LOS ANGELES POLICE COMMISSION

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June 11, 2013

BPC #13-0191

The Honorable Public Safety Committee
City of Los Angeles
c/o City Clerk's Office
City Hall, Room 395
Los Angeles, CA 90012

Attention John White:

RE: ANALYSIS OF TRAFFIC COLLISSIONS OVER THE LAST FIVE YEARS

At the regular meeting of the Board of Police Commissioners held Tuesday, June 11, 2013, the Board APPROVED the Department's report relative to the above matter.

This matter is being forwarded to you for approval.

Respectfully,

BOARD OF POLICE COMMISSIONERS

Maria Silva

MARIA SILVA
Commission Executive Assistant

Attachment

c: Chief of Police

BPC #13-0191

INTRADEPARTMENTAL CORRESPONDENCE

RECEIVED
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POLICE COMMISSION

June 7, 2013
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REVIEWED

TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

RICHARD M. TEFANK
EXECUTIVE DIRECTOR

6/6/13
DATE

SUBJECT: ANALYSIS OF TRAFFIC COLLISIONS OVER THE LAST FIVE YEARS

RECOMMENDED ACTIONS

1. That the Board of Police Commissioners (Board) REVIEW and APPROVE this report; and,

2. That the Board TRANSMIT this report to the Public Safety Committee.

BACKGROUND

On January 4, 2013, a motion was made at the Public Safety Committee by Councilmember Joe Buscaino, City Council District 15, directing the Los Angeles Police Department (Department) to report on the efforts taken to curtail hit and run traffic collisions. It was further requested that the Department identify additional resources, if any, which would assist in reducing the number of these incidents occurring within the City of Los Angeles (City). The Board directed the Department to conduct a comprehensive review and submit a report.

Traffic Coordination Section, Emergency Operations Division (EOD), conducted a review of hit and run statistics, enforcement efforts, prosecutions, and compared the City's statistical data with five other metropolitan cities. The analysis revealed that the hit and run comparison referenced in recent media reports was misleading due to differences in the reporting criteria for traffic collisions in various cities across the country. The attached report provides information relative to various hit and run statistics as well as the variations in reporting criteria used by other municipalities.

To assist in better understanding the incidence of hit and run in the City in comparison to other municipalities, the attached report provides comparison information based on factors such as injury rates, vehicle miles traveled, and other considerations. Also included is information relative to the involvement of bicyclists and pedestrians in fatal or severe injury hit and run collisions.

In summary, the more balanced comparison shows that the City's hit and run rate was comparable to other metropolitan cities in the nation. When hit and run figures were considered in light of vehicle miles traveled, City residents were less likely to be involved in an injury or fatal hit and run than those in New York, Houston, and Chicago.

While over the last five years the vast majority of hit and run collisions involve property damage only, more individuals were killed or severely injured as a result of a hit and run collision than by driving under the influence collisions. Additionally, while pedestrian fatal and severe injury hit and run collisions have decreased 33 percent over the past five years, bicycle fatal and severe injury collisions have increased.

The attached report outlines current efforts being made to curtail hit and runs, including investigative results and prosecutions, causes of hit and run collisions, impacts of current State law, as well as policy recommendations to further address the issue.

If you have any questions or concerns regarding this correspondence, please contact Captain Philip S. Fontanetta, Commanding Officer, EOD, (213) 486-0680.

Respectfully,

CHARLIE BECK
Chief of Police

BOARD OF
POLICE COMMISSIONERS
Approved June 11, 2013
Secretary Maria Silva

Attachment

FACT SHEET
FIVE YEAR ANALYSIS OF TRAFFIC COLLISIONS
2008-2012
May 17, 2013

BACKGROUND

An article recently published in the *LA Weekly*[1] claimed that the City of Los Angeles (City) had a disproportionately higher percentage of hit and runs compared to nationwide statistics. In support of this claim, the article cited that in the City of Los Angeles, "48 percent of crashes were hit and runs in 2009." However, "in the United States, 11 percent of the collisions are hit and runs."

On January 4, 2013, a motion was made at the Public Safety Committee by Councilmember Joe Buscaino, City Council District 15, directing the Los Angeles Police Department (Department) to report on the efforts undertaken to curtail hit and run incidents and what additional resources, if any, would provide assistance to reduce the number of these incidents occurring within the City. The Board of Police Commissioners directed the Department to submit a report.

SUMMARY

Traffic Coordination Section, Emergency Operations Division conducted a comprehensive review of hit and run statistics, enforcement efforts, and prosecution. The analysis examined hit and run rates and percentages, the causal factors of hit and runs, hit and run investigative results and associated penalties, and current Departmental resources that address hit and run collisions.

Hit and Run Rates:

The analysis revealed the hit and run rate in the City was not disproportionately high compared with other metropolitan cities. Although there were approximately 20,000 hit and run collisions a year, the "48/11" statistic was misleading due to differences in the reporting criteria for traffic collisions in various cities across the country. The 48 percent rate represented only the portion of *reported* collisions, and not the portion of *all* collisions that occurred in the City. Additionally, the *LA Weekly* analysis did not account for differences in the City's traffic volume in comparison with the national average or the inherent regional differences between urban and rural areas.

On the other hand, the Department does not consider 20,000 hit and runs a year to be an acceptable number, as it represents a serious detriment to the personal welfare and quality of life for all community members who reside, visit and work in the City. Thus, the Department is committed to the prevention of hit and run traffic collisions and the prosecution of hit and run suspects.

[1] "Hit and Run Epidemic: Los Angeles Ignores a Crisis of Car-as-Weapon Crimes in its Streets," *LA Weekly*, December 7-13 2012.

FACT SHEET
FIVE YEAR ANALYSIS OF TRAFFIC COLLISIONS
2008-2012
May 17, 2013

In an attempt to provide a realistic comparison, the Department compared the City's collision statistics with five years (2008-2012) of collision data from five large metropolitan cities: New York, Chicago, Houston, San Francisco and Seattle. The analysis adjusted for the differences in *reporting criteria*, *reporting jurisdiction*, and *traffic volume* in the following ways (See Attachment 1 for further details):

- **Adjusting for Reporting Criteria:** The differences in how each agency handled property damage collisions were accounted for by *excluding* property damage collisions from the comparison. A more accurate baseline for comparison was achieved by comparing only *injury collisions* (including fatal injury[2]) across multiple jurisdictions, as there was much more national uniformity in the reporting and handling of injury collisions.

- **Adjusting for Reporting Jurisdiction:** The five comparison cities all *include* freeway collisions in their statistics, whereas the City of Los Angeles does not include freeway collisions in its regularly reported statistics. This difference was accounted for by adding freeway collisions that occurred within the City limits to the Department's data.

- **Adjusting for Traffic Volume:** The differences in population density and traffic volume were accounted for by cross-referencing the number of collisions in each jurisdiction with the average vehicle miles traveled (VMT)[3] to obtain a collision rate.

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[2] Injury collisions included any collision that resulted in injury to any party.
[3] Vehicle miles traveled, as defined by the Federal Highway Administration (FHWA), was one of the most widely used measures of travel intensity. For a given segment of roadway, the VMT was obtained by multiplying annual average daily traffic (AADT) by the length of the roadway segment. The FHWA used daily vehicle miles of travel (DVMT) as the primary measure of travel activity on the Nation's highway systems. The daily travel times 365 days equals annual travel.

