bus	4. <input type="checkbox"/> Had Seen
33. <input type="checkbox"/> Bar	61. <input type="checkbox"/> PUBLIC BUILDINGS: School/Library	85. <input type="checkbox"/> Truck	5. <input type="checkbox"/> No Relation
34. <input type="checkbox"/> Liquor Store	62. <input type="checkbox"/> Government Building	86. <input type="checkbox"/> Boat	6. <input type="checkbox"/> Unknown
35. <input type="checkbox"/> Market	63. <input type="checkbox"/> Church	87. <input type="checkbox"/> Train or Airplane	

HOW WAS THE OFFENSE COMMITTED?

☐ 1. Handgun☐ 4. Personal Weapon☐ 7. Forcible Entry☐ 10. Other:

APPENDIX C
CHAPTER II TABLES

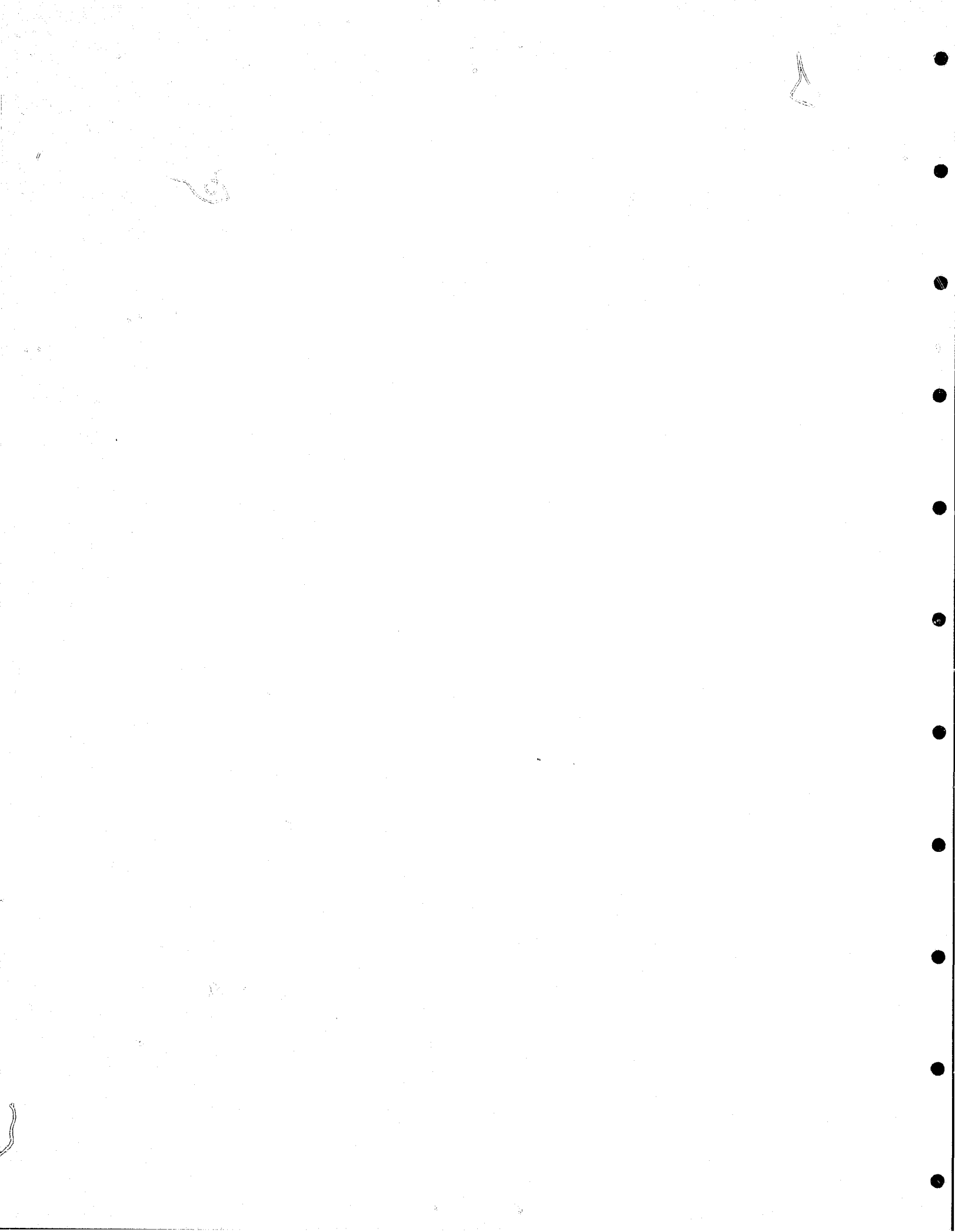


Table II-1

FREQUENCY PERCENTAGE COMPARING CRIME TYPE IN BRIDGEPORT
POPULATION DATA AND SAMPLE DATA FOR 1975

<u>Crime Type</u>	<u>Population (80,966)</u>		<u>Sample (8,107)</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Murder-Manslaughter	19	0.0%	1	0.0%
Robbery	697	0.9	59	0.7
Assault	3851	4.8	365	4.6
Burglary	3806	4.7	391	4.9
Larceny LE \$50	3486	4.3	334	4.2
Larceny GT \$50	4295	5.3	444	5.5
Motor Vehicle Theft	7720	9.5	815	10.2
Forgery	187	0.2	15	0.2
Other Larceny/Fraud Embezzlement	419	0.5	45	0.6
Stolen Property	31	0.0	6	0.1
Weapons	155	0.2	18	0.2
Vice	155	0.2	11	0.1
Sex Offenses	138	0.2	18	0.2
Obscenity	5	0.0	1	0.0
Drugs	562	0.7	63	0.8
Liquor Laws	157	0.2	20	0.2
Drunkedness	821	1.0	88	1.1
Kidnapping	26	0.0	1	0.0
Arson	117	0.1	16	0.2
Gambling	252	0.3	17	0.2
Disorderly Conduct	3382	4.2	342	4.3
Bribery	17	0.0	2	0.0

(Continued)

Table II-1
(Continued)

FREQUENCY PERCENTAGE COMPARING CRIME TYPE IN BRIDGEPORT
POPULATION DATA AND SAMPLE DATA FOR 1975

<u>Crime Type</u>	<u>Population (80,966)</u>		<u>Sample (8,107)</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Family Offenses	2417	3.0%	238	3.0%
Property Damage	6290	7.8	598	7.5
License Violations	29	0.0	2	0.0
Code Violations	44	0.1	5	0.1
Court Violations	116	0.1	12	0.1
Impeding Justice	228	0.3	29	0.4
Nuisances	8017	9.9	811	10.1
Escapes	68	0.1	5	0.1
Suicide	90	0.1	9	0.1
Dead on Arrival	320	0.4	38	0.5
Missing Persons	1208	1.5	115	1.4
Found Persons	110	0.1	9	0.1
Suspicion	1476	1.8	140	1.7
Alarms	5738	7.1	554	6.9
Property	816	1.0	78	1.0
Investigations	276	0.3	31	0.4
Accidents	905	1.1	88	1.1
Motor Vehicle Violations	3550	4.4	340	4.2
Medical Problems	8402	10.4	824	10.3
Warrant-Subpoena	834	1.0	76	0.9
No Incident	2407	3.0	233	2.9
Miscellaneous	<u>7279</u>	<u>9.0</u>	<u>710</u>	<u>8.9</u>
Totals	80916	94.6%	8017	100.0%

Table II-2
Sample Data — 1975
CRIME CODE - COLLAPSED CATEGORIES

<u>Crime Type</u>	<u>Number</u>	<u>Percent</u>
Murder-Manslaughter	1	0.0%
Robbery	59	0.7
Assault	365	4.6
Burglary	391	4.9
Larceny LE \$50	334	4.2
Larceny GE \$50	444	5.5
Motor Vehicle Theft	815	10.2
Disorderly Conduct	342	4.3
Family Offenses	238	3.0
Property Damage	598	7.5
Nuisances	811	10.1
Alarms	554	6.9
Motor Vehicle Violations	340	4.2
Medical Problems	824	10.3
Miscellaneous Juvenile	710	8.9
*Other-Person	458	5.7
*Other-Property	282	3.5
*Vice	218	2.7
No Incident	<u>233</u>	<u>2.9</u>
Totals	8017	100.0%
Missing Cases	0	

Table II-3
Sample Data — 1975
CAR POST SECTORS

<u>Car Post Sectors</u>	<u>Number</u>	<u>Percent</u>
A Amber	1314	16.4%
B Blue	1230	15.3
C Claims Car	22	0.3
D Detective Bureau	128	1.6
F Accident Cars	101	1.3
G Green	1906	23.8
H Headquarters, 2nd, 3rd, Precinct	271	3.4
I Board of Education	11	0.1
J Special	270	3.4
K K-9 Corps	11	0.1
L Post Number	34	0.4
M Motorcycles	13	0.2
N Ambulance	659	8.2
P Park Police	7	0.1
Q Mobile Van	10	0.1
R Red	872	10.9
S Special Services	34	0.4
T Tactical Squad	90	1.1
V FPV Specials	351	4.4
W Dog Warden	508	6.3
Y Youth Bureau	84	1.0
Z Police Sergeant	<u>22</u>	<u>0.3</u>
Totals	7947	100.0%
Missing Cases	69	

Table II-4

GRID CODE — SAMPLE DATA — 1975
STREET LOCATIONS WITH HIGH FREQUENCIES OF INCIDENTS

<u>Grid</u>	<u>Number</u>	<u>Percent</u>
002	50	2.1%
003	152	6.3
004	53	2.2
008	68	2.8
009	345	14.4
0010	130	5.4
0011	174	7.3
0015	50	2.1
0016	168	7.0
0017	246	10.3
0018	52	2.2
0020	64	2.7
0021	57	2.4
0026	73	3.0
0027	129	5.4
008A	395	16.5
008B	100	4.2
Outside City	<u>88</u>	<u>3.7</u>
Totals	2394	100.0%
Missing Cases	5623	

Table IX-5

GRID CODE — POPULATION DATA — 1975
STREET LOCATIONS WITH HIGH FREQUENCIES OF INCIDENTS

<u>Grid</u>	<u>Number</u>	<u>Percent</u>	<u>Percent</u>
002	517	0.6%	2.1%
003	1631	2.0	6.7
004	608	0.8	2.5
008	734	0.9	3.0
009	3443	4.3	14.2
0010	1352	1.7	5.6
0011	1806	2.2	7.5
0015	430	0.5	1.8
0016	1797	2.2	7.4
0017	2352	2.9	9.7
0018	490	0.6	2.0
0020	653	0.8	2.7
0021	575	0.7	2.4
0026	654	0.8	2.7
0027	1466	1.8	6.0
008A	3671	4.5	5.2
008B	987	1.2	4.7
Outside City	<u>1039</u>	<u>1.3</u>	<u>4.3</u>
Totals	24205	29.8%	100.5%

Missing Cases 56751

Table II-6
Sample Data — 1975
INCIDENT LOCATION TYPE

<u>Location</u>	<u>Number</u>	<u>Percent</u>
House	285	12.2%
Apartment	610	26.1
Hotel, Motel	9	0.4
Hospital, Convalescence Home	20	0.9
Dormitory, Rooming House	8	0.3
Restaurant	22	0.9
Drive-In, Take-Out	4	0.2
Bar	39	1.7
Liquor Store	5	0.2
Market	10	0.4
Department Store	40	1.7
Small Store	69	3.0
Business	188	8.0
Band	11	0.5
Gas Station	26	1.1
Car Lot, Parking Lot	81	3.5
Park-Recreational Area	26	1.1
Sports Arena	3	0.1
Theater	3	0.1
School, Library	58	2.5
Government Building	22	0.9
Church	7	0.3
Private Auto	459	19.6
Private Motorcycle	5	0.2
Private Bus	2	0.1
Private Truck	14	0.6
Community Auto	4	0.2
Community Taxi	4	0.2
Community Bus	1	0.0
Community Truck	6	0.3
Sidewalk	90	3.8
Street	141	6.0
Water	1	0.0
Other	65	2.8
Totals	2338	100.0%
Missing Cases	3679	

Table II-7
Sample Data — 1975
AGE OF VICTIMS

<u>Age</u>	<u>Number</u>	<u>Percent</u>
1 to 10 Years	38	3.0%
11 to 18 Years	114	8.9
19 to 30 Years	411	32.2
31 to 45 Years	310	24.3
46 to 60 Years	244	19.1
61 and Over	<u>160</u>	<u>12.5</u>
Totals	1277	100.0%
Missing Cases	6740	

Table II-8
Sample Data — 1975
SEX OF VICTIM

<u>Sex of Victim</u>	<u>Number</u>	<u>Percent</u>
Female	1030	44.2%
Male	<u>1302</u>	<u>55.8</u>
Totals	2332	100.0%
Missing Cases	5685	

Table II-9
Sample Data — 1975
RACE OF VICTIM

<u>Race of Victim</u>	<u>Number</u>	<u>Percent</u>
White	1318	64.5%
Black	520	25.5%
Puerto Rican	200	9.8
Other	<u>5</u>	<u>0.2</u>
Totals	2043	100.0%
Missing Cases	5974	

Table II-10
Sample Data — 1975
MONTH INCIDENT OCCURRED

<u>Month</u>	<u>Number</u>	<u>Percent</u>
January	717	9.2%
February	646	8.3
March	667	8.6
April	644	8.3
May	718	9.3
June	714	9.2
July	638	8.2
August	683	8.8
September	583	7.5
October	611	7.9
November	604	7.8
December	<u>537</u>	<u>6.9</u>
Totals	7762	100.0%
Missing Cases	255	

Table II-11
Sample Data — 1975
MONTH INCIDENT REPORTED

<u>Month</u>	<u>Number</u>	<u>Percent</u>
January	722	9.0
February	659	8.2
March	682	8.5
April	664	8.3
May	734	9.2
June	739	9.2
July	653	8.2
August	712	8.9
September	605	7.6
October	646	8.1
November	617	7.7
December	<u>572</u>	<u>7.1</u>
Totals	8005	100.0%
Missing Cases	12	

Table II-12
 Sample Data — 1975
 DAY OF MONTH INCIDENT OCCURRED

<u>Day of Month</u>	<u>Number</u>	<u>Percent</u>
1	270	3.0%
2	271	3.0
3	250	3.0
4	272	4.0
5	261	3.0
6	283	4.0
7	261	3.0
8	252	3.0
9	237	3.0
10	270	3.0
11	246	3.0
12	259	3.0
13	269	3.0
14	241	3.0
15	265	3.0
16	279	4.0
17	252	3.0
18	251	3.0
19	219	3.0
20	270	3.0
21	251	3.0
22	244	3.0
23	255	3.0
24	254	3.0
25	246	3.0
26	235	3.0
27	246	3.0
28	240	3.0
29	236	3.0
30	209	3.0
31	158	2.0
Totals	7752	100.0%
Missing Cases	265	

Table II-13
 Sample Data — 1975
 DAY OF MONTH INCIDENT REPORTED

<u>Day of Month</u>	<u>Number</u>	<u>Percent</u>
1	276	3.0
2	282	4.0
3	249	3.0
4	285	4.0
5	261	3.0
6	296	4.0
7	274	3.0
8	249	3.0
9	253	3.0
10	279	3.0
11	255	3.0
12	258	3.0
13	260	3.0
14	247	3.0
15	278	3.0
16	288	4.0
17	256	3.0
18	255	3.0
19	240	3.0
20	280	3.0
21	256	3.0
22	258	3.0
23	268	3.0
24	261	3.0
25	259	3.0
26	240	3.0
27	245	3.0
28	250	3.0
29	256	3.0
30	229	3.0
31	<u>164</u>	<u>2.0</u>
Totals	8007	100.0%
Missing Cases	10	

Table II-14

TIME INCIDENT OCCURRED: AM-PM

<u>Time</u>	<u>Number</u>	<u>Percent</u>
AM	1499	34.4%
PM	<u>2864</u>	<u>65.6</u>
Totals	4363	100.0%
Missing Cases	3654	

TIME INCIDENT REPORTED: AM-PM

<u>Time</u>	<u>Number</u>	<u>Percent</u>
AM	2832	36.6%
PM	<u>4914</u>	<u>63.4</u>
Totals	7746	100.0%
Missing Cases	271	

Table II -15
Sample Data — 1975

TIME INCIDENT OCCURED:
24 — HOUR CLOCK

TIME INCIDENT REPORTED:
24 — HOUR CLOCK

<u>Time</u>	<u>Number</u>	<u>Percent</u>	<u>Time</u>	<u>Number</u>	<u>Percent</u>
0000	179	4.0%	0000	287	4.0%
0100	125	3.0	0100	212	3.0
0200	102	2.0	0200	135	2.0
0300	49	1.0	0300	100	1.0
0400	35	1.0	0400	73	1.0
0500	75	2.0	0500	136	2.0
0600	76	2.0	0600	160	2.0
0700	129	3.0	0700	278	4.0
0800	192	4.0	0800	388	5.0
0900	213	5.0	0900	374	5.0
1000	181	4.0	1000	403	5.0
1100	214	5.0	1100	303	4.0
1200	255	6.0	1200	422	5.0
1300	231	5.0	1300	374	5.0
1400	243	5.0	1400	412	5.0
1500	286	6.0	1500	481	6.0
1600	255	6.0	1600	429	6.0
1700	227	5.0	1700	428	6.0
1800	251	6.0	1800	417	5.0
1900	215	5.0	1900	402	5.0
2000	301	7.0	2000	442	6.0
2100	276	6.0	2100	420	5.0
2200	227	5.0	2200	332	4.0
2300	<u>210</u>	<u>5.0</u>	2300	<u>358</u>	<u>5.0</u>
Totals	4547	100.0%	Totals	7766	100.0%

