

DDACTS Report

Schenectady, NY
February 6th, 2015

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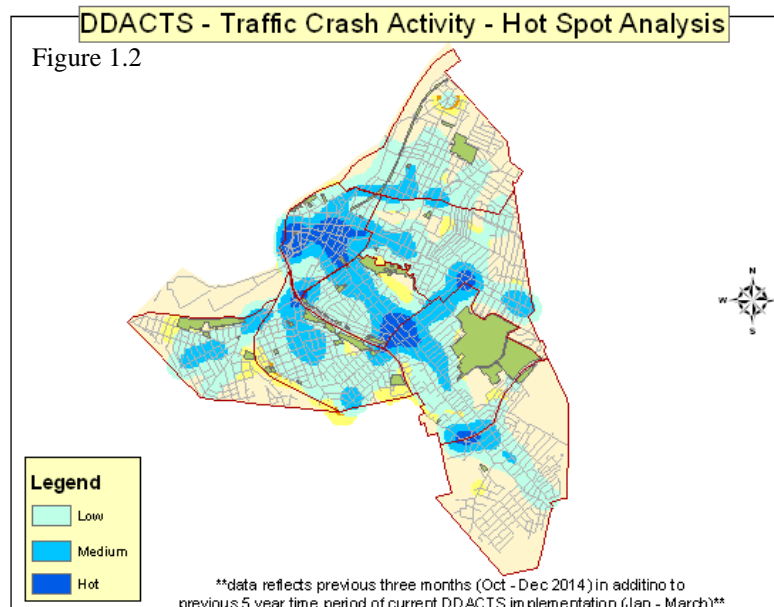
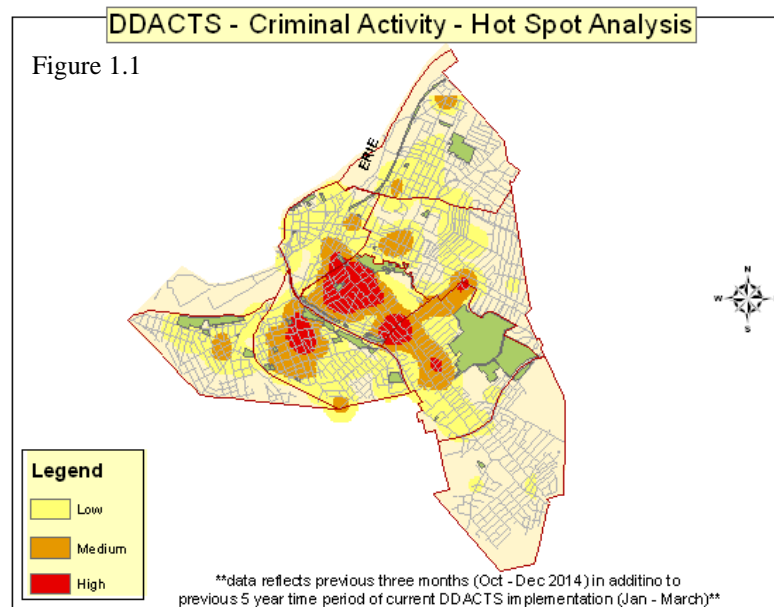
Stage 2-J: DDACTS Implementation
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DDACTS is an operational model that uses the integration of location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources.

Updates/Announcements: There will be a continuation to the necessary police involvement that is the core foundation of the DDACTS philosophy; emphasizing the importance of greater police presence, field interview reporting and traffic stops. The DDACTS principles have remained unchanged and a greater focus on firearm related crimes will be a focal point under the G.I.V.E. initiative.

- Crime & Traffic analysis factors in general seasonal criminal behavior to best predict and identify current hotspots.
- DDACTS Areas include hotspot analysis within each targeted location.
- Probation will continue a strong DDACTS presence.
- Exploring Geofencing to more accurately track patrol saturation
- Analysis provided to support the reduction of traffic crashes.
- DDACTS Evaluation - Addition of Table of Contents



