



Right Place, Right Time, Right Reason

Implementation of a Data-Driven Approach to Reduce
Crimes and Crashes

Innovation Award Application 2014

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Describe the approach:

The City of Shawnee, Kansas is located on the western edge of the Kansas City metropolitan area and has a population of just fewer than 65,000. The Shawnee Police Department is a municipal law enforcement agency, which currently employs 88 sworn officers and 22 civilian support personnel. Between 2007 and 2009, Shawnee experienced an *increase* in Part One Violent Crimes, while nationally during the same time period, there had been a *decline* in these types of crimes. Due to economic conditions at that time, we lost four sworn positions, which resulted in a 4.5% reduction in our sworn workforce. So in response to the aforementioned factors, the department began looking for more efficient and effective means to reverse the crime trend without the traditional response of adding additional staff or adding overtime staff hours.

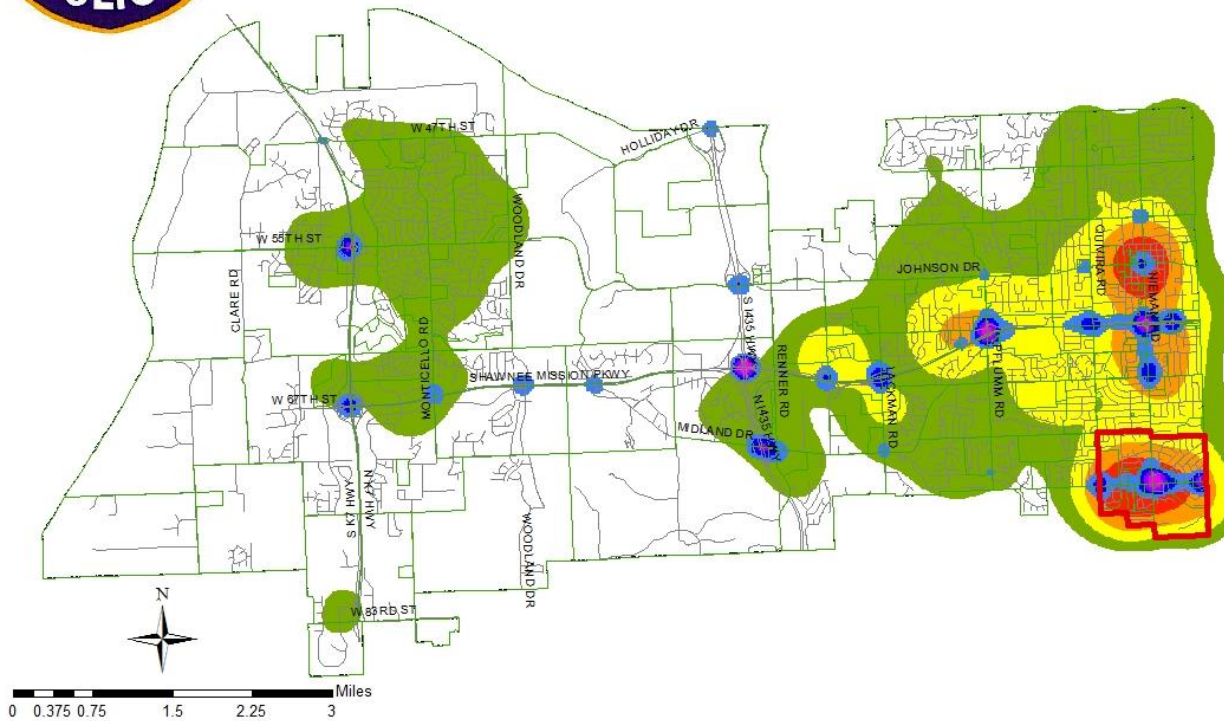
On July 6, 2010, we implemented a recently developed and tested policing operational model called **Data Driven Approaches to Crime and Traffic Safety (DDACTS)**. This policing model was developed by the US Department of Transportation's National Highway Traffic Safety Administration (NHTSA), US Department of Justice's Bureau of Justice Assistance (BJA) and the National Institute of Justice (NIJ) and piloted with success in jurisdictions large and small like Baltimore County, Maryland; Nashville, Tennessee; and Lafourche Parish, Louisiana.