Missing Cases 3470

Missing Cases 251

Table II-16
Sample Data --- 1975
TIME INCIDENT OCCURRED: 12 HOUR SEGMENTS

<u>Time</u>	<u>Number</u>	<u>Percent</u>
3 PM to 2 AM	2795	61.5%
3 AM to 2 PM	<u>1752</u>	<u>38.5</u>
Totals	4547	100.0%
Missing Cases	3470	

TIME INCIDENT REPORTED: 12 HOUR SEGMENTS

<u>Time</u>	<u>Number</u>	<u>Percent</u>
3 PM to 2 AM	4620	59.5%
3 AM to 2 PM	<u>3146</u>	<u>40.5</u>
Totals	7766	100.0
Missing Cases	251	

APPENDIX D
CHAPTER III TABLES

Table III-1
VICTIM'S SEX BY VICTIM'S RACE

<u>Sex</u>	<u>Race</u>							
	<u>White</u>		<u>Black</u>		<u>Puerto Rican</u>		<u>Other</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Male	775	58.9%	236	45.4%	111	55.8%	4	80.0%
Female	<u>540</u>	<u>41.1</u>	<u>284</u>	<u>54.6</u>	<u>88</u>	<u>44.2</u>	<u>1</u>	<u>20.0</u>
Totals	1315	100.0%	520	100.0%	199	100.0%	5	100.0%

Table III-2
VICTIM'S AGE BY VICTIM'S SEX

<u>Years</u>	<u>Sex</u>			
	<u>Male</u>		<u>Female</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1 to 10 Years	28	4.0%	9	1.6%
11 to 18 Years	56	8.0	56	9.9
19 to 30 Years	198	28.4	211	37.3
31 to 45 Years	165	23.6	140	24.8
46 to 60 Years	159	22.8	84	14.9
61 and Over	<u>92</u>	<u>13.2</u>	<u>65</u>	<u>11.5</u>
Totals	698	100.0%	565	100.0%

Table III-3
VICTIM'S AGE BY VICTIM'S RACE

<u>Years</u>	<u>Race</u>							
	<u>White</u>		<u>Black</u>		<u>Puerto Rican</u>		<u>Other</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1 to 10 Years	18	2.5%	14	3.9%	4	3.0%	0	0.0%
11 to 18 Years	54	7.5	35	9.6	23	17.4	0	0.0
19 to 30 Years	226	31.3	118	32.5	46	34.8	1	25.0
31 to 45 Years	152	21.1	102	28.1	39	29.5	2	50.0
46 to 60 Years	153	21.2	67	18.5	12	9.1	1	25.0
61 to Highest	<u>119</u>	<u>16.5</u>	<u>27</u>	<u>7.4</u>	<u>8</u>	<u>6.1</u>	<u>0</u>	<u>0.0</u>
Totals	722	100.0%	363	100.0%	132	99.9%	4	100.0%

Table III-4
VICTIM'S SEX BY NEWCRIME

Crime Code																				
Sex	Murder Manslaughter		Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	1	100.0%	16	69.6%	57	45.6%	48	52.2%	48	48.0%	106	72.1%	217	71.1%	41	43.6%	31	32.0%	108	59.3%
Female	0	0.0	7	30.4	68	54.4	44	47.8	52	52.0	41	27.9	88	28.9	53	56.4	66	68.0	74	40.7
Totals	1	100.0%	23	100.0%	125	100.0%	92	100.0%	100	100.0%	147	100.0%	305	100.0%	94	100.0%	97	100.0%	182	100.0%

Continued

Table III-4
(Continued)

VICTIM'S SEX BY NEWCRIME

Sex	Crime Code																	
	Nuisances		Alarms		Motor Vehicle Violation		Medical Problems		Miscellaneous Juvenile		Other Person		Other Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	99	50.5%	17	68.0%	85	70.8%	190	54.8%	93	41.9%	58	52.3%	46	63.0%	22	61.1%	19	52.8%
Female	97	49.5	8	32.0	35	29.2	157	45.2	129	58.1	53	47.7	27	37.0	14	38.9	17	47.2
Totals	196	100.0%	25	100.0%	120	100.0%	347	100.0%	222	100.0%	111	100.0%	73	100.0%	36	100.0%	36	100.0%

Missing Cases 5685

Table III-5
VICTIM'S RACE BY NEWCRIME

Crime Code

Race	Murder Manslaughter		Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	1	100.0%	15	71.4%	68	58.6%	51	63.0%	73	76.0%	120	87.6%	139	68.8%	56	64.4%	37	41.6%	135	78.5%
Black	0	0.0	6	28.6	36	31.0	21	25.9	17	17.7	16	11.7	42	20.8	25	28.7	35	39.3	28	16.3
Puerto Rican	0	0.0	0	0.0	12	10.3	9	11.1	6	6.3	1	0.7	20	9.9	6	6.9	15	16.9	9	5.2
Other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.5	0	0.0	2	2.2	0	0.0
Totals	1	100.0%	21	100.0%	116	100.0%	81	100.0%	96	100.0%	137	100.0%	202	100.0%	87	100.0%	89	100.0%	172	100.0%

Continued

Table III-5
(Continued)
VICTIM'S RACE BY NEWCRIME

Race	Crime Code																		
	Nuisance		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
White	119	70.8%	16	80.0%	70	76.1%	167	49.9%	119	57.2%	61	64.2%	41	62.1%	15	50.0%	15	55.6%	
Black	34	20.2	2	10.0	10	10.9	115	34.3	68	32.7	25	26.3	18	27.3	11	36.7	11	40.7	
Puerto Rican	15	8.9	2	10.0	11	12.0	52	15.5	21	10.1	9	9.5	7	10.6	4	13.3	1	3.7	
Other	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>1.1</u>	<u>1</u>	<u>0.3</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	
Totals	168	99.9%	20	100.0%	92	100.0%	335	100.0%	208	100.0%	95	100.0%	66	100.0%	30	100.0%	27	100.0%	
Missing Cases	5974																		

Table III-6
VICTIM'S AGE BY NEWCRIME

Crime Code																				
Years	Murder-Manslaughter		Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 to 10 Years	0	0.0%	0	0.0%	1	1.3%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
11 to 18 Years	0	0.0	1	5.3	15	19.2	2	3.9	6	10.3	5	6.0	4	2.9	2	4.8	5	8.9	1	1.1
19 to 30 Years	0	0.0	5	31.3	36	46.2	22	45.1	15	25.9	43	51.2	47	34.1	19	45.2	19	33.9	27	31.0
31 to 45 Years	1	100.0	5	31.3	16	20.5	13	25.5	16	27.6	18	21.4	35	25.4	9	21.4	20	35.7	23	26.4
46 to 60 Years	0	0.0	5	31.3	10	12.8	7	13.7	13	22.4	11	13.1	38	27.5	8	19.0	9	16.1	23	26.4
61 to Highest	0	0.0	0	0.0	0	0.0	6	11.8	7	12.1	7	8.3	14	10.1	4	9.5	3	5.4	13	14.9
Totals	1	100.0%	16	100.0%	78	100.0%	51	100.0%	58	100.0%	84	100.0%	138	100.0%	42	99.5%	56	100.0%	87	99.8%

Continued

Table III-6
(Continued)
VICTIM'S AGE BY NEWCRIME

Years	Crime Code																	
	Nuisance		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 to 10 Years	11	16.9%	0	0.0%	1	2.0%	18	6.2%	2	1.7%	0	0.0%	3	5.5%	0	0.0%	1	6.3%
11 to 18 Years	14	21.5	0	0.0	1	2.0	36	12.5	8	6.8	5	11.1	7	12.7	1	6.3	1	6.3
19 to 30 Years	15	23.1	5	41.7	18	35.3	58	20.1	35	29.9	14	31.1	23	41.8	7	43.8	2	12.5
31 to 45 Years	12	18.5	3	25.0	13	25.5	61	21.1	35	29.9	12	26.7	13	23.6	1	6.3	4	25.0
46 to 60 Years	8	12.3	2	16.7	13	25.5	55	19.0	21	17.9	8	17.8	6	10.9	4	25.0	3	18.8
61 to Highest	5	7.7	2	16.7	5	9.8	61	21.1	16	13.7	6	13.3	3	5.5	3	18.8	5	31.3
Totals	65	100.0%	12	100.1%	51	100.1%	289	100.1%	117	99.9%	45	100.0%	55	100.0%	16	100.2%	16	100.2%
Missing Cases	6470																	

Table III-7
VICTIM'S SEX BY CAR POST SECTOR

Car Post Sector																					
	Police Sergeant		Youth Bureau		Dog Warden		FPV Specials		Tactical Squad		Special Services		Red		Ambulance		Motorcycles		Post Number		
Sex	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Male	6	66.7%	7	50.0%	63	52.5%	40	34.8%	10	90.9%	2	50.0%	137	54.6%	150	57.3%	2	66.7%	4	100.0%	
Female	3	33.3	7	50.0	57	47.5	75	65.2	1	9.1	2	50.0	114	45.4	112	42.7	1	33.3	0	0.0	
Totals	9	100.0%	14	100.0%	120	100.0%	115	100.0%	11	100.0%	4	100.0%	251	100.0%	262	100.0%	3	100.0%	4	100.0%	

Continued

Table III-7
(Continued)

VICTIM'S SEX BY CAR POST SECTOR

<u>Sex</u>	<u>K-9 Corps</u>		<u>Special</u>		<u>Headquarter, 2nd, 3rd Precinct</u>		<u>Green</u>		<u>Accident Cars</u>		<u>Detective Bureau</u>		<u>Claims Car</u>		<u>Blue</u>		<u>Amber</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Male	1	100.0%	43	53.1%	67	69.8%	323	55.4%	26	72.2%	4	40.0%	1	100.0%	189	54.2%	219	59.3%
Female	<u>0</u>	<u>0.0</u>	<u>38</u>	<u>46.9</u>	<u>29</u>	<u>30.2</u>	<u>260</u>	<u>44.6</u>	<u>10</u>	<u>27.8</u>	<u>6</u>	<u>60.0</u>	<u>0</u>	<u>0.0</u>	<u>160</u>	<u>45.8</u>	<u>150</u>	<u>40.7</u>
Totals	1	100.0%	81	100.0%	96	100.0%	583	100.0%	36	100.0%	10	100.0%	1	100.0%	349	100.0%	369	100.0%
Missing Cases			5698															

Table III-8
VICTIM'S RACE BY CAR POST SECTOR

<u>Race</u>	<u>Police Sergeant</u>		<u>Youth Bureau</u>		<u>Dog Warden</u>		<u>FPV Specials</u>		<u>Tactical Squad</u>		<u>Special Services</u>		<u>Red</u>		<u>Ambulance</u>		<u>Post Number</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
White	6	66.7%	6	46.2%	79	76.0%	6	5.8%	2	22.2%	0	0.0%	82	38.7%	144	56.0%	4	100.0%
Black	3	33.3	3	23.1	16	15.4	70	68.0	6	66.7	2	100.0	104	49.1	75	29.2	0	0.0
Puerto Rican	0	0.0	4	30.8	9	8.7	26	25.2	1	11.1	0	0.0	26	12.3	38	14.8	0	0.0
Other	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>1.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>
Totals	9	100.0%	13	100.1%	104	100.0%	103	100.0%	9	100.0%	2	100.0%	212	100.1%	257	100.0%	4	100.0%

Continued

Table III-8
(Continued)

VICTIM'S RACE BY CAR POST SECTOR

Race	Crime Code																	
	K-9 Corps		Special		Headquarter, 2nd 3rd Precinct		Green		Accident Cars		Detective Bureau		Claims Car		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	0	0.0%	24	34.8%	63	77.8%	383	75.1%	16	72.7%	5	71.4%	1	100.0%	217	74.1%	276	82.1%
Black	0	0.0	34	49.3	15	18.5	97	19.0	4	18.2	2	28.6	0	0.0	47	16.0	38	11.3
Puerto Rican	1	100.0	11	15.9	2	2.5	29	5.7	2	9.1	0	0.0	0	0.0	28	9.6	21	6.3
Other	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>1.2</u>	<u>1</u>	<u>0.2</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>0.3</u>	<u>1</u>	<u>0.3</u>
Totals	1	100.0%	69	100.0%	81	100.0%	510	100.0%	22	100.0%	7	100.0%	1	100.0%	293	100.0%	336	100.0%
Missing Cases	5984																	

Table III-9
VICTIM'S AGE BY CAR POST SECTOR

Years	Car Post Sector																	
	Police Sergeant		Youth Bureau		Dog Warden		FPV Specials		Tactical Squad		Special Services		Red		Ambulance		Post Number	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 to 10 Years	0	0.0%	0	0.0%	3	15.8%	0	0.0%	0	0.0%	0	0.0%	3	2.1%	14	5.9%	0	0.0%
11 to 18 Years	0	0.0	0	0.0	5	26.3	5	5.6	0	0.0	0	0.0	14	9.6	16	6.7	0	0.0
19 to 30 Years	1	33.3	1	100.0	6	31.6	29	32.2	1	100.0	2	100.0	38	26.0	53	22.2	1	50.0
31 to 45 Years	0	0.0	0	0.0	1	5.3	36	40.0	0	0.0	0	0.0	46	31.5	43	18.0	0	0.0
45 to 60 Years	2	66.7	0	0.0	3	15.8	14	15.6	0	0.0	0	0.0	28	19.2	56	23.4	0	0.0
61 to Highest	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>5.3</u>	<u>6</u>	<u>6.7</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>17</u>	<u>11.6</u>	<u>57</u>	<u>23.8</u>	<u>1</u>	<u>50.0</u>
Totals	3	100.0%	1	100.0%	19	100.1%	90	100.1%	1	100.0%	2	100.0%	146	100.0%	239	100.0%	2	100.0%

Continued

Table III-9
(Continued)

VICTIM'S AGE BY CAR POST SECTOR

Car Post Sector																
	Special		Headquarter, 2nd 3rd Precinct		Green		Accident Cars		Detective Bureau		Claims Car		Blue		Amber	
Years	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 to 10 Years	0	0.0%	0	0.0%	9	3.2%	1	5.9%	0	0.0%	0	0.0%	3	2.0%	5	2.7%
11 to 18 Years	7	11.7	3	4.3	32	11.3	1	5.9	0	0.0	0	0.0	11	7.2	18	9.8
19 to 30 Years	27	45.0	30	43.5	91	32.3	8	47.1	4	80.0	1	100.0	49	32.0	67	36.6
31 to 45 Years	10	16.7	14	20.3	69	24.5	2	11.8	1	20.0	0	0.0	46	30.1	42	23.0
46 to 60 Years	9	15.0	14	20.3	54	19.1	3	17.6	0	0.0	0	0.0	30	19.6	31	16.9
61 to Highest	<u>7</u>	<u>11.7</u>	<u>8</u>	<u>11.6</u>	<u>27</u>	<u>9.6</u>	<u>2</u>	<u>11.8</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>14</u>	<u>9.2</u>	<u>20</u>	<u>10.9</u>
Totals	60	100.1%	69	100.0%	282	100.0%	17	100.1%	5	100.0%	1	100.0%	153	100.0%	183	99.9%
Missing Cases	6744															

Table III-10
CAR POST SECTOR BY NEWCRIME

Car Post Sector	Crime Code																			
	Murder- Manslaughter		Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	0	0.0%	0	0.0%	1	0.3%	2	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.5%
Youth Bureau	0	0.0	0	0.0	2	0.6	0	0.0	18	5.4	7	1.6	0	0.0	1	0.3	3	1.3	3	0.5
Dog Warden	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6	1	0.2	0	0.0	0	0.0	0	0.0	0	0.0
FPV Specials	0	0.0	5	8.5	29	8.1	7	1.8	11	3.3	9	2.0	29	3.6	14	4.1	14	5.9	16	2.7
Tactical Squad	0	0.0	1	1.7	2	0.6	1	0.3	2	0.6	0	0.0	0	0.0	12	3.5	0	0.0	0	0.0
Special Services	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.3	1	0.4	0	0.0
Red	0	0.0	5	8.5	42	11.7	68	17.6	36	10.9	38	8.6	136	16.9	43	12.6	52	21.8	57	9.6
Mobile Van	0	0.0	0	0.0	2	0.6	2	0.5	0	0.0	0	0.0	0	0.0	3	0.9	0	0.0	1	0.2
Park Police	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	0	0.0	0	0.0	2	0.6	0	0.0	0	0.0
Ambulance	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Motor- cycles	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	2	0.5	1	0.1	1	0.3	0	0.0	0	0.0

Continued

Table III-10

CAR POST SECTOR BY NEWCRIME
(Continued)

