



Strategies for Traffic Safety



Save a LifeTM
Texas Department of Transportation



Welcome To Round Rock



TxDOT Traffic Safety Programs

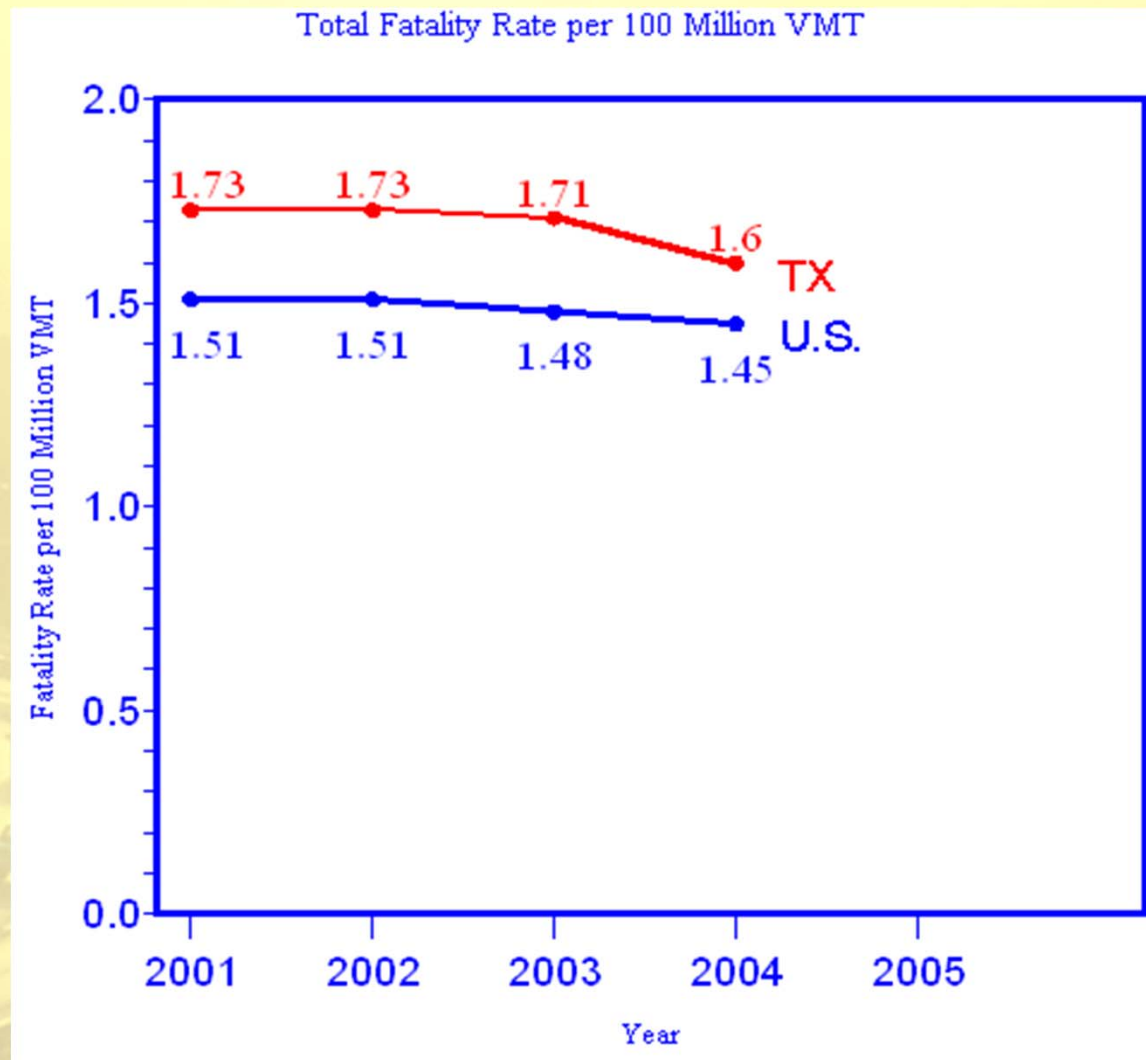
- The Texas Department of Transportation does much more than engineering, traffic management, road signs & signals
- Safety initiatives to improve driver behavior, eliminate roadway hazards, increase law enforcement
- Some of the more notable initiatives:



These initiatives can effect your workload directly!

