



The National Law Enforcement Challenge

ATTACHMENT TEMPLATE WITH MODEL APPLICATIONS

When organizing your information for this topic, take these examples of questions into consideration. You are not required to address each example individually; rather, use them to shape your application and provide a clean narration of your traffic safety efforts in these areas.

Agencies may submit one 10-page/10 MB attachment, which should include information pertaining to the following six sections (Problem Identification, Planning, Training, Public Information & Education, Enforcement, and Outcomes). The Policy section will require its own attachment (not to exceed 10 pages/10 MB) of policies relevant to and supporting your traffic safety efforts in this category. Accepted file formats are: Microsoft Word documents (.docx), PowerPoints (.pptx), and PDFs (.pdf).

PROBLEM IDENTIFICATION (10 POINTS)

- Describe the problem(s) in your jurisdiction.
- Have these problem(s) been identified based on community/engineering input?
- Have surveys been used to assess the severity of the problem(s) and contributing factors? Note: surveys don't have to be conducted by agency personnel; they could be obtained from other sources (i.e. DoT, etc.).

View a full copy of Maryland State Police's application here.

Impaired Driving - Problem Identification:

According to Maryland's Highway Safety Plan (MHSP), Every 47 hours, someone in Maryland dies in an impaired driving crash. Over the past five years, an average of 8,035 impaired driving crashes occurred annually on Maryland's roadways. On average, 175 people lost their lives and 4,192 were injured each year. One out of three people, and 14 people each month, are killed in crashes involving an impaired driver.

The Maryland State Police (MSP) is committed to the goals of the MHSP and "Towards Zero Deaths." In support of this goal the MSP strives to prevent collisions where impaired driving is a contributing factor. The MSP is committed to preventing injuries and saving lives through the enforcement of Maryland's impaired driving laws, while educating the public of the importance of safe driving speeds. However, there is an identified problem resulting from impaired drivers on Maryland's roadways. The recent legislation reducing and eliminating penalties for the use and possession of marijuana has only further exacerbated the problem. Impaired driving as a contributing factor in a crash occurs 9.29% of the time in MSP investigated crashes. This includes 44 of the 140 fatal collisions that MSP investigated in 2014. Impaired drivers are dying and killing people on Maryland's roadways.

In 2013, the Maryland Highway Safety Office (MHSO) completed a statewide survey to assess the opinions of Marylanders across the state in issues related to traffic safety. The results of the survey indicated that 20% of respondents indicated that they have gotten into a vehicle driven by someone who had been drinking. Nearly 16% of these same respondents indicated that they have driven a vehicle within 2 hours of drinking an alcoholic beverage.

Because of impaired drivers and the threat they impose to public safety of the citizens of Maryland, the MSP has again taken a primary role in the removal of these drivers and the continued drive "Toward Zero Deaths." The MSP has identified in their 2014 strategic plan that goal #3 of the department is to "prevent fatalities and injuries from traffic crashes." The MSP will maximize its efforts through a multitude of strategies in order to reduce injuries and deaths on Maryland roadways.

PLANNING (10 POINTS)

- Did you develop an operational plan to reduce the identified problem(s)?
- Were specific target areas included in the plan?
- Is the plan specific to the time/day when the problem is occurring?
- Is follow-up conducted to ensure that the plan is implemented?
- How do you support the state's Strategic Highway Safety Plan related to this issue?
- Attach a copy of the relevant sections of any written plan(s).

View Peachtree City Police Department's entire application here.



Occupant Protection: Planning

PCPD has an ongoing operational plan that targets occupant protection usage. The plan is modified throughout the year depending on the results of collision and seatbelt usage statistics that are gathered monthly. The operational plan included training for each officer in the department, various public information activities, car seat checkpoints, and targeted enforcement. The details of these sections of the plan are detailed further on subsequent pages.

The department had 7 officers assigned to the Community Response Team (traffic) during 2014. These officers were each tasked with organizing routine seatbelt details that involved a minimum of 2 officers and a spotter. These details were assigned to be conducted in the high collision frequency corridors of the city, which was circulated monthly. The officers were also tasked with conducting these details during peak collision times at these locations. Officers were required to enter the results of each detail on a spreadsheet that was reviewed by the Sergeant and the Lieutenant on a minimum of a monthly basis.

