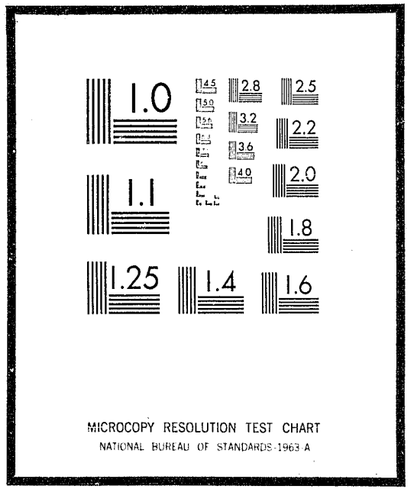

DETROIT POLICE DEPARTMENT

RESOURCE ALLOCATION SYSTEM

VOLUME I

DECEMBER 31 1970

A Federal Grant Award authorized by the State of Michigan, Office of Criminal Justice Programs, Project #2-10-01-0034-01

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RESOURCE ALLOCATION
AT
THE DETROIT POLICE DEPARTMENT

The Detroit Police Department was awarded a federal grant under the Omnibus Crime Control and Safe Streets Act of 1968 through the Michigan Commission on Law Enforcement and Criminal Justice. The grant was for the purpose of researching and developing a police resource allocation system for the Detroit Police Department. This report describes the resource allocation project conducted as a result of that grant by the Detroit Police Department from April through December, 1970. This report is Volume I of the system. It describes the development of the system to collect data on the scout car fleet. The analysis and use of this data will be the major effort of the second phase of the project during 1971. The department has just been awarded that second phase. The results of that project extension will be described in another volume at the completion of the project.

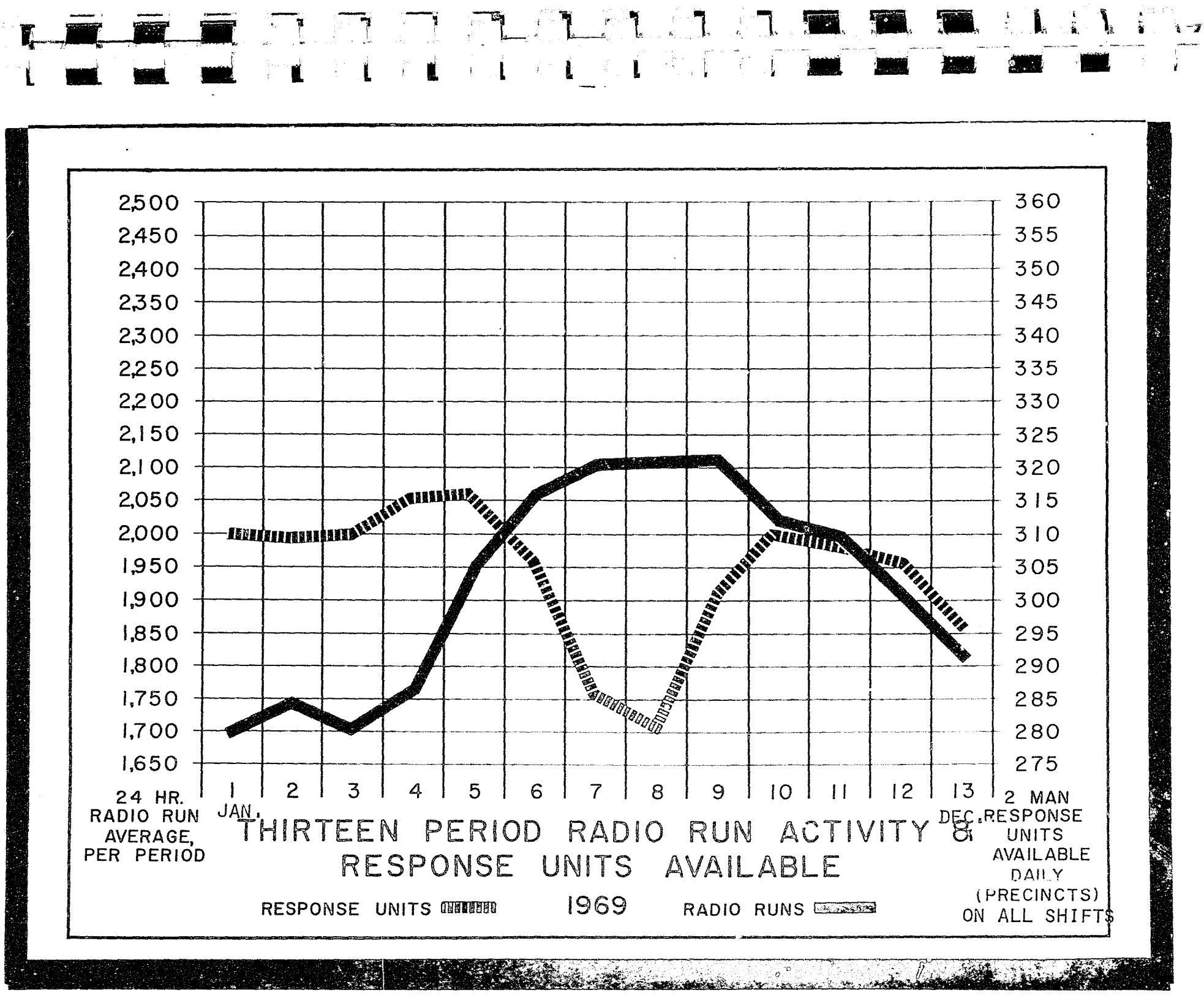
I - ENVIRONMENT OF THE PROJECT

MANPOWER UTILIZATION

The need for efficient utilization of manpower has grown in importance for police management in recent years. While the cost of maintaining a high quality force is increasing, the work load (calls for service, crime and administrative duties) of the force is increasing in volume.

The situation at the Detroit Police Department prior to the resource allocation project provided a number of ways in which to improve manpower utilization by means of a reallocation of police personnel. The information needed to determine where reallocation of police would improve utilization was not available; the overall goal of the project was to provide a methodology for collecting that information and to take the first steps toward better utilization of police personnel.

There were some indications prior to the project of areas requiring better allocation of personnel. For example, the following chart shows the monthly calls for service compared to the available police manpower.


2,500
2,450
2,400
2,350
2,300
2,250
2,200
2,150
2,100
2,050
2,000
1,950
1,900
1,850
1,800
1,750
1,700
1,650
360
355
350
345
340
335
330
325
320
315
310
305
300
295
290
285
280
275
24 HR. RADIO RUN AVERAGE, PER PERIOD
1 JAN.
2
3
4
5
6
7
8
9
10
11
12
13 DEC.
2 MAN RESPONSE UNITS AVAILABLE DAILY (PRECINCTS) ON ALL SHIFTS
THIRTEEN PERIOD RADIO RUN ACTIVITY & RESPONSE UNITS AVAILABLE
1969
RESPONSE UNITS
RADIO RUNS

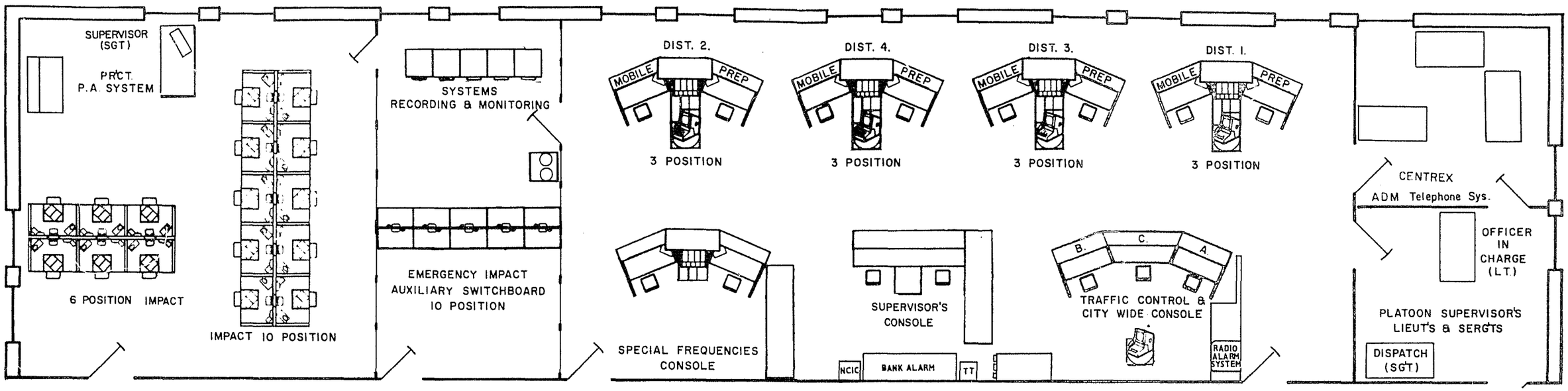
It is apparent from the chart that the calls for service are highest (in the summer months) when the available police force is lowest. This problem and others which were brought to light by the project became the targets of study and are discussed later.

PHYSICAL AND TECHNICAL ENVIRONMENT

Communications Center: The point of data collection for the project is the communications center. The following diagram shows the key elements of the communications operations.

COMMUNICATIONS

IMPACT & DISPATCH OPERATIONS



IMPACT

1. POSSESS FAMILIARITY WITH ENTIRE CITY.
2. HANDLE EMERGENCY CALLS.
3. CONDENSE CALLS INTO PRECISE INFORMATION.
4. TRANSMIT PRECISE INFORMATION TO PROPER DISPATCHER.
5. RENDER ASSISTANCE AND INFORMATION ON CALLS FOR NON-POLICE SERVICE.
6. DIPLOMATICALLY APPLY DIVERSE KNOWLEDGE OF CRIMINAL AND CIVIL LAW IN ORDER TO ACCURATELY ADVISE THE PUBLIC OF AN ALTERNATE COURSE OF ACTION.
7. OPERATE AND TEST PRECINCT PUBLIC ADDRESS SYSTEM.
8. ENGAGE IN DATA TAKING PROCEDURES IN CONJUNCTION W/ LEAA, US DEPT. OF TRANS., AND OTHER PARTICIPATING RESEARCH PROJECTS AND GRANTS.

RECORDS MONITOR

1. SEARCHES TAPES AND WRITTEN MATERIAL FOR MEMBERS OF THE DEPARTMENT, CIVIL RIGHTS ORGANIZATIONS, COURTS AND STATE AND FEDERAL AGENCIES.
2. LECTURES AND GUIDES TOURS OF VISITORS AND MEMBERS OF THIS DEPARTMENT TO GIVE A CLEAR AND CORRECT PICTURE OF THE DEPARTMENT'S COMMUNICATIONS FACILITIES.

MOBILE AND PREP POSITIONS DISTRICTS 1, 2, 3, & 4

1. SUPERVISES AND CONTROLS RADIO UNITS WITHIN RULES OF THE F.C.C.
2. KNOWLEDGE OF THE USE OF ALL FREQUENCIES ASSIGNED TO THE DEPARTMENT.
3. COMPREHENSIVE KNOWLEDGE OF ENTIRE CITY.
4. KNOWLEDGE OF EACH DISPATCH DISTRICT CONFIGURATIONS AND INDIVIDUAL SCOUT CAR TERRITORIES.
5. DISPATCH APPROPRIATE EQUIPMENT TO SECURE ALL SITUATIONS.
6. MAINTAIN LEGIBLE AND COMPLETE RECORDS AND LOGS.
7. ANSWER REQUESTS FROM PERSONNEL FOR ASSISTANCE OR INFORMATION.
8. INTRODUCE QUERIES INTO THE NCIC AND LEIN MACHINES WHEN REQUESTED BY PATROLS TO CHECK FOR:
   A. PERSONS WANTED ON WARRANTS.
   B. STOLEN VEHICLES.
   C. OWNERSHIP OF VEHICLES.

   CHECK DISPATCH TICKETS FOR COMPLETENESS AND ACCURACY; THEN ENTER SAME INTO THE COMPUTER WHERE THE INFORMATION WILL BE USED AS A MANAGEMENT INFORMATION BASE INCLUDING RESOURCE ALLOCATION.

SUPERVISORS CONSOLE

1. MONITOR RADIO CHANNELS TO INSURE PROPER DISPATCHING AND TERMINOLOGY TECHNIQUES.
2. BROADCAST TELETYPES, STOLEN CARS, AND FLASH DESCRIPTIONS.
3. HANDLE IN-DEPARTMENT AND INTER-DEPARTMENT QUERIES AND REQUESTS FOR POLICE SERVICE.
4. MONITOR AREA WIDE RADIO AND MAKE APPROPRIATE DISPOSITION OF MESSAGES THEREFROM.
5. MONITOR AIR DEFENSE MESSAGE WARNING SYSTEM.
6. MONITOR CENTRAL BUSINESS DISTRICT BANK ALARM SYSTEM.
7. MONITOR PRECINCT SECURITY ALARM.
8. MONITOR CRITICAL POLICE INSTALLATION ALARM SYSTEM.
9. RUN CHECK-A-LERT NOTIFICATION SYSTEM.
10. RUN POLICE EXECUTIVE RADIO PAGER SYSTEM.
11. MONITOR UNITED FOUNDATION ALARMS.
12. INTRODUCE QUERIES INTO THE NCIC AND LEIN MACHINES WHEN REQUESTED BY PATROLS TO CHECK FOR:
    A. PERSONS WANTED ON WARRANTS.
    B. STOLEN VEHICLES.
    C. OWNERSHIP OF VEHICLES.
13. MONITOR FIRE DEPARTMENT CALLS.