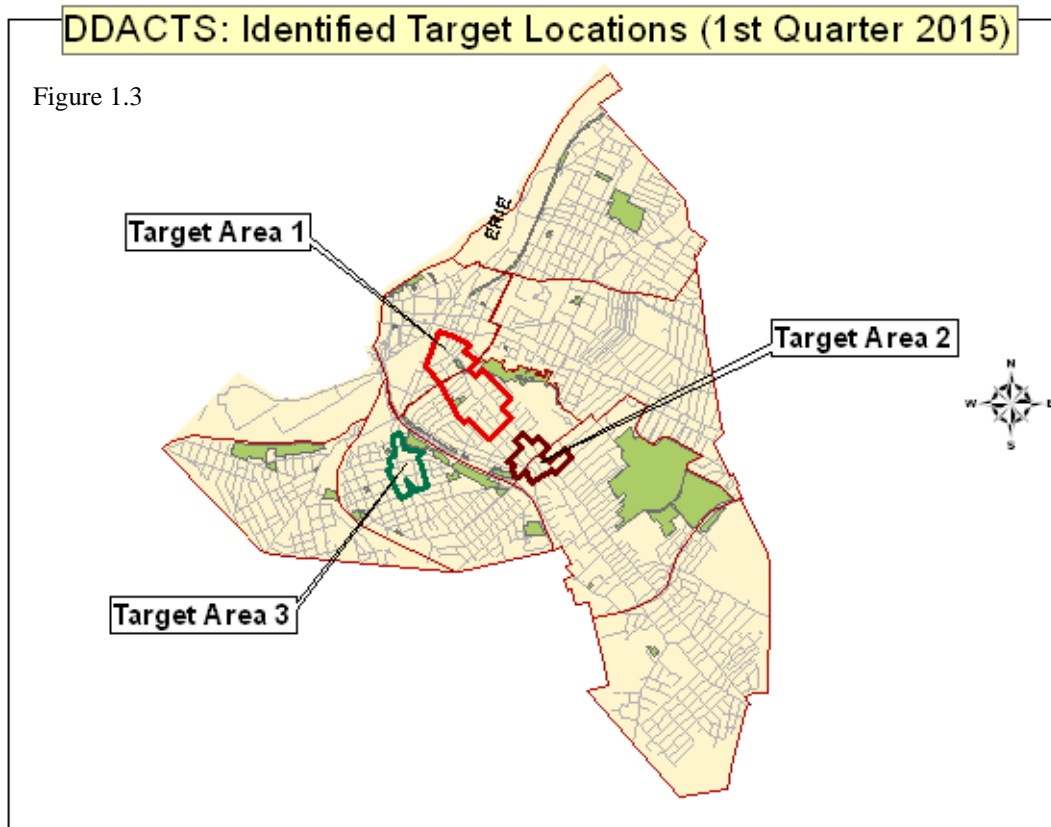


Figure 2.1

*** Chart and the following Analysis reflects Part I Crime & Traffic Crash Incidents with Previous Quarter and 5 Year Current Quarter data ***

Stage 2-J: Crime and Traffic Crash Statistics by Target Location						DDACTS %
Focus Crimes	Target Area 1	Target Area 2	Target Area 3	DDACTS	Citywide	Contribution
Shots Fired Calls	12	6	5	23	124	18.5%
Robbery	40	18	19	77	244	31.6%
Assault	79	37	33	149	518	28.8%
Total	131	61	57	249	886	28.1%
Traffic Crashes	314	329	117	760	4564	16.7%

Latest Crime and Traffic Crash Trend/Pattern Analysis:

Analysis of Crime:

The latest DDACTS quarterly report indicates the following: Each of the Target Areas are driven equally by assaults with a percentage composition ranging from 55% to 60% of the data analyzed. Robberies equate to 29% to 30.5% of activity within the identified hotspots. DDACTS area 1 contributed to 52% (12/23) of the overall shots fired called within the DDACTS locations. Cumulatively the identified DDACTS locations contribute to 28% of the overall citywide reported crime.

Figure 2.2 Shots Fired Synopsis:

Shots Fired	Call/Incident Description		
	Total Shots Fired Calls	# Shots Fired	# Victims Hit
DDACTS 1	12	22	4
DDACTS 2	4	13	2
DDACTS 3	4	13	1

DDACTS Summary: Schenectady witnessed a series of events that led to retaliation shootings amongst the Latin Kings and Real G's 4 Life that resulted in two homicides. The ongoing dispute has appeared to slow down over the last month but is currently being monitored. Other recent shootings have been related to domestic incidents and in addition that of a car jacking which resulted in a suspect shooting the victim in the leg.