Below is a screen shot of the Excel file that was designed to track such details and plan future details based upon previous results and other information in the file (such as compliance rates and crash statistics).

Seat Belt Details										
	Date	Time	Location	DTE Area?	Citations	Warnings	Arrests	Total Enforcement Actions	Officers	Remarks
Ex:	1/4/14	1900-2000	Hwy 54 West	Yes	8	3	1	12	214,225,223	Night Time
JANUARY-MARCH										
1	1/27/14	1730-1845	54/74	Yes	7	3		10	285, 214, 298	**
2	2/3/14	1530-1730	HWY 54 WEST	YES	8	4	0	12	301, 331	
3	2/5/14	1030-1130	74@crosstown	yes	3			3	301,199,225	
4	2/6/14	1145-1315	54@walt banks	no	10	2		12	199,225,301	
5	2/27/14	1045-1145	54 west	yes	6	1		7	225,301,275,330	
6	3/13/14	1045-1115	54 east		3	0	0	3	199,225,301	
7	3/19/14	1420-1450	54 west		3	2		5	223,225,301,318	

The State of Georgia had a comprehensive traffic safety plan released in 2012 that remained active in 2014 and included numerous objectives, performance measures, and strategies regarding occupant protection. This plan was referenced and aspects of the plan that could reasonably be supported by our type of department where included in our overall plan towards occupant protection.

Below is a breakdown of the State's objectives and how our agency supported them:

State Objective: Maintain or improve on the 92% safety belt usage for the state.

PCPD: We were already substantially above the state average rate, and continued to improve during 2014. Enforcement, education, and other efforts helped improve the 98.2% Peachtree City average from 2013 to 98.23% in 2014.

TRAINING (5 POINTS)

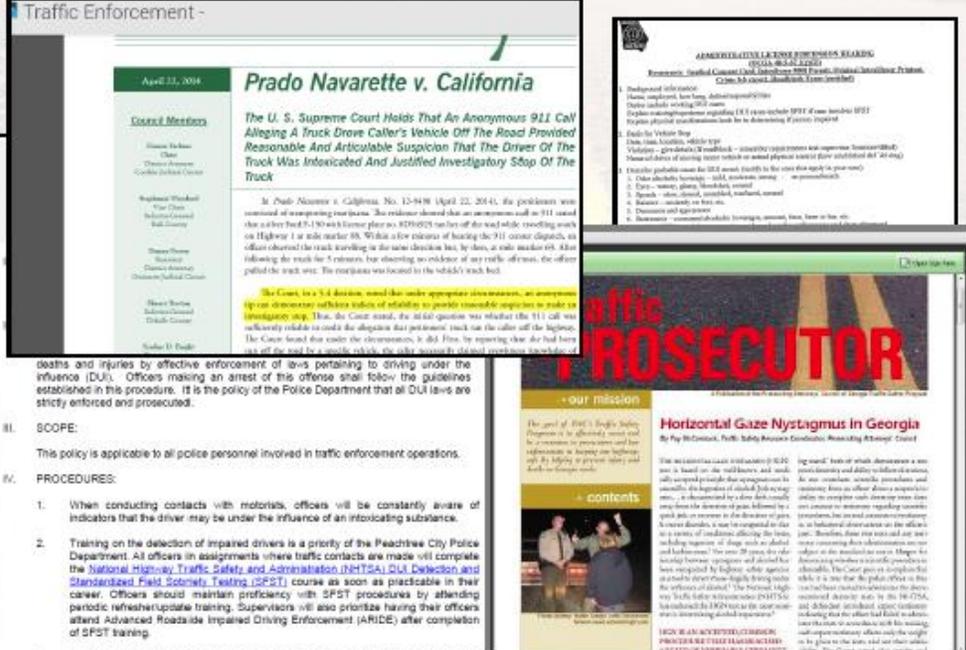
- Describe training initiatives related to this problem. Include the number of personnel who received training, as well as personnel already trained in enforcement techniques as is it relevant.
- Describe other relevant training your officers have undergone.