Car Post Sector	Crime Code																	
	Nuisance		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	1	0.1%	0	0.0%	1	0.3%	0	0.0%	3	0.4%	4	0.9%	4	1.4%	3	1.4%	0	0.0%
Youth Bureau	0	0.0	0	0.0	0	0.0	0	0.0	5	0.7	43	9.5	2	0.7	0	0.0	0	0.0
Dog Warden	502	62.0	0	0.0	0	0.0	0	0.0	2	0.3	1	0.2	0	0.0	0	0.0	0	0.0
FPV Special	12	1.5	6	1.1	4	1.2	111	13.6	46	6.5	18	4.0	5	1.8	9	4.2	6	2.6
Tactical Squad	1	0.1	0	0.0	2	0.6	0	0.0	0	0.0	15	3.3	6	2.2	48	22.5	0	0.0
Special Services	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15	3.3	2	0.7	15	7.0	0	0.0
Red	29	3.6	100	18.2	36	10.8	28	3.4	93	13.2	45	9.9	16	5.8	9	4.2	39	16.8
Mobile Van	0	0.0	0	0.0	0	0.0	0	0.0	1	0.1	0	0.0	0	0.0	1	0.5	0	0.0
Park Police	0	0.0	2	0.4	0	0.0	0	0.0	1	0.1	1	0.2	0	0.0	0	0.0	0	0.0
Ambulance	1	0.1	1	0.2	0	0.0	489	59.9	4	0.6	39	8.6	75	27.0	12	5.6	38	16.4
Motorcycles	2	0.2	0	0.0	6	1.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

Continued

Table III-10
CAR POST SECTOR BY NEWCRIME
(Continued)

		Crime Code																			
Car Post Sector	Murder Manslaughter		Robbery		Assault		Burglary		Larcent LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Post Number	0	0.0%	1	1.7%	3	0.8%	0	0.0%	2	0.6%	3	0.7%	3	0.4%	4	1.2%	0	0.0%	1	0.2%	
K-9 Corps	0	0.0	0	0.0	4	1.1	0	0.0	0	0.0	0	0.0	1	0.1	0	0.0	0	0.0	0	0.0	
Special	0	0.0	0	0.0	18	5.0	14	3.6	10	3.0	23	5.2	43	5.3	10	2.9	15	6.3	28	4.7	
Board of Education	0	0.0	0	0.0	0	0.0	2	0.5	1	0.3	0	0.0	0	0.0	0	0.0	0	0.0	2	0.3	
Headquarter, 2nd, 3rd, Precinct	0	0.0	3	5.1	7	1.9	2	0.5	7	2.1	45	10.2	87	10.8	7	2.1	0	0.0	31	5.2	
Green	1	100.0	19	32.2	110	30.6	127	32.9	109	32.9	117	26.5	199	24.7	92	27.1	56	23.5	204	34.2	
Accident Cars	0	0.0	0	0.0	1	0.3	0	0.0	0	0.0	1	0.2	1	0.1	1	0.3	0	0.0	1	0.2	
Detective Bureau	0	0.0	0	0.0	17	4.7	4	1.0	4	1.2	7	1.6	12	1.5	7	2.1	3	1.3	3	0.5	
Claims Car	0	0.0	1	1.7	0	0.0	0	0.0	0	0.0	0	0.0	2	0.2	1	0.3	0	0.0	0	0.0	
Blue	0	0.0	14	23.7	58	16.1	91	23.6	46	13.9	90	20.4	159	19.7	71	20.9	56	23.5	116	19.5	
Amber	<u>0</u>	<u>0.0</u>	<u>10</u>	<u>16.9</u>	<u>62</u>	<u>17.2</u>	<u>66</u>	<u>17.1</u>	<u>83</u>	<u>25.1</u>	<u>98</u>	<u>22.2</u>	<u>134</u>	<u>16.6</u>	<u>70</u>	<u>20.6</u>	<u>38</u>	<u>16.0</u>	<u>130</u>	<u>21.8</u>	
Totals	1	100.0%	59	100.0%	360	100.2%	386	99.9%	331	99.9%	441	99.9%	807	100.0%	340	100.1%	238	100.0%	596	100.1%	

Continued

Table III-10

CAR POST SECTOR BY NEWCRIME
(Continued)

Car Post Sector	Crime Code																	
	Nuisance		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Post Number	2	0.2%	1	0.2%	0	0.0%	0	0.0%	1	0.1%	3	0.7%	5	1.8%	5	2.3%	0	0.0%
K-9 Corps	0	0.0	1	0.2	0	0.0	0	0.0	1	0.1	2	0.4	0	0.0	2	0.9	0	0.0
Special	6	0.7	4	0.7	1	0.3	31	3.8	25	3.5	15	3.3	20	7.2	5	2.3	2	0.9
Board of Education	1	0.1	3	0.5	0	0.0	0	0.0	2	0.3	0	0.0	0	0.0	0	0.0	0	0.0
Headquarter, 2nd, 3rd, Precinct	3	0.4	1	0.2	23	6.9	3	0.4	10	1.4	17	3.8	20	7.2	4	1.9	1	0.4
Green	118	14.6	174	31.8	73	21.9	85	10.4	205	29.1	87	19.2	39	14.0	29	13.6	62	26.7
Accident Cars	0	0.0	1	0.2	89	26.7	5	0.6	0	0.0	0	0.0	1	0.4	0	0.0	0	0.0
Detective Bureau	0	0.0	0	0.0	0	0.0	0	0.0	11	1.6	35	7.7	16	5.8	9	4.2	0	0.0
Claims Car	0	0.0	0	0.0	0	0.0	0	0.0	1	0.1	2	0.4	13	4.7	2	0.9	0	0.0
Blue	68	8.4	112	20.4	46	13.8	24	2.9	136	19.3	54	11.9	30	10.8	18	8.5	41	17.7
Amber	<u>64</u>	<u>7.9</u>	<u>142</u>	<u>25.9</u>	<u>52</u>	<u>15.6</u>	<u>41</u>	<u>5.0</u>	<u>158</u>	<u>22.4</u>	<u>57</u>	<u>12.6</u>	<u>24</u>	<u>8.6</u>	<u>42</u>	<u>19.7</u>	<u>43</u>	<u>18.5</u>
Totals	810	99.9%	548	99.8%	333	99.9%	817	100.0%	905	99.8%	453	99.9%	278	100.1%	213	99.7%	232	100.0%

Table III-11
GRID BY CRIME CODE

Grid	Crime Code																	
	Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
002	1	4.8%	2	1.5%	5	4.7%	0	0.0%	1	1.0%	4	2.1%	3	3.3%	1	1.6%	4	3.3%
003	1	4.8	15	11.2	7	6.6	1	0.8	4	4.1	29	15.2	4	4.3	15	23.8	6	5.0
004	0	0.0	2	1.5	3	2.8	0	0.0	0	0.0	11	5.8	4	4.3	2	3.2	9	7.4
008	0	0.0	9	6.7	5	4.7	0	0.0	3	3.1	5	2.6	2	2.2	6	9.5	3	2.5
009	0	0.0	20	14.9	9	8.5	49	38.6	25	25.5	10	5.2	24	26.1	1	1.6	6	5.0
0010	2	9.5	11	8.2	7	6.6	8	6.3	11	11.2	9	4.7	3	3.3	1	1.6	10	8.3
0011	2	9.5	6	4.5	10	9.4	4	3.1	7	7.1	10	5.2	12	13.0	4	6.3	16	13.2
0015	0	0.0	1	0.7	2	1.9	1	0.8	4	4.1	1	0.5	0	0.0	0	0.0	1	0.8
0016	1	4.8	9	6.7	7	6.6	30	23.6	5	5.1	7	3.7	6	6.5	1	1.6	10	8.3
0017	6	28.6	14	10.4	9	8.5	10	7.9	10	10.2	33	17.3	7	7.6	7	11.1	19	15.7
0018	0	0.0	1	0.7	2	1.9	2	1.6	0	0.0	5	2.6	6	6.5	1	1.6	6	5.0
0020	0	0.0	0	0.0	3	2.8	1	0.8	1	1.0	0	0.0	0	0.0	0	0.0	0	0.0
0021	0	0.0	1	0.7	5	4.7	3	2.4	2	2.0	0	0.0	3	3.3	0	0.0	3	2.5
0026	1	4.8	3	2.2	3	2.8	4	3.1	7	7.1	7	3.7	2	2.2	1	1.6	5	4.1
0027	0	0.0	7	5.2	6	5.7	2	1.6	3	3.1	20	10.5	2	2.2	5	7.9	6	5.0
008A	6	28.6	30	22.4	8	7.5	8	6.3	9	9.2	30	15.7	12	13.0	16	25.4	12	9.9
008B	<u>1</u>	<u>4.8</u>	<u>3</u>	<u>2.2</u>	<u>15</u>	<u>14.2</u>	<u>4</u>	<u>3.1</u>	<u>6</u>	<u>6.1</u>	<u>10</u>	<u>5.2</u>	<u>2</u>	<u>2.2</u>	<u>2</u>	<u>3.2</u>	<u>5</u>	<u>4.1</u>
Totals	21	100.2%	134	99.7%	106	99.9%	127	100.0%	98	99.9%	191	100.0%	92	100.0%	63	100.0%	121	100.1%

Continued

Table III-11
(Continued)

GRID BY CRIME CODE

Grid	Nuisances		Alarms		Motor Vehicle Violations		Medical Problems		Crime Code Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
002	3	1.8%	11	6.3%	3	3.8%	1	0.3%	5	2.4%	1	0.7%	1	1.1%	2	3.0%	2	3.4%
0003	4	2.4	1	0.6	1	1.2	37	10.3	11	5.3	9	6.3	5	5.3	1	1.5	1	1.7
0004	2	1.2	0	0.0	1	1.2	6	1.7	7	3.4	5	3.5	0	0.0	1	1.5	0	0.0
0008	3	1.8	8	4.6	1	1.2	2	0.6	6	2.9	2	1.4	4	4.2	3	4.5	6	10.2
0009	6	3.6	25	14.4	12	15.0	56	15.6	21	10.1	39	27.1	25	26.3	15	22.7	2	3.4
0010	10	5.9	20	11.5	5	6.2	5	1.4	11	5.3	2	1.4	11	11.6	3	4.5	1	1.7
0011	12	7.1	26	14.9	9	11.2	11	3.1	10	4.8	14	9.7	8	8.4	7	10.6	6	10.2
0015	1	0.6	3	1.7	5	6.2	9	2.5	8	3.9	5	3.5	3	3.2	1	1.5	5	8.5
0016	22	13.0	14	8.0	5	6.2	17	4.7	12	5.8	10	6.9	7	7.4	3	4.5	2	3.4
0017	12	7.1	16	9.2	8	10.0	27	7.5	24	11.6	15	10.4	10	10.5	10	15.2	9	15.3
0018	3	1.8	9	5.2	5	6.2	2	0.6	4	1.9	3	2.1	1	1.1	0	0.0	2	3.4
0020	54	32.0	2	1.1	0	0.0	0	0.0	2	1.0	0	0.0	0	0.0	1	1.5	0	0.0
0021	2	1.2	8	4.6	7	8.8	2	0.6	9	4.3	3	2.1	3	3.2	2	3.0	4	6.8
0026	2	1.2	7	4.0	7	8.8	6	1.7	7	3.4	6	4.2	4	4.2	1	1.5	0	0.0
0027	4	2.4	5	2.9	0	0.0	37	10.3	12	5.8	9	6.3	7	7.4	2	3.0	2	3.4
008A	23	13.6	8	4.6	7	8.8	136	37.9	50	24.2	17	11.8	6	6.3	10	15.2	7	11.9
008B	6	3.6	11	6.3	4	5.0	5	1.4	8	3.9	4	2.8	0	0.0	4	6.1	10	16.9
Totals	169	100.3%	174	99.9%	80	99.8%	359	100.2%	207	100.0%	144	100.2%	95	100.2%	66	99.8%	59	100.2%

Missing Cases 5711

Table III-12

VICTIM'S SEX BY INCIDENT LOCATION TYPE

Location Type

Sex	House		Apartment		Hotel, Motel		Hospital, Convalescence		Dormitory, Rooming House		Restaurant		Bar		Market		Department Store		Small Store		Business	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	124	52.8%	207	39.7%	5	100.0%	3	27.3%	3	50.0%	2	50.0%	17	89.5%	1	50.0%	3	33.3%	10	52.6%	31	86.1%
Female	<u>111</u>	<u>47.2</u>	<u>314</u>	<u>60.3</u>	<u>0</u>	<u>0.0</u>	<u>8</u>	<u>72.7</u>	<u>3</u>	<u>50.0</u>	<u>2</u>	<u>50.0</u>	<u>2</u>	<u>10.5</u>	<u>1</u>	<u>50.0</u>	<u>6</u>	<u>66.7</u>	<u>9</u>	<u>47.4</u>	<u>5</u>	<u>13.9</u>
Totals	235	100.0%	521	100.0%	5	100.0%	11	100.0%	6	100.0%	4	100.0%	19	100.0%	2	100.0%	9	100.0%	19	100.0%	36	100.0%

Continued

Table III-12
(Continued)
VICTIM'S SEX BY INCIDENT LOCATION TYPE

		Location Type																			
		Bank		Gas Station		Car Lot, Parking		Park Recreation Area		Sports Arena		Theater		School, Library		Government Building		Church		Private Auto	
Sex	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Male	1	100.0%	8	80.0%	36	64.3%	6	50.0%	2	100.0%	1	100.0%	15	62.5%	9	75.0%	3	100.0%	242	66.5%	
Female	0	0.0	2	20.0	20	35.7	6	50.0	0	0.0	0	0.0	9	37.5	3	25.0	0	0.0	122	33.5	
Totals	1	100.0%	10	100.0%	56	100.0%	12	100.0%	2	100.0%	1	100.0%	24	100.0%	12	100.0%	3	100.0%	364	100.0%	

Continued

Table III-13
(Continued)

INCIDENT LOCATION TYPE, BY VICTIM'S RACE

<u>Location Type</u>	<u>White</u>		<u>Black</u>		<u>Puerto Rican</u>		<u>Other</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Community Taxi	1	0.1%	0	0.0%	0	0.0%	0	0.0%
Community Truck	4	0.5	1	0.3	0	0.0	0	0.0
Sidewalk	44	5.0	14	3.8	3	2.1	0	0.0
Street	46	5.2	20	5.4	7	4.9	0	0.0
Water	0	0.0	0	0.0	1	0.7	0	0.0
Other	<u>28</u>	<u>3.2</u>	<u>9</u>	<u>2.4</u>	<u>7</u>	<u>4.9</u>	<u>0</u>	<u>0.0</u>
Totals	878	100.0%	369	100.1%	143	100.1%	3	99.9%

Table III-14

CAR POST SECTOR BY INCIDENT LOCATION TYPE

Car Post Sector	Location Type																	
	House		Apartment		Hotel, Motel		Hospital Convalescence		Dormitory, Rooming House		Restaurant		Drive-In, Take-Out		Bar		Liquor Store	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Youth Bureau	7	2.5	5	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
FPV Specials	2	0.7	82	13.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Tactical Squad	1	0.4	1	0.2	0	0.0	0	0.0	0	0.0	1	4.5	0	0.0	1	2.6	0	0.0
Special Services	3	1.1	1	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Red	25	8.0	84	13.8	0	0.0	1	5.0	0	0.0	1	4.5	0	0.0	6	15.4	0	0.0
Mobile Van	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Park Police	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Ambulance	56	19.9	82	13.5	2	22.2	1	5.0	2	25.0	0	0.0	0	0.0	1	2.6	0	0.0
Motorcycles	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Post Number	0	0.0	1	0.2	0	0.0	0	0.0	0	0.0	1	4.5	0	0.0	0	0.0	0	0.0
K-9 Corps	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Special	1	0.4	32	5.3	0	0.0	0	0.0	4	50.0	0	0.0	0	0.0	0	0.0	0	0.0
Board of Education	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Headquarter, 2nd, 3rd, Precinct	2	0.7	1	0.2	0	0.0	0	0.0	1	12.5	1	4.5	0	0.0	1	2.6	0	0.0
Green	91	32.3	139	22.9	0	0.0	14	70.0	0	0.0	7	31.8	1	25.0	12	30.8	1	20.0
Accident Cars	1	0.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Detective Bureau	0	0.0	2	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Claims Car	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Blue	53	18.8	99	16.3	1	11.1	3	15.0	0	0.0	4	18.2	0	0.0	11	28.2	2	40.0
Amber	39	13.8	78	12.9	6	66.7	1	5.0	1	12.5	7	31.8	3	75.0	7	17.9	2	40.0
Totals	282	99.4%	607	100.1%	9	100.0%	20	100.0%	8	100.0%	22	99.8%	4	100.0%	39	100.1%	5	100.0%