CITY - WIDE PREP CONSOLE

1. HANDLE RADIO MESSAGES AND PROVIDE SYSTEM SUPERVISION OF THE THREE CITY-WIDE PREP SYSTEMS UTILIZED BY THE DEPARTMENT.
2. PROVIDE RADIO OPERATION TO THE SPECIALIZED GROUPS OF TMU, PSU, RANGER PATROL, AND SPECIAL DETAILS INCIDENTAL TO VIP VISITS, PARADES AND CIVIL DISTURBANCES.
3. RESPOND TO REQUESTS FOR ASSISTANCE OR INFORMATION FROM UNITS ON ANY OF THE THREE RADIO SYSTEMS.
4. HANDLE EXECUTIVE MESSAGES.
5. INTRODUCE QUERIES INTO THE NCIC AND LEIN MACHINES WHEN REQUESTED BY PATROLS TO CHECK FOR:
   A. PERSONS WANTED ON WARRANTS.
   B. STOLEN VEHICLES.
   C. OWNERSHIP OF VEHICLES.
6. MONITOR RADIO ALARM SYSTEM.

TRAFFIC CONTROL

1. HANDLE RADIO TRAFFIC & COORDINATE OPERATION OF FREEWAY PATROLS.
2. DISSEMINATE TELETYPE TRAFFIC ADVISORIES TO NEWS MEDIA.
3. RESPOND TO REQUESTS FOR ASSISTANCE OR INFORMATION FROM FREEWAY UNITS.
4. CONTROL & MONITOR RADIO SYSTEMS OF WOMEN'S AND DETECTIVE DIVISIONS.
5. INTRODUCE QUERIES INTO THE NCIC & LEIN MACHINES WHEN REQUESTED BY PATROLS TO CHECK FOR:
   A. PERSONS WANTED ON WARRANTS.
   B. STOLEN VEHICLES.
   C. OWNERSHIP OF VEHICLES.

PLATOON	M 1	P 1	M 2	P 2	M 3	P 3	M 4	P 4		CW A	CW B	CW C	TRAF CENT	ALRM SYS	ALRM SYS	LEIN INQ 1	LEIN INQ 2	LEIN INQ 3	LEIN INQ 4	CIV CLK		REC MON	CO CLK	HALL GRD	24HR IMP	24 HR DISP	24 HR PATR	24 HR CIV	24 HR TOTAL	8 HR TOTAL	GRAND TOTAL	
PLATOON 1	◯	◯	◯	◯	◯	◯	◯	◯		◯	◯		◯	◯		◯	◯			◌					7	14	21	1	21/1		22	
PLATOON 2	◯	◯	◯	◯	◯	◯	◯	◯		◯	◯		◯	◯	◯	◯	◯	◌	◌	◌		◯	◯	◯	11	15	26	3	26/3	3	32	
PLATOON 3	◯	◯	◯	◯	◯	◯	◯	◯		◯	◯		◯	◯	◯	◯	◯	◌	◌	◌					16	15	31	3	31/3		34	
																									34	44	78	7	78/7	3	88	

◯ -- PATR.
◌ -- CIV

PATROLMEN REQUIRED FOR 365 DAY OPERATION
78 X 1.62 = 126
+3 8 HR CLASSIFICATIONS
129

CIVILIAN REQUIRED FOR 365 DAY OPERATION
7 X 1.62 = 11

Of major importance to the project are the following elements from the diagram:

- The IMPACT room where incoming calls for police service are answered. The IMmediate Police ACTion (IMPACT) operator receives the call and records the important information about the call on a transmitter unit of an electronic penwriter. The electronic penwriter generates a dispatch ticket on a receiver unit located at each of the four dispatch consoles. The IMPACT operator selects the district in which the call is located by pushing a selector button on his transmitter; the dispatch ticket is written at that district's dispatch console only.

- The dispatch consoles contain the electronic penwriter equipment described above, radio consoles for communicating with the scout cars in the district, and a computer terminal for making inquiries into local, state and national crime files. The dispatchers working at the consoles receive dispatch tickets from IMPACT via the ELECTROWRITER system and dispatch cars to the runs. The dispatch ticket was one of the major sources of input data for the project.

Data Processing Capabilities: All computer programs for processing the data generated by the project were designed, programmed and processed in the Detroit Police Department's Computer Center.

The Department has an IBM 360/40 system with a 2314 direct access disk for storing information such as Prisoner, Stolen Property, Personnel, Crime, Manpower and Equipment Inventory data. The Department's computer is also tied into the State of Michigan Law Enforcement Information Network (LEIN) system for inquiry into state Wanted Person and Wanted Vehicle files. The LEIN system is in turn tied into the FBI's NCIC system. Terminals located in each precinct and at each radio dispatch position are connected to the Department's computer and allow inquiry into local, state and national files.

The Department has a staff of computer operators and key punch operators to operate the data processing equipment and a staff of six computer programmers who develop and maintain the computer programs. Two of these programmers developed the programs required by the project.

PROJECT GOALS

At the beginning of the project, the goals of the project were identified to guide the course of the project. The following list summarizes those goals:

- Developing a methodology for collecting scout car run activity. This would include the manual procedures and computer programs necessary to encode, edit and create a data base from the dispatch tickets.

- Developing a methodology for encoding scout car runs with census tract and block based upon the street address. This would include the computer programs and geocoding files necessary to convert street addresses to census tract and block.

- Developing a methodology for collecting available scout car data. This would include the manual procedures and computer programs necessary to encode, edit and create a data base of available scout cars by day, time, location and type of vehicle.

- Developing computer programs to summarize and analyze the run activity and available scout car data by the following criteria:

  . Time of day and week
  . Location
  . Type of run
  . Amount of time to service a run

- Based upon the reports developed, determining a reallocation of resources between the precincts which would equalize work loads on the scout cars.

While the above goals were not all that is possible to accomplish with a resource allocation system, the goals represented a reasonable first step given the size of the project team and the duration of the project.

GOALS OF FUTURE RESOURCE ALLOCATION EFFORTS

The following list describes some further goals which the Detroit Police Department will pursue with future resource allocation efforts:

- Reporting scout car activity by census tract and block.

- Developing a means of weighting types of run activity in order to plan manpower deployment.

- Developing a means to forecast scout car activity.

- Realigning district, precinct and scout car area boundaries to correspond with census tract or block boundaries and to equalize work loads in each district, precinct and scout car area.

- Implementing methods to assist precinct supervision in deploying manpower.

- Developing techniques to measure the effectiveness of patrol activities (versus answering runs).

- On-line input of dispatch ticket data with terminals.

THE PROJECT TEAM

The overall efforts of project were directed by Henry S. Sedmak, Director of the Technical Services Bureau. He also provided the communication link necessary to insure that the findings of the project were made known to the Department's top officers.

Overall department objectives for the project were determined by the Advisory Committee on Resource Allocation under the direction of Commissioner John Nichols and Superintendent Charles Gentry. The members of the committee were Assistant Superintendent Anthony Bertoni, Chairman, Deputy Chief Inspector George W. Harge, Chief of Detectives Arden DeLuca, Director of Traffic John J. Bowyer, District Inspector Gordon R. Smith, Chief of Women's Division Rosemary Klug, and Director Henry S. Sedmak.

All of the input data of the project was prepared by personnel from the Communications Center under the direction of Inspector Edward T. Walsh. Lieutenant Frank Staskon supervised most of the day-to-day activities necessary to create and keypunch the input data. Also, he prepared many of the manual procedures and training manuals for the project.

The data processing section, under the direction of Inspector Jack Shoemaker, assisted throughout the project; in particular, Chris Kotsopodis and Marvin Prusinski of the data processing section designed and programmed all computer programs during the project. Three research assistants corrected and updated the geocoding file of street addresses and corresponding census tracts and blocks, which was given to the project by the Community Renewal Agency of the City of Detroit. Mr. Jim Douras from the firm of Touche Ross & Co. assisted in the planning of the project, definition of output reports, preparation of this report and preparation of manual procedures.

II - THE SYSTEM DEVELOPED BY THE PROJECT

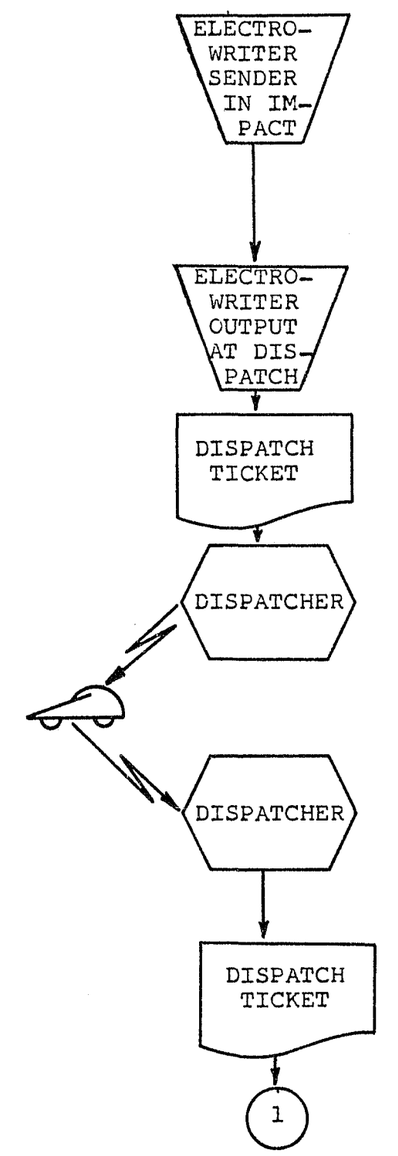
The major effort of the project was directed toward designing and implementing a system to collect and retain data about the assignment and work load of the scout cars at the precincts. This section of the report describes the four steps which were accomplished in order to complete the system:

- COLLECTING A HISTORY OF RUN ACTIVITY
- ENCODING RUNS WITH CENSUS TRACT AND BLOCK
- COLLECTING A HISTORY OF AVAILABLE MANPOWER
- DEVELOPING REPORTS FROM THE DATA

COLLECTING A HISTORY OF RUN ACTIVITY

The basic input source for collecting a history of run activity is the dispatch ticket prepared by the IMPACT operators and the dispatchers. The following flow diagram and narrative describes the procedures which were developed and implemented to move this document from its source to the run activity history file.

INPUT OF DISPATCH TICKETS

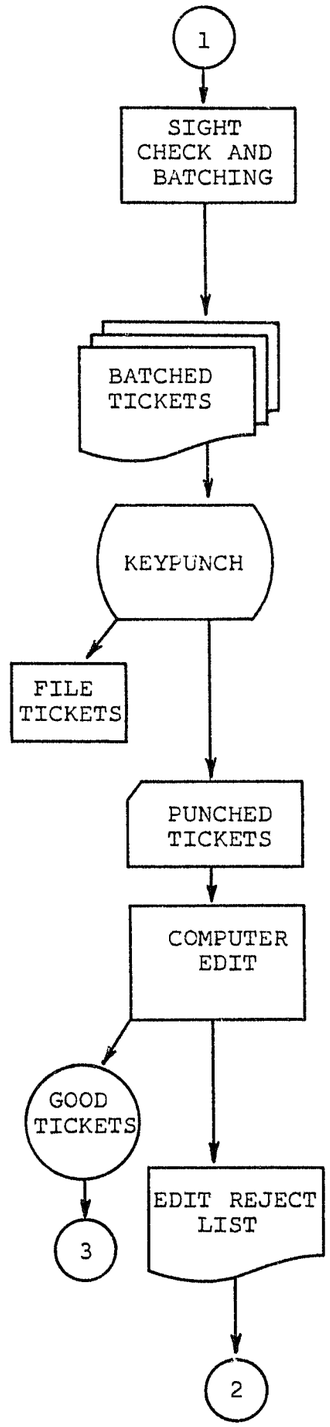


1. IMPACT operator prepares bottom half of dispatch ticket on the electrowriter from a telephone call for police assistance.

2. The dispatch ticket is written out at the dispatch console for the area of the city (four districts) which is selected by the IMPACT operator.

3. The dispatcher fills out the top half of the ticket with information such as unit responding, time dispatched, etc. and dispatches a car.

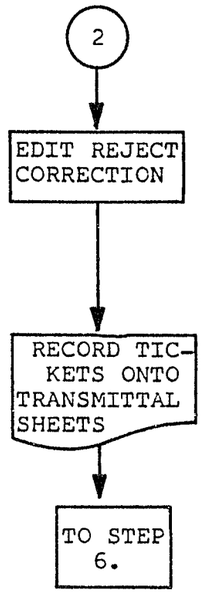
4. The dispatcher completes the ticket with the confirmed incident type and the time the car calls back in service and puts it into a rack of completed tickets.



5. A "checker" sight verifies each ticket throughout the shift and batches each shift's tickets by district. He prepares a batch header sheet which indicates date, shift, district and number of tickets.

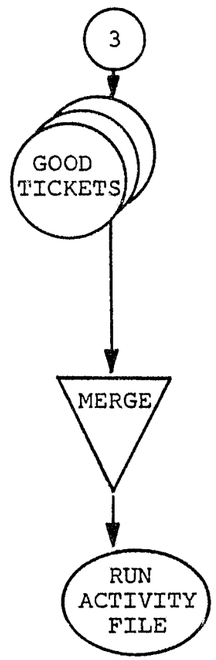
6. The day's tickets are keypunched during the next day. The tickets are sent back to the communications center for filing (approximately 3,600/day).

7. The punched tickets are edited by a computer program on the second day after they are prepared. This edit identifies invalid codes and missing information. Tickets with these edit errors are printed and good tickets are written on a tape file.



8. The rejected tickets are corrected by the "checkers" in dispatch by copying them from the edit list onto a transmittal sheet and by correcting or inserting the proper information.

