

Traffic Issues for Law Enforcement Leaders

MISSOURI SHERIFF'S ASSOCIATION

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Today's Topics:

- ▶ The Whys and How of Traffic Enforcement
- ▶ Risk Management and Deputy Safety Issues
- ▶ Social Harm and DDACTS
- ▶ Resources

What is the perception of Traffic Enforcement?



Why?

LEL Training & Guidelines



NHTSA Mission

Save lives, prevent injuries, and reduce economic costs due to road traffic crashes

The "behavior" side of traffic safety.




LEL Training & Guidelines

LEL Hot Topic Areas









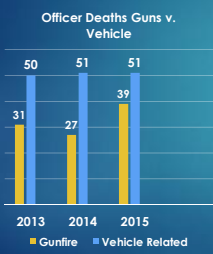
What impact does Traffic have on Law Enforcement?

What Kills More Deputies?



The slide features two images. On the left, a collection of various handguns is displayed on a surface. On the right, a utility pole with a power line is shown against a clear sky.

Officer Deaths Gunfire v Vehicle Related



Year	Gunfire	Vehicle Related
2013	31	50
2014	27	51
2015	39	51

- ▶ Over half of officer crashes the officer was not belted
- ▶ 50% of all officer crashes involve only the police car
- ▶ Speed is a major contributing factor





The slide contains four photographs of police vehicles involved in accidents. Top-left: A white police car with its driver-side door open. Top-right: A white police car with significant front-end damage. Bottom-left: A white police car with a person standing next to it. Bottom-right: A white police car with severe front-end damage, possibly involved in a collision with a tree.



Why Should I Wear My Seat belt?

- Officer safety
- Sets an example
- Agency policy?
- Statutory requirement?
- Insurance Issues





Recently in the News:
Seatbelts tangle up KC police officers over safety and security
By CHRISTINE YUNDEL
The Kansas City Star

- “Though most officers embrace seatbelts in their personal vehicles, some avoid them at work because they fear the belt will prevent them from getting to their gun or getting out of their car quickly. When a suspected drunken driver ran a stop sign and slammed into the side of a Kansas City patrol car in December, an officer got knocked unconscious...
- (Officer) “Grinik suffered a fractured pelvis and a broken shoulder and spent four days in a hospital. He is back to work, on limited duty, and fighting for full workers’ compensation benefits...”
- “Missouri law allows employers to cut compensation and death benefits for employees who fail to use safety devices. ...police officials cut Grinik’s benefits in half and want Grinik to pay for half of his medical costs...”




You Are Responsible For Your Agency’s Policies/Leadership

Consider your vehicle as
“Deadly Force”

- Judgement!!!
- Driving Code (lights and Sirens)
- Pursuit Policy
- Seatbelt Policy
- Training
- Stop sticks





Judgement

Think About What Can Go Wrong


Officer Michael Vaughn
October 17, 2008



Speed Kills!!!

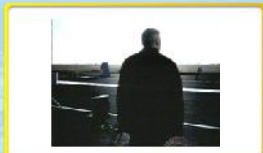


- For every 10 MPH over 50, the risk of death doubles!
- Perception/Reaction time-distance increases



Why is Speed Enforcement Important?

Collision severity can be greatly reduced by even small changes in speed.
(5 KPH = 3.17 MPH)



Speed in the Real World

Always be Alert

Leadership Solutions
Yolo County Sheriff's Office

YCSO - Agency Crash History

From 2005 to 2012, there were more than 100 at-fault YCSO crashes.

High speed driving was the norm, not the exception.

Yolo County (Ca) Sheriff's Department
94% Officer crash decrease in first two years

Unjustified Speed Activations

Month	Approximate Count
JAN	100
FEB	60
MAR	55
APR	30
MAY	55
JUN	25
JUL	50
AUG	40
SEPT	95
OCT	95
NOV	20
DEC	15
JAN	10
FEB	10
MAR	10
APR	10
MAY	10
JUN	10
JUL	10
AUG	10
SEPT	10
OCT	10
NOV	10
DEC	10

Leadership Solution

Yolo County ultimately went a total of 33 months before their first at-fault crash. They had saved well over \$300,000 and prevented countless injuries.


In 2015, the agency received a prestigious officer-safety award from the National Law Enforcement Officers' Memorial Fund for their Below 100 program.

