ENFORCEMENT STRATEGIES THAT WORK (AND WAYS TO IMPROVE)

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NHTSA/PREUSSER RESEARCH GROUP/TFPD MOU

• 4 Emphasis periods
• Two Officers per car
• TFPD develops PSA
• TFPD provides street signs for awareness
• NHTSA provides one LIDAR and funding for overtime
CLICK HERE SEATBELT VIDEO
ENFORCEMENT PERIODS

• Four Emphasis phases
• Nine (9) days each – covers two weekends
• 10 hours per day (2 Shifts)
• Bravo Units (2 Officers)
Strategies for effective seatbelt enforcement.

A self study course and presentation.
What do the numbers say?

- Seatbelt use in Idaho is among the lowest in the country with a secondary law and $10.00 fine for adults.

- In 2016, Idaho experienced:
  - 216 Vehicle fatalities
  - Of those fatalities, 43% were unbelted.
Of the unbelted fatalities in 2016, 36 or 17% occurred in the Twin Falls and Pocatello areas.

Likewise, the Twin Falls and Pocatello geographical areas have a combined seatbelt compliance rate of 81%, while Idaho has a statewide compliance rate of 83%. (ITD statewide seatbelt survey)
What does the Idaho Seatbelt law give us?

- The Idaho Seatbelt code 49-673, states:
  - Every occupant shall have a safety restraint properly fastened about his body at all times when the vehicle is in motion.
According to Idaho code, an officer must suspect a primary violation has occurred.

This is accomplished through witnessing a violation of any type, such as:

- Speeding at any speed above the posted speed limit.
- Any moving or non-moving violation, i.e., registration sticker misplaced or covered, no front license plate, altered muffler, etc.
- Any other suspected traffic violation. Remember: A citation is not required to be issued for the primary violation for which the vehicle is stopped.
Focusing on the primary violation.

How do we find the primary violation?

There are several ways to accomplish enforcement:

- Work in an area that has an unusually high average speed, with an unusually low speed limit and a large traffic volume.
- Focus on the non-typical, seldom enforced violations contained within Idaho Traffic Code.
Achieving Enforcement Success

2 Officer (Tac Unit) Enforcement Method:

- Working with a partner is more enjoyable
- Helps time go by more quickly
- Potentially more accurate spotting of violations
Two Officer Enforcement Methodology

Assignments:
- Officer #1 - Driver
  - Responsible for locating and verbalizing to partner traffic violation (or pc for the stop)
  - Upon confirmation by Officer #2 of seatbelt violation, Officer #1 initiates traffic stop and approaches violator vehicle
  - Issues citation for seatbelt violation
Two Officer Enforcement Methodology cont.

Assignments cont.:

- Officer #2 - Passenger
  - Listens to Officer #1 call out violations, and upon knowing what vehicles are able to be stopped, looks for seatbelt violations.
  - Manages all radio traffic and completes all citations, while Officer #1 is driving and approaching violator.
Two Officer Enforcement Methodology cont.

- Do’s and Don’ts:
  - Officer #1 do verbalize what vehicles have committed violations, so Officer #2 doesn’t waste time looking for seatbelt violations on vehicles that cannot be stopped
  - Officer #2 do begin completing citation while behind the violator vehicle and while Officer #1 is approaching violator vehicle
  - Officer #1 don’t focus on finding seatbelt violations
  - Officer #2 don’t focus on finding traffic violations
Advantages and Expectations

- Increased Officer Safety:
  - Two officers on every contact provides extra eyes/awareness
  - Various officer assignments prevent multi-tasking

- Increased Productivity:
  - Pre-filling out citations cut down on time during stop
  - Decreases patrol officer's time by allowing for arrests to be made by tac unit rather than calling for patrol assist
  - More fun equates to greater productivity - with two officers in low compliance area can see productivity rate at over 10 citations per hour
Conclusion

Thank you for taking the time to review the material and if you have any further questions or need clarification, please feel free to contact me at:

- Kyle Wills (208) 703-1585 or kjw652@hotmail.com
• Overall Seatbelt Usage increased from 83.5% to 87.5%
• Added Seven (7) new Child Passenger Safety Technicians
• Officers became more aware of Seat Belt use even during Non-emphasis periods
• Worked with Canyon Ridge High School on Independent Project

Results: Pre-education 75.5% usage / Post-education 82.8% usage
SUCCESES (CONTINUED)

• Excellent Media Cooperation
• Community Support
  • Schools
  • Media
  • Hospital
  • SafeKids
SUCCESSES (CONTINUED)

• Developed PSA with local TV station
• Preusser Research Group provided accurate and extensive information demographics of seat belt use
Seat Belt Citations Issued:
February 1, 2016-March 31, 2017 citations = 219
   adult and 19 child
April 1, 2017-May 6, 2018 citations = 934 Adult and
   44 child
410% Increase
(approximately 13 Months)
WHERE COULD WE IMPROVE

• Use Media throughout and at beginning—all types
  With citations we reached approximately 1% of total influx population
  We reach far more with media
• Additional officer support within department
• Use Schools for media/messages/ideas
WHERE COULD WE IMPROVE (CONTINUED)

• Don’t let primary infraction go if you would normally write the citation. (Reinforces No SB)
• Lower tolerance for the stop and Seat Belt Cite
• “Plug” Seatbelts whenever we can
• Continued focus on Seatbelts (May 6 2018-Mar. 29 2019)
  268 adult, 20 child citations
INNOVATION AWARD
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