9. The corrected tickets are punched and re-edited as in steps 6 and 7.



10. The good tickets for a month are merged into a single tape file to create each month's run activity history file.

During the initial month or two of this procedure, a rather high rate of edit rejects (10%) was experienced. Improved training aids and closer monitoring of the types of errors brought the number of rejects down to about one-half percent within two more months. Eight months of run activity for the entire department were collected during the project.

CODING THE DISPATCH TICKET

Each dispatch ticket has twelve fields of information which are to be filled out. The following list describes each field and indicates who completes the field, IMPACT or the dispatcher:

FIELD	DESCRIPTION	COMPLETED BY
1. UNIT	The number of the scout car responding to the run.	DISPATCHER
2. DISPATCH TIME	Time stamped when run is given to car.	DISPATCHER
3. AREA	The scout car area in which the incident is located. There are 171 in the city.	DISPATCHER
4. BACK IN SERVICE	Time stamped when car calls back at completion of a run.	DISPATCHER
5. SPECIAL CODE	Special indications about the run.	DISPATCHER
6. CONFIRMATION*	Code indicating the type of run when confirmed by the car.	DISPATCHER
7. LOCATION	The street address or intersection of the incident.	IMPACT
8. INCIDENT	Verbal description of the incident.	IMPACT
9. TIME	The time the phone call for service was taken	IMPACT
10. ACD	Position number of the ACD(IMPACT) operator.	IMPACT
11. RECEIVED BY	Badge number of the IMPACT operator.	IMPACT
12. INCIDENT CODE*	The code indicating the type of run as determined by the IMPACT operator.	IMPACT

* These are described in detail in the next section.

The following page is the instructions used by the IMPACT and dispatch operators to learn how to properly code the dispatch ticket. The instructions describe each field, its use, and the valid codes which can be used in each field.

Col.

Col.

Col.

Col.

COMMUNICATIONS CENTER DISPATCH TICKET CODING

NO OTHER ENTRIES ARE VALID

RESOURCE ALLOCATION

UNIT (1-4)

Col. 1&2 - Contains the Pct. and/or Bureau number.

Valid entries are:

01	06	11	15
02	07	12	16
04	08 (TMU)	13	
05	10	14	

EE (PSU) (RECO)
BI (Belle Isle) (Harbormaster)

CR - Central Ranger
VR - Vernor Ranger
GR - Green Ranger
JR - Jefferson Ranger
MR - McGraw Ranger
MR - Mack Ranger
LR - Livernois Ranger
DR - Davison Ranger
PR - Palmer Ranger
WR - Woodward Ranger
SR - Schaefer Ranger
CR - Conner Ranger
NR - Northwest Ranger

Col. 3&4 - Contain the car number

Valid entries are any two numbers indicating the car number inc:

40 - PSD Cars	Variations:
50 - Inspector	
60 - Lieutenant	0771
70 - Sergeant	1095
80 - Clean-up	etc.
90 - Detectives	

XA - Accident Car
XB - Accident Car
CR - Cruiser
AP - Auto Patrol
EZ - "E" Car (Crossed Z)

DATE (5-10)

Col. 5-10 will be entered by computer

DISP. (11-14)

Col. 11-14 is time committed (Time Stamped)

SPEC. CODE (15-19)

Col. 15-19

Space 15 - Enter a "1" to indicate car is "down".

Space 16, 17 & 18 - Not Used

Space 19 - Enter:

1 for Out-of-Service run
2 for an In-Service run
3 for a car calling busy

AREA (20-23)

Col. 20-21 enter the precinct number using 2 digits, e.g., #1 is 01.

Col. 22-23 enter the area number using 2 digits, e.g., area 3 is 03.

(Do not enter CR, AP, EZ, XA or XB in Column 20-23)

O.O.S. (24-27)

Col. 24-27 not used at present time

CONFIRMATION (28-33)

Col. 28-33

Spaces 28 thru 31 - Enter the four digit code of the exact incident.

Spaces 32 and 33 - Not used at the present time.

ARRIVAL TIME (34-37)

Col. 34-37 not used at present time

INCIDENT (38-43)

Col. 38-43 not used at present time

DAY (44)

Col. 44 not used at present time

PLATOON (45)

Col. 45 not used at present time

B.I.S. (46-49)

Col. 46-49 is the time the unit calls back in service. (Time stamped)

Car must advise upon completion of an in service run.

If for some reason this information is handwritten, use four digits.

LOCATION (50-70)

Col. 50-70 not used at present time

TIME (71-74)

Col. 71-74 The ACD or console operator should enter the time the call was received. Use 4 digit military time.

ACD (75-76)

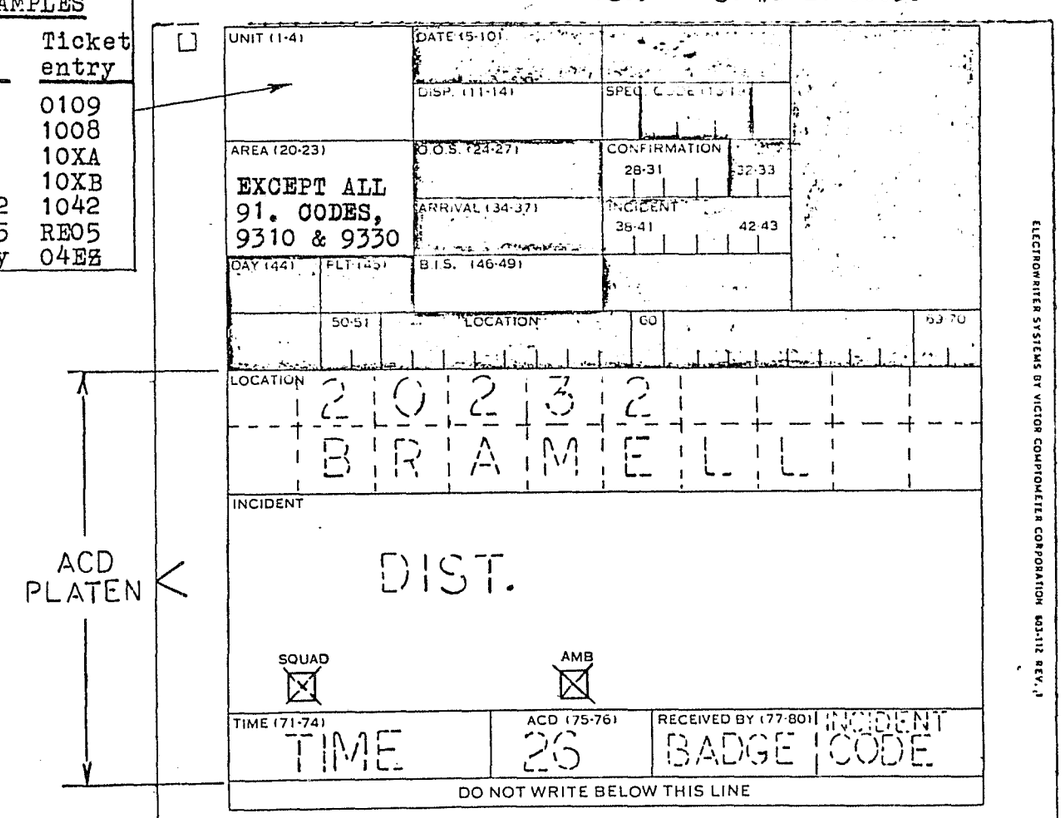
Col. 75-76 Enter the ACD position or if received at a console enter the two digit code of the precinct, bureau, or other department.

RECEIVED BY (77-80)

Col. 77-80 Enter four digit number indicating your badge number, e.g., badge #9 is 0009.

EXAMPLES

Radio term	Ticket entry
1-9	0109
10-8	1008
10XA	10XA
10X	10XB
Liv.42	1042
Reco 5	RE05
4 Easy	04EZ



DETROIT POLICE DEPARTMENT

June 1, 1970

RADIO RUN ACTIVITY CODES

The type of incident involved in the run is indicated between IMPACT and dispatch, dispatch and car, and car and dispatch by means of a numeric code. This code is also recorded on the dispatch ticket so that type of run activity can be analyzed and summarized more easily by data processing equipment.

The radio run activity codes were designed by the department so that different ranges of codes represent different categories. The following list describes the seven major categories of runs and their corresponding codes:

1. CRIMES AGAINST PERSON

3100's Homicide/Death
3200's Sex Offenses
3300's Robbery
3400's Assault

2. CRIMES AGAINST PROPERTY

3500's Burglary
3600's Larceny
3700's Automobiles

3. MISCELLANEOUS CRIME

3800's

4. TRAFFIC ACTIVITY

8100's

5. SICK/INJURED

8500's

6. MISCELLANEOUS SERVICE

8000's Alarms
8200's Disturbances
8300's Disasters/Fire
8400's Persons
8600's Animal
8700's Miscellaneous Incidents

7. SELF-INITIATED AND ADMINISTRATIVE ACTIVITY

9000's Officer Calls
9100's Vehicle Maintenance Repair
9200's Patrol Duties
9300's Other

The following chart, which is used by IMPACT, dispatch and all scout cars, describes all the individual radio run activity codes which are in use in the department.

RADIO RUN ACTIVITY CODES

#2
March, 1971

A related run activity code must be provided to the dispatcher at the completion of each run, detail, or assignment. To insure accuracy, complaints prefixed with an asterisk (*) may use as the 4th digit the following numerals:

1 - In progress complaint
2 - Attempt complaint
3 - Back up vehicle
4 - Man on way
5 - Unfounded complaint

31. HOMICIDE/DEATH

3100-Murder
*3110-Suicide
3120-Dead Person

32. SEX

*3200-Rape
3210-Molesting
3220-Exposing
3230-Window Peeper
3240-Other Sex

33. ROBBERY

*3300-Robbery Armed
*3310-Robbery N.A. & Strongarming
*3320-Larceny from Person & Purse Snatching

34. ASSAULT

*3400-Assault
*3410-Shooting
*3420-Cutting
3430-Person with Weapon
3440-Shots heard or Shots Fired

35. BURGLARY

*3500-B & E Business
*3510-B & E Dwelling
*3520-B & E Apartment
*3530-B & E Auto
*3540-B & E Other
3550-Glass Breaking

36. LARCENY

*3600-Larceny

37. AUTOMOBILES

*3700-U.D.A.A.
3710-Tampering with Auto
3720-Recovered Auto
3730-Abandoned Auto

38. MISCELLANEOUS CRIME

*3800-M.D.P.
3810-Cab & Fare
3820-Defraud Inkeeper
*3830-Bad Check
*3840-Stolen Credit Card
3850-Gambling
*3860-Forged Prescription
3870-Narcotic Offense
3880-Miscellaneous Crime

80. ALARMS

8000-Bank
8010-Alarm
8020-Recorded
(4)-Man-on-Way
8030-Monitored
8040-_____

81. TRAFFIC

8100-Auto Accident, Inj.
8110-Auto Accident
8120-_____
8130-Towing
8140-Parking
8150-Hot Rods
8160-Aid Motorist
8170-Crossings
School
Rush
Church
8180-Misc. Traffic

82. DISTURBANCES

8200-Boys
8210-Crowd Gathering
8220-Disorderly Gang
8230-Fight
8240-Family Trouble
8250-Landlord/Tenant Tro.
8260-Neighbor Trouble
8270-Disturbance or Trouble
8280-Person Screaming
8290-Noise (radio, party, fireworks, etc.)

83. DISASTER/FIRE

8300-Fire
8310-F.D. Needs Help
8320-Fire Bombing
8330-Bomb Threat
8340-Explosion
8350-Tree-Wire-Pole Down
8360-Gas/other Odors
8370-Other Disasters/ Hazards

84. PERSONS

8400-Meet a Person
8410-Drunk
8420-One Down
8430-Wanted Person
8440-Holding Person
8450-Prowler
8460-Missing
8470-V.R.M.
8480-Holding Missing/ Runaway

85. SICK/INJURED

8500-Sick/inj.person
8510-Heart Attack
8520-Meet FD Rescue
8530-Meet City Physician
8540-One for Hospital
8550-Blood Run
8560-Aid Invalid
8570-To hosp/report
8580-One over wheel
8590-Misc. Accident

86. ANIMALS

8600-Animal Bite
8610-Other Animal

87. MISCELLANEOUS

8700-Unlisted Misc.
8710-Open Door
8720-Recovered Property
8730-Rubbish
8740-People Away - Lights On
8750-Locked Out

90. OFFICERS/CALLS

9000-Officer in Trouble
9010-Meet Officer
9020-Call Station
9030-To Station
9040-Dial -----
9050-Special Detail
9060-Station Security

91. VEHICLE MAINTENANCE

9100-Car Wash
9110-Gas
9120-Flat Tire
9130-Vehicle Inspection
9140-Radio Repair
9150-To Garage ----
9160-Car Trouble

92. PATROL DUTIES

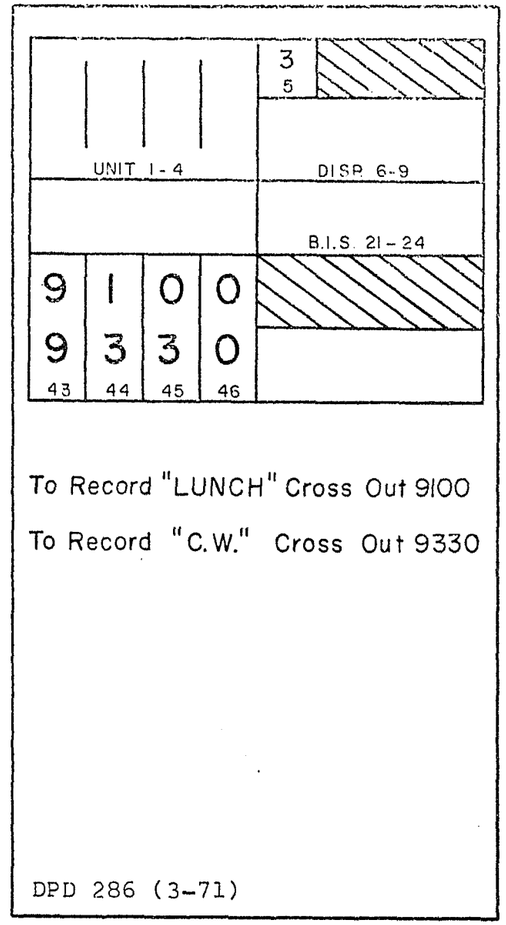
9200-Inv. Occupied Veh.
9210-Inv. Unoccupied Veh.
9220-Inv. Person
9230-Inv. Building

93. OTHER

9300-Arrest
9310-Court
9320-Deliver Message/Info.
9330-Lunch
9340-Serve Papers
9350-Demonstration
9360-Strike
9370-Transport Prisoner
9380-Transport Witness
9390-Transport Property

RECORDING LUNCH, CAR WASH AND CAR DOWN

Since much of the information on the dispatch ticket is not required to record a car going out of service for lunch or some other reason, a special ticket was designed for this purpose. The ticket simplifies the effort to record a car out of service and provides a brightly visible (pink) card in the dispatcher's status rack when a car is out of service. The ticket is punched and processed as a normal dispatch ticket. The following is a sample of this ticket:



To Record "LUNCH" Cross Out 9100

To Record "C.W." Cross Out 9330

DPD 286 (3-71)

REDESIGN OF THE DISPATCH TICKET

The dispatch ticket which has been described and which is in use in the system, was not designed for the project. Rather, it has been in use in the communications center for some time.

