



**National Highway
Traffic Safety
Administration**
*helping your agency
meet its traffic safety
goals*

**A Law
Enforcement
Partnership
Forum**



Introduction of Presenters **(In the order of their appearance)**

- Michael N. Geraci, Regional Administrator, National Highway Traffic Safety Administration (NHTSA), Region 2
- Ted Minall, Regional Law Enforcement Liaison, NHTSA, Region 1, (Former Chief of Police, City of Vergennes, Vermont)
- Mike Morris, Regional Law Enforcement Liaison, NHTSA, Region 2, (Former Chief of Police, Egg Harbor Township, New Jersey)
- Rick Sullivan, Law Enforcement Liaison, Rhode Island Office on Highway Safety (Former Chief of Police, City of Providence, Rhode Island)
- Arthur W. Kinsman, Regional Administrator, NHTSA, Region 1



The Initial Concept, The Critical Value of Traffic Enforcement

- Fatalities Increasing, Enforcement Decreasing - Any correlation?
- Not about the number of arrests or tickets but rather the need for contacts to change behavior and remove the risks takers from the roadways
- We needed to hear from law enforcement, from varying agencies and ranks
- Our assistance has to be developed by what we hear based on the needs of law enforcement



Data Created the Need

- 35,092 lives lost in 2015
- The highest single year increase in 50 years!
- First half of 2016, 10% increase in traffic fatalities, nationwide
- 94% of crashes are the result of poor human choices
- Who has a direct impact on human choices ? Law Enforcement



Forum Goal

To identify common challenges to, and potential solutions for consistent, efficient and effective Traffic Safety Services



Planning and Development

- Having decided what the primary goal of the forum would be, continuing discussion was focused on what actual design and format for the forum would be the most effective method of delivery
- The ability to collect and analyze critical crash data, as well as other traffic related information would provide the foundation for the meeting
- Selecting a specific geographical area of focus would be based on the scope of the problem in a participating state
- How long would each forum take?
 - Part of a day, 2, 3 or 4 hours?
 - A full day with break out sessions?
- It was decided to start with a three hour time frame but remain flexible with the length of the forum when considering future forums



Known Challenges To Sustained Traffic Enforcement

- Lack of Personnel - under staffed
- Too busy with calls for service, and related reporting processes
- Competing demand for time such as community meetings, etc.
- Other opportunities for less stressful overtime (road construction et al)
- Lack of community support and sometimes a shortage of political support
- Low level of interest in Traffic Enforcement or other overtime opportunities (millennials, work culture)
- Lack of consistent effective prosecution
- High profile negative media coverage
- OTHER OBSTACLES NOT LISTED HERE



Planning and Development

- Determining the number of participating law enforcement agencies would depend upon the size and demographics within the selected area of focus
- What personnel should be invited from the LEAs selected to participate?
 - Command level officers
 - If the agency has a traffic team, the team supervisor
 - If the agency doesn't have a traffic team, then the person responsible for traffic enforcement (Patrol supervisor etc.)
 - Patrol supervisors
 - Patrol officers
 - The person responsible for data collection and analysis



Operational Preparation

- The First Forum
- Working with the State of New Jersey Highway Safety Office and New Jersey LEL
- Identification of the Geographical Area of Focus



Operational Preparation

- Working with the State of New Jersey Highway Safety Office and New Jersey LEL to determine:
 - A functional venue capable of comfortably accommodating the projected number of attendees
 - Conduct a venue site visit to evaluate seating capacity, Audio/Visual capabilities, attendee sight lines, and is the room's design conducive to holding an effective round table discussion? Is there a need to re-configure the room's seating design? Do you need additional tables, chairs, podium, screen?
 - Is the venue readily accessible and centrally located to reduce the commute time of the potential attendees?
 - Is there facility security procedures which will delay the entry of forum attendees?