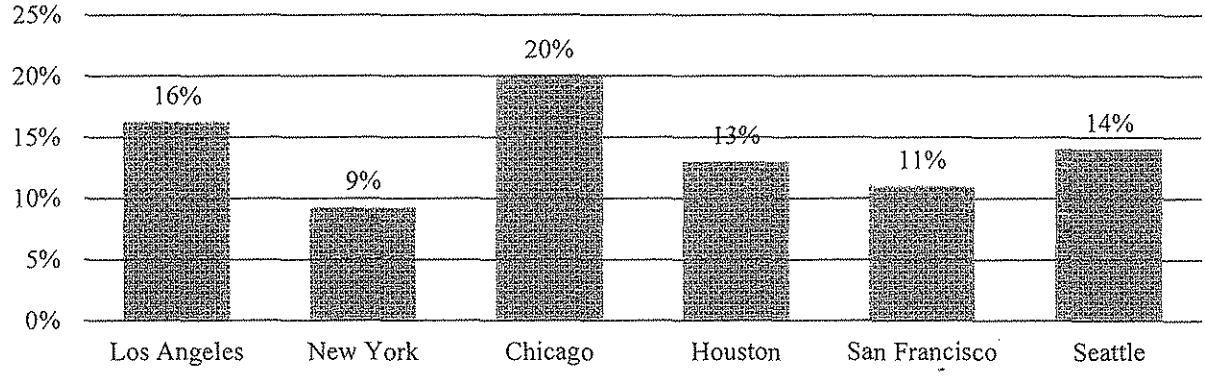
VMT was a calculated product of the AADT and the centerline length of the section for which the AADT was reported. For example, on a five-mile highway segment traveled by 5,000 vehicles daily (an average obtained over a year), the VMT would be 25,000. VMT was the measure of total vehicle activity.

http://www.fhwa.dot.gov/policyinformation/pubs/pl08021/fig2_4.cfm
http://www.fhwa.dot.gov/policyinformation/statistics/2008/userguide.cfm

Hit and Run Rate as a Percentage of Injury Collisions

A balanced comparison that accounted for the aforementioned differences shows that the City's injury hit and run rate as a percentage of injury collisions was comparable to other metropolitan cities in the nation.

Hit and Run Percentage of Injury Collisions 2008-2012



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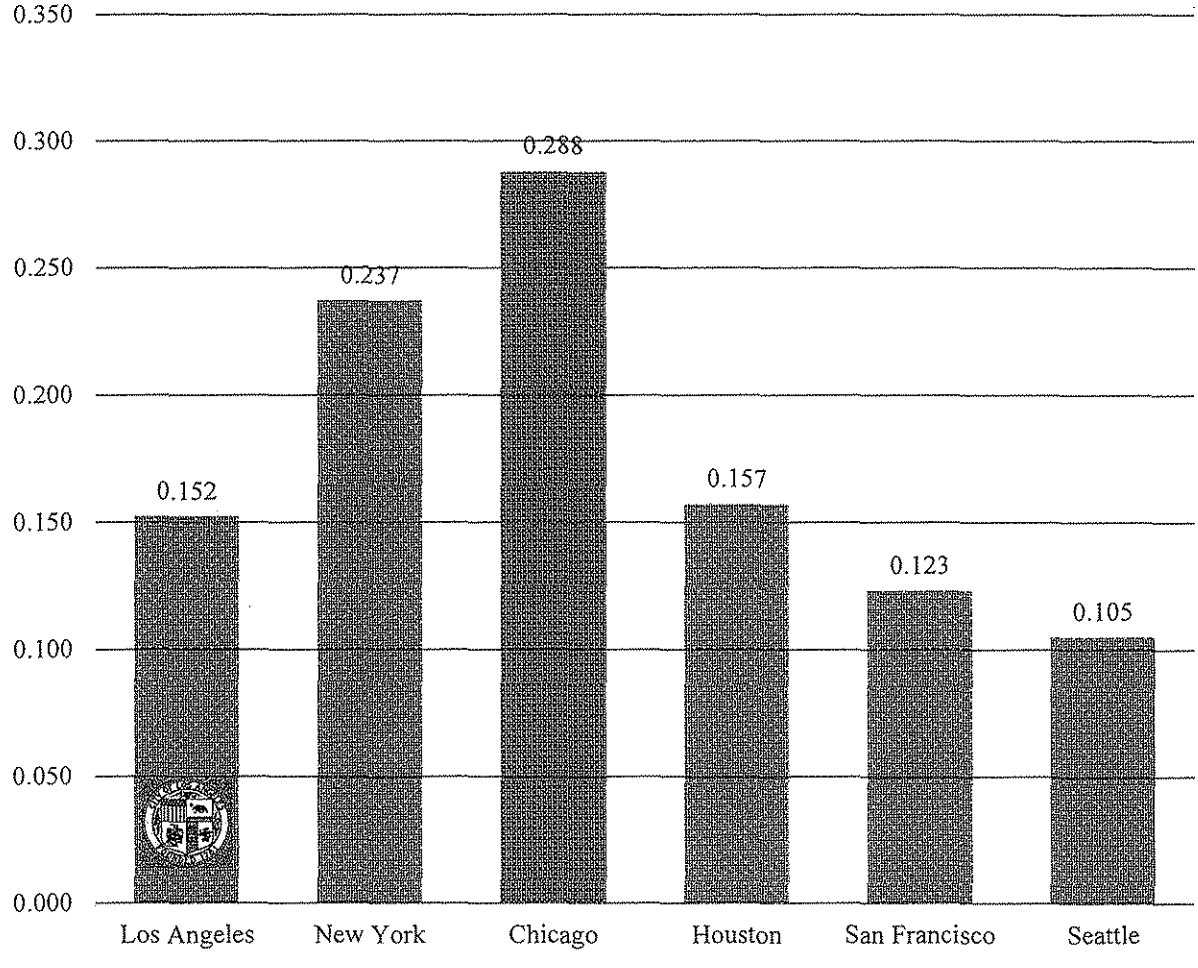
FACT SHEET
FIVE YEAR ANALYSIS OF TRAFFIC COLLISIONS
2008-2012
May 17, 2013

Hit and Run Rate per Million Vehicle Miles Traveled

When the hit and run figures were considered in light of VMT, City residents were less likely to be involved in an injury or fatal hit and run than those in New York, Houston, and Chicago, and only slightly more likely than those in Seattle, and San Francisco (See Attachment 2 for further details):

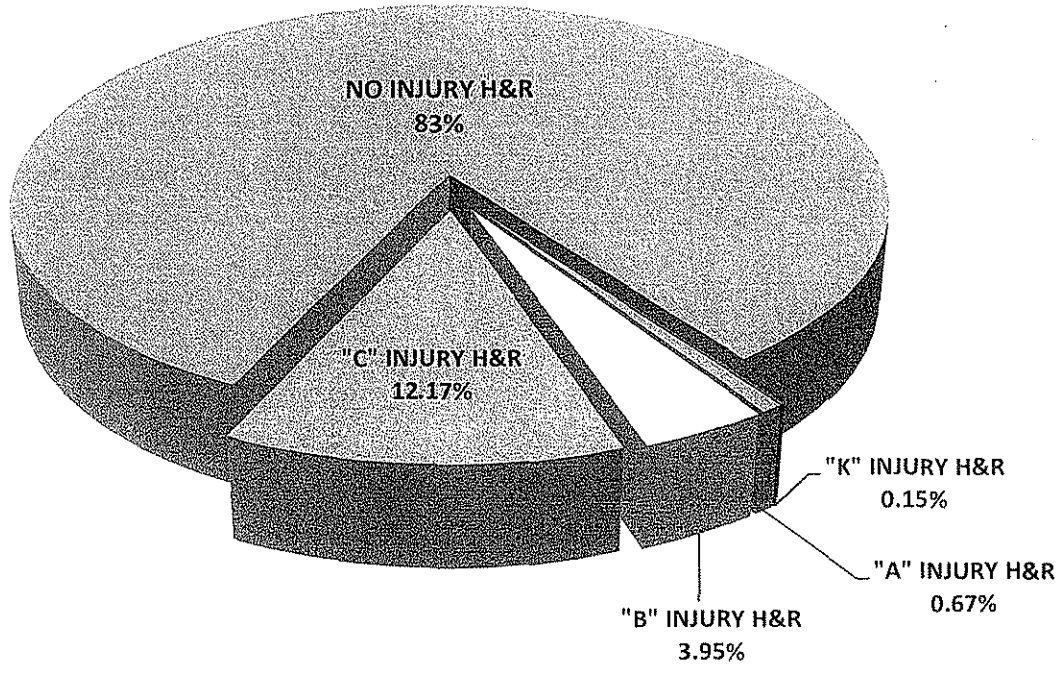
Hit and Run Rates
Injury Hit and Runs per Million VMT From 2008-2012



