



Community Policing *Problem Solving*

JANUARY 1996

Volume III Number 1

Darrel W. Stephens, Chief of Police

NARCOTIC ACTIVITY ON JACKSON AND JEWELL STREETS

by Officer Patricia Werner

SCANNING

This particular problem came to my attention through several sources. I first began receiving complaints from the Administration of Southside Fundamental Middle School, which were relayed to me through Officer Jim Kappel, the School Resource Officer. Kappel advised me that subjects selling drugs on the street were flagging down parents of students in an attempt to sell the parents narcotics. I was advised that this activity was occurring in the open and on a daily basis.

I also received a copy of TIP LINE information from the Vice and Narcotics Unit, which indicated that narcotics were being sold on both Jackson and Jewell Streets. I spoke with Vice and Narcotics detectives who also indicated that there was narcotic activity occurring on both streets.

ANALYSIS

I next began examining the problem by pulling the calls for service in

PI (police information system). I examined the calls for service by census tract and also by individual residence address. The calls for service did not reflect that there was a narcotic problem.

I conducted interviews of residents in the area and discovered that residents were apathetic. The residents indicated they had little or no confidence in the police department and the department's ability to decrease the narcotic activity.

I conducted surveillance in the area at varying times and saw groups of subjects loitering on Jackson Street South in front of all the residences. I also noticed activity that was consistent with illegal narcotic transactions (vehicles pulling up to a group of subjects, stopping briefly, while one subject approaches the window of the vehicles and then the vehicle leaving the area). The UCR data for October 1994 to April 1995 showed 11 drug law violation arrests and 3 narcotic equipment arrests for census tract 121.

In April 1995, I conducted a modified "Operation Care" on 17th Avenue South between Jewell and Jackson Streets. During a four hour period, seventy-four vehicles passed through the barricades.

That number is high for two streets that only leads in and out of a school yard and school was not in session during the hours the operation was conducted.

I then obtained owner information for all residences on both streets. Two of the fifteen structures are apartment buildings. Of the remaining thirteen properties, five are absentee owners with the other eight being owner occupied.

I identified the sides of the crime triangle as follows:

VICTIMS: Children attending Southside Fundamental Middle School and their parents. Residents of the neighborhood who do not participate in narcotic activity.

OFFENDERS: I personally identified individuals who I felt were involved in the narcotic activity in the area. The majority of these subjects do not live on either Jackson or Jewell Streets.

LOCATION: I identified the properties where loitering was occurring most frequently. These properties; 1720, 1728 and 1731 Jackson Street and 1716 Jewell Street are all absentee owner properties.

I decided to tailor my response phase to affect the locations side of the crime triangle.

RESPONSE PHASE

I next became familiar with the residents of 1716 Jewell Street. The elderly woman who was leasing the house wanted to move. Her drug dealing son had moved in on her and wouldn't leave. I made the arrangements and had the woman and her husband moved to John Knox Apartments. I then assisted the owner of the property in removing the drug dealing son from the property. In this instance, all

three ^{nJ}^es of the crime triangle were affected.

Surveillance was also conducted in the area with the assistance of team members. Seven narcotic related arrests were made as a result.

In May 1995, I contacted the property manager of 1731 Jackson Street South. I obtained a blanket trespassing for the property. The tenant was put on notice that he would be evicted from the property if he allowed narcotic activity to occur on the property.

I next contacted the property owner of 1720 Jackson Street South, which was vacant, but was in the process of being rented. I advised him of the continuing narcotic problem in the area and offered my assistance in screening any potential tenants. He chose not avail himself of my help and moved new tenants in.

In August 1995 I met with residents of Jewell and Jackson Streets at the Enoch Davis Center. I then polled the residents to see what their main concerns were in the area.' The residents identified the following :

1. Drug Activity
2. Loitering crowds in street
3. Disrepair of homes
4. Lack of sidewalks
5. Trash in streets

I next conducted an on-site survey with Mike Dove and Bob Gilder of the City's N-Team. We discussed the condition of the structures on both streets and the possibility of adding sidewalks. The sidewalks were promised as a future project.

I contacted and met with the property owner of 1728 Jackson Street. This property was tenant occupied. The property owner evicted the tenant and a blanket trespassing was completed for the

property.

I conducted a walk through with the codes investigator, Sam Lavine. We identified code problems with him citing the responsible parties.

I made CPTED (Crime Prevention Through Environmental Design) recommendations for 1728 Jackson Street {tree trimming and removal of trash and a dog house on the property). Most have been completed.