Analysis of Traffic Crashes

DDACTS Area 1: A cluster of traffic crashes has been identified within DDACTS Area 1 stretching from 426 State Street to 519 State Street. 12 reported traffic crashes have occurred within this block over the last quarter with 25% resulting in physical injury. *Cluster 1 (N=12):*

Figure 3.1

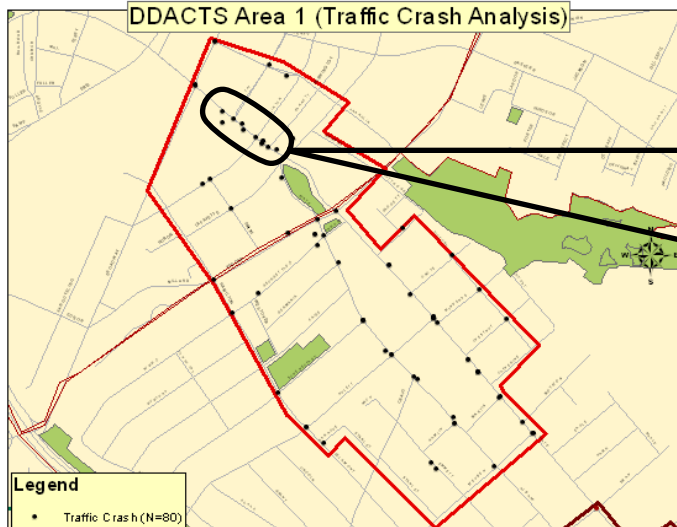
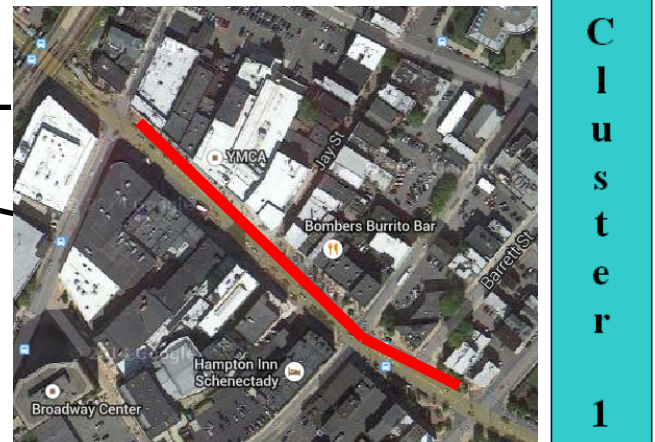


Figure 3.2



DDACTS Area 1: A second traffic crash cluster has been identified at and around the Hulett St. and State Street intersection. There were 8 reported traffic crashes during last quarter. Cluster 1 and cluster contribute to 25% of the overall traffic crashes within the DDACTS area 1 target area.

Cluster 2 (N=8):

- Hulett St. & State Street (N=5)
- 793 State Street (N=2)
- Mynderse St. & State St. (N=1)

Figure 3.3

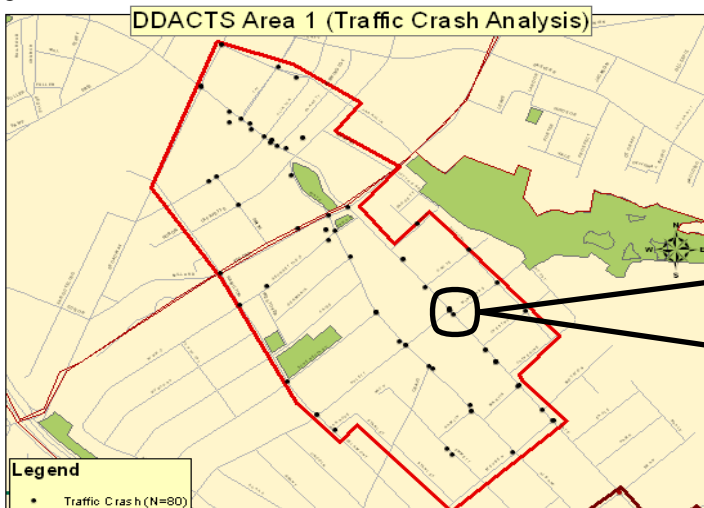


Figure 3.4



Analysis of Traffic Crashes

DDACTS Area 2: 20% (13/65) of DDACTS Area 2 Traffic Crashes have occurred within the below listed cluster.