Rate of Injury of Hit and Run Collisions

The analysis further revealed the vast majority of hit and runs in the City did not involve injury, and few involved a severe or fatal injury. From 2008 to 2012, approximately 83 percent of all reported hit and run collisions were property damage only (no injury), and most of these involved parked cars. Less than eight percent of all reported collisions involved an injury hit and run, and only 0.1 percent of all reported collisions involved a hit and run with a severe or fatal ("A" or "K") injury.[4] However, as detailed later in this report, hit and runs were associated with more severe/fatal collisions than were Driving Under the Influence (DUI) collisions (See Attachment 3 for further details):

Los Angeles Hit and Run Percentages 2008-2012



[4] The Department traffic manual defines a severe injury as any serious, incapacitating injury which normally requires hospitalization, other than for observation, and prevents the victim from walking or driving ("A" Injury). "B" Injury is defined as a non-incapacitating injury; any visible injury other than fatal or major. "C" injury is defined as a momentary unconsciousness or complained of pain without visible signs of injury.

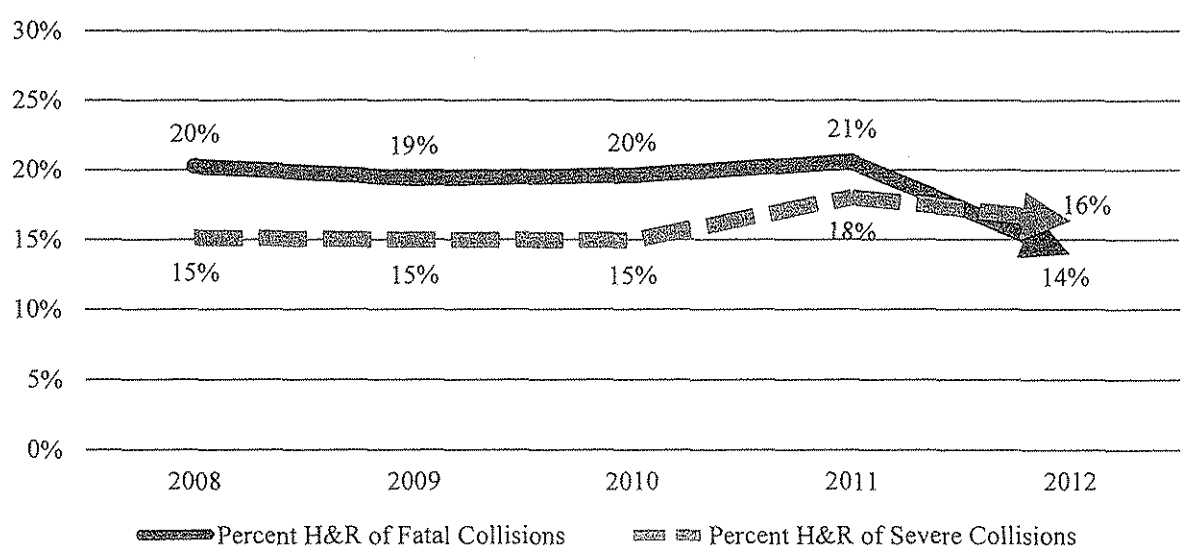
FACT SHEET
FIVE YEAR ANALYSIS OF TRAFFIC COLLISIONS
2008-2012
May 17, 2013

Hit and Run Collisions as a Percentage of Total Reported Collisions Declined 2008-2012

The City-wide hit and run percentage for all injury and fatal collisions combined decreased from 19 percent in 2008 to 15 percent in 2012. The percentage of hit and runs for fatal collisions only was a steady 20 percent over the five year period, with the exception of 2012, in which fatal hit and runs decreased to 14 percent of all fatal collisions. Likewise, the percentage of severe hit and runs decreased from 18 percent to 16 percent.

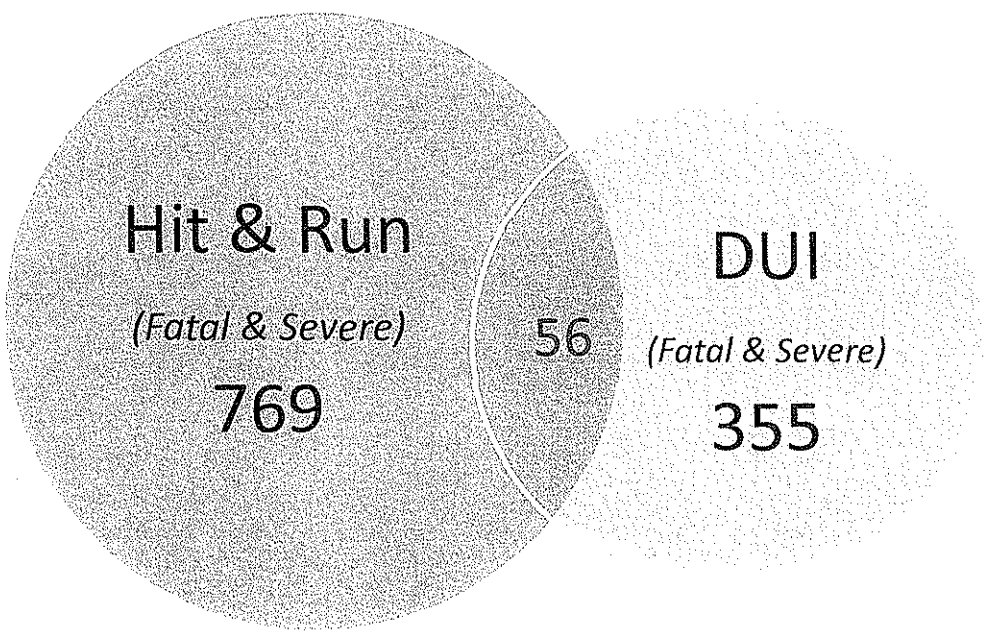
Los Angeles Overall Hit and Run Percentage 2008-2012
All Injury & Fatal Combined

Los Angeles Hit and Run Percentages 2008-2012
Fatal and Severe Comparison



Fatal and Severe Injury Hit and Run Collisions Versus DUI Collisions

Hit and run traffic collisions were associated with more fatal and severe collisions within the City than were DUI. It should be noted that there is some crossover between these two categories. The below diagram depicts fatal and severe injury hit and runs and DUI collisions from 2007-2011.[5]