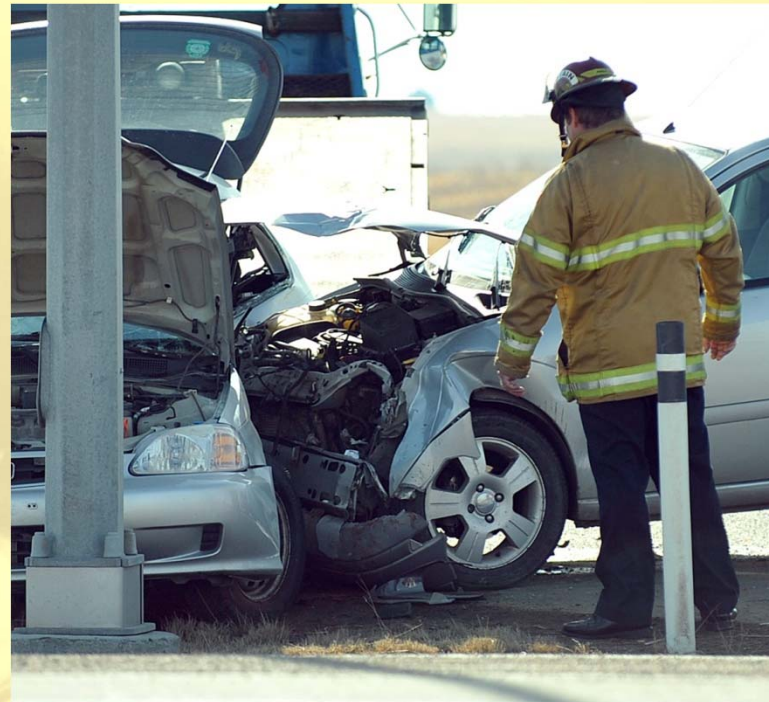
Why Traffic Safety?

- Texas consistently ranks in the top two states for traffic fatalities
- We run neck and neck with California even though we have less population



2007 Fatality Crashes

<u>County</u>	<u># of Fatalities</u>
1.Harris Co	339
2.Dallas Co	218
3.Tarrant Co	156
4.Bexar Co	133
5.Travis Co	94
6.Hidalgo Co	71
7.Mont. Co	69
8.El Paso Co	50
9.Denton Co	49
10.Jefferson Co	55



Law Enforcement Initiatives



Selective Traffic Enforcement Programs (STEP)

- Grant funds provide increased enforcement of traffic laws
- 172 agencies received 233 grants (2009)
- Various types of grants include:
 - Safety Belt/ Speed/ DWI
 - Intersection Traffic Control
 - Commercial Motor Vehicle
 - Year Long, Waves, and Mobilizations
 - Non Funded

Police Traffic Services Support

- 6 LECs cover the State of Texas
- Recruit law enforcement agencies to participate in traffic enforcement grants
- Assist with all grant related paperwork and policies
- Spread Traffic Safety Message to Public
- Maintain Buckle Up Texas website
www.buckleuptexas.com
- Work in conjunction with and support “partner agencies” (TMCEC, TDCAA, MADD)



Welcome to Buckleuptexas.com

Home

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News & Information

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Program Results

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LEADRS
Law Enforcement Advanced
DUI/DWI Reporting System

**Law Enforcement
Coordinators**

In the News

[FY 06 Memorial Day CIOT Incentive Award Project Winning Agencies](#)

[Pictures of the Memorial Day CIOT Incentive Winners](#)

[Labor Day Impaired Driving Mobilization Incentive Project](#)

[News Stories](#)

[2006 Wave Dates](#)

**Drink.
Drive.
Go to Jail.** 

What we do.

The Texas Department of Public Safety (TxDPS), the law enforcement community, training agencies, associations, prosecutors, the judiciary and the Texas Department of Transportation (TxDOT) work together to decrease crashes, fatalities, and injuries. To achieve this goal, the program combines a concerted local and statewide media campaign with additional law enforcement activities to reinforce the message. Selective Traffic



Program Login

Email:

Password:

Login

[I have forgotten my password...](#)

Available Programs:

[2006 Labor Day Impaired Driving Mobilization Incentive Project Instructions](#)

[Labor Day Impaired Driving Mobilization Incentive Project Registration and Reporting](#)

[Survey Tools](#)

[2005 Public Opinion Survey Report Summary](#)

Need Help?

