Corpus Christi Police Department DDACTS Operational Plan

Data Driven Approach to Crime and Traffic Safety

Implementation – November 12, 2018

SITUATIONAL SUMMARY:

The Corpus Christi Police Department Operations Bureau is adopting the Data Driven Approaches to Crime and traffic Safety (DDACTS) model to address long term crime and crash problems. The DDACTS areas have been identified using historical crime and crash data analysis occurring over a 5-year period. The goal of crime and crash reduction in these identified areas will be achieved through redirection of manpower into areas where they will have the largest impact.

PLANNING:

Identification of DDACTS Team:
The DDACTS Model is best implemented by the widest cross section of the department. To develop the DDACTS implementation plan the following sections will be represented as the primary DDACTS team. Additional personnel will be requested to assist with technical information as needed.

Assignment	Representative
Chief of Operations Bureau	Mark Schauer
Commander of Operations Bureau	William Breedlove
Traffic Captain	Russell Sherman
District Captains	Current District Captains
Gang Unit Captain	David Cook
Crime Reduction Unit Captain	William Broyles
Crime Analysts	James Smith, Karisma Olalde, Chriselda Cisneros
Public Information Office	Chris Hooper
Other Specialized Units and Employees	Assigned as needed

Partners and Stakeholder Participation:
Partnerships among law enforcement agencies and with local stakeholders are essential and provide opportunities and synergies for decreasing social harm and improving the quality of life in a community.

PARTNERS / Stakeholders	Internal / External	ROLE	Responsible Person or Unit
PIO	Internal	Communicate goals to the public and to the media.	PIO Office
		Broadcast information to stakeholders' reference crimes occurring in the DDACTS zones and advise citizens to report and act on to reduce possibilities of becoming a victim.	PIO Office

Media	External	Assist in facilitating information created by the PIO.	PIO Should Identify Contacts
Officers	Internal	High visibility enforcement with an emphasis on detecting criminal activity that has been or is going to be committed.	Operations Bureau Captains
		Provide feedback on what is/what is not working and possible alternatives that would be effective.	Operations Bureau Captains
CCPD Administration	Internal	Provide needed support and resources line level officers to conduct their duty.	Operations Bureau Commander
		Provide needed information to officers to understand why they are conducting the activities that they are being tasked with. (Visit Briefings / Email Distribution)	Operations Bureau Commander / Operations Bureau Asst. Chief
		Recognize that DDACTS is a model that emphasizes quality traffic stops, in addition to issuing citations, it also foster's criminal investigations.	Command Staff
Supervisors	Internal	Ensure that the officers have the time to conduct the level of enforcement that they are being asked to perform.	Operations Bureau Captains
		All Uniform Supervisors, Lieutenants and Captains, devote some time performing traffic stops in the designated DDACTS areas.	Operations Bureau Lieutenants and Captains
Outside Law Enforcement Agencies	External	Communicate efforts to outside agencies who could assist in the efforts as time allows through.	Traffic Captain
		Work on developing a mechanism for outside agencies enforcement activities to be captured.	Traffic Captain
Probation / Parole	External	Communicate DDACTS areas to the probation and parole departments.	Gang Unit Captain
		Request to task their officers with monitoring any probationers and parolees living inside these areas and partner with CCPD to do home visits.	Gang Unit Captain
Business Owners	External	Provide information on crime emerging crime trends.	CRU Captain
		Partnership with businesses to explore outreach programs and	CRU Captain

		provide localized meeting locations.	
		Attain criminal trespass authority at all businesses that lay inside the DDACTS area.	CRU Captain
Engineering / TxDOT	External	Assist in evaluating architectural improvements, signage, lighting, etc. that could improve safety of roadway and intersection design.	Traffic Captain
Citizens	External	Encourage information exchange by outreach to citizens that frequent these areas.	CRU Captain
		Advise the public that we are operating in specific areas on a frequent basis and to provide us with any pertinent information needed; Also, provide the public timely feedback to make them aware their efforts are valued.	CRU Captain
Prosecutors	External	Provide the DA's office and Municipal Court an understanding of the DDACTS model and request to examine closely cases in the these DDACTS zones to consider prosecution.	Operations Bureau Chief

Data Collection:

Place-based, current crime, crash, and traffic-related data, coded for type of incident, time of day, and day of week are the building blocks of DDACTS. The collection of crime data may include Part I and Part II crimes. Additional data may include citizen complaints, field interviews, dangerous driving behaviors, and other nontraditional data such as the location of parolees and probationers, individuals with suspended or revoked licenses, and wanted persons.

The crime analysts use I-Leads for most of our data collection and analysis, which allows the ability to view crime/crash reports, offender history, vehicle information, calls for service and arrests. Other information sources include Crystal Reports, Informer, Net Viewer, LINX, Command Central, CrimeReports.com, VSOM and TLO to gather additional information on suspects and incidents.

In areas that need improvement, occasionally there has been a need to use the spatial analyst tool on ArcGIS, allowing usage to map the highest-occurring areas of crime and crashes in the city; however, there are only two licenses available for the product. In a few other instances, patrol officers also leave out specific details in their reports that are pertinent to our research and investigations.

The ArcGIS mapping program utilizes geographical shape files of the city that allow different data types such as crashes, all crimes or a specific type of crime to be highlighted or otherwise presented in a variety of ways. I-Leads is used to export the information needed into Excel to plot the data on the map.

The Property Crimes analyst closely focus on burglaries of habitations and buildings, as well as theft's and shoplifting; therefore, it is extremely beneficial for patrol officers to include information in their reports that pertain to point of entry, method of operation, correct addresses/locations, dates/times, surveillance video and reporting party/witness statements that provide vehicle and suspect info.

OFFICERS ROLE IN DATA COLLECTION:

Line officers play an important role in future analysis of data. Officers should understand their ability to impact future data analysis by ensuring that they collect **ACCURATE** and **COMPLETE** data.