NHTSA's DDACTS philosophy is based on the premise that integrates place-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.

After collecting historical crime and crash data, our crime analyst identified an area within Shawnee along a main thoroughfare that was ideal for the implementation of this sort of approach. The area was named the "75th Street Corridor" for identification purposes. The 75th Street Corridor area represented an overall disproportionate volume of stranger crime (crimes where there is no known relationship between the victim and perpetrator) and crashes based on size and population. The picture below is a geographic representation of crime and crash spatial density in the City of Shawnee before we implemented the DDACTS model with the 75th Street Corridor identified in the red outlined box. Areas in orange to red represented higher incidences of reported crime while the areas dark blue to purple represent areas of higher incidences of crashes.



**Combined Density Map: Stranger Crime and Hazardous Driving
Before Implementation of DDACTS
July 6, 2007 - July 5, 2010**



While this policing model was developed by NHTSA and partners, how we implemented it is purely our innovation. In 2011, the Shawnee Police Department was selected as a Smart Policing Initiatives (SPI) Phase III Study Site. SPI is a BJA program that supports law enforcement agencies in developing evidence-based, data-driven law enforcement tactics and strategies that are effective, efficient, and economical. Smart Policing represents a strategic approach that brings more “science” into police operations by leveraging innovative applications of analysis, technology, and evidence-based practices. The goal of the SPI is to improve policing performance and effectiveness while containing costs, an important consideration in today’s fiscal environment.

Our SPI project goals were to conduct a practitioner-academic partnered examination of our implementation of the DDACTS operational model in the 75th Street Corridor used to:

1. Reduce the incidence of certain stranger-committed crimes (robbery, aggravated robbery, burglary — commercial and residential, and vehicle-based theft and burglary)
2. Reduce motor vehicle crashes - both injury and non-injury

3. Identify to the extent possible crime displacement and/or diffusion of benefits both inside our city and in neighboring cities.

As of this date, we have applied this policing approach with statically-significant proven success for more than three and a half years.

Importance, internal impact, and community benefits of the approach:

A law enforcement administrator of the past once said, “The primary object of an efficient police is the prevention of crime: the next that of detection and punishment of offenders if crime is committed. To these ends all the efforts of police must be directed...”

The DDACTS approach is based solely on the prevention of crime and other social harms like traffic crashes. Just think of the implications of preventing an incident from occurring before it happens as compared to dealing with one after it happens. In the case of preventing a crime beforehand, the most important benefit is the reduction in victimization. Secondly, there would be no call for service for the police dispatcher to receive and dispatch, no police officer needed to respond to take an offence report, no supervisor time spent on approving the report, no detective time spent on investigating the crime, and no records or evidence control staff time. Then if the crime was solved and a suspect is prosecuted and found guilty, think of the time it takes in the prosecution, justice and corrections systems. In the case of a traffic crash, the victimization is similar in most cases; all of the reporting, administrative, prosecution, justice, and corrections processes are the same with the backend addition of automobile insurance industry implications.

The importance of proving this approach works is based on the ability to replicate of our efforts in other jurisdictions as an evidence-based, effective and efficient use of law enforcement staff and resources. The internal impact in our department has been our ability to focus our staff and resources during unassigned time to an area with the purpose of preventing harmful incidents from occurring, which in turn results in less sworn and support staff time spent on dispatching, reporting, and other administrative processes and more time spent on proactive policing strategies. Most importantly, however, the community benefits by less victimization and belief that they are living in a safe and well-protected community (*Right Reason*).

What makes this a quantum leap of creativity?