As the time for annual reorder of the tickets came around, the project team redesigned the ticket to better suit the new system. As the sample below shows, the new ticket has no new information on it; extraneous boxes have been eliminated and those remaining have been enlarged and more conveniently located. This new form will replace the old in the near future:

REDESIGNED DISPATCH TICKET

UNIT (1-4)	(5)	DISP. (6-9)	(10)	(11)
AREA (12-15)		ARRIVAL (16-19)	(20)	
		B.I.S. (21-24)	PULL	
LOCATION (25-42)				
INCIDENT			CODE (43-46)	
AMB ☐				
ACD (47-50)		POSITION	BADGE	
DO NOT WRITE BELOW THIS LINE				

DETROIT POLICE DEPARTMENT

ELECTROWRITER SYSTEMS BY VICTOR COMPTOMETER CORPORATION 603-131 Ⓡ

ENCODING RUNS WITH CENSUS TRACT AND BLOCK

In order to easily analyze run activity by location, it is necessary to identify each run with a relatively small geographic area, such as census block. The project team decided that the most practical way to "geocode" the 3,600 runs/day was by a computer conversion of address into census tract and block. The techniques which were developed and implemented by the end of the project are described in the following three sections:

- UNIFORM CODING OF ADDRESS
- DEVELOPMENT OF GEOCODING FILE
- DEVELOPMENT OF GEOCODING PROGRAMS

UNIFORM CODING OF ADDRESS

In order for computer programs to convert street addresses into census tract and block, addresses must be uniformly written and street names spelled correctly on the dispatch tickets. To accomplish this, the project team prepared an Address Coding Instructions booklet and trained the operators in its use. Appendix A of this report is major portions of the booklet. Lengthy lists of street names and building addresses have been omitted since they would serve no purpose here.

DEVELOPMENT OF GEOCODING FILE

In order to convert street addresses into census tract and block, a geocoding file is required. The project team used a geocoding file which was available from another city agency. However, the file as received was not acceptable. A number of errors and inconsistencies in spelling were in the file.

The research assistants on the project team and communication center staff corrected errors on the file and added new and missing streets. Near the end of the project, the file was ready for use. At that time, the file contained an entry of census tract and block for every street name and block of street numbers and for every street intersection.

DEVELOPMENT OF GEOCODING PROGRAMS

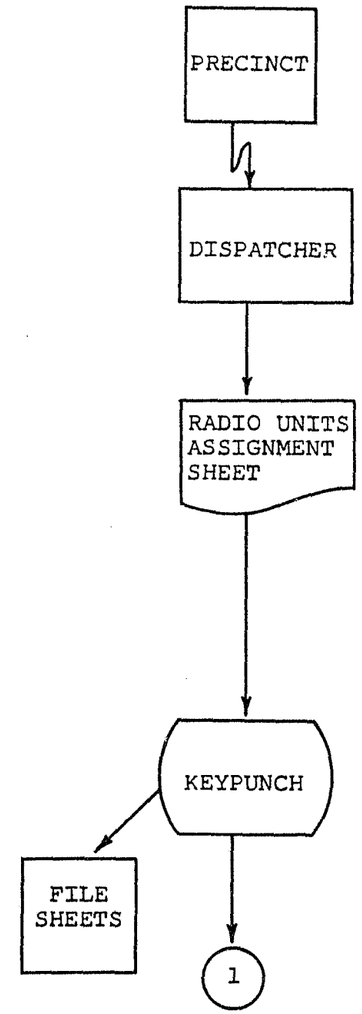
The project programmers developed computer programs which match addresses on the dispatch tickets to the geocoding file. When a match occurs, the census tract and block from the geocoding file is placed in the dispatch ticket record on the run activity file. Dispatch tickets which do not match the geocoding file are printed on an address error list. These are corrected by the "checkers" in the communications center in the same manner as edit rejects from the edit program described earlier.

Near the end of the project, the geocoding of runs with census tract and block was implemented. This added information about each run will allow analysis of run activity by location in the future. Two months of eight months collected during the project included geocoding information.

COLLECTING A HISTORY OF AVAILABLE MANPOWER

In order to effectively reallocate resources, information is required about the resources which have been available so that it can be compared to the work load (run activity) which has been experienced. In order to collect this type of information, the project team designed and implemented additional procedures and computer programs for the communications center. The following flow diagram and narrative describes this system for collecting available manpower data:

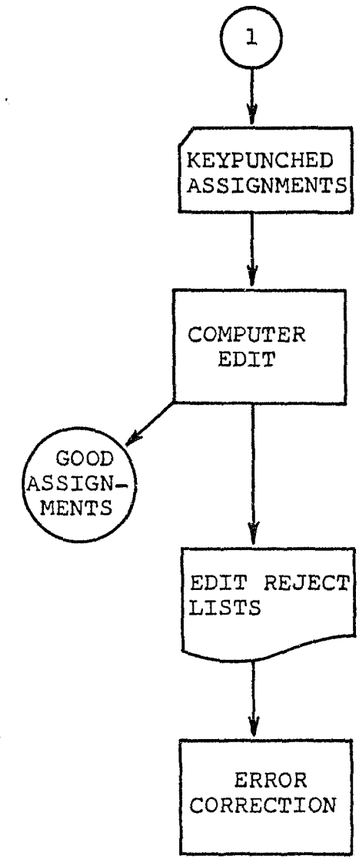
INPUT OF ASSIGNMENT OF RADIO UNITS



1. Precincts call in the assignments for the shift. These are recorded by the dispatchers on the radio units assignment sheet.

2. Completed radio units assignment sheets are keypunched.

3. Assignment sheets are sent back to communication center for filing.



4. Keypunched assignments are edited by a computer program for invalid and missing information. Good assignments are written onto tape and edit rejects are printed on an error list.

5. Errors are corrected and resubmitted by the communications center.

6. Good assignment tapes for the month are merged to create each month's available manpower history file.

This system was implemented and used to collect three months of available manpower data during the project.

CODING THE RADIO UNITS ASSIGNMENT SHEET

Appendix B contains the detailed instruction booklet used during the project for filling out the radio unit assignment sheets. The booklet gives samples of the sheet and instructions for coding each field of data.

DEVELOPING REPORTS FROM THE DATA

Once the procedures and programs for developing a base of information had been implemented, the project team began to develop the programs to generate reports from the data.

The following list describes a sample of the reports available during the project:

1. The number and average time to service each type of incident.

2. A summary of the number of each incident type by precinct.

3. The number of total runs by scout car area; recap by precinct.

4. The number of incidents and average time per incident by precinct for each of the seven major classes of incidents (crime against persons, property, etc.).

5. The number of incidents and percent of work load per incident by precinct for each major class of incidents.

Appendix C has samples of each of these reports.

When the reports began to be prepared, the project team and department management reviewed these to identify any problem areas in the data. They found problems such as certain types of runs which were continually misclassified by the dispatchers; also, some of the reports were distorted by the inclusion of some incident types such as lunch. These problems were corrected during the project.

As valid reports became available, the project team and department management began to analyze them in order to identify areas where a reallocation of resources improve the department. The final section of this report describes the results and recommendations of the project to the department.

III - RESULTS AND RECOMMENDATIONS

The majority of this project was devoted to developing and implementing the procedures and computer programs to collect and report the data necessary to develop a resource allocation system. Also, substantive reports from the data collected were not produced until near the end of the project. Consequently, actual reallocation of resources and other changes in method of operation at the department were minimal.

The project has just recently been granted an extension. During this phase of the project (the next year), the major emphasis will be upon analyzing data and implementing improvements in the utilization of police manpower. The initial step of the next project will be to realign the scout car, precinct and district boundaries of the city in order to better utilize the street force. Other activities will include the implementation of reports to be used by various echelons of supervision to improve shifting of cars to respond to short term fluxuations in the basic scout car deployment.

While the majority of the analysis toward a resource allocation system will begin in the grant extension, several new procedures are being followed as a result of this first project. First, graduating police officers from the police academy are now allocated to the precincts based upon the percent of the run activity in the city which each precinct is handling. This has been well accepted by the precincts and has done away with much of the disagreement typical to this process.

Also, central and district management receive monthly reports showing activity by precinct and by type of run and by scout car area. They review these to identify any changes of trends which might require action on their part in terms of manpower deployment or patrol emphasis. These reports represent the first time that department management has seen a display of all the runs handled rather than just Part I crimes which are reported.

These two procedures have been well received in the department and offer reassurance that the goals of the project extension will be met during the next year.

APPENDIX A

ADDRESS CODING INSTRUCTIONS

September 15, 1970

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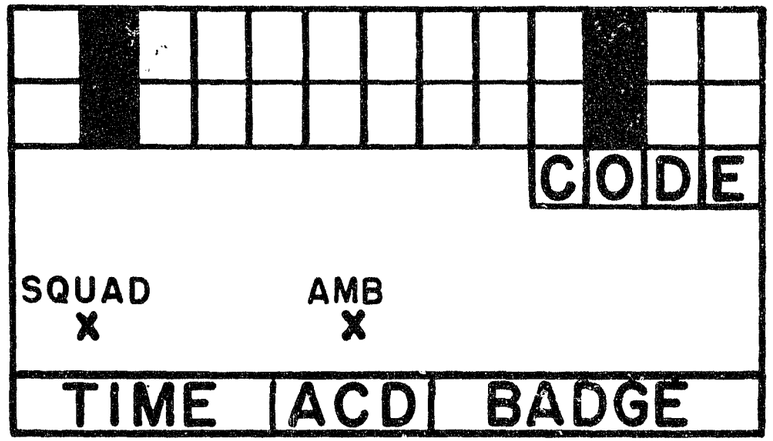
FORMAT OF ELECTROWRITER PLATEN

Below is the format of the platen used by the IMPACT operators. The information recorded in this format goes into the blank, bottom portion of the dispatch ticket. Although the dispatch ticket is not preprinted with this format, the uniform location of the information improves readability and the keypunching accuracy of the document.



The use of each area on the platen is as follows:

a. Two lines of 11 boxes for indicating street and address. The first box (to the left of the first heavy black line) is for street direction (N,S,E,W). The next 10 are for the street number or street name. Only the first eight characters of a street name are keypunched. The purpose of the heavy black box is to separate these eight letters from the other two.

b. Four boxes in which to code the RADIO RUN ACTIVITY CODE.

c. Blank space in which to describe the incident and other special information needed.

d. A space in which to put the TIME (in military hours) of the call.

e. A space in which to put the number of the ACD position.

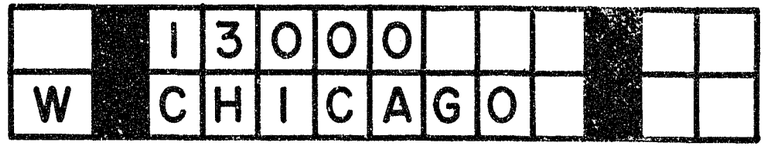
f. A space in which to put the BADGE number of the IMPACT operator.

CODING TECHNIQUES TO BE USED

All locations must be entered in one of the following two formats:

CODING STREET NUMBER AND NAME

When the street name and number are given, code them as shown in the example below. Note that street direction is always left blank on the number line and filled in on the street line only if present.



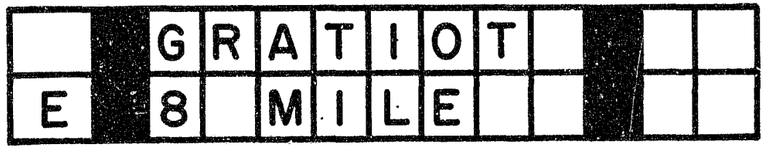
CODING STREET INTERSECTIONS

When street intersections are given, code them as shown in the example.

Several special situations do not fit these two formats. These are to be handled by describing the special address situation in the blank space on the platen while maintaining the address in the proper format in the address boxes. Several such situations are given as examples:

INCIDENT NEAR AN INTERSECTION

If a run is described as being at GRATIOT SOUTH OF 8 MILE, the address would be coded as a normal intersection as in the example below. Then, the blank portion of the platen can be used to indicate that it is only near that intersection by writing "GRAT. S/O 8."