OFFENSE REPORTS:

Items listed below are the most frequent details that are either not entered accurately or omitted altogether. The key items that officers need to ensure they collect and enter accurately are:

- Date and Time of the offense
- Location of the offense
- MO information

CRASH REPORTS:

Items listed below are the most frequent items that are either detailed enough or omitted from crash reports:
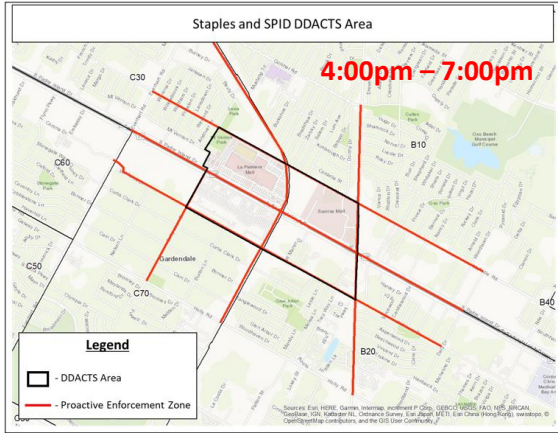
- Location is not specific
  - Example: In narrative 4900 block of S. Staples is not as helpful as 4900 block of S. Staples in front of Corner Stone Bakery.
    - This becomes important when analyzing crashes that occur within a specific area to determine if there is a common cause for multiple crashes.
- Officers do not enter **ALL** contributing factors
  - It is common for officers to select only one contributing factor that supports citations. Officers should select all, multiple, contributing factors that apply to a specific crash.
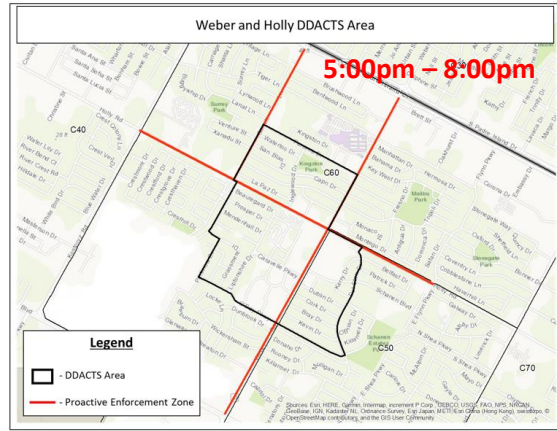
Data Analysis:

The creation of integrated maps that overlay crime, crash, and traffic-related data lets agencies identify problem locations, or "Hot Spots." Additional analysis, through a number of proven Hot Spot evaluation techniques, can distinguish causation factors for each type of data, delineate spatial and temporal factors, and consider environmental influences on crime and crashes.
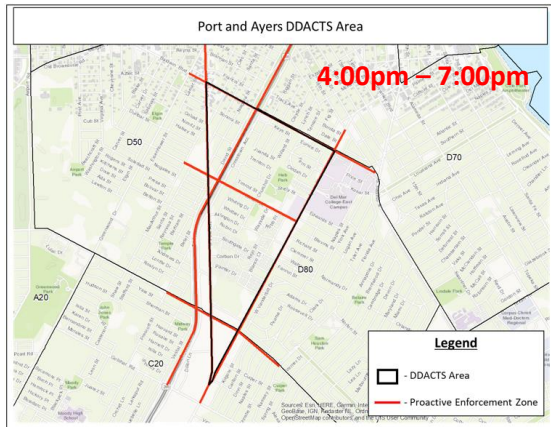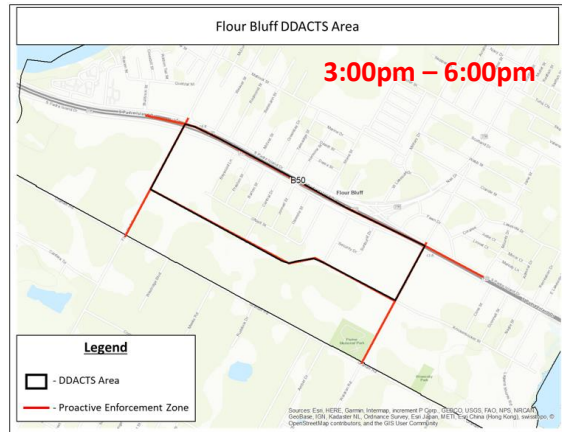
DDACTS ZONE 1

