

Law Enforcement Driving Task Force
Wednesday, August 1, 2012
Meeting Minutes

Agenda Item 1: The Law Enforcement Driving Task Force was called to order at the Florida Highway Patrol Troop C Headquarters in Tampa, Florida. The following task force members were in attendance: Colonel David Brierton (Florida Highway Patrol), Chief Brett Railey (Florida Police Chiefs Association) and Sheriff Tom Knight (Florida Sheriffs Association).

Participating as committee members were Major Ian Moffett and Chief Dwight Floyd. Chief Grady Carrick, Major Steven Williams, Captain Bryan Hudson, Lieutenant Charles Broach, Lieutenant Thomas Pearson and Captain Mike Pelfrey participated in the audience.

Agenda Item 2: Colonel Brierton requested approval for the minutes from the April 6, 2012 meeting. Chief Railey made the motion, which was seconded by Sheriff Knight and the vote was unanimous to approve the minutes.

Agenda Item 3: Chief Grady Carrick presented his updated data analysis on law enforcement crashes by age for 2006 through 2010. The ages on the extremes may be attributed to police explorers and volunteers. The majority are in their thirties and taper off on each side. Seat belt use by law enforcement vehicle drivers was 81 percent, compared to 72 percent in the general population of all crashes. The International Association of Police Chiefs and National Sheriffs Association have been trying to increase that compliance number. Occupant restraint use results in fewer injuries and deaths.

Agenda Item 4: Major Moffett said he was representing the Florida Criminal Justice Training Center Directors Association and the team reviewed potential training, particularly for aggressive driving. They have met twice and will hold an additional meeting in Jacksonville. The team reviewed the reported violations and tried to determine if the violators were fresh from the Academy. The average age of the violators from the Miami Police Department was 37.9 and their tenure was 10 years and six months. They saw similar data from the Florida Highway Patrol; the average age was 36.2 years and their tenure was 13 years and four months. The data showed that the people involved in aggressive driving have been employed for a while. The issue is addressed during initial training in the Academy but is not readdressed during mandatory training.

During the open meetings of the committee, the participants expressed they did not want unfunded mandates. The committee is exploring best practices and models that IACP may have for training in this area. The issue should be addressed from an ethical decision-making standpoint and should be covered during the safe and legal traffic stop portion. They are working with the Department of Law Enforcement to identify course objectives to be presented in a two-hour minimum class during the next four years. Larger agencies that have the ability and resources can choose to conduct longer sessions. They are comfortable that the training at the Academy level is adequate. Vendors that provide on-line training have attended the open meetings. Miami has chosen to use Roadrageous for on-line training and in the field they will perform four hours of training including ethics. They will leave it up to the individual agencies to decide, but the minimum will be two hours of training. The training will be tracked through the Automated Training Management System.

Chief Railey asked if they had considered working with the Policy Team to include the requirement in the model policy language in addition to the course development. Major Moffett agreed to the policy language addition. Chief Floyd asked for clarification on whether this was a

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one-time training or every four years. Major Moffett said it would be every four years to be effective.

Agenda Item 5: Colonel Brierton said if no one had any objections, he would like Lieutenant Charles Broach to lead the Policy Team with representatives from the Florida Sheriff's Association and the Florida Police Chiefs Association. Lieutenant Broach compiled a summary of statistics from the Distracted Driving Workshop held by the Federal Law Enforcement Training Center. Florida ranked sixth in the United States in the number of law enforcement fatalities in motor vehicle crashes. The goal of the model policy should be to reduce the number of crashes. Lieutenant Broach also brought some examples of pursuit policies and a preliminary model policy for review. Captain Hudson said that a third of the Florida Highway Patrol was due for mandatory retraining next year and 12 hours will be for driving and 4 hours will be ethics (some related to driving). Colonel Brierton suggested that when the representatives from the FSA and FPCA are identified that the team put together some recommendations for the committee to review.

