Re-energizing Law Enforcement in Traffic Safety

LELs and the LE/SHSO Interactions Toolkit
What is the Toolkit?

- Developed by GHSA under contract with NHTSA

- **Primary Audience:** State Highway Safety Office Directors and GRs

- **Goal:** Enhance and support law enforcement and SHSO interactions
How Did We Get Here?

Phase 1: 2017-2018

- Landscape assessment
- Expert panel meetings
- Roadmap of phase 2 activities

Phase 2: 2018-2019

- State LE Association Directory
- Self-Assessment Tool
- Customizable PPT presentation and companion guide
- LEL case studies
Landscape Assessment

- SHSO relationships with LE & LE associations
- LEL programs & training
- Issues contributing to lack of traffic law enforcement
  - Competing priorities
  - Leadership & motivation
  - Resources & manpower
  - Public perceptions
- Suggestions for support
Expert Panel

- SHSO GRs & Directors
- LE Associations: IACP, NSA, NOBLE
- Advocacy/Research Organizations: NSC, AAA Foundation, MADD
- NHTSA
- GHSA
Roadmap

- LE engagement workshop at 2018 AM
- Add LE engagement to Executive Seminar
- SHSO Director/GR working group
- Communications/marketing plan
- Outreach to potential new partners
- LE engagement toolkit
  (https://ghsa.org/resources/law-enforcement)
LE Association Directory

STATE LAW ENFORCEMENT LEADERS

Below is a list of available contact and event information for state associations of chiefs of police and sheriffs, as well as chapters of the National Organization of Black Law Enforcement Executives (NOBLE). SHSOs are encouraged to be in contact with the leaders of these organizations to better facilitate relationships with local law enforcement.


<table>
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<tr>
<th>STATE</th>
<th>CHIEFS OF POLICE</th>
<th>SHERIFFS</th>
<th>NOBLE CHAPTERS</th>
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<tr>
<td>Alabama</td>
<td>Alabama Association of Chiefs of</td>
<td>Alabama Sheriffs Association</td>
<td>Birmingham Chapter</td>
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<td>Police Executive Director: Adrian</td>
<td>Executive Director: Robert</td>
<td>President: Henry Irby,</td>
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<td><a href="mailto:aacop@aacop.com">aacop@aacop.com</a></td>
<td>334-264-7827</td>
<td><a href="mailto:bac@NOBLENat.net">bac@NOBLENat.net</a></td>
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<td>334-207-2712</td>
<td>alabamasheriffs.com</td>
<td>205-901-4581</td>
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<td>aacop.com</td>
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<td>Jacobs</td>
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Please share updates!

https://my.ghsa.org/content.asp?=Y&contentid=513
# Self-Assessment Tool

**SHSO - Law Enforcement Executive Engagement Self-Assessment Tool**

## Section 5: Statewide Assessment of Police Traffic Services and Traffic Enforcement
Following completion of this self-assessment tool, an SHSO may need to consider conducting a comprehensive assessment of its police traffic services program. Such an assessment could follow the format of NHTSA program assessments but examine and evaluate the spectrum of services offered by the SHSO to its law enforcement partners including areas such as strategic perspectives involving executive engagement, planning and coordination, traffic safety training, data availability and distribution, traffic safety communication plans, and more.

- An assessment might also include components to gauge prevailing law enforcement attitudes toward traffic enforcement (culture?).
- This assessment could have a variety of formats, from convening focus groups to a more formal evaluation by a panel of state officials/law enforcement executives or possibly even an evaluation by a panel of out-of-state experts.
- The assessment could identify specific strengths that might be enhanced and/or gaps that might be addressed with short and long-term strategies.

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<tr>
<th>Activities</th>
<th>Action Plan</th>
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<td>☐ Has the SHSO considered the possibility of conducting a comprehensive assessment of its overall Police Traffic Services Program?</td>
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<td>☐ Does the SHSO have a Law Enforcement Liaison program?</td>
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<td>☐ If so, has the SHSO conducted an objective assessment and evaluation of its LEL program? ⁴</td>
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**Related Resource**
- [Consulting Services Initiative](https://www.ghsa.org) (GHSA membership required)

**Notes:**

⁴ Such an assessment should consider both the administrative/process aspects of the program as well as its outcomes and impacts. Questions to cover include:
- Are the LELs full-time or part-time?
- Are the LEL's only responsibilities SHSO functions?
- What is working?
- What gaps exist?
- Are data collected to indicate the number and types of law enforcement agencies contacted?
- Are data collected to indicate the number of law enforcement executives (e.g. Chiefs, Sheriffs) contacted?
Vast Majority of Fatal Crashes: Human Error

Human Factors that can be Impacted by Law Enforcement:

• Speeding and Aggressive Driving
• Impairment
• Distraction
• Failure or Improper Use of Restraints
• Other Risky Driving Behaviors
  • Red Light / Stop Sign Running
  • Failure to Yield
  • Drowsy Driving
• Driver Competencies

Involving law enforcement executives in the development of SHSPs facilitates their buy-in and ownership and furthers their understanding of the collective efforts of all partners. Recruiting executives who have not been traditional traffic safety partners will help expand collaboration and understanding.

Talking Points:

• Highlight the specific role law enforcement has in each of the plan’s core elements, both in the state’s process as well as locally within their communities.
LEL Case Studies

LEL Case Study: Washington

The Washington State Law Enforcement Liaison (LEL) program consists of 23 municipal, county and state law enforcement officers representing 17 regions throughout the state. LELs are active duty law enforcement officers who volunteer to assist in the coordination of local traffic safety activities.

A statewide coordinator serves as the conduit between these regional LELs and the Washington Traffic Safety Commission (WTSC). The coordinator provides training opportunities and communications to the local LELs, as well as links to state and national information and resources.

Unique to Washington State is the team approach to traffic safety where each LEL is teamed with a civilian WTSC employee holding the title of Target Zero Manager (TZM). The TZMs manage a team of traffic safety specialists of which the LEL is a vital member. The TZMs coordinate the national mobilizations, assess data and trends, manage grant allocation and coordinate media events related to traffic safety.

LEL Case Study: Idaho

Idaho’s six Law Enforcement Liaisons (LELs) are full-time law enforcement officers chosen for the role with an emphasis placed on traffic responsibilities and understanding as part of their regular law enforcement duties.

The program was re-established in 2004 with the intention that LELs would serve as a conduit of information between the state highway safety office and the law enforcement community.

The Idaho LEL program is divided into six districts that mirror the state Department of Transportation’s districts. The Idaho Office of Highway Safety provides a grant to cover overtime and travel expenses for the LELs for costs directly related to their duties as LEL. Two municipal police officers, two state troopers and two sheriff’s deputies comprise the state’s LELs, with one of the officers serving as the LEL Coordinator.

Idaho by the Numbers

Population: 1.75 million
Law Enforcement Agencies: 100-150
Law Enforcement Officers: < 5,000
Next Steps

- Review toolkit contents.
- Encourage GR/Director to develop executive-to-executive relationships with law enforcement.
- Use the toolkit resources for your own outreach and presentations.