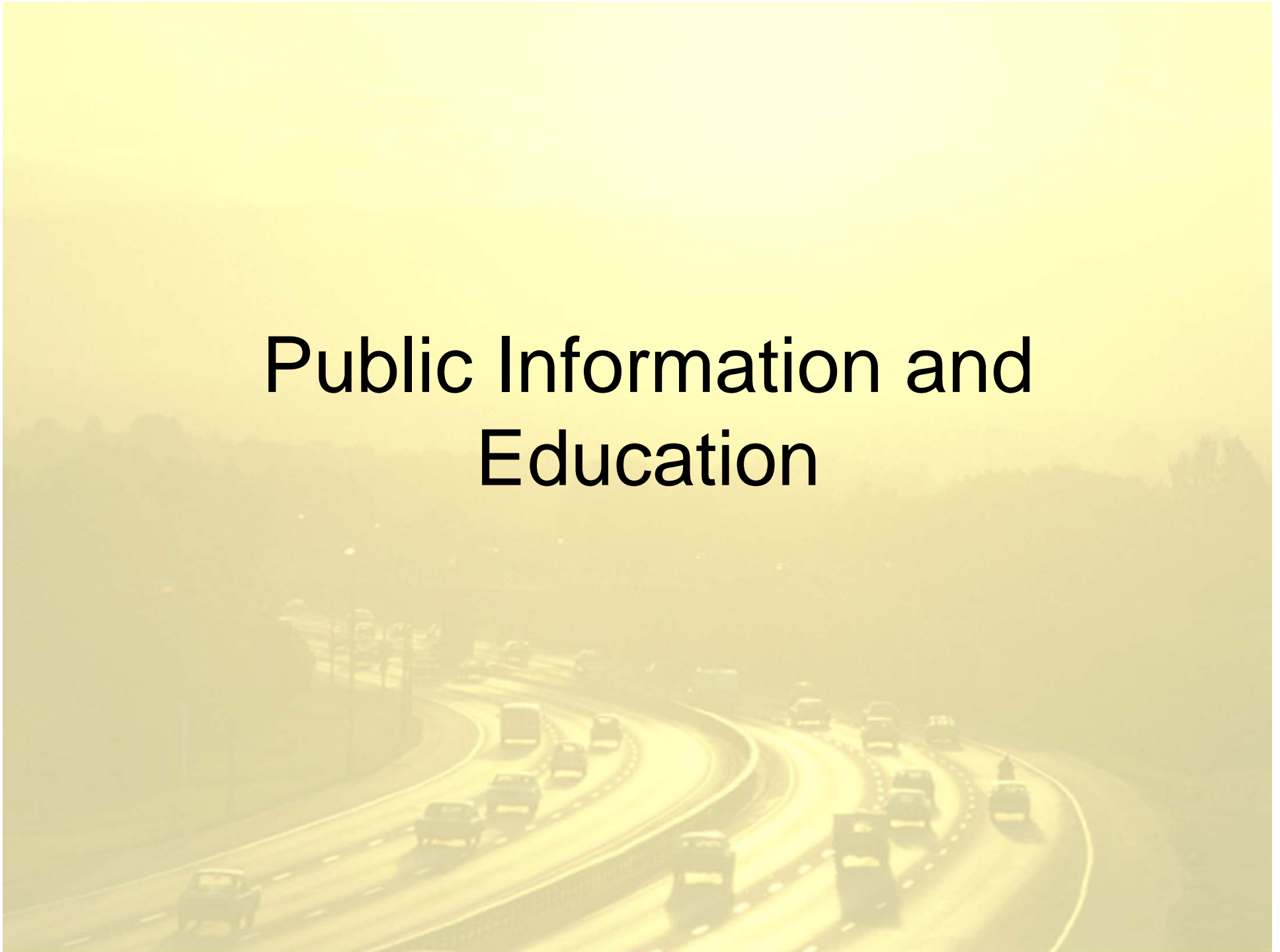
Email granthelp@tmpa.org

LEADRS

Law Enforcement Advanced DUI/DWI Reporting System

- Web based software system reduces time officers spend on DWI paperwork by 50%
- Developed with input from officers and prosecutors
- Simplifies completing mandatory state forms and allows for easy review by prosecutors
- LEADRS is grant funded through the TxDOT

Public Information and Education



Public Information & Education

- Public Information & Educational Materials
- The role of public information & educational materials is to make the public aware of traffic safety issues, practices and their benefits.
- PI & E activities support and compliment the activities of other programs by:
 - Promoting compliance with laws & enhancing enforcement efforts.
 - Building public support for programs.
 - Informing motorists of safe driving habits.

Public Information & Education

EDUCATIONAL & PROMOTIONAL

- Educational:
 - Materials that educates & informs an audience.
 - Includes items as activity books, coloring books, brochures, posters, flyers, bumper stickers, etc.
- Promotional:
 - Materials that promotes, supports, or enhances efforts. These materials include key chains, on-board signs, mugs, pencils, magnets, litter bags, etc.
- Samples of materials are provided at the traffic safety table. All samples are free and you may obtain materials through the TxDOT Traffic Safety Specialist in their respective Districts.