There are several law enforcement agencies across the Country that utilizes the DDACTS operational model in various ways with their own successes. Our creativity in implementing the DDACTS approach is detailed below, but the results of our approach have been nothing short of outstanding. With our academic partner, Dr. Kevin Bryant, through an interrupted time series design with two comparison groups, we examined the effects of the DDACTS implementation on the targeted crimes and crashes. Our SPI Study revealed statistically-significant reductions

in the crimes of robbery, vehicle theft, vehicle burglary, and injury crashes in the DDACTS area compared to a control zone and the rest of Shawnee. The following outcomes show the 3-year post-test period for the DDACTS area:

- Robberies were reduced by 70.37%
- Vehicle Thefts were reduced by 40.32%
- Vehicle Burglaries were reduced by 32.86%
- Overall Target Crimes were reduced by 39.52%
- Crashes with injuries were reduced by 24.39%
- Crashes without injuries were reduced by 24.18%
- Overall Crashes were reduced by 24.20%

The following table represents all of our data used in this three year study.

Pre: 7/6/07 - 7/5/2010 Post: 7/6/2010 - 7/5/13	Pre In DDACTS	Post In DDACTS	Change	Pre In Control Area	Post In Control Area	Change	Pre Outside DDACTS	Post Outside DDACTS	Change
Arson	11	6	-45.5%	3	1	-66.7%	52	21	-59.6%
Assault/Battery	53	45	-15.1%	57	46	-19.3%	225	202	-10.2%
Auto Burglary	140	94	-32.9%	111	112	0.9%	516	528	2.3%
Auto Theft	124	74	-40.3%	82	75	-8.5%	221	230	4.1%
Commercial Burglary	23	15	-34.8%	27	18	-33.3%	91	67	-26.4%
Homicide	1	0	-100.0%	1	0	-100.0%	1	4	300.0%
Indec. Exposure / Lewd Activity	3	4	33.3%	8	2	-75.0%	24	14	-41.7%
License Plate / Tag Theft	76	53	-30.3%	54	42	-22.2%	195	140	-28.2%
Non Pay (Gas/Food)	5	4	-20.0%	9	10	11.1%	19	13	-31.6%
Residential Burglary	107	78	-27.1%	60	50	-16.7%	263	248	-5.7%
Robbery	27	8	-70.4%	17	10	-41.2%	20	33	65.0%
Sexual Assault	2	3	50.0%	3	1	-66.7%	4	4	0.0%
Theft	84	113	34.5%	146	136	-6.8%	512	539	5.3%
Theft of Lost Property	19	24	26.3%	20	18	-10.0%	61	66	8.2%
Vandalism	132	77	-41.7%	82	68	-17.1%	561	472	-15.9%
Total Targeted Crime	807	598	-25.9%	680	589	-13.4%	2765	2581	-6.7%
Total Crashes	314	238	-24.2%	484	414	-14.5%	2148	1767	-17.7%
Crashes with Injuries	41	31	-24.4%	47	70	48.9%	293	244	-16.7%

Additional analyses were conducted to test for crime displacement and diffusion of benefits. The findings of these additional analyses revealed no strong evidence of displaced target crimes due to DDACTS. However, there is statistical evidence of the diffused benefits of the DDACTS approach on vehicle theft and total target crimes; that is, the crime reducing effect of DDACTS extends beyond the DDACTS zone for these crime categories.

Who benefits?

There are two main groups that have or will benefit from experience in the implementation of the DDACTS policing model. First of all, the law enforcement community as a whole benefits from our efforts because the crime and crash reductions can be easily duplicated. The DDACTS

model is easy to implement. So simple that during the implementation workshop, NHTSA's Earl Hardy, a DDACTS pioneer, said, "Anybody with a shoebox and notecards to collect crime and crash data, and colored stickpins stuck in a map representing the locations of those incidents can implement the DDACTS model." Through our experience we would add that it takes dedicated law enforcement officers making contacts in DDACTS areas during the times and days specified through data analysis to make this approach most successful.

