

LEL BOLO

2016 December Edition



Upcoming Events

December 16, 2016 – January 1st, 2017

Holiday DUI Enforcement

Drive Sober or Get Pulled Over – They Will See You Before You See Them

This holiday season, law enforcement officers from around the state will be out looking for drunk drivers as part of a special year-end Drive Sober or Get Pulled Over enforcement mobilization. Beginning December 16 and continuing into the New Year, you will see stepped up enforcement watching closely for anyone who is driving impaired. We want to keep our roads safe for holiday travelers, so we will have zero tolerance for drunk driving.

This ought to be the 'most wonderful time of the year,' so we will do what it takes to help save lives by keeping our roads safe. If you choose to drive impaired, not only will you risk your safety, and that of others, but you will also face the legal consequences.



High Visibility Enforcement

Ways to Change Driving Behavior During Today's Times

High Visibility Enforcement combines enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols and other HVE strategies should include increased publicity and warnings to the public. Although forewarning the public might seem counterproductive to apprehending violators, it actually increases the deterrent effect.

The HVE concept is a departure from traditional law enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, BAT mobiles, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the safety of their community.



Visual Elements

Publicity

Enforcement



@FloridaLEL

High Visibility Enforcement Implementation

SATURATION PATROL

Increased squads conducting enforcement in a targeted area to gain voluntary compliance of traffic laws and create general deterrence to prevent traffic violations. Note: increased enforcement must be visible to the motoring public. They need to see officers making traffic stops.

Stopping vehicles, or a specific sequence of vehicles (e.g., every fifth vehicle), at a predetermined fixed location to detect drivers who are impaired by alcohol or other drugs. One purpose of a sobriety checkpoint is to increase the perceived risk of detection and arrest for individuals who might otherwise decide to engage in unsafe driving behavior. This is a checkpoint's general deterrence effect. The fact that all, or a proportion of, vehicles are stopped reduces the impaired driver's confidence that they can avoid detection by concealing or compensating for alcohol or drug impairment.

WAVE

Increased enforcement of a specific traffic violation in a targeted location for a short period of time that occurs periodically.

Example 1. Speed enforcement waves can be conducted several times a month for a few hours, immediately after rush hour when motorists are attempting to make up lost time due to traffic congestion.

Example 2. DUI Waves may be conducted two weekends in one month from 10 pm - 2 am or target a special event that is occurring (e.g., festival, sporting event, St. Patrick's Day).

INTEGRATED ENFORCEMENT

High visibility enforcement strategies and elements incorporated into your everyday enforcement. Integrating high visibility traffic enforcement as a standard practice lets the public know that traffic enforcement is an agency priority. It also assists in reducing other crimes while at the same time creates general deterrence and encourages voluntary compliance of traffic laws.



MULTI-JURISDICTIONAL

Multi-jurisdictional efforts combine your resources and your efforts with neighboring jurisdictions including “non-traditional” agencies (e.g., park police, campus police, ABC officers, game wardens, etc.)

The multi-jurisdictional approach is a critical countermeasure in traffic safety. When you have more participating agencies, you create a greater police presence, which in turn creates general deterrence because it increases the risk (or perceived risk) that the motoring public will be caught. The enforcement must be highly visible and include an equal balance of enforcement and publicity.

Some benefits of multi-jurisdictional efforts:

- Provides increased staffing for smaller agencies
- Expands area of enforcement
- Expands media opportunities and exposure
- Helps establish or reinforce cooperation among law enforcement
- Increases visibility and law enforcement presence

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crashes and crime. Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes will help you target locations where your enforcement can play two roles in fighting crime and reducing crashes and traffic violations.

Choosing a location that is a high volume traffic area will assist with the visibility of your enforcement efforts. People will see you out there enforcing the traffic laws. This helps create general deterrence and voluntary compliance of laws.

VISIBILITY ELEMENTS

The HVE concept is a departure from traditional law enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, BAT mobiles, etc.) designed to make enforcement efforts obvious to the public. The goal of HVE is to make the motoring public aware of your enforcement efforts and create deterrence. When the perceived risk of getting caught by law enforcement goes up, the likelihood that people will engage in unsafe driving behaviors goes down.

Choose some or all of these visibility elements to enhance your enforcement:

- Road signs: electronic message boards, pop-up road signs, billboards, etc.
- Specially marked squads
- Magnetic HVE signs on patrol vehicles or window clings
- Specially marked BATmobiles or other command vehicles
- Specially marked vests
- Agency Facebook, Twitter, Website, etc.

TRAINING

Prior to conducting your HVE program, ensure that all officers who will be deployed are current on their training and certifications. Conduct refresher training as required. Courses that should be delivered to all officers participating in your HVE may include the following:

- Standardized Field Sobriety Testing (SFST)
- ARIDE
- Drug Recognition Expert (DRE)
- Vehicle Contact

MEASURING EFFECTIVENESS

Measuring effectiveness will be different for each individual agency and type of enforcement. If you are working with a funding source such as your State Highway Safety Office, they will have specific information they want you to report. Check your funding requirements for guidance.