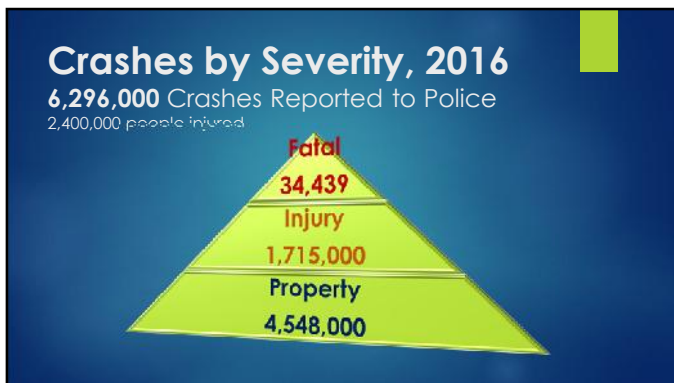


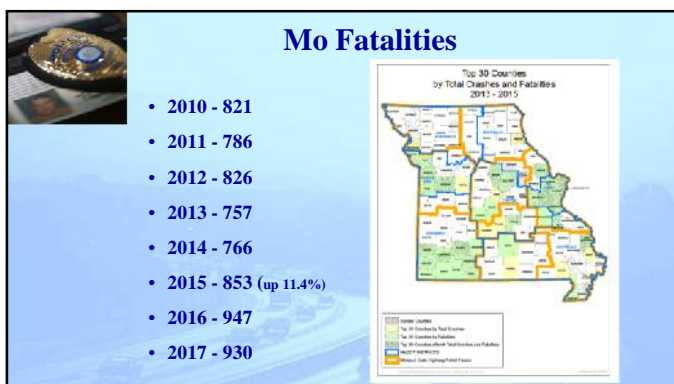
Department Crash Risk Management

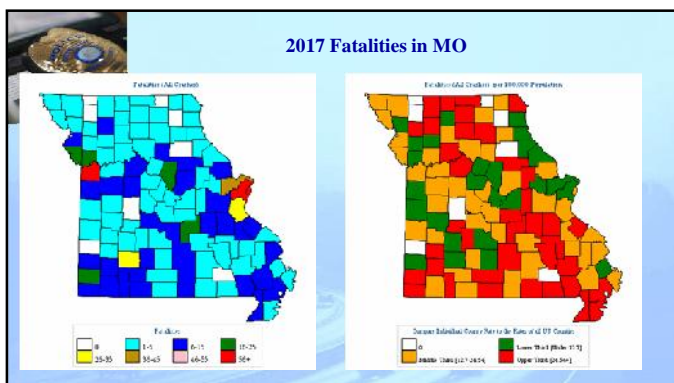
Progress, Relatively Safer

- ▶ 1966-926 Billion Miles Traveled
50,894 Deaths
- ▶ 2011-2,950 Billion Miles Traveled
32,479 Deaths









The "Big Three" in Traffic Enforcement

- Click It or Ticket
- Speeding
- Impaired Drivers

HVE Strategy

- ▶ Enforcement and advertising together
- ▶ Change the conventional wisdom/community perception
- ▶ Small amount of enforcement, maximum amount of change.
- ▶ Should be data driven


Upcoming Missouri Traffic Enforcement Campaigns

MoDOT Highway Safety Office
FY2019 Statewide Mobilization Dates

Major Campaigns	Dates
Youth Seat Belt Enforcement	March 15 – March 31, 2019
Click It or Ticket Enforcement	May 20 – June 2, 2019
Drive Sober or Get Pulled Over	August 15 – September 2, 2019
Quarterly DWI Enforcement Dates	
Holiday DWI Enforcement	December 14, 2018 – January 1, 2019
St. Patrick's Day DWI Enforcement	March 14-18, 2019
Youth Alcohol Enforcement	May 7-13, 2019
Independence Day DWI Enforcement	July 3 – July 7, 2019
Holiday DWI Enforcement	December 13, 2019 – January 1, 2020
Quarterly Occupant Protection Enforcement Dates	
November OP Enforcement	November 8, 2018
	*February 14, 2019
	*April 11, 2019
CPS Enforcement	September 15-21, 2019
	*November OP Enforcement November 7, 2018

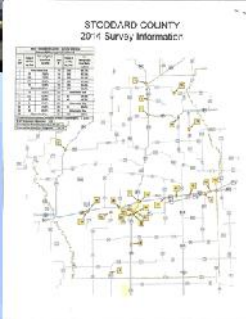
Enforcement Should be DATA Driven

- “When tortured properly, statistics will confess to about anything” - Will Price, NHTSA
- Glass Half Empty or Half Full? Trends!
- What are the raw numbers
- Get Community Buy In
- Do not ignore unsafe driving that you observe
- You cannot disregard the “emotion/political” factors

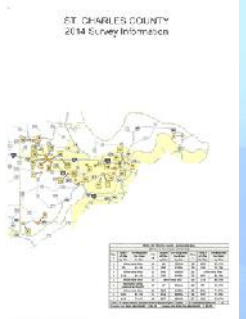


County Specific Data

STODDARD COUNTY
2014 Survey Information



ST. CHARLES COUNTY
2014 Survey Information



Traffic Enforcement Publicity

Before Campaign



After Campaign





Sustained Enforcement

The goal of all law enforcement should be the expectation of the public to receive a citation any time they are stopped and not wearing a seat belt.