Operational Preparation (Venue Selection)



MONMOUTH COUNTY SHERIFF'S OFFICE PUBLIC SAFETY CENTER



Product Delivery

(Who should attend?)

- Work with the highway safety office to create a list of potential law enforcement participants (from the geographical area of focus)
- Ensure the invited attendees represent a cross section of executive/ command level personnel and line/patrol personnel
- The makeup of attendees should clearly represent, local and county enforcement agencies and representation from the State Police
- In addition, the Chiefs' and Sheriffs' Association executive should be invited as well as Training Council/Police Academy leadership
- It's important to include Traffic Safety Resource Prosecutors and State and Regional Judicial Outreach Liaisons
- Work with the NHTSA Regional Office to determine which Regional staff members should attend. Consider other NHTSA (HQ/other Regions?) staff and other Federal Partners (Federal Motor Carrier Safety Administration and Federal Highway Administration)



Product Delivery Agenda Preparation

- Work with the highway safety office staff to prepare an agenda which will include the following:
 - Welcome and Opening Remarks (keep these to no more than a total of 10 minutes)
 - Presentation of Crash Data for the selected geographical area Regions 1 and 2 were 3 hour session and there was one 10 minute break (leading into the Table Discussion)
 - Facilitated Round Table Discussion (include self introductions)
 - Summation and Closing Comments



Product Delivery

(Data Presentation)

- Review crash data, statistics and other pertinent information specific to the area of focus. Drill down data to include serious injury crashes.
- Identify the most appropriate source of data and the most effective method of presentation
- Select the basic metric for the most efficient analysis for that area of focus
- The data presentation sets the table for the follow up discussion and should not dominate the forum's allotted time. Focus on concise problem identification

