



# COMPSTAT

## Central Traffic Division

### 08/28/22 to 09/24/22



**DIVISION**  
**COMMANDING OFFICER:** Yvonne Ortiz  
**Rank:** CAPT-I  
**Date of Rank:** August 1, 2021  
**Date Assigned Division:** April 10, 2022  
**LAPD Appointment Date:** August 8, 1994

#### TRAFFIC STATISTICS for week ending 09/17/22

TRAFFIC CRASH REPORTS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	08/21/22 TO 09/17/22	07/24/22 TO 08/20/22	Percent Change	2022 YTD	2021 YTD	Percent Change	2022 YTD	2020 YTD	Percent Change
<b>Total - A</b>									
Central	6	3	100%	44	34	29%	44	26	69%
Rampart	4	2	100%	34	21	62%	34	16	113%
Hollenbeck	6	1	500%	28	39	-28%	28	25	12%
Northeast	1	1	0%	28	40	-30%	28	19	47%
Newton	5	1	400%	42	36	17%	42	54	-22%
<b>Total</b>	<b>22</b>	<b>8</b>	<b>175%</b>	<b>176</b>	<b>170</b>	<b>4%</b>	<b>176</b>	<b>140</b>	<b>26%</b>
<b>Total - K</b>									
Central	0	0	N.C.*	9	4	125%	9	3	200%
Rampart	0	0	N.C.*	5	4	25%	5	7	-29%
Hollenbeck	1	0	N.C.*	10	5	100%	10	4	150%
Northeast	0	0	N.C.*	5	5	0%	5	5	0%
Newton	0	2	-100%	10	15	-33%	10	10	0%
<b>Total</b>	<b>1</b>	<b>2</b>	<b>-50%</b>	<b>39</b>	<b>33</b>	<b>18%</b>	<b>39</b>	<b>29</b>	<b>34%</b>
<b>DUI Related</b>									
Central	5	4	25%	42	34	24%	42	32	31%
Rampart	8	4	100%	63	61	3%	63	37	70%
Hollenbeck	3	4	-25%	46	50	-8%	46	44	5%
Northeast	6	5	20%	44	51	-14%	44	28	57%
Newton	6	14	-57%	76	96	-21%	76	80	-5%
<b>Total</b>	<b>28</b>	<b>31</b>	<b>-10%</b>	<b>271</b>	<b>292</b>	<b>-7%</b>	<b>271</b>	<b>221</b>	<b>23%</b>
<b>DUI Related - A</b>									
Central	0	0	N.C.*	0	1	-100%	0	1	-100%
Rampart	1	0	N.C.*	2	0	N.C.*	2	0	N.C.*
Hollenbeck	0	0	N.C.*	0	3	-100%	0	1	-100%
Northeast	1	0	N.C.*	4	1	300%	4	0	N.C.*
Newton	0	0	N.C.*	1	2	-50%	1	0	N.C.*
<b>Total</b>	<b>2</b>	<b>0</b>	<b>N.C.*</b>	<b>7</b>	<b>7</b>	<b>0%</b>	<b>7</b>	<b>2</b>	<b>250%</b>
<b>DUI Related - K</b>									
Central	0	0	N.C.*	0	0	N.C.*	0	0	N.C.*
Rampart	0	0	N.C.*	1	0	N.C.*	1	0	N.C.*
Hollenbeck	0	0	N.C.*	0	0	N.C.*	0	1	-100%
Northeast	0	0	N.C.*	2	0	N.C.*	2	0	N.C.*
Newton	0	0	N.C.*	0	0	N.C.*	0	0	N.C.*
<b>Total</b>	<b>0</b>	<b>0</b>	<b>N.C.*</b>	<b>3</b>	<b>0</b>	<b>N.C.*</b>	<b>3</b>	<b>1</b>	<b>200%</b>