RUNS OUTSIDE CITY

Runs outside the city limits of Detroit will be coded as scout car area 2000 by the dispatcher and address information will not be used. For these runs, the address coding guidelines in this booklet need not be followed.

RUNS ON BELLE ISLE

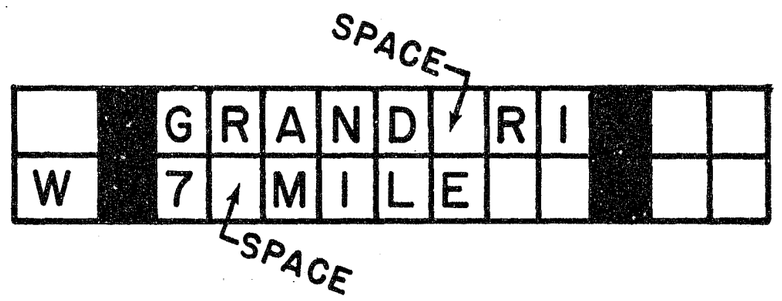
Runs to Belle Isle need not have address information. Rather, place "BELLE IS" on the second address line where the street name would typically be coded. The blank portion of the platen can be used to indicate the exact location on the island.

CODING STREETS WHICH CONSIST OF A COMBINATION OF TWO OR MORE WORDS OR LETTERS

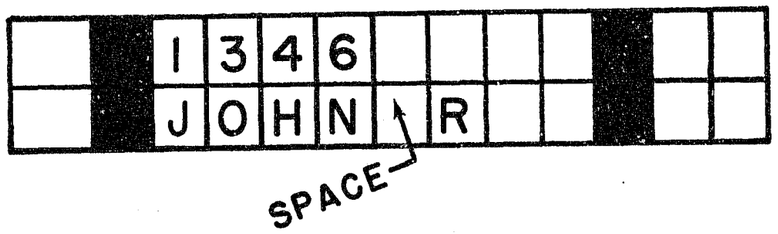
When a street name consists of two or more words, provide a space between each word.

EXAMPLES:

A run to Grand River and West Seven Mile Road must be recorded as



or



EXPRESSWAYS

Certain expressways present a minor problem in that several have east and west designators.

EXAMPLE: E. EDSEL FORD

In addition to capturing this information it is also desirable to determine in which lane a given incident occurred.

For example: An accident on the westbound lane of the E. Edsel Ford Expressway should be recorded on the dispatch ticket as W E Edsel. In this case the direction of travel is the first entry. Refer to the directory for further guidance.

The address coding will be the same for a run on an expressway as for a run on the expressway service drive. The blank portion of the platen can be used to indicate if the run is on the service drive or actually on the expressway.

DOUBLE TICKETS

Often, the information required to describe a run cannot fit onto one ticket. When this occurs, the first ticket should be coded according to these guidelines. Such supplemental tickets prepared containing additional information on a run need not be coded.

TICKETS FILLED OUT BY DISPATCHERS

These tickets must also be completed according to these guidelines.

MULTIPLE CARS ON ONE RUN

One ticket must be completed for each car sent to an incident. All these tickets must be completed according to these guidelines.

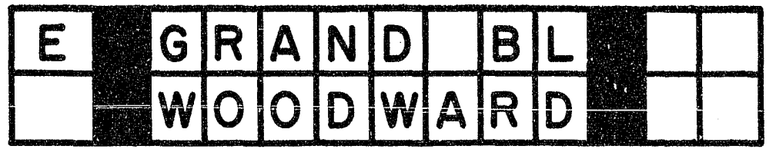
UNIQUE STREET ABBREVIATIONS

Certain streets cause a particular problem, such as, Chandler and Chandler Park Drive - Woodrow and Woodrow Wilson. You will note that the first eight letters of each pair of these streets are the same. In order for the computer to accurately identify the proper location it is necessary that abbreviations be used in such instances. The following abbreviations must be used as indicated:

STREET NAME	AS IT IS TO APPEAR ON THE DISPATCH TICKET
Cadillac Square	Cad Sq
Chandler Park Drive	Chand Pk
Fitzpatrick Court	Fitzpa C
La Salle Court	LaSall C
Meldrum Court	Meldru C
Mt. Elliott Court	Mt Ell C
Norfolk Court	Norfol C
St Aubin Place	St Aub P
Van Dyke Place	Van Dy P
Votrobeck Court	Votrob C
Votrobeck Drive	Votrob D
Woodrow Wilson	W Wilson

INCIDENT IN AN ALLEY

If a run is described as being in the ALLEY NORTH OF E. GRAND BL AND EAST OF WOODWARD, the address would be coded as a normal intersection as in the example below. Then, the blank portion of the platen can be used to indicate the alley near that intersection by writing "ALLEY N/O E. GR BL AND E/O WOODWARD."



INCIDENTS AT FAMILIAR BUILDINGS, PARKS, ETC.

Runs are often located by means of a familiar landmark. While this practice is necessary, the location portion of the ticket must be coded with a proper address. Lists of familiar landmarks and their addresses are included in this booklet.

STREET SPELLING TECHNIQUE

Included in this book is a dictionary of city streets. The dictionary shows each street in the city by the first eight letters in the name. It is imperative that street name spellings be accurate and that the first eight digits conform to those indicated in the directory.

Several techniques are used in this dictionary and should be noted:

All "Saint" streets shall be recorded as: ST AUBIN.

All street names of a numeric nature such as First, Thirty-first, etc. shall be recorded using an alpha-numeric as described on page 51 of the directory.

For example First Street would be identified as 1ST.

Mile shall be spelled out completely and the abbreviation MI. shall not be used.

All streets identified by a single letter, such as A or B street should be recorded by the IMPACT operator or dispatcher as: A STREET.

With the exception of A STREET, B STREET, etc., ST, RD or AVE will not be used with street names. In other words, LYNCH is the correct entry, not LYNCH RD. Certain other abbreviations are in standard use throughout the street dictionary and should be used to code street names:

BL	Boulevard
C	Court/Crescent
D	Drive (Note Outer DR)
P	Place
T	Terrace/Trail

STREET SPELLING TECHNIQUE Con't.)

Streets which have a direction associated with them must be coded with the proper direction indication. For example, DAVISON at LIVERNOIS is not a valid address; the address should be coded W DAVISON at LIVERNOIS. Those streets which have direction indicators are summarized in the following list to ease familiarization with them. They are also shown in the street dictionary in this booklet.

STREETS WITH A DIRECTION INDICATION

E	ADAMS	N	CLARK
W	ADAMS	S	CLARK
E	ALEXANDRINE	E	COLUMBIA
W	ALEXANDRINE	W	COLUMBIA
E	ARIZONA	E	CONGRESS
W	ARIZONA	W	CONGRESS
E	ATWATER		
W	ATWATER		
E	BALTIMORE	N	CRAWFORD
W	BALTIMORE	S	CRAWFORD
	BEAVERLAND	E	DAKOTA
W	BEAVERLAND	W	DAKOTA
E	BETHUNE	E	DAVISON
W	BETHUNE	W	DAVISON
E	BOSTON	N	DEY
W	BOSTON	S	DEY
E	BRENTWOOD		DIX
W	BRENTWOOD	S	DIX
	CAMBRIDGE	N	DRAGOON
N	CAMBRIDGE	S	DRAGOON
S	CAMBRIDGE	E	E EDSEL
N	CAMPBELL	W	E EDSEL
S	CAMPBELL	E	E FISHER
E	CANFIELD	W	E FISHER
W	CANFIELD	E	ELIZABETH
N	CAVALRY	W	ELIZABETH
S	CAVALRY	E	EUCLID
W	CHICAGO	W	EUCLID
N	CHRYSLER	N	FERDINAND
S	CHRYSLER	S	FERDINAND
N	CLARENDON	E	FERRY
S	CLARENDON	W	FERRY

INCIDENTS AT FAMILIAR BUILDINGS, PARKS ETC.

Runs are often located by means of a familiar landmark. While this practice is necessary, the location portion of the ticket must be coded with a proper address. The following lists of familiar landmarks and their addresses are intended to assist in this process. The addresses are listed alphabetically within the following categories of landmarks:

AUTO PLANTS
CEMETERIES
GOVERNMENT BUILDINGS
HOSPITALS
HOTELS
LIBRARIES
OFFICE BUILDINGS
OTHER LANDMARKS (Bridges, Tunnels, Towers, etc.)
PARKS
PLAYFIELDS
POOLS & ICE SKATING RINKS
RECREATION CENTERS
SCHOOLS
STADIUMS OR SPORT ARENAS
STORES
THEATERS

The blank portion of the platen may be used to indicate the landmark.

AUTO PLANTS

American Motors	14250 Plymouth
Chrysler Engine	20300 Mound
Chrysler Stamping	3675 E Outer Dr
Chrysler Main	12200 E Jefferso
Dodge Main	6700 Lynch
Plymouth	6700 Lynch

CEMETERIES

Elmwood	1200 Elmwood
Evergreen	19807 Woodward
Forest Lawn	11851 Van Dyke
Grand Lawn	23501 Grand Ri
Holy Cross	8850 Dix
Mt. Elliott	1701 Mt Ellio
Mt. Olivet	E McNichol & Van Dyke
Woodland	19975 Woodward
Woodmere	9400 W Fort

GOVERNMENT BUILDINGS

FEDERAL

Post Office (Main)	1401 W Fort
Federal Building	230 W Fort
Federal Courts	230 W Fort
Secretary of State Office (Main)	13119 W 7 Mile

STATE

Michigan State Fair	Woodward & W State Fa
Cadillac Square Building (Selective Service)	17 Cadillac Sq
Michigan Labor & Employment	7310 Woodward

COUNTY

Wayne County Juvenile Court & Home	1025 E Forest
Wayne County Jail	525 Clinton

CITY

City-County Building	2 Woodward
Cobo Hall	1 Washington
Court (Murphy Hall of Justice)	1441 St Antoine
D.J. Healy Home	9200 W Vernor

Detroit House of Correction	Code 2000

A STREET
AARON
ABBOTT
ABINGTON
ACACIA
ACKLEY
ADAIR
E ADAMS
W ADAMS
ADDISON
ADELAIDE
ADELE
ADELINE
AFTON
AGNES
AKRON
ALAMEDA
ALASKA
ALBANY
ALBERT
ALBION
ALCOY
ALDEN
ALDERTON
E ALEXANDR
W ALEXANDR
ALFRED
ALGER
ALGONAC
ALGONQUI
ALLEN
ALLENDAL
ALLONBY
ALMA
ALMONT
ALPENA
ALPHA
ALPINE
ALSTEAD
ALTER
ALWAR
ALWYNE
AMERICAN
AMHERST
AMITY
AMRAD
AMSTERDA
ANATOLE
ANDERDON
ANDERSON
ANDOVER
ANGLIN
ANN ARBO
ANNA
ANNABELL
ANNAPOLI
ANNCHEST
ANNIN
ANNLAND
ANNOTT
ANNSBURY
ANSON
ANSTELL
ANTHON
ANTIETAM
ANTOINET
ANTWERP
ANVIL
APPLE
APPLETON
APPOLINE
ARCADIA
ARCHDALE
ARCHER
ARCOLA
ARDEN PA
ARDMORE
ARGUS
ARGYLE C
E ARIZONA
W ARIZONA
ARLINGTO
ARMADA
ARMOUR
ARMY
ARNDT
ARNOLD
ARTESIAN
ASA
ASBURY P
ASH
ASHLAND
ASHLEY
ASHTON
ASTOR
ATHENS
ATHLETIC
ATKINSON
ATLANTA
ATLAS
E ATWATER
W ATWATER
AUBURN
AUDREY
AUDUBON
AUGUST
AURORA
AUSTIN
AVERHILL
AVERY
AVERY TR
AVIS
AVON
AVONDALE
B STREET
BACON
BADGER
BAGLEY
BAKER
BALDWIN
BALFOUR
BALMORAL
E BALTIMOR
W BALTIMOR
BANGOR
BANGOR C
BANK
BARBARA
BARHAM
BARKER
BARLOW
BARLUM
BARNES
BARR
BARRETT
BARRINGT
BARRON
BARRY
BARTON
BASIL
BASSETT
BATES
BAUBEE
BAUMAN
BAYLIS
BAYSIDE
BEACON
BEACONSF
BEALS
BEAMAN
BEARD
BEATRICE
BEAUBIEN
BEAUFAIT
BEAUMONT
BEAVERLA
BEDFORD
BEECH
BEECHDAL
BEECHER
BEECHTON
BEECHWOO
BEGOLE
BELAND
BELDEN
BELFAST
BELLE
BELLETER
BELLEVUE
BELMONT
BELTON
BELVIDER
BENHAM
BENITEAU
BENNETT
BENSON

BENTLER
BENTON
BERDEN
BERG
BERKLEY
BERKSHIR
BERRY
BESSEMOR
E BETHUNE
W BETHUNE
BEVERLY
BEWICK
BIDDLE
BILTMORE
BINDER
BINGHAM
BIRCH
BIRCHCRE
BIRWOOD
BISHOP
BIVOUAC
BLACKMOO
BLACKSTO
BLAINE
BLAIR
BLAKE
BLISS
BLOOM
BLOOMFIE
BLOWERS
BLUEHILL
BLYTHE
BOLEYN
BONITA
BORDEAU
BORTLE
E BOSTON
W BOSTON
BOSTWICK
BOSWORTH
BOULDER
BOURKE
BOXWOOD
BOYD
BRACE
BRADEN
BRADFORD
BRADLEY
BRADY
BRAILE
BRAINARD
BRAMELL
BRAMFORD
BRANDON
BRECKENR
BREMEN
BRENNAN
BRENTWOO
W BRENTWOO