Cluster 3 (N=13):

- Brandywine Ave & State (N=11)
- 1035 State Street (N=1)
- 1108 State Street (N=1)

Figure 3.5

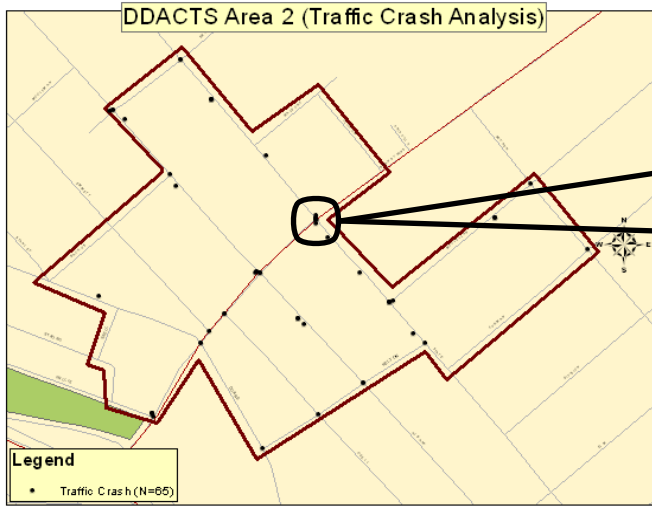
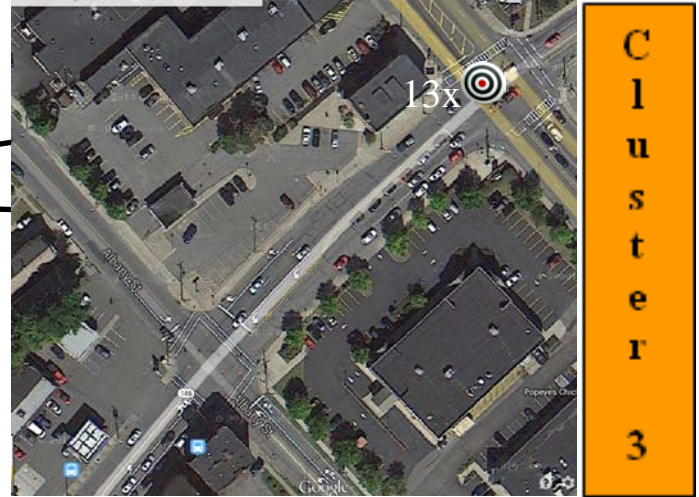


Figure 3.6



DDACTS Area 3: 34.6% of DDACTS Area 3 Traffic Crashes has occurred within a one block radius stretching from 1001 Crane Street to Crane Street and Sixth Ave. No bodily harm was reported within this cluster indicating the crashes presumably occurred at a low rate of speed

Cluster 4 (N=9):

- Crane & Sixth Ave (3)
- 1001 Crane St (1)
- 1012 Crane St. (1)
- Crane & Chrisler Ave
- 1031 Crane St. (1)
- 959 Crane St. (1)
- 969 Main Ave.. (1)