In September 1995, a neighborhood clean-up was conducted with the assistance of the "Say No To Drugs" club from the Enoch Davis Center. Ten bags of trash were picked up from the area.

The residence located at 1711 Jewell Street and 1721 Jackson Street were painted with the assistance of the City's N-Team and various other volunteer groups including the "Say No To Drugs Club".

ASSESSMENT PHASE

Assessment of this project is incomplete at this time, but a modified "Operation Care" is planned for November 4, 1995. This operation will duplicate the previous operation and will be used to assess the impact the project has had on the community by measuring the amount of traffic driving through the area.

As of October 1, 1995, a comparison of calls for service at specific addresses on Jackson and Jewell Streets for the six month period prior to the operation and six months during the operation shows a dramatic increase in calls for service, indicating the neighborhoods have increased their confidence in the police and their community police officers.

38th AVENUE NORTH AND 34th STREET

by Officer Libby Roeser

SCANNING

While reviewing calls in CPA 783, I noticed that there had been a significant number of accidents at the intersection of 38th Avenue North and 34th Street North. I then printed out the accidents at that location and determined that there were 36 accidents listed in CAD so far this year and 49 accidents in 1994.

I then stopped by the Traffic Unit and spoke with them. They printed out a list of all reported accidents at the intersection this year. There was a total of 27 accidents, the majority, 17 were rear end collisions.

ANALYSIS

After obtaining the information on the number of accidents, it was necessary to determine the cause of the accidents. Thinking of possible solutions, I spoke with Officer Scott Pierce from Traffic, who advised that he had already researched the intersection and had pulled all the reports. His report showed that approximately 80 percent of the accidents were a direct result of the overpass just north of the intersection. He advised that during afternoon hours, when traffic was heavy, cars would be backed up from the light onto the overpass. Pierce advised that the majority of the accidents were caused when drivers came over the hump and rear-ended vehicles stopped for the light.

He further stated that he looked at the drivers involved in the accidents and found that the majority were transient drivers,

therefore, would have no previous knowledge that there was a traffic signal on the south side of the overpass, therefore would not slow down going over it. If traffic was heavy and backed up from the red light, drivers going over the overpass, even at the speed limit, would not have sufficient time to stop from the time they first observed the stopped traffic.

RESPONSE

After assessing the problem, it was determined by speaking with Officer Pierce that the problem could easily be solved by placing signs on the north side of the overpass, warning drivers of the oncoming light and stopped traffic. Officer Pierce stated that he had been working on the problem, but that the road was controlled by Federal DOT and that he hadn't had any luck dealing with them.

In an attempt to locate the correct department to handle the situation, I called Federal information. They referred me to National Highway Traffic Safety Administration in Atlanta. I called them, and they referred me to the Federal Highway Administration, also in Atlanta. I called them and they referred me to Florida DOT in Tallahassee. I called them, was transferred a few times, then referred to Pinellas County Maintenance. I then called them and they advised that it shouldn't be a problem, that they would route the information to the supervisor, who would get back to me. Approximately an hour later, I received a call from the supervisor. I spoke with him, and he advised that it should be an easy matter to rectify, but that I had to get with District Traffic Operations, get it cleared, then the work order would be sent out.

After giving him background on my POP Project, he assured me that it would be a simple matter to place

warning signs on the north side of the overpass, warning drivers of the oncoming light. He requested that I send my research information to the District Traffic Operations Engineer in Tampa. I advised him that the information would be sent out immediately, which it was. I also sent him a copy of this POP Project, and the attached research information.

ASSESSMENT

On September 21, 1995 I received an audix message from DOT. They advised that they reviewed the overpass and have decided to follow my recommendation to put up signs on the northside of the overpass, warning drivers of an oncoming light. He further stated that it would probably be up in approximately a month and that he would call and let me know when it is in place.

I recently observed that the signal ahead sign **had been installed** on the overpass, almost on top of the bridge and one sign on the west side that indicates a traffic signal. I will review this intersection in several months to check on the progress of this POP Project .

EDITORIAL NOTES

"This document was prepared by the St. Petersburg Police Department, supported by Grant Number 59-6000424, awarded by the U.S. Department of Justice. The opinions, findings, and conclusions or recommendations expressed in this document are those of the authors and do not necessarily represent the official position or policies of the U.S. Department of Justice."

St. Petersburg Police Department
1300 First Avenue North
St. Petersburg, FL 33705