BRETTON
BREWSTER
BRIARCLI
BRIGHTON
BRIMSON
BRINGARD
BRINKER
BRINKET
BRISTOL
BRISTOW
BRITAIN
BROADSTR
BROADWAY
BROCK
BROCKTON
BROMLEY
BROOKLYN
BROOKS
BROWN PL
BRUCE
BRUCKNER
BRUNSWIC
BRUSH
BRYANT
BRYDEN
BRYSON
BUCHANAN
BUCKINGH
BUELOW C
BUENA VI
BUFFALO
BUHL
BUHR
BULWER
BURCHILL
BURDENO
BURGESS
BURLAGE
BURLINGA
BURLINGT
BURNETTE
BURNS
BURNS DR
BURNSIDE
BURRELL
BURROUGH
BURT
BURT CT
BURTON
BURWELL
BUSHEY
BUTTERNU
BYRON
C STREET
CABACIER
CABOT
CADET
CADIEUX
CADILLAC
CAD SQ

CAELY
CAHALAN
CAIRNEY
CALDWELL
CALUMET
CALVERT
CAMBRIDG
N CAMBRIDG
S CAMBRIDG
CAMDEN
CAMERON
CAMILLE
CAMLEY
CAMPBELL
N CAMPBELL
S CAMPBELL
W CAMPBELL
CAMPUS M
CANAL
E CANFIELD
W CANFIELD
CANIFF
CANONBUR
CANTERBU
CANTON
CANYON
CAPITOL
CARBON
CARBONDA
CARDONI
CARLBERT
CARLETON
CARLIN
CARLISLE
CARMAN
CARMEL
CAROL
CAROLINE
CARPENTE
CARRIE
CARSON
CARTEN
CARTER
CARTRIDG
CARY
CASCADE
CASGRAIN
CASINO
CASINO W
CASMERE
CASPER
CASS
CASTLE
CASTLETO
CATHEDRA
CAVALRY
N CAVALRY
S CAVALRY
CECIL

APPENDIX B

DETROIT POLICE DEPARTMENT

RESOURCE ALLOCATION SYSTEM

RADIO UNITS ASSIGNED

PROGRAM

CODING INSTRUCTIONS

Rev. 8-70

DETROIT POLICE DEPARTMENT

INTER-OFFICE MEMORANDUM

Date August, 1970

To: All Personnel

Subject: CODING INSTRUCTIONS TO RECORD "RADIO UNITS ASSIGNED".

Presently, blank face tickets and special pink dispatch tickets are used to record vehicle assignment prior to shift change. Tickets are made out by precinct, by platoon.

A form has been designed to record this information on one single sheet of paper. One sheet per precinct, per platoon, will be used.

This new system elimates the necessity of making out individual pink cards to indicate cars down and off/on-duty tickets. Implementation of this system does not modify any existing procedures in setting up status racks at the dispatch console.

Pink tickets will be used to record lunches, (9330), and CW's, (9100), only.

LIEUTENANT FRANK STASKON
Communications Center

Form C of D—77-ME D.P.D. 568 (12-63)

Information for the Resource Allocation System includes a computer program which will record the availability and/or assignment of all radio units operating within a precinct and radio district. This program, "Radio Units Assigned," basically will reflect on-duty/off-duty status of all resources on patrol or in a support function including Cruisers, Accident Cars, Rangers, P.S.U. and T.M.U.

The following pages describe the proper entries to be made on the Radio Units Assignment" coding sheet.

Each category describes the action taken by:

1. The Dispatcher
2. Keypunch Operator

One coding sheet per precinct, per platoon is required to record the resources, (Radio Units), working. Coding sheets are stapled in sets consisting of three forms, one for each platoon.

A sample set of three coding sheets, one for each platoon, is attached. NOTE: The T.M.U. entry box is on the reverse side of the page.

Completed sets of forms, one set per precinct, will be turned in daily to the Platoon #1 Shift Supervisor.

CONTINUED

1 OF 2

DATE

Card column 1 thru 6

Dispatcher: Enter a 6 digit date. Example, 090170

Keypunch: Duplicate this entry for all remaining cards punched from this date.

PRECINCT

Card columns 7 and 8

Dispatcher: Enter a two digit precinct number.

Keypunch: Duplicate this entry for all remaining cards punched from this page.

SPECIAL

Card column 9

Dispatcher: This is a special purpose column. Upon proper instruction this column may be used to record specially equipped vehicles, e.g., Prep only, Gun cars, etc.

Keypunch: Do not punch any entry until instructed.

STATION WAGON

Card column 10

Dispatcher: If the vehicle is a station wagon, mark a one (1) in this column.

Keypunch: This column must be either a blank or a one.

UNIT

Card column 11 and 12

Dispatcher: Lines with preprinted numbers 01 through 25 are used to record availability of precinct patrol cars. Relate only to the corresponding number of scout car territories within the precinct.

"Other" Units (Rangers, School Cars, etc.): Radio identifiers may be written in appropriate blank columns providing these identifiers are consistent with Notation #2110 and other standard code assignment procedures.

NOTE: T.M.U. Units are recorded on the reverse side of each page.

DETROIT POLICE DEPARTMENT
Office of the Superintendent

Notation No. 2110
August 21, 1970

TO ALL MEMBERS OF THE DEPARTMENT:

Subject: Precinct and Special Detail Radio Code Assignments

A review of radio code assignments for radio equipped units dictates the need for a greater level of standardization. Effective immediately assignments of radio codes shall be made within the blocks as enumerated below.

REGULAR TWO-MAN SCOUT CARS:

Precinct identifier followed by vehicle identifier 1 through 25.

PRECINCT SCHOOL DETAILS:

Precinct identifier followed by codes 26 through 29.

PRECINCT B & E CARS:

Precinct identifier followed by codes 30 through 34.

MISCELLANEOUS PRECINCT SPECIAL ASSIGNMENT CARS:

Precinct identifer followed by codes 35 through 39.

PRECINCT SPECIAL DETAIL CARS (ONE-MAN UNITS):

Precinct alphabetic identifier followed by codes 41 through 49.

EXECUTIVE LIEUTENANTS:

Precinct identifier followed by code 51.

MORALITY SQUADS:

East	(District 1)	Codes 1701 thru 1709
West	(District 2)	Codes 2701 thru 2709
Central	(District 3)	Codes 3701 thru 3709
North	(District 4)	Codes 4701 thru 4709

AUTO RECOVERY ABANDONED CAR DETAILS:

Codes 3710 thru 3719, and
Codes 4710 thru 4719

YOUTH PATROL:

Codes 4250 thru 4269

The existing codes for precinct commanding officer (50), the lieutenant (60), the sergeant (70), and detectives (90) shall remain unchanged.

Notation #2038 dated March 23, 1970 and Notation #2101 dated August 6, 1970 are hereby cancelled in their entirety and replaced by this Notation.

JOHN F. NICHOLS
Superintendent

bre

UNIT - (Continued)

Keypunch: Disregard all columns which are not followed by either a one or a zero.

TIME COLUMNS

Card Columns 13 to 20		Plt. 1 - 0000 to 0800 Hours
Card Columns 21 to 28	REGULAR SHIFTS	Plt. 2 - 0800 to 1600 Hours
Card Columns 29 to 36		Plt. 3 - 1600 to 0000 Hours

Dispatcher: The columns indicate the hours of a Regular Shift and are used to record:

1. Cars coming on duty for the shift and cars on duty as a carryover from a previous shift. Indicate a car on-duty by entering a one (1) in the appropriate box. (See set of attached sample forms.)

   A. Cars on-duty at the beginning of the Regular Shift which are going to court or on-duty but not available for patrol status, enter a one (1) in the appropriate box.

   B. Use a regular dispatch ticket to record: Court (9310), School Crossing details, etc.

2. Cars down - no crew, at the beginning of the shift, or "down" or "off-duty" during the course of a Regular Shift. Enter a zero in the appropriate box. Leave all other boxes blank.

   A. Car down - crew excused, off-duty on court time during the course of a Regular Shift, enter a zero in the appropriate box.

Keypunch: The only valid character in this area is a blank, a one (1) or a zero.

TYPE

Card column 37

Dispatchers: This column is already coded. You need not make an entry except under the heading "Enter other Units Below" and then only if you add a vehicle which is otherwise not listed.

An explanation of the coding is as follows:

1- One man cars
2- Two man cars
3- Three or more men in a car
C- Ranger (C.O.P.B.)
R- RECO
T- TMU

TYPE - (Continued)

Keypunch: This column must contain either a 1, 2, 3 or the letters C, R, T or be blank. Any other entry is in error.

FILE I.D.

Card Column 38

This portion of the coding form is already pre-coded with the number 8. This is for file identification use by data processing and is of no concern to the dispatcher.

GENERAL INFORMATION

Dispatchers

1. It is vital that you start off the shift by coding all assigned units plus adding the cars that come on-duty later.

2. The normal assignment of Scout cars must have an entry indicating either "on" or "down" at the start of the shift.

3. It is not necessary to code the cars going off-duty at the end of a Regular Shift. This status is automatically recorded when the succeeding platoon sheet is coded.

4. When a car goes "down" to become an "EZ" car it is not necessary to make another entry. Leave the original car on-duty. Do not make an "EZ" entry on the sheet.

5. If one special purpose car, such as a car in the 40 series, goes down only to be replaced by another car of the same type coming on-duty during the same hour, it is not necessary to show one down and another up.

   EXAMPLE: Conner 41 comes on-duty at 6 AM and goes off-duty at 2 PM only to be followed by another Conner 41 coming on-duty at 2 PM and going off-duty at 10 PM.

   Platoon one would enter a one in the box marked 06-07, Platoon two would continue this unit's time by marking a one in the box marked 08-09 and then put the new unit on-duty at 2 PM by marking NOTHING in the 14-15 box (since the car is already there). Platoon three would continue the time with a one in the 16-17 box and finally Platoon three would indicate the unit going off-duty by marking a zero in the box marked 22-23.

6. Care will have to be given when coding cruisers, X cars and other vehicles which come on or off duty at odd hours. For example a cruiser coming on duty at 8 PM will have a one (1) in the 20-21 box. Platoon one will continue the time by marking a one in the 00-01 box and finally Platoon one will mark the vehicle off-duty by placing a zero in the 04-05 box.

7. THE OFF-DUTY INDICATOR IS TO BE ENTERED IN THE BOX INDICATING THE FIRST HOUR AFTER WHICH THE UNIT WAS NO LONGER AVAILABLE.

   EXAMPLE: A car going off-duty at 4:00 AM will have the zero in the 04-05 box not in the 03-04 box since the unit was still available between 3 and 4 AM.

Keypunch

1. Do not punch a card that does not have a 1 or a zero somewhere in the time columns. (Columns 13 to 20, 21 to 28 or 29 to 36.) No entry at all in these columns would indicate that there is no such vehicle.

2. Do not punch a card for a unit listed under "Enter other Units below" unless column 37 has an entry.

3. Mark the entries that you did not keypunch.

4. Stamp the completed coding sheets "keypunched" and mail them to the Commanding Officer, Communications Center.

5. Deliver the cards to the computer room.

DATE 10/6/70 (1–6) PCT. 13 (7–8)

PLATOON # ONE

9	10	11–12	13	14	15	16	17	18	19	20	37	38
			SCOUT CARS				REGULAR SHIFT HOURS					
	SW	UNIT	00 01	01 02	02 03	03 04	04 05	05 06	06 07	07 08	TYPE	ID
	1	01	1								2	8
		02	0								2	8
		03	0								2	8
		04	1								2	8
		05	0								2	8
		06	0								2	8
		07	0								2	8
		08	0								2	8
		09	0								2	8
		10	1				0				2	8
		11	0								2	8
		12	0								2	8
		13	1								2	8
		14	0								2	8
		15									2	8
		16									2	8
		17									2	8
		18									2	8
		19									2	8
		20									2	8
		21									2	8
		22									2	8
		23									2	8
		24									2	8
		25									2	8

OTHER UNITS

		26										8
		30										8
		35										8
		-										

11–12	13	14	15	16	17	18	19	20	37	38
	REGULAR SHIFT HOURS									
UNIT	00 01	01 02	02 03	03 04	04 05	05 06	06 07	07 08	TYPE	ID
CR									3	8
XA								1	2	8
XB									2	8

	ENTER P.S.D. UNITS BELOW											
41								1			1	8
42								1			1	8
43								1			1	8
44											1	8
45											1	8
46											1	8

	ENTER RANGERS BELOW											
											C	8
											C	8
											C	8
											C	8
											C	8
											C	8
											C	8
											C	8
											C	8
											C	8

	ENTER RECO BELOW											
											R	8
											R	8
											R	8
											R	8
											R	8
											R	8
											R	8
											R	8
											R	8

RADIO UNITS ASSIGNMENT REPORT

11–12 UNIT	13 00 01	14 01 02	15 02 03	16 03 04	17 04 05	18 05 06	19 06 07	20 07 08	37 TYPE	38 ID
ENTER T.M.U. BELOW										
01	/				0				T	8
05	/				0				T	8
06	/				0				T	8
10	/				0				T	8
									T	8
									T	8
									T	8
									T	8
									T	8
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									T	8
									T	8
									T	8
									T	8
									T	8

CARRYOVER FROM PREVIOUS DAY

DATE 07/6/70 (1–6) PCT. 15 (7–8)