Staples and SPID DDACTS Area

4:00pm – 7:00pm

Legend
- DDACTS Area
- Proactive Enforcement Zone

DDACTS ZONE 2

Weber and Holly DDACTS Area

5:00pm – 8:00pm

Legend
- DDACTS Area
- Proactive Enforcement Zone

DDACTS ZONE 3

Port and Ayers DDACTS Area

4:00pm – 7:00pm

Legend
- DDACTS Area
- Proactive Enforcement Zone

DDACTS ZONE 4

Flour Bluff DDACTS Area

3:00pm – 6:00pm

Legend
- DDACTS Area
- Proactive Enforcement Zone
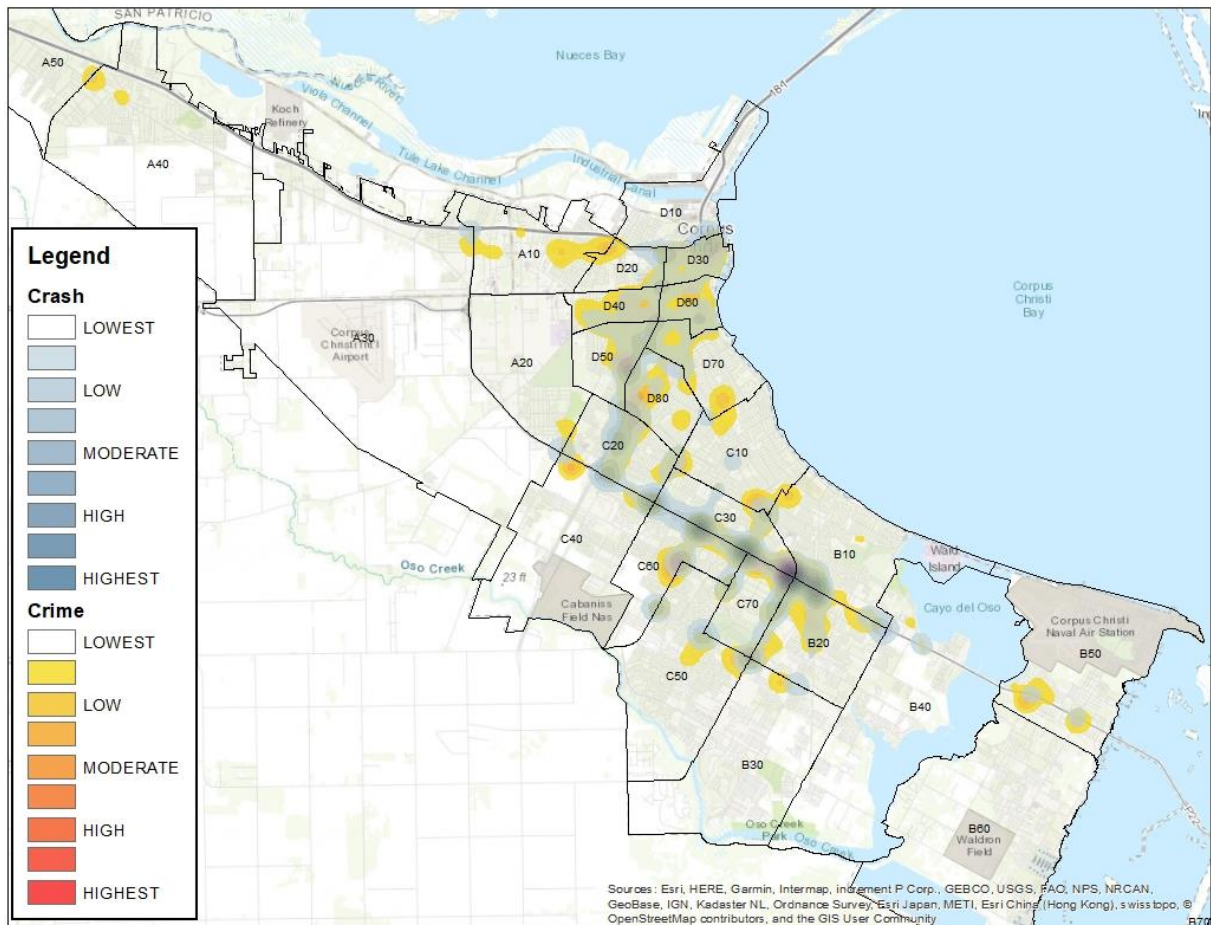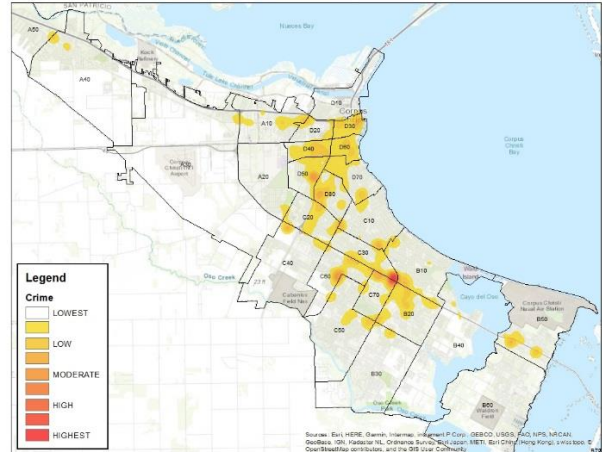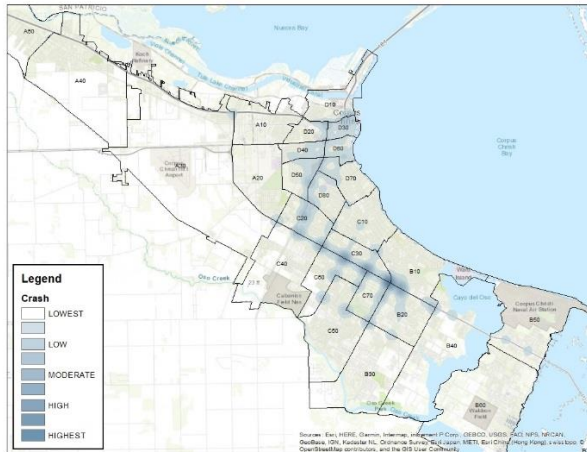
OPERATIONS IMPLEMENTATION:

Strategic Operations:
Based on data analysis, agencies can identify Hot Spots that focus enforcement on activities and countermeasures. Hot Spot analysis guides the realignment of workflow and operational assignments to focus enforcement efforts and increase efficiency.

Using the Crime and Crash data, four areas were identified as having long term trends of higher criminal activity and crashes. Each area to be targeted is based on the analysis and the black marked area encompassed the boundaries to be targeted as a DDACTS Zone.

Knowing that most individuals, including criminals, operate or ride inside vehicles in the main thoroughfares leading into each DDACTS Zone will become a focus of enforcement efforts, as well as the DDACTS Zones themselves. Below is a visual representation of the DDACTS Zone and outlying proactive enforcement areas.
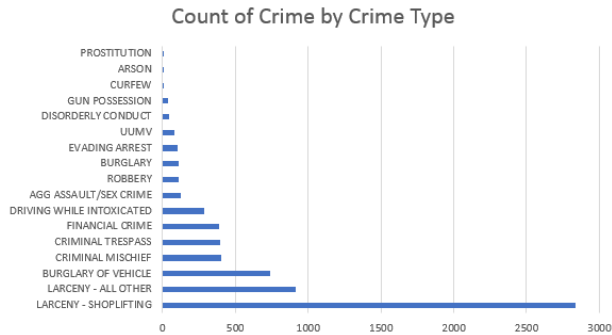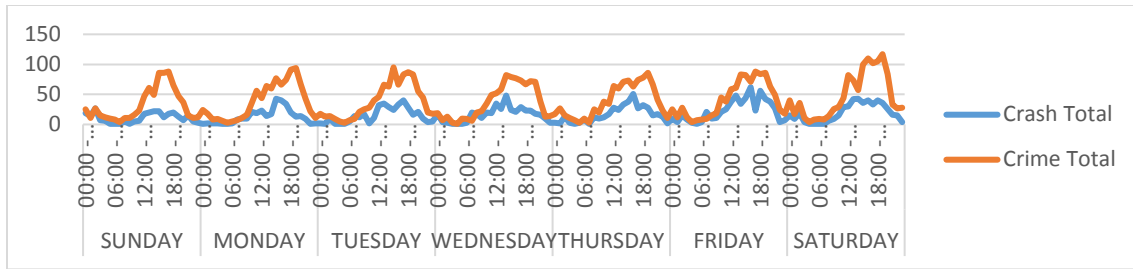
Each DDACTS Zone will have target times for enforcement. This enforcement is determined by examining peak times for crimes and crashes. The operational times associated with each DDACTS Zone will proceed when there is an increase in both crimes and crashes.