Collecting data will highlight goals that are being accomplished, identify gaps, and help you evaluate the overall effectiveness of your program.

Remember: HVE is designed to change unlawful traffic behaviors and reduce crashes, injuries and fatalities. It is not a strategy designed to increase arrests; in fact, it may yield decreased citation counts over time

WHAT TO MEASURE

When planning your HVE program, it is important to include evaluation early in your planning, so that you can collect data before your event. This data will then be used to measure the amount of change in the behaviors of the motoring public after your HVE has concluded.

PROCESS (Qualitative Evaluation)

The qualitative evaluation is a look at the success of meeting your HVE program activities—did you do what you planned to do. It looks at activities conducted that may have resulted in a change of behavior. Questions answered in a process evaluation may include:

- Did we fully implement our program?
- Did we follow our strategic plan?
- If we used a multi-jurisdictional approach, did all partner agencies fully participate?
- How many partner organizations visibly and vocally supported our program?
- Did we execute our publicity plan—send out the planned number of press releases, make the desired number of follow-up calls, brief as many editorial boards as planned?
- How many interviews were conducted?
- How many articles were published?
- Did the public pick up materials (flyers, stickers, etc.) that were made available?

OUTCOME (Quantitative Evaluation)

Quantitative evaluations look at numbers, data, and statistics to measure the impact of the program. Some common measures include:

- Number of stops
- Number of citations or arrests
- Type of citation or arrest
- Decreases in crashes, injury and fatality
- Increase in seat belt use
- Observational studies (number of belts used, number of vehicles left in bar parking lots, etc.)

Remember, the ultimate goal is not to increase the number of arrests or citations, but to change unsafe driving behaviors.

SURVEYS

Surveys can be particularly useful in measuring the effectiveness of media and publicity. Surveys can be conducted in many ways: focus groups, interviews, mail or email questionnaires, Internet survey instruments such as Survey Monkey, etc.

Questions that may be asked to determine the effectiveness of your media and publicity campaign include:

- Did the message reach the target audience?
- Does the public know the tag line?
- Did the public pay attention to the message?
- Does the public believe there was increased enforcement?
- Does the public perceive a greater risk of receiving a citation or being arrested?
- Did the public change their behavior because of the media messages?

PUTTING YOUR EVALUATION TO WORK

Based on analyses of data from previous deployments, you will be able to:

- Adjust your enforcement strategy, including location, time of day, day of week.
- Adjust your marketing and publicity to better reach your target your audience.
- Determine the need for additional training.
- Reallocate budget and resources.

BRAG!

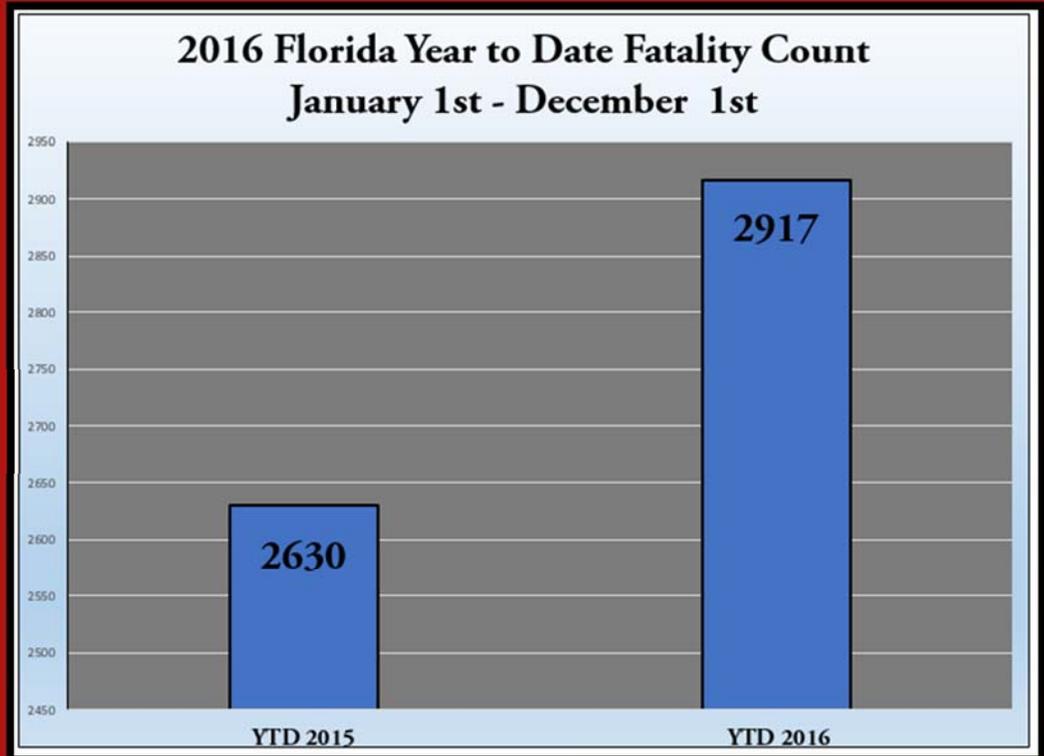
You told the community what you were doing and why, now tell them the results. Brag on the operation, outcomes, and future plans to improve the safety of the community.