Continued

Table III-14
(Continued)
CAR POST SECTOR BY INCIDENT LOCATION TYPE

Car Post Sector	Location Type																	
	Market		Department Store		Small Store		Business		Bank		Gas Station		Car Lot, Parking		Park Recreation Area		Sports Arena	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Youth Bureau	0	0.0	1	2.5	0	0.0	1	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
FPV Specials	0	0.0	0	0.0	0	0.0	1	0.5	0	0.0	0	0.0	5	6.2	2	7.7	0	0.0
Tactical Squad	0	0.0	1	2.5	9	13.2	1	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Special Services	0	0.0	0	0.0	3	4.4	1	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Red	2	20.0	4	10.0	6	8.8	37	19.7	2	18.2	3	11.5	4	4.9	0	0.0	0	0.0
Mobile Van	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Park Police	0	0.0	0	0.0	1	1.5	0	0.0	0	0.0	0	0.0	0	0.0	1	3.8	0	0.0
Ambulance	1	10.0	0	0.0	0	0.0	4	2.1	0	0.0	0	0.0	1	1.2	1	3.8	0	0.0
Motorcycles	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Post Number	0	0.0	1	2.5	0	0.0	0	0.0	0	0.0	0	0.0	1	1.2	2	7.7	0	0.0
K-9 Corps	0	0.0	0	0.0	1	1.5	1	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Special	0	0.0	1	2.5	0	0.0	1	0.5	0	0.0	0	0.0	12	14.8	4	15.4	0	0.0
Board of Education	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Headquarter, 2nd, 3rd, Precinct	0	0.0	0	0.0	3	4.4	2	1.1	1	9.1	1	3.8	4	4.9	0	0.0	0	0.0
Green	4	40.0	15	37.5	14	20.6	59	31.4	2	18.2	11	42.3	17	21.0	7	26.9	2	66.7
Accident Cars	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Detective Bureau	0	0.0	1	2.5	1	1.5	2	1.1	1	9.1	0	0.0	0	0.0	0	0.0	0	0.0
Claims Car	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Blue	2	20.0	4	10.0	11	16.2	44	23.4	1	9.1	7	26.9	11	13.6	3	11.5	0	0.0
Amber	<u>1</u>	<u>10.0</u>	<u>12</u>	<u>30.0</u>	<u>19</u>	<u>27.9</u>	<u>34</u>	<u>18.1</u>	<u>4</u>	<u>36.4</u>	<u>4</u>	<u>15.4</u>	<u>26</u>	<u>32.1</u>	<u>6</u>	<u>23.1</u>	<u>1</u>	<u>33.3</u>
Totals	10	100.0%	40	100.0%	68	100.0%	188	99.9%	11	100.1%	26	99.9%	81	99.9%	26	99.9%	3	100.0%

Continued

Table III-14
(Continued)
CAR POST SECTOR BY INCIDENT LOCATION TYPE

Car Post Sector	Location Type															
	Theater		School, Library		Government Building		Church		Private Auto		Private Motorcycle		Private Bus		Private Truck	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.4%	0	0.0%	0	0.0%	0	0.0%
Youth Bureau	0	0.0	0	0.0	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0	0	0.0
FPV Specials	0	0.0	0	0.0	0	0.0	0	0.0	8	1.7	0	0.0	0	0.0	0	0.0
Tactical Squad	0	0.0	0	0.0	1	4.5	0	0.0	4	0.9	0	0.0	0	0.0	1	7.1
Special Services	0	0.0	0	0.0	0	0.0	0	0.0	2	0.4	0	0.0	0	0.0	0	0.0
Red	0	0.0	5	8.6	2	9.1	1	14.3	69	15.0	0	0.0	0	0.0	3	21.4
Mobile Van	0	0.0	0	0.0	0	0.0	0	0.0	2	0.4	0	0.0	0	0.0	0	0.0
Park Police	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Ambulance	1	33.3	5	8.6	10	45.5	1	14.3	16	3.5	0	0.0	0	0.0	0	0.0
Motorcycles	0	0.0	0	0.0	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0	0	0.0
Post Number	0	0.0	0	0.0	1	4.5	0	0.0	2	0.4	0	0.0	0	0.0	0	0.0
K-9 Corps	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Special	0	0.0	2	3.4	0	0.0	0	0.0	12	2.6	0	0.0	1	50.0	0	0.0
Board of Education	0	0.0	6	10.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Headquarter, 2nd, 3rd, Precinct	0	0.0	1	1.7	0	0.0	0	0.0	36	7.8	0	0.0	0	0.0	2	14.3
Green	0	0.0	18	31.0	2	9.1	1	14.3	127	27.7	3	60.0	1	50.0	1	7.1
Accident Cars	0	0.0	1	1.7	0	0.0	0	0.0	13	2.8	1	20.0	0	0.0	0	0.0
Detective Bureau	0	0.0	0	0.0	0	0.0	0	0.0	4	0.9	0	0.0	0	0.0	0	0.0
Claims Car	0	0.0	0	0.0	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0	0	0.0
Blue	1	33.3	8	13.8	2	9.1	3	42.9	79	17.2	0	0.0	0	0.0	4	28.6
Amber	<u>1</u>	<u>33.3</u>	<u>12</u>	<u>20.7</u>	<u>4</u>	<u>18.2</u>	<u>1</u>	<u>14.3</u>	<u>80</u>	<u>17.4</u>	<u>1</u>	<u>20.0</u>	<u>0</u>	<u>0.0</u>	<u>3</u>	<u>21.4</u>
Totals	3	99.9%	58	99.8%	22	100.0%	7	100.1%	459	99.7%	5	100.0%	2	100.0%	14	99.9%

Continued

Table III-14
(Continued)

CAR POST SECTOR BY INCIDENT LOCATION TYPE

Car Post Sector	Location Type															
	Community Auto		Community Taxi		Community Bus		Community Truck		Sidewalk		Street		Water		Other	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Police Sergeant	0	0.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	1	0.7%	0	0.0%	0	0.0%
Youth Bureau	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	1.6
FPV Specials	0	0.0	0	0.0	0	0.0	0	0.0	1	1.1	10	7.2	0	0.0	2	3.1
Tactical Squad	0	0.0	0	0.0	0	0.0	0	0.0	5	5.6	1	0.7	0	0.0	1	1.6
Special Services	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Red	1	25.0	1	25.0	0	0.0	0	0.0	8	8.9	18	12.9	0	0.0	5	7.8
Mobile Van	0	0.0	0	0.0	0	0.0	0	0.0	1	1.1	0	0.0	0	0.0	0	0.0
Park Police	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Ambulance	0	0.0	0	0.0	0	0.0	0	0.0	11	12.2	11	7.9	1	100.0	16	25.0
Motorcycles	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.7	0	0.0	0	0.0
Post Number	0	0.0	0	0.0	0	0.0	0	0.0	2	2.2	1	0.7	0	0.0	1	1.6
K-9 Corps	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	1.6
Special	0	0.0	0	0.0	0	0.0	0	0.0	2	2.2	0	0.0	0	0.0	3	4.7
Board of Education	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	1.6
Headquarter, 2nd 3rd, Precinct	0	0.0	0	0.0	0	0.0	0	0.0	1	1.1	6	4.3	0	0.0	1	1.6
Green	1	25.0	0	0.0	0	0.0	2	33.3	24	26.7	35	25.2	0	0.0	9	14.1
Accident Cars	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.7	0	0.0	0	0.0
Detective Bureau	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.7	0	0.0	0	0.0
Claims Car	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Blue	1	25.0	1	25.0	1	100.0	2	33.3	13	14.4	29	20.9	0	0.0	9	14.1
Amber	<u>1</u>	<u>25.0</u>	<u>1</u>	<u>25.0</u>	<u>0</u>	<u>0.0</u>	<u>2</u>	<u>33.3</u>	<u>22</u>	<u>24.4</u>	<u>24</u>	<u>17.3</u>	<u>0</u>	<u>0.0</u>	<u>14</u>	<u>21.9</u>
Totals	4	100.0%	4	100.0%	1	100.0%	6	99.9%	90	99.9%	139	99.9%	1	100.0%	64	100.3%

Missing Cases 5687

Table III-15

TIME INCIDENT OCCURRED (AM-PM) BY
DATE INCIDENT OCCURRED (Month)

Time	Month											
	January		February		March		April		May		June	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	356	66.7%	308	62.9%	281	67.7%	232	60.7%	249	62.3%	238	64.3%
AM	<u>173</u>	<u>33.3</u>	<u>182</u>	<u>37.1</u>	<u>134</u>	<u>32.3</u>	<u>150</u>	<u>39.3</u>	<u>151</u>	<u>37.8</u>	<u>132</u>	<u>35.7</u>
Totals	534	100.0%	490	100.0%	415	100.0%	382	100.0%	400	100.1%	370	100.0%

Time	Month											
	July		August		September		October		November		December	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	189	68.7%	227	76.7%	201	68.6%	232	60.3%	206	63.6%	141	72.7%
AM	<u>86</u>	<u>31.3</u>	<u>69</u>	<u>23.3</u>	<u>92</u>	<u>31.4</u>	<u>153</u>	<u>39.7</u>	<u>118</u>	<u>36.4</u>	<u>53</u>	<u>27.3</u>
Totals	275	100.0%	296	100.0%	293	100.0%	385	100.0%	324	100.0%	194	100.0%

Table III-16

TIME INCIDENT OCCURRED (3 PM/2:59 AM—3 AM/2:59 PM)
BY DATE INCIDENT OCCURRED (MONTH)

Month												
<u>January</u>			<u>February</u>		<u>March</u>		<u>April</u>		<u>May</u>		<u>June</u>	
<u>Time</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
3 PM to 2 AM	350	61.5%	332	61.7%	266	61.7%	232	58.9%	251	61.8%	241	64.1%
3 AM to 2 AM	<u>219</u>	<u>38.5</u>	<u>206</u>	<u>38.3</u>	<u>165</u>	<u>38.3</u>	<u>162</u>	<u>41.1</u>	<u>155</u>	<u>38.2</u>	<u>135</u>	<u>35.9</u>
Totals	569	100.0%	538	100.0%	431	100.0%	394	100.0%	406	100.0%	376	100.0%

Month												
	July		August		September		October		November		December	
Time	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
3 PM to 2 AM	181	64.4%	196	61.6%	187	60.5%	233	59.3%	197	60.1%	126	63.3%
3 AM to 2 AM	100	35.6	122	38.4	122	39.5	160	40.7	131	39.9	73	36.7
Totals	281	100.0%	318	100.0%	309	100.0%	393	100.0%	328	100.0%	199	100.0%

Table III-17

DATE INCIDENT OCCURRED (MONTH) BY TIME INCIDENT OCCURRED (24 HOUR CLOCK)

Month	Hours															
	One		Two		Three		Four		Five		Six		Seven		Eight	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	21	11.8%	19	15.2%	16	15.7%	6	12.2%	2	5.7%	7	9.3%	9	11.8%	17	13.2%
February	26	14.6	23	18.4	9	8.8	5	10.2	2	5.7	5	6.7	11	14.5	15	11.6
March	16	9.0	13	10.4	12	11.8	6	12.2	4	11.4	7	9.3	8	10.5	11	8.5
April	17	9.6	12	9.6	8	7.8	8	16.3	3	8.6	11	14.7	12	15.8	18	14.0
May	21	11.8	13	10.4	4	3.9	3	6.1	1	2.9	9	12.0	6	7.9	11	8.5
June	19	10.7	7	5.6	10	9.8	3	6.1	4	11.4	3	4.0	8	10.5	11	8.5
July	9	5.1	8	6.4	9	8.8	3	6.1	2	5.7	8	10.7	4	5.3	4	3.1
August	6	3.4	2	1.6	4	3.9	2	4.1	1	2.9	4	5.3	4	5.3	9	7.0
September	8	4.5	4	3.2	12	11.8	2	4.1	6	17.1	4	5.3	4	5.3	5	3.9
October	19	10.7	10	8.0	8	7.8	4	8.2	1	2.9	7	9.3	5	6.6	16	12.4
November	10	5.6	12	9.6	6	5.9	5	10.2	7	20.0	7	9.3	3	3.9	9	7.0
December	6	3.4	2	1.6	4	3.9	2	4.1	2	5.7	3	4.0	2	2.6	3	2.3
Totals	178	100.2%	125	100.0%	102	99.9%	49	99.9%	35	100.0%	75	99.9%	76	100.0%	129	100.0%

Continued

Table III-17
(Continued)
DATE INCIDENT OCCURRED (MONTH) BY TIME INCIDENT OCCURRED (24 HOUR CLOCK)

Month	Hours															
	Nine		Ten		Eleven		Twelve		Thirteen		Fourteen		Fifteen		Sixteen	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	21	10.9%	33	15.5%	18	9.9%	25	11.7%	37	14.6%	28	12.2%	28	11.5%	32	11.2%
February	24	12.5	32	15.0	21	11.6	28	13.1	25	9.8	29	12.6	25	10.3	45	15.7
March	15	7.8	16	7.5	17	9.4	18	8.4	27	10.6	24	10.4	25	10.3	26	9.1
April	19	9.9	16	7.5	11	6.1	19	8.9	22	8.7	15	6.5	17	7.0	23	8.0
May	19	9.9	25	11.7	12	6.6	30	14.0	14	5.5	21	9.1	20	8.2	27	9.4
June	15	7.8	13	6.1	19	10.5	20	9.3	14	5.5	15	6.5	11	4.5	25	8.7
July	17	8.9	4	1.9	11	6.1	9	4.2	17	6.7	12	5.2	15	6.2	19	6.6
August	9	4.7	13	6.1	17	9.4	4	1.9	29	11.4	26	11.3	26	10.7	23	8.0
September	12	6.3	16	7.5	15	8.3	11	5.1	17	6.7	18	7.8	23	9.5	18	6.3
October	16	8.3	23	10.8	23	12.7	22	10.3	21	8.3	14	6.1	16	6.6	16	5.6
November	17	8.9	16	7.5	12	6.6	15	7.3	19	7.5	15	6.5	21	8.6	20	7.0
December	8	4.2	6	2.8	5	2.8	13	6.1	12	4.7	13	5.7	16	6.6	12	4.2
Totals	192	100.1%	213	99.9%	181	100.0%	214	100.0%	254	100.0%	230	99.9%	243	100.0%	286	99.8%

Continued

Table III-18

TIME INCIDENT OCCURRED (A.M.-P.M.) BY NEWCRIME

Time	Crime Code																	
	Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	34	87.2%	142	68.6%	95	56.5%	142	78.9%	133	65.5%	232	54.5%	143	71.1%	105	74.5%	167	64.7%
AM	5	12.3	65	31.4	73	43.5	38	21.1	70	34.5	194	45.5	58	28.9	36	25.5	91	35.3
Totals	39	100.0%	207	100.0%	168	100.0%	180	100.0%	203	100.0%	426	100.0%	201	100.0%	141	100.0%	258	100.0%

Continued

CONTINUED

2 OF 3

Table III-19

TIME INCIDENT OCCURRED (3 P.M./2 A.M.-3 A.M.-2 P.M.) BY NEWCRIME

Time	Crime Code																	
	Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
3 PM to 2 AM	31	77.5%	145	69.4%	92	51.4%	118	63.8%	120	56.6%	236	54.4%	148	72.5%	104	74.3%	173	65.0%
3 AM to 2 PM	9	22.5	64	30.6	87	48.6	67	36.2	92	43.4	198	45.6	56	27.5	36	25.7	93	35.0
Totals	40	100.0%	209	100.0%	179	100.0%	185	100.0%	212	100.0%	434	100.0%	204	100.0%	140	100.0%	266	100.0%

Time	Crime Code																	
	Nuisances		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
3 PM to 2 AM	262	50.8%	197	57.9%	120	64.2%	317	59.3%	266	64.9%	177	66.0%	96	60.8%	91	70.0%	102	76.1%
3 AM to 2 PM	254	49.2	143	42.1	67	35.8	218	40.7	144	35.1	91	34.0	62	39.2	39	30.0	32	23.9
Totals	516	100.0%	340	100.0%	187	100.0%	535	100.0%	410	100.0%	268	100.0%	158	100.0%	130	100.0%	134	100.0%
Missing Cases	3470																	