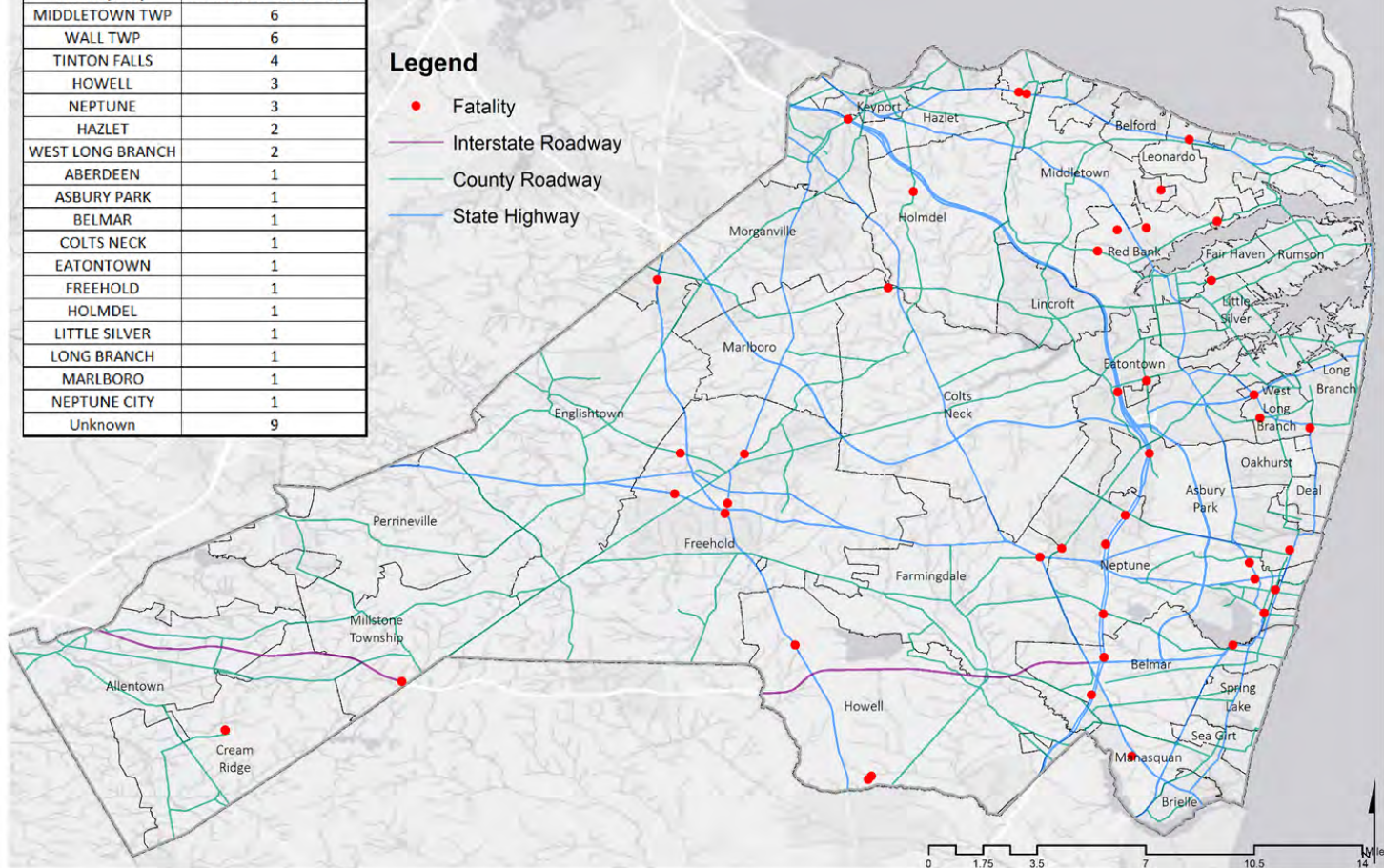


Those Killed in Crashes Where One or More Drivers had a BAC of 0.08+ 2010 - 2014

Municipality	Total Killed - 2010 - 2014
MIDDLETOWN TWP	6
WALL TWP	6
TINTON FALLS	4
HOWELL	3
NEPTUNE	3
HAZLET	2
WEST LONG BRANCH	2
ABERDEEN	1
ASBURY PARK	1
BELMAR	1
COLTS NECK	1
EATONTOWN	1
FREEHOLD	1
HOLMDEL	1
LITTLE SILVER	1
LONG BRANCH	1
MARLBORO	1
NEPTUNE CITY	1
Unknown	9