Figure 3.7

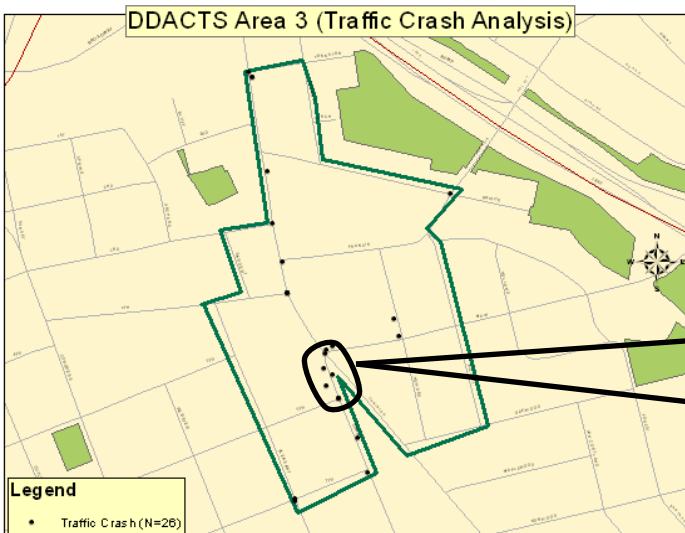


Figure 3.8



Figure 4.1

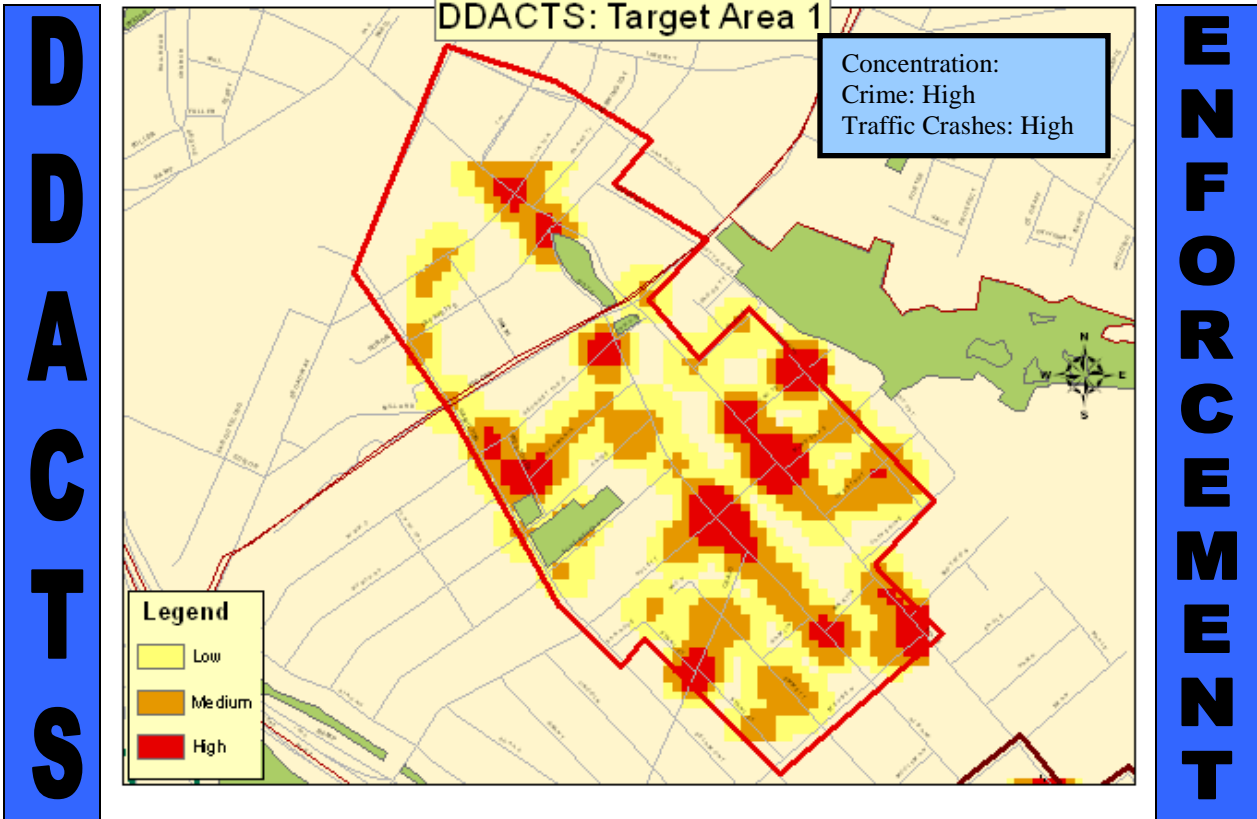
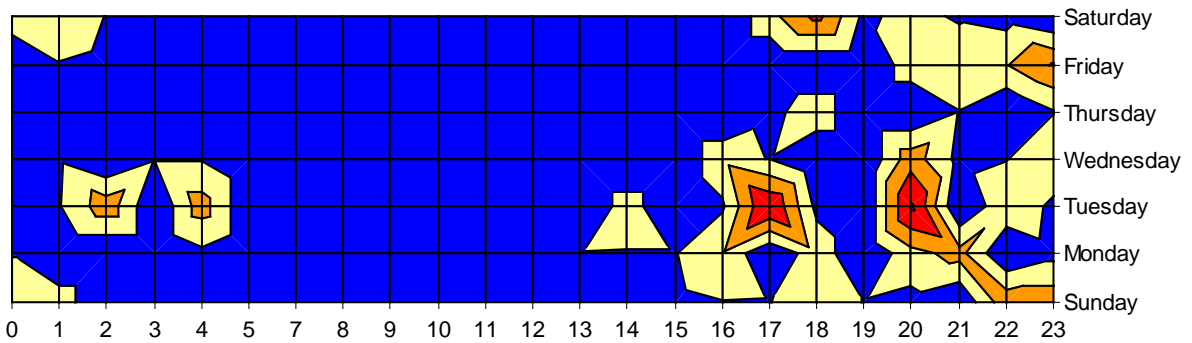