Table III-20

TIME INCIDENT OCCURRED (24 HOUR CLOCK) BY NEWCRIME

114

Crime Code																		
Hours	Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	1	2.5%	13	6.2%	4	2.2%	5	2.7%	8	3.8%	21	4.8%	6	2.9%	8	5.7%	9	3.4%
2	0	0.0	8	3.8	6	3.4	3	1.6	2	0.9	13	3.0	10	4.9	2	1.4	9	3.4
3	1	2.5	9	4.3	9	5.0	1	0.5	7	3.3	12	2.8	4	2.0	1	0.7	7	2.6
4	0	0.0	2	1.0	5	2.8	0	0.0	3	1.4	4	0.9	2	1.0	2	1.4	5	1.9
5	0	0.0	1	0.5	4	2.2	1	0.5	4	1.9	2	0.5	0	0.0	2	1.4	0	0.0
6	0	0.0	3	1.4	4	2.2	2	1.1	4	1.9	13	3.0	1	0.5	4	2.9	2	0.8
7	0	0.0	0	0.0	8	4.5	2	1.1	5	2.4	12	2.8	2	1.0	0	0.0	3	1.1
8	1	2.5	2	1.0	9	5.0	2	1.1	9	4.2	21	4.8	2	1.0	1	0.7	9	3.4
9	0	0.0	1	0.5	6	3.4	3	1.6	4	1.9	27	6.2	2	1.0	3	2.1	14	5.3
10	0	0.0	7	3.3	8	4.5	9	4.9	6	2.8	25	5.8	6	2.9	1	0.7	12	4.5
11	1	2.5	8	3.8	7	3.9	6	3.2	12	5.7	19	4.4	8	3.9	1	0.7	5	1.9
12	2	5.0	11	5.3	6	3.4	7	3.8	12	5.7	32	7.4	16	7.8	11	7.9	17	6.4
13	3	7.5	13	6.2	7	3.9	17	9.2	12	5.7	12	2.8	7	3.4	4	2.9	9	3.4
14	1	2.5	7	3.3	14	7.8	17	9.2	14	6.6	19	4.4	6	2.9	6	4.3	10	3.8
15	4	10.0	13	6.2	4	2.2	11	5.9	17	8.0	16	3.7	16	7.8	5	3.6	7	2.6
16	3	7.5	7	3.3	7	3.9	20	10.8	16	7.5	23	5.3	16	7.8	12	8.6	14	5.3
17	1	2.5	12	5.7	12	6.7	14	7.6	8	3.8	24	5.5	7	3.4	11	7.9	21	7.9
18	4	10.0	17	8.1	4	2.2	11	5.9	14	6.6	18	4.1	16	7.8	5	3.6	14	5.3
19	2	5.0	12	6.7	12	6.7	15	8.1	5	2.4	16	3.7	15	7.4	9	6.4	13	4.9
20	4	10.0	12	5.7	6	3.4	6	3.2	10	4.7	10	2.3	13	6.4	6	4.3	24	9.0
21	6	15.0	10	4.8	14	7.8	8	4.3	17	8.0	28	6.5	18	8.8	15	10.7	25	9.4
22	3	7.5	15	7.2	6	3.4	7	3.8	7	3.3	26	6.0	20	9.8	13	9.3	14	5.3
23	3	7.5	17	8.1	8	4.5	4	2.2	4	1.9	25	5.8	7	3.4	13	9.3	11	4.1
24	0	0.0	7	3.3	9	5.0	14	7.6	12	5.7	16	3.7	4	2.0	5	3.6	12	4.5
Totals	40	100.0%	209	99.7%	179	100.0%	185	99.9%	212	100.1%	434	100.2%	204	99.8%	140	99.8%	266	100.2%

Continued

Table III-20
(Continued)

TIME INCIDENT OCCURRED (24 HOUR CLOCK) BY NEWCRIME

Crime Code																		
Hours	Nuisances		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	5	1.0%	17	5.0%	4	2.1%	23	4.3%	13	3.2%	19	7.1%	9	5.7%	10	7.7%	4	3.0%
2	9	1.7	14	4.1	6	3.2	17	3.2	6	1.5	7	2.6	5	3.2	5	3.8	3	2.2
3	8	1.6	11	3.2	0	0.0	11	2.1	3	0.7	8	3.0	6	3.8	2	1.5	2	1.5
4	0	0.0	6	1.8	1	0.5	9	1.7	4	1.0	5	1.9	0	0.0	0	0.0	1	0.7
5	2	0.4	10	2.9	0	0.0	8	1.5	1	0.2	0	0.0	0	0.0	0	0.0	0	0.0
6	1	0.2	16	4.7	6	3.2	9	1.7	3	0.7	3	1.1	2	1.3	2	1.5	0	0.0
7	3	0.6	14	4.1	1	0.5	17	3.2	3	0.7	7	1.1	3	1.9	0	0.0	0	0.0
8	17	3.3	8	2.4	5	2.7	21	3.9	7	1.7	6	2.2	7	4.4	1	0.8	1	0.7
9	53	10.3	14	4.1	8	4.3	19	3.6	18	4.4	8	3.0	5	3.2	4	3.1	3	2.2
10	34	6.6	11	3.2	11	5.9	29	5.4	26	6.3	16	6.0	5	3.2	3	2.3	4	3.0
11	37	7.2	10	2.9	5	2.7	26	4.9	18	4.4	7	2.6	7	4.4	2	1.5	2	1.5
12	6	1.2	28	8.2	10	5.3	15	2.8	11	2.7	10	3.7	4	2.5	9	6.9	7	5.2
13	53	10.3	7	2.1	14	7.5	27	5.0	24	5.9	13	4.9	15	9.5	10	7.7	8	6.0
14	40	7.8	8	2.4	6	3.2	27	5.0	26	6.3	12	4.5	8	5.1	6	4.6	4	3.0
15	47	9.1	14	4.1	10	5.3	18	3.4	22	5.4	19	7.1	9	5.7	5	3.8	6	4.5
16	29	5.6	14	4.1	13	7.0	30	5.6	36	8.8	13	4.9	13	8.2	7	5.4	13	9.7
17	23	4.5	16	4.7	5	2.7	33	6.2	33	8.0	16	6.0	5	3.2	6	4.6	8	6.0
18	14	2.7	20	5.9	9	4.8	31	5.8	23	5.6	10	3.7	5	3.2	3	2.3	9	6.7
19	23	4.5	16	4.7	10	5.3	37	6.9	32	7.8	12	4.5	7	4.4	6	4.6	7	5.2
20	13	2.5	20	5.9	11	5.9	22	4.1	25	6.1	12	4.5	6	3.8	7	5.4	8	6.0
21	20	3.9	17	5.0	17	9.1	29	5.4	25	6.1	16	6.0	11	7.0	14	10.8	11	8.2
22	28	5.4	22	6.5	14	7.5	31	5.8	20	4.9	19	7.1	10	6.3	10	7.7	11	8.2
23	16	3.1	17	5.0	13	7.0	22	4.1	10	2.4	24	9.0	7	4.4	10	7.7	16	11.9
24	35	6.8	10	2.9	8	4.3	24	4.5	21	5.1	10	3.7	9	5.7	8	6.2	6	4.5
Totals	516	100.3%	340	99.9%	187	100.0%	535	100.1%	410	99.9%	268	100.2%	158	100.1%	130	99.9%	134	99.9%

Missing Cases 3470

Table III-21

DATE INCIDENT OCCURRED (MONTH) BY NEWCRIME

Month	Crime Code																			
	Murder-Manslaughter		Robbery		Assault		Burglary		Larceny LE \$50		Larceny GE \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	1	100.0%	10	16.9%	27	7.6%	38	10.3%	33	10.3%	16	3.8%	83	10.7%	23	6.9%	20	8.6%	55	9.7%
February	0	0.0	2	3.4	14	4.0	24	6.3	23	7.2	36	8.5	65	8.4	26	7.8	22	9.4	60	10.5
March	0	0.0	5	8.5	35	9.9	34	8.9	24	7.5	23	5.4	63	8.1	32	9.6	28	12.0	45	7.9
April	0	0.0	3	5.1	18	5.1	26	6.8	28	8.8	32	7.5	57	7.3	32	9.6	22	9.4	56	9.8
May	0	0.0	4	6.8	35	9.9	30	7.9	26	8.1	38	8.9	70	9.0	33	9.9	21	9.0	45	7.9
June	0	0.0	4	6.8	38	10.8	33	8.7	27	8.4	37	8.7	58	7.5	32	9.6	20	8.6	43	7.6
July	0	0.0	6	10.2	35	9.9	26	6.8	17	5.3	43	10.1	46	5.9	38	11.4	15	6.4	37	6.5
August	0	0.0	3	5.1	32	9.1	25	6.6	48	15.0	44	10.4	56	7.2	21	6.3	18	7.7	49	8.6
September	0	0.0	5	8.5	33	9.3	34	8.9	31	9.7	49	11.5	54	7.0	20	6.0	19	8.2	42	7.4
October	0	0.0	4	6.8	29	8.2	28	7.4	24	7.5	37	8.7	77	9.9	35	10.5	16	6.9	57	10.0
November	0	0.0	9	15.3	33	9.3	47	12.4	25	7.8	36	8.5	64	8.2	24	7.2	12	5.2	43	7.6
December	0	0.0	4	6.8	24	6.8	35	9.2	14	4.4	34	8.0	83	10.7	17	5.1	20	8.6	37	6.5
Totals	1	100.0%	59	100.2%	353	99.9%	380	99.9%	320	100.0%	425	100.0%	776	99.9%	333	99.9%	233	100.0%	569	100.0%

Continued

Table III-21
(Continued)

DATE INCIDENT OCCURRED (MONTH) BY NEWCRIME

Month	Crime Code																		
	Nuisances		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
January	68	8.7%	44	8.0%	33	10.2%	76	9.3%	69	10.0%	46	10.5%	26	9.6%	21	9.9%	28	12.3%	
February	77	9.8	58	10.6	30	9.2	64	7.9	42	6.1	47	10.7	27	9.9	16	7.5	13	5.7	
March	88	11.2	47	8.6	31	9.5	57	7.0	58	8.4	40	9.1	16	5.9	24	11.3	17	7.5	
April	62	7.9	40	7.3	26	8.0	73	9.0	72	10.5	27	6.2	23	8.5	22	10.3	25	11.0	
May	71	9.1	44	8.0	24	7.4	78	9.6	81	11.8	38	8.7	31	11.4	17	8.0	32	14.0	
June	73	9.3	47	8.6	33	10.2	81	9.9	74	10.8	49	11.2	21	7.7	15	7.0	29	12.7	
July	69	8.8	47	8.6	31	9.5	73	9.0	59	8.6	31	7.1	22	8.1	19	8.9	24	10.5	
August	80	10.2	57	10.4	23	7.1	68	8.3	64	9.3	35	8.0	27	9.9	16	7.5	17	7.5	
September	59	7.5	41	7.5	20	6.2	63	7.7	45	6.5	27	6.2	16	5.9	20	9.4	5	2.2	
October	53	6.8	33	6.0	28	8.6	64	7.9	48	7.0	28	6.4	27	9.9	15	7.0	8	3.5	
November	49	6.3	50	9.1	24	7.4	58	7.1	41	6.0	30	6.8	27	9.9	16	7.5	16	7.0	
December	35	4.5	41	7.5	22	6.8	60	7.4	35	5.1	41	9.3	9	3.3	12	5.6	14	6.1	
Totals	784	100.1%	549	100.2%	325	100.1%	815	100.1%	688	100.1%	439	100.2%	272	100.0%	213	99.9%	228	100.0%	
Missing Cases	638																		

Table III-22

TIME INCIDENT OCCURRED (A.M.-P.M.) BY CAR POST SECTOR

	Car Post Sector																					
	Police Sergeant		Youth Bureau		Dog Warden		FPV Specials		Tactical Squad		Special Services		Red		Mobile Van		Park Police		Ambulance		Motorcycles	
Time	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	2	25.0%	35	79.5%	150	66.4%	147	71.7%	32	58.2%	14	63.6%	301	61.4%	8	100.0%	2	66.7%	266	61.4%	9	100.0%
AM	6	75.0	9	20.5	76	33.6	58	28.3	23	41.8	8	36.4	189	38.6	0	0.0	1	33.3	167	38.6	0	0.0
Totals	8	100.0%	44	100.0%	226	100.0%	205	100.0%	55	100.0%	22	100.0%	490	100.0%	8	100.0%	3	100.0%	433	100.0%	9	100.0%

	Car Post Sector																					
	Post Number		K-9 Corps		Special		Board of Education		Headquarter, 2nd, 3rd Precinct		Green		Accident Cars		Detective Bureau		Claims Car		Blue		Amber	
Time	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	14	70.0%	7	77.8%	116	77.3%	8	100.0%	81	66.4%	664	64.0%	52	94.5%	37	82.2%	7	58.3%	431	67.4%	466	63.3%
AM	6	30.0	2	22.2	34	22.7	0	0.0	41	33.6	374	36.0	3	5.5	8	17.8	5	41.7	208	32.6	270	36.7
Totals	20	100.0%	9	100.0%	150	100.0%	8	100.0%	122	100.0%	1038	100.0%	55	100.0%	45	100.0%	12	100.0%	639	100.0%	736	100.0%

Missing Cases 3680

Table III-23

TIME INCIDENT OCCURRED (3 P.M./2 A.M.-3 A.M./2 P.M.) BY GRID

Time	Grid																	
	002		003		004		008		009		0010		0011		0015		0016	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
3 PM to 2 AM	23	82.1%	59	75.6%	26	78.8%	22	59.5%	139	64.7%	44	62.0%	57	63.3%	12	46.2%	59	59.0%
3 AM to 2 PM	5	17.9	19	24.4	7	21.2	15	40.5	76	35.3	27	38.0	33	36.7	14	53.8	41	41.0
Totals	28	100.0%	78	100.0%	33	100.0%	37	100.0%	215	100.0%	71	100.0%	90	100.0%	26	100.0%	100	100.0%

Time	Grid															
	0017		0018		0020		0021		0026		0027		008A		008B	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
3 PM to 2 AM	90	63.4%	20	66.7%	11	29.7%	25	78.1%	21	52.5%	45	59.2%	157	65.7%	34	63.0%
3 AM to 2 PM	52	36.6	10	33.3	26	70.3	7	21.9	19	47.5	31	40.8	82	34.3	20	37.0
Totals	142	100.0%	30	100.0%	37	100.0%	32	100.0%	40	100.0%	76	100.0%	239	100.0%	54	100.0%
Missing Cases	6689															

Table III-24

TIME INCIDENT OCCURRED (A.M.-P.M.) BY INCIDENT LOCATION TYPE

Time	Location Type																	
	House		Apartment		Hotel, Motel		Hospital, Convalescence		Dormitory Rooming House		Restaurant		Drive-In, Take-Out		Bar		Liquor Store	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	175	72.0%	354	68.2%	6	75.0%	8	50.0%	6	100.0%	11	52.4%	3	75.0%	23	65.7%	4	100.0%
AM	68	28.0	165	31.8	2	25.0	8	50.0	0	0.0	10	47.6	1	25.0	12	34.3	0	0.0
Totals	243	100.0%	519	100.0%	8	100.0%	16	100.0%	6	100.0%	21	100.0%	4	100.0%	35	100.0%	4	100.0%

Time	Location Type																	
	Market		Department Store		Small Store		Business		Bank		Gas Station		Car Lot, Parking		Park Recreation Area		Sports Arena	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	7	87.5%	29	78.4%	36	62.1%	70	45.8%	4	44.4%	14	70.0%	38	66.7%	19	82.6%	1	100.0%
AM	1	12.5	8	21.6	22	37.9	83	54.2	5	55.6	6	30.0	19	33.3	4	17.4	0	0.0
Totals	8	100.0%	37	100.0%	58	100.0%	153	100.0%	9	100.0%	20	100.0%	57	100.0%	23	100.0%	1	100.0%

Continued

Table III-24
(Continued)

TIME INCIDENT OCCURRED (A.M. P.M.) BY INCIDENT LOCATION TYPE

		Location Type															
		<u>Theater</u>		<u>School, Library</u>		<u>Government Building</u>		<u>Church</u>		<u>Private Auto</u>		<u>Private Motorcycle</u>		<u>Private Bus</u>		<u>Private Truck</u>	
<u>Time</u>		<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
PM		3	100.0%	23	52.3%	12	57.1%	7	100.0%	216	59.3%	3	60.0%	2	100.0%	5	62.5%
AM		0	0.0	21	47.7	9	42.9	0	0.0	148	40.7	2	40.0	0	0.0	3	37.5
Totals		3	100.0%	44	100.0%	21	100.0%	7	100.0%	364	100.0%	5	100.0%	2	100.0%	8	100.0%

Location Type																
	Community Auto		Community Taxi		Community Bus		Community Truck		Sidewalk		Street		Water		Other	
Time	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
PM	1	33.3%	2	50.0%	0	0.0%	0	0.0%	54	67.5%	88	75.9%	1	100.0%	41	67.2%
AM	2	66.7	2	50.0	1	100.0%	2	100.0%	26	32.5	28	24.1	0	0.0	20	32.8
Totals	3	100.0%	4	100.0%	1	100.0%	2	100.0%	80	100.0%	116	100.0%	1	100.0%	61	100.0%
Missing Cases	6073															

Table III-25

DATE INCIDENT OCCURRED (MONTH) BY CAR POST SECTOR

Month	Car Post Sector															
	Police Sergeant		Youth Bureau		Dog Warden		FPV Specials		Tactical Squad		Special Services		Red		Mobile Van	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	1	5.6%	5	6.6%	48	9.8%	26	7.4%	10	11.6%	1	3.2%	76	8.9%	0	0.0%
February	6	33.3	5	6.6	48	9.8	31	8.9	4	4.7	4	12.9	62	7.3	0	0.0
March	0	0.0	6	7.9	56	11.4	22	6.3	4	4.7	5	16.1	77	9.1	1	10.0
April	4	22.2	4	5.3	37	7.5	28	8.0	4	4.7	2	6.5	53	6.2	0	0.0
May	0	0.0	8	10.5	38	7.7	47	13.4	12	14.0	1	3.2	74	8.7	1	10.0
June	3	16.7	8	10.5	47	9.6	28	8.0	10	11.6	7	22.6	74	8.7	1	10.0
July	0	0.0	4	5.3	46	9.3	37	10.6	7	8.1	1	3.2	75	8.8	0	0.0
August	1	5.6	11	14.5	43	8.7	30	8.6	7	8.1	2	6.5	71	8.4	1	10.0
September	0	0.0	7	9.2	40	8.1	33	9.4	9	10.5	2	6.5	73	8.6	2	20.0
October	1	5.6	9	11.8	31	6.3	26	7.4	10	11.6	3	9.7	73	8.6	2	20.0
November	1	5.6	6	7.9	38	7.7	26	7.4	7	8.1	1	3.2	79	9.3	0	0.0
December	1	5.6	3	3.9	20	4.1	16	4.6	2	2.3	2	6.5	63	7.4	2	20.0
Totals	18	100.2%	76	100.0%	492	100.0%	350	100.0%	86	100.0%	31	100.1%	850	100.0%	10	100.0%