A Safer Shift



Traffic Enforcement

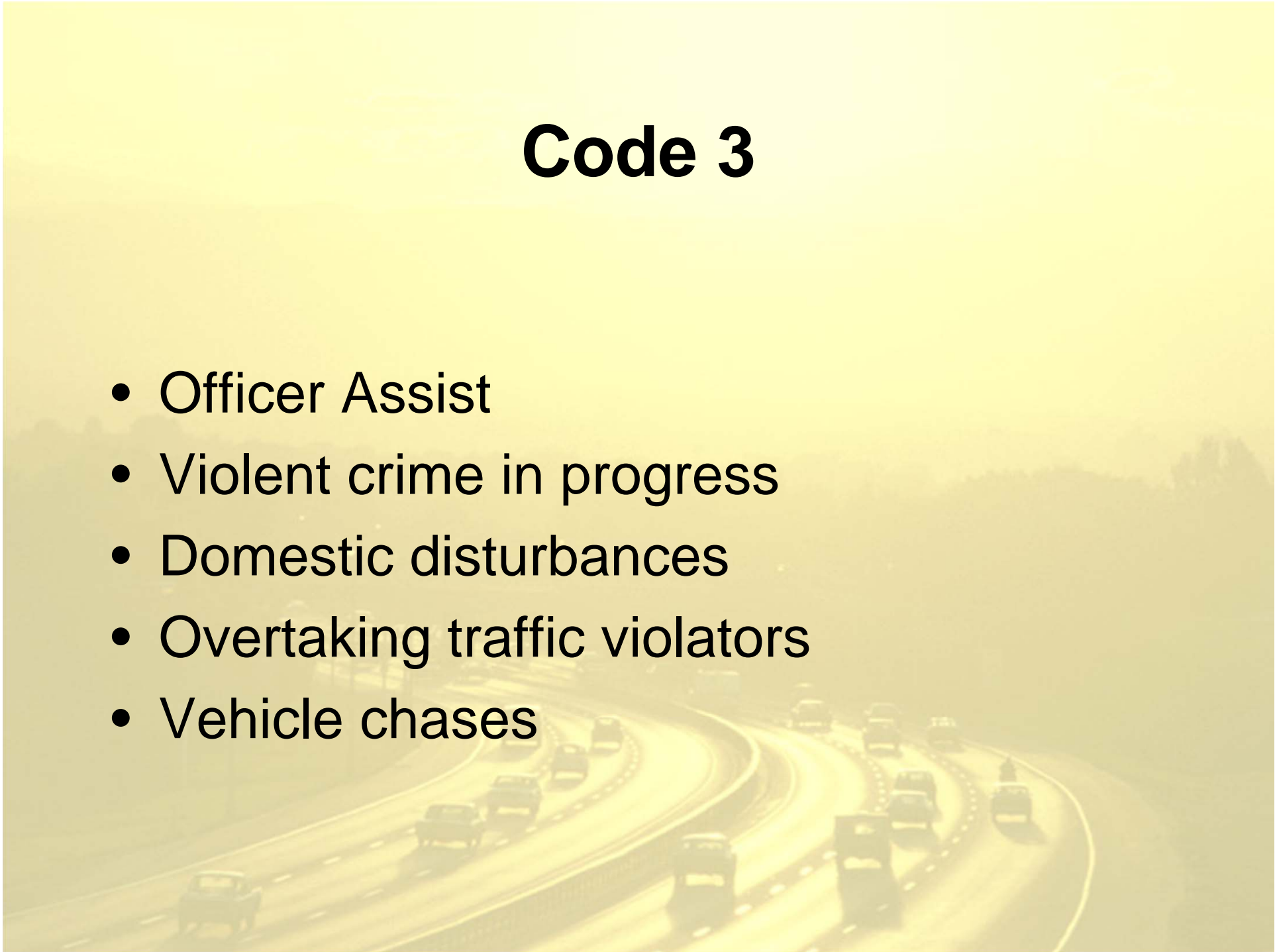
- Discouraged 'general' traffic enforcement
- Typically allowed for gross, egregious violations or...
- Pretext stops when it provides an opportunity to investigate further

Whren v. United States,
517 U.S. 806 (1996)

The Supreme Court held that the subjective intent of a police officer is irrelevant in determining the legality of a traffic stop.

Code 3

- Officer Assist
- Violent crime in progress
- Domestic disturbances
- Overtaking traffic violators
- Vehicle chases