N.C. - Not Calculable

TRAFFIC COLLISIONS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	08/21/22 TO 09/17/22	07/24/22 TO 08/20/22	Percent Change	2022 YTD	2021 YTD	Percent Change	2022 YTD	2020 YTD	Percent Change
<b>Hit and Run - Felony</b>									
Central	14	17	-18%	149	135	10%	149	144	3%
Rampart	13	11	18%	120	126	-5%	120	108	11%
Hollenbeck	12	4	200%	88	99	-11%	88	79	11%
Northeast	7	7	0%	75	56	34%	75	74	1%
Newton	16	18	-11%	180	208	-13%	180	226	-20%
<b>Total</b>	<b>62</b>	<b>57</b>	<b>9%</b>	<b>612</b>	<b>624</b>	<b>-2%</b>	<b>612</b>	<b>631</b>	<b>-3%</b>
<b>Hit and Run - A</b>									
Central	1	2	-50%	10	11	-9%	10	8	25%
Rampart	0	1	-100%	12	6	100%	12	3	300%
Hollenbeck	2	0	N.C.*	7	8	-13%	7	3	133%
Northeast	0	0	N.C.*	6	5	20%	6	5	20%
Newton	1	1	0%	13	10	30%	13	11	18%
<b>Total</b>	<b>4</b>	<b>4</b>	<b>0%</b>	<b>48</b>	<b>40</b>	<b>20%</b>	<b>48</b>	<b>30</b>	<b>60%</b>
<b>Hit and Run - K</b>									
Central	0	0	N.C.*	0	1	-100%	0	2	-100%
Rampart	0	0	N.C.*	0	1	-100%	0	2	-100%
Hollenbeck	0	0	N.C.*	2	1	100%	2	0	N.C.*
Northeast	0	0	N.C.*	2	0	N.C.*	2	0	N.C.*
Newton	0	2	-100%	5	5	0%	5	3	67%
<b>Total</b>	<b>0</b>	<b>2</b>	<b>-100%</b>	<b>9</b>	<b>8</b>	<b>13%</b>	<b>9</b>	<b>7</b>	<b>29%</b>
<b>MV vs Ped - A</b>									
Central	1	0	N.C.*	13	13	0%	13	13	0%
Rampart	2	1	100%	13	8	63%	13	8	63%
Hollenbeck	5	0	N.C.*	10	16	-38%	10	9	11%
Northeast	0	0	N.C.*	6	9	-33%	6	7	-14%
Newton	3	0	N.C.*	15	12	25%	15	19	-21%
<b>Total</b>	<b>11</b>	<b>1</b>	<b>1000%</b>	<b>57</b>	<b>58</b>	<b>-2%</b>	<b>57</b>	<b>56</b>	<b>2%</b>
<b>MV vs Ped - K</b>									
Central	0	0	N.C.*	5	1	400%	5	3	67%
Rampart	0	0	N.C.*	2	1	100%	2	4	-50%
Hollenbeck	1	0	N.C.*	6	2	200%	6	2	200%
Northeast	0	0	N.C.*	2	2	0%	2	2	0%
Newton	0	1	-100%	5	10	-50%	5	8	-38%
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0%</b>	<b>20</b>	<b>16</b>	<b>25%</b>	<b>20</b>	<b>19</b>	<b>5%</b>