Continued

Table III-25
(Continued)

DATE INCIDENT OCCURRED (MONTH) BY CAR POST SECTOR

Month	Car Post Sector													
	Park Police		Ambulance		Motorcycles		Post Number		K-9 Corps		Special		Board of Education	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	0	0.0%	58	8.9%	0	0.0%	1	3.0%	1	9.1%	12	4.7%	1	11.1%
February	2	28.6	50	7.7	0	0.0	4	12.1	1	9.1	22	8.7	2	22.2
March	0	0.0	53	8.1	1	8.3	2	6.1	0	0.0	19	7.5	0	0.0
April	0	0.0	54	8.3	0	0.0	5	15.2	0	0.0	25	9.9	2	22.2
May	1	14.3	60	9.2	0	0.0	3	9.1	0	0.0	12	4.7	1	11.1
June	1	14.3	60	9.2	2	16.7	0	0.0	2	18.2	25	9.9	1	11.1
July	2	28.6	54	8.3	2	16.7	3	9.1	0	0.0	21	8.3	1	11.1
August	0	0.0	58	8.9	1	8.3	5	15.2	1	9.1	19	7.5	0	0.0
September	0	0.0	47	7.2	1	8.3	1	3.0	0	0.0	16	6.3	0	0.0
October	0	0.0	59	9.0	2	16.7	4	12.1	3	27.3	29	11.5	1	11.1
November	1	14.3	49	7.5	1	8.3	1	3.0	2	18.2	33	13.0	0	0.0
December	0	0.0	50	7.7	2	16.7	4	12.1	1	9.1	20	7.9	0	0.0
Totals	7	100.1%	652	100.0%	12	100.0%	33	100.0%	11	100.1%	253	99.9%	9	99.9%

Continued

Table III-26
DATE INCIDENT OCCURRED (MONTH) BY GRID

Month	Grid																	
	002		003		004		008		009		0010		0011		0015		0016	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	4	8.2%	13	9.0%	4	7.8%	6	9.0%	26	8.0%	14	11.2%	18	10.6%	4	8.5%	17	10.4%
February	6	12.2	7	4.9	5	9.8	4	6.0	23	7.1	8	6.4	10	5.9	8	17.0	14	8.5
March	5	10.2	11	7.6	6	11.8	7	10.4	21	6.5	12	9.6	16	9.4	5	10.6	14	8.5
April	2	4.1	13	9.0	3	5.9	4	6.0	26	8.0	13	10.4	12	7.1	4	10.6	12	7.3
May	3	6.1	6	4.2	5	9.8	8	11.9	29	8.9	10	8.0	14	8.2	2	4.3	11	6.7
June	3	6.1	13	9.0	2	3.9	4	6.0	29	8.9	14	11.2	21	12.4	0	0.0	17	10.4
July	6	12.2	14	9.7	2	3.9	8	11.9	13	4.0	5	4.0	14	8.2	0	0.0	15	9.1
August	1	2.0	9	6.3	6	11.8	5	7.5	41	12.6	13	10.4	12	7.1	2	4.3	16	9.8
September	5	10.2	9	6.3	3	5.9	4	6.0	29	8.9	6	4.8	15	8.8	3	6.4	13	7.9
October	5	10.2	18	12.5	7	13.7	7	10.4	33	10.2	12	9.6	10	5.9	10	21.3	11	6.7
November	5	10.2	18	12.5	6	11.8	8	11.9	27	8.3	13	10.4	12	7.1	4	8.5	12	7.3
December	4	8.2	13	9.0	2	3.9	2	3.0	28	8.6	5	4.0	16	9.4	4	8.5	12	7.3
Totals	49	99.7%	144	100.0%	51	100.0%	67	100.0%	325	100.0%	125	100.0%	170	100.1%	47	100.0%	164	99.9%

Continued

Table III-27

DATE INCIDENT OCCURRED (MONTH) BY INCIDENT LOCATION TYPE

Month	Location Type																	
	House		Apartment		Hotel, Motel		Hospital, Convalescence		Dormitory, Rooming House		Restaurant		Drive-In, Take-Out		Bar		Liquor Store	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	67	24.0%	125	20.6%	1	12.5%	4	20.0%	0	0.0%	5	22.7%	1	25.0%	6	15.4%	2	40.0%
February	59	21.1	114	18.8	1	12.5	6	30.0	1	12.5	4	18.2	0	0.0	8	20.5	0	0.0
March	25	9.0	97	16.0	2	25.0	2	10.0	2	25.0	1	4.5	1	25.0	7	17.9	1	20.0
April	25	9.0	69	11.4	1	12.5	3	15.0	3	37.5	4	18.2	1	25.0	4	10.3	1	20.0
May	24	8.6	77	12.7	1	12.5	3	15.0	1	12.5	0	0.0	1	25.0	5	12.8	1	20.0
June	36	12.9	59	9.7	1	12.5	2	10.0	0	0.0	4	18.2	0	0.0	3	7.7	0	0.0
July	33	11.8	52	8.6	1	12.5	0	0.0	0	0.0	4	18.2	0	0.0	6	15.4	0	0.0
August	10	3.6	12	2.0	0	0.0	0	0.0	1	12.5	0	0.0	0	0.0	0	0.0	0	0.0
November	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
December	0	0.0	2	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Totals	279	100.0%	607	100.1%	8	100.0%	20	100.0%	8	100.0%	22	100.0%	4	100.0%	39	100.0%	5	100.0%

Continued

Table III-27
(Continued)
DATE INCIDENT OCCURRED (MONTH) BY INCIDENT LOCATION TYPE

	Location Type																	
	Market		Department Store		Small Store		Business		Bank		Gas Station		Car Lot, Parking		Park Recreation Area		Sports Arena	
Month	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	0	0.0%	6	15.0%	22	31.9%	50	27.2%	3	27.3%	4	15.4%	19	25.0%	1	4.0%	1	33.3%
February	4	50.0	9	22.5	14	20.3	36	19.6	4	36.4	5	19.2	20	26.3	2	8.0	0	0.0
March	0	0.0	4	10.0	9	13.0	25	13.6	0	0.0	2	7.7	10	13.2	2	8.0	0	0.0
April	0	0.0	5	12.5	10	14.5	23	12.5	0	0.0	4	15.4	9	11.8	6	24.0	1	33.3
May	2	25.0	9	22.5	6	8.7	22	12.0	1	9.1	6	23.1	3	3.9	8	32.0	0	0.0
June	1	12.5	4	10.0	6	8.7	15	8.2	1	9.1	3	11.5	5	6.6	1	4.0	0	0.0
July	1	12.5	2	5.0	2	2.9	9	4.9	1	9.1	0	0.0	9	11.8	5	20.0	1	33.3
August	0	0.0	1	2.5	0	0.0	2	1.1	0	0.0	1	3.8	1	1.3	0	0.0	0	0.0
November	0	0.0	0	0.0	0	0.0	2	1.1	1	9.1	0	0.0	0	0.0	0	0.0	0	0.0
December	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	3.8	0	0.0	0	0.0	0	0.0
Totals	8	100.0%	40	100.0%	69	100.0%	184	100.2%	11	100.1%	26	99.9%	76	99.9%	25	100.0%	3	99.9%

Continued

Table III-27
(Continued)
DATE INCIDENT OCCURRED (MONTH) BY INCIDENT LOCATION TYPE

	Location Type															
	Theater		School, Library		Government Building		Church		Private Auto		Private Motorcycle		Private Bus		Private Truck	
Month	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	2	66.7%	10	18.2%	5	22.7%	0	0.0%	106	23.8%	0	0.0%	0	0.0%	5	35.7%
February	0	0.0	17	30.9	5	22.7	1	14.3	104	23.3	0	0.0	2	100.0	2	14.3
March	0	0.0	6	10.9	4	18.2	1	14.3	55	12.3	0	0.0	0	0.0	2	14.3
April	1	33.3	3	5.5	3	13.6	0	0.0	44	9.9	3	60.0	0	0.0	0	0.0
May	0	0.0	5	9.1	2	9.1	1	14.3	44	9.9	0	0.0	0	0.0	3	21.4
June	0	0.0	10	18.2	0	0.0	3	42.9	46	10.3	2	40.0	0	0.0	1	7.1
July	0	0.0	3	5.5	2	9.1	1	14.3	38	8.5	0	0.0	0	0.0	0	0.0
August	0	0.0	1	1.8	1	4.5	0	0.0	9	2.0	0	0.0	0	0.0	1	7.1
November	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
December	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Totals	3	100.0%	55	100.1%	22	99.9%	7	100.1%	446	100.0%	5	100.0%	2	100.0%	14	99.9%

Continued

Table III-27
(Continued)

DATE INCIDENT OCCURRED (MONTH) BY INCIDENT LOCATION TYPE

	Location Type															
	<u>Community Auto</u>		<u>Community Taxi</u>		<u>Community Bus</u>		<u>Community Truck</u>		<u>Sidewalk</u>		<u>Street</u>		<u>Water</u>		<u>Other</u>	
<u>Month</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
January	0	0.0%	2	50.0%	0	0.0%	1	16.7%	15	17.4%	30	22.2%	0	0.0%	12	18.5%
February	0	0.0	0	0.0	0	0.0	3	50.0	13	15.1	29	21.5	0	0.0	10	15.4
March	0	0.0	0	0.0	1	100.0	0	0.0	10	11.6	17	12.6	0	0.0	6	9.2
April	0	0.0	0	0.0	0	0.0	0	0.0	10	11.6	14	10.4	0	0.0	11	16.9
May	2	50.0	0	0.0	0	0.0	1	16.7	15	17.4	17	12.6	0	0.0	9	13.8
June	0	0.0	2	50.0	0	0.0	1	16.7	8	9.3	19	14.1	0	0.0	13	20.0
July	2	50.0	0	0.0	0	0.0	0	0.0	12	14.0	7	5.2	0	0.0	4	6.2
August	0	0.0	0	0.0	0	0.0	0	0.0	3	3.5	0	0.0	1	100.0	0	0.0
November	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
December	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Totals	4	100.0%	4	100.0%	1	100.0%	6	100.1%	86	99.9%	135	100.1%	1	100.0%	65	100.0%
Missing Cases	5727															

Table III-28

TIME INCIDENT OCCURRED (AM-PM)
BY TIME INCIDENT REPORTED (AM-PM)

<u>Time Occurred</u>	<u>Time Reported</u>			
	<u>PM</u>		<u>AM</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
PM	2643	96.5%	102	7.0%
AM	<u>95</u>	<u>3.5</u>	<u>1365</u>	<u>93.0</u>
Totals	2738	100.0%	1467	100.0%

Table III-29

DATE INCIDENT OCCURRED (MONTH) BY DATE INCIDENT REPORTED (MONTH)

Date Occurred	Date Reported											
	January		February		March		April		May		June	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	705	99.3%	6	0.9%	1	0.2%	0	0.0%	0	0.0%	0	0.0%
February	0	0.0	633	98.3	7	1.1	1	0.2	0	0.0	1	0.1
March	0	0.0	2	0.3	653	98.2	5	0.8	1	0.1	1	0.1
April	0	0.0	0	0.0	1	0.2	635	98.8	6	0.8	1	0.1
May	0	0.0	0	0.0	1	0.2	1	0.2	710	99.0	6	0.8
June	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0	708	98.7
July	0	0.0	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0
August	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
September	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
October	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
November	1	0.1	3	0.5	0	0.0	0	0.0	0	0.0	0	0.0
December	<u>4</u>	<u>0.6</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>0.2</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>
Totals	710	99.9%	644	99.7%	665	100.3%	643	100.2%	717	99.9%	717	99.8%

Continued

Table III-29
(Continued)

DATE INCIDENT OCCURRED (MONTH) BY DATE INCIDENT REPORTED (MONTH)

Month	Location Type											
	July		August		September		October		November		December	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	2	0.3%	0	0.0%	0	0.0%	0	0.0%	2	0.3	0	0.0%
February	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
March	1	0.2	0	0.0	0	0.0	1	0.2	0	0.0	0	0.0
April	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
May	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
June	4	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
July	630	98.6	3	0.4	2	0.3	1	0.2	1	0.2	0	0.0
August	0	0.0	673	99.6	9	1.5	0	0.0	0	0.0	0	0.0
September	1	0.2	0	0.0	578	98.1	4	0.7	0	0.0	0	0.0
October	0	0.0	0	0.0	0	0.0	603	98.9	6	1.0	2	0.4
November	1	0.2	0	0.0	0	0.0	0	0.0	594	98.5	5	0.9
December	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>0</u>	<u>0.0</u>	<u>1</u>	<u>0.2</u>	<u>0</u>	<u>0.0</u>	<u>531</u>	<u>98.7</u>
Totals	639	99.8%	676	100.0%	589	99.9%	610	100.2%	603	100.0%	538	100.0%

APPENDIX E
CHAPTER IV TABLES

Table IV-1
RESPONSE TIME BY CRIME CODE

Response Time	Crime Type																			
	Murder- Manslaughter		Robbery		Assault		Burglary		Larceny Less Than \$50		Larceny Greater Than \$50		Motor Vehicle Theft		Disorderly Conduct		Family Offenses		Property Damage	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1- 3 Minutes	1	100.0%	1	100.0%	2	50.0%	10	55.6%	5	38.5%	1	16.7%	9	50.0%	5	62.5%	6	66.7%	8	34.8%
4- 6 Minutes	0	0.0	0	0.0	1	25.0	5	27.8	7	53.8	4	66.7	4	22.2	3	37.5	3	33.3	10	43.5
7-10 Minutes	0	0.0	0	0.0	1	25.0	3	16.7	1	7.7	1	16.7	3	16.7	0	0.0	0	0.0	3	13.0
11 Minutes and Above	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	11.1	0	0.0	0	0.0	2	8.7
Totals	1	100.0%	1	100.0%	4	100.0%	18	100.0%	13	100.0%	6	100.0%	18	100.0%	8	100.0%	9	100.0%	23	100.0%

Continued

Table IV-1
(Continued)
RESPONSE TIME BY CRIME CODE

Time Response	Crime Type																	
	Nuisances		Alarms		Motor Vehicle Violations		Medical Problems		Miscellaneous Juvenile		Other-Person		Other-Property		Vice		No Incident	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1- 3 Minutes	6	54.5%	18	85.7%	4	66.7%	6	54.5%	14	50.0%	6	54.5%	1	25.0%	0	0.0%	3	30.0%
4- 6 Minutes	3	27.3	3	14.3	2	33.3	1	9.1	7	25.0	3	27.3	2	50.0	1	100.0	4	40.0
7-10 Minutes	0	0.0	0	0.0	0	0.0	4	36.4	6	21.4	0	0.0	0	0.0	0	0.0	3	30.0
11 Minutes and Above	2	18.2	0	0.0	0	0.0	0	0.0	1	3.6	2	18.2	1	25.0	0	0.0	0	0.0
Totals	11	100.0%	21	100.0%	6	100.0%	11	100.0%	28	100.0%	11	100.0%	4	100.0%	1	100.0%	10	100.0%

Missing Cases

7813

Table IV-2
FREQUENCY DISTRIBUTION OF THE
FOUR MAJOR CAR POST SECTORS

<u>Car Post Sectors</u>	<u>Number</u>	<u>Percent</u>
Amber	1314	24.7%
Blue	1230	23.1
Green	1906	35.8
Red	<u>872</u>	<u>16.4</u>
Totals	5322	100.0%
Missing Cases	0	.