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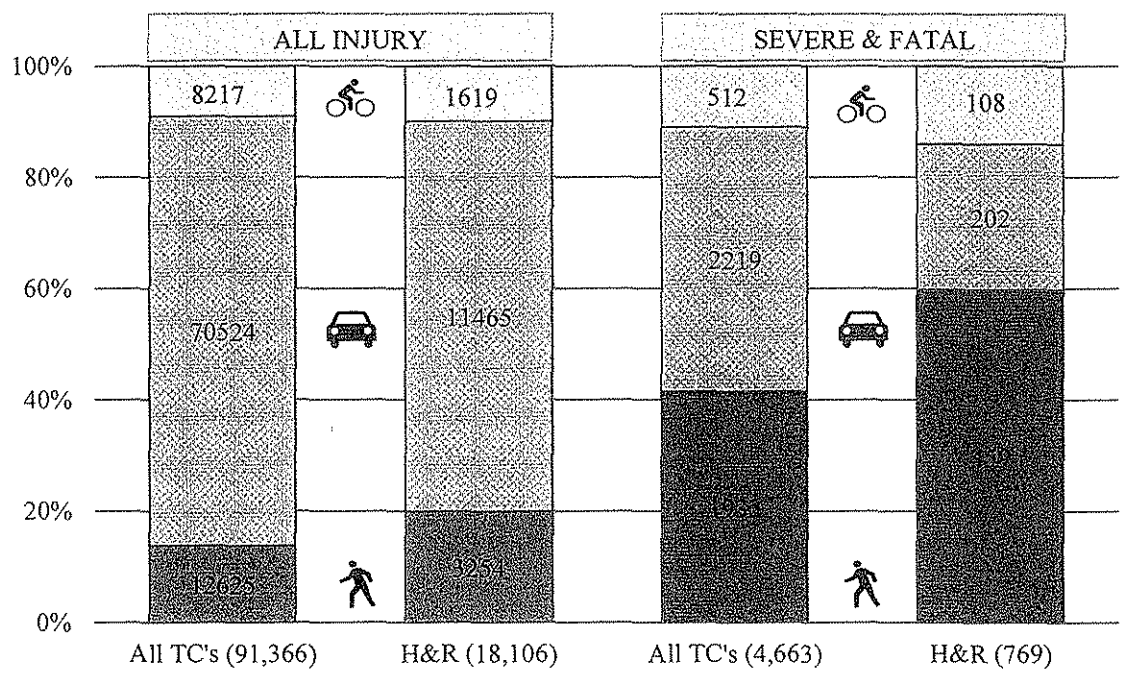
[5] An inquiry was made via the Statewide Integrated Traffic Records System (SWITRS) inquiry. The inquiry included only the collisions in which a motor vehicle was involved with a pedestrian, bicycle or other motor vehicle (excludes collisions with parked cars and fixed objects). The crossover between DUI and hit and run was likely much higher, however, the diagram shows only known DUI drivers.

Bicyclists and Pedestrians Involved in Hit and Run Collisions

The analysis identified that bicyclists and pedestrians involved in a reportable severe or fatal injury traffic collision were more likely to experience a hit and run collision than a motorist. For example, "motor vehicle only" collisions with a severe or fatal injury result in a hit and run nine percent of the time. By contrast, an average of 21 percent of severe or fatal bicycle collisions and 24 percent of severe or fatal pedestrian collisions resulted in a hit and run.

Most significant was that the majority of fatal and severe hit and runs involved pedestrians. As shown in the chart below,[6] pedestrian collisions represented only 14 percent of all injury collisions, but they represented sixty percent of all severe and fatal hit and runs.

Auto, Pedestrian, and Bicycle Collisions
Total Five-Year Hit and Run Injury Comparison

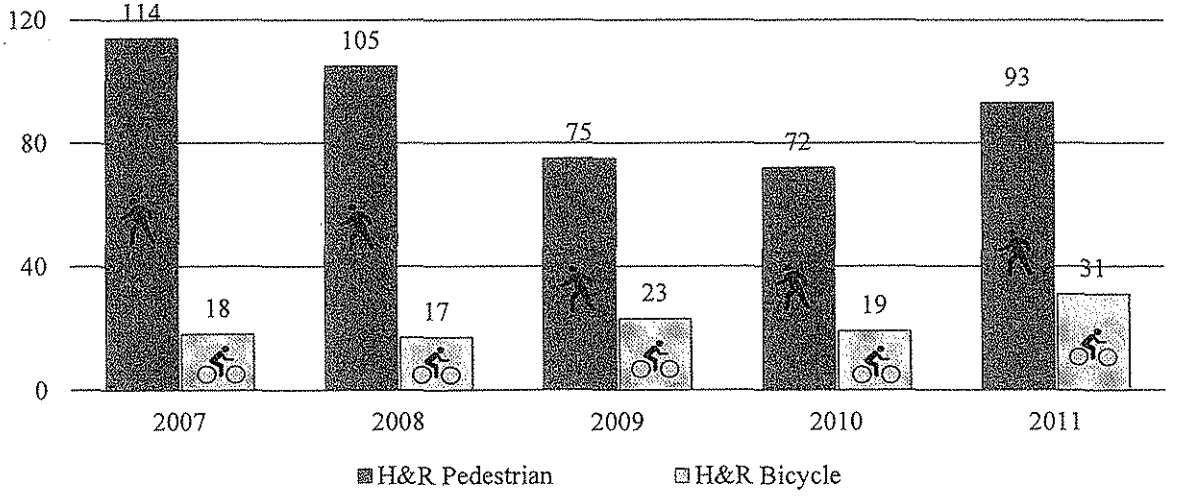


Between 2007 and 2011, there was an average of 22 severe or fatal hit and run bicycle collisions and 92 of severe or fatal hit and run pedestrian collisions per year. While pedestrian severe or fatal hit and run collisions increased slightly from 2010 to 2011, the overall trend was a decrease of 33 percent over five years.

[6] SWITRS inquiry 2007-2011 for Pedestrian, Bicycle and Motor Vehicle collisions including the latest available data.

Unfortunately, this same trend did not extend to bicyclists. Bicycle severe or fatal hit and run collisions increased an average of less than three additional collisions per year (See Attachment 4 for further details):

Number of Pedestrian and Bicycle Collisions
Severe/Fatal Pedestrian and Bicycle Hit and Runs 2007-2011



Causal Factors of Hit and Runs

The analysis examined the two major causal components of a hit and run collision: the cause of the collision itself and the cause of the failure to remain at scene. Concerning collision causes, the traffic divisions reported that there was little difference between the major moving violations that caused hit and runs compared with normal collisions.

Comparison of Primary Collision Factors[7]

NON HIT AND RUN	HIT AND RUN[8]
1. Unsafe Speed (22350)	1. Unsafe Speed (22350)
2. Unsafe Left Turn (21801)	2. Unsafe Backing/Starting (22106)
3. DUI (23152)	3. Unsafe Lane Change (21658)
4. Following Too Close (21703)	4. DUI (23152)
5. Unsafe Backing/Starting (22106)	5. Unsafe Left Turn (21801)

Concerning the characteristics of hit and run drivers, the analysis did not indicate a common cause for leaving the scene. Forming generalizations about hit and run drivers was challenging since the majority of them are not apprehended. Neither the City Attorney's Office nor the

[7] Many hit and run collision reports showed a primary cause of "unknown" (in the case of counter reports) or "private property" (where rules of the road do not apply). These causes were not shown here.
[8] Top primary collision factors for hit and runs obtained from a SWITRS inquiry for 2008-2011.

traffic investigators maintained statistics on the license status or intoxication level of identified hit and run drivers. Investigators reported that the hit and run drivers who were later identified and interviewed provided a wide variety of poorly formed explanations why they did not stay at scene.