DDACTS ZONE 1

Count of Crime by Crime Type

Top 10 Crash Contributing Factor
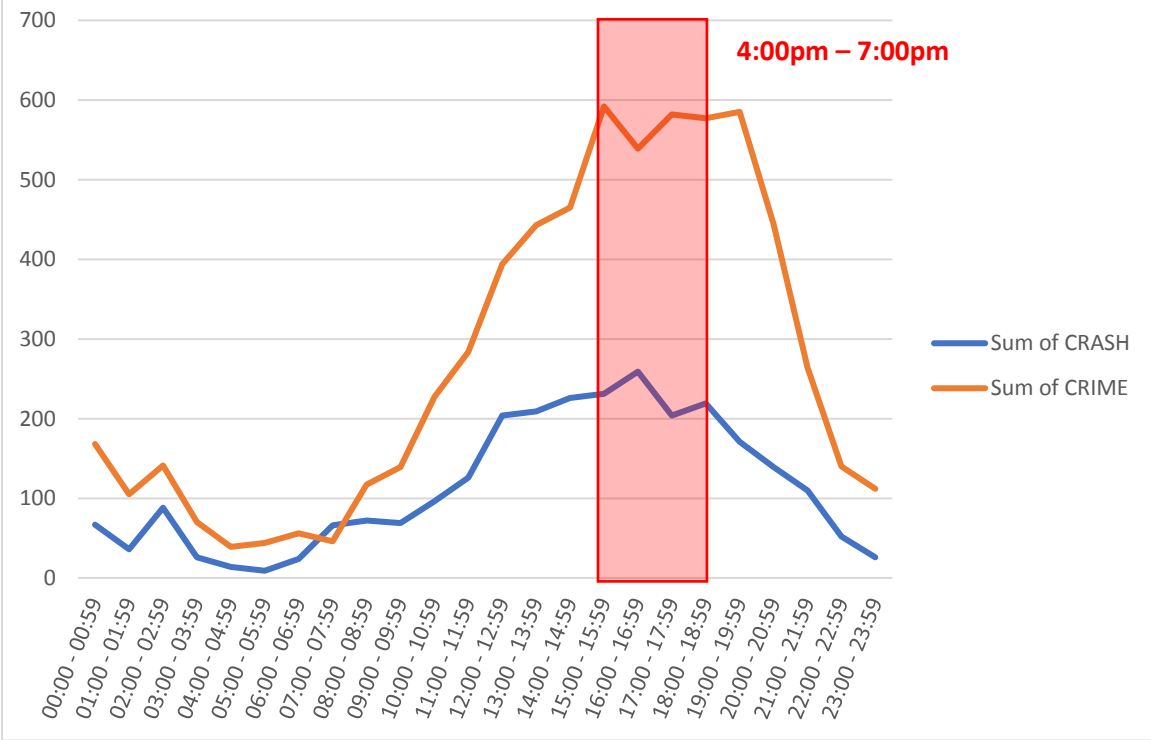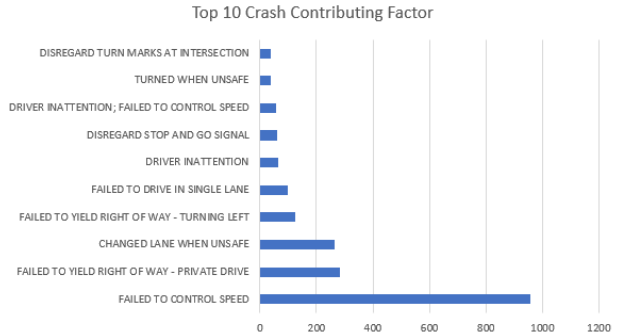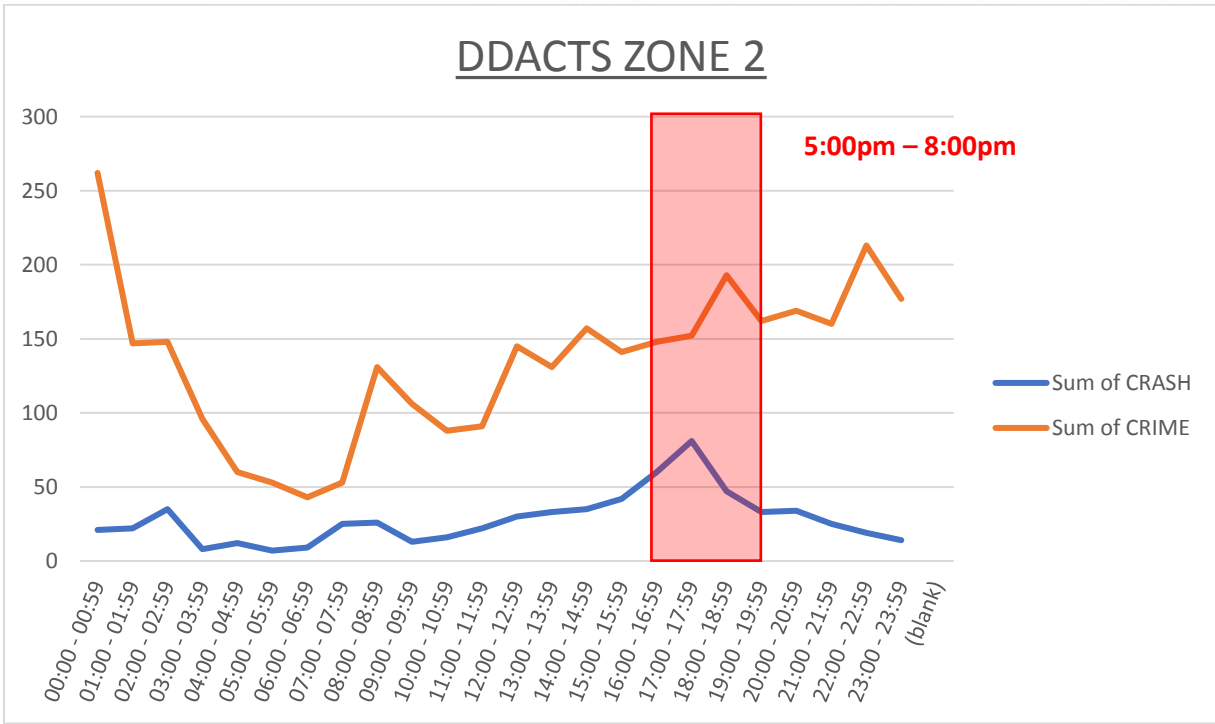
Target Crimes in DDACTS ZONE 1:
- **Shoplifting**
- **Larceny – All Others**
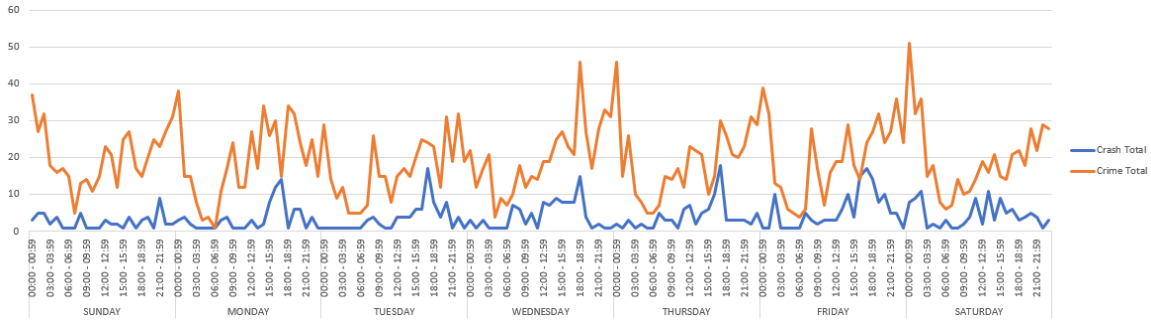- **Burglary of Vehicles**