N.C. - Not Calculable

TRAFFIC COLLISIONS	FOUR WEEK COMPARISON			YEAR - YEAR COMPARISON					
	08/21/22 TO 09/17/22	07/24/22 TO 08/20/22	Percent Change	2022 YTD	2021 YTD	Percent Change	2022 YTD	2020 YTD	Percent Change
<b>Bicycle Involved - A</b>									
Central	0	0	N.C.*	4	7	-43%	4	4	0%
Rampart	0	0	N.C.*	2	2	0%	2	3	-33%
Hollenbeck	0	0	N.C.*	0	3	-100%	0	3	-100%
Northeast	0	0	N.C.*	4	7	-43%	4	3	33%
Newton	0	1	-100%	4	5	-20%	4	5	-20%
<b>Total</b>	<b>0</b>	<b>1</b>	<b>-100%</b>	<b>14</b>	<b>24</b>	<b>-42%</b>	<b>14</b>	<b>18</b>	<b>-22%</b>
<b>Bicycle Involved - K</b>									
Central	0	0	N.C.*	1	1	0%	1	0	N.C.*
Rampart	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Hollenbeck	0	0	N.C.*	0	1	-100%	0	0	N.C.*
Northeast	0	0	N.C.*	2	0	N.C.*	2	0	N.C.*
Newton	0	0	N.C.*	1	0	N.C.*	1	0	N.C.*
<b>Total</b>	<b>0</b>	<b>0</b>	<b>N.C.*</b>	<b>4</b>	<b>3</b>	<b>33%</b>	<b>4</b>	<b>0</b>	<b>N.C.*</b>

N.C. - Not Calculable

<b>GREATEST RISK INTERSECTIONS</b>			
From 01/01/22 to 09/17/22			
<b>Central</b>	7th & Figueroa	<b>Northeast</b>	Fountain & Vermont
<b>Primary Cause</b>	22350 VC-Unsafe Speed (2)	<b>Primary Cause</b>	23152 VC-DUI
<b>Total T/C's</b>	7	<b>Total T/C's</b>	4
<b>Rampart</b>	Alvarado & Temple	<b>Newton</b>	Avalon & Slauson
<b>Primary Cause</b>	22350 VC- Unsafe Speed (3)	<b>Primary Cause</b>	21453 VC-Red or Stop, VEH stop at limit line
<b>Total T/C's</b>	10	<b>Total T/C's</b>	6
<b>Hollenbeck</b>	Soto & Washington		
<b>Primary Cause</b>	22350 VC-Unsafe Speed (2)		
<b>Total T/C's</b>	10		
<b>GREATEST RISK INTERSECTIONS</b>			
<b>Motor Vehicle vs Pedestrians</b>			
From 01/01/22 to 09/17/22			
<b>Central</b>	5th & San Pedro	<b>Northeast</b>	Ave 52 & Figueroa
<b>Primary Cause</b>	21954 VC-PED yield outside crosswalk	<b>Primary Cause</b>	21804 VC-Entering or crossing highway
<b>Total T/C's</b>	3	<b>Total T/C's</b>	2
<b>Rampart</b>	Alvarado & Wilshire	<b>Newton</b>	12th & Central
<b>Primary Cause</b>	21950 VC-Crosswalk, failure to yield to PED	<b>Primary Cause</b>	21950 VC-Crosswalks, failure to yield to PED
<b>Total T/C's</b>	2	<b>Total T/C's</b>	3
<b>Hollenbeck</b>	Olympic & Soto		
<b>Primary Cause</b>	21658 VC-Laned roadways		
<b>Total T/C's</b>	2		
<b>GREATEST RISK INTERSECTIONS</b>			
<b>Bicycle Involved</b>			
From 01/01/22 to 09/17/22			
<b>Central</b>	5th & Hill	<b>Northeast</b>	Ave 50 & York
<b>Primary Cause</b>	21453 VC-Red or stop, VEH stop at limit line	<b>Primary Cause</b>	21453 VC-Red or Stop, VEH stop at limit line
<b>Total T/C's</b>	3	<b>Total T/C's</b>	1
<b>Rampart</b>	Wilshire & Union	<b>Newton</b>	47th & Avalon
<b>Primary Cause</b>	21658 VC-Laned roadways	<b>Primary Cause</b>	21651 (b) VC-Driving to left of dividing section
<b>Total T/C's</b>	2	<b>Total T/C's</b>	3
<b>Hollenbeck</b>	Soto & Washington		
<b>Primary Cause</b>	21760 (d) VC-Overtaking		
<b>Total T/C's</b>	1		

N.C. - Not Calculable