Legend

- Fatality
- Interstate Roadway
- County Roadway
- State Highway



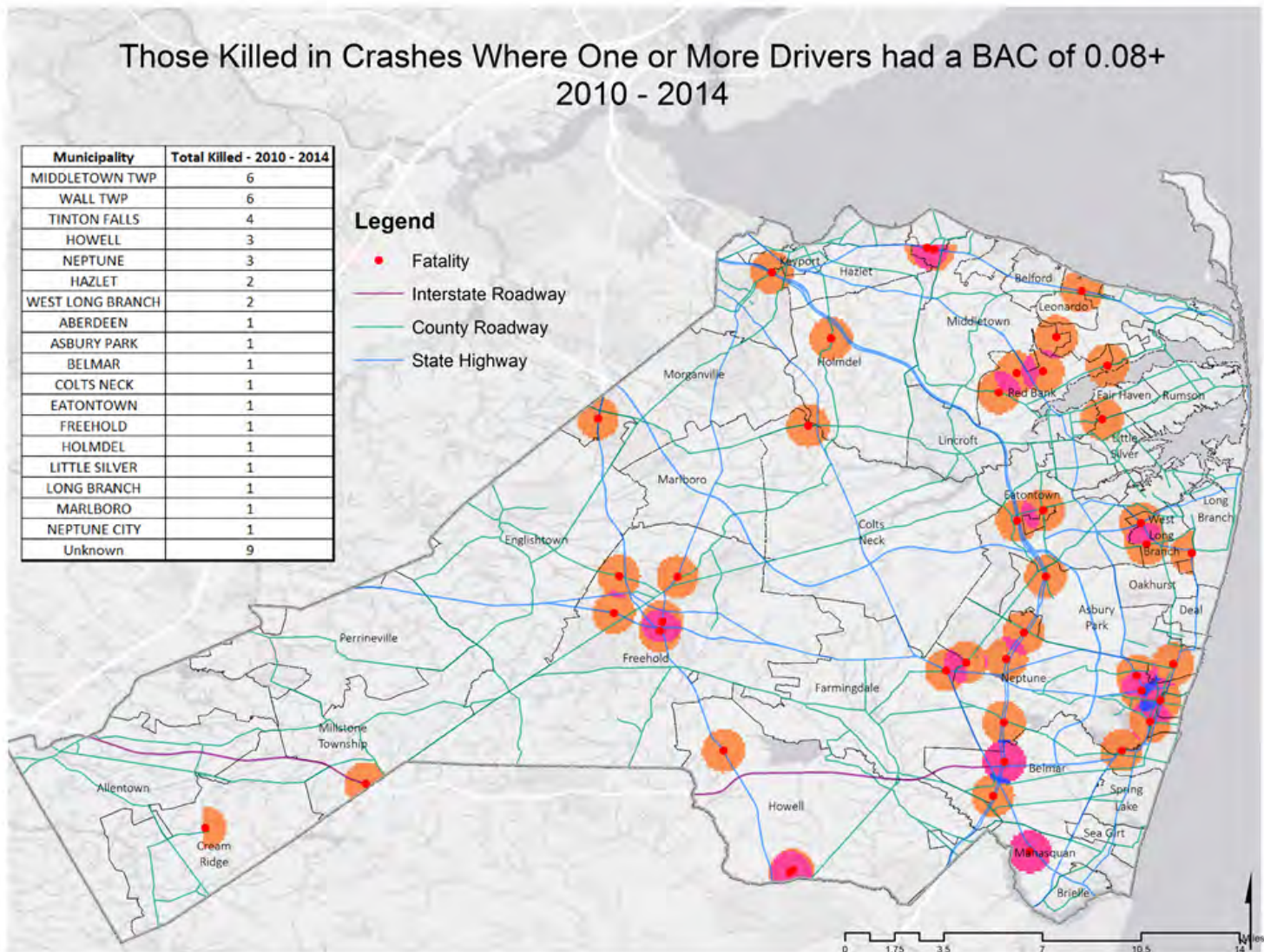


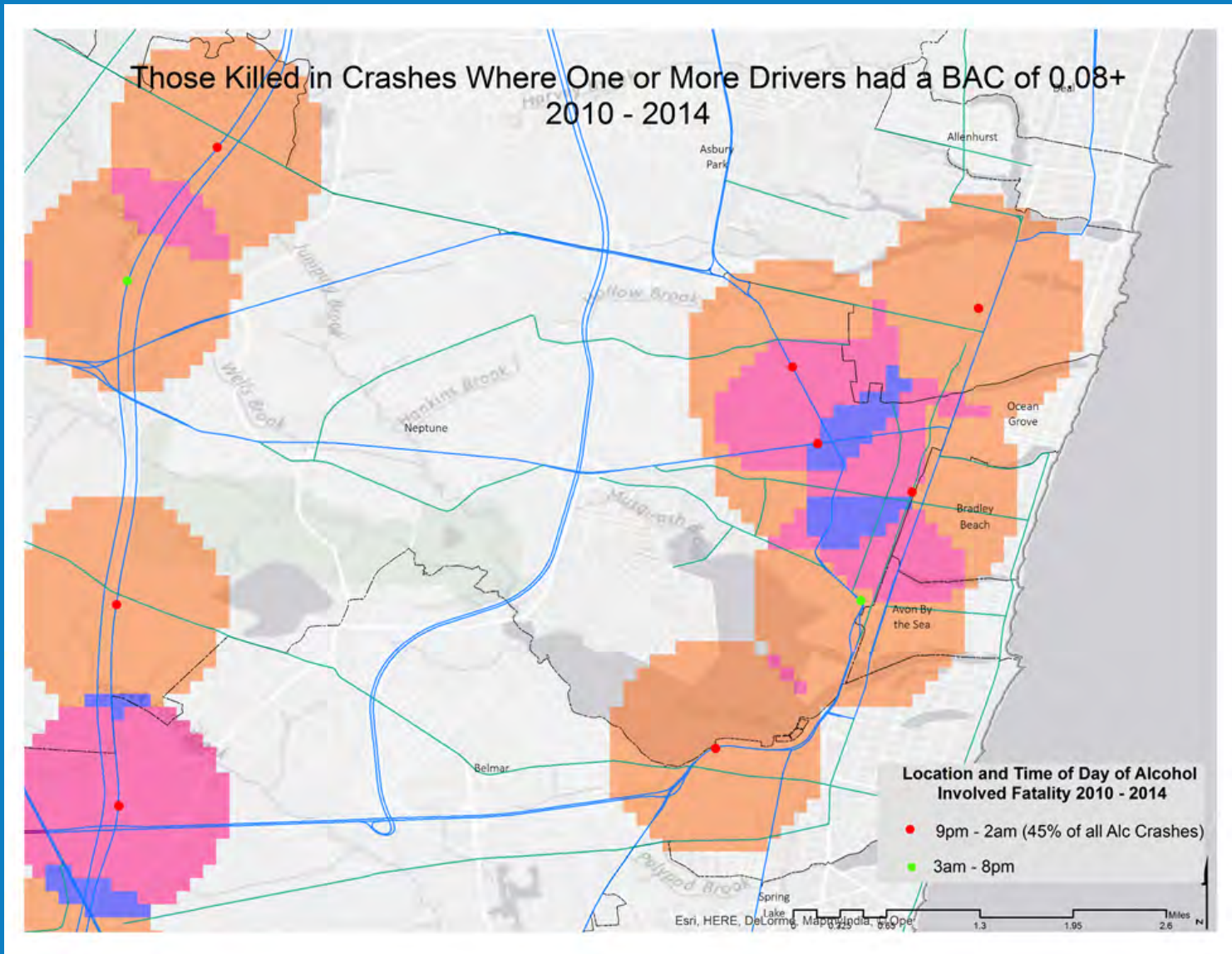
Those Killed in Crashes Where One or More Drivers had a BAC of 0.08+ 2010 - 2014

Municipality	Total Killed - 2010 - 2014
MIDDLETOWN TWP	6
WALL TWP	6
TINTON FALLS	4
HOWELL	3
NEPTUNE	3
HAZLET	2
WEST LONG BRANCH	2
ABERDEEN	1
ASBURY PARK	1
BELMAR	1
COLTS NECK	1
EATONTOWN	1
FREEHOLD	1
HOLMDEL	1
LITTLE SILVER	1
LONG BRANCH	1
MARLBORO	1
NEPTUNE CITY	1
Unknown	9

Legend

- Fatality
- Interstate Roadway
- County Roadway
- State Highway







Product Delivery (Forum Day)

- Regions 1 and 2, held 4 forums, New Jersey, Connecticut, Rhode Island and Maine during July-September 2016. New Hampshire, Massachusetts, New York, Pennsylvania and Vermont scheduled for 2017
- Each forum followed the same basic blueprint, but adjustments were made as the meetings continued
- The Second Law Enforcement Partnership Forum, Hartford, Connecticut
- Make adjustments to the agenda to to accommodate the states needs