Figure 4.2

DDACTS: Target Area 1



Legend: Identified Crime Period ■ Identified Traffic Crash Period ■

Figure 4.3

Suggested DDACTS Enforcement

Monday	
Tuesday	4:30pm-5:30pm, 7:30pm-8:30pm 11:30am – 12:30pm
Wednesday	11:30am – 12:30pm
Thursday	
Friday	4:00pm – 5:30pm
Saturday	5:30pm-6:30pm
Sunday	-

Figure 4.4

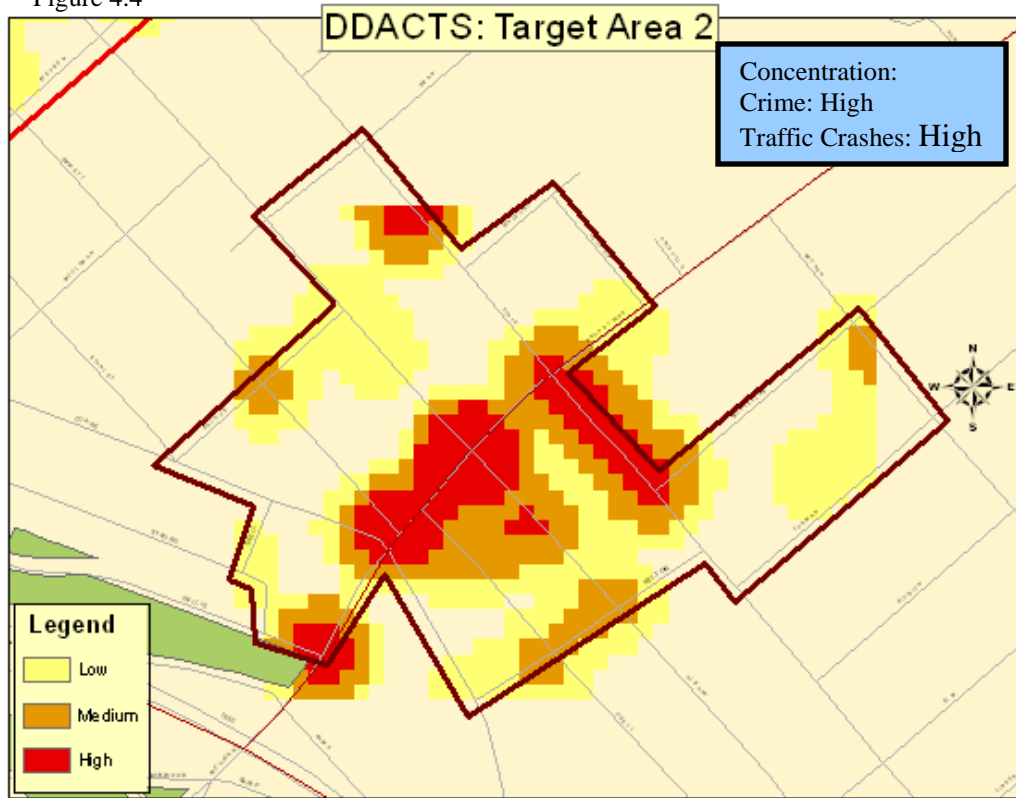
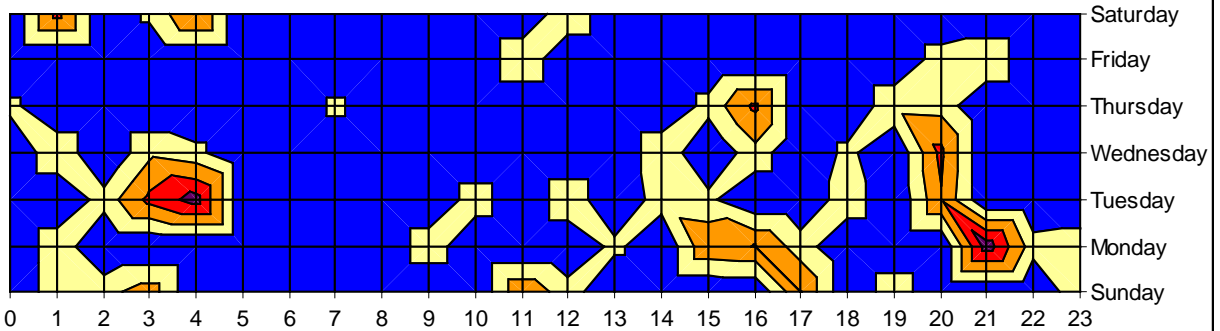