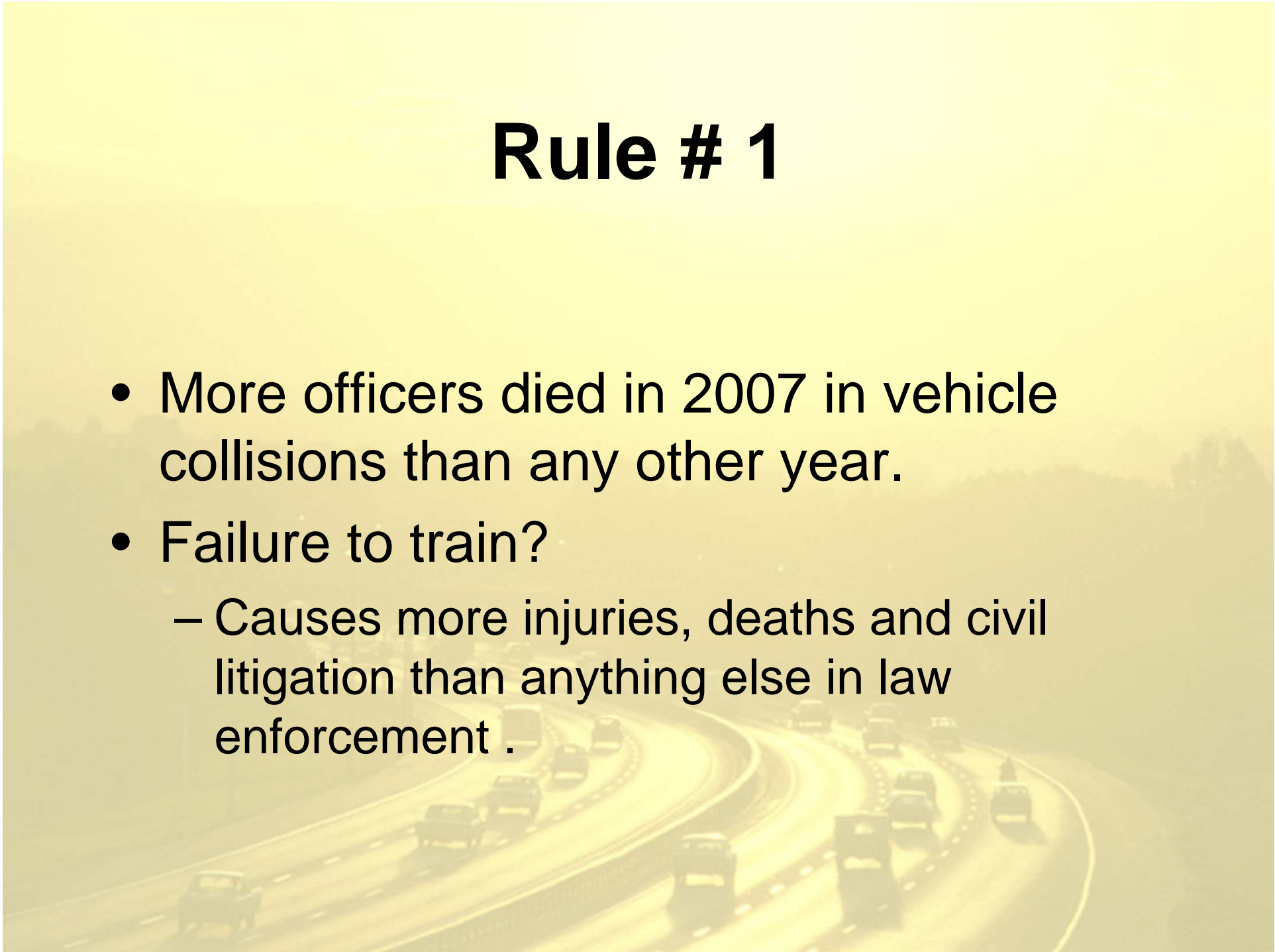


Rule # 1

**Go home at the end of
your shift.**

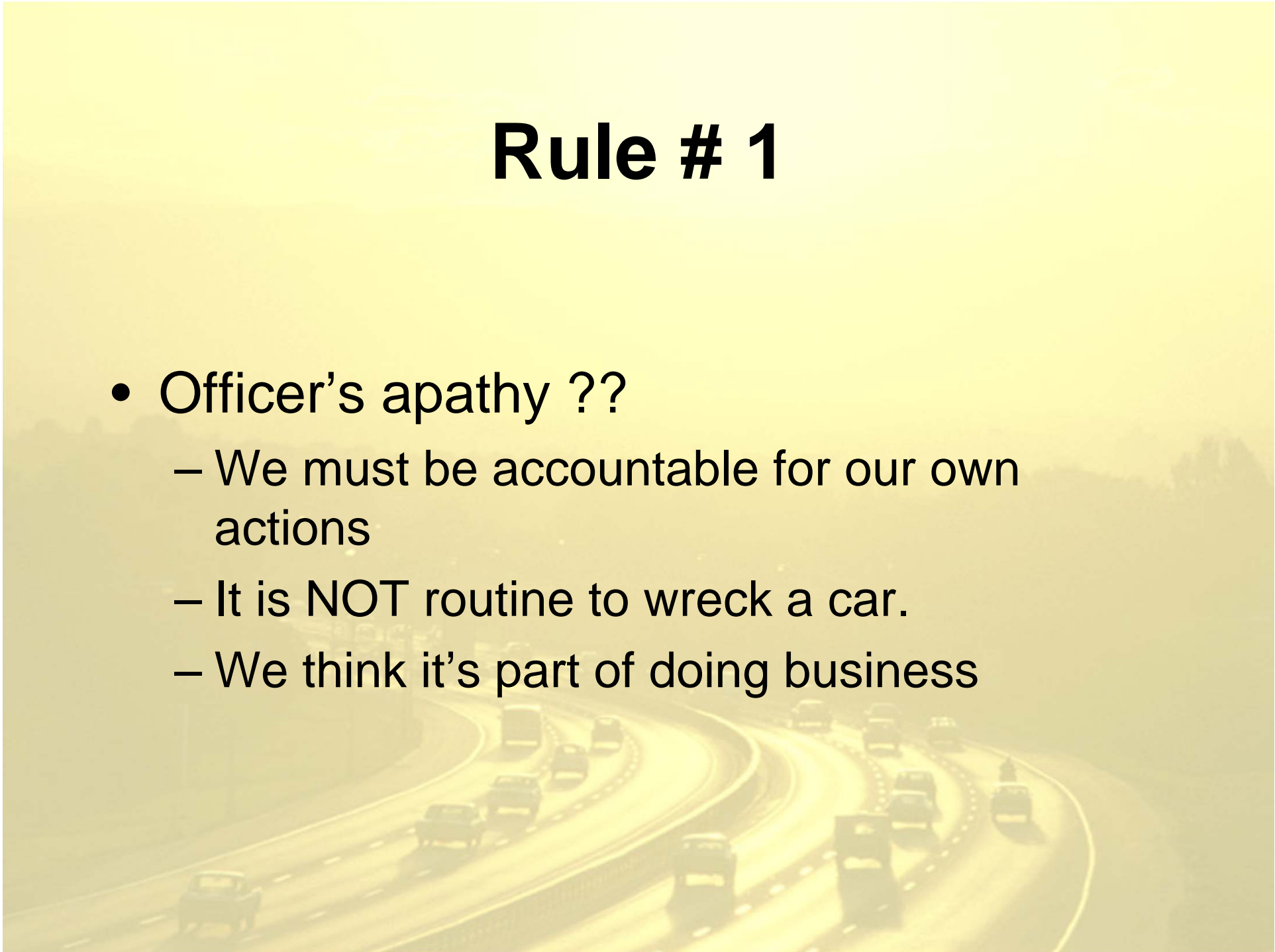
Rule # 1

- More officers died in 2007 in vehicle collisions than any other year.
- Failure to train?
 - Causes more injuries, deaths and civil litigation than anything else in law enforcement .