Hit and Run Penalties

Department investigators and prosecuting City Attorneys (CA) identify the civil, legal and driver license consequences for an individual involved in a hit and run traffic collision are not significant enough to be a deterrent. Although it was believed that there was a significant cross-over between those who were DUI and those who committed hit and runs, penalties in California were much less significant for hit and run than they were for DUI penalties for the same collision circumstances.(refer to attachment chart) For example, a driver involved in a misdemeanor DUI collision received a higher bail, higher fine and longer jail time than a misdemeanor hit and run driver, as well as additional penalties such as a mandatory license suspension, mandatory alcohol program, cost recovery, and a mandatory ignition interlock device (See Attachment 5 for further details).

Civil Compromise in lieu of Penalty

The civil compromise was the other most significant impediments to ensuring real consequences for hit and run crimes. According to the City Attorney's Office, about half of the 20002 VC (misdemeanor hit and run) cases that they filed were subsequently resolved as a civil compromise per Penal Code Section 1377. These "compromises" were solicited by the defense and obtained against the objections of the prosecution. The resulting consequences were no different than if the defendant had initially stayed at the scene.

Hit and Run Investigations

The analysis further revealed the investigation and filing of hit and runs posed several challenges. Successful apprehension of hit and run drivers was highly dependent on the presence of witnesses. Detective/investigators and first responder personnel were trained to canvass the crime scene for witnesses and/or video recordings, but these were seldom present. It was also imperative that investigators were able to connect an identified vehicle to a probable driver. Frequently, the best follow-up information available was a license plate number. Thus, the investigation was severely impaired if the vehicle was unregistered or if the driver's identifying information was unreliable or not available in law enforcement databases.

Statute of Limitations Relative to Hit and Run Collisions

Department investigators also described the existing statute of limitation relative to fatal and severe injury hit and run collisions as insufficient. The existing statute limits the ability to prosecute an individual involved in such a hit and run collision to three years from date of *occurrence*. The Department's analysis did not identify the number of instances in which the

statute limited the Department's ability to seek prosecution. However, general sentiment was that the law should be strengthened. California Assembly Bill 184 proposes language that preserves the current statute of limitations while also allowing for charges for up to one year after the person is *identified* as a suspect in the commission of the offense.

Departmental Resources Addressing Hit and Runs

Currently, the Department deploys 670 officers to the four traffic divisions for traffic enforcement and collision investigations. Collision investigators are responsible for supporting uniformed patrol in the first response and at-scene investigation of traffic collisions. Follow-up investigations for hit and runs, assault with a deadly weapon (vehicle), fatal collisions, and other felony traffic crimes are exclusively handled by the Collision Investigation Follow-Up Unit (CIFU) at the four traffic divisions. These units are comprised of a combination of detectives and police officer investigators, totaling 66 sworn personnel City-wide. In comparison to the other metropolitan cities in this analysis, the City has a very sizable complement of officers dedicated exclusively to traffic.

Personnel Deployed to Traffic Assignments - Comparison with Five Metropolitan Cities

	Los Angeles	New York	Chicago	San Francisco	Houston	Seattle
Dedicated traffic division(s) or bureau(s)[9]	●	●		●	●	●
Traffic division(s) responsible for all collisions (not just severe & fatal)	●		*N/A*		●	●
Department has dedicated motorcycle officers or motorcycle units[10]	●			●	●	●
Motor units exclusively dedicated to traffic enforcement	●				●	●
Number of officers in traffic assignment	670	192	23	42	281	65
Number of CIFU investigators	66	23	18	4	10	10

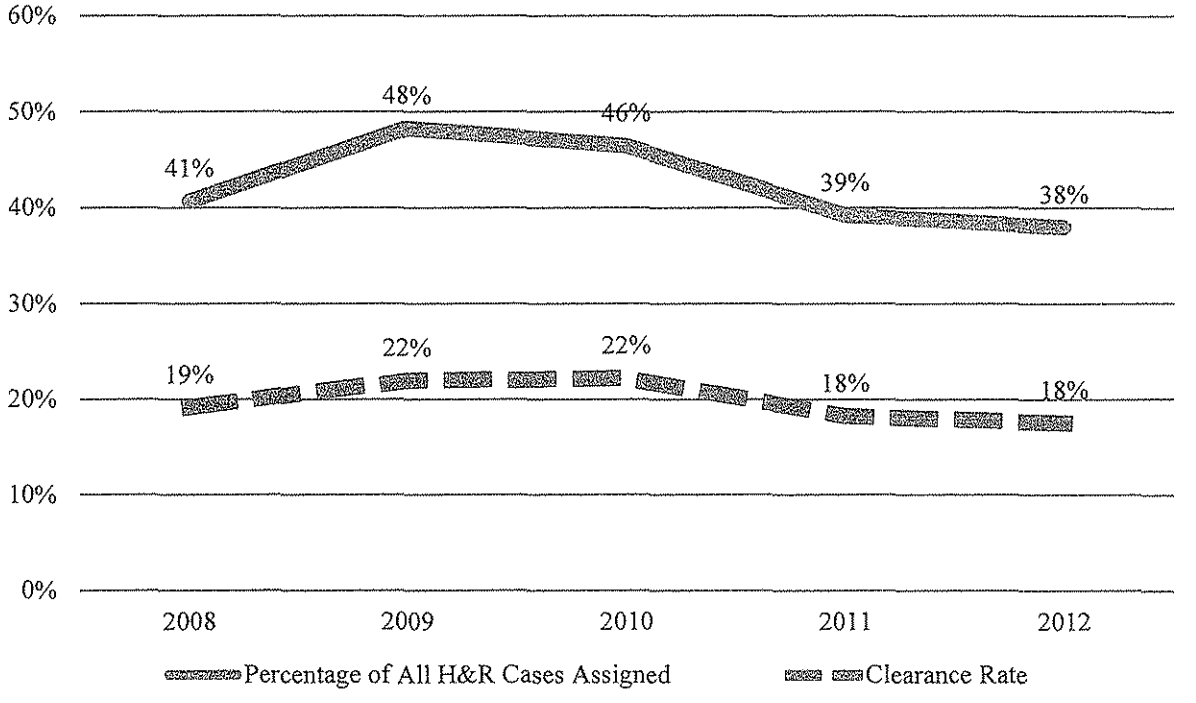
[9] In Chicago, traffic was the responsibility of geographic patrol divisions which each have one dedicated traffic car.
[10] New York and Chicago utilized officers who were motor qualified for occasional motor escorts as weather permits, but they were not ordinarily used for traffic enforcement.

Clearance Rates involving Hit and Run Collisions

Clearance rates remained relatively constant over the last five years. On average, between 2008 and 2012, CIFU investigators solved (cleared) approximately 20 percent of all the hit and run cases in the City, though many hit and runs had no witnesses or evidence. An average of 43 percent of all hit and run cases had a potential for follow up and were assigned to investigators. Of this group, investigators solved approximately 47 percent (See Attachment 6 for further details):

CIFU Case Clearance

Clearance Rates and Percentage of Assigned Cases (Category 1)



Department Resources Addressing Hit and Runs

In addition to the aforementioned deployment of Department personnel, below is a description of additional Department efforts to curtail hit and runs.

- **Enforcement**

  - Daily Missions: Collision Investigating Officers are assigned a daily "Mission" in roll call giving them specific traffic enforcement goals for the day.

  - Line Beats: Specific targeted areas unique to each division are assigned to motor officers with the goal of increasing uniformed presence on the main thoroughfares that lead to the hot crime locations.