Target Contributing Factors for Crashes in DDACTS ZONE 1:
- **Fail to Control Speed**
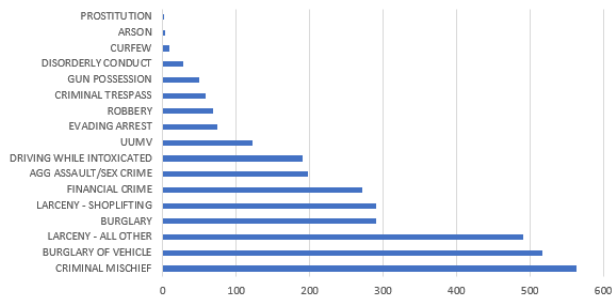- **Fail to Yield ROW – Private Drive**
- **Changed Lane When Unsafe**

The top three crimes are Shoplifting, Burglary of a Motor Vehicle, and Driving While Intoxicated. The top three contributing factors for crashes are Fail to Control Speed, Fail to Yield Row from private drives, and Changing Lanes without Safety.
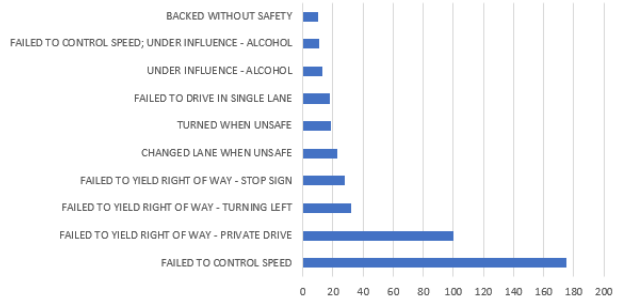
DDACTS ZONE 2

DDACTS ZONE 2

5:00pm – 8:00pm

— Sum of CRASH
— Sum of CRIME

Count of Crime by Crime Type

Top 10 Crash Contributing Factor

Target Crimes in DDACTS ZONE 2:
- **Criminal Mischief**
- **Burglary of Vehicles**
- **Larceny – All Others**