Table IV-3
FREQUENCY DISTRIBUTION OF
MAJOR GRID LOCATIONS

<u>Grid</u>	<u>Number</u>	<u>Percent</u>
003	152	10.3%
009	345	23.3
0011	174	11.7
0016	168	11.4
0017	246	16.6
008a	<u>395</u>	<u>26.7</u>
Totals	1480	100.0%

Table IV-4A

MAJOR CAR POST SECTORS BY CRIME CODE CONTROLLING
FOR THE 3 P.M. TO 2:59 A.M. TIME SEGMENT

Crime Code	Car Post Sector							
	Red		Green		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	4	1.3%	12	1.8%	5	1.2%	5	1.1%
Assault	16	5.1	47	7.2	15	3.7	26	5.8
Burglary	14	4.5	34	5.2	16	3.9	11	2.4
Larceny Less Than \$50	14	4.5	38	5.8	16	3.9	33	7.3
Larceny Greater Than \$50	12	3.8	30	4.6	25	6.1	27	6.0
Motor Vehicle Theft	46	14.7	59	9.1	43	10.5	39	8.6
Disorderly Conduct	20	6.4	35	5.4	32	7.8	32	7.1
Family Offenses	22	7.1	23	3.5	23	5.6	18	4.0
Property Damage	1	4.2	59	9.1	37	9.0	36	8.0
Nuisances	9	2.9	40	6.1	17	4.2	24	5.3
Alarms	38	12.2	61	9.4	38	9.3	46	10.2
Motor Vehicle Violations	16	5.1	22	3.4	17	4.2	12	2.7
Medical Problems	10	3.2	31	4.8	10	2.4	18	4.0
Miscellaneous Juvenile	31	9.9	70	10.8	58	14.2	56	12.4
Other-Person	21	6.7	40	6.1	25	6.1	24	5.3
Other Property	5	1.6	12	1.8	7	1.7	8	1.8
Vice	4	1.3	11	1.7	9	2.2	15	3.3
No Incident	<u>17</u>	<u>5.4</u>	<u>27</u>	<u>4.1</u>	<u>16</u>	<u>3.9</u>	<u>21</u>	<u>4.7</u>
Totals	312	100.0%	651	100.0%	409	100.0%	451	100.0%

Table IV-4B

MAJOR CAR POST SECTORS BY CRIME CODE CONTROLLING
FOR THE 3 A.M. TO 2:59 P.M. TIME SEGMENT

Crime Code	Car Post Sector							
	Red		Green		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	3	0.7%	3	1.3%	1	0.3%
Assault	8	4.4	24	5.9	9	3.8	14	4.7
Burglary	16	8.8	36	8.8	13	5.5	18	6.1
Larceny Less Than \$50	7	3.9	23	5.6	7	2.9	17	5.8
Larceny Greater Than \$50	8	4.4	26	6.4	16	6.7	25	8.5
Motor Vehicle Theft	37	20.4	45	11.0	42	17.6	27	9.2
Disorderly Conduct	8	4.4	11	2.7	5	2.1	5	1.7
Property Damage	6	3.3	32	7.8	15	6.3	28	9.5
Nuisances	12	6.6	31	7.6	14	5.9	14	4.7
Alarms	24	13.3	46	11.3	27	11.3	42	14.2
Motor Vehicle Violations	3	1.7	21	5.1	9	3.8	14	4.7
Medical Problems	8	4.4	19	4.7	6	2.5	10	3.4
Miscellaneous Juvenile	16	8.8	43	10.5	33	13.9	36	12.2
Other-Person	8	4.4	18	4.4	10	4.2	7	2.4
Other-Property	3	1.7	7	1.7	10	4.2	7	2.4
Vice	2	1.1	5	1.2	4	1.7	10	3.4
No Incident	<u>3</u>	<u>1.7</u>	<u>7</u>	<u>1.7</u>	<u>6</u>	<u>2.5</u>	<u>7</u>	<u>2.4</u>
Totals	181	100.0%	408	100.0%	238	100.0%	295	100.0%

Table IV-5A

MAJOR GRID CATEGORIES BY CRIME CODE CONTROLLING FOR THE 3PM TO 2:59AM TIME SEGMENT

Crime Code	Grid											
	003		009		011		016		017		008a	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	1	1.0%	0	0.0%	2	2.0%	1	1.0%	4	2.4%	3	1.1%
Assault	13	12.9	15	7.5	4	4.1	7	6.9	14	8.4	26	10.0
Burglary	3	3.0	4	2.0	2	2.0	3	2.9	4	2.4	6	2.3
Larceny Less Than \$50	0	0.0	27	13.6	0	0.0	21	20.6	6	3.6	5	1.9
Larceny Greater Than \$50	3	3.0	16	8.0	4	4.1	2	2.0	6	3.6	7	2.7
Motor Vehicle Theft	15	14.9	7	3.5	7	7.1	5	4.9	20	12.0	11	4.2
Disorderly Conduct	3	3.0	12	6.0	9	9.2	6	5.9	6	3.6	8	3.1
Family Offenses	11	10.9	1	0.5	2	2.0	1	1.0	5	3.0	11	4.2
Property Damage	4	4.0	6	3.0	7	7.1	4	3.9	14	8.4	7	2.7
Nuisances	4	4.0	4	2.0	6	6.1	10	9.8	7	4.2	13	5.0
Alarms	1	1.0	16	8.0	16	16.3	7	6.9	9	5.4	7	2.7
Motor Vehicle Violations	0	0.0	10	5.0	7	7.1	3	2.9	7	4.2	4	1.5
Medical Problems	23	22.8	36	18.1	6	6.1	11	10.8	16	9.6	88	33.7
Miscellaneous Juvenile	8	7.9	9	4.5	4	4.1	6	5.9	17	10.2	38	14.6
Other-Person	7	6.9	17	8.5	9	9.2	5	4.9	11	6.6	12	4.6
Other-Property	3	3.0	7	3.5	5	5.1	7	6.9	6	3.6	3	1.1
Vice	1	1.0	10	5.0	5	5.1	2	2.0	7	4.2	7	2.7
No Incident	1	1.0	2	1.0	3	3.1	1	1.0	8	4.8	5	1.9
Totals	101	100.0%	199	100.0%	98	100.0%	102	100.0%	167	100.0%	261	100.0%

Table IV-5B

MAJOR GRID CATEGORIES BY CRIME CODE CONTROLLING FOR THE 3AM TO 2:59 PM TIME SEGMENT

Crime Code	Grid											
	003		009		011		016		017		008a	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.7%	2	1.5%
Assault	2	5.7	5	4.4	0	0.0	2	3.2	0	0.0	4	3.1
Burglary	4	11.4	5	4.4	8	11.1	4	6.3	5	6.7	2	1.5
Larceny Less Than \$50	1	2.9	15	13.3	4	5.6	8	12.7	4	5.3	3	2.3
Larceny Greater Than \$50	1	2.9	8	7.1	3	4.2	3	4.8	4	5.3	2	1.5
Motor Vehicle Theft	11	31.4	3	2.7	3	4.2	2	3.2	12	16.0	18	13.7
Disorderly Conduct	1	2.9	7	6.2	3	4.2	0	0.0	1	1.3	4	3.1
Family Offenses	2	5.7	0	0.0	2	2.8	0	0.0	2	2.7	5	3.8
Property Damage	1	2.9	0	0.0	9	12.5	6	9.5	5	6.7	5	3.8
Nuisances	0	0.0	2	1.8	5	6.9	12	19.0	5	6.7	10	7.6
Alarms	0	0.0	9	8.0	10	13.9	7	11.1	7	9.3	1	0.8
Motor Vehicle Violations	1	2.9	2	1.8	2	2.8	2	3.2	1	1.3	3	2.3
Medical Problems	10	28.6	20	17.7	5	6.9	6	9.5	10	13.3	48	36.6
Miscellaneous Juvenile	1	2.9	10	8.8	6	8.3	6	9.5	7	9.3	12	9.2
Other-Person	0	0.0	15	13.3	5	6.9	4	6.3	4	5.3	4	3.1
Other-Property	0	0.0	9	8.0	3	4.2	0	0.0	2	2.7	3	2.3
Vice	0	0.0	3	2.7	1	1.4	0	0.0	3	4.0	3	2.3
No Incident	0	0.0	0	0.0	3	4.2	1	1.6	1	1.3	2	1.5
Totals	35	100.0%	113	100.0%	72	100.0%	63	100.0%	75	100.0%	131	100.0%

Table IV-6A

CAR POST SECTOR BY CRIME CODE
CONTROLLING FOR THE WINTER SEASON
(DEC — JAN — FEB)

Crime Code	Car Post Sector							
	Red		Green		Amber		Blue	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Murder-Manslaughter	0	0.0%	1	0.2%	0	0.0%	0	0.0%
Robbery	2	1.0	3	0.7	4	1.2	4	1.2
Assault	8	3.9	26	5.8	11	3.4	13	3.8
Burglary	18	8.8	31	6.9	16	4.9	28	8.2
Larceny Less Than \$50	7	3.4	25	5.5	20	6.1	14	4.1
Larceny Greater Than \$50	7	3.4	19	4.2	19	5.8	19	5.6
Motor Vehicle Theft	36	17.6	60	13.3	42	12.8	50	14.7
Disorderly Conduct	7	3.4	13	2.9	14	4.3	19	5.6
Family Offenses	14	6.8	14	3.1	10	3.0	18	5.3
Property Damage	12	5.9	49	10.8	39	11.9	37	10.9
Nuisances	9	4.4	23	5.1	7	2.1	15	4.4
Alarms	28	13.7	48	10.6	34	10.4	31	9.1
Motor Vehicle Violations	12	5.9	22	4.9	15	4.6	13	3.8
Medical Problems	8	3.9	15	3.3	16	4.9	2	0.6
Miscellaneous Juvenile	15	7.3	48	10.6	33	10.1	34	10.0
Other-Person	9	4.4	28	6.2	13	4.0	20	5.9
Other-Property	3	1.5	10	2.2	6	1.8	12	3.5
Vice	3	1.5	4	0.9	15	4.6	1	0.3
No Incident	<u>7</u>	<u>3.4</u>	<u>13</u>	<u>2.9</u>	<u>14</u>	<u>4.3</u>	<u>11</u>	<u>3.2</u>
Totals	205	100.0%	452	100.0%	328	100.0%	341	100.0%

Table IV-6B

CAR POST SECTOR BY CRIME CODE
CONTROLLING FOR THE SPRING SEASON
(MAR — APR — MAY)

Crime Code	Car Post Sector							
	Red		Green		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	7	1.4%	2	0.6%	2	0.5%
Assault	9	4.3	26	5.1	14	4.2	18	4.8
Burglary	16	7.7	30	5.9	19	5.7	14	3.8
Larceny Less Than \$50	7	3.3	25	4.9	10	3.0	24	6.5
Larceny Greater Than \$50	7	3.3	31	6.1	23	6.9	24	6.5
Motor Vehicle Theft	29	13.9	49	9.6	39	11.8	36	9.7
Disorderly Conduct	7	3.3	29	5.7	20	6.0	27	7.3
Family Offenses	14	6.7	13	2.6	19	5.7	15	4.0
Property Damage	11	5.3	59	11.6	26	7.9	36	9.7
Nuisances	7	3.3	34	6.7	19	5.7	28	7.5
Alarms	21	10.0	42	8.3	27	8.2	33	8.9
Motor Vehicle Violations	8	3.8	14	2.8	18	5.4	15	4.0
Medical Problems	8	3.8	19	3.7	10	3.0	7	1.9
Miscellaneous Juvenile	27	12.9	63	12.4	45	13.6	50	13.4
Other-Person	16	7.7	21	4.1	13	3.9	17	4.6
Other-Property	6	2.9	10	2.0	8	2.4	8	2.2
Vice	2	1.0	11	2.2	8	2.4	7	1.9
No Incident	<u>14</u>	<u>6.7</u>	<u>25</u>	<u>4.9</u>	<u>11</u>	<u>3.3</u>	<u>11</u>	<u>3.0</u>
Totals	209	100.0%	508	100.0%	331	100.0%	372	100.0%

Table IV-6C

CAR POST SECTOR BY CRIME CODE
CONTROLLING FOR THE SUMMER SEASON
(JUNE — JULY — AUG)

Crime Type	Car Post Sector							
	Red		Green		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	5	1.0%	2	0.6%	1	0.3%
Assault	12	5.4	31	6.0	19	6.1	18	5.4
Burglary	11	4.9	28	5.4	26	8.3	12	3.6
Larceny Less Than \$50	10	4.5	33	6.3	14	4.5	19	5.7
Larceny Greater Than \$50	12	5.4	32	6.2	26	8.3	28	8.4
Motor Vehicle Theft	26	11.7	41	7.9	32	10.3	35	10.5
Disorderly Conduct	15	6.7	32	6.2	17	5.4	11	3.3
Family Offenses	11	4.9	17	3.3	12	3.8	8	2.4
Property Damage	13	5.8	48	9.2	28	9.0	25	7.5
Nuisances	7	3.1	41	7.9	18	5.8	18	5.4
Alarms	31	13.9	45	8.7	27	8.7	42	12.7
Motor Vehicle Violations	8	3.6	23	4.4	7	2.2	14	4.2
Medical Problems	7	3.1	34	6.5	8	2.6	8	2.4
Miscellaneous Juvenile	31	13.9	51	9.8	39	12.5	45	13.6
Other-Person	9	4.0	21	4.0	15	4.8	20	6.0
Other-Property	5	2.2	12	2.3	5	1.6	5	1.5
Vice	2	0.9	8	1.5	3	1.0	8	2.4
No Incident	<u>13</u>	<u>5.8</u>	<u>18</u>	<u>3.5</u>	<u>14</u>	<u>4.5</u>	<u>15</u>	<u>4.5</u>
Totals	223	100.0%	520	100.0%	312	100.0%	332	100.0%

Table IV-6D

CAR POST SECTOR BY CRIME CODE
CONTROLLING FOR THE FALL SEASON
(SEPT — OCT — NOV)

Crime Code	Car Post Sector							
	Red		Green		Blue		Amber	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	3	1.3%	4	0.9%	5	2.4%	3	1.1%
Assault	13	5.6	27	6.4	12	4.9	14	5.0
Burglary	23	9.9	37	8.7	18	7.3	24	8.6
Larceny Less Than \$50	12	5.2	26	6.1	8	3.3	20	7.2
Larceny Greater Than \$50	12	5.2	35	8.3	22	9.0	27	9.7
Motor Vehicle Theft	45	19.3	49	11.6	37	15.1	21	7.5
Disorderly Conduct	14	6.6	18	4.2	15	6.1	17	6.1
Family Offenses	12	5.2	12	2.8	7	2.9	5	1.8
Property Damage	20	8.6	48	11.3	25	10.2	30	10.8
Nuisances	6	2.6	19	4.5	16	6.5	11	3.9
Alarms	20	8.6	39	9.2	27	11.0	32	11.5
Motor Vehicle Violations	8	3.4	14	3.3	8	3.3	8	2.9
Medical Problems	5	2.1	17	4.0	4	1.6	10	3.6
Miscellaneous Juvenile	20	8.6	43	10.1	18	7.3	30	10.8
Other-Person	11	4.7	17	4.0	6	2.4	7	2.5
Other-Property	2	0.9	7	1.7	5	2.0	5	1.8
Vice	2	0.9	6	1.4	6	2.4	12	4.3
No Incident	<u>5</u>	<u>2.1</u>	<u>6</u>	<u>1.4</u>	<u>5</u>	<u>2.0</u>	<u>3</u>	<u>1.1</u>
Totals	233	100.0%	424	100.0%	245	100.0%	279	100.0%

Table IV-7A

CRIME CODE BY LOCATION STATUS CONTROLLING FOR THE RED CAR POST SECTOR

Crime Code	Location Status											
	Residential		Business		Public Area		Buildings		All Vehicles		Other	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	2	3.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Assault	7	6.4	1	1.6	6	20.0	1	11.1	1	1.4	0	0.0
Burglary	11	10.1	10	16.4	0	0.0	0	0.0	0	0.0	0	0.0
Larceny Less Than \$50	4	3.7	4	6.6	1	3.3	0	0.0	1	1.4	0	0.0
Larceny Greater Than \$50	5	4.6	1	1.6	0	0.0	0	0.0	6	8.1	0	0.0
Motor Vehicle Theft	2	1.8	0	0.0	6	20.0	0	0.0	40	54.1	1	20.0
Disorderly Conduct	8	7.3	3	4.9	1	3.3	0	0.0	0	0.0	0	0.0
Family Offenses	14	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Property Damage	2	1.8	6	9.8	1	3.3	1	11.1	4	5.4	1	20.0
Nuisances	5	4.6	0	0.0	2	6.7	1	11.1	3	4.1	1	20.0
Alarms	3	2.8	27	44.3	1	3.3	4	44.4	1	1.4	1	20.0
Motor Vehicle Violations	1	0.9	0	0.0	2	6.7	0	0.0	11	14.9	0	0.0
Medical Problems	9	8.3	0	0.0	0	0.0	2	22.2	0	0.0	0	0.0
Miscellaneous Juvenile	19	17.4	3	4.9	3	10.0	0	0.0	1	1.4	1	20.0
Other-Person	10	9.2	3	4.9	4	13.3	0	0.0	1	1.4	0	0.0
Other-Property	0	0.0	0	0.0	1	3.3	0	0.0	4	5.4	0	0.0
Vice	2	1.8	0	0.0	1	3.3	0	0.0	1	1.4	0	0.0
No Incident	7	6.4	1	1.6	1	3.3	0	0.0	0	0.0	0	0.0
Totals	109	100.0%	61	100.0%	30	100.0%	9	100.0%	74	100.0%	5	100.0%

Table IV-7B

147

CRIME CODE BY LOCATION STATUS CONTROLLING FOR THE GREEN CAR POST SECTOR

Crime Code	Location Status											
	Residential		Business		Public Area		Buildings		All Vehicles		Other	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Murder-Manslaughter	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Robbery	0	0.0	7	5.6	1	1.2	0	0.0	0	0.0	0	0.0
Assault	13	5.7	7	5.6	12	14.1	5	14.3	1	0.7	1	11.1
Burglary	29	12.6	16	12.7	0	0.0	0	0.0	0	0.0	1	11.1
Larceny Less Than \$50	10	4.3	12	9.5	3	3.5	2	5.7	8	5.9	0	0.0
Larceny Greater Than \$50	13	5.7	1	0.8	3	3.5	1	2.9	6	4.4	1	11.1
Motor Vehicle Theft	7	3.0	4	3.2	8	9.4	1	2.9	52	38.5	0	0.0
Disorderly Conduct	18	7.8	6	4.8	3	3.5	3	8.6	0	0.0	0	0.0
Family Offenses	21	9.1	1	0.8	0	0.0	0	0.0	0	0.0	0	0.0
Property Damage	21	9.1	16	12.7	3	3.5	6	17.1	23	17.0	2	22.2
Nuisances	10	4.3	4	3.2	9	10.6	2	5.7	13	9.6	1	11.1
Alarms	8	3.5	32	25.4	3	3.5	3	8.6	1	0.7	0	0.0
Motor Vehicle Violations	2	0.9	3	2.4	5	5.9	0	0.0	19	14.1	0	0.0
Medical Problems	10	4.3	1	0.8	9	10.6	4	11.4	0	0.0	1	11.1
Miscellaneous Juvenile	35	15.2	7	5.6	11	12.9	5	14.3	1	0.7	1	11.1
Other-Person	17	7.4	3	2.4	5	5.9	2	5.7	3	2.2	1	11.1
Other-Property	5	2.2	4	3.2	3	3.5	0	0.0	3	2.2	0	0.0
Vice	1	0.4	1	0.8	2	2.4	1	2.9	1	0.7	0	0.0
No Incident	9	3.9	1	0.8	5	5.9	0	0.0	4	3.0	0	0.0
Totals	230	100.0%	126	100.0%	85	100.0%	35	100.0%	135	100.0%	9	100.0%