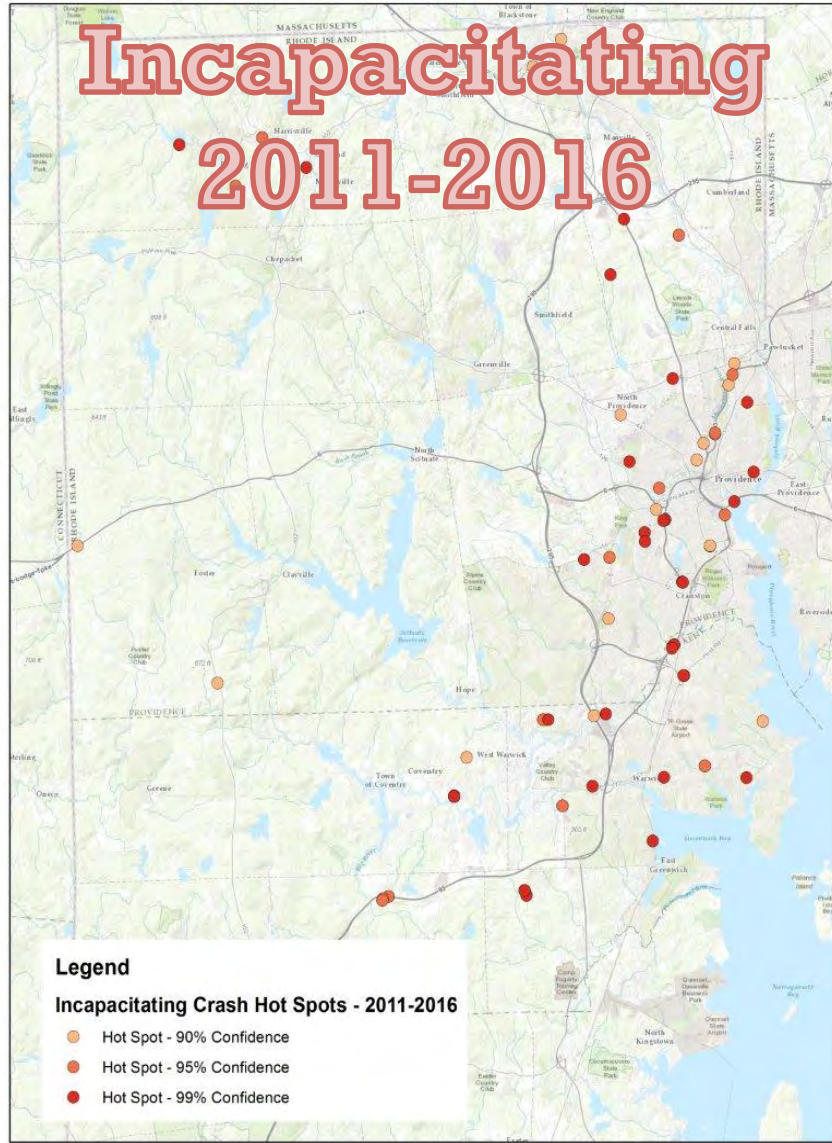
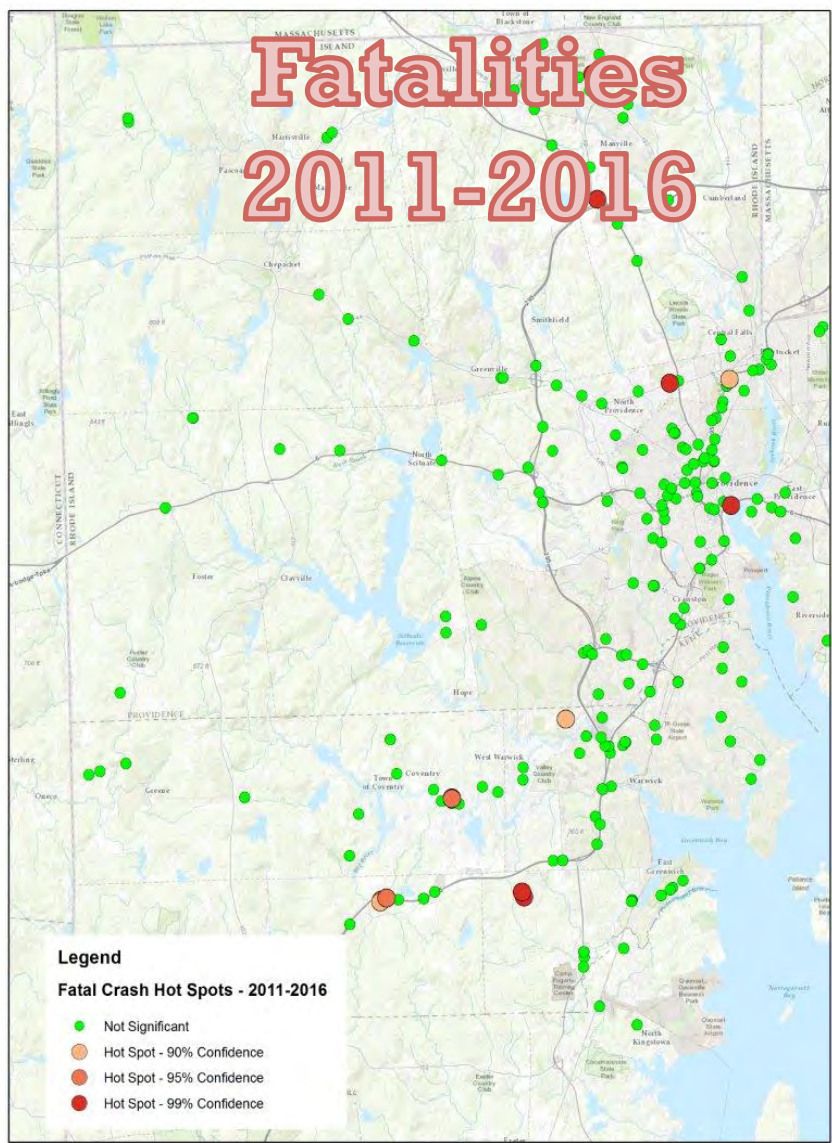
Staging a Law Enforcement Partnership Forum (From a State's Perspective)