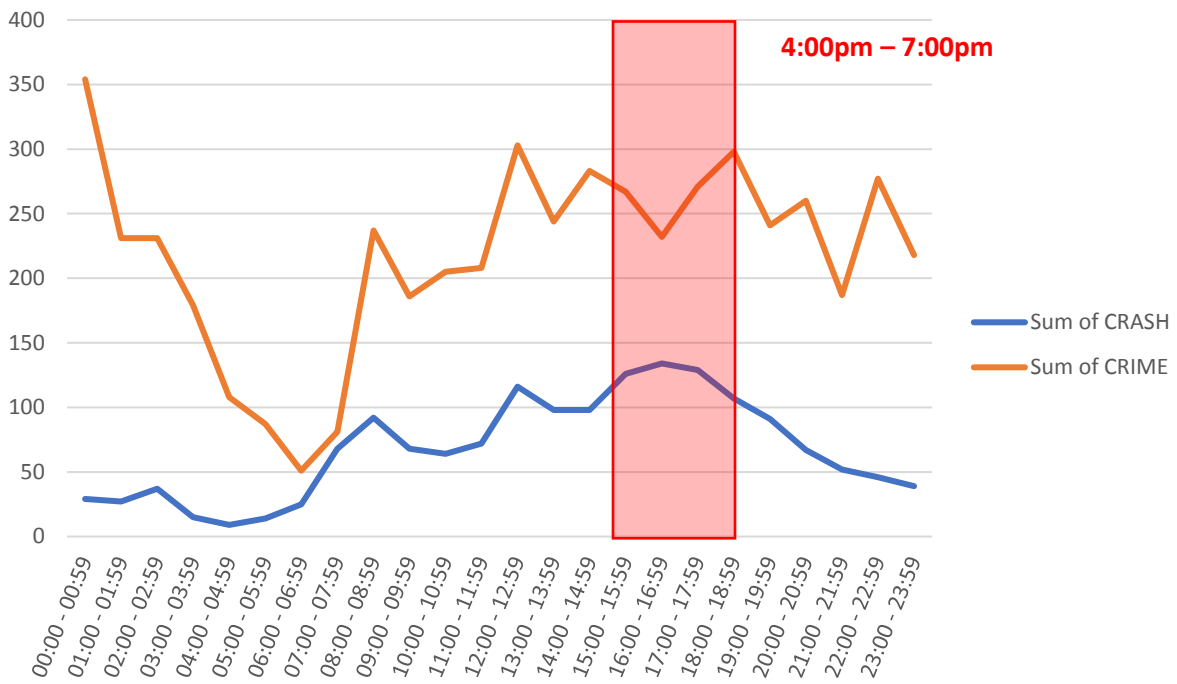**Target Contributing Factors for Crashes in DDACTS ZONE 2:**
- **Failed to Control Speed**
- **Fail to Yield ROW – Private Drive**
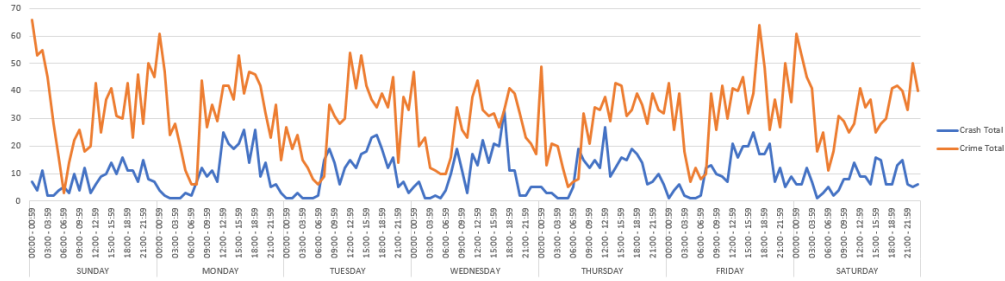- **Failed to Yield ROW – Turning Left**

The top three crimes are Burglary of a Motor Vehicle, Burglary of A Habitation, and Shoplifting. The top three contributing factors for crashes are Fail to Control Speed, Fail to Yield Row from private drives, and Failed to Yield ROW turning Left.
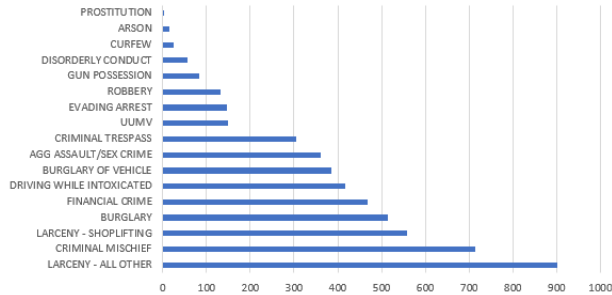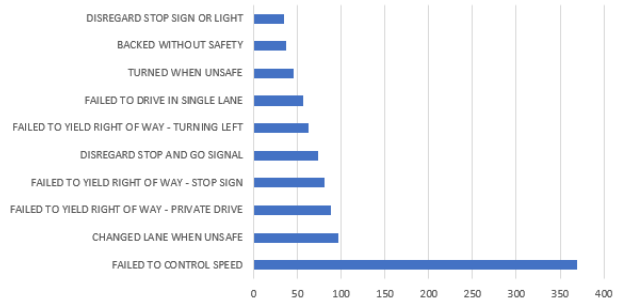
DDACTS ZONE 3

DDACTS ZONE 3

4:00pm – 7:00pm

Sum of CRASH
Sum of CRIME

Count of Crime by Crime Type

Top 10 Crash Contributing Factor
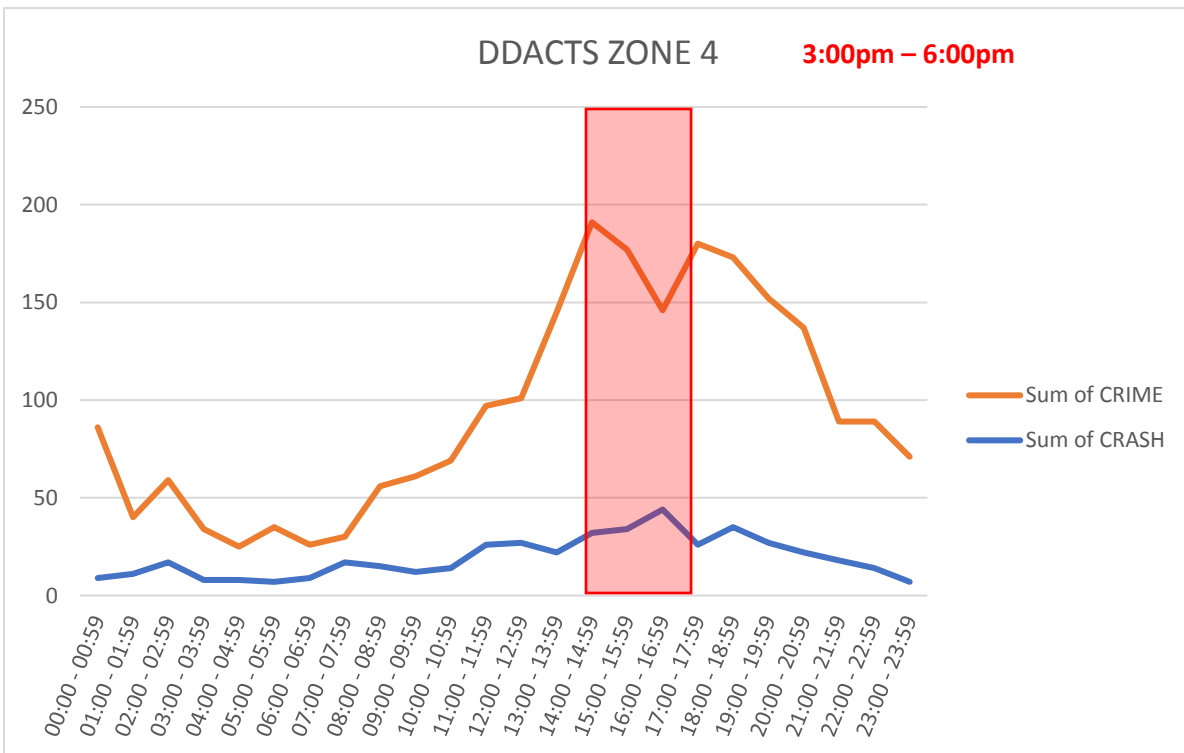
Target Crimes in DDACTS ZONE 3:
- **Larceny – All Other**
- **Criminal Mischief**
- **Larceny – Shoplifting**