PLATOON #TWO

SCOUT CARS — REGULAR SHIFT HOURS

9	10 SW	11–12 UNIT	21 08 09	22 09 10	23 10 11	24 11 12	25 12 13	26 13 14	27 14 15	28 15 16	37 TYPE	38 ID
	/	01	/								2	8
		02	0								2	8
		03	0								2	8
		04	/								2	8
		05	0								2	8
	/	06	/								2	8
		07	0								2	8
		08	0								2	8
		09	0								2	8
		10	/								2	8
		11	/								2	8
		12	0								2	8
	/	13	/								2	8
		14	0								2	8
		15									2	8
		16									2	8
		17									2	8
		18									2	8
		19									2	8
		20									2	8
		21									2	8
		22									2	8
		23									2	8
		24									2	8
		25									2	8

OTHER UNITS

		26										8
		30	/ ← B&C CAR									8
		35										8

REGULAR SHIFT HOURS

11–12 UNIT	21 08 09	22 09 10	23 10 11	24 11 12	25 12 13	26 13 14	27 14 15	28 15 16	37 TYPE	38 ID
CR		/							3	8
XA	/							0	2	8
XB				/					2	8
ENTER P.S.D. UNITS BELOW										
41	/								1	8
42	/								1	8
43	/								1	8
44									1	8
45									1	8
46									1	8
ENTER RANGERS BELOW										
02		/							C	8
12		/							C	8
01		/							C	8
07		/							C	8
									C	8
									C	8
									C	8
									C	8
									C	8
									C	8
ENTER RECO BELOW										
0-		/							R	8
05		/							R	8
06									R	8
									R	8
									R	8
									R	8
									R	
									R	8
									R	8

RADIO UNITS ASSIGNMENT REPORT

	REGULAR SHIFT HOURS									
11-12	21	22	23	24	25	26	27	28	37	38
UNIT	08 09	09 10	10 11	11 12	12 13	13 14	14 15	15 16	TYPE	ID
ENTER T.M.U. BELOW										
									T	8
									T	8
									T	8
									T	8
									T	8
									T	8
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									T	8
									T	8

DATE 02/16/70 PCT. 13
1-6 7-8

PLATOON # THREE

SCOUT CARS			REGULAR SHIFT HOURS									
9	10	11-12	29	30	31	32	33	34	35	36	37	38
	SW	UNIT	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24	TYPE	ID
	/	01	/								2	8
		02	0								2	8
		03	0								2	8
		04	/								2	8
	/	05	/				0				2	8
	/	06	/								2	8
		07	0								2	8
		08	/								2	8
		09	0								2	8
		10	/								2	8
		11	/								2	8
		12	0								2	8
		13	/								2	8
		14	0								2	8
		15									2	8
		16									2	8
		17									2	8
		18									2	8
		19									2	8
		20									2	8
		21									2	8
		22									2	8
		23									2	8
		24									2	8
		25									2	8

OTHER UNITS

		26										8
		30										8
		35										8
		-										

	REGULAR SHIFT HOURS									
11-12	29	30	31	32	33	34	35	36	37	38
UNIT	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24	TYPE	ID
CR	/	/							3	8
XA									2	8
XB	/			0					2	8
	ENTER P.S.D. UNITS BELOW									
41	/						0		1	8
42	/						0		1	8
43	/						0		1	8
44									1	8
45									1	8
46									1	8
	ENTER RANGERS BELOW									
02	/	0							C	8
12	/	0							C	8
01	/	0							C	8
07	/	0							C	8
									C	8
									C	8
									C	8
									C	8
									C	8
									C	8
	ENTER RECO BELOW									
04	/	0							R	8
05	/	0							R	8
06	/	0							R	8
									R	8
									R	8
									R	8
									R	8
									R	8
									R	8

RADIO UNITS ASSIGNMENT REPORT

	REGULAR SHIFT HOURS									
11-12	29	30	31	32	33	34	35	36	37	38
UNIT	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24	TYPE	I D
ENTER T.M.U. BELOW										
02					1				T	8
09					1				T	8
08					1				T	8
10					1				T	8
									T	8
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									T	8

APPENDIX C

SAMPLE REPORTS

****

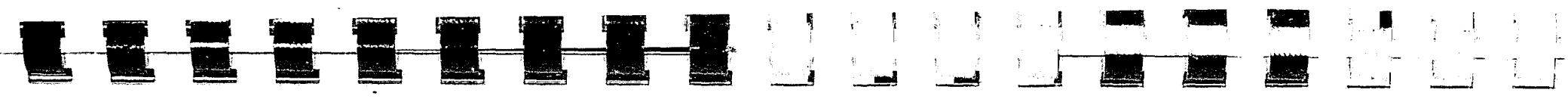
****** THE FOLLOWING IS A REPORT ON THE AVERAGE TIME *****
****** FOR EACH TYPE OF INCIDENT CODE. ALL LUNCHES, *****
****** MESSAGE RUNS HAVE BEEN DELETED FROM THIS REPORT *****

****

JUNE THRU SEPT 1970

9050	SPECIAL DETAIL/S	5662	86.2
3120	DEAD MAN	758	79.8
9360	STRIKE	206	66.7
8170	SCHOOL, RUSH, CHURCH XXS	731	61.7
3100	MURDER	49	59.1
9370	TRANSPORT PRISONER	11722	59.4
3200	RAPE	427	57.0
9350	DEMONSTRATION	26	57.2
8530	MEET CITY PHYSICIAN	496	56.0
8100	AUTO ACC.-INJURY	6734	51.7
3410	SHOOTING	2077	50.3
3830	BAD CHECK	162	50.1
9390	TRANSPORT PROPERTY	2716	50.8
9300	ARREST	9066	49.1
9340	SERVE WARRANT SUBPOENA	73	49.2
9380	TRANSPORT WITNESS	126	49.7
3300	R.A.	4181	48.3
8110	AUTO ACCIDENT	11140	48.2
8310	FIRE DEPT. NEEDS HELP	19	48.7
8330	BOMB THREAT	326	48.2
8350	TREES, WIRE, POLES DOWN	377	48.8
8440	HOLDING PERSON	3608	48.4
8320	FIRE BOMBING	126	47.0
8570	TO HOSPITAL FOR REPORT	466	47.0
9030	TO STATION	5444	47.8
8540	ONE FOR HOSPITAL	3142	46.5
3320	PURSE SNATCHING (L.F.P.)	1741	44.2
8180	MISC. TRAFFIC	1509	44.0
3210	MOLESTING	335	43.5
8550	BLOOD RUN	24	43.8
8720	RECOVERED PROPERTY	1853	43.2
3860	FORGED PRESCRIPTION	20	42.6
3110	SUCIDE	409	41.3
3720	RECOVERED AUTO	4178	41.7
3840	STOLEN CREDIT CARD	168	41.4
8120	MISC. ACCIDENT	60	41.2
8700	MISC. (NOT LISTED ELSEWHERE	13862	41.1
9020	CALL STATION	702	41.6
3310	R.N.A . (STRONGARMING)	2169	40.9
3820	DEFRAUDING	125	40.6
3870	NARCOTIC OFFENSES	172	40.9
8340	EXPLOSION	64	40.2
8600	ANIMAL BITES	383	40.0
3420	CUTTING	1143	39.0
3500	B & E BUS.	6795	39.5
3700	U.D.A.A.	7621	39.6
9010	MEET AN OFFICER	6299	39.6
3600	LARCENY	7397	38.8
8460	MISSING	3829	38.1
3220	EXPOSING	298	37.7
3240	OTHER SEX	77	37.4
3520	B & E APT.	2545	37.1

3530	B & E AUTO	1385	37.4
3540	B & E OTHER	3509	37.7
8430	WANTED PERSON THERE	1009	37.4
8480	HOLDING MISSING/RUNAWAY	519	37.1
8500	SICK-INJURED PERSON	7839	36.1
8590	MISC. ACCIDENT	1510	36.1
3400	ASSAULT	4154	35.3
3510	B & E DW.	14690	35.4
9040	DIAL	3787	35.9
3730	ABANDONED AUTO	489	33.3
8400	MEET A PERSON	2443	33.7
8710	OPEN DOOR	410	33.9
9320	DELIVER MESSAGE/INFO	427	33.2
3880	MISC. CRIME	763	32.2
8370	OTHER DISASTERS/HAZARDS	276	32.6
8750	LOCKED OUT	64	32.8
3550	WINDOW/GLASS BREAKING	225	30.7
3800	M.D.P.	5042	30.5
8470	VERIFY RETURN	1550	30.0
9000	OFFICER IN TROUBLE	355	30.6
8300	FIRE	3050	29.7
8360	GAS SMELL OR OTHER ODORS	58	29.2
8510	HEART ATTACK	753	29.5
9210	INV. VEHICLE (UNOCCUPIED)	2127	29.7
3430	PERSON W/WEAPON	4625	28.2
3440	SHOTS HEARD/FIRED	2742	28.9
8160	ASSIST MOTORIST	102	28.9
3710	TAMPERING W/AUTO	2567	27.8
8260	NEIGHBOR TROUBLE	1112	27.8
8420	ONE DOWN	2867	27.2
8520	MEET FIRE RESCUE	1768	27.2
8610	OTHER ANIMAL CASES	1120	27.8
8740	LIGHTS ON PEOPLE AWAY	66	27.2
3810	CAB-FARE	359	26.2
8140	PARKING COMPLAINT	8276	26.9
8250	LANDLORD/TENANT TROUBLE	230	26.0
9230	INV. BUILDING	1441	26.7
8240	FAMILY TROUBLE	1335	25.6
8270	DISTURBANCE/TROUBLE	8699	25.4
8410	DRUNK	1125	25.4
8560	ASSIST INVALID	183	25.7
9220	INV. PEDESTRIAN/PERSON	3400	25.9
8210	CROWD GATHERING	303	24.1
3230	WINDOW PEEPER	88	22.0
8200	BOYS	6667	22.4
8280	PERSON SCREAMING	722	22.6
8730	RUBBISH RUN	549	22.3
9200	INV. VEHICLE (OCCUPIED)	2882	22.3
3850	GAMBLING/STREET/ALLEY	143	21.4
8010	ALARM (8014 MAN ON WAY)	11919	21.3
8230	FIGHT	2842	21.9
8450	PROWLER	3706	21.8
8580	ONE OVER WHEEL	663	21.9
8150	HOT RODS	1486	20.5
8220	DISORDERLY GANG	5740	20.8
8290	NOISE (RADIO, FIREWORKS, PA	1879	20.3
8020	RECORDED (8024 MAN ON WAY)	465	18.8
8000	BANK	279	15.5
8130	TOWING	271	104.9
	GRAND TOTALS	272693	37.9



DETROIT POLICE DEPARTMENT

RADIO INCIDENTS BY PRECINCT AND SCT CAR AREA LUNCH, COURT AND VEHICLE SERVICE NOT INCLUDED.

PRECINCT — SCOUT CAR AREA — SEPT 1 THRU 30, 1970

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	TOTAL
01	283	158	444	468	290	2168	499	107	116	183	417								5133
02	111	152	1016	380	167	284	167	131	236	411	230	116	551	448	537				4937
04	774	291	271	390	308	250	293	422	242	359									3600
05	462	693	304	278	339	1068	278	385	409	311	335	418	198	240	357				6075
06	575	413	575	317	172	431	404	893	361	1									4142
07	259	494	261	416	563	415	397	221	474	565	186	224	287	287	337				5386
10	375	278	279	314	71	429	254	424	180	255	291	208	178	510	615	687	196	399	5943
11	436	266	281	234	342	602	256	424	531										3372
12	468	410	226	551	692	84	351	393	521	672	241	433							5042
13	254	232	279	301	229	314	397	289	312	331	397	1146	331	157					4969
14	291	226	603	261	1003	631	429	292	280	558	264	355	460	169					5822
15	381	397	238	174	160	183	732	262	156	348	161	140	625	529	302				4788
16	91	154	225	279	197	219	138	285	238	250	504	301	265	326					3472
81	11	3																	14

TOTAL 62695

PCT	TOTAL	PERCENTAGE
01	5133	8.18
02	4937	7.87
04	3600	5.74
05	6075	9.68
06	4142	6.60
07	5386	8.59
10	5943	9.47
11	3372	5.37
12	5042	8.04
13	4969	7.92
14	5822	9.28
15	4788	7.63
16	3472	5.53