  - Cross Reference Crime Mapping: Traffic problem areas are cross-referenced with hot crime Reporting Districts to achieve maximum synergy in crime and traffic enforcement.

  - Enforcement Detail Task Forces: Regular task forces that focus on registration, insurance and licensing violations as delineated in Special Order No. 7, 2012.

  - "Crunch Days": Traffic personnel are directed to target those areas that are known for high numbers of hit and run traffic collisions.

  - School Monitoring: Regular uniformed presence and enforcement at school zones.

- **Education and Community Awareness Campaigns**

  - Pedestrian and bicycle enforcement training: As of February 2013, the Complaint Traffic Safety Unit supervisor has been also designated as the Traffic Division Bicycle Liaison. This liaison position assists the Department and the bicycle community with a wide spectrum of bicycle enforcement and investigation issues. Furthermore, the traffic divisions provide traffic enforcement training to patrol personnel.

  - Cadet Program: South Traffic Division is implementing a Cadet Post to enhance youth participation in the Department's traffic mission for both enforcement and education programs.

- Press Conferences and Community Meetings: Traffic Divisions frequently provide Press Releases to the media and give Press Conferences regarding hit and run suspects and vehicles, alerting the public and soliciting help. When possible, composite sketches are provided to the media and posted and updated on social media sites.

- **Engineering**

  - The Department is continually working in partnership with the Los Angeles Department of Transportation (LADOT) to facilitate the City's commitment to traffic safety, including a recent project to repaint the crosswalks at non-controlled intersections throughout the City to better safeguard pedestrians, who represent a disproportionate number of hit and run victims.

  - The Department is also an active member on the LADOT Pedestrian Advisory Committee, which seeks to promote pedestrian safety.

- **Investigative Training of First Responders**

  Detective personnel provide regular training to uniformed personnel in the preliminary investigations of hit and run collisions and immediate follow-up investigations. This includes an emphasis on:

  - Complete documentation of witness statements who are able to identify hit and run suspects; and,

  - An exhaustive canvass of the crime scene to locate video and other items of evidentiary value.

RECOMMENDATIONS

It is recommended that the Department continue to pursue the aforementioned measures to curtail hit and run traffic collisions, as well as the following measures:

- **Increase Hit and Run Penalties.** It is recommended that the City support legislation that would address the hit and run issues by increasing the penalties for hit and run offenses. Such legislation should include:

  - Automatic license consequences (similar to an Department of Motor Vehicle Admin Per Se);

  - Possible hold or forfeiture of offending vehicle;

- More significant consequences for hit and run prior convictions such as allowing prior hit and run convictions to count as prior DUI convictions for the purposes of calculating penalty enhancements and filing (and vice versa); or,
- Limit civil compromise for hit and runs.
- Extend the existing statute of limitation for all fatal and severe injury hit and run collisions as defined in AB184.

- **Continue Command Emphasis on Hit and Run Collisions via COMPSTAT.** By expanding the utilization of COMPSTAT in the evaluation of our traffic enforcement and investigative activities the Department can further improve upon its results.
  - Change the COMPSTAT profiles to include the following detective case tracking categories for hit and run collisions:
    - Total Category 1 Cases Assigned
    - Total Cases Cleared
    - Total Cases Submitted for Filing to the District Attorney/City Attorney Offices
    - Total Cases Filed with a Prosecuting Authority
  - Separate hit and run collisions into injury and non-injury, and "property damage only" (PDO) categories for better statistical proportionality;

- **Increase Enforcement Task Forces Targeting Unregistered Vehicles.** Consistent with the Department's revised impound protocols, focus enforcement efforts toward the removal of unregistered vehicles from public roadways;

- **Increase Field Usage of "Live Scan" Technology and other Identity Verification Tools.** The positive identification of drivers during various enforcement activities improves the criminal justice system's ability to hold offenders responsible for subsequent involvement in hit and run collisions and other illegal activity.

FACT SHEET
FIVE YEAR ANALYSIS OF TRAFFIC COLLISIONS
2008-2012
May 17, 2013

CONCLUSION

The City experiences approximately 20,000 hit and run traffic collisions each year. The exact percentage of total collisions that this number represents remains unknown since many collisions go unreported. However, when fatal and injury collisions are considered, the Department's percentage of hit and runs is comparable to other metropolitan cities. The Department recognizes that a hit and run traffic collision is a serious crime perpetrated by irresponsible community members with no regard for their civic responsibility. Although current efforts are addressing the problem, the Department is committed to finding new and innovative ways to reduce the number of hit and runs and to aggressively apprehend and prosecute those who would seek to evade responsibility for their actions.

Prepared by:
Traffic Coordination Section
Emergency Operations Division

Hit and Run Rates and Hit and Run Percentages: Methodology

The analysis required an extensive examination of five years (2008-2012) of the Department's traffic collision statistics, as well as data from the five metropolitan comparison cities. The below discussion outlines the statistical methodology in more detail, including the consideration of the limitations of Department traffic collision data, the source of the *LA Weekly* "48/11" statistic, and how to best determine a common denominator of comparison.

- **Limitations of Department Traffic Collision Data**

  Historically, traffic collision databases were kept at the traffic division level and used primarily for identifying problem areas and not for detailed statistical analysis. In 2012, the Department began to centralize and integrate statistical traffic information into the Crime Analysis and Mapping System (CAMS). However, the five-year analysis required the compilation of data from CAMS and legacy access databases. Therefore, statistics may differ slightly from those reported on COMPSTAT and other historical reports.[1] The Department also considered using data from the LADOT; however LADOT does not capture any data on hit and runs.

- **Source of the *LA Weekly* "48/11" Statistic.**

  The Department contacted the author of the *LA Weekly* article, who indicated the source of the "11 percent" figure was from a report completed by the American Automobile Association (AAA) Foundation for Traffic Safety[2] that analyzed nationwide data from the National Highway Traffic Safety Administration. The data was gleaned from the Fatality Analysis Reporting System (FARS) and the General Estimates System (GES). The FARS is a nationwide comprehensive database of all fatal collisions. The GES data were obtained from a nationally representative probability sample selected from all police reported crashes. Fifty thousand collision reports were chosen from 60 areas that reflected the geography, roadway mileage, population, and traffic density of the United States.

- **Determining the Common Denominator of Comparison**

  As previously indicated, there were major differences in the reporting criteria, reporting jurisdiction, and traffic volume from city to city. The analysis compensated for these differences in the following ways:

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[1] Data from COMPSTAT and Information Technology Division (ITD) databases were not used because they do not capture the specific injury categories needed for the analysis. The SWITRS data were generally not preferred because, although it was highly detailed, it was only updated through 2011 and excluded, as a matter of policy, those reports for which there was no at-scene investigation (per Section 20015 of the California Vehicle Code [CVC]). However, SWITRS results were generally very similar to Department statistics for injury collisions.

[2] "Hit And Run Drivers Kill Nearly 1500 People Annually With Pedestrians At Greatest Risk," *AAA Foundation for Traffic Safety*, Fact Sheet based on a study conducted in 2003.

➢ **Adjusting for Differences in Reporting Criteria**

The Department's reporting criteria was generally more restrictive compared with most other cities and agencies. For example, under the Department's reporting criteria, collisions for which there was no injury, no crime, or no City property involved was not documented on a traffic collision report. In most of these "Property Damage Only-Civil" (PDO-civil) traffic collisions, an officer facilitated an exchange of information between the parties or was not dispatched to the scene at all. Therefore, this type of collision was not included in the Department's traffic collision statistics.