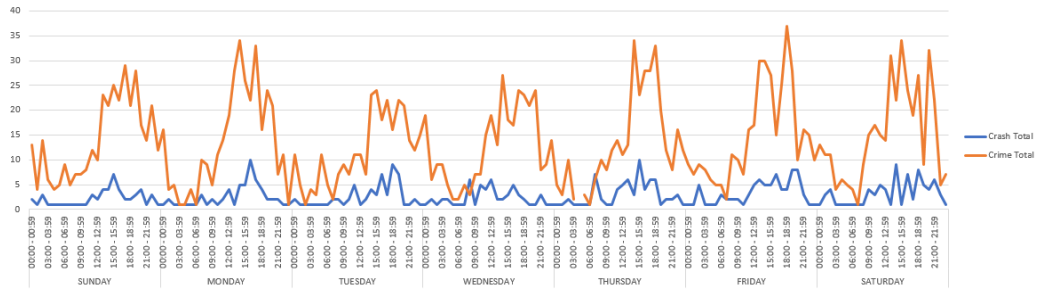**Target Contributing Factors for Crashes in DDACTS area 3:**
- **Failed to Control Speed**
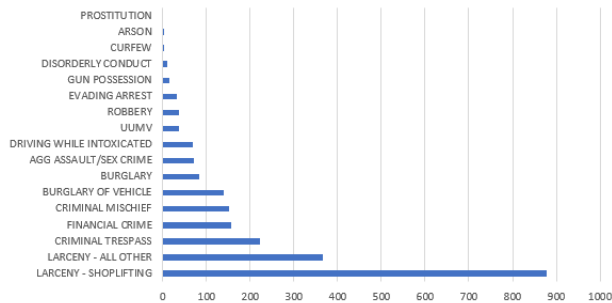- **Changed Lane When Unsafe**
- **Failed to Control Speed**

The top three crimes are Larceny-all other, Criminal Mischief, and Shoplifting. The top three contributing factors for crashes are Fail to Control Speed, Changed Lane When Unsafe, and Failed to Control Speed.

DDACTS ZONE 4

Count of Crime by Crime Type

Top 10 Crash Contributing Factor
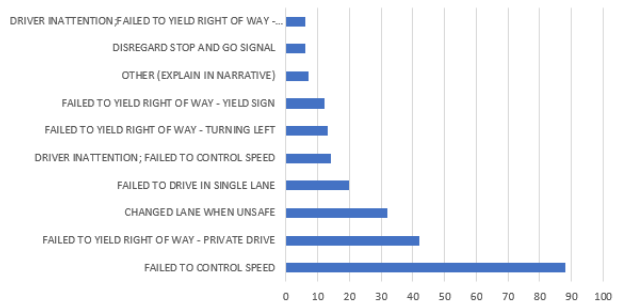
Target Crimes in DDACTS ZONE 4:
- **Larceny – Shoplifting**
- **Larceny – All Others**
- **Criminal Trespass**

Target Contributing Factors for Crashes in DDACTS area 4:
- **Failed to Control Speed**
- **Filed to Yield Right Of Way – Private Drive**
- **Changed Lane When Unsafe**

The top three crimes are Shoplifting, Larceny – All Other, and Criminal Trespass. The top three contributing factors for crashes are Fail to Control Speed, Fail to Yield ROW – Private Drive, and Changed Lanes When Unsafe.
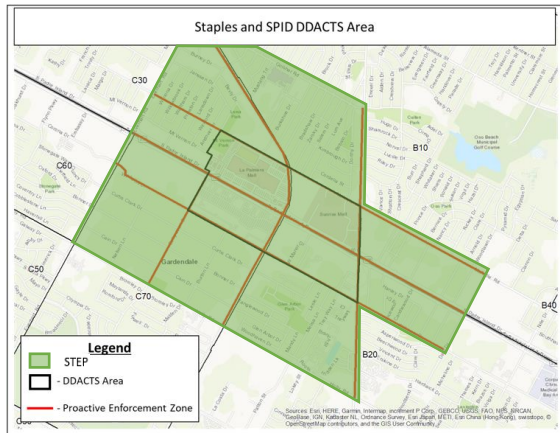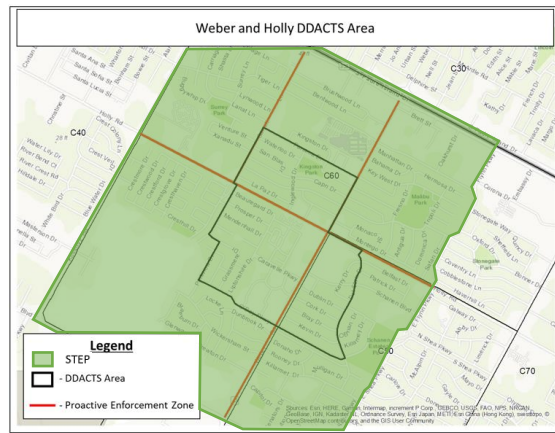
Detailed Strategic Operations:

Operation Type	Conducted By	Notes
High visibility Enforcement	Traffic	During operational times, all available Traffic Units will conduct high visibility traffic enforcement within the DDACTS Zones.
	Patrol	During operational times, the District Captains should assign at least 1 officer to conduct high visibility traffic enforcement within the DDACTS Zones within their districts. Adam District should assign manpower to assist, as needed.
	Gang	During operational times, available gang officers should conduct high visibility traffic enforcement within the DDACTS Zones.
	K-9	During operational times, all available K-9 units will conduct high visibility traffic enforcement within the DDACTS Zones.
	Directed Patrol	During operational times, the DPO assigned to that area should conduct high visibility traffic enforcement when not assigned to other duties.
	Outside Agencies	Notify outside agencies of the DDACTS model and ask for assistance when manpower allows. They should inform Dispatch, thus tracking their activity. (Sheriff Dept., DPS, Constables, etc.)
	STEP	Re-configure 2019 Grant year STEP locations to correspond to DDACTS areas.
Stealth Enforcement	Traffic	During operational times, conduct stealth vehicle enforcement within one or more of the DDACTS Zones. (Only during daylight hours)
DL Checkpoints	All	All units will schedule and participate in DL Checkpoints within the DDACTS areas.
Special Operations	Crime Reduction Unit	Be responsive to addressing hot spots of crime that occur within the DDACTS zones by utilizing available assets.
Crime Prevention	Special Events Captain	Coordinate deployment of Totus, Skywatch, when not in use for other special assignments. Deploy in a variety of areas in the DDACTS Zones.