Secondly, the residents and business owners and their staff members in the DDACTS area benefit from the implementation of this policing model. Surveys of businesses and residents in the target zone showed that a majority of respondents perceive a greater police presence and more traffic stops. Most respondents believe DDACTS has improved the quality of life in Shawnee. Most respondents rate the relationship between SPD and residents and businesses as very good to excellent. In addition, respondents support high-visibility, targeted traffic enforcement. There is no reason why these results could not be duplicated in other jurisdictions.

How was the approach initiated and implemented?

In March 2010, the Chief of Police and members of the department's Command Staff attended a NHTSA presentation regarding DDACTS during a Kansas Department of Transportation Safety Conference. We learned how pilot locations had used this policing method, with existing staff, to reduce crimes and crashes in hotspots in their jurisdictions. The department's leadership decided to implement this policing model as a means to reduce crimes and crashes in Shawnee.

In June 2010, NHTSA's first DDACTS Implementation Workshop in the nation was hosted by our department. The presentation was given to the members of the Shawnee Police Department's Command Staff and Crime Analysis Unit, as well as representatives from several law enforcement agencies in the Kansas City area, with the purpose being to learn the principles of DDACTS and to develop sample implementation and operational plans.

In July 2010, we were recognized as the first law enforcement agency, outside of the pilot sites, to implement the DDACTS policing model. We followed the framework of NHTSA's Seven Implementation Guiding Principles of:

1. **Partners and Stakeholder Participation** - *Partnerships between law enforcement agencies and local stakeholders establish support for highly visible traffic enforcement and get participation that aids the development of strategic countermeasures and operational plans.*

As part of the implementation process, members of the department's Special Investigation Unit (SIU) spent a day making contacts with businesses located along the 75th Street Corridor. The SIU officers explained the DDACTS model and notified the businesses that there will be an increased police presence and activity along 75th Street. In addition to

these contacts, the managers at the nine apartment complexes in the area were contacted by our Crime Resistant Communities Program (CRCP) officers. The apartment managers were told the police department will be applying a new policing approach along 75th Street that will increase police presence and enforcement of all traffic laws.

Staff engaged the City's governing body and management team to educate them on the DDACTS policing approach. We reached out to local media sources and posted information about the approach on the City's social media outlets.

Our main partners are our officers. Prior to the full implementation of the approach, officers received in-service training on the DDACTS model and operational plan.

2. **Data Collection** – *Crime, crash, and traffic data coded for type of incident, time of day and of week, and location are the building blocks of DDACTS. Additional data may include citizen complaints, dangerous driving behaviors, information about suspended or revoked licenses, and wanted persons.*

As detailed above, we collected historical crime and crash data over a multi-year time period. We chose this strategic approach to data collection because it averages out the highs and lows experienced in crime and crash rates during shorter time periods.

3. **Data Analysis** – *Integrated maps that overlay crime, crash, and traffic data let agencies identify hot spots. Additional analysis can distinguish causation factors, delineate time elements, and consider environmental influences on crime and crashes.*

Once the crime and crash data was collected and represented geographically, analysis revealed that the higher incidences of crime and crashes overlapped along the 75th Street Corridor in the southeastern part of our City (*Right Place*). This area borders three other cities in Johnson County: Lenexa, Merriam and Overland Park; and is a very short distance from the major north/south US Interstate Highway 35.

The analysis of the 75th Street Corridor revealed the following:

- The area encompasses 0.8 sq. miles, which is about 2% of the area of the City.
- The population base is about 8% of the total population of the City.
- Between 2005 and 2009, this area represented:
 - 15.2% of all Persons Crimes
 - 17.4% of all Property Crimes
 - 13.1% of all Traffic Crashes

Target days of the week and times of the day were identified by analysis so more emphasis could be placed on focusing officer activity during those time periods because they

accounted for the highest number of incidents when compared to the total hours (*Right Time*).