In contrast, the reporting criteria for all out-of-state (New York, Chicago, Houston, and Seattle) cities were much broader. In these cases, the reporting criteria included most of the PDO-civil incidents that were excluded in Los Angeles, though their criteria differed significantly from each other as well.[3] The California Highway Patrol (CHP) also had a similar policy of reporting most PDO-civil collisions.[4] Although the exact number of these incidents was not determined, it was likely that they represented a significant portion of the total collisions that occurred within the City limits. The apparent high hit and run percentage was largely attributed to the difference in reporting. Since the collision statistics maintained and reported by the Department do not include PDO-civil incidents, the percentage of hit and runs to total reported collisions was higher than those agencies (or nationwide statistics) that do include this type of collision in their overall numbers. This, however, reflected only a difference in reporting, not necessarily a difference in the actual percentage of hit and runs.

The differences were further compounded when there was an attempt to compare hit and runs from city to city. In New York and Houston, for example, non-injury hit and runs were sometimes treated as infractions and not reported at all if they were under a certain damage threshold. Furthermore, not all jurisdictions classified hit and run crimes into the felony/misdemeanor categories the same way as California.[5]

In order to compensate for these differences in reporting, the current analysis focused more narrowly on injury collisions only (including fatal injury) as a baseline common denominator.

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[3] The City of New York completed a written report on all reported collisions. However, the New York Department of Transportation did not include in its statewide reporting those collisions that were below $1,000 in property damage. The city reported numbers differ from the state reported numbers. The City of Chicago reports PDO incidents over $1,500 when the parties are insured or $500 if they were not insured.

[4] The CHP completed a written report on all reported incidents, but "counter reports" (those incidents for which there was no at-scene investigation per Section 20015 CVC) were not counted in their official statistics, nor were they forwarded to SWITRS. By contrast, the Department did include these counter reports in its statistics.

[5] Houston had the following three categories for hit and run:

- Failure to Stop and Render Aid (FSRA) crashes (Felony 3rd degree hit and run) were those hit and run crashes resulting in death or serious bodily injury.
- Failure to Stop and Give Information (FSGI) crashes (Misdemeanor Class B hit and run) were those hit and run crashes where there were no injuries or minor injuries and property damage over $200.
- Hit and runs that did not meet the above criteria (under $200 in property damage) were not counted.

- **Adjusting for Differences in Reporting Jurisdiction**

  The Department did not include freeway/interstate collisions in its reported statistics. These collisions were handled and reported by the CHP. San Francisco, being a California city, had a similar policy.[6] However, the four out-of-state cities all included freeway collisions, which typically had a lower hit and run percentage in their reported statistics. When comparing Los Angeles statistics to out-of-state cities (or nationwide statistics) CHP collisions was added to obtain the full number.

- **Adjusting for Differences in Traffic Volume**

  Population density and traffic volume was highly variable from city to city. For example, New York City had over twice the population of Los Angeles (8.3 million versus 3.8 million) but had almost the exact same amount of centerline roadway[7] (approximately 6,510 miles versus 6,681 miles, respectively). However, New York had considerably less daily VMT than Los Angeles (47 million miles versus 74 million miles)[8] most likely due to the extensive use of the subway system and other forms of public transportation.

  In order to achieve a fair comparison, this analysis cross-referenced collision data with VMT to obtain a collision rate.

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[6] The SWITRS inquiries used to obtain San Francisco statistics for this analysis included freeway statistics.
[7] Centerline roadway miles was used in transportation terminology to differentiate from lane miles. http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl10023/fig1_5.cfm
[8] Average Daily VMT for each city, including freeways/expressways, was calculated from the Federal Highway Administration (FHWA) report "VMT in Urbanized Areas, 2008" and adjusted for each city according to total roadway miles per city.

Hit and Run Rate per Vehicle Miles Traveled (VM)

When the baseline hit and run figures were considered in light VMT, the City had among the lowest hit and run rates. There were approximately 0.152 injury/fatal hit and runs for every million miles of vehicle roadway travel (including freeways/interstates). This concluded that mile per mile City residents were less likely to be involved in an injury hit and run than those in New York (0.237), Houston (0.157) and Chicago (0.288), and only slightly more likely than those in Seattle (0.105) and San Francisco (0.123).

Hit and Run per VMT: Comparative Analysis of Five Metropolitan U.S. cities, 2008-2012

	Miles of Center-line Roadway (Includes freeways)	5-Year VMT Citywide* (In millions)	All TC Per million VMT	Inj. & Fatal TC's per million VMT	All H&R Per million VMT	Inj. & Fatal H&R Per million VMT
Los Angeles[9]	6,681	135,007	**2.279**	**0.934**	**0.877**	**0.152**
New York	6,510	85,501	**11.845**	**2.524**	**	**0.237**
Chicago	4,384	54,323	**8.108**	**1.436**	**2.438**	**0.288**
San Francisco	904	15,939	**1.973**	**1.133**	**0.413**	**0.123**
Houston	6,682	74,319	**2.940**	**1.256**	**0.416**	**0.157**
Seattle	1,777	18,832	**2.508**	**0.748**	**0.926**	**0.105**

**Five-Year VMT obtained by multiplying the average daily VMT by 365 x 5 **New York data not available*

[9] Los Angeles statistics were a compilation of freeway collisions occurring within the City limits (obtained from the CHP) and collisions occurring on City streets as reported in Department statistics.

Hit and Run Percentages

The Department statistics showed that in Los Angeles, approximately 16 percent of reported injury traffic collisions (including fatal injuries) involved hit and runs from 2008 to 2012. By comparison, Chicago showed 20 percent and Seattle, a much smaller population, indicated 14 percent for data in the same category. Although New York had a much lower hit and run percentage (nine percent), this number is questionable since New York's hit and run statistics exclude collisions where the defendant was apprehended as a result of the initial field investigation.

Baseline Hit and Run Percentage: Comparison of Five Metropolitan U.S. cities, 2008-2012[10]

		TOTAL TC'S		HIT AND RUN			
	Population	Total TC	All Injury & Fatal TCs	H&R Total	H&R (Injury& Fatals)	H&R % of Total	H&R % (Injury & Fatals)
Los Angeles[11]	3,801,600	**307,636**	**126,032**	**118,344**	**20,468**	**38%**	**16%**
New York	8,346,800	**1,012,774**	**215,763**	**	**20,250**	**	**9%**
Chicago	2,830,000	**440,473**	**78,000**	**132,451**	**15,621**	**30%**	**20%**
San Francisco*	808,001	**31,447**	**18,065**	**6,577**	**1,955**	**21%**	**11%**
Houston**	2,238,200	**218,513**	**93,353**	**30,953**	**11,705**	**14%**	**13%**
Seattle	602,934	**47,225**	**14,093**	**17,448**	**1,978**	**37%**	**14%**

**San Francisco and CHP figures represent 2007-2011 data obtained through SWITRS. **New York data not available.*

[10] San Francisco and CHP figures represented 2007-2011 data obtained through SWITRS.
Some 2012 data for New York and Chicago was estimated by averaging the prior four years.
Houston hit and run data for 2008-2009 was estimated using averages of year 2010-2012.

[11] Los Angeles statistics were a compilation of the freeway collisions occurring within the City limits (obtained from the CHP) and collisions occurring on City streets as reported in Department statistics.