- The staff of the RI Highway Safety Office worked with the Rhode Island Department of Transportation data personnel to select a geographical area of focus.
- The chosen area, Providence and Kent are counties adjacent to each other and represent 80 Percent of all serious injury crashes within the state
- The forum team selected the Providence Department of Public Safety complex as the venue for the event
- Following the selection and invitation of area LEAs, each agency was provided with the following documents:
 - Statewide crash data as well as county and local data
 - A (fill in the blanks) agency profile form. They were asked to provide answers to questions relating to their traffic safety efforts
 - A forum agenda



Staging a Law Enforcement Partnership Forum (From a State's Perspective)

- Each agency was given was given a profile with the amount of violations issued in each of the emphasis areas of: speed, occupant protection and impaired driving arrests/citations over a three year period
- They were also given the number of fatalities and serious injury crashes in their city/town
- They were provided with their observed seatbelt use rate
- A spread sheet detailing each agency's profile was distributed to all those in attendance for them to compare their own data with that of the other Rhode Island law enforcement agencies



Rhode Island Law Enforcement Partnership Forum





Staging a Law Enforcement Partnership Forum (From a State's Perspective)

- A total of 22 of Rhode Islands 39 law enforcement agencies were invited, including the Rhode Island State Police (RISP). 22 agencies accepted and attended
- The attendees included the Superintendent of Rhode Island State Police, 7 Chiefs and a blend of command staff personnel as well as members of traffic teams, patrol supervisors and officers, and President of the Chiefs' Association
- The three hour agenda provided time for:
 - Opening comments
 - A data analysis and demonstration
 - A 10 minute break
 - 90 Minute roundtable discussion



Crash Map of Providence and Kent Counties

A 90 minute round table discussion, which began a roll call of the 22 participating agencies . Each participant provided a thumbnail description of their agency's traffic safety programs and primary obstacles. During this exercise, participants were asked to provide information relating to the following aspects of their programs:

- What is your crash data capacity at the local level?
- Does your agency currently have a dedicated crash data analyst? If not how do you collect data?
- Describe your agency's mapping capabilities?
- If your agency has effective mapping, how do you use it? How is the information transmitted to the traffic enforcement officers and other patrol personnel?



