Data Driven Approaches to Crime and Traffic Safety Agency Implementation Report

Agency: **Denver, Colorado Police Department**

Workshop Attended: **Denver, Colorado**

Date of DDACTS Implementation: May 2015

Agency Demographic and Background:

Denver is the largest city in Colorado and is located on the eastern edge of the Rocky Mountains. It is nicknamed the "Mile-High City" as its official elevation is 5280 feet above sea level. Denver has an estimated (2015) population of 682,000 and is one of the fastest growing municipalities in the U.S. and has seen unprecedented economic growth since 2013. Denver covers an area of 155 square miles, with a diverse population: 52.2% White, 31.8% Hispanic or Latino, 10.2% Black and 3.4% Asian. The estimated median household income in the city is $70,283 which is significantly higher than both the national average ($55,775) and the Colorado average ($63,909).

The Denver Police Department (DPD) is the largest law enforcement agency in the state and is responsible for patrol, traffic and criminal investigations for the entire City and County of Denver. The DPD is divided into six patrol districts with each having two sectors that are further divided into precincts. The DPD also has a traffic operations unit, a full-time SWAT unit and officers deployed to the Denver International Airport. At the time of DDACTS implementation the department was comprised of 1430 sworn officers who responded to approximately 300,000 calls for service per year.

Lessons Learned:

Officer Involvement: Officer training and inclusion in the DDACTS planning and implementation process is essential in order to achieve success and officer buy-in. Information sharing and recognizing the work of officers increases productivity and allows officers to have ownership of their precinct patrol areas and actions.

Pre-Planning: The identification of roadblocks and challenges early in the process will allow for a smoother DDACTS implementation. In Denver, the importance of officer involvement (see above) was recognized as a main factor in the success of DDACTS and the earlier this is done, the less time will be spent attempting to accomplish this after the fact, when many officers have already formed their opinion.

Prior to Implementation:

Denver identified two goals for DDACTS, first to increase officer proactive activity within the DDACTS Zones and to impact both crime and crashes.

Data was collected for a three-year period and historical hot spots for both crime and crashes were identified. Several DDACTS "zones" were identified in each district with the intent of impacting both

UCR Part 1 Violent and Property Crimes excluding shoplifting, domestic violence and child abuse. Shoplifting, domestic violence and child abuse are excluded because these crime types are rarely impacted by an increased presence of police in an area, the main strategy deployed by DDACTS. Crash rates included all incidents apart from those that occurred on the interstate highways.

Pre and Post DDACTS:

Data was collected for a three-year period (2012- 2015) with the intent of identifying areas in each of Denver's six Patrol Districts for DDACTS implementation. The analysis resulted in each District having up to five DDACTS Zones, with high day and time identified. These were areas historically responsible for a high number of both crime and crashes. For purposes of this document, data from District 4 was utilized.
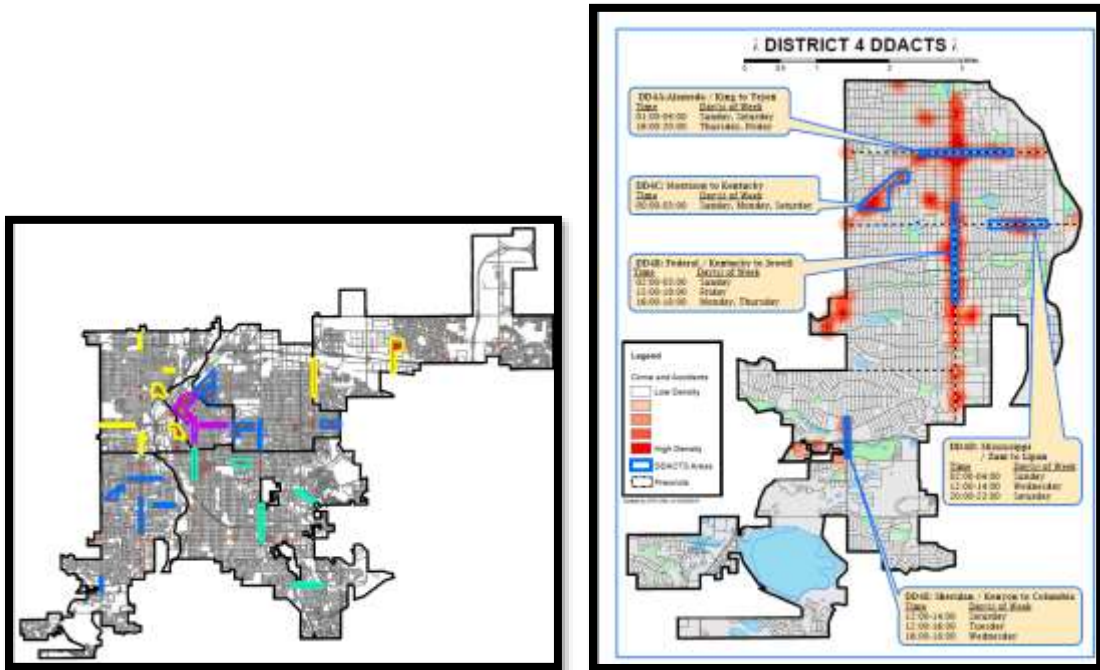
An analysis was conducted after having DDACTS in place for one year, with the active period beginning on May 1, 2015 and concluding on April 30, 2016. The results (District 4) were encouraging: officer self-initiated activity in the DDACTS area increased 25.3%, crime was reduced 32.7% and crashes reduced 22.0%.

The Future:

The long-term effect of the DDACTS model is yet to be determined, however, the data from the first year of implementation is very promising and has shown a reduction in traffic crashes and crime. This has resulted in a continued dedication to the DDACTS model.