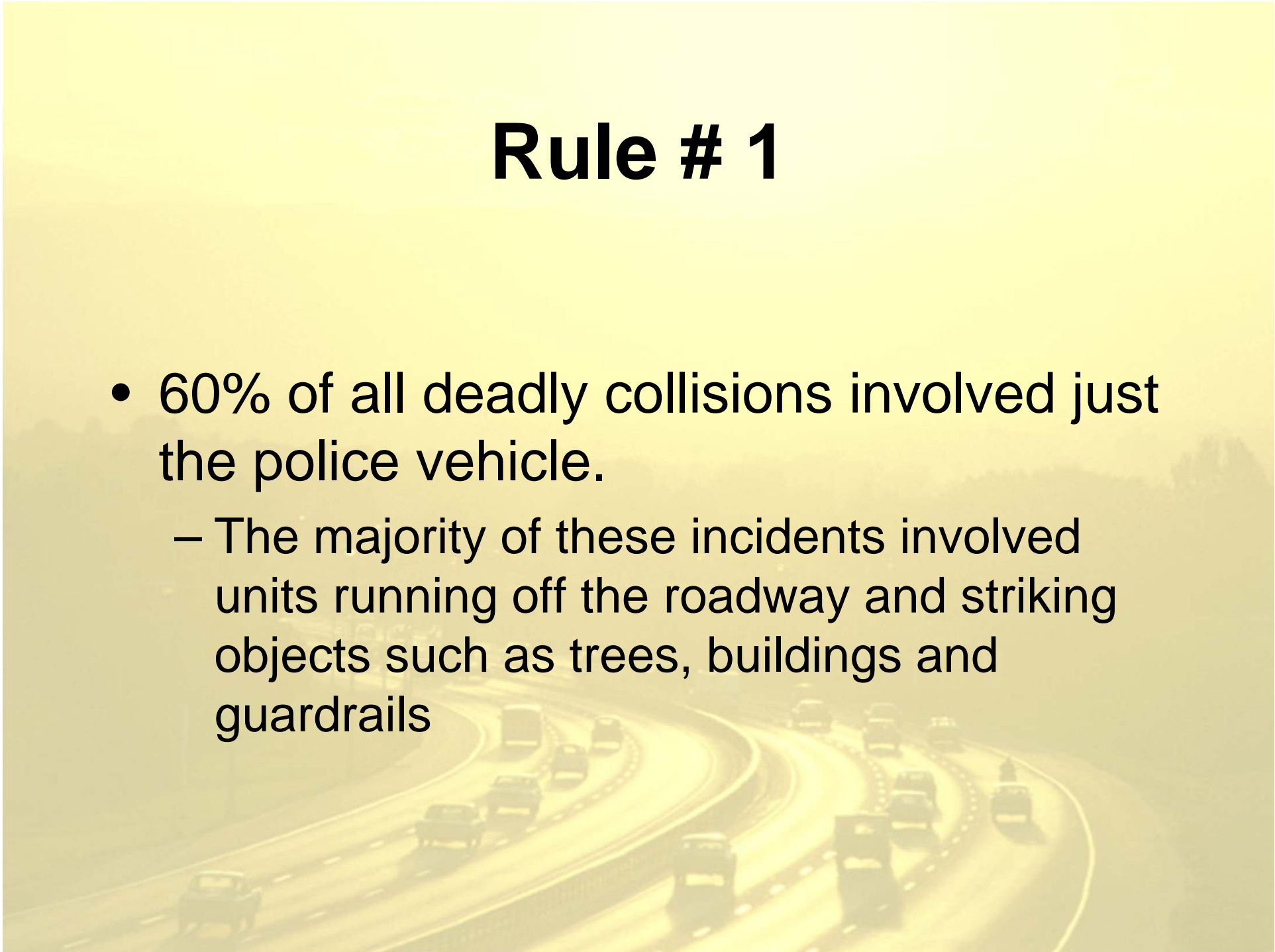
Rule # 1

- Officer's apathy ??
 - We must be accountable for our own actions
 - It is NOT routine to wreck a car.
 - We think it's part of doing business



Rule # 1