Citation vs. Warning




- No single strategy has shown to be more effective in raising seat belt rates than enforcement
- High compliance states have almost double the seat belt citations per capita than low compliance states
- Public perception should be , if you don't wear your seat belt, you should expect a citation
- On teens warnings are ineffective



More Than Just Seat Belt Tickets

Missouri - Click it or Ticket


- DWI Arrests – 374
- Suspended Licenses – 1,113
- Adult OP Citations – 7,242
- Uninsured Motorists – 2,335
- CPS Citations – 242
- Speeding – 10,322
- Felonies – 187
- C&I Driving– 541
- Stolen Vehicles – 46
- Drugs – 241
- Fugitives Arrested – 560
- Traffic Stops – 30,139



Words of Wisdom

“Just because there is a picture on the internet of someone with a quote does not make it a true statement”

Abraham Lincoln






Drug Impaired Driving



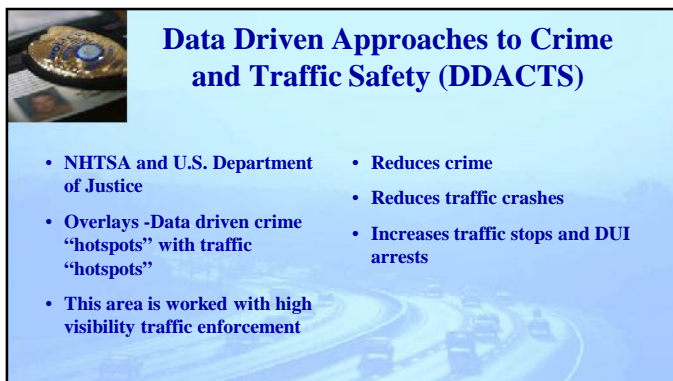
- Illegal Drugs
- RX Drugs
- RX Drugs not prescribed
- Poly Drug use
- Inhalants
- OTC Drugs
- Designer Drugs
- If you are impaired and driving, you are in violation!



Marijuana and Driving

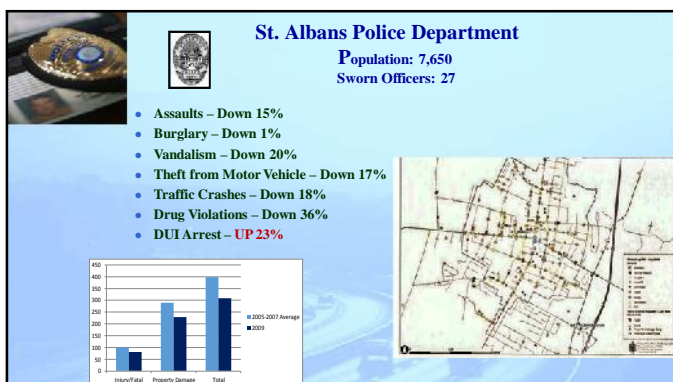
- **Marijuana Fun Facts**
- Marijuana related traffic deaths increased 66% in the 4 years since legalization compared to the prior 4 years in Colorado (all traffic deaths increased 16%)
- In the 2014 National Roadside Survey, MJ positives increased 48% over the same study in 2007 (#1 illegal drug)
- The top reasons for DRE testing that were confirmed MJ only were, in order, **speeding, weaving, and crashes.**
- On April 20, Fatal crashes increase 12%



Data Driven Approaches to Crime and Traffic Safety (DDACTS)

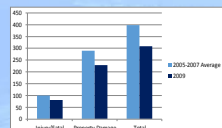

- NHTSA and U.S. Department of Justice
- Overlays -Data driven crime "hotspots" with traffic "hotspots"
- This area is worked with high visibility traffic enforcement
- Reduces crime
- Reduces traffic crashes
- Increases traffic stops and DUI arrests



St. Albans Police Department


Population: 7,650
Sworn Officers: 27

- Assaults – Down 15%
- Burglary – Down 1%
- Vandalism – Down 20%
- Theft from Motor Vehicle – Down 17%
- Traffic Crashes – Down 18%
- Drug Violations – Down 36%
- DUI Arrest – **UP 23%**





This slide is redacted with a black box.



Another advantage of DDACTS....


- Reduction of Shenanigans!






DDACTS Return on Investment

- St. Charles PD responded to 2,090 Crashes in 2017
- 2,359 police hours committed to crashes
- Hours are equivalent to \$191,268.57 or 1% of overall department budget and the equivalent of 1.61 Full Time Officers
- Time spend on crashes prevented active directed patrol
 - Approximately 175 MV stops not made
 - Approximately 7 Arrests not made



DDACTS Return on Investment

- For every 1% reduction in crashes means a minimum of:
 - 21 Fewer Crashes
 - 23.5 patrol hours recovered, valued at \$1,912.69
 - 2 MV stops recovered at the current rate of 0.07 per hour





DDACTS Return on Investment

- Crashes inflicted an estimated 3,517 hours or 146.5 days of delays on motorists – estimated citizen impact cost of \$32,378.97
- Estimated impact cost of Crashes in St. Charles - \$459,601.02
 - Police Cost Estimate - \$191,268.57
 - Fire/EMS Estimate - \$235,953.48
 - Community Estimate - \$32, 378.97
 - Community Cost per crash - \$219.90
 - Cost per Citizen per Crash - \$6.63 per resident



Traffic Resources

- National Sheriff's Association Website (Traffic Safety)
- IACP
- TOPS/Officer Roadside Safety Training
- www.Savemolives.com
- www.NHTSA.gov
- www.TrafficSafetyMarketing.gov
- www.NLEomf.com
- www.NLELP.org

Questions?

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