Agenda Item 6: Chief Carrick said that although the operation of law enforcement vehicles included both ethical and safety issues it boils down to behavior. He wanted to share the California Commission on Police Officer Standards and Training (POST) Safe Driving Campaign. After researching the issue they determined they needed to change the behavior of their officers in a positive way. Chief Carrick shared the video *Did you Know* posted on their website (<http://www.post.ca.gov/safe-driving-videos.aspx>). Chief Carrick suggested we explore a similar method to shift the emphasis to officer safety and going home to family. Additionally, we could inquire with the Highway Safety Office if funding may be available to promote a similar campaign. Colonel Brierton said this could be an internal project to be included in the public awareness campaign.

Agenda Item 7: Chief Carrick presented research conducted last year on emergency lighting relating to the Move Over Law. Struck by incidents in the United States kill five firefighters every year, a police officer every month and a towing professional every week. Officers assisting the public, conducting traffic stops or directing traffic on the side of the road are in danger. Every state except Hawaii has a Move Over Law so they wanted to see how it was working. The team set up a series of traffic stops on the side of the road and used the highway cameras to record the behavior of the approaching drivers. They used different lighting configurations on the law enforcement vehicles:

- A. red and blue;
- B. red and blue with an amber arrow; and
- C. an amber arrow only.

They also turned the front lights off to check the rubbernecker effect. The red and blue lights produced good compliance – people tried to move over as best they could. They turned the front lights off with red and blue and an amber arrow and compliance was good. Compliance dropped off with an amber arrow only.

They reviewed 9,000 vehicles approaching in the right-hand lane over six locations. Lighting configurations A and B produced 79.7 percent move over compliance and lighting configuration C produced 68.8 percent move over compliance. Under lighting configuration C drivers waited until they got closer to the patrol car to move over indicating they did not recognize it was law

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enforcement vehicle. The three lighting configurations produced the same four mile per hour drop in lane speed. Rubbernecker effect was not statistically significant.

Conclusions of the research were the move over compliance rate is good in Florida but speed reduction may need to be messaged better or revisited legislatively to determine if the 20 miles per hour decrease is a reasonable number. Red and blue lights are most effective; the amber arrow does not improve compliance. Guidance to officers is use red and blue lights on all stops. May need to introduce the word *safely* move over to message. The Move Over Law has been in place ten years, now we need to research to determine if it is having the intended effect. Chief Railey asked if there was any empirical data on which color lights (red, blue, or red and blue) were most effective. Chief Carrick told him a study performed by FHP Lieutenant Tom Wells several years ago determined red was more visible during the day and blue was more visible at night. Chief Railey asked for a copy of the study. Colonel Brierton said the next step was enhancing conspicuity markings on patrol vehicles.

Agenda Item 8: Major Steven Williams demonstrated the FHP early warning system he is developing to track crash-related information. Colonel Brierton offered the system to anyone that wanted to use it for their agency. The web-based system presents searchable data in real time by area of responsibility. The system provides notification to designated supervisors and can be modified to suit the agency. Captain Pelfrey asked if the system could provide an early warning of aberrant driving behavior before they had a crash. Colonel Brierton said FHP utilizes an investigation and disciplinary tracking system that also provides early warning for that type of activity. Colonel Brierton agreed to review the options to include additional data in the early warning system.

Agenda Item 9: Colonel Brierton asked if anyone had additional items they wanted to discuss. No one had any additional items

Agenda Item 10: Colonel Brierton said that Major Moffett was conducting another meeting for the Training Committee and Lieutenant Broach would lead the Policy Committee with additional members from the Associations. FHP's Public Information Officer will contact the Associations to continue working on the public awareness campaign. The two committees can meet in the future and synchronize their work products.

Agenda Item 11: Sheriff Knight said he agreed the ethical portion was very important. Chief Railey and Colonel Brierton said they appreciated the time and effort everyone was putting into their projects.