Fatality Report

There are 287 more traffic fatalities in Florida in 2016, than the same time period in 2015

Dates: Jan 1st through Dec 1st 2016



Tuition **FREE** Training for Florida Officers



Listed below are the tuition-free courses currently available for Florida officers:

Data Driven Approaches to Crime and Traffic Safety[▲]

December 15 - 16, ~~2016~~; Melbourne, Florida
February 23 - 24, 2017; Miami, Florida
April 27 - 28, 2017; Jacksonville, Florida

DRE Instructor

January 9 - 13, 2017; Jacksonville, Florida

DRE Recertification Training

February 7, 2017; Jacksonville, Florida
May 19, 2017; Orlando, Florida
July 26, 2017; Miami, Florida

Drug Recognition Expert (DRE) School[▲]

Feb. 20 - March 2, 2017; Jacksonville, Florida

Event Data Recorder Use in Traffic Crash Reconstruction - Level 1^{▲*}

December 5 - 9, ~~2016~~; Largo, Florida
February 20 - 24, 2017; Daytona Beach, Florida
Feb. 27 - March 3, 2017; West Palm Beach, Florida

Human Factors in

Traffic Crash Reconstruction^{▲*}

~~February 6 - 10, 2017; Largo, Florida (class full)~~
June 12 - 16, 2017; Jacksonville, Florida

Investigation of Motorcycle Crashes^{▲*}

Jan. 30 - Feb. 3, 2017; Miami Florida

Marijuana Impaired Driving Detection for Law Enforcement[▲]

December 12, ~~2016~~; Daytona Beach, Florida
December 13, ~~2016~~; Altamonte Springs, Florida
December 14, ~~2016~~; Largo, Florida
March 6, 2017; Panama City, Florida
March 7, 2017; Miramar Beach, Florida
March 8, 2017; Pensacola, Florida
April 10, 2017; Davie, Florida
April 11, 2017; Miami, Florida
April 12, 2017; Key West, Florida
May 19, 2017; Orlando, Florida
June 5, 2017; Sarasota, Florida
June 6, 2017; Fort Myers, Florida

Medical Foundations of Visual Systems Testing[▲]

~~July 17 - 19, 2017; Largo, Florida (class full)~~

Pedestrian/Bicycle Crash Investigation - Level I^{▲*}

April 10 - 14, 2017; Jacksonville, Florida
June 19 - 23, 2017; West Palm Beach, Florida

Police Motorcycle Instructor[▲]

May 1 - 12, 2017; Deland, Florida



[▲] A limited number of tuition grants have been made available by the Florida Department of Transportation for Florida law enforcement officers to attend these IPTM courses.

^{*} These IPTM courses are eligible for ACTAR continuing education units. Please contact your instructor for more information.

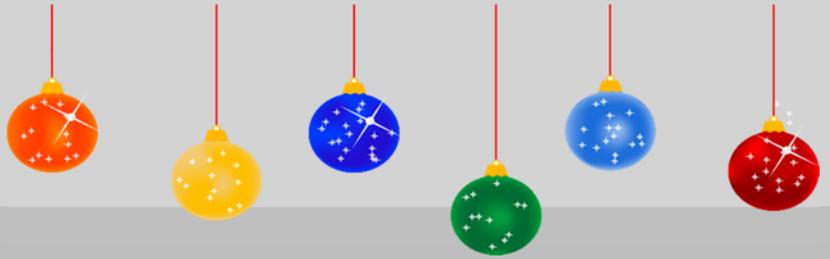
To register, please visit our website at: www.iptm.org/grant

FREE Training



Coordinator's Corner

A Message from the Florida LEL State Coordinator



On behalf of the entire Florida Law Enforcement Liaison Team, we wish you and your Family a Happy Holiday Season. It is a privilege for me to share that our team has shown a significant growth in collaborating with agencies within the seven FDOT districts over the past year, and it all happened because of your agencies partnership and dedication to traffic safety. Your continued efforts and hard work made Florida's roadways a little safer. Overall, traffic crashes and fatalities are up, but your dedication has not gone overlooked.

I truly appreciated the way you work with each member of our team and allied agencies in achieving the targets and goals, while maintain community relationships. The goal of making our roadways safer, requires the entire community.

Once again, thank you for all your hard work and sheer dedication and I hope that this will continue for years to come!

Have a Merry Christmas and a safe New Year,

Tim Roberts

Florida LEL Program Coordinator