To view a full copy of Peachtree City Police Department's Application, click [here].



Impaired Driving: Training

- DUI Detection and Standardized Field Sobriety Testing (SFST): 100%** of Peachtree City Officers employed for the full year of 2014 have received this training. Seven new employees completed the training during 2014.
- Advanced Roadside Impaired Driving Enforcement:** All full-year employees with the exception of one, have completed ARIDE. Four new employees completed ARIDE in 2014.
- Seven officers completed SFST Update training during 2014.
- 20 officers completed Intoxilyzer 5000 recertification or training on Georgia's new breath testing instrument, Intoxilyzer 9000. All field officers employed for the full year were certified to operate a breath testing instrument.
- Three officers were previously certified as Drug Recognition Experts (DRE), and one as a DRE Instructor.
- 100%** of officers were required to complete a comprehensive online Traffic Training course via PowerDMS. Several of the topics addressed in this training covered impaired driving. This is an annual requirement for all officers. This includes updates on case law and policy, as well as reiterations of older, but important, information such as Administrative License Suspension Hearing (ALS) procedures.



Traffic Enforcement - Prado Navarette v. California

The U. S. Supreme Court Holds That An Anonymous 911 Call Alleging A Truck Drove Caller's Vehicle Off The Road Provided Reasonable And Articulate Suspicion That The Driver Of The Truck Was Intoxicated And Justified Investigatory Stop Of The Truck

In *Prado Navarette v. California*, No. 13-9476 (April 22, 2014), the petitioner was arrested at a stop for a traffic violation. The petitioner claimed that an anonymous 911 caller called a 911 operator and reported that a truck was driving erratically on Highway 1 at mile marker 85. Within a few minutes of hearing the 911 caller dispatch, an officer observed the truck swerving in the lane division, but, by then, the truck had exited the lane following the truck for 5 minutes, but displaying no evidence of any traffic offense, the officer pulled the truck over. The response was located to the vehicle's track back.

The Court, in a 5-4 decision, ruled that under appropriate circumstances, an anonymous tip can constitute sufficient notice of probable cause to justify a traffic stop. Thus, the Court stated, the critical question was whether the 911 call was sufficiently reliable to justify the dispatch and subsequent stop of the vehicle. The Court found that under the circumstances, it did. First, by reporting that she had been cut off the road by a specific vehicle, the caller provided a detailed description of the vehicle's behavior.

deaths and injuries by effective enforcement of laws pertaining to driving under the influence (DUI). Officers making an arrest of this offense shall follow the guidelines established in this procedure. It is the policy of the Police Department that all DUI laws are strictly enforced and prosecuted.

III. SCOPE:
This policy is applicable to all police personnel involved in traffic enforcement operations.

IV. PROCEDURES:

- When conducting contacts with motorists, officers will be constantly aware of indicators that the driver may be under the influence of an intoxicating substance.
- Training on the detection of impaired drivers is a priority of the Peachtree City Police Department. All officers in assignments where traffic contacts are made will complete the National Highway Traffic Safety and Administration (NHTSA) DUI, Detection and Standardized Field Sobriety Testing (SFTST) course as soon as practicable in their career. Officers should maintain proficiency with SFST procedures by attending periodic refreshers/update training. Supervisors will also prioritize having their officers attend Advanced Roadside Impaired Driving Enforcement (ARIDE) after completion of SFST training.
- If an officer develops suspicion that a motorist may be under the influence of an

Administrative License Suspension Hearings
 (OCSA 40-6-21, 40-6-22)
 Elements: Validated Consent (VOC), Subsequent 911 Call, Single or Multiple Offenses, CCRN, 30 Day Appeal, Bloodwork, Exam (optional)

- Independent information: Name, age, sex, race, address, occupation
- Driver's license: Validity, date of expiration

Traffic Prosecutor
 Horizontal Gaze Nystagmus In Georgia
 By Sgt. [Name], Public Safety Training Division, Peachtree City Police Dept.