4. **Strategic Operations** – *Based on these analyses, agencies can identify enforcement activities and countermeasures that realign workflow and operational assignments to focus police efforts and increase efficiency.*

Based on the data analysis, in the beginning the police command staff developed an operation plan. During unassigned patrol time, patrol officers were to spend at least two (2) hours per night on Tuesday through Saturday night conducting high-visibility traffic contacts along the 75th Street Corridor. An application was developed in-house so officers could record their time and activity while conducting this approach.

Since starting in July 2001, we have made three adjustments to our operational plans based on approach monitoring and evaluation. Each adjustment has been a fine-tuning, which resulted in a more clear and specific outline of our plan. Our current operational plan for the 75th Street Corridor is as follows:

Goal:

Our primary goal is to reduce the incidences of crime and traffic crashes in our community, specifically two designated DDACTS areas, thereby reducing social harm primarily through high visibility traffic enforcement and pedestrian contacts. To accomplish this, we will maintain a presence in these DDACTS areas a minimum of 15 hours per area/per week during the target times, accomplishing this goal a minimum of 85% of the time.

Effective Date:

July 1, 2013

Target Times:

Monday through Sunday, 0000-0900 hours and 1100-1900 hours

Road Patrol Goals and Objectives:

- 1. The shift supervisor shall assign Districts 2 and 4 one hour each per shift during the Target Times conducting high visibility enforcement in this DDACTS area.*
- 2. When staffing is above minimums, the shift supervisor shall assign additional units to the DDACTS area.*
- 3. Districts 5 and 6 shall remain west of Renner road unless directed to move center due to a high call load in the eastern districts of the City.*

4. *Goal for all Road Patrol officers is to attain 4 contacts per hour when in the DDACTS area.*

Directed Patrol Unit Goals and Objectives:

1. *DPU, as a unit, will support the department's DDACTS practice by auditing target times throughout each week and directing themselves based on need within each area.*
2. *Collective goal for the unit is to attain a minimum of 6 hours of enforcement per week in each of the two identified DDACTS areas.*
3. *Individual goal is to attain 4 contacts per hour.*

Traffic Safety Unit Goals and Objectives:

1. *Each TSU officer will spend one hour in a DDACTS area per shift worked by auditing target times throughout each week and directing themselves based on need within each area.*
2. *Goal is to attain 4 contacts per hour.*

DDACTS Enforcement Strategies:

1. *High Visibility Traffic Enforcement will be conducted with lower discretionary levels than what has traditionally been accepted as the norm when determining if a citizen contact is necessary. The key to reducing crime and traffic crashes is to make high visibility contacts (emergency lights activated). When self-initiated activity increases, the incidences of crime and traffic crashes decrease, thereby reducing social harm.*
2. *When an officer deploys to the DDACTS area, he/she shall complete the information in STORM for District, Shift and Start Time. When leaving the area, he/she shall click on the Time End and complete the table listing all activity during their deployment.*
3. *Each contact shall result in one of the following: Arrest, Citation, Written Warning, or Field Interview Card (FIC)*
4. *Officers shall take the time to explain to the public the reason for increased police presence within the DDACTS area. Effectiveness is based on the contact, not a citation.*

DDACTS Evaluation:

1. *Sergeants shall use the "District" view to hold assigned officers accountable for their efforts within the DDACTS area.*
2. *Timely evaluation documenting the effectiveness of DDACTS, to include crime and crash analysis, shall be conducted on a periodic basis.*

3. *Department personnel are encouraged to contact the department's crime analyst with inquiries relating to information on crime and crashes in the DDACTS area, and City-wide.*

5. **Information Sharing and Outreach** – *Fundamental to DDACTS are the sharing of results, community participation, and documentation of accomplishments. Progress reports give management the documentation they need to keep officers informed, meet with community members, and report to administrative and elected officials.*

Command staff members routinely share DDACTS progress information through Department Newsletter Articles, Governing Body Updates, Print and Television news stories, City/Police Department Web page articles and Social Media Posts.