DETROIT POLICE DEPARTMENT

SUMMARY OF INCIDENTS, BY PRECINCT FOR THE PERIOD SEPT. 1 THRU 30, 1970

INCIDENT PRECINCT--	1	2	4	5	6	7	10	11	12	13	14	15	16	81	TOTALS
MURDER			2	2	2	3	2			3			1		15
SUICIDE	8	6	5	9	8	4	11	5	4	4	12	14	8		98
DEAD PERSON	22	17	15	11	13	22	17	6	14	9	20	11	11		188
RAPE	5	6	5	14	15	9	9		6	12	4	3	2		90
MOLESTING	2	8	2	5	5	3	3	3	6	3	9	5	9		63
EXPOSING	2	6	5	9	3	6	3	2	8	8	8	7	3		70
WINDOW PEEPER	1	1	3			1	2	2	2	1	4		1		18
OTHER SEX	5		1	1			2	4	3	1	1		2		20
R.A.	72	90	25	115	79	104	166	43	105	83	83	87	14		1066
RNA-STRONGARM	83	58	23	49	20	61	48	19	28	65	34	26	8		522
PURSE SN. (LFP)	45	41	17	58	23	68	80	25	28	44	43	24	5		501
ASSAULT	76	95	76	133	74	86	85	45	70	59	91	82	40		1012
SHOOTING	17	56	12	70	25	56	76	14	25	48	26	21	3		449
CUTTING	21	25	10	25	12	30	32	12	13	29	10	9	1		229
PERSON W/WEAP.	43	89	38	120	58	101	129	37	63	84	87	42	27	2	920
SHOTS HRD/FIRED	21	68	37	107	49	71	101	28	42	31	56	33	20		664
B+E BUS.	64	148	90	138	97	148	144	99	132	114	163	134	45		1516
B+E DWELLING	51	189	131	515	231	369	356	188	375	157	336	246	88		3232
B+E APT.	72	73	10	39	25	43	197	7	16	106	26	5	11		630
B+E AUTO	39	40	21	39	17	49	30	14	24	38	32	27	9		379
B+E OTHER	35	63	50	78	53	86	51	20	37	50	54	52	21		650
GLASS BREAKING	3	1	6	4	8		4	4	6	3	8	1	4		52
LARCENY	135	136	100	151	110	171	118	105	135	132	139	161	95		1688
U.D.A.A.	120	127	102	181	135	177	205	100	142	115	154	220	73		1851
TAMPER W/AUTO	22	62	47	81	40	71	46	23	19	44	38	31	23		547
RECOVERED AUTO	48	73	67	134	86	107	158	69	78	92	69	71	48		1100
ABANDONED AUTO	2	5	10	11	4	9	10	6	6	10	10	8	5		96
M.D.P.	22	79	102	118	80	89	80	107	86	43	135	110	87		1138
CAB & FARE	14	7	1	5	3	10	11	3	2	10	8	5	1		80
DEFRAUDING	4	2	2	1	1	1	4	2	2		2	2	4		27
BAD CHECK	13	2	1	7	1	3	4	1	3	3	1	2			41
STOLEN CR. CARD	11	1		2	3	4	2	3	2	3	4	7	1		43
GAMBLING-PUBLIC	9	1	1	8	4	2	5	4	2	8		1	1		46
FORGED PRESCR.						2					1				3
NARCOTICS	1	5	1	5	6	2	3	1	6	4	4	4	9		51
MISC. CRIME	6	18	13	17	13	18	20	6	12	14	29	12	11		189
BANK ALARM	15	5	5	4	2	4	4	1	4	13	6	7	6		76
ALARM	145	222	104	132	138	228	277	164	293	285	287	181	67		2523
RECORDED ALARM	11	16	11	18	14	10	9	8	20	14	24	12	12		179
MONITORED ALARM				1								1			2
AUTO ACC. INJ	83	86	60	105	93	124	133	121	138	104	148	144	123	2	1464
AUTO ACC.	151	198	152	188	177	217	204	189	254	227	291	241	218	1	2708
MISC. AUTO ACC.	2	1		1	3	2			3	1	1	2	1		17
TOWING	18	10		5	6	2	1	2		21	2	1	2		70
PARKING	170	97	129	160	119	124	186	74	217	265	151	172	138		2002
HLT RODS	2	6	24	13	17	2	20	16	18	3	43	18	51		233
ASSIST MOTORIST	10	2		2	1	6			5	2	4	2	4		38
CROSSING DETAIL	4	17	15	19	8	17	19	15	50	31	25	24	11		255
MISC. TRAFFIC	13	43	22	18	15	12	19	42	49	18	46	28	38		363
DLYS	23	111	166	201	91	116	133	98	171	49	215	146	146		1666
CROWD GATHERING	3	3	2	8	4	7	4	3	2	8	11	8	12		75
DISORDERLY GANG	22	49	129	82	95	80	59	93	94	42	192	119	148	2	1206
FIGHT	40	50	66	73	41	47	63	48	35	41	59	46	51		660
FAMILY TROUBLE	16	29	55	89	61	47	61	42	39	32	72	46	39		628

INCIDENT PRECINCT--	1	2	4	5	6	7	10	11	12	13	14	15	16	BI	TOTALS
LANDLORD-TENANT	7	10	11	11	9	7	11	2	4	7	6	8	2		95
NEIGH. TROUBLE	13	23	32	53	24	34	17	30	35	20	20	36	19		356
DISTURBANCE	186	142	114	147	113	138	174	81	123	136	134	128	104		1714
HEAR SCREAMING	19	9	10	21	8	17	11	7	14	15	14	10	4		159
NOISE	11	10	25	24	20	11	30	19	43	15	61	28	42		339
FIRE	31	52	50	47	37	48	66	38	55	41	42	38	22		567
CFC NEEDS HELP			3	1				1			1				6
FIRE BOMBING	1	2	1	7	3	2		2	4		1	2	1		26
BOMB THREAT	27	4	8	8	5	18	1	7	4	10	11	14	13		130
EXPLOSION	1	2	1	2			1		2	3	2		1		15
TREES,WIRES DN.		5	2	3	5	2	3	3	12	3	18	7	8		71
GAS COOR, ETC.		3	1			1	1		3	1	2		1		13
OTHER DISASTER	1	2	2	2	1	4	5	5	4	2	5	9	6		48
MEET A PERSON	46	73	26	87	53	74	80	26	48	62	48	54	35	1	713
DRUNK	41	31	22	24	23	18	19	15	13	28	16	18	14		282
ONE DOWN	140	45	31	48	33	34	39	18	24	81	44	17	24		578
WANTED PERSON	19	10	16	20	10	9	15	9	13	24	11	14	1		171
HOLDING PERSON	102	32	41	65	53	51	40	35	37	24	82	82	39		683
PROWLER	21	39	53	91	48	62	71	49	106	43	126	78	69		856
MISSING	28	67	49	114	63	100	97	32	78	37	99	92	47		903
V.R.P.	10	27	14	50	30	41	37	13	21	15	34	20	12		324
HOLDING MISSING	11	8	13	10	6	10	17	4	7	4	12	5	10		117
SICK-INJ PERS.	202	132	90	165	94	161	160	88	100	163	118	117	67		1657
HEART ATTACK	11	13	12	17	11	14	15	14	9	13	20	12	17		178
MEET FIRE RESC.	46	32	9	34	27	18	26	22	24	23	48	48	15		372
MEET CITY PHYS.	5	12	8	7	5	11	15	2	7	14	5	2	5		98
ONE FOR HOSP.	98	55	46	76	68	65	84	35	39	66	63	50	46	1	792
BLOOD RUN	2					3			2			2			9
ASSIST INVALID	1			4	1	3	1	3	6		2	21	4		46
TO HOSP-REPORT	5	7	2	3	2	15	10	8	1	7	24	14	6		104
ONE OVER WHEEL	10	6	11	7	10	9	12	9	15	8	19	22	18		156
MISC. ACC.	24	14	14	33	10	21	23	11	13	16	28	34	14		255
ANIMAL BITE	3	5	3	10	5	6	6	1	8	7	16	5	5		80
OTHER ANIMAL	3	12	18	21	10	11	19	14	34	7	44	15	33		241
OTHER-NOT LSTD	293	199	127	221	121	198	195	124	147	194	190	189	117	1	2316
OPEN DOOR	5	4	2	7	7	9	7	5	11	7	17	9	4		94
REC. PROPERTY	13	36	29	38	22	34	27	19	34	21	73	35	41		422
RUBBISH	2	10	14	11	8	7	12	9	9	5	23	9	21		140
LIGHT-NOT HOME		1			1	1	3	1	3	2	3	4	2		23
LOCKED OUT	1		2	4	3	4		2	1	1	4	1			23
OFFICER IN TBL	10	20	2	11	4	5	6	2	3	7	11	12	7		100
MEET OFFICER	171	118	75	125	103	153	107	67	95	91	114	102	79		1400
CALL STATION	7	11	4	10	2	23	16	12	8	12	5	16	7		133
TO STATION	112	85	78	93	85	94	116	67	76	109	107	74	76		1172
DIAL (NUMBER)	72	50	41	95	45	107	108	44	66	64	73	58	22		845
SPEC. DETAIL	213	195	41	158	243	77	43	68	168	279	89	110	102	1	1787
INV CCC. VEH.	19	34	34	37	40	26	53	58	70	29	98	68	74		640
INV UNCCC. VEH.	14	25	28	37	41	35	46	33	44	40	53	37	26		459
INV PERSON	49	45	37	75	53	66	70	46	67	64	55	57	68		752
INV BUILDING	26	24	13	38	30	20	37	20	28	23	33	26	14		332
ARREST	172	349	186	215	149	179	331	127	191	202	181	142	103		2527
DELIVER MSG	18	13	16	16	8	11	12	9	14	12	12	12	10		163
SERVE WAR/SUPP.	2	2	2			1	1	1	4	1	2		1		17
DEMONSTRATION	4			1							1	1	2		9
STRIKE	4	1			5	4	2			6	12	1	93		128
TRANS. PRISONER	629	222	125	247	159	221	192	106	153	235	160	117	97		2863
TRANS. WITNESS	8	2	2	2		6	3		1	2	3		1		30
TRANS. PROPERTY	148	64	33	41	38	56	42	26	47	82	49	45	43	3	717
TOTALS	5133	4937	3600	6075	4142	5386	5943	3372	5042	4969	5822	4788	3472	14	62695

NUMBER OF INCIDENTS AND PERCENT OF
WORKLOAD PER INCIDENT BY PRECINCT
FOR EACH TYPE OF INCIDENT

PERIOD COVERED 09-01-70 THRU 09-30-70

	CRIMES AGAINST						CALLS FOR SERVICE						SELF INITIATED		TOTAL RUNS	PCT OF CITY TOT.
	PERSONS		PROPERTY		MISC.		TRAFFIC		SICK/INJ		MISC.					
PRECINCT	NO.	PCT	NO.	PCT	NO.	PCT	NO.	PCT	NO.	PCT	NO.	PCT	NO.	PCT		
1	423	8.2	591	11.5	80	1.5	453	8.8	404	7.8	1304	25.4	1878	36.5	5133	8.18
2	566	11.4	917	18.5	115	2.3	460	9.3	271	5.4	1348	27.3	1260	25.5	4937	7.87
4	276	7.6	634	17.6	121	3.3	402	11.1	192	5.3	1258	34.9	717	19.9	3600	5.74
5	728	11.9	1371	22.5	163	2.6	511	8.4	346	5.6	1755	28.8	1201	19.7	6075	9.68
6	386	9.3	806	19.4	111	2.6	439	10.5	228	5.5	1167	28.1	1005	24.2	4142	6.60
7	625	11.6	1230	22.8	131	2.4	506	9.3	320	5.9	1490	27.6	1084	20.1	5386	8.59
10	766	12.8	1319	22.1	129	2.1	582	9.7	346	5.8	1616	27.1	1185	19.9	5943	9.47
11	245	7.2	635	18.8	127	3.7	459	13.6	192	5.6	1028	30.4	686	20.3	3372	5.37
12	417	8.2	970	19.2	115	2.2	734	14.5	216	4.2	1555	30.8	1035	20.5	5042	8.04
13	484	9.7	861	17.3	85	1.7	672	13.5	310	6.2	1299	26.1	1253	25.3	4969	7.92
14	488	8.3	1029	17.6	184	3.1	711	12.2	327	5.6	2025	34.7	1056	18.1	5822	9.28
15	364	7.6	956	19.9	143	2.9	632	13.1	322	6.7	1493	31.1	878	18.3	4788	7.63
16	155	4.4	422	12.1	114	3.2	586	16.8	192	5.5	1178	33.9	825	23.7	3472	5.53
81	2	14.2		.0		.0	3	21.4	1	7.1	4	28.5	4	28.5	14	.02
CITY WIDE	5925	9.4	11741	18.7	1618	2.5	7150	11.4	3667	5.8	18520	29.5	14074	22.4	62695	

THIS REPORT DOES NOT INCLUDE THE FOLLOWING.

VEHICLE MAINT. AND REPAIR	(9100 SERIES)	2456
COURT	(9310)	246
LUNCH	(9330)	11032
OUT OF TOWN RUNS		149
BACK UP UNITS		159
TOTAL UNCOUNTED		14042

NUMBER OF INCIDENTS AND AVERAGE TIME
PER INCIDENT BY PRECINCT FOR EACH TYPE
OF INCIDENT

PERIOD COVERED 09-01-70 THRU 09-30-70

	CRIMES AGAINST						CALLS FOR SERVICE						SELF INITIATED		TOTALS		PERCENTAGE
	PERSONS		PROPERTY		MISC.		TRAFFIC		SICK/INJ		MISC.						
PRECINCT	NO.	AVE TIME	NO.	AVE TIME	NO.	AVE TIME	NO.	AVE TIME	NO.	AVE TIME	NO.	AVE TIME	NO.	AVE TIME	NC.	AVE. TIME	
1	423	39	591	41	80	37	453	48	404	33	1304	33	1878	49	5133	42	8.18
2	566	38	917	37	115	33	460	51	271	34	1348	29	1260	54	4937	40	7.87
4	276	41	634	37	121	28	402	38	192	39	1258	25	717	47	3600	35	5.74
5	728	38	1371	37	163	33	511	41	346	40	1755	30	1201	59	6075	40	9.68
6	386	42	806	37	111	36	439	44	228	39	1167	25	1005	66	4142	42	6.60
7	625	47	1230	43	131	40	506	49	320	41	1490	36	1084	51	5386	43	8.59
10	766	39	1319	35	129	32	582	40	346	36	1616	28	1185	49	5943	37	9.47
11	245	40	635	35	127	29	459	40	192	34	1028	27	686	48	3372	36	5.37
12	417	43	970	35	115	32	734	45	216	33	1555	25	1035	55	5042	38	8.04
13	484	39	861	39	85	32	672	48	310	39	1299	34	1258	62	4969	45	7.92
14	488	42	1029	38	184	31	711	41	327	36	2025	28	1058	53	5822	38	9.28
15	364	45	956	39	143	31	632	43	322	33	1493	27	878	47	4788	37	7.63
16	155	42	422	38	114	34	586	40	192	39	1178	27	825	81	3472	45	5.53
BI	2	44					3	140	1	121	4	81	4	71	14	88	.02
CITY WIDE	5925	41	11741	38	1618	33	7150	44	3667	36	18520	29	14074	55	62695	40	

END