The Horizontal Gaze Nystagmus (HGN) test is based on the well-known fact and well-understood principle that a person who is intoxicated will exhibit a certain degree of eye deviation. This deviation is caused by the fact that the eyes of an intoxicated person will tend to drift to the right or left of the center of the road. This deviation is caused by the fact that the eyes of an intoxicated person will tend to drift to the right or left of the center of the road. This deviation is caused by the fact that the eyes of an intoxicated person will tend to drift to the right or left of the center of the road.

100% ANNUAL TRAINING
 PEACHTREE CITY POLICE DEPARTMENT
 A STATUTE VOUCHER CERTIFICATE

PUBLIC INFORMATION AND EDUCATION:

The Westmoreland Sheriff's Office recorded a radio spot at the WRAR Radio Station in October 2014. Sergeant Molinares did the voice work for the holiday season drunk driving campaign. This spot aired over 100 times through December 31, 2014. The spot went over the DUI Initiatives that we were conducting and promoted the Statewide Campaign.

Our agency also took two photos and had posters made at a local printing company for our DUI Initiatives. One was a deputy arresting a drunk driver and one was a death notification poster, which depicted a deputy talking to a woman in her doorway. The first stated "Don't make us your designated driver" and the second stated "Don't make us tell your loved one that you won't be coming home". These posters are posted in our high schools and local convenience stores. The program was used to reach out to our target areas, which is our entire community.

The radio station was our largest partnership. The station worked one on one with Sergeant Molinares in producing the radio spot and aired it over 100 times. The radio station worked with us and produced an outstanding product at no charge.

Our School Resource Officer conducted PROM talks at both high schools and reached out to our young drivers to prevent drunk driving. Our agency approached GEICO Insurance and was able to get a golf cart donated that is stripped and painted identical to one of our patrol cars. This golf cart was used in 2014 at both high schools for DUI demonstrations. Geico was recognized by our agency in the newspaper for this donation. All students that were licensed or taking drivers education participated. We utilized goggles that were set at a .08 alcohol level and had each student drive the golf cart through a cone course. This was invaluable, as the students could not believe how difficult it was as they struck cones. This left a great impression on young drivers in reference to the importance of driving sober.

PUBLIC INFORMATION AND EDUCATION (PI&E) (5 POINTS)

- What public information/education activities occurred in the last twelve months? (Please verify the activities occurred during the past year and provide specific date(s) if known).
- Were any of these activities directed toward the specific problem(s)?
- Were any partnerships developed? With who and how did they help?

View a full copy of the Westmoreland County Sheriff's Office application [here](#).

ENFORCEMENT (5 POINTS)

- How many special enforcement teams were directed at the problem (not routine patrol)? Dates should be included and the activities should be described.
- How much routine patrol time was directed at this issue (different from grant-funded time)? Describe your activities in this area.
- How much grant-funded time (overtime) was directed at this issue? Describe your activities in this area.

View a full copy of Arlington County Police Department's application [\[here\]](#).

Enforcement

In 2014, ACPD dedicated approximately 80,000 regular duty hours directed at Speed Awareness. The regular duty efforts were supported by 4140 hours of department overtime and 200 hours from DMV grant funding. The vast majority of our traffic safety programs are centered on our Traffic Accident Reduction Program (TARP). Organized details and SOS – Traffic Safety Unit enforcement efforts are supported by our patrol squads to enforce speeding violations. SOS officers are assigned daily to our TARP locations.

2014 Off-Duty/DMV Programs - Time Targeted Enforcement				
	0600-1000 Hours		1500-1900 Hours	
	Speed	TARP	Speed	TARP
Monday	545	133	311	82
Tuesday	433	83	441	47
Wednesday	554	105	280	105
Thursday	579	101	365	81
Friday	513	91	431	71
Totals	2624	513	1828	386

54.4 % of all **Speed** Tickets were written during target times
83.1 % of all **TARP** Tickets were written during target times

OUTCOMES (10 POINTS)

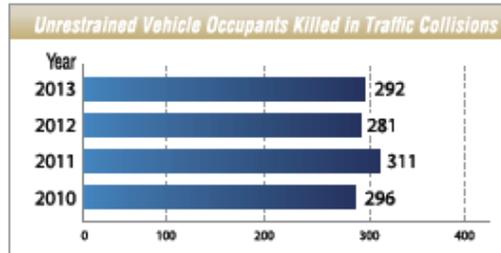
- Was there follow-up after the plan was implemented?
- What were the outcomes of the plan?
- Were there any other benefits (crime reduction, significant arrests, etc.)?
- Was any recognition provided to your officers? Explain.
- Was any recognition provided to any external stakeholders? Explain.
- Was any recognition received by any officers or your agency from external stakeholders? Explain.
- Note: enforcement statistics are not outcomes.