6. **Monitoring, Evaluation, and Adjustments** – *Data collection and analysis allow for monitoring, evaluating, and adjusting field and internal operations. They also let staff assess crime and crash reductions, cost savings, and other outcome measures that define success.*

Our innovation success story lies in the way we continuously monitor, evaluate, make adjustments, and measure outcomes of our DDACTS approach. Many agencies that deploy a data-driven approach to policing are often weak in the area of program assessment and the measurement of their success. We believe these are the areas in which we shine.

Since 2002, our department has had a robust crime analysis function. Our crime analysts have created executive summaries of our outcomes at the following intervals: 56, 90, 120, 180, 270 Days; Years One, Two, and Three. Informal summaries are created every ninety days.

Through the monitoring and assessment of our approach, we have made refinements as we go. An example of one adjustment made in March 2012 is when I asked my staff to develop an operation plan that would assure placement of officers in the DDACTS area during the targeted days and times determined by our crime analyst during her latest data analysis. At that time I set the goal of maintaining a presence in the DDACTS areas a minimum of twenty-five hours per week during the target days and times, accomplishing this goal a minimum of 85% of the time. In 2013, officers achieved this goal 94% of the time.

We assess our effectiveness in meeting our activity goals weekly at a command staff meeting through the same application officers enter their activity information. This application is called **STORM Tracking**. **STORM** stands for *Strategic and Tactical Operations to Reduce Misconduct*. We house our operational plan and track our progress with high visibility contacts within this application. The illustration below shows how we monitor officer time and activity within the DDACTS area.



Week	Date	Officer	Count	Hours	Contacts	Arrests	Citations	Warnings	FCs	Start Time
▼ Week 38			39	36.06	68	3	56	30	2	
▼ 09/23/2012			5	4.50	4	0	1	1	0	
▼ Eves			3	2.27	3	0	1	1	0	
Brandon Harder			1.00	2	0	1	0	0		07:55:26 PM
George Lozano			0.56							07:00:25 PM
George Lozano			0.71	1			1			08:48:26 PM
▼ Mids			2	2.23	1	0	0	0	0	
Keith Gould			0.91							12:00:47 AM
Matt Seichepine			1.32	1						11:03:31 PM
▼ 09/22/2012			7	5.67	16	0	15	3	0	
▼ Eves			5	3.72	10	0	8	3	0	
Hedrick Cintron			0.56	1			1			04:05:15 PM
Hedrick Cintron			0.66							05:44:59 PM
Joshua Bayless			1.02	3		2	2			07:43:14 PM
Michael Krauze			1.02	4			6			08:12:16 PM
Shaun Arnold			0.46	2						08:00:18 PM
▼ Mids			2	1.95	6	0	7	0	0	
Jenn Pennington			1.03	6			7			09:28:24 PM
Rusty Morton			0.92	0	0	0	0	0		12:08:18 AM
▼ 09/21/2012			9	8.01	11	1	4	8	1	
▼ Days			5	4.58	8	0	1	7	1	
Brent Griffin			0.64							12:10:48 PM
Richard Schulz			0.93				1			12:40:00 PM
Roman Madrigal			1.00	0	0	0	0	0		01:00:05 PM
Stewart Bloomfield			1.30	5		1	4	1		12:01:26 PM
Tom Rhomberg			0.70	3			2			12:51:03 PM
▼ Eves			2	2.44	1	1	0	0	0	
Justin Cobb			1.50	1	1					04:47:56 PM
Nick Pike			0.94							08:33:55 PM
▼ Mids			2	0.99	2	0	3	1	0	
Jon Pirie			0.58	2	0	3	1			11:58:41 PM

7. **Outcomes** - Goals and objectives that emerge during problem identification and strategic planning are developed into outcome measures that assess effectiveness in crime, crash, and traffic violation reductions; costs savings; use of specific interventions; and personnel deployment.