Number of Severe/Fatal Pedestrian and Bicyclist Hit and Run Collisions

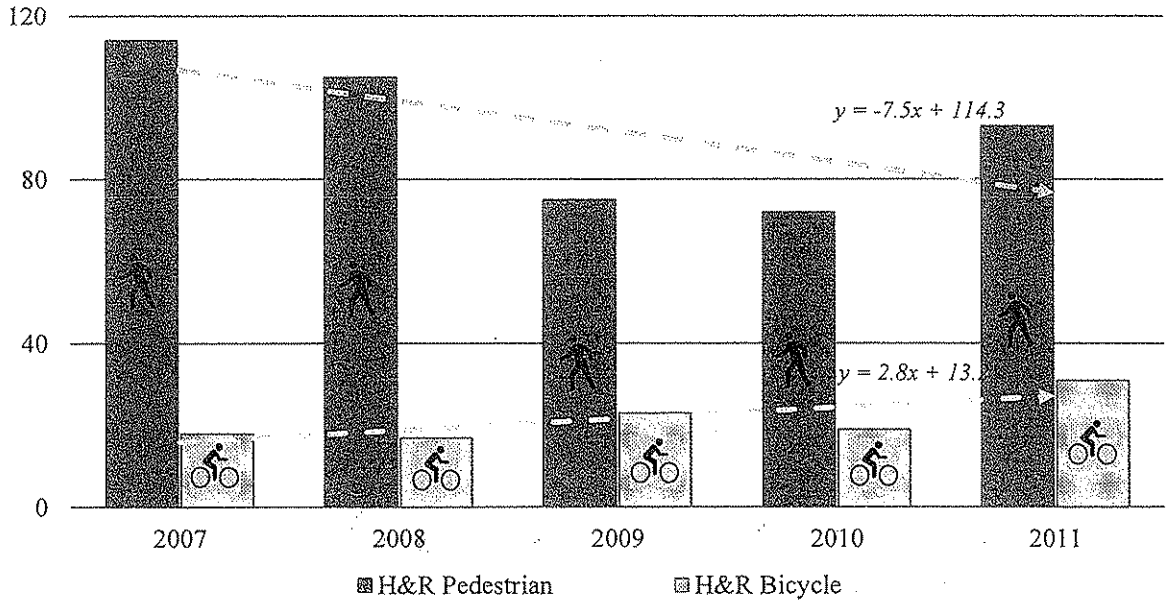
The number of severe/fatal hit and runs for pedestrians and bicyclists fluctuated slightly over the five years examined. There was an average of 22 severe/fatal hit and run bicycle collisions and 92 of severe/fatal hit and run pedestrian collisions per year.

- Pedestrian severe/fatal hit and run collisions increased slightly from 2010 to 2011, but the overall trend (see trend line on bar graph) was a decrease of 33 percent for all five years.[12]

- Bicycle severe/fatal hit and run collisions increased an average of less than three additional collisions per year.[13]

Number of Pedestrian and Bicycle Collisions

Severe/Fatal Pedestrian and Bicycle Hit and Runs 2007-2011



[12] **Number of pedestrian hit and runs:** The linear regression trend line shows a 6.6 percent decrease per year, see bar graph *(y = -7.5x + 114.3)*.

[13] **Number of bicycle hit and runs:** The linear regression trend line shows a 21.2 percent increase per year, see bar graph *(y = 2.8x + 13.2)*.

Comparison of Penalties for Misdemeanor DUI Collision vs. Misdemeanor Hit and Run

	DUI (Misdemeanor)	HIT AND RUN (Misdemeanor)
Bail: *(Per LA County Bail Schedule)* (BAC ≤ 0.15%) (BAC > 0.15%)	$15,000 $30,000	$10,000 $10,000
Fine:	$390 - $1000 *(23536 VC)*	Not mandatory $0 - $1000 or Civil Compromise *(1377 PC)*
Jail time:	96 hours - 6 months *(23536 VC)* Or Probation (see below)	Not mandatory 0 – 6 months or Civil Compromise
Driver License Suspension:	Conviction: -Mandatory 6 months *(13352 VC)* Administrative: - Mandatory 4 months *(13353.3 VC)* - No conviction required *(13353.2 VC)* - Immediate suspension upon arrest - (Reinstated in case of acquittal)	Not mandatory
Probation:	- $390 mandatory fine, - Optional jail time of 48 hours, - Mandatory 30+ hour alcohol program *(23538 VC)*	No mandatory actions
Cost Recovery:	Average of $750 per incident *(53150 GC)*	None (No cost recovery program for hit and run)
Ignition Interlock Device:	Mandatory 5 months *(23700 VC)*	None

Hit and Run Investigations - Measuring Effectiveness

Results of Detective Investigations

Clearance rates remained relatively constant over the five year period. The tables on the following pages provide the filing statistics for the CIFU units at the four traffic divisions. On average, CIFU investigators solved (cleared) approximately 20 percent of all the hit and run cases in the City, though many hit and runs did not have witnesses or evidence. Of those cases that had a potential for follow up and were assigned, investigators solve approximately 47 percent.

- **Category 1** cases were those that have a potential for follow-up and were assigned to an investigator.

- **Category 2** cases were those that have no potential for follow-up and were not assigned to investigators. The number of total hit and run cases was the combination of Category 1 and Category 2 cases.

- **Assigned Cases Solved** was the percentage of cases that were solved ("Cleared by Arrest" or "Cleared Other") *out of only those cases that have follow up and were assigned to investigators* (Category 1 cases).

$$\text{Assigned Cases Solved} = \frac{\text{(Cleared By Arrest cases + Cleared Other cases)}}{\text{(Category 1 cases – Unfounded cases)}}$$

Clearance Rate was the percentage of cases that were solved out of *all hit and run cases* (Category 1 and Category 2). It was the Department's primary measure of detective activity. Clearance rate was calculated using the following formula:

$$\text{Clearance Rate} = \frac{\text{(Cleared By Arrest cases + Cleared Other cases)}}{\text{(All H\&R cases – Unfounded cases)}}$$

- **Cleared by Arrest** were those cases in which the suspect had been identified and charged had been filed by the CA or District Attorney (DA). It was the same as "Cases Filed."[14]

- **Cleared Other** were those cases in which the case was solved (the suspect was identified), but no charges were filed (usually because of a CA/DA reject or because the victim refused to prosecute).

- **Report Unfounded** were those cases in which the crime did not occur or the case was a duplicate.

[14] Clearance category descriptions given here are generalizations only. A detailed description of clearance categories and criteria are outlined in the Detective Operations Manual.

- **Cases Submitted for Filing** were those solved cases presented to the CA/DA for filing.

- **Cases Filed** were those cases in which the suspect had been identified and charges filed by the CA or DA. It was the same as "Cleared by Arrest."

Citywide CIFU Case Dispositions for 2008-2012[15]

Citywide TOTAL	Total H&R	Category 1 Cases	Assigned Cases Solved	Clearance Rate	Cleared by Arrest	Cleared Other	Total Cleared	Report Unfounded	Cases Subm'd for Filing	Cases Filed
2008	24,933	10,146	47%	19%	1,804	2,962	4,766	46	1,853	1,759
2009	22,159	10,695	45%	22%	1,923	2,835	4,858	41	1,129	1,926
2010	20,405	9,474	48%	22%	1,679	2,846	4,525	33	964	1,664
2011	19,746	7,742	47%	18%	1,359	2,237	3,596	56	996	1,316
2012	19,869	7,546	46%	18%	1,277	2,206	3,483	44	1,587	1,186
TOTAL	**107,112**	**45,603**	**47%**	**20%**	**8,042**	**13,086**	**21,128**	**220**	**6,529**	**7,824**

[15] For the sake of a complete five year analysis, the missing 2008 filing data for Valley Traffic Division was estimated using an average of the four subsequent years.