To view a full copy of California Highway Patrol's application, click [\[here\]](#).

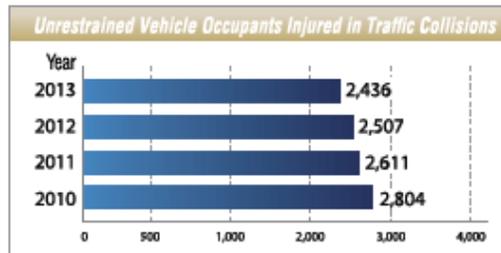
Outcomes

The ultimate goal of the CHP is saving lives. We are proud of our employees for their efforts in reducing the number of unrestrained and improperly restrained vehicle occupants in 2014. Through training, public education, and strict enforcement efforts, the total number of unrestrained vehicle occupants killed or injured in traffic collisions has decreased since 2008.

Though these statistics are promising, our work is not done. The CHP will continue to support innovative policies and programs that will further reduce and prevent fatalities and injuries while remaining committed to the safety of all roadway users.



In 2013, the total number of unrestrained vehicle occupants killed in traffic collisions decreased by 1.35 percent when compared to the previous three-year average.



In 2013, the total number of unrestrained vehicle occupants injured in traffic collisions decreased by 7.76 percent when compared to the previous three-year average.

Statewide Grant-Related Outcomes

The VOREI III was a 12-month traffic safety grant project (with a 12-month Program Operations Phase) coordinated and implemented statewide. This grant provided overtime funding for the deployment of uniformed officers for enhanced enforcement addressing unrestrained and improperly restrained vehicle occupants, concentrating on geographical areas that have historically low occupant restraint compliance. Additionally, a public education campaign included issuance of news releases, conducting traffic safety presentations, conducting CSS check-up events, operating CSS fitting stations, and distributing educational materials. The grant resources were well managed and the statewide project coordinators successfully implemented the planned activities.

Follow-Up

The CHP routinely monitors the performance and progress of each grant to ensure the success of its direction. To accomplish this, Area office commanders meet at least bimonthly with the next level of command (Division) and prepare quarterly progress reports for

their respective Division commanders. This information was provided to CHP management to discuss the progress toward achieving the goals and objectives of each operational plan and to review trends or other factors indicating a need to reassess the Department's strategic direction.

Part of this ongoing review process is the analysis of collision trends and other relevant data to refine strategies and performance measures. In addition to this internal review and analysis, the CHP submitted quarterly performance reports to OTS showing activities were conducted in a timely and efficient manner.

Societal and Economic Benefit

On June 13, 2014, the United States Department of Transportation, Office of Assistant Secretary for Transportation Policy, released its report, "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses," increasing the cost of one traffic collision fatality from \$9.1 million to \$9.2 million. For injury collisions, the economic cost ranges from \$27,600 to \$5,455,600 per injured victim, depending on injury severity. Accordingly, any reduction in reportable collisions provides societal and economic benefit.

Awards and Recognition

The CHP is committed to providing the highest level of Safety, Service, and Security to the people of California. To inspire excellence in our uniformed and nonuniformed employees, the CHP recognizes exemplary performance at all levels through our internal and external awards programs. To recognize employees for outstanding performance, the CHP established an internal awards program. Highway Patrol Manual 150.1, Departmental Awards Manual, assists departmental management with the important responsibility of recognizing employees. Through the CHP internal awards program, officers are recognized for extraordinary efforts in occupant protection enforcement and education. Area office commanders and shift supervisors routinely commend these efforts, reinforcing the mission of this Department. Forms such as the CHP 100, Officer's Evaluation/Activity Summary; CHP 2, Incident Report; and CHP 123E, Commander's Certificate of Commendation, provide avenues of recognition for exemplary traffic safety efforts.