NOTE: Additional operational components may be added or changed to enhance DDACTS strategic operations.

STEP ZONE 1

Staples and SPID DDACTS Area

STEP ZONE 2

Weber and Holly DDACTS Area
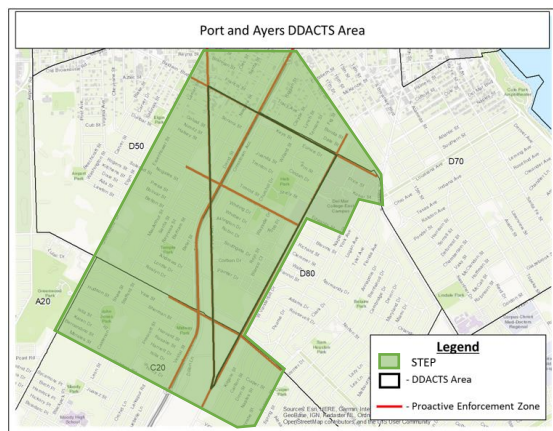
STEP

STEP ZONE 3

Port and Ayers DDACTS Area

STEP ZONE 4

Flour Bluff DDACTS Area
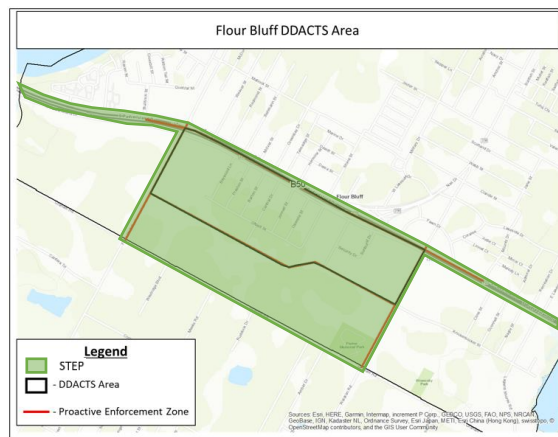
The 2019 STEP grant allows for the area to be designated as 4 square miles when applied to the the TxDOT DDACTS heat map for crashes. The following locations were chosen to overlap the Corpus Christi Police Department DDACTS Zone and Enforcement Areas. These locations have been approved by TxDOT.

Information Sharing and Outreach:

Built into the model are opportunities to share results, promote community participation, and document accomplishments. Frequently generated progress reports give management the documentation needed to keep officers informed, hold meetings with community members, and report to government administrators and elected officials. Progress reports also provide the basis for ongoing media relations.

Information Type	Conducted By	Notes
Stakeholder Engagement	Traffic	Work with TxDot and Traffic Engineering and business owners to identify architectural improvements that could reduce crashes.
	CRU	Work with business owners to obtain criminal trespass authority.
	CRU, Traffic	Schedule and coordinate town hall meetings in the DDACTS Zones. Include table for DDACTS presentations to the public and provide open discussion forum for the public.
	Crime Prevention	Establish means for stakeholders to be able to report crime trends, and traffic concerns to the police department and have timely responses.
	PIO	Broadcast information to the public on crimes happening in the area and what individuals and businesses can do to harden targets or alter behaviors that encourage victimization.
	Crime Prevention	Work with neighborhoods to establish active neighbors on watch groups.
	Operations Bureau Chief	Share the DDACTS model and our operational plans with the DA's office and find out how they can assist with prosecution of cases, involving repeat offenders that are operating within the DDACTS Zones.
Contact Reports	All	All supervisors who have a subordinate participating in the DDACTS strategic operations should note all activities in the contact report. (Zone, Stops, Arrests, reports, citations)
Quarterly Public Release Reports	Analysts	Production of crime statistics and trends, with the intended audience as the public, on outcomes for crime and crash reduction.
	PIO	Transmit crime statistics to media outlets and in social media to inform the public of the outcome of the efforts.
Bi-Weekly Strategic Reports	Analysts	Produce Bi-Weekly reports to disseminated concurrent with Compstat.
	Admin	Obtain additional ArcGIS licenses to allow for Analysts to have continuous access to the tools they need to support the DDACTS operations. Currently they share 2 licenses with City Hall and have limited access.

Monitoring, Evaluation, and Adjustments:

Data collection and analysis procedures allow for the monitoring, evaluating, and adjusting of field and internal operations. Also, they provide an opportunity to regularly assess crime and crash reduction, cost savings, and other outcome measures that define success.

Upon completion of the planning phase, The DDACTS Planning team will meet Quarterly to analyze the results from the DDACTS operational efforts and discuss the need for changes and adjustments to the strategic operations, outreach, and information sharing needs.

Outcomes:

Goals and objectives that emerge during problem area identification and strategic plan preparation are developed into outcome measures. These measures are used to assess effectiveness relating to: reductions in crime, crashes, and traffic violations; cost savings; the use of specific interventions; and personnel deployment.

Crime	Analysts will create reports to make it easy for the DDACTS team to monitor changes in crime within the DDACTS Zones.
Crashes	Analysts will create reports to make it easy for the DDACTS team to monitor changes in crash patterns in the DDACTS Zones
Enforcement	Analysts will create reports to make it easy for the DDACTS team to monitor enforcement activities in the DDACTS Zones.

NOTE: Command Staff are encouraged to request specific statistics to view in the generated reports, before the DDACTS model is launched.