Figure 4.5

DDACTS: Target Area 2



Legend: Identified Crime Times



Identified Traffic Crash Times



Figure 4.6

Suggested DDACTS Enforcement

Monday	8:30pm – 9:30pm 4:00pm – 5:00pm
Tuesday	3:00am – 4:00am 4:30pm – 5:30pm
Wednesday	7:30pm – 8:30pm
Thursday	4:30pm – 5:30pm
Friday	4:30pm – 6:30pm
Saturday	
Sunday	-

Figure 4.7

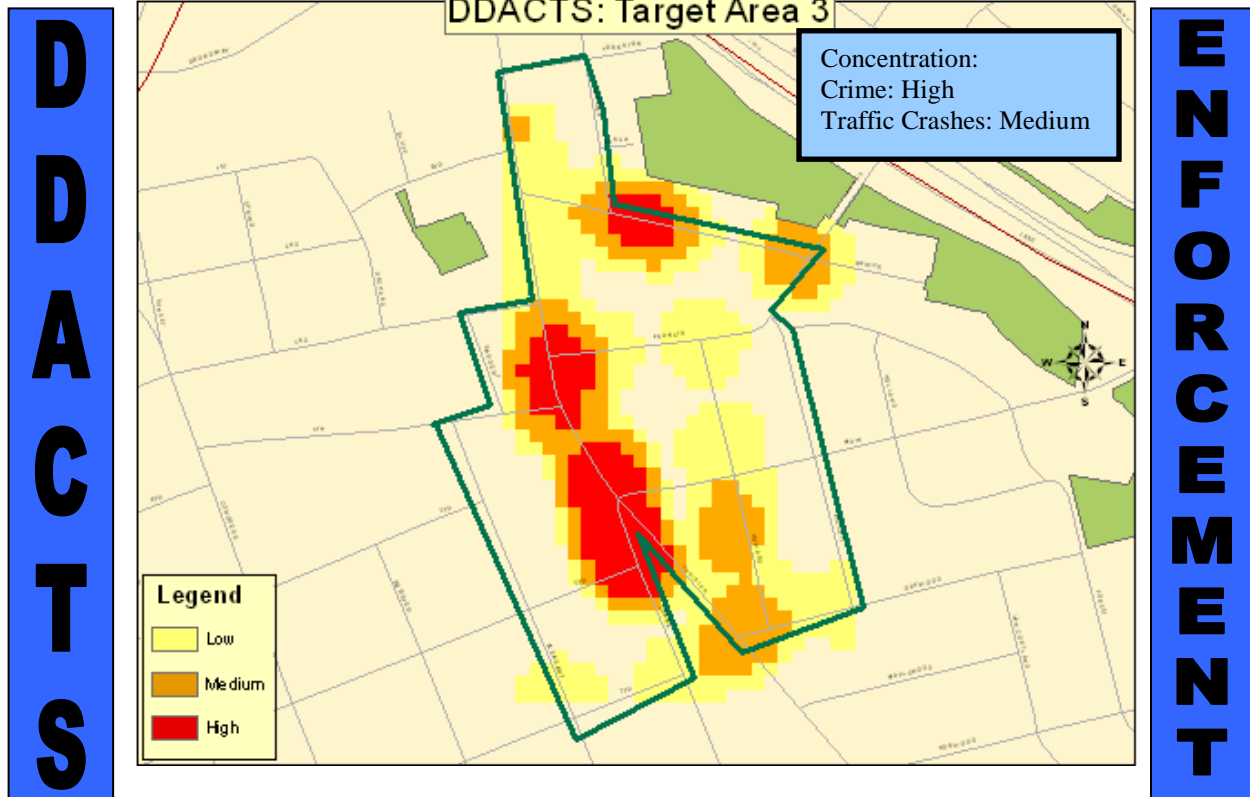
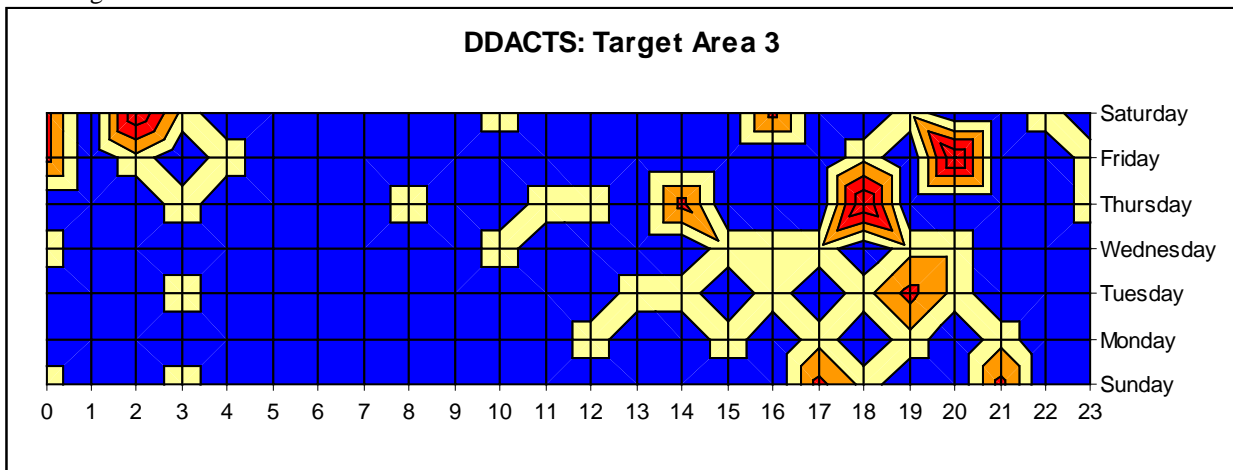