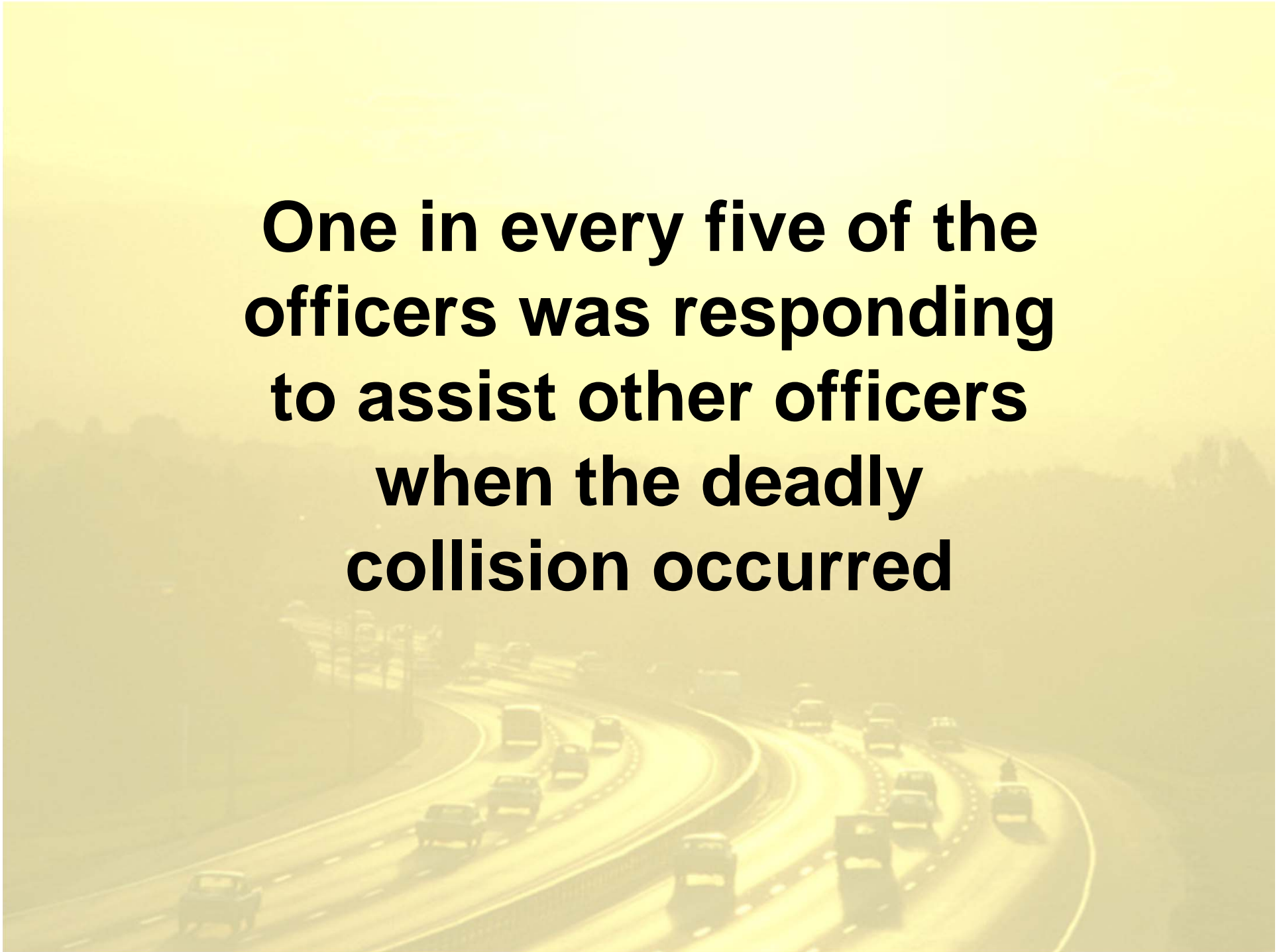
- 60% of all deadly collisions involved just the police vehicle.
 - The majority of these incidents involved units running off the roadway and striking objects such as trees, buildings and guardrails