Our outcomes are listed in detail above but they bear repeating. By following the DDACTS guiding principles, we achieved success in reducing the incidences in stranger crimes and automobile crashes in the DDACTS area; especially the violent crime of robbery and property crimes of auto theft and auto burglary, as well as crashes resulting in injuries or deaths.

The law enforcement administrator of the past that I quoted above was a gentleman named Sir Richard Mayne, Joint Commissioner of London’s Metropolitan Police. In 1829, Sir Mayne spoke about the purpose and priorities of an efficient police force. In the second part of his quote, he speaks to how success is measured. He said, “...The protection of life and property, the preservation of public tranquility, and the absence of crime, will alone prove whether those efforts have been successful and whether the objects for which the police were appointed have been attained.” With these age-old ideals in mind, we believe we are successfully fulfilling our mission as a police department; and through our DDACTS implementation we have to data to prove it.

What risks were taken?

The primary risk taken was implementing a contemporary policing concept. Prior to our implementation of the DDACTS approach, our department was, and continues to be, great at the traditional policing tactics and strategies responses. We responded quickly to emergency calls and other calls for service, made on-view arrest of offenders, investigated reported crime and crashes and assisting in the prosecution of discovered offenders. During this time, officers' unassigned times was pretty much their own to conduct self-initiated policing contacts whenever and wherever they wanted.

When the DDACTS approach was implemented, officers were now instructed that during their unassigned times, their policing activity was to be focused in an area determined to be a crime and crash hot spot within the City; and they would be held accountable for achieving department activity goals in that area. After they fulfilled the crime prevention goals of the department, they were free to self-initiate policing activity of their choosing.

We fully implement the DDACTS approach in less than two months. From the time we attended the implementation workshop to the time the first officer activity report was generated was less than one month. We had the data collection and analysis components completed in a week and the operational planning took only days. We found that we could have gained better officer buy-in in the beginning if we would have slowed down the implementation of the approach, but the focus group surveys of officers during the SPI Study revealed a shift in "culture" and officer "buy-in" within the department, especially with the divisions of the department most closely associated with the DDACTS approach. Specifically, participants in the patrol, traffic, supervisors, and command staff focus groups revealed a close awareness of the purpose of DDACTS, and the strengths and weaknesses of the approach toward training. Moreover, the majority of the participants in these focus groups believe that DDACTS is an effective and sustainable initiative.

What, if any were the costs and/or savings?

The best information is often saved for last. The cost of implementing and sustaining the DDACTS Policing Model was relatively **ZERO** (Ø) dollars. This proactive policing activity is completed by road patrol, traffic, and directed patrol officers on their unassigned patrol times during their regular duty shifts.

What are the lessons learned that other local governments can learn from?

We learned very important lessons during the implementation of the DDACTS policing approach. It took some time, but the DDACTS approach is now deeply engrained in our department's policing culture as one component in our crime and social harm control policing

methodology. The lessons learned over the past three years we would want to share with other law enforcement agencies wanting to implement the DDACTS model are:

1. Involve your Staff, *Top to Bottom*, from the Start

- In most cases it means a change in “Culture” (Traditional vs. Contemporary)
- Explain how it affects each members’ job responsibilities
- Advocate this is a strategic policing approach

2. Develop a *Clear and Specific Operational Plan*

- Set a “Goal”(e.g. 25 hours per week, 85% annually)
- Specific as to Why, Who, Where, When, How Much...
- Include line-level and first-line supervisory staff in the development of the operational plan (Builds *Ownership*)

3. Monitoring, Adjustments and *Accountability*

- “It’s only practice if you’re not keeping score.”
- Make adjustments when needed
- Police commanders have to continuously let their staff know that this approach is “Important” and a priority of the department

What department and/or individual(s) championed the innovation? If a contractor was used, please list the name and their contact information.