Figure 4.8



Legend: Identified Crime Times Identified Traffic Crash Times

Figure 4.9

DDACTS Suggested Implementation

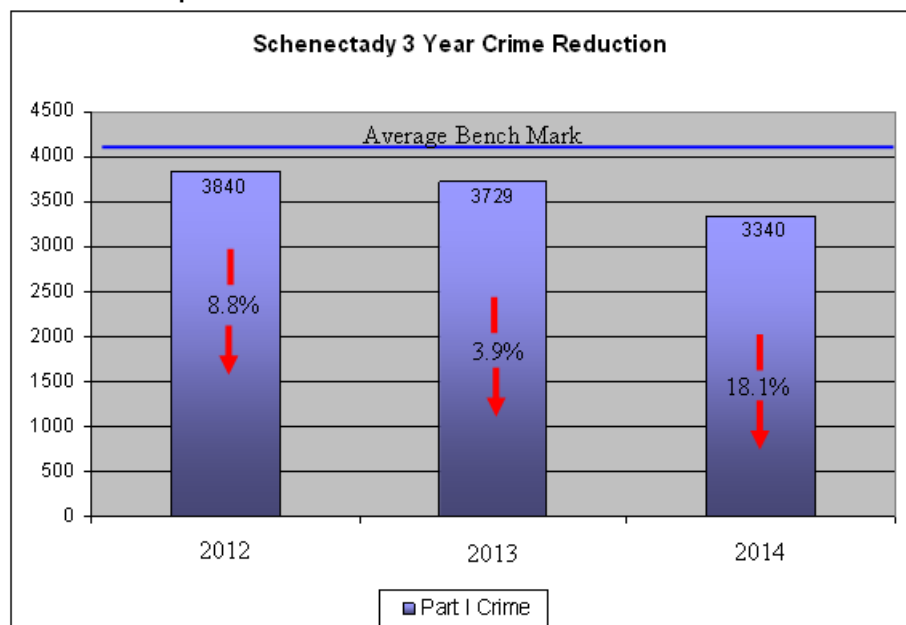
Monday	8:30am – 9:30am
Tuesday	-
Wednesday	-
Thursday	5:00pm – 7:00pm
Friday	7:30am – 8:30am
Saturday	12:00am – 2:30am 4:30pm – 5:30pm
Sunday	-

DDACTS Evaluation

Crime:

DDACTS was slowly initiated in mid 2012 and Schenectady observed an 8.8% reduction in citywide part I crime in comparison to a five year average. During late 2013 the Schenectady DDACTS approach began to evolve incorporating greater analytical support and partner agency involvement. Figure 5.1 depicts Schenectady has had continuous success reducing crime and most recently representing an 18.1% reduction in 2014.

Figure 5.1



With a successful integration of Geofencing capabilities this will allow additional performance measures such as patrol saturation to be more accurately evaluated.

Traffic: A DDACTS evaluation of previous identified hotspots and traffic crash clusters indicates DDACTS has reduced crashes at the clusters identified in figure 5.3. Figure 5.2 provides a further breakdown and comparison of crashes within the clusters and control group.

Figure 5.2

	Target Area 1 Clusters	Target Area 2 Clusters	Target 1 & 2	Control Group: Outside Clusters
Traffic Crash Reduction	-35.7%	-30.8	-32.5%	-20.3%
Personal Injury Reduction	-41.7%			Significant Increase

Figure 5.3