Rule # 1

- 58% < 5 yrs service
- 32% < 23 months
- 11% occurred in bad weather
 - majority of those listing “hydroplaning” as the cause
- 45% Sheriff Deputy
- 32% Municipal Police
- 11% State Police
- Remainder were Constables/Federal

**One in every five of the
officers was responding
to assist other officers
when the deadly
collision occurred**



Other responses were listed
including

Domestic disturbances

Traffic infractions

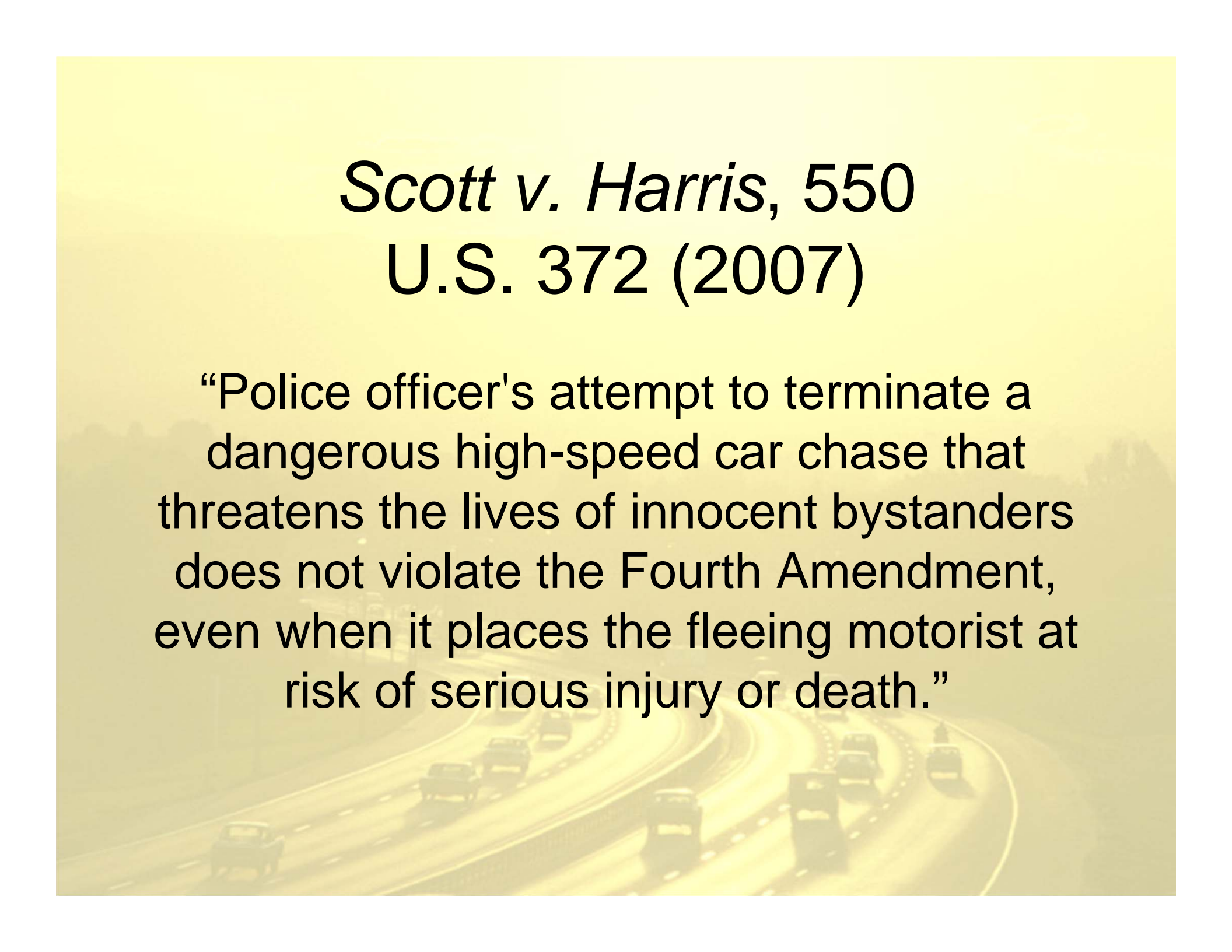
Medical calls

Routine patrol



HIGH-SPEED CHASE





Scott v. Harris, 550
U.S. 372 (2007)

“Police officer's attempt to terminate a dangerous high-speed car chase that threatens the lives of innocent bystanders does not violate the Fourth Amendment, even when it places the fleeing motorist at risk of serious injury or death.”

Any Questions?

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