In addition to the representatives at NHTSA (most notably, as previously mentioned, Earl Hardy), BJA, and NIJ, our department’s approach, and other agencies’ DDACTS implementations, have been championed by Mike Becar (mikebecar@iadlest.org) and Peggy Schaefer (peggyschaefer@iadlest.org) of the International Association of Directors of Law Enforcement Standards and Training (IADLEST). Mike is the Executive Director of the association while Peggy is the program manager responsible for scheduling DDACTS Implementation Workshops throughout the Country. The association’s website hosts DDACTS information and a portal for DDACTS Subject Matter Experts (SME). Our department has three DDACTS SMEs that teach at IADLEST-sponsored workshops.

We would also like to recognize Susan Bedsaul, Application and Web Development Manager of the City of Shawnee’s Information Technology Department. Susan developed, and continues to refine, the STORM Tracking Application we use for DDACTS operational planning and monitoring. Her assistance in this endeavor was great.

Any additional information you would like to share?

The following recent news and events information and links in reference to our DDACTS Implementation and SPI Study are listed on our department’s SPI webpage:

September 13, 2013 – The Shawnee Police Department developed an [article](#) summarizing the findings of a study on the deployment of an Automated License Plate Reader in 2012. The reader was deployed in the site's SPI study area for six months to see if the technology would have an impact in the area.

September 2013 – The Shawnee Police Department is selected as a semi-finalist for the International Association of Chiefs of Police and Motorola's Webber Seavey Award for Quality in Law Enforcement. Their application describes their use of an in-house computer application, **STORM** (*Strategic and Tactical Operations to Reduce Misconduct*) **Tracking**, used in part to track their DDACTS efforts as part of their SPI project. Read more about STORM Tracking in their [award application](#).

August 14, 2013 – Local CBS affiliate KCTV-5 describes the outcomes from the Shawnee DDACTS intervention in a [news report](#), citing significantly decreased crime rates. Chief Larimore describes the sustainable nature of the intervention, noting that "It's not something you do for three years and then you leave. It's something we are really in for the long haul."

August 1, 2013 – The Shawnee Dispatch publishes [an article](#) summarizing the Shawnee SPI project. The article includes outcomes from the DDACTS intervention, as well as results from the community survey implemented to investigate resident and business owner's perceptions of crime and safety in the targeted area. The article includes a discussion of the project with Shawnee's research partner, Dr. Kevin Bryant of Benedictine College, who notes that DDACTS is a cost-effective policing strategy since it can be accomplished using existing personnel and benefits the community. From the article, "For every accident reduced, for every crime that doesn't happen, how much is being saved by the community?"

February 2013 – The Shawnee Police Department's February 2013 Newsletter includes [an article](#) summarizing results from the SPI project to date, including high level results from a community survey of residents and businesses in the targeted area.

November 7, 2012 – The Shawnee Dispatch features [an article](#) about the outcomes from the Shawnee SPI intervention after just over two years of implementation. The article cites reduced crime rates and also notes that departmental crime analyst Susan Smith and Chief Larry Larimore have been presenting results from Shawnee's intervention to policing researchers and practitioners. In addition, Captain Bill Hisle is recognized for his work moderating DDACTS workshops for law enforcement agencies nationwide.

July 2012 – The Shawnee Police Department's July 2012 Newsletter includes [an article](#) written by Captain Bill Hisle about the DDACTS intervention. This article describes

outcomes from the intervention at the two year mark of implementation, noting reductions in residential burglaries, robberies, auto burglaries, and auto thefts in the targeted area.

August 18, 2010 – [An article in The Dispatch](#) describes early outcomes from the Shawnee SPI intervention. The article describes the "30-day snapshot of results": increased police contacts in the targeted area and reduced crime. Robert Medford, deputy administrator for the National Highway Traffic Safety Administration, praises Shawnee for its willingness to implement DDACTS, an innovative approach to policing.

June 16, 2010 – The Shawnee Dispatch, the City's local media outlet, includes an article introducing the Shawnee SPI project. [The article](#) describes the planned DDACTS intervention and includes quotes from then Chief Jim Morgan describing the need for "smarter policing".