Table IV-7C

CRIME CODE BY LOCATION STATUS CONTROLLING FOR THE AMBER CAR POST SECTOR

Crime Code	Location Status											
	Residential		Business		Public Area		Buildings		All Vehicles		Other	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	1	0.8%	1	1.0%	3	3.8%	0	0.0%	0	0.0%	0	0.0%
Assault	10	8.5	5	5.1	8	10.1	1	5.3	1	1.1	0	0.0
Burglary	9	7.6	9	9.1	0	0.0	0	0.0	0	0.0	0	0.0
Larceny Less Than \$50	2	1.7	6	6.1	7	8.9	0	0.0	6	6.8	1	7.1
Larceny Greater Than \$50	8	6.8	3	3.0	8	10.1	3	15.8	9	10.2	2	14.3
Motor Vehicle Theft	1	0.8	1	1.0	8	10.1	0	0.0	34	38.6	1	7.1
Disorderly Conduct	7	5.9	8	8.1	6	7.6	1	5.3	0	0.0	0	0.0
Family Offenses	14	11.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Property Damage	12	10.2	9	9.1	6	7.6	2	10.5	16	18.2	2	14.3
Nuisances	2	1.7	1	1.0	3	3.8	0	0.0	4	4.5	2	14.3
Alarms	3	2.5	28	28.3	4	5.1	4	21.1	1	1.1	0	0.0
Motor Vehicle Violations	0	0.0	0	0.0	2	2.5	1	5.3	10	11.4	1	7.1
Medical Problems	5	4.2	2	2.0	3	3.8	1	5.3	0	0.0	2	14.3
Miscellaneous Juvenile	16	13.6	16	16.2	8	10.1	3	15.8	3	3.4	2	14.3
Other-Person	12	10.2	2	2.0	3	3.8	0	0.0	0	0.0	1	7.1
Other-Property	2	1.7	2	2.0	1	1.3	1	5.3	2	2.3	0	0.0
Vice	3	2.5	3	3.0	4	5.1	2	10.5	1	1.1	0	0.0
No Incident	11	9.3	3	3.0	5	6.3	0	0.0	1	1.1	0	0.0
Totals	113	100.0%	99	100.0%	79	100.0%	19	100.0%	88	100.0%	14	100.0%

Table IV-7D

149

CRIME CODE BY LOCATION STATUS CONTROLLING FOR THE BLUE CAR POST SECTOR

Crime Code	Location Status											
	Residential		Business		Public Area		Buildings		All Vehicles		Other	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Robbery	0	0.0%	1	1.1%	1	1.8%	0	0.0%	0	0.0%	1	11.1%
Assault	5	3.3	4	4.6	1	1.8	1	5.9	0	0.0	1	11.1
Burglary	17	11.2	16	18.4	0	0.0	0	0.0	0	0.0	0	0.0
Larceny Less Than \$50	7	4.6	2	2.3	6	10.7	1	5.9	2	2.3	1	11.1
Larceny Greater Than \$50	15	9.9	2	2.3	4	7.1	1	5.9	9	10.2	0	0.0
Motor Vehicle Theft	2	1.3	0	0.0	10	17.9	0	0.0	36	40.9	1	11.1
Disorderly Conduct	15	9.9	6	6.9	2	3.6	0	0.0	0	0.0	0	0.0
Family Offenses	23	15.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Property Damage	15	9.9	9	10.3	2	3.6	2	11.8	10	11.4	0	0.0
Nuisances	4	2.6	2	2.3	2	3.6	1	5.9	9	10.2	0	0.0
Alarms	1	0.7	24	27.6	0	0.0	5	29.4	0	0.0	2	22.2
Motor Vehicle Violations	2	1.3	0	0.0	4	7.1	1	5.9	10	11.4	1	11.1
Medical Problems	3	2.0	0	0.0	5	8.9	0	0.0	0	0.0	0	0.0
Miscellaneous Juvenile	26	17.1	12	13.8	11	19.6	2	11.8	4	4.5	0	0.0
Other-Person	4	2.6	3	3.4	3	5.4	0	0.0	5	5.7	0	0.0
Other-Property	3	2.0	2	2.3	1	1.8	1	5.9	3	3.4	1	11.1
Vice	3	2.0	1	1.1	2	3.6	1	5.9	0	0.0	0	0.0
No Incident	7	4.6	3	3.4	2	3.6	1	5.9	0	0.0	1	11.1
Totals	152	100.0%	87	100.0%	56	100.0%	17	100.0%	88	100.0%	9	100.0%

BIBLIOGRAPHY FOR POLICE
PRODUCTIVITY STUDIES

- Angell, John and Fontaine Hagedorn. "A Municipal System for Improving Local Police." Journal of Police Science and Administration, Vol. 4, No. 2 (1976), pp. 217-222.
- Anonymous. Burglary in San Jose. Washington, D.C.: LEAA, NILE/CJ, Report No. LEAA NI 70-023B; PB211 789, February, 1972.
- Anonymous. Law Enforcement Manpower Resource Allocation System (LEMRAS) Application Description Manual. White Plains, N.Y.: IBM Corp., September 1969.
- Benton, John B. Managing the Organizational Decision Process. Lexington, Mass.: Lexington Books, 1973.
- Biderman, Albert D. "Surveys of Population Samples for Estimating Crime Incidence." The Annals of the American Academy of Political and Social Science, November 1967.
- Bloch, Peter. Equality of Distribution of Policy Services--A Case Study of Washington. Washington; The Urban Institute, 1974.
- Bloch, P. B. and D. I. Specht. Neighborhood Team Policing. Washington; The Urban Institute, 1973.
- Bloch, P. B. and D. I. Specht. Evaluation of Operation Neighborhood. Washington: The Urban Institute, 1973.
- Buren, Michael. "A Police Management Training Program: Effective Use of Manpower and Money." Journal of Police Science and Administration, Vol. No. 1, 1973, pp. 294-302.
- Burgin, A. Lad. "Organization Development: A Strategy for Improving Police Effectiveness. O. D. Activities within the Columbus, Ohio, Division of Police." Police Chief, May 1977.
- Cann, William. "4/40 Basic Team Concept." Law and Order. Vol. 21, No. 5, May 1973. pp. 16-22+.
- Clawson, Calvin. "A Theoretical Approach to the Allocation of Police Preventive Patrol." Police Chief, July 1973, pp. 53-59.
- Cohen, Bernard and Jan M. Charken. Police Background Characteristics and Performance. Lexington Books. 1973.
- Commonwealth of Pennsylvania. Department of Community Affairs, Bureau of Policy Planning. Effective Municipal Police Services. 1974.

BIBLIOGRAPHY FOR POLICE PRODUCTIVITY STUDIES

- Cox, David L. and Warren L. Maddox, "The Police Budget and Indices of Productivity." Police Chief, Vol. XLIII, No. 4, April 1976 pp. 44-47.
- Crabtree, Charles. Investigation-Apprehension Control and Management System. Sunnyvale, Cal.: Department of Public Safety, City of Sunnyvale, October, 1973.
- Crowther, R. F. The Use of a Computer System for Police Manpower Allocation in St. Louis Missouri: Part I, Manpower Requirements for Call Answering Services. Bloomington: Indiana University, 1964.
- Dart, Richard, Val Lubano and Ralph Showalter. A Plan to Increase Police Productivity, A Report on the Reorganization of the East Hartford Police Department. Social Development Corporation. July, 1974.
- Elliot, J. F. "Random Patrol." Syracuse, N.Y.: General Electric, Electronics Laboratory, September 1967. R67E1S-77.
- Fisk, Donald M. The Indianapolis Police Fleet Plan: An Example of Program Evaluation for Local Government. The Urban Institute. 1970.
- Gass, Saul. "On the Division of Police Districts into Patrol Beats." A Preliminary Systems and Allocation Study of the Cleveland Police Department. February 1970.
- Gass, Saul and John M. Dawson. An Evaluation of Policy Related Research: Reviews and Critical Discussions of Policy Research in the Field of Police Protection. Washington: U.S. Department of Commerce, October 1974.
- Greenwood, Peter. An Analysis of the Apprehension Activities of the New York City Police Department. New York: The New York City Rand Institute, September 1970.
- Gyls, Julius A. "Application of a Production Function to Police Patrol Activity." Police Chief. Volume XLI, Number 7. July, 1974. pp.70-72.
- Hamilton, E. K. Productivity Bargaining and the Police. Guidelines and Papers from the National Symposium on Police Labor Relations. Police Foundation. Washington. D.C. 1974
- Harrison, Frank. "Perceptions of Role Performance and Organization Effectiveness." Police Chief, April 1974, pp. 56-58.
- Hirsch, Gary B. and Lucius J. Riccio. "Measuring and Improving the Productivity of Police Patrol." Journal of Police Science and Administration. Vol. 2, No. 2 1974. pp.169-184.
- Hoffman, Richard B. "Performance Measurements in Crime Control." Journal of Research in Crime and Delinquency. Vol. 8, No. 2. July, 1971. pp. 165-174.

- Holzer, Marc. "Police Productivity: A Conceptual Framework for Measurement and Improvement." Journal of Police Science and Administration. Vol. 1, No. 4. 1973. pp. 459-467.
- Improving Police Productivity: A Special Report from the Police Foundation. Nations Cities. Vol. 13, March 1975. pp. 17-32.
- Indiana University School of Public and Environmental Affairs. "Protective Services in the Public Sector: Part I." Midwest Monitor. January/February, 1977, pp. 1-8.
- International Association of Chiefs of Police. "Productivity and Priorities." The Police Yearbook. September 14-18 1975.
- Kobrow, Ernst. "Measuring Police Efficiency." Police Chief, April 1976, p. 56.
- Larson, Richard. Urban Police Patrol Analysis. Cambridge: MIT, 1972.
- Lind, Robert C. and John P. Lipsky. "The Measurement of Police Output: Conceptual Issues and Alternative Approaches." Law and Contemporary Problems. Vol. 36, No. 4. Autumn 1971. p. 569.
- Lineberry, Robert L. "Who Gets What: Measuring the Distribution of Urban Police Services." Social Science Quarterly, Vol. 54, No. 4, March, 1974, pp. 700-712.
- McDavid, James C. and David N. Allen. "Perceived Opportunities for Improving Productivity in the Harrisburg Bureau of Police." The Institute of Public Administration, The Pennsylvania State University, University Park, Pa.: August, 1976.
- Manion, Patrick. "Productivity Study--Phoenix Police Patrol Activities." American Society for Public Administration Newsletter. Management Science Section, March 1977.
- Maxr, Gary T. "On the Need for Alternative Measures of Police Performance." A Paper Commissioned by the Police Foundation. Washington, D.C. March 1973.
- Mitchell, Phillip S. Patrol Manpower Allocation and Distribution. San Diego, Cal.: San Diego County Sheriff, 1972.
- Moore, Harry W. Critical Issues in Law Enforcement. Cincinnati: W. A. Anderson Co., 1972.
- Moschos, D. M. "Management in the Police Labor Relations: Where Art Thou." Public Management, April 1977, pp. 8-9.
- Morgan, J. M. and Scott R. Fosler. "Police Productivity." The Police Chief. July, 1974. pp. 28-30.

- The National Commission on Productivity and Work Quality. The Challenge Of Productivity Diversity Improving Local Government Productivity Measurement and Evaluation, Part III, Measuring Police-Crime Control Productivity. Prepared by the Urban Institute. June 1972.
- The National Commission on Productivity and Work Quality. Improving Police Productivity: A Brief for Elected Officials.
- The National Commission on Productivity and Work Quality. Improving Police Productivity: More for Your Law Enforcement Dollar. A Brief for Elected Officials. 1975
- The National Commission on Productivity and Work Quality. Opportunities for Improving Productivity in Police Services, Report of the Advisory Group on Productivity in Law Enforcement. 1973.
- Ostrom, Elinor. "Institutional Arrangements and the Measurement of Policy Consequences: Applications to Evaluating Police Performance." Urban Affairs Quarterly. June, 1971. pp.447-475.
- Ostrom, Elinor. "Multi-Mode Measures: From Potholes to Police." Public Productivity Review, March 1967, p. 57.
- Ostrom, Elinor. "On the Meaning and Measurement of Output and Efficiency in the Provision of the Urban Police Service." Journal of Criminal Justice, Vol. 1, 1973, pp. 93-112.
- Ostrom, Elinor and Robert B. Parks. "Suburban Police Departments: Too Many and Too Small?" The Urbanization of the Suburbs, Masotti, Louis H. and Jeffrey Hadden, eds., Urban Affairs Annual Reviews, Vol. 7. Beverly Hills, Cal.: Sage Publications, 1973.
- Ostrom, Elinor, Robert B. Parks and G. P. Whitaker, "Do We Really Want to Consolidate Urban Police Forces? A Reappraisal of Some Old Assertions." Public Administration Review, September-October 1973, pp. 423-432.
- Page, Louis and David Belson. "A System to Account for Costs and Effectiveness." Police Chief. September, 1975, pp. 42-43
- Peck, John and Manohar Nasta. "Simulating the Operation of an Urban Police Department." Police Chief, October 1975, pp. 66 ff
- Police Foundation. "Improving Police Productivity." Nation's Cities, March 1975, pp. 18-32.
- Police Foundation, National Conference on Productivity in Policing. In cooperation with the National Commission on Productivity and Work Quality.

Police Productivity. Intellect, Vol. 103. December, 1974. pp. 145-146.

"Police Productivity Means Grief to Lawbreakers, Relief to Taxpayers." Commerce Today. Vol. 4, April 1, 1974. pp. 8-10.

Presiden's Commission on Law Enforcement and Administration of Justice. The Challenge of Crime in a Free Society. New York: Avon, 1967.

Raab, Selwyn. "Patrol Car Controversy is Just Part of Debate." New York Times, June 26, 1977.

Reams, Ronald, Jack Kuykendall, and David Burns. "Police Management Systems: What is an Appropriate Model?" Journal of Police Science and Administration, Vol. 3, No. 4, 1975, pp. 475-481.

Repetto, Thomas. The Influence of Police Organization Style on Crime Control Effectiveness." Journal Of Police Science and Administration, Vol. 3, No. 3, 1975, pp. 274-279.

Riccio, Lucius J. "Direct Deterrence: An Analysis of the Effectiveness of Police and Other Crime Prevention Technologies." Journal of Criminal Justice, Vol. 2, 1974, pp. 207-217.

Ross, John and Jesse Burkhead. Productivity in the Local Government Sector. Lexington, Mass.: Lexington Books, 1974.

Shepherd, Donald. "A Systems Approach for the Reduction of False Burglary and Robbery Alarms." Police Chief, June 1977, pp. 75-76.

Skogan, Wesley G. "Efficiency and Effectiveness in Big City Police Departments." Public Administration Review, No. 3, May-June 1976, pp. 278-285.

Smith, Dean and David A. Espie. "Guidelines for Police Services on Controlled Access Roadways." International Association of Chiefs of Police, Gaithersburg, Md.: April 1968.

Staudohar, Paul D. "An Experiment in Increasing Productivity of Police Service Employees." Public Administration Review. September-October, 1975. pp. 518-522.

Stein, John Hollister. "Enlisting Ourselves in the War on Crime.: Washington Post, July 24, 1977, p. B1.

The Urban Institute. The Challenge of Productivity Diversity: Improving Local Government Productivity Measurement and Evaluation: Part III: Measuring Police Crime Control Productivity; Part IV: Procedures for Identifying and Evaluating Innovations--Six Case Studies. Washington: National Commission of Productivity, June 1972.

Vandiver, James. "Acquisition and Disposition of Police Frontline Information." Journal of Police Science. Vol. 2, No. 3, 1974, pp. 288-296.

Webster, John A. The Realities of Police Work. Dubuque, Iowa: Kendal/Hunt, 1973.

Whisenand, P. M., R. O. Robinson and R. E. Hoffman. Project ACE (Aerial Crime Enforcement), Roverside Police Department, Final Report. Long Beach, Cal.: Institute for Police Studies, California State University, June 1972.

Wilson, James Q. "Dilemmas of Police Administration." Public Administration Review, September, October 1968.

Wolfe, Joan L. and John F. Heaphy. Readings in Productivity in Policing. Police Foundation. 1975.

END