Staging a Law Enforcement Partnership Forum (From a State's Perspective)

- Currently, what are the specific manpower deployment challenges within your agency?
- Within your agency, who conducts traffic enforcement? Are all uniformed personnel expected to perform regular, data driven enforcement? Or is this responsibly conducted only by dedicated personnel/units?
- When enforcement is conducted - is it only during enforcement campaigns or is it sustained throughout the year? Are these enforcement activities conducted on an overtime basis or during patrol discretionary time?
- What steps can be taken to assist your agency to participate in a consistent level of traffic safety engagement?



Staging a Law Enforcement Partnership Forum (From a State's Perspective)

- Three staff members from the Office on Highway Safety served as note takers, recording each agency's presentation
- A post summit survey was sent to each participant requesting feedback and informing agencies that additional forums would be convened in other sections of the state
- The continuous dialogue, started during the summit, remains on-going



What Did we Find Out? Lessons Learned?

Obstacles to sustained engagement in traffic safety enforcement may be segmented into three general categories:

(1) *Resources*

- Personnel - Continual workforce shortages; lack of interest in traffic enforcement by patrol officers
- Training - The need for more technical training, such as DRE, ARIDE; Traffic Management for Supervisors
- Equipment - Speed detection devices, body cameras, laptop computers etc.

(2) *Operational Deployment* - Competing operational priorities; other overtime opportunities; grants funding restricted to narrow time frames (CIOT)

(3) *Administrative Leadership* - Lack of leadership guidance and direction specific to traffic safety services

- This is just a sample of the information the Safety Team prepared for you in Region 1 and 2.
- The report was prepared by the most prominent law enforcement agencies in the region.
- Please contact your local law enforcement agency for more information.

**National Highway Traffic Safety
Administration,
Regions 1 and 2
Law Enforcement Partnership Forums**

Working Together



- The Forum Report lists the most prominent law enforcement agencies in the region.
- The Forum Report lists the most prominent law enforcement agencies in the region.



Takeaways and Recommendations

- Identify an agency traffic safety champion
- Create national public information and outreach message/campaign supporting law enforcement traffic safety
- Conduct a cost/benefit/return on investment analysis, overtime versus funding a Promote multi-agency sharing of Crash Data Analysts (county, region wide)
- Promote the continued development of Predictive Analytics, DDACTS model etc.



Takeaways and Recommendations

- Promote/support Regional Traffic Officers Associations (New Jersey model)
- Create/expand Regional Traffic Crash Reduction Task Forces
- Enhance collaborative efforts with FHWA, State/local DOT's/Highway Safety Alliances (Vermont Highway Safety Alliance model)
- Utilize Regional and State Judicial Outreach Liaisons and State Traffic Safety Resource Prosecutors to assist local court staff regarding successful prosecution of Impaired Driving cases and promote effective countermeasure efforts, 24/7 etc.



Where Do We Go Next?

- The results of the initial forums in New Jersey, Connecticut and Rhode Island were presented to NHTSA Administrator Dr. Mark Rosekind in September of 2016
- Dr. Rosekind believed that the outreach to the law enforcement community was so important to the success of the NHTSA mission, he directed each NHTSA Region to schedule at least one forum by the close of 2016
- In response to the Administrator's direction, a number of these forums have already been hosted in various states and have resulted in the continuation of this very important opportunity to engage in open dialogue

QUESTIONS?

